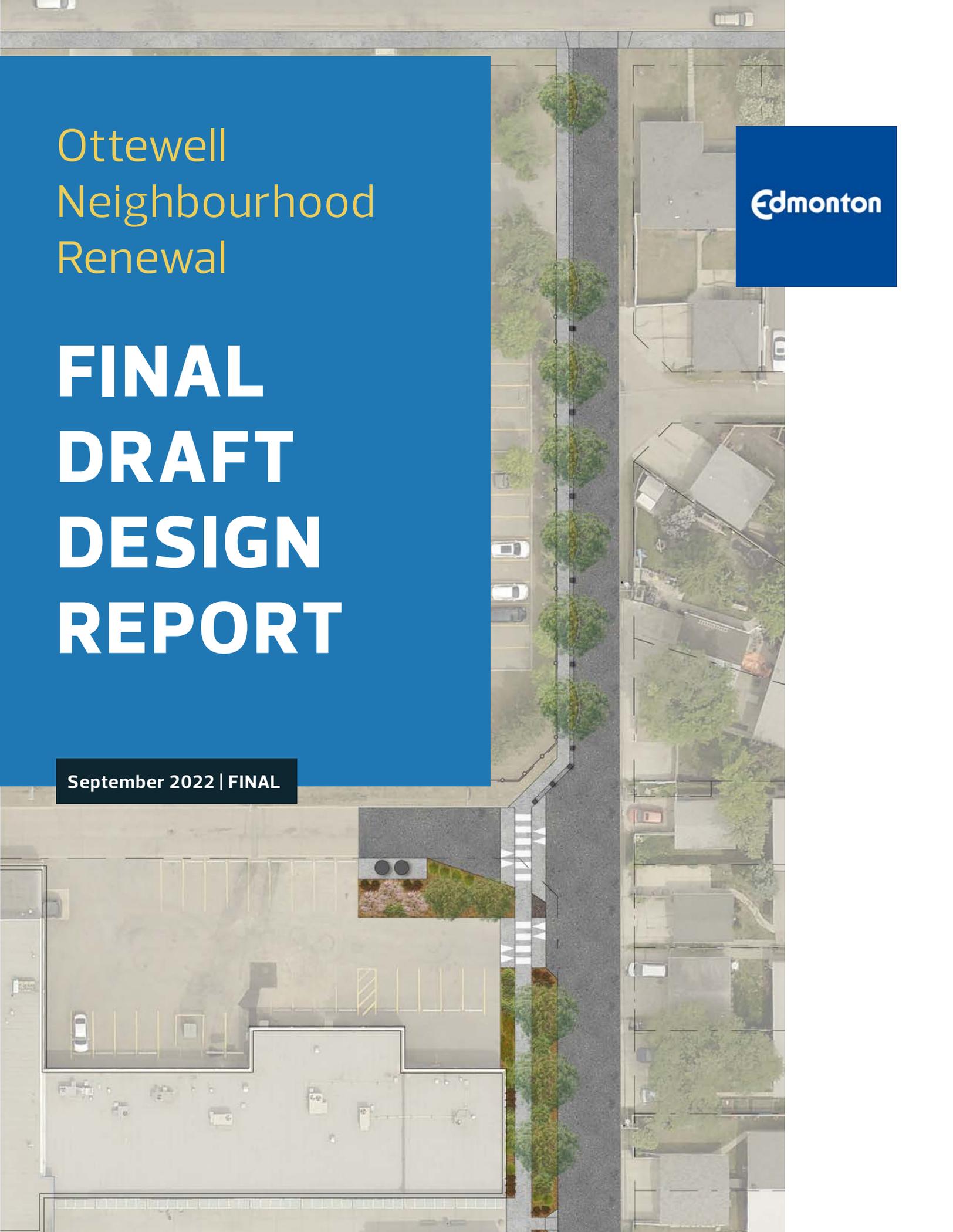


# Ottewell Neighbourhood Renewal

Edmonton

# FINAL DRAFT DESIGN REPORT

September 2022 | FINAL



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## Final Draft Design

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# Final Draft Design



# How Did We Get Here?

The neighbourhood design solutions were developed through an extensive process of background analysis, policy review, stakeholder interviews, public engagement and City review. By using this process, all factors are considered in order to create a feasible solution for the neighbourhood.

## Background Analysis and Policy Review

The neighbourhood background analysis and City policy review provided the foundation on which to begin building the proposed design for the Ottewell neighbourhood. This step of the process provides important data that helps to form the parameters by which design decisions are made. This helps to develop a design that is implementable and unique to the neighbourhood of Ottewell.

## Analysis Approach

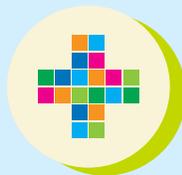
Different lenses were used to analyze the neighbourhood including a design lens, Gender-Based Analysis Plus (GBA+) lens, and a winter lens. In Section 1, the icons were associated with each consideration to denote how the opportunities, constraints and gaps can address and/or support each of the design, GBA+ and winter lenses. In this Section, the icons are used to show how the solutions provided support each of the lenses.

### Analysis Considerations



#### Design Consideration

A Design Consideration represents a finding from the analysis where a design solution may be used to address identified issues, constraints, opportunities and gaps.



#### GBA+ Consideration

A Gender-Based Analysis Plus (GBA+) Consideration represents a finding from the analysis where addressing the identified issues, constraints, opportunities and gaps would support a more inclusive community.



#### Winter Consideration

A Winter Consideration represents a finding from the analysis where addressing the identified issues, constraints, opportunities and gaps would support a more winter-friendly community.

## Public Engagement

The Neighbourhood Analysis is supported with public engagement where analysis findings are shared with the community and their input is sought. Due to the restrictions caused by the COVID-19 pandemic, public engagement for the Ottewell Neighbourhood Renewal was largely conducted through a virtual format.

Public engagement opportunities took place during the following project stages:

- Starting the Conversation
- Building a Project Vision + Exploring Opportunities (combined engagement)
- Exploring Options and Tradeoffs
- Community Feedback on Draft Design

Results from these public engagement stages can be found in the respective What We Heard Reports.



### Image Above

Building Great Neighbourhoods' Project Process

## Stakeholder Interviews

Stakeholder interviews took place throughout the project with select community businesses and institutions to hear targeted feedback on specific elements that impact these stakeholders. The results of the interviews were taken into consideration when developing the final design solutions for Ottewell.

## Ottewell Vision and Guiding Principles

See Chapter 3 – Neighbourhood Vision and Guiding Principles of the Urban Design Analysis Report for more information on the development of the Vision and Guiding Principles for Ottewell.

### Ottewell Vision

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

### Ottewell Guiding Principles



Enjoys safe sidewalks that encourage people of all ages to take advantage of good connections through a walkable neighbourhood



Celebrates the neighbourhood's splendid character, with mature trees and parks



Delights in its green spaces, with activities and amenities for all ages and abilities



Values its family-friendly, multi-generational neighbourhood where all are welcome



Appreciates safe streets where people driving respect speed limits and traffic laws



Invites and encourages all kinds of mobility options for people walking, cycling, driving, and other forms of active transportation



Nurtures a strong sense of community where people feel safe and look out for each other

# Design Focus Areas

The design focus areas for Ottewell represent the areas identified for improvements through the various levels of analysis and engagement completed during the Urban Design Analysis for the Ottewell neighbourhood. The draft designs present the proposed improvements through graphics, text and precedent images.

The design focus areas are divided into two main groups: **Roads** and **Parks and Open Spaces**.

The following list and corresponding map identify the design focus areas, organized under their relevant group. Recommended draft designs for each focus area are explained in more detail in the following sections.

## Roads

### Main Roads

- 94B Avenue
- Ottewell Road
- 57/58 Street
- Intersection of 94B Avenue and Ottewell Road
- Intersection of 94B Avenue and 57/58 Street
- Intersection at Clara Tyner School
- Intersections at St. Brendan School

### Local Roads

- Local Road with Boulevard
- Local Road without Boulevard
- Local Road at Open Space
- Service Road
- Service Road Conversion
- Intersection at 95 Avenue and Austin O'Brien Road

### Connector Roads

- 92 Avenue
- 92A Avenue
- 93A Avenue

## Parks and Open Spaces

### Pocket Parks

- Northwest Pocket Park
- North Pocket Park
- East Pocket Park
- Southwest Pocket Park
- West Walkway Pocket Park
- East Walkway Pocket Park

### Fulton Ravine Park

### Ottewell Park

### Open Space behind Waldorf School

### Other Public Spaces

- Pedestrian-Friendly Alley Connection to Ottewell Plaza
- Breezeways and Pedestrian Friendly Alleys
- Community Benches



### Roads Legend

#### Main Roads

- ① 94B Avenue
- ② Ottewell Road
- ③ 57 Street / 58 Street Corridor

#### Local Roads

- Local Road With Boulevard
- Local Road Without Boulevard
- Local Road at Open Space
- Service Road
- Service Road Conversion

#### Connector Roads

- ④ 92 Avenue
- ⑤ 92A Avenue
- ⑥ 93A Avenue



### Open Space Legend

- ① Northwest Pocket Park
- ② North Pocket Park
- ③ East Pocket Park
- ④ West Walkway Pocket Park
- ⑤ East Walkway Pocket Park
- ⑥ Southwest Pocket Park
- ⑦ Fulton Ravine Park
- ⑧ Open Space behind Waldorf School
- ⑨ Ottewell Park

# Draft Neighbourhood Design Solutions

## Roads

Improvements to the roads in Ottewell were generated using a Complete Streets lens. The modal networks were analyzed, gaps identified and options proposed to provide solutions that would allow users of all modal types to safely move in and around the neighbourhood.

## City Policy and Program Alignment

- **Edmonton City Plan** – Support a multi-modal transportation network that provides safe alternates to vehicle transportation and enables people to easily complete their daily needs within 15 minutes of their residence using active transportation modes.
- **Accessibility for People with Disabilities Policy, Access Design Guide and Vision for an Age-Friendly Edmonton Action Plan** – Support access and use for people of all ages and abilities by improving walking and biking infrastructure.
- **Active Transportation Policy** – Optimize opportunities to walk, roll and bike, regardless of age, ability, or socio-economic status, providing infrastructure to enhance safety and accessibility.
- **The Bike Plan** – Strengthens and expands the neighbourhood routes, providing local access to community destinations and opportunities for recreational cycling
- **Safe Mobility Strategy** – supports the goal to achieve Vision Zero through safe and livable streets in Edmonton.
- **Edmonton Corporate Tree Management Policy and Urban Tree Canopy Expansion Program** – Maintains and protects existing boulevard trees and creates opportunities to expand Edmonton's urban forest.

## Design Focus Areas

### Main Roads

- 94B Avenue
- Ottewell Road
- 57/58 Street
- Intersection of 94B Avenue and Ottewell Road
- Intersection of 94B Avenue and 57/58 Street
- Intersection at Clara Tyner School
- Intersections at St. Brendan School

### Local Roads

- Local Road with Boulevard
- Local Road without Boulevard
- Local Road at Open Space
- Service Road
- Service Road Conversion
- Intersection at 95 Avenue and Austin O'Brien Road

### Connector Roads

- 92 Avenue
- 92A Avenue
- 93A Avenue

## Legend

### Main Roads

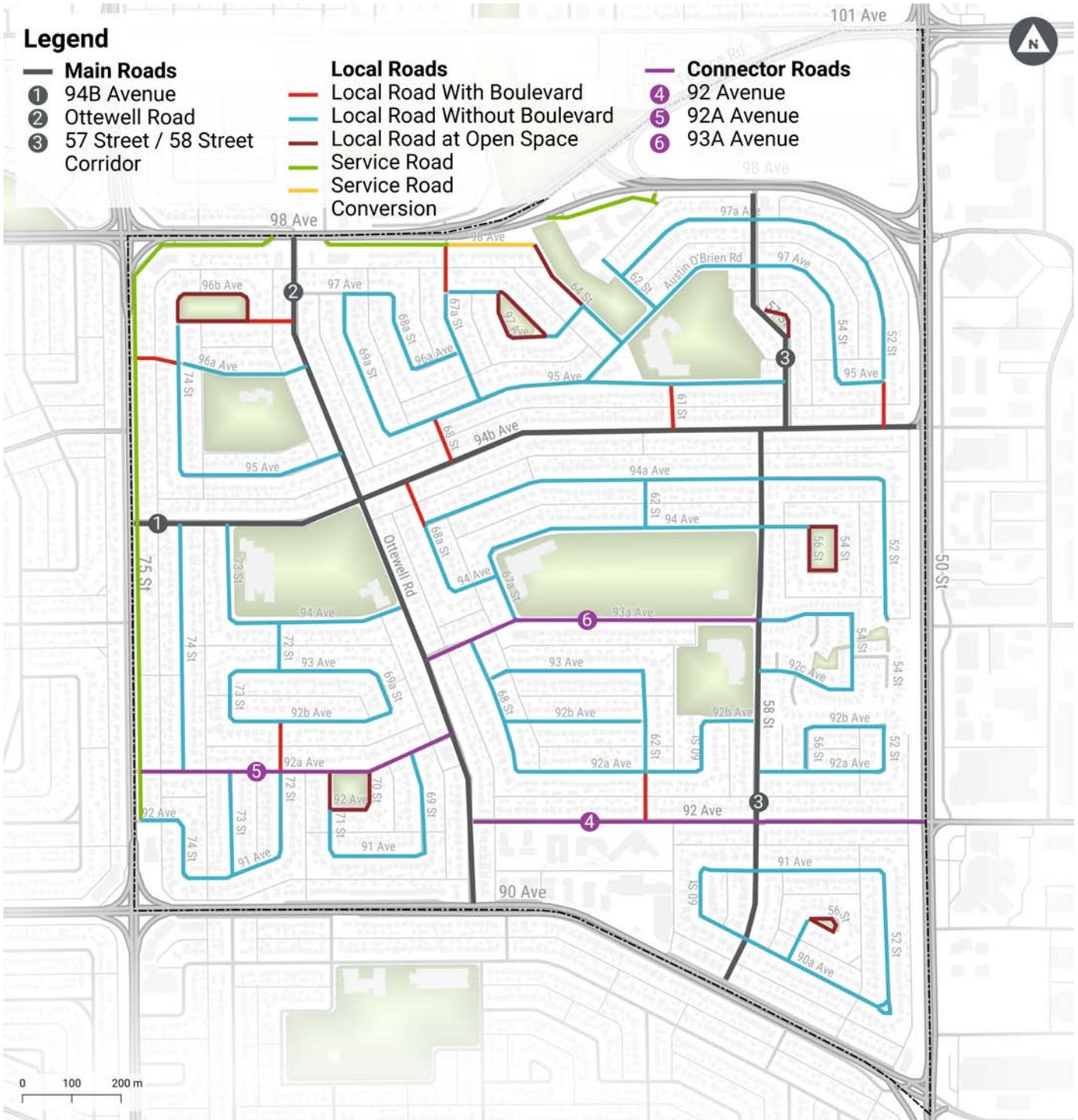
- ① 94B Avenue
- ② Ottewell Road
- ③ 57 Street / 58 Street Corridor

