

FINAL DESIGN

Updated March 2022

The final design for Pleasantview's Neighbourhood Renewal focuses on enhancing how people live and get around your neighbourhood, making the streets and public spaces more safe and accessible for all ages, genders, and mobility levels, and in all seasons. To achieve this, the design includes a network of new bike lanes, sidewalk connections, enhanced crosswalks and shared-use paths.

While driving a vehicle on Pleasantview's new smooth, paved road surfaces, people will encounter various traffic calming features, such as raised or enhanced crosswalks to encourage slower speeds and curb extensions to increase visibility and awareness of pedestrians. On-street public parking is available when possible and new boulevard trees have been strategically placed to add greenery and beautify the neighbourhood.

Community parks and green spaces are refreshed and redesigned to provide the neighbourhood with more inviting outdoor spaces to walk, gather and enjoy recreational activities including a new off-leash dog area at 61 Avenue. Minor modifications have been made since the final design was shared in summer 2021. The following pages outline these changes.

The final design shows how the proposed improvements for walking, rolling, biking, driving and playing will work together as a system to provide the best neighbourhood experience for all users now and in the future.

View designs by topic areas by clicking the links below:



[Driving and street crossings](#)



[Biking and walking connections](#)



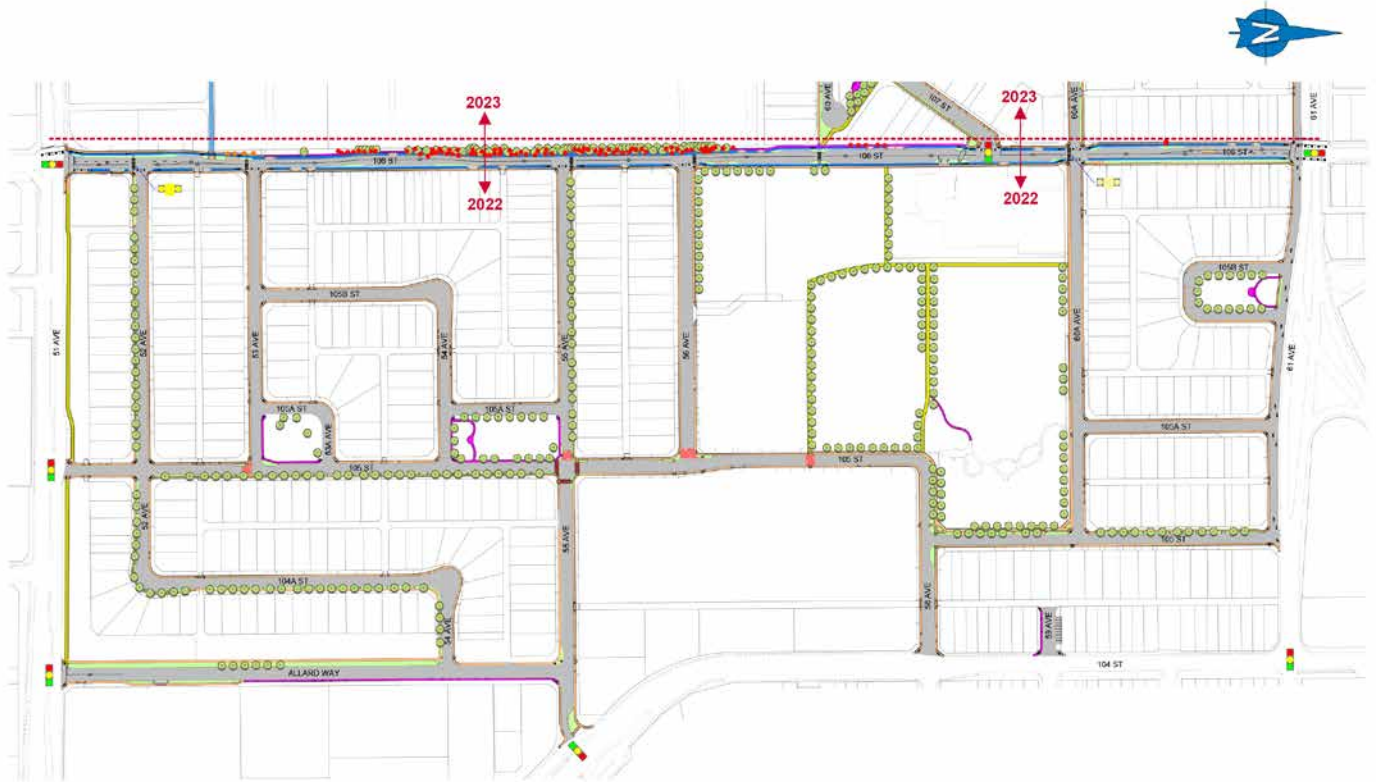
[Parks and open spaces](#)
















