



Baturyn Urban Design Analysis



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1 Neighbourhood Vision and Opportunities

1.1 Community Vision and Guiding Principles

The following community Vision and Guiding Principles were developed through the public engagement process. The Vision provides a short description that sets the direction for the community's future livability. Guiding Principles provide ideas that inform how the Vision is applied to neighbourhood design.

Public input on existing issues and future opportunities for Baturyn was received during the **Building a Project Vision Together and Exploring Opportunities** stage. This feedback informed the development of the draft community Vision and Guiding Principles. Through the next stage, the draft community Vision and Guiding Principles were shared with the public.

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



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

Harry Farmer Park



1.2 Opportunities and constraints analysis

The following opportunities and constraints were identified through a combination of public engagement and analysis by the Project Team during the **Building a Project Vision Together and Exploring Opportunities** stage. Themes have been used to organize the various opportunities and constraints.

Walking and rolling

Opportunities

- + **Sidewalks:** Replace existing sidewalks and add new sidewalks to address missing links
- + **Breezeways and pathways:** Replace and enhance existing breezeways and pathways and explore new connections to improve connectivity for people who walk, roll or bike
- + **Safety:** Provide additional lighting and enhance existing lighting along pathways to improve visibility for people walking, rolling or biking when it is dark
- + **Wayfinding:** Explore adding wayfinding signs at intersections of pathways to key destinations in and around Castle Downs
- + **Pedestrian-friendly alleys:** Explore alley designs that increase the safety for both people walking and people driving
- + **School drop-off upgrades:** Enhance the functionality of the school drop-off area by exploring concrete drop-off pads and wider sidewalks
- + **Crosswalk types:** Explore enhancing and upgrading existing crosswalks

Constraints

- + Existing conditions such as utilities, mature trees and right-of-way width and availability may limit the feasibility of new or enhanced sidewalks, breezeways or pathways
- + The maintenance and upkeep of wayfinding signs may be a concern
- + Roadway classifications and speed limits have implications on appropriate crosswalk types

Traffic calming*

Opportunities

- + **Curb extensions and raised medians:** Reduce roadway widths to:
 - + Encourage slower vehicle speeds
 - + Improve sightlines for people walking, rolling and driving
 - + Shorten the crossing distance for people walking and rolling
- + **Raised crosswalks:**
 - + Reduce vehicle speeds through the placement of raised crosswalks
 - + Draw greater attention to the crossing for people who walk

Constraints

- + Existing conditions such as utilities and roadway width may limit the feasibility of certain designs
- + The need for traffic calming measures may change once Edmonton's default speed limit is reduced from 50 km/h to 40 km/h in the summer of 2021

Biking

Opportunities

- + **Bike routes:** Explore shared, protected and separated bike routes to create opportunities for people who bike
- + **Bike connections:** Create bike routes that connect to destinations within and outside Baturyn

Constraints

- + Existing conditions such as utilities, mature trees and right-of-way width and availability may limit the feasibility of certain bike routes
- + The curvy road network of Baturyn creates challenges for making direct bike connections

*Traffic calming refers to physical roadway design measures used to slow traffic and enhance safety

Driving

Opportunities

- + **Roadways and alleys:** Replace the aging surfaces of roadways and alleys
- + **Excess roadway:** Redesign roadway space to reduce the amount of pavement and use the excess for other purposes such as green space or bike infrastructure

Constraints

- + Existing conditions such as utilities, mature trees and right-of-way width and availability may limit the feasibility of certain roadway opportunities

Parks

Opportunities

- + **Park upgrades:** Upgrades to aging parks such as replacing the Baturyn Park basketball court
- + **New amenities:** Provide new amenities including bike racks, picnic tables, waste bins and benches
- + **Enhance safety:** Enhance user safety through additional lighting and maintaining trees to keep sightlines open
- + **New recreational activities:** Create outdoor recreational activities for all ages and abilities, at all times of the year
- + **Pathways:** Address missing pathway connections and widen existing pathways
- + **Community-led projects:** Explore community-led projects such as a potential community garden, fruit bearing plants and a picnic shelter

Constraints

- + Improvements to Baturyn Park may be limited to land owned by the City
- + Existing sports fields and mature trees may impact the feasibility of new or widened pathways
- + Park enhancements should be sensitive of impacts to nearby residential properties

Placemaking*

Opportunities

- + **Public spaces:** Create community gathering spaces for residents to meet and connect
- + **Seating areas:** Provide seating areas with benches, landscaping, lighting and waste bins
- + **Kid-friendly sidewalk games:** Explore kid-friendly sidewalk games such as hopscotch and tic-tac-toe
- + **Corner Store Program:** Enhance the public realm near the 109 Street corner store area to create gathering spaces
- + **Community-led projects:** Explore community-led projects including fence murals, replacing the Castle Downs sign and wrapping utility boxes in public art

Constraints

- + The long-term maintenance responsibility of community-led projects may be a concern to residents
- + Community capacity and willingness to dedicate volunteer time and resources to community-led projects

1.3 Neighbourhood opportunities map

Opportunities identified for Baturyn are illustrated on Map 1 as focus areas that address observations from public engagement input and the Project Team.

Neighbourhood design options will be developed during the **Exploring Options and Tradeoffs** stage based on the focus areas of Map 1. Options will be examined to explore different design benefits and tradeoffs.

*Placemaking means creating spaces that promote people's health, happiness and well-being in their community.

Map 1. Neighbourhood opportunities



- Baturyn Neighbourhood boundary
- Park/open space
- Existing breezeways
- Existing shared-use paths
- Sports field/court/rink
- Playground

Walking, rolling, traffic calming, biking and driving

- 1. Breezeway and pathway upgrades (# not on map)
- 2. Enhanced sidewalks
- 3. Crosswalk upgrades (# not on map)
- 4. School drop-off upgrades
- 5. Wayfinding signage (# not on map)
- 6. Pedestrian-friendly alleys
- Replace and enhance breezeways
- - - Widen existing pathways
- New pathways

- 7. Bike routes
- 8. New sidewalks
- 9. Redesign of roadway landscape features (173 and 171A Avenues)

Parks

- 10. Baturyn Park
- 11. Carrol and Henry Paszek Park
- 12. Harry Farmer Park

Placemaking

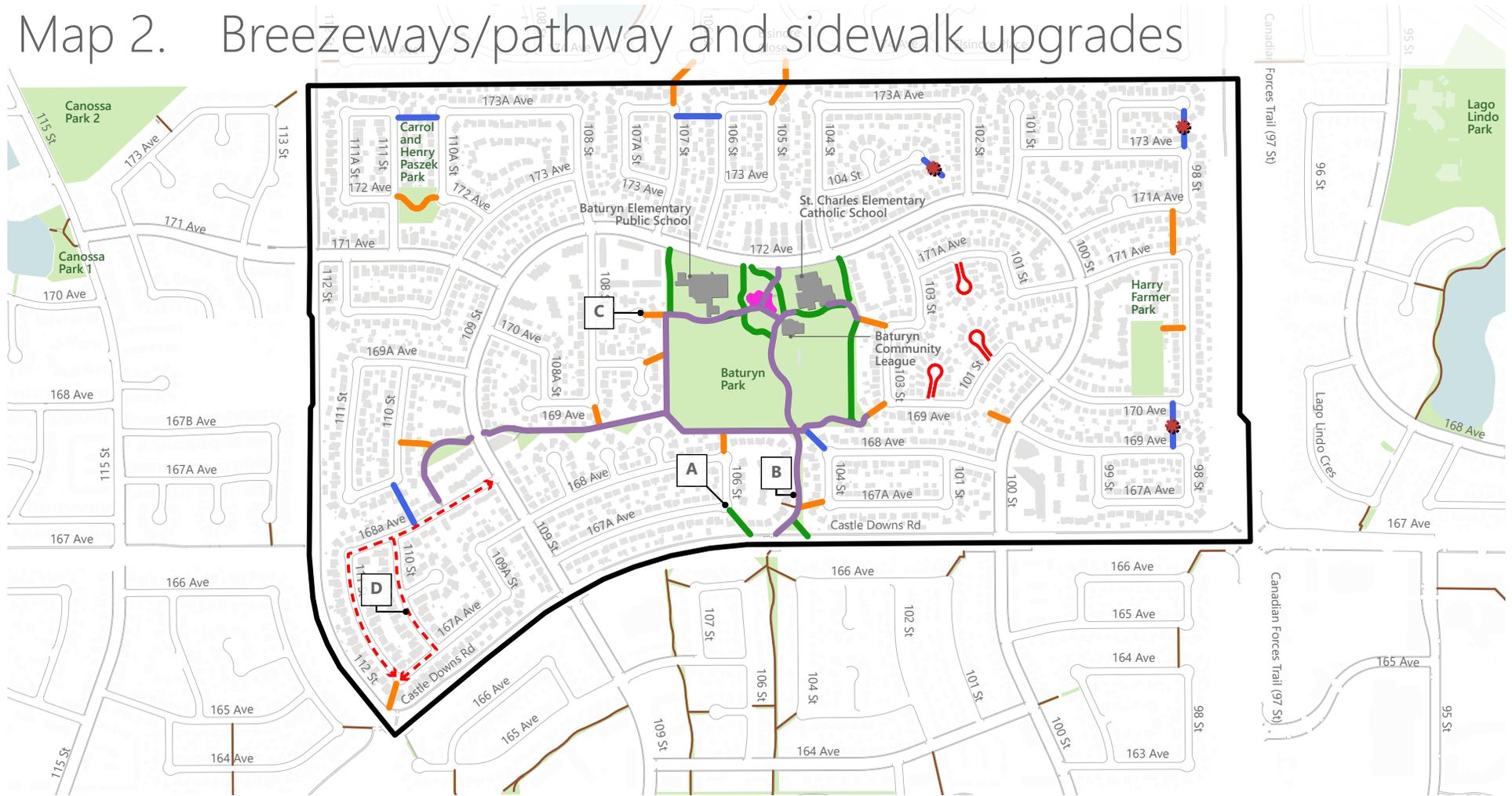
- 13. Seating areas
- 14. Future Corner Store Program site
- 15. Public realm improvements
- 16. Community-led fence murals
- 17. Community-led Castle Downs sign
- 18. Community-led utility box public art wraps (not on map)



2 Neighbourhood Design Options

Movement

Map 2. Breezeways/pathway and sidewalk upgrades



- Baturyn neighbourhood boundary
- Park/open space
- Pathways and breezeways
- Playground
- Replace existing 3.0 m wide breezeway walk surfaces
- Widen existing 1.5 m wide breezeway walk surfaces to 3.0 m
- Widen existing pathways to 3.0 m
- New 3.0 m wide pathways
- New sidewalks
- Wider sidewalks
- Maintain secondary emergency access for Edmonton Fire Rescue Service



2.1 Breezeway* and pathway upgrades

See Map 2 on page 8 for locations of breezeway and pathway upgrades.

What we heard

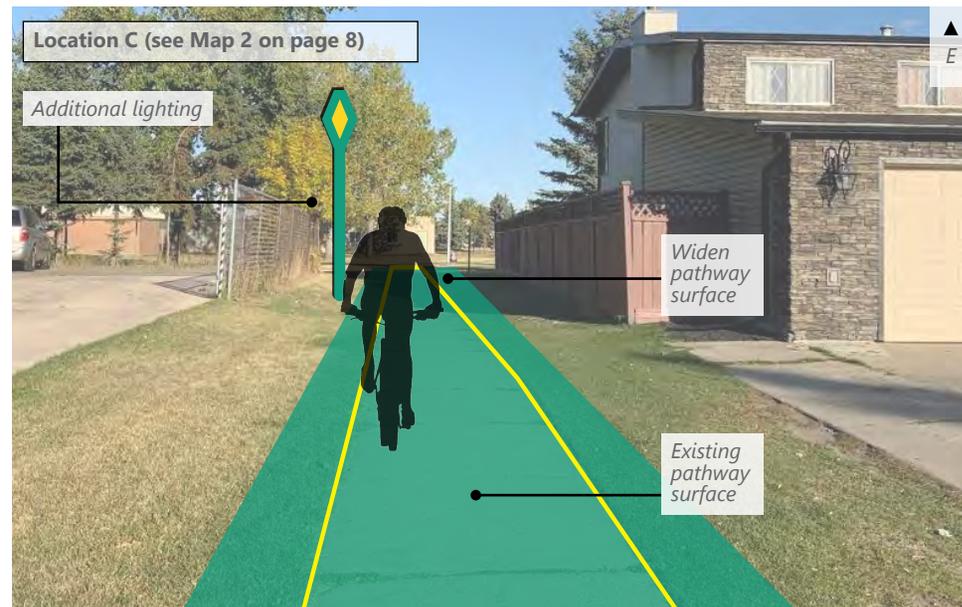
- + We heard that people in Baturyn would appreciate wider pathways that increase connectivity, as well as lighting to make these pathways safer at night
- + We heard that Baturyn residents frequently enjoy traveling to surrounding communities and would like increased connectedness between these neighbourhoods

Benefits

- + Wider pathways make it easier for people who walk and bike to move around the neighbourhood
- + Additional lighting would improve visibility for people who walk and bike after dark
- + New pathways would enhance accessibility and connectivity within the neighbourhood

Tradeoffs

- + Some grassed areas would need to be removed for new or wider pathways



*A breezeway is a public pathway between two private properties. They enhance accessibility and connectivity within the neighbourhood.

2.2 New sidewalks

Key map



See Map 2 on page 8 for locations of new sidewalks.

Potential improvements

- + Add new sidewalks to three cul-de-sac that do not have existing sidewalks

What we heard

- + We heard that missing sidewalk connections should be completed
- + We also heard that connectivity to surrounding neighbourhoods and businesses was important

Benefits

- + New sidewalks enhance accessibility for people of all ages and abilities and in all seasons
- + Sidewalks provide a space separate from traffic which improves safety for people who walk

Tradeoffs

- + Nearby property owners would be responsible for clearing new sidewalks of snow and ice
- + Reduces landscaping along the curblines or potential road narrowing
- + Potential parking impacts

Existing conditions



2.3 Wider sidewalks

Key map



See Map 2 on page 8 for locations of wider sidewalks.

What we heard

- + We heard that people who walk in Baturyn would appreciate wider sidewalks that increase connectivity within Baturyn and to surrounding neighbourhoods

Benefits

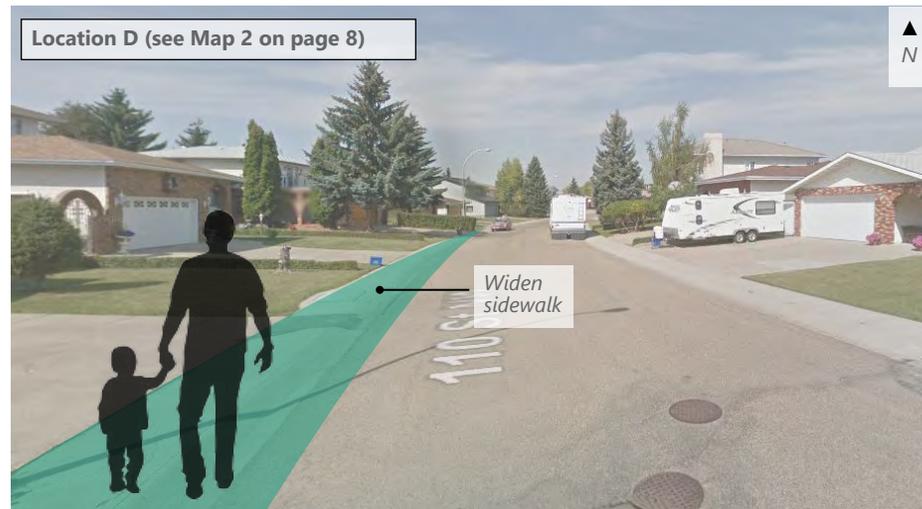
- + Wider sidewalks enhance accessibility for people of all ages and abilities and provide a more comfortable experience

Tradeoffs

- + Roadway width may have to be narrowed
- + Front yards may be impacted

- + Curbside sidewalks in Baturyn are typically 1.25 m wide. Where feasible, these would be widened (not shown on **Map 2 on page 8**).
- + Separated sidewalks, with boulevards, are typically 1.5 m wide. Where feasible, these would be widened to allow people to walk side by side and pass each other easily (not shown on **Map 4**).
- + Map 2 on page 8 shows two segments of curbside sidewalk along local residential roads that may be widened to 1.8 m. This widening would enhance the walking connection from the neighbourhood pathway system to the Castle Downs Road shared-use path in the southwest.

Potential improvements



2.4 Crosswalk upgrades

Key map



What we heard

- + We heard that residents value safety when walking around the neighbourhood and to surrounding neighbourhoods and would appreciate better sightlines at crossings

Potential improvements

Curb extensions



Benefits

- + Reduces the crossing distance for people walking
- + Improves visibility for people crossing the road
- + Encourages slower vehicle speeds

Tradeoffs

- + May result in loss of some on-street parking

Raised crosswalk



Benefits

- + Reduces the speed of vehicles
- + Improves the visibility of people walking
- + Easier for people crossing with wheelchairs, strollers or walkers as they don't have to go up and down curb ramps

Tradeoffs

- + No specific tradeoffs

Raised median



Benefits

- + Breaks up the crossing distance and provides a place of refuge for people walking
- + Improves visibility of people walking to people driving
- + Encourages slower vehicle speeds

Tradeoffs

- + May result in a reduction of on-street parking
- + May affect vehicle turning movements

2.5 School drop-off upgrades



Existing conditions



Existing conditions

Key map



What we heard

- + We heard that before and after school traffic can become congested due to the close proximity of the two elementary schools

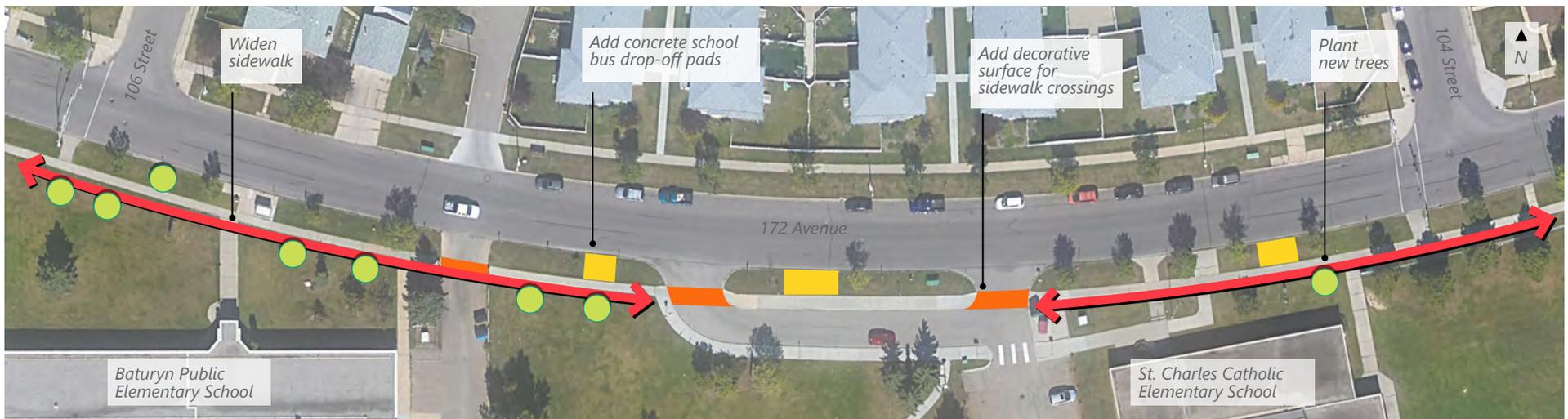
Benefits

- + A wider sidewalk would make it easier for people passing using wheelchairs, strollers and walking side-by-side
- + Concrete school bus drop-off pads would provide students with a hard surface for boarding and increase accessibility
- + Decorative surfaces for sidewalk crossings would increase the awareness of people who drive to the presence of people walking or rolling during hours of traffic congestion
- + New trees would add greenery and habitat/ecological benefit to the neighbourhood and provide shade to people walking in the summer

Tradeoffs

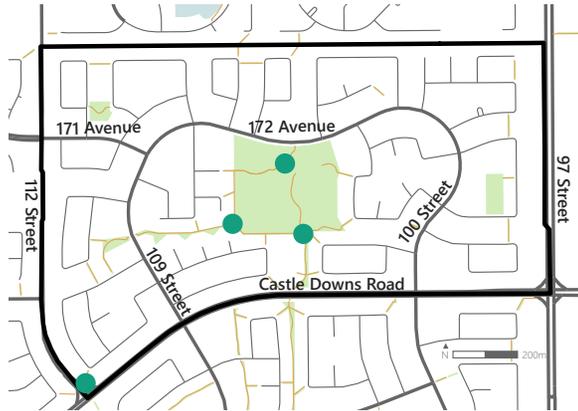
- + Removal of grassed boulevard space for concrete school bus drop-off pads

Potential improvements



2.6 Wayfinding signage

Key map of possible sign locations



Potential improvements

- + Add wayfinding signs at intersections of key pathways in Baturyn
- + Provide directions to destinations within and surrounding Baturyn

Potential destinations

- + Baturyn Park
- + Castle Downs Road shared-use path
- + 167 Avenue shared-use path
- + 97 Street shared-use path
- + Lorelei Park
- + Beaumaris Lake
- + Elsinore Chambery Park

What we heard

- + We heard that residents enjoy walking to surrounding neighbourhoods and would appreciate enhanced connectivity

Benefits

- + Provides directions to destinations within and surrounding Baturyn
- + Increases awareness of connections between neighbourhoods and potential points of interest

Tradeoffs

- + Excessive signage can be seen as visual clutter

2.7 Pedestrian-friendly alleys

Key map



Potential improvements

- + Create alleys that are more safe for both people walking and people driving
- + Add sidewalks or shared road surfaces

Existing conditions



Example images



Alley with sidewalk



Shared alley for people walking, biking and driving

What we heard

- + We heard that residents prefer wide paths for ease of walking and biking
- + We heard that residents would appreciate better connections to areas outside of Baturyn, as well as the completion of missing sidewalk links within the neighbourhood

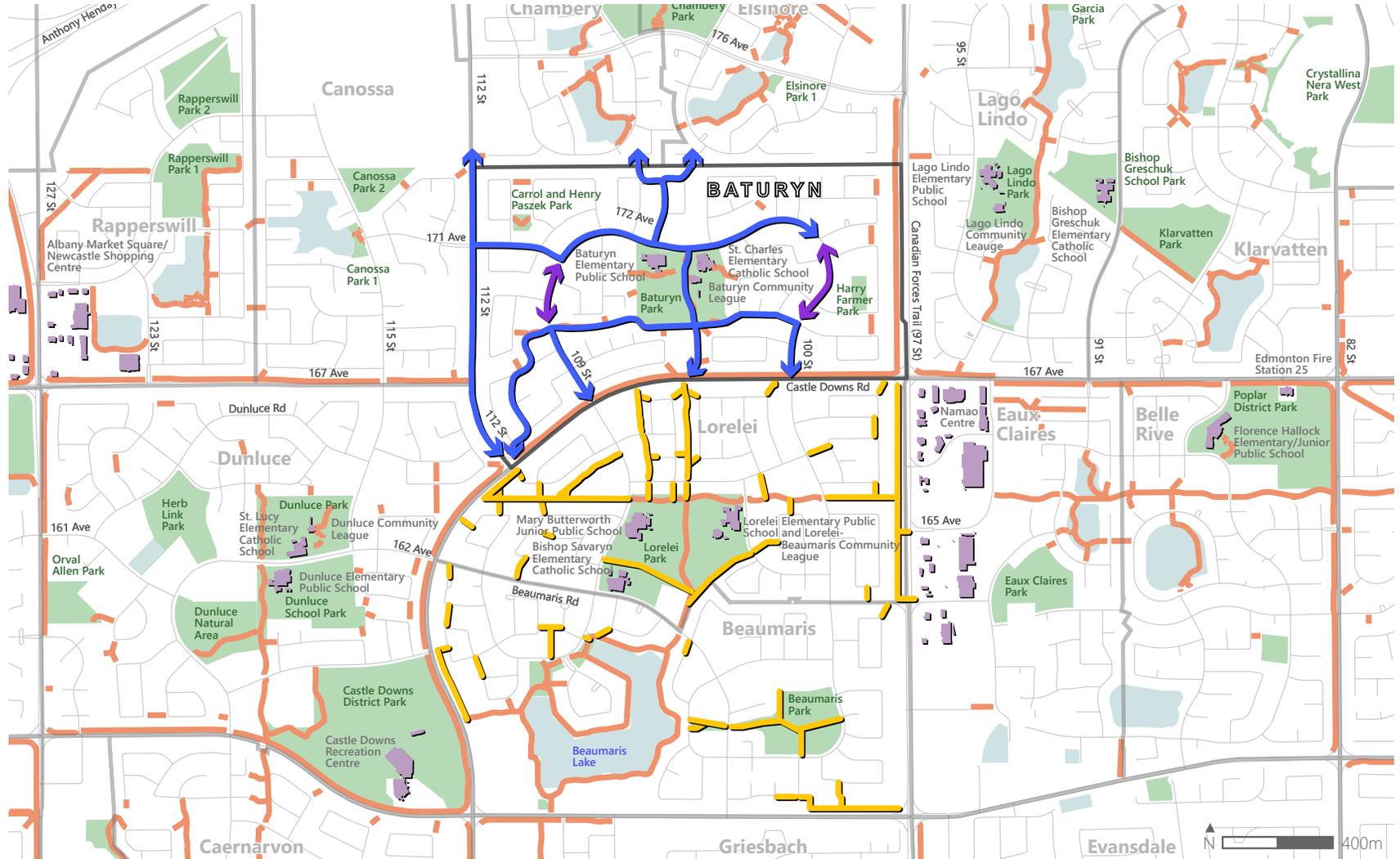
Benefits

- + Enhanced connections that are more safe for people who walk, bike and drive
- + Additional lighting would improve visibility for people walking when it is dark

Tradeoffs

- + Providing dedicated spaces for people walking, biking and driving may result in narrower widths for both
- + Snow clearing of an alley sidewalk would be the responsibility of the resident
- + Snow clearing for a shared alley may not be prioritized by the City

