

NEIGHBOURHOOD RENEWAL

Wihkwêntôwin ᐃᐱᐱᐱᐱᐱᐱᐱᐱ (Oliver) Neighbourhood Renewal
November 2024

Edmonton

Exploring Options and Tradeoffs Round 2

Help shape the future of Wihkwêntôwin ᐃᐱᐱᐱᐱᐱᐱᐱᐱ (Oliver)!

We are currently in the **Exploring Options and Tradeoffs** stage. Please review the online design booklet or attend one of our engagement events for details about the proposed design options. Share your thoughts at the events or in the online survey at edmonton.ca/BuildingWihkwentowin.

With the large number of opportunity areas, there are many proposed design options. Therefore, options are presented in two rounds. Round 1 was in June/July. We are currently in Round 2.

Online survey: Round 2 Options

Available from Wednesday, November 14 to Friday, December 13

100 Avenue virtual event

Learn and ask questions about the design options specific to 100 Avenue from 121 Street to 109 Street

Wednesday, November 27
6:30 p.m. – 7:30 p.m.

Register online

Public engagement events (drop in)

Round 2 locations including
100 Ave (121 Street to 109 Street)

Thursday, November 28

Foundry Room at Oliver Exchange
12021 – 102 Avenue
4:30 p.m. – 7 p.m.

OR

Saturday, December 7
Holy Child School
9844 – 110 Street NW
10:30 a.m. – 1:00 p.m.

For accessibility accommodations, please call 311 or visit [edmonton.ca/BuildingWihkwêntôwin](https://edmonton.ca/BuildingWihkwentowin).





PROJECT SCHEDULE

WE ARE HERE

2024
Exploring Options and Tradeoffs

2025
Community Feedback on Draft Design

2026
Community Feedback on Final Design

CONSTRUCTION START DATE TO BE CONFIRMED
Construction

Road map



LEGEND

Public Engagement and Communications Opportunities

Concept Phase

Design Phase

Build Phase

Operate Phase



Project update

Thank you for engaging with us during **Exploring Options and Tradeoffs Round 1** in June and July 2024. We received significant feedback with over 1,300 responses to the online survey and over 500 people engaged at a pop-up, public engagement event or stakeholder meeting.

The Project Team has since been preparing design options for areas of the neighbourhood that were not shared during Round 1. The goal is to enhance the neighbourhood experience for people who live, work and play in Wihkwêntôwin ᐃᓄᓄᓄᓄᓄ (Oliver) and to minimize shortcutting by those who drive through but do not intend to stop in the neighbourhood. All options intend to update Wihkwêntôwin ᐃᓄᓄᓄᓄᓄ (Oliver) infrastructure to meet current City standards and guidelines, and shape the neighbourhood for future generations.

Creating a new neighbourhood design for Wihkwêntôwin ᐃᓄᓄᓄᓄᓄ (Oliver) is an ongoing process. What is learned in each stage of the project informs the next stage of design. Design options may be modified based on feedback about what is liked and what can be improved. In addition, the designs must work together to meet the needs of the users and ensure necessary traffic circulation within the neighbourhood. **While active transportation is a priority, vehicle access and traffic flow remain important for residents and visitors.**

Round 2 design options are now being shared for your feedback as we work towards the final neighbourhood design in 2026.

