

Wihkwêntôwin ᐃᓄᓐᓂᓐᓂᓐᓂᓐ (Oliver) Neighbourhood Renewal

Urban Design Analysis: Background Report

Chapter 2: Building a Project Vision and Exploring Opportunities

NOVEMBER 2024



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The Wihkwêntôwin ᐃᓄᓐᓴᓐᓴᓐ (Oliver) Neighbourhood Renewal Vision and Guiding Principles were developed based on input received from the public and interested parties during engagement in fall 2023. They are intended to be the voice of the neighbourhood and help guide project decisions. The drafts will be finalized following input received during 2024 engagement.

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Project Vision

Wihkwêntôwin ᐃᓄᓐᓴᓐᓴᓐ (Oliver) provides spaces and opportunities for residents and visitors to come together to meet, gather and build community. Walking/rolling and biking are prioritized and are safe and convenient for all ages and abilities. The transportation network works together to connect key places in and around the neighbourhood, making it easy for everyone to get around—whether walking/rolling, biking, or driving. Trees and greenery beautify the neighbourhood and support environmental sustainability. The neighbourhood's location, design and walkability are celebrated and make it unique in the Edmonton context.



Guiding Principles

1. Provide for both casual and commuter oriented walking, rolling and biking connections that are clean, smooth, comfortable, convenient, safe and link to key destinations within and outside of the neighbourhood for all users.

Supporting design principles:

Along with replacing all sidewalks, adding curb ramps and upgrading street lights, the Project Team will explore ways to:

- » Provide walking, rolling and biking connections to key destinations including transit stops
- » Prioritize City-owned spaces for those who walk, bike and roll
- » Improve crossing safety
- » Meet the active transportation needs of all ages, abilities and identities
- » Improve wayfinding signage
- » Design infrastructure that is usable in all seasons
- » Include comfortable seating areas along highly used walking, rolling and biking routes
- » Enhance the urban tree canopy
- » Provide safe and convenient bike parking.

2. Provide green, welcoming, vibrant and accessible parks and open spaces that are an inviting and thriving extension of living spaces where residents and their visitors feel safe to relax, gather, socialize and play year round.

Supporting design principles:

The Project Team will explore ways to:

- » Improve the visibility of users
- » Improve connections to and through public spaces
- » Enhance the urban tree canopy and naturalization
- » Create welcoming gathering areas
- » Incorporate active and passive recreation and activity areas
- » Explore opportunities to increase green space within the road right-of-way.





3. Provide people driving with smooth, navigation-friendly roads that focus on taking them slowly and safely to destinations within the community rather than through it.

Supporting design principles:

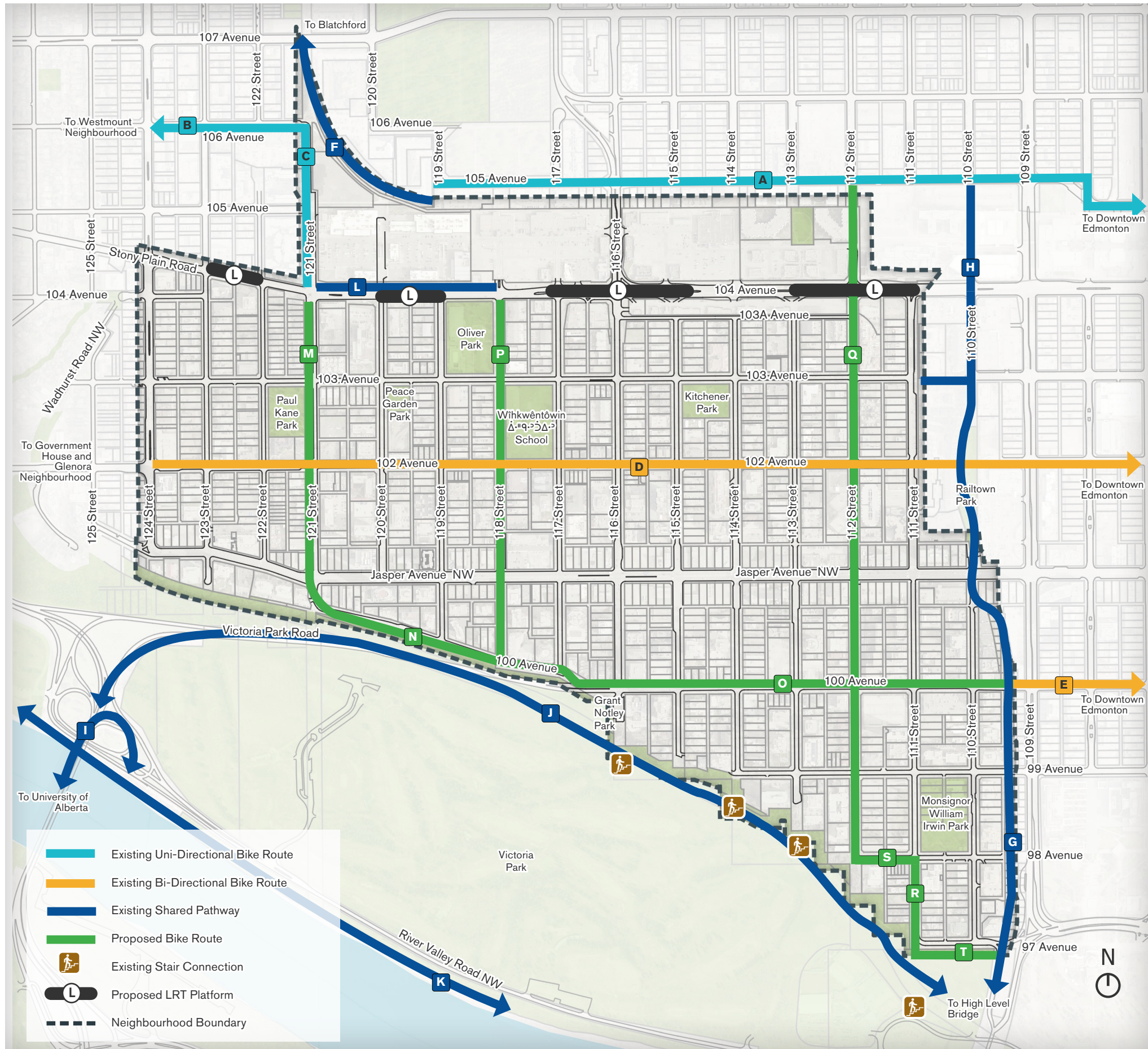
Along with replacing road surfaces and upgrading street lights, the Project Team will explore ways to:

- » Enhance safety at intersections and reduce conflicts between people walking/rolling, biking and driving
- » Design roadways that encourage slow speeds and minimize shortcutting
- » Maintain driver access to destinations within and outside the neighbourhood, while preserving on-street parking, where feasible
- » Improve wayfinding and traffic signage
- » Provide on-street public parking in priority areas.

Opportunities & Constraints Analysis

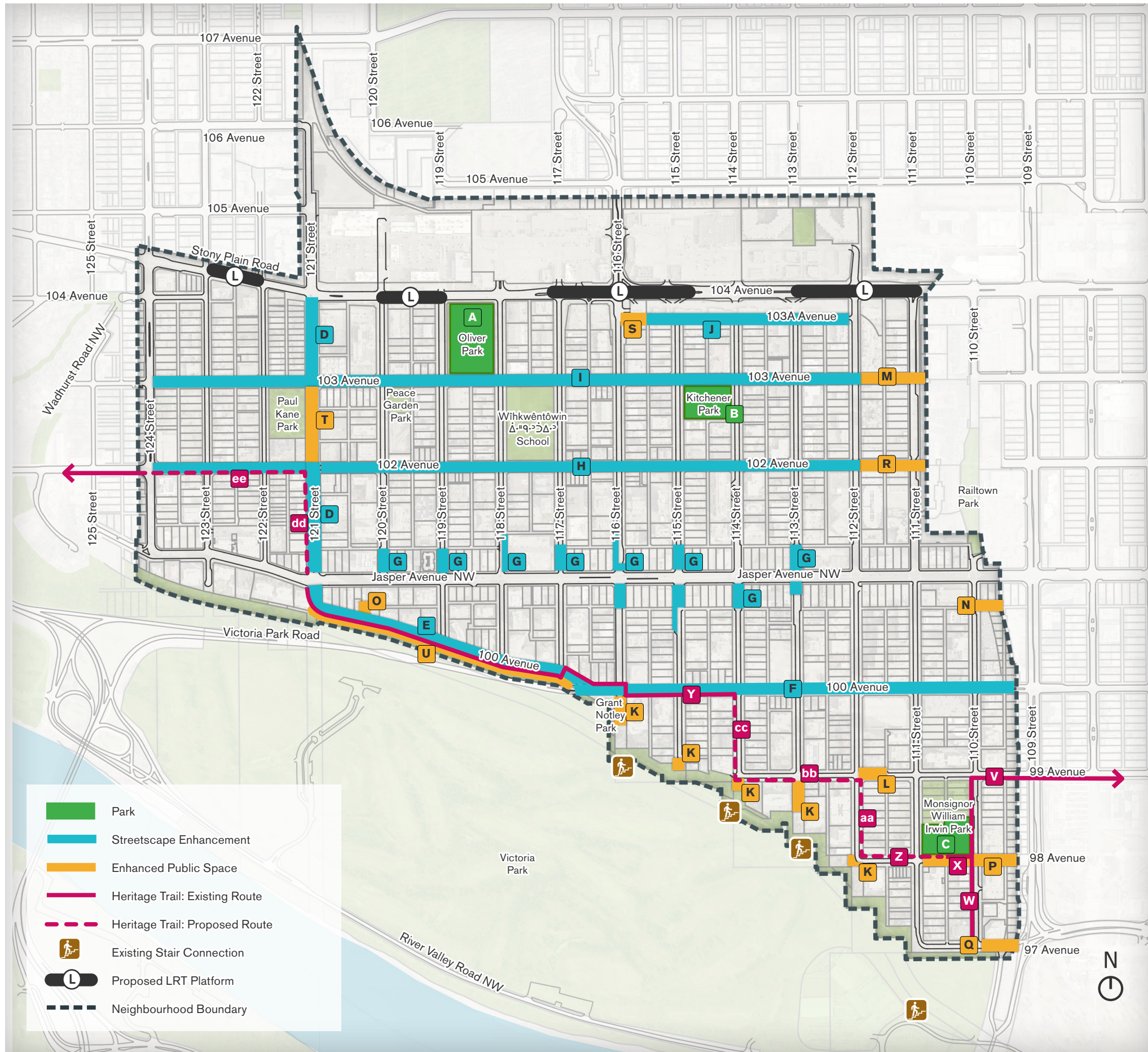
THEME	OPPORTUNITIES	CONSTRAINTS
 Biking	» Add district and neighbourhood bike connectors through and within the neighbourhood by implementing a variety of bike facilities, which should be adequately spaced, safe and barrier-free to promote active transportation use	» Preservation of mature trees, desire for parking spaces, and maintenance of current traffic operations limit the implementation of bike infrastructure
 Placemaking	» Improve park amenities to provide residents with recreational opportunities they can enjoy with their families and neighbours » Expand the network of green spaces by capitalizing on opportunities to add parklets, increase park spaces and enhancing the urban tree canopy along corridors to connect open spaces » Complete the missing links of the Heritage Trail to create a continuous, scenic walkway along the river's top-of-bank, connecting key civic and heritage buildings and forming a walkable cultural corridor that celebrates the neighborhood's history and civic pride	» Limited capital and operational funding to implement opportunities » Competing priorities with transportation and mobility needs limit the potential to add green spaces within road right-of-way » Underground utilities limit the potential addition of trees in open spaces such as boulevards » Overhead power poles run along corridors and bisect park space limiting opportunities to add amenities and plantings
 Mobility	» Balance transportation priorities throughout the neighbourhood depending on surrounding land use » Prioritize active transportation by implementing traffic calming measures in the neighbourhood, diverting or slowing traffic and addressing shortcutting » Introduce shared streets wherever possible to prioritize people walking/rolling while still permitting people who drive and bike to use the space at low volumes and speeds	» Limited right-of-way space requires tradeoffs to balance mobility priorities » LRT along the north neighbourhood boundary serves as a barrier, limiting accesses and opportunities to use certain traffic calming measures » Arterial roads through and around the neighbourhood are sensitive to delays and limit the type and amount of traffic calming measures that can be implemented
 Low Impact Development (LID)	» Wihkwentōwin ᐃᓐᓐᓐᓐᓐ (Oliver) is a mature neighbourhood serviced by a drainage system comprised of combined storm sewers. The sewers in the neighbourhood are considered a high risk for surcharging and surface ponding during stormwater events. There are a number of areas that could benefit from LID	» Mature trees, limited right-of-way space and existing utility systems may limit where LID can be built

