

# Baturyn Neighbourhood and Alley Renewal

## Final Design Package

### Community Feedback on Final Design

#### ADVISE

The City of Edmonton has prepared a final design for Baturyn Neighbourhood Renewal that is ready for your feedback. The final design includes the proposed changes to movement, parks and placemaking in Baturyn. It also includes what we heard in past engagement and what City policies and technical constraints we considered in developing the final design. There may be one or more proposed changes near your residence or property that may affect how you experience your neighbourhood.

Since September 2020, there have been four stages of engagement from developing a **Project Vision and Guiding Principles** to **Community Feedback on Draft Design**. These stages are displayed in the Building Great Neighbourhoods roadmap and have included multiple virtual events, online surveys, walking tours and conversations with project team members. Input from these engagements has been incorporated into this final design package for your review.

#### What is Neighbourhood Renewal?

Neighbourhood Renewal rehabilitates residential roads, replaces street lights, sidewalks, curbs and gutters, and adds missing sidewalk links where possible. Other opportunities to improve how people walk, bike, roll, drive and gather in the neighbourhood, and how they enjoy City-owned parks and open space, are also explored.



## What has changed since the draft design in fall 2021?

The designs shown represent areas of more significant change to the neighbourhood, where some adjustments have been made or details added to the draft designs shared last fall. These updates and changes are highlighted in the pages that follow. Changes were made based on further technical analysis, City policy requirements and what we heard from the public. To view the input received from our **Community Feedback on Draft Design** engagement stage, review the [What We Heard report](#) at [edmonton.ca/BuildingBaturyn](https://edmonton.ca/BuildingBaturyn).

As the project progresses into construction, some elements may be adapted due to technical constraints and funding available.

### Feedback opportunity:

Please review the details of the final design in this package and then share your thoughts in our online survey by April 30, 2022 or by registering to join one of our online workshops on April 21 or 23. The survey and workshop registration can be found at [edmonton.ca/BuildingBaturyn](https://edmonton.ca/BuildingBaturyn).





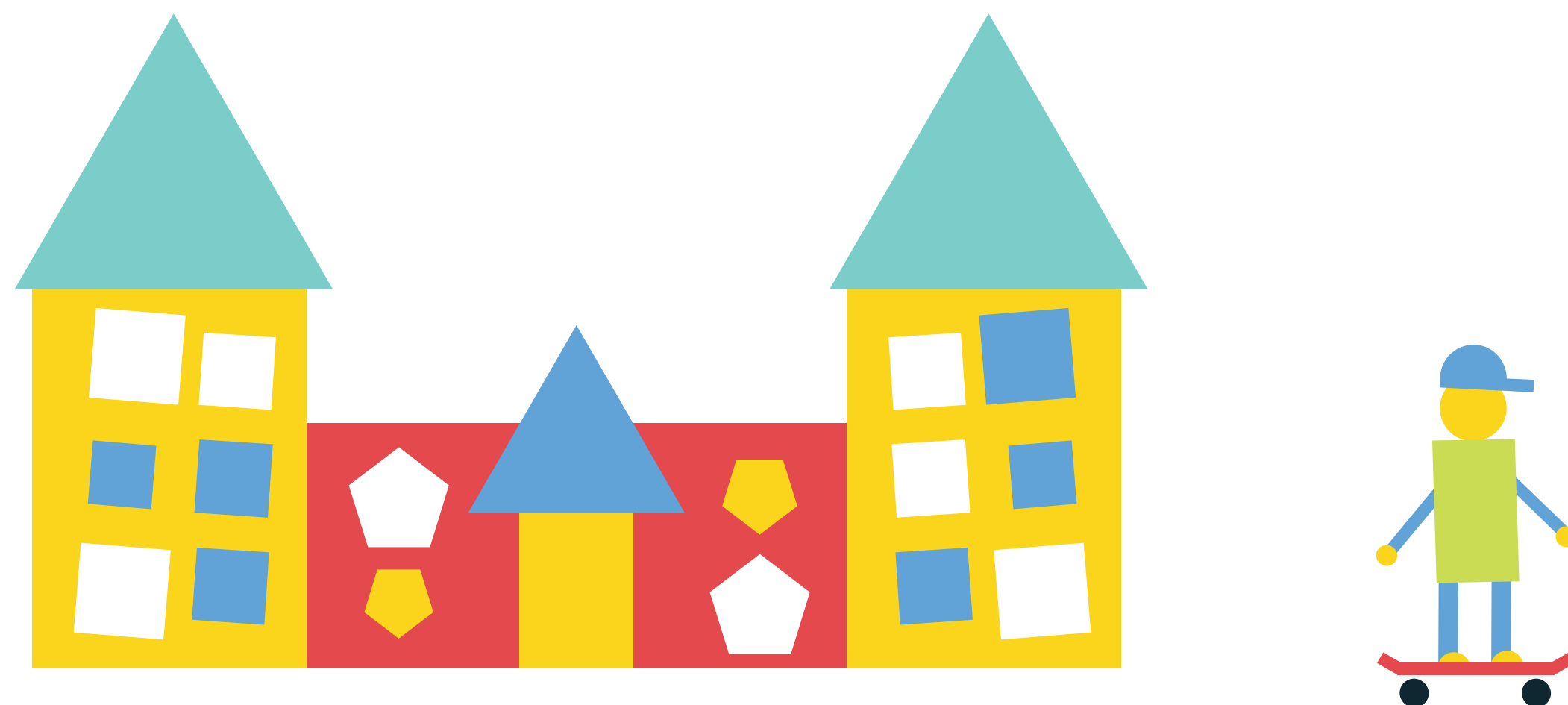
# Baturyn Neighbourhood Vision & Guiding Principles

## Baturyn's Neighbourhood 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 safe, well-lit spaces and streets for all residents and visitors



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



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



Baturyn is a great place to walk and bike



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



# How Decisions are Made

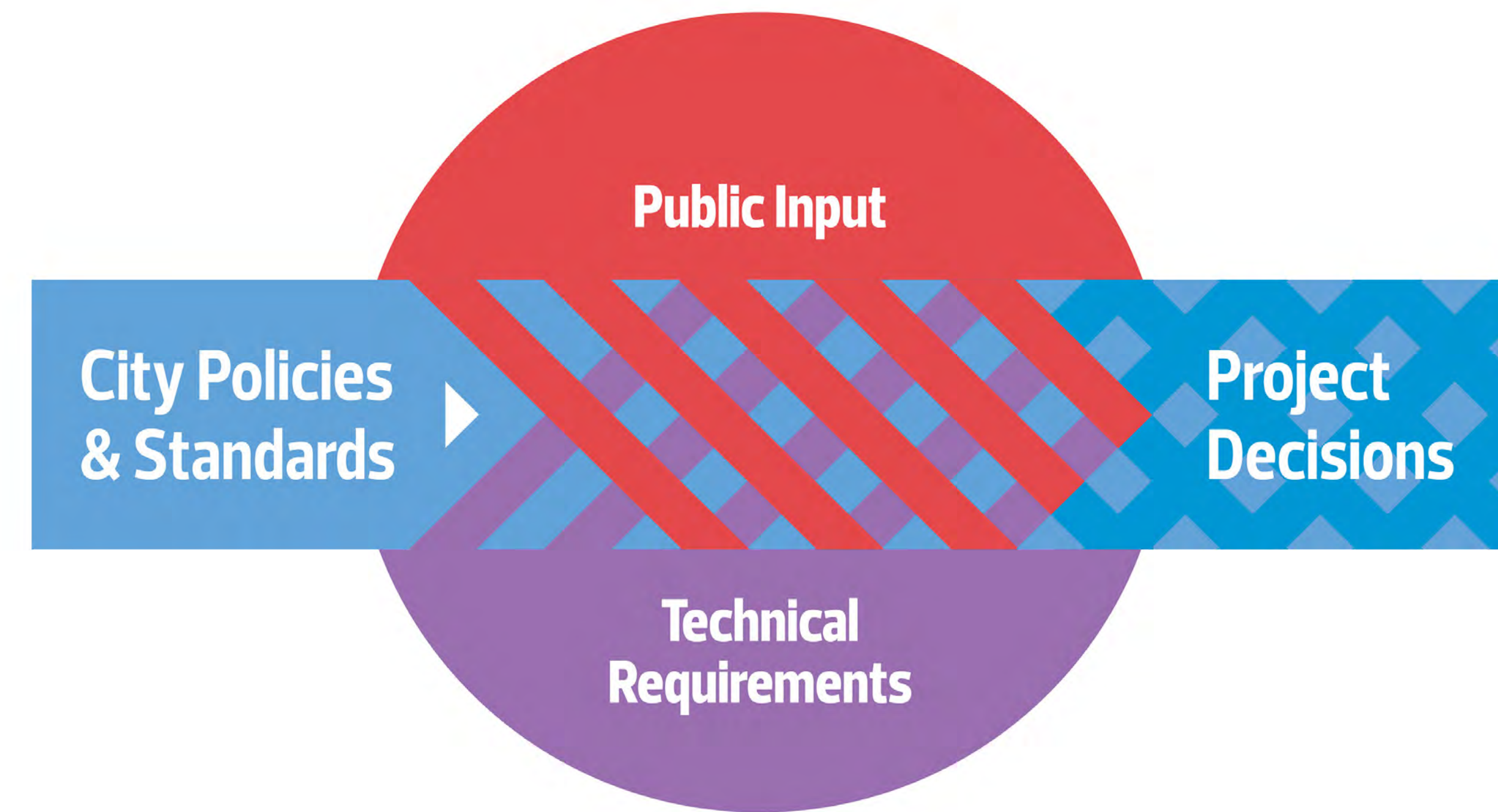
## Baturyn's Neighbourhood Vision

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 people 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 our city.

During this stage, we invite the public to **ADVISE** the project team on the extent the proposed design reflects the Vision and Guiding Principles. We will use your feedback to make final adjustments to the design in preparation for construction.

Visit [edmonton.ca/PublicEngagement](https://edmonton.ca/PublicEngagement) for more information on the City's public engagement process and click on Vision, Definition and Spectrum.



### Public Engagement Input is used to :

- + **CREATE** Neighbourhood Renewal Vision and Guiding Principles
- + **REFINE** project understanding of neighbourhood assets, opportunities, and priorities
- + **REFINE** neighbourhood renewal design options
- + **REFINE** the draft design
- + **ADVISE** project team on the final design alignment with Vision and Guiding Principles
- + **DECIDE** on decorative street lights and sidewalk reconstruction local improvements



The following is a partial list of some of the main considerations used to inform the final design and are referenced in each section below by their number.

## Guiding Plans & Strategies

1. The City Plan (2020)
2. ConnectEdmonton (2019–2028)
3. Economic Action Plan (2021)

## Design Standards & Technical Requirements

4. Infrastructure Assessments
5. City of Edmonton Design and Construction Standards
6. Complete Streets Design and Construction Standards (2018)

## Urban Design & Equity

7. Access Design Guide, Version 3 (2020)
8. Winter Design Guidelines
9. Crime Prevention Through Environmental Design



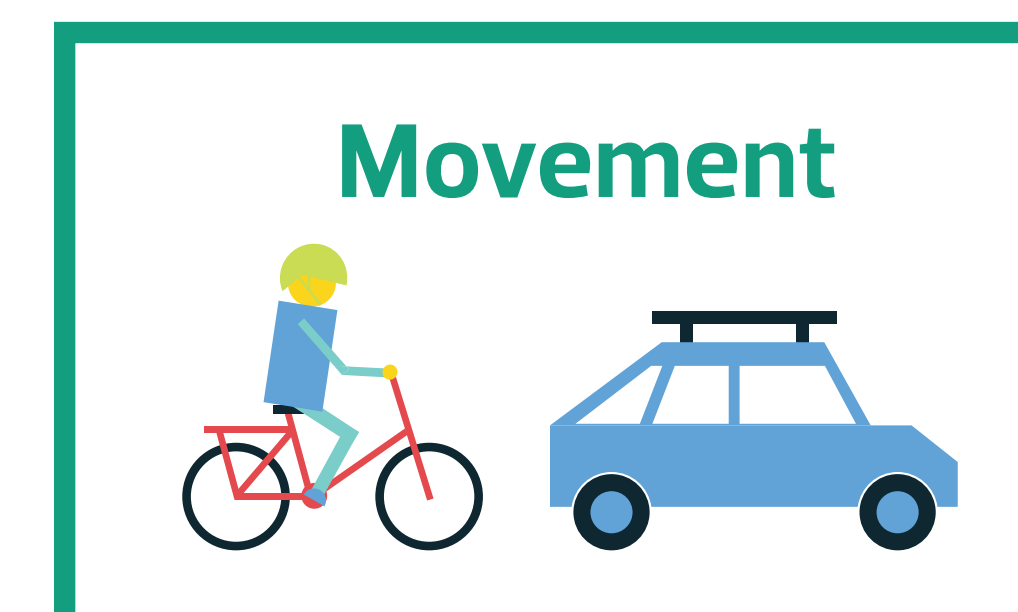
## Transportation

10. Active Transportation Policy No. C544 (2009)
11. The Bike Plan (2020)
12. Safe Mobility Strategy (2021–2025)
13. Community Traffic Management Policy No. C590 (2017)
14. Snow and Ice Control Policy No. C409J

## Open Space

15. Breathe: Edmonton's Green Network Strategy
16. Corporate Tree Management Policy C456C (2020)
17. FRESH: Food and Urban Agriculture Strategy

View designs by topic areas by clicking the icons below:





# Movement

## What is in the final design?

The plan for movement within Baturyn includes enhancements to walking, rolling, biking and driving routes to improve connectivity within the neighbourhood. The plan also includes measures to slow traffic and enhance street crossings to help improve the feeling of safety throughout the neighbourhood.

