

# What We Heard

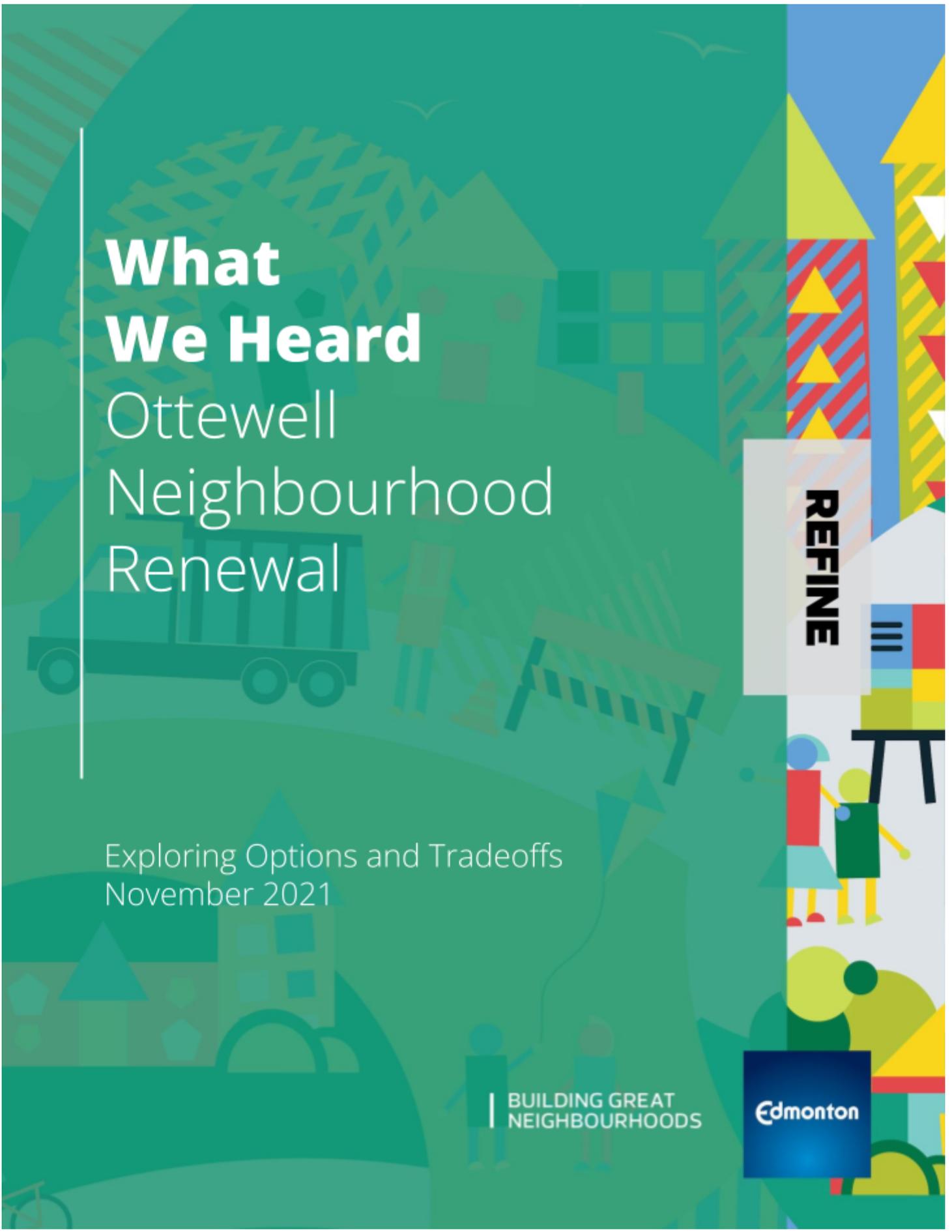
## Ottewell Neighbourhood Renewal

Exploring Options and Tradeoffs  
November 2021

BUILDING GREAT  
NEIGHBOURHOODS

Edmonton

REFINE



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## BACKGROUND

**Neighbourhood Renewal in Ottewell will begin in spring 2023.** Through the City of Edmonton's Neighbourhood Renewal Program, we will rehabilitate roads, replace streetlights, curb and gutters, repair sidewalks and connect missing sidewalk links where possible in Ottewell. The Neighbourhood Renewal Program is a cost effective, long-term plan to address the needs of renewing Edmonton's aging neighbourhood infrastructure. Enhancements will also be made to City-owned open spaces, traffic safety and other improvements identified through public engagement with residents of the neighbourhood and other stakeholders.

