Oliver Neighbourhood Renewal

Urban Design Analysis: Background Report

Chapter 1: Background Info & Analysis

MAY 2024

Edmonton

Al-Terra

TOOLE DESIGN

Table of Contents

Indigenous Land Acknowledgment

The lands on which Edmonton sits and the North Saskatchewan River that runs through it have been the sites of natural abundance, ceremony and culture, travel and rest, relationship building, making and trading for Indigenous peoples since time immemorial.

Edmonton is located within Treaty 6 Territory and within the Métis homelands and Métis Nation of Alberta Region 4. We acknowledge this land as the traditional territories of many First Nations such as the Nehiyaw (Cree), Denesuliné (Dene), Nakota Sioux (Stoney), Anishinaabe (Saulteaux) and Niitsitapi (Blackfoot).

The city of Edmonton owes its strength and vibrancy to these lands and the diverse Indigenous peoples whose ancestors' footsteps have marked this territory as well as settlers from around the world who continue to be welcomed here and call Edmonton home.

Together we call upon all our collective honoured traditions and spirits to work in building a great city for today and future generations. We would like to thank the Indigenous communities who participated in The City Plan engagement sessions. The contributions provided were greatly appreciated and it is hoped that the ideas, comments and input shared are reflected here.

Truth and reconciliation is important to the City of Edmonton, and we recognize the neighbourhood name Oliver is difficult for some residents. In February 2024, Edmonton's City Council voted to approve the Oliver Community League's recommendation to change the neighbourhood name to Wîhkwêntôwin ᐃᐧᐦᑫᐧᐣᑐᐃᐧᐣ. This Neighbourhood Renewal Project report was created before the name change took effect and looked at elements of the neighbourhood before it was known as Wîhkwêntôwin ᐃᐧᐦᑫᐧᐣᑐᐃᐧᐣ (pronounced We-Kwen-To-Win). For that reason, the neighbourhood will be referred to as Oliver in this report.

Executive Summary

The Neighbourhood Renewal program utilizes renewal as an opportunity to increase vibrancy and sustainability of communities. Neighbourhood Renewal takes a holistic and integrated approach to make changes beyond infrastructure improvements, working in partnership with neighbourhoods to develop a vision of renewal that considers the unique context of neighbourhoods alongside technical requirements. Understanding the needs and values of citizens, and using their input allows the Neighbourhood Renewal program to enhance neighbourhoods and make better decisions regarding infrastructure renewal.

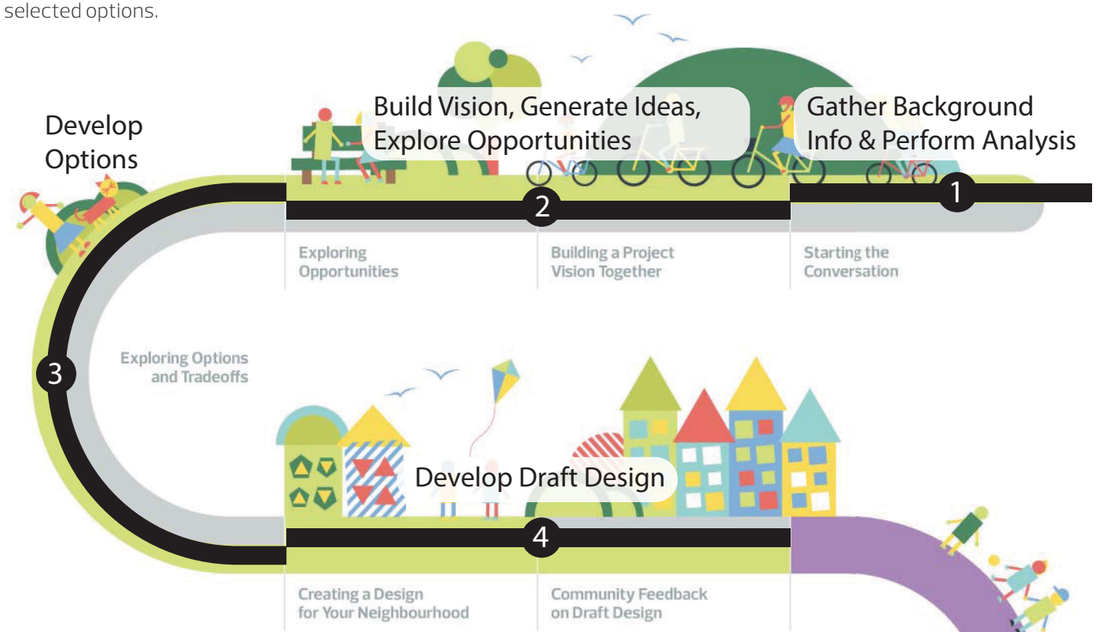
The Oliver Urban Design Analysis Background Report has incorporated input from the community and its representatives to affirm the discoveries of the project team. Through this document, the City has progressed alongside the community by following essential stages outlined in the Neighbourhood Renewal process:

+ **Gather Background Information & Perform Analysis**
+ **Build Vision, Generate Ideas, Explore Opportunities**
+ **Develop Options**, and
+ **Develop Draft Design**

This report serves as a summary of our research up to this point, encompassing an overview of both the current and historical physical and social dimensions of the Oliver neighbourhood. The insights derived from this report will play a pivotal role in subsequent phases, where we will explore design opportunities and their benefits and tradeoffs. This will ultimately lead to development and refinement of a neighbourhood draft design based on selected options.

+ **Gather Background Info & Perform Analysis** employs methodologies like desktop research, on-site assessments, and data collection and analysis to understand the distinct context of the neighbourhood. Preliminary discoveries are presented to the community for validation and fine-tuning, with the integration of their invaluable local knowledge.

+ **Build Vision, Generate Ideas, Explore Opportunities** uses surveys and workshops to actively engage the community to understand their values and priorities, culminating in the creation of a vision statement. This wealth of information proves invaluable later in the process when evaluating design opportunities for the project.



Introduction

Neighbourhood Renewal & Your Neighbourhood

In time, the infrastructure in every neighbourhood will grow old. The Neighbourhood Renewal program will not only refresh aging neighbourhood infrastructure, but also provide an opportunity to increase vibrancy and sustainability in neighbourhoods.

Urban Design Analysis

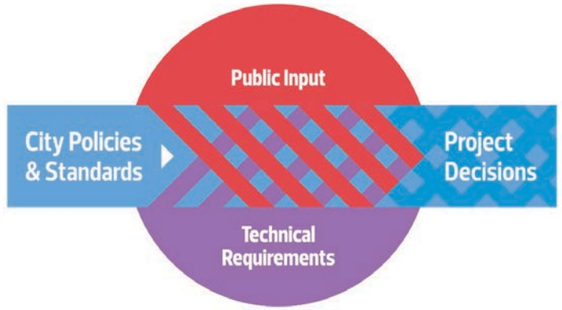
The purpose of the background phase of Urban Design Analysis is to gain a comprehensive understanding of both neighbourhood historical and existing contexts; including but not limited to social demographics, biophysical assets such as parks and green space, existing transportation networks and active transportation infrastructure, existing policies and guidelines with influence on the neighbourhood, existing urban form and land use, and so on.

Undertaking a thorough inventory and analysis of existing and surrounding context is an important step in the renewal planning, as it allows the project team and citizens to build a comprehensive shared understanding of a given neighbourhood. The project team and consultants are adept at gathering and interpreting technical information for the public. Residents add invaluable local knowledge not captured in neighbourhood mapping exercises or desktop studies.

Once the thorough process of background information gathering has been undertaken, the team can begin analysing and cross referencing maps and data to interpret findings. This becomes very useful in the next step in the Neighbourhood Renewal process: Exploring Opportunities. In this phase, the community helps to identify issues, opportunities, and solutions, most of which come with tradeoffs. For example, adding a bike lane to a narrow street may be accompanied by a need to remove some existing mature trees or parking. Comprehensive background analysis equips the group with knowledge around the location of existing trees, types and widths of roadways, and the location of existing bike lanes in adjacent neighbourhoods. With a multifaceted understanding of such information, the project team can better weigh its decisions among a number of competing perspectives.

The team is then able to evaluate any opportunity against its tradeoffs, and against the vision and principles developed for the neighbourhood. This facilitates decision making that is geared toward maximizing functional and aesthetic improvements, while minimizing any negative impacts.

Project Process



Policy & Standards Review

It is important to note that as of March 2024, several plans in the City of Edmonton are proposed for retirement or amendment. Affected plans in the Oliver neighbourhood include the 104 Avenue Corridor ARP (2015), and the Oliver ARP (1997), which are both proposed to be Retired (Repealed). Other plans or guidelines proposed for retirement that affect Oliver include Transit Oriented Development Guidelines (2012). For more information please see the ***Map of Plan Repeals***, and the ***Plans Proposed For Retirement and Amendment*** which provide a rationale for being repealed. In general, the adoption of City Plan and its District Planning approach has superseded the repealed plans. The district planning approach has identified Oliver as a Priority Growth Area for the City, in alignment with specific policies in City Plan.

GUIDING PLANS & STRATEGIES

- The City Plan (2020) and Priority Growth Areas
- District Policy & Plans (Draft, 2023)
- ConnectEdmonton (2019–2028)
- Climate Resilience, Policy No. C627 (2021)
- Climate Resilient Edmonton: Adaptation Strategy and Action Plan (2018)
- Edmonton's Community Energy Transition Strategy & Action Plan (2021)
- Economic Action Plan (2021)
- Public Engagement Policy No. C593A (2021)
- Municipal Government Act (2023)

URBAN DESIGN & EQUITY

- Accessibility for People with Disabilities, Policy No. C602 (2019)
- Access Design Guide, Version 3 (2020)
- Winter Design Policy, Policy No. C588 (2016)
- Winter Design Guidelines
- Crime Prevention Through Environmental Design
- Gender Based Analysis Plus (2017)
- Indigenous Framework (2021)
- FRESH Edmonton's Food & Urban Agriculture Strategy (2012)

DESIGN STANDARDS & POLICIES

- Complete Streets Policy, No. C573A (2015)
- Complete Streets Design and Construction Standards (2018)
- Drainage Design and Construction Standards (2020)
- Landscaping Design and Construction Standards (2022)
- Light Efficient Community Policy No. C576 (2013)
- Residential Neighbourhood Street Lighting Renewal Policy No. C564 (2021)

TRANSPORTATION

- Neighbourhood Renewal Policy No. C595A (2020)
- Asset Management Policy No. C598 (2018)
- Active Transportation Policy No. C544 (2009)
- Sidewalk Strategy (2009)
- The Bike Plan (2020)
- The Bike Plan Implementation Guide (2021)
- Active Transportation Network Wayfinding Guide (2023)
- Curbside Management Strategy (2022)
- Safe Mobility Strategy (2021-2025)
- Community Traffic Management Policy No. C590 (2017)
- Traffic Bylaw 5590 (2015)
- Snow and Ice Control Policy No. C409K (2021)
- Speed Zones Bylaw 6894 (2022)
- City Streets Access Bylaw 13521 (2022)
- Optimization of the Transportation System Network Policy No. C569 (2012)
- Live Active Strategy (2016–2026)
- Determination of Assessable Roadway-Related Local Improvements C433D (2001)
- Local Improvements – Surface Policy No. C619 (2019)
- Sidewalk Local Improvement Assessment Guidelines (2022)

OPEN SPACES

- Open Space Policy C594 (2017)
- Breathe: Edmonton's Green Network Strategy (2017)
- Edmonton's Urban Parks Management Plan (2006–2017)
- Parkland Bylaw 2202 (2021)
- Dogs in Open Spaces Strategy (2016)
- Corporate Tree Management Policy C456C (2020)
- Urban Forest Management Plan (2012)

CENTRE CITY DISTRICT PLAN

- Oliver Area Redevelopment Plan: Bylaw11618 (2020) – To Be Retired (Repealed)
- 104 Avenue Corridor Area Redevelopment Plan: Bylaw 17251 (2015) – To Be Retired (Repealed)

For detailed review of all relevant policies from the following documents, refer to policy analysis section in **Appendix A.**

Neighbourhood Background Information

Neighbourhood Context

Oliver stands as a historic inner-city enclave, positioned immediately west of the downtown core. Its southern boundary is the River Valley, while the western edge is defined by 124 Street. In the past, this neighbourhood was referred to as Edmonton's "West End," but in the 1950s it was renamed in honour of the politically influential and contentious figure, Frank Oliver.

As a federal minister Frank Oliver was politically influential in shaping immigration policies which were racially and ethnically discriminatory, and locally he is credited as instrumental in dispossessing the Papaschase First Nation from their reserve land, which represents a very large section of land now known as South Edmonton. There are several parks, buildings, and public spaces which still bear and celebrate the Oliver name, but as the general public increasingly recognizes these actions as historical wrongs, the Oliver name is being removed and changed. As of March 2024 Oliver has been renamed to Wîhkwêntôwin (a Cree word that means 'a Circle of Friends'). Other private initiatives such as the renaming of Unity Square (from Oliver Square) have preceded the change of the neighbourhood name and rebranded voluntarily.

Oliver shares neighbourhood boundaries with Downtown, Glenora, Queen Mary Park, Westmount, River Valley Glenora, and River Valley Victoria. It is uniquely situated with easy access to Downtown, and into the River Valley for those able to access it via the steep hills and stairs. Like the rest of Edmonton, the neighbourhood is all within present day Treaty 6 Territory.

Urban settlement of Oliver began in the 1880s, Oliver's developmental history is marked by the establishment of institutional structures, including hospitals, churches, schools, and a cloister. Residential expansion took firm root before World War I, with notable growth in the 1930s. During this era, the southern and western sections were fashionable residential districts with grand residences and tree-lined avenues which endure today. The late 1950s saw Edmonton experiencing a prolonged period of growth, leading to heightened demand for various types of housing units. With its close proximity to downtown and its burgeoning employment opportunities, Oliver became an attractive location for apartment redevelopment. Consequently, numerous original single-detached homes were replaced with multi-family houses, and the neighbourhood continues to remain an attractive area for higher intensity redevelopments now.

In the present day, Oliver has transformed into a densely populated neighbourhood with a thriving commercial office presence and retail destinations. The neighbourhood includes many transportation options, including many bus routes and a few existing and proposed lines of the Edmonton LRT system. Oliver will soon include the new Valley line along 104 Avenue. Oliver is an attractive place to live for local residents, and also functions as a destination area for people from all parts of the city. The active involvement of the Oliver Community League in community activities fosters a strong sense of belonging among residents. Several other City-led projects are underway that will reshape Oliver such as the Valley Line West LRT on 104 Avenue, and the rehabilitation of the High Level Bridge.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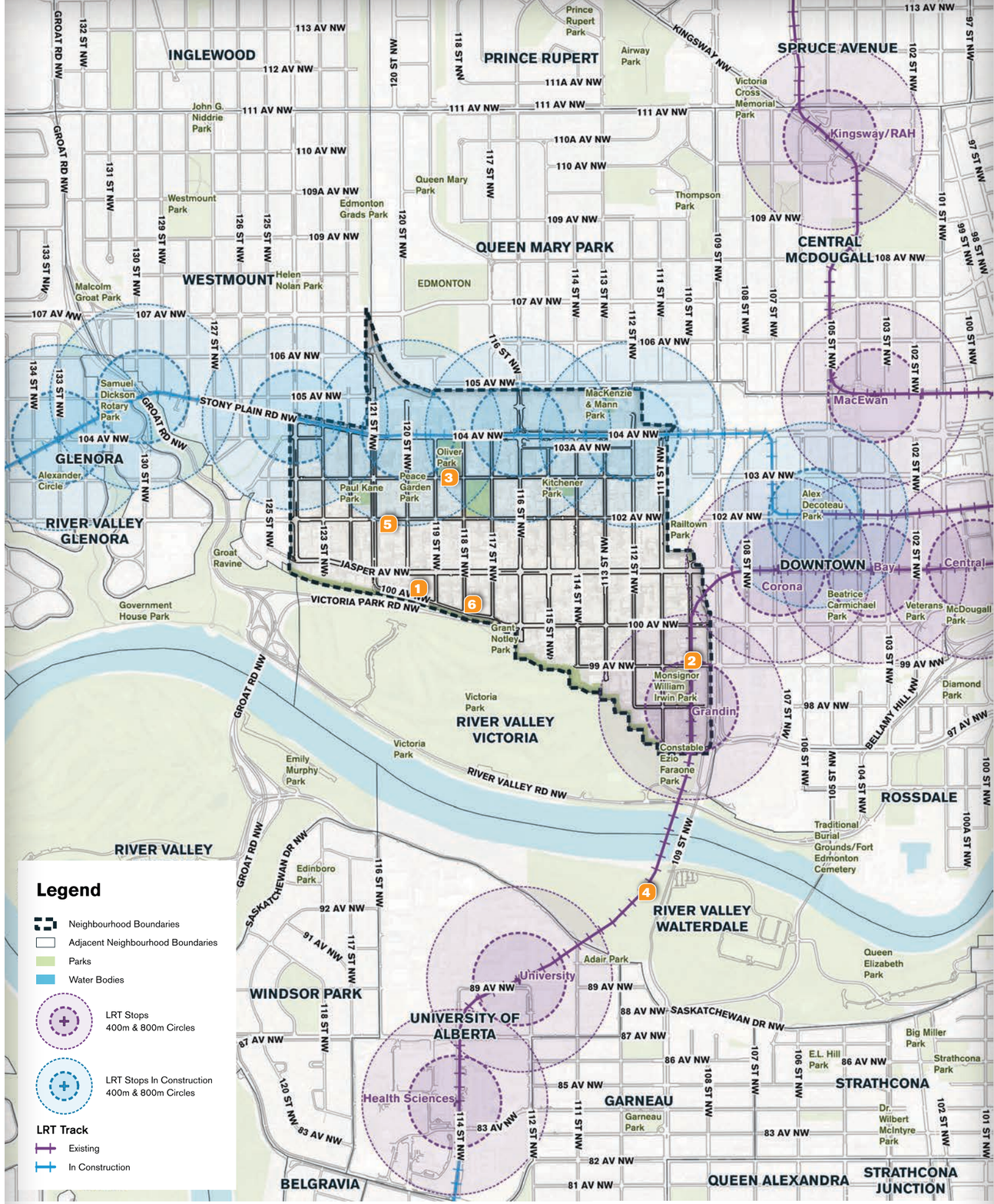


Neighbourhood Context

Neighbourhood Background Information (continued)

History

Since time immemorial, present-day Oliver has been traversed and utilized by Indigenous Peoples, leaving behind well-worn paths that, in many cases, evolved into trails and eventually roads leading into Edmonton. These historical routes bear witness to the shaping and influence of Indigenous communities and the landscape, and underscore their presence and impacts on the development and evolution of the region.

The area now known as Oliver as well as the broader city of Edmonton was originally inhabited and visited by diverse Indigenous groups, including the Assiniboine, Blackfoot, Cree, Dene, Iroquois, Salteaux, and Sioux Nations. These communities, boasting long-standing traditions, cultural practices, and governance systems, intertwined with the unique environmental features of the area and served as pivotal hubs where numerous groups converged to engage in vibrant trade and commerce with one another. The arrival of European settlers, drawn by the fur trade in the 18th century, marked a significant shift in the region's demographics.

Following the signing of Treaty 6 in 1876, with adhesion at Fort Edmonton in 1877, and Treaty 7 in 1877 at Blackfoot Crossing, Indigenous communities were relocated to reserves, and the territory in question became available for settlement. The present-day Oliver area has been an integral part of Edmonton since its early history as evidenced by an 1892 map illustrating that much of the district, from 109 Street to 121 Street between the North Saskatchewan River and 104 Avenue, fell within the boundaries of the then Town of Edmonton.

The neighbourhood has its roots dating back to the late 19th century and over time has evolved into Edmonton's most populous neighbourhood. Its development evolution over many time periods has contributed to its diversity, with development that ranges from single-detached homes to high-rise apartments, and from small scale, street-oriented commercial/retail strips to high rise office towers. It contains a tapestry of Edmonton's architectural history, with classically inspired structures adorning its streets, blending the past with the present.

Oliver's desirability in terms of its residential offerings and commercial destinations means it is subject to development pressures and higher rates of change than other parts of the City. Changes in housing, commercial developments, and infrastructure necessitate thoughtful planning to accommodate residents and users of Edmonton's most densely populated neighbourhood. Its high population density means that it is relatively under-served in terms of its quantity of open space and community facilities.

This timeline on the following pages provides a chronological overview of the key developments in the history of the Oliver neighbourhood. It highlights the neighbourhood's transformation from its early origins as part of the Hudson's Bay Company reserve to a densely populated and diverse urban community with its unique character.

Time Immemorial

The region has been home to Indigenous Peoples including the Blackfoot, Assiniboine, Cree, Dene, Iroquois, Salteaux, and Sioux Nations. Archaeological evidence dates inhabitation of the area to over 9000 years.

1870

Dominion of Canada acquires land from the Hudson's Bay Company (HBC), setting the stage for future development. The HBC reserved 3,000 acres at Fort Edmonton, shaping the town's early boundaries.

PRE-CONTACT

1876

Following the signing of Treaty 6, this area became available for settlement. Oliver, like the rest of Edmonton, is all within present day Treaty 6 Territory.

The present-day Oliver area has been an integral part of Edmonton since its earliest European settled history. An 1892 map illustrates that much of the district, from 109 Street to 121 Street between the North Saskatchewan River and 104 Avenue, fell within the boundaries of the then established Town of Edmonton.

Immigration & Urban Settlement

1880

1886

The church of St. Joachim was built on 110 Street north of 99 Avenue, replaced by a larger brick church in 1899.

1882

Malcolm Groat claimed 900 acres (River Lot 2) bordering the western edge of the HBC reserve, marking the inception of what is now Oliver. Groat donated land for religious and educational purposes, kickstarting development.

1890

1895

The Edmonton General Hospital was built a few blocks away.

1903

Ontario lawyer William G. Trethewey purchased a significant portion of Groat's land for future development, envisioning a population surge.

Trethewey bought the Street Rail Company, attempting to create a streetcar system to connect Oliver to downtown Edmonton, but failed.

1900

1905

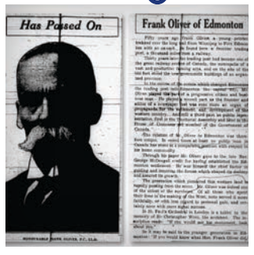
The Misericordia Hospital was built on 111 Street between 98 and 99 Avenues, followed by churches and schools, marking a period of significant growth.

Municipal Golf Links (now known as Victoria Golf Course) was established with 9 holes.

1909

The elegant LeMarchand Mansion took its position of prominence in the southwest corner of the neighbourhood, designed to accommodate Canada's most luxurious apartments at the time.

1910



1911

The Oliver District School was erected on 117 Street, named after Frank Oliver, then prominent as the founder of the first local newspaper, the Edmonton Bulletin.

Pre-World War I

During the period prior to World War I, the Oliver neighbourhood experienced an early residential housing boom.

The Buena Vista was built on 124 Street with street-level storefronts and apartments on the second and third floors.

1920

1912

Inspired by the late 19th-century City Beautiful Movement, urban planners embraced a beautification plan proposed by architects Morrell & Nicholls. This plan advocated for the City's acquisition of land to create a river valley park system.

In 1913, The City purchased 155 acres in the river valley, which encompassed the present-day Victoria Park area, from the HBC for $310,000, thereby bringing to fruition the vision for the river valley park system.

1913

Wealthier individuals built grand homes in the southern and western areas, while simpler bungalows accommodated middle-class families to the north.

Multiple apartment buildings were planned to meet the demand for living spaces, including the Derwas Court in 1913.

1930

1913

The Edmonton Brewing and Malting Company Ltd. Building is an early industrial site in Edmonton, built during this period.

Oliver attracted Catholic, Protestant, and Jewish communities, with a thriving French quarter and robust commercial spaces.

1914–1918

World War 1

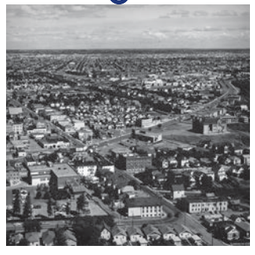
Stagnation

1924–1925

A long period of financial and real estate decline and struggle. The postwar economy was weathered, some residents dug in and were able to grow their businesses.

The Administration Office Building was constructed on the Edmonton Brewing and Malting Company. Its simpler Classical Revival styling complements the main building.

1940



1930s

Notable residential growth. A growing population among economic constraints led to a diversity of housing alternatives, resulting in the construction of duplexes, like the Yeates and Williams Residence, offering residents with a quality design and a generous amount of space.

1937

The West End Community League changed their name to the "Oliver Community League", and in so doing, unofficially renamed the district to "Oliver".

1939–1945

World War 2

World War 2 Residences

The four northernmost residential houses on the east side of 122 Street were constructed between 1943 and 1944, sharing the same vocabulary of the English Cottage Style, part of the English Revival movement early in this century.

1950

1950s

The Municipal Golf Links (Victoria Golf Course nowadays) became Canada's largest municipal golf course with 27 holes.

Population Expansion and Densification

Visions of Change

Late 1950s

Edmonton experienced a prolonged period of growth, leading to heightened demand for various types of housing units.

1960s

In close proximity to downtown Edmonton and its burgeoning employment opportunities, Oliver became the most populous and densely populated neighbourhood with over 15,000 residents.

