



# Baturyn Urban Design Analysis

## Chapter 1: Background Information and Analysis



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# 1 Introduction

## 1.1 Background

Baturyn is a mature neighbourhood in north Edmonton. Sidewalks, streets, and infrastructure within the neighbourhood are in need of repair. Neighbourhood renewal reconstruction for Baturyn is scheduled to start in 2023 and be completed in 2025.

### Neighbourhood Renewal Program

The City of Edmonton's Neighbourhood Renewal Program is part of the Building Great Neighbourhoods (BGN) Branch. The purpose of the Neighbourhood Renewal Program is to outline cost-effective and long-term strategic approaches to renew and rebuild infrastructure within mature neighbourhoods and along collector roadways. The scope of work for neighbourhood reconstruction typically includes the following elements:

- Replacement of sidewalks, local roadways and collector roadways
- Upgrading street lights to underground with LED luminaries and an opportunity for neighbourhoods to consider options for a decorative street lighting upgrade
- Construction of curb ramps and other intersection improvements
- Addressing missing links in the sidewalk and bike network

The Neighbourhood Renewal Program also offers the opportunity for two types of cost-sharing local improvements: sidewalk reconstruction and decorative street lights. Opportunities to improve other city-owned areas, such as green spaces and parks, will also be reviewed with neighbourhood renewal. The intention is to make desired upgrades and enhancements in coordination with the Neighbourhood Renewal Program and leveraging other funding sources.

### Alley Renewal Program

Alley Renewal will also be included as part of this project. The Alley Renewal Program outlines a cost effective, long-term strategic approach to renew and rebuild alleys across the City over the next 25 years. As part of this project alleys in Baturyn will be reconstructed, repaved, and see improvements to drainage.

**Baturyn Park**



**Typical Baturyn local residential road with curbside sidewalks and rolled face curbs**



## 1.2 Urban Design Analysis

Urban design is an overarching city-building discipline that is concerned with how people experience the urban environment during their day-to-day activities. Urban design focuses on how streets, parks, trails, and open spaces are organized, function, and connect with larger city-wide networks.

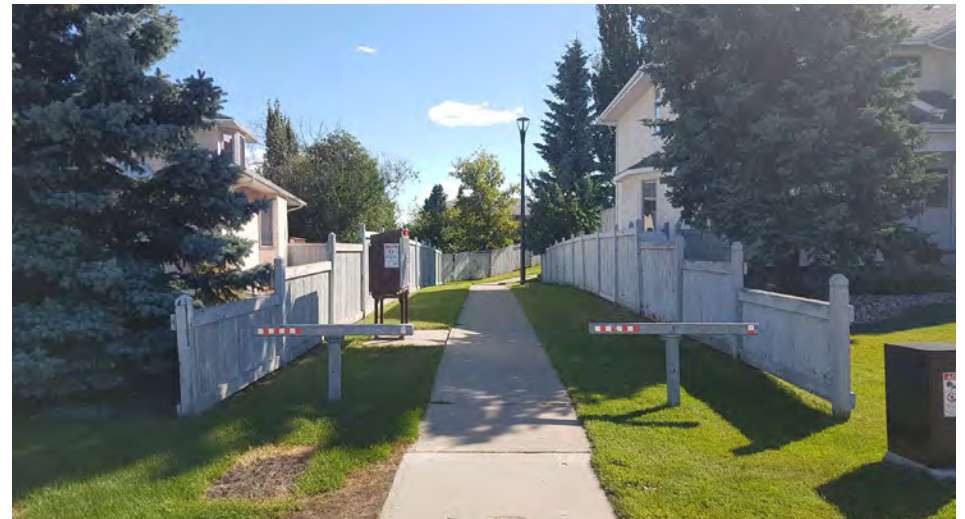
The UDA looks at Baturyn through an urban design lens in terms of the existing urban context, character areas, design aesthetics, access to day-to-day community destinations, and connectivity with other parts of the city. The study shows concepts, developed through public engagement, to inform neighbourhood renewal efforts and develops a community plan to inform future City initiatives. The UDA shows gaps and opportunities within the neighbourhood from different lenses such as walkability, connectivity, and universal design. These identified opportunities will help guide future investment and redevelopment to enhance the overall quality of life.

The UDA will be used by the project team to support decision making throughout neighbourhood renewal (concept/design/build). Concepts selected for implementation will require detailed engineering prior to construction, as well as consideration of appropriate funding sources. Funding could come from the public, private or community sectors. It is recognized that limited financial resources are available, so while some initiatives will be prioritized, others will likely be developed over longer time frames or reassessed in time.

Commercial area within Baturyn along 109 Street



Typical Baturyn through-block pathway



### 1.3 Project Approach and Process

The Baturyn UDA is part of the Concept Phase set out in the BGN *Public Engagement Charter*.

The key steps in the Concept Phase (see **Figure 1**) are:

- Sharing information about BGN with the community
- Establishing a neighbourhood Vision for livability and transportation
- Analyzing neighbourhood urban design features to identify strengths and opportunities for renewal
- Developing a concept design identifying priority projects that respond to the opportunities

The key UDA steps in the Concept Phase (see **Figure 1**) are:

- Gather Background Info & Perform Analysis
- Build Vision, Generate Ideas, Explore Opportunities
- Develop Options
- Develop Draft Design

The draft design recommended within the UDA will inform development of the final design and construction drawings.

### Road Map to Building Great Neighbourhoods



Figure 1. BGN Road Map



## 2 Neighbourhood Background Information

## 2.1 Study Area

The scope of neighbourhood renewal in Baturyn includes the areas of the neighbourhood shown in **Map 1** (alleys, local roads, collector roads, and city-owned lands). The areas surrounding Baturyn such as 112 Street, Castle Downs Road, and 97 Street are not part of the neighbourhood renewal scope. However, these surrounding areas are included in the UDA to help examine connections within and around the neighbourhood.

## 2.2 Neighbourhood Overview

### Street Network

The street network in Baturyn is inward-focused with only three entrances/exits and consists of curvilinear, loop, and cul-de-sac roads. The majority of local residential roads include curbside sidewalks along both sides with roll faced curbs. Various through-block pathways provide connections between the sidewalks of the local residential roads. The local roads are connected to the residential collector roads of 171 Avenue and 109 Street/172 Avenue/100 Street that creates a loop from Castle Downs Road through the neighbourhood. Separated sidewalks with boulevard trees exist along both sides of the residential collector roads.

The majority of properties have front driveway access and very few properties have alley access. Several multi-family developments have private internal roadways and walkways. While these are not included in the scope of work for reconstruction, their contribution to the mobility network is included in the analysis.

### Parks, Recreation, and Open Space

The majority of Baturyn's open space is located within the center of the neighbourhood in Baturyn Park. Baturyn Elementary Public School and St. Charles Elementary Catholic School share borders with Baturyn Park. The Baturyn Community League Hall is located within Baturyn Park. The park contains recreational amenities such as three baseball diamonds, seven soccer fields, two hockey rinks, and one playground. Pathways within the park connect to the surrounding residential streets via various through-block connections.

The neighbourhood also has two smaller park spaces. Carrol and Henry Paszek Park and Harry Farmer Park are located in the northwest and southeast corners of the neighbourhood. These parks provide little in the way of neighbourhood amenities besides the existing grassy space, pathways, and benches. Additional details about each park are included in Section **3.7**.

### Baturyn Community League

The Baturyn Community League is an active, non-profit community organization which serves the needs and interests of residents in Baturyn and the surrounding neighbourhoods of Elsinore, Chambery, Canossa, Castlewood, and Rapperswill. The Community League operates the Community Hall which hosts various community and private events including recreational opportunities and social gatherings.

### Educational Institution

Baturyn is home to two schools that provide access to K-6 education: Baturyn Elementary Public School and St. Charles Elementary Catholic School. The two schools are located next to Baturyn Park that serves as the central park for the neighbourhood. A network of pathways runs through this central park connecting with surrounding residential streets and smaller parks/open spaces. Students have to leave the neighbourhood to attend junior high and high school.

### Commercial Amenities

There are two small commercial developments in the southwest and southeast corners of the neighbourhood. These two commercial developments contain uses that serve the Baturyn neighbourhood and surrounding neighbourhoods. Retail uses include restaurants, bakeries, convenience store, a gas station, and a day care.

### Major Transportation Corridors

Major transportation corridors near Baturyn include 167 Avenue, 112 Street, 97 Street, and Castle Downs Road. Large format commercial developments exist along 97 Street south of Castle Downs Road (southeast of Baturyn) and at the intersection of 167 Avenue and 127 Street (west of Baturyn). Bus service is available within Baturyn along the central residential collector road of 109 Street/172 Avenue/100 Street and next to Baturyn along 97 Street and Castle Downs Road.

A north-south shared-use path SUP exists along the east edge of the neighbourhood parallel to 97 Street. The Lorelei Neighbourhood Renewal project plans to extent this SUP south. A SUP also exists along the north side of Castle Downs Road.



# Map 1. Study Area

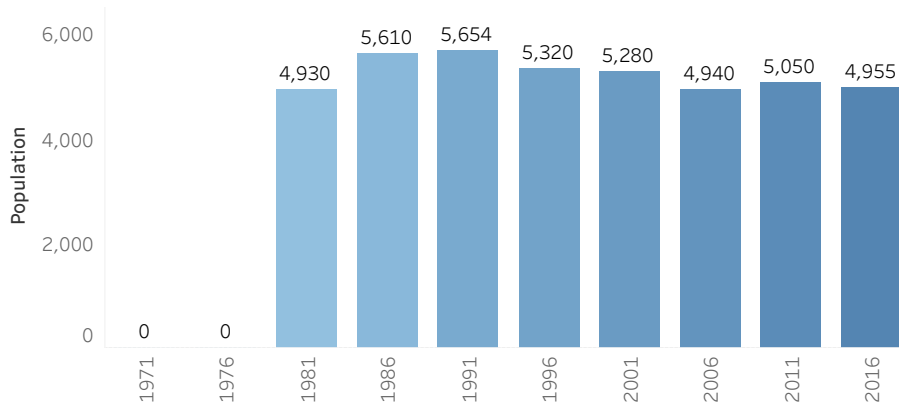


- Baturyn Neighbourhood Boundary
- Residential Collector Roads
- Public Open Space
- Local Roads
- Alleys



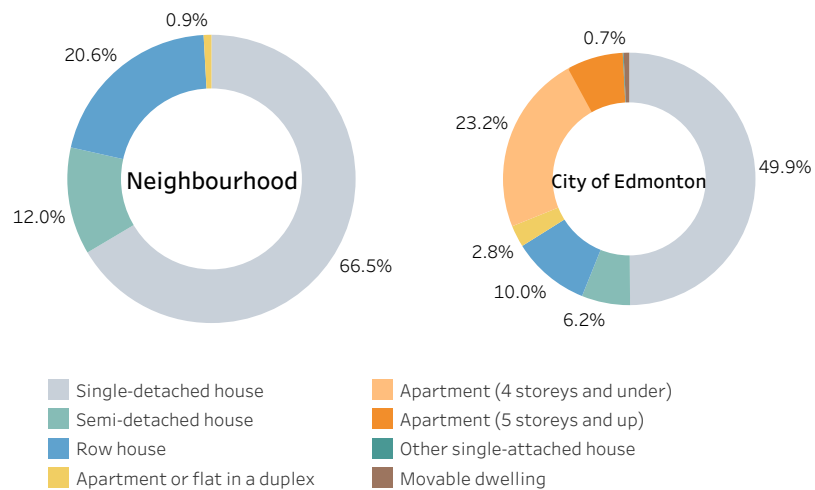
## 2.3 Neighbourhood Stats

### Baturyn Total Population<sup>2</sup>



The population of Baturyn is 4,872<sup>1</sup>. Baturyn's population has remained consistent over the past two decades<sup>2</sup>.

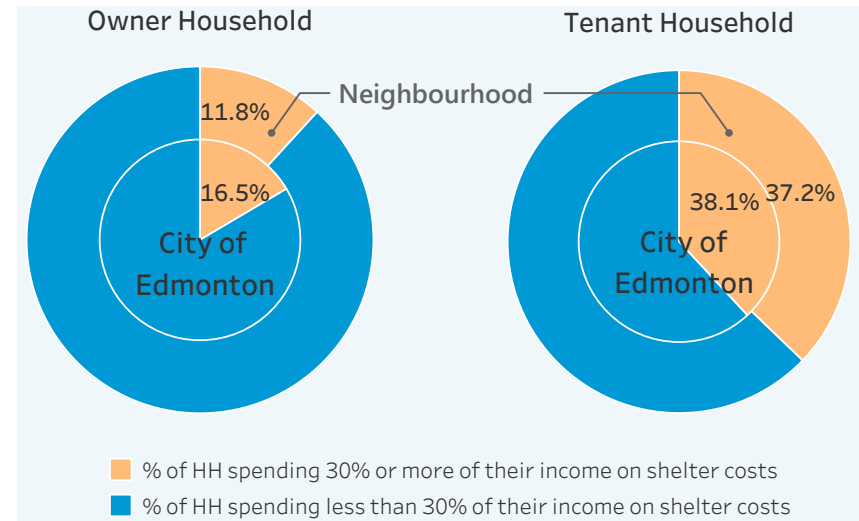
### Baturyn Dwelling Types<sup>2</sup>



The majority of multi-family developments in Baturyn contain private internal roads and pathways that are not included in the scope of renewal.

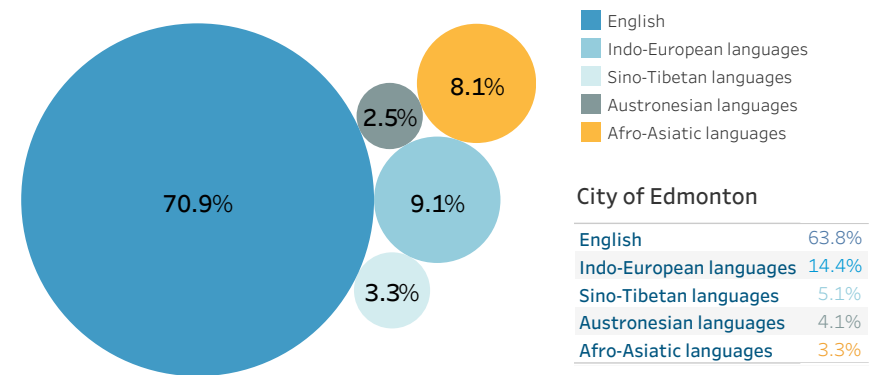
<sup>1</sup>2019 Edmonton Municipal Census, <sup>2</sup>2016 Federal Census

### Baturyn Household Shelter Costs<sup>2</sup>



In Baturyn, 77.7% of dwellings are owned and 22.3% are rented<sup>2</sup>. The percentage of owner households in Baturyn that spend 30% or more of their income on shelter costs is less than the Edmonton average.

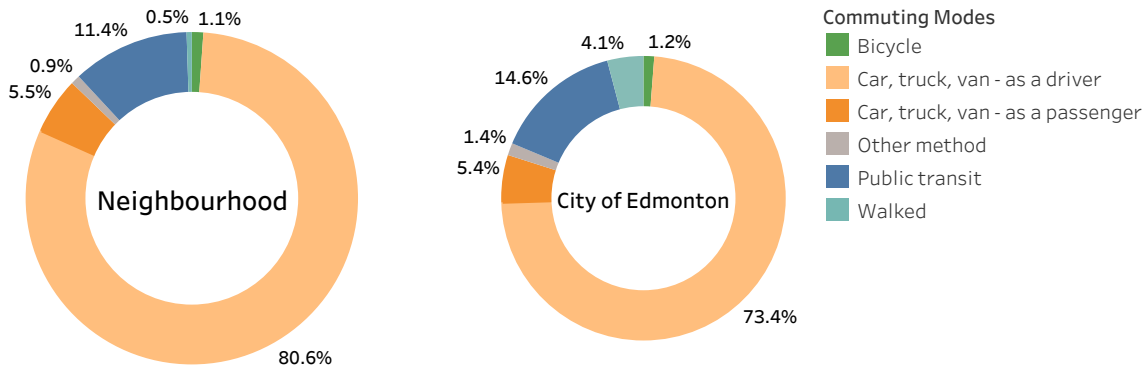
### Baturyn Top 5 Languages<sup>2</sup>



City of Edmonton	
English	63.8%
Indo-European languages	14.4%
Sino-Tibetan languages	5.1%
Austronesian languages	4.1%
Afro-Asiatic languages	3.3%

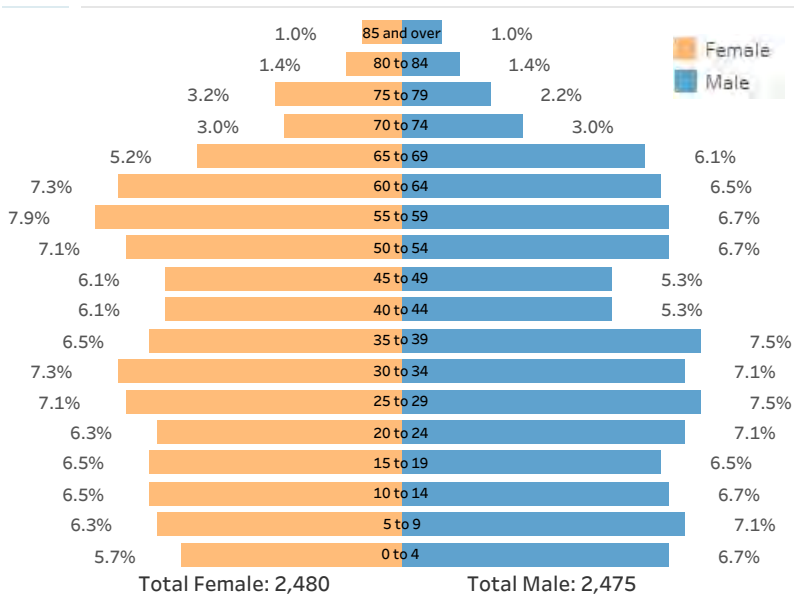
The most commonly spoken language is English, followed by Indo-European and Afro-Asiatic languages.

### Baturyn Journey to Work<sup>2</sup>



The primary commuting mode of Baturyn residents is personal vehicles. Other means of transportation, such as walking, biking, and public transit, are lower than the Edmonton averages.