### Local Roads

- Local Road With Boulevard
- Local Road Without Boulevard
- Local Road at Open Space
- Service Road
- Service Road Conversion

### Connector Roads

- ④ 92 Avenue
- ⑤ 92A Avenue
- ⑥ 93A Avenue



## Main Roads

These are also called collector roads. They serve to ‘collect’ traffic – people walking, biking, taking transit and driving – from local roads and connect to other streets in the neighbourhood or to arterial streets (high-capacity roads) on the edges that surround the neighbourhood. Main roads in Ottewell are **94B Avenue, Ottewell Road** and **57 Street/58 Street**. There are also five key intersections along the main roads, as shown on the map.

The following table lists the technical considerations taken through the draft design as well as the benefits and tradeoffs identified through analysis and public engagement. The icons indicate the Analysis Consideration that each item responds to.

## Technical Considerations

Table 1: Main Roads Technical Considerations

Technical Consideration	
  	<p>Provide consistent and appropriate bicycle infrastructure within the neighbourhood to promote safety and legibility and reduce confusion for people using all modes of transportation.</p>
	<p>Consider the grades of properties adjacent to 94B Avenue as well as existing private landscaping in the public right-of-way.</p>
	<p>Consider how curb bulbs, boulevards and inclusion of a shared-use path impact on-street parking.</p>
 	<p>Provide connections to existing crossings and facilities external to the neighbourhood.</p>
 	<p>Considerations for future bike infrastructure expansion beyond the neighbourhood.</p>
 	<p>Incorporate existing infrastructure (bus stops and utilities) into proposed street design.</p>
	<p>Add curb bulbs to maintain adequate driveway length.</p>
	<p>Incorporate street trees to promote traffic calming, provide stormwater capture and lower ambient temperatures.</p>

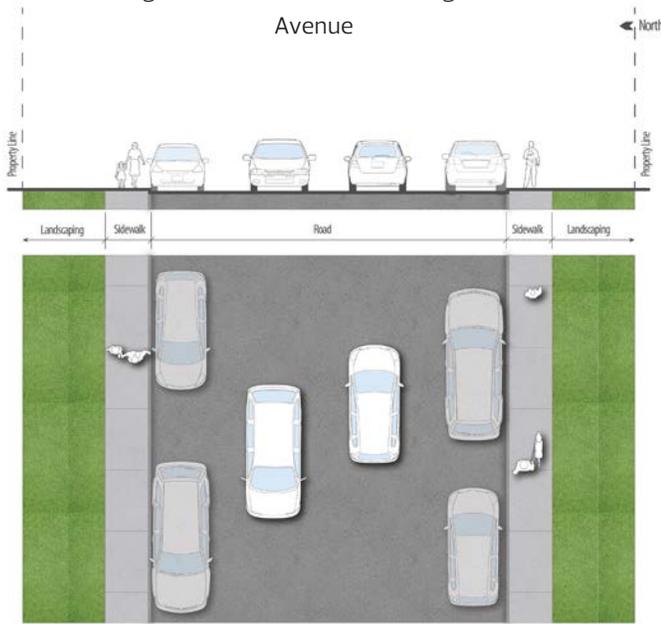


## We Heard . . .

Adding trees and boulevards on both sides of the street was important to residents. While the right-of-way provides space for this approach, constraints such as property grades, existing private landscaping in public right-of-way and utilities meant that trees and boulevards could not be accommodated on both sides of the main roads.

## 94B Avenue

Figure 1: Cross Section | Existing 94B Avenue



## Key Design Features

- Parking is maintained on both sides of the street in most locations
  -
- A wider sidewalk is provided on the north side
  -
- A shared-use path is provided on the south side
  -
- Boulevard areas with trees are provided
  -
- Curb extensions are added to reduce crossing distances, improve sightlines and encourage safer speeds and include low impact development facilities to reduce local flooding
  -
- Alley access at 50 Street is removed
  -

Figure 2: Cross Section | Proposed 94B Avenue - Without Boulevard



Figure 3: Cross Section | Proposed 94B Avenue - With Boulevard

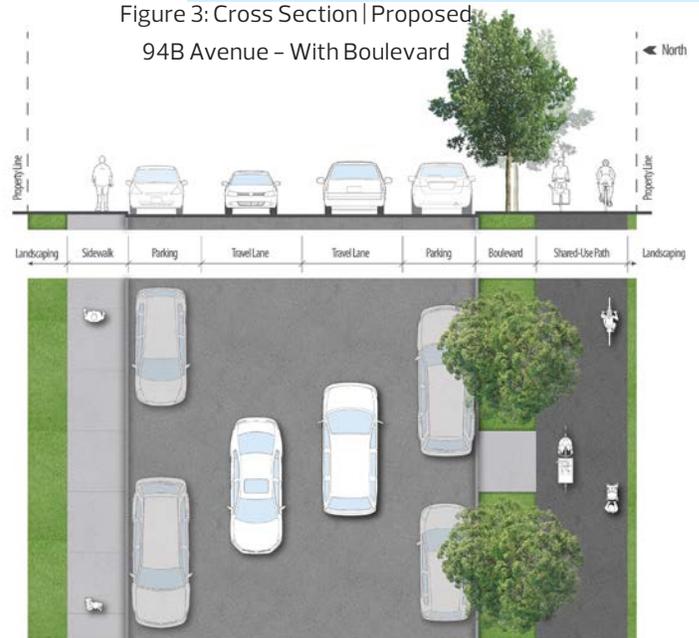


Figure 4: Plan | 94B Avenue  
- 75 Street to Ottewell  
Road

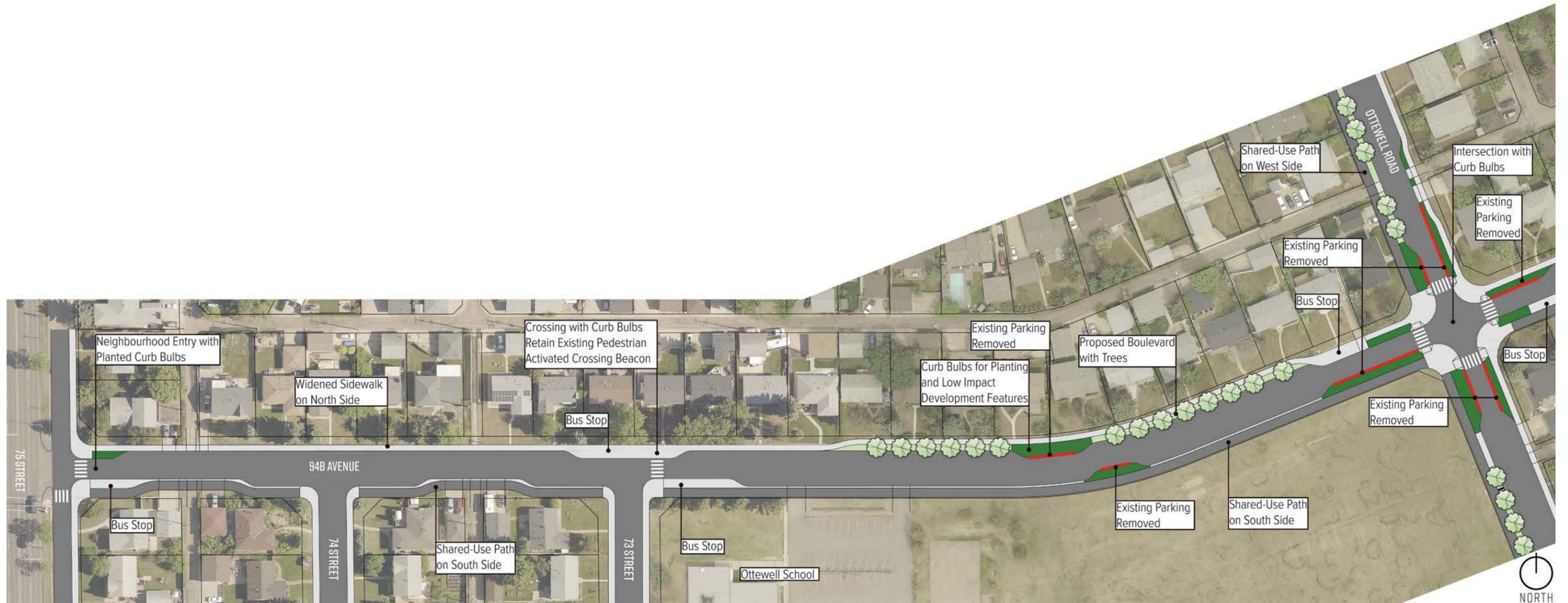


Figure 5: Plan | 94B Avenue  
- Ottewell Road to 68



Figure 6: Plan | 94B Avenue  
- 68 Street to 50 Street



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## Ottewell Road

Figure 7: Cross Section | Existing Ottewell Road

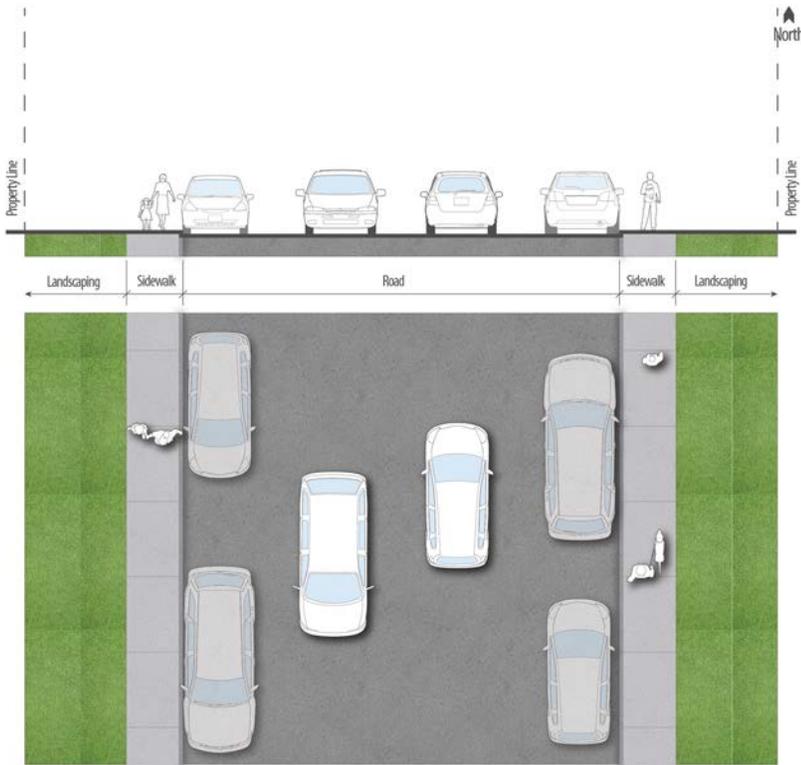
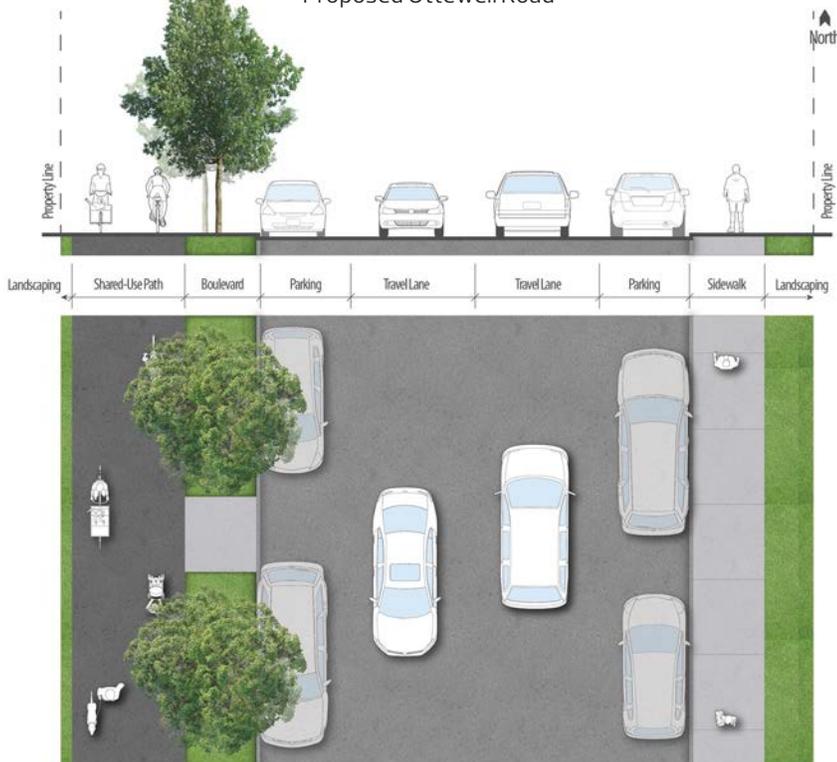