Map 1: Bike Opportunities



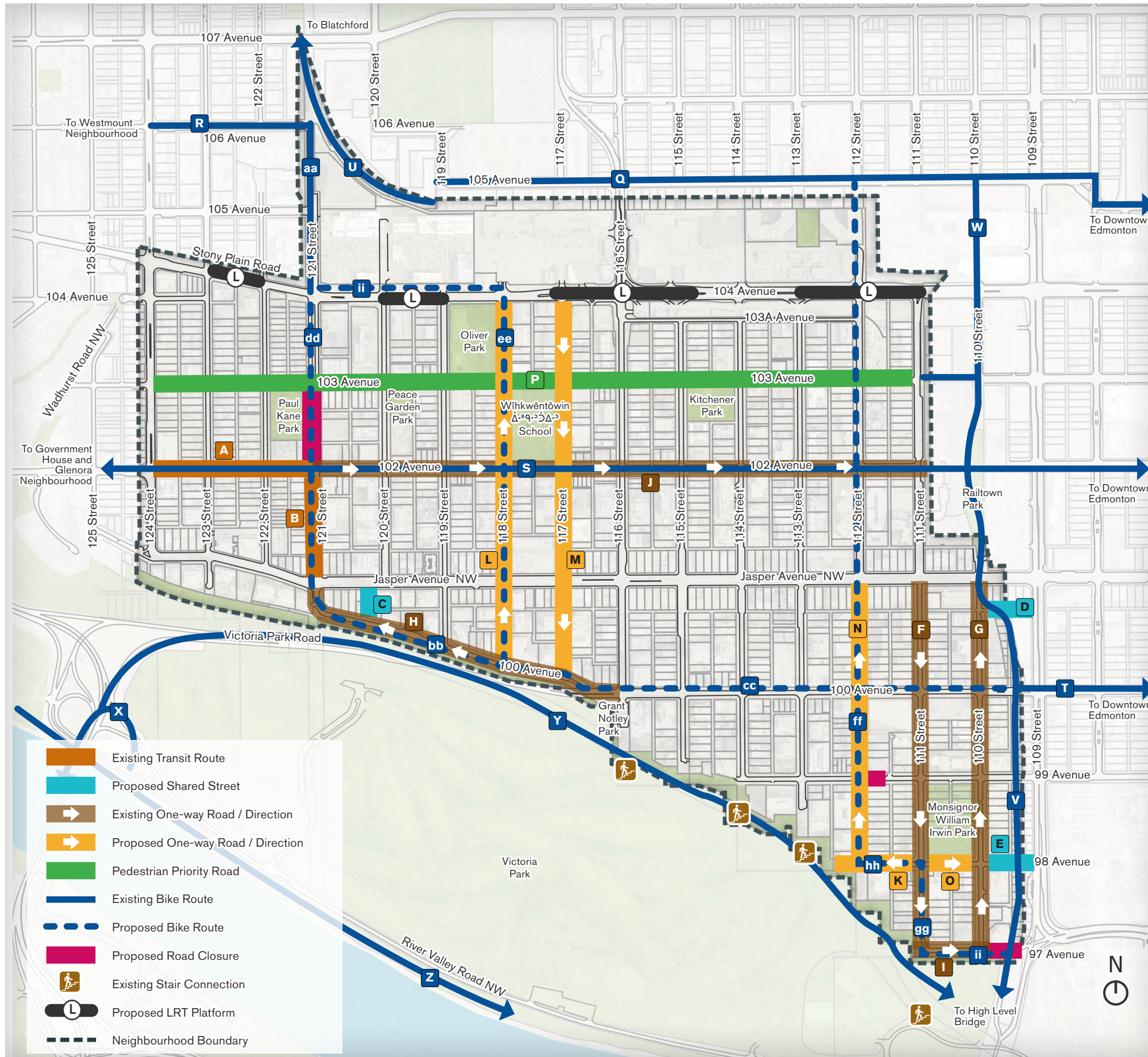
LOCATION	
EXISTING UNI-DIRECTIONAL BIKE ROUTE	
A	105 Avenue: 119 Street connecting to Downtown Edmonton
B	106 Avenue: 124 Street to 121 Street
C	121 Street: 106 Avenue to 104 Avenue
EXISTING BI-DIRECTIONAL BIKE ROUTE	
D	102 Avenue: 124 Street connecting to Downtown Edmonton
E	100 Avenue: 109 Street connecting to Downtown Edmonton
EXISTING SHARED PATHWAY	
F	121 Street to 119 Street
G	Railtown Park to High Level Bridge
H	Railtown Park to MacEwan University
I	River Valley Road NW connecting to Groat Road NW
J	Victoria Park Road connecting to Groat Road NW and High Level Bridge
K	River Valley Road NW connecting to Groat Road NW
L	104 Avenue: 121 Street to 118 Street (LRT Scope)
PROPOSED BIKE ROUTE	
M	121 Street: 104 Avenue to Jasper Avenue
N	100 Avenue: 121 Street to 117 Street
O	100 Avenue: 117 Street to 109 Street
P	118 Street: 104 Avenue to 100 Avenue
Q	112 Street: 105 Avenue to 98 Avenue
R	111 Street: 98 Avenue to 97 Avenue
S	98 Avenue: 112 Street to 111 Street
T	97 Avenue: 111 Street to 109 Street