The area underwent a major period of urban densification, with significant development of low-rise apartment blocks.

1978

Edmonton's LRT commenced service, terminating at Central Station.

1989

After the Canadian National (CN) rail yards were dismantled, the CN Lands ARP was created to provide planning direction for the area north of 104 Avenue and 116 Street.

The Central LRT line was extended in September to Grandin station (now Government Centre station, close to the Alberta Legislature).

1992

The next LRT extension opened from Government Centre to University Station, crossing the North Saskatchewan River via the Dudley Menzies Bridge, with a lower level for pedestrians and cyclists.

2015

The 104 Avenue Corridor Area Redevelopment Plan Bylaw received approval, providing a holistic vision and array of policies and initiatives for the integration and transformation of the 104 Avenue Corridor into a transit supportive, sustainable community.

2022

Jasper Avenue New Vision (from 97 Street to 100 Street) construction was completed.

Imagine Jasper Avenue (109 Street to 124 Street). Phase 1 construction (109 Street to 114 Street) started in 2020 and was finished in 2022.

1950 · 1960 · 1970 · 1980 · 1990 · 2000 · 2010 · 2020 · 2030

1958

Modern architecture started to emerge in Edmonton in the late 1950s. Page the Cleaners, an exemplar of this style, is historically significant for Oliver's post-World War II development. Clean lines, expressed beams, glass storefronts, and random cut fieldstone embody the modern aesthetic.

Built in the drive-in era, it includes ample parking and drop-off space, reflecting car-centric practices, prevalent at the time.

1960–1961

Valleyview Manor, one of Edmonton's first high-rise apartment buildings, was built in 1960.

Standing eight storeys tall, Valleyview Manor contributed to the creation of a new skyline for Edmonton, and spurred the transformation of Oliver into a high density neighbourhood.

1982

The Heritage Trail Preliminary Design Study was approved after being adopted by Council within the Downtown Area Redevelopment Plan Bylaw (1981).

1982 also witnessed a sharp economic downturn for Alberta.

1990s

Grant Notley Park, named for the first New Democrat member of the Legislature, was built at the top of Victoria Park Drive and 116th Street. It marked the beginning of the Heritage Trail, west along Victoria promenade and east along 100 Avenue into the neighbourhood.

1997

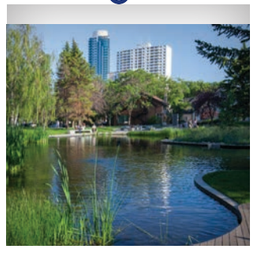
The CN Lands ARP excluded the area north of 104 Avenue and between 116 and 121 Streets. To address this, the area was added to the Oliver ARP as Sub Area 7 in 1997.

The area has since begun to transition to commercial and residential uses, with a major commercial complex creating as a hub of activity.

2012

Council approved a Concept Plan for the complete LRT Valley Line, spanning from Mill Woods to Lewis Farms, with a section passing through the 104 Avenue corridor intersecting Oliver.

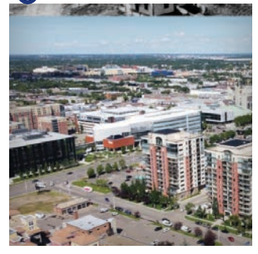
In the same year, City Council adopted the Transit Oriented Design Policy and Guidelines which establish land use and design criteria for developments around LRT stations.



2017

The first dedicated bike lanes were constructed in Edmonton providing 7 km of separated lanes for cyclists, crisscrossing the city's downtown. 102 Avenue bike lane, or Oliverbahn, is part of this network.

Paul Kane Park underwent a redevelopment project, which enhanced the pond to meet Alberta Health Standards and transformed it into a vibrant downtown park. The park quickly became a popular destination for Oliver residents.



Ongoing

The preservation of Oliver's character includes a diverse mix of housing, from single-detached homes to high-rise apartments.

Ongoing debates continue around balancing a high demand in the area for urban redevelopment, with existing desires of the community.

Heritage Resources

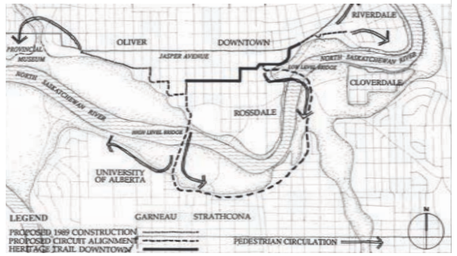
Being among Edmonton's earliest urban settlements, Oliver boasts a notable quantity of buildings acknowledged for their historical significance.

In particular, the southern and central regions of Oliver are home to a remarkable density of historical buildings. This concentration enhances the neighbourhood's appeal for pedestrians and provides an excellent back drop for potential street improvements, including heritage interpretation, the creation of inviting seating areas and plazas, as well as the addition of distinctive paving and furnishings that harmonize with the neighbourhood's historically rich areas.

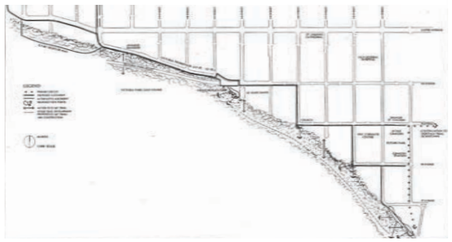
HERITAGE TRAIL

The Heritage Trail was first adopted by Council within the Downtown Area Redevelopment Plan Bylaw in 1981, and intended to create a continuous walkway that followed the top-of-bank river's edge as much as possible, and made connections with all of the important civic buildings such as the Legislature, and Convention Centre. The trail was first constructed downtown in 1985, and expanded into Oliver in the 90s.

HERITAGE TRAIL OVERALL PLAN



HERITAGE TRAIL – OLIVER EXTENSION 1989 STUDY



1 Mountifield Residence
2 Armstrong Residence
3 Edmonton Brewing & Malting Co. Ltd
4 Purvis Residence
5 Oblate Maison Provinciale
6 Werner Residence
7 Christ Church Anglican Church
8 Murdoch McLeod Residence
9 Hugh McDonald Residence
10 Weinlos Residence
11 Mel Hurtig Residence
12 Naverseth Residence
13 John Wood Residence
14 Valleyview Manor
15 Residence
16 Freeman Stanley Residence
17 Edmonton General Hospital
18 Yeates/Williams Residence
19 St. Joachim Church
20 Annamoe Mansion
21 Cornelius Gallagher Residence
22 Balfour Manor
23 West End Telephone Exchange
24 Grandin Roman Catholic School
25 Phillip & Annie Livingston Residence
26 Harkin Residence
27 Fred Contant Residence
28 Archibishop's Palace
29 Fraser Residence
30 Oliver School
31 John T. Ross House
32 The Galleria Condominium
33 Christ Church (Anglican) Parish Hall
34 John L. Lang Apartments
35 Westminister Apartments
36 Park Towers Condominium
37 Mark G. Wright Residence
38 El Tovar Apartment House
39 Lester Allyn House
40 St. Joseph's Cathedral Basilica
41 Page the Cleaners
42 John T. Ross Residence
43 William McAdams Residence
44 LeMarchand Mansion
45 Robertson Wesley United Church
46 Edmonds Residence
47 Dame Eliza Chenier
48 Hyde Park Condominiums
49 Yee Residence
50 Hugh Campbell Residence
51 Boulevard and Median Elms
52 Wittmann Residence
53 Rev. Vikman Residence
54 Derwas Court
55 Beth Shalom Synagogue
56 Culloden Moore Residence
57 Row Houses
58 William Mackay Residence

Historic Resources

Study Area

The Oliver neighbourhood is situated in the central region of Edmonton, bounded by 105 Avenue to the north, 124 Street to the west, Victoria Drive and the top-of-bank of the North Saskatchewan River to the south, and 109 Street to the east.

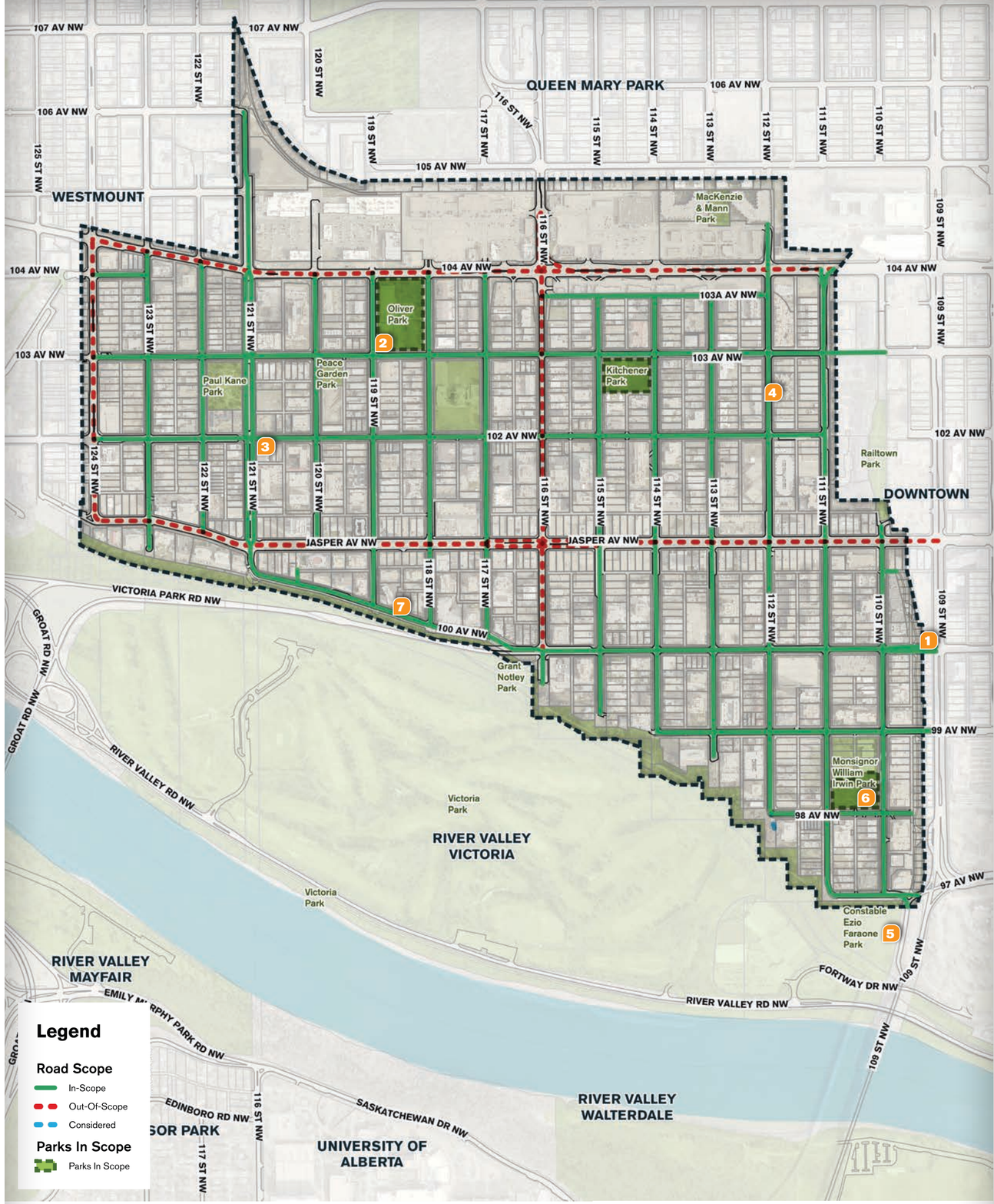
Scope

The standard neighbourhood renewal scope encompasses all local and collector roads, and typically excludes arterial roadways and alleys as they are covered under separate programs. In specific instances such as developments with sole access through alleys, exceptions are made to incorporate them into the neighbourhood renewal plan.

Within this scope, the parks earmarked for renewal encompass Paul Kane Park, Oliver Park, Kitchener Park, Peace Garden Park, and the southern portion of Monsignor Irwin William Park (see map). Parks not included in the renewal scope are the Oliver School site, the northern part of Monsignor William Irwin Park, and MacKenzie & Mann Park. At the time of this publication there is consideration for the inclusion of the Victoria Promenade in the renewal plan.

Changes to private properties are not included in neighbourhood renewal scope. However the project investigates private redevelopments in the scope area to determine the most effective ways to coordinate with and enhance private improvements.

Enhancements to city-owned land beyond the defined scope area but within the project's impact zone will also be taken into account. This could include upgrades such as enhancing pedestrian crossings or filling in missing links within the infrastructure network. These improvements aim to ensure a more comprehensive and integrated approach to the project's influence on surrounding areas.



Legend

Road Scope
- In-Scope
- Out-Of-Scope
- Considered

Parks In Scope
- Parks In Scope

Renewal Scope

100 0 100 200 300 400 500 m

N

Demographics

Oliver is the City's most densely populated residential neighbourhood and is home to a diverse demographic. According to 2019 census numbers, Oliver was home to a total population of 14,145 residents.

53% are adults between the ages of 20 and 45, compared to the city's average of 39%. Oliver has a lower proportion of school-age children when compared to citywide averages.

The age distribution in Oliver skews older than the City average, with retired and senior age residents representing slightly over 20% of the neighbourhood, compared to the City average of 13%.

The neighbourhood language use of English or French are higher than City averages, perhaps suggesting that new Canadians are a smaller proportion of Oliver than other parts of the City.

The overwhelming majority of Oliver's population resides in multifamily housing at 95%, which sharply contrasts with the City average of 32%. The number of residents living in care facilities closely mirrors the City average at 1.3% compared to 1.8% for the City as a whole.

Oliver's central location, its proximity to the Downtown and other destination areas, and its social demographics influence higher than average rates of people who walk and take transit as their primary mode when compared to the City averages.

42% of Oliver residents rely on walking or public transit for their daily transportation needs, in stark contrast with the broader City average of 18%. 53% of Oliver residents consider automobiles as their main mode of transportation, compared with 79% for the City average. The percentage of individuals who choose biking as their mode of transportation is more than double the city's average, standing at 2.3% as opposed to the city's 1.1%. It is important to note that the most recent numbers for transportation data are based on 2016 figures, and that the percentages for people biking are likely much higher in 2023, given the implementation of the downtown bike grid.

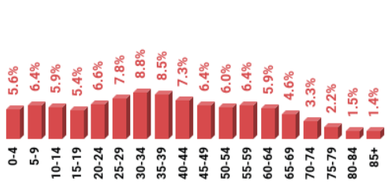
30% of Oliver residents are either retired or unable to work, surpassing the citywide rate of 24%. Household income in Oliver tends to be lower than City averages, with over half of all households reporting incomes of less than 60K per year, higher than the citywide average at 41%. 24% of the neighbourhood's households report incomes below 30K per year, compared to 16% as the City average for this range. The lower than average income in this range for Oliver correlates strongly with the retired population living in Oliver, which is also 24% for the neighbourhood and 16% as the City's retired average.

PROJECT CONSIDERATIONS

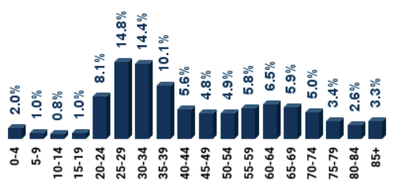
- The neighbourhood exhibits a greater share of residents who primarily rely on walking and public transit as their main means of transportation, surpassing the citywide averages.
- A significant portion of the residents fall within the retirement age category, highlighting the priority for accessibility and safety for people who walk.
- The neighbourhood has lower income levels when compared to the city's average.
- This neighbourhood possesses valuable assets such as higher population density and a more diverse mix of land uses, aligning well with the current policies set forth by the City. These characteristics provide a solid foundation for the project, indicating potential opportunities for vibrant community engagement and public realm enhancements.
- Recognizing the preferences and needs of the young adult age group can play a pivotal role in shaping the neighbourhood's urban planning, ensuring that it remains vibrant and accommodates the diverse interests and lifestyles of its youthful and active residents within its public realm.

AGE RANGE

EDMONTON



OLIVER



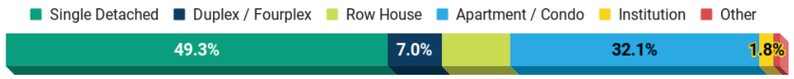
POPULATION BY GENDER

EDMONTON

OLIVER

HOUSING TYPES

EDMONTON



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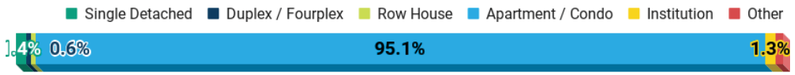
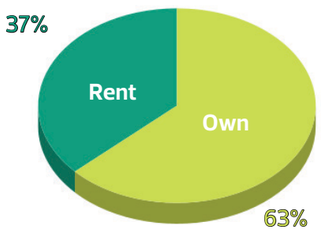


RENT VS. OWN

EDMONTON



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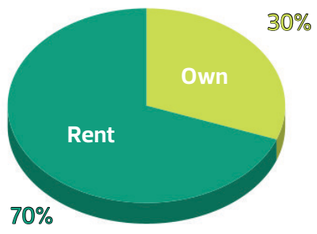
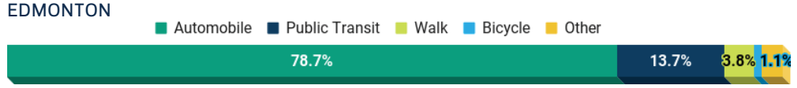


PRIMARY TRANSPORTATION MODE

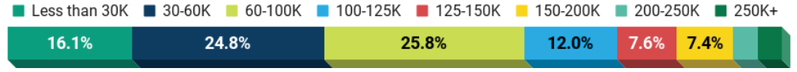
EDMONTON



OLIVER

HOUSEHOLD INCOME

EDMONTON



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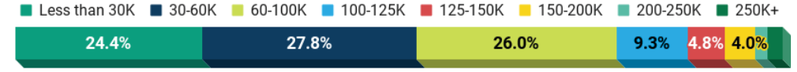
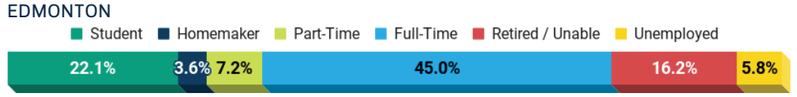


EMPLOYMENT

EDMONTON



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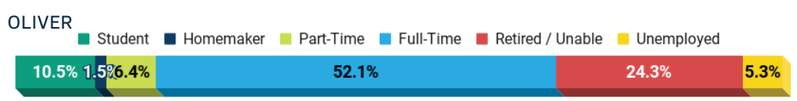
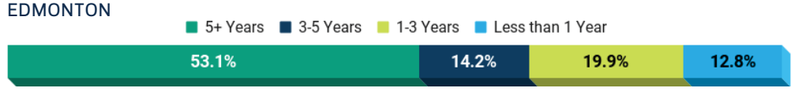


LENGTH OF RESIDENCE

EDMONTON



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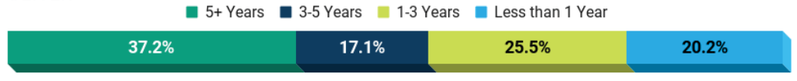
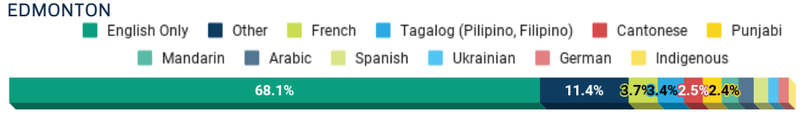
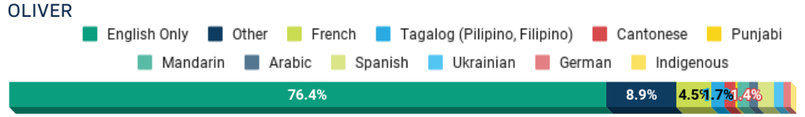


LANGUAGES

EDMONTON

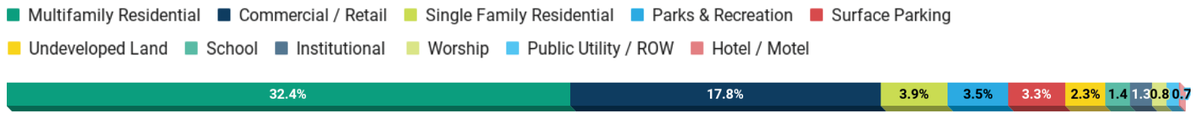


OLIVER



Neighbourhood Analysis

Land Use & Built-Form



LAND USE

Oliver is a dynamic neighbourhood characterized by a diversity of land uses and development styles.

This community is conveniently located near an extensive array of recreational, social, and health services. When it comes to development, Oliver takes the lead as the most diverse neighbourhood in the city, encompassing the entire spectrum of housing options, from single detached units to towering apartment complexes, as well as comprising small-scale, pedestrian-friendly commercial and retail districts, and soaring office towers. Notably, multifamily housing accounts for 32.39% of the area, while single-family housing is conspicuously scarce compared to the rest of Edmonton. Additionally, the neighbourhood's limited park space, at just 3.5%, reflects its central urban location and high population density.

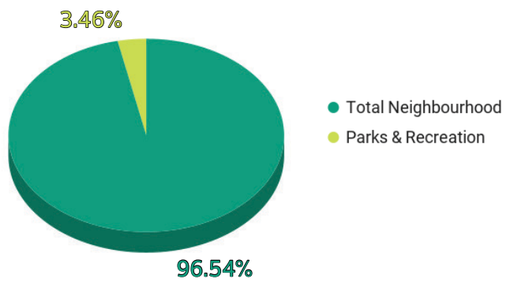
Oliver boasts a substantial presence of commercial and retail establishments, including automobile oriented development areas like Unity Square and the Brewery District; and street oriented commercial development on 124th Street and Jasper Avenue. Streets are aligned with regions of Oliver where the historic streetcar used to run, and also areas where the Main Streets Overlay regulations used to apply.

Oliver contains and is near to a high number of destinations including schools, places of worship, institutional facilities, and recreational amenities such as Edmonton General Hospital, MacEwan University, a swimming pool, and an arena, to name a few.

BUILT FORM

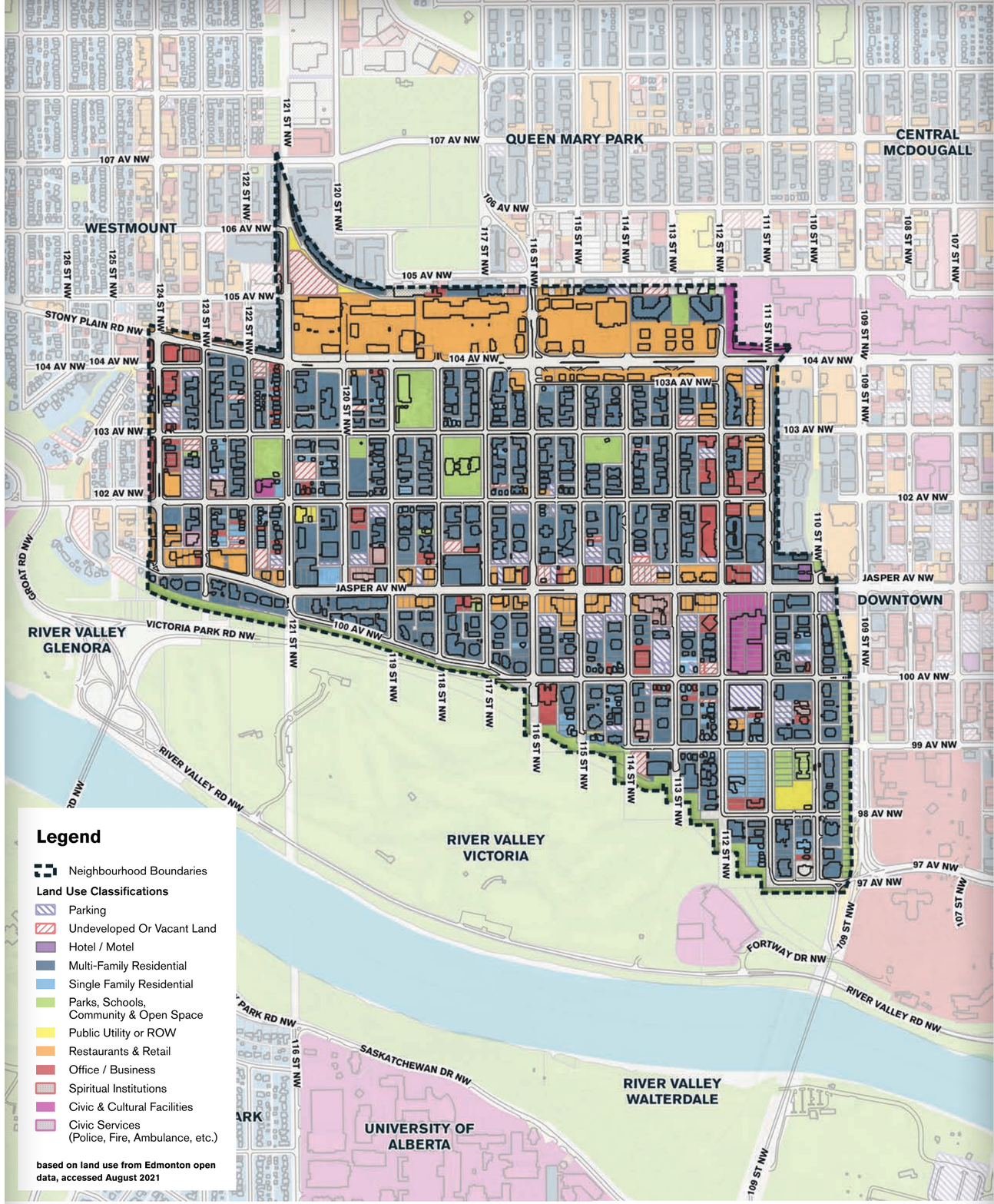
Due to its status as one of the city's oldest neighbourhoods, Oliver features a diverse architectural history with heritage-recognized buildings.