**Note: All designs are subject to final approvals and funding.**

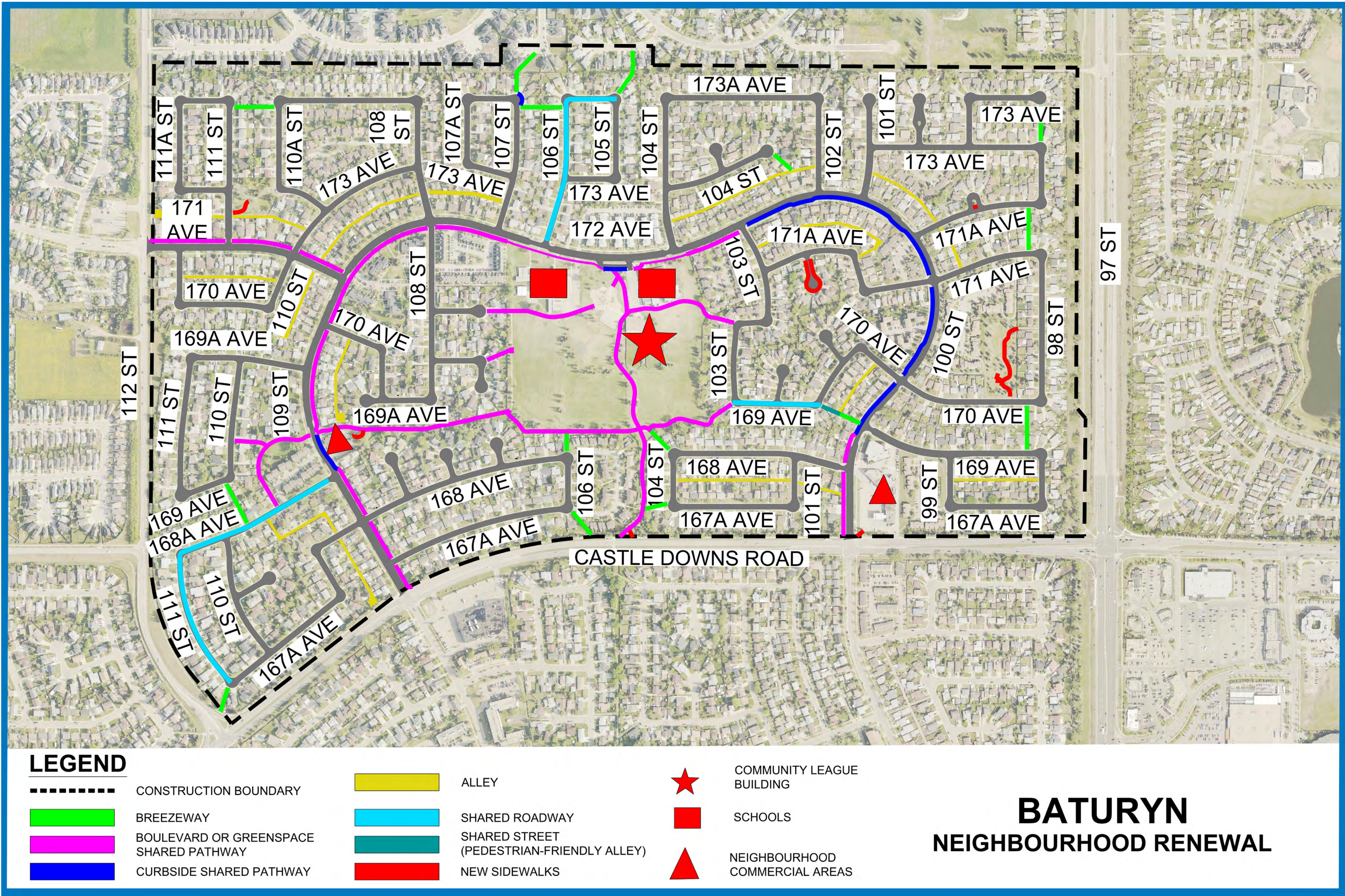
**Improvements to movement within Baturyn include:**  
(Details on following pages)

- + Walking, biking and rolling routes
- + Shared Street (Pedestrian-friendly alleyway)
- + School drop-off area
- + Measures to slow traffic and enhance crossing





# Walking, Biking and Rolling Routes\*



Shared Roadway



Boulevard Shared Pathway

\* Designs are subject to final approvals and funding.



## The final design includes:

- + Widening all sidewalks in the neighbourhood
- + Adding new shared pathways<sup>1</sup> on 171 Avenue, 109 Street, 172 Avenue and 100 Street collector roadways:
  - Adding curbside shared paths in some areas results in some loss of parking
  - Creating new parking bays with limited tree removals on 100 Street and the eastside of 172 Avenue to reduce parking impacts
- + Replacing most sidewalks in Baturyn Park with shared pathways
- + Widening or constructing new sidewalks in breezeways<sup>2</sup> as feasible
- + Creating shared roadways<sup>3</sup> on 168A Avenue, 111 Street, 169 Avenue, 106 Street and 173A Avenue
- + Creating a shared street (pedestrian-friendly alleyway) between 100 Street and 169 Avenue
- + Adding new sidewalks in Carol and Henry Paszek Park, Harry Farmer Park, 171A Avenue cul-de-sac and near both commercial areas
- + Adding a new road island on 171 Avenue

## Some of the city plans, programs and policies considered are:

- + # 6, 7, 10, 12, and 16

## Vision and Guiding Principles considered include:



<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 attention to people driving to those biking on the road.



# Shared Street (pedestrian-friendly alleyway)\*



## The final design includes:

- + Widening the existing sidewalk in the breezeway to a shared pathway width
- + Adding an additional light in the breezeway<sup>4</sup> to improve the feeling of safety
- + Adding an enhanced surface and additional signage for the alleyway to explain that this is becoming 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

## Some of the city plans, programs and policies considered are:

- + # 5, 6, 7, 10, 12 and 14

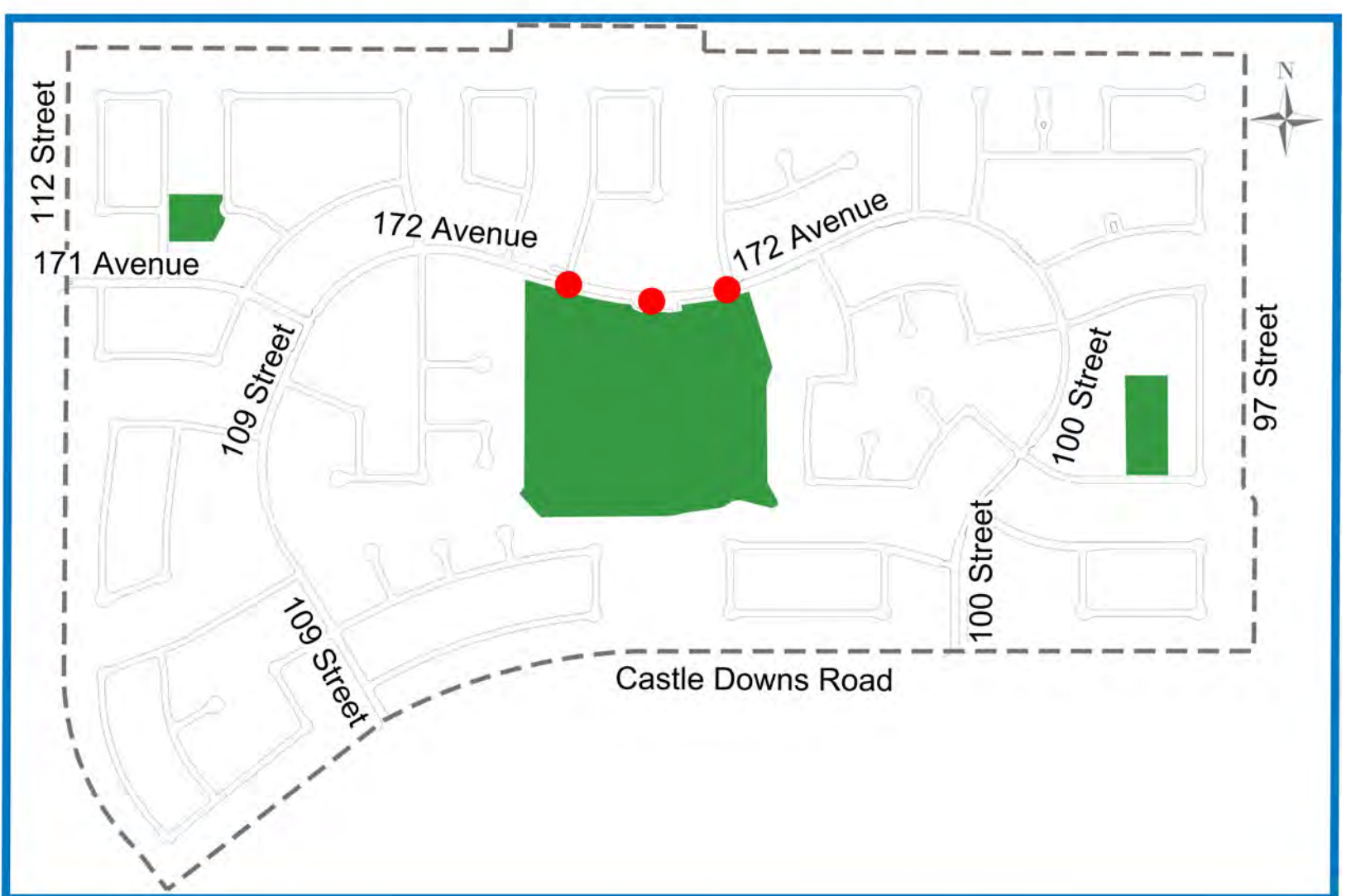
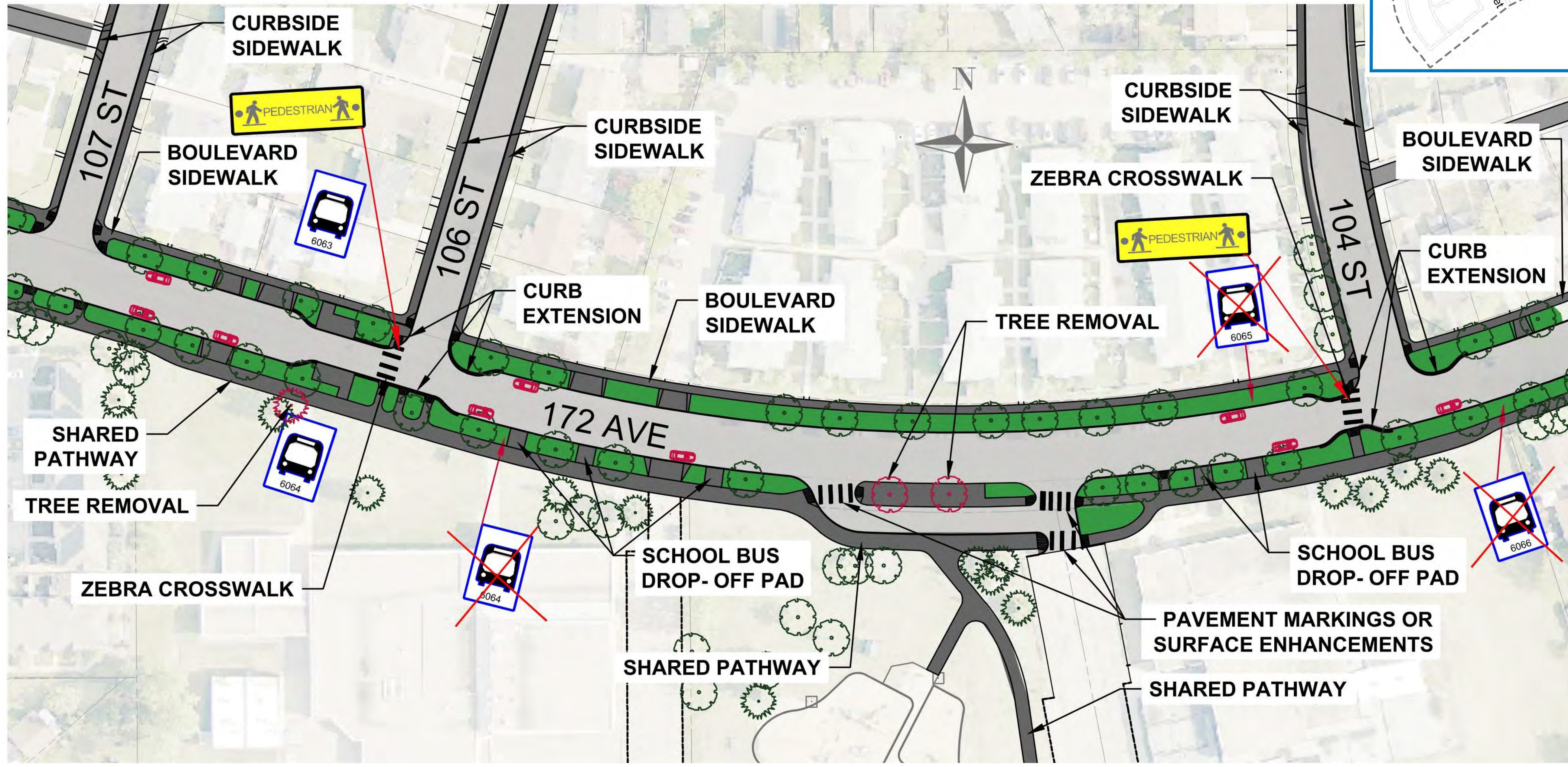
## Vision and Guiding Principles considered include:



<sup>4</sup> A breezeway is a public pathway between two private properties. They enhance accessibility and connectivity within the neighbourhood.