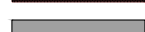
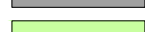
What has changed since the final design in summer 2021?

Several minor modifications have been made and design details have been added since the final design was shared last summer. These changes are highlighted in the pages that follow. Changes were made for several reasons, some evolving from further technical studies and others from what we heard from the public. To review what we heard from our **Community Feedback on Final Design** engagement phase, review the What We Heard report at edmonton.ca/BuildingPleasantview.



CONSTRUCTION YEAR 1



- | | | | |
|---|--------------------------------|---|-------------------------------------|
|  | SIDEWALK RECONSTRUCTION |  | EXISTING TREE TO BE REMOVED |
|  | NEW SIDEWALK |  | EXISTING TREE TO BE RELOCATED |
|  | SHARED-USE PATH RECONSTRUCTION |  | NEW TREE OR RELOCATED TREE |
|  | NEW SHARED-USE PATH |  | TRAFFIC SIGNAL |
|  | NEW RAISED BIKE LANE |  | EXISTING PEDESTRIAN FLASHING SIGNAL |
|  | NEW SHARED STREET/ALLEY |  | NEW PEDESTRIAN FLASHING SIGNAL |
|  | NEW RAISED CROSSWALK |  | EXISTING ONE-WAY ROAD |
|  | NEW ENHANCED CROSSWALK | | |
|  | ROAD RENEWAL | | |
|  | LANDSCAPING | | |

CONSTRUCTION YEAR 2



- | | | | |
|---|--------------------------------|---|-------------------------------------|
|  | SIDEWALK RECONSTRUCTION |  | EXISTING TREE TO BE REMOVED |
|  | NEW SIDEWALK |  | EXISTING TREE TO BE RELOCATED |
|  | SHARED-USE PATH RECONSTRUCTION |  | NEW TREE OR RELOCATED TREE |
|  | NEW SHARED-USE PATH |  | NEW FENCE |
|  | NEW RAISED BIKE LANE |  | TRAFFIC SIGNAL |
|  | NEW SHARED STREET/ALLEY |  | EXISTING PEDESTRIAN FLASHING SIGNAL |
|  | NEW RAISED CROSSWALK |  | EXISTING PEDESTRIAN FLASHING SIGNAL |
|  | NEW ENHANCED CROSSWALK |  | EXISTING ONE-WAY ROAD |
|  | SPEED HUMP RECONSTRUCTION | | |
|  | NEW SPEED HUMP | | |
|  | ROAD RENEWAL | | |
|  | LANDSCAPING | | |

DRIVING AND STREET CROSSINGS

What is in the Final Design?

The plan for driving and street crossings in Pleasantview includes the addition of traffic calming measures such as curb extensions and raised crosswalks, different pavement treatments to bring visual attention to crosswalks, and intersection changes such as squaring to decrease driver confusion, slow traffic and shorten crossing distances. All residential roads will receive new road surfaces. Alley renewal does not fall under the scope of work for this project.

Locations for driving and street crossing changes include: (Details on following pages)

LOCATION		DESIGN DETAIL
105 Street*	53, 55 and 56 Avenue	Raised crosswalk and curb extensions Visually enhanced crosswalks (55 Avenue)
	58 Avenue	Curb extensions
	Mid-block south of 58 Avenue	Raised crosswalk
107 Street*	52 Avenue to 53 Avenue	Narrowed roadway
	57 Avenue	Raised crosswalk and curb extension
	58 Avenue	Curb extensions
	60 Avenue	Raised crosswalk and curb extension

*Click to go directly to details

(continued on next page)

