

# What We Decided Report

## Baturyn Neighbourhood and Alley Renewal

June 2022

**SHARE** YOUR VOICE  
**SHAPE** OUR CITY

**Edmonton**

# What We Decided Report: Baturyn Neighbourhood and Alley Renewal

## What is Neighbourhood Renewal?

The Neighbourhood Renewal program has been developed to rehabilitate roads, replace street lights, repair sidewalks and connect missing sidewalk links where possible. Other opportunities to improve parks and public spaces are also explored.

## Alley Renewal

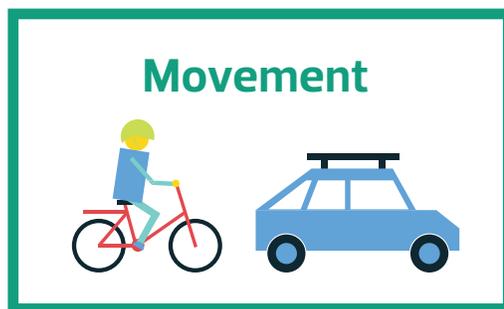
Alley Renewal will be included as part of the Baturyn neighbourhood renewal. Alley Renewal involves alley reconstruction and repaving, improvements to surface drainage where feasible, and upgrading of existing alley lighting to LED fixtures. Utility assessments and repairs, along with removals and pruning of trees and shrubs, are also completed.

## Purpose

This report shares how the City of Edmonton arrived at the Final Designs for the Baturyn Neighbourhood and Alley Renewal.

It describes when and how the City used policy and program information, public engagement input and technical requirements to make project decisions. The report also illustrates how the project decisions align with the co-created community vision for Neighbourhood and Alley Renewal in Baturyn.

**Baturyn's design decisions are presented within the two topics that were explored through Neighbourhood Renewal:**



# Message from the Project Manager

On behalf of the City of Edmonton, I am pleased to share that Baturyn Neighbourhood Renewal construction will begin in spring 2023, with completion scheduled for 2025.

The Neighbourhood Renewal program reflects the City's commitment to support our mature neighbourhoods, and ensure that we take a cost-effective, long-term, strategic approach to addressing the neighbourhood's infrastructure needs.

To honour this commitment, the City takes time to get to know the neighbourhood as well as people's vision of it for the future. We work to understand what people like about living in Baturyn and where there are opportunities for enhancements, to turn these ideas into designs for Neighbourhood Renewal. The designs are created to reflect a combination of City policies, programs, public input and technical requirements (ex. current standards, best practices, and constraints from existing infrastructure and mature trees). Additionally, the designs consider available funding and identify ideas that can be explored outside of Neighbourhood Renewal as part of community partnerships or other City programs.

Planning in Baturyn began in September 2020, when we introduced the Neighbourhood Renewal project to the community and initiated conversations with key stakeholders. Over the planning process, we co-created a Vision and Guiding Principles for the neighbourhood with residents, asked people for their ideas and then returned with draft designs for their feedback. We held public engagement sessions, pop-up events and community conversations. We also invited survey input and engaged with residents to share information and gather feedback.

We've gathered background information and data, walked the neighbourhood and collaborated with infrastructure service providers—such as underground and above ground utilities. We've learned as much as we can about the neighbourhood to better inform our conversations with the community and our design decisions.

Our learning through the public engagement process culminated in April 2022, when we presented the final design for Baturyn Neighbourhood Renewal. The final design reflects what we have learned since September 2020. We received a lot of positive feedback on the design and the public engagement process. Our team would like to thank you for your contributions to the project.

Through this report, we will share what will be constructed in Baturyn and how we made these decisions. I'm proud to say that much of what we decided is based on public input and in support of Baturyn's Neighbourhood Renewal Vision.

As a City, we undertake these projects to support the needs and quality of life of our residents. As a City Project Manager, I am grateful to everyone for sharing their ideas and feedback and helping our plan evolve into what it is today. It is an honour to be a steward of Baturyn infrastructure improvements and to help bring your neighbours' and your vision for a great neighbourhood to life.

Thank you.

Sherry Wallace  
Project Manager, Baturyn  
Neighbourhood Renewal



# Building Great Neighbourhoods

## Working together to make the most out of your neighbourhood

Great neighbourhoods are the building blocks of a great city, and the City of Edmonton is committed to building great neighbourhoods by investing taxpayer dollars in renewing neighbourhoods to enhance their livability and longevity.

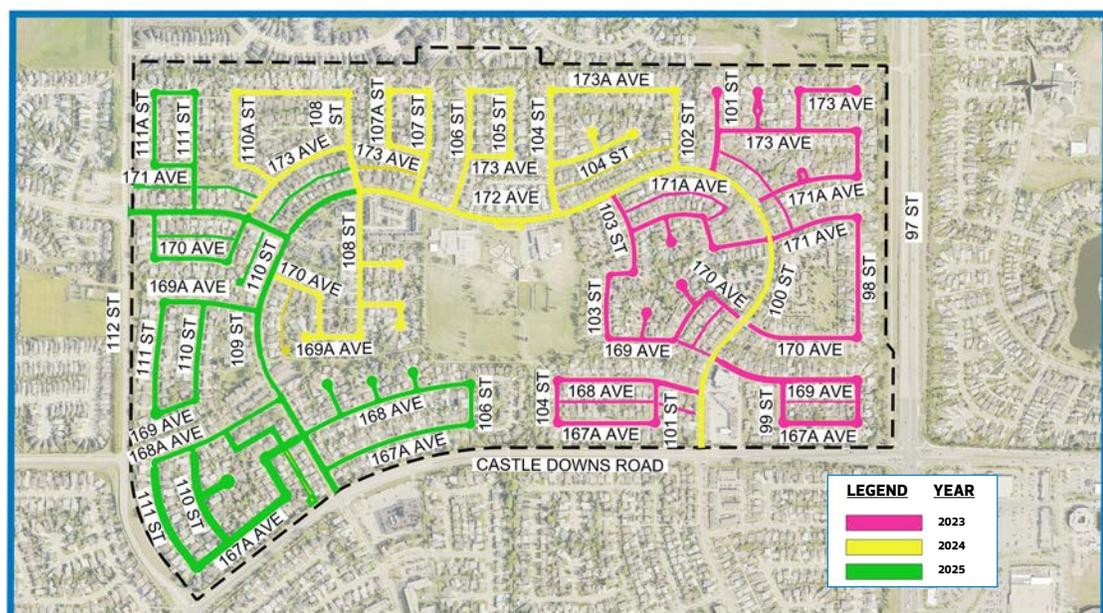
Building Great Neighbourhoods is designed to increase vibrancy and improve infrastructure in Edmonton's mature neighbourhoods. It is a cost-effective, long-term, strategic approach to address infrastructure needs such as rebuilding and renewing roads, sidewalks and street lights.

### Neighbourhood Renewal in Baturyn

In spring 2023, Neighbourhood and Alley Renewal construction will begin in Baturyn. It will include the following:

- + Improvements to all local and collector roads
- + Reconstruction of sidewalks, addition of new sidewalk connections and curb ramps
- + Widened pathways, new pathways and improved street crossings
- + Upgrading existing and adding new lighting
- + Improving connections for people of all ages and abilities who walk, roll, bike or move by other active modes within your community
- + Adding measures to slow traffic
- + Enhancing park spaces

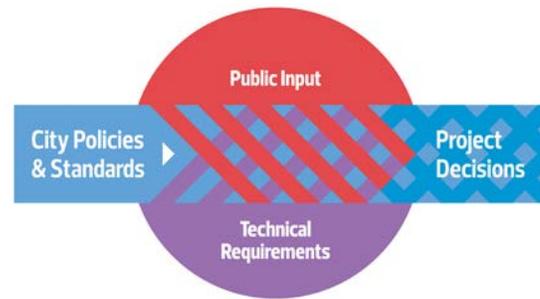
The reconstruction in Baturyn is expected to take three years, with anticipated completion in 2025.



Baturyn Neighbourhood Renewal Tentative Construction Staging

# Decision making process

City policies and programs such as the Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter City Strategy provide the overall direction for Neighbourhood Renewal designs. As each neighbourhood is unique, the project team asks for input from residents who live, work and play in the neighbourhood and considers technical aspects such as roadway widths and conflicts with utilities and trees to determine what will fit in the neighbourhood.