### Baturyn Population by Age and Gender<sup>2</sup>



Two large demographic groups in Baturyn are:

- Ages 25 - 39
- Ages 50 - 64

### Potential Opportunities

- Highlight through public messaging that the scope of neighbourhood renewal does not include private internal roads and pathways of the various multi-family developments within Baturyn
- Enhance the public realm and amenities surrounding multi-family developments
- Work with the Neighbourhood Resource Coordinator to involve residents from various backgrounds and languages during public engagement
- Seek to improve bike infrastructure to support ridership and encourage mode shift
- Promote the use of public transit by enhancing amenities and walking connections
- Promote designs that support a safe and inclusive neighbourhood for all ages, genders, races, ethnicities, religions, and mental and physical abilities (such as pathways and park spaces with enhanced lighting)
- Explore opportunities for creating recreational amenities for not just children but adults and seniors as well (such as outdoor exercise equipment and resting areas along pathways)
- Identify existing and future barriers to achieving gender equality and create neighbourhood designs supportive of gender equality

<sup>2</sup>2016 Federal Census

## 2.4 Policy/Standards Review

The following City of Edmonton statutory plans, policies, and standards will be used to guide the development of urban design concepts. Public input, through public engagement activities, and technical requirements will also help guide the development of urban design concepts in conjunction with statutory plans, policies, and standards.

### City Plan

The *City Plan* charts out how we will get to a future city, a city that has the benefits we enjoy today with new opportunities for the future. The *City Plan* is about our spaces and places and how we move around the city. It is about our community and what we need to do together to grow, adapt and succeed.

The *City Plan*, Edmonton's Municipal Development Plan, encourages the use of high quality urban design to help activate underutilized public spaces and promote a well connected, attractive and delightful city. The project team will support the use of high quality urban design during the development of UDA concepts.

UDA concepts will help to achieve the following priorities, Big City Moves, of the *City Plan*:

### Greener As We Grow

- Planting new urban trees within Baturyn to help achieve the *City Plan* goal of two million new urban trees

### A Rebuildable City

- Reimagine and rebuild public spaces such as parks to adapt to a changing future

### A Community of Communities

- Creating opportunities for neighbours to socialize and get to know each other through the design of seating areas
- Support the use of transit and active transportation through the design of potential bike facilities and enhanced walking connections to transit stops
- Support the goal of creating 15-minute districts by identifying and providing missing park amenities in and surrounding Baturyn

### Inclusive and Compassionate

- Creating enjoyable spaces such as public parks and amenity areas for people of all ages, backgrounds and abilities to express themselves
- Design opportunities that help to eliminate racism and progress towards Truth and Reconciliation

### Catalyze and Converge

- Support culture and create beautiful and well-designed urban spaces and places to help attract and retain a talented population

For more information, visit: [edmonton.ca/thecityplan](https://edmonton.ca/thecityplan)

### ConnectEdmonton

ConnectEdmonton is Edmonton's Strategic Plan for 2019 - 2028. The Plan includes four strategic goals that require transformative changes to support a 2050 vision of Edmonton. The four strategic goals are:

- **Healthy City:** Edmonton is a neighbourly city with community and personal wellness that embodies and promotes equity for all Edmontonians
- **Urban Places:** Edmonton neighbourhoods are more vibrant as density increases, where people and businesses thrive and where housing and mobility options are plentiful
- **Regional Prosperity:** Edmonton grows prosperity for our Metro Region by driving innovation, competitiveness and relevance for our businesses at the local and global level
- **Climate Resilience:** Edmonton is a city transitioning to a low-carbon future, has clean air and water and is adapting to a changing climate

The Baturyn project team will explore neighbourhood renewal design concepts for sidewalks, parks and roads that support the strategic goals of ConnectEdmonton.

For more information, visit: [edmonton.ca/ConnectEdmonton](https://edmonton.ca/ConnectEdmonton)

### Winter Design Policy/Winter Design Guidelines

The Winter Design Policy (2016) calls for the City of Edmonton to support the following five winter design principles:

- Incorporate design strategies to block wind
- Maximize exposure to sunshine through orientation and design
- Use colour to enliven the cityscape
- Create visual interest with strategic use of creative lighting
- Provide infrastructure that supports the desired winter life

These five principles can be applied to all contexts (neighbourhoods, streets, sites and open spaces) in a myriad of different ways. The Winter Design Guidelines provide flexible guidance and inspiration. The above winter design principles will provide design direction for sidewalks, roads, open spaces, and breezeway concepts of Baturyn.

For more information, visit: [edmonton.ca/wintercity](http://edmonton.ca/wintercity)



### Complete Streets Design and Construction Standards (retrofit context)

The City of Edmonton's Complete Streets Design and Construction Standards (CSDCS) (2018) govern roadway design in Edmonton. The CSDCS provides direction for roadway design by designing streets that reflect the surrounding context, land use, and users. Complete Streets are designed to be safe, attractive, comfortable, and welcoming to people of all ages and abilities.

CSDCS aims to achieve the following principles:

- A network of streets, transitways, and off-street pathways that together accommodate all users and allow for efficient and high quality travel experiences
- The transportation network provides travel options for users of all ages and abilities that are safe, universally designed, context sensitive, and operable in all seasons (including winter)
- Streets are adaptable by accommodating the needs of the present and future
- Streets contribute to the environmental sustainability and resiliency of the city
- Consider both direct and indirect costs, as well as the value of the public right-of-way and the nearby real estate
- Streets are vibrant and attractive people places in all seasons to contribute to an improved quality of life

In retrofit situations, such as neighbourhood renewal, designs must consider the location of existing buildings, mature trees, utility infrastructure, private landscaping within public right-of-way, and numerous other constraints, within an existing right-of-way. These constraints must be addressed while striving to balance the needs of all street users and incorporating input through public engagement. Strategic compromises and tradeoffs may need to be explored to balance costs, technical feasibility, and other constraints.

Complete Streets acknowledges that during retrofit situations it may not be feasible or possible to completely align with the standards. In these instances, it should be clearly identified where there is variation from the standards and the rationale for the deviation should be documented using a Design Exception. The project team will analyze the benefits and tradeoffs of aligning with CSDCS while preparing UDA concepts.

For more information, visit: [edmonton.ca/completestreets](http://edmonton.ca/completestreets)



### **Vision Zero Initiative/Safe Mobility Strategy**

Vision Zero is a global initiative to eliminate fatalities and major injuries from motor vehicle collisions.

The City of Edmonton Road Safety Strategy for 2016-2020 provides a strategic plan to continue reducing the prevalence of fatalities, major injuries, injuries and property damage from motor-vehicle collisions.

As the Road Safety Strategy nears the end of its horizon, the City is nearing the completion of the Safe Mobility Strategy 2021 - 2025. The purpose of the Safe Mobility Strategy is to achieve Vision Zero through safe and livable streets in Edmonton. The following principles guide the strategy:

- We all move
- We all deserve to move safely
- We are connected
- We are successful when we work together
- We are informed by analytics, lived experience and research

The Baturyn project team will identify traffic safety issues through public engagement and develop concepts to mitigate traffic safety issues through design.

For more information, visit: [edmonton.ca/visionzero](https://edmonton.ca/visionzero)

### **Community Traffic Management Policy**

The Community Traffic Management Policy supports livable, healthy, and safe communities by providing guidance for a systematic and transparent process to identify, assess, respond to, and report on community traffic issues. The Policy supports physical measures that minimize traffic shortcutting and speeding to enhance safety for residents and all road users. The Baturyn project team will support the objective of the Policy by exploring design interventions that mitigate the impacts of potential speeding and shortcutting issues.

For more information, visit: [edmonton.ca/CommunityTrafficManagementPolicy](https://edmonton.ca/CommunityTrafficManagementPolicy)

### **Edmonton Bike Plan (draft)**

The City of Edmonton is in the process of developing a Bike Plan that will be a high-level strategic plan that guides the continued improvement and growth of the bike network and supporting programs. The draft version of the future bike network map was used to help inform decisions regarding bike network opportunities within and surrounding Baturyn. See section "3.11 Mobility Network - Cycling", for bike related opportunities.

For more information, visit: [edmonton.ca/bikeplan](https://edmonton.ca/bikeplan)

### **Active Transportation Policy**

The Active Transportation Policy promotes the development of infrastructure, facilities, programs and initiatives supportive of active transportation such as walking and biking. The Policy strives to create an Edmonton that is pedestrian- and bike-friendly. The Baturyn project team will explore concepts that promote and enhance opportunities for walking and biking in Baturyn and connections to the surrounding city-wide active transportation network.

For more information, visit: [edmonton.ca/ActiveTransportationPolicy](https://edmonton.ca/ActiveTransportationPolicy)



### Open Space Policy/Breathe Strategy

Edmonton's Open Space Policy (C594), approved by City Council in August 2017 along with the Breathe Strategy, recognizes Edmonton's green network as a living system of interconnected public parks and open spaces, which deliver a broad range of services and community benefits.

The Open Space Policy signals a new direction for open space network planning that supports multifunctionality, recognizes open spaces as part of a connected landscape, and values public land as an important resource that must be thought of holistically.

Breathe: Edmonton's Green Network Strategy is a transformative strategy to make sure that as the City grows, each neighbourhood will be supported by a network of open spaces. The goal of the plan is to sustain a healthy city by encouraging connection and integration of open spaces. The Strategy uses three themes to evaluate the functionality of green spaces: Ecology, Celebration and Wellness. The Strategy supports multifunctional open spaces that offer a broad range of amenities and create desirable destinations within a community. Understanding the multifunctionality of open spaces can provide valuable information for future planning to address opportunities and gaps.

The Strategy will guide future planning to ensure all neighbourhoods are supported by high-quality, accessible, connected open spaces. UDA concepts will help achieve the Strategic Directions of the Breathe Strategy. See Section 3.7 for a review of parks and open spaces in Baturyn.

For more information, visit: [edmonton.ca/breathe](http://edmonton.ca/breathe)



### Access Design Guide/Accessibility Policy

The Access Design Guide aims to promote accessibility throughout exterior paths of travel, open spaces and interior facilities owned, operated or leased by the City of Edmonton. The Guide is intended for use when planning, designing, building and maintaining City-owned facilities, parks and spaces leased by the City of Edmonton. This includes facilities owned and operated by the City, as well as those built on City-owned land but operated by another organization subject to lease agreement terms. The guidelines shall be incorporated into the planning of all exterior spaces starting from neighborhood design. The Guide also applies to renovation of City Facilities and Parks.

The Baturyn project team will use the Access Design Guide as a tool to guide the design of neighbourhood parks and amenities to be support accessibility.

For more information, visit: [edmonton.ca/AccessDesignGuide](http://edmonton.ca/AccessDesignGuide)



### **Crime Prevention Through Environmental Design (CPTED)**

Crime Prevention Through Environmental Design (CPTED) is the science around the design and effective use of physical space to reduce both the incidence and fear of crime. CPTED seeks to reduce both opportunity and the number of targets for criminals. Legitimate users of a space are actively encouraged, opportunities for observation are increased, and potential offenders are made to feel uncomfortable.

There are four basic strategies in CPTED:

- Access Control - guides people through a space by the strategic design of sidewalks, paths, landscaping, streets and building entrances
- Surveillance - placement of physical features, activities and people in a way that maximizes visibility
- Territorial Reinforcement - use of physical attributes that express ownership
- Maintenance - proper maintenance of a space to allow for the continued use of the space for the intended purpose

The project team will analyze the parks and open spaces of Baturyn through a CPTED lens to ensure that concepts support a safe community.

### **Public Engagement Policy**

The City of Edmonton values public engagement processes and activities that contribute to policy, program, service and project decisions by providing City Council and Administration with the best possible information to support decision making. The Public Engagement Policy applies to public engagement regarding all of the City's policies, programs, projects and services whether it is planned and delivered by City staff, contractors or community volunteers.

The Policy highlights the importance of understanding the public's view and perspectives on issues and topics, considering public input in decision making, and communicating how public input was used and why decisions were made. The Policy establishes the Public Engagement Spectrum that details four roles the public can play as they participate in engagement activities:

- *Advise* - The public is consulted by the City to share feedback and perspectives that are considered for policies, programs, projects, or services
- *Refine* - The public is involved by the City to adapt and adjust approaches to policies, programs, projects, or services
- *Create* - The public collaborates with the City to develop and build solutions regarding policies, programs, projects, or services. This can include community initiated engagement
- *Decide* - The public is empowered to make decisions directly or on behalf of the City about policies, programs, projects, or services.

The Baturyn project team will provide public engagement opportunities for residents to *Refine* and *Advise* on neighbourhood renewal concepts. The project team will strive to understand issues and perspectives of Baturyn residents shared through public engagement activities. Public input will be used to help develop neighbourhood renewal concepts.

For more information, visit: [edmonton.ca/PublicEngagementPolicy](https://edmonton.ca/PublicEngagementPolicy)





# 3 Neighbourhood Analysis

### 3.1 Surrounding Context and Destinations

Analyzing the surrounding context of a neighbourhood provides insights into the relationships between the Baturyn neighbourhood and the city as a whole. The existing open space network, community destinations, active transportation facilities and public transit routes are identified on **Map 2**.

Several neighbourhoods surround Baturyn such as Chambery and Elsinore to the north, Canossa and Dunluce to the west, Lorelei/Beaumaris to the south, Lago Lindo to the east, and Eaux Claires and Belle Rive to the southeast. The neighbourhoods of Lorelei and Beaumaris, south of Baturyn, are undergoing neighbourhood renewal with reconstruction scheduled for 2020 - 2021 and 2021 - 2022 respectively.

#### Transportation

Baturyn is bound by Chambery and Elsinore to the north and the three arterial corridors of Castle Downs Road to the south, and 112 Street and 97 Street to the west and east. Ninety-seven Street is a major north-south arterial road that provides access to the Canadian Forces Base Edmonton, Anthony Henday Drive, Yellowhead Trail, and Downtown. Castle Downs Road is another important arterial road that provides access to surrounding neighbourhoods and transportation corridors.

The sidewalks along the local streets of Baturyn are connected to a network of through-block pathways called breezeways. These breezeways help create pedestrian connections within and outside of the neighbourhood. Shared-use paths run along the north side of Castle Downs Road and the west side of 97 Street that provide access to a network of shared-use paths surrounding Baturyn.

#### Destinations

Two large format commercial developments are located near Baturyn: Namao Centre (97 Street and 167 Avenue) and Albany Market Square/Newcastle Shopping Centre (127 Street and 167 Avenue). Smaller commercial areas, containing convenience and personal service uses, are located along the edges of the surrounding neighbourhoods.

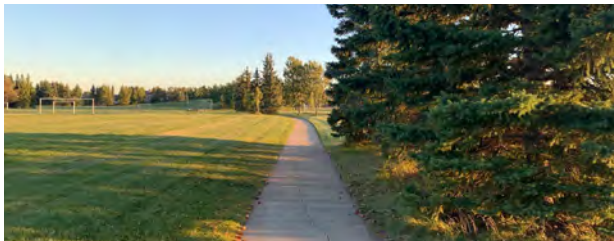
Several educational institutions, primarily elementary and junior public and Catholic schools, surround Baturyn. The closest schools for senior-level students are Queen Elizabeth in Killarney and Archbishop O’Leary in Glengarry.

A variety of public parks and school playgrounds in surrounding neighbourhoods provide access to several recreational amenities.

#### Opportunities

- Connect to planned neighbourhood renewal improvements along the edges of Lorelei such as new/wider sidewalks and pathways
- Collaborate with the Edmonton Bike Plan Team to strengthen the existing shared-use path network surrounding Baturyn
- Enhance connections for people walking and biking from Baturyn to surrounding destinations such as parks, schools, and commercial areas

Lorelei Park



Namao Centre (97 Street and 167 Avenue)



97 Street shared-use path



Canossa Park 1



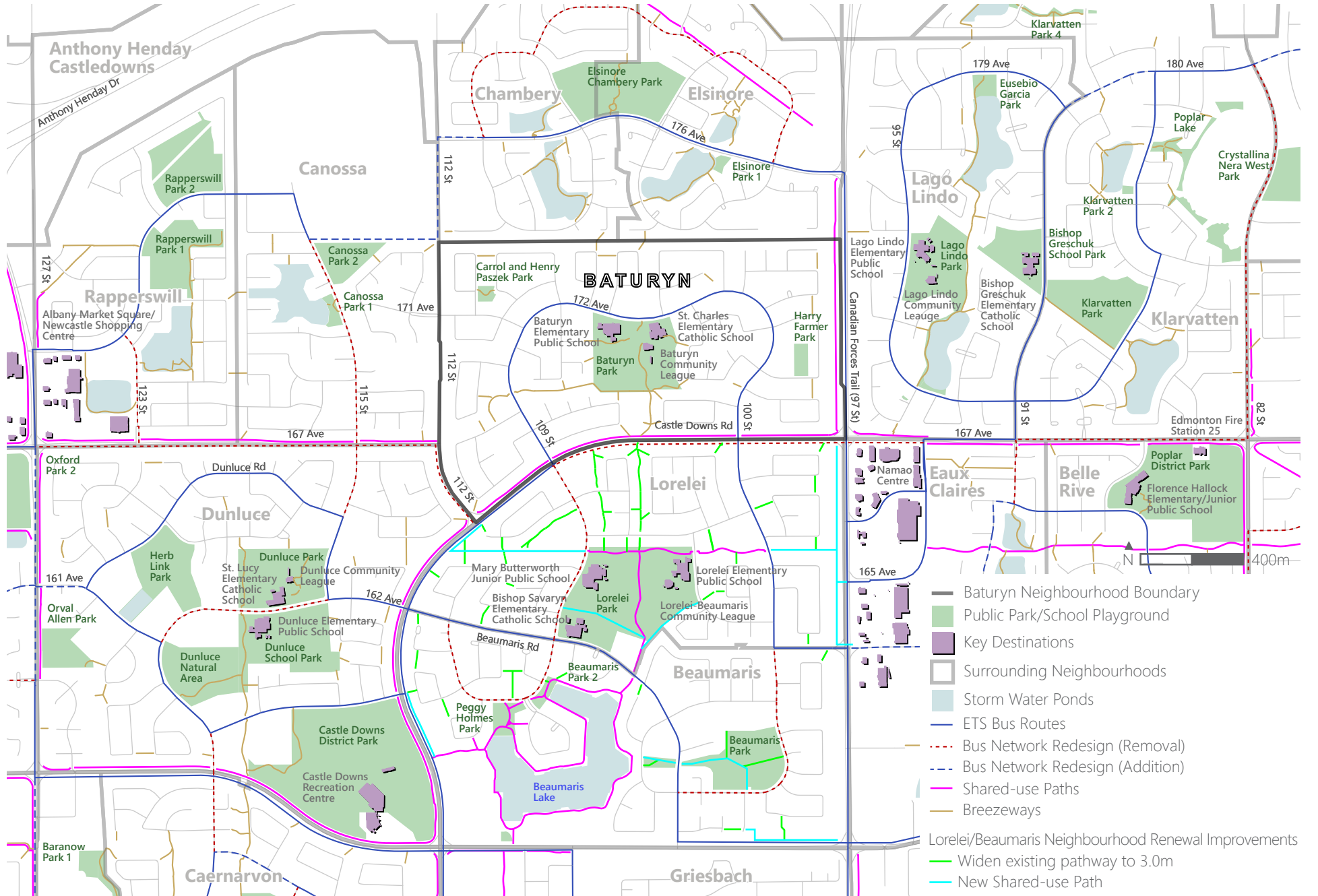
Albany Market Square/Newcastle Shopping Centre (127 Street and 167 Avenue)



Castle Downs Road shared-use path



# Map 2. Surrounding Context and Destinations



## 3.2 Land Ownership

Land ownership is an important consideration for neighbourhood renewal. Different parcels of land are associated with different organizations, such as the City of Edmonton or the Public and Catholic School Boards. Land ownership within the Baturyn neighbourhood is identified on **Map 3**.

