



***City of Rossland Requests Your Input!***

**The Time: 3 – 8 pm**

**The Place: Prestige Hotel**

**The Date: July 15, 2010**

**The Subject: The second Charrette to address the Columbia Ave and Washington St. resurfacing project.**

**The Reason: An Opportunity for your input on the Columbia Ave and Washington St. re-surfacing project scheduled for Summer 2011**

What is a Charrette? Charrettes take place in many disciplines, including urban planning. In urban planning, the charrette has become a technique for consulting with all stakeholders. This type of charrette typically involves intense and possibly multi-day meetings involving municipal officials, developers and residents. A successful charrette promotes joint ownership of solutions and attempts to defuse typical confrontational attitudes between residents and developers. Other uses of the term “charrette” occur within an academic or professional setting, whereas urban planners invite the general public to their planning charrettes. Thus most people (unless they happen to be design students) encounter the term “charrette” in an urban design context. (Selected excerpts from *Wikipedia’s definition*)

**What does Rossland’s Official Community Plan say about this project?**

**19.2 Downtown Core**

- .1 Collaborate with Ministry of Transportation to encourage Best Management Practices and Standards for Highway upgrades through the Downtown Core, which encourage pedestrian movement and safety and mitigate wherever possible, negative impacts from truck traffic.
- .2 Collaborate with Ministry of Transportation on the proposed Columbia Ave resurfacing in order to introduce natural landscape features, traffic calming designs, improved parking and a designated, separated bike lane.

**22.2 Transportation**

- .1 The quality of pedestrian areas directly affects the overall image of a place, the quality of experience and the propensity for people to walk rather than drive. Recognizing this, efforts will be directed to such measures as:
  - Reducing travel lane widths;
  - Reducing street crossing distances;
  - Off-road (but possibly on-boulevard) pathways for cyclists and pedestrians;

This pedestrian-friendly design can be achieved where possible through capital improvement projects, capital works projects, new development and/or substantial renovation to existing buildings.

- .9 It is a policy of Council to integrate bicycle and pedestrian needs into community planning, design and maintenance.