### Public Engagement for the Ottewell Neighbourhood Renewal

The Building Great Neighbourhoods Project Team are genuinely interested guests, stepping into the Ottewell neighbourhood as visitors. The team wants to learn and appreciate how people live and what they value and need in their neighbourhood. The team seeks to involve local residents and business owners in decision making to shape the vision for engagement and neighbourhood improvements.

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## WHERE WE ARE IN THE DECISION-MAKING PROCESS

The City has created a road map to help people understand the stages of public engagement where residents can provide feedback and actively participate in the process. At each step, the team will tell people what the purpose is and how their input will inform the decisions being made. The team commits to reporting back on how we used public input.



*We commit to telling you how public input influences decisions according to the public engagement spectrum.*

### Public Engagement Spectrum

The City of Edmonton seeks input from citizens to help guide the project. The City's public engagement spectrum below, shows the four distinct levels of influence that the public can have on decisions made by the City throughout the project.

The public were invited to provide input that would help

- + **REFINE** the created **Vision and Guiding Principles**
- + **REFINE** the **Options and Tradeoffs**

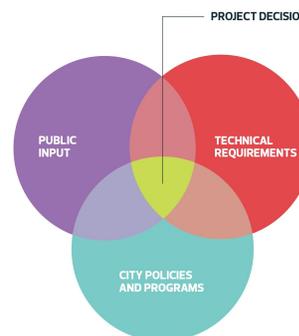
We commit to telling you how public input influences decisions according to the public engagement spectrum.



### How decisions are made

The City makes decisions using a combination of policy and program information, public engagement 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.

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.



## WHAT WE ASKED AND WHAT WE DID

### What We Asked

A survey was completed in summer 2021 that had draft design options on four topics: local roads, main roads, intersections and open spaces. Each part also contained the draft **Vision Statement and Guiding Principles**. Respondents were asked to provide feedback on the options and the draft Vision and Guiding Principles.

### What We Did

The **Exploring Options and Tradeoffs** phase is one of the most complex of the Neighbourhood Renewal program. It requires a good understanding of the specific locations being addressed, as well as the broader neighbourhood.

A series of four narrated presentations were posted along with each corresponding part of the survey. Before responding to the options and tradeoffs outlined, participants were able to watch a brief presentation in order to understand the options.



*Chalk art advertising the survey*



## How We Communicated

- + Distributed 4,710 newsletters to Ottewell addresses.
- + Four colourful chalk art drawings on high-traffic sidewalk locations to help attract attention.
- + Six road signs throughout the community.
- + Email to 147 subscribers.



**- 749 responses -**

## About the Survey

- + One survey with four components was conducted between June 28 - July 14 on the City of Edmonton website. Residents were encouraged to answer all four components or select the topics that held the most interest for them.
- + Four online presentations were created to help people understand the options and tradeoffs of each component.

The survey components were:

- intersections
- main neighbourhood roads
- local roads
- open spaces

## Response Breakdown

- + We received 746 responses, with an average of 186 responses to each of the four surveys. The survey on main roads was of greatest interest to people, with 231 responses. People were also very interested in commenting on open spaces, with 198 responses. The survey on local roads had 173 responses, while the intersections survey had 144 responses.
- + Overall, about 86 per cent of respondents agreed with the draft vision and principles.
- + The team reviewed responses and comments and gained many insights into life in the community, while confirming the vision and principles.
- + The survey asked for feedback on the draft Vision Statement and Guiding Principles. These statements will guide the design of the Ottewell Neighbourhood Renewal.

## WHAT WE HEARD

### Validating the Vision Statement and Guiding Principles

Over the four survey parts, 86 per cent of responses agreed with the following **Vision Statement and Guiding Principles**.