From 19th-century French-Canadian ecclesiastical styles to later influences like the Four Square, Queen Anne Revival, and Bungalow styles, the area's built environment reflects various eras. Presently, Oliver is a densely populated mix of single detached units and towering apartment complexes, along with commercial and retail districts and office towers. The neighbourhood has experienced transformations with the replacement of structures, and its proximity to Downtown attracts ongoing development. Urbanization, marked by increased density and infrastructure changes, has reshaped Oliver's physical landscape, necessitating a focus on public spaces and community facilities to maintain cohesion amid these transformations.



PROJECT CONSIDERATIONS

- The density of the neighbourhood and its high proportion of multi-family housing, and City-wide demand for its destinations, suggest that provision of additional parks and open space, and enhancement of the public realm and streetscapes are important considerations.
- The location of destinations can be utilized to identify important areas for amenities such as seating, bike racks, scooter parking, and public realm enhancements such as parklets and plazas.



Land Use

Neighbourhood Analysis (continued)

Community Destinations

COMMERCIAL / RETAIL

A substantial part of Oliver has good access to prominent retail and commercial corridors. There are commercial retail strengths along segments of Jasper Avenue, 104 Avenue, and 124 Street; however there are still many gaps in the streetwall and room for improvement of the public-private interface along Oliver's streets.

Unity Square serves as a community destination for gathering, shopping, and interaction, with added importance due to the LRT expansion. The Brewery District, integrating the iconic Molson House, is a blend of modernity and historical preservation, rezoned for an urban lifestyle. The 124 Street District, known for its vibrant shopping area featuring local independent establishments, hosts the 124 Grand Market on 102 Avenue between 122 and 124 Street every Sunday from June to October. Jasper Avenue has evolved into a pedestrian-oriented commercial area connecting 124 Street and Downtown Edmonton, reinforcing its role as a commercial hub.

SPIRITUAL & INSTITUTIONAL

Being one of Edmonton's earliest developed areas, Oliver holds a historical significance dating back to the 1880s when it became home to various institutional structures. In addition to landmarks like the Edmonton General Hospital and the original Misericordia Hospital, a variety of churches, several schools, and even a cloister were established. Edmonton's roots in the fur trade attracted a substantial French-speaking Catholic population, and this influence is vividly reflected in Oliver's architectural heritage. The result is a remarkable concentration of spiritual and institutional structures. These buildings not only serve their respective functions but also significantly contribute to shaping the streetscape and overall built environment. They stand as significant landmarks, reflecting the historical and cultural significance of the community while enriching the architectural fabric of the surroundings.

CULTURAL & RECREATIONAL

Oliver features cultural and recreational destinations enhancing community vibrancy. The Oliver Outdoor Pool and Arena in Oliver Park, boasting a century-old legacy, serve as the only public pool and arena in the area, drawing significant visitation from both residents and the larger region. The arena, established in 1974, plays a vital role in fostering community engagement, contributing to the diverse and dynamic character of Oliver. However, these facilities are potentially reaching the end of their life cycle, and may influence future concepts for the park space.

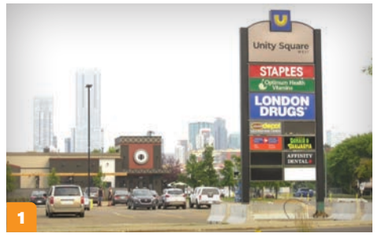
NEARBY NODES & DESTINATIONS

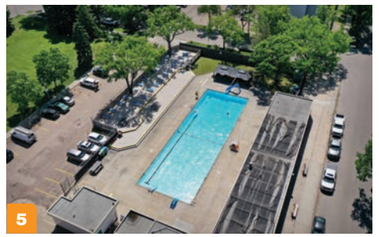
Situated just west of Downtown, Oliver serves as a city-wide destination, drawing visitors from across Edmonton, making it a sought-after destination for locals and tourists alike. Consequently, the area experiences heightened demands on its services to accommodate the influx of visitors and residents.

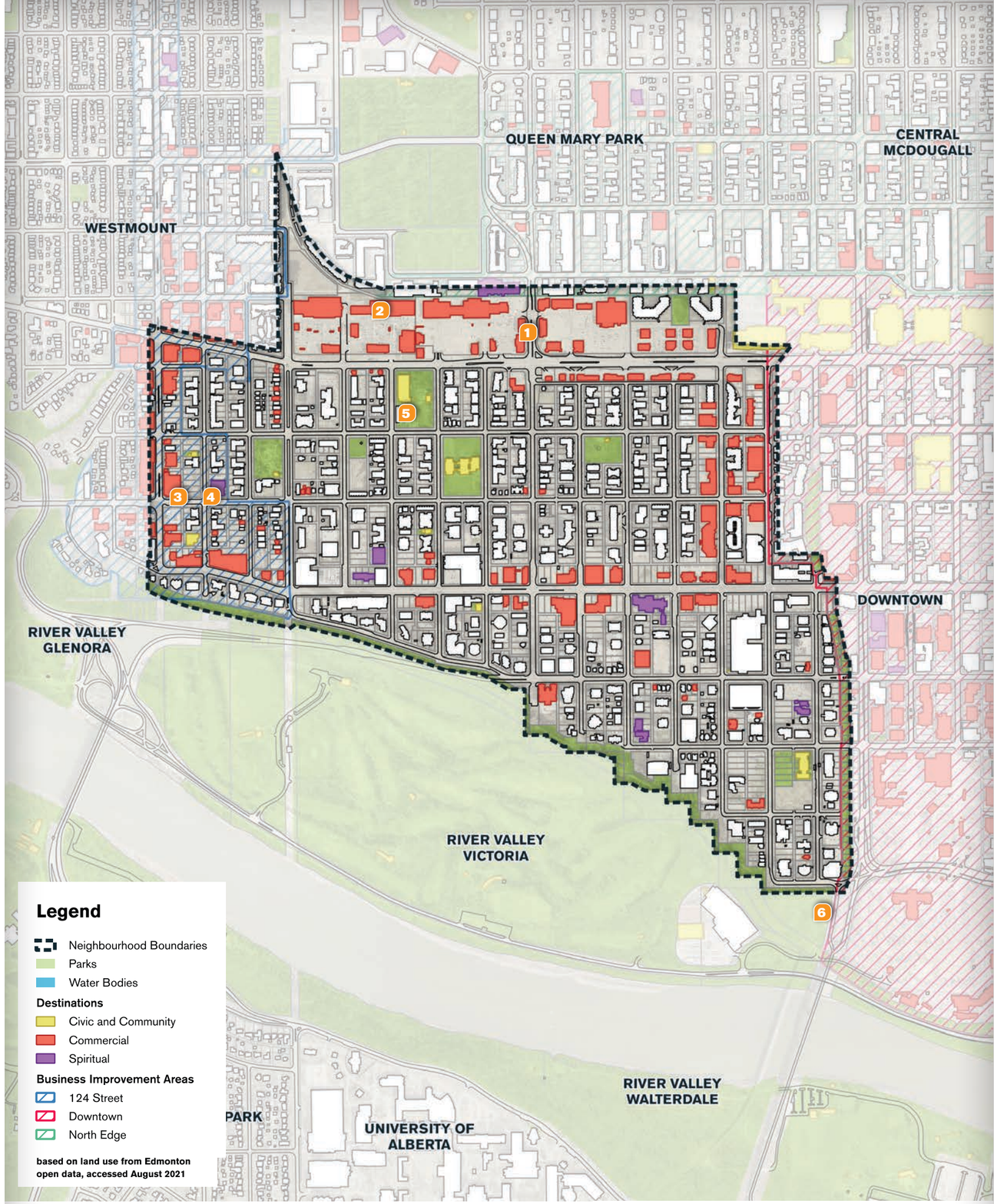
The North Saskatchewan River valley is another significant nearby destination. Victoria Park and Golf Course, immediately south of Oliver, has historical roots dating back to Indigenous fur trading camps in 1795. Acquired by the City in 1913, it serves Oliver and the wider community, offering scenic views and picnic facilities. Designated on the City's Historic Resources Inventory, it holds cultural and recreational significance.

PROJECT CONSIDERATIONS

- Due to Oliver's location between city-wide destinations, it is presumed that managing neighbourhood infrastructure must take into account the parking demand from visitors arriving from other parts of the city.
- Proposed alterations to the public realm should be tailored to accommodate all ages and abilities of the neighbourhood's inhabitants, spanning ages from children, young adults, to seniors. For instance, while young adults might prioritize vibrant social spaces, recreational facilities, and entertainment venues, seniors may place greater emphasis on accessibility, safety, and the availability of green spaces for leisurely strolls or relaxation.
- The presence of a significant retirement-age population underscores the importance of making accessibility a central consideration in planning improvements around various destinations within the neighbourhood.







Community Destinations

Neighbourhood Analysis (continued)

Land Ownership & Development Opportunities

PUBLIC LANDS

In addition to City-owned roads, the City also owns a limited number of titled land holdings within Oliver. These land holdings are typically used for municipal services, parks and utilities.

TRANSPORTATION

On the south side of Stony Plain Road between 121 and 122 Streets, the City's ownership shows two lots classified for transportation purposes. These are likely in the City's land holdings in coordination with Valley Line LRT development on 104 Avenue and Stony Plain Road.

CIVIC USES

On 123 Street north of Jasper Avenue the City owns a lot housing the Number 22 Fire Station. There are no other City civic holdings in Oliver.

PARKS AND OPEN SPACE

The City has ownership of all official park spaces contained within Oliver including Paul Kane Park, Peace Garden Park, Kitchener Park, MacKenzie & Mann Park, and Grant Notley Park. Monsignor William Irwin Park is understood to be partly owned and operated by the school, and part City owned and operated. There are a few properties that are shown to be owned by the City at the top-of-bank at Oliver's southern boundary, one of which includes a City owned stairway traversing the valley's bank.

RIGHT OF WAY

The City is the owner of all the non-titled lands classified as the road Right-of-Way (ROW), including most streets and alleys, the bulk of which is covered under the Neighbourhood Renewal project.

PRIVATE LANDS

UNDEVELOPED OR VACANT LAND

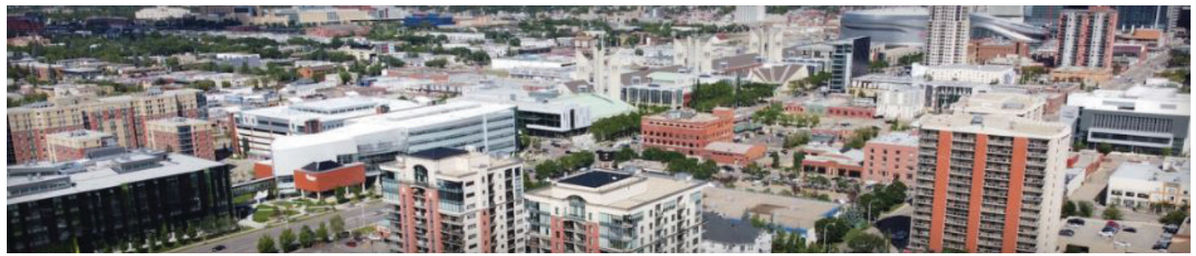
As displayed on the **Land Ownership and Development Opportunities** map, there are a number of lots in Oliver that are classified as vacant or as surface parking. In many cases these lots will be redeveloped in the future, or are currently undergoing redevelopment. As privately held titles, the City regulates development through land use bylaws and permitting processes, but does not control redevelopment timelines or outcomes. Vacant lands and redevelopment sites are evaluated for public realm opportunities that may be complementary with private redevelopment.

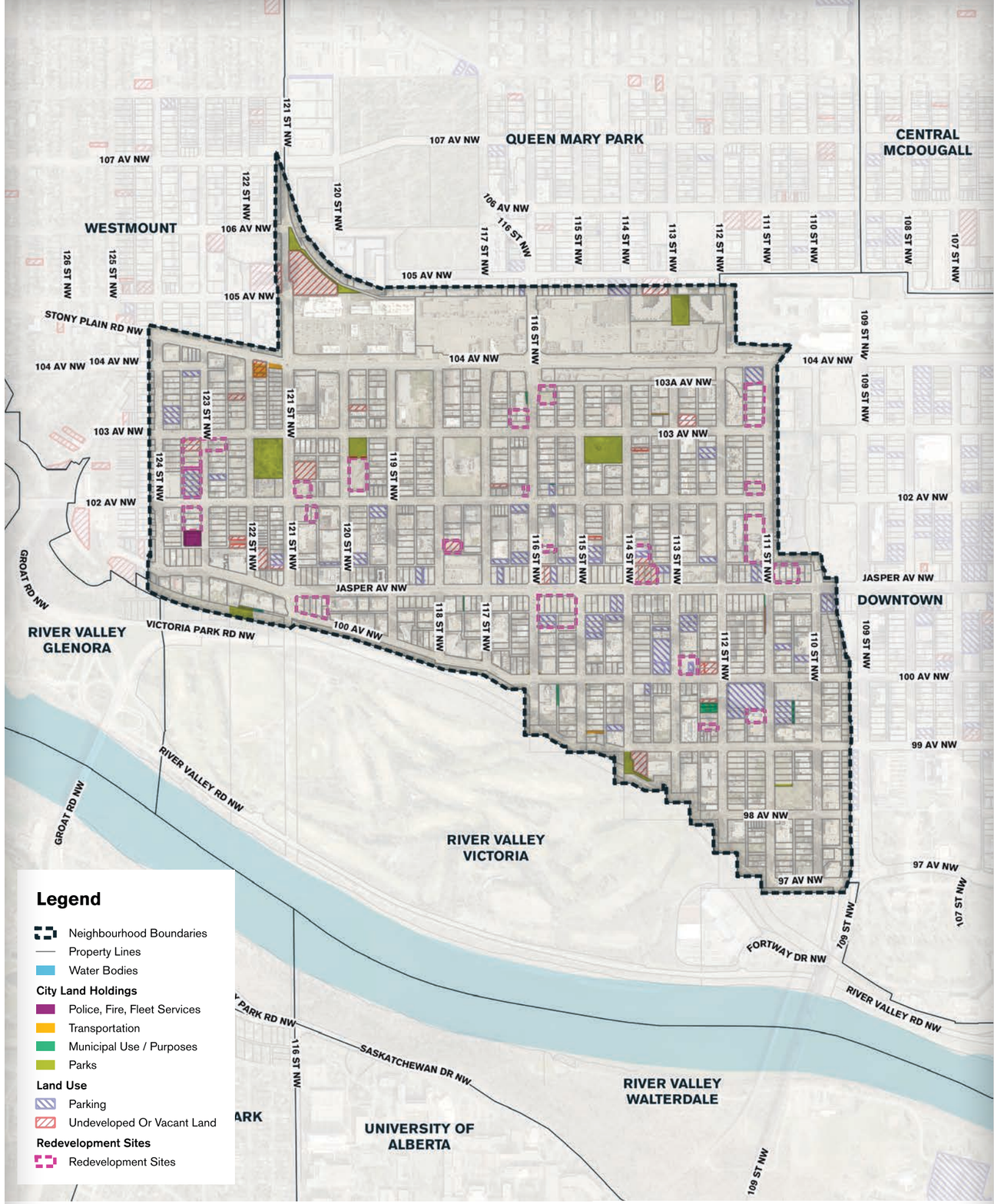
REDEVELOPMENT SITES (PERMITS OR RE-ZONINGS APPROVED)

As highlighted on the **Land Ownership & Development Opportunities** map (based on September 2023 data), Oliver has a very high number of site redevelopments that are proposed or are in construction. The development sites shown on the map include both rezonings where no construction or timeline for the changes may be known, and also sites which have received development permits or are already under construction.

PROJECT CONSIDERATIONS

+ There is a high number of approved redevelopment sites, and sites within Oliver that have high potential to be redeveloped. As residents of Oliver live primarily in multi-family buildings without gardens or yards, there is a high demand and priority for open spaces and quality public realm.
+ It is crucial to assess vacant lots and surface parking areas, anticipating their future potential in light of proposed rezonings or development permits. This proactive evaluation is essential for effective urban planning, enabling informed decisions that align with community needs and long-term goals. By understanding potential changes in zoning regulations or permitted developments, city planners can leverage these spaces for infill development, green space creation, or mixed-use projects that enhance neighbourhood vitality.
+ Site plans for projects that have been approved but not yet built should be reviewed by the project team to ensure coordination of public realm improvements.





Land Ownership & Development Opportunities

Neighbourhood Analysis (continued)

Open Space Network

BREATHE, Edmonton's Green Network Strategy, notes that the Central Core (including Oliver) is under-provisioned for municipal parks relative to the size of the population that lives in Oliver, at 4.5ha per 1000 people (2017). This compares to the citywide average of 7.0ha in the central core.

Oliver is close to ecological and municipal parks being adjacent to the river valley. However, these assets are not as easily accessed by everyone as the steep slopes can pose barriers and others express perceived safety issues of using park spaces alone. These assets also heavily favour those living closest to the river valley.

City Plan projects that residential populations in Oliver will rise considerably in the future, with publicly accessible space in the Central Core limited. This supports the need to improve the amount, quality, and functionality of open space available.

Well-connected and sustainably accessible networks of open space are highly valuable for residents and native species, providing a better sense of connection to nature while minimizing barriers to ecological function. City Plan has identified 121 Street, 100 Avenue, and 110 Street as portions of the larger regional habitat greenway.

BREATHE has noted that these streets and avenues are open space connections, including green connections or enhanced streets. The functional connectivity of the landscape can be improved by extending the urban tree canopy, increasing the use of native vegetation in plazas and fields, and developing more complete streets with a mix of uses and resources.

Growth in the school age population in Oliver is noted as low; however, planning goals support the development of a more family friendly central core, and child oriented amenities (sports fields, playgrounds, and nature based play) are noted assets that attract and retain families.

1. PEACE GARDEN (CITY PARK)

In a neighbourhood where a significant portion of residents reside in apartments without access to backyards, the Peace Garden is currently the sole community garden in Oliver. This park provides a rare opportunity for residents to engage in gardening and to build relationships and community. Its popularity is identified by a two-year waiting list, and highlights a demand for more of this amenity type in Oliver park spaces.

2. PAUL KANE PARK (CITY PARK)

Situated at the crossroads of 102 Avenue and 121 Street, Paul Kane Park completed an extensive redevelopment in 2017. It has since been identified by community members as one of the favourite park spaces in the neighbourhood. Activities in the park include reading, reflection, socializing, and wildlife watching. Abundant benches offer ample seating and walking paths meander around the park and its man made pond—a sustainable stormwater management centrepiece. The park has become a popular spot for individuals enjoying various activities throughout the day, from reading and lunch breaks to coffee gatherings.

3. OLIVER PARK (CITY PARK)

Oliver Park stands as one of the neighbourhood's largest recreational spaces. The park is home to a variety of amenities, catering to the diverse needs of residents and serving as a focal point for the community. The Oliver Community League has a lease area within the southern portion of the park, which was once home to its community league building that was recently demolished due to end-of-life condition. As of early 2024, the Community League discussed with the City about earmarking space for a future community league building in the park. Some of the amenities in the park are aging, and the City and community have started discussions on renewal of the park. Existing amenities include:

SINGLE PAD ARENA

Located in the northwest corner of the park, the single pad arena provides a hub for ice-related activities and sports, enhancing the neighbourhood's recreational offerings. There is a small shared parking lot for both facilities.

PLAYGROUND

Situated in the northeast section of the park, the playground is a central area for children and families to enjoy. It features play structures designed for various age groups, benches, and a few picnic tables.

SEASONAL OUTDOOR POOL

Nestled in the southwest corner, the seasonal outdoor pool is a destination during the summer months for nearly a century. There is an existing pool building featuring change rooms and washrooms.

TEMPORARY OFF-LEASH DOG PARK

The southeast portion of the park, formerly the location of the Oliver Community League Hall and leased land, has been re-purposed as a temporary off-leash dog park.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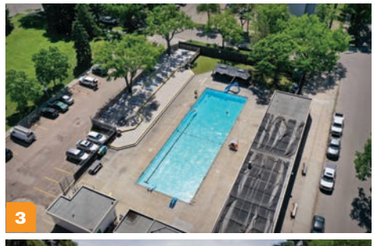
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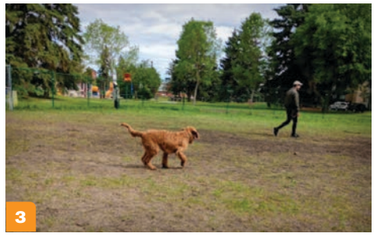
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4. OLIVER SCHOOL (EPSB PARK)

Oliver School, established in 1910 and officially inaugurated in March 1911, stands as one of the City's earliest educational institutions. The solid brick structure was considered an architectural marvel, equipped with modern amenities such as classrooms capable of accommodating fifty students, electric lighting, indoor toilets, a miniature rifle range, and an innovative heating and ventilation system. Over the years, the school has expanded in response to the growing population, with the addition of the west annex in 1928 and the construction of a gymnasium in 1958.

Today, Oliver School houses three distinct and remarkable programs: the Oliver Elementary Program, the Nellie McClung Girls' Junior High Program, and the Oliver Centre: Early Learning Programs for Children & Families. Beyond its role as an educational institution, the building has historically served the community in various capacities, from hosting political functions and church meetings to being a designated hospital during the 1918 flu epidemic. The school's gymnasium remains a valuable community asset, accessible through a joint use agreement with the City, providing space for sports activities and meetings, further reinforcing its integral role in the neighbourhood.

The park grounds are located on the north and south sides of the school. All edges of the parks are bordered by chain link fences, accessible via two primary entrances on 117 Street. The south park includes a playground for a range of child ages and a soccer field. The north park features a ball diamond and a multi-purposed paved area with picnic tables and basketball hoops.

5. MONSIGNOR WILLIAM IRWIN PARK (CITY PARK)

Located to the south of Holy Child Catholic Elementary School, Monsignor William Irwin Park offers a sizable central passive green area with meandering paths. The park is enclosed and shaded by regularly spaced mature elms and boulevard streets. The park's northern boundary adjacent to the school is less inviting. A row of mature trees and their expansive canopies, and a chain-link fence create a clear division between the park and the school. The south facade of the school has limited openings and connection to the park.

The southern expanse of the park offers a more welcoming environment, featuring seating areas with benches, picnic tables and chess tables.

6. HOLY CHILD CATHOLIC ELEMENTARY SCHOOL (ECSB PARK)

Originally known as Grandin School, Holy Child Catholic Elementary School is a historic resource that stands as a reminder of the enduring French community roots within the parish of St. Joachim. Construction of this two-storey brick building commenced in 1914, and welcomed its first students in August 1915.

In 2021, the school underwent a significant renaming, now known as "Kihci Awasis" in Cree, "École Saint-Enfant" in French, and "Escuela del Santo Niño" in Spanish. This change serves as a solemn tribute to the children who endured the residential school system. Presently, Holy Child Catholic Elementary School offers instruction in English, French Immersion, and Spanish Bilingual programs.

The school's architectural prominence is accentuated by its visibility from the River Valley, while the expansive schoolyard remains open to public view. This outdoor space encompasses a mid-sized nature-based playground in the northwest corner, a fenced open passive grass area immediately south of the playground, and a parking lot accessible from entrances on both 99 Avenue and 111 Street. Mature trees provide ample shade over the playground, making it a beloved and cool play area during the summer months.

7. VICTORIA PROMENADE

The Victoria Promenade (between 121 Street and 117 Street on 100 Avenue) is 0.5 km long, and is cited by community residents as a highly valued public space with uninterrupted view of the river valley. A high number of benches lining the length of the promenade provide numerous places to sit and take in the view. Along the promenade there are a number of public artworks and monuments that allude to the (settled) history of Oliver and the area.

8. EZIO FARAONE PARK, GRANT NOTLEY PARK, VICTORIA PARK, AND RIVER VALLEY AMENITIES (CITY PARKS)

Constable Ezio Faraone Park and Grant Notley Park sit at the edge of the neighbourhood and the top-of-bank of the river valley, and serve as direct links to a formal and informal network of trails. These parks have not been included in the scope of neighbourhood renewal, however, connections to the parks will be reviewed.


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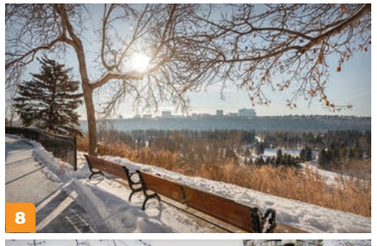
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Open Space Network (continued)

9. KITCHENER PARK (CITY PARK)

This park features a relatively new rubberized playground featuring distinctive play structures. The park is generally bordered by mature trees that provide shade. There is a noted gap in the canopy on the southeastern edge of the park that may provide an opportunity for additional trees. The park includes public washrooms that are notably open only at limited times. A spray park, benches, picnic tables, and grassy areas with basketball hoops are also part of the park. The basketball hoops are notably odd as they are located in grass, not known to be particularly suitable for bouncing a basketball. Members of the community have affectionately named these the "grassketball" courts.