# School drop-off\*





### The final design includes:

- + Adding curb extensions and enhanced crosswalk markings at 104 Street and 106 Street to enhance visibility of those walking or rolling
- + Maintaining existing overhead flashers
- + Adding a shared pathway on the southside of 172 Avenue and widening the sidewalk on the north side of the street
- + Adding five new school bus drop-off pads in the boulevard to enhance safety for students
- + Removing the bus stops by 104 Street
- + Relocating the bus stop in front of Baturyn Elementary school to the west of the 106 Street crosswalk
- + Adding hard surfacing to the median by the school drop-off loop
- + Removing three trees to accommodate changes in this area
- + Adding crosswalk markings or new surfacing treatment in the drop-off loop will be determined before construction
- + Adding 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 southside of 172 Avenue

### Some of the city plans, programs and policies considered are:

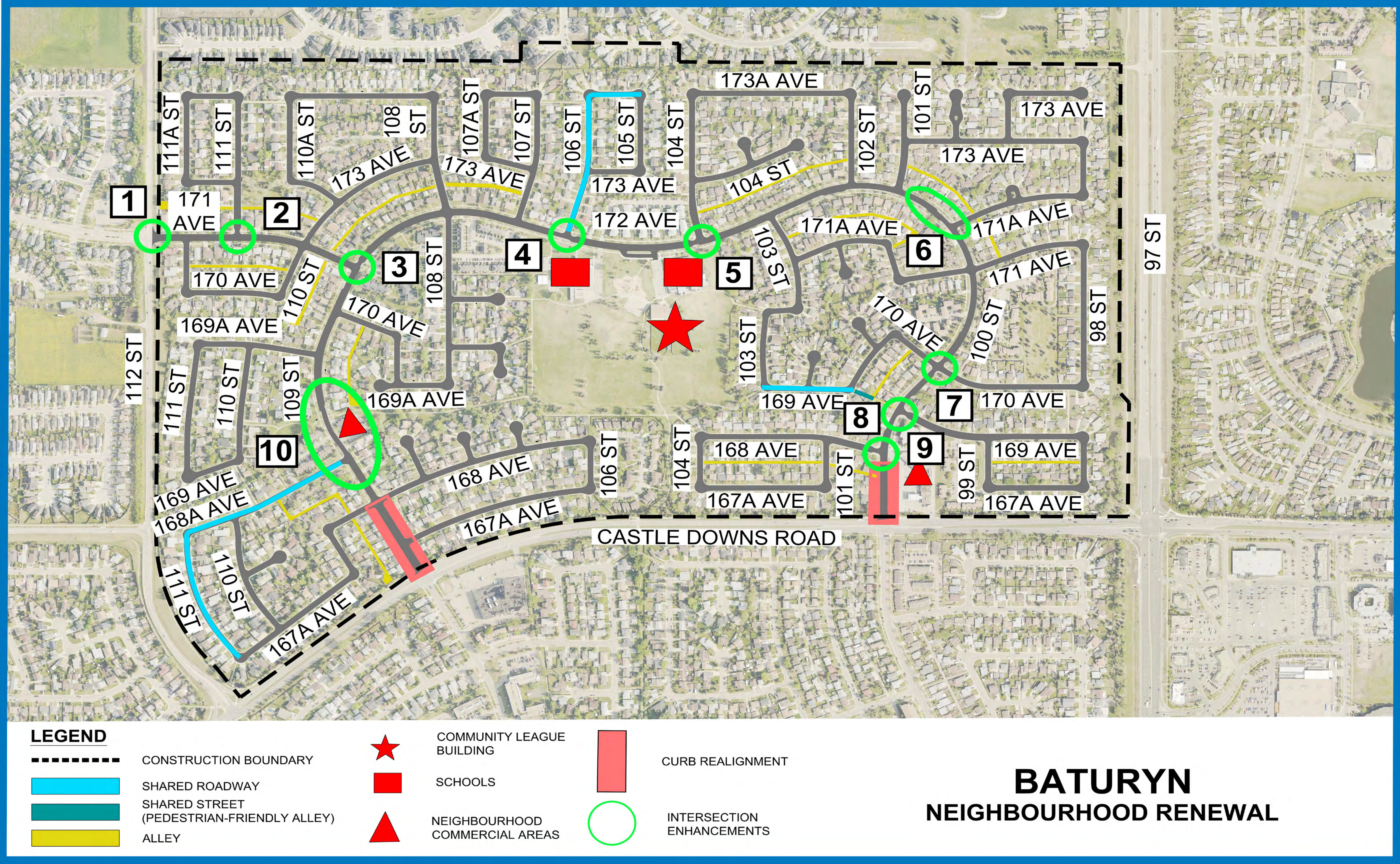
- + # 6, 7, 10, 12 and 16

### Vision and Guiding Principles considered include:





# Measures to slow traffic and enhance crossings\*



\* Designs are subject to final approvals and funding.





The final design includes:

LOCATION		DESIGN DETAIL
1	<a href="#">112 Street &amp; 171 Avenue</a>	Adding a raised median to slow traffic and beautify the entrance to the neighbourhood
2	<a href="#">111 Street &amp; 171 Avenue</a>	Adding curb extensions to slow traffic, improve visibility and shorten the crossing distance for those who walk, bike or roll
3	<a href="#">109 Street &amp; 171 Avenue</a>	Adding curb extensions to slow traffic, improve visibility and shorten the crossing distance for those who walk, bike or roll
4	<a href="#">106 Street &amp; 172 Avenue</a>	<div><div>+</div> Adding curb extensions to slow traffic, improve visibility and shorten the crossing distance for those who walk, bike or roll</div> <div><div>+</div> Maintaining existing overhead flashers and enhancing crosswalk markings</div>

Some of the city plans, programs and policies considered are:

- +

 # 6, 12, 13, 14 and 16

Vision and Guiding Principles considered include:



LOCATION		DESIGN DETAIL
7	<a href="#">100 Street &amp; 170 Avenue</a>	Adding curb extensions to slow traffic, improve visibility and shorten the crossing distance for those who walk, bike or roll
8	<a href="#">100 Street &amp; 169 Avenue</a>	Adding curb extensions to slow traffic, improve visibility and shorten the crossing distance for those who walk, bike or roll
9	<a href="#">100 Street &amp; 168 Avenue</a>	Adding new crosswalk markings and curb extensions to slow traffic, improve visibility and shorten the crossing distance for those who walk, bike or roll
10	<a href="#">109 Street at Neighbourhood Commercial Area</a>	Realigning the curb with the following changes: <div><div>+</div> Road narrowing and a new curbside shared pathway to help slow traffic and enhance safety</div> <div><div>+</div> Shorter crossing distance at the midblock crossing</div> <div><div>+</div> Loss of parking along the narrowed section of the road</div> <div><div>+</div> Two lanes of traffic will be maintained as per City standards</div>

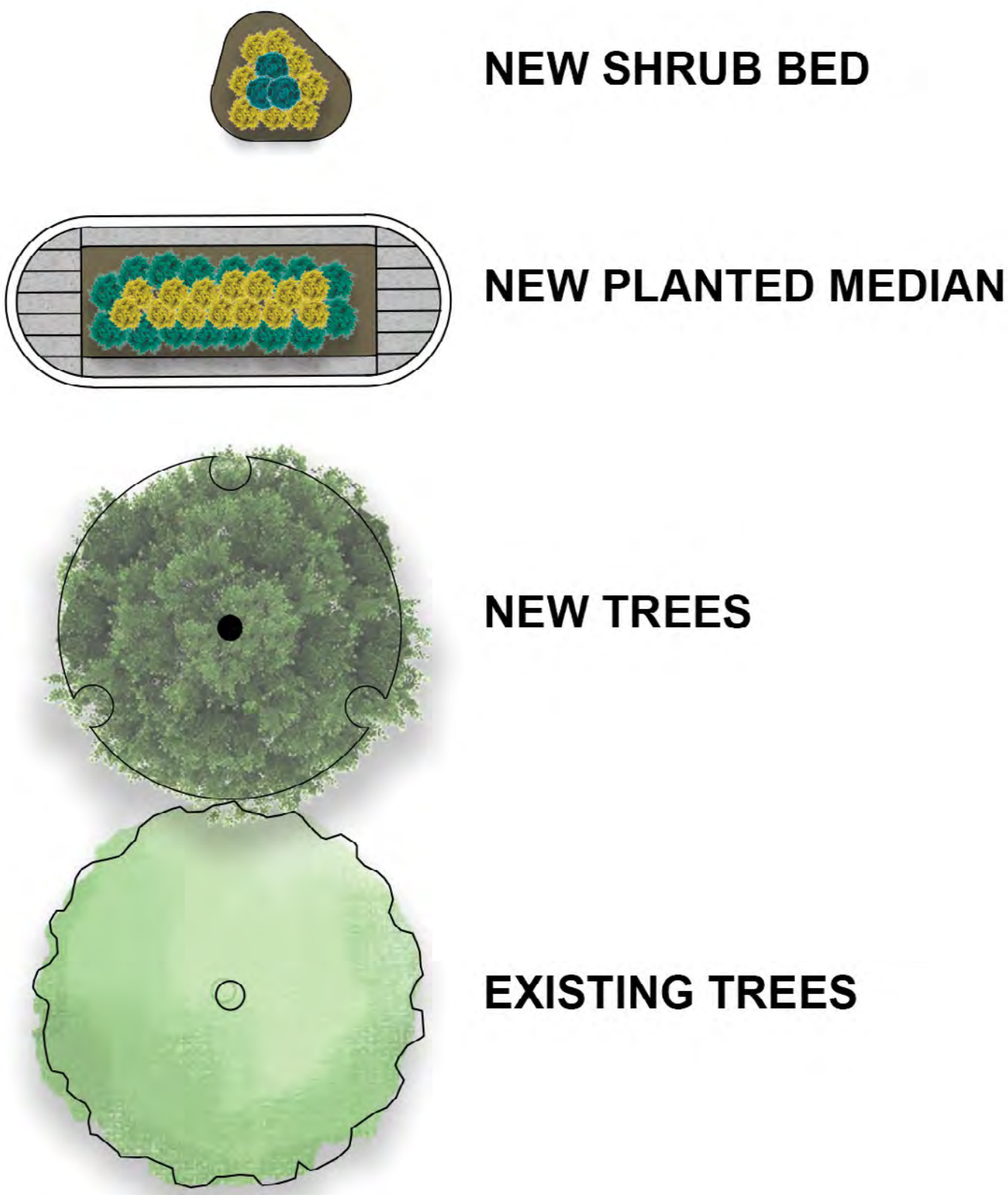
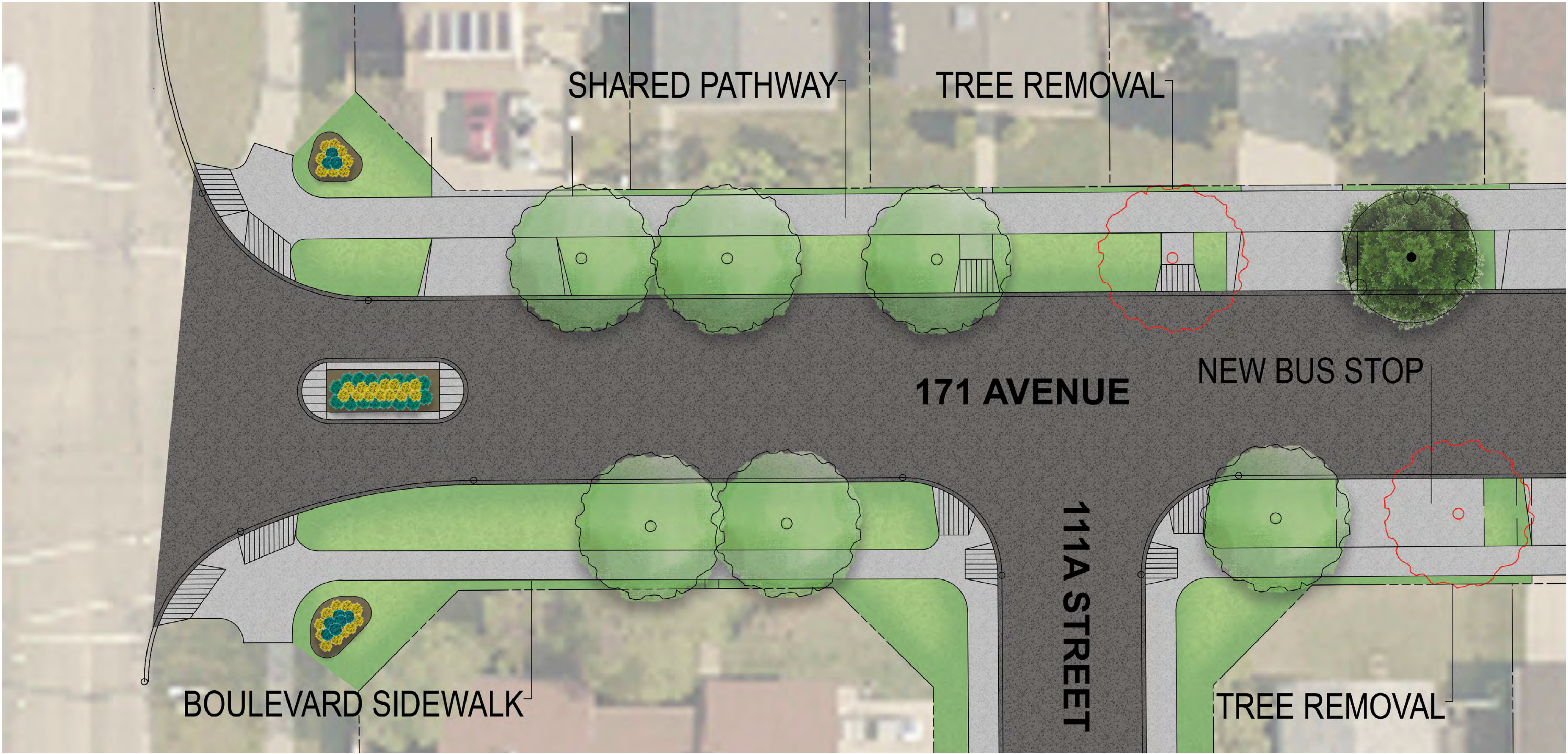
<sup>5</sup> ETS Bus stops in Baturyn are not timing points. This means that buses only stop as long as is needed to pick up or drop off passengers.