The City makes decisions using a combination of policy and program information, public input, technical requirements and available funding. This process helps to ensure that the decisions we make are fiscally responsible, align with best practices, consider the existing public and private infrastructure, land uses and activities in the neighbourhood and result in the best outcomes for your neighbourhood and our city.

## Public engagement spectrum

The City of Edmonton asked for input from residents to help guide the project. The City's Public Engagement spectrum below shows the four distinct levels of influence that the public had on decisions made by the City throughout the project.



The role of public engagement input is to help the City understand what is important to community members in Baturyn, as well as how the Neighbourhood Renewal design decisions will affect them. The City policies and programs, technical requirements and public engagement input include:

## City policies and programs

The following are the main policies considered:

- + Edmonton City Plan
  - + Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + Active Transportation Policy
  - + Includes opportunities for people to walk, roll and bike and promotes the inclusion of shared pathways
  - + Encourages active transportation in Baturyn and nearby neighbourhoods
- + Accessibility for People with Disabilities Policy
  - + Supports accessibility as fundamental to good public engagement and design for all ages and abilities to use neighbourhood infrastructure for the next 50 years
- + Breathe – Green Network Strategy
  - + Ensures each neighbourhood will be supported by an adequate supply, quality and distribution of open space that is accessible to people of all ages and abilities
- + Community Traffic Management Policy
  - + Supports curb extensions to improve visibility and shorten the crossing distance for people walking; enforce parking offsets from crosswalks and intersections; and to reduce driver speeds
  - + Supports marked crossings to draw attention to people crossing the street
- + Edmonton Bike Plan
  - + Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons
- + ConnectEdmonton
  - + Provides direction to create a healthy city, vibrant urban places, regional prosperity and climate resilience
  - + Supports safe bike routes, vibrant gathering spaces, adding missing sidewalks, partnering with local businesses, planting trees, creating green space from existing paved surfaces and measures to calm traffic
- + Corporate Tree Management Policy
  - + Encourages and accounts for the maintenance, renewal, and expansion of our urban forest. If trees need to be removed during construction the value of the trees removed will be replaced with new tree plantings in or nearby the neighbourhood
- + Economic Action Plan
  - + Directs strategies to attract and revitalize neighbourhood commercial areas with the Corner Store Program
  - + Includes investing in public places that provide enhanced economic and social connection
- + FRESH: Food and Urban Agriculture Strategy
  - + Encourages developing local food infrastructure and supply in public spaces, such as the fruit bearing plants proposed in some parks and open spaces in Baturyn
- + Local Improvement Policy
  - + Follows the Municipal Government Act of Alberta to outline the process to pay for improvements that are of a larger benefit to those near them than to the city as a whole

- + Neighbourhood Renewal Program
  - + Funds the renewal of existing infrastructure and the construction of new/missing elements such as sidewalks, shared pathways and public open space enhancements. The cost of new/missing elements are not shared with property owners
- + PED Connections: a Sidewalk Strategy
  - + Increases the priority of walkability in Edmonton by maximizing opportunities for walking and enhancing safety, convenience and strategic improvements and expansions of the sidewalk system, thereby promoting a healthy and sustainable community
- + Public Engagement Policy
  - + Directs the creation of specific public engagement and best practices to hear from the diverse groups impacted by the project
- + Safe Mobility Strategy
  - + Supports initiatives to manage driver speeds and shortcutting to increase safety for all road users
  - + Supports bike routes and facilities that prevent injuries and encourage more people to bike and use active modes of transportation
- + Snow and Ice Control Policy
  - + The City provides year-round maintenance, including snow removal, of protected bike lanes and most shared pathways to support all-season access and use
- + Winter City Design Guidelines
  - + Includes design standards to create an inviting and vibrant community during the winter months that are accessible, safe and enjoyable for people of all ages and abilities

## Public engagement input

- + **CREATE** Neighbourhood Renewal Vision and Guiding Principles
- + **REFINE** our understanding of neighbourhood assets, opportunities and priorities
- + **REFINE** the Neighbourhood Renewal options
- + **REFINE** the draft design
- + **ADVISE** on the final design
- + **ADVISE** on construction for Neighbourhood Renewal
- + **DECIDE** on decorative street lights and sidewalk reconstruction as local improvements

## Technical requirements

- + Infrastructure assessments including utilities
  - + Prioritizes when city infrastructure will be renewed based on current conditions
- + City of Edmonton Design and Construction Standards including Complete Streets
  - + Provides direction for the design and construction of roads, sidewalks and shared pathways, measures to slow traffic, and enhance intersections (particularly around crosswalks)
- + Universal Design Guidelines (i.e. Access Design Guide)
  - + Supports access and use for people of all ages and abilities, and was used to inform the design of wider and new sidewalks, seating along pathways and picnic table and bench selections
- + Crime Prevention Through Environmental Design (CPTED)
  - + Encourages designing infrastructure to reduce crime by making spaces visible, inviting, connected, and including natural deterrents such as plant selection and placement
- + Urban Design Framework
  - + Outlines opportunities in the neighbourhood to improve how people move through the neighbourhood, experience open spaces and gather.
- + And more

# Building Great Neighbourhoods Roadmap

People living in and with an interest in Baturyn were invited to provide input into the City's decision making process for Neighbourhood Renewal at various stages along the roadmap below.



## LEGEND

- Public Engagement and Communications Opportunities
- Concept Phase
- Design Phase
- Build Phase
- Operate Phase

# The Baturyn Neighbourhood and Alley Renewal public engagement input opportunities included:

Timeline	Steps	Public Engagement	Participation	Outcome
September – October 2020	<b>Starting the Conversation</b> Met with multiple stakeholders and organizations within and surrounding Baturyn	<b>Survey:</b> Asked for public input on the best engagement and communication methods for Baturyn	<b>67 participants</b>	Created a Public Engagement Plan and Communications Plan aligned with what we heard from participants
		<b>Community Conversations</b> Engaged with stakeholders in the area to learn about the most appropriate and effective engagement and communication approaches in Baturyn	<b>9 stakeholder groups</b> Met with multiple key stakeholders and organizations including schools, community league, public library, recreation facilities and more	
November – December 2020	<b>Creating a Project Vision and Guiding Principles and Exploring Opportunities</b> Developed draft Vision and Guiding Principles based on participants input	Participants provided input to help create a Vision and Guiding Principles for Baturyn's Neighbourhood Renewal	<b>33 participants</b>	Created draft Vision and Guiding Principles to inform the Neighbourhood Renewal design
		We also asked for help identifying opportunities to improve and enhance the neighbourhood	<b>18 participants</b>	
		<b>Workshops</b> Participants provided input on what they liked about Baturyn and identified areas for improvement		
		<b>Online Engagement: Self-guided Walking Tour:</b> Copies were available at the Baturyn Community League and speak board as well as online	+ 374 visits to Engaged Edmonton + 288 unique visits to the project webpage + Over 500 comments	
		<b>Mapping and Storytelling:</b> Participants were invited to share stories and ideas about Baturyn, as well as mapping locations that could be improved		

Timeline	Steps	Public Engagement	Participation	Outcome
March – April 2021	<b>Exploring Options and Tradeoffs</b> Participants helped identify the community's priorities for Neighbourhood Renewal by discussing tradeoffs and benefits of options	<b>Survey</b> Participants were asked to confirm the draft Vision and Guiding Principles and to provide input on proposed options for Baturyn	<b>27 participants</b>  + 579 visits to project webpage + 312 visits to Engaged Edmonton + 413 design package views + 146 video views	The priorities identified will guide the decision making process to create a draft design for the project
		<b>Engaged Edmonton and Project Webpage</b> Participants could visit the project webpage to learn more about Baturyn Neighbourhood and Alley Renewal and to provide feedback on the Options and Tradeoffs		
November 2021	<b>Community Feedback on Draft Design</b> Participants were invited to help adapt and adjust the draft design to reflect the Vision and Guiding Principles for the neighbourhood	<b>Virtual Workshops:</b> Participants shared feedback on the proposed design options and were asked to confirm the draft Vision and Guiding Principles	+ <b>33 participants</b> + 316 total comments	A finalized design is created using this input to inform Changes
		<b>Project Webpage:</b> Participants could visit the project webpage to access information about the project, view the design booklet, view the draft design video and learn more about Baturyn Neighbourhood and Alley Renewal	+ 667 unique visits to project webpage + 313 video views + 115 design booklet views	
		<b>Survey:</b> Participants shared feedback on the draft design for Baturyn and how well the design reflected the Vision and Guiding Principles	+ <b>120+ participants</b> + 680 comments + 23 conversations with the project manager + 3 Grade 6 classes submitted feedback as a group	