Figure 8: Cross Section | Proposed Ottewell Road



## Key Design Features

- Parking is maintained on both sides of the street in most locations
  -
- A wider sidewalk is provided on the east side
  -
- A shared-use path is provided on the west side
  -
- Boulevard areas with trees are provided
  -
- Curb extensions are added to reduce crossing distances, improve sightlines and encourage safer speeds and include low impact development facilities to reduce local flooding
  -
- A shared-use path connection is added on 90 Avenue to existing signals at 68 Street
  -
- Crossing at Ottewell Road and 98 Avenue is removed and a shared-use path connection to 71 Street crossing is added
  -

Figure 9: Plan | Ottewell Road –  
90 Avenue – 92 Avenue



Figure 10: Plan | Ottewell Road -  
92 Avenue - 94B Avenue



Figure 11: Plan | Ottewell Road  
- 94B Avenue - 98 Avenue



## 57/58 Street

Figure 12: Cross Section | Existing 57/58 Street



## Key Design Features

- Parking is maintained on both sides of the street in most locations
  - 
- A wider sidewalk is provided on the east side
  - 
  - 
  - 
  - 
- A shared-use path is provided on the west side
  - 
  - 
  - 
  - 
- Boulevard areas with trees are provided
  - 
  - 
  - 
  - 
  - 
- Curb extensions are added to reduce crossing distances, improve sightlines and encourage safer speeds and include low impact development facilities to reduce local flooding
  - 
  - 
  - 
  - 
  - 
- Closure of alley access at 98 Avenue
  - 
  - 

Figure 13: Cross Section | Proposed 57/58 Street - Without Boulevard

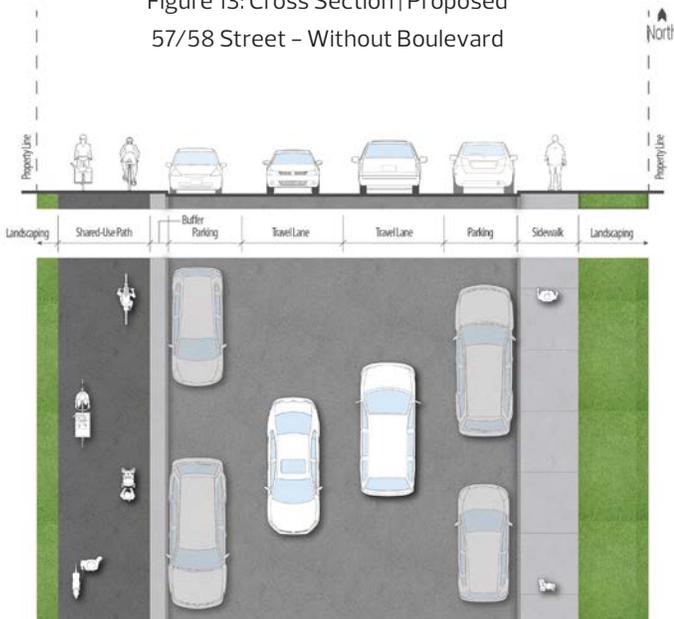


Figure 14: Cross Section | Proposed 57/58 Street -

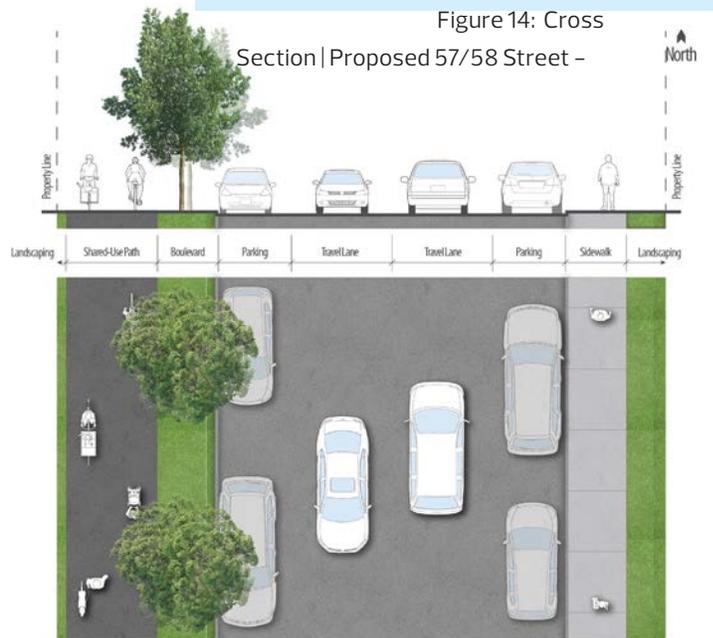


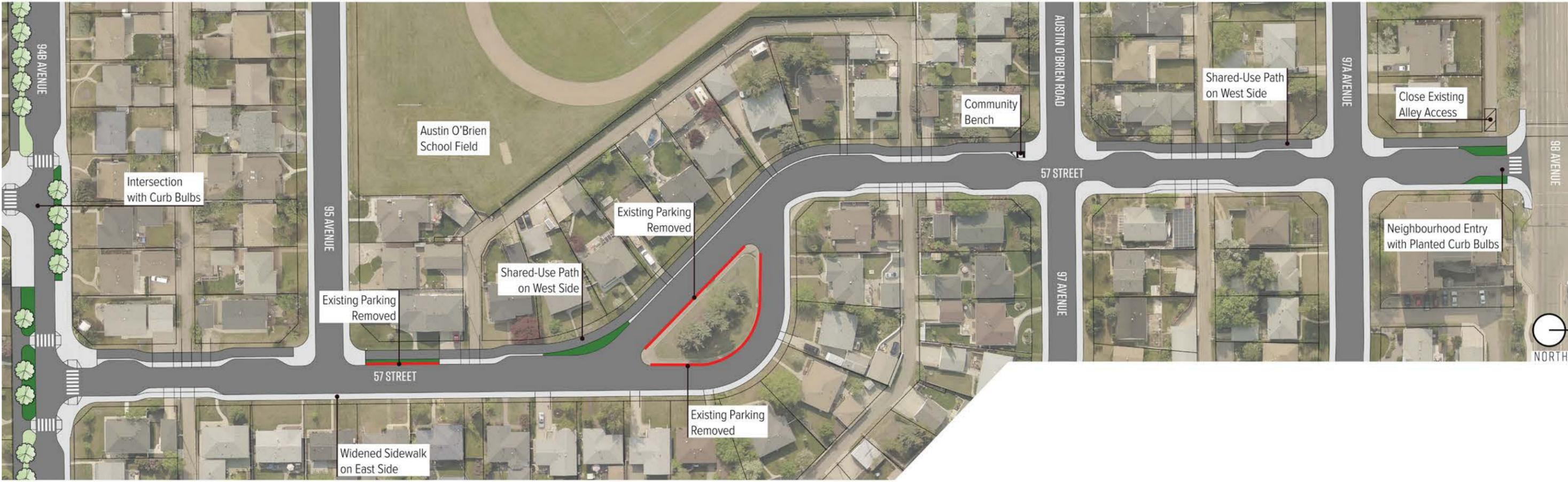
Figure 15: Plan | 58 Street -  
90 Avenue - 92 Avenue



Figure 16: Plan | 58  
Street - 92 Avenue - 94B



Figure 17: Plan | 57 Street –  
94B Avenue – 98 Avenue



## Intersection of 94B Avenue and Ottewell Road

### Key Design Features

- All-way stop control is maintained



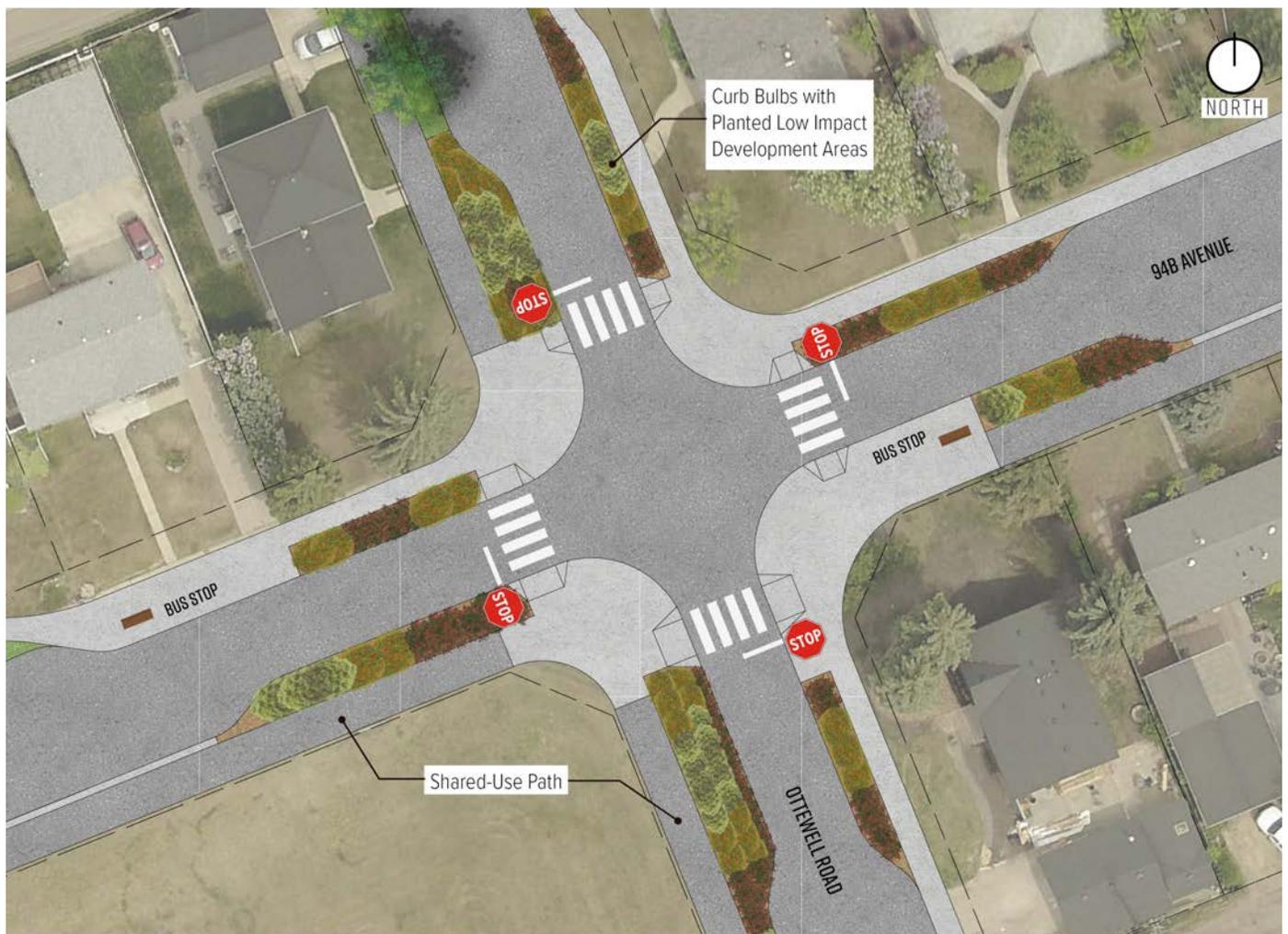
- Curb extensions are added to reduce crossing distances, improve sightlines and encourage safer speeds and include low impact development facilities to reduce local flooding



- New trees and shrubs to enhance the street appeal, slow traffic and provide environmental benefits



Figure 18: Intersection of 94B Avenue and Ottewell Road



## Intersection of 94B Avenue and 57/58 Street

### Key Design Features

- Curb extensions are added to reduce crossing distances, improve sightlines and encourage safer speeds and include low impact development facilities to reduce local flooding



- New trees and shrubs to enhance the street appeal, slow traffic and provide environmental benefits



- Stop control is retained for people driving on 57 and 58 Streets



- The pedestrian activated crossing beacon is retained to highlight the crossing to people driving



Figure 19: Intersection of 94B Avenue and 57/58 Street



### We Heard...

The crossing on the east side of 58 Street doesn't easily allow people who bike south on 57 Street to cross 94B Avenue. To address this concern, the crossing has been moved to the west side of 58 Street to better connect the bike infrastructure and promote safer crossing.