Map 2: Placemaking Opportunities



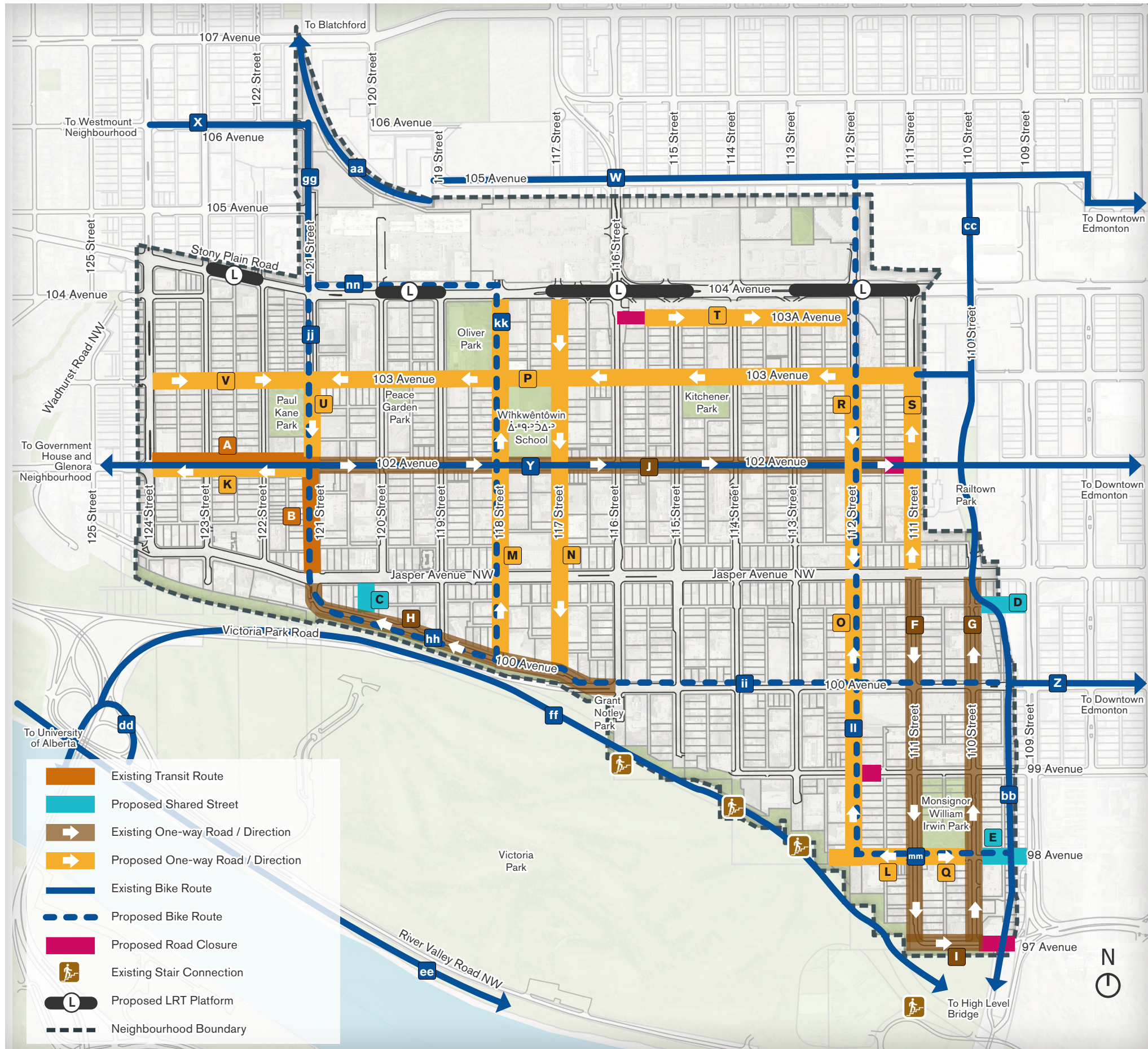
LOCATION	
PARKS	
A	Oliver Park
B	Kitchener Park
C	Monsignor William Irwin Park
STREETSCAPE ENHANCEMENTS	
D	121 Street: 104 Avenue to 103 Avenue and 102 Avenue to Jasper Avenue
E	100 Avenue: 121 Street to 116 Street
F	100 Avenue: 116 Street to 109 Street
G	Jasper Avenue Corners: 120, 119, 118, 117, 116, 115, 114, 113 Streets
H	102 Avenue: 124 Street to 112 Street
I	103 Avenue: 124 Street to 112 Street
J	103A Avenue: Alley to 112 Street
ENHANCED PUBLIC SPACES	
K	River Valley Nodes: 116, 115, 114, 113, 112 Streets
L	99 Avenue: East of 112 Street
M	103 Avenue: 112 Street to Railtown Park
N	110 Street to Railtown Park
O	100 Avenue to Jasper Avenue
P	98 Avenue: 111 Street to Railtown Park
Q	97 Avenue: 110 Street to 109 Street
R	102 Avenue: 112 Street to Railtown Park
S	103A Avenue: East of 116 Street
T	121 Street Linear Park: 103 Avenue to 102 Avenue
U	Victoria Promenade
HERITAGE TRAIL: EXISTING ROUTES	
V	99 Avenue: 110 Street to 109 Street
W	110 Street: 99 Avenue to 97 Avenue
X	98 Avenue: 110 Street to Alley
Y	100 Avenue: 121 Street to 114 Street
HERITAGE TRAIL: PROPOSED ROUTES	
Z	98 Avenue: 112 Street to Alley
aa	112 Street: 99 Avenue to 98 Avenue
bb	99 Avenue: 114 Street to 112 Street
cc	114 Street: 100 Avenue to 99 Avenue
dd	121 Street: 102 Avenue to Jasper Avenue
ee	102 Avenue: 124 Street to 121 Street