2.8 Bike routes

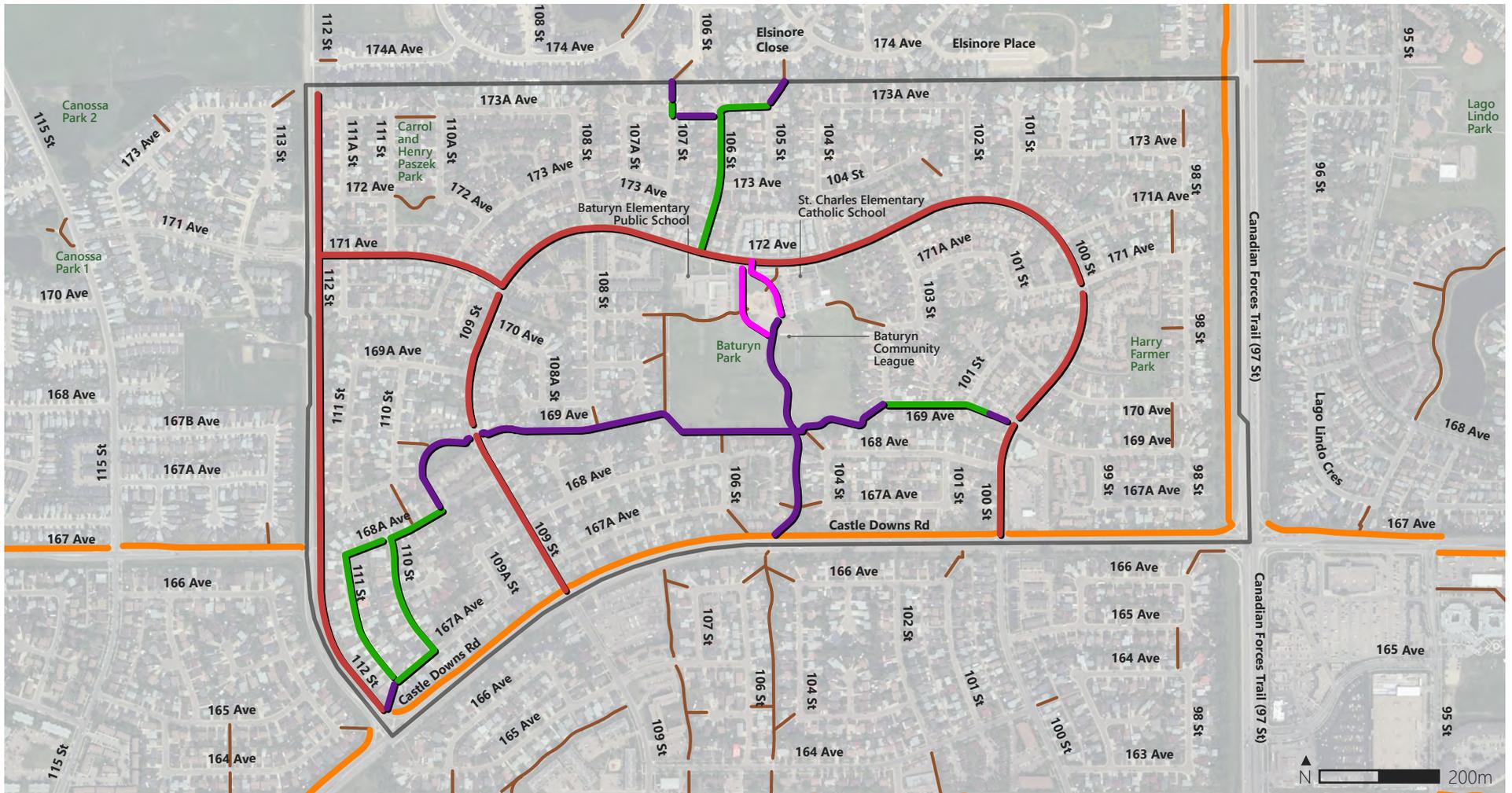


- Baturyn Neighbourhood boundary
- Park/open space
- Key destinations
- Surrounding neighbourhoods
- Storm water ponds
- Existing shared-use paths
- Planned shared-use paths
- ↔ Potential bike routes
- ↔ Optional bike routes

What we heard

- + We heard that residents frequently enjoy travelling by bike to surrounding communities purely for recreation
- + We also heard that the lack of bike infrastructure in the neighbourhood makes travelling by bicycle more challenging
- + We heard that shared-use paths were desirable for those who bike, but it was recognized that protected lanes would have less user conflicts

2.8 Bike routes



- Baturyn Neighbourhood boundary
- Existing breezeways
- Existing shared-use paths

Potential bike routes

- Widen existing breezeway/pathway to a shared-use path
- New shared-use path options (see Baturyn Park focus area)
- Collector road bike route
- Add a shared road bike route to local residential road

2.8 Bike routes

Potential bike route types

Shared-use path



Benefits

- + People who bike are separated from vehicle traffic
- + Existing traffic patterns maintained
- + Little to no impact to existing roadway function
- + Connected to other bike routes such as shared-use paths and bike lanes separated from vehicle traffic

Tradeoffs

- + People who walk and people who bike share the same space which can be a concern in high pedestrian areas
- + People who bike would have a road crossing at each intersection

Applicable locations

- + Green spaces
- + Collector roads (171 Avenue, 109 Street, 172 Avenue and 100 Street)

Shared road with traffic calming



Benefits

- + Existing parking is maintained
- + Existing traffic patterns are maintained
- + Little to no impact to existing roadway function
- + Signage and pavement markings increases awareness for people driving and biking
- + Connected to other bike routes such as shared-use paths and bike lanes separated from vehicle traffic

Tradeoffs

- + People who bike and people who drive share the road by travelling in single file
- + Some people who bike will still choose to ride on the sidewalk rather than share the road with vehicle traffic
- + Children and any adults biking with them could be separated, with children biking on the sidewalk and adults on the road

Applicable locations

- + Local roads (as per green routes on bike routes map on page 18)

2.8 Bike routes

Potential bike route types

One-way raised bike lanes



Benefits

- + People walking, biking and driving would have their own separate spaces which promotes safety and comfort for all
- + Bike lanes are prioritized for snow clearing
- + Route type is free from debris and water/ice collecting in gutter

Tradeoffs

- + May result in loss of parking or impacts to landscaping on one side or both sides of the road depending on width of road

Applicable locations

- + Collector roads (171 Avenue, 109 Street, 172 Avenue and 100 Street)

One-way bike lane separated from vehicle traffic



Benefits

- + People walking, biking and driving would have their own separate spaces which promotes safety and comfort for all
- + Bike lanes are prioritized for snow clearing
- + Median provides location for snow storage

Tradeoffs

- + May result in loss of parking or impacts to landscaping on one side or both sides of the road depending on width of street
- + People biking can be impacted by debris and water/ice collecting in the bike lane

Applicable locations

- + Collector roads (171 Avenue, 109 Street, 172 Avenue and 100 Street)

2.9 Redesign of roadway landscape features | 173 Avenue

What we heard

- + We heard that residents love to gather in the neighbourhood and would appreciate additional greenery and plantings to beautify the area
- + We also heard that neighbours would like additional spaces to meet and connect at all times of the year

Option 2



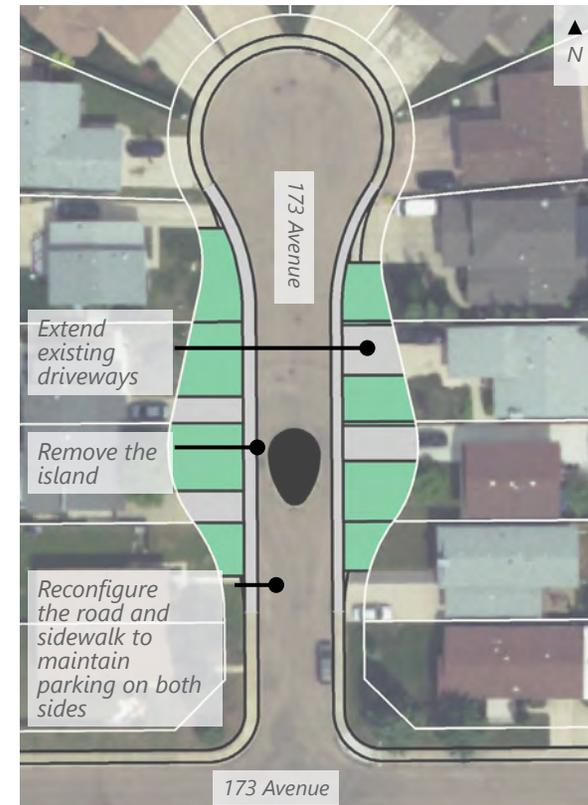
Benefits

- + New shape and plantings would add greenery and beauty to the neighbourhood

Tradeoffs

- + Long-term maintenance responsibility for the City or the Partners In Parks program (resident volunteers)

Option 3



Benefits

- + Additional yard frontage in front of nearby homes
- + Less pavement

Tradeoffs

- + Narrowed roadway and added lawn maintenance for the impacted residents
- + Longer driveways to maintain

2.9 Redesign of roadway landscape features | 171A Avenue

What we heard

- + We heard that residents love to gather in the neighbourhood and would appreciate additional greenery and plantings to beautify the area
- + We also heard that neighbours would like additional spaces to meet and connect at all times of the year

Option 2



Benefits

- + New plantings would add greenery and beauty to the neighbourhood
- + New sidewalk shortens the crossing distance for people walking

Tradeoffs

- + Long-term maintenance responsibility for the City or the Partners In Parks program (resident volunteers)
- + The new sidewalk would likely not be cleared in the winter

Parks

2.10 Baturyn Park

New pathway option 2
Realign pathway to avoid conflicts with the parking lot

Existing toboggan hill

Existing condition of the basketball court area



- City of Edmonton ownership
- Sports field/court/rink
- Reposition or removal of sports field
- Widen existing pathway
- New pathway
- New pathway option 1
- New pathway option 2
- New picnic shelter (community-led project)*
- New seating area
- Planned playground upgrade (by others)
- Basketball court upgrade
- New tree
- New fruit tree
- ✱ New planting bed

Note: Further review of potential pathways and seating areas on school lands is required

*Refer to page 120 for more information on community-led projects
Example image of a picnic shelter*



What we heard

- + We heard that residents would like to feel safer while using the parks. They suggested additional lighting and trimming trees to keep sightlines open
- + We also heard that residents would appreciate more amenities, such as gathering spaces, benches, bike racks, waste bins and picnic tables, that would encourage neighbourhood gatherings
- + The basketball court and playground were also noted as needing upgrades

Benefits

- + Wider pathways make it easier for people who walk and bike to move around the park and new planting beds would add greenery to the park
- + The realigned pathway behind Baturyn Elementary School would reduce conflicts between people walking and driving
- + Additional lighting would improve visibility for people walking and biking when it is dark and waste bins would help keep the area clean
- + New seating areas would provide a place for people of all ages to gather and to rest
- + New fruit trees would provide an additional amenity for the neighbourhood
- + A new covered picnic shelter would provide an additional recreational amenity*

Tradeoffs

- + Open grassed area would be repurposed to new or widened paths, plantings, gathering spaces and other amenities
- + Sports fields on the east edge of the park may shrink in size to accommodate a new pathway in that area
- + The community would be responsible for funding the community-led picnic shelter*

Edible fruit bearing trees and shrubs

Pin Cherry (*Prunus pennsylvanica*)



Source: NetPS Plant Finder

Goodland Apple (*Malus 'Goodland'*)



Source: NetPS Plant Finder

Evans Cherry (*Prunus cerasus 'Evans'*)



Source: NetPS Plant Finder

Ure Pear (*Pyrus 'Ure'*)



Source: NetPS Plant Finder

Highbush Cranberry (*Viburnum trilobum*)



Source: MacphailWoods.org

Borealis Honeyberry/Haskap (*Lonicera caerulea 'Borealis'*)



Source: Perennia.ca

Regent Saskatoon (*Amelanchier alnifolia*)



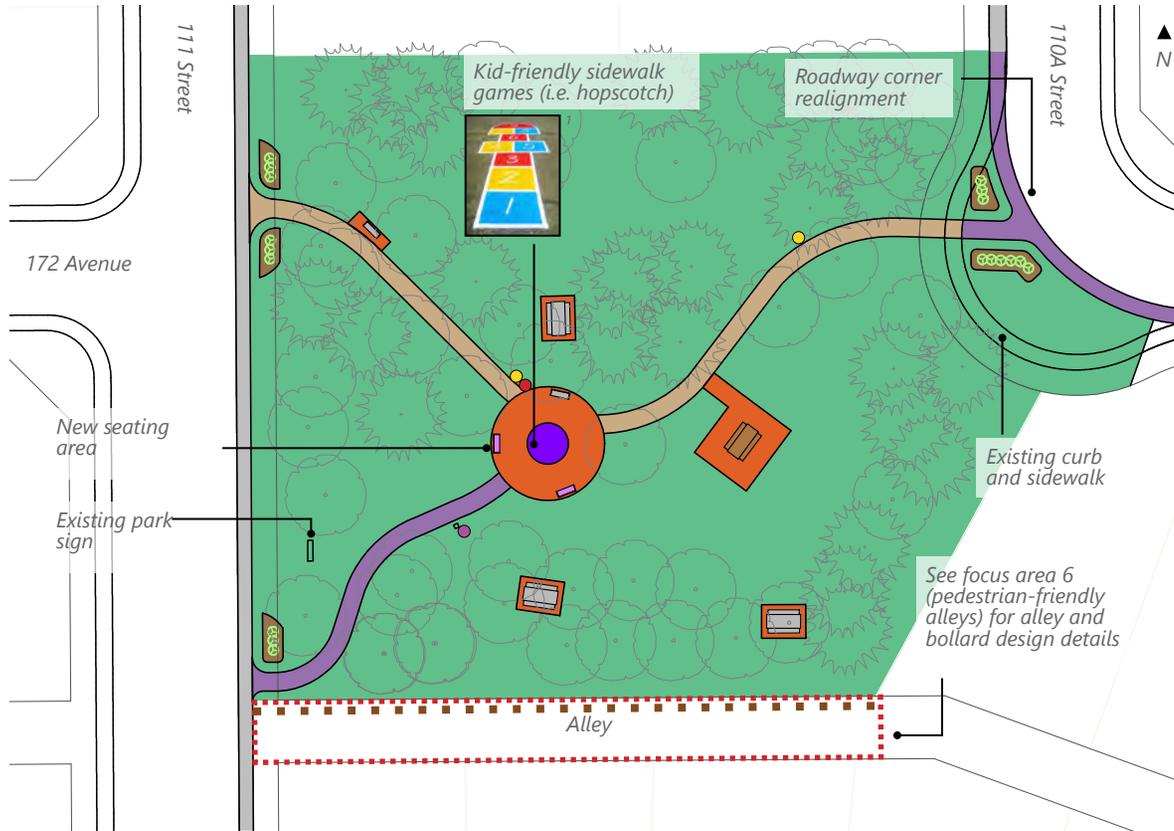
Source: NetPS Plant Finder

Nanking Cherry (*Prunus tomentosa*)



Source: NetPS Plant Finder

2.11 Carrol and Henry Paszek Park



Potential improvements

- New pathway/sidewalk
- Widen existing pathway
- New concrete pads for benches and picnic tables
- Kid-friendly sidewalk games (i.e. hopscotch)
- New planting bed
- Maintain existing trees
- Existing bench
- New bench
- Existing picnic table with replaced concrete pads
- New accessible picnic table
- Additional lighting
- Renew existing lighting
- Relocated existing waste bin
- Existing bollards (A bollard is a short post used to prevent vehicles from entering an area)

¹Source: Monochoohcnom, Flickr

What we heard

- + We heard that amenities such as picnic tables, waste bins, benches, lighting and gathering spaces would be welcome additions to the park space
- + We heard that there is interest in additional outdoor recreational activities for all ages and abilities, at all times of the year

Benefits

- + Wider pathways make it easier for people who walk to move around the park
- + A new diagonal pathway would enhance accessibility and connectivity within the park
- + Additional lighting would increase visibility for people walking when it is dark
- + Benches give people a place to rest and meet
- + A new seating area would provide a place for people of all ages to gather and to rest
- + Waste bins help keep the area clean
- + New concrete pads for existing picnic tables and a new accessible picnic table would provide opportunities for recreation in the park
- + New planting beds would add greenery and beauty to the park
- + The realignment of 110A Street allows for more green space
- + Kid-friendly sidewalk imprints/games provide additional outdoor recreational activities

Tradeoffs

- + Open grassed area would be repurposed to new or widened paths, plantings, gathering spaces and other amenities
- + The realignment of 110A Street may result in the loss of some on-street parking in front of the park

Potential kid-friendly sidewalk games and imprints



Source: Bloombergcitylab.com



Source: Timage, Adobe Stock Images



Source: Gevekomarkings.com



Source: Kaboom.com

2.12 Harry Farmer Park | Option 1



What we heard

- + We heard that residents would like to see improvements and upgrades to the parks with new amenities, better lighting, tree trimming for sightlines and additional gathering spaces
- + We also heard that there would be interest in community-led projects such as a potential community garden* and fruit bearing plants
- + We heard there is a desire for missing sidewalk connections to be completed

Benefits

- + A potential community-led garden* and new fruit trees would provide additional amenities and gathering places for the neighbourhood
- + New pathways would enhance accessibility and connectivity within the park
- + Additional lighting would improve visibility for people walking when it is dark
- + Benches give people a place to rest and meet
- + A new seating area would provide a place for people of all ages to gather and to rest
- + Waste bins help keep the area clean
- + An opportunity for community-led public art* could enhance the beauty of the park

Tradeoffs

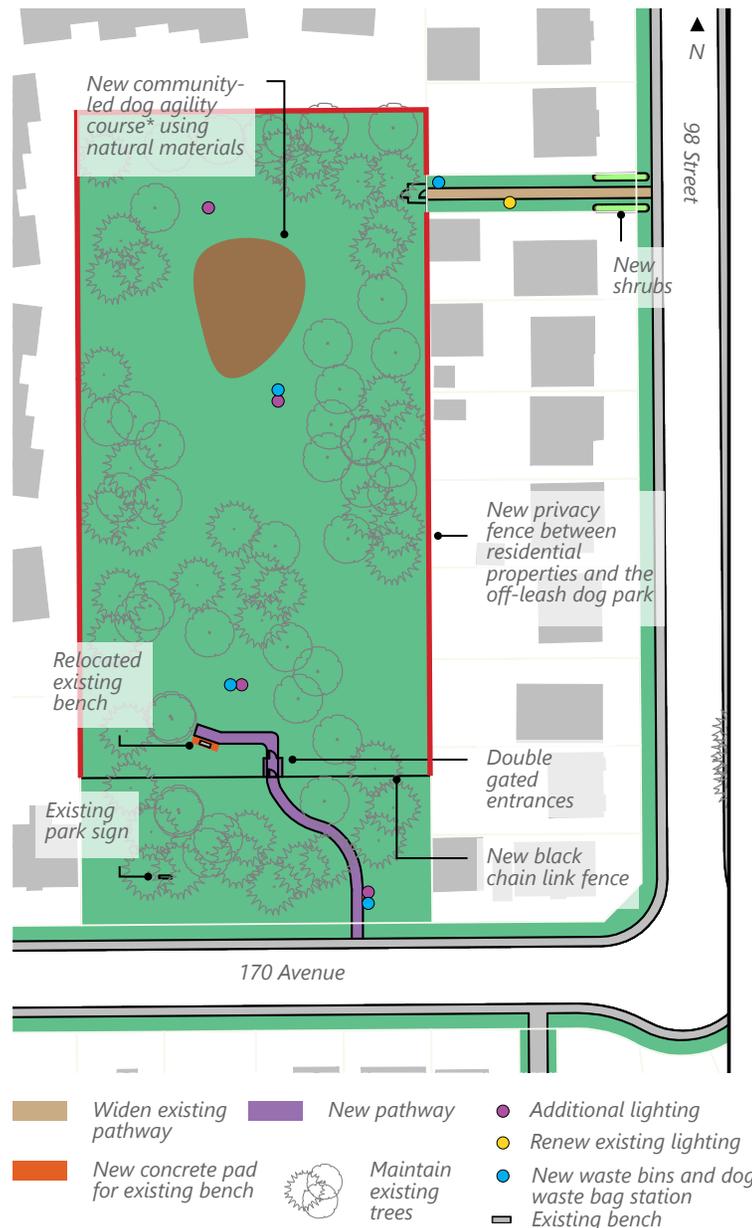
- + Enhancements to this park including new pathways, a seating area, a potential community-led garden* and new fruit trees would result in the loss of open green space which may have been used for informal gatherings and play area
- + A maintenance agreement would need to be looked at for the potential community-led garden boxes* and fruit trees cleanup
- + The community may be responsible for the maintenance of the potential community-led garden*



Example image of a community garden. Source: GSA

*Refer to page 120 for more information on community-led projects

2.12 Harry Farmer Park | Option 2



What we heard

- + We heard that an off-leash dog park would be a welcome addition to the neighbourhood

Benefits

- + A new off-leash dog park would provide an additional amenity for the community
- + New pathways would enhance accessibility and connectivity within the park
- + Additional lighting would improve visibility for people walking when it is dark
- + Waste bins help keep the area clean

Tradeoffs

- + Enhancements to this park including a new off-leash dog park would result in the repurposing of open green space which may have been used for gatherings and play area
- + A screened fence would result in the loss of direct access and views for homes backing onto the park
- + The community would be responsible for funding and maintenance of a community-led dog agility area*



*Refer to page 27 for more information on community-led projects

2.12 Harry Farmer Park | Option 3



What we heard

- + We heard that residents would like to see improvements and upgrades to the parks with new amenities
- + We heard that there is a desire for missing sidewalk connections to be completed
- + We heard that children in the neighbourhood would enjoy the community-led bike bumps course*

Benefits

- + A new pathway would enhance accessibility and connectivity within the park
- + Benches give people a place to rest and meet
- + Additional lighting would improve visibility for people walking when it is dark
- + Waste bins help keep the area clean

Tradeoffs

- + Enhancements to this park including a community-led bike bumps course* would result in the loss of open green space which may have been used for gatherings and play area



*Refer to page 120 for more information on community-led projects

Placemaking

2.13 Seating areas



Sample images



What we heard

- + We heard that Baturyn lacks community gathering spaces and other amenities that would increase the sense of community
- + We heard that enhanced lighting to prevent dark spaces and waste bins to reduce litter would be welcome additions
- + We heard that there is interest in additional outdoor recreational activities for all ages and abilities, at all times of the year

Benefits

- + New seating areas and benches can create a place for people to rest and connect with their neighbours
- + Community bulletin boards* provide spaces for community messaging
- + Additional lighting would improve visibility for people walking when it is dark
- + Waste bins help keep the area clean
- + New plantings would add greenery and beauty to the area
- + Kid-friendly sidewalk imprints/games provide additional outdoor recreational activities

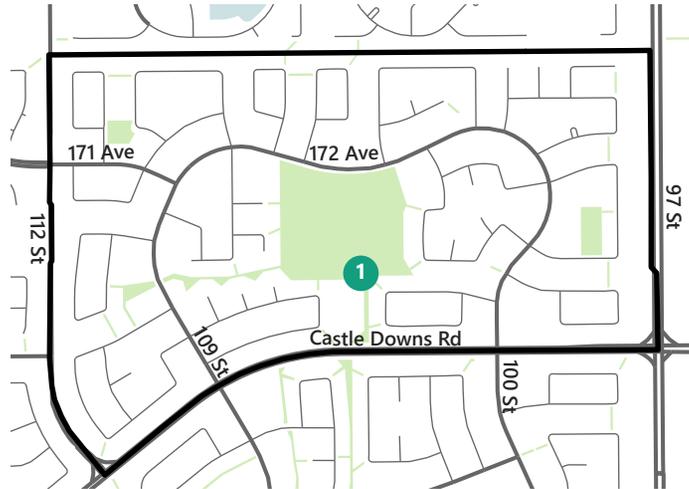
Tradeoffs

- + To accommodate these improvements, a small amount of grassed space may be removed
- + Long-term maintenance responsibility of community bulletin boards remains with residents

*Refer to page 120 for more information on community-led projects

2.13 Seating areas | Location 1

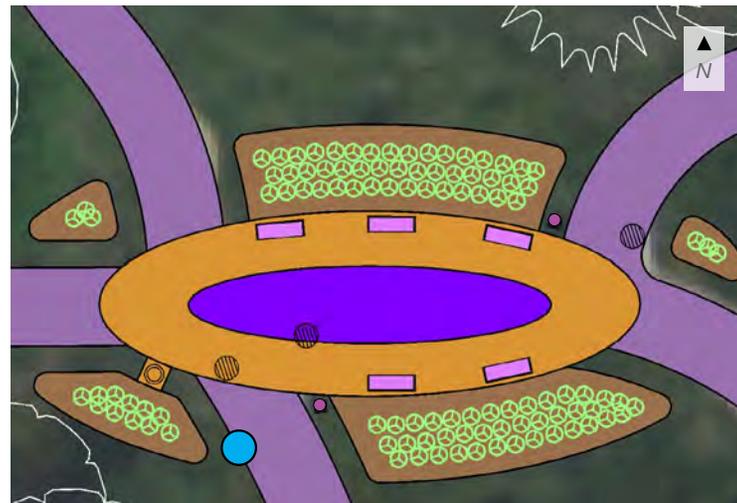
Key map



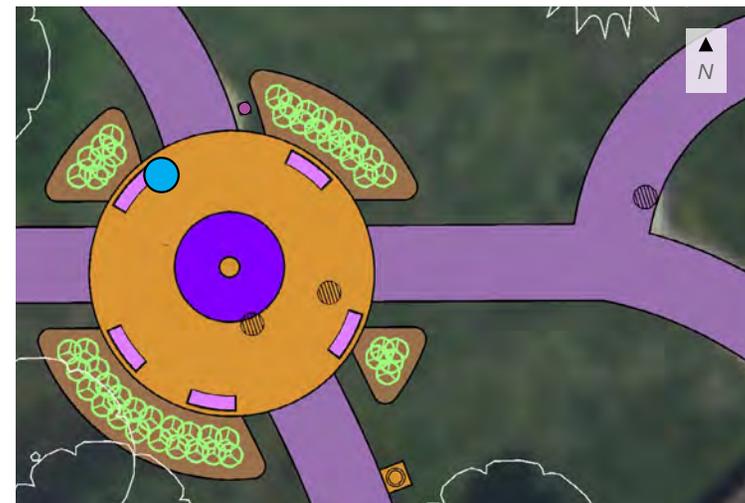
Existing conditions



Option 1



Option 2

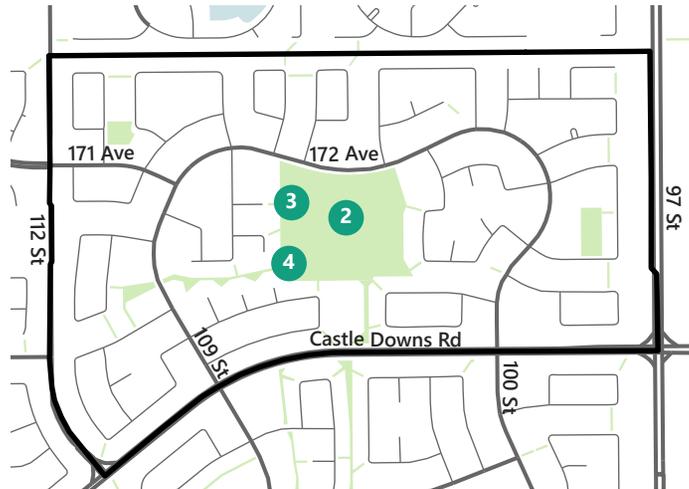


- Widen existing pathway
- New concrete pads for benches
- New patterned pavers
- New planting bed
- Additional lighting
- New waste bin
- New bench
- Existing drainage manhole cover
- New community-led* bulletin board
- Maintain existing trees