### Walkway Lots (Transportation Holding)

- Used for breezeways (see Section 3.9 for more information on breezeways)
- Walkway lots are part of the City’s Transportation Holding and are treated as road right-of-way for the sake of approvals

### Utility Lots (PUL) (Municipal Use Properties)

- The purpose of PULs is to provide land to be used for public consumption or benefit for utilities, infrastructure, and transportation
- Similar to walkway lots, PULs throughout Baturyn are used for breezeways
- PULs are part of the City’s Municipal Use Properties Holding and do not need easements for public access or utilities

### Municipal Reserve Lots

- The municipal reserve lot in the southeast corner of Baturyn acts as a buffer between the arterial road of 97 Street and the neighbourhood

### City of Edmonton Non-Profit Housing Corporation

- The Non-Profit Housing Corporation (homeED) facilitates the development, provision, operation and maintenance of affordable housing accommodation throughout Edmonton
- A townhome development managed by homeED is located in southeast Baturyn

### Housing and Economic Sustainability Holding

- The Housing and Economic Sustainability Branch at the City of Edmonton advances positive community outcomes addressing the need for attainable housing, available at market and non-market rates through different programs, policies, and initiatives
- A City of Edmonton owned townhome development that is under a Housing and Economic Sustainability Holding is located in southwest Baturyn

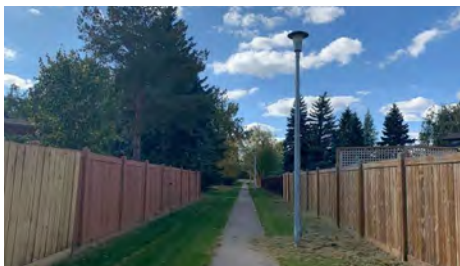
### Land Ownership and Leases

- The City of Edmonton has established joint-use agreements with Public and Catholic School Boards for respective school sites
- **Map 3** also shows the lands owned by the City of Edmonton, lands under the joint-use agreement with the Edmonton Public and Catholic School Boards, and lands leased to the Baturyn Community League

### Opportunities

- Explore the feasibility of enhancing mid-block connections by adding new pathways, widening existing pathways, adding/upgrading pedestrian-oriented lights, adding landscaping, and upgrading bollards
- Coordinate with the Edmonton Public and Catholic School Boards to explore neighbourhood renewal opportunities on their lands

Existing walkway lot



Existing walkway lot



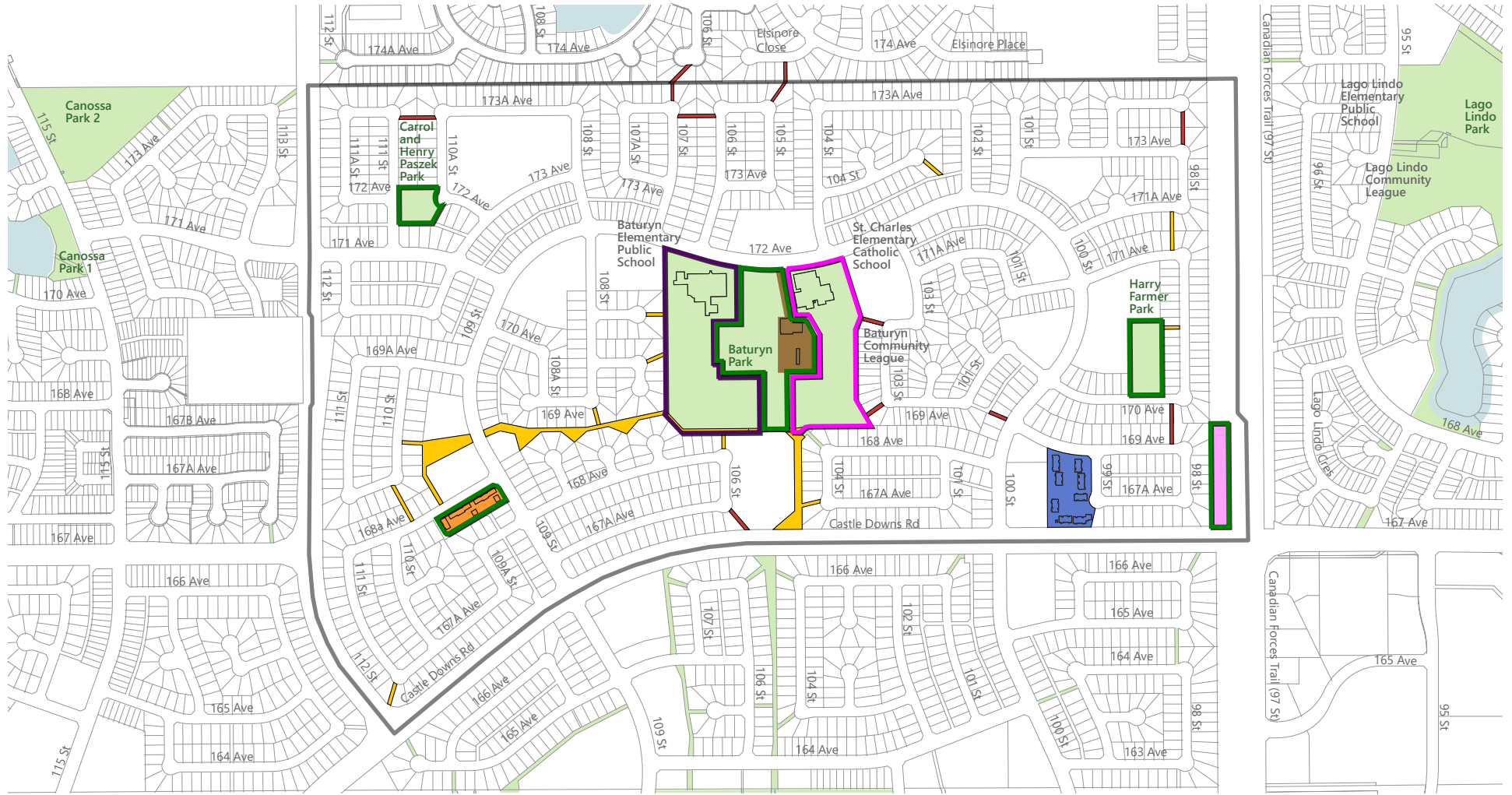
Existing utility lot



Existing utility lot



# Map 3. Land Ownership



- Baturyn Neighbourhood Boundary
- Public Park/School Playground/Open Space
- Buildings
- Walkway Lot
- Utility Lot (PUL)
- Municipal Reserve Lot
- City of Edmonton Non-Profit Housing Corporation
- Housing and Economic Sustainability Holding
- Edmonton Catholic School Board Lands (Joint-use Agreement with the City of Edmonton)
- Edmonton Public School Board Lands (Joint-use Agreement with the City of Edmonton)
- City of Edmonton Land
- Baturyn Community League License



### 3.3 Adjacent and Proposed Projects

It is important to obtain an understanding of existing and on-going projects within and surrounding Baturyn. Planned and in progress public projects are identified on **Map 4**. Opportunities to align city efforts and resources regarding multiple projects should be pursued.

#### 1 Future Corner Store Program Site

The commercial/retail area located at 16833 109 Street, within the west portion of the neighbourhood, has been identified as a potential candidate for the Corner Store Program. Planning, design and construction will be coordinated with the Baturyn neighbourhood renewal.

#### 2 Lorelei Neighbourhood Renewal Improvements

Lorelei neighbourhood renewal improvements, being constructed for 2022, next to Baturyn that enhance connections for people who walk and bike include:

- New/wider sidewalks
- New shared-use paths
- Wider existing pathways (3.0m)

#### 3 112 Street and 167 Avenue - Arterial Roadway Widening

112 Street and 167 Avenue are arterial roads on the north side of Edmonton serving both residential communities and commercial districts with long-range plans to connect to future developments in St. Albert. The City is conducting a roadway widening planning study to improve current road conditions and traffic flow and to accommodate future retail and commercial growth in the communities of Rapperswill, Canossa and The Palisades.

To determine the upgrades and changes required, a concept plan will be developed for 112 Street from Castle Downs Road to 176 Avenue and 167 Avenue from 112 Street to East of 127 Street. The plan will look at potential road widening, intersection improvements, roadway upgrades and urbanization plans. The goal is to improve safety and traffic flow for all road users along 112 Street and 167 Avenue. Highlights include:

- 112 Street will be widened from 2 lanes to 4 lanes from Castle Downs Road to 167 Avenue
- 112 Street from Castle Downs Road to 176 Avenue will be converted from a rural road configuration to an urban road configuration. Urban lanes can include sidewalks, shared-use paths, street lights, trees, and provision for storm sewer systems
- 167 Avenue from 112 Street to East of 127 Street will be widened from 2 lanes to 4 lanes
- Intersection improvements will be studied at all intersections along the corridors

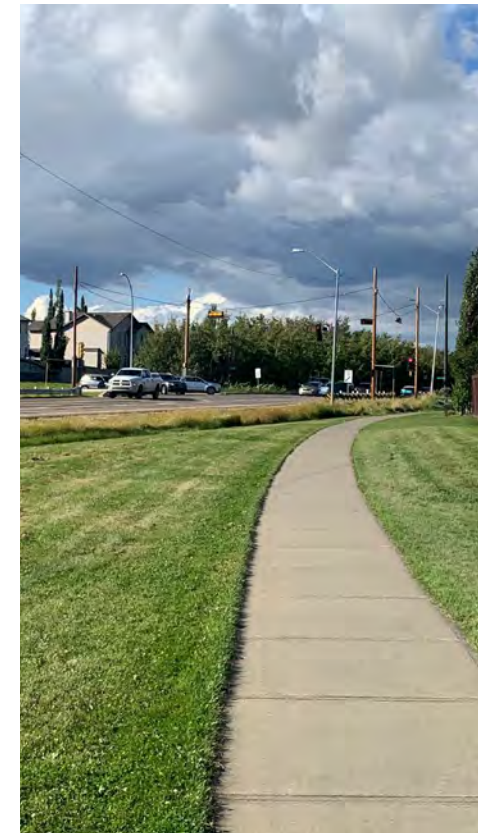
#### Opportunities

- Where possible, coordinate public engagement activities of the Baturyn neighbourhood renewal with other ongoing and planned public and private projects
- Coordinate the development and construction of the 109 Street Corner Store area as part of the Baturyn neighbourhood renewal
- Explore opportunities to address missing links between Baturyn and the planned Lorelei neighbourhood renewal sidewalk, pathway, and shared-use path improvements
- Identify the feasibility of implementing aspects of the 112 Street and 167 Avenue Arterial Roadway Widening concept along 112 Street such as a new north-south shared-use path and intersection improvements

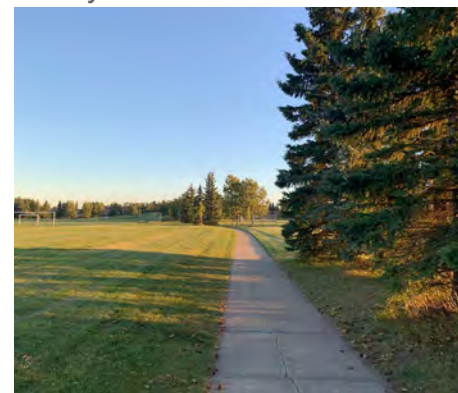
Future Corner Store Program Site



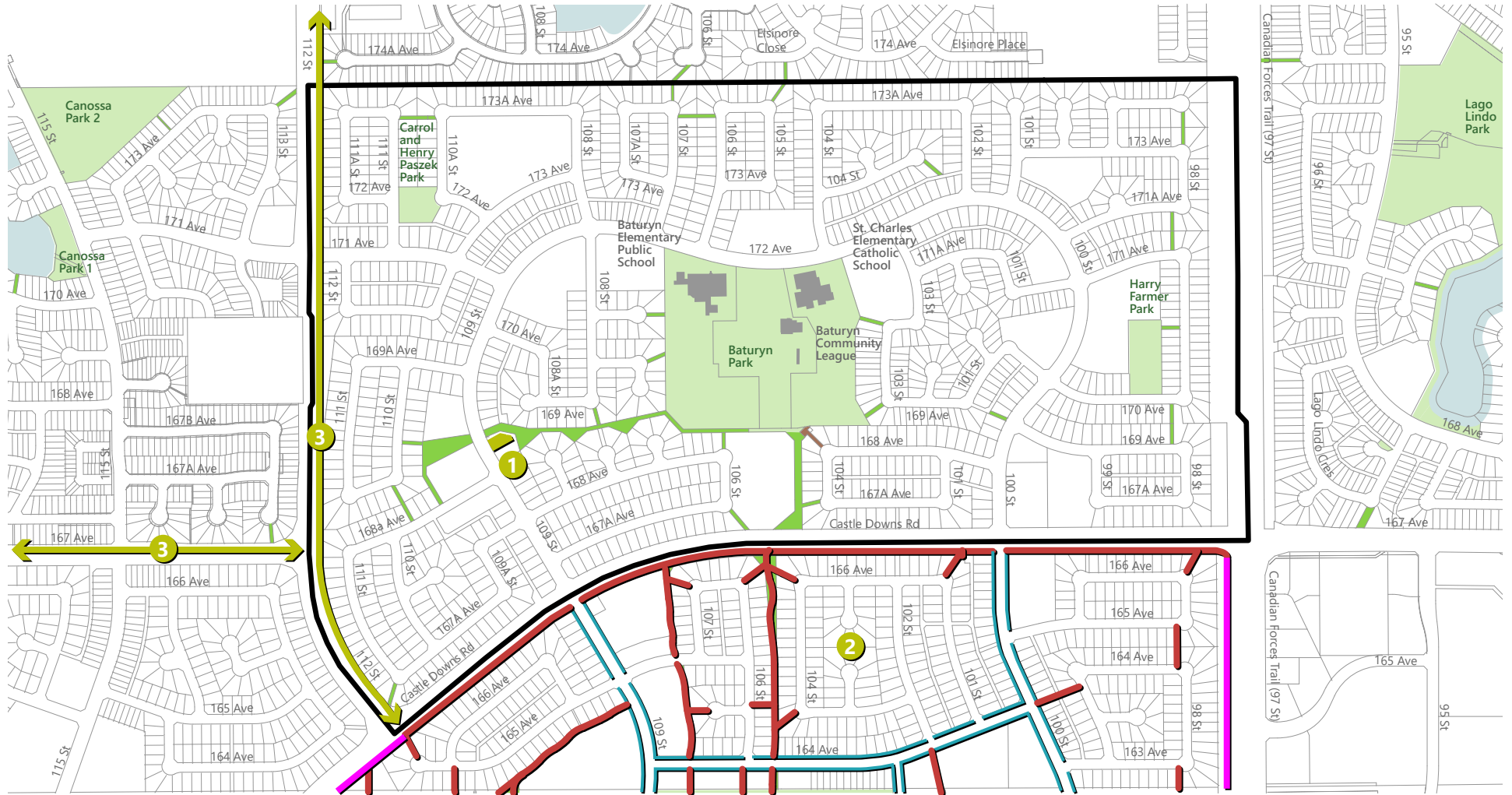
112 Street













Pathway within Lorelei



# Map 4. Adjacent and Proposed Projects



-  Baturyn Neighbourhood Boundary
-  Public Park/School Playground
-  Open Space for Existing/Potential Pathway Connections
-  Open Space that is part of the city's road right-of-way
-  1 Future Corner Store Program Site
-  2 Lorelei/Beaumaris Neighbourhood Renewal Improvements
  -  New/Wider Sidewalk
  -  New Shared-use Path
  -  Widen existing pathway/sidewalk to 3.0m
-  3 112 Street and 167 Avenue - Arterial Roadway Widening



### 3.4 Commercial Nodes and Community Destinations

The existing commercial nodes and community destinations in and surrounding Baturyn are identified on **Map 5**.

#### Community Centres

- Baturyn Community League
- Lorelei-Beaumaris Community League

#### Educational Destinations

- Baturyn Elementary Public School
- St. Charles Elementary Catholic School
- Schools in Lorelei (Mary Butterworth Junior Public School, Lorelei Elementary Public School and Bishop Savaryn Elementary Catholic School)

#### Small and Medium Commercial Development

- Two small scale commercial areas are located in Baturyn along the internal residential collector road of 109 Street and 100 Street
- Various small and medium scale commercial areas are located outside of Baturyn along Castle Downs Road and 112 Street and in Lorelei.