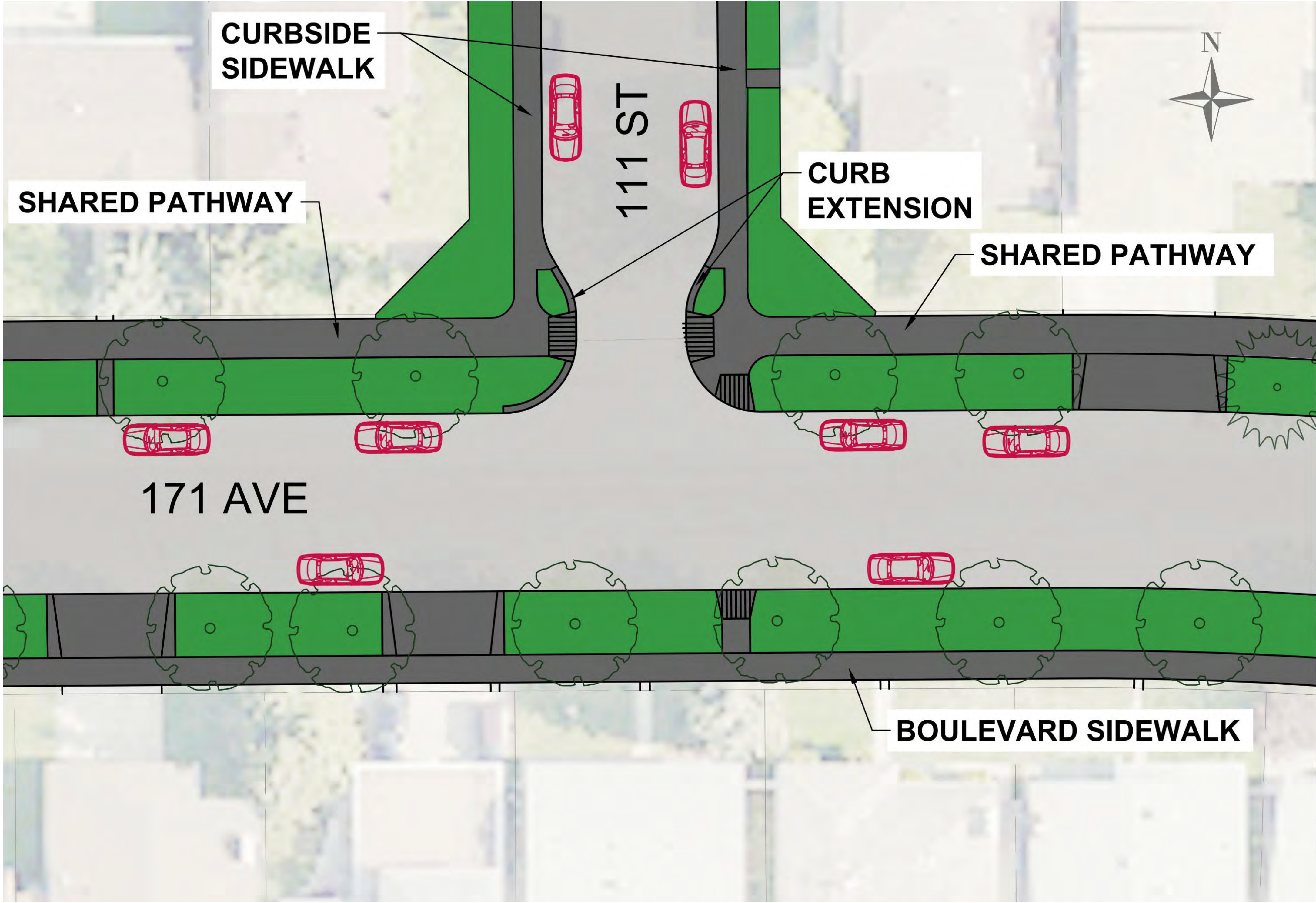
Figures of each location can be seen on the following pages:

# 1) 112 Street and 171 Avenue – Road Island and Planting



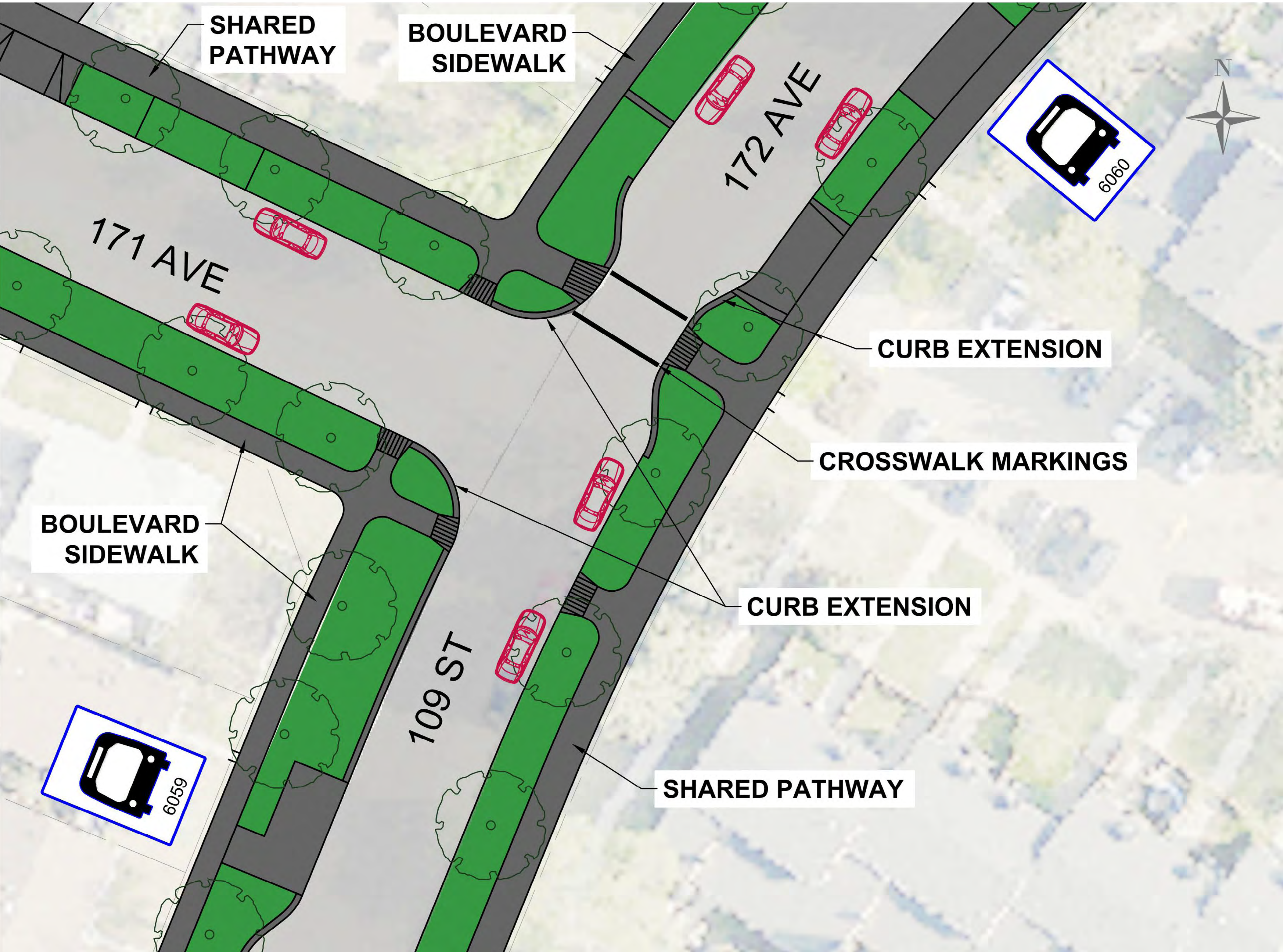


# 2) 111 Street and 171 Avenue – Curb Extensions

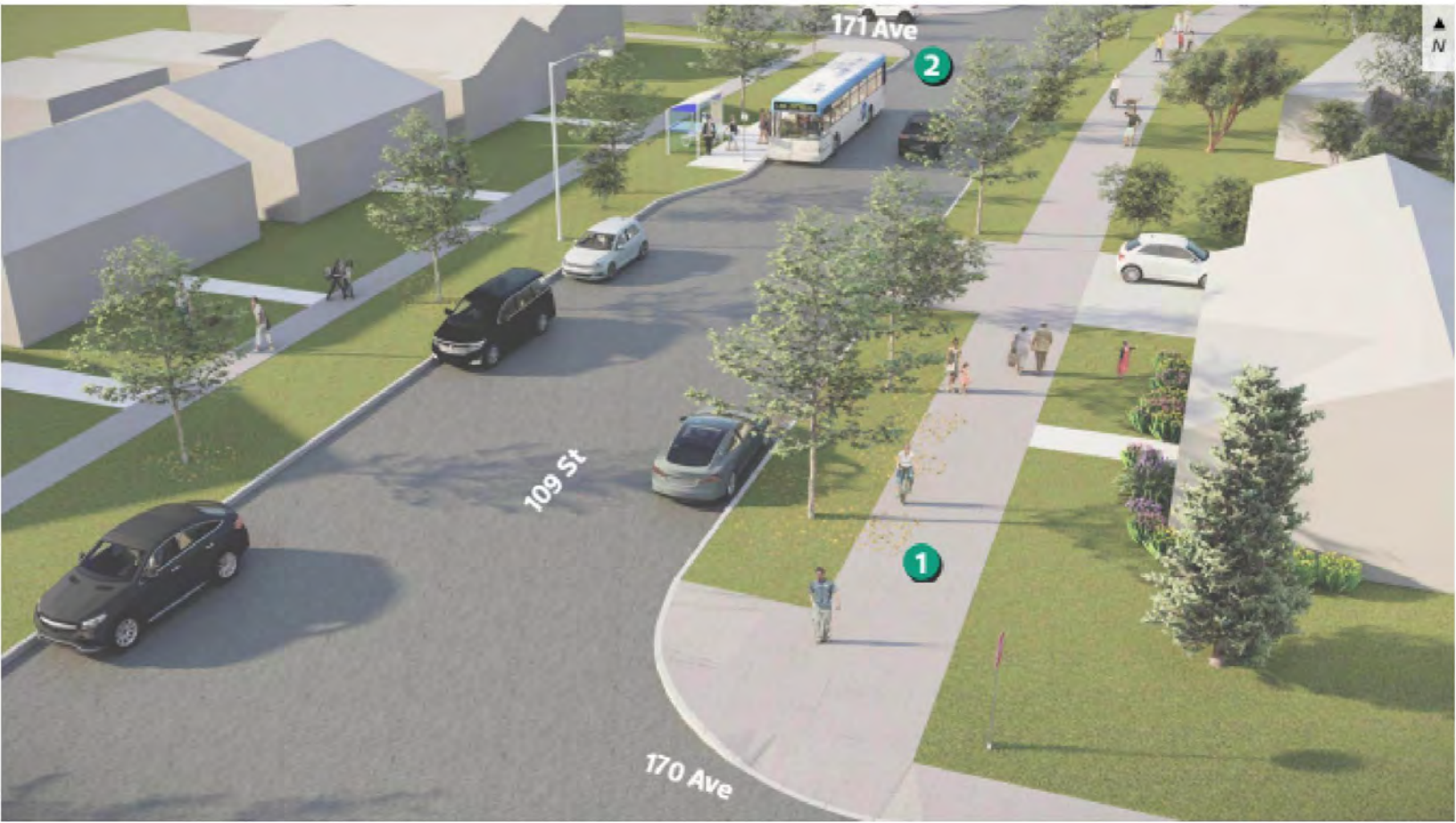




# 3) 109 Street and 171 Avenue



**Boulevard shared pathway and curb extension on 109 Street**



**1** New shared pathway **2** New curb extension



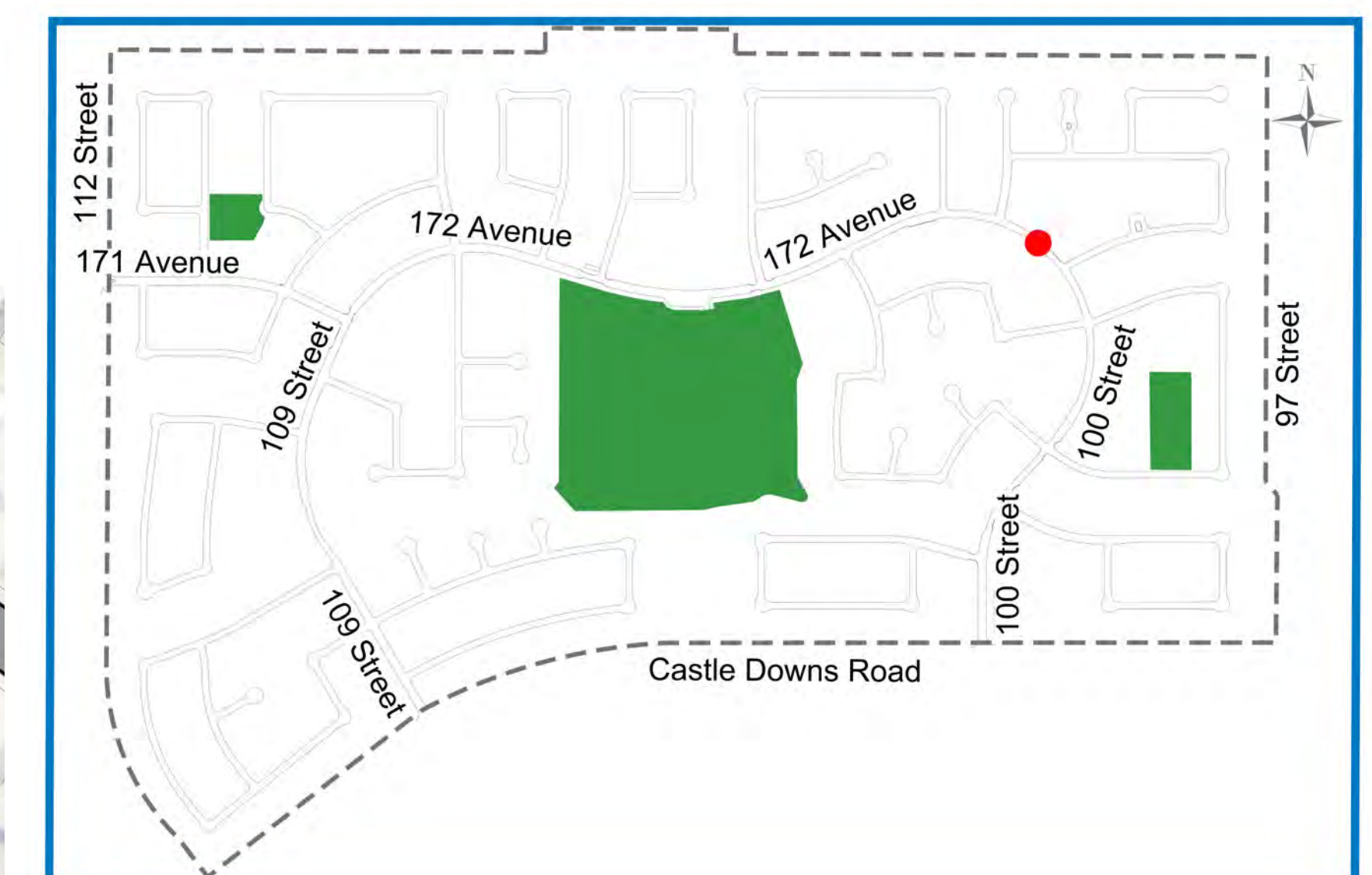
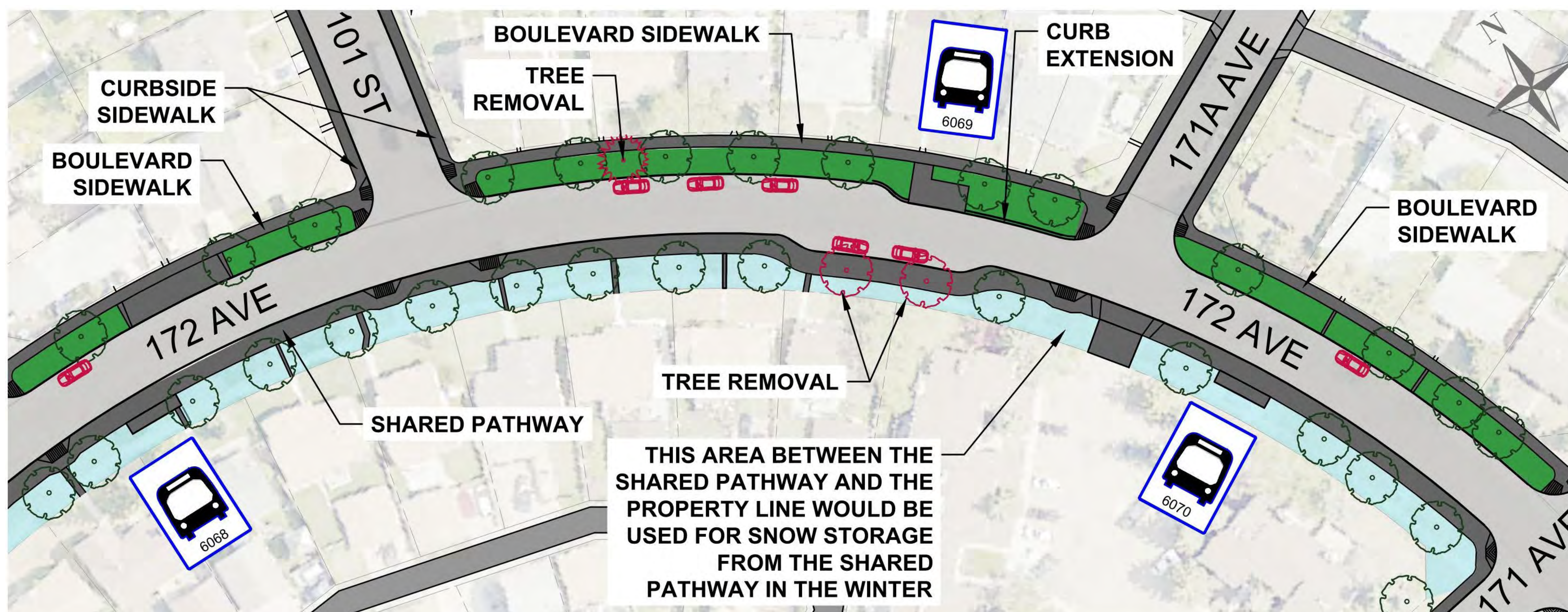
## 4) 106 Street and 172 Avenue.

See the image for [School bus drop-off area](#)

## 5) 104 Street and 172 Avenue.

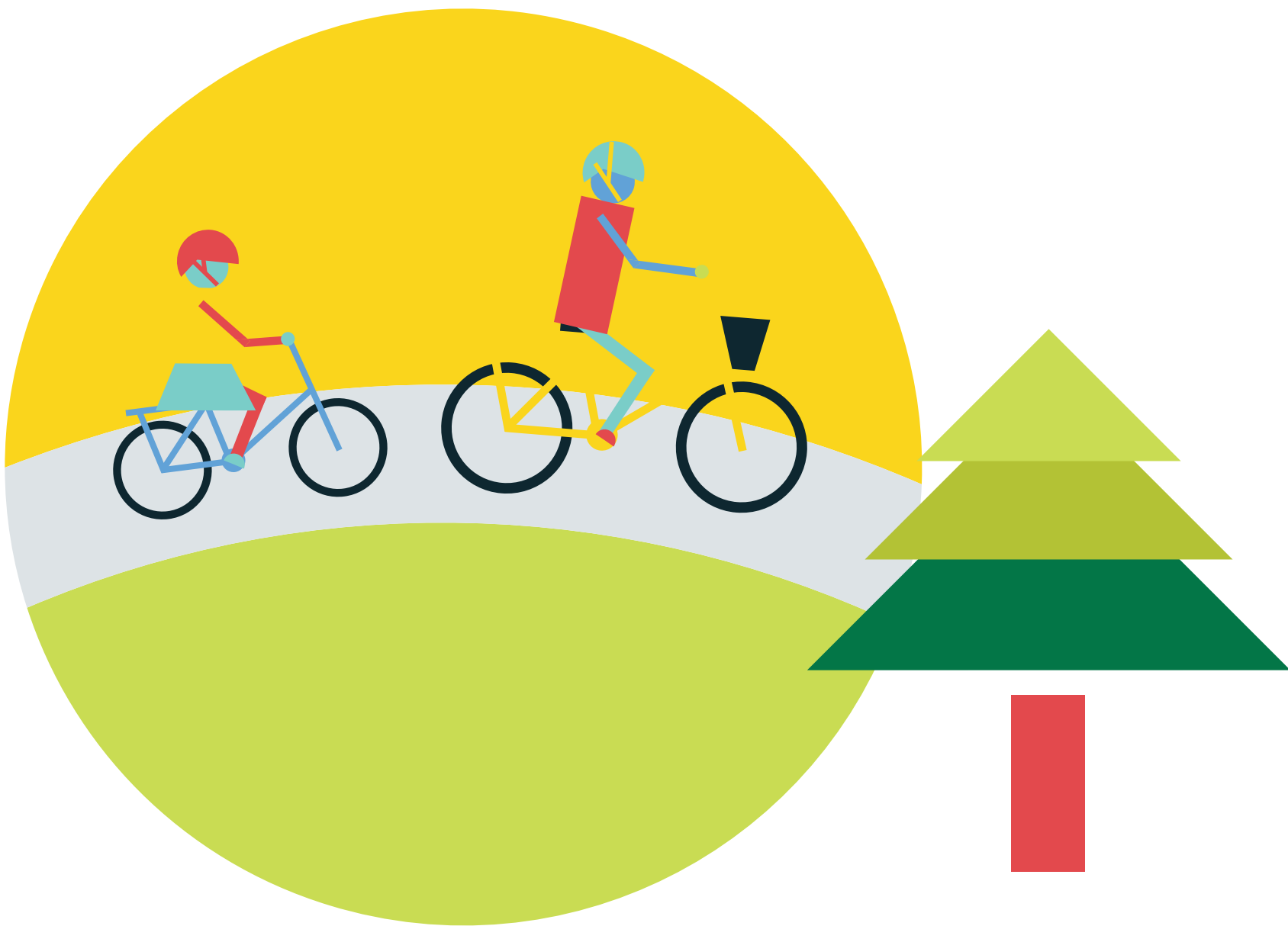
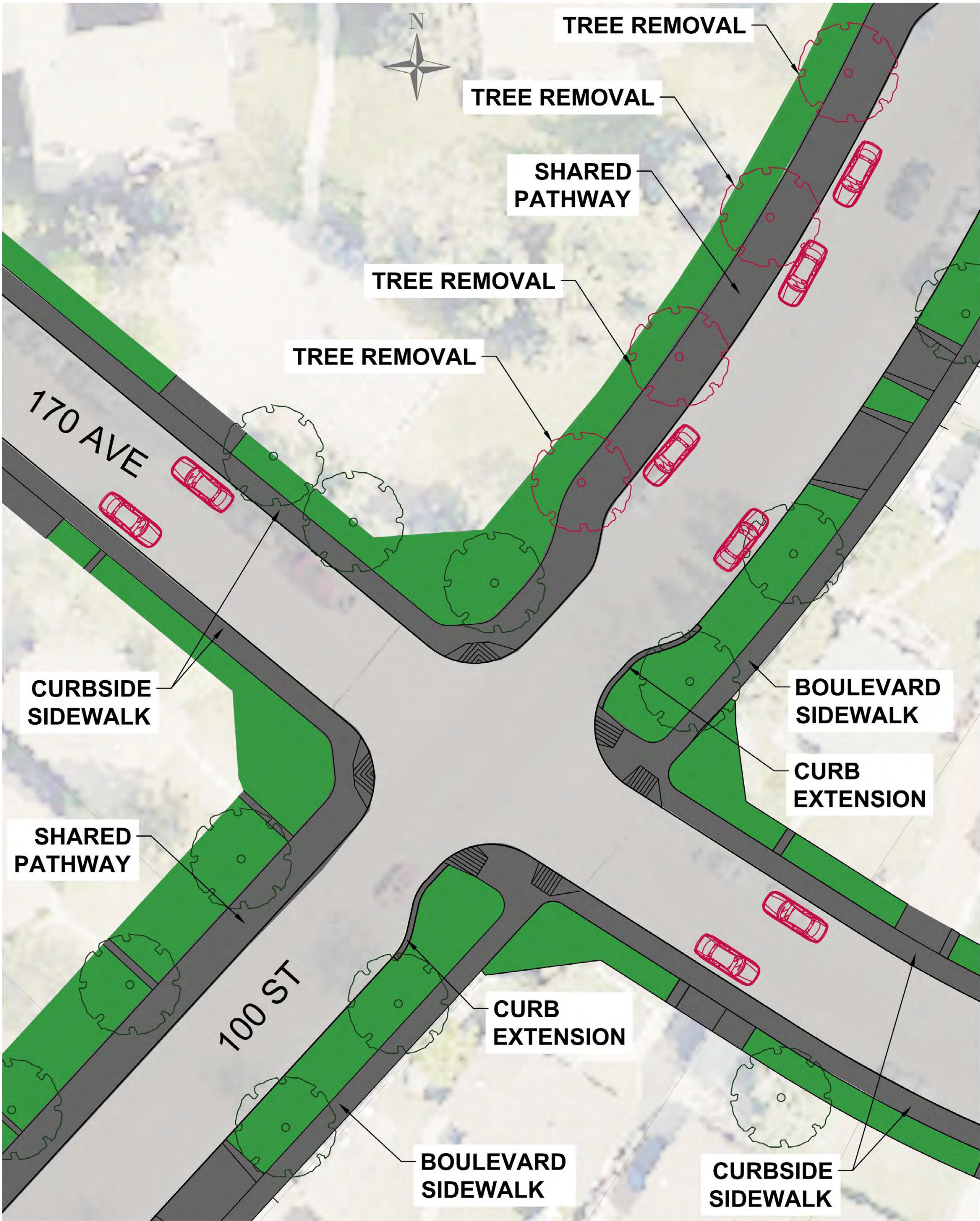
See the image for [School bus drop-off area](#)