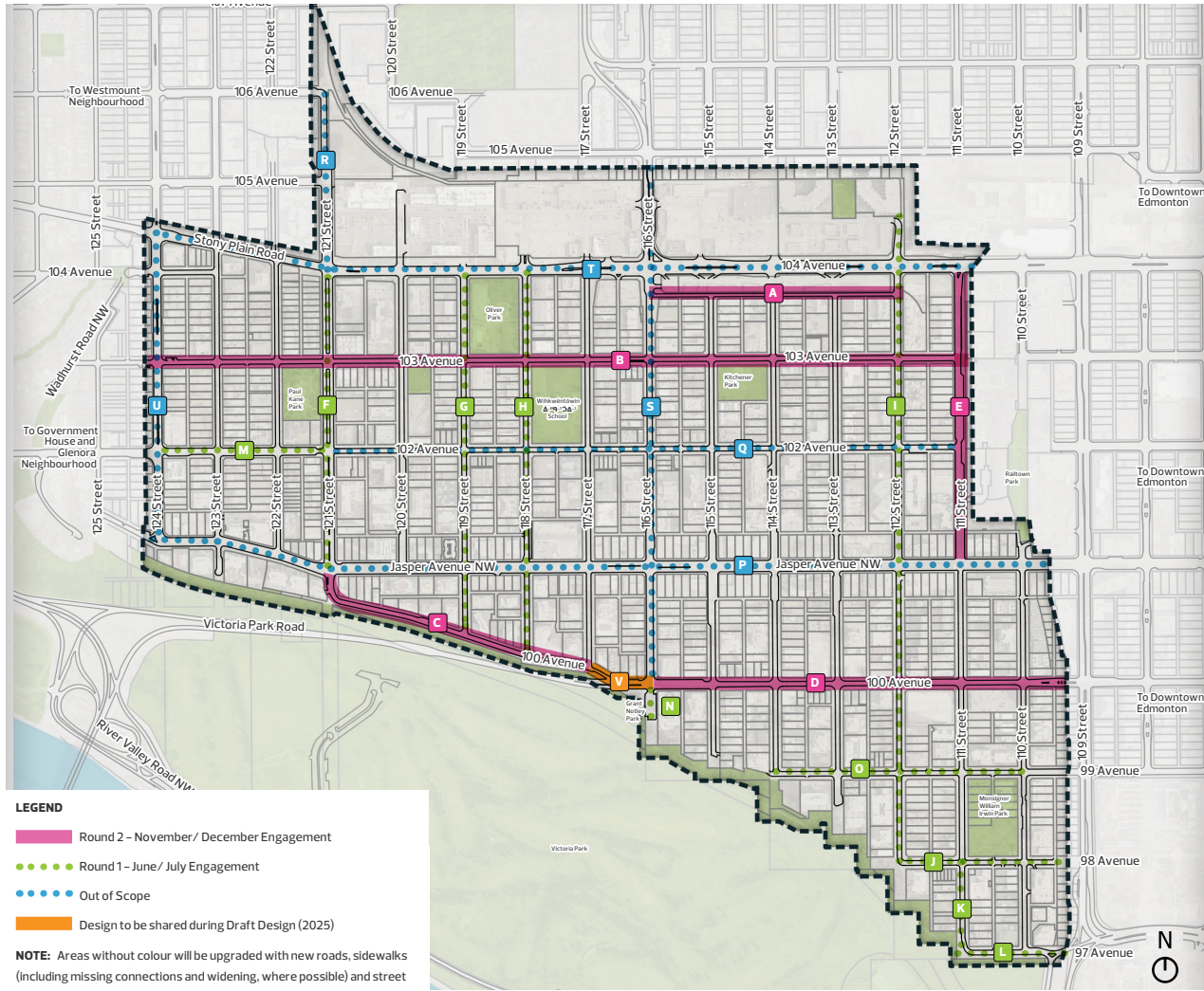
Feedback from both rounds of engagement will be used to modify designs, where appropriate, to create a network that meets the needs of those who walk, bike, roll and drive. We encourage you to continue to engage and share your thoughts!





Round 2 design options

Round 2 areas are highlighted in pink on the map below. Areas with green were shared in Round 1 (June/ July 2024) and can be found on the project website. Areas without colour will be upgraded with new roads, sidewalks (including missing connections and widening, where possible) and street lights. Traffic calming and other improvements to the pedestrian experience, where necessary and possible, will also be added.



LEGEND

- Round 2 – November/ December Engagement
- Round 1 – June/ July Engagement
- Out of Scope
- Design to be shared during Draft Design (2025)

NOTE: Areas without colour will be upgraded with new roads, sidewalks (including missing connections and widening, where possible) and street lights. Traffic calming and other improvements to the walking/rolling experience, where necessary and possible, will also be added.