#### Large Format Commercial Development

- The Namao Commercial Centre located at the southeast corner of 97 Street and 167 Avenue contains several large format commercial stores

#### Places of Worship

- Northwest Pentecostal Assembly
- Church Of Jesus Christ Of Latter-Day Saints (in Canossa)
- St. Charles Catholic Church (in Chambery)

#### Public Park/School Playground

- Baturyn Park
- Carrol and Henry Paszek Park
- Harry Farmer Park
- Parks in Lorelei and Beaumaris (Lorelei Park and Beaumaris Lake)

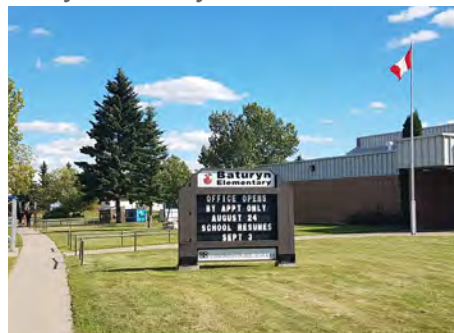
#### Opportunities

- Focus public realm improvements around key nodes and community destinations
- Explore opportunities to enhance the pedestrian experience along key walking routes
- Explore opportunities to enhance connections within the neighbourhood to surrounding destinations

Baturyn Community League Building



Baturyn Elementary Public School



Baturyn Park



Carrol and Henry Paszek Park





# Map 5. Commercial Nodes and Community Destinations



— Baturyn Neighbourhood Boundary

■ Park/Open Space

— Existing Breezeways

### Destinations

■ Community Centre

■ Educational Destination

■ Small and Medium Scale Commercial Development

■ Large Format Commercial Development

■ Place of Worship



## 3.5 Built Form and Character Areas

The general built form types and character areas within Baturyn are identified on **Map 6**.

### Built Form

Built form types in Baturyn include:

#### Low-density Residential

- One- to two-storey single detached homes set back from roads with front yards

#### Multi-family Residential

- One- to two-storey duplexes and row houses set back from roads with internal fenced yards

#### Commercial

- One-storey strip commercial buildings set back from roads with internal parking lots and walkways

#### Institutional

- School buildings set back from the internal residential collector road with main building entrances facing the road and separate parking lots off to the sides
- The Northwest Pentecostal Assembly is set back from the road with few windows facing onto the road

### Character Areas

#### Mature Residential

- Predominately low-density single-family detached homes with front yards, driveways, and few alleys
- Several multi-family residential developments with private internal roads and walkways with few interactions with the surrounding public roads
- Network of wide curvilinear roads, with on-street parking provided on both sides, that occasionally end in cul-de-sac
- Narrow curbside sidewalks (1.25m - 1.5m) line both sides of most local residential roads
- Trees are sparse next to curbside sidewalks on public or private lands
- Several open spaces in the form of parks and breezeways that provide walking connections

#### Internal Residential Collector Road

- Acts as the main spine of the neighbourhood providing access to all local roads, commercial areas, the two schools, bus stops, and a place of worship
- Roads are lined with boulevard trees and separate sidewalks that create a comfortable environment for people to walk
- The internal residential collector roads serve as key access points and travel routes into and through the neighbourhood
- Both low-density and multi-family development front onto these residential collector roads and typically have alley access

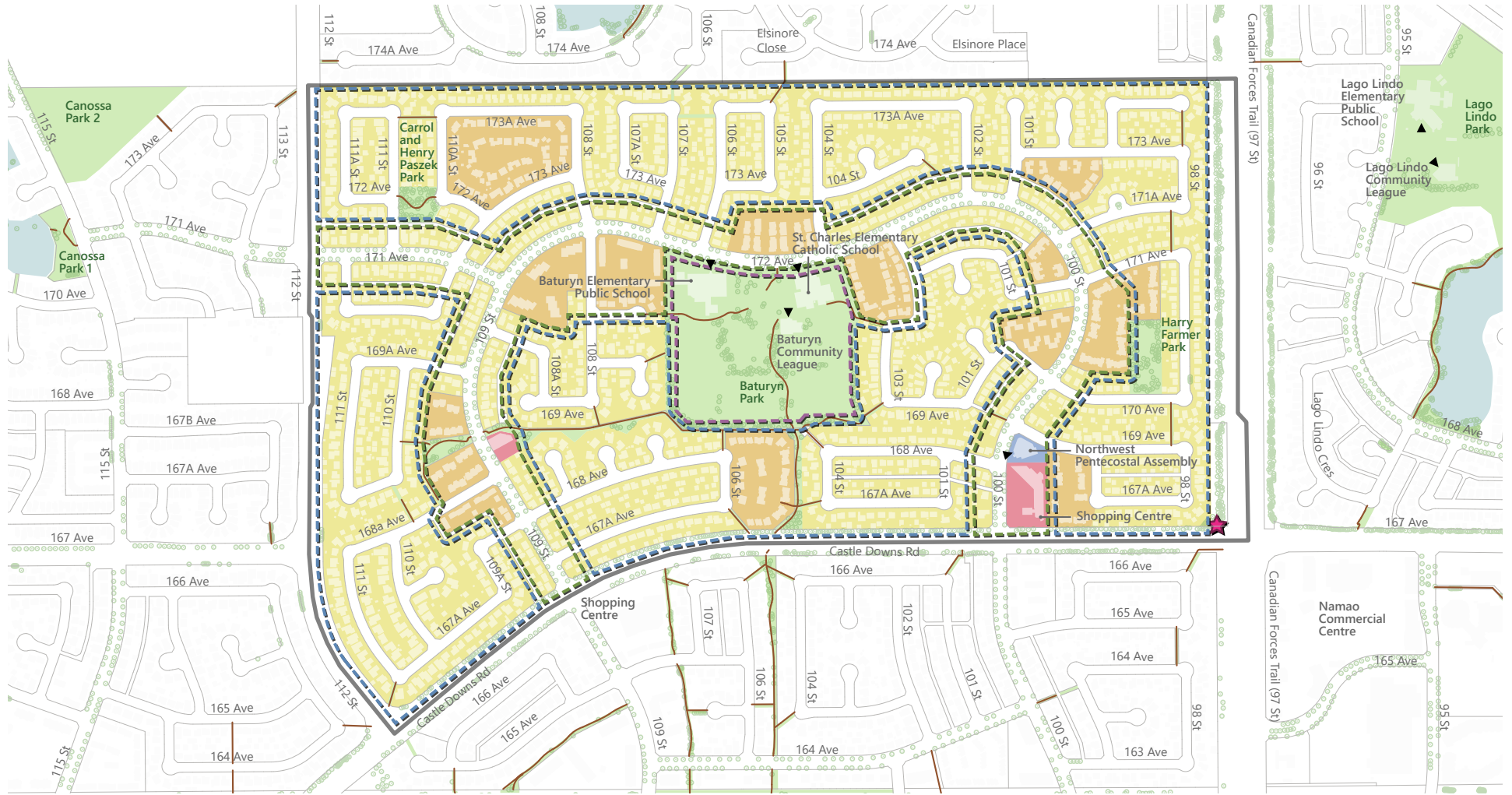
#### Community Hub

- Baturyn Park serves as the “heart” of the neighbourhood
- A community hub is created by the configuration of breezeways and roads leading towards the centrally located Baturyn Park and the clustering of recreational amenities, schools, and the community league
- Provides a space for the community to gather and socialize

#### Opportunities

- Explore how neighbourhood renewal designs can enhance the character and function of the commercial areas
- Explore the feasibility of enhancing the character of the mature residential area by planting boulevard trees and creating seating areas along key walking routes
- Strengthen walking connections within the neighbourhood by enhancing breezeways (add missing pathway connections, replace and widen pathway surfaces, replace/add pedestrian-oriented lights, add landscaping, and replace/add bollards)
- Ensure that the public network of breezeways connects with private internal pathways of the various multi-family developments within Baturyn to create a cohesive network of walking connections
- Explore opportunities to strengthen the functionality of the residential collector roads for all users
- Consider community-led public art and artistic enhancements near the commercial areas to help create a strong sense of place
- Explore opportunities to enhance the public realm in front of public building entrances to help strengthen placemaking
- Explore how commercial areas impact the local economy, design of roads, parking, and sense of arrival
- Collaborate with the City’s Corner Store Program and business owners to explore placemaking opportunities on public and private land

# Map 6. Built Form and Character Areas



- Baturyn Neighbourhood Boundary
- Public Park/School Playground/Open Space
- Breezeways
- ▶ Main Entrances of Buildings
- Trees
- ★ Castle Downs Entrance Sign

- Built Form**
- Low-density Residential
  - Multi-family Residential
  - Commercial
  - Institutional

- Character Areas**
- Mature Residential
  - Internal Residential Collector Road
  - Community Hub



### 3.6 Surrounding Open Space Network

It is important to analyze the surrounding context of a neighbourhood to understand the availability of various types of open spaces and the amenities within them. By doing so, insights can be gathered to identify opportunities and gaps within the open space network. Various parks and amenities in the neighbourhoods surrounding Baturyn are identified on **Map 7**.

Parks surrounding Baturyn have several amenities that serve both the residents of the neighbourhood and surrounding areas. The neighbourhoods located in the immediate vicinity of Baturyn (Chambery, Elsinore, Lago Lindo, Klarvatten, Belle Rive, Eaux Claires, Lorelei/ Beaumaris, Dunluce, Rapperswill, and Canossa) include the following park types:

- 19 School & Community Parks
- 1 Natural Area
- 2 District Activity Parks

Park amenities in the ten neighbourhoods surrounding Baturyn include:

- 28 Baseball Diamonds
- 50 Soccer Fields
- 12 Playgrounds
- 4 Outdoor Rinks and Skating Areas
- 3 Combo Fields
- 2 Basketball Court
- 2 Spray Parks
- 1 Skatepark

#### 15 minute walk and bike ride from Baturyn

- The *City Plan* promotes 15-minute districts where people can easily complete their daily needs in a 15-minute walk, bike ride or transit trip
- **Map 7** shows what parks and amenities surrounding Baturyn are within a 15-minute walk from the edge of Baturyn (average walking speed of 5.0km/h)
- All parks and amenities shown in **Map 7** are less than a 15 minute bike ride from the edge of Baturyn (average speed of 15.0km.h).

#### Opportunities

- Through public engagement, identify missing amenities that may benefit current and future residents of Baturyn and surrounding neighbourhoods
- Improve connections for people who walk and bike between Baturyn and surrounding open space destinations
- Explore placemaking opportunities within or near Baturyn parks to help create a sense of place

Lorelei Park



Elsinore Chambery Park



Poplar District Park



Canossa Park 1



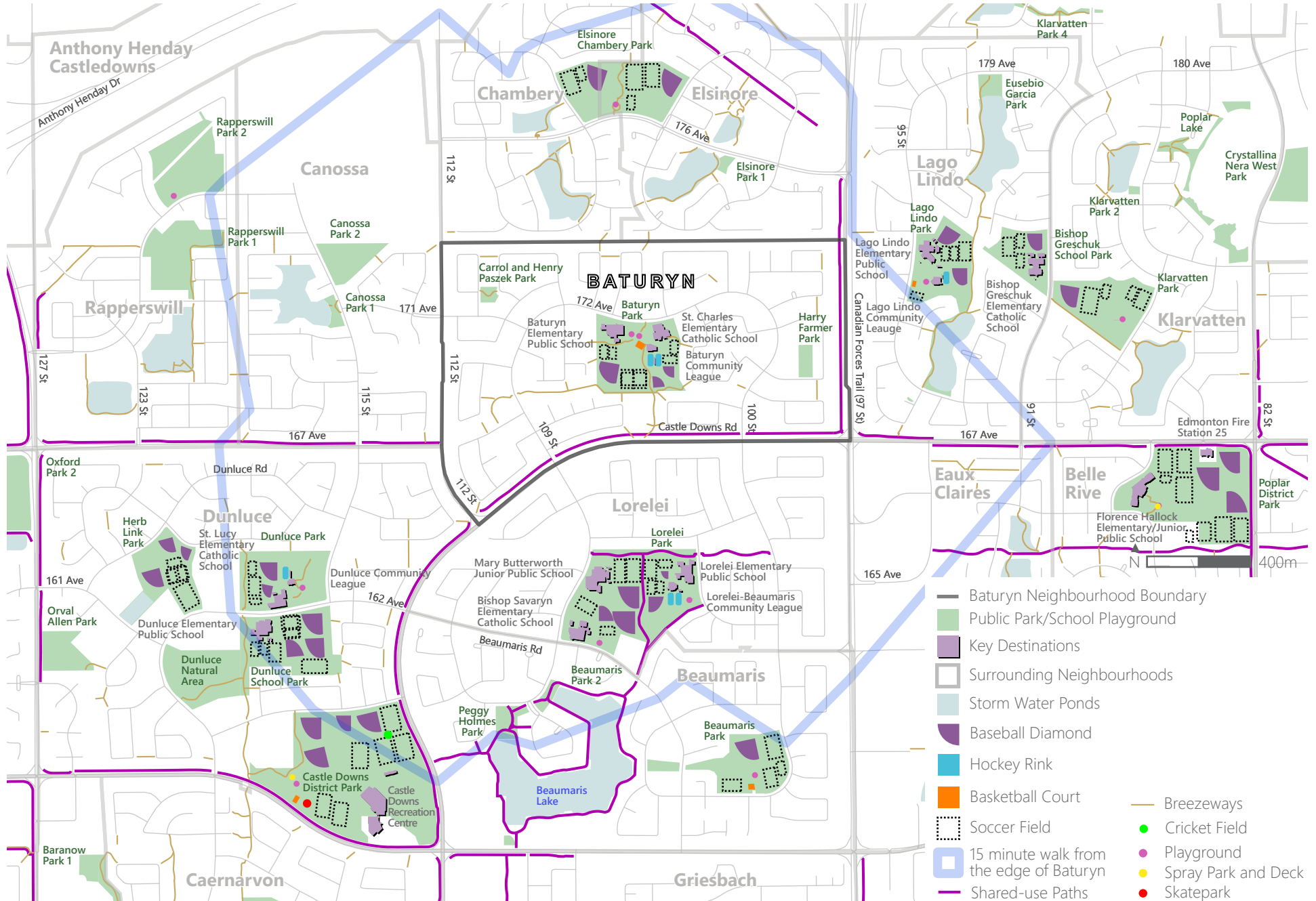
Klarvatten Park



Dunluce Natural Area



# Map 7. Surrounding Open Space Network



### 3.7 Baturyn Open Space Network

Open spaces in a community should provide multiple recreation and social opportunities for all age groups. The design of open spaces can allow for active and passive activities. Open spaces can be programmed for organized sporting events and supporting social interaction throughout all seasons. The public open spaces and amenities within each of the parks in Baturyn are identified on **Map 8**.

#### Breathe: Edmonton’s Green Network Strategy

Parks in Baturyn provide the following levels of support for the Breathe themes:

- Carrol and Henry Paszek Park: Ecology - High, Celebration - Moderate and Wellness - Low
- Baturyn Park: Ecology - Moderate, Celebration - Moderate and Wellness - Moderate
- Harry Farmer Park: Ecology - Moderate, Celebration - Moderate and Wellness - Low

#### Carrol and Henry Paszek Park

Carrol and Henry Paszek Park is a pocket park with an area of approximately 1.0 acre located in northwest Baturyn. The park is bordered by 111 Street and 110A Street to the west and east respectively, single-family detached homes to the north, and an alley to the south backing onto single-family detached homes.

A curvilinear pathway travels east-west through the park connecting 111 Street and 110A Street. Two benches, waste receptacles, and pedestrian-oriented lights are located along the existing pathway. Three picnic tables are located within the park amongst deciduous and coniferous trees. The park sign facing 111 Street appears to be new.

Carrol and Henry Paszek Park



#### Baturyn Park

Baturyn Park, Baturyn Elementary Public School site, and St. Charles Elementary Catholic School site is the largest open space in Baturyn with an area of approximately 23 acres. Baturyn Park is a community park bound by 172 Avenue to the north and a combination of single-family detached and multi-family homes to the south, east, and west.

The park and school sites are centrally located in the neighbourhood and connected by a network of pathways that connect to other open spaces in Baturyn. The park contains pathways lined with pedestrian-oriented lights, three baseball diamonds, a basketball court, two hockey rinks, picnic tables, benches, and the Baturyn Community League building. Deciduous and coniferous trees are spread throughout the park along the pathways and park edges.

#### Harry Farmer Park

Harry Farmer Park is a community park approximately 1.8 acres in size located in southeast Baturyn. The park is surrounded by a combination single-detached family and multi-family residential homes to the north, east, and west, and 170 Avenue to the south. The park is connected to 98 Street via a through-block pathway.

The park contains rolling topography with various clusters of deciduous and coniferous trees and a bench. An information plaque detailing the history of the park name is located on the park sign that faces 170 Avenue. “No dog” signs are located within the park. The park lacks internal pathways and pedestrian-oriented lights.

Baturyn Park



#### Open Space along Breezeways

Parks in Baturyn are connected by a network of sidewalks and breezeways. Please refer to Section 3.9 for more details on breezeways in Baturyn. Breezeway ‘corridors’ exist to the south and west of Baturyn Park that contain open grassed areas, trees, and pedestrian-oriented lights. These ‘corridors’ provide important connections for people that walk and bike within Baturyn.

#### Opportunities

- Improve the functionality of each park by determining what is working and what is not based on feedback from the public
- Reflect the history of the open spaces in the neighbourhood (See **Appendix AA**)
- Explore opportunities to include winter-oriented open space amenities within Baturyn
- Enhance the accessibility of the parks by widening pathways and replacing benches and picnic tables
- Collaborate with the Baturyn Elementary Public School and St. Charles Elementary Catholic School when assessing the functionality of Baturyn Park
- Enhance breezeway ‘corridors’ to strengthen connections for people that walk and bike within Baturyn
- Explore park concepts that increase the levels of support for the Breathe themes through open space functions such as:
  - Ecology: Water management, biodiversity and mitigating urban heat island effect.
  - Celebration: Aesthetic value, public safety, destination and tourism, community building and heritage.
  - Wellness: Recreation, active transportation, mental health and wellbeing and learn and play.

Harry Farmer Park



# Map 8. Baturyn Open Space Network



- Baturyn Neighbourhood Boundary
- Public Park/School Playground
- Open Space for Existing/Potential Pathway Connections
- Curblines
- Breezeways
- Baseball Diamond
- Hockey Rink
- Basketball Court
- Soccer Field
- Playground
- Park Bench
- Players Bench
- Square Picnic Table
- Trees
- Baturyn Community League License
- Park Classification
- Community Park
- Pocket Park



## 3.8 Complete Streets Analysis

Roadways in Baturyn can be classified into three categories according to the City of Edmonton's CSDCS: alley, local residential, and residential collector. The various roadway categories within the neighbourhood are identified on **Map 9**.

The City of Edmonton uses the CSDCS to govern roadway design. The Complete Streets approach provides direction for roadway design by designing streets that reflect the surrounding context, land use, and users. Complete Streets are designed to be safe, attractive, comfortable, and welcoming to people of all ages and abilities.