Timeline	Steps	Public Engagement	Participation	Outcome
April 2022	<b>Community Feedback on Final Design</b> Participant feedback was used to determine if the final design aligned with the neighbourhood Vision and Guiding Principles	<b>Project Webpage:</b> Participants could visit the project webpage to access information about the project, view the design package and learn more about Baturyn Neighbourhood and Alley Renewal	+ 580 unique visits to project webpage + 200 design package views	A final design that aligns with the Vision and Guiding Principles for the neighbourhood
		<b>Survey:</b> Participants shared feedback on the final design for Baturyn and how well the design reflected the Vision and Guiding Principles	+ 40 participants + 300+ comments	
		<b>Community Conversations and Virtual Public Engagement</b>	+ 19 questions submitted	
		<b>Sessions:</b> Questions were submitted through the online form or directly to the Project Manager.  Conversations were held with residents and/or stakeholder groups at meetings and community visits (including the Baturyn Playground Opening).  Participants of virtual public engagement sessions were asked if there was any additional information that should be considered to reflect the Vision and Guiding Principles for Baturyn in the final design.  Participants were also asked if they were provided enough information to contribute to the virtual discussion and if they felt their views were heard.	+ 18 conversations + 16 workshop participants	



**85% of virtual session participants agreed they had enough information to participate**

**90% of virtual session participants strongly agreed that their views were heard during final design public workshops**



Throughout each project phase we communicated opportunities for residents, stakeholders and organizations to provide feedback through:

- + Signage: A-frames, road and yard signs
- + Castle News advertisements
- + Door hangers and newsletters delivered to each household
- + Handbills and posters at schools and businesses
- + Emails to list subscribers and stakeholders

Engagement Summaries and What We Heard Reports from each phase can be found posted in the project history at [edmonton.ca/BuildingBaturyn](http://edmonton.ca/BuildingBaturyn)



# Baturyn Neighbourhood and Alley Renewal

## Vision and Guiding Principles

The Vision and Guiding Principles were co-created with the community and are unique to Baturyn. They helped guide decision making throughout the Neighbourhood Renewal planning process.

The Vision sets the direction for Neighbourhood Renewal by stating the elements that are most important to the community for the future. The Guiding Principles are ideas and priorities that shape how the Vision is applied to the neighbourhood design.

### Baturyn Community Vision

Baturyn is a generationally and culturally diverse community that offers a safe, friendly and walkable experience for families and visitors. There are lots of opportunities to experience green spaces and recreational activities.

We take pride in our connections within our neighbourhood and with the nearby communities and we value friendly gatherings with our neighbours.

We enjoy experiencing the serene and peaceful surroundings that Baturyn has to offer. Baturyn is continuously looking to grow the connections between its diverse residents and neighbours.

### Guiding Principles



Baturyn has an abundance of amenities such as benches, bike racks and a playground that help to create spaces that are attractive and comfortable.



Baturyn has good connections and wide pathways which provide safe and accessible mobility for people of all ages and abilities.



Baturyn has safe, well-lit spaces and streets for all residents and visitors.



Baturyn is a great place to walk and bike.



Baturyn has spaces to meet and connect with neighbours in all seasons.



Baturyn has many family and kid-friendly spaces and amenities for people of all ages and abilities to enjoy.



## What we decided

This section presents the final project decisions for Neighbourhood and Alley Renewal in Baturyn, including key City policies and programs, public engagement input and technical requirements that inform the City's decisions related to each topic.

To view the final design, please visit [edmonton.ca/BuildingBaturyn](http://edmonton.ca/BuildingBaturyn)



**Note: Construction and final designs are subject to final approvals and funding**

## Legend for “What we accounted for to make our decisions”

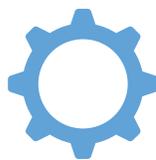
The City uses policies and programs, public engagement input and technical requirements to make Neighbourhood Renewal decisions.

This report uses three icons to illustrate which decision-making criteria is a policy or program, public engagement input or technical requirement. You will see these icons in the “What we accounted for to make our decisions” column in each table on the following pages.

**The decision making criteria are:**



**City Policies and Programs**



**Technical Requirements**

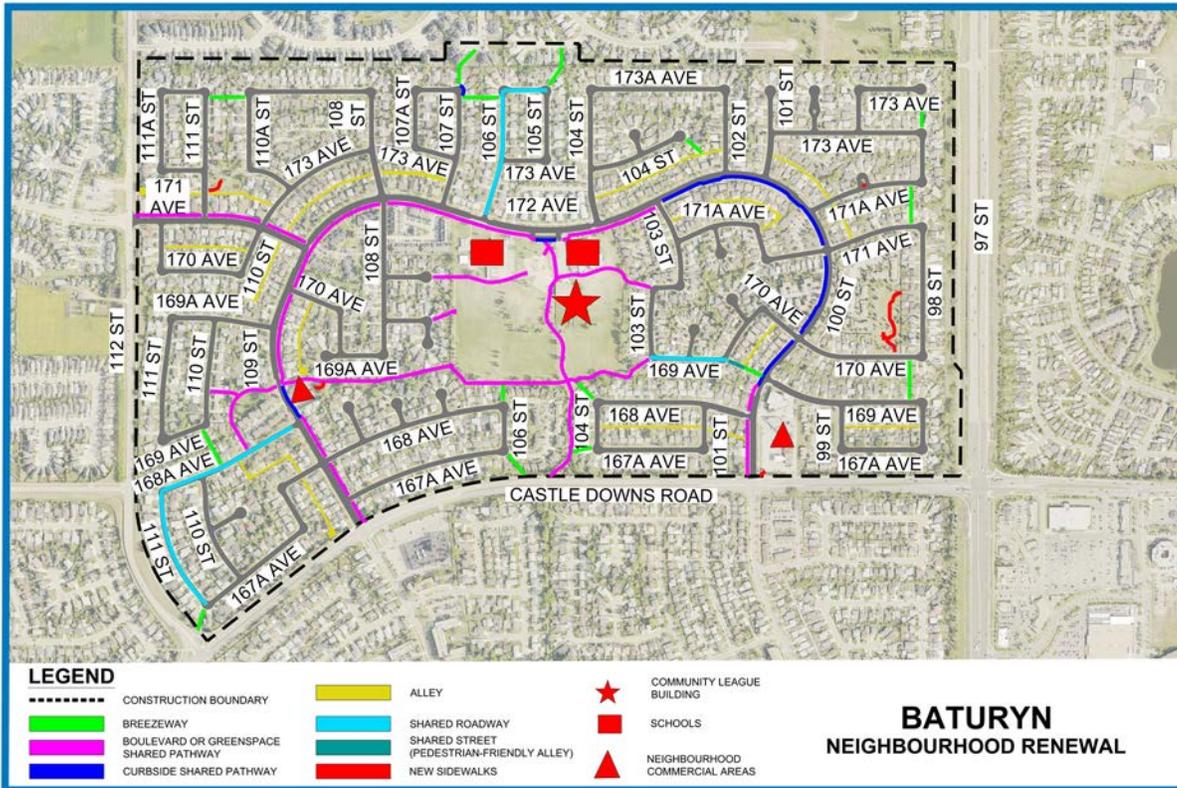


**Public Engagement Input**

The tables below are a summary of the main public feedback, technical requirements, policies, programs and plans reviewed when making design decisions (they are not inclusive of all the information considered).