Driving and Street Crossings

LOCATION		DESIGN DETAIL
109 Street*	52 Avenue	Raised crosswalk and curb extensions
	53 Avenue to 54 Avenue	Speed humps (two), raised crosswalk (one) and curb extensions
	57 Avenue	Keep island, visually enhanced crosswalk (coloured or textured concrete)
	58 Avenue	Raised crosswalk and curb extensions
	60 Avenue	Roundabout
109A Street*	60 Avenue	Remove island and realign intersection
110 Street*	52 Avenue	Visually enhanced crosswalk (coloured or textured concrete)
	60 Avenue	Raised crosswalk
52 Avenue*	107 to 109 Street	Narrowed roadway with landscaped/ treed boulevard
	107 Street	Visually enhanced crosswalk (coloured or textured concrete) and curb extensions
	109 Street	Raised crosswalk and curb extensions
53 Avenue*	107 to 109 Street	Narrowed roadway
55 Avenue*	Allard Way	Curb extension
58 Avenue*	105 Street to Calgary Trail	Narrowed roadway with curb extensions
	East of 109 Street	Narrowed roadway
60 Avenue*	106 to 107 Street	Shared-use path and added green space
	108 Street	Visually enhanced crosswalk (coloured or textured concrete)
60A Avenue*	West of 107A Street	Speed hump

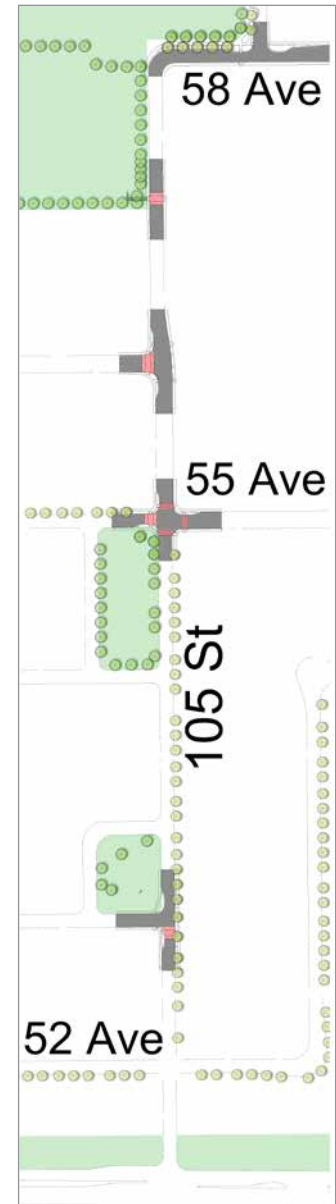
*Click to go directly to details

DRIVING AND STREET CROSSINGS

105 Street – 53 Avenue to 58 Avenue

The Final Design includes:

- + Raised crosswalks and curb extensions added at 53 Avenue, 55 Avenue and 56 Avenue to slow traffic, improve visibility and shorten crossing distances for those who walk.
- + A change from the previous version of the final design includes the removal of the curb extension on the southeast corner of 105 Street and 55 Avenue.
- + Visually enhanced crosswalks (coloured or textured concrete) at 55 Avenue.
- + Two curb extensions added at the 58 Avenue intersection to shorten crossing distance and improve sightlines by preventing vehicles from parking too close to the intersections.
- + A raised crosswalk added mid-block just south of 58 Avenue to connect with the park pathway, slow traffic and improve sightlines along this highly-used pedestrian route.
- + A new boulevard with tree plantings created on east side of 105 Street (52 Avenue – 55 Avenue) by moving the sidewalk closer to property lines.