In retrofit situations, such as neighbourhood renewal, designs must consider the location of existing buildings, mature trees, utility infrastructure, private landscaping within public right-of-way, and numerous other constraints, within an existing right-of-way. These constraints must be addressed while striving to balance the needs of all street users and incorporating input through public engagement. Strategic compromises and tradeoffs may need to be explored to balance costs, technical feasibility, and other constraints.

Complete Streets acknowledges that during retrofit situations it may not be feasible or possible to completely align with the standards. In these instances, it should be clearly identified where there is variation from the standards and the rationale for the deviation should be documented using a Design Exception.

### Complete Streets Review

Three areas have been identified that do not meet Complete Streets standard from a sidewalk and public realm perspective. The scope of this review does not include an evaluation of roadway widths and profiles as they relate to the City of Edmonton's CSDCS.

Most existing sidewalks in Baturyn are 1.5m wide curbside sidewalks on local residential roads and 1.5m wide separate sidewalks on residential collector roads. Recommendations for widening, relocating and/or adding sidewalks will need to be confirmed during preliminary design given that pre-existing neighbourhood conditions (e.g. trees or utilities) will determine sidewalk type, dimensions, and location.

The CSDCS identify several characteristics for different street types. Local streets must have a sidewalk on both sides of the street, which can be curbside or separate. Collector streets must have a shared-use path on one side and a sidewalk opposite, or a sidewalk on both sides where no shared-use path is provided, and all facilities must be separate. The following shows local and collector streets that do not meet the Complete Streets Standards.

### Local Roads - Below Complete Streets Standards

#### 1 169 Avenue cul-de-sac (between 103 Street and 101 Street)

The cul-de-sac off of 169 Avenue lacks sidewalks along both sides of the road.

#### 2 101 Street cul-de-sac (between 169 Street and 170 Avenue)

The cul-de-sac off of 101 Street lacks sidewalks along both sides of the road.

#### 3 171A Avenue cul-de-sac (between 103 Street and 101 Street)

The cul-de-sac off of 171A Avenue lacks sidewalks along both sides of the road.

### Neighbourhood wide opportunities

- Where possible, retrofit streets to meet the City of Edmonton's CSDCS
- Identify roadways with speeding and shortcutting issues and explore the feasibility of implementing traffic calming measures, throughout the neighbourhood specifically around schools and playgrounds
- Identify popular walking connections to explore widening sidewalks

### Local residential road opportunities

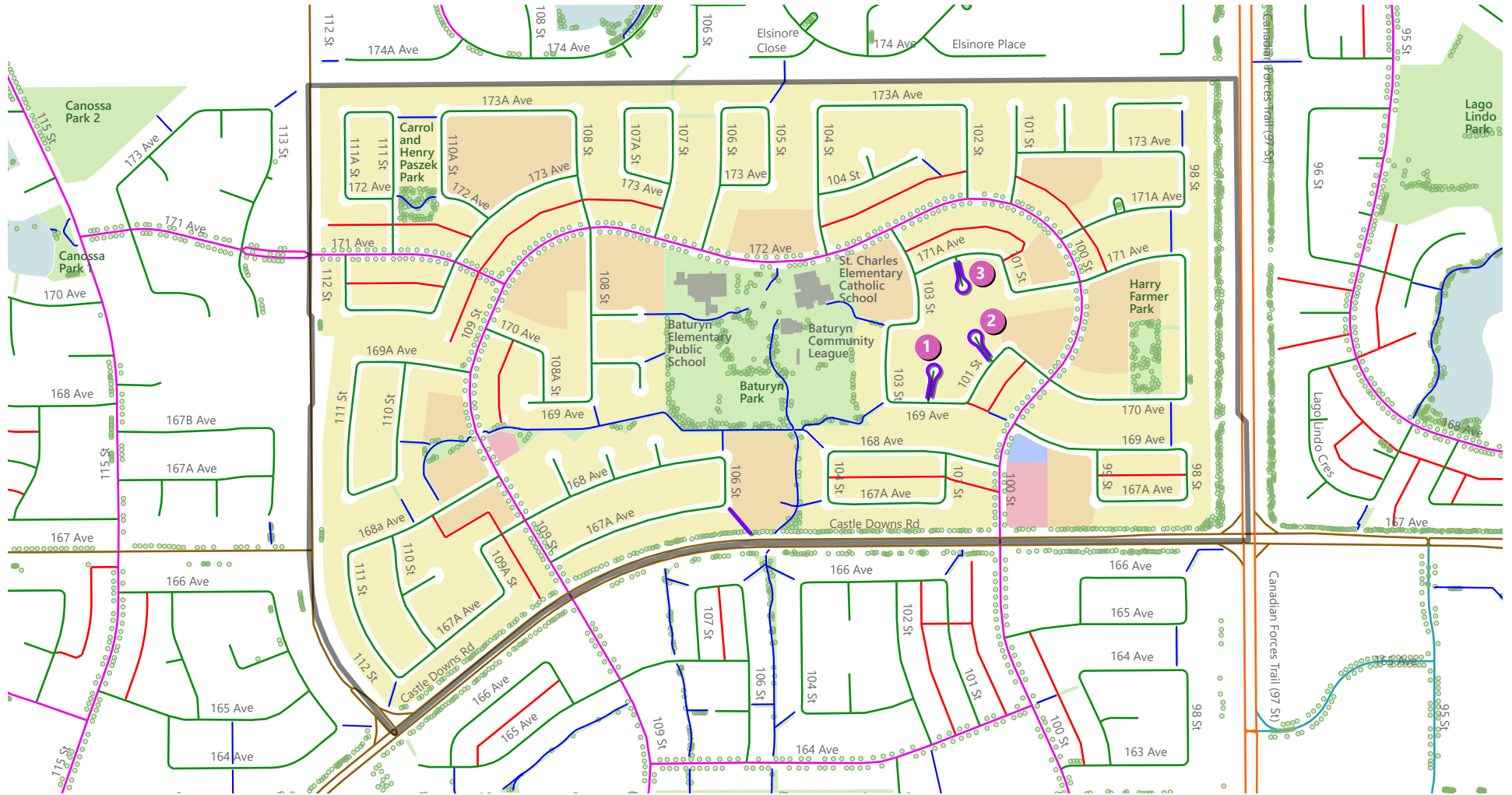
- Improvements to shift the modal priority to align with CSDCS
- Explore widening sidewalks along key pedestrian routes
- Plant trees along local streets
- Identify key bike route connections and facility types to encourage people to bike
- Change high profile rolled face curbs to low profile roll face curbs

### Collector residential road opportunities

- Improvements to shift the modal priority to align with CSDCS
- Traffic calming measures
- Widen separate sidewalks to 1.8m
- Adding amenities to bus stops
- Create bike facilities to encourage people to bike



# Map 9. Complete Streets Analysis



- Baturyn Neighbourhood Boundary
- Public Parks/Open Space
- Breezeways
- ⊙ Trees

- Land Uses**
- Low-density Residential
  - Multi-family Residential
  - Commercial
  - Institutional

- Road Classifications**
- Alley
  - Local Residential
  - Residential Collector
  - Industrial Collector
  - Arterial Class A (Truck Route)
  - Arterial Class D (Non-Truck Route)

- Missing Sidewalk
- ⊙ Roads that do not meet CSDCS



The following pages rank the user experience of people who walk, bike, ride public transit and drive in Baturyn along different roadway types as:

- Satisfactory: Mode facilities provide the user with a high level of comfort with no or few barriers or challenges.
- Acceptable: Mode facilities provide the user with a medium level of comfort with minor barriers or challenges.
- Unsatisfactory: Mode facilities provide the user with a low level of comfort and many barriers or challenges.

### Local Roads - Complete Streets Analysis

#### Current Modal Priority

1 - People who drive, 2 - People who walk, 3 - People who bike, NA - People who ride public transit (no transit routes on local roads)

#### User Experiences (satisfactory, acceptable, unsatisfactory)

People who **drive** have a **satisfactory** experience.

Wide roads with ample on-street parking and private driveway accesses. High profile rolled face curbs have resulted in some residents using ramps at driveways for driving comfort.

People who **walk** have an **acceptable** experience.

Narrow 1.5m curbside sidewalks make it difficult for two people to walk side-by-side or for two people in wheelchairs to pass each other. The walking surface of the 1.5m curbside sidewalks is actually 1.25m due to the rolled face curbs. Little separation between the 1.5m curbside sidewalks and on-street parking/traffic. No trees for shade protection.

People who **bike** have an **acceptable** experience.

No bike facilities exist on local roads. Bikes share the low traffic local roads with vehicles. Low traffic volumes and speeds of vehicles may increase the comfort of people who bike. Bike connections between local roads and to surrounding shared-use paths exist through various breezeways.

#### Nearby Land Uses

- Single-family detached and multi-family homes with private walkways and driveways front onto most local roads
- Multi-family home developments contain private internal pathways and roads that connect to public local roads
- Portions of Carrol and Henry Paszek Park and Harry Farmer Park front local roads
- A portion of the Northwest Pentecostal Assembly fronts a local road

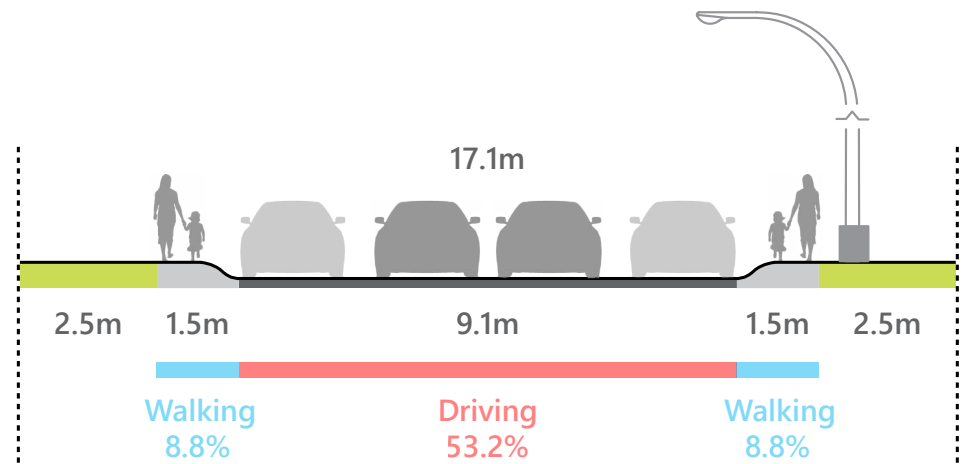
#### On-street Parking

On-street parking exists along both sides of most local roads.

#### Utilities

Street lights along local roads are installed on top of boxes that contain power and telecommunications utilities. Utility vaults exist within sidewalks of local roads. These utilities may pose challenges for widening sidewalks or adding trees behind existing curbside sidewalks.

#### Typical Baturyn Local Road Cross Section (17.1m ROW and 9.1 F.O.C)



Grass behind curbside walks is perceived as private front yard

### Collector Residential Roads - Complete Streets Analysis

#### Current Modal Priority

1 - People who drive, 2 - People who walk, 3 - People who ride public transit, 4 - People who bike

#### User Experiences (satisfactory, acceptable, unsatisfactory)

People who **drive** have a **satisfactory** experience.

Wide road with ample on-street parking and very few private driveway accesses. No traffic calming features.

People who **walk** have an **acceptable** experience.

Separate 1.5m sidewalks lined with boulevard trees exist along both sides of collector residential roads. The sidewalk width of 1.5m makes it difficult for two people to walk side-by-side or for two people in wheelchairs to pass each other. The grassed boulevard space between the sidewalk and road provides a comfortable separation between people walking and on-street parking/traffic. Boulevard trees provide shade protection for people walking and visual interest/character.

People who **ride public transit** have an **acceptable** experience.

Several bus stops are located along the collector residential road of 109 Street/172 Avenue/100 Street. Bus stop amenities (shelter, bench, waste receptacles, etc.) vary between bus stops. Bus stops are accessible by sidewalks from the nearby local residential roads.

People who **bike** have an **unsatisfactory** experience.

No bike facilities exist on collector residential roads. Bikes share the road with vehicles. High traffic volumes and speeds of vehicles may decrease the comfort of people who bike.

#### Nearby Land Use

- Single-family detached and multi-family homes with private walkways front collector residential roads
- Few single-family detached homes with private driveways, both with and without alley access, front collector residential roads
- Multi-family home developments contain private internal pathways and roads that connect to public local roads
- Public uses such as Baturyn Park, Baturyn Elementary Public School, and St. Charles Elementary Catholic School front onto a collector residential road
- Two commercial areas and a place of worship also front onto a collector residential road

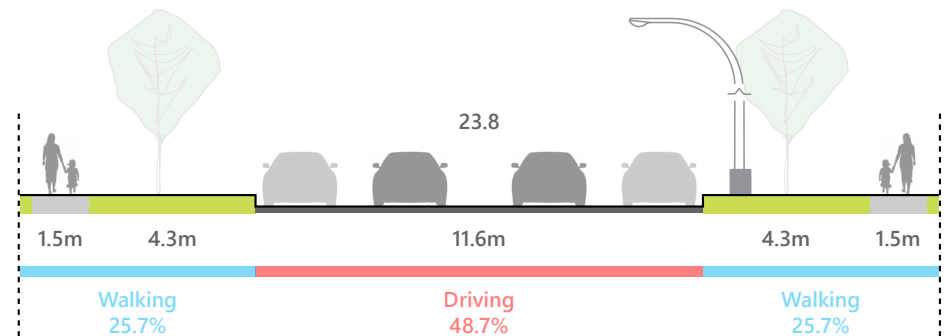
#### On-street Parking

On-street parking is available along both sides of most collector residential roads.

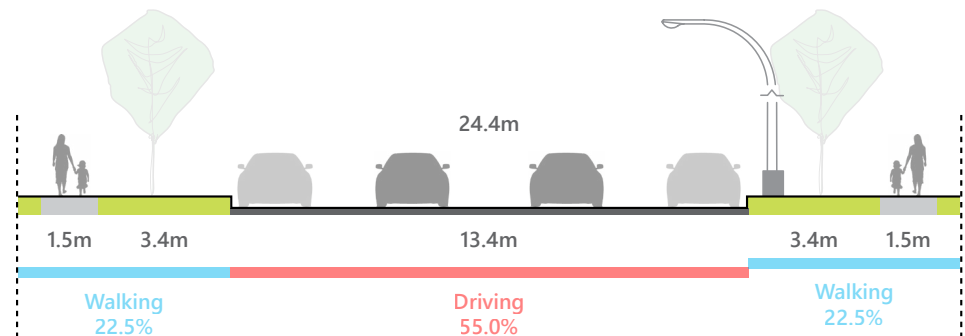
#### Utilities

Street lights along collector residential roads are installed on top of boxes that contain power and telecommunications utilities. These utilities may pose challenges for relocating street lights, planting new trees, or widening sidewalks.

#### Typical Baturyn Residential Collector Road Cross Section (171 Avenue) (23.8m ROW and 11.6m F.O.C)



#### Typical Baturyn Residential Collector Road Cross Section (109 Street/172 Avenue/100 Street) (24.4m ROW and 13.4m F.O.C)



### 3.9 Mobility Network - Walking and Wheeling

Existing pedestrian infrastructure within the Baturyn neighbourhood is identified on **Map 10**.

#### Sidewalks

Most roads in Baturyn have sidewalks along both sides. Local roads have 1.5m - 1.2m wide curbside sidewalks next to rolled face curbs. Residential collector roads have 1.5m wide separate sidewalks.

#### Missing Sidewalks

The following three cul-de-sac are missing sidewalks along all sides:

- 169 Avenue
- 101 Street
- 171A Avenue

#### Pedestrian Crossings

Pedestrian control devices, including crosswalks and traffic signals, help protect people when they cross roads. There are a number of pedestrian crosswalk types and traffic signals located in and near Baturyn including zebra marked crosswalks, marked crosswalks, pedestrian activated amber flashers, pedestrian activated signals, and traffic signal-controlled intersections. The City selects pedestrian crosswalks for upgrade based on a risk-based objective evaluation and prioritization process. Considerations include pedestrian activity and vehicle volumes, roadway classification, vehicle speeds, sight line restrictions, and collision history. This evaluation provides a means of determining the appropriate level of control required at a given location and ensures that available resources are allocated to critical locations in an equitable manner.

Based on the City's pedestrian crosswalk priority list, four intersections in Baturyn neighbourhood are recommended for crosswalk upgrades including new rectangular rapid flashing beacons. Please refer to Map 9 for the intersection locations and their ranking.