#### Vision for Ottewell

**A small town in the heart of the city.**

#### Guiding Principles

Our community:

- + Enjoys safe sidewalks that encourage people of all ages to take advantage of good connections through a walkable neighbourhood
- + Celebrates the neighbourhood's splendid character, with mature trees and parks
- + Delights in its green spaces, with activities and amenities for all ages and abilities
- + Values its family-friendly, multi-generational neighbourhood where all are welcomed
- + Appreciates safe streets where people driving respect speed limits and traffic laws
- + Invites and encourages all kinds of mobility options for people walking, cycling, driving and other forms of active transportation
- + Nurtures a strong sense of community, where people feel safe and look out for each other



*57 Street/58 Street and 94B Avenue Intersection*

## Survey Part 1: Intersections

This part received 144 responses, and was focused on three intersections:

- + 94B Avenue and Ottewell Road
- + 57 Street/58 Street and 94B Avenue
- + Austin O'Brien Road and 95 Avenue

People were asked to rank the elements that were most important to them, for each of the intersections identified.

Adding crosswalks, curb extensions and landscaping were the top elements that people preferred for these intersections. Realigning the intersection angle for Austin O'Brien Road and 95 Avenue was also supported by a majority of respondents.

Reasons for choosing these elements included creating a feeling of personal safety, enhancing visibility, awareness of surroundings and alertness, reducing traffic speeds and limiting crowding/congestion on the road.

Respondents felt that adding landscaping to the area would make the neighbourhood look nicer and make walking more enjoyable.



*92A Avenue*

## Survey Part 2:

### Local Roads, Secondary Bike Routes, Walking Connections

This part received 173 responses, and focused on seven topics:

- + Local streets and service roads
- + Bike routes (93A Avenue)
- + Bike routes (92A Avenue – Ottewell Road to 58 Street)
- + Bike routes (92A Avenue – Ottewell Road to 50 Street)
- + Other streets supporting bike lanes
- + Street crossings
- + Breezeways

People were asked to rank the elements that were most important to them for local roads in the neighbourhood. Following are the top choices made by respondents to the survey.

#### Local Streets and Service Roads

People felt that wider sidewalks, adding trees and providing parking on both sides of the street were important elements for local roads. They felt these elements not only add to safety for people walking, respondents said they add a nice aesthetic to the neighbourhood.

### Bike Routes

People were asked to rank the elements that were most important to them as related to bike routes for each of the roads identified. Common among the responses to all three locations was a strong interest in shared-use paths that allow people to walk, bike or roll. Shared-use paths also separate people riding bikes from people driving. Speed humps and chicanes (or a shift from right to left in the road to slow traffic) were seen as the least popular elements. People were also interested in maintaining street parking and maintaining and/or adding trees.

### Street Crossings

People selected curb extensions to create a sense of space and safety. Curb extensions shorten walking distance to cross the street, prevent people driving from coming to the stop line side-by-side and improve visibility. People also selected raising crosswalks as they require people to pay attention as they move through the intersection, slow traffic and increase visibility for both people walking and driving. Reasons for selecting to add mid-block crossings again referred to feeling safer and making it easier to cross the street.



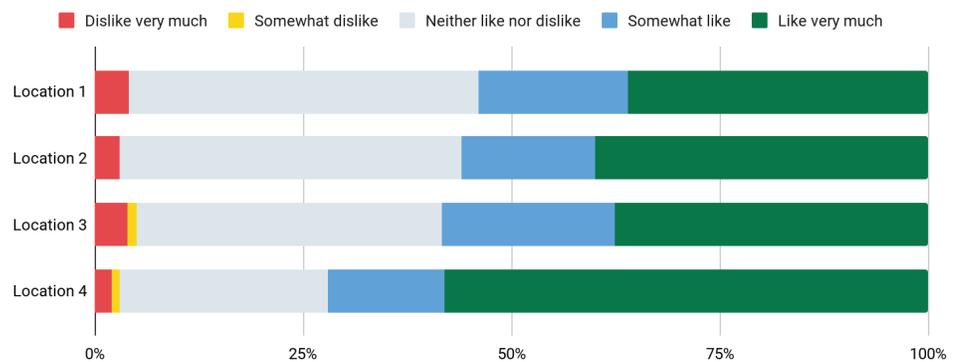
*92 Avenue/Ottewell Plaza*

## Breezeways

Respondents were asked to rate on a scale whether they like/dislike various options for breezeways (or sometimes known as neighbourhood walkway shortcuts between two houses) and alley walking connections proposed at these four locations:

1. Connect the north-south alley off 91 Avenue to a bus stop on 90 Avenue
2. Connect the east-west alley off the 52 Street cul-de-sac to the sidewalk and crossing on 50 Street
3. Connect the 98 Avenue service road to the existing north-south alley between 68A Street and 69A Street
4. Formalize the walking connection in the alley between 92 Avenue and the shops at Ottewell Plaza

Breezeways Locations: Degree of Like/Dislike



Location 4 was the most favoured location for enhanced connections, with 72 per cent very much liking and somewhat liking this option.