Map 3: Mobility Network Map - Scenario 1



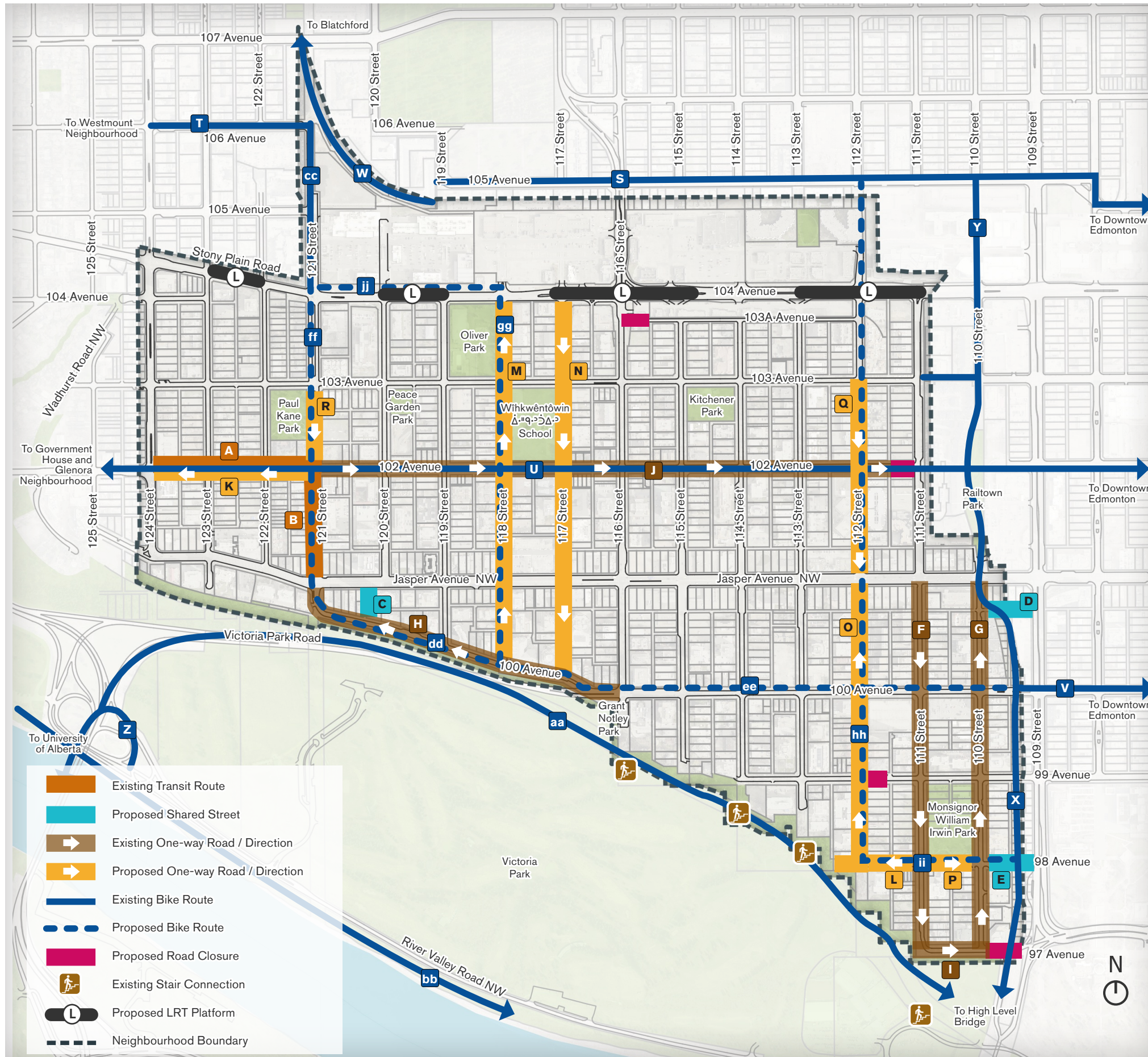
LOCATION	
EXISTING TRANSIT ROUTE	
A	102 Avenue: 124 Street to 121 Street
B	121 Street: 102 Avenue to Jasper Avenue
PROPOSED SHARED STREET	
C	100 Avenue to Jasper Avenue
D	110 Street to Railtown Park
E	98 Avenue: 110 Street to Railtown Park
EXISTING ONE-WAY ROAD	
F	111 Street: Jasper Avenue to 97 Avenue
G	110 Street: Jasper Avenue to 97 Avenue
H	100 Avenue: 121 Street to 116 Street
I	97 Avenue: 111 Street to 110 Street
J	102 Avenue: 121 Street to 111 Street
PROPOSED ONE-WAY ROAD	
K	98 Avenue: 112 Street to 111 Street
L	118 Street: 104 Avenue to 100 Avenue
M	117 Street: 104 Avenue to 100 Avenue
N	112 Street: Jasper Avenue to 98 Avenue
O	98 Avenue: 111 Street to 110 Street
PEDESTRIAN PRIORITY ROAD	
P	103 Avenue: 124 Street to 111 Street
EXISTING BIKE ROUTE	
Q	105 Avenue: 119 Street connecting to Downtown Edmonton
R	106 Avenue: 124 Street to 121 Street
S	102 Avenue: 124 Street to 111 Street
T	100 Avenue: 109 Street connecting to Downtown Edmonton
U	121 Street to 119 Street
V	Railtown Park to High Level Bridge
W	Railtown Park to MacEwan University
X	River Valley Road NW connecting to Groat Road NW
Y	Victoria Park Road connecting to Groat Road NW and High Level Bridge
Z	River Valley Road NW connecting to Groat Road NW
aa	121 Street: 106 Avenue to 104 Avenue
PROPOSED BIKE ROUTE	
bb	100 Avenue: 121 Street to 117 Street
cc	100 Avenue: 117 Street to 109 Street
dd	121 Street: 104 Avenue to Jasper Avenue
ee	118 Street: 104 Avenue to 100 Avenue
ff	112 Street: 105 Avenue to 98 Avenue
gg	111 Street: 98 Avenue to 97 Avenue
hh	98 Avenue: 112 Street to 111 Street
ii	97 Avenue: 111 Street to 109 Street
jj	104 Avenue: 121 Street to 118 Street (LRT Scope)