## 6) 172 Avenue and 171A Avenue



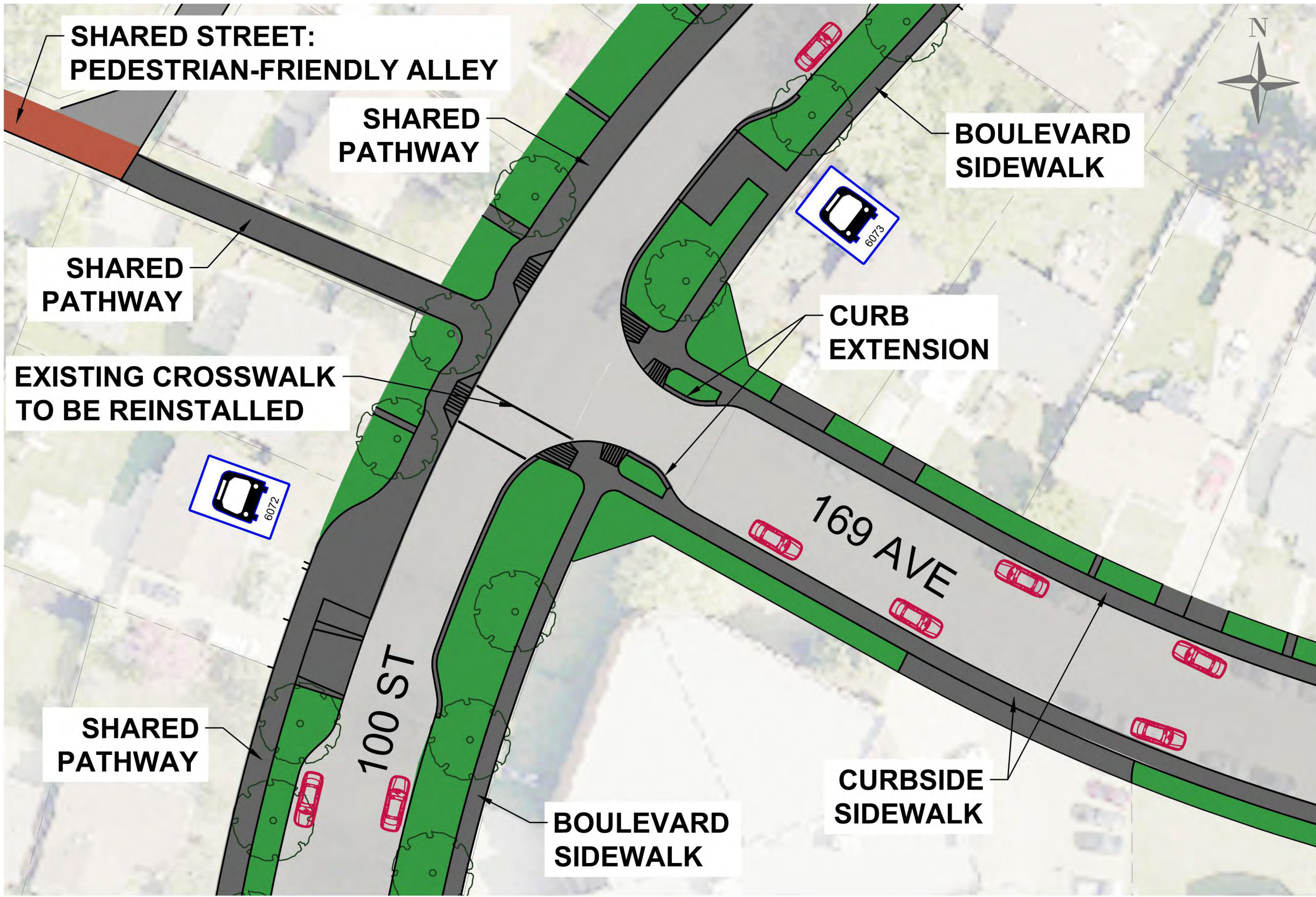


# 7) 100 Street and 170 Avenue



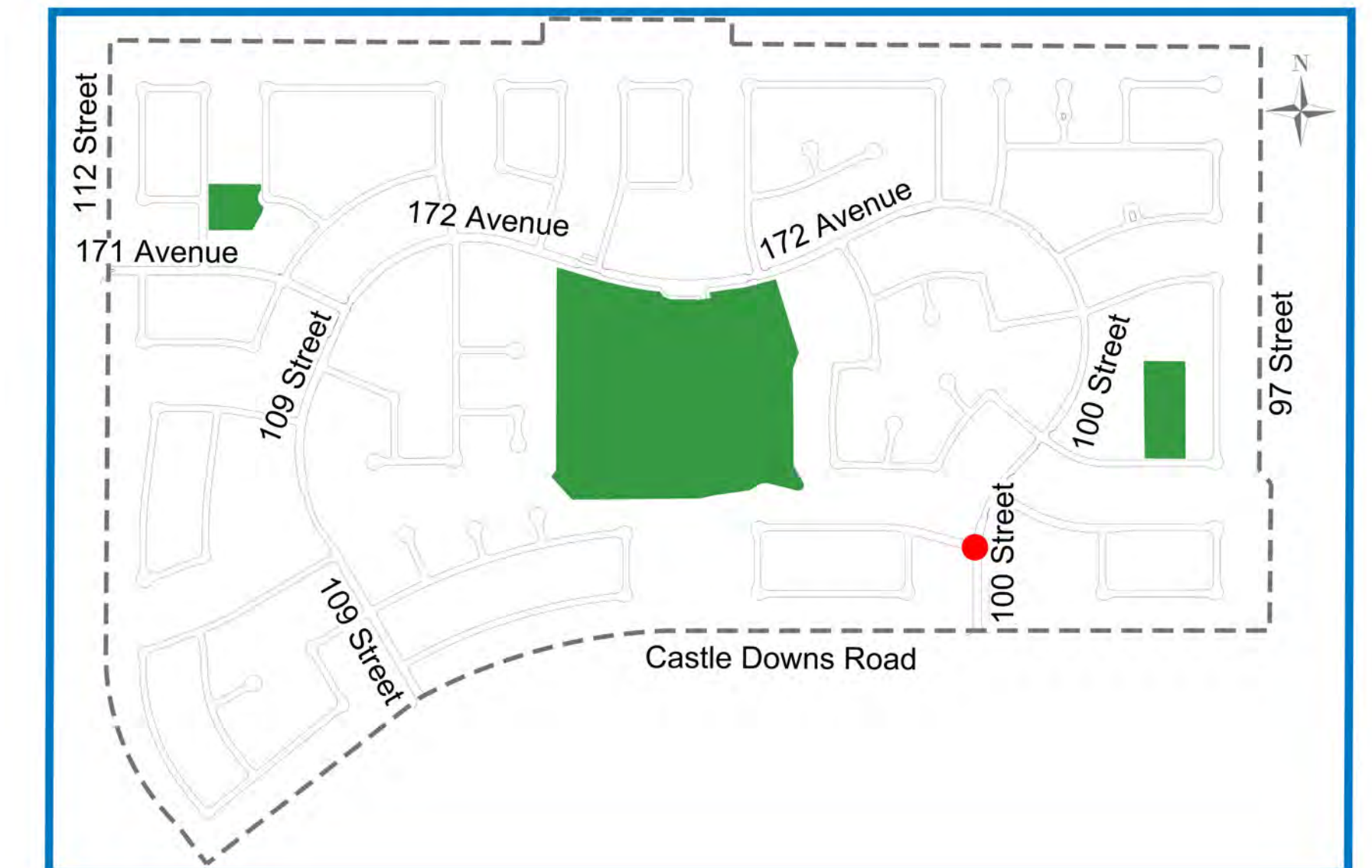
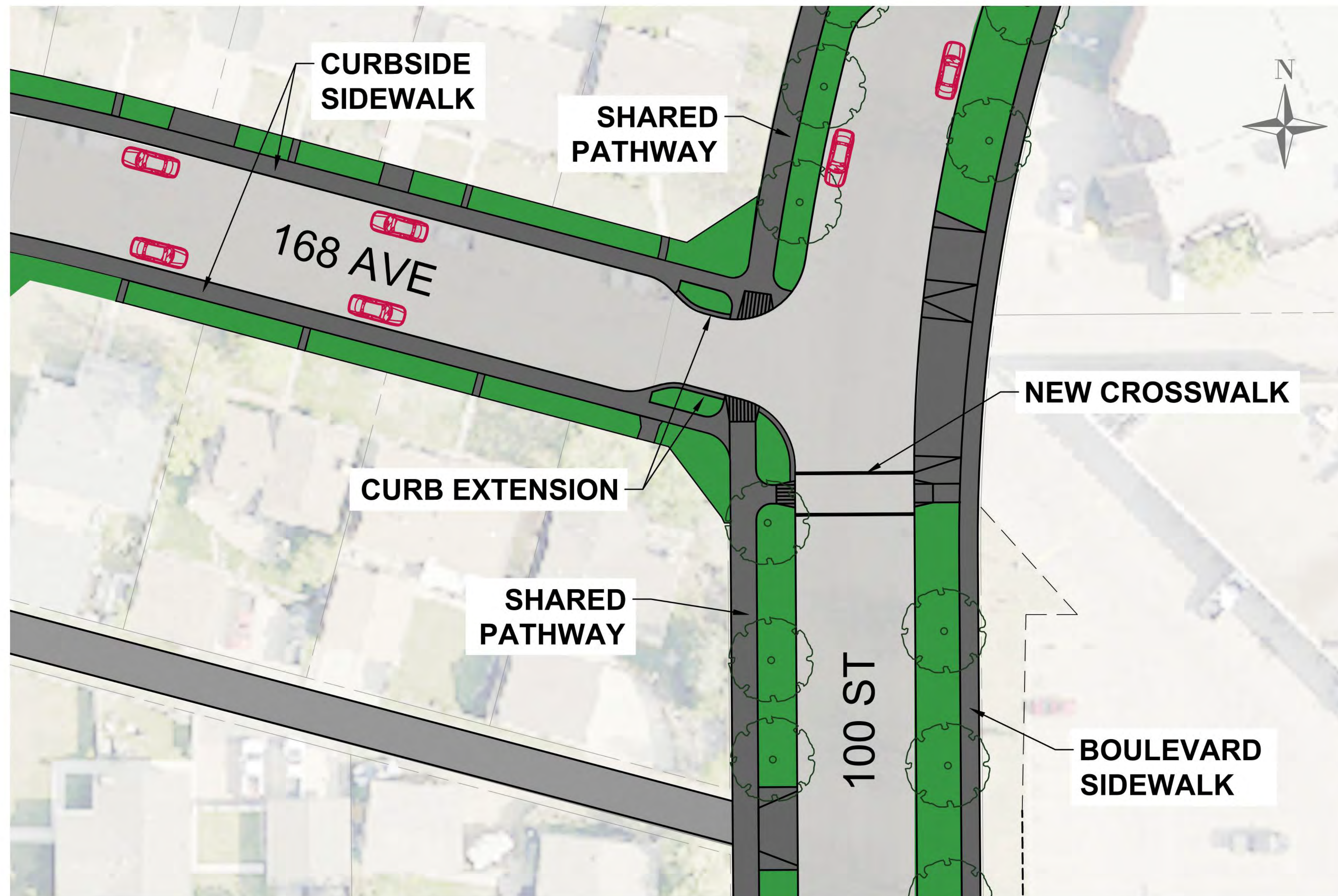


# 8) 100 Street and 169 Avenue





## 9) 100 Street and 168 Avenue



## 10) 109 Street at Commercial Area

See image for [109 Street Commercial Area](#)



# Parks & Placemaking

## What is in the final design?

The plan for parks and placemaking within Baturyn includes enhancements to Baturyn Park, Carrol and Henry Paszek Park and Harry Farmer Park to create more welcoming, family friendly spaces to enjoy nature and gather with neighbours. The plan also includes improvements to the Neighbourhood Commercial Areas and breezeways<sup>6</sup> to help beautify the neighbourhood.