# Movement

## Walking, rolling and biking routes



### What we decided

- + To widen all sidewalks in the neighbourhood, where possible
- + To add new shared pathways<sup>1</sup> on 171 Avenue, 109 Street, 172 Avenue and 100 Street collector roadways:
  - + To add curbside shared paths in some areas results in some loss of parking
  - + To create new parking bays with limited tree removals on 100 Street and the eastside of 172 Avenue to reduce parking impacts
- + To widen existing sidewalks in Baturyn Park to shared pathways
- + To widen or construct new sidewalks in breezeways<sup>2</sup> as feasible
- + To create shared roadways<sup>3</sup> on 168A Avenue, 111 Street, 169 Avenue, 106 Street and 173A Avenue
- + To create a shared street<sup>4</sup> (pedestrian-friendly alleyway) between 100 Street and 169 Avenue
- + To add new connector sidewalks in Carol and Henry Paszek Park, Harry Farmer Park and near both commercial areas
- + A new sidewalk will not be added to the 171A Avenue cul-de-sac
- + To add a new road island on 171 Avenue by 112 Street

<sup>1</sup> Shared pathways serve as enhanced walking, rolling and biking routes.

<sup>2</sup> A breezeway is a public pathway between two private properties. They enhance accessibility and connectivity within the neighbourhood.

<sup>3</sup> Shared roadways will have additional signage and pavement markings to draw the attention of people driving to people biking on the road while people walking and rolling continue to use the sidewalks.

<sup>4</sup> Shared streets have additional visual cues (signage, pavement markings, or enhanced surfacing) to draw attention that people walking, rolling, biking, and driving all use the same space.



## What we accounted for to make our decisions

### Vision and Guiding Principles considered:



Pathways



Safe spaces



Walking and biking



Family and kid-friendly spaces



### Public Input:

- + There was strong support for proposed upgrades to existing breezeways, pathways and bike routes as well as the addition of new bike routes within Baturyn
- + Safety and accessibility throughout the neighbourhood was important to many residents
- + Most residents were not supportive of a new sidewalk on the 171A Avenue cul-de-sac

#### Participants supported:

- + Widening pathways and sidewalks along key routes to enhance accessibility, connectivity and safety for users of all ages and abilities
- + Widening pathways as a way to improve safety for those who bike in the neighbourhood
- + Improving lighting throughout the neighbourhood and adding more lighting in some areas as a way to further increase the feeling of safety
- + Creating shared roadways with road markings and signs to enhance the visibility of people biking

#### Some participants indicated concern about:

- + Winter pathway maintenance in breezeways and parks



### Technical requirements:

- + Complete Streets Design and Construction Standards
- + Infrastructure Assessment
- + Access Design Guide
- + Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure
- + Adding signage and pavement markings on shared roadways to improve visibility and awareness for people driving to people biking on the road
- + Maintaining breezeways and shared pathways in the winter by the city as per the Snow and Ice Control Policy



### City plans, programs and policies:

- + Edmonton City Plan
- + ConnectEdmonton
- + Active Transportation Policy
- + Safe Mobility Strategy
- + Corporate Tree Management Policy

*See page 6 for details of how each policy is applied.*

# Shared street<sup>5</sup> (pedestrian-friendly alleyway)



## What we decided

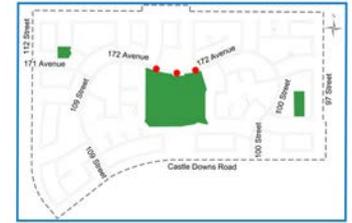
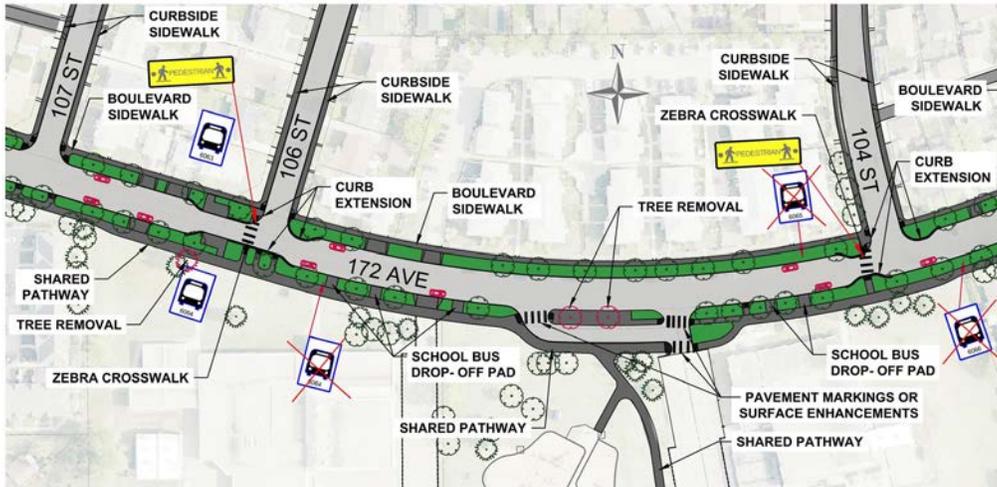
- + To widen the existing sidewalk in the breezeway to a shared pathway width
- + To add an additional light in the breezeway to improve the feeling of safety
- + To add an enhanced surface and additional signage for the alleyway to explain that this is a shared street connecting 169 Avenue to 100 Street, helping those who drive know that this space is also for those who walk, bike and roll

## What we accounted for to make our decisions

<b>Vision and Guiding Principles considered:</b>	 Pathways  Safe spaces  Walking and biking
 <b>Public Input:</b>	<ul style="list-style-type: none"> <li>+ There was overall support for a pedestrian-friendly alley to help increase connectivity and accessibility for people of all ages and abilities</li> <li>+ Participants would like to see the addition of more lighting to increase the feeling of safety</li> </ul>
 <b>Technical requirements:</b>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ City of Edmonton Design and Construction Standards</li> <li>+ Access Design Guide</li> <li>+ Adding textured surfacing and signage will show the space is shared by people walking, biking, rolling and driving</li> <li>+ Designing to accommodate snow removal equipment</li> </ul>
 <b>City plans, programs and policies:</b>	<ul style="list-style-type: none"> <li>+ Edmonton City Plan</li> <li>+ ConnectEdmonton</li> <li>+ Active Transportation Policy</li> <li>+ Safe Mobility Strategy</li> <li>+ Snow and Ice Control Policy</li> </ul> <p><b>See page 6 for details of how each policy is applied.</b></p>

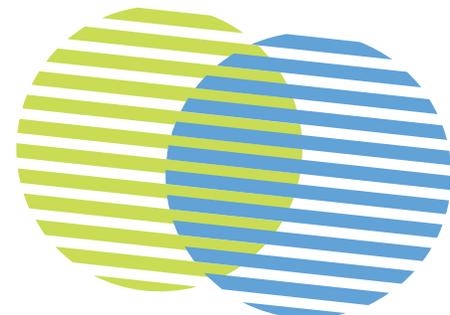
<sup>5</sup> Shared streets have additional visual cues (signage, pavement markings, or enhanced surfacing) to draw attention that people walking, rolling, biking, and driving all use the same space.