## Intersection of Ottewell Road and 94 Avenue at Clara Tyner School

### Key Design Features

- A raised surface in the intersection to reduce vehicle speeds in the area around Clara Tyner School



- Curb extensions are added to reduce crossing distances, improve sightlines and encourage safer speeds and include low impact development facilities to reduce local flooding



- Retain the pedestrian activated crossing beacon to highlight the crossing to approaching drivers



### We Heard...

There are many concerns involving safety at Clara Tyner School during pick-up and drop-off times and the possibility of adding a bus drop-off zone has been flagged. The opportunity for a bus drop-off zone exists on 94 Avenue and will be reviewed further in the next phase of design

Figure 20: Intersection of Ottewell Road and 94 Avenue at Clara Tyner School Road



## Key Design Features

- A raised surface in the intersection to reduce vehicle speeds in the area around St. Brendan School



- Curb extensions are added to reduce crossing distances, improve sightlines and encourage safer speeds and include low impact development facilities to reduce local flooding



- Retain the pedestrian activated crossing beacon to highlight the crossing to approaching drivers



Figure 21: Intersection of 58 Street and 93A Avenue at St. Brendan School

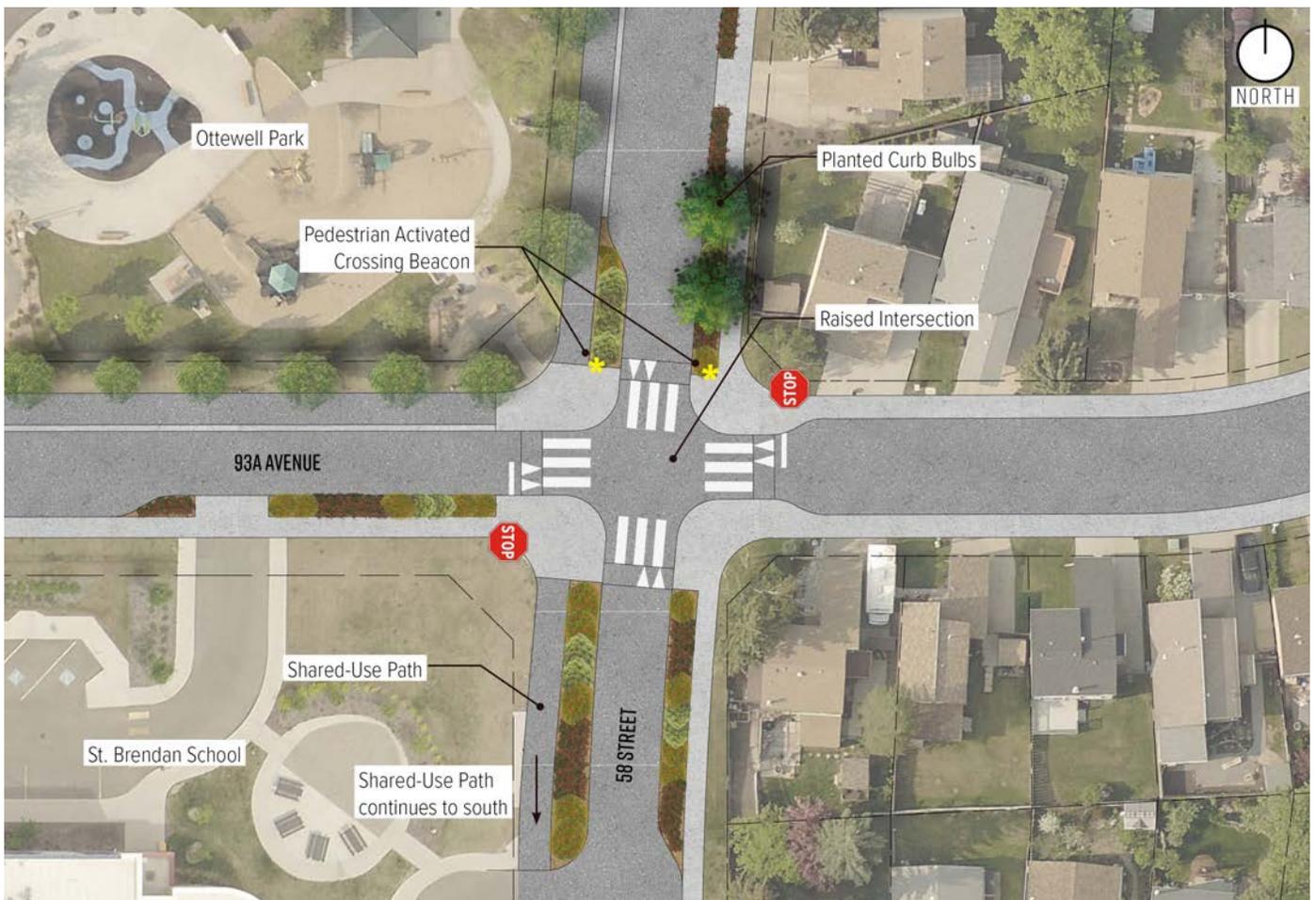
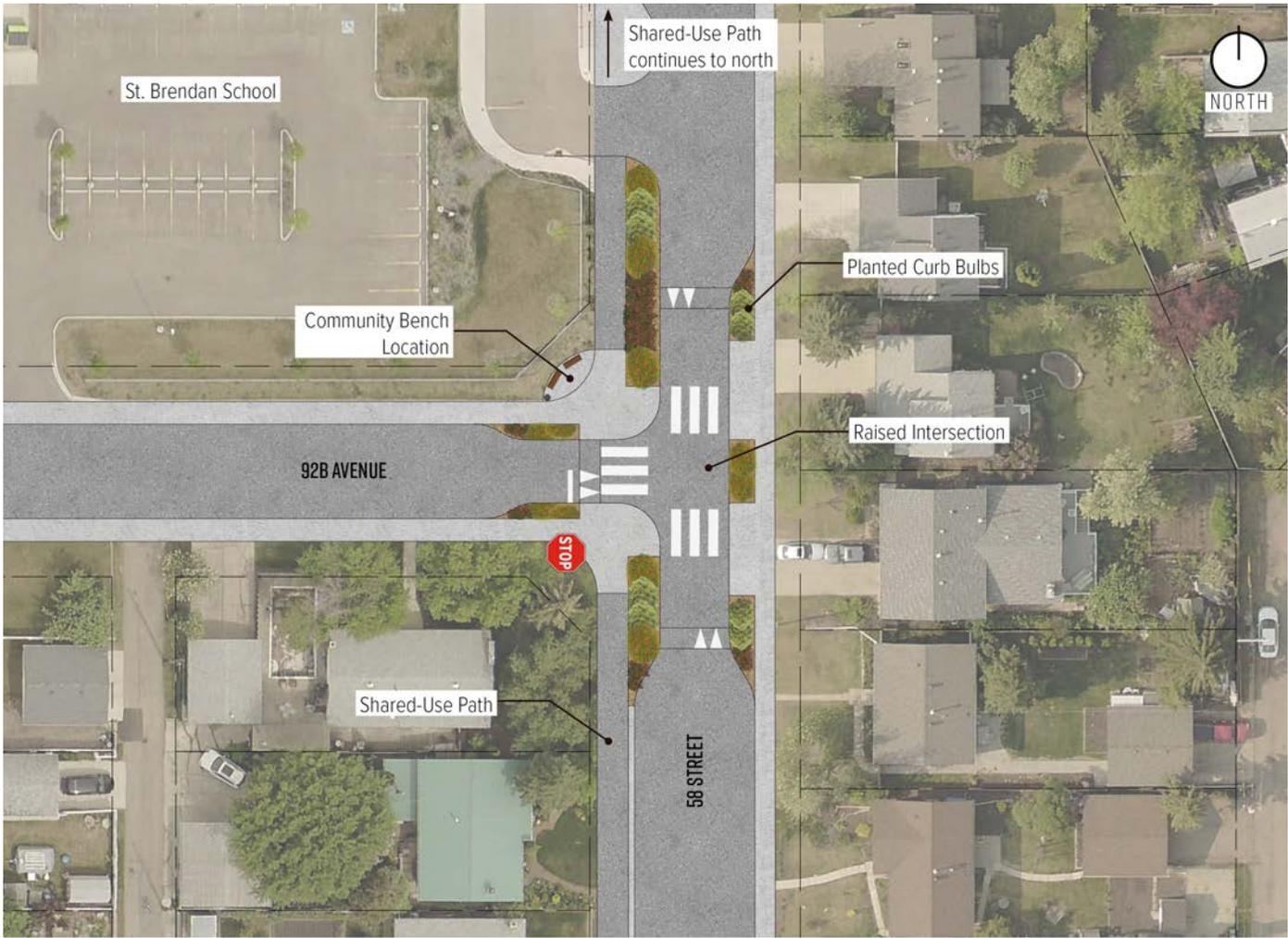


Figure 22: Intersection of 58 Street and 92B Avenue at St. Brendan School



## Local and Service Roads

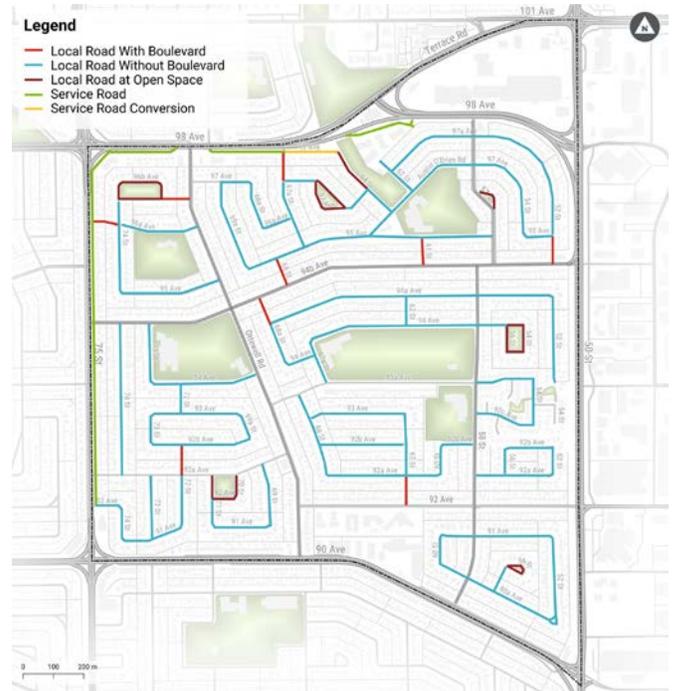
Local roads and service roads are the streets that are mainly used to access homes. They are intended to have lower traffic volumes and low speeds to make them safer and more comfortable for all. These streets need to be accessed by people of all ages and abilities and, in many communities, typically have sidewalks, trees and streetlights.

The following is a list of the technical considerations taken through the design process. The icons indicate the Analysis Consideration that each item responds to.

### Technical Considerations

Table 2: Local Roads Technical Considerations

Technical Consideration	
	Consider the grades of properties as well as existing private landscaping in the public right-of-way for curblane and boulevard sidewalks
	
	Consider how curb bulbs, boulevards and inclusion of a shared-use path impact on-street parking
	Target wide local roads for boulevard sidewalks to limit impacts to existing private landscaping in the public right-of-way
	Incorporate street trees to promote traffic calming, provide stormwater capture and lower ambient temperatures
	Incorporate existing bus stops and utilities into proposed street design
	
	Add curb bulbs to maintain adequate driveway length
	Provide wider sidewalks throughout the neighbourhood
	
	Increase curblane sidewalk width at school drop-off areas
	
	Consider adding a curblane sidewalk rather than boulevard opposite school drop-off areas as drop-off often occurs on both sides of a street
	
	If parking needs to be removed, consider the opportunity to remove it along flanking lots prior to removing in the front of houses