## Survey Part 3: Main Roads

This part received 231 responses, and focused on three roads:

- + 94B Avenue
- + Ottewell Road
- + 57 Street/58 Street

People were asked to rank the elements that were most important to them, for each of the roads identified. Following are the top choices made by respondents to the survey.

People said that adding trees to both sides of the street enhances the look and feel of the street by creating a canopy to provide shade. People also said that boulevards make the neighbourhood look nicer and feel cozier. Other reasons included safety, since boulevards provide a buffer between the sidewalk and the road. People also liked that boulevards provide a place to pile snow in winter.

People said that wider sidewalks were important because it is easier to walk side-by-side, accessible for people using strollers, wheelchairs or other mobility devices, and they provide a better buffer between people walking and road traffic.

### Survey Part 4: Open Spaces

This part received 198 responses, and focused on:

- + Ottewell Park
- + Fulton Ravine open space
- + Park behind Waldorf School
- + Pocket parks
- + Community benches
- + Community gateways



*Ottewell Park*

People were asked to rank the elements that were most important to them, for each of the open spaces identified. Following are the top choices made by respondents to the survey.

### **Ottewell Park**

In this survey, the three most frequently selected elements identified as important for Ottewell Park were new walkways (67 per cent), tree and shrub plantings (56 per cent), and a central gathering plaza (38 per cent).

In addition to having a formal space to walk, respondents said that new walkways were important to allow for walking, pushing a stroller and using a mobility device such as a walker or wheelchair on a hard surface. Trees and shrubs were important for the shade they provide and because they make the neighbourhood look nicer. A central gathering plaza was important because it creates a sense of connection and provides a place to hold larger community events.

### **Fulton Ravine**

In the Fulton Ravine open space, the three most frequently selected elements identified as important were a fenced off-leash dog park (52 per cent), new walkways (48 per cent) and tree and shrub plantings (35 per cent).

Respondents said that an off leash dog park was important because it provides a safe space for dogs and a great place to meet other dog lovers. They also said they favoured new walkways and trees and shrubs in Fulton Ravine.

### **Park behind Waldorf School**

In addition to agreeing with more tree and shrub plantings (52 per cent) and new walkways (45 per cent), respondents said it was important to maintain existing soccer fields and baseball diamonds (41 per cent). The least important elements were lighting (14 per cent) and picnic tables (8 per cent). Three per cent indicated none of the elements were important.

Across all three locations, respondents said that enhanced accessibility for people walking through improved walkways for all levels of mobility, and increased greenery, were important elements. However, distinct purposes were reinforced for each of the three locations: Ottewell park as a gathering/activity place for the entire community for a range of activities/events; Fulton Ravine open space as an

off-leash dog park (away from school sites so as to limit unwanted interaction with children) and behind Waldorf School for sports use for all community members.



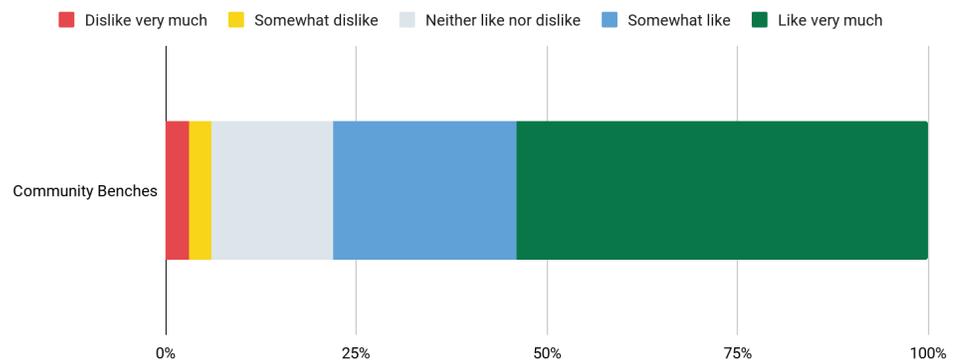
### Pocket Parks

Pocket parks are small green spaces that are located throughout the neighbourhood. The three most frequently selected elements identified as important for pocket parks were waste bins (53 per cent), benches (50 per cent) and tree and shrub plantings (44 per cent). The least important elements were picnic tables (38 per cent) and lighting (37 per cent). Four per cent indicated none of the elements were important.