# School drop-off area



## What we decided

- + To add curb extensions, signage and enhanced crosswalk markings at 104 Street and 106 Street to enhance visibility of those walking or rolling in all seasons as well as to slow traffic
- + To maintain the road width in front of the schools
- + To maintain existing overhead flashers
- + To add a shared pathway on the southside of 172 Avenue and widen the sidewalk on the north side of the street
- + To add five new school bus drop-off pads in the boulevard
- + To remove the bus stops by 104 Street
- + To relocate the bus stop in front of Baturyn School to the west of the 106 Street crosswalk
- + To add hard surfacing to the median by the school drop-off loop
- + To remove three trees to accommodate changes in this area
- + To add crosswalk markings or new surfacing in the drop-off loop
- + To add new curb ramps at 106 Street to allow people biking to transition between the shared roadway on 106 Street and the shared pathway on the south side of 172 Avenue





## What we accounted for to make our decisions

### Vision and Guiding Principles considered:



Pathways



Safe spaces



Walking and biking



Family and kid-friendly spaces



### Public Input:

- + There was overall support for the proposed changes, especially the widened sidewalks and concrete drop-off pads
- Participants supported:**
- + Adding curb extensions as a way to slow traffic, make it safer for students crossing the streets and keeping cars from parking close to the crossing
- + Adding concrete bus drop-off pads to improve accessibility and enhance safety when exiting the bus
- + Adding a shared pathway in front of the schools
- Some participants indicated concerns about:**
- + Speeding along the collector road, especially near the school and park
- + Curb extensions and narrowing of the roadways causing traffic congestion, especially during peak times
- + Congestion by the schools and on 106 Street during school drop-off and pick-up times
- + Conflicts with Edmonton Transit Services (ETS) buses and school buses blocking traffic during peak hours
- + Visibility of crosswalks in the winter
- + Cars parking illegally and too close to crossings reducing visibility of people trying to cross for people driving



### Technical requirements:

- + Complete Streets Design and Construction Standards
- + City of Edmonton Design and Construction Standards
- + Access Design Guide
- + Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure
- + Enhancing visibility for those using sidewalks was achieved at intersections through the use of curb extensions that also help to slow traffic and reduce the crossing distance for those who walk
- + Adding curb extensions at intersections near the schools helps to enforce existing parking bylaws and enhance safety around intersections and crosswalks, while maintaining legal parking spaces
- + Designing curb extensions to maintain the existing two-way traffic flows so as to not increase congestion
- + Transitioning between the shared road bike route on 106 Street and the shared pathway on the southside of 172 Avenue was achieved with additional ramps
- + Improving ETS bus stop spacing and placement

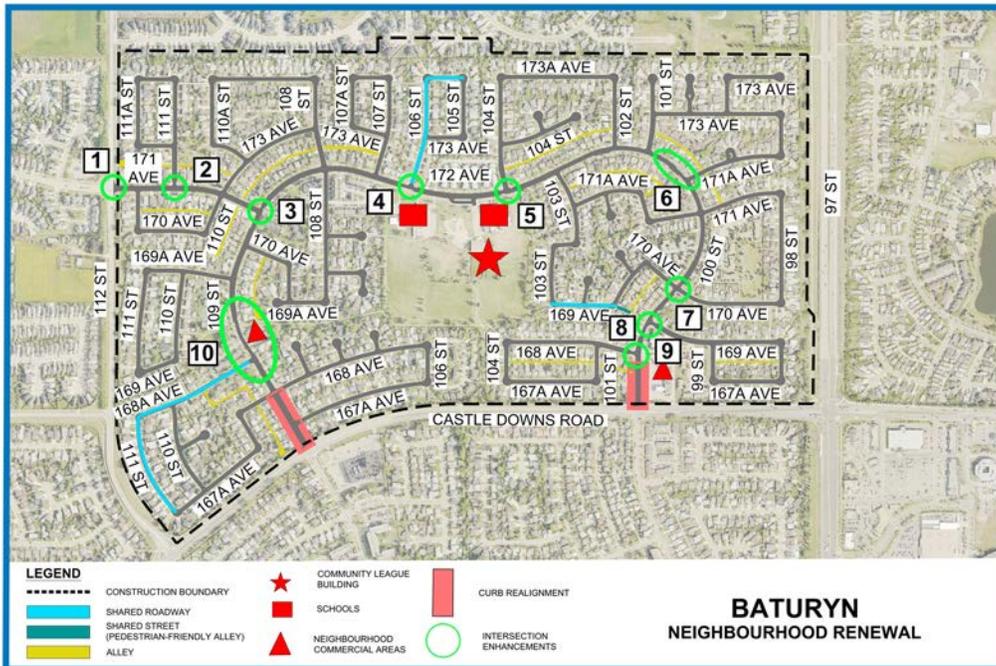


### City plans, programs and policies:

- + Edmonton City Plan
- + ConnectEdmonton
- + Active Transportation Policy
- + Safe Mobility Strategy
- + Corporate Tree Management Policy
- + Community Traffic Management Policy

**See page 6 for details of how each policy is applied.**

# Measures to slow traffic and enhance crossings



## What we decided

- + To add a raised median that beautifies the neighbourhood:
  1. 171 Avenue at 112 Street
- + To add curb extensions:
 

<ol style="list-style-type: none"> <li>2. 111 Street &amp; 171 Avenue</li> <li>3. 109 Street &amp; 171 Avenue</li> <li>4. 106 Street &amp; 172 Avenue</li> <li>5. 104 Street &amp; 172 Avenue</li> </ol>	<ol style="list-style-type: none"> <li>6. 172 Avenue &amp; 171A Avenue</li> <li>7. 100 Street &amp; 170 Avenue</li> <li>8. 100 Street &amp; 169 Avenue</li> <li>9. 100 Street &amp; 168 Avenue</li> </ol>
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- + To maintain existing overhead flashers and enhance crosswalk markings:
  4. 106 Street & 172 Avenue
  5. 104 Street & 172 Avenue
- + To add new crosswalk markings:
  9. 100 Street & 168 Avenue
- + To add a new curbside shared pathway and realigning the curb:
  10. 109 Street at commercial area
- + To allow buses to stop in the travel lane
- + To realign the curb to standard lane widths on 100 Street and 109 Street, north of Castle Downs Road
- + To add new crosswalk markings
- + To move the northbound bus stop near 109 Street and 167 A Avenue to reduce congestion at the Castle Downs road intersection



## What we accounted for to make our decisions

### Vision and Guiding Principles considered:



Pathways



Safe spaces



Walking and biking



Family and kid-friendly spaces



### Public Input:

- + There was overall support for the proposed changes, especially new marked crosswalks to help make the neighbourhood feel safer for those who walk
- + Some participants expressed a desire for additional measures (such as road alignment changes or raised crosswalks) to slow traffic, especially on 100 Street and 109 Street:

#### Some participants indicated concerns about:

- + Speeding in the neighbourhood and appreciated the proposed measures to slow traffic, especially along the collector road
- + Curb extensions and narrowing of the roadways causing traffic congestion and loss of parking
- + Limited visibility of people using crosswalks
- + Landscaping on curb extensions potentially decreasing visibility
- + Buses parked for extended periods of time at the northbound stop on 109 Street near 167 A Avenue



### Technical requirements:

- + Complete Streets Design and Construction Standards
- + City of Edmonton Design and Construction Standards
- + Access Design Guide
- + Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure
- + Adding curb extensions and crosswalk markings to increase safety while slowing traffic and defining parking
- + Designing curb extensions to minimize impacts on parking and turning movements, slow traffic, enhance sightlines, accommodate emergency services and ETS, while maintaining existing two-way traffic flow to not increase congestion
- + Adding signage to improve winter visibility of crosswalks and curb extensions
- + Adjusting ETS bus stop spacing and placement to reduce congestion. Stops are often placed on curb extensions to allow buses to stop in the lane of traffic and some stops will be removed
- + Narrowing the road in the red boxes shown above provides additional snow storage



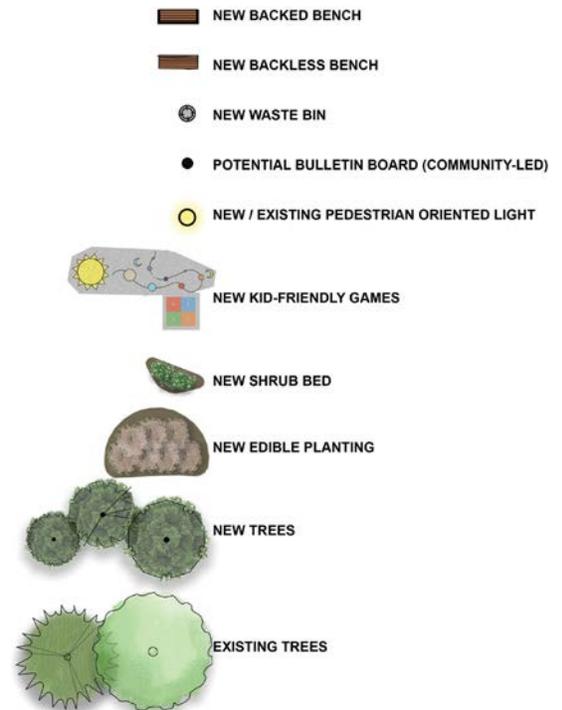
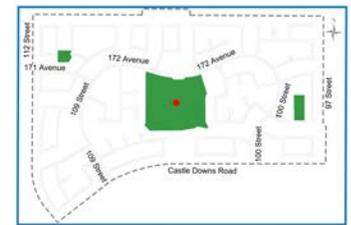
### City plans, programs and policies:

- + Edmonton City Plan
- + ConnectEdmonton
- + Active Transportation Policy
- + Safe Mobility Strategy
- + Community Traffic Management Policy
- + Snow and Ice Control Policy
- + Corporate Tree Management Policy

**See page 6 for details of how each policy is applied.**

# Parks and placemaking

## Baturyn Park



### What we decided

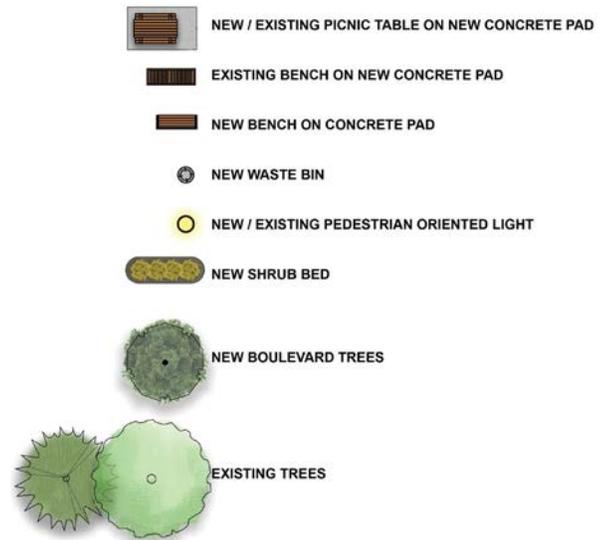
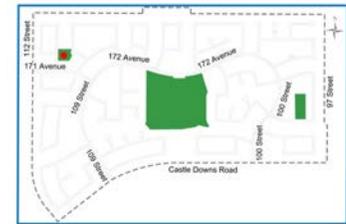
- + To add seating areas at two locations on the north end of the park with views of the park and sports fields
- + To add a seating area with two benches and child-friendly game imprints in the concrete
- + To add an enhanced seating area at the pathway intersection in the south end of the park by adding four benches, a waste bin and enhanced hard surfacing
- + To add additional lighting and other improvements where possible, if land ownership permits
- + To add low maintenance landscaping including planting beds, new trees and fruit bearing plants along some pathways
- + To widen existing sidewalks to shared pathways (with the exception of the north-south sidewalk on the west side of the park, as it is in good condition and is owned by the public school board)
- + To add a new pathway to the east of the playground to connect to the shared pathway on 172 Avenue



## What we accounted for to make our decisions

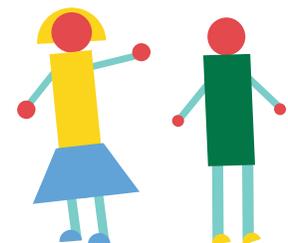
<b>Vision and Guiding Principles considered:</b>						
 <p><b>Public Input:</b></p>	<ul style="list-style-type: none"> <li>+ There was overall support for the proposed changes with residents sharing appreciation for widened pathways and new seating areas</li> </ul> <p><b>Participants supported:</b></p> <ul style="list-style-type: none"> <li>+ New lighting throughout the park as a way to further increase the feeling of safety</li> <li>+ New and upgraded park amenities including benches, waste bins and a resurfaced basketball court</li> </ul> <p><b>Some participants indicated concerns about:</b></p> <ul style="list-style-type: none"> <li>+ Litter in the park and a desire for more waste bins</li> <li>+ Maintenance of fruit bearing plants</li> <li>+ Vandalism and safety at certain locations</li> </ul>					
 <p><b>Technical requirements:</b></p>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ City of Edmonton Design and Construction Standards</li> <li>+ Access Design Guide</li> <li>+ Crime Prevention Through Environmental Design (CPTED)</li> <li>+ Aligning pathways by considering existing trees, light poles, fences, grading, drainage patterns, sports fields, existing conditions and anticipated use</li> <li>+ Confirming land ownership and the ability to undertake improvements within the park on land owned by the school boards</li> <li>+ Selecting low maintenance trees and shrubs and including naturalized plantings</li> <li>+ Adding lighting near the south seating area and breezeway to help enhance the feeling of safety when dark (CPTED)</li> <li>+ Adding enhanced plantings behind the southern seating area to help provide a deterrent to vandalism of nearby properties (CPTED)</li> </ul>					
 <p><b>City plans, programs and policies:</b></p>	<ul style="list-style-type: none"> <li style="width: 50%;">+ Edmonton City Plan</li> <li style="width: 50%;">+ Breathe: Edmonton's Green Network Strategy</li> <li style="width: 50%;">+ ConnectEdmonton</li> <li style="width: 50%;">+ Winter City Design Guidelines</li> <li style="width: 50%;">+ Active Transportation Policy</li> <li style="width: 50%;">+ Universal Design Standards</li> </ul> <p><i>See page 6 for details of how each policy is applied.</i></p>					

# Carrol and Henry Paszek Park



## What we decided

- + To realign the curb on 110A Street and 172 Avenue to create a grassed boulevard with new trees
- + To add a new accessible picnic table
- + To add a new central gathering space with enhanced hard surfacing
- + To add a new sidewalk and additional light
- + To add a new waste bin
- + To add new planting beds
- + To upgrade the bollards along the alley

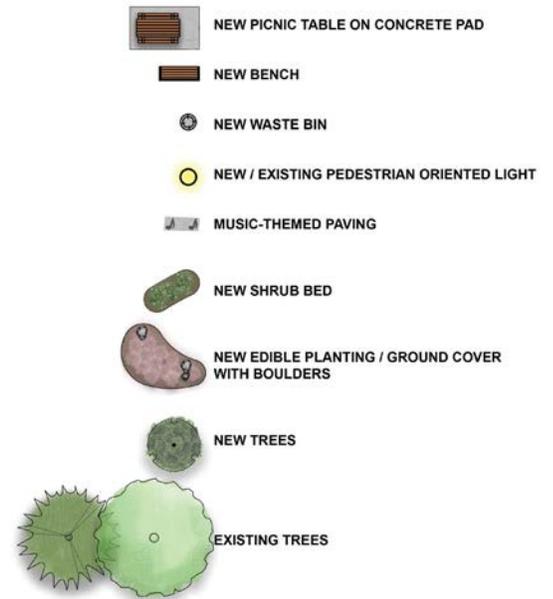
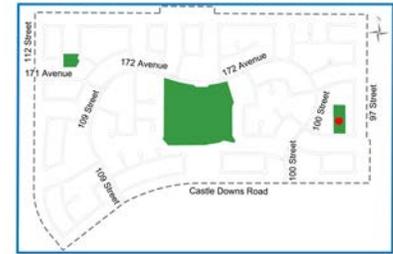




What we accounted for to make our decisions	
<b>Vision and Guiding Principles considered:</b>	 Amenities  Pathways  Safe spaces  Walking and biking  Spaces to meet and connect  Family and kid-friendly spaces
 <b>Public Input:</b>	<ul style="list-style-type: none"> <li>+ There was overall support for the proposed changes with residents sharing appreciation for the reduced road space and more greenery in the northeast corner of the park</li> <li>+ Some participants shared a desire for more lighting than what was proposed</li> </ul> <p><b>Participants supported:</b></p> <ul style="list-style-type: none"> <li>+ Increased lighting and added amenities to improve the feeling of safety and comfort</li> </ul> <p><b>Some participants indicated concerns about:</b></p> <ul style="list-style-type: none"> <li>+ Removing a tree in the park and suggested exploring alternatives to keep it</li> </ul>
 <b>Technical requirements:</b>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ City of Edmonton Design and Construction Standards</li> <li>+ Access Design Guide</li> <li>+ Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure</li> <li>+ Removing one tree to construct the new sidewalk</li> <li>+ Aligning the curb on 110A Street and 172 Avenue to accommodate existing catch basins and manholes</li> </ul>
 <b>City plans, programs and policies:</b>	<ul style="list-style-type: none"> <li style="width: 50%;">+ Edmonton City Plan</li> <li style="width: 50%;">+ Winter City Design Guidelines</li> <li style="width: 50%;">+ ConnectEdmonton</li> <li style="width: 50%;">+ Universal Design Standards</li> <li style="width: 50%;">+ Breathe: Edmonton's Green Network Strategy</li> </ul> <p><i>See page 6 for details of how each policy is applied.</i></p>



# Harry Farmer Park



## What we decided

- + To add a new sidewalk through the park
- + To add two new picnic tables, including one that is fully accessible
- + To add four new benches
- + To add new waste bins
- + To add new lighting
- + To realign the sidewalk along 170 Avenue to be a boulevard walk with new trees
- + To add new concrete imprints with a music note theme to honour the history of Harry Farmer
- + To add new planting beds with fruit bearing plants<sup>6</sup>

<sup>6</sup> The City will not provide enhanced maintenance for fruit bearing trees and shrubs.