## Local Road with Boulevard

Figure 23: Cross Section | Existing Wide Local Road

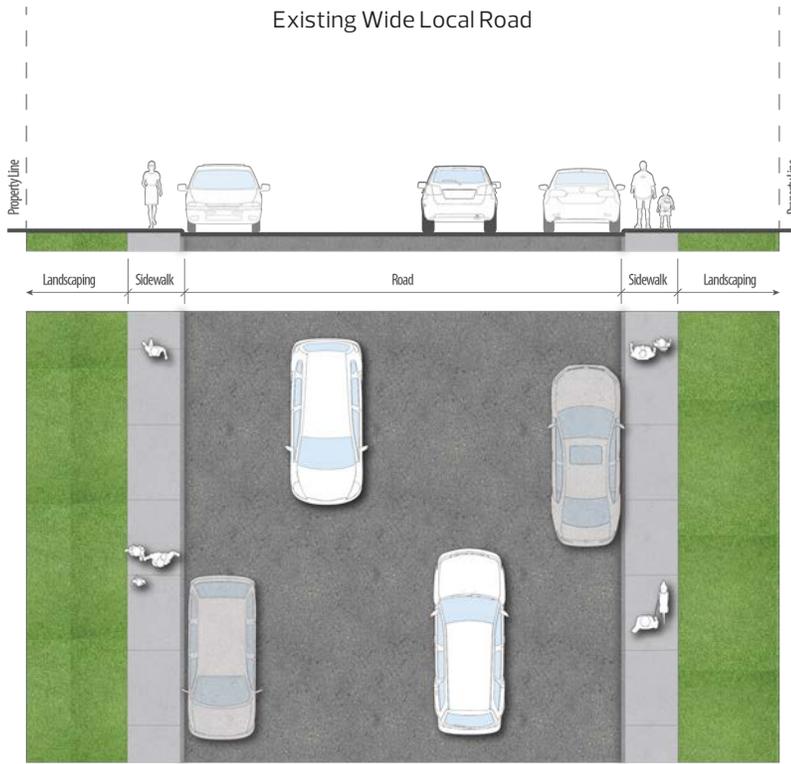
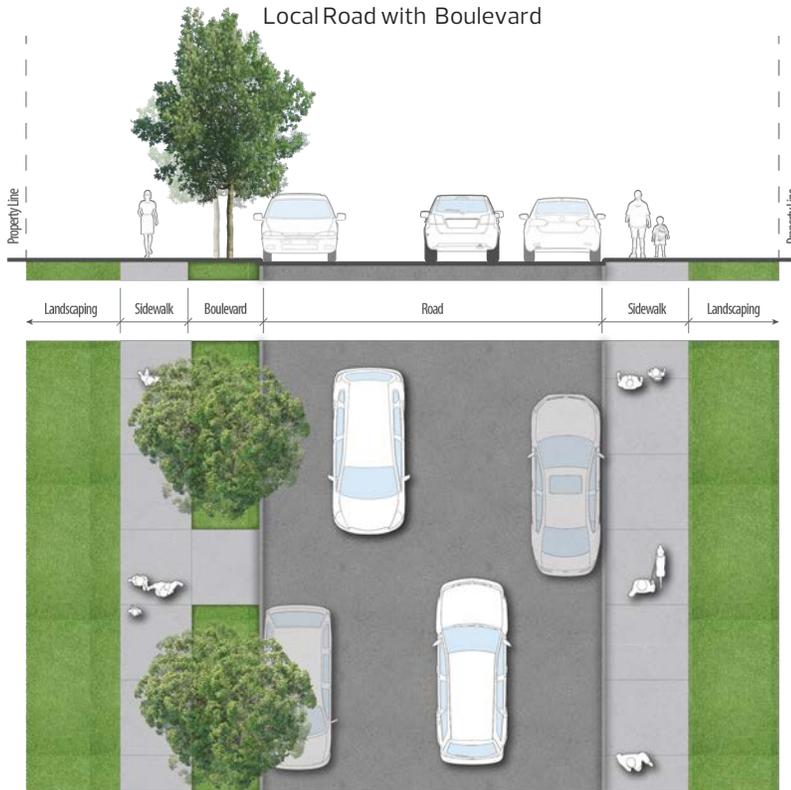


Figure 24: Cross Section | Proposed Local Road with Boulevard



## Key Design Features

- Parking is maintained on both sides of the street in most locations



- A wider sidewalk is provided on on both sides of the street



- A boulevard and street trees are provided on one side of the street



## Local Road without Boulevard

Figure 25: Cross Section | Existing Local Road

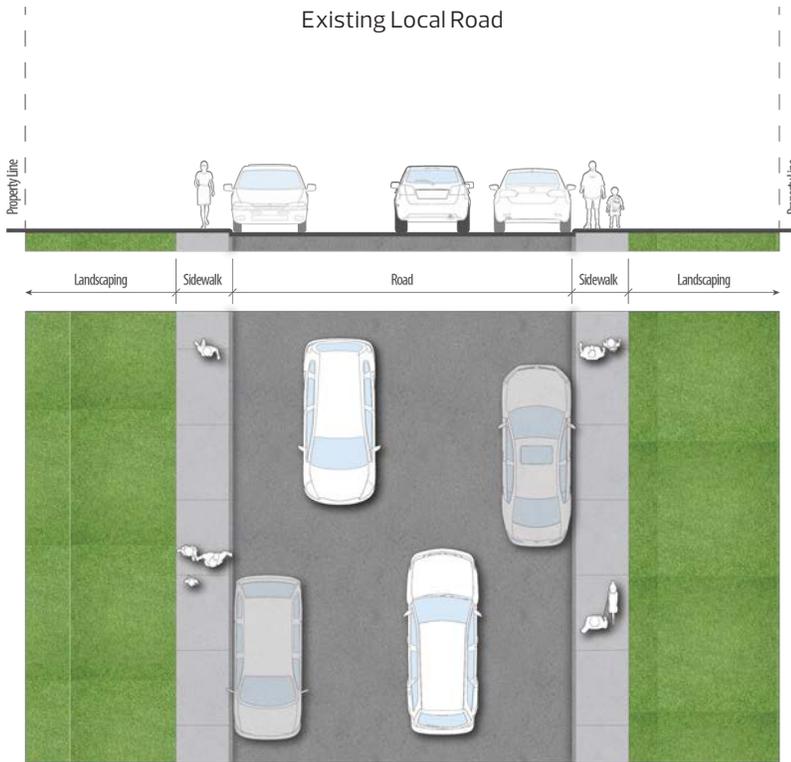
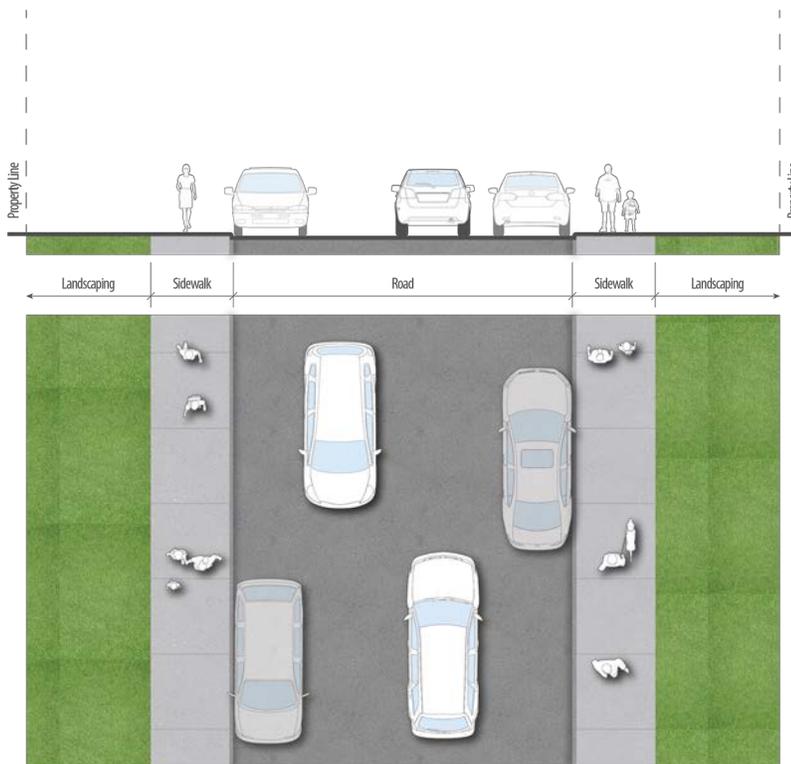


Figure 26: Cross Section | Proposed Local Road without Boulevard



## Key Design Features

- Parking is maintained on both sides of the street in most locations



- A wider sidewalk is provided on on both sides of the street



## Local Road at Open Space

Figure 27: Cross Section | Existing  
Local Road at Open Space

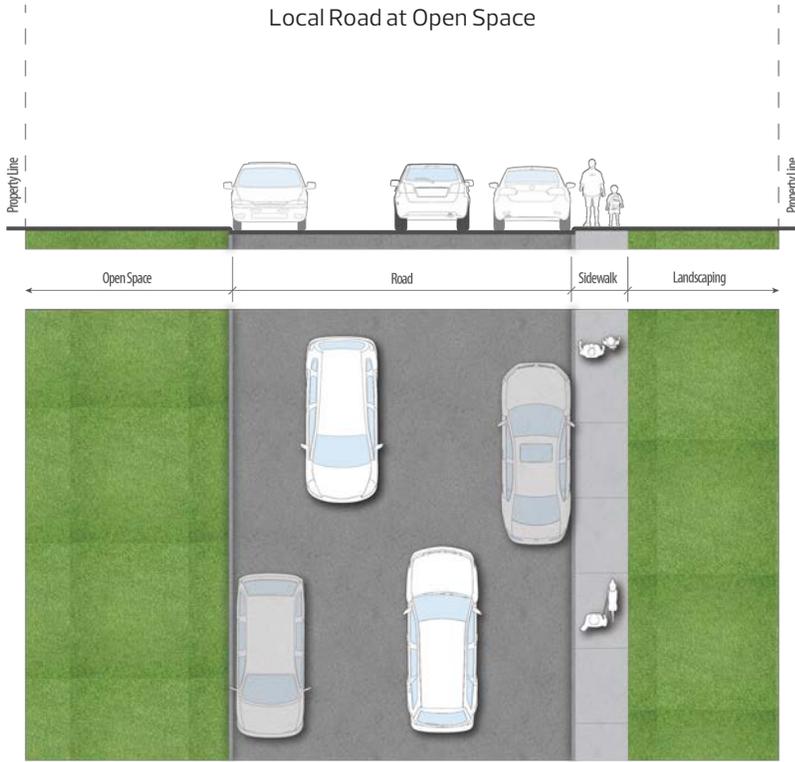
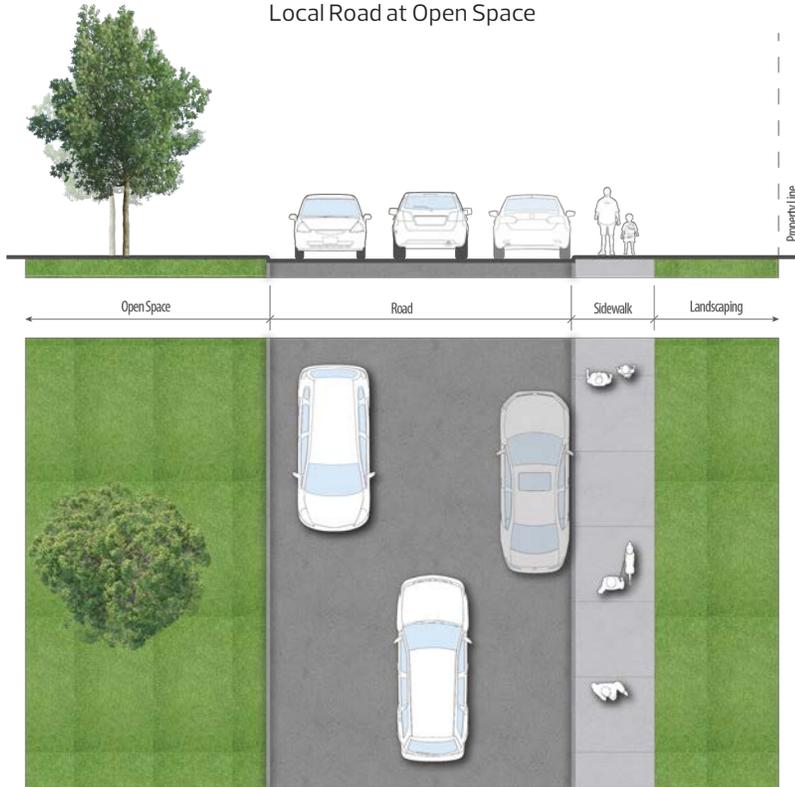


Figure 28: Cross Section | Proposed  
Local Road at Open Space



## Key Design Features

- A wider sidewalk is provided next to homes along the roadway
- Parking is maintained next to homes along the roadway in most locations



- Expanded park space by removing parking at the open space



## Service Road

Figure 29: Cross Section | Existing Service Road

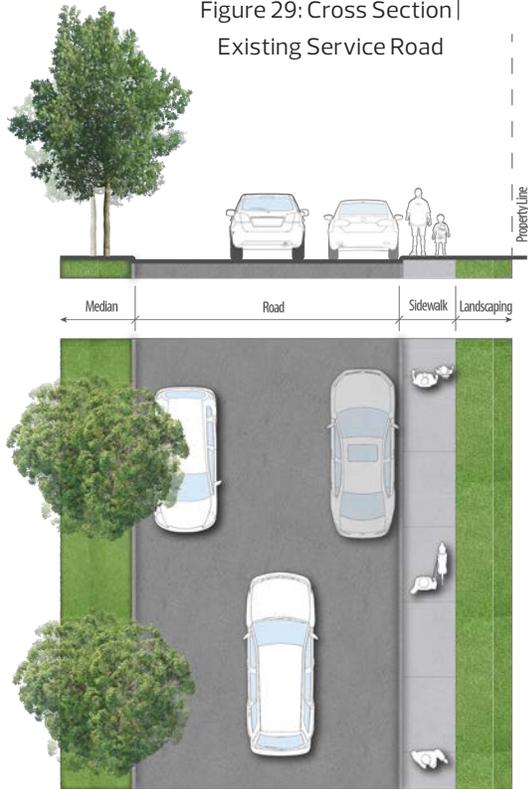
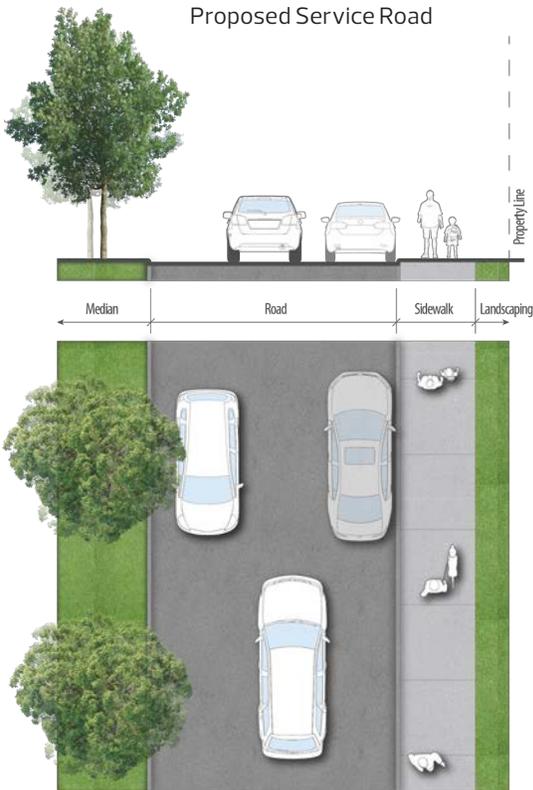