Map 5: Mobility Network Map - Scenario 3



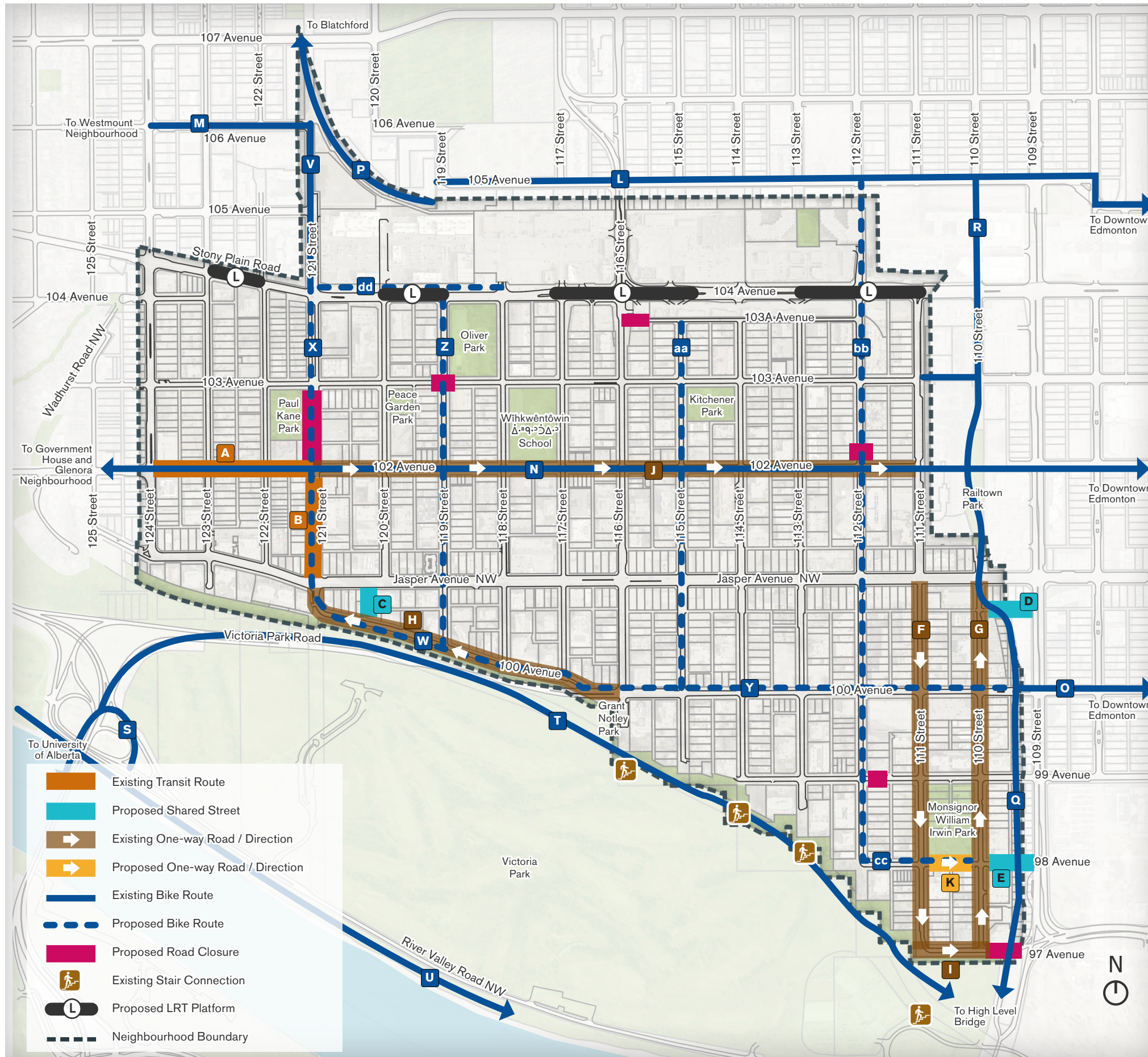
LOCATION	
EXISTING TRANSIT ROUTE	
A	102 Avenue: 124 Street to 121 Street
B	121 Street: 102 Avenue to Jasper Avenue
PROPOSED SHARED STREET	
C	100 Avenue to Jasper Avenue
D	110 Street to Railtown Park
E	98 Avenue: 110 Street to Railtown Park
EXISTING ONE-WAY ROAD	
F	111 Street: Jasper Avenue to 97 Avenue
G	110 Street: Jasper Avenue to 97 Avenue
H	100 Avenue: 121 Street to 116 Street
I	97 Avenue: 111 Street to 110 Street
J	102 Avenue: 121 Street to 111 Street
PROPOSED ONE-WAY ROAD	
K	102 Avenue: 124 Street to 121 Street
L	98 Avenue: 112 Street to 111 Street
M	118 Street: 104 Avenue to 100 Avenue
N	117 Street: 104 Avenue to 100 Avenue
O	112 Street: Jasper Avenue to 98 Avenue
P	103 Avenue: 121 Street to 111 Street
Q	98 Avenue: 111 Street to 110 Street
R	112 Street: 103 Avenue to Jasper Avenue
S	111 Street: 103 Avenue to Jasper Avenue
T	103A Avenue: 116 Street to 112 Street
U	121 Street: 103 Avenue to 102 Avenue
V	103 Avenue: 124 Street to 121 Street
EXISTING BIKE ROUTE	
W	105 Avenue: 119 Street connecting to Downtown Edmonton
X	106 Avenue: 124 Street to 121 Street
Y	102 Avenue: 124 Street to 111 Street
Z	100 Avenue: 109 Street connecting to Downtown Edmonton
aa	121 Street to 119 Street
bb	Railtown Park to High Level Bridge
cc	Railtown Park to MacEwan University
dd	River Valley Road NW connecting to Groat Road NW
ee	Victoria Park Road connecting to Groat Road NW and High Level Bridge
ff	River Valley Road NW connecting to Groat Road NW
gg	121 Street: 106 Avenue to 104 Avenue
PROPOSED BIKE ROUTE	
hh	100 Avenue: 121 Street to 117 Street
ii	100 Avenue: 117 Street to 109 Street
jj	121 Street: 104 Avenue to Jasper Avenue
kk	118 Street: 104 Avenue to 100 Avenue
ll	112 Street: 105 Avenue to 98 Avenue
mm	98 Avenue: 112 Street to Railtown Park
nn	104 Avenue: 121 Street to 118 Street (LRT Scope)