In Pocket Parks, people liked the addition of waste bins because they reduce waste and make it easier for people to responsibly pick up after dogs. Benches were important because they provide an opportunity to rest within open spaces and give people a chance to meet and socialize, while trees and shrubs provide shade and make the neighbourhood look nicer.

## Community Benches

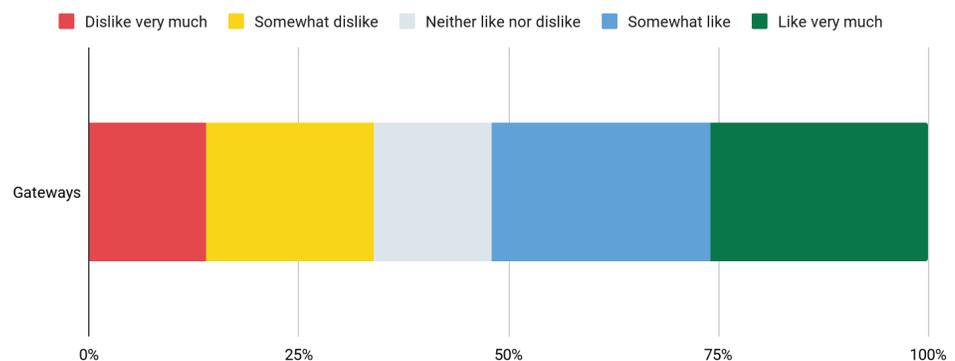
Community Benches: Degree of Like/Dislike



More than three-quarters of respondents very much liked (54 per cent) and somewhat liked (24 per cent) community benches, with 16 per cent neither liking nor disliking community benches and seven per cent somewhat or very much disliking them. People said they like community benches, as they provide a place to rest and socialize.

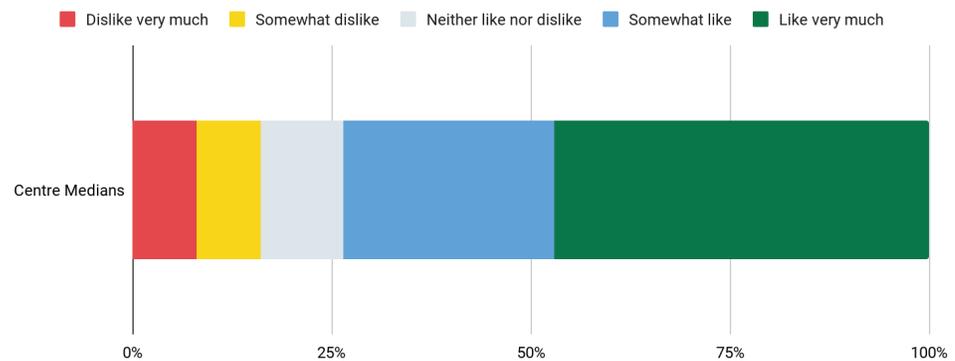
## Community Gateways

Gateways: Degree of Like/Dislike



About half of respondents very much liked (26 per cent) and somewhat liked (26 per cent) the idea. Fourteen per cent neither liked nor disliked them, and 34 per cent somewhat disliked (20 per cent) and very much disliked (14 per cent) them. There were mixed reviews on the use of curb extensions at gateway entrances. Reasons for liking curb extensions reflected safety concerns, included that they prevent drivers from turning around the corner too quickly, make people feel safer crossing the street and shorten the distance walking from corner to corner.

Centre Medians: Degree of Like/Dislike



With regard to centre medians, about two-thirds of respondents very much liked (41 per cent) and somewhat liked (23 per cent) them. Fourteen (14) per cent neither liked nor disliked them, while nine per cent somewhat disliked them and 14 per cent very much disliked them. Respondents said they liked centre medians at community gateways because they help to slow down traffic and reduce the width of the road.

## NEXT STEPS

The input received during this stage of engagement and summarized in this report was used to consider the benefits and tradeoffs of the various options presented. The feedback received was considered along with City policies, programs and technical requirements in determining which design options moved forward, which design options required modification and which new design options were proposed as part of the draft design.

For more information regarding the Ottewell Neighbourhood Renewal, upcoming public engagement activities and to subscribe for project updates, please visit [edmonton.ca/BuildingOttewell](http://edmonton.ca/BuildingOttewell).