Figure 30: Cross Section | Proposed Service Road



## Key Design Features

- A wider sidewalk is provided next to homes along the roadway



- Road width is narrowed to reduce speeding and shortcutting



## Service Road Conversion on 98 Avenue East of 67A Street

Figure 31: Cross Section | Existing  
98 Avenue East of 67A Street

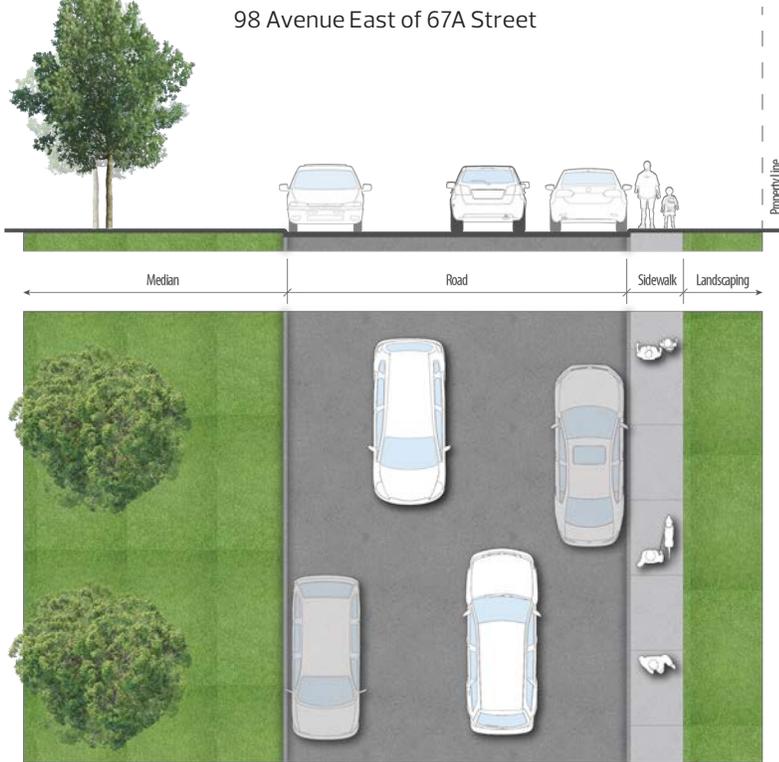


Figure 32: Cross Section | Proposed  
Service Road Conversion on 98  
Avenue East of 67A Street



## Key Design Features

- A wider sidewalk and trees are provided next to homes along the roadway



- A narrowed roadway with parking removed on the north side



- Trees planted behind the sidewalk to provide shade



## Intersection at Austin O'Brien Road and 95 Avenue

### Key Design Features

- Curb extensions are added to reduce crossing distances, improve sightlines and encourage safer speeds and include low impact development facilities to reduce local flooding
- New trees and shrubs to enhance the street appeal, slow traffic and provide environmental benefits



- Realignment of Austin O'Brien Road to improve sight lines for drivers



Figure 33: Intersection at Austin O'Brien Road and 95 Avenue



## Connector Roads

Technically classified as local streets, these roads supplement the Main Roads in Ottewell, providing an east/west connection between the Main Roads in the neighbourhood and to the surrounding arterial roads. These streets provide access to parks, shopping and other destinations throughout the neighbourhood that residents may want access by walking or biking.

The following is a list of the technical considerations taken through the draft design. The icons indicate the Analysis Consideration that each item responds to.

## Technical Considerations

Table 3: Connector Roads Technical Considerations

Technical Consideration	
	Consider the grades of properties adjacent to the main roads as well as existing private landscaping in the public right-of-way
 	Incorporate existing bus stops and utilities into proposed street design
	Add curb bulbs to maintain adequate driveway length.
	Incorporate street trees to promote traffic calming, provide stormwater capture and lower ambient temperatures

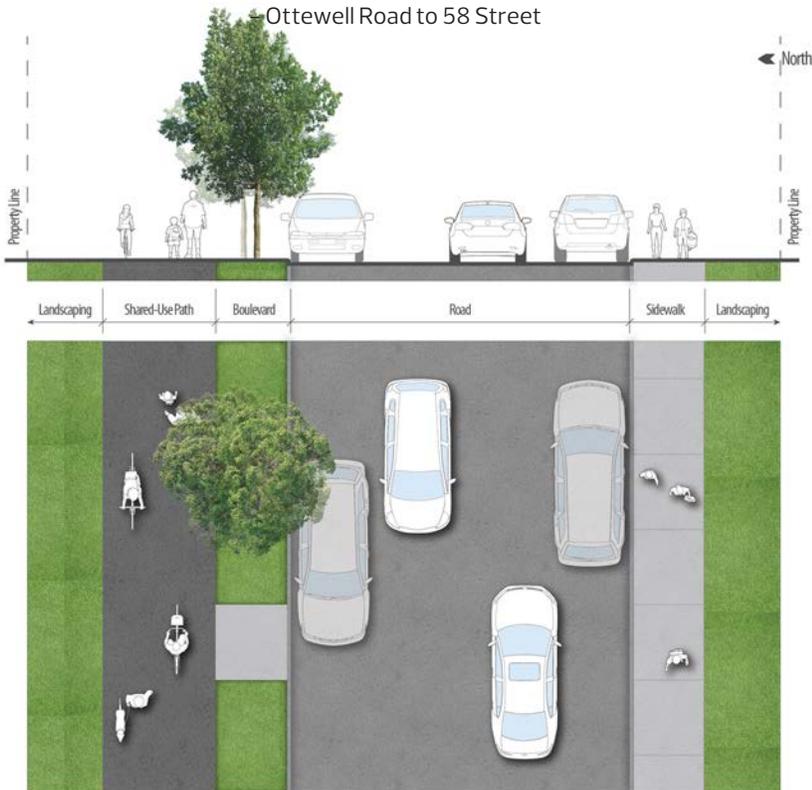


## 92 Avenue – Two-way Road

Figure 34: Cross Section | Existing 92 Avenue  
– Ottewell Road to 58 Street



Figure 35: Cross Section | Proposed 92 Avenue  
– Ottewell Road to 58 Street



## 92 Avenue – One-way Road

Figure 36: Cross Section | Existing 92 Avenue  
- 58 Street to 50 Street

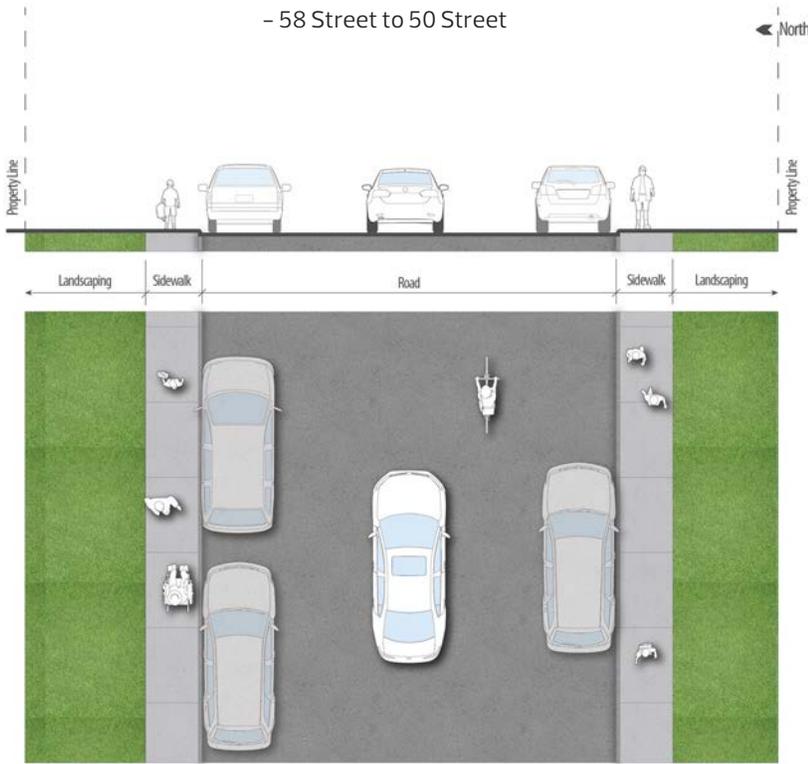


Figure 37: Cross Section | Proposed 92 Avenue  
- 58 Street to 50 Street



## Key Design Features

- Existing one-way vehicle traffic is maintained from 50 Street to 58 Street



- Parking is maintained on both sides of the street in most locations



- A wider sidewalk is provided on the south side



- A shared-use path with a boulevard is provided on the north



## 92A Avenue

Figure 38: Cross Section | Existing 92A Avenue



Figure 39: Cross Section | Proposed 92A Avenue



## Key Design Features

- Parking is maintained on both sides of the street in most locations
- A wider sidewalk with trees in the boulevard space is provided on both sides



## We Heard...

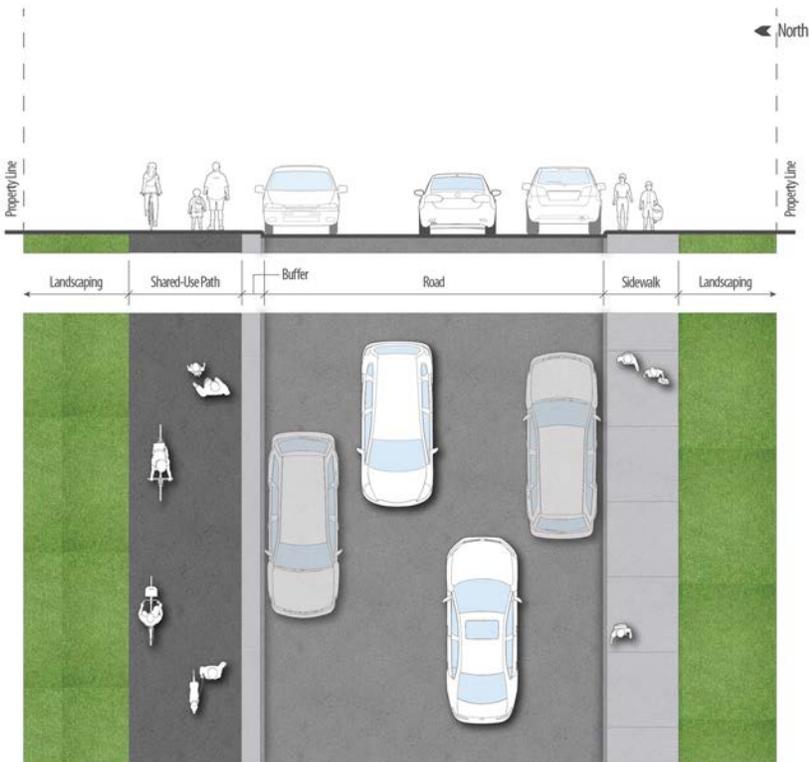
The draft design for 92A Avenue included a wider sidewalk with a treed boulevard on the north side and a shared-use path on the south side. Based on technical considerations and feedback on the draft design, it was determined that 92A Avenue was not the right location for a bike route. The street was redesigned to remove the shared-use path and to include a wider sidewalk with a treed boulevard on both the north and south sides.