Round 1 - June/ July Engagement	Round 2 - November/ December Engagement	Out of Scope
F 121 Street: 104 Avenue to Jasper Avenue	K 111 Street: 98 Avenue to 97 Avenue	P Jasper Avenue
G 119 Street: 104 Avenue to 100 Avenue	L 97 Avenue: 111 Street to 109 Street	Q 102 Avenue: East of 121 Street
H 118 Street: 104 Avenue to 100 Avenue	M 102 Avenue: 124 Street to 121 Street	R 121 Street: North of 104 Avenue
I 112 Street: North of 104 Avenue to 98 Avenue	N 116 Street: South of 100 Avenue	S 116 Street: 105 Avenue to 100 Avenue
J 98 Avenue: 112 Street to Alley East of 110 Street	O 99 Avenue: 114 Street to 110 Street	T 104 Avenue / Stony Plain Road
		U 124 Street
		V 100 Avenue: 117 Street to 116 Street

Exploring Options and Tradeoffs Round 2

Below is a list of the design options we are sharing for your feedback. Visit edmonton.ca/BuildingWihkwentowin to review our design booklet, complete with images and details.

A 103A Avenue: 116 Street to 112 Street

OPTION 1: One-way vehicle traffic (eastbound), on-street parking

OPTION 2: Two parklets, two-way vehicle traffic, two road closures

OPTION 3: Conversion to an alley, one parklet, two-way vehicle traffic, one road closure

OPTION 4: Shared street, three parklets, two-way vehicle traffic, three road closures

B 103 Avenue: 124 Street to 111 Street

OPTION 1: One-way vehicle traffic with traffic calming

OPTION 2: Two-way vehicle traffic with traffic diversions

C 100 Avenue West: 121 Street to 117 Street

OPTION 1: Two-way bike lane, on-street parking

OPTION 2: Two-way bike lane, on-street parking, additional row of trees

OPTION 3: Two-way bike lane, parking bays, wider promenade

OPTION 4: One-way bike lanes, no on-street parking

OPTION 5: One-way bike lanes, parking bays

D 100 Avenue East: 116 Street to 109 Street

OPTION 1: Two-way bike lane, two-way vehicle traffic, tree removals

OPTION 2: One-way bike lanes, two-way vehicle traffic, tree removals

OPTION 3: One-way bike lanes, one-way vehicle traffic (eastbound)

OPTION 4: One-way bike lanes, two-way vehicle traffic, new trees

E 111 Street: 104 Avenue to Jasper Avenue

OPTION 1: Improved public space, two-way vehicle traffic

OPTION 2: Increased and improved public space, one-way and two-way vehicle traffic

What's happening on 100 Avenue

100 Avenue is a key transportation corridor in Wihkwentôwin ᐃᓐᓐᓐᓐᓐ (Oliver) for people who live, drive, bike, roll and walk in the neighbourhood.

Guided by City policies, learnings from the Victoria Promenade Pilot Project (2022) and public input, Neighbourhood Renewal provides the opportunity to redesign 100 Avenue from 121 Street to 109 Street and enhance the adjacent Victoria Promenade (121 Street to 117 Street) to better accommodate the needs of all users. The outcome will become the permanent solution for the next 30 to 50 years.

Key design influences:

- + The Bike Plan identifies 100 Avenue as a location for an all ages and abilities bike lane
- + The impact of the planned work of Imagine Jasper Avenue at 121 Street and Jasper Avenue
- + Victoria Promenade historical features are to be respected and retained including the railing wall, pergola, statues and monuments, water feature, memorial benches, etc.

What we heard so far:

- + Enhance and beautify the promenade; make it a showpiece for the city
- + Reduce conflicts and improve safety and comfort for all users
- + Ensure building access, emergency vehicle access and temporary parking for visitors, maintenance, deliveries and health care providers for the residential buildings
- + Protected bike lanes are preferred
- + Slow vehicle traffic
- + Remove the existing green poles and curbs that delineate the temporary active transportation lanes
- + Some do not support active transportation lanes as they feel they impact both driving and parking

To review the proposed design options for 100 Avenue East: 116 Street to 109 Street and 100 Avenue West: 121 Street to 117 Street, attend our events or view the design booklet online. Share your thoughts at the drop-in events or complete the online survey.



City policies

Multiple City policies and guidelines provide specific direction to the Neighbourhood Renewal Project Team to inform the development of the new neighbourhood design. In previous issues, we highlighted The City Plan, The Bike Plan, Community Traffic Management Policy, Corporate Tree Policy and Climate Resilience Edmonton: Adaptation Strategy and Action Plan. In this newsletter we highlight the following:

Winter City Design Guidelines – Provides ideas and standards that improve our streetscapes in the context of Edmonton's winter climate and conditions for a more accessible, safe, aesthetically pleasing and enjoyable year round experience.