Map 6: Mobility Network Map - Scenario 4



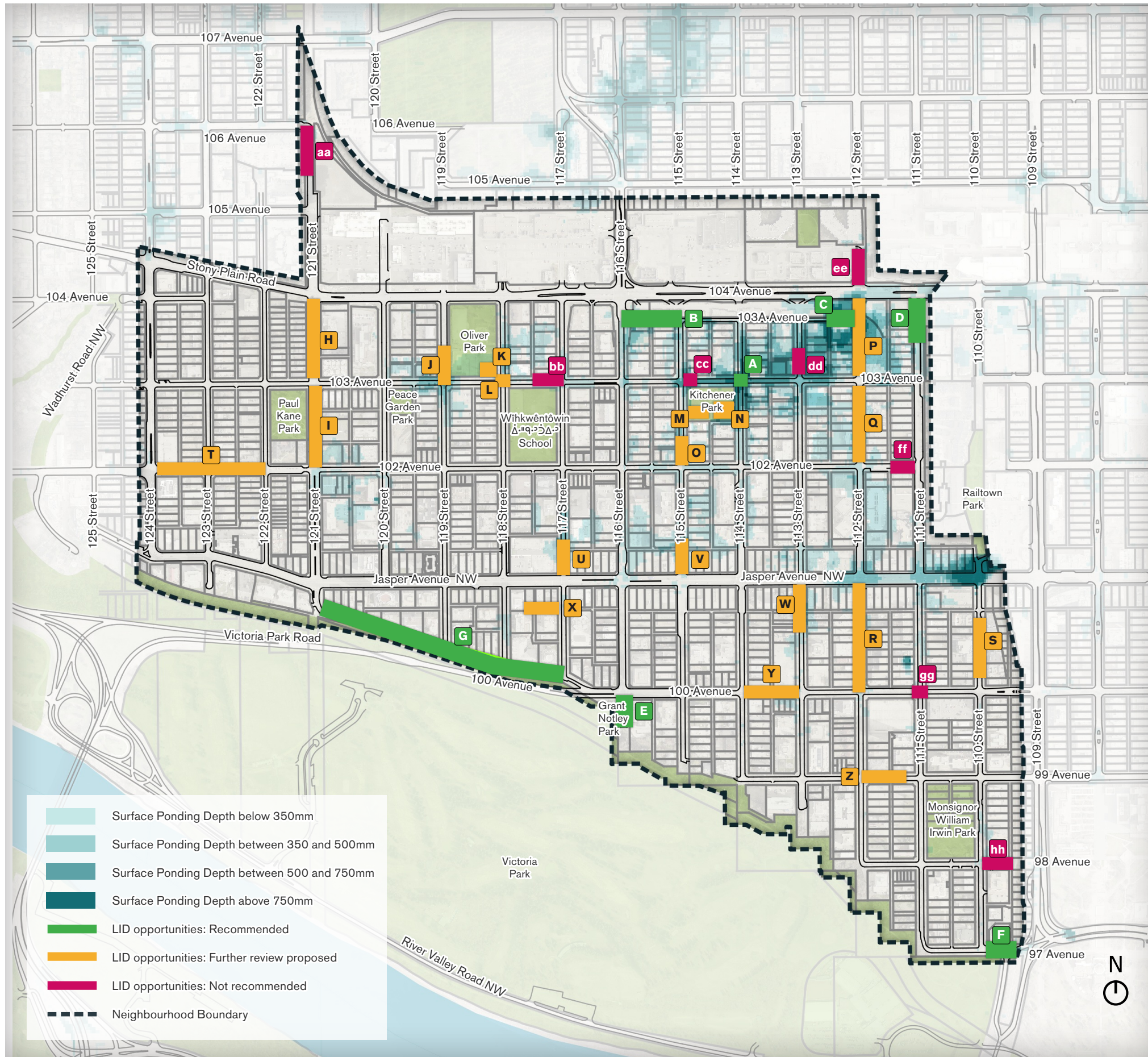
LOCATION	
EXISTING TRANSIT ROUTE	
A	102 Avenue: 124 Street to 121 Street
B	121 Street: 102 Avenue to Jasper Avenue
PROPOSED SHARED STREET	
C	100 Avenue to Jasper Avenue
D	110 Street to Railtown Park
E	98 Avenue: 110 Street to Railtown Park
EXISTING ONE-WAY ROAD	
F	111 Street: Jasper Avenue to 97 Avenue
G	110 Street: Jasper Avenue to 97 Avenue
H	100 Avenue: 121 Street to 116 Street
I	97 Avenue: 111 Street to 110 Street
J	102 Avenue: 121 Street to 111 Street
PROPOSED ONE-WAY ROAD	
K	102 Avenue: 124 Street to 121 Street
L	98 Avenue: 112 Street to 111 Street
M	118 Street: 104 Avenue to 100 Avenue
N	117 Street: 104 Avenue to 100 Avenue
O	112 Street: Jasper Avenue to 98 Avenue
P	98 Avenue: 111 Street to 110 Street
Q	112 Street: 103 Avenue to Jasper Avenue
R	121 Street: 103 Avenue to 102 Avenue
EXISTING BIKE ROUTE	
S	105 Avenue: 119 Street connecting to Downtown Edmonton
T	106 Avenue: 124 Street to 121 Street
U	102 Avenue: 124 Street to 111 Street
V	100 Avenue: 109 Street connecting to Downtown Edmonton
W	121 Street to 119 Street
X	Railtown Park to High Level Bridge
Y	Railtown Park to MacEwan University
Z	River Valley Road NW connecting to Groat Road NW
aa	Victoria Park Road connecting to Groat Road NW and High Level Bridge
bb	River Valley Road NW connecting to Groat Road NW
cc	121 Street: 106 Avenue to 104 Avenue
PROPOSED BIKE ROUTE	
dd	100 Avenue: 121 Street to 117 Street
ee	100 Avenue: 117 Street to 109 Street
ff	121 Street: 104 Avenue to Jasper Avenue
gg	118 Street: 104 Avenue to 100 Avenue
hh	112 Street: 105 Avenue to 98 Avenue
ii	98 Avenue: 112 Street to Railtown Park
jj	104 Avenue: 121 Street to 118 Street (LRT Scope)