## 93A Avenue – West of 67A Street

Figure 40: Cross Section | Existing 93A Avenue  
– Ottewell Road to 67A Street



Figure 41: Cross Section | Proposed 93A Avenue  
– Ottewell Road to 67A Street

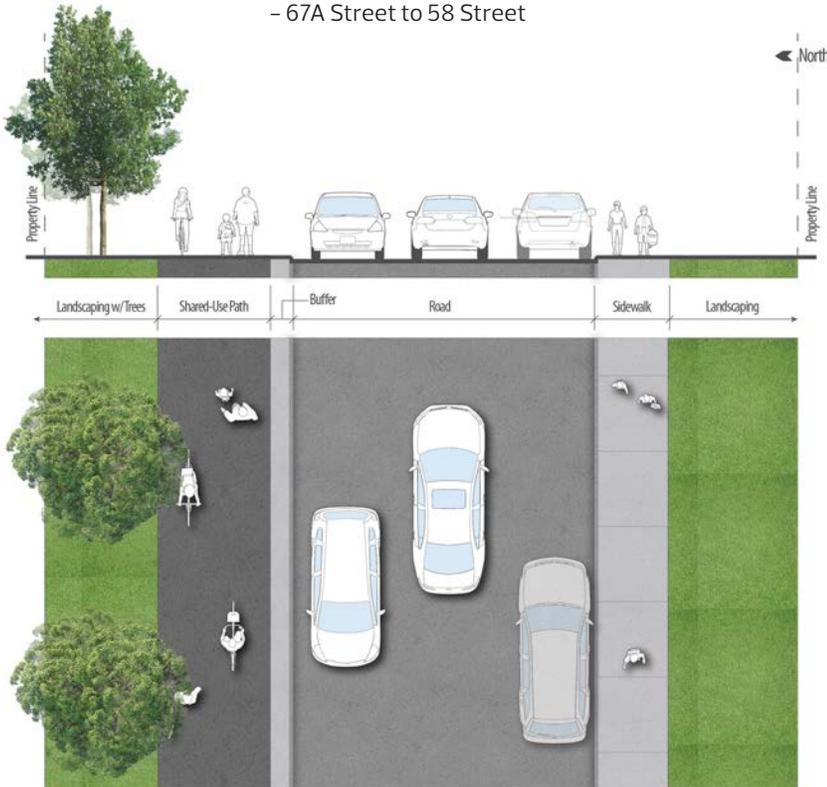


## 93A Avenue – East of 67A Street

Figure 42: Cross Section | Existing 93A Avenue  
– 67A Street to 58 Street



Figure 43: Cross Section | Proposed 93A Avenue  
– 67A Street to 58 Street



## Key Design Features

- Parking is maintained on both sides of the street from Ottewell Road to 67A Street



- Parking on the north side, adjacent to Ottewell Park, from 58 Street to 67A Street is removed



- A wider sidewalk is provided on the south side



- A shared-use path will be provided on the north side



## We Heard...

There are concerns about removing the parking adjacent to Ottewell Park. We also heard this active transportation connection is important for families and children to access the open spaces and schools. The constraints from property grades on the south side, existing mature trees on the north side and underground utilities, as well as the presence of on-street parking on 67A Street, 94 Avenue and 58 Street resulted in the decision to keep the shared-use path and remove the parking on the north side of 93A Avenue between 58 Street and 67A Street.

## Parks And Open Spaces

Designs were developed for three main open spaces in the neighbourhood as well as pocket parks, community benches and community entrances.

### City Policy and Program Alignment

- **Accessibility for People with Disabilities Policy, Access Design Guide and Vision for an Age-Friendly Edmonton Action Plan** — Supports access and use for people of all ages and abilities by providing accessible connections into open spaces, locating additional seating areas along main routes for people walking and rolling and ensuring infrastructure, such as sidewalks and furnishings, are appropriate for use by people with special mobility requirements
- **Open Space Policy, Breathe: Edmonton's Green Network Strategy and Edmonton's Urban Park Management Plan** — Endorses the quality and allocation of open spaces of different types that are inclusive and accessible to users of all ages and abilities
- **Dogs in Open Spaces Strategy** — Provides guidelines for designing and implementing dog off-leash areas
- **North Saskatchewan River Valley Area Redevelopment Plan, North Saskatchewan River Valley and Ravine System Protection Overlay and Ribbon of Green** — Outlines strategies for protection and enhancement of the natural character and environment of the North Saskatchewan River Valley and its tributaries and provides policies on development in and around these areas
- **Edmonton Parkland Bylaw, Corporate Tree Management Policy and Urban Tree Canopy Expansion Program** — Maintains and protects existing trees and open spaces and creates opportunities to expand Edmonton's urban forest
- **Winter Design Policy and Winter Design Guidelines** — Provides design principles and guidelines related to supporting and encouraging year-round use of open spaces
- **Neighbourhood Renewal Policy** — The Neighbourhood Renewal Program has funding limitations and cannot accommodate all of the proposed park improvements. The Project Team will explore other City programs and funding sources to support these improvements

## Design Focus Areas

### Pocket Parks

- Northwest Pocket Park
- North Pocket Park
- East Pocket Park
- Southwest Pocket Park
- West Walkway Pocket Park
- East Walkway Pocket Park

### Fulton Ravine Park

### Ottewell Park

### Open Space behind Waldorf School

### Other Public Spaces

- Pedestrian-Friendly Alley Connection to Ottewell Plaza
- Breezeways and Pedestrian Friendly Alleys
- Community Benches

## Pocket Parks

Pocket parks are small neighbourhood scale open spaces designed to be accessible to local residents of all ages and abilities.

The following table lists the technical considerations taken through the draft design. The icons indicate the Analysis Consideration that each item responds to.

## Technical Considerations

Table 4: Open Space Technical Considerations

Technical Consideration	
	Review existing pocket park lighting locations for impacts with proposed design and existing vegetation
	Reduce impact to existing unprogrammed open space by placing new sidewalks near the edges of the pocket parks



## Key Design Features

- Increase in pocket park size by reducing the width of roads and removing parking



- New or upgraded curb ramps and sidewalks through the pocket parks to support access for all users



- Additional furnishings, such as waste bins, benches and picnic tables



- New naturalized tree and shrub plantings in key locations



- Opportunity for play in pocket parks, such as coloured surface graphics, forest pathways, or other natural elements



- Removal of some overgrown plantings that block sightlines or access to pocket parks



- New or upgraded lighting to increase feelings of personal safety and security



## We Heard...

Keeping the unprogrammed open space in the pocket parks was very important to the residents of Ottewell. The pocket parks have been redesigned to preserve as much of the unprogrammed open space as possible while still making sure it is accessible to users of all ages and abilities

Figure 44: Plan | Northwest Pocket Park



Figure 45: Plan | North Pocket Park



Figure 46: Plan | East Pocket Park



Figure 47: Plan | Southwest Pocket Park



Figure 48: Plan | West Walkway Pocket Park



Figure 49: Plan | East Walkway Pocket Park



## Fulton Ravine Park

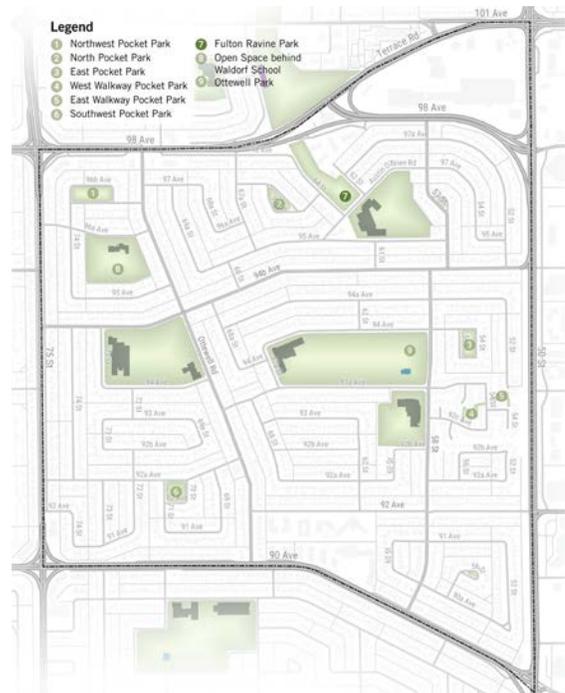
The Fulton Ravine open space includes a natural, treed ravine area at the north and an unprogrammed open space at the south. The ravine connects underground across 98 Avenue where water flows north as part of the North Saskatchewan River and its tributary system of ravines.

The following table lists the technical considerations taken through the draft design. The icons indicate the Analysis Consideration that each item responds to.

### Technical Considerations

Table 5: Fulton Ravine Park Technical Considerations

Technical Consideration	
	Protect the natural character of the ravine area and identify ways to enhance it through naturalized plantings
	Review placement of lighting, sidewalk and furnishings to respect the setback buffer from the edge of the existing naturalized area



## Key Design Features

- New fenced off-leash dog park  

- New sidewalk through the open space to address desire lines and support access for all users  

- Boulevard sidewalks around open space to provide trees plantings and separation from traffic  

- Additional furnishings, such as waste bins and benches  

- New naturalized tree and shrub plantings in key locations  

- New lighting to increase feelings of personal safety and security  


Figure 50: Plan | Fulton Ravine Park



## Ottewell Park

Ottewell Park is located in the centre of the community and supports a variety of outdoor activities such as basketball, baseball, water play, playground, mountain biking, skating and sledding. Ottewell Park is also home to the Ottewell Community League.

The following table lists the technical considerations taken through the draft design. The icons indicate the Analysis Consideration that each item responds to.

### Technical Considerations

Table 6: Ottewell Park Technical Considerations

Technical Consideration	
	Incorporate new amenities outside of the area licensed by the community league to keep maintenance responsibilities clear
	Review the suitability of this area for the development of an off-leash dog park



## Key Design Features

- New shared-use path through the open space to address desire lines and support access for all users



- Small community gathering area



- Additional furnishings, such as waste bins and benches



- New naturalized tree and shrub plantings in key locations



- New lighting to increase feelings of personal safety and security



Figure 51: Plan | Ottewell Park



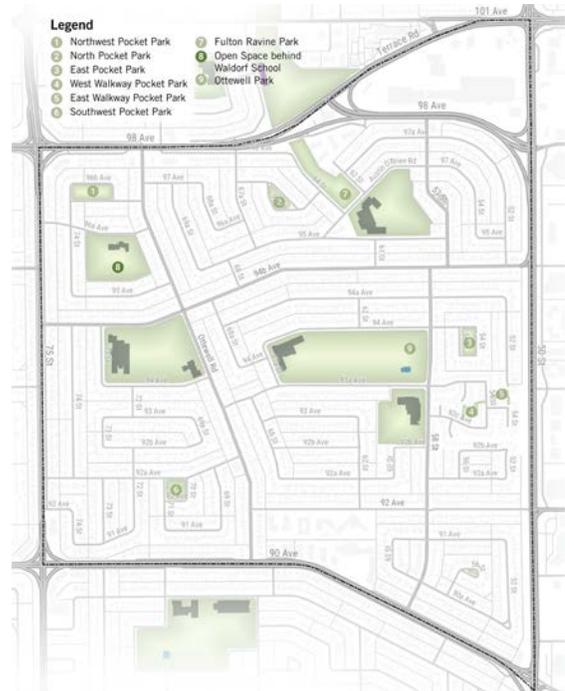
## Open Space behind Waldorf School

The park is located south of the school and is bordered by alleys to the east, south and west. The site includes soccer fields, a play area and space for school-related lessons and ball diamonds.

### Technical Considerations

Table 7: Open Space Behind Waldorf School Technical Considerations

Technical Consideration	
 	Consider the use of the City-owned open space by the Waldorf School
 	Consider the alignment of any potential new pathway and interface with sports fields within the park
 	Consider connecting the open space with the north-south alley on the west and east sides of the open space to facilitate access and circulation



## Key Design Features

- New sidewalk through the open space to address desire lines and support access for all users



- Maintain existing soccer field and ball diamond, with potential to adjust their sizes



- New tree and shrub plantings in key locations



- New lighting to increase feelings of personal safety and security



Figure 52: Plan | Open Space behind Waldorf School



## Other Public Spaces

The design of public spaces in Ottewell included other elements to support the open space network, such as **Breezeways, Pedestrian-Friendly Alley Connections** and **Community Bench Nodes**. These elements are important as they provide direct connections and amenities to facilitate community gathering and support those who need frequent rest locations.

The following table lists the technical considerations taken through the draft design. The icons indicate the Analysis Consideration that each item responds to.

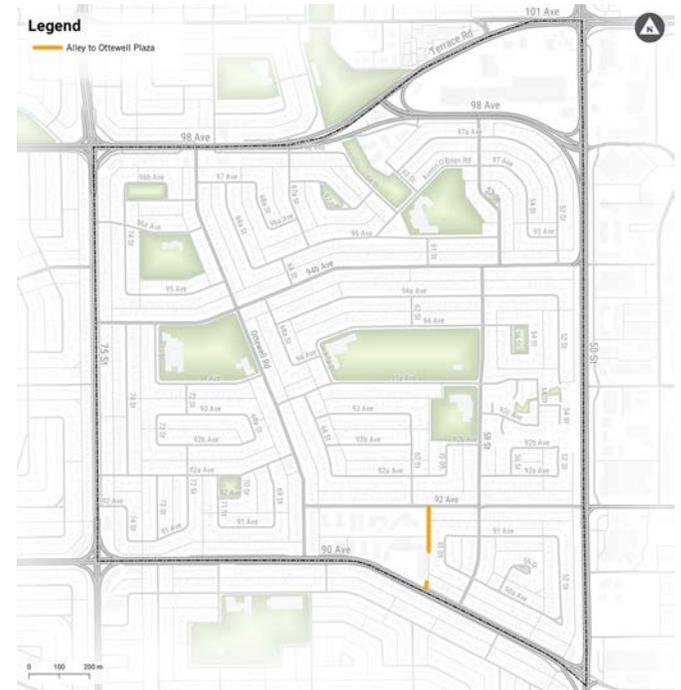
## Technical Considerations

Table 8: Other Public Spaces Technical Considerations

Technical Consideration	
	Improve accessibility of alleys and breezeways to strengthen the walking and rolling network through the community and to important local destinations
	
	Evaluate opportunity to remove encroachments which prevent ability to provide wider sidewalks
	Provide seating opportunities on main routes in alignment with City guidelines for people walking and rolling
	
	Consider the placement of community benches so as to not direct views into private residences

## Pedestrian-Friendly Alley Connection to Ottewell Plaza

Ottewell Plaza is a key community destination for many Ottewell residents however access is difficult for people walking, rolling or biking. The Pedestrian-Friendly Alley Connection will provide a more comfortable and accessible way for people to access Ottewell Plaza using alternative transportation modes.