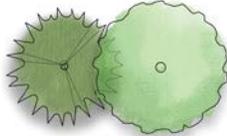
## What we accounted for to make our decisions

<b>Vision and Guiding Principles considered:</b>	 Amenities  Safe spaces  Walking and biking  Spaces to meet and connect  Family and kid-friendly spaces				
 <p><b>Public Input:</b></p>	<ul style="list-style-type: none"> <li>+ There was overall support for the proposed changes with residents sharing appreciation for a new sidewalk, which will invite residents to spend time in the park</li> <li>+ Some participants appreciated the addition of fruit-bearing trees and shrubs, while some residents expressed concern about the maintenance of the trees</li> </ul> <p><b>Some participants indicated concerns about:</b></p> <ul style="list-style-type: none"> <li>+ Proposed pathway location impacting the natural green space of the park</li> <li>+ Potential vandalism to future public art</li> </ul>				
 <p><b>Technical requirements:</b></p>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ City of Edmonton Design and Construction Standards</li> <li>+ Access Design Guide</li> <li>+ Crime Prevention Through Environmental Design (CPTED)</li> <li>+ Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure</li> <li>+ Aligning a new pathway to maintain open green spaces in the park</li> <li>+ Selecting low maintenance trees and shrubs and including naturalized plantings</li> <li>+ Adding new lighting to enhance the feeling of safety when dark (CPTED)</li> </ul>				
 <p><b>City plans, programs and policies:</b></p>	<ul style="list-style-type: none"> <li style="width: 50%;">+ Edmonton City Plan</li> <li style="width: 50%;">+ Breathe: Edmonton's Green Network Strategy</li> <li style="width: 50%;">+ ConnectEdmonton</li> <li style="width: 50%;">+ FRESH: Food and Urban Agriculture Strategy</li> <li style="width: 50%;">+ Universal Design Standards</li> <li style="width: 50%;">+ PED Connections: a Sidewalk Strategy</li> </ul> <p><i>See page 6 for details of how each policy is applied.</i></p>				



## Breezeway and seating area west of neighbourhood commercial area on 109 Street NW



-  NEW BENCH
-  NEW WASTE BIN
-  NEW / EXISTING PEDESTRIAN ORIENTED LIGHT
-  NEW KID-FRIENDLY GAMES
-  NEW SHRUB BED
-  NEW EDIBLE PLANTING / GROUND COVER
-  EXISTING TREES

### What we decided

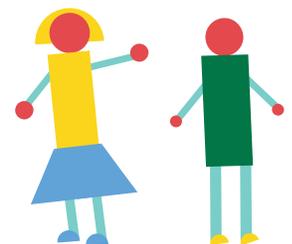
- + To add a new seating area with two benches, a waste bin, enhanced hard surfacing and children's games
- + To add new planting beds and some fruit-bearing plants<sup>7</sup>
- + To widen the sidewalks to shared pathways
- + To add a new picnic table to the space

<sup>7</sup> The City will not provide enhanced maintenance for fruit bearing trees and shrubs, a maintenance agreement with residents will be required before planting fruit bearing trees and shrubs.



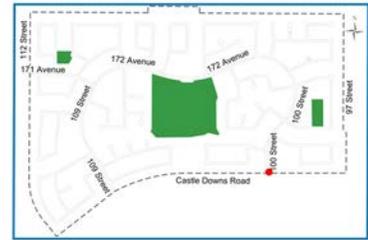
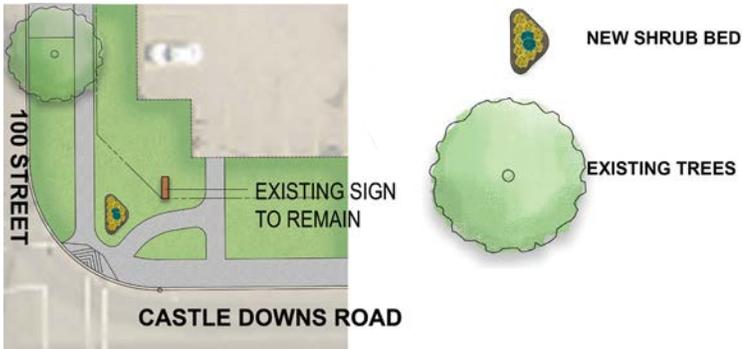
## What we accounted for to make our decisions

<b>Vision and Guiding Principles considered:</b>	 Amenities  Pathways  Safe spaces  Walking and biking  Spaces to meet and connect  Family and kid-friendly spaces
 <b>Public Input:</b>	<ul style="list-style-type: none"> <li>+ Participants expressed support for new and enhanced seating areas throughout the neighbourhood</li> <li>+ Many participants shared that more lighting alongside the new seating areas will help to increase the feeling of safety in the neighbourhood</li> <li>+ Some participants suggested more enhanced child-friendly features at some locations</li> <li>+ Some participants suggested a picnic table would be a welcome addition to this space</li> </ul>
 <b>Technical requirements:</b>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ City of Edmonton Design and Construction Standards</li> <li>+ Access Design Guide</li> <li>+ Crime Prevention Through Environmental Design (CPTED)</li> <li>+ Urban Design Framework</li> <li>+ Minimizing impacts of the design on existing trees, utilities, drainage and infrastructure</li> </ul>
 <b>City plans, programs and policies:</b>	<ul style="list-style-type: none"> <li>+ Edmonton City Plan</li> <li>+ ConnectEdmonton</li> <li>+ Active Transportation Policy</li> <li>+ Breathe: Edmonton's Green Network Strategy</li> <li>+ FRESH: Food and Urban Agriculture Strategy</li> </ul> <p><i>See page 6 for details of how each policy is applied.</i></p>



# Neighbourhood commercial areas

## 100 Street north of Castle Downs Road



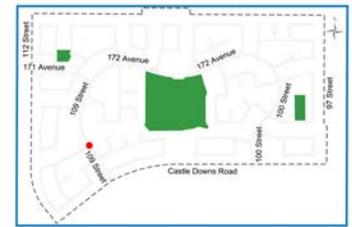
### What we decided

- + To add a new pathway connecting the sidewalk on Castle Downs Road to the commercial area on 100 Street
- + To add new plantings and greenery
- + To coordinate with the property owner to add a curb ramp to transition from the pathway into the commercial area parking lot to enhance accessibility

### What we accounted for to make our decisions

<p><b>Vision and Guiding Principles considered:</b></p>	 Pathways  Safe spaces  Walking and biking
 <p><b>Public Input:</b></p>	<ul style="list-style-type: none"> <li>+ Participants shared general support for the proposed changes</li> </ul>
 <p><b>Technical requirements:</b></p>	<ul style="list-style-type: none"> <li>+ Complete Streets Design and Construction Standards</li> <li>+ City of Edmonton Design and Construction Standards</li> <li>+ Access Design Guide</li> <li>+ Minimizing impacts to existing infrastructure such as the sign and access to the parking lot</li> <li>+ Coordinating with the property owner</li> </ul>
 <p><b>City plans, programs and policies:</b></p>	<ul style="list-style-type: none"> <li>+ Edmonton City Plan</li> <li>+ ConnectEdmonton</li> <li>+ Economic Action Plan</li> <li>+ PED Connections: a Sidewalk Strategy</li> <li>+ Universal Design Standards</li> <li>+ Winter City Guidelines</li> </ul> <p><b>See page 6 for details of how each policy is applied.</b></p>