#### Recommended RRFB locations

1 169 Avenue



2 101 Street



1 109 Street and 171 Avenue



2 100 Street and 169 Avenue



3 171A Avenue



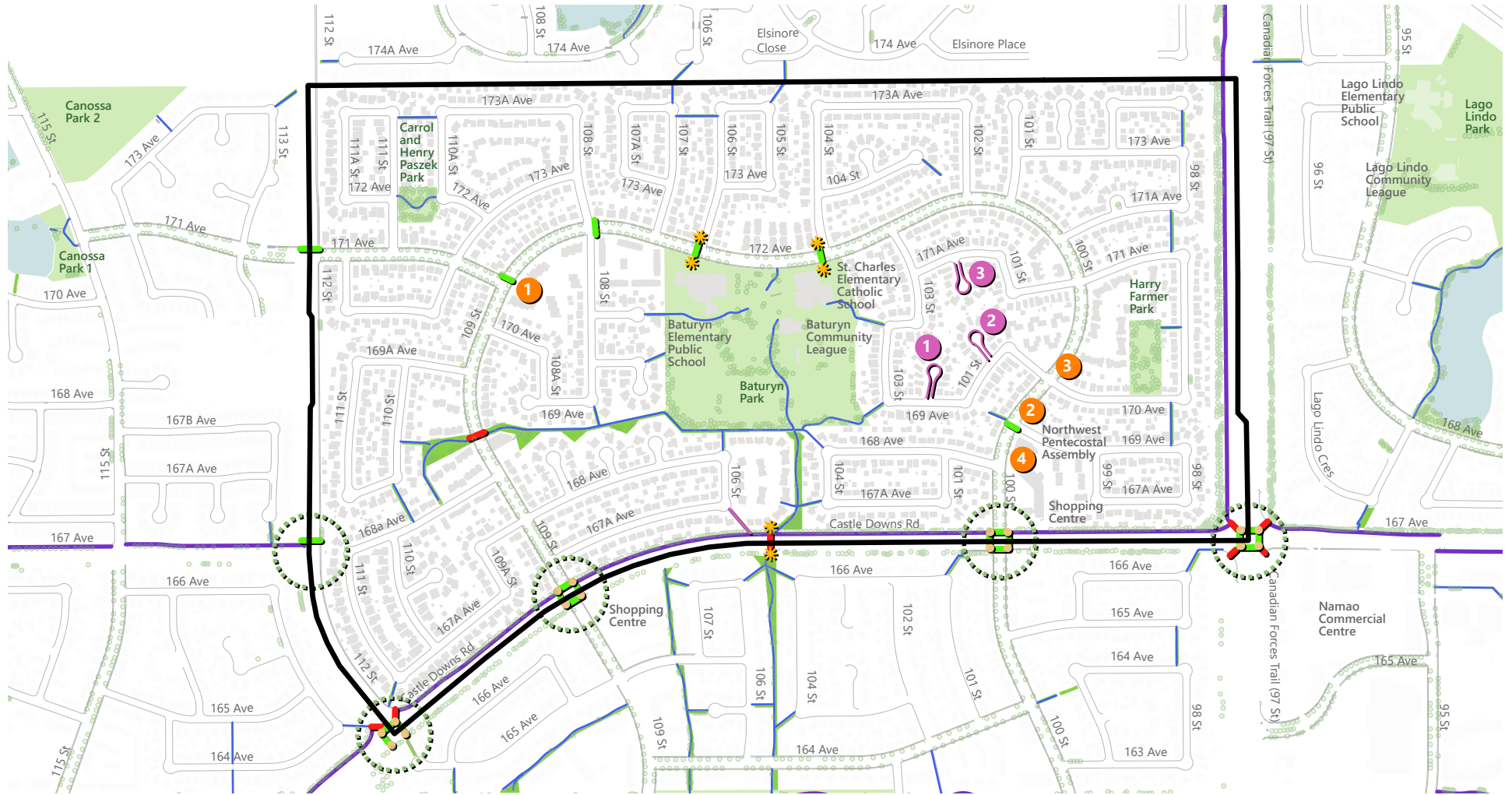
3 100 Street and 170 Avenue



4 100 Street and 168 Avenue



# Map 10. Mobility Network - Walking and Wheeling



- Baturyn Neighbourhood Boundary
- Public Park/School Playground
- Open Space for Existing/Potential Pathway Connections
- Sidewalk

- Missing Sidewalk
- Shared-use Path
- Breezeways

- Zebra Marked Crosswalk
- Marked Crosswalk
- Pedestrian Activated Amber Flashers
- Pedestrian Activated Signals
- Traffic Signal-controlled Intersection

Trees N 200m

Pedestrian Crosswalk Priority List Location (Recommended Rectangular Rapid Flashing Beacon)

- |        |        |
|--------|--------|
| 1 #424 | 3 #555 |
| 2 #531 | 4 #595 |

### Breezeways

Breezeways are connections within or between neighbourhoods that you can get through with a bike or on foot. Many are located at the end of cul-de-sac or streets and are designed to connect to local parks, schools, and other amenities. Some breezeways are also accessed by utility and emergency vehicles.

The locations of breezeways in Baturyn can be found on **Map 11** and images of existing conditions can be found in **Appendix B**. Attributes of the breezeways such as connection types, walk widths, walk surfaces, PUL widths, and existing amenities can be found in Table 1. The following summarizes key aspects of breezeways in Baturyn:

- 29 breezeway locations
- Majority of breezeways create through-block connection between streets and park spaces
- PUL widths vary (4.5m, 6.0m and 12.0m)
- Walkway surface material of concrete with grassed on either side
- Walkway widths vary between 1.5m and 3.0m
- Elements along breezeways vary (metal t-bollards, wooden/metal upright bollards, pedestrian-oriented lights, and waste receptacles)

### Missing Breezeway

One grassed PUL is missing a breezeway connection between 167a Avenue and Castle Downs Road.

### Fire Access

Breezeways locations 6, 7 and 10 on Map 10 also provide secondary emergency access for Edmonton Fire Rescue Services (FRS). Secondary emergency accesses create alternative routes to cul-de-sac or road loops that are limited to one primary emergency access by road.

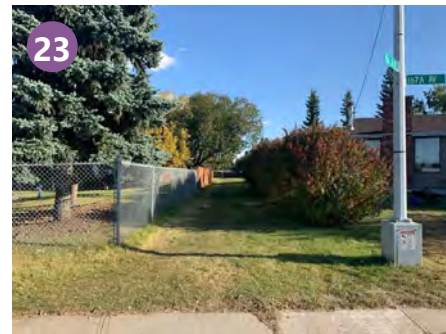
Edmonton FRS identified breezeways 6 and 10 as non-functional secondary emergency accesses and consider them as lawfully existing nonconforming. Updating these secondary emergency accesses to functional is not required as long as the primary emergency access routes of 104 Street and 169 Avenue remain in their current state (i.e. no road narrowing).

Edmonton FRS identified breezeway 7 as a functional secondary emergency access and require the following upgrades:

- Maintain the existing clear right-of-way width and provide a minimum 3.0m wide hard surface with a load-bearing capacity of 81,500 lbs
- Ensure immovable street furniture is removed from the entry/exits (to reduce conflicts with turning maneuvers)

### Opportunities

- Explore opportunities to add new sidewalks at missing locations
- Explore opportunities to enhance existing crosswalk locations
- Explore opportunities to improve the geometrics around pedestrian crossings to eliminate the need for RRFBs/lower level of protection at marked crossings
- Improve pedestrian connectivity between Baturyn and surrounding destinations
- Increase accessibility for people walking and wheeling to parks through wider and continuous sidewalk connections
- Explore opportunities to add wayfinding signage at key pathway junctions
- Ensure that the design of breezeways allow for secondary emergency accesses required by Edmonton FRS



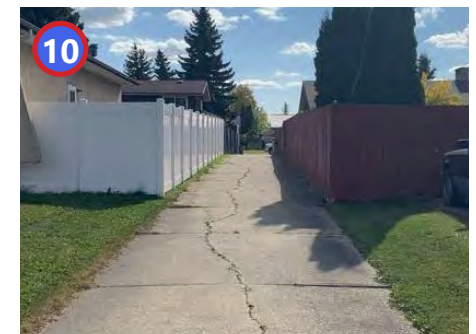
Missing breezeway



Secondary emergency access



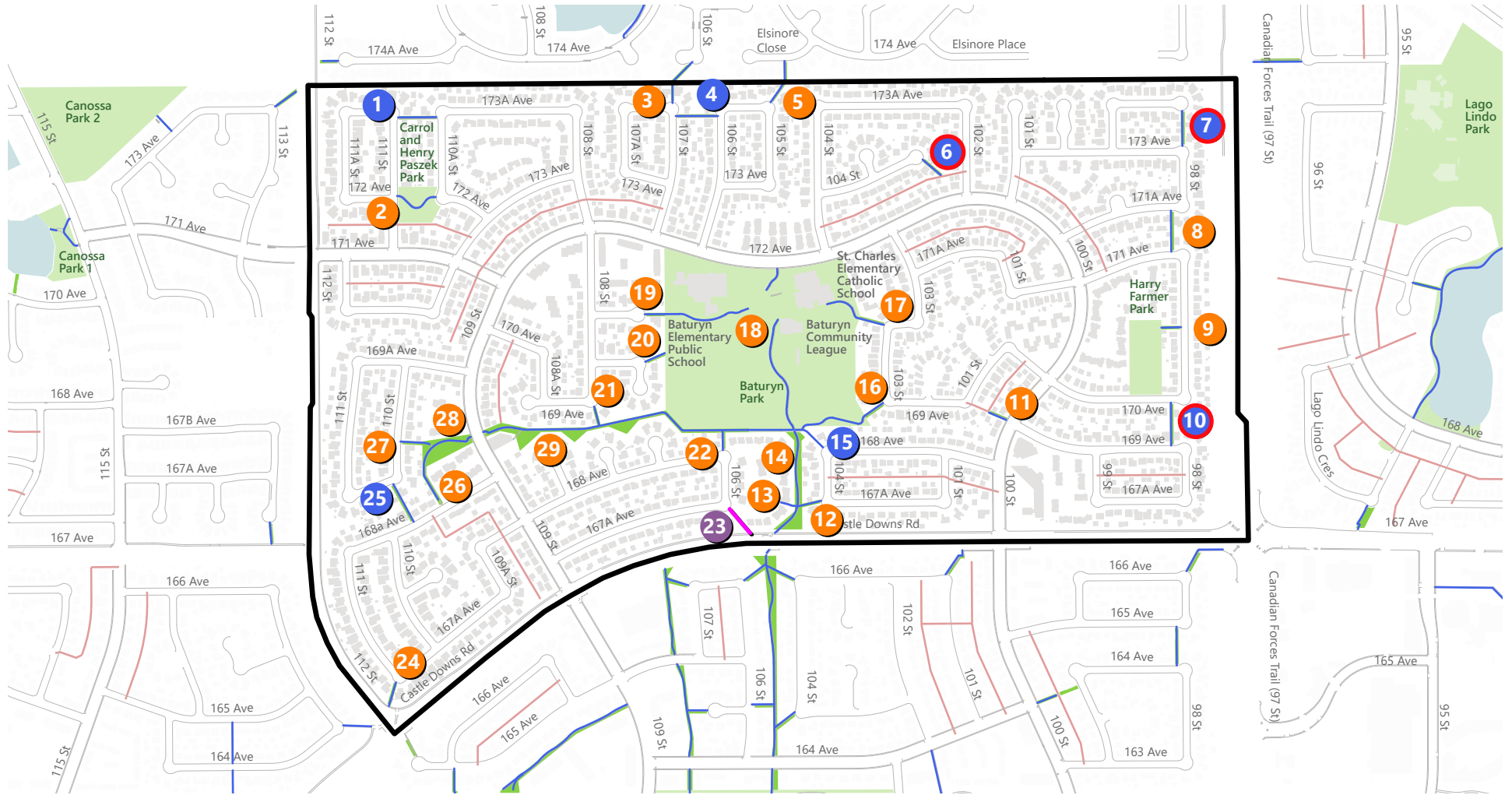
Secondary emergency access



Secondary emergency access

Images of other breezeways can be found in Appendix B

# Map 11. Breezeway Locations



- Baturyn Neighbourhood Boundary
- Public Park/School Playground
- Open Space for Existing/Potential Pathway Connections
- Missing Breezeway
- Existing Breezeways
- Alleys
- # Breezeway with a walk width of 3.0m
- # Breezeway with a walk width of 1.5m
- # Breezeway with no walk
- # Breezeway provides secondary emergency access for Edmonton Fire Rescue Service



**Table 1. Breezeway Attributes**

Location #	Connection type	Walk width	Walk surface	PUL width	Existing amenities/notes
1	Street to street	3.0m	Concrete	6.0m	<ul style="list-style-type: none"> <li>T-bollards at both ends</li> </ul>
2	Street to street through park (Carrol and Henry Paszek Park)	1.5m	Concrete	NA	<ul style="list-style-type: none"> <li>Benches</li> <li>Pedestrian-oriented lights</li> <li>Waste receptacles</li> </ul>
3	Street to street (Baturyn to Chambery)	1.5m	Concrete	4.5m in Baturyn 8.4m in Chambery	<ul style="list-style-type: none"> <li>Wooden bollards at both ends</li> <li>Drainage grate within the pathway</li> </ul>
4	Street to street	3.0m	Concrete	6.0m	<ul style="list-style-type: none"> <li>T-bollards in the middle</li> </ul>
5	Street to street (Baturyn to Elsinore)	1.5m	Concrete	4.5m	<ul style="list-style-type: none"> <li>Wooden bollards in Baturyn</li> <li>T-bollards, pedestrian-oriented light, and community mailbox in Elsinore</li> </ul>
6	Street to alley	3.0m	Concrete	6.0m	<ul style="list-style-type: none"> <li>Wooden bollard</li> <li>Metal folding bollard</li> <li>Private retaining wall next to the pathway within the right-of-way</li> <li>Secondary emergency access</li> </ul>
7	Street to street	3.0m	Concrete	6.0m	<ul style="list-style-type: none"> <li>T-bollards at both ends</li> <li>Secondary emergency access</li> </ul>
8	Street to street	1.5m	Concrete	6.0m	<ul style="list-style-type: none"> <li>T-bollard in the middle</li> <li>Pedestrian-oriented light</li> </ul>
9	Street to park (Harry Farmer Park)	1.5m	Concrete	6.0m	<ul style="list-style-type: none"> <li>Pedestrian-oriented light</li> </ul>
10	Street to street	3.0m	Concrete	6.0m	<ul style="list-style-type: none"> <li>T-bollard in the middle</li> <li>Private fences next to the pathway within the right-of-way</li> <li>Secondary emergency access</li> </ul>
11	Street to alley	1.5m	Concrete	6.0m	<ul style="list-style-type: none"> <li>T-bollard in the middle</li> <li>Electrical box</li> </ul>
12	Street to breezeway	1.5m	Concrete	6.0m	<ul style="list-style-type: none"> <li>Pedestrian-oriented light</li> </ul>
13	Private road to breezeway	1.5m	Concrete	NA	<ul style="list-style-type: none"> <li>NA</li> </ul>



Location #	Connection type	Walk width	Walk surface	PUL width	Existing amenities/notes
14	Street to park (Castle Downs Rd to Baturyn Park)	1.5m	Concrete	12.0m	<ul style="list-style-type: none"> <li>• Pedestrian-oriented lights</li> </ul>
15	Street to park (Baturyn Park)	3.0m	Concrete	6.0m	<ul style="list-style-type: none"> <li>• NA</li> </ul>
16	Street to park (Baturyn Park)	1.5m	Concrete	6.0m	<ul style="list-style-type: none"> <li>• Pedestrian-oriented light</li> </ul>
17	Street to park (Baturyn Park)	1.5m	Concrete	6.0m	<ul style="list-style-type: none"> <li>• Pedestrian-oriented light</li> </ul>
18	Park pathways	1.5m	Concrete	NA	<ul style="list-style-type: none"> <li>• Pathways within Baturyn Park</li> <li>• Pedestrian-oriented lights</li> <li>• Waste receptacles</li> </ul>
19	Street to park (Baturyn Park)	1.5m	Concrete	6.0m	<ul style="list-style-type: none"> <li>• NA</li> </ul>
20	Street to park (Baturyn Park)	1.5m	Concrete	6.0m	<ul style="list-style-type: none"> <li>• NA</li> </ul>
21	Street to breezeway	1.5m	Concrete	6.0m	<ul style="list-style-type: none"> <li>• NA</li> </ul>
22	Street to park (Baturyn Park)	1.5m	Concrete	6.0m	<ul style="list-style-type: none"> <li>• Pedestrian-oriented light</li> <li>• Waste receptacle</li> </ul>
23	Missing connection	NA	Grass	6.0m	<ul style="list-style-type: none"> <li>• NA</li> </ul>
24	Street to street	1.5m	Concrete	6.0m	<ul style="list-style-type: none"> <li>• Nearby private fences maybe located within the right-of-way</li> </ul>
25	Street to street	3.0m	Concrete	6.0m	<ul style="list-style-type: none"> <li>• Pedestrian-oriented light</li> <li>• T-bollards in the middle</li> </ul>
26	Street to open space	1.5m	Concrete	6.0m	<ul style="list-style-type: none"> <li>• NA</li> </ul>
27	Street to open space	1.5m	Concrete	6.0m	<ul style="list-style-type: none"> <li>• Pedestrian-oriented light</li> </ul>
28	Pathway through open space	1.5m	Concrete	NA	<ul style="list-style-type: none"> <li>• Pedestrian-oriented lights</li> </ul>
29	Pathway through open space	1.5m	Concrete	6.0m at most constrained areas	<ul style="list-style-type: none"> <li>• Pedestrian-oriented lights</li> <li>• Waste receptacles</li> </ul>

### 3.10 Mobility Network - Transit

Baturyn is serviced by Edmonton Transit Service (ETS) in the form of bus service.

#### Bus Network Redesign

Several different bus route types have been developed as a part of the Bus Network Redesign that launches April 25, 2021. These route types are specifically designed to help meet the various types of travel needs throughout the city. The Bus Network Redesign will not impact the existing bus route within Baturyn. However, the Bus Network Redesign will remove and add bus routes surrounding Baturyn. The current and future transit network is identified on **Map 12**. The following bus routes will service Baturyn along the internal collector residential road of 109 Street, 172 Avenue, and 100 Street:

#### Planned Route 130X

- Type: Rapid - Routes, which are express routes, have limited stops that quickly connect suburbs with downtown destinations
- Will provide access from Baturyn to Downtown and Government Centre

#### Planned Route 103

- Type: Local - Routes will connect neighbourhoods to local destinations and other routes
- Will provide access from Baturyn to the Royal Alexandra Hospital

#### Current Edmonton Transit Service

Service Level Definitions:

- Weekday: AM peak (6am - 9am), midday (9am - 3pm), PM peak (3pm - 6pm), early evening (6pm - 10pm) and late evening (10pm - 1am)
- Saturday: Midday (8am - 7pm) and early evening (7pm - 10pm)
- Sunday: Midday (10am - 7pm)

#### Bus route 16

- Only bus route in Baturyn (along the internal collector residential road of 109 Street, 172 Avenue, and 100 Street)
- Provides access to Northgate, Downtown, and Government Centre
- Weekday frequencies of 8 minutes during the AM peak, 30 minutes during midday, 15 minutes during the PM peak, and 30 minutes during the early and late evening
- Weekend frequency of 30 minutes

#### Bus route 168

- Travels along Castle Downs Road and provides peak hour service and access between the neighbourhoods of Eau Claire, Carlton, Cumberland, and Northgate
- Weekday frequencies of 30 minutes during the AM peak, midday, PM peak, and early evening
- Saturday frequencies of 30 minutes during midday and 60 minutes during the early evening
- Sunday frequencies of 60 minutes during midday

#### Bus route 163

- Travels along 97 Street and provides access between the neighbourhoods of Eau Claire, Chambery, Lorelei, and Beaumaris
- Weekday frequencies of 30 minutes during the AM peak, midday, and PM peak

#### Bus Stop Locations

There is a total of 12 existing bus stops in Baturyn along 109 Street/172 Avenue/100 Street. Along the boundaries of Baturyn there are four bus stops. Some bus stops include amenities such as shelters, benches, waste receptacles, and concrete pads. Various bus stops could benefit from the addition of amenities such as shelters, benches, and waste receptacles. Images of existing bus stops can be found in **Appendix C**.