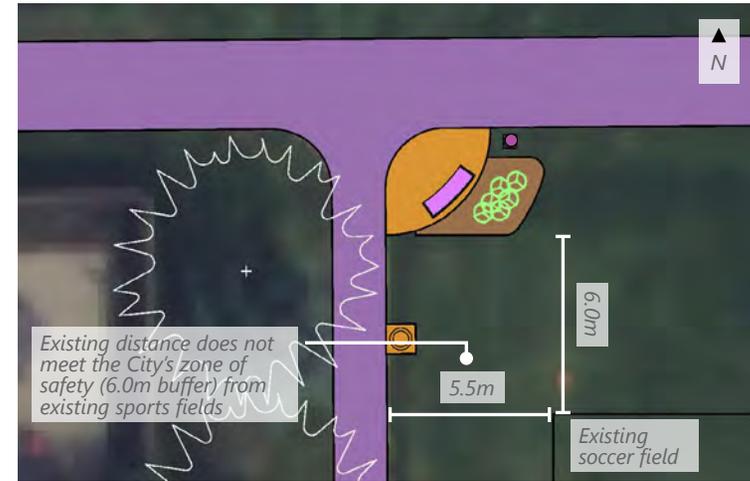
*Refer to page 120 for more information on community-led projects

2.13 Seating areas | Locations 2-4

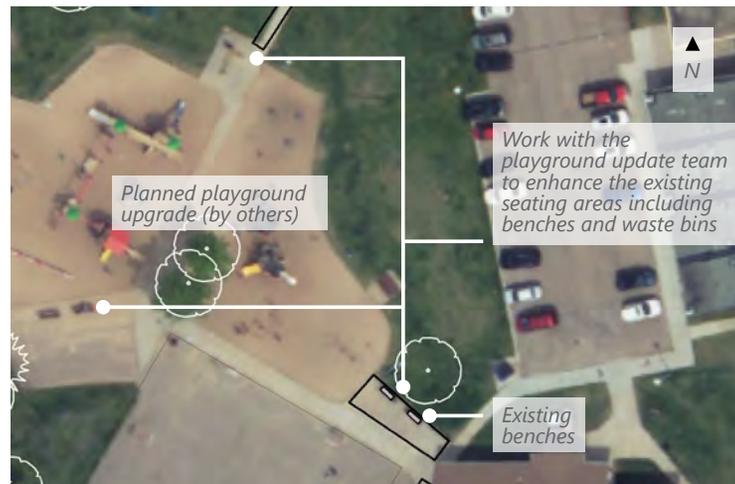
Key map



Location 3



Location 2



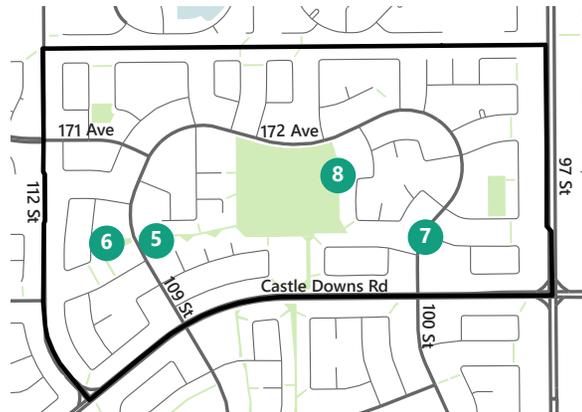
Location 4



- Widen existing pathway
- New concrete pads for benches
- New bench
- Maintain existing trees
- New waste bin
- New planting bed
- Additional lighting

2.13 Seating areas | Locations 5-8

Key map



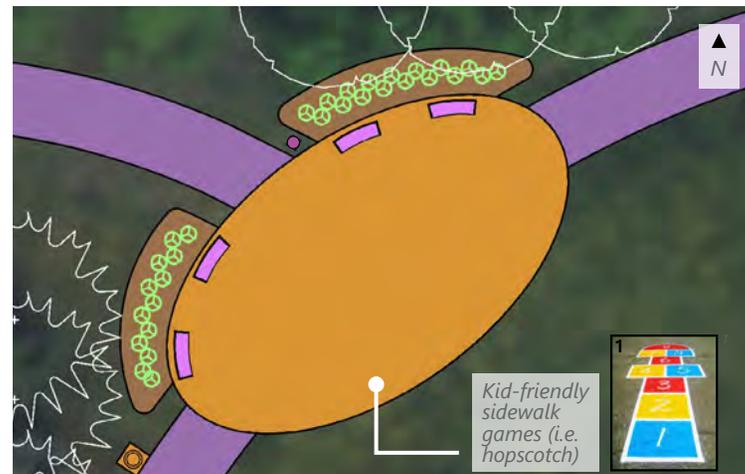
Location 5

Refer to focus area 14 'Future Corner Store Program Site' for seating area details

Location 8

Further review needed. The design of the seating area would be influenced by the alignment of the potential north-south pathway

Location 6

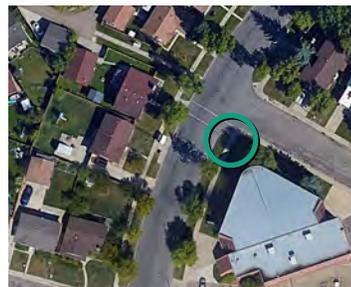


Existing conditions

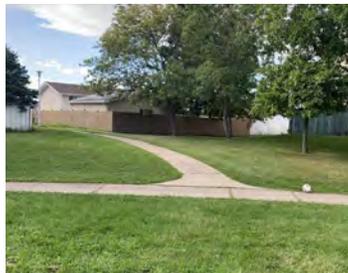
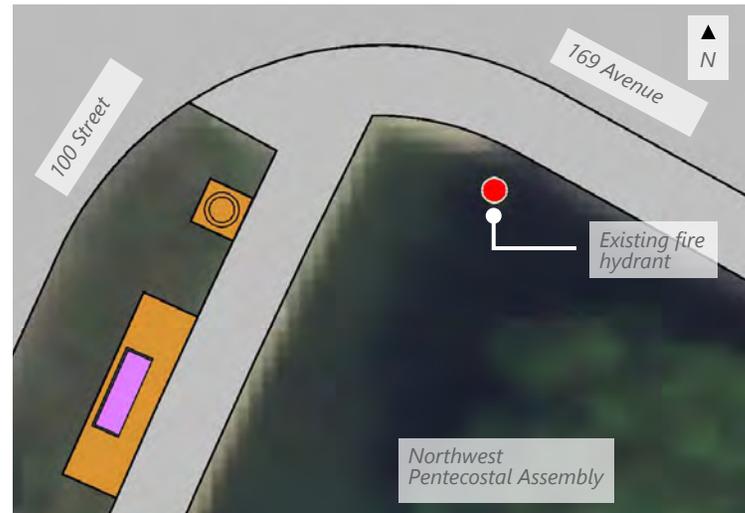
Location 6



Location 7



Location 7

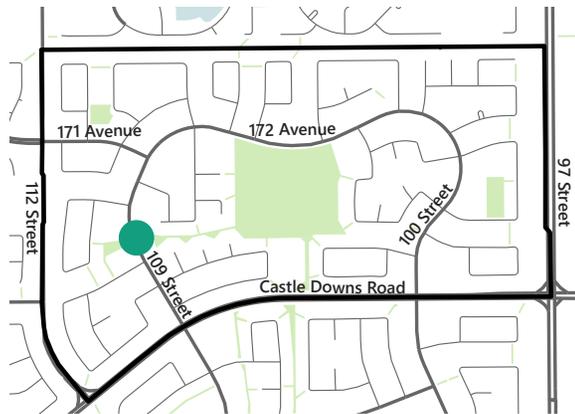


- Widen existing pathway
- New concrete pads for benches
- New bench
- Additional lighting
- New waste bin
- New planting bed
- Maintain existing trees

¹Source: Monochoohcnom, Flickr

2.14 Future Corner Store Program Site | Option 1

Key map



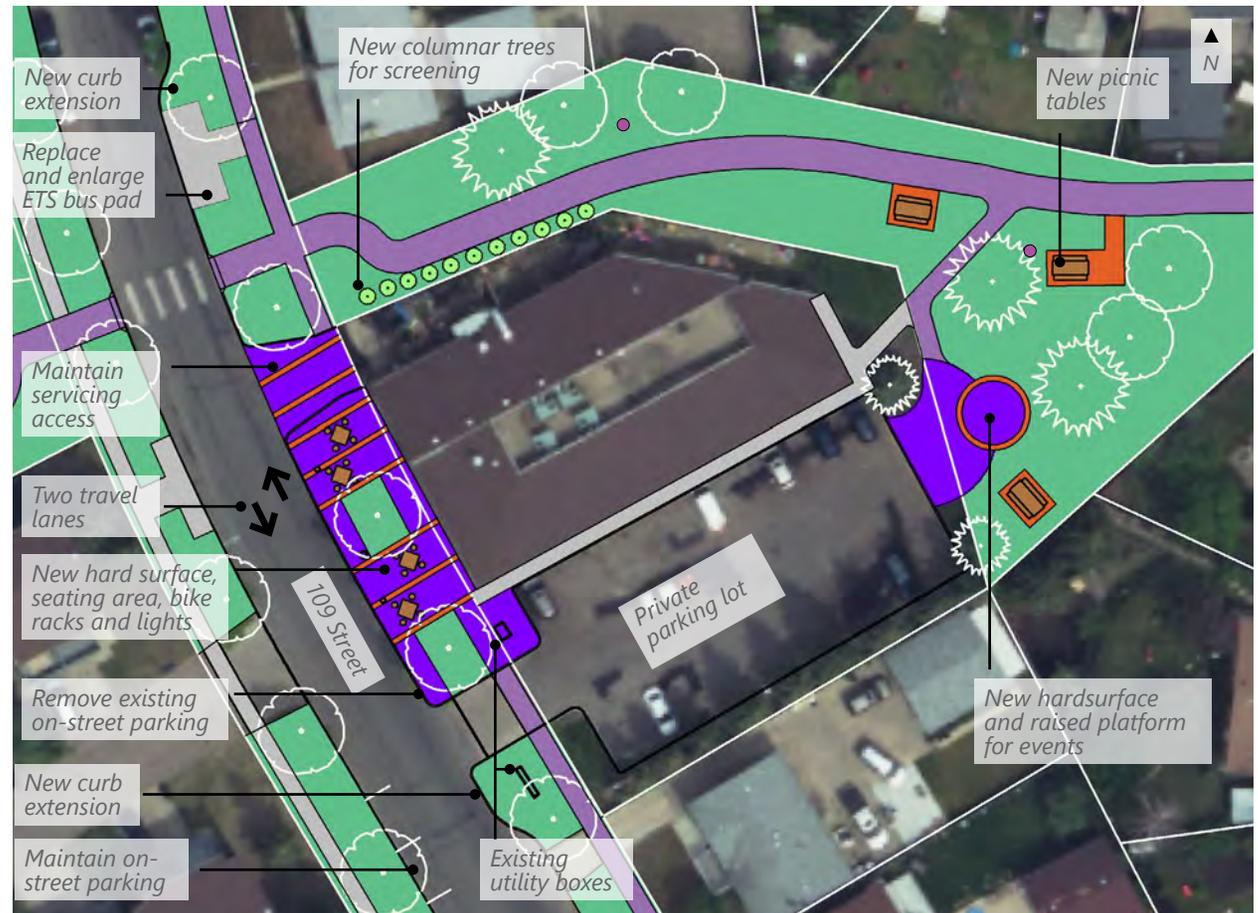
What we heard

- + We heard that speeding can be an issue
- + Residents who walk would appreciate better connected pathways
- + We also heard that residents were unhappy with parked vehicles around crossings as they can impact sightlines (particularly around the schools) for those who walk and drive
- + We heard that there is interest in additional outdoor recreational activities for all ages and abilities, at all times of the year
- + We heard that new amenities such as waste bins and lighting would be welcome additions
- + Residents shared their interest for better connectivity in the area, as the lack of easy access to shops and businesses was a concern

Benefits

- + Curb extensions would encourage slower speeds, shorten the crossing distance for people who walk and improve visibility for people who walk and people who drive
- + New seating areas and picnic tables can create a community space for people to rest and connect with their neighbours
- + Lighting increases visibility for people who walk and bike after dark
- + A new raised platform provides a space for hosting local events

Option 1



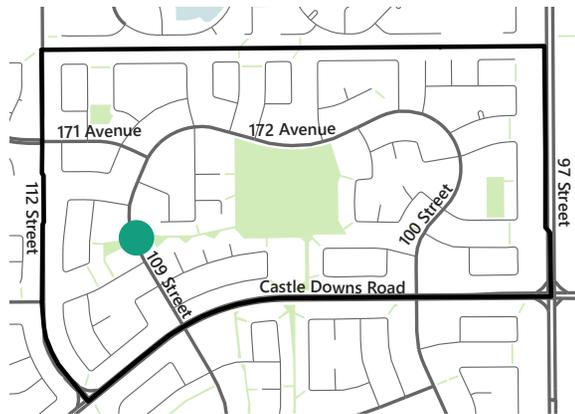
- Widen existing pathway and sidewalk
- Existing lighting
- New concrete pads for picnic tables/ decorative pavers
- Maintain existing trees

Tradeoffs

- + Removal of some on-street parking to accommodate curb extensions and wider sidewalk
- + Loss of green space for a raised platform for hosting events

2.14 Future Corner Store Program Site | Option 2

Key map



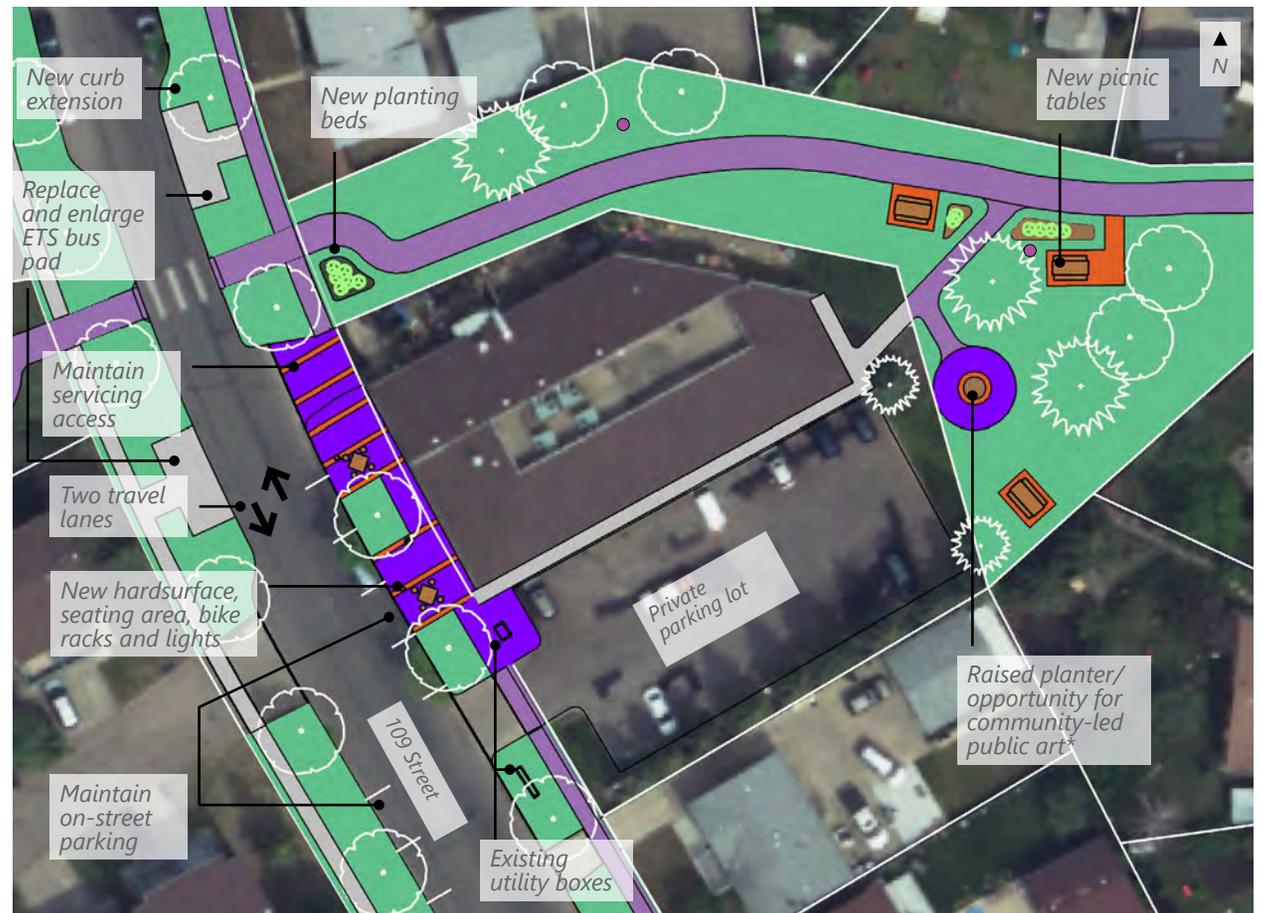
What we heard

- + We heard that speeding can be an issue
- + Residents who walk would appreciate better connected pathways
- + We also heard that residents were unhappy with parked vehicles around crossings as they can impact sightlines (particularly around the schools) for those who walk and drive
- + We heard that there is interest in additional outdoor recreational activities for all ages and abilities, at all times of the year
- + We heard that new amenities such as waste bins and lighting would be welcome additions
- + Residents shared their interest for better connectivity in the area, as the lack of easy access to shops and businesses was a concern

Benefits

- + Curb extensions would encourage slower speeds, shorten the crossing distance for people who walk and improve visibility for people who walk and people who drive
- + New seating areas and picnic tables can create a community space for people to rest and connect with their neighbours
- + Community-led public art* can enhance beauty of the area and highlight the community's identity
- + Lighting increases visibility for people who walk and bike after dark

Option 2



Widen existing pathway and sidewalk

Existing lighting

New concrete pads for picnic tables/
decorative pavers



Maintain existing trees

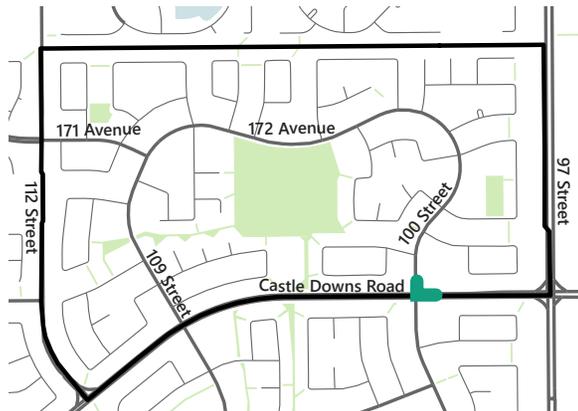
Tradeoffs

- + Repurposing of grassed area for a raised planter or opportunity for community-led public art*

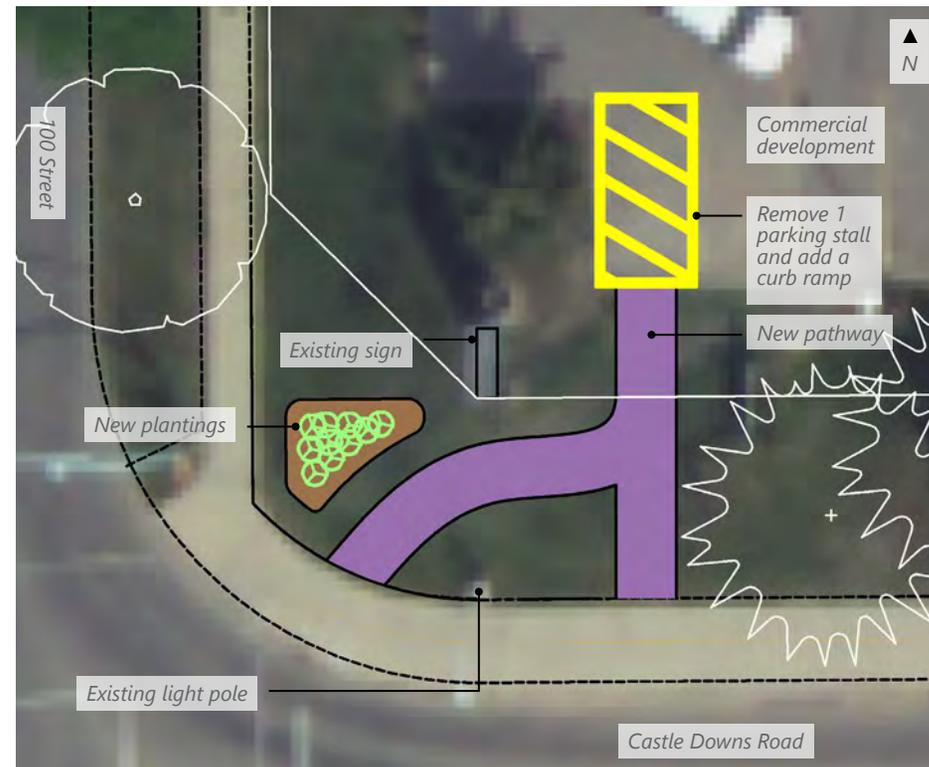
*Refer to page 120 for more information on community-led projects

2.15 Public realm improvements

Key map



Potential improvements



Existing conditions



Potential improvements

- + Add a sidewalk connection from the Castle Downs Road shared-use path to the private parking lot
- + Add new plantings to create visual interest and define site access



What we heard

- + We heard that the lack of access to shops and businesses was a concern, as indirect routes are the only ways to access these services

Benefits

- + A new pathway would provide a walking connection between the Castle Downs Road shared-use path and the private commercial development parking lot
- + The new pathway would replace an existing worn path through the grass
- + New plantings would add greenery and beauty to the area

Tradeoffs

- + Coordination would be needed with the landowner of the private commercial development to construct the pathway

Community-led projects

What is a community-led project?

- + A community-led project is carried out by a group of neighbourhood members. This group creates a vision for the project, a schedule and a budget. These projects can occur on or in public or private land and facilities. These projects can lead to programming or infrastructure.
- + City of Edmonton Neighbourhood Resource Coordinators (NRC) support communities through the Park and Facility Development Process on projects such as park enhancements and murals. NRCs can also support the animation of open space parkland by providing Parkland Licenses for events and other activities.

How are community-led projects paid for?

- + Community-led projects are fundraised by the community. The City of Edmonton has a number of grants to help contribute to community projects. Other organizations have grants available for community projects as well, such as the Government of Alberta and Edmonton Community Foundation. Other partnerships with businesses or associations can also fund community projects.

How do we get started in Baturyn?

- + Interested residents can contact their Neighbourhood Resource Coordinator or the Baturyn Neighbourhood Renewal Project Manager by calling 311 or visiting www.edmonton.ca. Together, we can set up a first meeting with Baturyn residents to discuss the process.