## Locations for improvements to movement within Baturyn include:

(Details on following pages)

- + [Baturyn Park](#)
- + [Carrol and Henry Paszek Park](#)
- + [Harry Farmer Park](#)
- + [Breezeway and seating area west of the Neighbourhood Commercial Area on 109 Street](#)
- + [Neighbourhood Commercial Areas \(including on 100 Street and 109 Street\)](#)

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<sup>6</sup> A breezeway is a public pathway between two private properties. They enhance accessibility and connectivity within the neighbourhood.





# Baturyn Park\*



- NEW BACKED BENCH
- NEW BACKLESS BENCH
- NEW WASTE BIN
- POTENTIAL BULLETIN BOARD (COMMUNITY-LED)
- NEW / EXISTING PEDESTRIAN ORIENTED LIGHT
- NEW KID-FRIENDLY GAMES
- NEW SHRUB BED
- NEW EDIBLE PLANTING
- NEW TREES
- EXISTING TREES





### The final design includes:

- + Adding seating areas at two locations on the north end of the park with views of the park and sports fields
- + Adding a seating area with two benches and child-friendly imprints in the concrete
- + Adding 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
- + Enhancing lighting in some locations
- + Adding planting beds, new trees and fruit bearing plants along the pathways<sup>7</sup>
- + Widening sidewalks to be shared pathways (except the north-south sidewalk on the west side of the park that is in good condition and will remain)
- + Adding a new pathway to the east of the playground to connect to the shared pathway on 172 Avenue

<sup>7</sup> The City will not provide enhanced maintenance for fruit bearing trees and shrubs.

### Some of the city plans, programs and policies considered are:

- + # 1, 5, 9, 10 and 15

### Vision and Guiding Principles considered include:





# Carrol and Henry Paszek Park\*



-  NEW / EXISTING PICNIC TABLE ON NEW CONCRETE PAD
-  EXISTING BENCH ON NEW CONCRETE PAD
-  NEW BENCH ON CONCRETE PAD
-  NEW WASTE BIN
-  NEW / EXISTING PEDESTRIAN ORIENTED LIGHT
-  NEW SHRUB BED
-  NEW BOULEVARD TREES
-  EXISTING TREES



### The final design includes:

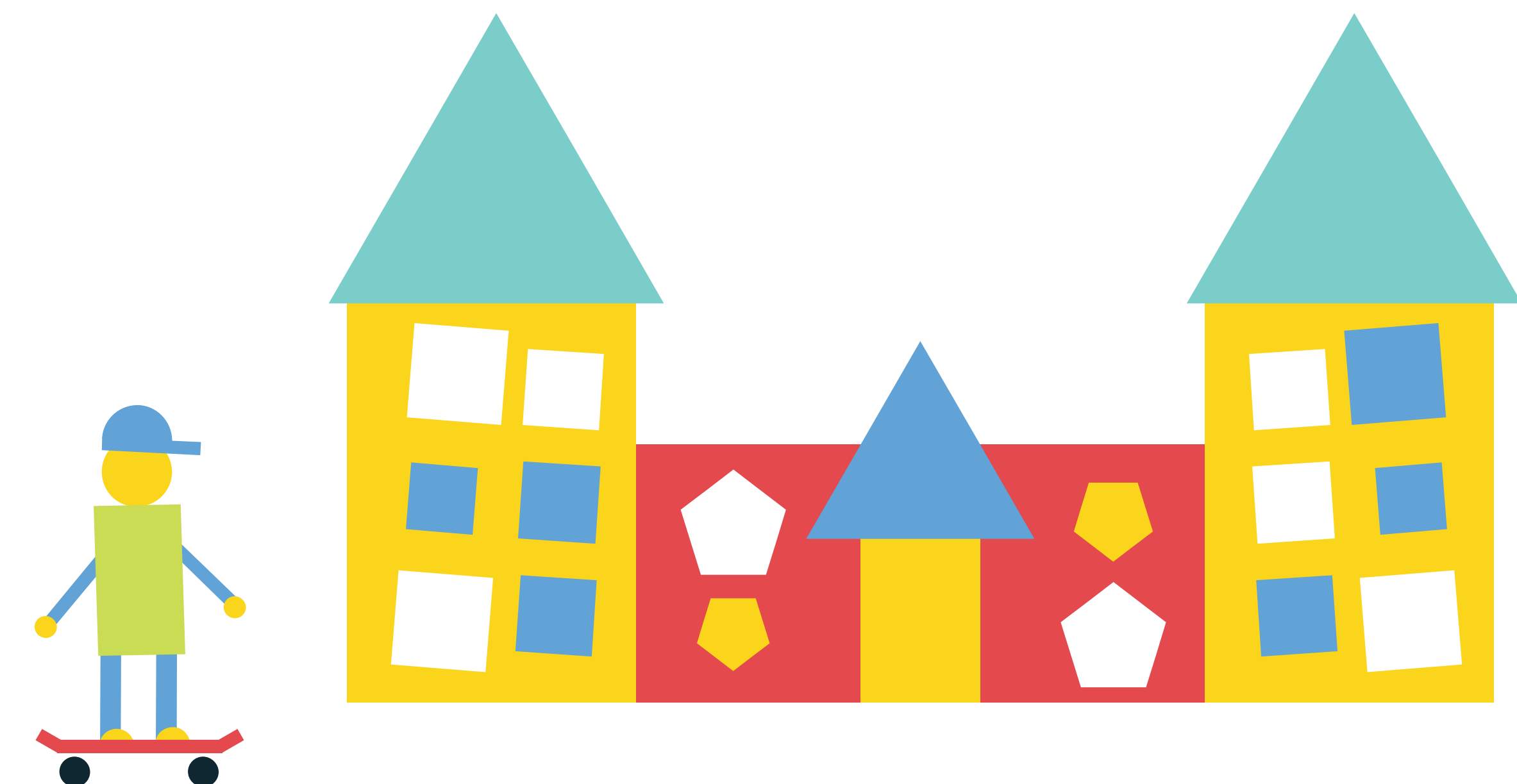
- + Adding a new accessible picnic table
- + Adding a new central gathering space with enhanced hard surfacing to create a sense of place within the park
- + Adding a new sidewalk and additional light to enhance the feeling of comfort and safety
- + Adding a new secured waste bin to reduce litter
- + Realigning the curb on 110A Street and 172 Avenue to create a grassed boulevard with new trees
- + Adding new planting beds to help beautify the park
- + Upgrading the bollards along the alley



### Some of the city plans, programs and policies considered are:

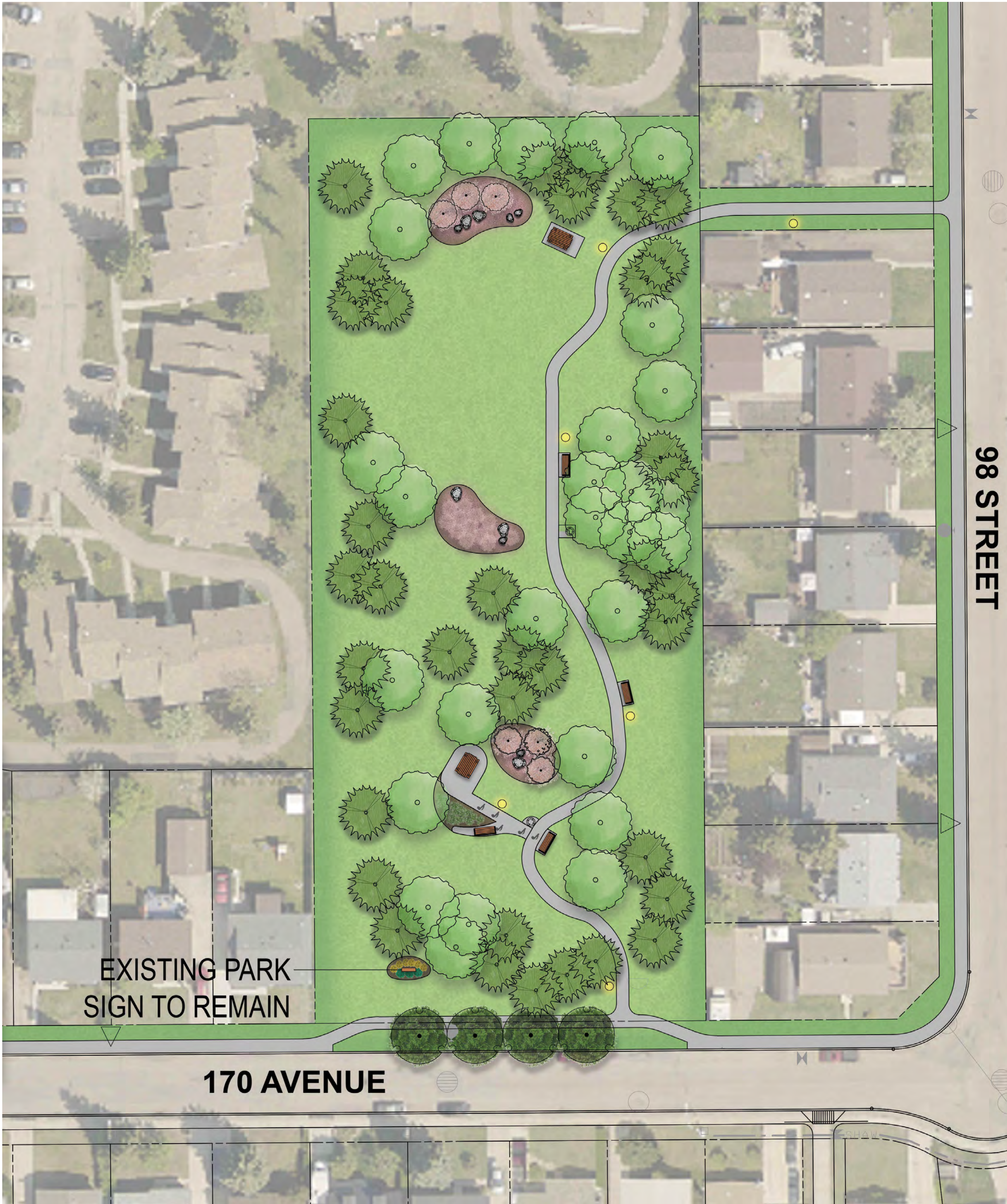
- + # 2, 5, 7, 9 and 15

### Vision and Guiding Principles considered include:





# Harry Farmer Park\*



NEW PICNIC TABLE ON CONCRETE PAD



NEW BENCH



NEW WASTE BIN



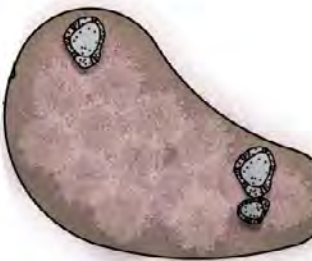
NEW / EXISTING PEDESTRIAN ORIENTED LIGHT



MUSIC-THEMED PAVING



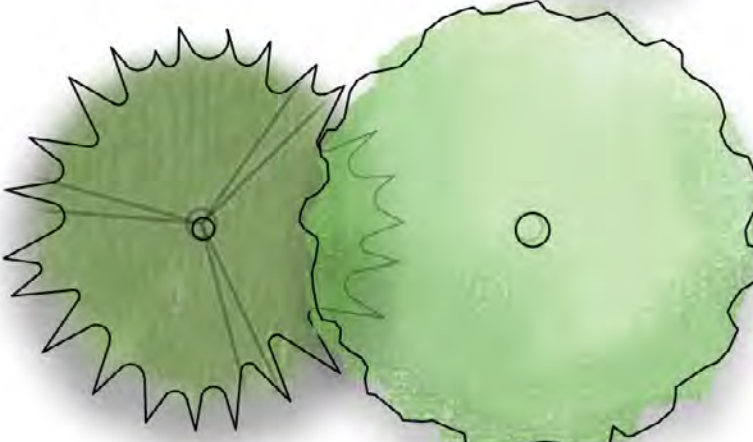
NEW SHRUB BED



NEW EDIBLE PLANTING / GROUND COVER WITH BOULDERS



NEW TREES



EXISTING TREES



### The final design includes:

- + Adding a new sidewalk through the park to improve accessibility and welcome people to the park
- + Adding two new picnic tables, including one that is fully accessible
- + Adding four new benches to enhance comfort within the park
- + Adding new waste bins to reduce litter
- + Adding new lighting to enhance the feeling of safety
- + Realigning the sidewalk along 170 Avenue to be a boulevard walk with new trees
- + Adding new concrete imprints with a music note theme to honour the history of Harry Farmer and his contributions to music in the City
- + Adding new planting beds with fruit bearing plants to beautify the park<sup>8</sup>

<sup>8</sup> The City will not provide enhanced maintenance for fruit bearing trees and shrubs