ETS has identified seven existing bus stop locations in Baturyn as candidates for removal pending further review. ETS has also identified the possibility of a future bus route and stops along 171 Avenue between 112 Street and 109 Street to address a gap in the overall bus service network. The locations of potential bus stop removals and additions are identified on **Map 12**.

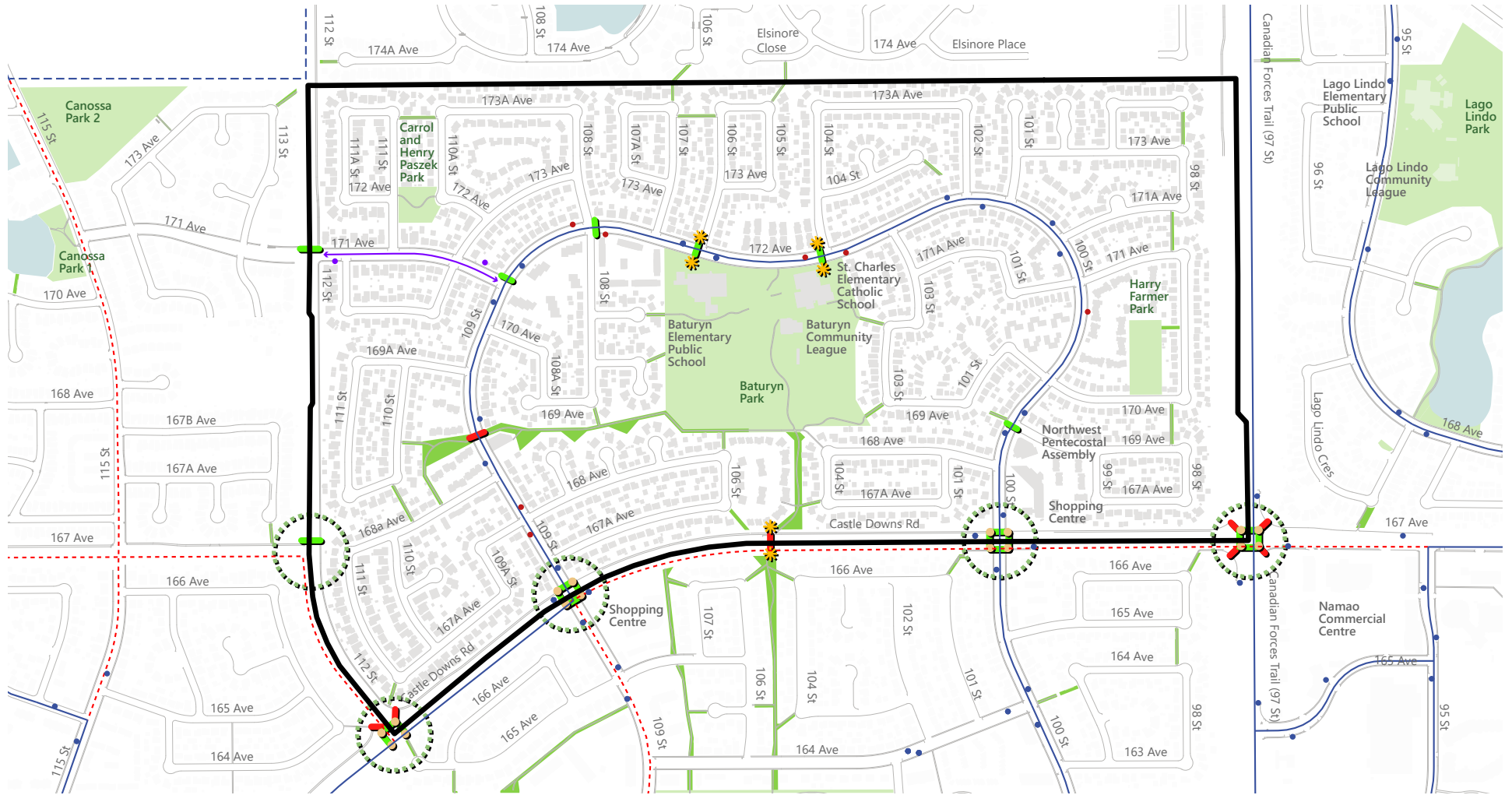
#### DATS

DATS is a door-to-door public transportation service for Edmontonians who cannot use regular transit for some or all of their travel needs, due to a physical or cognitive impairment. Wheelchair lift equipped vehicles, minivans, accessible minivans, taxis, and vans are used to provide DATS service. Vehicles used are clearly identified as "DATS" vehicles. A number of Baturyn residents use the DATS service for regular trips. On-street parking is provided along the majority of roads in Baturyn that supports the use of the DATS service.

#### Opportunities

- Enhance pedestrian connections to existing and new bus routes and stops
- Identify priority bus stops for additional bus stop amenities
- Consider if/how the Bus Network Redesign will change how people walk through the neighbourhood to access bus stops

# Map 12. Mobility Network - Transit



- Baturyn Neighbourhood Boundary
- Public Park/School Playground
- Open Space for Existing/Potential Pathway Connections
- Sidewalk

### Transportation Network

- ETS Bus Route & Stop
- Bus Network Redesign (Removal)
- Bus Network Redesign (Addition)
- Potential Bus Stop Removal
- Potential Future Bus Stop
- Potential Future Bus Route

- Zebra Marked Crosswalk
- Marked Crosswalk
- Pedestrian Activated Amber Flashers
- Pedestrian Activated Signals
- Traffic Signal Controlled Intersection



### 3.11 Mobility Network - Cycling

The bike network within and surrounding Baturyn is identified on **Map 13**.

#### Existing Bike Infrastructure

No dedicated bike facilities exist within Baturyn. A network of breezeways within Baturyn are used by people who walk and bike. The various breezeways provide access between roads and open spaces within and surrounding Baturyn. Shared-use paths exist next to Baturyn along 97 Street, Castle Downs Road, and 167 Street. These shared-use paths provide access to the broader city-wide bike network.

#### Lorelei Neighbourhood Renewal Improvements

Neighbourhood renewal improvements of the Lorelei neighbourhood that are being constructed for 2022 related to cycling include:

- A new shared-use path along the west side of 97 Street
- Wider pathways within the neighbourhoods

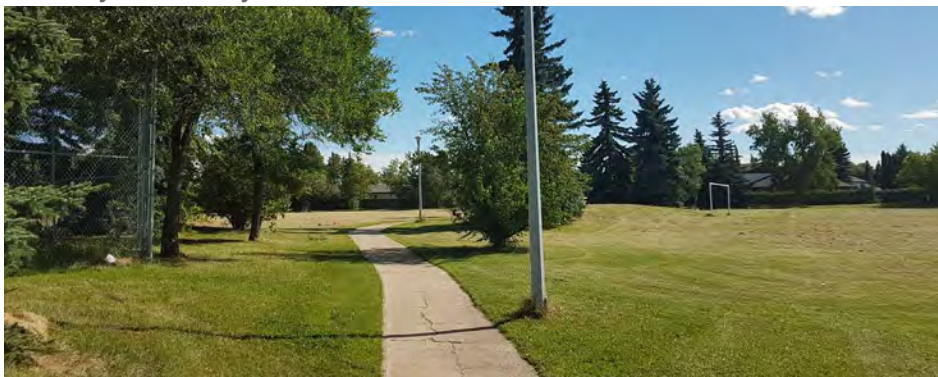
#### Edmonton Bike Plan (draft)

The City of Edmonton is developing a Bike Plan that will be a high-level strategic plan that guides the continued improvement and growth of the bike network and supporting programs. The draft version of the future bike network map was used to help inform decisions regarding bike network opportunities within and surrounding Baturyn. The draft Bike Plan shows a missing bike link along 112 Street between the SUPs of 167 Avenue and Castle Downs Road.

#### Opportunities

- Explore opportunities to enhance bike connectivity to the overall network
- Explore different bike facility types to enhance user safety and comfort
- Examine the current and potential use of cycling facilities to ensure that current and future demands are supported
- Explore opportunities to widen pathways to 3.0m where possible

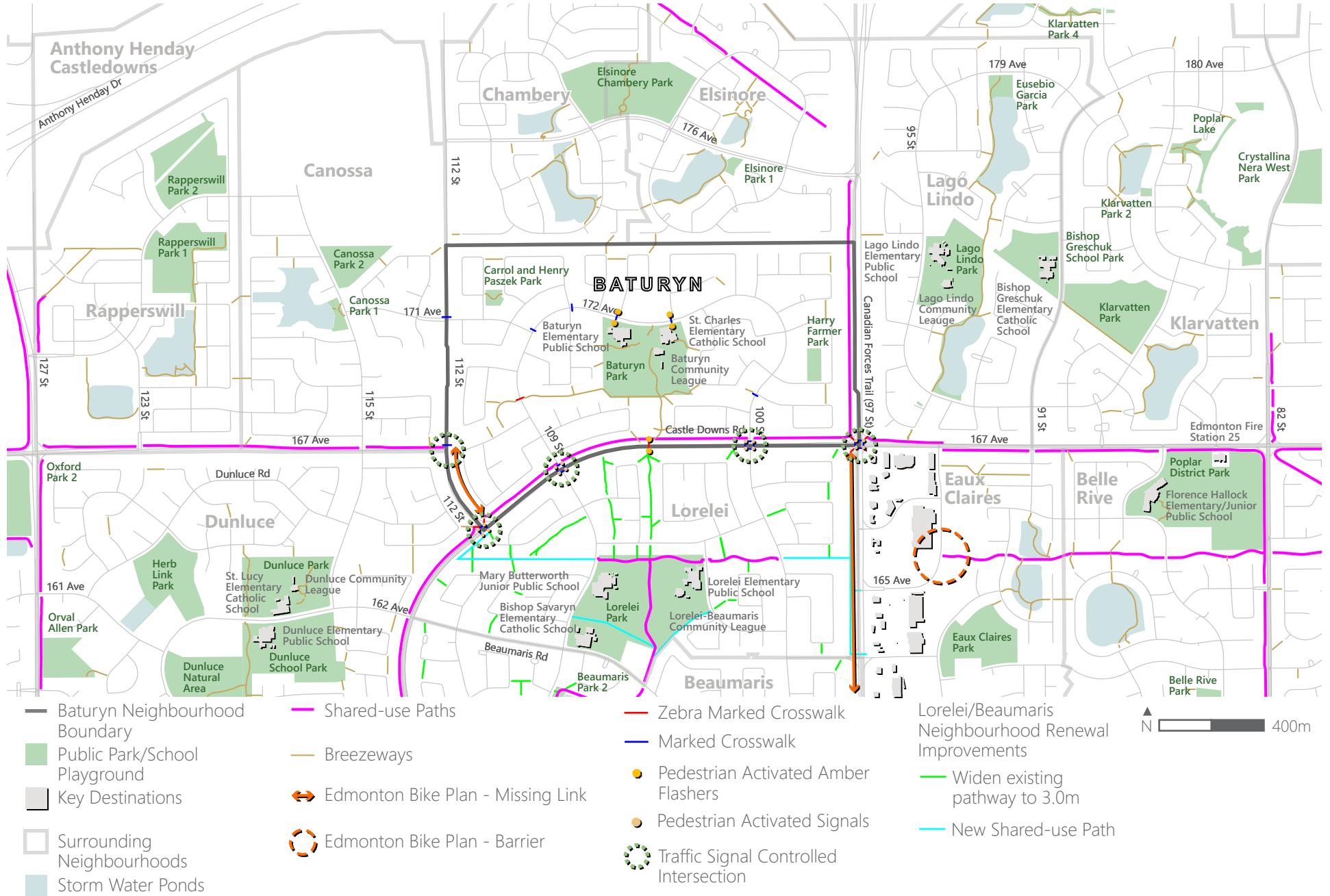
Breezeway within Baturyn



Shared-use path along Castle Downs Road



# Map 13. Mobility Network - Cycling



## 3.12 Mobility Network - Driving and Traffic Safety

### Vehicle Circulation

Baturyn is accessible by vehicle through three access points from the surrounding arterial roads. The residential collector roads of 171 Avenue and 109 Street/172 Avenue/ 100 Street provide access through the neighbourhood to internal local roads and alleys. The internal residential collector road of 109 Street/172 Avenue/100 Street also provides access to ETS bus service. The roadway hierarchy in and surrounding Baturyn is shown on **Map 14**.

### Parking

#### On-Street Parking

On-street parking is provided within the road right-of-way which is public property. Most local residential roads in Baturyn allow for unrestricted on-street parking along both sides of the roads.

#### No On-Street Parking

On-street parking restrictions in Baturyn are primarily located along the residential collector road of 109 Street/172 Avenue/100 Street at ETS bus stop locations, private development accesses, and on either side of pedestrian activated amber flasher crosswalks.

#### School Bus Zones

Traffic increases around schools at certain times of the day such as drop-off time during the morning and pick-up times in the afternoon. School bus zones provide buses with priority access to drop-off areas next to schools. In Baturyn, a school bus zone exists along the south side of 172 Avenue between 106 Street and 104 Street.

On-street parking along a local residential road



### On-Street Seasonal Parking

On-street seasonal parking areas are in-effect from November 5 to March 15 to allow for snow clearing. On-street seasonal parking occurs along collector roads/bus routes and are subject to bans with 8 hours of notice. In Baturyn, on-street seasonal parking exists along both sides of 171 Avenue and 109 Street/172 Avenue/100 Street.

### Accessible Parking

The City of Edmonton installs accessible parking zones on public property in front of residences and businesses. Residents can request an accessible parking zone in front of their home. Parking zones are typically 7.5 to 10 metres long, which accommodates one vehicle. Roadway concepts should take into consideration existing accessible parking zones in Baturyn.

### Traffic Safety

In the past five years, residents have expressed concerns about speeding along the internal residential collector road of 109 Street/172 Avenue/100 Street. Over the past five years, there have been the following vehicle collisions with people who walk and people who bike:

- Castle Downs Road and 112 Street - One pedestrian collision with major injuries
- Castle Downs Road and 109 Street - One pedestrian collision with major injuries and one bike collision with minor injuries
- Castle Downs Road and 100 Street - Two pedestrian collisions with minor injuries

There have also been several vehicle collisions with parked vehicles along the internal residential collector road and vehicles following too closely at the intersections noted above.

### Opportunities

- Identify if traffic calming measures are needed along roadways to address speeding and/or enhance the safety of people who walk
- Evaluate traffic safety around important destinations (schools, parks, etc.) and along key routes to destinations for people who walk and bike

On-street seasonal parking along a residential collector road



# Map 14. Mobility Network - Driving and Traffic Safety



- Baturyn Neighbourhood Boundary
- Public Park/School Playground
- Open Space for Existing/Potential Pathway Connections
- Alley
- Local Residential (on-street parking along both sides)
- Residential Collector (on-street seasonal parking along both sides)
- Industrial Collector
- Arterial Class A (Truck Route)
- Arterial Class D (Non-Truck Route)
- School Bus Zones
- 🚶 Location of reported pedestrian collision
- 🚲 Location of reported cyclist collision
- ☀️ Pedestrian Activated Amber Flashers

### 3.13 Infrastructure

The relocation of street lighting infrastructure may be required. For drainage infrastructure, relocation of existing catch basins will be minimized as well, however, new catch basins and associated grading design will be identified and addressed at the preliminary design phase.

Coordination with all utilities (ATCO Gas, ATCO Pipelines, EPCOR Drainage, EPCOR Water Services, TELUS Communications, Shaw Cable, Zayo Canada) will commence during the circulation of the draft concept design to identify any potential existing and planned utility conflicts with the proposed new neighbourhood infrastructure. Any potential conflicts will be addressed during preliminary design. A summary of typical utility constraints in Baturyn is provided in **Appendix D**.

With any proposed infrastructure upgrades, emphasis should be placed on protecting existing mature street trees.

#### Crossing Agreements

Crossing agreements must be obtained from ATCO Gas/ATCO Pipelines for any work that will cross its High Pressure (HP) lines. Crossing agreements are typically valid for a period of one year. Applications should be made during the detailed design phase, several months prior to the anticipated construction.

The neighbourhood renewal infrastructure and road works will be completed within road right-of-way. All open space conceptual improvements will be within titled properties. Requirements for utility crossing agreements will be analyzed during the UDA.

#### Encroachment Agreements/Licences of Occupation

An encroachment agreement/Licence of Occupation is a written confirmation between the City and an owner of a property that allows for private use of public right-of-way. Often, encroachment agreements/Licences of Occupation within residential areas are used to extend private yards onto public right-of-ways. Additionally, encroachment agreements often exist for City infrastructure on school board lands. Consideration should be taken if there is any potential impact to an existing encroachment agreement/Licence of Occupation.

#### Land Acquisition

During neighbourhood renewal, the City may need to acquire portions of private land to accommodate any proposed improvements. Small land acquisitions are often needed for new signal placements, installation of traffic calming measures, and new sidewalks within narrow public right-of-ways. An assumption is made that all traffic signal replacements will be at their existing locations. Land acquisitions and related requirements will be identified in the UDA and may impact design decisions during the concept phase.