2.16 Community-led fence murals*

Key map



Existing conditions



Potential improvements

- + Community-led murals* along the backs of fences of breezeways from Baturyn Park
- + Possibility to involve students of Baturyn Public Elementary School and St. Charles Catholic Elementary School



Source: Pinterest

What we heard

- + We heard that residents in Baturyn enjoy gathering together and would be interested in activities to increase their sense of community

Benefits

- + Public art can enhance the beauty of the area
- + Possible involvement of students from the two neighbourhood schools

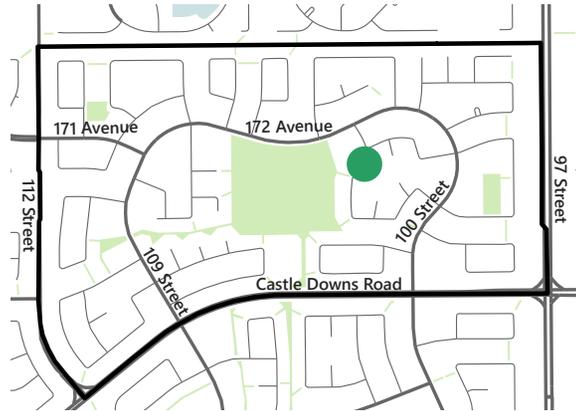
Tradeoffs

- + Long-term maintenance responsibility/concern
- + Coordination with property owners of the fences

*Refer to page 36 for more information on community-led projects

2.17 Community-led Castle Downs sign*

Key map



Existing conditions



Potential improvements

- + Community-led upgrades of the sign*
- + Replace lights

What we heard

- + We heard that Baturyn residents take pride in their connections within the neighbourhood and to other surrounding communities and frequently visit these other communities for recreation

Benefits

- + An updated sign would look clean and fresh, enhance a sense of place and improve the identify of the neighbourhood

Tradeoffs

- + The cost of the sign and long-term maintenance responsibility would fall with the residents

2.18 Community-led utility box public art wraps*

Existing conditions



Potential improvements

- + Wrap existing utility boxes throughout the neighbourhood with community-led public art wraps*



What we heard

- + We heard a desire to create spaces that are attractive in the neighbourhood

Benefits

- + Great opportunity to exhibit public art
- + Adds additional visual appeal to the neighbourhood
- + Possible involvement of students from the two neighbourhood schools
- + Wraps are not permanent and can be replaced

Tradeoffs

- + Long-term maintenance responsibility/ concern
- + Coordination with utility companies

*Refer to page 120 for more information on community-led projects

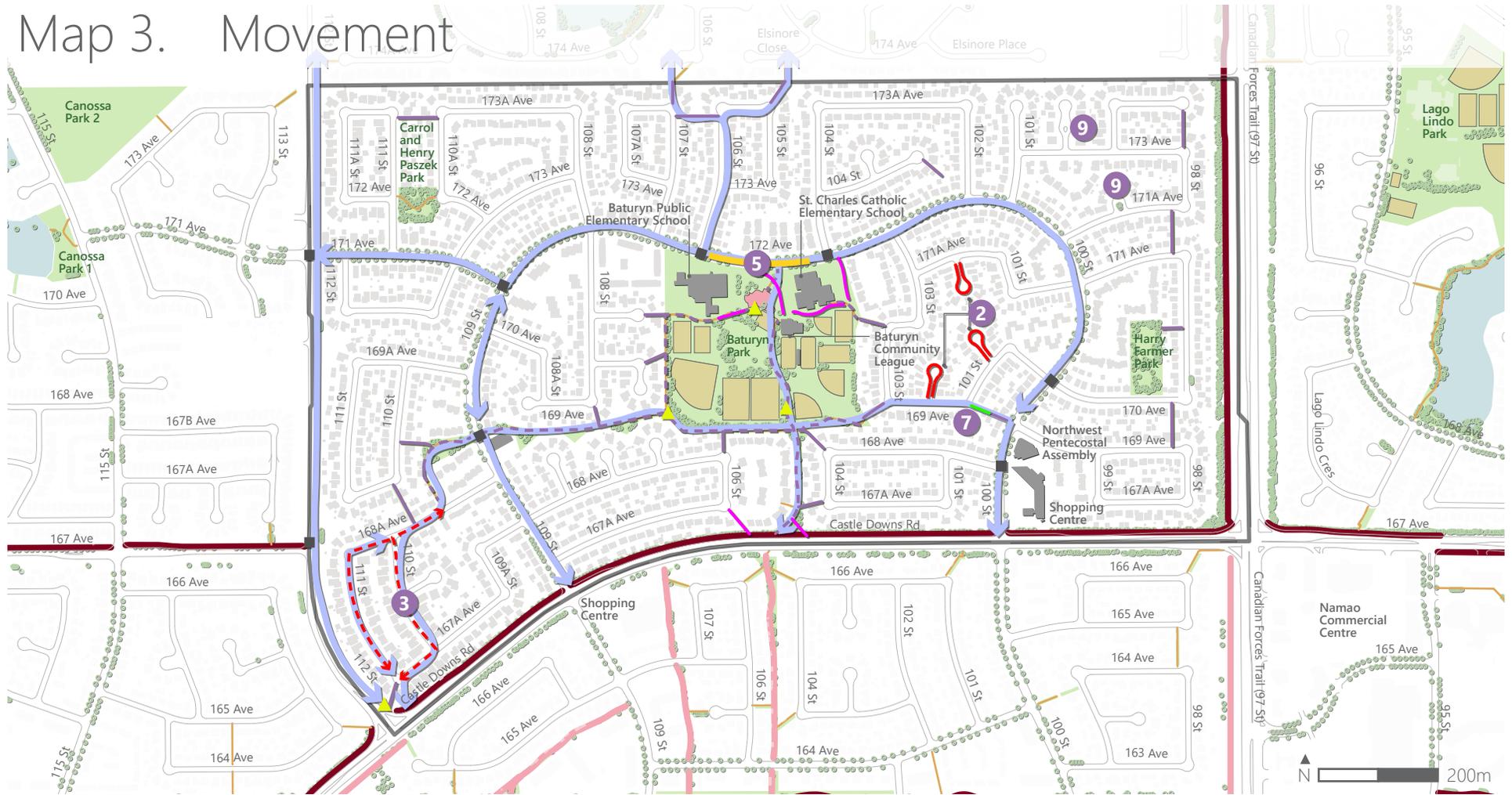
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3 Draft Designs

Movement

Map 3. Movement

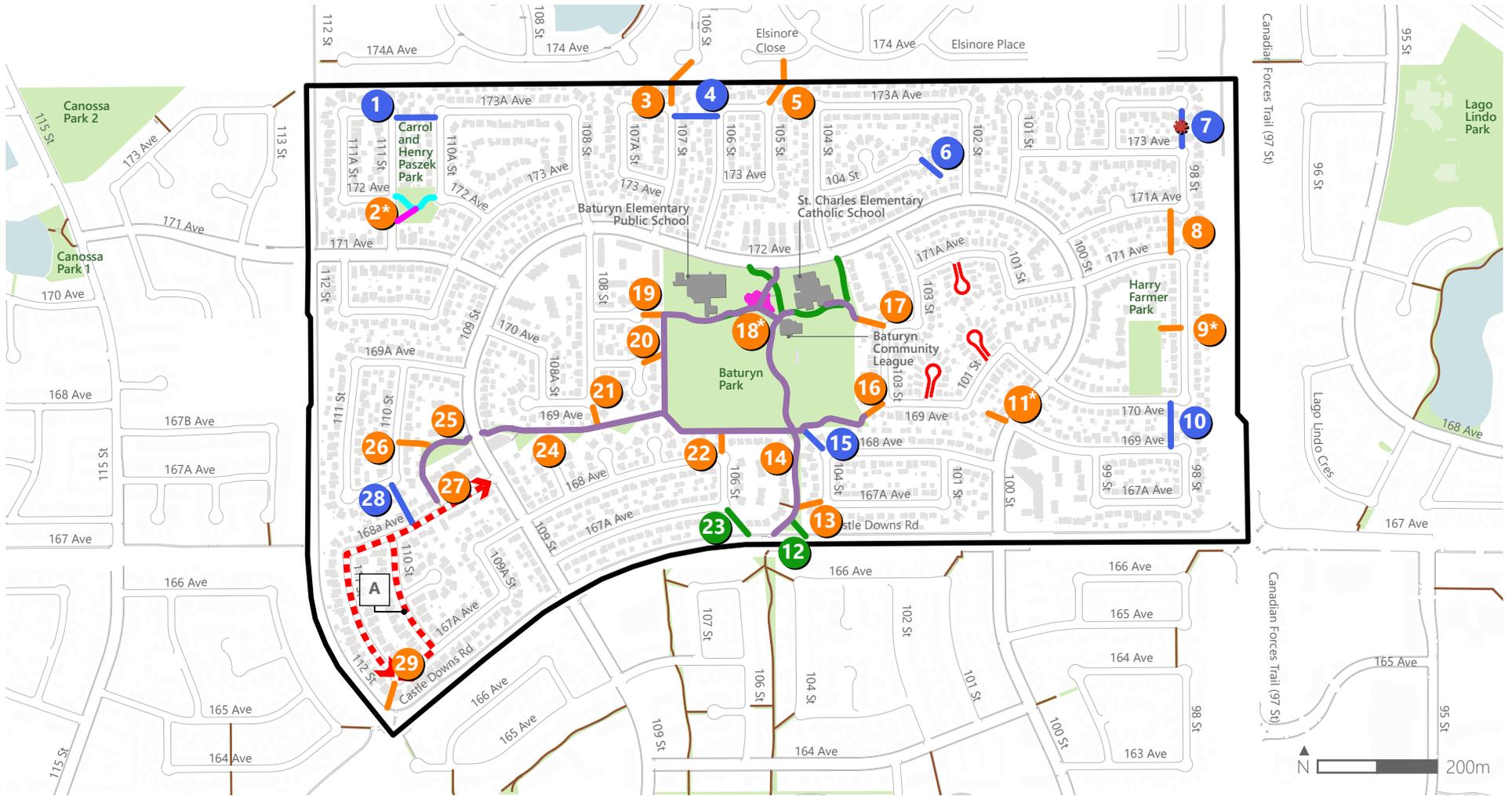


- Baturyn Neighbourhood boundary
- Park/open space
- Existing breezeway
- Existing shared pathway
- Planned shared pathway
- Sports field/court/rink
- Playground

Movement

1. Breezeway and pathway upgrades (# not on map)
 - Replace and enhance breezeways
 - Widen existing pathways
 - New pathways
2. New sidewalks
3. Wider sidewalks
4. Crosswalk upgrades (# not on map)
5. School drop-off upgrades
6. Wayfinding signage (# not on map)
7. Pedestrian-friendly alley
8. Bike routes (# not on map)
9. Redesign of roadway landscape features (173 and 171A Avenues)

Map 4. Breezeways/pathway and sidewalk upgrades



- Baturyn neighbourhood boundary
- Park/open space
- Pathways and breezeways
- Playground

- Replace existing 3.0 m wide breezeway walk surfaces
- Widen existing 1.5 m wide breezeway walk surfaces to 3.0 m
- Widen existing pathways to 3.0 m
- New 3.0 m wide pathways

- New sidewalks
- Wider sidewalks
- Maintain secondary emergency access for Edmonton Fire Rescue Service

- Widen existing pathway to 1.8 m
- New 1.8 m wide pathway

*The design of the following breezeways are also shown in separate design sections:

- + Location 2: See Carrol and Henry Paszek Park on page 54
- + Location 9: See Harry Farmer Park on page 58
- + Location 11: See pedestrian-friendly alley on page 29
- + Location 18: See Baturyn Park on page 50

3.1 Breezeway and pathway upgrades

See Map 2 on page 3 for locations of breezeway and pathway upgrades.

What we propose

- + To add new pathways and widen existing pathways to make it easier for people who walk, bike and roll to move around the neighbourhood
- + To install new and upgrade existing lighting along pathways to improve user comfort



Figure 1. Typical new pathway. Location 23 is shown above. Location 12 is similar (see Map 2 on page 3)



Figure 2. Typical widened pathway. Location 14 is shown above. Similar locations are 2, 3, 5, 8, 9, 11, 13, 16-22, 24-27 and 29 (see Map 2 on page 3)



Figure 3. Typical pathway replacement. Location 15 is shown above. Similar locations are 1, 4, 6, 7, 10 and 28 (see Map 2 on page 3)

During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on the preferred improvements for breezeway and pathway upgrades. The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Residents supported the additional lighting and how it can increase the feeling of safety of the area
- + Breezeway upgrades (new, widened and pathway replacements) were generally liked by residents, but some were concerned about additional snow clearing and maintenance responsibilities for adjacent property owners

Vision and Guiding Principles

Aligns with the following principles:

- + 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

Design considerations and technical requirements

- + Power source for new lighting (Locations 1, 4, 5, 6, 7, 10, 23 and 27)
- + Remove or adjust existing bollards
- + Drainage and grading impacts of widening the pathway at location 3 (see Map 2 on page 3)
- + The pathway width and alignment may vary to avoid impacts to existing trees or shrubs (Locations 3, 6, 12-14, 17, 23, 24 and 25 - see Map 2 on page 3)
- + The pathway width may be constrained due to existing private fences within the public right-of-way (Locations 10 and 29 - see Map 2 on page 3)

- + Ensure sufficient width between the bollards to maintain secondary emergency access for Edmonton Fire Rescue Service (Location 7 - see Map 2 on page 3)
- + Location 12 (see Map 2 on page 3): A detailed survey is required to identify existing tree locations and to determine a route for the potential new pathway. Tree removal would likely be required

City Policies and Programs

The design is informed by the following:

- + Active Transportation Policy - improve and support active transportation
- + Access Design Guide - include access and use for people of all ages and abilities
- + Winter Design Guide - support year round use through lighting
- + Snow and Ice Control Policy - pathways in breezeways will be prioritized for snow clearing by the City

3.2 New sidewalks



Key Map

What we propose

- + To add new sidewalks along three cul-de-sac locations to improve neighbourhood accessibility and walkability

Location 1: 169 Avenue

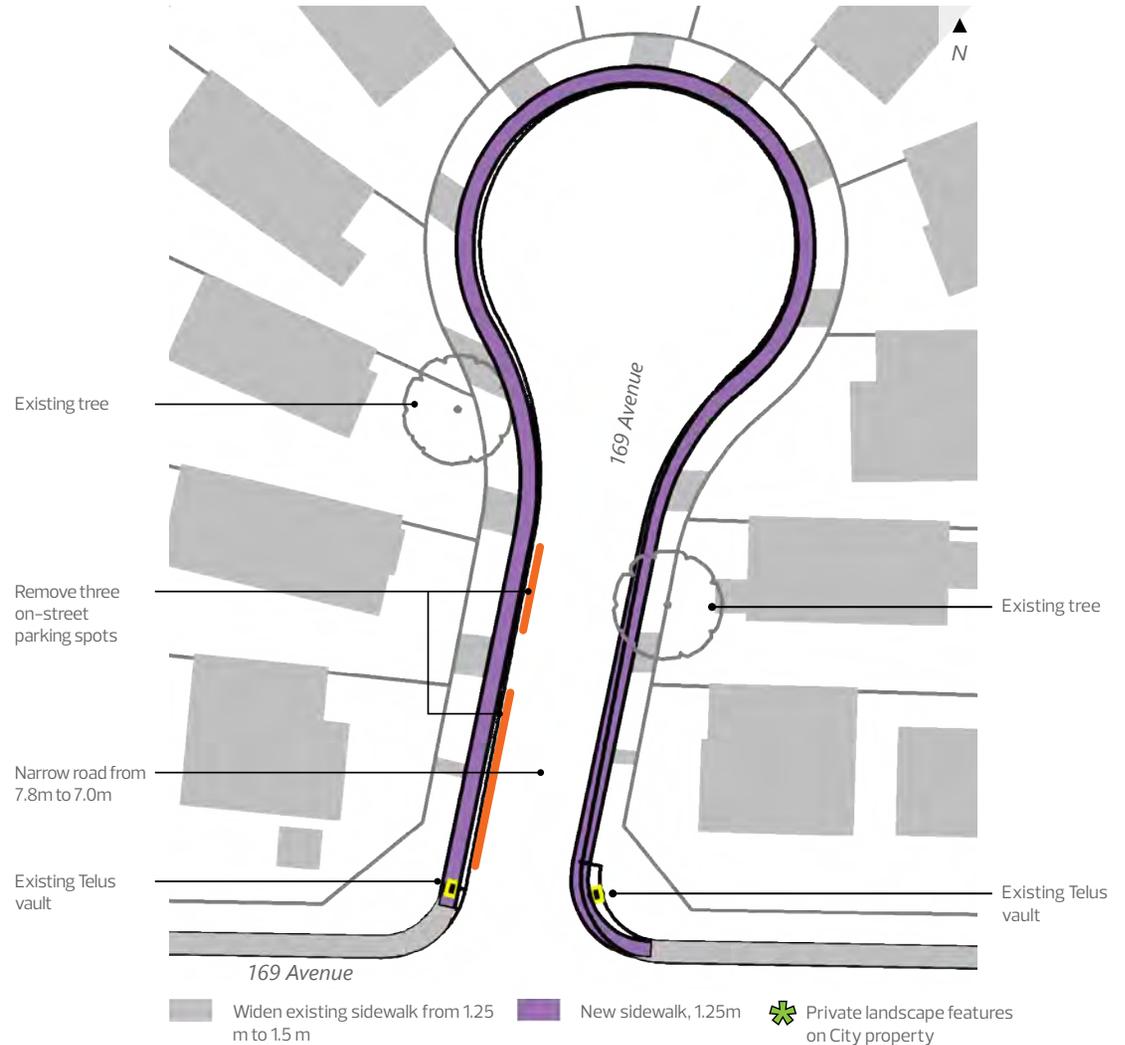


Figure 4. New sidewalk - Location 1: 169 Avenue

Location 2: 101 Street

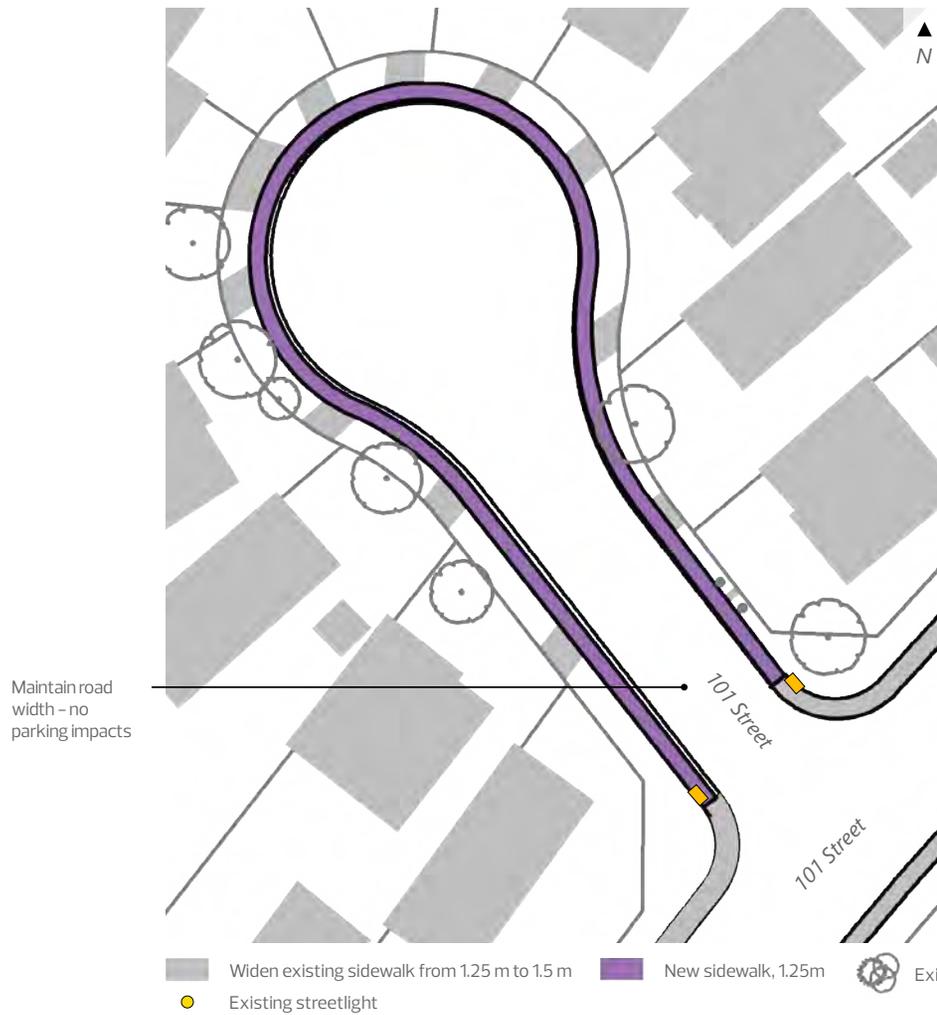


Figure 6. New sidewalk - Location 2: 101 Street

Location 3: 171A Avenue

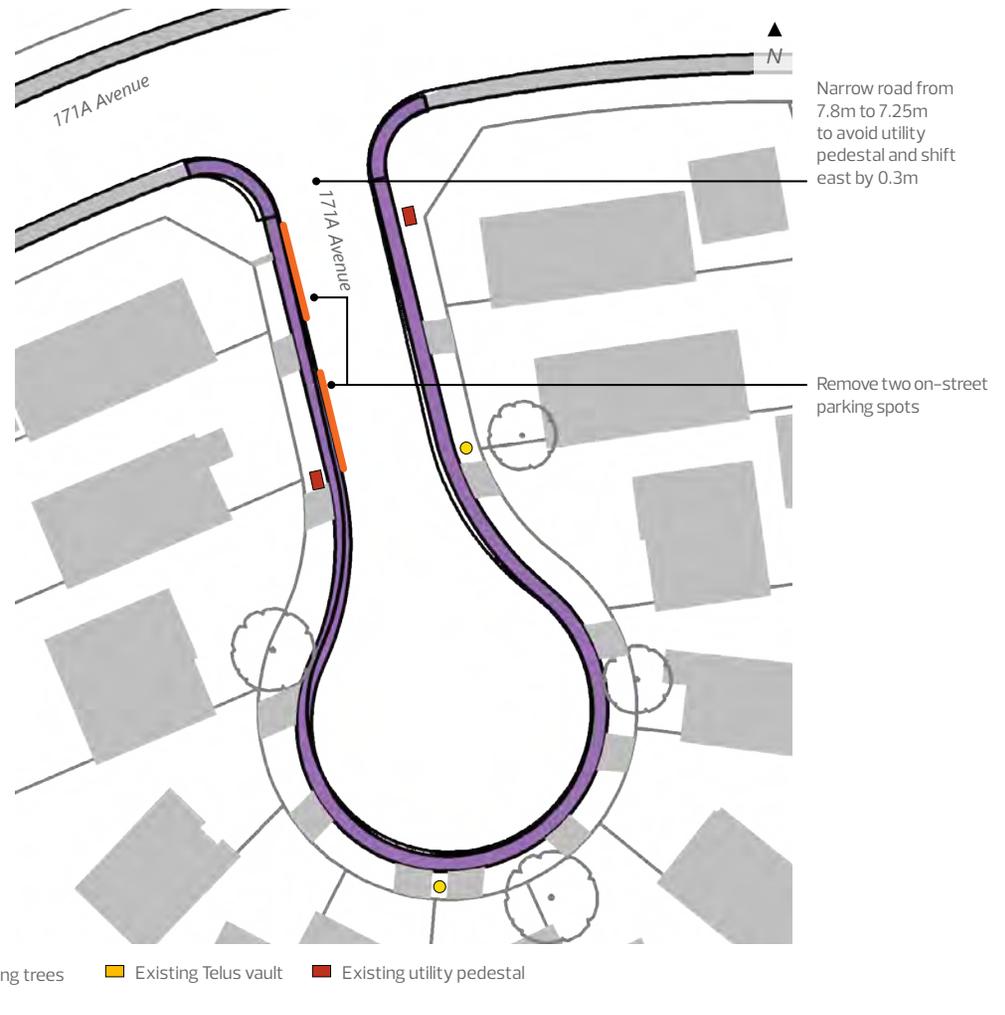


Figure 5. New sidewalk - Location 3: 171A Avenue

During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on the preferred improvements for new sidewalks. The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

Residents of the three cul-de-sac locations shared the following input regarding the potential new sidewalks. Note: Feedback was limited from residents on these streets, and we encourage additional input through the next round of engagement.

Location 1: 169 Avenue

- + Overall response was 'prefer no change'
- + Residents preferred to maintain existing street size/space

Location 2: 101 Street

- + Overall response was 'prefer no change'
- + Residents preferred to maintain existing street space and not increase maintenance costs

Location 3: 171A Avenue

- + Overall response was 'prefer no change'
- + Residents preferred to maintain existing street size/space and are concerned about additional snow removal and damage to trees

Vision and Guiding Principles

Aligns with the following principles:

- + 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

Design considerations and technical requirements

- + Impacts to private landscaping features on City property
- + Impacts to on-street parking
- + Narrowing of roadways to accommodate new sidewalks
- + Design exceptions may be required for varying sidewalk widths to avoid impacts to utility and landscape constraints

City Policies and Programs

The design is informed by the following:

- + Active Transportation Policy – improve and support active transportation
- + Access Design Guide – include access and use for people of all ages and abilities
- + Complete Streets Design and Construction Standards
- + The Neighbourhood Renewal Program funds the construction of new sidewalks therefore property owners will not be required to cost-share

3.3 Wider sidewalks



Key Map

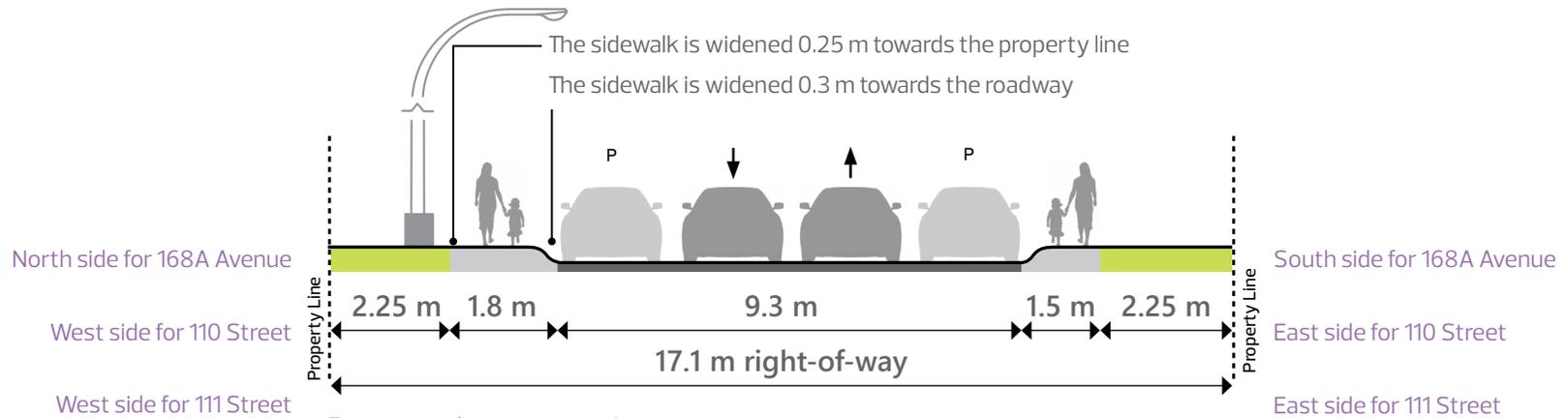
See Map 2 on page 3 for locations of wider sidewalks.

What we propose

- + To widen existing sidewalks along the following sections to enhance connections between destinations:
 - + The north side of 168A Avenue between 109 Street and 111 Street
 - + The west sides of 111 Street and 110 Street between 168A Avenue and 167 Avenue

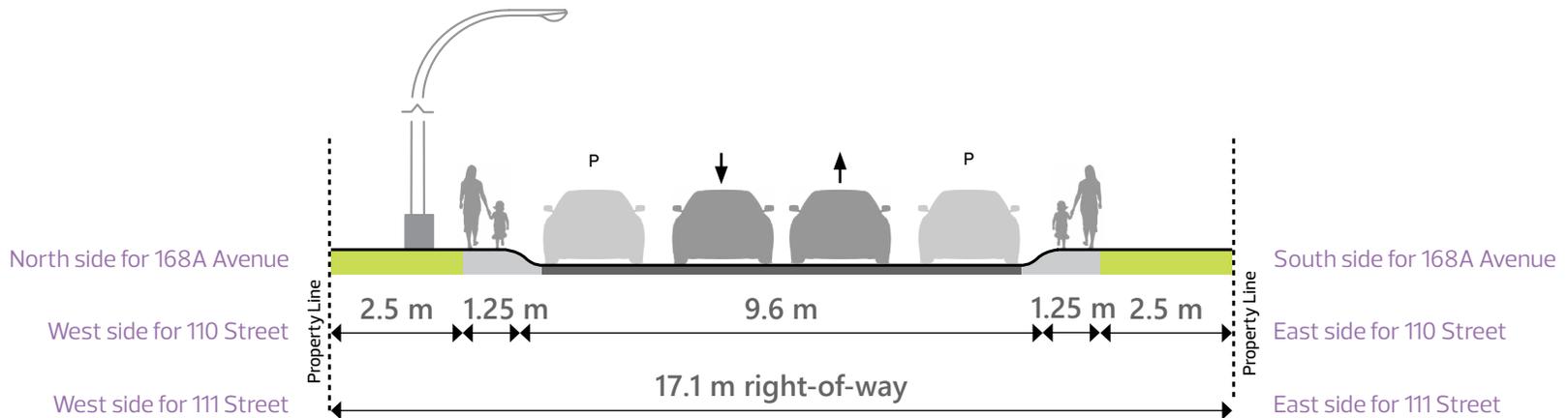


Figure 7. Wider sidewalks



Proposed cross section
For 168A Avenue, 110 Street and 111 Street

The proposed cross section shows a 1.8 m wide sidewalk along the north side of 168A Avenue and the west sides of 110 and 111 Streets



Existing cross section
For 168A Avenue, 110 Street and 111 Street



Widen existing sidewalk

New shared road bike route – see bike routes on page 32

Figure 8. Location A - widen existing sidewalk (see Map 2 on page 3)

During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on the preferred improvements for wider sidewalks (1.8 m). The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Many residents walk on the sidewalks in Baturyn so more space would be appreciated

Vision and Guiding Principles

Aligns with the following principles:

- + 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

Design considerations and technical requirements

- + The widening of the sidewalk is achieved by extending the sidewalk 0.3 m into the roadway side and 0.25 m towards the property line to avoid conflicts with existing utility boxes
- + Extending the sidewalk towards the property line would impact private landscaping on City owned land at some locations
- + Maintaining a minimum 0.5 m buffer between existing street lights (with utility boxes at the bottom) and back of the widened sidewalk is feasible

City Policies and Programs

The design is informed by the following:

- + Active Transportation Policy – improve and support active transportation
- + Access Design Guide – include access and use for people of all ages and abilities
- + Complete Streets Design and Construction Standards

3.4 Crosswalk upgrades

See page 8 for locations of all crosswalk upgrades.