Bounded by concrete sidewalks on the north, west, and east edges, the park is bordered by the Oliver Park 4-storey multi-family building to the south and an alley. Two entrances on 103 Avenue, with the eastern one featuring an accessible ramp, along with a secondary entrance from the west on 115 Street, ensure convenient access. The park is traversed by a north-south overhead power line, presenting challenges for introducing new trees with a substantial canopy.


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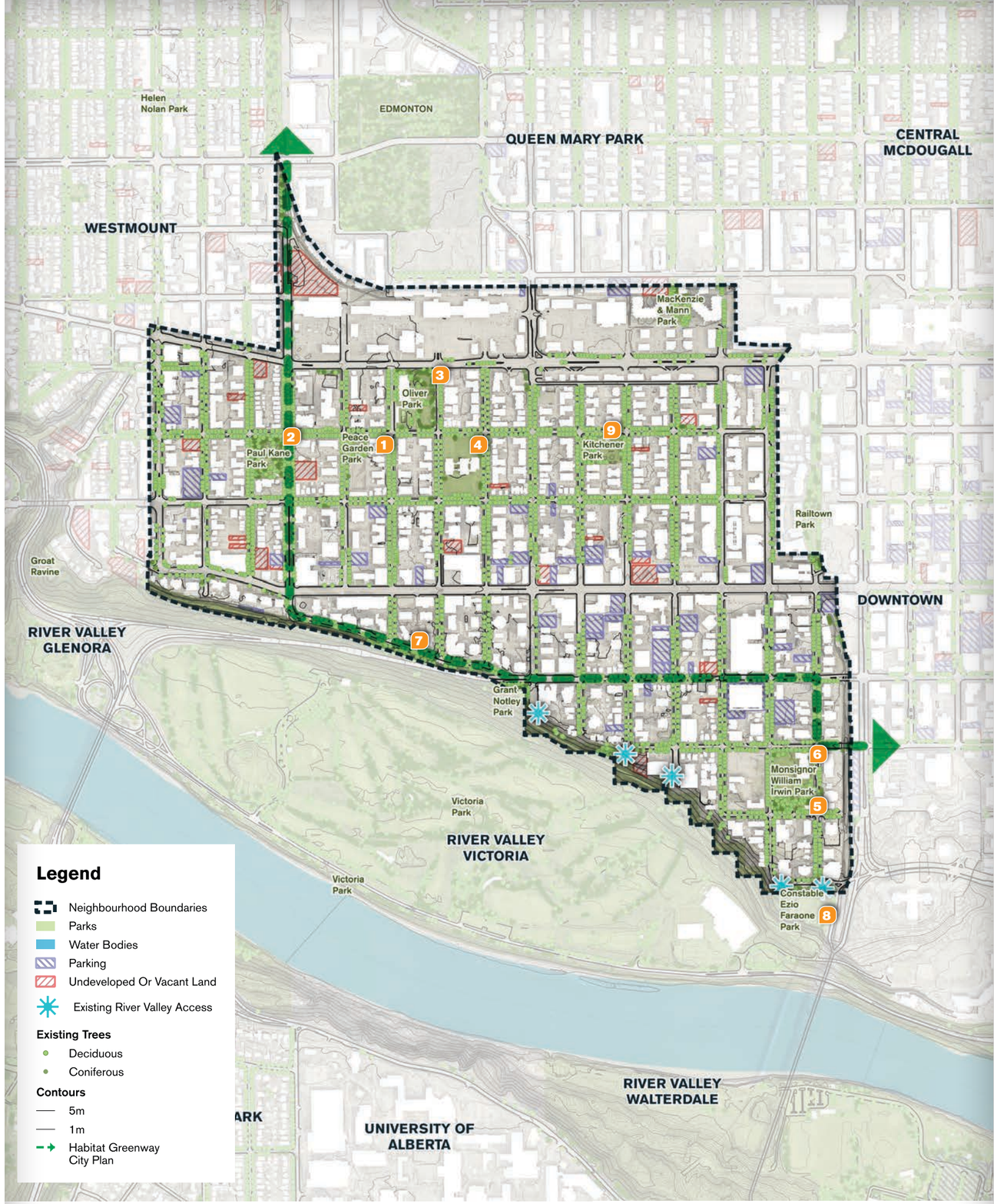
PROJECT CONSIDERATIONS

- **Improving River Valley Access:** Local policy endorses the enhancement of access to the river valley, underscoring the need to focus on improving connections to this natural asset.
- **Incomplete Pedestrian Connectivity:** There are notable gaps in the biking and walking connectivity within the neighbourhood. Adding connnections where possible will improve access overall to the neighbourhood and green space network.
- **Recognizing Civic and Cultural Significance:** Certain streets and public areas in Oliver, such as Jasper Avenue, 100 Avenue, and 124 Street, hold significant civic and cultural significance, serving as hubs of activity and gathering spaces for residents and visitors alike. By recognizing and integrating these key locations into the broader open space network, we can harness their communal value to create vibrant environments that bring people together. Enhancing the public realm along these streets with wider sidewalks, green spaces, seating areas, and pedestrian-friendly amenities can transform them into lively, inviting destinations where people can socialize, shop, dine, and enjoy cultural events.
- **Advancing Four-Season Use:** Encouraging activities that align with Winter Cities' goal of four-season utilization enhances the diversity and year-round functionality of public spaces. Creating spaces for farmers' markets in the summer and gathering areas with fire pits and ice sculpture exhibitions in the winter can transform the streets into dynamic and inviting year-round destinations. These initiatives cater to a wide range of interests and preferences, promoting inclusivity and community engagement.
- **Multi-functionality and Residential Intensification:** As the neighbourhood experiences residential intensification, there is an increasing demand for versatile open spaces that can accommodate a variety of community needs. For instance, on-street parking lanes could be temporarily re-purposed to host food trucks during public events. Certain streets could be periodically closed to vehicular traffic to facilitate the setup of tents for farmers' markets or to allow commercial activities to spill out onto the streets, creating vibrant pedestrian-friendly environments where residents can shop, socialize, and support local businesses
- **Efficient Land Use:** To address the growing need for open space, the project will focus on enhancing existing amenities within parks and streetscapes. Collaboration with private developers presents an opportunity to further enhance and complement these open spaces.
- **Open Space Access:** Within the neighbourhood, BREATHE identifies the provision of park space falls below city averages relative to the neighbourhood population. Creative solutions should be sought to enhance existing open space such as incorporating desired connections and enhancing tree canopies where possible, as well as find opportunities for new open space such as parklets, road closures to improve the functionality and quality of the streets.
- **Dog Parks:** There may be an opportunity to formalize the Oliver Park dog park and equip it with necessary amenities, including signage, dog waste bags and dispensers, a garbage can, and permanent fencing. A dog park in Monsignor William Irwin Park was also recommended by some residents and there may be other areas to consider as well.
- **Oliver Park:** Site walks indicated the potential to add missing north-south sidewalks on both the west and east sides of Oliver Park, and along a desire line to the playground from the 104 Avenue intersection.
- **Victoria Promenade:** will soon be in need of rehabilitation. There are many dedicated memorial benches that line the promenade. The promenade also celebrates historic figures but lacks diverse representation. There is an opportunity to include and enhance the promenade with Indigenous history and perspectives which are notably absent, currently.
- **Community Gardens:** Identify opportunities for community gardens or small garden plots. Consider coordination with City Boulevard Gardening Program to identify suitable areas for community stewarded garden plots.
- **Kitchener Park:** Address the current limitations of the grass basketball court, exploring opportunities such as a multi-purpose paved area or moving the basketball hoops to a more suitable location.
- Some leftover green spaces that are in road right-of-way can be overlooked or given less consideration, but may provide opportunities to expand and enhance open spaces.



Open Space Network

Neighbourhood Analysis (continued)

Public Transit Network

Residents of Oliver have direct access to five bus routes with varying levels of service directly within the neighbourhood.

In addition, Metro Line and Capital Line LRT routes serve the area with one stop inside the neighbourhood and the Valley Line – West LRT will run on 104 Avenue with four stops within the neighbourhood once completed. The map also shows on-demand bus stops located near senior's residences in the neighbourhood, which supplement regular transit service.

Local bus route 902 provides a north-south connection through the centre of the neighbourhood, running on 116 Street. Within Oliver, frequent routes 2 and 5 run east-west mostly along Jasper Avenue. Frequent route 7 serves the northeast corner of the neighbourhood, running along 116 Street and 104 Avenue. Finally, there are two stops serving rapid transit route 900X on Jasper Avenue, one at 124 Street and the other at 112 Street.

Due to the neighbourhood's proximity to Downtown, many other routes running outside Oliver boundaries are accessible within walking distance, particularly for residents living at the eastern edge of the neighbourhood. These routes are also shown on the Transit Routes and Stops map. Several regional transit routes connect Oliver to the neighbouring areas of St. Albert, Strathcona County and Spruce Grove.

The results of walkshed analysis are shown in the two maps on the following page. The first shows areas of the neighbourhood within a 400 m walking distance from bus stops in and near the neighbourhood as well as from On Demand Transit stops. The walking distance considers the street network as well as off-street paths accessible to people walking and wheeling. Most of the neighbourhood is served by a regular bus stop within 400 m. Exceptions include near the intersection of 120 Street and 104 Avenue and the southern extent of the neighbourhood at 113 Street. Both areas are covered by On Demand Transit. In addition, both are or will be serviced by LRT stops, as the second map indicates.

The LRT walkshed extends to 800 m from each stop. Most residences and businesses are within an 800m walking distance from existing or future LRT stations. Both existing and future LRT stations are considered in the analysis as it is anticipated the Valley Line – West LRT will be in operation at the time Neighbourhood Renewal is completed. A small area on the southern edge of the neighbourhood near 100 Avenue and 115 Street is further than 800 m from a station, however, the area is within walking distance of other forms of transit.

PROJECT CONSIDERATIONS

- The Bus Network provides Oliver with great access to public transportation. There may bus stops that need to be moved or removed as part of this project, which will need to be decided in conjunction with the goals of Edmonton Public Transit.
- There are plans and construction already happening on Jasper Avenue and 104 Avenue. Planning and policy need to be carefully considered and aligned with opportunities for neighbourhood renewal.

Transit Routes and Stops

100 0 100 200 300 400 500 m

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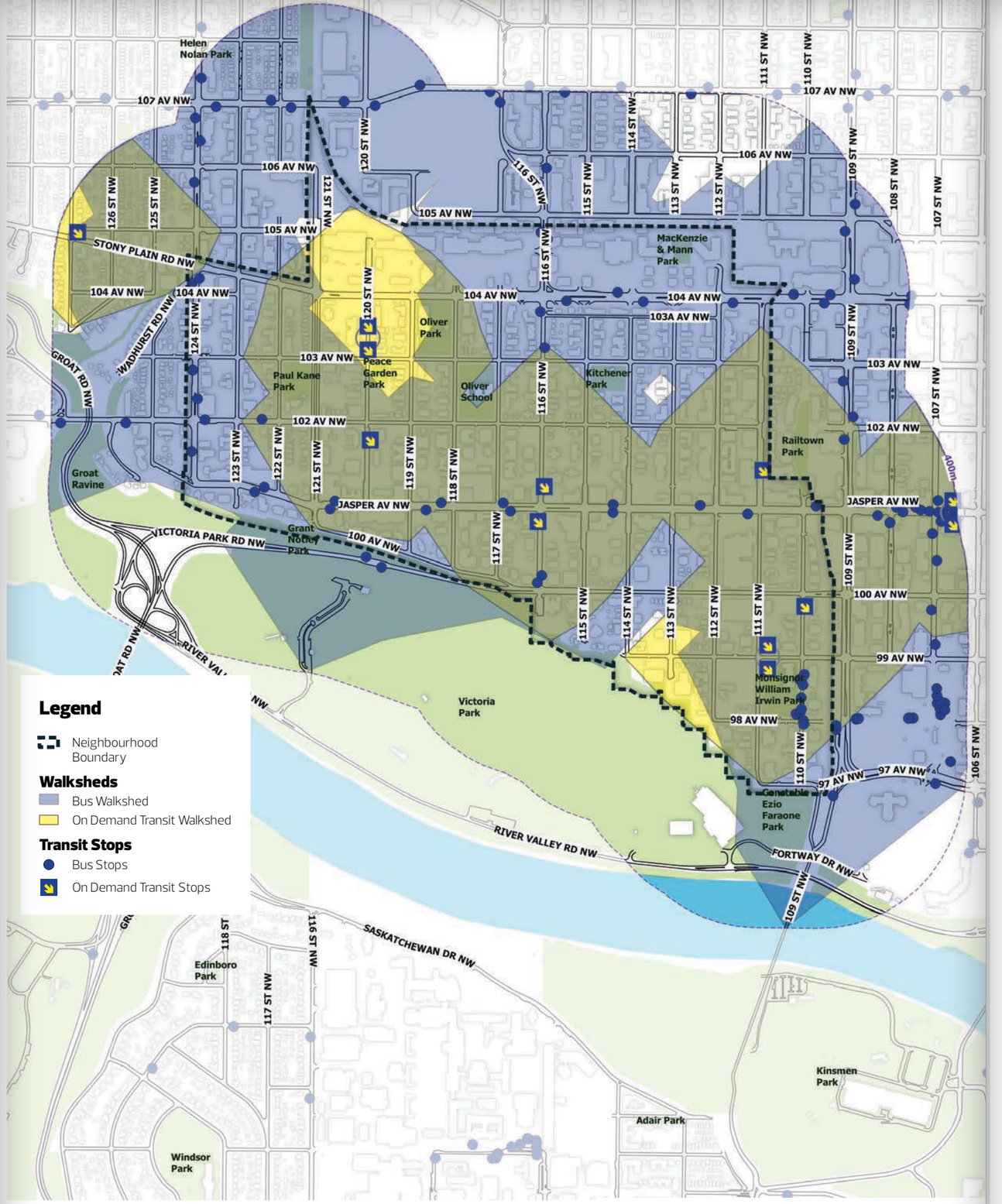
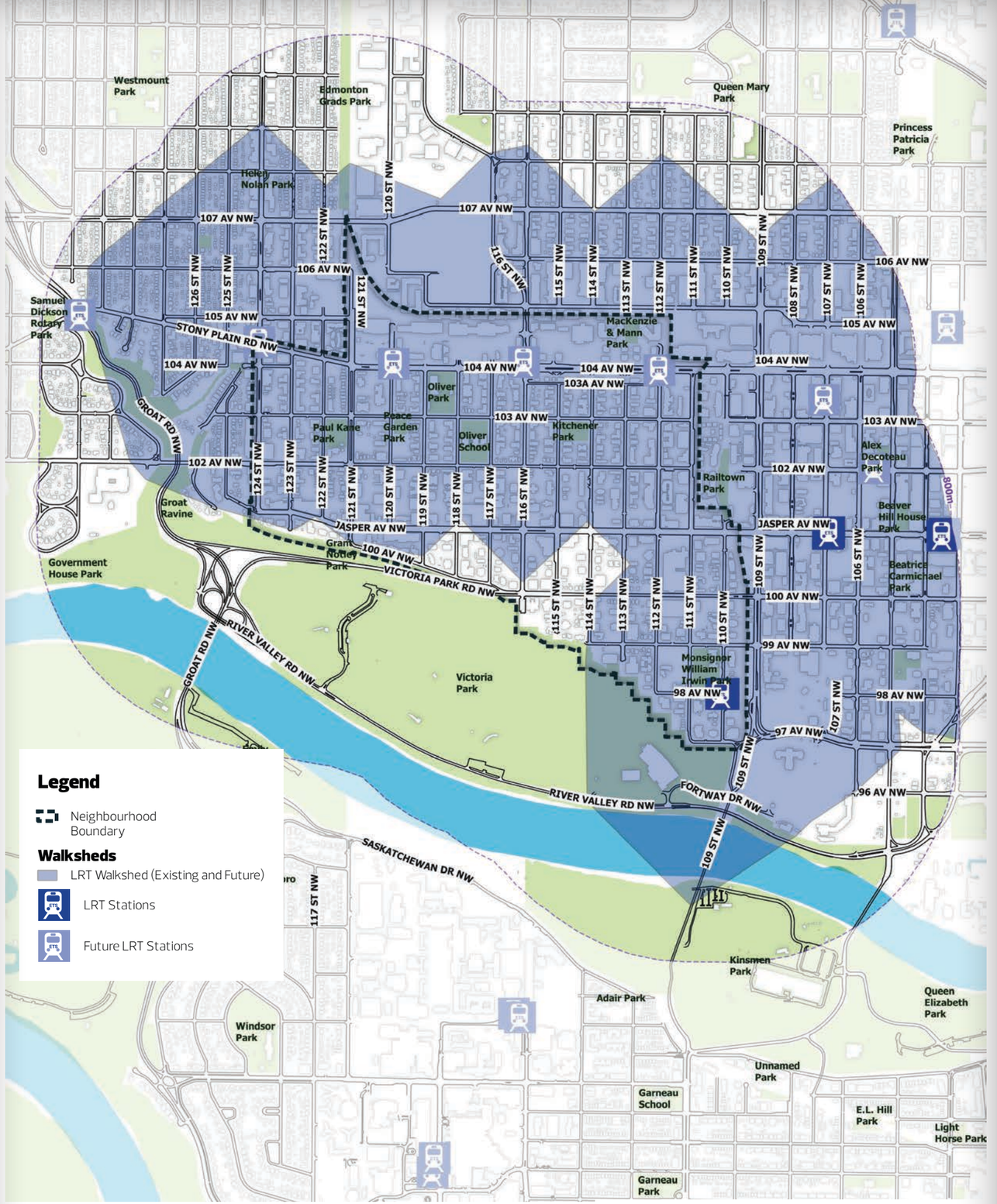


Bus and On Demand Transit 400 m Walkshed



LRT 800 m Walkshed

Neighbourhood Analysis (continued)

Pedestrian Connectivity

Sidewalks are provided on both sides of the road almost everywhere through the neighbourhood, as shown on the **Walking Network** *map. However, the condition and construction of these sidewalks varies widely, including concrete, asphalt and decorative brick sidewalks, as the images beside illustrate.*

On local roads, identified in the **Vehicular Network** map, the sidewalks are typically separated from parking, moving vehicles and bike lanes with a boulevard and trees. This is also true on some collector roads.

In addition to sidewalks, there are a few shared pathways on the edges of the neighbourhood that support walking, biking and rolling. Other paths through commercial developments are important walking and rolling routes. While not designated or designed for this purpose, these paths are also used by people biking.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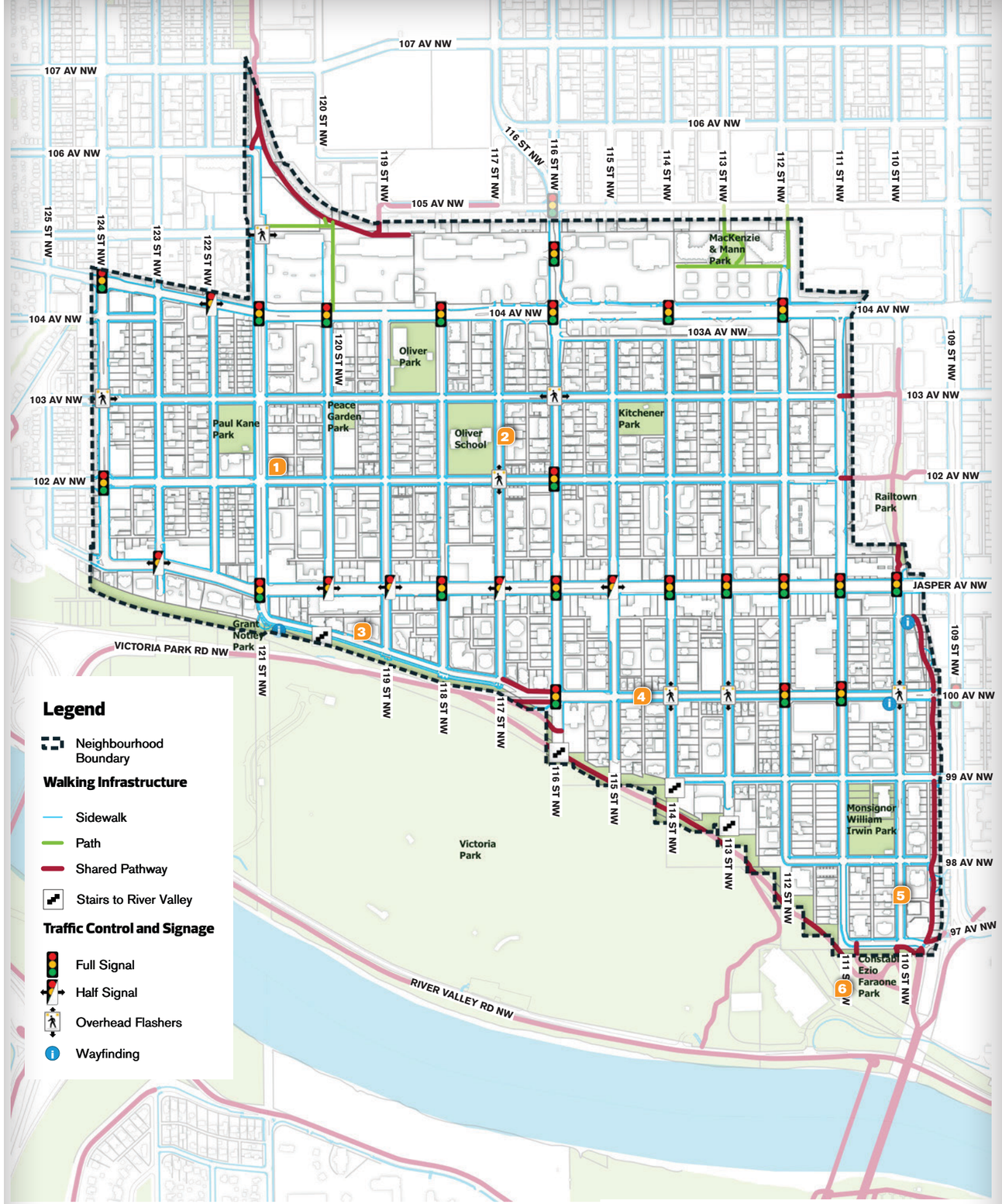

Walking Network

100 0 100 200 300 400 500 m

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Neighbourhood Analysis (continued)

The **Walking Network Barriers** *map shows locations where walking is impeded by physical barriers or traffic control. These barriers include three missing sidewalks, signage prohibiting crossing one or more legs of an intersection and permeability barriers such as walls, fences, medians, train tracks, major roads without crossings and commercial developments.*

While some missing curb ramps can be found in the neighbourhood, notably along 103A Avenue, this is a rare occurrence in Oliver. Curb ramps are systematically built as part of sidewalk reconstruction for Neighbourhood Renewal projects, therefore missing curb ramps were not inventoried.

Crossing is prohibited on the east or west leg of six intersections on Jasper Avenue and one intersection on Stony Plain Road. In addition, it is impossible to cross 104 Avenue in several locations due to medians. These roads are not part of the Oliver Neighbourhood Renewal, but other projects underway will address these barriers:

+ Conceptual plans for Jasper Avenue created through the Imagine Jasper project show crossings will be permitted and enhanced at all locations. Imagine Jasper construction has already been completed east of 114 Street. Construction is set to start in 2024 for the portion west of 114 Street to 124 Street.
+ The Valley Line – West LRT will modify the entire roadway on 104 Avenue and Stony Plain Road. Existing plans include enhancing and allowing crossings at all intersections.

The Walking Network Barriers map identifies several permeability barriers linked to commercial developments at the northern edge of the neighbourhood. It should be noted that the Longstreet commercial development on the south side of 104 Avenue has some accesses at the back of the businesses, connecting to 103A Avenue. However, these connection points are not accessible, consisting of stairs or pavers without curb ramps, as the images beside illustrate. They may also lack safe connections through parking lots.

Despite some barriers to the walking network, Oliver is a highly walkable neighbourhood. **The Community Destinations 400 m Walkshed** map shows that the entire neighbourhood is within a walking distance of 400 metres from community destinations such as parks, businesses, civic and institutional destinations and spiritual institutions. Destinations associated with each of these categories of amenities are also distributed across the neighbourhood, meaning residents in any given part of the neighbourhood have access to a variety of destination types.

As a consequence of this distribution of community destinations throughout the neighbourhood as well as the high population density and the grid street pattern, all streets within the neighbourhood support high levels of walking and rolling movement. All routes can therefore be considered primary walking routes, particularly considering that streets which are part of the Oliver Neighbourhood Renewal provide connections to destinations along 124 Street, Jasper Avenue, 104 Avenue and Stony Plain Road.