## Key Design Features

- New sidewalk on the west side of the alley to provide a connection for people walking and rolling



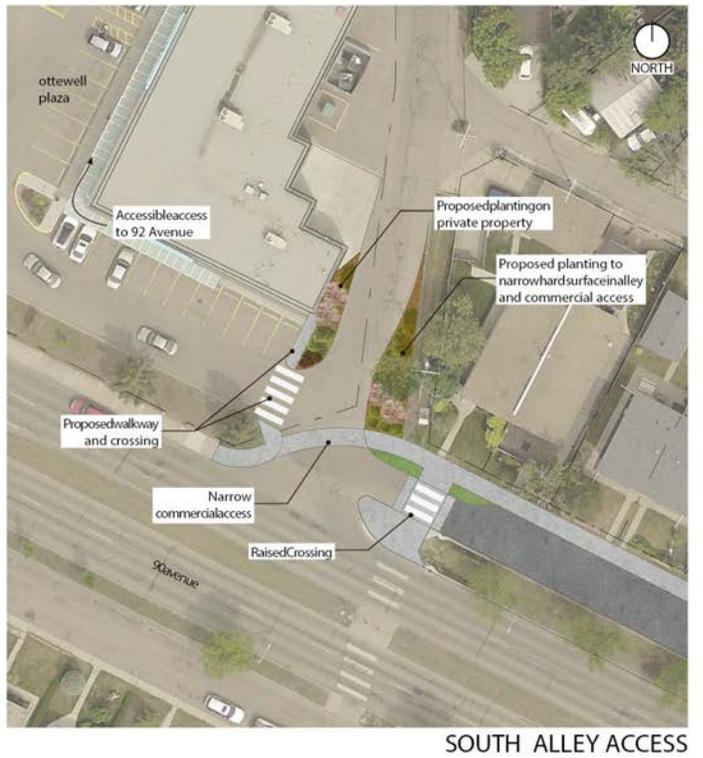
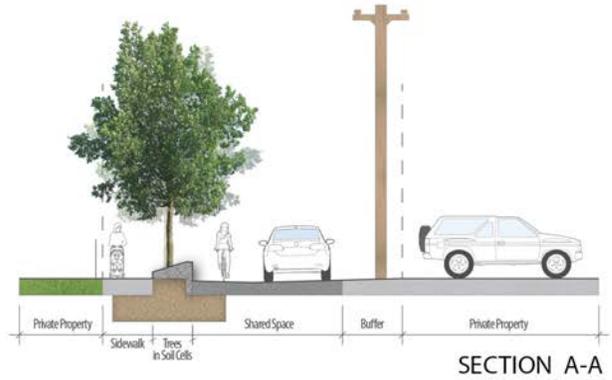
- Trees to separate people walking and rolling from people driving in the alley



## We Heard...

Access for people walking and rolling to Ottewell Plaza is particularly difficult in the winter when snow and ice make the alley impassable. A raised crossing across the east-west alley has been added to make maintaining the sidewalk surface easier in the winter months and to alert people driving in the alley that there is an important crossing at this location.

Figure 53: Plan | Pedestrian-Friendly Alley Connection to Ottewell Plaza



## Breezeways and Pedestrian Friendly Alleys

The alleys and breezeways are important pieces of the mobility network in Ottewell as the distance between many of the intersections is very long. Ensuring accessible connections at all times of the year is important to connect residents to community destinations and transit stops.



## Key Design Features

- New breezeways to address incomplete or missing connections for people walking or rolling to a destination such as a transit stop



- New alley sidewalks to complete missing connections from breezeways to sidewalks at streets.



- Upgrade breezeways to address infrastructure condition and reduce hazards (widen where possible)

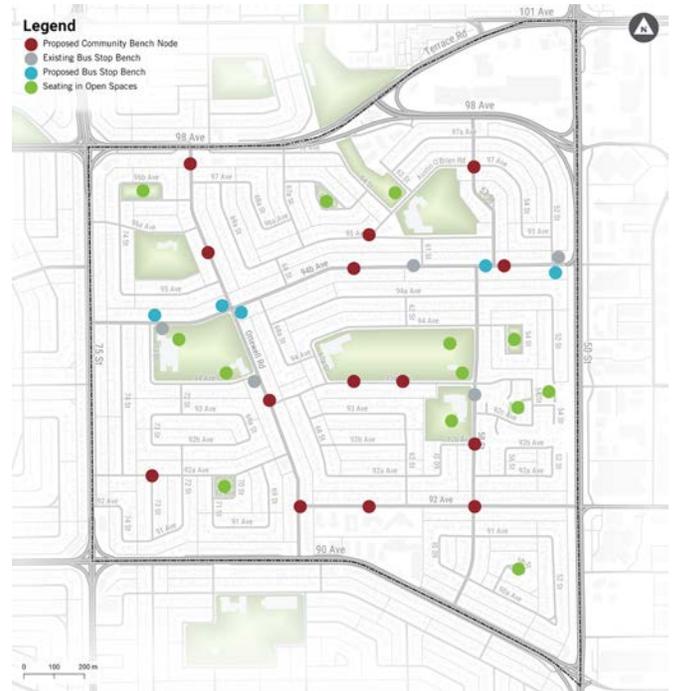


## We Heard...

Many of the existing breezeways in Ottewell have encroachments from properties on one or both sides. This impacts the ability to widen the sidewalks in the breezeways to meet minimum design standards. Additional consideration needs to be taken to investigate the options available to provide upgraded sidewalk infrastructure in these locations.

## Community Benches

Community benches are small nooks, often within the road right-of-way, where benches and other amenities such as waste bins or community message boards are located. These benches support a more walkable neighbourhood by providing opportunities to rest and socialize. They are accessible from the sidewalk and can come in different shapes and sizes.



## Key Design Features

- Benches and other amenities such as waste bins or community message boards



- Located within the public right-of-way



- Accessible from the sidewalk



- Size and design vary by location



- Placed at approximately regular intervals along main walking routes to increase predictability and accessibility



## We Heard...

Residents were concerned about the placement of community bench nodes and the orientation of the benches to direct views into private residences. They were also concerned about the perception of the bench nodes to be placed in their front yards. Care has been taken to locate benches and design bench nodes so as views are not directed into private residences and that the bench nodes do not appear to be in the front yards of residences.

# Other General Approaches

## Low Impact Development (LID)

### Low Impact Development Approach

Currently, when it rains, the water on the street flows into a catch basin connected to underground pipes which lead to the wastewater treatment plant or into the North Saskatchewan River. The planned work associated with Neighbourhood Renewal will construct Low Impact Development (LID) features along the streets and in the open spaces for rainwater and snowmelt to be directed into. LID features use plants and special soils to capture, store and manage the water from small rain events. Excess water drains into the underground pipes as it did before.

### What are the Benefits?

- LID helps to reduce local flooding. In smaller rain events, the amount of rain can be entirely absorbed by the plants and soil in the LID facility. In bigger storms, the LID facility slows the speed of the water entering the underground pipes which can help reduce flooding in the neighbourhood
- Cleaner stormwater leads to a cleaner river. LID soils and plants filter many pollutants and stop them from entering the underground pipes. In neighbourhoods with a combined sewer system, such as Ottewell, the frequency of untreated water being discharged into the river will be reduced
- LID provides green spaces that can help our bees and wildlife
- The plants in LID facilities reduce carbon air pollutants and the impact of heat reflecting off of paved surfaces
- From the viewpoint of a resident, there is no visible difference between a LID facility and a typical landscaped area
- LID facilities will be taken care of by EPCOR. Trees in LID facilities will be maintained by the City

### Additional Crossing Changes



There are additional locations throughout Ottewell where changes will be considered to make crossings safer for people walking and rolling through the community and to destinations outside of the community. These locations are:

- 95 Avenue east of 67A Street: Include curb bulb on south side at existing marked crossing
- 94A Avenue between 62 Street and 68 Street: Include curb bulb on south side at existing marked crossing
- 94 Avenue between 62 Street and 67A Street: Include curb bulb on south side at existing marked crossing
- 94 Avenue at 72 Street: Include curb bulb on the north side through the intersection and on the southwest corner. Add curb ramps for all crossings and mark and sign the

### We Heard...

There are many community destinations north of Ottewell that require crossing 98 Avenue. This road has been identified as a barrier with few opportunities for people walking, rolling and biking to cross safely. Three key intersections on 98 Avenue (57 Street, 67A Street and 71 Street) will be considered for crossing and signal upgrades to provide safer connections from Ottewell to the destinations to the north of the community.

north-south crossing on the west side of the intersection

- 92A Avenue at 72 Street: Include curb bulbs for the north-south crossing on the west side of the intersection. Mark and sign crossing
- 92A Avenue at 70 Street: Remove marked crossing
- 92 Avenue east of Ottewell Road: Include curb bulbs and marked crossing at existing breezeway connection on north side to new breezeway on south side
- 54 Street south of 93A Avenue: Review the addition of a marked crossing to connect the West Walkway Pocket Park to the East Walkway Pocket Park
- 98 Avenue at 71 Street: The unsignalized crossing is proposed to be removed at 98 Avenue and Ottewell Road and a marked crossing added to the west side of 71 Street. Signals for this intersection are to be determined
- 98 Avenue at 67A Street: Identified as a location where a crossing is needed. The timing of this work is to be determined and may take place prior to the Neighbourhood Renewal construction
- 98 Avenue at 57 Street: A crossing is to be added on the west side of 57 Street. Signals for this intersection are to be determined

## Crosswalk and Crossside Markings

Crosswalk and crossside markings are important features to visually identify crossing locations for people walking, rolling and biking. In alignment with the direction provided in the City of Edmonton Design and Construction Standards, Volume 8: Pavement Markings, zebra stripe crosswalks are to be provided at:

- Mid-block locations
- Right turn cut-offs
- Intersections with pedestrian activated flashers and rapid flashing beacons
- Arterial roundabouts
- Crosswalk locations adjacent to elementary school sites with an operating elementary school
- Within playground zones
- Locations as determined by the Safe Mobility section

In addition to the locations noted above, it is recommended that the following specific locations, as determined by the Project Team and the Safe Mobility section, receive zebra stripe crosswalks:

- All neighbourhood entry points

- All crossings at 94B Avenue and Ottewell Road
- All crossings at 94B Avenue and 57/58 Street
- Crossing Ottewell Road at 96A Avenue
- Crossing 94B Avenue at 73 Street
- Crossing 58 Street at 92 Avenue
- Crossing 94 Avenue at 72 Street
- Crossing 92A Avenue at 72 Street
- Crossing 96A Avenue at 74 Street

These locations will be considered for enhanced crosswalk markings for various reasons such as documented collision history, high conflict areas with people walking, rolling, biking or driving and known routes to schools.

## Potential Utility Impacts

The changes proposed for the streets and open spaces in the Ottewell neighbourhood will have an impact on existing utility infrastructure, particularly surface infrastructure. The work will require in-depth investigation, such as hydrovac, to determine more precisely the location of underground utilities. The work will also require the adjustment, relocation, or removal of surface utilities including, but not limited to, fire hydrants, catch basins, manholes and valves. It is not anticipated that adjustments or relocations need to be done to major utility infrastructure, such as power poles, power cabinets, traffic cabinets, water mains, gas lines, or combined or separate storm and sanitary mains.

# Next Steps

## Community Feedback on Final Design

The next step for the Neighbourhood Renewal in Ottewell is to prepare the final design plans. The final project decisions will consider City policies and programs, technical considerations, public input and available funding.

## Local Improvements

The Neighbourhood Renewal Program has been paid for through City-wide property taxes by creating a reserve fund dedicated to the program. In conjunction with the program, the City offers cost-sharing opportunities between the City and property owners of Ottewell for two Local Improvement options—decorative street light upgrades and sidewalk reconstruction.

The Decorative Street Light process is a community-initiated Local Improvement. This process gives Ottewell property owners the choice to upgrade from standard street light poles to decorative ones. If the owners choose to upgrade, an additional tax levy is added to the residential taxes for the property owners. If they choose to proceed with standard street light poles, there is no additional charge to property owners.

Sidewalk reconstruction is a City-initiated Local Improvement with a shared cost to property owners. It is less disruptive and more cost effective to property owners to replace aging sidewalks during the Neighbourhood Renewal construction. Property owners have the option to petition against sidewalk improvements. If the petition fails in a Local Improvement Project Area (less than 50% support), the sidewalks will be reconstructed and an additional tax levy is added to the residential taxes for the property owners. If the petition succeeds (more than 50% support), the sidewalks will only be repaired by methods such as patching, grinding or mud-jacking, not replaced. A successful petition results in no additional charge to property owners.

## Implementation

Construction is scheduled to begin in Ottewell in Spring 2023 and is projected to take four years. Timing and staging of construction are dependent on many factors including weather conditions, utility work and other unforeseen design and construction issues. Prior to construction beginning, other activities may take place in the neighbourhood, such as:

- Utility companies completing work prior to roadway construction
- Trees and/or other landscaping being pruned or removed if they impact construction. If the trees or landscaping is on private property or if it is in the public right-of-way but belongs to a property owner, the City will contact the property owner
- Existing street lights may be removed, and new bases and poles installed prior to construction. This includes the replacement of the underground cable system

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