Key Map

What we propose

- + To realign the curb and narrow the road, slowing traffic and enhancing the feeling of safety for people who walk by improving sightlines and providing a shorter crossing distance

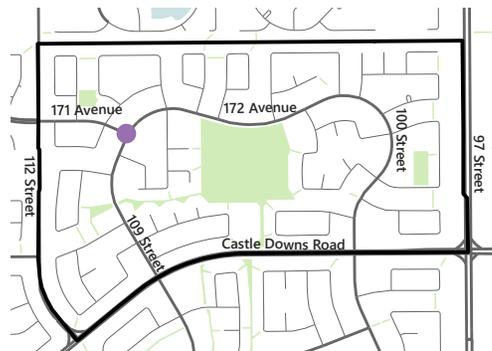
Design considerations and technical requirements

- + Curb extensions will be grassed or landscaped except for where sidewalks and pathways cross
- + Ensure relocated bus stops in new curb extensions meet current design standards

Location 1 (Corner Store Program site)



Figure 9. Crosswalk upgrades location 1



Key Map

What we propose

- + To add curb extensions and narrow the road, slowing traffic and enhancing the feeling of safety for people who walk by improving sightlines and providing a shorter crossing distance

Design considerations and technical requirements

- + The length of the southwest curb extension will include the existing ETS bus stop pad
- + Ensure relocated bus stops in new curb extensions meet current design standards
- + Curb extensions will be grassed or landscaped except for where sidewalks and pathways cross

Location 2 (109 Street and 171 Avenue)



Figure 10. Crosswalk upgrades location 2



Key Map

What we propose

- + To add curb extensions and narrow the road, slowing traffic and enhancing the feeling of safety for people who walk by improving sightlines and providing a shorter crossing distance
- + To add a new zebra marked crosswalk to enhance the feeling of safety for people who walk and roll

Design considerations and technical requirements

- + Curb extensions will be grassed or landscaped except for where sidewalks and pathways cross
- + Ensure relocated bus stops in new curb extensions meet current design standards

Location 3 (106 Street and 172 Avenue)



Figure 11. Crosswalk upgrades location 3



Key Map

What we propose

- + To add curb extensions and narrow the road, slowing traffic and enhancing the feeling of safety for people who walk by improving sightlines and providing a shorter crossing distance
- + To add a new zebra marked crosswalk to enhance the feeling of safety for people who walk and roll

Design considerations and technical requirements

- + Curb extensions will be grassed or landscaped except for where sidewalks and pathways cross
- + Ensure relocated bus stops in new curb extensions meet current design standards

Location 4 (104 Street and 172 Avenue)



Figure 12. Crosswalk upgrades location 4



Key Map

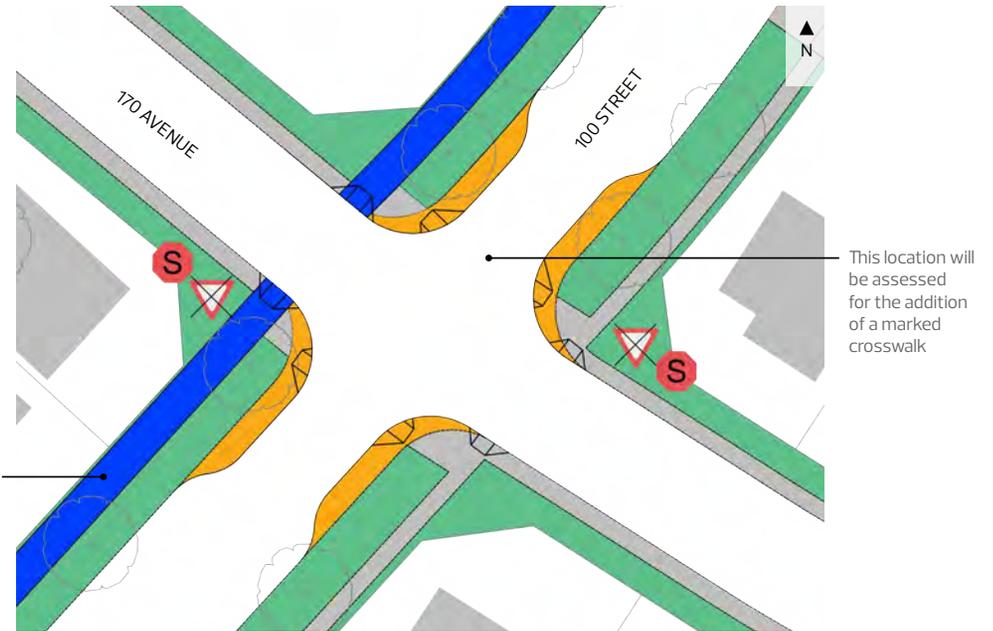
What we propose

- + To add curb extensions and narrow the road, slowing traffic and enhancing the feeling of safety for people who walk by improving sightlines and providing a shorter crossing distance
- + To assess this location for the addition of a marked crosswalk to enhance the feeling of safety for people who walk and roll

Design considerations and technical requirements

- + Curb extensions will be grassed or landscaped except for where sidewalks and pathways cross

Location 5 (100 Street and 170 Avenue)



See bike routes on page 32

This location will be assessed for the addition of a marked crosswalk

- Widen existing sidewalk from 1.25 m to 1.5 m
- Widen existing sidewalk from 1.5 m to 3.0 m
- New curb extension
- New stop sign
- Existing trees

Figure 13. Crosswalk upgrades location 5



Key Map

What we propose

- + To add curb extensions and narrow the road, slowing traffic and enhancing the feeling of safety for people who walk by improving sightlines and providing a shorter crossing distance
- + To assess this location for the addition of a marked crosswalk to enhance the feeling of safety for people who walk and roll

Design considerations and technical requirements

- + Curb extensions will be grassed or landscaped except for where sidewalks and pathways cross
- + The new curb ramp and the commercial development access will be reviewed during preliminary design for possible narrowing

Location 6 (100 Street and 168 Avenue)

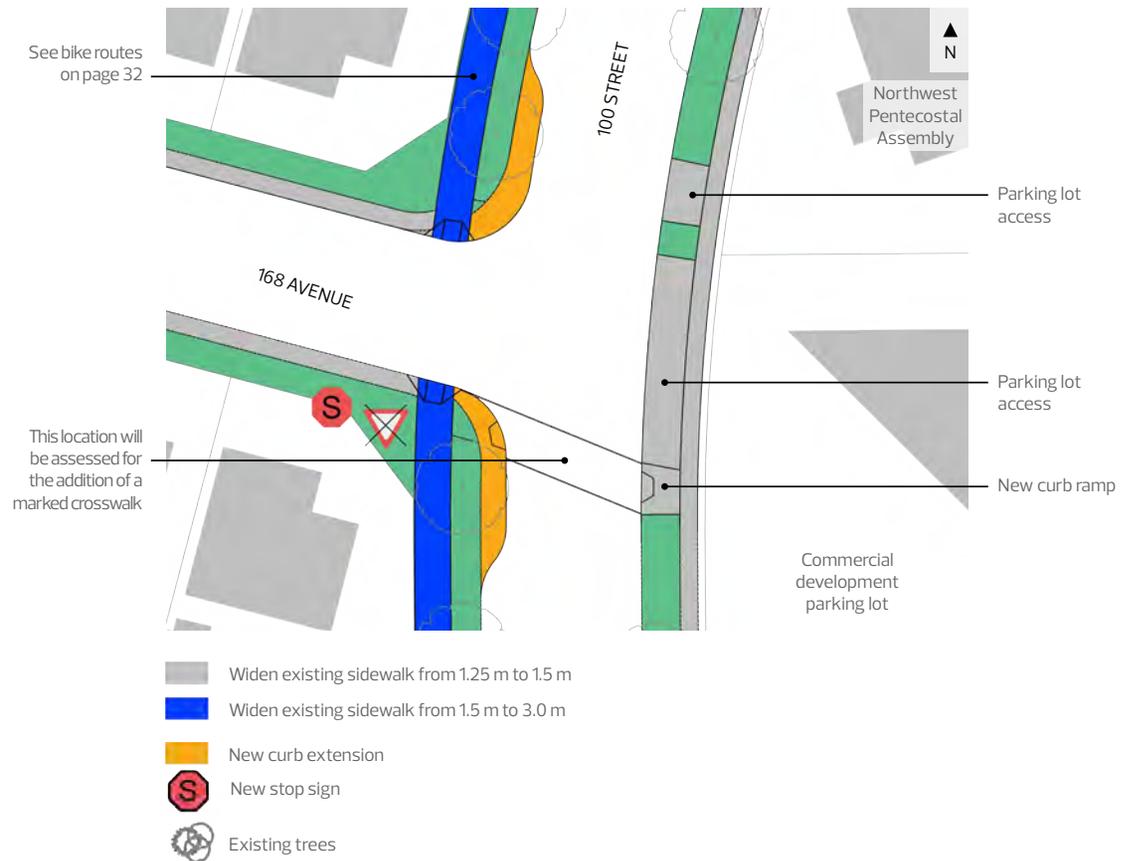


Figure 14. Crosswalk upgrades location 6



Key Map

What we propose

- + To add a new crosswalk to enhance the feeling of safety for people who walk and roll
- + To add a new median with plantings to add greenery to the neighbourhood

Design considerations and technical requirements

- + The new crosswalk will be compatible with the existing all-way stop intersection
- + New plantings will have a maximum height of 0.5 m to avoid sightline impacts
- + Potential impact to a driveway access on the north side of 171 Avenue

Location 7 (112 Street and 171 Avenue)

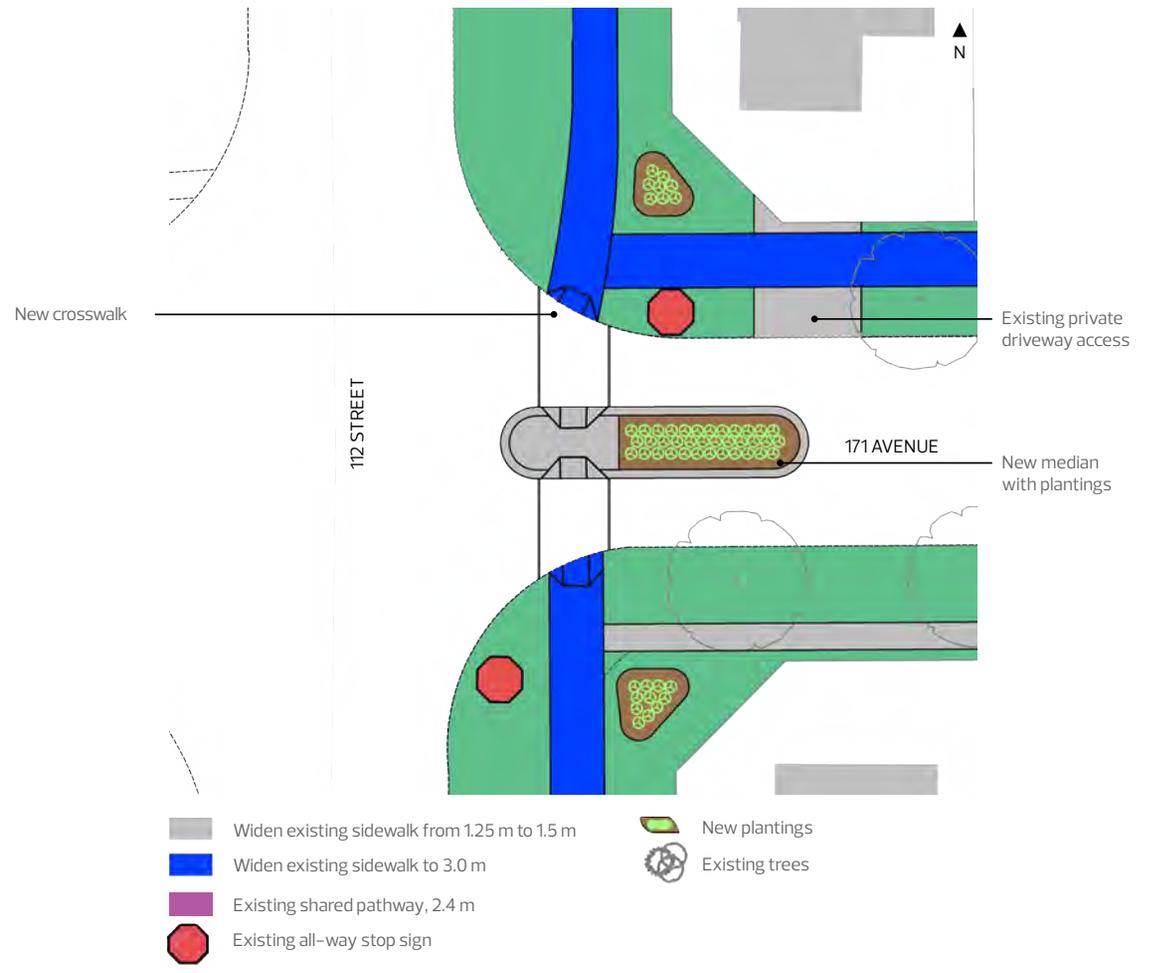


Figure 15. Crosswalk upgrades location 7



Key Map

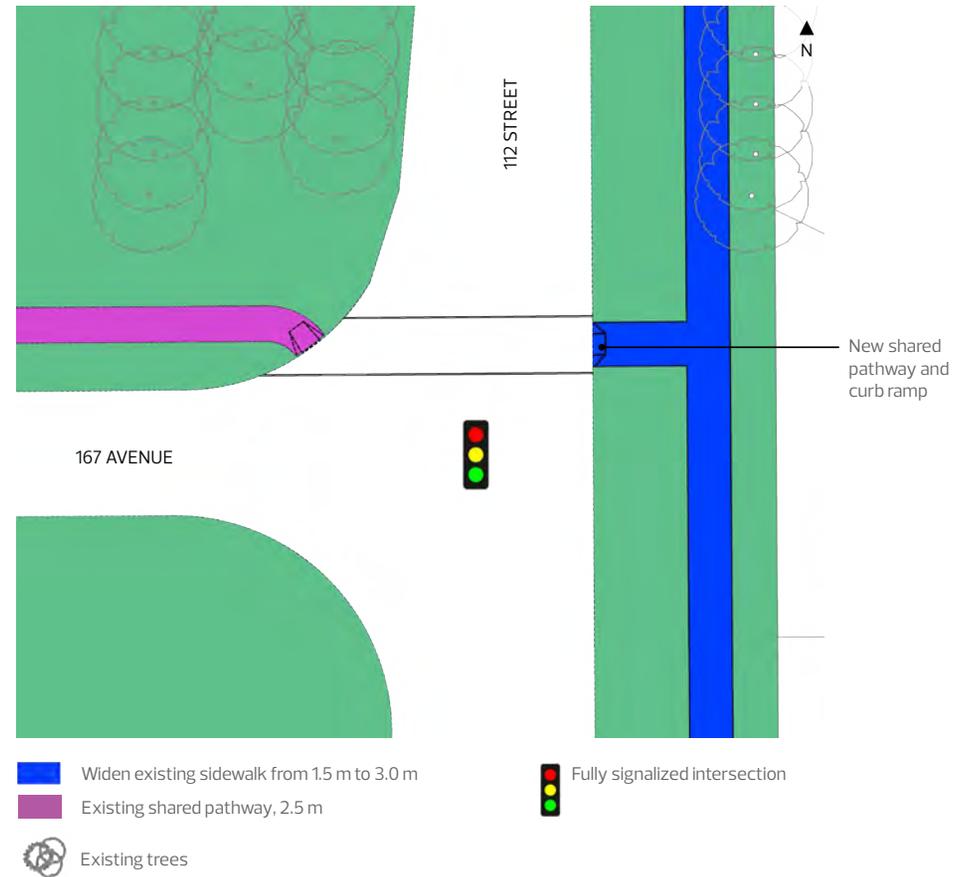
What we propose

- + To add a curb ramp from the new shared pathway along the east side of 112 Street

Design considerations and technical requirements

- + The intersection is signalized

Location 8 (112 Street and 167 Avenue)



- Widen existing sidewalk from 1.5 m to 3.0 m
- Existing shared pathway, 2.5 m
- Existing trees

- Fully signalized intersection

Figure 16. Crosswalk upgrades location 8

During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on the preferred improvements for crosswalk upgrades. The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + There was a mix of feedback for curb extensions, raised crosswalks and raised medians, but generally, residents appreciate making the neighbourhood feel safer for those who walk
- + Most people were comfortable with curb extensions and raised crosswalks, but were concerned about visibility of these in the winter

Vision and Guiding Principles

Aligns with the following principles:

- + 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

Design considerations and technical requirements

- + Evaluate drainage impacts along the gutters of new curb extensions
- + Ensure visibility of new curb extensions in all seasons with appropriate signage and markings
- + Snow clearing of collector roads will help with the visibility of new curb extensions
- + See individual crosswalk upgrade locations on the previous pages

City Policies and Programs

The design is informed by the following:

- + Access Design Guide – include access and use for people of all ages and abilities
- + Community Traffic Management Policy – supports curb extensions to narrow crossing distances and improve visibility for people walking and to reduce driver speeds and shortcutting
- + Complete Streets Design and Construction Standards
- + Vision Zero Initiative/Safe Mobility Strategy – support safe and livable streets in Edmonton to help eliminate fatalities and major injuries from motor vehicle collisions
- + Active Transportation Policy – enhance opportunities for walking in Baturyn

3.5 School drop-off upgrades



Key Map

What we propose

- + To add concrete school bus drop-off pads in the boulevard between existing trees
- + To add curb extensions to provide a shorter crossing distance, improve sightlines and enhance the feeling of safety for people who walk and roll and slow traffic
- + To add new zebra marked crosswalks to increase the visibility of people crossing the road and enhance the feeling of safety for people who walk and roll



- Widen existing sidewalks (1.8 m along 172 Avenue and 1.5 m along 106 and 104 Streets)
- Widen existing pathway/sidewalk from 1.5 m to 3.0 m
- New curb extension

- New pathway, 3.0 m
- New concrete school bus drop-off pads
- Decorative surface for shared pathway crossing

- Parent drop-off zone
- On-street parking
- Barrier free loading zone
- School bus loading zone

- Existing trees
- Existing stop sign
- Existing pedestrian activated amber flashers



Figure 17. School drop-off upgrades - overhead view



New concrete school bus drop-off pads

St. Charles Catholic Elementary School

New shared pathway

Decorative surface for the new shared pathway crossing

New shared pathway – see bike routes on page 32

Figure 18. School drop-off upgrades - ground view

During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on the preferred improvements for school drop-off upgrades. The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Residents appreciated and feel that the changes increase safety for students around the schools
- + Residents suggested that increasing the school drop-off zone could alleviate traffic congestion
- + School representatives identified potential locations for new concrete bus drop-off pads
- + School representatives indicated that maintenance and sightlines should be considered when planting new trees
- + The improved bike connectivity and enhanced sidewalk crossings were appreciated by school representatives
- + Maintaining parking along 172 Avenue is important to the schools

Vision and Guiding Principles

- Aligns with the following principles:
- + 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

Design considerations and technical requirements

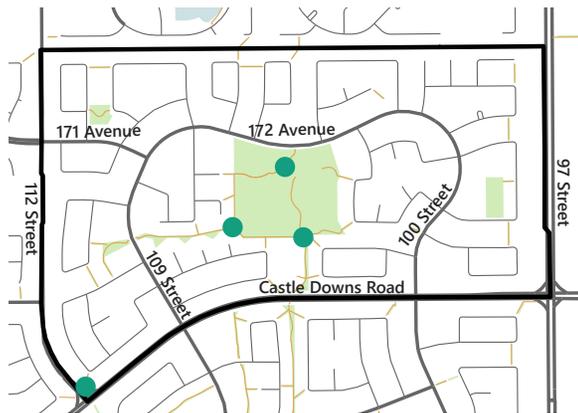
- + The new pathway width and alignment may vary to avoid impacts to existing trees
- + Curb extensions will be grassed except for where sidewalks and pathways cross

City Policies and Programs

- The design is informed by the following:
- + Access Design Guide – include access and use for people of all ages and abilities
 - + Community Traffic Management Policy – supports curb extensions to narrow crossing distances and improve visibility for people walking and to reduce driver speeds and shortcutting
 - + Complete Streets Design and Construction Standards

3.6 Wayfinding signage

Potential sign locations



Example image

Proposed improvements

- + Add wayfinding signs at intersections of key pathways in Baturyn
- + Provide directions to destinations within and surrounding Baturyn

Proposed destinations

The following is a list of possible destinations that could be displayed on wayfinding signs:

- + Baturyn Park
- + Castle Downs Transit Centre
- + Castle Downs Park
- + Eaux Claires Transit Centre
- + Lorelei Park
- + Beaumaris Lake
- + Elsinore Chambery Park



Example image

During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on the preferred improvements for wayfinding signage. The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Residents like that this signage would provide better understanding of the connections available in the neighbourhood
- + Residents thought that wayfinding signage would help people to be more aware of the amenities available in and outside of the neighbourhood

Vision and Guiding Principles

- Aligns with the following principles:
- + 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

Design considerations and technical requirements

- + Coordinate the creation of a wayfinding signage plan in alignment with City programs

City Policies and Programs

- The design is informed by the following:
- + Access Design Guide – include access and use for people of all ages and abilities
 - + Bike Route Wayfinding Guide [Draft] – support wayfinding objectives and follow established sign standards

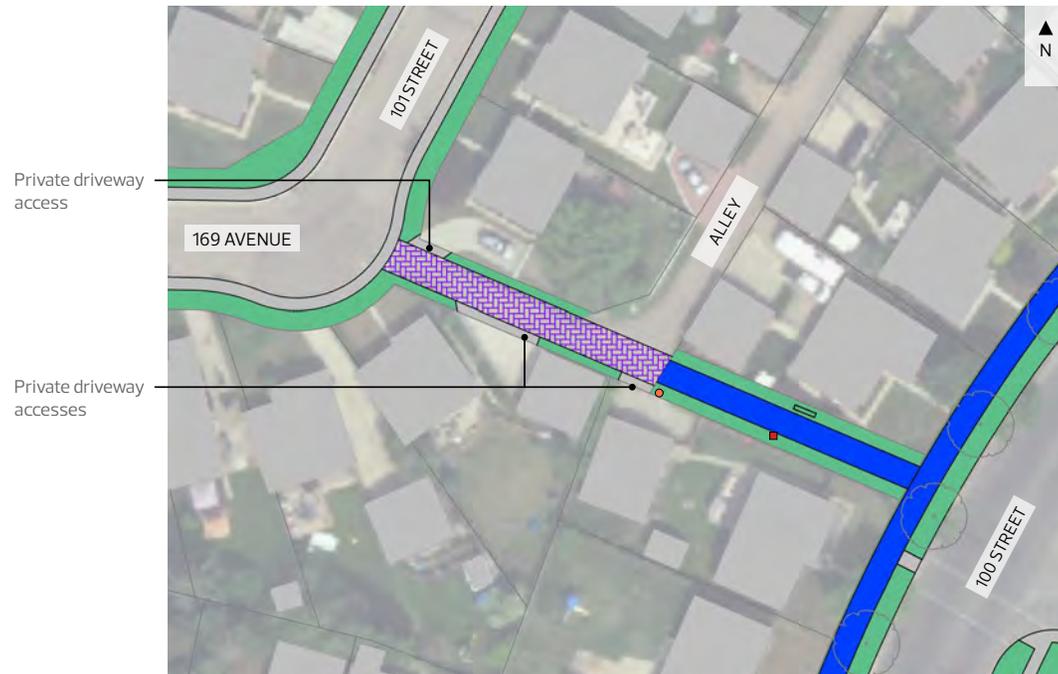
3.7 Pedestrian-friendly alley (connecting 169 Avenue and 100 Street)



Key Map

What we propose

- + To use a change in surface texture/ colour and signage to signal that users are entering a shared space
- + To widen the existing pathway to make it easier for people who walk, bike and roll to move around the neighbourhood
- + To install a light along the pathway to improve user comfort



-  Widen existing sidewalk from 1.25 m to 1.5 m
-  Widen existing pathway/sidewalk from 1.5 m to 3.0 m
-  New stamped asphalt alley
-  New light
-  Existing utility pedestal
-  Existing t-bollard
-  Existing trees

Figure 19. Pedestrian-friendly alley (connecting 169 Avenue and 100 Street) - plan view



Figure 20. Pedestrian-friendly alley (connecting 169 Avenue and 100 Street) - ground view

During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on the preferred improvements for the pedestrian-friendly alley. The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Residents enjoy being active in Baturyn and those that currently use these alleys as connections to walk and roll liked these enhancements

Vision and Guiding Principles

Aligns with the following principles:

- + 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

Design considerations and technical requirements

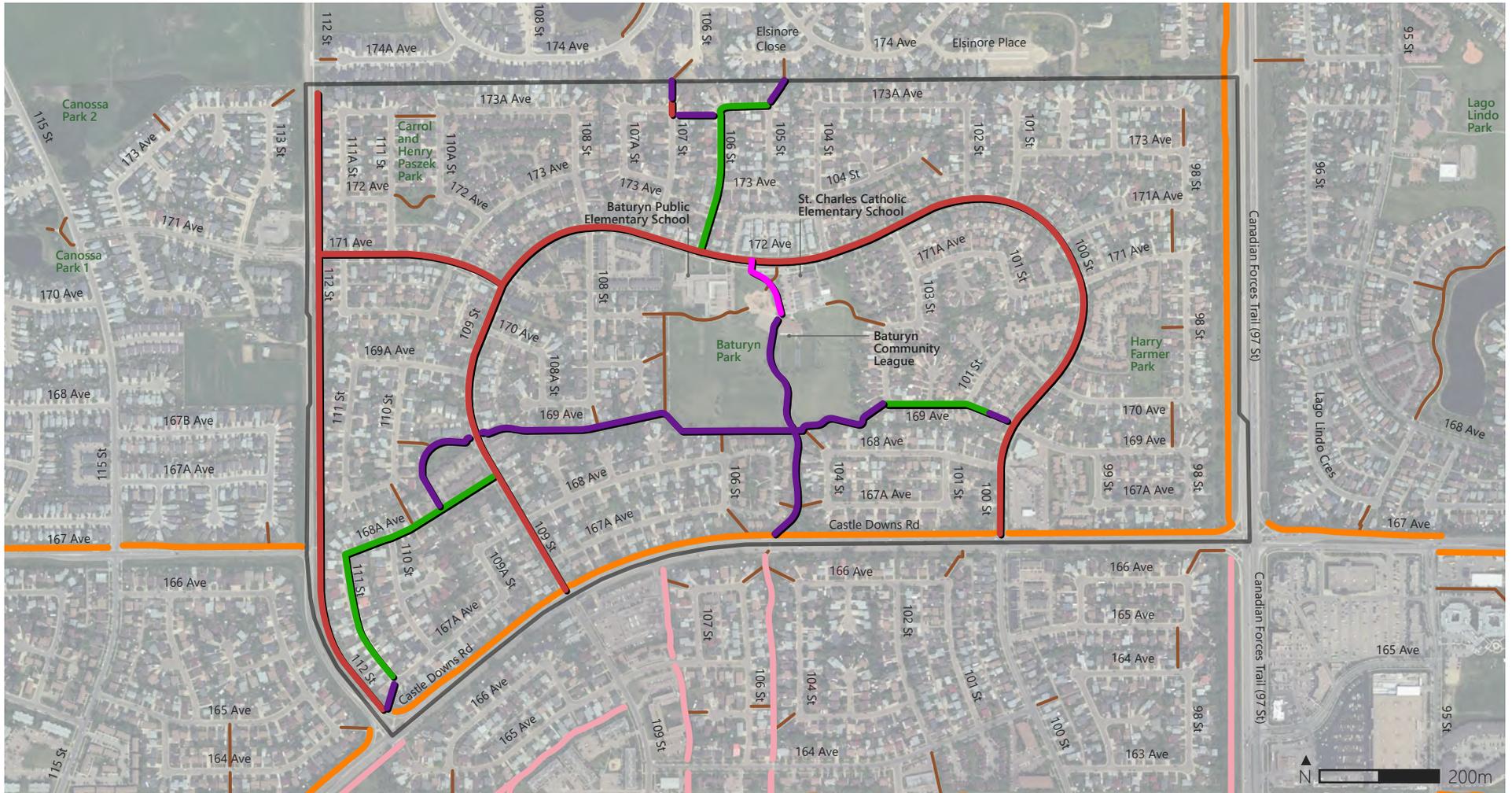
- + Power source for new lighting
- + Remove or adjust existing bollard
- + Bollards may be required at the ends of the pathway to ensure proper use
- + Potential impacts to snow clearing and garbage collection

City Policies and Programs

The design is informed by the following:

- + Access Design Guide – include access and use for people of all ages and abilities
- + Active Transportation Policy – improve and support active transportation

3.8 Bike routes



- Baturyn Neighbourhood boundary
- Existing breezeways
- Existing shared pathway
- Planned shared pathway
- Potential bike routes**
- Widen existing breezeway/pathway to a shared pathway
- New shared pathway
- New collector road shared pathway | internal loop road
- Add a shared road bike route to local residential road

171 Avenue | Shared pathway



- Existing sidewalk, 1.5 m/driveway access
- Widen existing sidewalk from 1.5 m to 3.0 m
- New curb extension
- Existing trees
- S New stop sign
- Existing all-way stop sign
- Existing yield sign

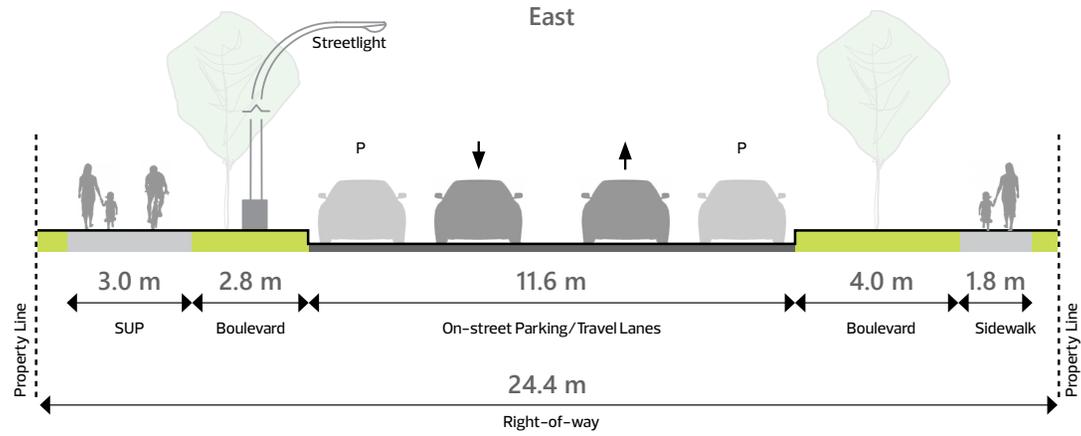
Design considerations and technical requirements

- + The 3.0 m wide shared pathway may need to be narrowed at some locations to avoid impacts to existing trees. Removing/replacing trees may be required at some locations

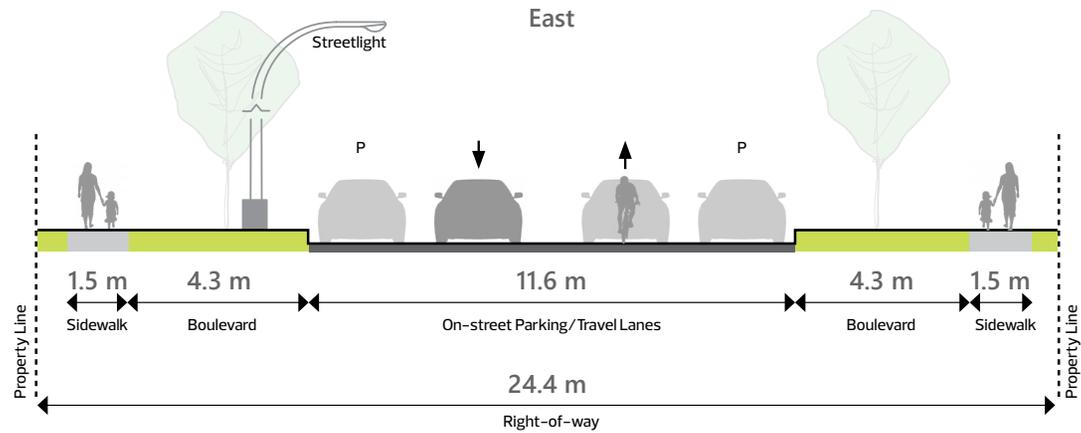
171 Avenue | Shared pathway | Cross section D



Cross section D: Proposed - 171 Avenue shared pathway



Cross section D: Existing - 171 Avenue



106 Street | Shared roadway bike route

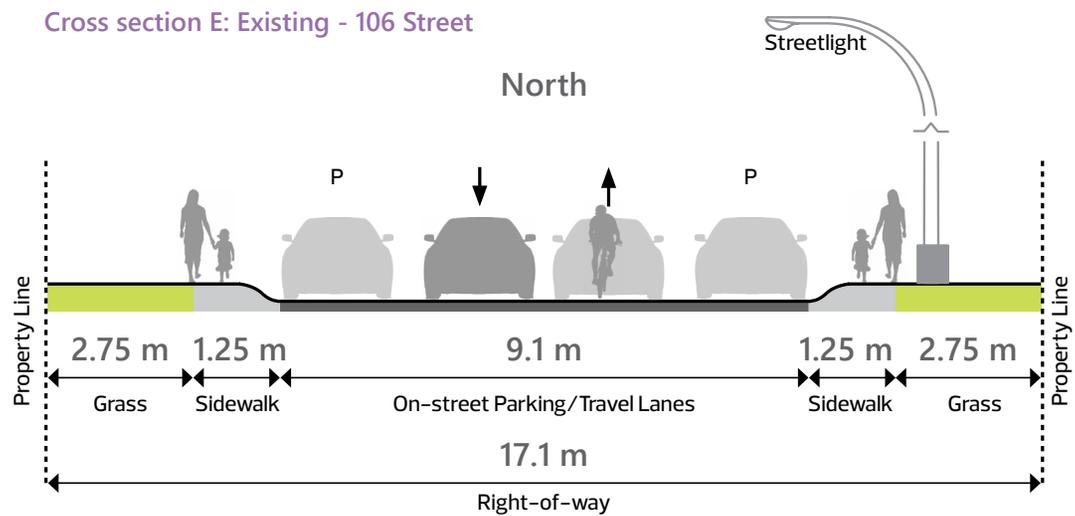
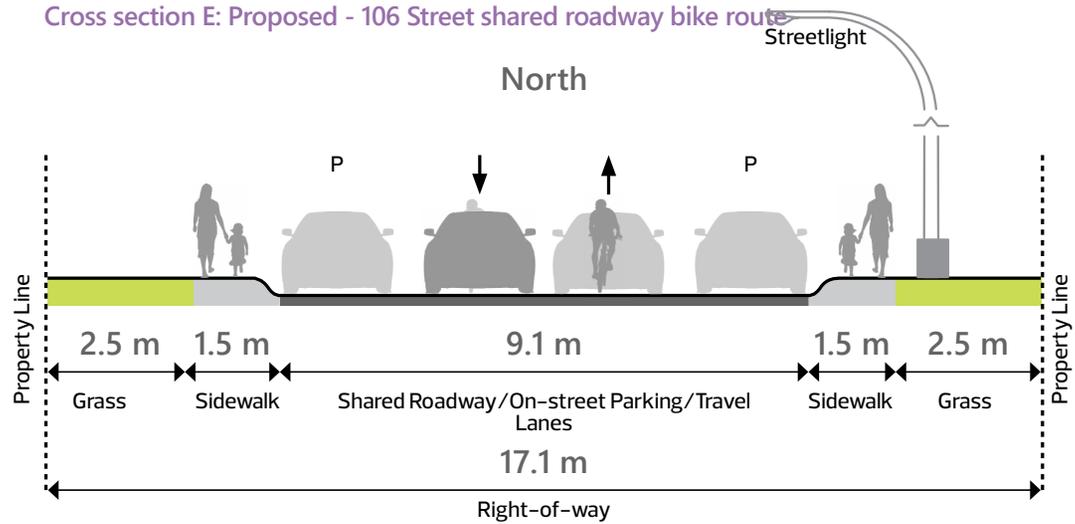


-  Widen existing sidewalk from 1.25 m to 1.5 m
-  Widen existing pathway from 1.5 m to 3.0 m
-  New curb extension
-  Replace existing 3.0 m wide pathway
-  New painted sharrows
-  Existing trees
-  Existing all-way stop sign

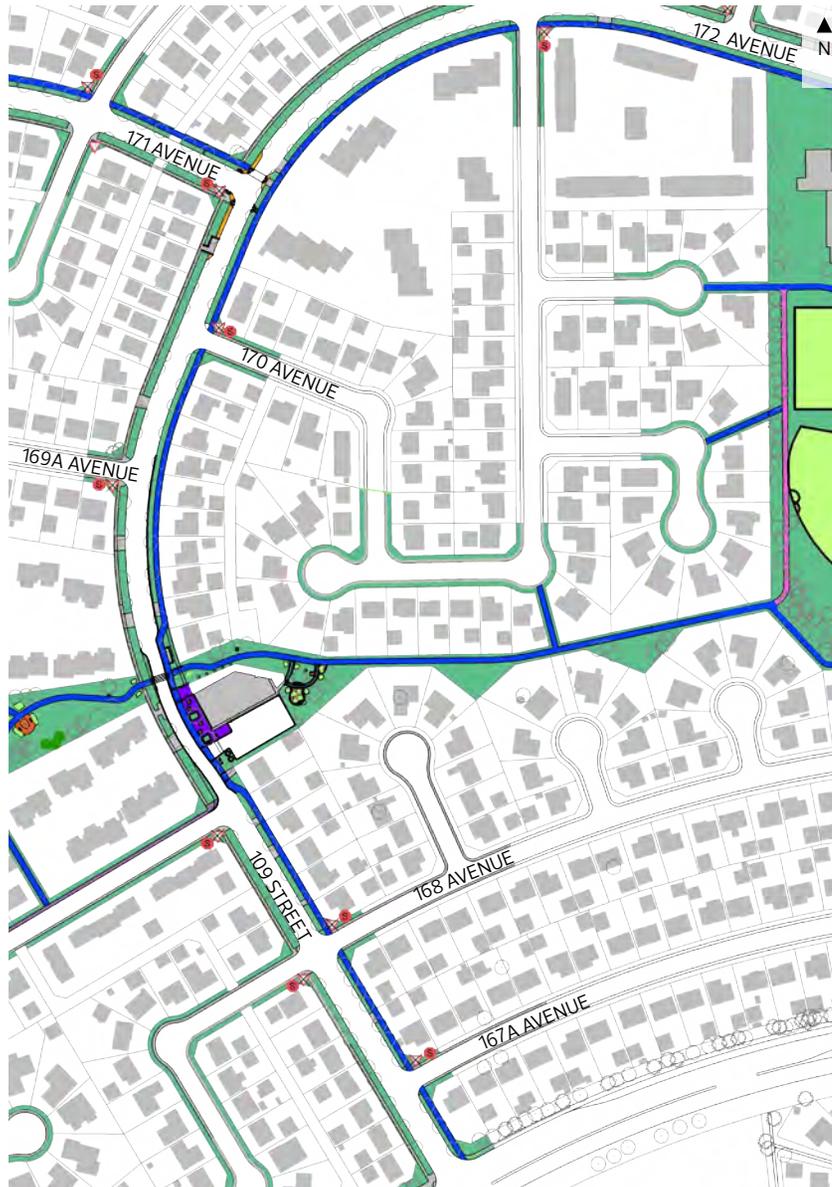
Design considerations and technical requirements

- + A shared roadway bike route was selected because it maintains on-street parking and there are appropriate traffic volumes and speeds
- + Signage and pavement markings to identify the shared roadway

106 Street | Shared roadway bike route | Cross section E



Internal loop road | Shared pathway | West portion



-  Widen existing sidewalk from 1.25 m to 1.5 m
-  Widen existing pathway/sidewalk from 1.5 m to 3.0 m
-  New curb extension
-  Existing trees
-  New stop sign

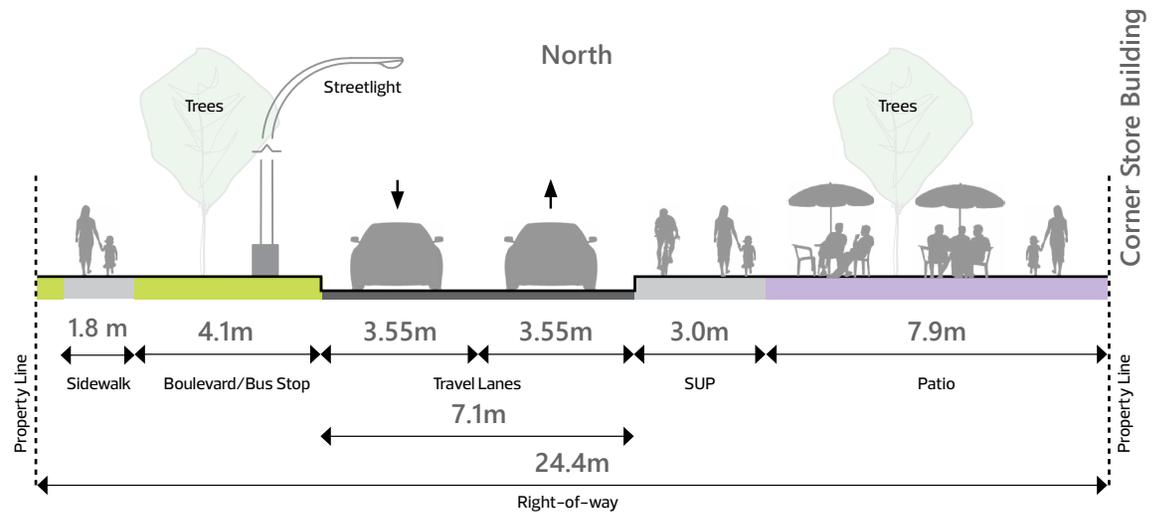
Design considerations and technical requirements

- + The distance between existing trees and the front face of existing sidewalks along this stretch of 109 Street (east side) ranges from 1.8 m to 2.5 m
- + A 3.0 m wide shared pathway may be feasible with minimal or no impacts to existing trees
- + A distance of 1.0 m or greater can be achieved from the front of the tree to the nearest edge of the proposed shared pathway for most of the shown route. Some locations could be as close as 0.8 m. Consultation and review with City Forestry will be required to determine what pathway widths and offsets can be achieved
- + The average caliper/size of existing trees along the east side of 109 Street is smaller than typically found in mature neighbourhoods

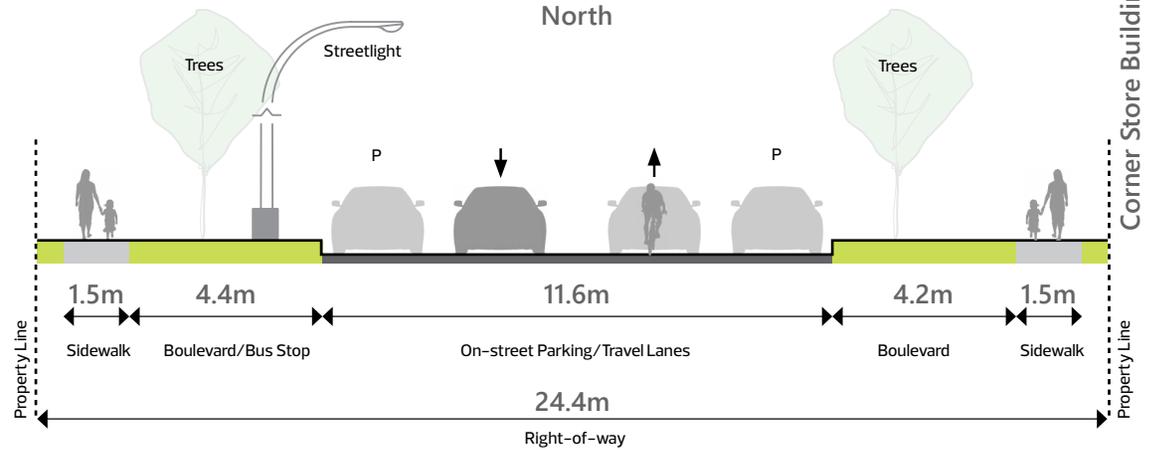
Internal loop road | Shared pathway | West portion | Cross section A (109 Street in front of the Corner Store)



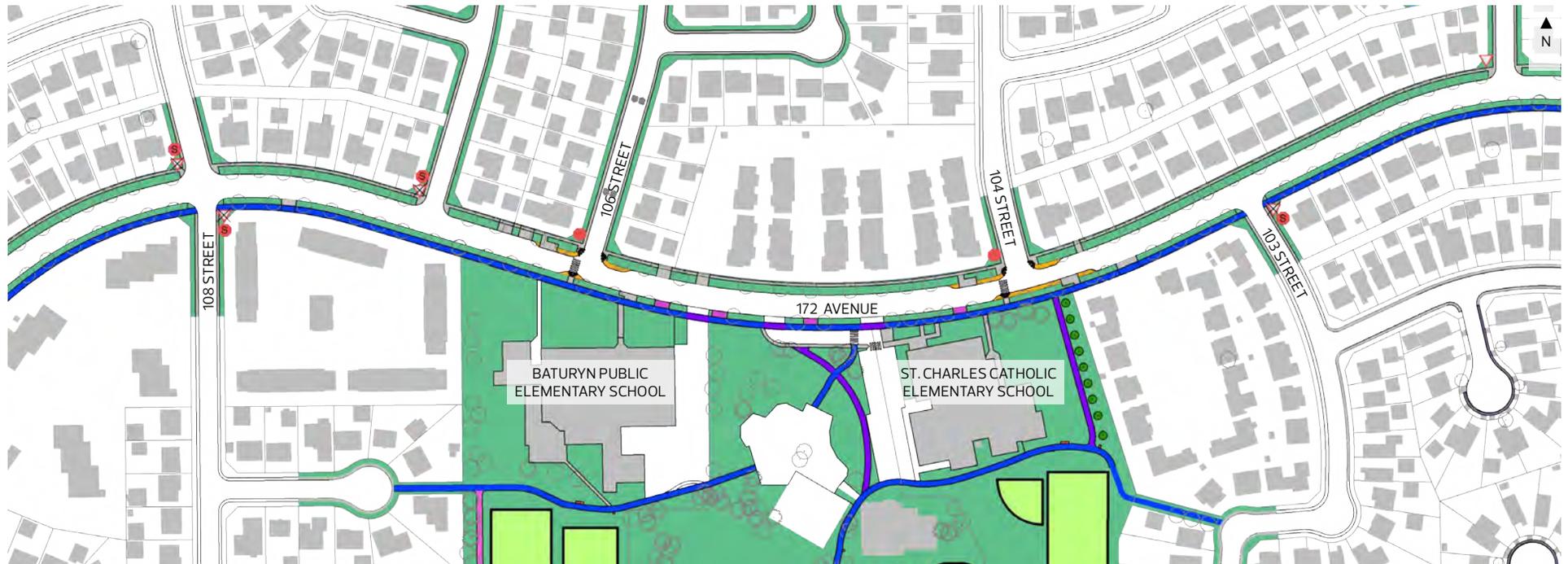
Cross section A: Proposed - 109 Street shared pathway in front of the Corner Store



Cross section A: Existing - 109 Street in front of the Corner Store



Internal loop road | Shared pathway | Central portion



- Widen existing sidewalk from 1.25 m to 1.5 m
- Widen existing pathway/sidewalk from 1.5 m to 3.0 m
- New pathway, 3.0 m
- New curb extension
- Existing trees
- S New stop sign
- S Existing stop sign

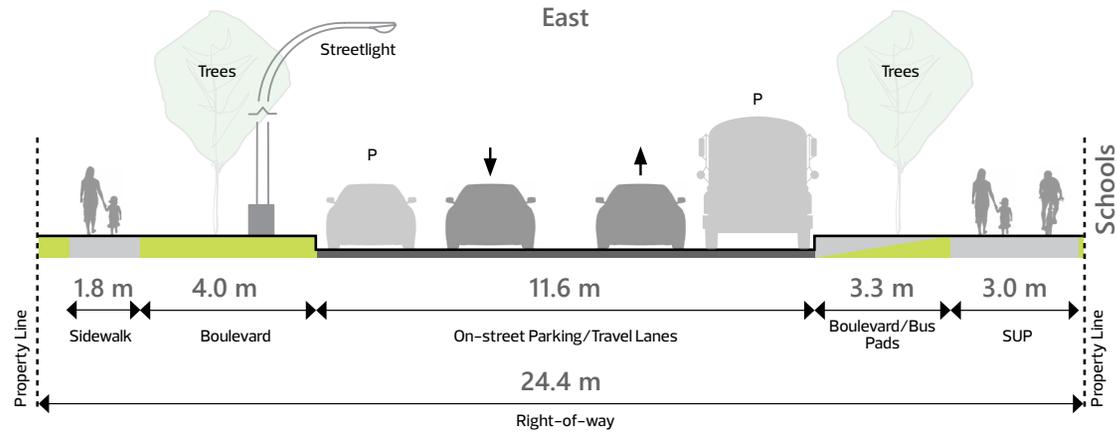
Design considerations and technical requirements

- + The distance between existing trees and the front face of existing sidewalks along this stretch of 172 Avenue (south side) ranges from 1.3 m to 1.9 m
- + A 3.0 m wide shared pathway along the south side of 172 Avenue to the east and west of the schools may not be feasible without significant impacts to existing trees or existing landscaping on private property. Other items to consider for further design:
 - Varying shared pathway widths (less than 3.0 m)
 - Selective tree removal
 - Removal of on-street parking if a curbside shared pathway is selected
- + The average caliper / size of existing trees along the south side of 172 Avenue is smaller than typically found in mature neighbourhoods

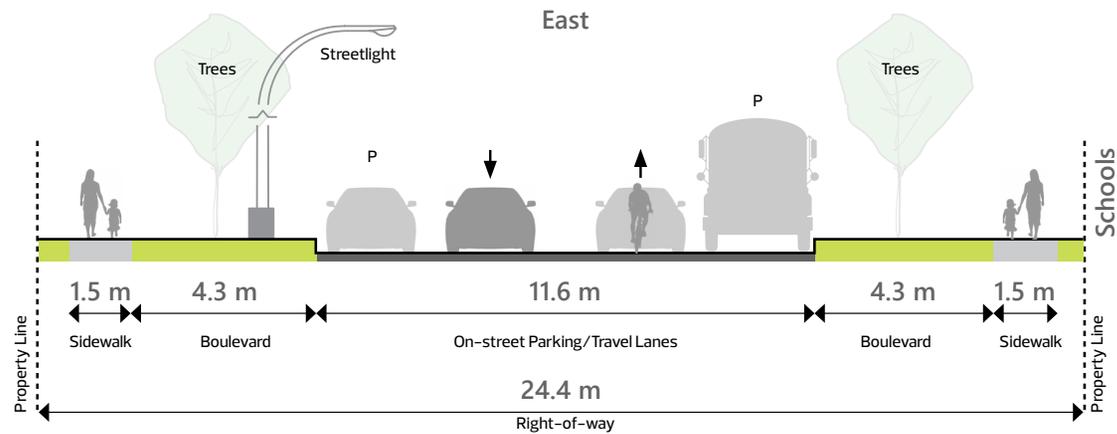
Internal loop road | Shared pathway | Central portion | Cross section B (172 Avenue in front of the Schools)



Cross section B: Proposed - 172 Avenue shared pathway in front of the Schools



Cross section B: Existing - 172 Avenue in front of the Schools



Internal loop road | Shared pathway | East portion

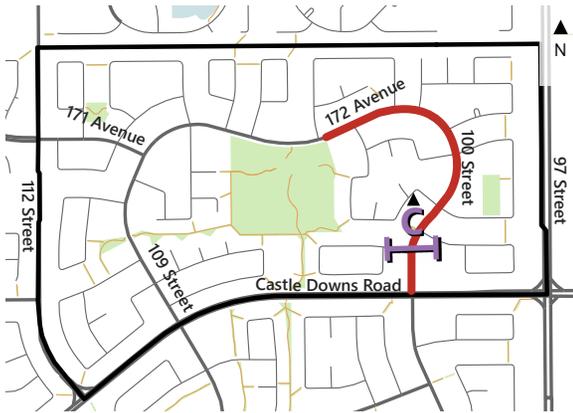


- Widen existing sidewalk from 1.25 m to 1.5 m
- Widen existing pathway/sidewalk from 1.5 m to 3.0 m
- New curb extension
- Existing trees
- S New stop sign