# 109 Street north of 168A Avenue



## What we decided

- + To add additional patio space in front of the building
- + To realign the curb beginning at the pathway crossing on 109 Street extending the full length of the storefront
- + To realign the curb to provide a shorter crossing distance and to slow traffic
- + To maintain existing trees, if possible, in this area
- + To add a curbside shared pathway by narrowing the road
- + To allow buses to stop in the travel lane to reduce conflicts with vehicles as buses merge in and out of the travel lanes
- + To remove about nine on-street parking spots along both sides of the street to accommodate a narrowed roadway, shared pathway and patio space while maintaining the existing two travel lanes
- + To add a new seating area\* with naturalized landscaping and boulders behind the commercial site
- + To add new bike racks
- + To add new planting beds with mounted benches\*
- + To increase snow storage area in the boulevards on the west side of the road

\*Some elements may require a maintenance agreement with the property owners.



Rendering of 109 Street Commercial Area

## What we accounted for to make our decisions

### Vision and Guiding Principles considered:



Amenities



Pathways



Safe spaces



Walking and biking



Spaces to meet and connect



Family and kid-friendly spaces



### Public Input:

- + Participants shared general support for the proposed changes

#### Participants supported:

- + The additional patio and gathering space
- + Narrowing of the roadway to make space for the shared pathway and patio space

#### Some participants indicated concerns about:

- + The narrowed roadway causing traffic congestion and challenges with snow removal
- + The loss of a small amount of on street parking
- + Some participants suggested the addition of more safety enhancements for those crossing the street, like raised crosswalk or flashing lights



### Technical requirements:

- + Complete Streets Design and Construction Standards
- + City of Edmonton Design and Construction Standards
- + Crime Prevention Through Environmental Design (CPTED)
- + Access Design Guide
- + Minimizing impact of design on existing trees, utilities, drainage and infrastructure
- + Coordinating with the property owner
- + Considering that most ETS bus stops in Baturyn are not timing points (meaning that buses only stop as long as is needed to pick-up or drop-off passengers)
- + Realigning the curb to slow traffic and allow for better visibility and a shorter crossing distance at the crosswalk north of the commercial site
- + Placing bike racks in a highly visible area to reduce the likelihood of theft (CPTED)



### City plans, programs and policies:

- + Edmonton City Plan
- + ConnectEdmonton
- + Economic Action Plan
- + Active Transportation Policy
- + Safe Mobility Strategy
- + Community Traffic Management Policy
- + Snow and Ice Control Policy

See page 6 for details of how each policy is applied.

# Local Improvements in Baturyn

The Neighbourhood Renewal Program has been paid for through City-wide property taxes by creating a reserve fund dedicated to the program. In conjunction with the program, the City offers cost-sharing opportunities between the City and property owners of Baturyn for three Local Improvement options – decorative street light upgrades, sidewalk reconstruction and alley lighting. Local Improvements and the cost-sharing opportunities offered by the City were part of the Neighbourhood Renewal discussion with you and your neighbours.

## Decorative street lighting Local Improvement

Property owners in Baturyn have the opportunity to upgrade to their community's choice of street lights through a community-initiated Local Improvement process. On behalf of the community, the Baturyn Community League submitted a decorative lighting choice of:

- + Black powder-coated, standard octagonal pole, with standard LED luminaire

In summer 2022, the City will send out an Expression of Interest (EOI) package containing the estimated costs, asking registered property owners to indicate whether or not they support the Local Improvement.

The EOI package will include a form with a "yes" or "no" indication for responses. Completed EOI forms are to be returned to the City by September 1, 2022.

For Baturyn, there are 1665 tax accounts and a minimum of 333 responses are required for the Local Improvement to be considered. If 333 responses or more are received, then 50%+1 must be "yes" in support for the decorative street light option chosen (black-powder coated) to move forward to the Local Improvement process. Then a similar process to the sidewalk Local Improvement process described below is undertaken. If the proposed Local Improvement is not defeated then decorative street lights would be installed in Baturyn in coordination with Neighbourhood Renewal. For more information visit [edmonton.ca/LocalImprovements](http://edmonton.ca/LocalImprovements)

## Sidewalk Local Improvement

Sidewalk reconstruction is a City-initiated Local Improvement. It is less disruptive to property owners and more cost effective to replace aging infrastructure, such as sidewalks, when infrastructure work is already planned for in Baturyn.

In January/February 2023, the City will send out a Local Improvement Tax Notice to all registered property owners in Baturyn which contains information needed to decide whether they want to proceed with sidewalk reconstruction or not, including the approximate cost.

Property owners will have a 30-day period to petition against the Local Improvement, by completing and returning the provided petition form. The results of the petition will be used to determine where sidewalk reconstruction will proceed with Neighbourhood Renewal.

If the Sidewalk Local Improvement is successfully petitioned against, the City will complete maintenance on the existing sidewalks. Maintenance includes mudjacking, asphalt patching or grinding.

Final assessments and addition to your tax assessment for Local Improvements will be done in the year following construction completion. For more information visit [edmonton.ca/LocalImprovements](http://edmonton.ca/LocalImprovements)



## Alley Lighting Local Improvement information

Alley lighting is a property owner-initiated Local Improvement. If property owners would like to initiate a Local Improvement to add lighting to an alley adjacent to their property please reach out to the project team to begin an expression of interest at [edmonton.ca/AlleyLighting](https://edmonton.ca/AlleyLighting)

## Next steps

Construction is scheduled in Baturyn over three years, starting in spring 2023 with completion in 2025. The Local Improvement process for sidewalks and decorative street lighting will begin in late 2022 with a decision by early 2023.

### Preparing for construction in front of your house

You may see a few activities in your neighbourhood prior to construction, including:

- + Utility companies complete their work before construction begins. This minimizes cutting into the road after it is reconstructed
- + Trees being pruned if they are in the way of the construction equipment. If a tree on private property requires pruning, the City will notify the property owner
- + Existing street light poles will be removed and replaced and installation of new street lights may occur prior to construction.

### You can prepare your property for construction by:

- + Marking all underground sprinkler systems
- + Removing any potential conflicting landscaping within 1–2 m of the sidewalk in front of your property
- + Removing plants and flowers before construction so they do not get damaged
- + Pulling back any mulch or rocks

If you have any special access requirements, such as DATS, please advise your Delivery Project Manager during construction as soon as possible. Her contact information is below and can be found at [edmonton.ca/BuildingBaturyn](https://edmonton.ca/BuildingBaturyn), or by calling 311.

### Ways the City will communicate with you

Prior to the start of construction in your neighbourhood, construction bulletins will be distributed to all residents. The City's Delivery Project Manager, Sherry Ibrahim will be your point of contact during construction. Her contact information is [sherry.ibrahim@edmonton.ca](mailto:sherry.ibrahim@edmonton.ca) and can be found at [edmonton.ca/BuildingBaturyn](https://edmonton.ca/BuildingBaturyn).

The Delivery Project Manager can assist you with answering questions or addressing specific needs or concerns about construction.

### For project updates and more information:

**Web:** [edmonton.ca/BuildingBaturyn](https://edmonton.ca/BuildingBaturyn)

**Email:** [buildinggreatneighbourhoods@edmonton.ca](mailto:buildinggreatneighbourhoods@edmonton.ca)

**Call:** 311





## Working together to make the most out of your neighbourhood.

This is your city and your neighbourhood. We want to understand how you experience your neighbourhood and ask for your input on what we might do to make it better. We will engage and work with you on the renewal of streets, sidewalks, street lights and park spaces, and promote other community opportunities to enhance how people live and interact in your neighbourhood. We commit to being open and transparent about how your input is used. Let's make the most out of your neighbourhood.

**SHARE** YOUR VOICE  
**SHAPE** OUR CITY

**Edmonton**