Active Transportation Policy – Provides direction to increase opportunities to walk, roll and bike in Edmonton, regardless of age, ability, or socio-economic status.

Access Design Guide – Provides direction on following universal design principles in planning, designing, and building facilities, open spaces and transportation systems. A well-designed city is inclusive, accessible, safe and considers the needs of everyone, regardless of age and ability.

Did you know?

- + Wiikwêntôwin ᐃᐱᐱᐱᐱᐱᐱ (Oliver) is the most dense neighbourhood in Edmonton and is home to over 18,000 people, based on the 2019 municipal census
- + The population of Wiikwêntôwin ᐃᐱᐱᐱᐱᐱᐱ (Oliver) is only slightly smaller than the City of Beaumont which had approximately 22,000 residents in 2022
- + The population of Wiikwêntôwin ᐃᐱᐱᐱᐱᐱᐱ (Oliver) is projected to double in the next 40 years
- + Wiikwêntôwin ᐃᐱᐱᐱᐱᐱᐱ (Oliver) is the most economically, ethnically and demographically diverse neighbourhood in Edmonton and continues to attract residential and commercial development

Vision and Guiding Principles

During the previous engagement stages, we met with residents, property owners and community organizations to gather local knowledge and desires for the future of the neighbourhood.

The Project Team used this input to **CREATE** a draft Vision and Guiding Principles for Wiikwêntôwin ᐃᐱᐱᐱᐱᐱᐱ (Oliver) Neighbourhood Renewal. The Vision will be used to guide project decision making. The Guiding Principles describe how the Vision is applied to the neighbourhood design.

In Round 1 of the **Exploring Options and Tradeoffs** stage, we asked the public if the draft Vision and Guiding Principles expressed what is important to them as a Wiikwêntôwin ᐃᐱᐱᐱᐱᐱᐱ (Oliver) resident or user of this area.

What we heard

About two thirds of respondents believe the Vision and Guiding Principles express what is important to them. Those who do not agree want the City to recognize the importance of minimizing impacts of bike lane infrastructure, one-way streets and closed roads to residents who drive and park in the neighbourhood.

The Vision and Guiding Principles have been modified to reflect this feedback and are shared as final below. Changes are highlighted in **blue text**.

Vision

Wiikwêntôwin ᐃᐱᐱᐱᐱᐱᐱ (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 in and out 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

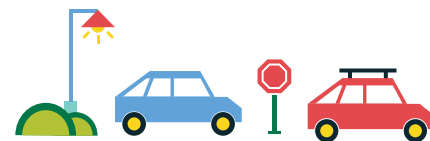


2. Provide green welcoming, vibrant and accessible parks and open spaces that are an inviting and thriving extension of living spaces where residents and their visitors feel safe to relax, gather, socialize and play year round.

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 add additional green space within 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 roads and upgrading street lights, the Project Team will explore ways to:

- + Enhance safety at intersections and reduce conflicts between people walking, rolling, and 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



Neighbourhood Renewal: What it's about

The City of Edmonton's Neighbourhood Renewal Program will build new roads, curbs, gutters and sidewalks and install new street lights in the neighbourhood. The program will explore other neighbourhood improvements such as street crossings, additional bike connections and improvements to City-owned parks and open spaces.

Next steps

Your feedback from both Round 1 and Round 2 of the **Exploring Options and Tradeoffs** stage will be used to understand overall option preferences and concerns and identify what the neighbourhood, as a whole, deems important. The next step will be to determine which option, or blend of options, will be further developed to create a holistic neighbourhood draft design. Analysis will continue to confirm technical feasibility, budget impacts and how the preferred options work together as a system to maintain necessary movement and flow for all modes of transportation and connect to destinations both in and outside the neighbourhood.

Our What We Heard report for **Exploring Options and Tradeoffs** will be available online in 2025.

Your next opportunity to provide input will be during our **Community Feedback on Draft Design** engagement. Watch for details in 2025.

Stay informed

For more information and to sign up for project updates, visit edmonton.ca/BuildingWihkwentowin*

**Residents who signed up for updates at edmonton.ca/BuildingOliver do not need to sign up again.*

For more information:

Web: edmonton.ca/BuildingWihkwentowin

Email: BuildingGreatNeighbourhoods@edmonton.ca

Call: 311



**SHARE YOUR VOICE
SHAPE OUR CITY**

Edmonton