Sidewalk Removal



Sidewalk Reconstruction





Appendix A

# **History of Baturyn Park Names**

The history of park names within Baturyn is summarized below:

Park Name	Description
<b>Baturyn Park</b>	<p>As one of the neighbourhoods in the Castle Downs area, Baturyn is named for a castle. Baturyn was a famous castle in northeast Ukraine, which was destroyed by Russian troops in 1708 and rebuilt some 42 years later.</p> <p>Source: City of Edmonton, Neighbourhood Profile, Baturyn</p>
<b>Carrol and Henry Paszek Park</b>	<p>The park was named in honour of long-standing Baturyn residents Carrol and Henry Paszek. As long-standing residents of the Baturyn community, Carrol and Henry Paszek have spent a lifetime supporting their neighbours. Dozens of stories were submitted to the Naming Committee ranging from the deeply personal to formal accolades from government representatives. They are the neighbours we all wish we had more of: kind, considerate, and warm.</p> <p>Henry and Carrol met while working in Edmonton. Carrol was an office administrator for Federated Co-op while Henry was a travel agent and sales rep for Edmonton Co-op. They married in 1964 and had three children together in the next 4 years. In 1982, both Carrol and Henry were looking for a new career and began working for a company transporting disabled children to and from school. Henry brought those experiences forward when he served on community boards: AISH and Support for Independent Appeal Panel; the Seniors Special Needs Program Appeal Panel; and the Edmonton Citizens' Appeal Panel (2011- 2011).</p> <p>The served as parental figures to many families around them. Their home was a Block Parent location for a decade, formally, and their advice and support to neighbourhood children persisted even after the program ended.</p> <p>The Paszeks are well known for their garden in Edmonton. Henry, drawing on the farming skills from his youth, starts seedlings for many of his friends and neighbourhood families. The bounty that their garden produces is similarly shared out in Baturyn. Their yard is frequently nominated for Edmonton's "Front Yards in Bloom" program, which recognizes the beauty brought to out streets by the efforts of residents.</p> <p>Whether through their church community at St. Charles Parish, the Baturyn Community League, or organizations such as the YMCA, the Paszeks are always there to lend their hands towards improving the lives of their fellow residents. They are described as "the heart of the neighbourhood" and for over forty years, they have enthusiastically offered anything they could to make the world a better place. Whether helping care for a neighbour's property, arranging transportation, or welcoming newcomers, the warmth Carrol and Henry Paszek show for their fellow humans has no discernible limit.</p> <p>Source: City of Edmonton, Naming Committee</p>
<b>Harry Farmer Park</b>	<p>Harry Farmer Park was named to honour Harry Farmer, organist, choirmaster, and tireless worker for music in Edmonton. Harry began playing the organ at the age of 12 and became the deputy organist of Walsall Parish Church in England. After an extensive musical career in England, he came to Canada in 1958 at the request of D. G.R.A. Rice, President of Sunwapta Broadcasting Ltd. As Musical Director of CFRN T.V., he has numerous radio and television credits including the Gold Award, All-Canada winner YOUNG PERFORMER, Recital, Feature Artist, The Harry Farmer Show and Sunday Visit.</p> <p>Harry was the organist and choir director of St. Paul's United Church for 21 years. He "retired" for one week and then became Choirmaster and Organist at Trinity United Church. Harry organized a one hundred voice Boys Choir which won the Provincial Shield three times. As well, the Boys Choir became a Kiwanis Festival winner and had its own television series. He was also director of the Alberta Opera Society, served on the boards of both the opera and the symphony and played the organ with the Edmonton Symphony Orchestra.</p> <p>Source: Plaque in Harry Farmer Park</p>

Appendix B

# **Breezeway Images**



View from 111 Street to 110A Street



View from 111 Street into Carrol and Henry Paszek Park



View from 173A Avenue into the Chambéry neighbourhood



View from 107 Street to 106 Street



View from 173A Avenue towards the Elsinore neighbourhood



View from 104 Street to an alley



View from 173 Avenue to 173 Avenue



View from 171A Avenue to 171 Avenue



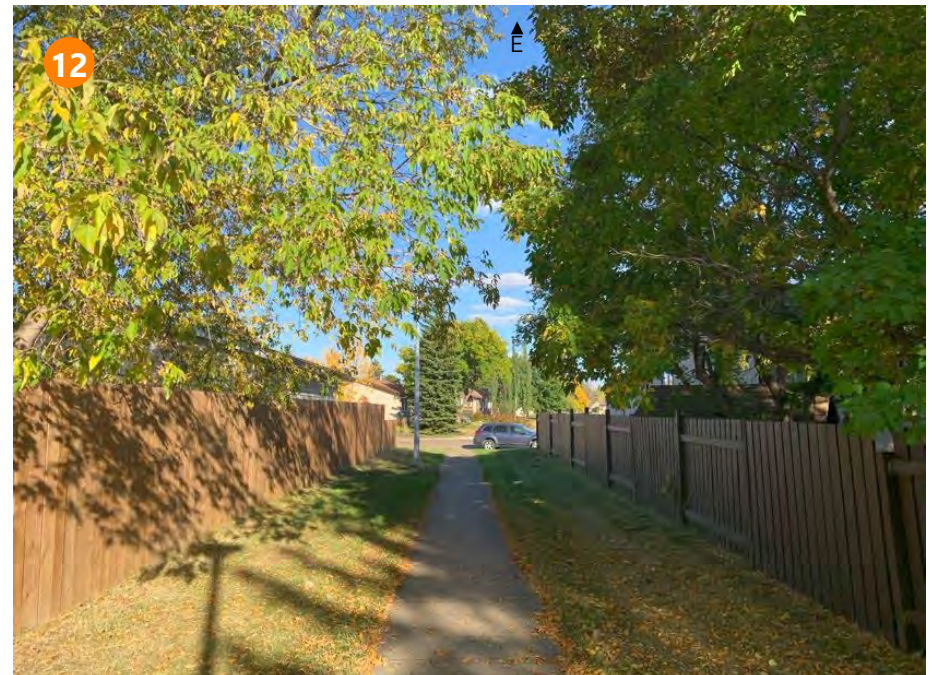
View from 98 Street towards Harry Farmer Park



View from 170 Avenue to 169 Avenue



View from an alley to 100 Street



View from the north-south breezeway between Castle Downs Road and Baturyn Park to 104 Street



View from the north-south breezeway between Castle Downs Road and Baturyn Park to a private multi-family development



View along the north-south breezeway between Castle Downs Road and Baturyn Park



View from 168 Avenue towards Baturyn Park



View from Baturyn Park to 169 Avenue



View from 103 Street towards St. Charles Elementary Catholic School



View from the middle of Baturyn Park towards the Baturyn Community League skating rink



View from 108 Street towards Baturyn Elementary Public School



View from 108 Street towards Baturyn Park





View from 169 Avenue towards the east-west breezeway between 109 Street and Baturyn Park



View from 106 Street towards Baturyn Park



View from 167A Avenue to Castle Downs Road



View from 167A Avenue to the intersection of Castle Downs Road and 112 Street



View from 168A Avenue to 169 Avenue



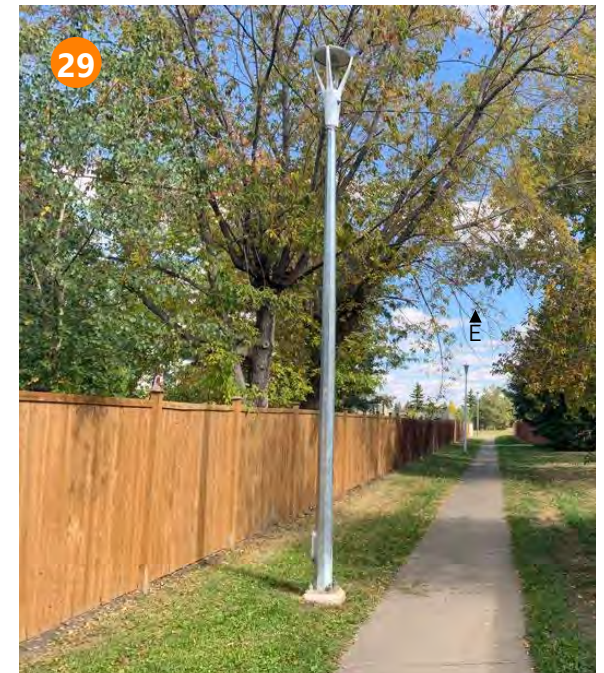
View from 168A Avenue along a breezeway that leads to an open space surrounded by residential development



View from 110 Street towards an open space surrounded by residential development



View from 109 Street into an open space surrounded by residential development



View along the east-west breezeway between 109 Street and Baturyn Park

Appendix C

## **Bus Stop Images**

# Map 15. Bus Stop ID Numbers



- Baturyn Neighbourhood Boundary
- Public Park/School Playground
- Open Space for Existing/Potential Pathway Connections
- Sidewalk

## Transportation Network

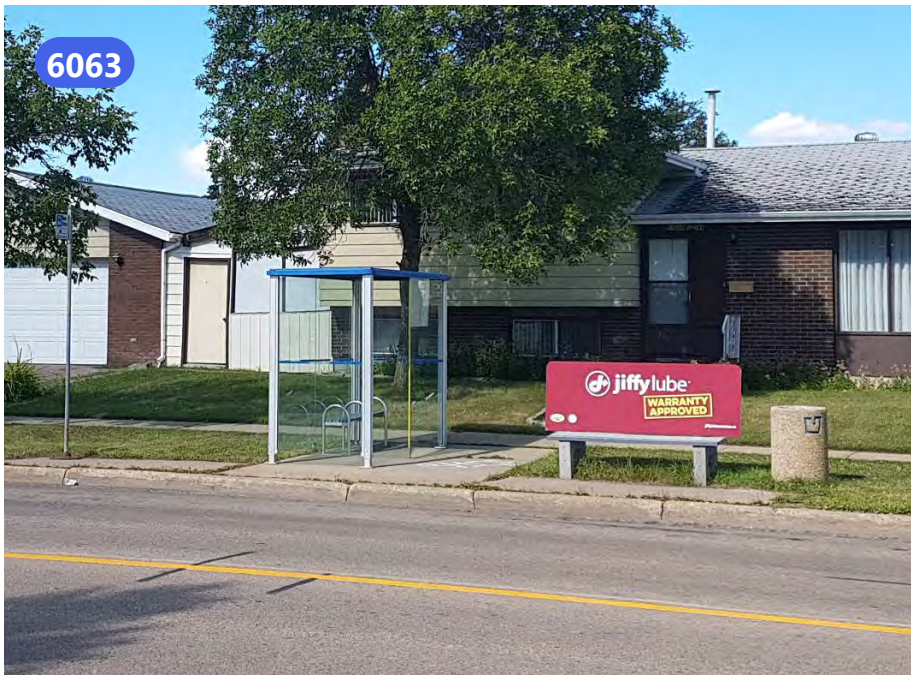
- ETS Bus Route & Stop
- - - Bus Network Redesign (Removal)
- - - Bus Network Redesign (Addition)
- Potential Bus Stop Removal

#### Bus Stop ID





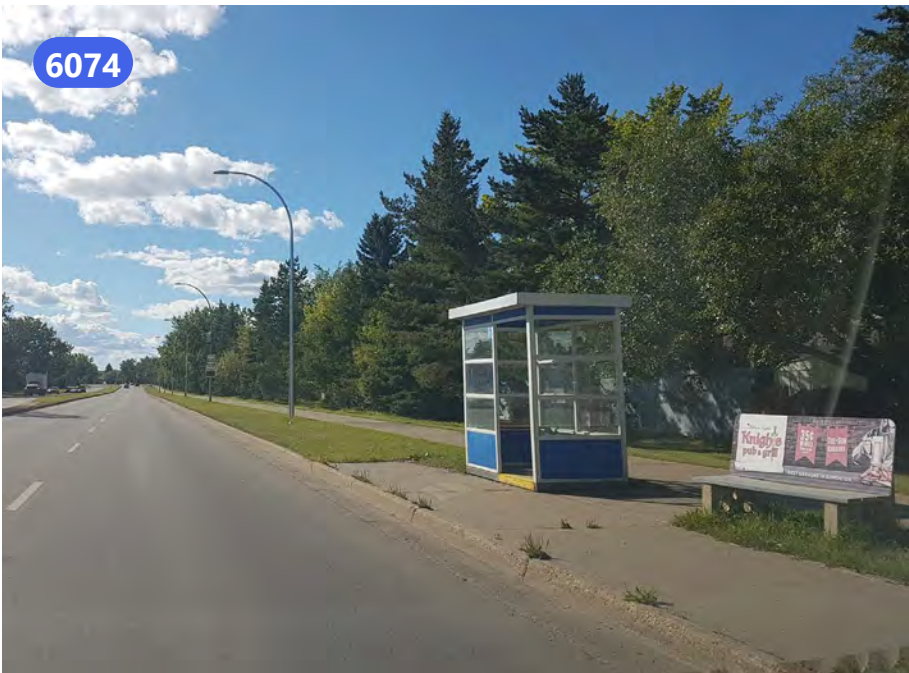












Appendix D

# Typical Utility Constraints

## Typical Utility Constraints

Existing utility constraints must be considered when introducing new hard surfaces, and even adjusting the grades to match proposed surfaces. Typically these facilities cannot be relocated without great expense.

Some facilities may be relocated under the City of Edmonton's franchise agreements with the utility owners if no other design options are feasible and at a negotiated expense (power poles and fire hydrants). Necessary utility relocations must be identified early so that there is enough lead time to work with the utility owner to complete the relocation ahead of neighbourhood reconstruction. Catch basins are regularly relocated and adjusted in neighbourhood renewal and are considered normal scope though they do have an associated cost. Some utilities are not practical to relocate due to costs, design, or physical constraints (telephone vaults, power vaults, manholes, gas mains, water mains, sanitary sewers, storm sewers, water valves, communication/fibre optic lines, and utility pedestals).

Vertical adjustments are typically feasible for most utilities such as water valves, manholes, telephone vaults and power vaults to match new grades with minimal expense. Depending on how the facility was installed there may not be any variance possible so field checks are always necessary when grade changes are proposed. When adjusting the grade of utilities due to curb alignment changes, the utility should be completely enclosed in the boulevard or hard surface. The utility should not be partially in a face of curb, concrete, or asphalt surface. When realigning the curb and gutter it is best to not place the curb directly above underground utilities to reduce concrete curb replacement when the utility is repaired. It is also preferable to not have manholes, catch basins, and vaults in sidewalks and shared-use paths.

## Utility pedestals and vaults along 109 Street/172 Avenue/100 Street



### General location:

Within the boulevard of the internal residential collector road (109 Street/172 Avenue/100 Street).

### Typical constraint during renewal:

These utilities would not typically be relocated. Some minor grading changes within the grass boulevard are possible. The actual pedestals, vaults, and concrete pads would not be adjusted vertically and the grading should not create a sag around the pedestals that could hold water.

### Utility pedestals along local residential roads



#### General location:

Behind curbside sidewalks of local residential roads.

#### Typical constraint during renewal:

Utility pedestals would not typically be relocated. Some minor grading changes within the grass boulevard are possible. The actual pedestals would not be adjusted vertically and the grading should not create a sag around the pedestals that could hold water.

### Manhole in Baturyn Park



#### General location:

In the southwest corner of Baturyn Park at the intersection of three pathways.

#### Typical constraint during renewal:

Manholes are not typically relocated. Vertical adjustments may be possible if the grading in proximity is proposed to change.

### Vaults in sidewalks of local residential roads



#### General location:

In curbside sidewalks of local residential roads.

#### Typical constraint during renewal:

These vaults would not typically be relocated. After a field review, it may be possible to adjust the vaults vertically to match proposed grading of the sidewalk. If not, sidewalk grades around the vaults will be adjusted to match existing elevations. The utility owner will be contacted prior to design for details and coordination.

### ATCO Gas Facility in Baturyn Park



#### General location:

In the southeast corner of Baturyn Park northwest of the 168 Avenue and 104 Street intersection.

#### Typical constraint during renewal:

This facility would not be relocated. Some minor grading of the grassed area around the facility may be feasible.

### Utility pedestals and street lights along local residential roads



#### General location:

Behind the curbside sidewalk of a local residential road.

#### Typical constraint during renewal:

These utility pedestals would not typically be relocated. Some minor grading changes within the grass boulevard are possible. The actual pedestals would not be adjusted vertically and the grading should not create a sag around the utility pedestals that could hold water.

Street lights will be replaced and relocated throughout the neighbourhood to match proposed design and are not a constraint.

### **Crossing Permits**

WSP and GSA have began a review of potential needs for Crossing Permits:

- No high voltage lines appear on the City Base within the Baturyn Neighbourhood
- No high pressure gas lines have been identified in the neighbourhood
- No pipelines have been identified that cross through the Baturyn Neighbourhood
- There are no rail lines in the neighbourhood

### **Traffic Signal Poles**

There are only traffic signals at the edge of the neighbourhood at two intersections with an arterial road (on Castle Downs Road at 100 Street and 109 Street). As intersections at arterial roads are outside the scope of neighbourhood renewal, it is anticipated that these signal poles would not be impacted. Traffic signal control boxes are typically located in boulevards and therefore do not require to be relocated.

There are two pedestrian activated signals for the school crossings on 172 Avenue at 106 Street and 104 Street. These are installed in the existing boulevard and it is not anticipated that they would be impacted or need relocation. It is possible that curb extensions would be considered at these locations which would not require any relocation of the poles.

### **Telus and EPCOR D&T pedestals**

Telus and EPCOR pedestals are typically located in boulevards and therefore relocation is not required. If conflicts exist, the utility companies will be contacted and alternate design options considered.

### **Telus Fibre Optic**

The GSA/WSP Team has met with representatives from Telus. Installation of Telus Fibre Optic lines has been completed in the neighbourhood. These lines are typically installed at or very near the existing back of walk. The small "pots" installed near the back of walk are used to connect homes to the line when services are purchased from Telus. From past construction experience and from communications with Telus these small junction pots can typically be relocated to accommodate the widening or relocation of walks as needed. Telus has expressed no concern with the fibre optic lines being under newly widened walks. The larger Telus junction boxes will need to be reviewed in the field throughout design. If a conflict exists with a Telus Fibre Optic line junction box it will need to be flagged to Telus one year in advance so relocation can be reviewed. If relocation is not feasible due to existing utility or other conflicts, then alternate engineering or design options will need to be reviewed (such as having the junction box inside of a new walk).

### **ATCO Gas**

The GSA/WSP Team has reached out to ATCO Gas. ATCO Gas began a major rehabilitation of the gas lines in the Baturyn neighbourhood in 2019. All existing lines and services are being abandoned and replaced with new lines. These lines are typically directionally drilled, minimizing impacts to the roads by greatly reducing the amount of open trenching. When the existing line is in an alley the new line will parallel the old line in the alley. When the existing line is in an easement at the back of properties that do not have an alley, these lines are being relocated to the road with new services. The new services to home may potentially create inconvenience during sidewalk replacement as they will be crossing under the new sidewalks. ATCO intends to complete their work in 2022 and 2023. If they are working in the neighbourhood in 2023 additional coordination will be required as neighbourhood renewal work begins in 2023.



# Addendum

## **Bus Stop Locations**

June 2021

Within the Background Report, it was previously noted that ETS identified seven existing bus stop locations in Baturyn as candidates for removal pending further review (see page 40). ETS has since confirmed that all existing bus stops in Baturyn will remain as part of the Bus Network Redesign in September 2021.