Map 8: Mobility Network Map - Scenario 6



LOCATION	
EXISTING TRANSIT ROUTE	
A	102 Avenue: 124 Street to 121 Street
B	121 Street: 102 Avenue to Jasper Avenue
PROPOSED SHARED STREET	
C	100 Avenue to Jasper Avenue
D	110 Street to Railtown Park
E	98 Avenue: 110 Street to Railtown Park
EXISTING ONE-WAY ROAD	
F	111 Street: Jasper Avenue to 97 Avenue
G	110 Street: Jasper Avenue to 97 Avenue
H	100 Avenue: 121 Street to 116 Street
I	97 Avenue: 111 Street to 110 Street
J	102 Avenue: 121 Street to 111 Street
PROPOSED ONE-WAY ROAD	
K	98 Avenue: 111 Street to 110 Street
EXISTING BIKE ROUTE	
L	105 Avenue: 119 Street connecting to Downtown Edmonton
M	106 Avenue: 124 Street to 121 Street
N	102 Avenue: 124 Street to 111 Street
O	100 Avenue: 109 Street connecting to Downtown Edmonton
P	121 Street to 119 Street
Q	Railtown Park to High Level Bridge
R	Railtown Park to MacEwan University
S	River Valley Road NW connecting to Groat Road NW
T	Victoria Park Road connecting to Groat Road NW and High Level Bridge
U	River Valley Road NW connecting to Groat Road NW
V	121 Street: 106 Avenue to 104 Avenue
PROPOSED BIKE ROUTE	
W	100 Avenue: 121 Street to 117 Street
X	100 Avenue: 117 Street to 109 Street
Y	121 Street: 104 Avenue to Jasper Avenue
Z	119 Street: 104 Avenue to 100 Avenue
aa	115 Street: 103A Avenue to 100 Avenue
bb	112 Street: 105 Avenue to 98 Avenue
cc	98 Avenue: 112 Street to 110 Street
dd	104 Avenue: 121 Street to 118 Street (LRT Scope)

Map 9: Low Impact Development (LID) Opportunities



LOCATION	
LID OPPORTUNITIES: RECOMMENDED	
A	103 Avenue & 114 Street
B	103A Avenue between 116 Street and 115 Street
C	103A Avenue West of 112 Street
D	111 Street South of 104 Avenue
E	116 Street South of 100 Avenue
F	97 Avenue East of 110 Street
G	100 Avenue: 121 Street to 117 Street
LID OPPORTUNITIES: FURTHER REVIEW PROPOSED	
H	121 Street between 104 Avenue and 103 Avenue
I	121 Street between 103 Avenue and 102 Avenue
J	119 Street North of 103 Avenue
K	Oliver Park - South-east
L	103 Avenue & 118 Street
M	Kitchener Park - West
N	Kitchener Park - Sportsfield
O	115 Street North of 102 Avenue
P	112 Street between 104 Avenue and 103 Avenue
Q	112 Street between 103 Avenue and 102 Avenue
R	112 Street between Jasper Avenue NW and 100 Avenue
S	110 Street between alley south of Jasper Avenue and 100 Avenue
T	102 Avenue between 124 Street and 122 Street
U	117 Street North of Jasper Avenue
V	115 Street North of Jasper Avenue
W	113 Street South of Jasper Avenue
X	Alley South of Jasper Avenue between 118 Street and 117 Street
Y	100 Avenue between 114 Street and 113 Street
Z	99 Avenue East of 112 Street
LID OPPORTUNITIES: NOT RECOMMENDED	
aa	121 Street south of 106 Avenue
bb	103 Avenue west of 117 Street
cc	103 Avenue East of 115 Street
dd	113 Street North of 103 Avenue
ee	112 Street North of 104 Avenue
ff	102 Avenue West of 111 Street
gg	111 Street and 100 Avenue
hh	98 Avenue East of 110 Street