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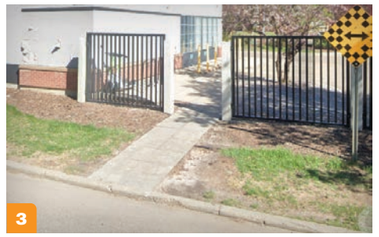
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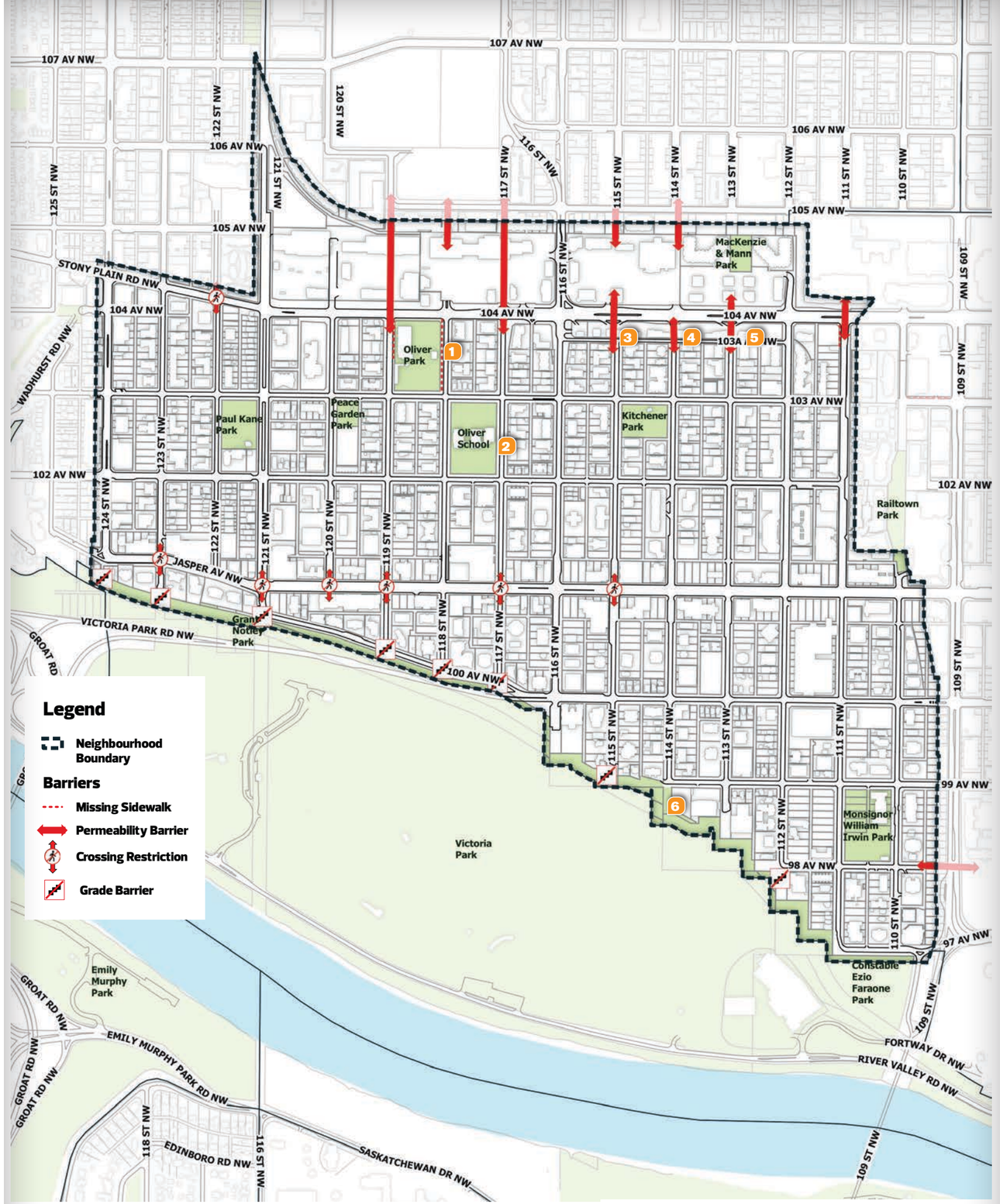
PROJECT CONSIDERATIONS

+ Jasper Avenue divides the neighbourhood into north and south sections due to insufficient crosswalks at various intersections. Enhancing north/south connections aligns with planning goals, promoting connectivity and accessibility.
+ Connectivity for walking is generally good in the area, though there are some missing links identified in the map. Pedestrian movements should be encouraged by widening sidewalks everywhere possible, as well as repairing or replacing damaged or inadequate sidewalks.



Walking Network Barriers

Neighbourhood Analysis (continued)

Existing Bike Facilities

The Oliver neighbourhood is served by a variety of biking and rolling infrastructure, shown in the **Bike Network** map. District connector routes include the following:

1. A two-way protected bi-directional bike lane on 102 Avenue through the entire neighbourhood:

- Provides an east-west connection to Downtown and neighbourhoods to the west.
- A counter placed on the protected bike lane east of 121 Street shows the average daily bike traffic was 815 from May 1 - August 31, 2023 (warmer months) and 241 from January 1 to April 30, 2023 (colder months).

2. A shared pathway along the eastern edge of the neighbourhood, running along the Ribbon of Steel and Railtown Park:

- Provides a north-south connection to MacEwan University and across the High Level Bridge.

3. A shared pathway along the north-west edge of the neighbourhood:

- Provides a connection north to various neighbourhoods and connects to 121 Street.

4. A pair of uni-directional painted bike lanes on 121 Street:

- Connects to the shared pathway to the north and to 100 Avenue and Victoria Promenade to the south.

5. A temporary eastbound contra-flow protected lane on 100 Avenue, along Victoria Promenade. The westbound direction is shared with people driving:

- Connects to 121 Street and provides scenic views of the River Valley.
- Infrastructure in place is temporary until a permanent facility is designed and built as part of this project.

In addition to this dedicated infrastructure, some streets are designated biking routes classified either as shared roadways with higher traffic or with lower traffic. Only 99 Avenue is listed as a Neighbourhood Route, other routes on the Bike Network map are not identified in the Bike Plan. Furthermore, west of 114 Street, signage designates Jasper Avenue as having a shared bus/bike/taxi lane. However, markings on the roadway have been removed and the Imagine Jasper conceptual plans do not include a shared lane. Edmonton's bike map and Discover YEG map do not include the shared bus/bike/taxi lane, which is therefore excluded from the Bike Network map for Oliver.

Several bike parking amenities exist throughout the neighbourhood. On the Bike Network map, they are classified as either public or private. Public bike racks are those installed on the public right-of-way and maintained by the City of Edmonton. Picture 5 shows the typical Q-racks used by the City. Several were installed along Jasper Avenue east of 114 Street as part of the Imagine Jasper project.

Private bike racks, installed and maintained by property owners, fall into two categories: those for commercial customers and those on residential properties for residents and visitors. The Bike Network map displays private racks visible from the street, perceived as available for nearby businesses or residences.

The Bike Plan and Implementation Guide propose three potential alignments to complete the network in addition to existing routes. These alignments indicate the targeted spacing for routes and connections to existing bike routes or destinations, but require refinement based on existing conditions.

Finally, it should be noted that some bike route wayfinding exists in the neighbourhood, but may be outdated. Renewed wayfinding will be developed as part of Neighbourhood Renewal in Oliver.

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PROJECT CONSIDERATIONS

- The proximity to Downtown destinations and its job centres mean that Oliver is a good candidate to increase the proportion of people who bike with the installation of better infrastructure.
- The Bike Plan calls for two additional north / south District Connector routes through Oliver that are to be considered through the design of the neighbourhood.
- The 121 Street bike connection is substandard based on current facility standards and does not meet an All Ages and Abilities network as defined in the Bike Plan. 121 Street north of 104 Avenue is an important missing link in the broader City network. Opportunities to complete the connection should be explored.
- The redevelopment that has occurred along the historical rail corridor north of 104 Avenue was completed with poor north-south connectivity (such as the new Brewery District and older Unity Square). Therefore, the limited north / south connections available are of key importance.

Bike Network

Neighbourhood Analysis (continued)

Vehicular Network

HISTORIC TRANSPORTATION PATTERN

Oliver has a well-connected gridiron pattern of streets owing to the way lands were commonly surveyed at the time of colonial settlement. The Streets are supplemented by the consistent alley network. Rail transport shaped the neighbourhood, and former railyards and train lines have been converted to other uses. These can be seen with automobile oriented developments at the east edge of Oliver, and generally north of 104 Avenue as indicated by the Brewery District, and Unity Square.

DRIVING AND TRAFFIC SAFETY

Most roads in the neighbourhood are relatively narrow in width compared with contemporary designs for arterials. 104 Avenue and 109 Street are classified as truck routes, whereas the remaining arterial roads are classed as non-truck routes with slow speeds. Wider roads include Jasper Avenue and 121 Street (non-arterial) at approximately 30.5m between property lines. 104 Avenue is the widest right-of-way in the neighbourhood at approximately 36m in width.

Arterial roadways within the neighbourhood include Jasper, 104, and 100 Avenues, and 124 and 116 Streets. 109 Street is a major traffic arterial just outside of the neighbourhood at its eastern boundary.

The remainder of the streets in the neighbourhood are a mix of local residential and collector type roadways, though there is little in the way of design differences noticed, as the collectors do not seem fundamentally different than most other local non-arterial roads. Local and collector roads are between 20m and 25m in right-of-way width, approximately.

According to residents during public engagement, the larger roads, including 121 Street, are perceived as barriers that divide the neighbourhood, with Jasper Avenue cited as a divider between north and south. Jasper Avenue has historically been an area of pedestrian safety issues and collisions, and it is acknowledged that its renewal is occurring through the Imagine Jasper project with aims to improve walkability, safety, and pedestrian friendliness.

TRAFFIC CALMING MEASURES

Oliver does not have a high volume of traffic calming or other methods to reduce shortcutting, such as one-way streets, reduced speed zones, and curb extensions.

There are one-way sections of the roadway on 110 and 111 Streets south of Jasper Avenue, and 97 Avenue at the southern boundary. There are a number of temporary curb extensions that have been installed as trial measures through the City's Street Lab program, such as pin-on curbs, and rubber speed bumps as at 103 Avenue and 115 Street. During design walks the project team made note of the locations and will include them for evaluation and more permanent installations where feasible. There are reduced speed zones (30km/hr) around Oliver Park, Oliver School, Kitchener Park, and Monsignor William Irwin Park.

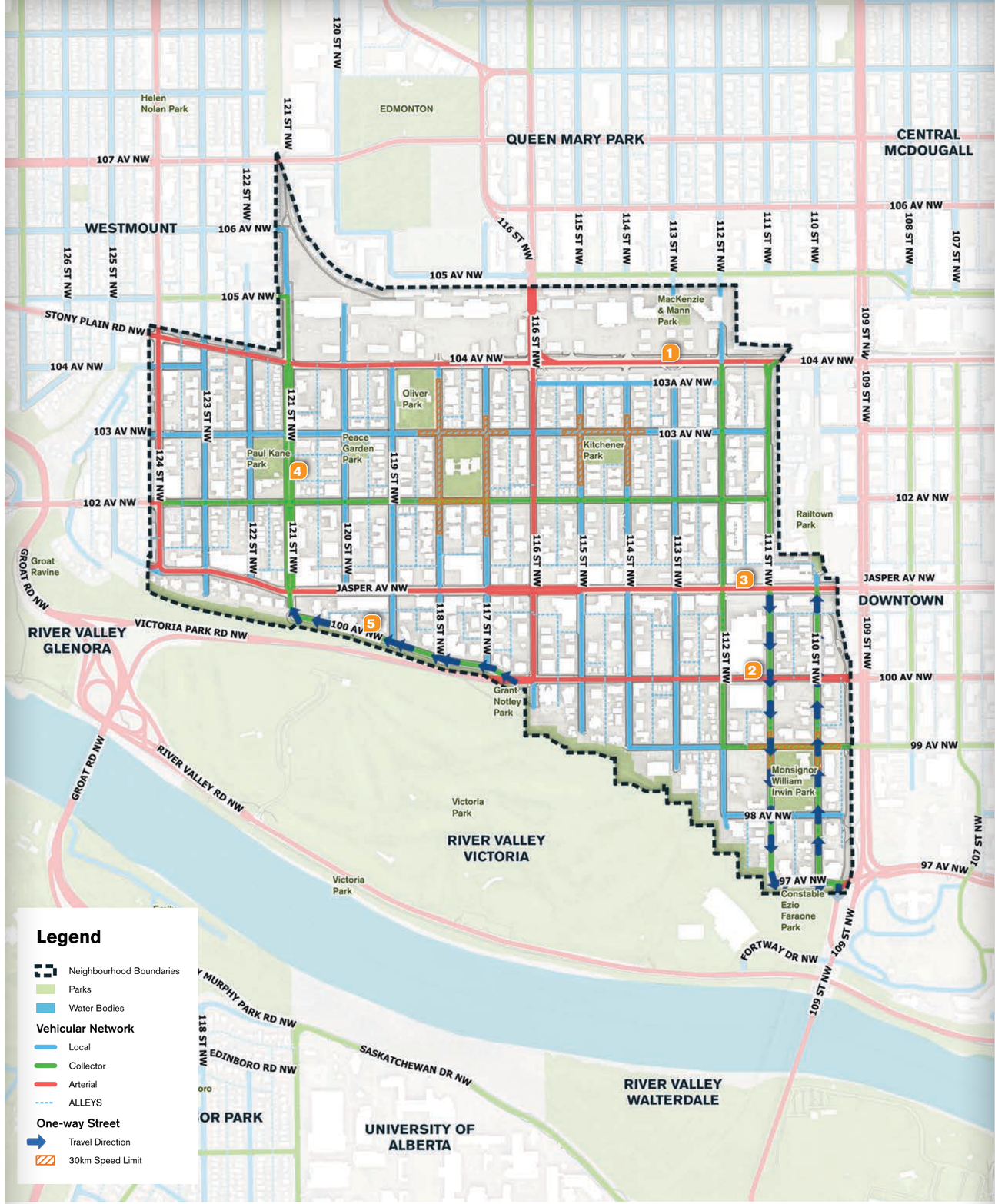
Throughout Oliver there are rear alleys for alternative access and garbage pick-up. The majority of local streets have on-street parking on one or both sides. The presence of on-street parking can narrow the roadway and naturally slows down vehicle speeds. However, due to the high demand for parking within the city centre, many areas have imposed parking restrictions. Parking restrictions can help reduce traffic volumes by discouraging non-residential vehicles from using local streets for through traffic, thus contributing to a safer and more pedestrian-friendly environment.

UNIQUE AREAS

The automobile oriented developments such as the Brewery District and Unity Square break the regular street grid pattern and represent significant connectivity barriers, owing to their status as redevelopment on old rail yards and corridor. 103A Avenue and the north/south streets that intersect and dead-end into it are also the product of former rail lands that were redeveloped.

PROJECT CONSIDERATIONS

- The redevelopment of former rail lands north of 104 Avenue with poor recognition of existing street patterns have created poor north / south connectivity, and place higher demand on the existing but limited north/south connections such as 116, 124, and 121 Streets.
- There are traffic concerns and pedestrian safety issues due to high volumes of traffic and shortcutting through the area. Opportunities to enhance traffic calming and safety measures should be considered.
- Numerous alleys are integral components of the current vehicle transportation network. While the project's focus lies on pedestrian enhancements and promoting shared alley use in line with walking and biking objectives, it is essential to acknowledge alleys as potential connections. For instance, the possibility of redirecting vehicle traffic to alleys should be considered when appropriate, aligning with project goals.



Vehicular Network

Neighbourhood Analysis (continued)

Complete Streets Analysis

Oliver established itself as a neighbourhood before the Planning profession emerged, and the creation of the first zoning bylaw for Edmonton in 1933. Consequently, Oliver is much less homogeneous and much more mixed use from a land use perspective, compared with Edmonton neighbourhoods that arose in the middle of the twentieth century. Planning policies of the modern era favoured a separation of land-uses that contributed to homogeneously distinct areas of either residential and commercial zones - largely separated by distance. In other parts of Edmonton this has led to walkability issues and neighbourhood characteristics that favoured automobile dominance, in terms of land use and how residents meet their daily needs.

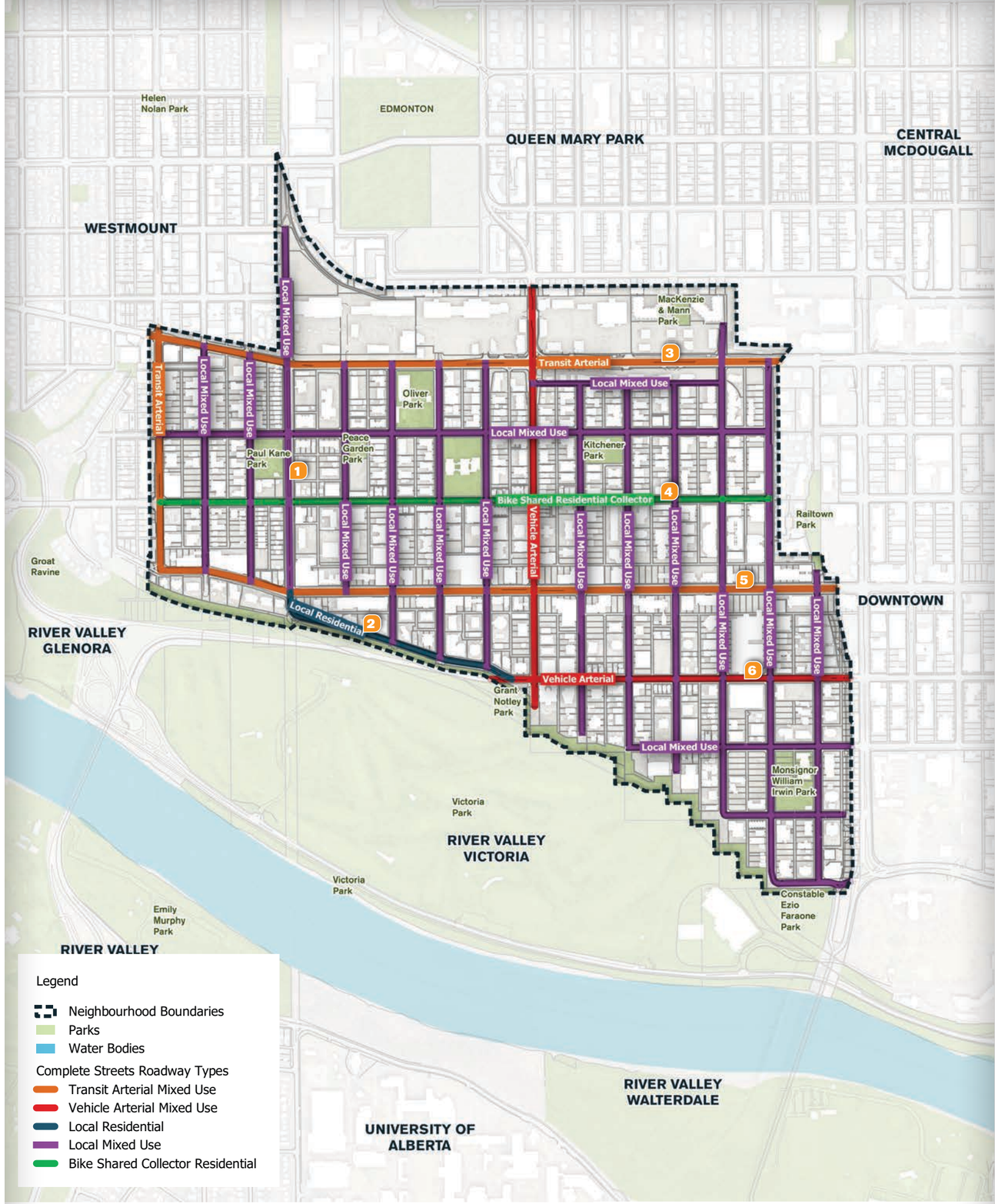
Similarly, from a transportation perspective Oliver arose before widespread automobile use and civil and transportation engineering standards that favoured extra wide, high volume arterial roadways, and the increased spatial demands placed on land use to provide parking. Because of this, Oliver retains an inventory of relatively narrow roadways that were originally designed for people walking, horse carriages, and streetcars; and generally avoided a number of challenges facing other neighbourhoods in the city. Edmonton's City Plan calls for a City of "15-minute districts that allow people to easily complete their daily needs". Oliver is well situated to capitalize on this objective with its good bones of a well connected grid network of streets that are relatively narrow and walkable. During public engagement residents living in Oliver describe it as "the only neighbourhood in Edmonton where you can live without a car".

Much of Oliver is street-oriented with respect to the public-private relationship between buildings and the street, with entrances and windows that face out onto the street and help to enliven the public realm. The most notably poor quality public-private street interface is the entire length of 104 Avenue extending through Oliver. While the avenue has a lot of commercial and retail destinations, it is all set back from the street and sidewalks with large surface parking lots, and / or has its main entrances facing away from the avenue. This low quality is true both for older and newer developments along the avenue such as with Unity Square, and the Brewery District respectively. A higher level of street-oriented quality on 104 Avenue is limited to MacEwan buildings such as Allard Hall and the campus generally at the eastern boundary of Oliver.

In alignment with terms used in Edmonton Complete Streets Design and Construction Standards, most streets are of high urban quality in terms of being a place as well as a transportation link. The poorest urban quality corridor is 104 Avenue, as it has a poor urban interface where buildings are set back from the street or do not face it. Jasper Avenue has many weaknesses in its street interface; however public and private redevelopment along the corridor give it a higher future potential to be both an important transportation link and a high quality place.

PROJECT CONSIDERATIONS

+ Oliver has a good balance of transportation modes overall and a generally good street oriented interface. Walkability and mixed-use are strengths for Oliver when compared to other neighbourhoods generally. Investments in walking infrastructure and enhancing the quality of public spaces are justified by the significant utilization of these amenities and Oliver's role as a prominent city destination. This warrants initiatives aimed at creating pedestrian-friendly environments, including the development of wider sidewalks, well-maintained pathways, enhanced street lighting, and attractive streetscapes adorned with greenery and street furniture. Emphasizing such investments presents an opportunity to prioritize active modes of transportation, encouraging walking and cycling over driving, thereby promoting healthier lifestyles, reducing traffic congestion, and enhancing the neighborhood's livability and attractiveness.



Complete Streets Analysis

Neighbourhood Analysis (continued)

Infrastructure

WATER

Water service and fire protection is provided by water mains within the road right-of-way. Condition assessment, repairs or rehabilitation of the existing water network will be undertaken by EPCOR Water prior to renewal. Some valves and hydrants may require vertical adjustment during reconstruction.

DRAINAGE (STORM)

The majority of storm sewers are combined (with sanitary) sewers. These are vulnerable to flooding and back-up during rainfall events. Sewer separation is a long term strategy for the City of Edmonton through its private partner EPCOR, and is typically achieved by construction of new systems. During renewal, most of the catch basins will be adjusted with new leads and catch basins installed where required. As a City partner responsible for its drainage infrastructure, there is an opportunity to explore the implementation of **Low Impact Development** (LID) facilities with EPCOR through the process of Neighbourhood Renewal. Traditional drainage infrastructure attempts to capture stormwater and runoff into pipes that carry the water away from sites. LID takes a different approach of capturing stormwater and using facilities such as bio-swales, green roofs, rain gardens, and structural soil cells to capture stormwater and use / treat it on site.

SANITARY SEWERS

The majority of existing sanitary sewers are combined sewers. Condition assessment of the existing sewers, and any repairs or rehabilitation will be completed by EPCOR Drainage prior to renewal.

POWER, GAS, TELUS, COMMUNICATIONS, PIPELINES

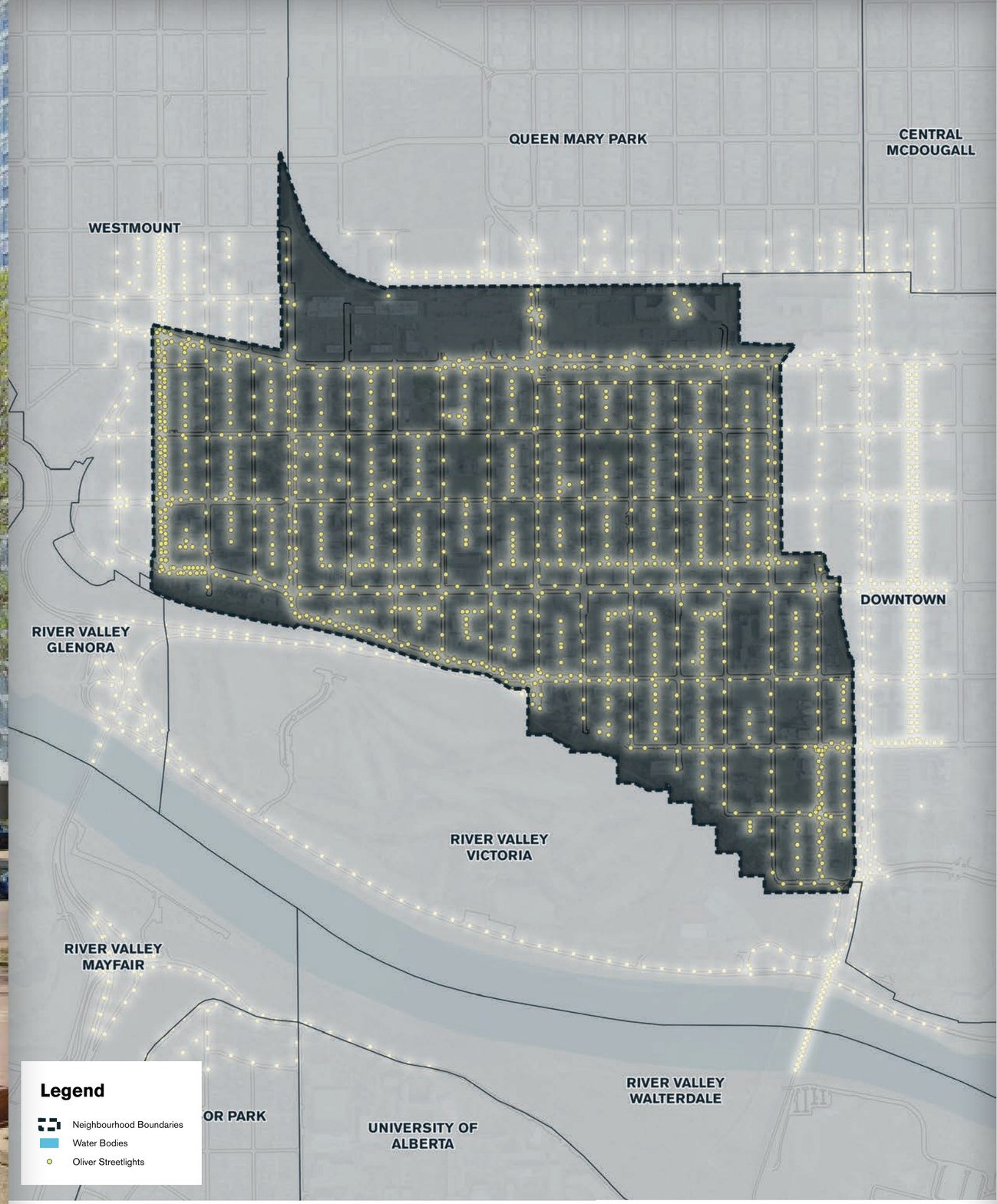
Any modifications to the shallow utilities will be completed by the owner of the facility prior to the road construction. Potential conflicts and utility realignments will be identified during preliminary design.