### Some of the city plans, programs and policies considered are:

- + # 2, 7, 9, 15 and 17





### Vision and Guiding Principles considered include:


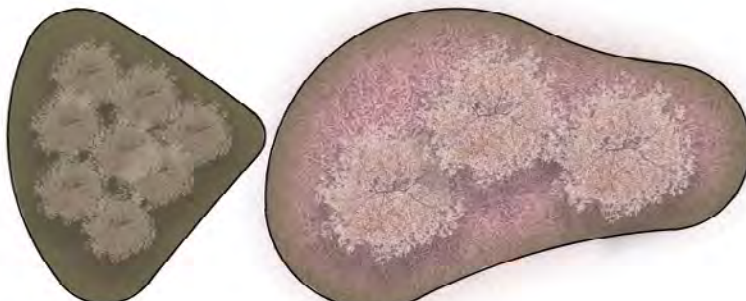
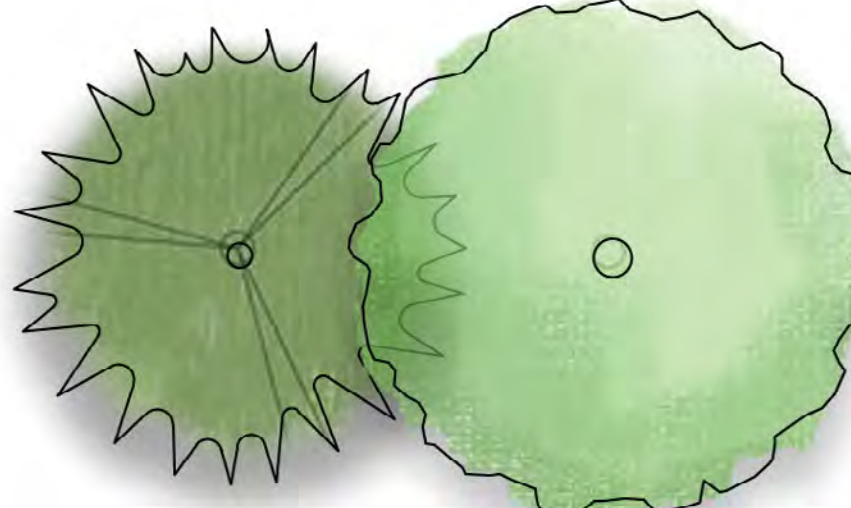




# Breezeway and Seating Area\* (West of Neighbourhood Commercial Area on 109 Street NW)



-  **NEW BENCH**
-  **NEW WASTE BIN**
-  **NEW / EXISTING PEDESTRIAN ORIENTED LIGHT**
-  **NEW KID-FRIENDLY GAMES**

-  **NEW SHRUB BED**
-  **NEW EDIBLE PLANTING / GROUND COVER**
-  **EXISTING TREES**



### The final design includes:

- + Adding a new seating area with two benches, a waste bin, enhanced hard surfacing and children's games to enhance the sense of place and comfort in the neighbourhood
- + Adding new planting beds and some fruit-bearing plants<sup>10</sup> to beautify the area
- + Widening the sidewalks to shared pathways

<sup>10</sup> The City will not provide enhanced maintenance for fruit bearing trees and shrubs.

### Some of the city plans, programs and policies considered are:

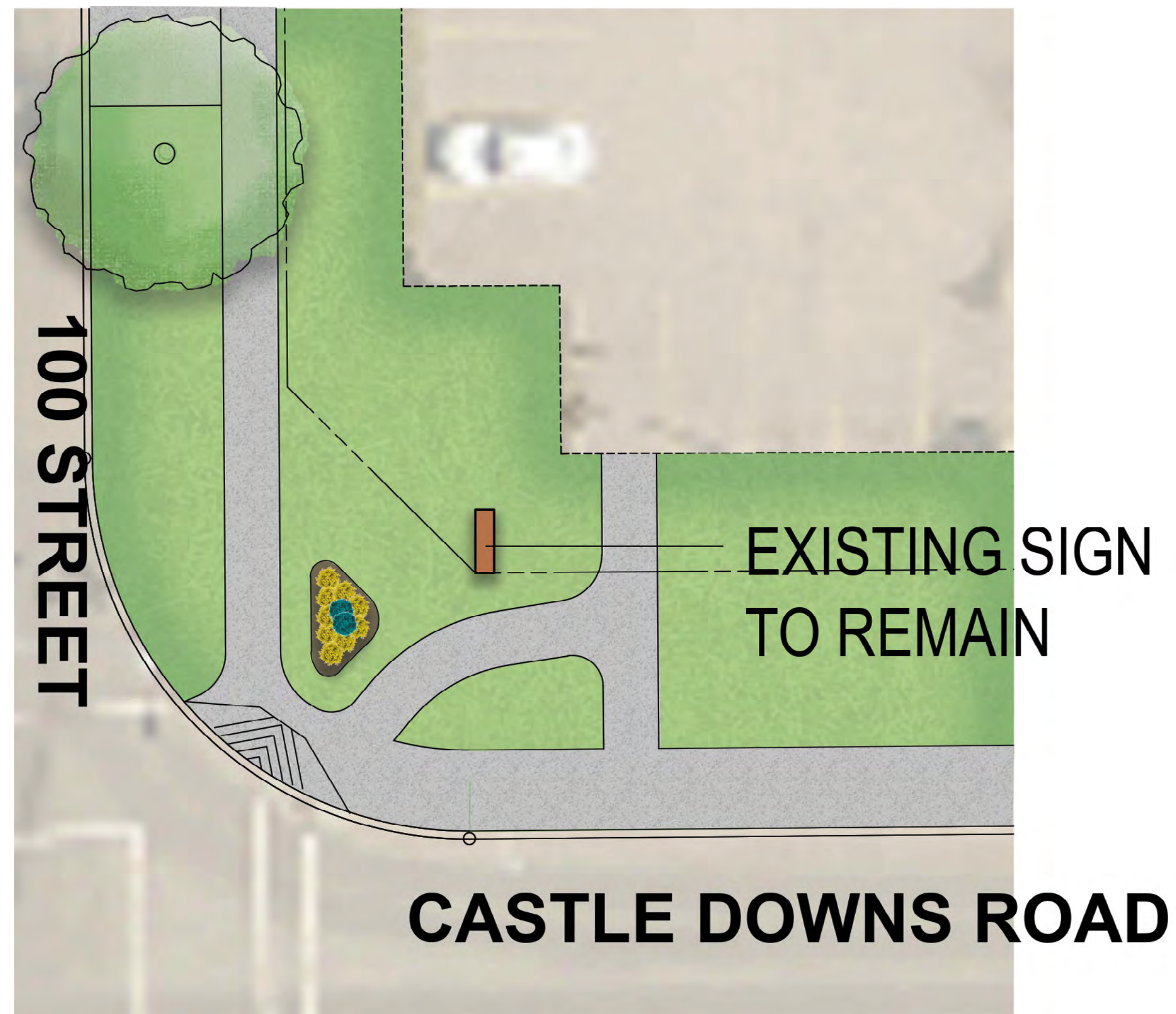
- + # 1, 2, 7, 10 and 17

### Vision and Guiding Principles considered include:





# 100 Street Commercial Area\*





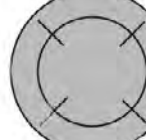

## The final design includes:

- + Adding a new pathway connecting the Castle Downs Road shared pathway to the commercial development on the northwest corner of Castle Downs Road and 100 Street
- + Adding new plantings to add greenery to the neighbourhood
- + Coordinating with the property owner to add a curb ramp to transition from the pathway into the commercial development parking lot to enhance accessibility



# 109 Street Commercial Area\*



-  **NEW NO PARKING ZONE**
-  **NEW PLANTER WITH CANTELVOR BENCH**
-  **NEW UNIQUE/ARTISTIC BENCH**
-  **NEW WASTE BIN**
-  **NEW MOLOK WASTE BIN**
-  **NEW / EXISTING PEDESTRIAN ORIENTED LIGHT**
-  **NEW SHRUB BED**
-  **NEW NATURALIZED GROUND COVER WITH BOULDERS**
-  **EXISTING TREES**



## The final design includes:

- + Adding additional patio space in front of the building
- + Adding new curb extensions, beginning at the pathway crossing on 109 Street, that extend the full length of the storefront to improve visibility of people walking, biking and rolling at the crossing, provide a shorter crossing distance and slow traffic
- + Maintaining existing trees, if possible, in this area
- + Adding a curbside shared pathway and narrowing the road to help slow traffic
- + Allowing buses to stop in the travel lane to reduce conflicts with vehicles as buses merge in and out of the travel lanes<sup>9</sup>
- + Removing parking along both sides of the street to accommodate a narrowed roadway, shared pathway and patio space
- + Adding a new seating area with naturalized landscaping and boulders behind the commercial site
- + Adding new bike racks to provide a place for those who bike to park their bikes
- + Adding new planting beds with mounted benches to beautify the area and create separation between the patio and shared pathway
- + Increasing snow storage in the boulevards on the west side of the road

<sup>9</sup> ETS Bus stops in Baturyn are not timing points. This means that buses only stop as long as is needed to pick up or drop off passengers.

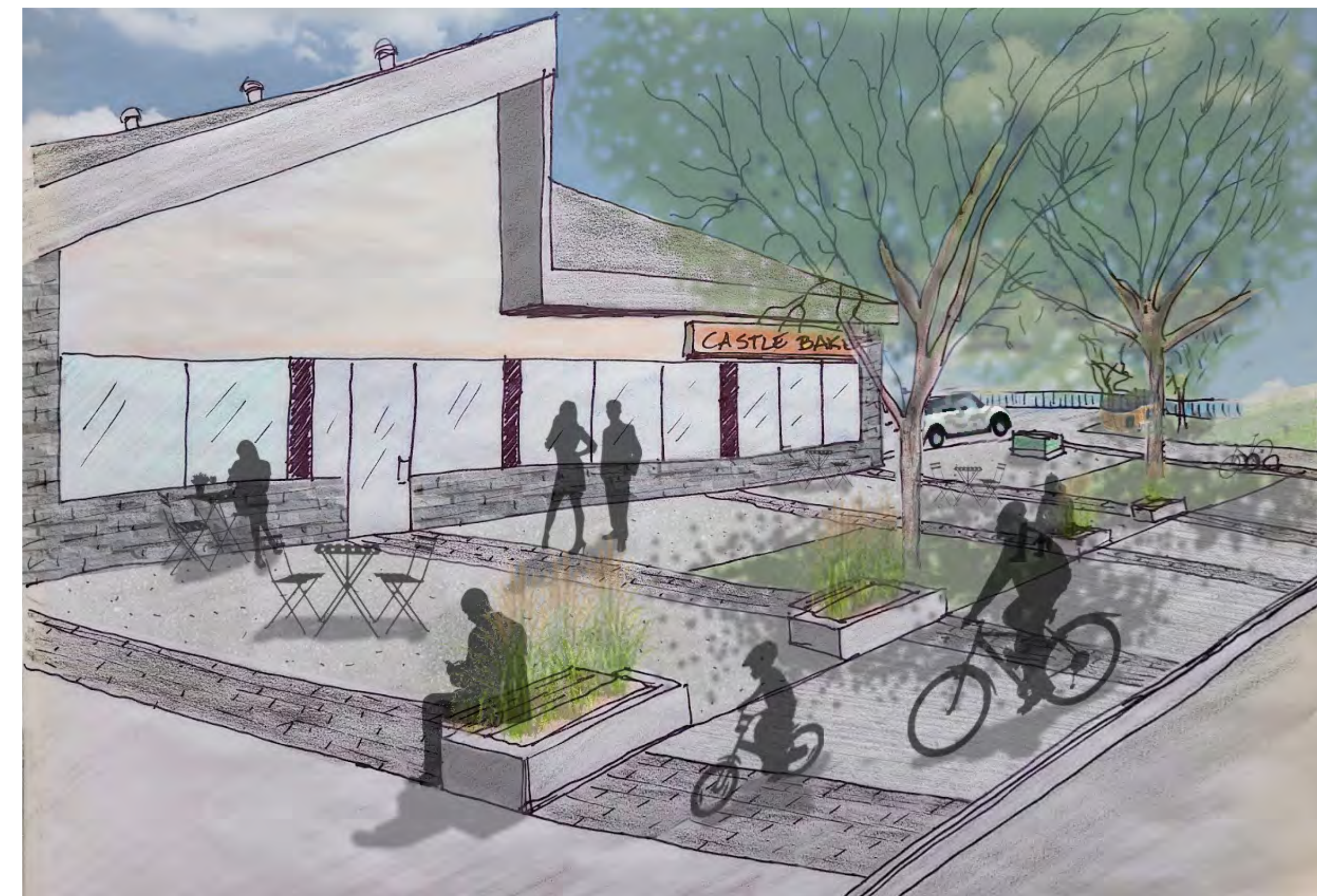
## Some of the city plans, programs and policies considered are:

- + # 2, 3, 6, 7 and 14

## Vision and Guiding Principles considered include:



## Draft rendering of 109 Street Commercial Area



Summer





# Baturyn Neighbourhood Renewal Schedule

✓ **NOVEMBER 2020**  
Building a Community Vision  
Together and Exploring  
Opportunities

✓ **APRIL–JUNE 2021**  
Exploring Options and  
Trade-offs

✓ **NOVEMBER 2021**  
Community Feedback  
on Draft Design

**WE ARE  
HERE**  
**APRIL 2022**  
Community Feedback  
on Final Design

— **JANUARY–FEBRUARY 2023**  
Preparing for Construction &  
Local Improvement Decisions

— **SPRING 2023–FALL 2025**  
Construction on your streets

# Next Steps

Construction is scheduled in Baturyn over three years starting in spring 2023. The Local Improvement process for both sidewalk reconstruction and decorative street lighting will begin in early 2023 when Local Improvement Notices are mailed out to each property owner.

## 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**