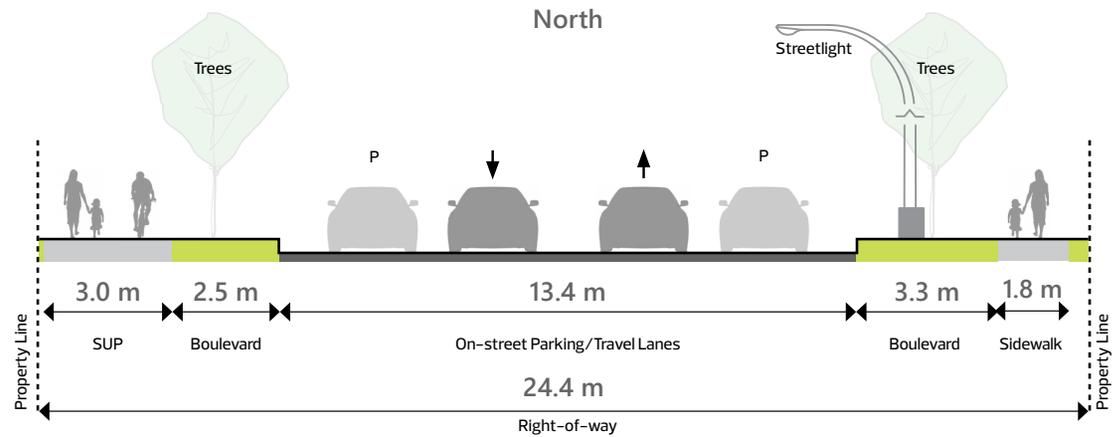
Design considerations and technical requirements

- + The distance between existing trees and the front face of existing sidewalks along this stretch of 100 Street (west side) ranges from 0.9 m to 1.5 m
- + A 3.0 m wide shared pathway along the west side of 100 Street may not be feasible without significant impacts to existing trees or existing landscaping on private property. Other items to consider for further design:
 - Varying shared pathway widths (less than 3.0 m)
 - Selective tree removal
 - Removal of on-street parking if a curbside shared pathway is selected
- + The average caliper /size of existing trees along west side of 100 Street is smaller than typically found in mature neighbourhoods

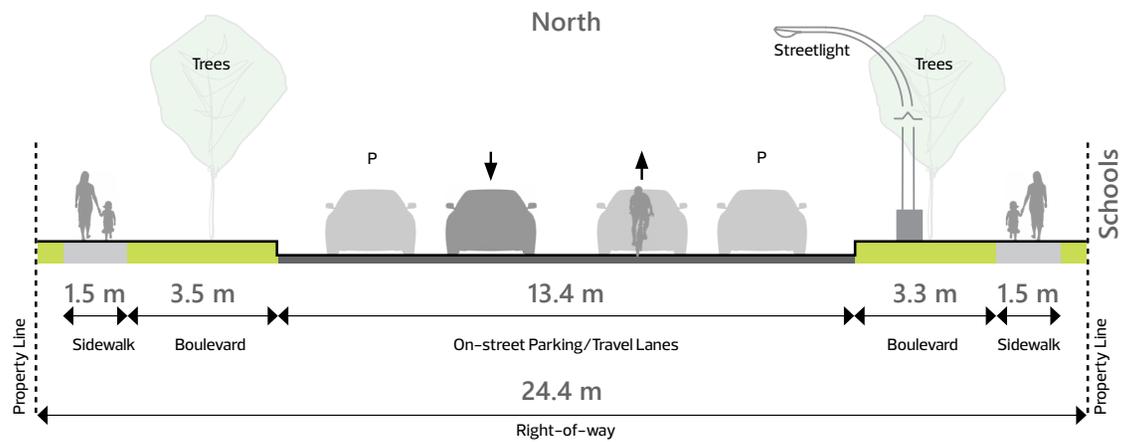
Internal loop road | Shared pathway | East portion | Cross section C (100 Street)



Cross section C: Proposed - 100 Street shared pathway



Cross section C: Existing - 100 Street



During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on the preferred improvements for bike routes. The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Residents appreciated that bike routes would make Baturyn safer for those who bike, especially children and youth
- + Residents indicated that they are most comfortable with the shared pathways for bike routes

Vision and Guiding Principles

- Aligns with the following principles:
- + 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
- Design considerations and technical requirements**
- + See individual bike route locations on the previous pages

City Policies and Programs

- The design is informed by the following:
- + Safe Mobility Strategy – support bike routes and facilities that reduce the instances of traffic fatalities and injury
 - + Access Design Guide – include access and use for people of all ages and abilities
 - + Edmonton Bike Plan – enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes
 - + Active Transportation Policy – utilize strategic improvements to support active transportation
 - + Corporate Tree Management Policy – ensure the orderly development and growth of the CoE Urban Forest through new plantings, replacement plantings and inventory from new development and capital programs in accordance with applicable bylaws, policies, approved strategies and plans

New shared pathway along the internal loop road (109 Street between 170 and 171 Avenues)



Figure 21. New shared pathway along the internal loop road (109 Street between 170 and 171 Avenues)

New shared pathway along the internal loop road (northeast corner of 109 Street and 170 Avenue)



Figure 22. New shared pathway along the internal loop road (northeast corner of 109 Street and 170 Avenue)

3.9 Redesign of roadway landscape features (173 and 171A Avenues)

173 Avenue

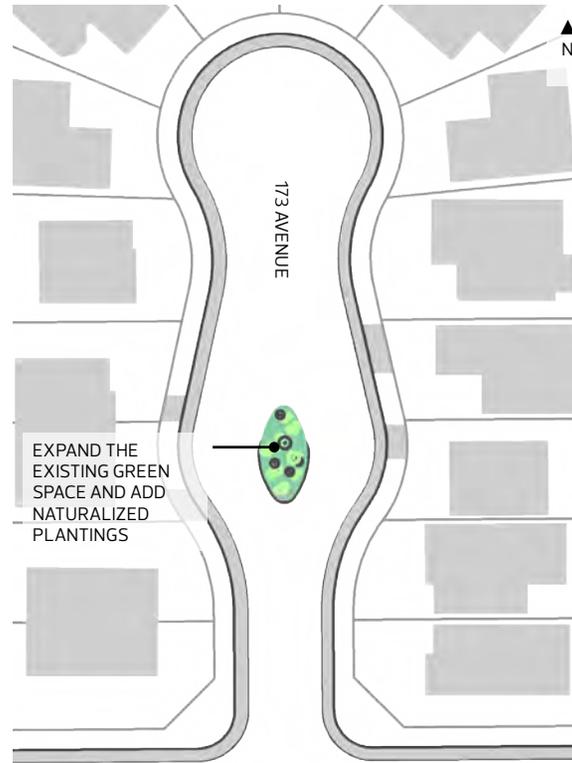


Key Map

Design considerations and technical requirements

- + New landscaping within the roadway island would be limited due to existing underground storm and sewer lines and manholes that require offsets for new landscaping
- + The City will be responsible for constructing the extension of existing private driveways to meet the new curb alignment
- + Relocation of one streetlight and fire hydrant may be needed

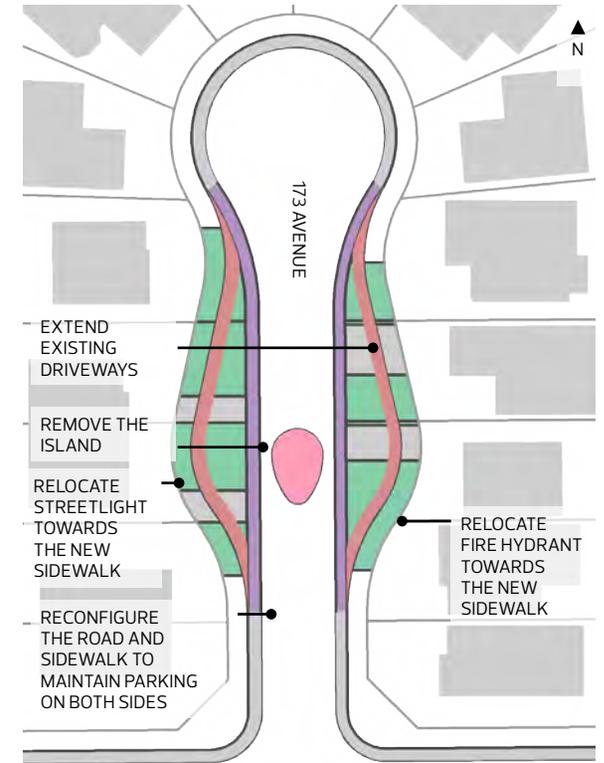
Option 1



173 AVENUE

- Widen existing sidewalk from 1.25 m to 1.5 m
- New sidewalk, 1.5 m
- Remove existing sidewalk

Option 2



173 AVENUE

Option 3 - No change

171A Avenue



Key Map

Design considerations and technical requirements

- + No specific technical considerations
- + The new sidewalk would likely not be cleared in the winter

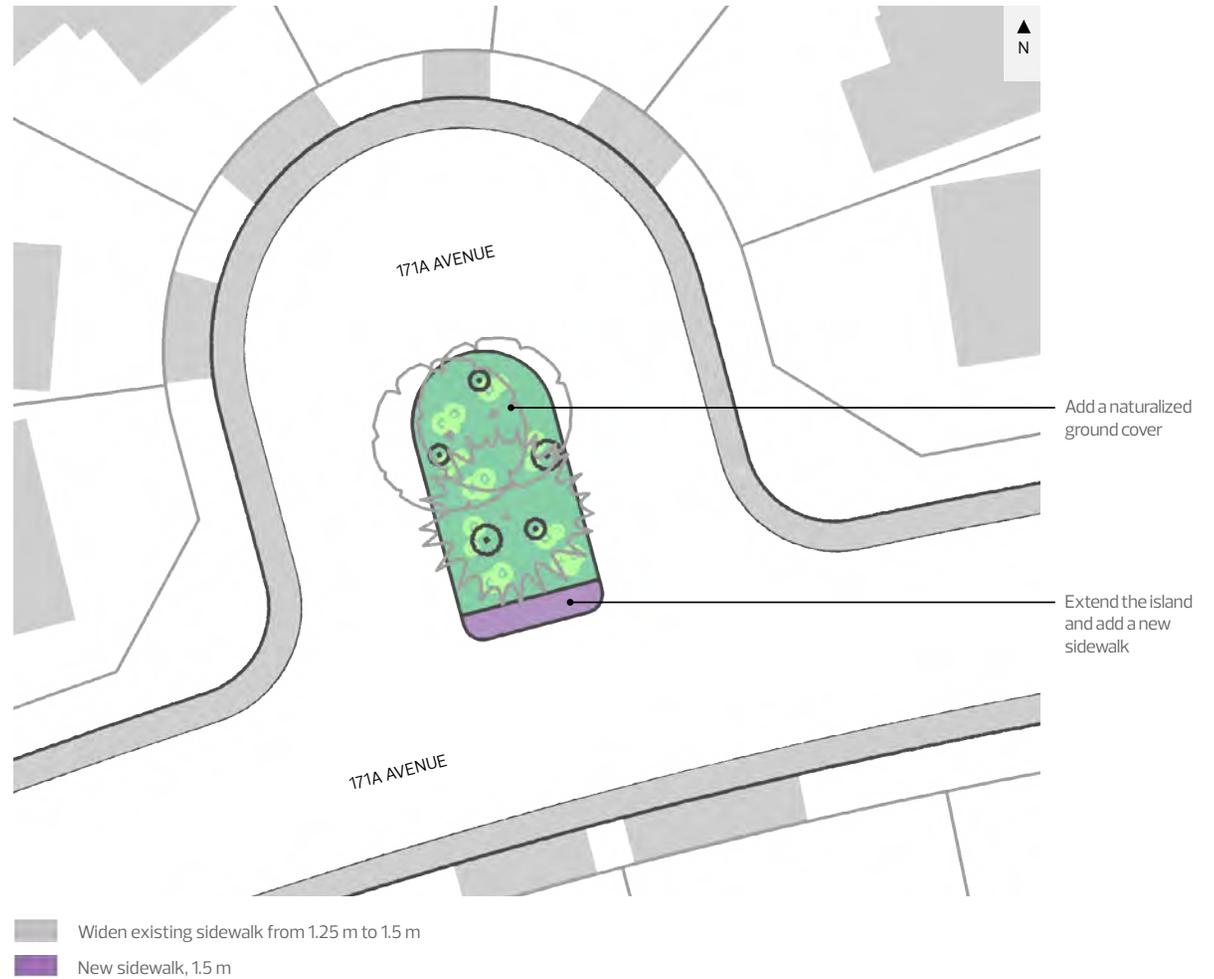


Figure 23. Redesign of roadway landscape features (171A Avenue)

During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on the preferred improvements for redesign of roadway landscape features. The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

173 Avenue

Residents of the 173 Avenue shared the following input regarding the potential change.

- + Overall response was 'prefer no change'
- + Residents do not want to be responsible for extra maintenance work

Vision and Guiding Principles

Aligns with the following principles:

- + Baturyn is a great place to walk and bike

Design considerations and technical requirements

- + See individual roadway landscape features on the previous pages

City Policies and Programs

The design is informed by the following:

- + Active Transportation Policy – improve and support active transportation
- + Access Design Guide – include access and use for people of all ages and abilities

Parks



- Baturyn Neighbourhood boundary
- Park/open space
- Existing breezeway
- Existing shared pathway
- Planned shared pathway
- Sports field/court/rink
- Playground
- Parks**
- 10. Baturyn Park
- 11. Carrol and Henry Paszek Park
- 12. Harry Farmer Park



3.10 Baturyn Park

What we propose

- + To add new pathways and widen existing pathways to make it easier for people who walk, bike and roll to move around the neighbourhood
- + To install new and upgrade existing lighting along pathways to improve user comfort
- + To upgrade the existing basketball court
- + To plant new trees and planting beds to add greenery to the neighbourhood
- + To realign the pathway south of the Baturyn Public Elementary School to avoid conflicts with the parking lot

-  Widen existing sidewalk from 1.25 m to 1.5 m
-  Widen existing pathway from 1.5 m to 3.0 m
-  New curb extension
-  New concrete pads for benches
-  New 3.0 m pathway
-  Widen existing pathway - subject to feasibility
-  Existing sports field
-  Existing trees
-  New planting bed
-  New trees
-  Basketball court upgrade
-  Potential picnic shelter (community-led)



Figure 24. Baturyn Park - plan view



Figure 25. Baturyn Park - overhead view

Edible fruit bearing trees and shrubs

Pin Cherry (*Prunus pennsylvanica*)



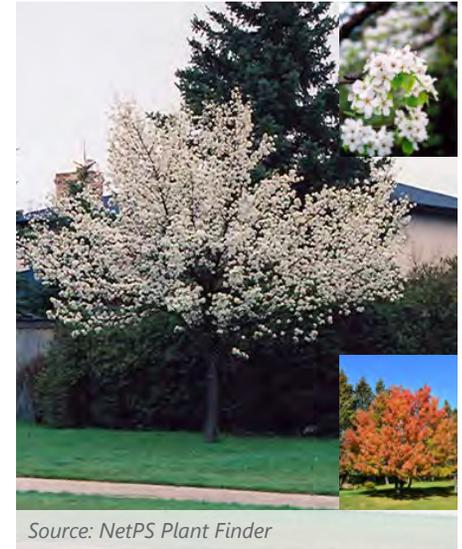
Goodland Apple (*Malus 'Goodland'*)



Evans Cherry (*Prunus cerasus 'Evans'*)



Ure Pear (*Pyrus 'Ure'*)



Highbush Cranberry (*Viburnum trilobum*)



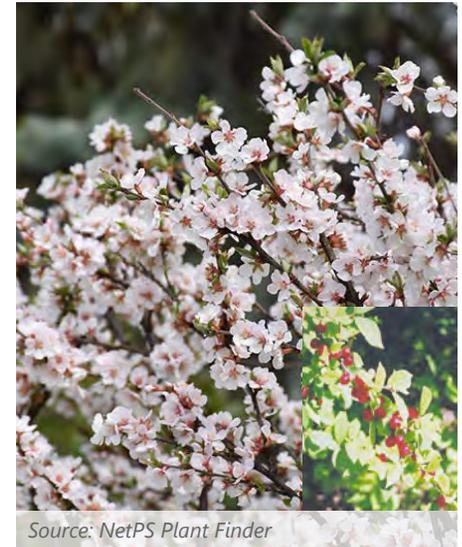
Borealis Honeyberry/Haskap (*Lonicera caerulea 'Borealis'*)



Regent Saskatoon (*Amelanchier alnifolia*)



Nanking Cherry (*Prunus tomentosa*)



During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on the preferred improvements for Baturyn Park. The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Residents appreciate the additional amenities, especially lighting to increase the sense of safety and waste bins to reduce litter
- + Residents were interested in additional plantings, fruit bearing trees and shrubs
- + Residents and school representatives expressed concern with the potential maintenance needs of new planting beds and fruit bearing trees
- + School representatives expressed concerns with new trees impacting sightlines into the playground
- + Kid-friendly sidewalk imprints and games were generally supported by residents and school representatives, as long as they are maintained

Vision and Guiding Principles

Aligns with the following 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 many family and kid-friendly spaces and amenities for people of all ages and abilities to enjoy

Design considerations and technical requirements

- + The existing 1.5 m wide north-south pathway along the west side of Baturyn Park does not meet the City's zone of safety (6.0 m buffer) from existing sports fields. Widening this pathway segment to 3.0 m would require a detailed survey to identify the extents of existing sports fields and locations of trees. A design exception from the City's zone of safety buffer may be required to widen the pathway to 3.0 m or a resizing of the sports fields

City Policies and Programs

The design is informed by the following:

- + Access Design Guide – support access and use for people of all ages and abilities
- + BREATHE – Green Network Strategy – promote an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + Corporate Tree Policy – reduce impacts to trees
- + Winter Design Guide – support year round use through lighting

3.11 Carrol and Henry Paszek Park

What we propose

- + To add a new pathway and widen an existing pathway to make it easier for people who walk and roll to move around the neighbourhood
- + To install new and upgrade existing lighting along pathways to improve user comfort
- + To add a new seating area to encourage neighbours to gather and meet one another
- + To add new concrete pads under existing picnic tables and a new accessible picnic table
- + To change the curbside sidewalk along 111A Street to a separate sidewalk and boulevard trees
- + To provide new planting beds to add greenery to the neighbourhood

-  Widen existing sidewalk from 1.25 m to 1.5 m
-  New pathway 1.8 m/sidewalk 1.8 m
-  Widen existing pathway from 1.0 m to 1.8 m
-  New concrete pads for benches/picnic tables
-  Existing trees
-  New trees
-  New light
-  Relocate existing light
-  Relocate existing waste bin
-  Existing picnic table
-  New accessible picnic table
-  New planting bed
-  Replace existing bollards (a bollard is a short post used to prevent vehicles from entering an area)





Figure 26. Carrol and Henry Paszek Park - overhead view



Figure 27. Carrol and Henry Paszek Park - ground view

During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on the preferred improvements for Carrol and Henry Paszek Park. The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Overall, residents appreciated this park as is but were interested in seeing some enhancements
- + Residents appreciate the additional amenities, especially lighting to increase the sense of safety and waste bins to reduce litter

Vision and Guiding Principles

- Aligns with the following 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

Design considerations and technical requirements

- + Confirm final pathway alignment based on tree location (existing tree locations need to be identified through a site survey)

City Policies and Programs

- The design is informed by the following:
- + Access Design Guide – support access and use for people of all ages and abilities
 - + BREATHE – Green Network Strategy – promote an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
 - + Corporate Tree Policy – reduce impacts to trees
 - + Winter Design Guide – support year round use through lighting

3.12 Harry Farmer Park

What we propose

- + To add a new pathway and widen an existing pathway to make it easier for people who walk and roll to move around the neighbourhood
- + To install new and upgrade existing lighting along pathways to improve user comfort
- + To install new waste bins to help keep the neighbourhood clean
- + To add a new seating areas with benches to encourage neighbours to gather and meet one another
- + To add a new fruit forest with fruit bearing trees and shrubs with interpretive signage to provide the neighbourhood with an additional amenity
- + To create the opportunity for community-led public art with a music theme
- + To replace the existing curbside sidewalk in front of the park with a separate sidewalk and plant new trees in the grassed boulevard

-  Existing sidewalk to remain
-  New minimum 1.8 m pathway (widen as feasible to avoid tree and topography impacts)
-  Widen existing pathway from 1.0 m to 1.8 m
-  Convert existing curbside sidewalk (1.5 m) to a separate sidewalk (1.8 m)
-  New concrete pads for benches
-  New fruit forest (City-led) with fruit bearing trees and shrubs with interpretive signage
-  New trees
-  Existing trees
-  New waste bin
-  New light
-  Renew existing lighting

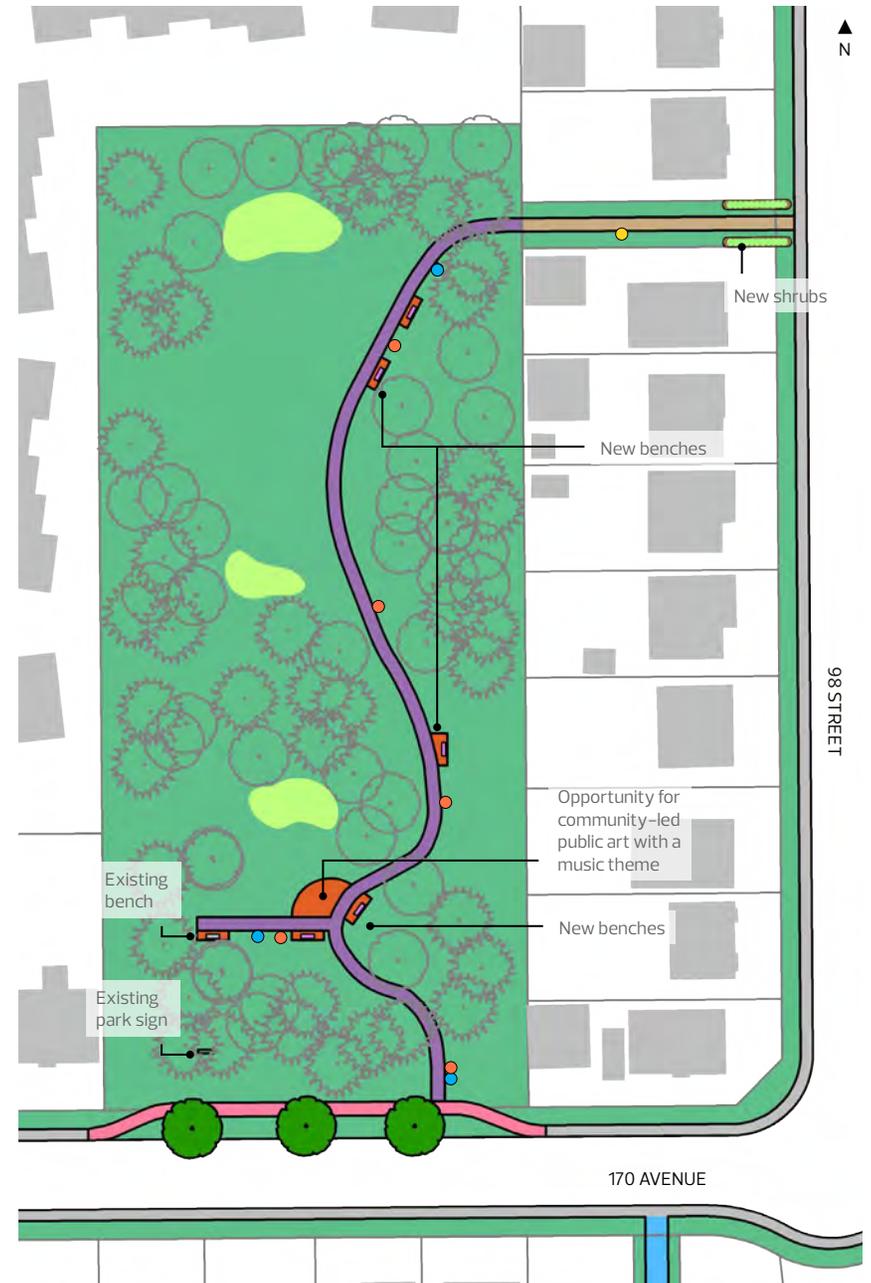




Figure 28. Harry Farmer Park - overhead view



New minimum 1.8 m pathway (widened as feasible to avoid tree and topography impacts)

New fruit forest with fruit bearing trees and shrubs and interpretive signage

Opportunity for community-led public art with a music theme

New bench

Figure 29. Harry Farmer Park - ground view

During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on the preferred improvements for Harry Farmer Park. The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Most residents would like to see a simple design for this park, including additional amenities and connecting pathways
- + Some residents are unsure if the community-led garden would be used and expressed concern that it may not be adequately maintained
- + Residents also expressed concern about the maintenance and clean up of fruit bearing trees and shrubs
- + Some residents expressed concern with the enhancement to an off-leash dog park. Many residents like the addition of a dog park, but do not think that Harry Farmer Park would be the best location and suggested Baturyn Park as an alternative; possibly inside one of the ice rinks
- + There was minimal support from residents for bike bumps that could provide a fun activity for children and youth

Vision and Guiding Principles

Aligns with the following 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

Design considerations and technical requirements

- + Power source for new lighting
- + A new separate sidewalk along 170 Avenue should be located behind the existing fire hydrant
- + Site grading will be required for the new separate sidewalk and existing grades in the park will influence the placement and width of the new pathway

City Policies and Programs

The design is informed by the following:

- + Access Design Guide – support access and use for people of all ages and abilities
- + BREATHE – Green Network Strategy – promote an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + Corporate Tree Policy – reduce impacts to trees
- + Winter Design Guide – support year round use through lighting

Placemaking



- Baturyn Neighbourhood boundary
- Park/open space
- Existing breezeway
- Existing shared pathway
- Planned shared pathway
- Sports field/court/rink
- Playground

Placemaking

- 13. Seating areas
- 14. Corner Store Program site
- 15. Sidewalk connection to commercial area at 100 Street and Castle Downs Road
- 16. Community-led fence murals
- 17. Community-led Castle Downs sign
- 18. Community-led utility box public art wraps (not on map)

3.13 Seating areas

What we propose

- + To add new seating areas with benches to create places for people to rest and connect with their neighbours
- + To add new/updated lights to enhance sightlines and the feeling of safety for people who walk or roll when it is dark
- + To add new waste bins to help keep the community clean
- + To add new planting beds to help beautify the area
- + At location 1: To add a community-led bulletin board to provide spaces for community messaging

During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on the preferred improvements for seating areas. The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Seating areas would be well-used and appreciated by people of all ages and abilities, particularly seniors
- + Many residents are in favour of including additional lighting to improve visibility
- + A number of residents believed that new seating areas would create welcoming spaces for people to sit, rest and meet with neighbours
- + Kid-friendly sidewalk imprints and games were generally supported by residents, as long as they are maintained