LIGHTING

As part of the neighbourhood renewal all streetlighting will be replaced. During this replacement process, there will be an opportunity for the current lighting levels to be reviewed and any improvements necessary to meet Transportation Association of Canada (TAC) recommendations can be undertaken. Lighting at intersections should be reviewed to ensure criteria for increased visibility in crosswalks (vertical illuminance) leading to improved safety is met. Additionally, as part of the renewal, residents can opt for decorative street lighting through local improvement.

PROJECT CONSIDERATIONS

- Utilities examination is an important step to identify where constraints exists, ie. for planting trees and roadway changes.
- There are intermediate pressure gas lines under some roads that must be carefully considered with any road reconstruction in the area.
- Utility relocations are evaluated and coordinated during the Options & Trade Offs project stage if necessary.
- When proposing lighting solutions for the south part of Oliver, given its proximity to the river valley, it is crucial to avoid over-lighting and prevent the spill of light into the river to preserve the natural darkness of the night sky and minimize light pollution.
- When designing lighting solutions for the 121 Street Habitat Greenway, careful consideration must be given to the appropriate amount of lighting that will not adversely affect local wildlife. By implementing lighting strategies that prioritize minimalism, directional lighting, and shielding techniques, we can ensure that the illumination enhances safety and visibility without disrupting the natural habitat or nighttime ecosystem of the area.



Existing Streetlights

Neighbourhood Analysis (continued)

Low Impact Development

EPCOR Drainage is sponsoring analysis and construction of Low Impact Development (LID) facilities in coordination with Oliver Neighbourhood Renewal. Traditional drainage infrastructure channels runoff to pipes that carry the water to treatment facilities or the river. LID takes a different approach of using bio-swales, green roofs, rain gardens, and structural soil cells to capture stormwater and pre-treat water close to its source.

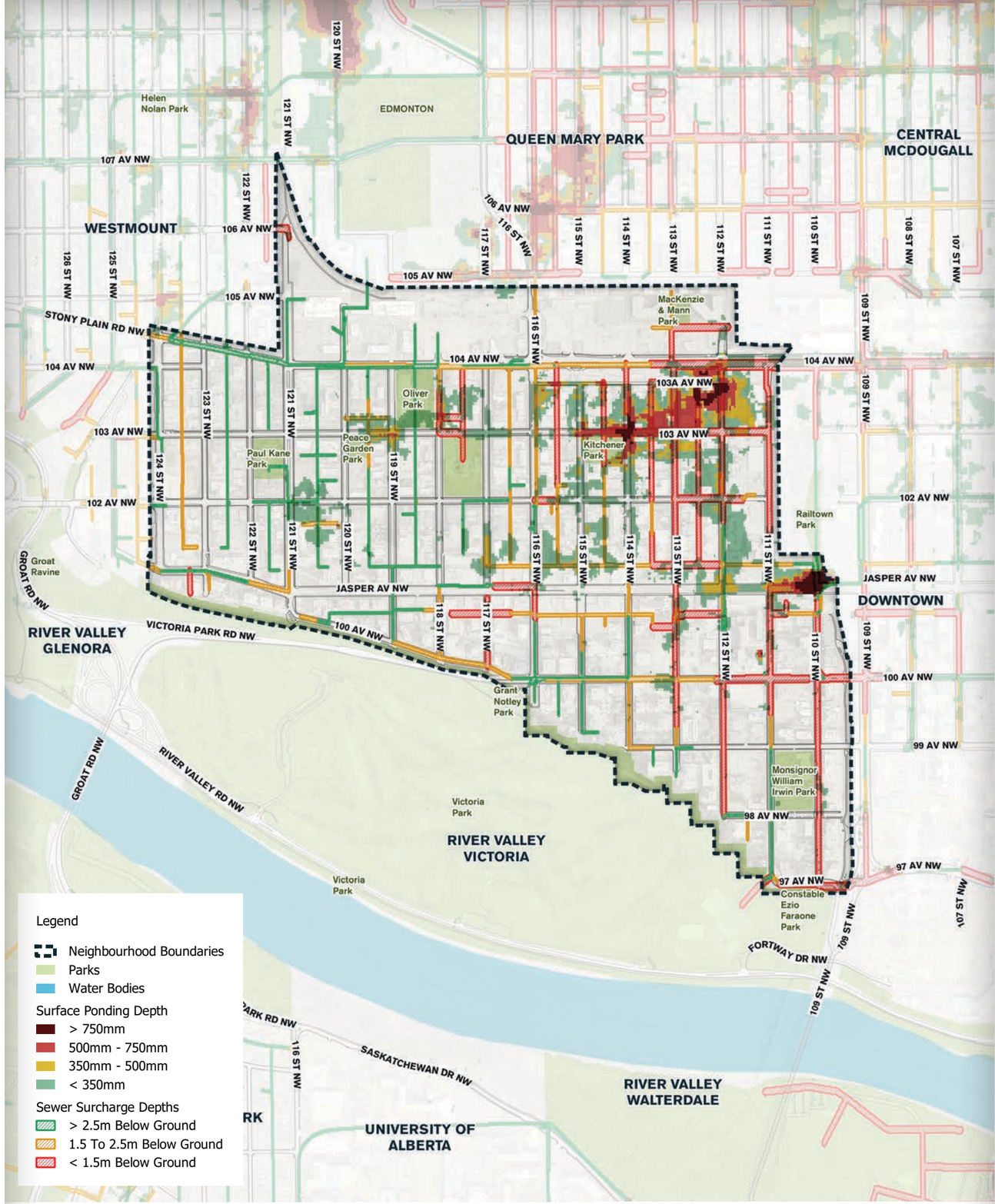
STORMWATER MODELING

In 2016 EPCOR released preliminary maps showing modeled surcharge and surface ponding depths, as part of its City-wide flood mitigation strategy. The modeling exercise analysed how the City's drainage system would perform if it was hit with the storm of a century. As the model graphically shows in the figure following, Oliver shows several areas of ponding and locations where the underground drainage infrastructure could be overwhelmed.

EPCOR, in partnership with the City of Edmonton, have began implementing LID facilities as a means to ease the demand placed on our existing underground drainage infrastructure. Rain gardens, bioswales, soil cells and box planters can be used to collect and store water. These measures are used to release water more slowly into the underground system and to store water in the soil that suitably chosen plants will uptake.

PROJECT CONSIDERATIONS

- The potential for Low Impact Development should be explored early in the process so that it aligns with any other opportunities that are advanced to design. Design integration and realizing co-benefits are significant reasons for integrating Low Impact Development in the early stages.
- As indicated on the accompanying map, the northeast quadrant of Oliver is particularly prone to surface ponding during large storm events, and indicates areas of higher value for investment in LID facilities.



EPCOR 100 Year Flood Drainage Model

SWOC Analysis

Strengths, Weaknesses, Opportunities, and Constraints analysis is used to determine possibilities and challenges with respect to the existing context of Oliver.

1. STRENGTHS

- The neighbourhood is situated centrally in Edmonton, nearby to downtown, and include Jasper Avenue and 124 Street districts, as well as many other nearby destination areas. The proximity to LRT and buses supports public and active transportation.
- Reasonably good connectivity through the neighbourhoods with a regular street grid and back alleys.
- Proximity to River Valley, Victoria Park and provides excellent access to valuable natural space and offers views to the river valley.
- There are some lovely streets with large elm and other boulevard trees with a street canopy.
- The existing density and mix of uses contribute to the community's walkability, economic and social diversity.
- The community is in biking distance to numerous destinations including Downtown, the North Saskatchewan River Valley, MacEwan University, Legislature Grounds, 124 Street, etc.
- Neighbourhood contains and is within walking distance to two LRT Stations (Government Station and Corona Station), and multiple bus routes on Jasper and 104 Avenues.
- There are many community amenities both within and nearby to the neighbourhood, with lots of choices for eating and shopping.
- Rich neighbourhood history including a relatively large inventory of historic resources, many of which are protected.
- A strong sense of community identity as many families express having lived a long time in the neighbourhood or returned after an absence.

2. WEAKNESSES

- Traffic commuting pressures to and through the neighbourhood.
- The most highly populated neighbourhood comprised primarily of multi-family housing, means that most residents do not have yards and are under-served in terms of parks and green space.
- While near to the ravine and river valley, the steep slopes and stairways can be barriers for people with mobility challenges.
- Opportunity to add new infrastructure such as LID or bike lanes could be limited by existing utilities or unwillingness to trade off parking or two-way streets.
- A significant concentration of surface parking spaces and vacant lots along Jasper Avenue results in inactive edges, a lack of vibrancy, and hinders interaction between the street and buildings.
- Lack of wayfinding throughout the neighbourhood to key destinations.
- Traffic on wider arterial roads like 104 Avenue not only contributes to discomfort for residents walking along these roads but also generates feelings of unease and safety concerns. The combination of high volume, excessive speed, and lack of separation between pedestrians and vehicles exacerbates these feelings, making it unpleasant and potentially hazardous for pedestrians to navigate these areas.
- Certain bike infrastructure is disjointed, hindering connectivity between key destinations like parks, schools, transit hubs, and commercial areas. For instance, the bike lane on 100 Avenue ends its protected section west of 109 Street, causing a gap in safe cycling routes.
- 104 Avenue and Jasper Avenue are perceived and physical barriers for people walking and biking. Residents cite a feeling that there are distinct north and south areas of Oliver due to division by the imposing arterial roads.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3. OPPORTUNITIES

- Improve North-South connections, especially across the high volume arterial roads. It's a limited opportunity due to scope, but there is an opportunity to collaborate with Imagine Jasper and 104 Valley LRT lines to review and coordinate connections.
- Explore creative opportunities to provide more local additions of parks and open space to improve accessibility to the parks inventory, enhance existing parks and open space to create more quality and functional uses.
- Plant new boulevard trees wherever possible.
- Incorporate traffic calming techniques that slow traffic and deter shortcutting through the area.
- Collaborate with developments that are moving forward in the neighbourhood to provide greater public space improvements.
- Add wayfinding in alignment with the City's wayfinding strategy and program.
- Provide public realm enhancements that contribute to the history / character, such as special paving in key areas or celebrated entries.
- Provide an all ages and abilities biking network through the neighbourhood completing existing desire lines and new connections.
- 104 Avenue, Jasper Avenue, and 116 Street are all arterial roads that bisect parts of the neighbourhood. Opportunities to coordinate with these ongoing projects at locations where they intersect.

4. CHALLENGES

- As the 104 Avenue, Jasper Avenue, and 116 Street are out of scope, little in the way of improvements can be done in these areas as part of this project scope.
- 121 Street north of 104 Avenue was not included in the original renewal scope, but is an important bike and walking connection that is cited by residents as feeling unsafe for children biking to Oliver School.
- Local residents prioritize different elements than visitors to the neighbourhood do.
- Several streets have power carried aerially via wood utility poles on the street frontage side of houses in the neighbourhood. It is not aesthetically pleasing and limits tree planting and other opportunities for redevelopment.
- Oliver is a priority growth area, which means we should prioritize improvements that help support future growth and intensification.
- Mature trees and existing utility system may limit implementation of new LID and on-street improvements.
- Prioritizing amongst all the opportunities that are available in such a rich cultural and historic area.


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Appendix – Policy Review

Guiding Plans & Strategies

The City Plan (2020)

Big City Move	NRP Action	Project Alignment
Greener As We Grow Two million new urban trees planted	Plant new trees in boulevards and neighbourhood open spaces	• In alignment
Rebuildable City 600,000 additional residents will be welcomed into the redeveloping area	Rebuild infrastructure in neighbourhoods to support and anticipate changing use by residents over the next 50 years Make improvements to the public realm and active transportation network to support and anticipate increased sidewalk activity and improve quality of life as redeveloping areas densify and public infrastructure is more heavily used	• In alignment
A Community of Communities 50% of trips are made by transit and active transportation	Add missing links in the active transportation network and all ages and abilities infrastructure to support transit and active transportation as a convenient, safe and cost effective choice	• In alignment
A Community of Communities 15 minute districts that allow people to easily complete their daily needs	Add missing links in the active transportation network and all ages and abilities infrastructure to provide safe and direct connections to district destinations Add amenities such as seating, lighting and wayfinding to support all seasons, all ages and abilities use of the active transportation network	• In alignment
Inclusive and Compassionate Less than 35% of average household expenditures are spent on housing and transportation	Add missing links in the active transportation network and all ages and abilities infrastructure to support transit and active transportation as a convenient, safe and cost effective choice Seek equity in project decision making by applying a GBA+ lens and ensure neighbourhoods that are less engaged still receive quality infrastructure and amenities	• In alignment

Guiding Values and Policy Statements

Themes	Guiding Value	Related Policy Statements	Project Alignment
Truth & Reconciliation	**BELONG**	1.2.3.1 Acknowledge Treaty Six and recognize the First Nation, Metis and Inuit peoples and their connection to this land	• In alignment
	THRIVE	3.1.1.1 Commemorate and celebrate Indigenous history and culture through the planning and design of civic spaces	• In alignment • The project contains celebrated colonial names and figures, and public spaces in which they are commemorated with statues etc. The project should seek to incorporate indigenous perspectives, and be mindful of colonial legacies when choosing to remove or reinstate elements into civic spaces

Public Engagement	BELONG	1.2.2.1 Incorporate needs and voices of children, youth and those around them into plans, programs and amenities that serve and impact them	• In alignment
	THRIVE	3.1.2.1 Include representatives and seek out views of diverse communities in city building processes	• In alignment
Universal Access Child Friendly Age Friendly	BELONG	1.1.4.3 Integrate age-friendly design to connect seniors and reduce social isolation 1.2.1.1 Enable publicly accessible spaces that invite exploration and support interaction and learning for people of all ages 1.2.1.2 Design and integrate formal and informal play spaces into the built environment 1.2.1.4 Design public spaces that are safe and easy to navigate for people with disabilities 1.2.2.2 Design open space and play space to accommodate intergenerational use	• In alignment
	LIVE	2.1.1.5 Develop and retrofit publicly accessible spaces and facilities to incorporate safe access for all Edmontonians	• In alignment
	ACCESS	4.2.2.4 Design transportation infrastructure that is intuitive and user friendly	• In alignment
Equity GBA+ Personal Safety	BELONG	1.1.3.1 Create safe opportunities for women, girls and gender minorities to meet, connect, participate in and enjoy community and civic life 1.2.2.5 Apply a gender-based equity lens in the design and application of City infrastructure, policy, programs and services 1.3.3.2 Address equity in the delivery of policies, programs, investment and infrastructure delivery	• In alignment
	LIVE	2.1.2.1 Incorporate health outcomes into strategy, planning and design of the built environment	• In alignment
	ACCESS	4.1.2.3 Design, operate and maintain the mobility system so people are safe and secure	• In alignment
	PRESERVE	5.1.1.7 Enhance Edmonton's open space network to be inclusive and equitably accessible through planning and infrastructure improvements in consideration of the surrounding environment	• In alignment
Environment Climate Change Mitigation	BELONG	1.4.2.3 Expand and enhance a healthy and sustainable urban forest	• In alignment, the project completes a holistic review of all spaces where trees may be planted where not in conflict with utilities and other technical constraints
	LIVE	2.1.2.4 Incorporate nature and natural systems into the built environment 2.4.2.6 Prioritise and enable green infrastructure including low impact development solutions	• In alignment • There are noted misalignments between policy and implementation in terms of elements typically funded or accepted by operations and maintenance through the design review process (plantings, shrub beds). Where possible the project explores all opportunities to align with

			policy, and seeks overlap with other programs and funding sources (EPCOR) to achieve what is possible.
	PRESERVE	5.1.2.2 Expand and diversify Edmonton's urban tree canopy and native vegetation 5.4.1.1 Manage stormwater runoff and improve water quality through the design and development of the built environment. 5.4.1.2 Improve flood resilience through ongoing risk management, infrastructure planning and operation, financial analysis and stakeholder engagement	• In alignment
Connectivity Wayfinding	BELONG	1.3.1.2 Provide opportunities for people to easily connect to and experience open space and features within districts	• In alignment
	LIVE	2.1.1.3 Design public spaces that are easy to navigate and explore for Edmontonians and visitors 2.1.2.2 Provide safe, comfortable and direct active transportation connections between neighbourhoods, community facilities and schools	• In alignment
	THRIVE	3.2.2.2 Provide pedestrian connections, amenities and facilities to support employees in non-residential areas	• In alignment
	ACCESS	4.1.1.3 Respond to gaps in the mobility system to improve accessibility and safety 4.1.1.4 Enhance street design through building and renewal to improve connectivity, amenity space and beauty	• In alignment
	PRESERVE	5.1.1.1 Provide opportunities for people to access, enjoy and connect to open space and the river valley and ravine system 5.1.1.4 Provide wayfinding support and improved connections within and between open spaces and natural areas	• In alignment. • There are noted misalignments between policy and implementation in terms of elements that are typically funded under the NR program (stairs not typically included). Where possible the project explores all opportunities and seeks overlap with other programs and funding sources to achieve what is possible.
All Seasons Use	BELONG	1.2.1.3 Encourage and support the use of public space in formal and informal ways throughout the year 1.3.2.2 Increase opportunities for Edmontonians to be physically active throughout all seasons 1.3.2.4 Improve and integrate winter city design through the development of buildings, the public realm and open spaces	• In alignment
	LIVE	2.1.1.2 Design, build, maintain and operate public infrastructure to facilitate movement and universal accessibility in all seasons	• In alignment

Active Transportation **Traffic Safety**	**BELONG**	1.3.3.5 Prioritise transportation investments and operations for people experiencing vulnerability 1.4.1.2 Design and deliver mass transit and active transportation network infrastructure to enable energy efficient mobility	• In alignment
	ACCESS	4.1.2.1 Provide safe streets and convenient pedestrian crossings that appropriately serve the context of the area 4.2.1.2 Plan and design active transportation and transit networks in support of nodes and corridors 4.2.3.2 Provide opportunities for universal accessibility within the active transportation network 4.2.3.3 Develop and maintain safe, high quality cycling infrastructure and facilities	• In alignment
Future Use Adaptability **Intensification**	**LIVE**	2.2.1.1 Design and retrofit street layouts to facilitate intensification and ongoing adaptability 2.2.1.2 Improve local open space and public amenities to support density increases 2.4.2.4 Design roadways and manage road rights-of-way to be adaptable to future mobility and land use needs 2.2.3.4 Enable the development and redevelopment of small commercial sites and centres to support mixed use local nodes city-wide	• In alignment
	ACCESS	4.3.1.2 Accept levels of congestion in different contexts to ensure an efficient use of resources	• In alignment
Partnering **Innovation**	**LIVE**	2.3.3.5 Collaborate with private developers, utility providers and communities on innovative and creative solutions for temporary and permanent infrastructure and amenities that support the public realm	• In alignment
	THRIVE	3.2.1.3 Partner to align placemaking initiatives with infrastructure and renewal projects 3.3.1.2 Align resources and partner with business improvement areas and similar groups to attract, retain and expand businesses	• In alignment
	CREATE	6.1.1.6 Use City land, buildings and equipment to pilot innovative ideas and solutions 6.1.2.1 Encourage community led park redevelopment through coordination, planning and design 6.1.2.2 Encourage activation of public rights-of-way to allow formal and informal gathering spaces 6.1.2.4 Encourage activation of underutilised public space through urban design and programming	• In alignment
Public Art	**CREATE**	6.1.2.5 Partner to align public art programs and resources with infrastructure and renewal projects 6.2.1.3 Use art and heritage interpretation to tell the story of Edmonton and this land 6. 2.1.4 Integrate public art as a means of activating open space and public facilities throughout the city	• In alignment • The NR program is not eligible for percent for art funding; however, it strives toward creative approaches to incorporate cultural and historical elements into common furnishings such as bike racks, waste receptacles, and paving details.

The District Policy (Draft)

Policy Section	Relevant Policy Statements	Project Alignment
2.1.1 Urban Structure	2.1.1.1 Celebrate the natural, historical and cultural context of the District through the design of the built environment. 2.1.1.2 Establish a fine-grained and connected network of open spaces and streets to ensure communities can redevelop over time. 2.1.1.3 Support environmental health, climate resilience and ecological functions through a pattern of streets and open spaces that integrate Natural Areas and topography in a holistic manner.	• In alignment
2.1.2 Site Design	2.1.2.1 Encourage Active Transportation connections into and through sites to provide continuity with the surrounding network of streets, open spaces and Natural Areas. 2.1.2.2 Design vehicle site access, circulation and parking areas to ensure the safety and convenience of Active Transportation users. 2.1.2.3 Create well defined spaces of a Human Scale that are welcoming and safe, and that provide informal and formal use throughout the year. 2.1.2.4 Encourage built form and open space design that preserves and expands the urban tree canopy, integrates natural features and connectivity, and introduces Low Impact Development or similar nature-based solutions. 2.1.2.5 Contribute to year-round environmental comfort in the Public Realm through built form and open space design.	• In alignment
2.1.4 Public Realm	2.1.4.1 Contribute to year-round walkable and vibrant streetscapes and public spaces by maximizing Active Edges and creating transitions between public and private spaces. 2.1.4.2 Design landscaped areas to be safe and secure, accommodate people of all ages, backgrounds and abilities, and to encourage community use. 2.1.4.3 Mitigate the impacts of publicly visible signs, including digital signage, on safe mobility, human and environmental health, and city image. 2.1.4.4 Provide public art at municipal facilities, parks and other locations in the Public Realm frequently visited by residents and visitors alike.	• In alignment
2.2.1 Energy Transition and Climate Adaptation	2.2.1.7 Encourage the adaptive reuse of buildings, as well as Site Design, building design and materials that reduce energy use, waste and emissions. 2.2.1.8 Incorporate climate-resilience considerations into the design of municipal buildings and infrastructure.	• In alignment
2.3.1 Indigenous Cultural Heritage Features	2.3.1.1 Support Indigenous communities' efforts to identify and appropriately manage places of significance, cultural landscapes and traditional land use areas. 2.3.1.2 Collaborate with Indigenous communities to advance projects that support and celebrate Indigenous heritage and cultural practices.	• In alignment
2.3.2 Heritage Places and Cultural Areas Policies	2.3.2.1 Encourage the identification of Heritage Places and their addition to the Inventory of Historic Resources in Edmonton. 2.3.2.3 Promote the continued use of Heritage Places by providing incentives, exemptions and regulatory flexibility that enable adaptive reuse and continued preservation.	• In alignment

	2.3.2.4 Promote understanding of cultural and historical associations and events by incorporating interpretive and artistic elements into buildings, public space designs and public art commissions. 2.3.2.5 Encourage development adjacent to Heritage Places and within Cultural Areas to respect their role and significance by using sympathetic architecture and design features such as materials, proportions, setbacks, massing and landscaping.	
2.4.8 Commercial Frontage	2.4.8.1 Encourage commercial land uses at ground-level and street-oriented design to support an active Public Realm along the Commercial Frontage area. 2.4.8.2 Discourage vehicle oriented services, parkades without other commercial uses at grade and uses with drive-through services along the Commercial Frontage area.	• In alignment
2.5.1 General Policies	2.5.1.1 Expand the urban tree canopy by increasing tree plantings in parks and along roadways, including local and Collector Roadways internal to neighbourhoods. 2.5.1.3 Support access to high-quality, affordable and inclusive recreation and early-learning and care facilities within a District	• In alignment
2.5.2 Urban Mix	2.5.2.1 Direct vehicle and servicing access to be from the alley, where alleys are present and access can be practically accommodated, except as otherwise provided for in the Zoning Bylaw. 2.5.2.2 Mitigate the impacts of nuisances caused by non-residential development on adjacent residential properties and the Public Realm through planning and design.	• In alignment
2.6.1 Open Space and Natural Area Policies	2.6.1.1 Integrate open spaces with the Active Transportation network using trails, complete streets, or shared pathway connections, including through Urban Greenways. 2.6.1.2 Use an ecological network approach in planning Edmonton's neighbourhoods by protecting Natural Areas and core habitat, and maintaining or enhancing ecological connections through the integration of natural and semi-natural linkages, including Urban Greenways and Habitat Greenways. 2.6.1.3 Prioritize underserved, high-density and high-growth areas for open space acquisition, development and improvement to ensure equitable distribution and access to open space. 2.6.1.4 Incorporate existing constraints and opportunities, such as utility right of ways and existing Natural Areas into the open space network through site selection and design. 2.6.1.7 Complement and strengthen the existing ecological network through restoration and preservation of Natural Areas, and naturalization of semi-natural spaces, including constructed wetlands, Low Impact Development features, select park spaces, and Green Infrastructure. 2.6.1.8 Minimize the impacts of adjacent land uses on Natural Areas and areas of ecological significance through ecological buffers and other means.	• In alignment
2.6.2 River Valley and Ravine Connections	2.6.2.1 Provide public access to and along the top-of-bank through a combination of public roadway, pathways, River Valley Viewpoints and top of bank parks. 2.6.2.2 Seek opportunities to extend ecological connectivity from the North Saskatchewan River Valley and Ravine System into adjacent neighbourhoods to support wildlife movement, habitat and ecosystem services.	• In alignment

2.6.3 Habitat Greenways	2.6.3.1 Expect increased wildlife movement at road crossings and use landscaping and design techniques to reduce conflict for people and wildlife. 2.6.3.2 Support the naturalization and restoration of Habitat Greenways with climate-resilient vegetation that suits specific site conditions. 2.6.3.3 Where pathways are located within a Habitat Greenway, ensure pathway placement maximizes ecological functionality. 2.6.3.4 Where possible, seek to expand the width of a Habitat Greenway to offer additional protection and improve the ecological integrity.	• In alignment
2.6.4 Urban Greenways	2.6.4.1 Provide enhanced and climate-resilient boulevard landscaping along Urban Greenways that are within public roadways. 2.6.4.2 Provide amenities such as seating and shelter areas at appropriate locations along Urban Greenways to provide accessibility and to encourage interactions, use and enjoyment. 2.6.4.3 Utilize Urban Greenways within utility corridors to allow for Active Transportation opportunities and to maximize open space landscaping and amenities. 2.6.4.4 Seek opportunities to incorporate Low Impact Development features within Urban Greenways to capture and clean stormwater close to the source, while also creating habitat for wildlife	• In alignment
3.1.1 Active Transportation Policies	3.1.1.1 Connect major destinations within and between Districts through the Active Transportation network. 3.1.1.2 Design the Active Transportation network to be convenient and accessible for people of all ages and abilities. 3.1.1.3 Design pathways and bike routes for year-round use. 3.1.1.4 Design and adapt the Active Transportation network to maximize user comfort and minimize conflicts between different modes of transportation.	• In alignment
3.1.2 Pedestrian Priority Areas	3.1.2.1 Prioritize pedestrians in designated Pedestrian Priority Areas and around major destinations such as shopping malls, Mass Transit Stations, hospitals, post-secondary institutions and Recreation Centres. 3.1.2.2 Design the road right of way to prioritize the safety and comfort of pedestrians over maximizing the movement of vehicles. 3.1.2.3 Construct crossings that prioritize safety, accessibility and minimize pedestrian delay at intersections. 3.1.2.4 Provide buffers between vehicle traffic and pedestrians, such as landscaped boulevards or other features. 3.1.2.5 Discourage surface vehicle parking areas between buildings and sidewalks. 3.1.2.6 Design and locate vehicle access, including parking, service and loading areas to minimize conflict with Active Transportation. 3.1.2.7 Make Pedestrian Priority Areas attractive and easy to navigate through urban design techniques, including pedestrian lighting and Wayfinding signage.	• In alignment
3.1.3 Bike Network	3.1.3.1 Separate bike routes from vehicle traffic where speeds and traffic volumes are higher. 3.1.3.2 Encourage the provision of end-of-trip bicycle facilities in both public and private developments.	• In alignment

	3.1.3.3 Provide secure, all season bicycle parking at Mass Transit Stations, and ensure Local Transit stops and other transit infrastructure on bike routes are designed to integrate with bike facilities. 3.1.3.4 Provide bike route Wayfinding to orient cyclists and drivers to the bike network. 3.1.3.5 Provide lighting on bike routes to increase comfort and safety, and to assist with Wayfinding. 3.1.3.6 Design bike routes for all seasons use and maintenance to ensure safe cycling conditions for all riders.	
3.2.1 Transit Policies	3.2.1.3 Design pedestrian waiting zones at transit stops to provide safe and comfortable environments for all users.	• In alignment
3.3.1 Roadways and Goods Movement Policies	3.3.1.1 Design streets to best support adjacent land uses and modal priorities by accommodating safe, attractive, comfortable streets for all users in all seasons while providing flexibility for larger goods movement vehicles to operate within the proposed design. 3.3.1.2 Minimize roadway network expansion for vehicles by accommodating increased transportation demand through Active Transportation and transit. 3.3.1.3 Design and manage pedestrian, furnishing and ancillary zones of streets where appropriate to support a variety of users and uses beyond vehicle access and parking. 3.3.1.4 Treat curbside space as a strategic public asset and use tools such as time-restrictions or parking pricing where appropriate to balance the demands on curbside space. 3.3.1.5 Use Low Impact Development features to clean and reduce stormwater runoff in the design of roadways, where feasible.	• In alignment
4.1.4 Infrastructure Investment Levers	4.1.4.1 Work with civic departments, partner agencies and utility providers to plan and invest in infrastructure in alignment with anticipated District growth and Priority Growth Areas activation approach. 4.1.4.2 Coordinate overlapping and adjacent infrastructure improvement projects between civic departments and utility partners, where possible, to improve project, financial and environmental outcomes and minimize disruption to residents, businesses and the Public Realm.	• In alignment

Central Area District Plan (April 2024 Draft)

Policy Section	Relevant Policy Statements	Project Alignment
Subarea D	**D.2 Wîhkwêntôwin – Open Space (Edmonton General Hospital)** The provision of publicly accessible open space along Jasper Avenue will be encouraged in the event the Edmonton General Hospital is redeveloped.	• In alignment, the project team is meeting with General Hospital staff to determine potential redevelopment and open space opportunities
Subarea G	**G.2 104 Avenue Area– Land Use (Streetscaping)** Within the 104 Avenue area, design all new and existing streets to include a complete streets approach, extending the urban tree canopy which includes a boulevard with a treed landscape zone and sidewalk	• In alignment

Subarea G	**G.3 104 Avenue Area – Land Use (Streetscaping)** Budget for the acquisition of land, design and construction of new or repurposed public streets, streetscaping and bicycle station infrastructure. a) This should be determined through approved capital business cases and rezoning negotiations for the following: i) Streetscaping 121, 122 and 123 Streets north of 104 Avenue to 106 Avenue and 105 Avenue; and ii) Streetscaping 106 Avenue west of 121 Street to 124 Street. b) Further, the capital project(s) will explore the provision of streetscape improvements (street trees) in conjunction with neighbourhood renewal.	• In alignment; however the streets noted are not in current scope of renewal project
Subarea G	**G.4 104 Avenue Area – Open Space** Introduce a minimum of two new parks or open spaces north of 104 Avenue, one east and one west of 116 Street to ensure an even distribution of park space.	• In alignment; however the lands cited are currently privately owned development parcels that are not in current scope of renewal project
Subarea G	**G.5 104 Avenue Area – Mobility (Greenway)** A new east-west greenway between 112 and 118 Streets, parallel to the new road north of 104 Avenue, would provide a pedestrian and cyclist connection from MacEwan University to the existing shared pathway	• In alignment; however the lands cited for location of the greenway are currently privately owned development parcels that are not in current scope of renewal project
Subarea G	**G.6 104 Avenue Area – Mobility (Roadway Connection)** Redevelop the existing east-west private drive aisle north of 104 Avenue, as a roadway to provide improved accessibility between 112 Street and 121 Street.	• In alignment; however the lands cited for location of the roadway redevelopment is currently on privately owned development parcels that are not in current scope of renewal project
Subarea G	**G.7 104 Avenue Area– Mobility (North-South Connectivity)** Improve north-south connectivity by extending 113, 114 and 115 Streets from 103A Avenue to 104 Avenue as redevelopment of the site takes place. Further: a) Redevelop 103A Avenue as a commercial alley to create viable development parcels fronting 104 Avenue and provide opportunity for increased north-south connectivity. b) Construct the extension of 114 Street between 103A Avenue and 105 Avenue as a pedestrian focused public roadway with landscaped boulevards and adequate setbacks for adjacent developments to accommodate amenity space, improving inter-neighborhood access to the future Mass Transit Station and amenities of the 104 Avenue area. c) Connect 113 Street and 115 Street to pedestrian and cyclist connections or roadways.	• In alignment where where feasible in the renewal scope of the project
Subarea G	**G.8 104 Avenue Area – Mobility (Active Transportation Connections)** Provide pedestrian and/or cyclist connections to maximize north-south connectivity within the area and increase accessibility to 104 Avenue through:	• In alignment

	a) Provision of additional neighbourhood bike routes and shared pathways where streets cannot be extended; and b) Provision of pedestrian and cyclist connections characterized by: i) A shared pathway or hard surfaced walkway with a landscape zone on either side; and ii) Building setbacks, transparency and permeability result in sufficient separation and provide a safe, comfortable environment through passive surveillance.	

CONNECTEDMONTON (2019–2028)

Strategic Action	Strategic Goals	Project Alignment
Safe bike infrastructure for all ages and abilities	Healthy City Climate Resilience	• In alignment
Improvements to existing or creating new neighbourhood gathering spaces	Healthy City Urban Places	• In alignment
BGN approach to public engagement helps build community	Healthy City	• In alignment
Adding in missing links in the biking and walking networks	Urban Places	• In alignment
Partnering with Business Improvement Areas and Corner Store Program	Regional Prosperity	• In alignment
Partnering with EPCOR on Low Impact Development	Climate Resilience	• In alignment
Adding trees in boulevards and open spaces, reallocating paved road as open space or boulevard	Climate Resilience	• In alignment
Adding traffic calming measures slows traffic, which reduces pollution and improves the experience for people biking and walking	Healthy City Climate Resilience	• In alignment

Design Standards

Design Standard	Strategic High Level Goals	Project Alignment
Complete Streets Policy, No. C573A (2015)	• Provide travel options for all users and trip purposes in a safe, accessible, context sensitive manner in all seasons • Form a network of streets that together accommodate all users and allow for efficient and high quality travel experiences • Be adaptable by accommodating the needs of the present and future through effective space allocation for the many functions of the street • Contribute to the environmental sustainability and resiliency of the city • Consider both direct and indirect costs, as well as the value of the roadway and the adjacent real estate • Be vibrant and attractive people places in all seasons that contribute to an improved quality of life.	• In alignment, where possible in retrofit situations the project seeks to meet policies and standards, and seeks project variances where required.
Complete Streets Design and Construction Standards (2018)	The Complete Streets Design and Construction Standards (CSDCS) integrate best practices in design guidance to support the planning, design, and construction of complete streets in Edmonton. The intent is to develop streets that are safe, attractive, comfortable and welcoming to all users in all seasons while also considering operations and maintenance challenges. The CSDCS provide direction on how elements like street type (building orientation, land use, roadway classification) and modal priority need to be considered in the design.	• In alignment, where possible in retrofit situations the project seeks to meet policies and standards, and seeks project variances where required.
Drainage Design and Construction Standards (2020)	The Drainage Design Standards include direction for: • Site planning considerations • Design of 4 types of LID facilities: Bioretention basins, bioretention garden, soil cells, and box planters • Cold climate design considerations • Vegetation selection, including recommended native plant species • Drawing requirements • Soil specification	• In alignment, where possible in retrofit situations the project seeks to meet policies and standards, and seeks project variances where required.
Landscaping Design and Construction Standards (2022)	It includes specifications for a number of elements related to neighbourhood renewal projects, including landscape plan requirements, plant materials, site specific materials, and specifications and setbacks for road right-of-way, walkways, utility corridors, and stormwater management facilities. The volume also includes design standards for various assets including park furniture (benches and picnic tables) and landscaping (trees, shrubs, boulders, etc.).	• In alignment, where possible in retrofit situations the project seeks to meet policies and standards, and seeks project variances where required.

Light Efficient Community Policy No. C576 (2013) and	The main goals pertinent to the NR progarm are to: 1. Reduce Light pollution by avoiding over lighting, and 2. Enhance urban streetscape design by providing pedestrian lighting, and 3. Provide energy savings through efficiency of lighting fixtures	• In alignment, as lighting is in scope for replacement with the NR program. • There may be a policy mis-alignment between planning and implementation, as pedestrian lighting is called for in policy. In practise under the NR program, existing street lighting is mainly replaced and new pedestrian lighting is not typically included through the design review process
Residential Neighbourhood Street Lighting Renewal Policy No. C564 (2021)	Residential street light reconstruction has five main goals: 1. Replace deteriorated and inefficient residential street light systems; 2. Reduce and minimize obtrusive light, light pollution and light trespass; 3. Minimize disruptions impacts to adjacent residents by maintaining existing pole locations where possible; 4. Maintain or reduce existing light levels where possible while ensuring pedestrian, cyclist or motorist safety; 5. Ensure proper lighting where necessary to improve pedestrian, cyclist or motorist safety.	• In alignment, as lighting is in scope for replacement with the NR program. • There may be a policy mis-alignment between planning and implementation, as pedestrian lighting is called for in policy. In practise under the NR program, existing street lighting is mainly replaced and new pedestrian lighting is not typically included through the design review process

Urban Design & Equity

Accessibility for People with Disabilities, Policy No. C602 (2019)

Design Recommendations	Project Alignment
The Policy includes objectives which apply directly to the NRP, including • To provide the greatest level of access, participation, and opportunities to contribute for people with disabilities, the City of Edmonton applies an accessibility lens to civic engagement and infrastructure. Project teams can support accessibility in neighbourhoods by: • Evaluating project processes and plans using an accessibility lens • Applying the relevant policy guidance in the City Plan • Implementing the design recommendations from the Access Design Guide	• In alignment

Access Design Guide, Version 3 (2020)

Access Design Guide Recommendations	Design Recommendations	Project Alignment
Connectivity	• Add missing links and curb ramps	• In alignment

• Provide barrier-free connections to parks and facilities, seniors' centres, shopping and transit facilities • Provide exterior paths of travel that are a minimum 1.8m wide to allow two wheelchair users to safely pass each other • Provide tactile walking surface indicators (TWSI) in conjunction with raised crosswalks and curb ramps	• Choose paved surfaces for pathways • Prioritise direct and convenient routes for people walking and rolling • Prioritise wider sidewalks and level crossings (raised crosswalks, driveway crossings) on routes connecting destinations like open spaces and facilities, seniors' centres, community leagues, shopping and transit • Identify locations where TWSIs should be installed	
Open Space • Provide open spaces within 400 metres of seniors' housing • Barrier free amenities (such as picnic tables, shelters, seating nodes, etc.) shall be accessible by a barrier free path	• Ensure open spaces are accessible – provide barrier free connections and supportive amenities • Look for opportunities to create new open spaces in areas where they are lacking	• In alignment, where achievable based on opportunities identification
Seating • Provide seating adjacent to all amenities with views to points of interest • Locate benches every 100 metres along pathways and trails and provide a minimum of 1 seating node in community parks • Consider a variety of seating options that are protected from the elements, such as clusters of benches to help promote socialising	• Refer to the NRP guideline Location and Design of Seating, which draws from the Access Design Guide recommendations as well as other City standards and guidelines (CSDCS, Winter Design Guidelines, etc.)	• In alignment, where achievable based on opportunities identification

Winter Design Policy, Policy No. C588 (2016)

Design Recommendations	Project Alignment
The policy includes the following five winter design principles across neighbourhoods, streets, sites and open spaces that will • Incorporate design strategies to block prevailing winds and downdrafts • Maximise exposure to sunshine through orientation and design • Use colour to enliven the winterscape • Create visual interest with lighting, while being mindful of density, spread and colour • Design and provide infrastructure that supports desired winter life and improves comfort in cold weather	• In alignment

Winter Design Guidelines

Policy / Goal	Project Alignment
2.2 Streetscape Elements and Linkages Outcome: Streets are vibrant and attractive people-places in all seasons	

2.2.1 Sidewalks and Boulevards	• Design wide sidewalks in Pedestrian and Transit Priority Areas to provide a clear, barrier-free pedestrian through zone. Adequate space for street-cleaning and snow-clearing equipment must be considered in the design. • Give preference to boulevards over curbside walks. Boulevards are an important snow-storage area, and result in reduced operational snow removal costs. They also act as a buffer to protect pedestrians from road spray. • Reduce automobile lane widths in Pedestrian, Transit and Bicycle Priority Areas.	• In alignment
2.2.2 Street Crossing	• Locate catch basins for surface runoff away from pedestrian crossings and bus stops. Pooled water at crosswalks may splash onto pedestrians from vehicles during warmer temperatures. During freeze-thaw cycles, freezing runoff water will create a slip-and-fall hazard. • Provide mid-block crossings with curb extensions on long blocks to reduce long distances pedestrians must travel to reach their destinations. Curb extensions that minimise pedestrian crossing distances are recommended where curbside parking lanes exist. • Research, test and evaluate innovative street design features. For example, pedestrian platforms, that is raised street crossings, aligned curb cuts, and/or heated sidewalks and crosswalks are commonly found on pedestrian-oriented streets in other winter cities.	• In alignment
2.2.3 Street Lighting	• Provide decorative, pedestrian-scaled lighting. Focus illumination towards the ground to reduce light pollution. Use fully shielded fixtures to eliminate glare	• In alignment; however there are potential mis-alignments between funding and scopes that are typically approved in NR projects. Lighting generally focuses on replacement, and pedestrian lighting has not always been included or approved in previous NR projects.
2.2.4 Street Furnishings	• Provide comfortable, protected and, preferably, south-facing areas for outdoor seating and dining. • Consider ease of snow-clearing maintenance, particularly for benches. For example, it is easier to clear snow from around a bench with a central pedestal than from around a traditional bench with four legs. • Select materials that are durable, comfortable and aesthetically pleasing. For example, metal can get very cold or hot, and neither extreme is particularly comfortable. • Provide a variety of styles of both fixed and flexible street furniture to improve comfort. This will allow users to choose to sit in or out of the sun, alone or near others, or even near street features, such as trees.	• In alignment
2.2.6 Wayfinding	• Incorporate a signage and wayfinding system as part of the planning process, with design considerations for winter conditions. For example, approximate walking, cycling or cross-country skiing times, in addition to distances.	• In alignment
2.2.7 Bus Stops	• Retrofit existing high-use bus stops to improve winter weather protection. • Design bus shelters for ease of snow-clearing and to minimise ice hazards.	• In alignment

2.2.9 Bicycle Routes and Storage	• Prioritise higher volume corridors with cleared and dedicated routes to provide a safer environment for cyclists year round. • Connect existing and new bicycle routes through community hubs and larger sites, such as schools and district parks, to provide the most direct route for winter cyclists.	• In alignment
2.2.11 Parking Considerations	• Explore seasonal parking bans where on-street parking would be limited to one side of residential streets during the winter.	• In alignment
2.3 Open Spaces Goal: Design elements for winter fun, activity, beauty and interest		
2.3 Site Design **Outcome: Parks and open spaces are used and enjoyed year-round**		
2.3.3 Pathways and Access	• Design walkways and pathways with clear and direct routes, anticipating desire lines to reduce exposure to elements on extremely cold days. • Locate park and pedestrian pathways on the sunny side of streets and buildings, if they are only to be on one side. • Consider the full range of users, ages and physical abilities early in the design process, particularly for access routes to and throughout park spaces	• In alignment
2.4 Winter Infrastructure **Outcome: Public spaces support outdoor winter programming, recreation and everyday winter life**		
2.4.1 Shared-Use Paths and Open Space Connections	• Incorporate trails from recreation areas and associated equipment storage facilities into the overall transportation network. • Provide lighting and clear wayfinding signage along priority trails.	• In alignment
2.4.4 Furniture	• Orient seating and gathering places in public spaces to maximise sunlight and offer some wind protection. Consider comfort in all four seasons. • Choose materials that are warmer and more comfortable in winter. For example, wood is warmer than metal, which can get very cold or hot. Materials should also be durable, comfortable, colourful and aesthetically pleasing. • Position benches and cluster seating near shrubs and coniferous trees, where possible, for protection from the winter weather. • Provide a variety of styles of benches and tables that are moveable, so people may choose to group with others or sit alone. This also allows visitors to respond to different weather conditions. • Place seating, shelter and rest areas along trails and adjacent to play spaces that are accessible to all pedestrians	• In alignment

2.4.6 Lighting	• Establish and prioritise possible lighting of high-use parks and trails for nighttime use.	• In alignment; with potential limitations in terms of scopes and funding for park lighting that is typically funded or approved on NR projects.
2.4.7 Public Art in Public Spaces	• Provide opportunities for the installation of outdoor public art to provide colour and illumination in public spaces. • Support and encourage the incorporation of functional public art in high pedestrian traffic areas that may provide seating and weather protection.	• In alignment; however NR projects are not subject to percent for art funding.