Vision and Guiding Principles

Aligns with the following 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 many family and kid-friendly spaces and amenities for people of all ages and abilities to enjoy

Design considerations and technical requirements

- + Benches should be installed on concrete pads
- + Maintenance considerations of the community-led bulletin board
- + Design consideration of existing manholes within seating area location 1

Elements that have been modified since the Exploring Options and Tradeoffs stage:

- + Some residents indicated that the seating areas near private properties and busy roadways may not be used. The Draft Design removes a seating area on the corner of 100 Street and 169 Avenue and moves other seating areas away from private properties

City Policies and Programs

The design is informed by the following:

- + Access Design Guide – include access and use for people of all ages and abilities
- + BREATHE – Green Network Strategy – promote an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + Winter Design Guide – support year round use through lighting and enliven the winterscape through the use of colour

Location 1



Key Map

Winter Design Considerations

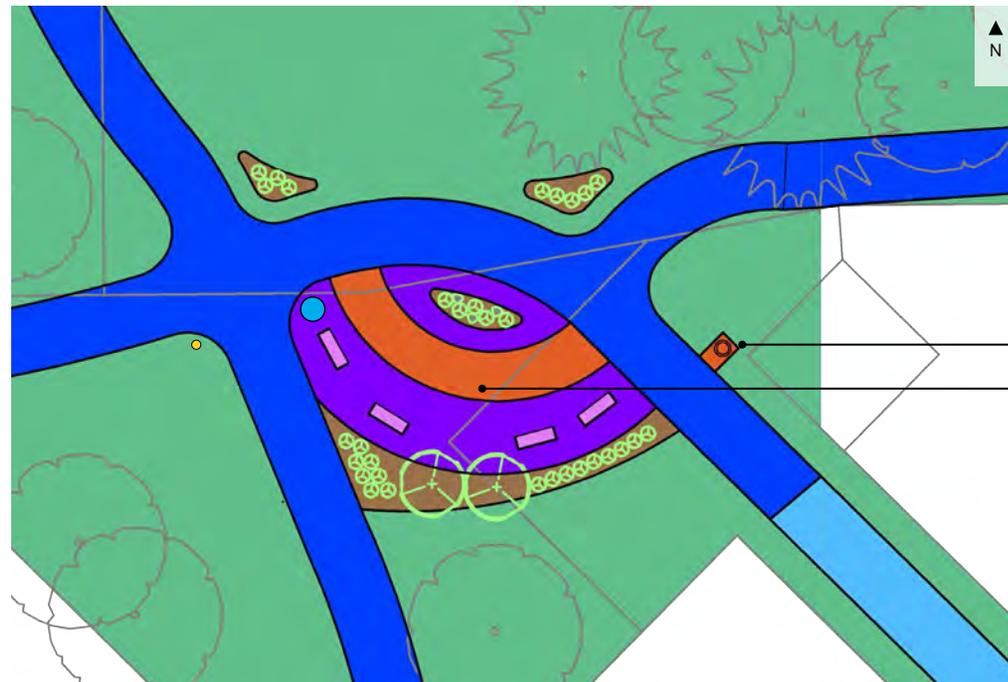
- + Plant Red Osier Dogwood shrubs to add visual interest during the winter months
- + Use wood materials on seating surfaces



Source: Provenwinners.com



Source: Maglin.com



New waste bin
 Pattern for kid-friendly games

- Widen existing sidewalk from 1.25 m to 1.5 m
- Widen existing pathway from 1.5 m to 3.0 m
- Decorative pavers 1
- Decorative pavers 2
- Replace existing 3.0 m wide breezeway walk surface
- Existing trees
- New tree
- Potential bulletin board (community-led)
- Replace/Relocate existing light
- New bench
- New planting bed

Location 1



Figure 30. Seating area location 1 - overhead view

Location 1



Figure 31. Seating area location 1 - ground view

Location 2



- Widen existing pathway from 1.5 m to 3.0 m
- New concrete pad for benches
- New bench
- Existing trees
- New light
- Replace/relocate existing light
- New fruit bearing shrubs

Key Map

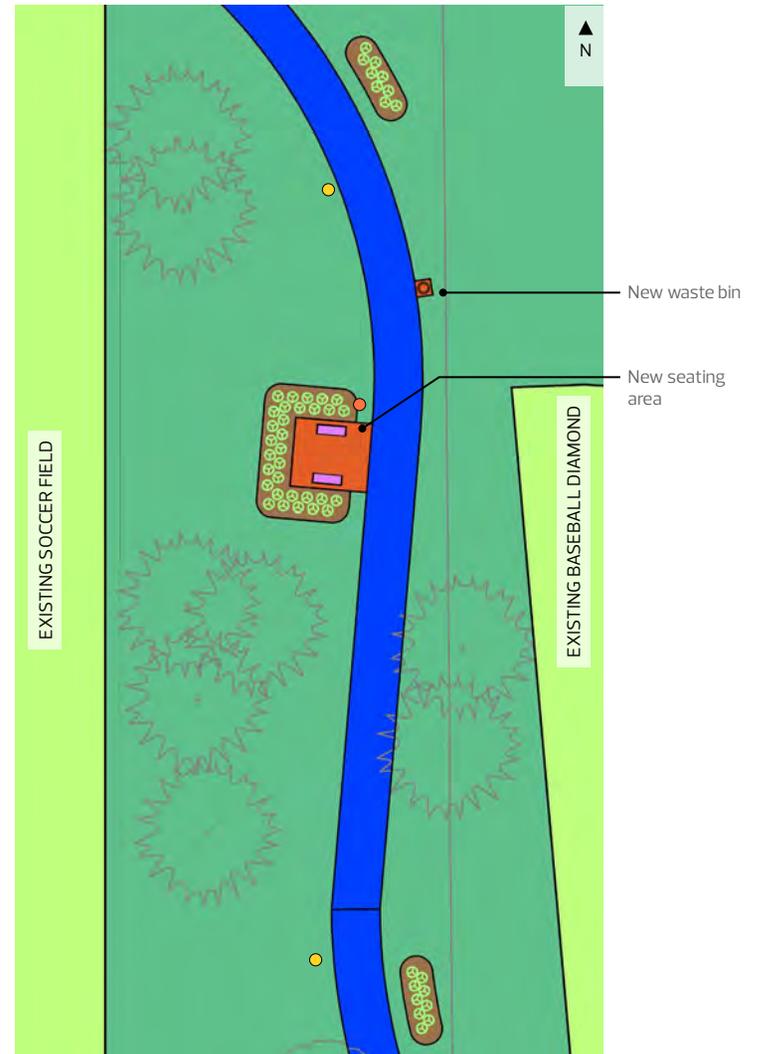
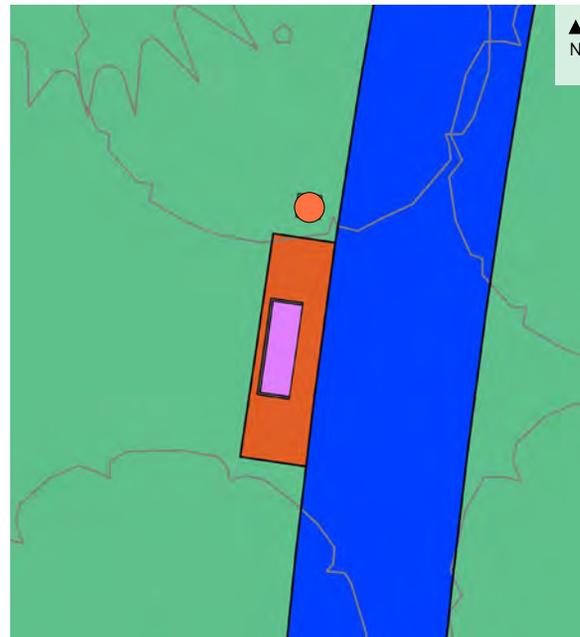


Figure 32. Seating area location 2 - ground view

Location 3



Key Map

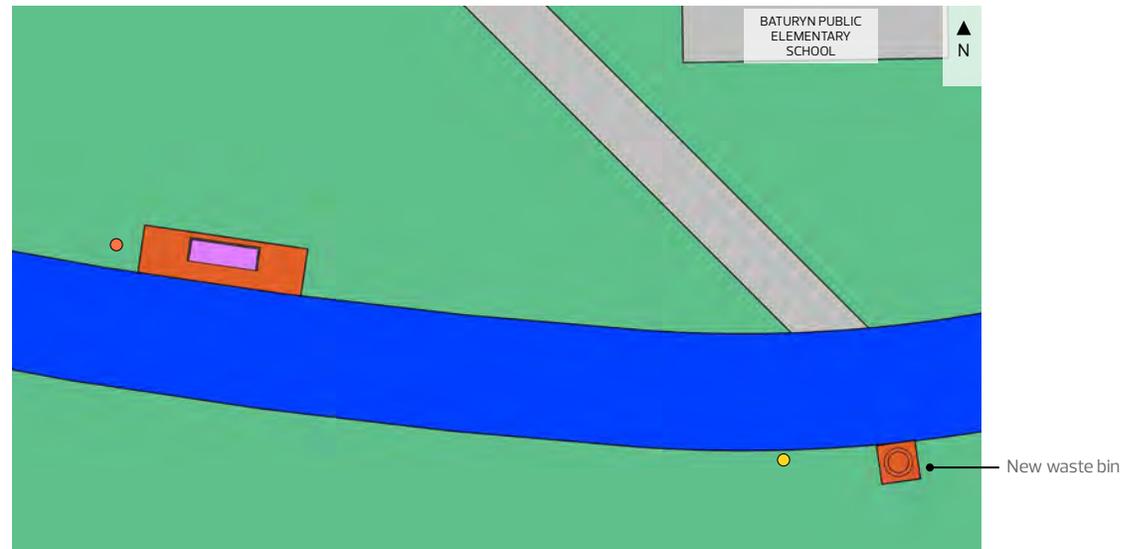


-  Widen existing pathway from 1.5 m to 3.0 m
-  New concrete pad for bench
-  Existing trees
-  New bench
-  New light

Seating areas: Location 4



Key Map

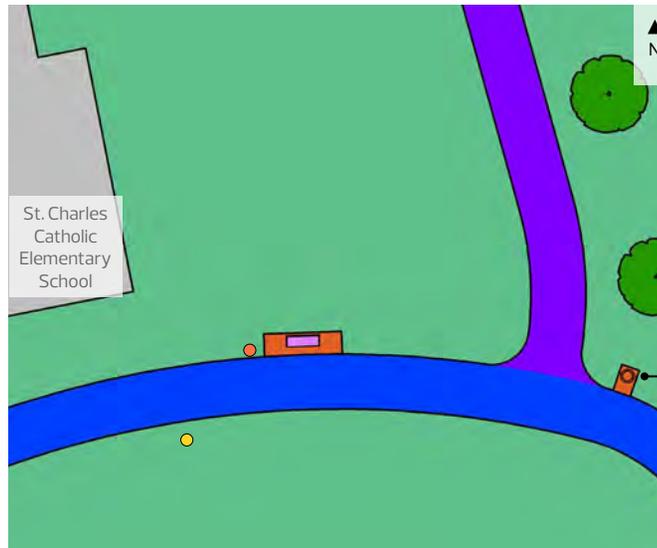


- Widen existing sidewalk from 1.25 m to 1.5 m
- Widen existing pathway from 1.5 m to 3.0 m
- New concrete pad for bench
- New bench
- New light
- Replace/relocate existing light

Location 5



Key Map



- Widen existing pathway from 1.5 m to 3.0 m
- New pathway, 3.0 m
- New concrete pad for bench
- New light
- Replace/relocate existing light
- New bench
- New trees

New waste bin

Location 6



Key Map



- Widen existing sidewalk from 1.25 m to 1.5 m
- Widen existing pathway from 1.5 m to 3.0 m
- New concrete pad for benches
- Existing trees
- Replace/relocate existing light
- New bench
- New planting bed

Location 6



Figure 33. Seating area location 6 - ground view 2 in summer

Location 6



Figure 34. Seating area location 6 - ground view 1 in winter

3.14 Corner Store Program site

What we propose

- + To add hard surfacing in front of the store to provide additional seating and amenities
- + To add a new curb extension beginning at the pathway crossing 109 Street that extends the full length of the storefront to allow for additional public realm and increased safety at the crossing
- + To maintain existing trees
- + To remove parking along both sides of the street
- + To add a new seating area with naturalized landscaping and boulders
- + To narrow the road to help slow traffic (buses will stop in the traffic lane)

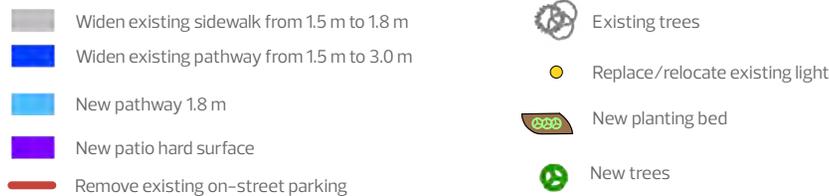




Figure 35. Corner Store Program site - ground view of new patio space



Figure 36. Corner Store Program site - overhead view of new patio space



Figure 37. Corner Store Program site - ground view of the back area



Figure 38. Corner Store Program site - ground view of the back area 1



Figure 39. Corner Store Program site - overhead view of the back area

During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on the preferred improvements for the Corner Store Program site. The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Business owners expressed a desire to maintain existing trees along the road, and they also expressed that the trees in open spaces require maintenance to improve sightlines
- + The addition of art would beautify the business area
- + Business owners would appreciate more lighting to make the area feel safer
- + Additional greenery would be appreciated by a number of residents and business owners
- + Some residents are concerned about the ongoing maintenance of the planting beds
- + Kid-friendly sidewalk imprints and games were generally supported by residents, as long as they are maintained

Vision and Guiding Principles

Aligns with the following principles:

- + 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

Design considerations and technical requirements

- + Trim existing coniferous trees (to a height of 1.8 m from the ground) to improve sightlines through the green space and enhance the safety of users
- + Ensure that the new columnar trees are sufficiently offset from the shared pathway at maturity
- + Confirm Molok placement, design, and waste management truck route with the supplier
- + Confirm the location of the east bus stop with ETS

Elements that have been modified since the Exploring Options and Tradeoffs stage:

- + Some residents were unsure about the previously proposed raised platform as they felt it may not be used and they would prefer to keep the area as a park space. The Draft Design proposes a seating area with naturalized landscaping and boulders instead of the raised platform
- + Removing parking would be a loss to both residents and business owners. However, the Draft Design proposes to remove on-street parking to maintain existing trees

City Policies and Programs

The design is informed by the following:

- + Access Design Guide – support access and use for people of all ages and abilities
- + BREATHE – Green Network Strategy – promote an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + Complete Streets Design and Construction Standards – streets are vibrant and attractive people places in all seasons to contribute to an improved quality of life
- + Corporate Tree Policy – reduce impacts to trees
- + Winter Design Guide – support year round use through lighting

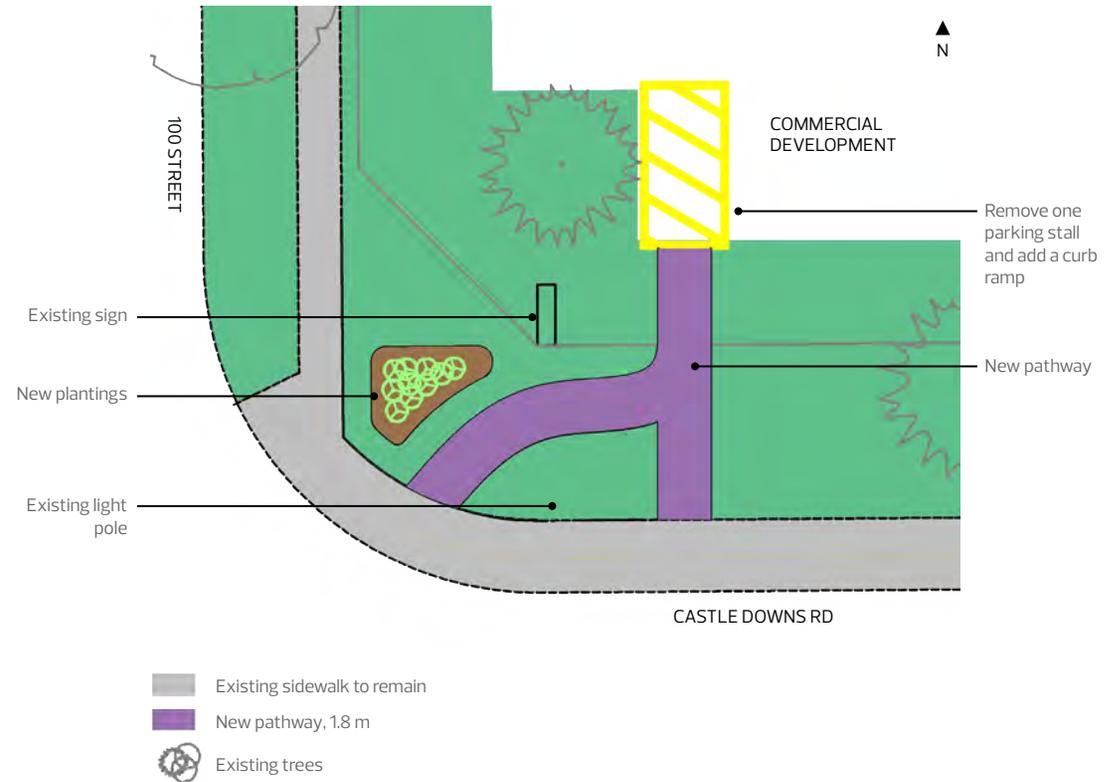
3.15 Sidewalk connection to commercial area at 100 Street and Castle Downs Road



Key Map

What we propose

- + To add a new pathway connecting the Castle Downs Road shared pathway into the commercial development on the northwest corner of Castle Downs Road and 100 Street
- + To provide new plantings to add greenery to the neighbourhood
- + To add a curb ramp to transition from the pathway into the commercial development parking lot



During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on the preferred improvements for the sidewalk connection to the commercial area on the corner of 100 Street and Castle Downs Road. The following summarizes how the Project Team arrived at the proposed draft design.

What we considered

What we heard

- + Pathway improvements were generally liked by residents
- + Residents were concerned about additional snow clearing and maintenance responsibilities for adjacent property owners

Vision and Guiding Principles

- Aligns with the following principles:
- + 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

Design considerations and technical requirements

- + Landowner approval required
- + An Environmental Review identified the commercial parcel as a 'Medium Concern' regarding contamination from a previous gas station

City Policies and Programs

- The design is informed by the following:
- + Access Design Guide – include access and use for people of all ages and abilities

Community-led projects

What is a community-led project?

- + A community-led project is carried out by a group of neighbourhood members. This group creates a vision for the project, a schedule and a budget. These projects can occur on or in public or private land and facilities. These projects can lead to programming or infrastructure
- + City of Edmonton Neighbourhood Resource Coordinators (NRC) support communities through the Park and Facility Development Process on projects such as park enhancements and murals. NRCs can also support the animation of open space parkland by providing Parkland Licenses for events and other activities

How are community-led projects paid for?

- + Community-led projects are fundraised by the community. The City of Edmonton has a number of grants to help contribute to community projects. Other organizations have grants available for community projects as well, such as the Government of Alberta and Edmonton Community Foundation. Other partnerships with businesses or associations can also fund community projects

How do we get started in Baturyn?

- + Interested residents can contact their Neighbourhood Resource Coordinator or the Baturyn Neighbourhood Renewal Project Manager by calling 311 or visiting www.edmonton.ca. Together, we can set up a first meeting with Baturyn residents to discuss the process

What we heard during the Exploring Options and Tradeoffs stage for the project

- + Further exploring community-led opportunities was generally supported by residents



3.16 Community-led fence murals



Key Map



Existing condition: Looking west along the breezeway west of Baturyn Park



Existing condition: Looking east along the breezeway west of Baturyn Park

Potential improvements

- + Community-led murals along the backs of fences of breezeways from Baturyn Park
- + Possibility to involve students of the Baturyn Elementary Public School and St. Charles Elementary Catholic School

What we heard

- + Residents indicated that it would be important to work with nearby property owners to ensure they have input into the design and maintenance of the murals
- + Residents liked the potential of adding art and colour into the neighbourhood to make it more visually appealing overall

Considerations

- + The community and property owners would be responsible for maintenance
- + Murals will need to be maintained over time as the paint fades
- + Property owners may decide to replace their fence over time



Source: Pinterest

3.17 Community-led Castle Downs sign



Key Map



Existing condition: Northwest corner of 97 Street and Castle Downs Road



Existing condition: Northwest corner of 97 Street and Castle Downs Road

Potential improvements

- + Community-led upgrades to the sign
- + Replace lights

What we heard

- + Since the entrance signage would benefit many communities within Castle Downs, residents wanted to know if other neighbourhoods would help pursue this project

Technical considerations

- + The Castle Downs sign is on private property and owned by a developer. The community would need to discuss fixing the sign with the developer
- + The old sign could be removed and a new sign could be built on public lands. However, this might be a long process and would require a maintenance agreement with the community

3.18 Community-led utility box public art wraps

Potential improvements

- + Wrap existing utility boxes throughout the neighbourhood with community-led public art wraps

What we heard

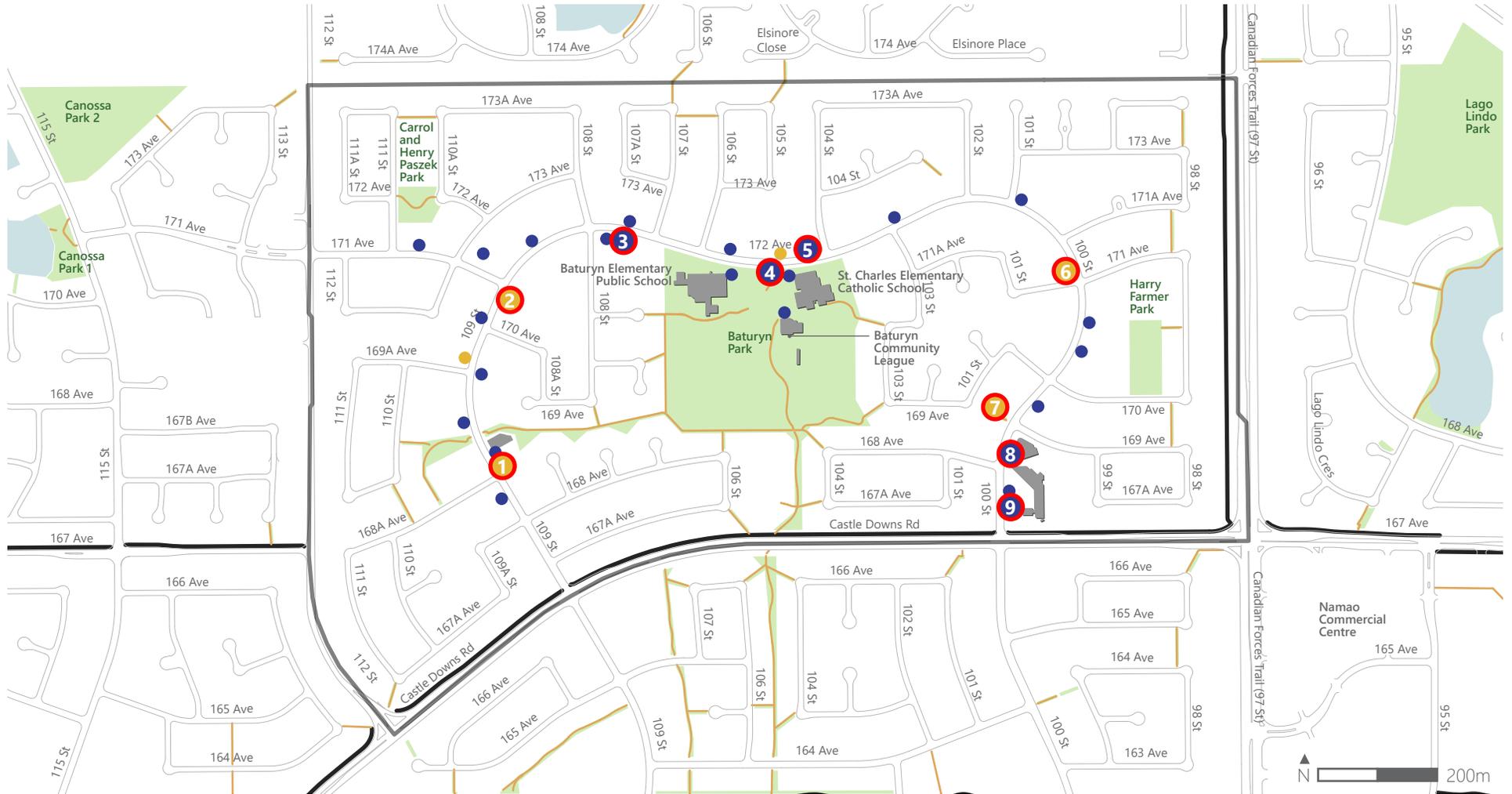
- + Residents liked the potential of adding art and colour into the neighbourhood to make it more visually appealing overall
- + Residents appreciated that the art wraps required low maintenance, should they need to be replaced

Technical considerations

- + A variety of different utility providers own boxes in the neighbourhood. Each utility provider would have to be engaged with individually to determine the feasibility of public art wraps
- + Utility boxes in highly visible locations should be prioritized such as ones located next to schools, businesses, multi-family buildings, parks and pathways (see Map 3 on page 84)
- + The City and EPCOR are working on developing a utility box public art wrap program



Map 5. Utility Box Wrap Locations

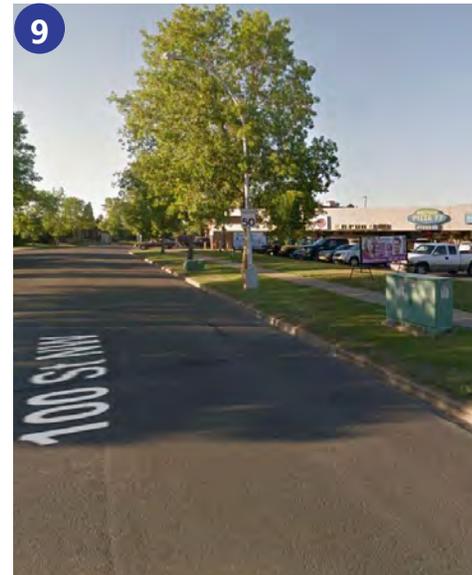


- Baturyn Neighbourhood boundary
- Existing breezeways
- Telus utility box
- Potential utility box art wrap
- Existing shared pathways
- EPCOR utility box

Utility boxes in highly visible locations should be prioritized, such as ones located next to schools, businesses, multi-family buildings, parks and pathways



Source of images: Google Street View



Source of images: Google Street View