Crime Prevention Through Environmental Design: CPTED Presentation

Design Recommendations	Project Alignment
Below are the key themes of CPTED that are used in NRP projects: • Natural surveillance (use of public spaces, positive social activities, visibility) • Natural access control (entry and exit points, fences) • Natural boundaries / territorial reinforcement (clear ownership, clearly marked private spaces) • Maintenance (well maintained property indicates pride of ownership, lack of tolerance for unwanted behaviour) • Community culture (public art, placemaking) • Connectivity (linking neighbours with other surrounding neighbourhoods, linked walkways, bike networks, wayfinding) • Capacity (multiple land uses – places to socialise, shop, and enjoy recreation)	• In alignment

Gender Based Analysis Plus (GBA+) (2017)

Design Recommendations	Policy / Goal	Project Alignment
Learn about GBA+ and ourselves	• Seek training for project team members and hire consultants with expertise on the subject • Have project team conversations around GBA+, including tackling privilege and internal biases that may be influencing team perspectives	• In alignment
Learn about the people who live where we're working	• Research the neighbourhood to improve understanding of neighbourhood identities, languages, ethnicities, gender identities, ages, physical abilities, incomes, etc. • Work with internal stakeholders to understand the range of policy and technical considerations, and the diverse perspectives the project should be considering in the neighbourhood	• In alignment

Apply a GBA+ lens to Public Engagement and Communications	• Plan thoughtful public engagement throughout the project, including having the community participate in identifying how they would like to be engaged • Ask participants to reflect on and evaluate design against their needs and the diverse needs of others who live, work, study and visit the neighbourhood • Reflect on the best approaches to communication, while considering the technologies that residents do or do not use, languages they speak, and existing communication channels that could be leveraged • Pay attention to engaging populations that are harder to reach. This could include evaluating identity groups, identifying leaders within those groups, and creating engagement approaches together	• In alignment
Apply a GBA+ lens to Planning and Design	• Develop inclusive designs. At each project phase, evaluate designs against the diverse needs of the people that live, work, study and visit the neighbourhood • Engage internal subject matter experts to review and provide input on design	• In alignment
Track how GBA+ is applied to the project	• Use a GBA+ tracking tool throughout the project to document which processes and identities the teams use based on the project activity or deliverable • Report on how GBA+ was considered and used in decision making	• In alignment

Indigenous Framework

Policy / Goal	Project Alignment
Four Roles: It is the responsibility of every employee to live out these four roles in their interactions with Indigenous Peoples: 1. Listener: "We listen, with open hearts and minds, when Indigenous Peoples share their stories and experiences." 2. Connector: "We connect Indigenous Peoples to the programs, services, people, and resources that enrich the community and foster relationships to create positive change." 3. Advocate: "We stand with Indigenous Peoples to create a safe and inclusive city where everyone is treated with dignity and respect." 4. Partner: "We work in partnership with Indigenous Peoples on initiatives to improve the physical, mental, spiritual and emotional well-being of Indigenous Peoples in Edmonton."	• In alignment
The seven commitments are how the City of Edmonton will strive to honour and enact the Framework through its policies, programs, and services. NR projects most directly relate to commitment 3: 3. Identify and implement ways to make City spaces and buildings welcoming and safe for Indigenous Peoples and ensure they can see themselves reflected in the City's spaces and places.	• In alignment

Transportation

Neighbourhood Renewal Program Policy No. C595A (2020)

Policy / Goal	Project Alignment
This policy establishes the Neighbourhood Renewal Reserve, which is funded through the Neighbourhood Renewal Tax Levy. The reserve funds the renewal of neighbourhood residential, industrial and commercial collector, local and alley road right of way surface assets up to current design standards. This includes pavements, sidewalks, curbs and gutters, roadway lighting, traffic signals and other transportation-related infrastructure. Renewal of assets outside of this scope, for example, open space assets, are incorporated into the projects provided appropriate alternative funding is found. This policy also identifies the level of services standards for the Neighbourhood Renewal Program.	• In alignment

Asset Management Policy No. C598 (2018)

Policy / Goal	Project Alignment
The City of Edmonton's asset management policy provides an overall framework for asset management. It establishes the need for a defined level of service per asset type, as well as an integrated, holistic approach for managing services and assets across the corporation. Infrastructure assets should be socio-culturally, environmentally, and economically sustainable and resilient into the long-term. It also describes the importance of evaluating asset investment decisions (construction/material specifications, procurement methodologies, maintenance strategies, value engineering, etc.) based on life cycle cost to assess the full financial impact. This policy, alongside the Neighbourhood Renewal Program Policy, form the foundation of the local and collector roadway program of the transportation asset management portfolio.	• In alignment

Active Transportation Policy No. C544 (2009)

Policy / Goal	Project Alignment
The purpose of the Active Transportation Policy is to increase opportunities to walk, roll and bike in Edmonton, regardless of age, ability, or socio-economic status. The policy encourages this by optimising the active transportation network, educating the public on how this infrastructure is used, enacting policies, procedures and programs that support it, and encouraging active transportation through collaboration and partnerships. NRP projects present an opportunity to evaluate the current active transportation networks within the neighbourhood's zone of impact and enhance the safety and accessibility of the infrastructure in alignment with Policy Statement 1: • Enhance accessibility, safety, security, and convenience through strategic improvement, expansion, and maintenance of the infrastructure and facilities that support Active Transportation, including sidewalks, curb ramps, shared pathways, marked bicycle and shared use lanes, and end-of-trip facilities.	• In alignment

Sidewalk Strategy (2009)

Policy / Goal	Project Alignment
The goal of the Sidewalk Strategy is to increase the priority of walkability in Edmonton by maximising opportunities for walking and enhancing safety, convenience, and strategic improvements and expansions of the sidewalk system, thereby promoting a healthy and sustainable community. Eight principles were established to guide the planning, development, and improvement of Edmonton's sidewalk system: • Design the sidewalk system to be safe and barrier free • Develop the sidewalk system to be suitable for all ages • Promote stewardship of the sidewalk system • Plan the sidewalk system to connect origins and destinations • Promote sidewalks as social, cultural, and aesthetic space • Sustain funding for maintenance and expansion of the sidewalk system • Customise the sidewalk system to varying contexts, needs, and natural conditions • Plan the sidewalk system for winter conditions	• In alignment

The Bike Plan (2020)

Policy / Goal	Project Alignment
The Bike Plan provides a strategic framework to support the implementation of The City Plan into an all ages, abilities and seasons bike network. Six principles outlined in the plan are intended to guide the planning and design of the bike network: • Health and Comfort – grounding the design in safety principles • Connectivity – providing a complete network without gaps or missing links • Directness – providing direct routes with fewer detours • Network Density – ensuring the routes are properly spaced according to demand • Attractiveness – designing the routes to be aesthetically pleasing • Integration – ensuring the bike routes fit into the local context and area The plan outlines three kinds of routes in the bike network: 1. District Connector Routes – act as biking arteries connecting multiple neighbourhoods 2. Neighbourhood Routes – provide local access to community destinations and opportunities for recreational biking 3. River Valley District Connector Routes and Shared Pathways – provide biking routes along the North Saskatchewan river valley and ravine system for longer distance commuter trips and recreational rides The Bike Plan provides direction for how the City should plan bike routes. The NRP can implement the Bike Plan by: • Reviewing existing bike routes and identifying any refinements or improvements • Upgrading substandard routes or providing alternate all ages and abilities routes • Considering how planned routes (from the Edmonton Bike Plan or other capital projects) integrate into the network • Identifying missing links and barriers within the bike network • Ensuring routes fit into the broader network and regional context • Applying guidance on facility type and level of service	• In alignment

The Bike Plan Implementation Guide (2021)

Policy / Goal	Project Alignment
The Bike Plan Implementation Guide builds on the strategic direction provided in The Bike Plan. The guide provides more detail on implementation resources and timelines, project and program prioritisation, the process to plan and build expansions to the bike network, considerations for an all-seasons network, and monitoring and evaluation. It is intended to guide the implementation of the bike network through the 2023-2026 Capital Budget. Based on the Bike Plan, the prioritisation in the implementation guide relies on four main considerations: Equity, Ridership Potential, Safety and Connectivity. NRP project teams can review the Bike Plan Implementation Guide for: • Detailed maps prioritising various routes (e.g. District Connector Network, Future Bike Network Implementation Strategy, etc.) • The bike route planning process, which outlines key policies, as well as design and public engagement considerations. It also specifies planning considerations for different types of bike routes such as existing, substandard, planned, future, as well as missing links and barriers (pg. 24-33) • The planning process for neighbourhood-level projects such as neighbourhood renewal (pg, 39-40). These typically include some district connector routes and the majority of neighbourhood-level routes. It outlines a number of scoping questions that project teams can ask themselves when selecting facilities and routes.	• In alignment

Active Transportation Network Wayfinding Guide (2023)

Policy / Goal	Project Alignment
The Active Transportation Network Wayfinding Guide details the approach to implementing a coherent bike wayfinding system as envisioned in the Bike Plan. It provides support on: • Objectives of wayfinding • Wayfinding Principles of consistency, predictability and context • Sign placement, design and family • Route signing priority • Appropriate destinations and hierarchy • Strategies for developing a wayfinding plan NRP projects can implement wayfinding where the bike network is changing or growing in a neighbourhood project. A wayfinding plan should be developed to help support the infrastructure. Efforts should be made to integrate the wayfinding to an 'area of influence' to improve the understanding of network connections (this may require implementing wayfinding signs beyond the project limits to avoid gaps in wayfinding).	• In alignment

Curbside Management Strategy (2022)

Policy / Goal	Project Alignment
The Curbside Management Strategy sets a path to using our curbsides —the space between the sidewalk and the vehicle travel lane— more equitably and strategically to benefit more Edmontonians. It outlines 7 actions that help bridge the gap between The City Plan and the necessary operational changes needed to modernise the City's curbside and public parking management approach. • Uses for curbside space that may be considered during neighbourhood renewal include: • Bus stops and dedicated lanes for transit reliability	• In alignment

• Separated and protected active transportation lanes, shared streets • Vehicle for-hire pick-up and drop-off zones • Access for loading, curbside pick-up, and commercial deliveries • Accessible parking stalls (accessible placard required) • On-street parking, including free, paid, time-restricted and residential permitted • Bike parking, e-scooter and e-bike corrals • Street activations, food trucks • Increased greening and trees, such as parklets • Temporary patios for restaurants, bars, cafes and retail spaces, or pedestrian detours to accommodate patios on the sidewalk • Vision Zero Street Labs (shared streets, curb extensions) • Mobile washroom facilities • Business Improvement Area street activations NRP projects can help implement this strategy by prioritising the use of curbside space for uses other than private vehicle storage. This supports The City Plan's policy directions of enabling mode shift and encouraging active transportation and public transit uses in alignment with the Safe Mobility Strategy. Additionally, through this work, non-transportation uses could be prioritised to enhance urban, social and natural environments.	

Safe Mobility Strategy (2021-2025)

Policy / Goal	Project Alignment
The Safe Mobility Strategy's purpose is to achieve Vision Zero through safe and livable streets in Edmonton. Vision Zero is the internationally endorsed long-term goal of zero traffic-related fatalities and serious injuries. The City of Edmonton adopted Vision Zero in 2015 and its first strategy, the Road Safety Strategy 2016-2020, made significant progress in reducing serious injuries and fatalities by targeting hotspot locations for infrastructure improvements and enforcement. The Safe Mobility Strategy builds on this momentum by evolving from a hotspot approach to a combination of location-based and system-wide approaches that will help tackle widespread issues that contribute to crashes, including street design and the deep-rooted cultural norms around traffic and mobility. The strategy directly ties traffic safety to The City Plan and ConnectEdmonton to reflect the interdependence between safe mobility and other City goals such as mixed land use, climate resilience, and health. The NRP presents an opportunity to realise many of the objectives sought out through the Strategy's Key Actions, notably by designing safe crossings and implementing additional countermeasures around schools. 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 NRP projects will identify traffic safety issues through public engagement and safe mobility data (311 requests, school safety assessments, speed and volume data, High Injury Network Map) and develop concepts to mitigate traffic safety issues through design. In addition to targeted safety improvements, projects should also include a safe systems approach, looking for opportunities to redesign streets and crossings to be safe for all modes of transportation, including separating modes, designing to lower speeds and volumes, narrowing roadways, reducing curb radii and improving crossings where higher levels of conflict are expected, such as near schools and at path or bike route crossings. The toolbox of potential measures includes many options that are relevant to the NRP, such as raised crosswalks, centre median crossings, traffic circles, curb extensions, traffic diversion and reviewed signal timings. As part of the Safe Mobility Strategy, two new charter bylaws have been established to support safe travel on Edmonton's streets. Charter Bylaw 19282 introduced a new default speed limit on many of Edmonton's roads. A 40 km/hr speed limit is now in place for most neighbourhood streets, influencing all future design changes. Safe	• In alignment

mobility means protecting all road users regardless of how they travel. To support safe travel for people on bicycles, Charter Bylaw 19642 established a minimum safe passing distance for drivers passing a bicycle rider. Changes to neighbourhood roads and pathways should reflect the need for safe mobility options for those traveling within or outside of a vehicle.	

Community Traffic Management Policy No. C590 (2017)

Policy / Goal	Project Alignment
The purpose of the Community Traffic Management Policy is to support 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 City of Edmonton strives to mitigate the community impacts of the transportation system by managing the behaviour of traffic in residential communities. Community Traffic Management includes physical measures that minimise traffic shortcutting and speeding to enhance safety for residents and all road users. Whenever possible, implementation of the Community Traffic Management program will rely on a collaborative relationship with NRP projects to leverage the effectiveness of both programs.	• In alignment

Traffic Bylaw 5590 (2015)

Policy / Goal	Project Alignment
The purpose of this bylaw is to regulate the use of highways under the direction, control and management of the City. The following sections provide guidance and support to the NRP: • 5 Crosswalks: Unless a traffic control device permits or requires, a vehicle shall not be parked: (a) on a crosswalk or any part of a crosswalk; or (b) within 5 metres of the near side of a marked crosswalk. • 6 Stop or Yield Signs: Unless a traffic control device permits or requires, a vehicle shall not be parked in the case of an approach to a stop sign or yield sign within 5 metres of the stop sign or yield sign. • 49 Bicycles: (1) A person shall not ride a bicycle, e-bike or e-scooter on any sidewalk. (2) This section does not apply: (a) if the bicycle, not including an e-bike, has a wheel diameter of 50 centimetres or less; or (b) if the sidewalk is designated as a bicycle path. • 59 Jaywalking: (1) A pedestrian shall not cross, or attempt to cross, from one side of a roadway to another at any point other than within a crosswalk. (2) A pedestrian shall not cross, or attempt to cross, a roadway within a crosswalk when a traffic control device prohibits such crossing. (3) Notwithstanding subsection (1) a pedestrian may cross at any point other than in a crosswalk in any area designated as a shared street provided that the right of way is yielded to vehicles on the roadway. • 69 Right Of Way: A person shall not occupy or otherwise use, or cause or permit the occupation or use of any portion of a road right of way, whether developed or not, unless a permit authorising the occupancy or use has been issued by the City. • 70 Public Utility Lot: A person shall not occupy or otherwise use, or cause or permit the occupation or use of any portion of a public utility lot, whether developed or not, unless a permit authorising the occupancy or use has been issued by the City.	• In alignment

Snow and Ice Control Policy No. C409K (2021)

Policy / Goal	Project Alignment
The purpose of the Snow and Ice Control Policy to set snow and ice control guidelines that support the following outcomes for Edmontonians: • Safety: To prevent or reduce collisions, slips, falls and injury to people, and to ensure that emergency responders can reach those that need help. • Reliability: Edmontonians understand when active pathways and roadways are to be cleared and to what standard they are cleared to.	• In alignment

• Connectivity: Edmonton's snow clearing approach enables Edmontonians to move safely, whether walking, rolling, biking, using transit or driving, through a mobility network of active pathways and roadways. Related to the policy is the Snow and Ice Control Procedure, which lays out the Snow Clearing Priority Hierarchy related to average snowfall. NRP projects should consider the level of service required for all-season service when designing for active modes and keep in mind that the Procedure is updated frequently. **Roadway and Good Movement Network** Priority 1 • Freeways, arterial roadways, business districts: Maintain to a bare pavement standard within 98 hours (4.1 days) following the end of snowfall. • Alleys/back lanes in business districts: Maintain to 5 cm snowpack within 98 hours (4.1 days) following the end of snowfall. Priority 2 • Collector roadways, Transit Park and Ride access roads: Maintain to a bare pavement standard within 113 hours (4.7 days) following the end of snowfall. Priority 3 • Industrial roadways: Maintain to a bare pavement standard within 104 hours (4.3 days) following the end of snowfall. • Rural roadways: Maintain a level snowpack within 104 hours (4.3 days) following the end of snowfall. Priority 4 • Residential roadways and alleys/back lanes: Maintain to 5 cm snowpack and completed within 193 hours (8 days) once a residential blading cycle is initiated. **Active Pathways and Public Amenities Network** Priority 1 • Inventory adjacent to City facilities (City Hall, recreation centres and seniors centres), transit centres and LRT stations such as: City maintained sidewalks, wheelchair ramps, shared pathways, all season staircases and bus stops : Maintain to a bare pavement standard within 24 hours following the end of snowfall. • Prioritised bike route network (network of protected bike lanes, designated painted bike lanes and designated shared pathways): Maintain to a bare pavement standard within 24 hours following the end of snowfall. Priority 2 • All other City maintained sidewalks, wheelchair ramps, shared pathways and parking lots, all season staircases, access to bus stops adjacent to City property, pedestrian bridges: Maintain to a safe and passable surface beginning at the end of snowfall and completed within 81 hours (3.4 days) following the end of snowfall. Priority 3 • Other manually cleared active pathways and public amenities (breezeways, benches and fire hydrants), pedestrian only streets: Maintain to a safe and passable surface within 13 days following the end of snowfall.	

Speed Zones Bylaw 6894 (2022)

Policy / Goal	Project Alignment
This bylaw identifies speed limits, which inform the roadway design for neighbourhood renewal. As per Bylaw 19282 (2020), the standard speed limit for roads in the City of Edmonton are 40 km/h. The Speed Zones Bylaw identifies exceptions to the standard, including locations that range from 20 km/h to 110km/h. It also identifies playground zones within the city. Roadway designs in the NRP need to adhere to the assigned speed limit, and should consider roadway features like traffic calming (curb extensions, raised crossings, etc.) and road diets (e.g. reducing road widths and lanes) in order to adequately design for the speed limit.	• In alignment

City Streets Access Bylaw 13521 (2022)

Policy / Goal	Project Alignment
The City Streets Access Bylaw gives the City authority to issue permits granting access between private property and controlled streets and prescribing the terms under which such permits may be revoked. It directs that each titled parcel has at least one means of access, however indirect or circuitous. For NRP projects, this means that the number and location of accesses to private properties can be assessed and changed if required.	• In alignment

Optimization of the Transportation System Network Policy No. C569 (2012)

Policy / Goal	Project Alignment
The Optimization of the Transportation System Network (OTSN) policy establishes the principles for development of a congestion management framework that considers all modes of transportation. While it's acknowledged that not all congestion can or should be removed, the City commits to applying a framework for congestion management across the city. This includes evaluating mode priorities along corridors, as well land uses, trade offs, and mitigation measures. This relates to neighbourhood renewal, as congestion may be accepted or even desired in certain contexts where modal priority is given to active modes and transit. For example, a higher level of congestion is often accepted in school zones, main streets and along collector exception roads.	• In alignment

Live Active Strategy (2016–2026)

Policy / Goal	Project Alignment
Live Active is a collaborative strategy to encourage Edmontonians of all ages, abilities and interests to enjoy the benefits of physical activity – creating positive social and cultural change through increasing health and wellness. The core principles of the strategy are Inclusion, Accessibility, Physical Activity Has a Social Benefit, Supporting Excellence, Collaboration and Innovation, and Continued Connections. The Strategy and Implementation Plan align with the NRP through their goals to increase opportunities for physical activity in Edmonton's built environment. • GOAL E1: Advance accessibility for all Edmontonians to engage in physical activity in a range of inviting safe spaces, recreation and sport infrastructure, parks and green spaces, active transportation systems, work places, and more. This includes elements such as connected streets, sidewalks, bike paths, good public transit, and the development of green spaces, waterways, walking paths, trails and recreation facilities. • GOAL O1: Advance a barrier free active recreation and sport system	• In alignment

Local Improvement Policies

Policy / Goal	Project Alignment
Determination of Assessable Roadway-Related Local Improvements C433D (2001) • The policy provides guidance for the assessment of roadway-related local improvements. The local improvement process is in accordance with the Municipal Government Act and criteria outlined in the policy. Procedures related to the Neighbourhood Renewal Program include:	• In alignment

○ 50% cost sharing for the reconstruction of sidewalks, except in cases where the property adjacent does not achieve direct benefit (e.g. if the property has grade separation), or if it's required by a streetscaping project. ○ Resurfacing of alleys outside of the Alley Renewal Program Local Improvements – Surface Policy No. C619 (2019) ● The purpose of this policy is to guide the identification and assessment of surface improvements that will be considered for local improvement funding. In it, the policy identifies the Sidewalk Cost Sharing Program, wherein reconstruction costs are split 50/50 by the City-at-large and the benefiting property owners. ● The policy also identifies petition requirements for a City-initiated local improvement. As per Section 393(1) of the Municipal Government Act, the local improvement will not be pursued if a majority of owners petition against the local improvement within 30 days of the delivery of the local improvement notice. ● In addition, the policy provides formulas to calculate the local improvement assessment, including the formula for unusual shaped properties. Sidewalk Local Improvement Assessment Guidelines (2022) ● Provides guidance for assessing a range of situations where a decision is needed on whether or not a sidewalk local improvement should be assessed.	

Open Spaces

Open Space Policy C594 (2017)

Policy / Goal	Project Alignment
● The Open Space Policy outlines the importance of open space networks to Edmonton's environmental and community wellness. The policy acknowledges that green networks should be connected, multifunctional and equitable. It also identifies the need for collaboration within City departments and with community members to promote stewardship in open space development and enhancement. The Open Space Policy recognizes open space as part of a connected landscape, and values public land as an important resource that requires holistic planning. The policy provides overall direction for NRP projects, with Breathe providing more specific direction.	● In alignment

Breathe: Edmonton's Green Network Strategy (2017) and Edmonton's Urban Parks Management Plan: 2006-2017

Policy / Goal	Project Alignment
Breathe: Edmonton's Green Network Strategy and the Urban Parks Management Plan call for an integrated system of open spaces throughout the city. These open spaces include parks, plazas, pedestrian-friendly streets, natural areas, green ways and green infrastructure. The driving principles of these documents ensure that development of open spaces is done in a way that supports community celebration and socialisation, provides ways for residents to recreate and live healthier lifestyles and preserves and enhances the ecological capital within our city. They also address strategic directions that include safety, inclusivity, equitable distribution, vibrancy, collaborative planning and other important goals. The open spaces within a renewal neighbourhood fall under these two directives, and their principles and strategic directions should be used to analyse existing open spaces and be considered in the proposal of any enhancements to these spaces. Breathe: Edmonton's Green Network Strategy was approved by City Council in 2017. It is a long-range strategic plan to support a network of high-quality, accessible, and connected open spaces for the next 30 years, as Edmonton continues to grow. The main goal of Breathe is to plan and sustain a healthy city by encouraging connection and	● In alignment

integration of open space at the site, neighbourhood, city and regional levels. It aligns with the City's strategic goals, and provides 10 strategic directions with accompanying policies to guide open space planning, design, (re)development, management and use as the city grows and changes. Breathe is built around three themes: • Ecology – open space protects the environment by supporting natural ecological processes, saving the riverbank from erosion, and building habitat for flora and fauna • Wellness – open space supports health and well-being, offering places for people to physically and mentally recharge • Celebration – open space connects people, building a sense of place and providing places for communities to thrive, gather and celebrate Breathe looks at a broad scope for open space and now includes all publicly owned and publicly accessible open space. This includes parks, recreation spaces, road right-of-ways, main streets and plazas, natural areas (river valley, ravines, wetlands), green infrastructure (bioswales, LID, green roofs), and institutional or provincial lands that are accessible by the public. It addresses more than just municipally-owned park spaces. In contrast to UPMP, Breathe's goal is to look at open space from an integrated and interconnected perspective, rather than as individual park spaces. The UPMP establishes appropriate amenities for various types of open spaces as well as who should be funding the various types of development. In Breathe, the park classification system used in UPMP has been refined to be more diverse and flexible to better align with the three themes of Breathe. Administration and other stakeholders still use the guidelines and standards referenced in UPMP. The UPMP is due to be updated and replaced to better align with the Breathe: Edmonton's Green Network Strategy but no timeline for this work has been planned.	

Parkland Bylaw (Bylaw 2202) (2021)

Policy / Goal	Project Alignment
The Parkland Bylaw covers activities in City parkland, including the river valley. The purpose of this bylaw is to regulate the conduct and activities of people on parkland in order to promote the safe, enjoyable and reasonable use of such property and to protect and preserve natural ecosystems for the benefit of all citizens of the City. The bylaw also provides rules and regulations for people using parkland trails, and restrictions for motor vehicles. In general, permits are required to make improvements to parkland. The following restrictions should be kept in mind for NRP projects: • Preservation of Natural Areas: While on Parkland no person shall (b) remove any rock, gravel, sand or soil; (c) move, remove, cut or damage any tree, shrub, flower, other plant or deadfall • Protection of the Environment: While on Parkland no person shall (g) store or leave construction equipment or related items	• In alignment

Dogs in Open Spaces Strategy (2016)

Policy / Goal	Project Alignment
The Dogs in Open Spaces Strategy is a 10-year strategy to guide the planning, design and management of off-leash areas in Edmonton. It is accompanied by the Dogs in Open Spaces Implementation Plan (2017), which recommends actions to advance planning, design, and management of the strategy. Some of the planning recommendations for Off Leash Areas that may relate to the NRP include:	• In alignment

• Triggers for new Off Leash Areas may be through the City's identification of an underserved or high demand area, application for new development or redevelopment, or a request from the public through an application process • Access to neighbourhood Off Leash Areas should be located along walking, biking and transit routes and use on-street parking where feasible • Preferred land types for Off Leash Areas include open space, transportation or infrastructure right-of-ways, utility right-of-ways, drainage lands, or other public land holdings The strategy also includes a number of design recommendations, including: • Boundary of the off-leash area including when "hard edges" (e.g. fencing) or "soft edges" (vegetation, land forms, etc.) should be used • Standard amenities (including waste bins, waste bag dispensers, signage, open space and trees) as well as when special amenities can be considered • Guidance on designing primary walking trails and circulation • Other considerations such as environmental protection, winter design, surface material, signage, vegetation, drainage, etc.	

Corporate Tree Management Policy C456C (2020)

Policy / Goal	Project Alignment
The City of Edmonton's Corporate Tree Management Policy mandates that all City trees will be protected and preserved and where these requirements cannot be met, equitable compensation for that loss may be pursued by the City from the civic or private entity causing the damage or loss. City trees are defined as trees located on City-owned land including, but not limited to, titled City land, parkland, road right of ways, environmental reserves, municipal reserves, public utility lots and urban services zones. NRP projects may propose new tree plantings and/or removals of existing trees to facilitate new or enhanced infrastructure within a neighbourhood. Project teams are required to work with the urban foresters and adhere to the tree management policy throughout the renewal process.	• In alignment

Urban Forest Management Plan (2012)

Policy / Goal	Project Alignment
Edmonton's Urban Forest Management Plan (UFMP) is a strategy for sustainably managing and enhancing our diverse urban forest. The plan is routed in four guiding principles: 1. Promote a healthy and sustainable urban forest 2. Engage the community in protecting and managing the urban forest 3. Think globally and regionally; plan and act locally 4. Use best practices, innovation, science, information and technology The following Objectives and Strategies are relevant to the NRP: Objective 1: Effectively manage, monitor, sustain and ensure the health and growth of Edmonton's urban forest. • Strategy 1.1: Develop and implement programs that will lead to the establishment of a 20% tree canopy coverage through partnerships, residential action, naturalisation and additional landscape tree plantings. • Strategy 1.7: Review models and determine how the urban forest can contribute to low-impact development concepts and ecological networks. • Action A: Develop a model and a review process to encourage development of low-impact neighbourhoods. • Action B: Research, develop and adopt industry standards and best practices for low-impact development. • Action C: Maintain local topsoil in parks, on boulevards and open spaces or replace with soil of equal or better quality where required. • Action D: Add shade trees in parks, on boulevards and along roadways where tree planting opportunities are available.	• In alignment

Objective 2: The general public, other city agencies, neighbouring communities and partners are informed of the importance and benefits of the urban forest, relevant forestry issues and best management practices. • Strategy 2.6: Promote the long-term establishment and health of trees on local roadways, buffers, school grounds and natural areas.	