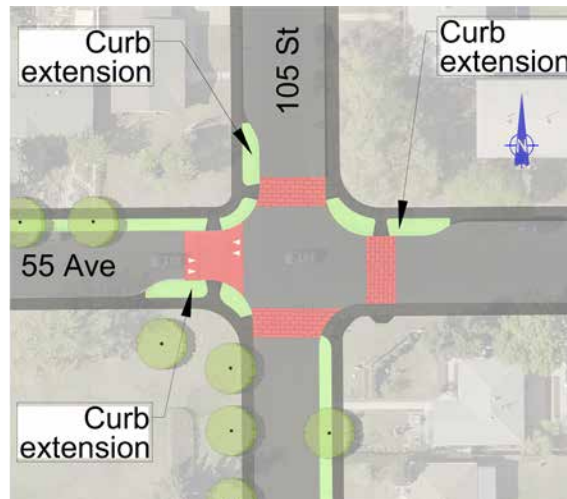


105 Street – 53 Avenue to 58 Avenue

53 AVENUE



55 AVENUE



56 AVENUE



MID-BLOCK SOUTH OF 58 AVENUE



BOULEVARD TREES



105 Street (52 Avenue – 55 Avenue) – looking north

- | | | | |
|--|--------------------|--|-----------------|
| | Raised crosswalk | | Landscaped area |
| | Enhanced crosswalk | | New tree |
| | Sidewalk | | Parked vehicle |
| | Shared-use path | | |

DRIVING AND STREET CROSSINGS





107 Street – 52 Avenue to 53 Avenue

The Final Design includes:

- + The roadway being narrowed to reinforce one-way traffic.

53 AVENUE



-  Sidewalk
-  Traveling vehicle
-  Parked vehicle
-  Direction of vehicle travel

DRIVING AND STREET CROSSINGS

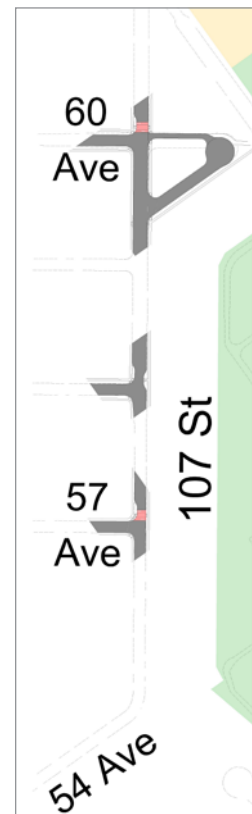
107 Street – 57 Avenue to 60 Avenue

The Final Design includes:

- + A raised crosswalk and curb extension added to the 57 Avenue and 60 Avenue intersections. Curb extensions and a sidewalk connection added to the 58 Avenue T-intersection. These changes will slow traffic, shorten crossing distances and improve sightlines by preventing vehicles from parking too close to the intersections.
- + 60 Avenue road closure on the north side of the pocket park to discourage non-residential traffic.
- + The addition of green space and a shared-use path to improve walking and biking connections between 106 and 107 Street.
- + A key-hole turn around on the east side of the park as there will no longer be vehicle access along the north side of the park

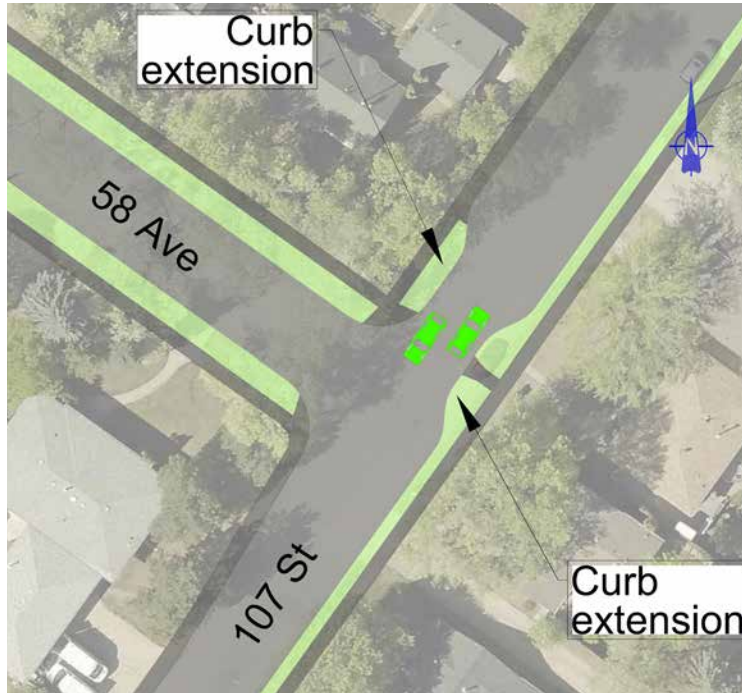
Note: The 60 Avenue designs are a change from the shared street that was shown in the final design in summer 2021




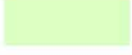





57 AVENUE



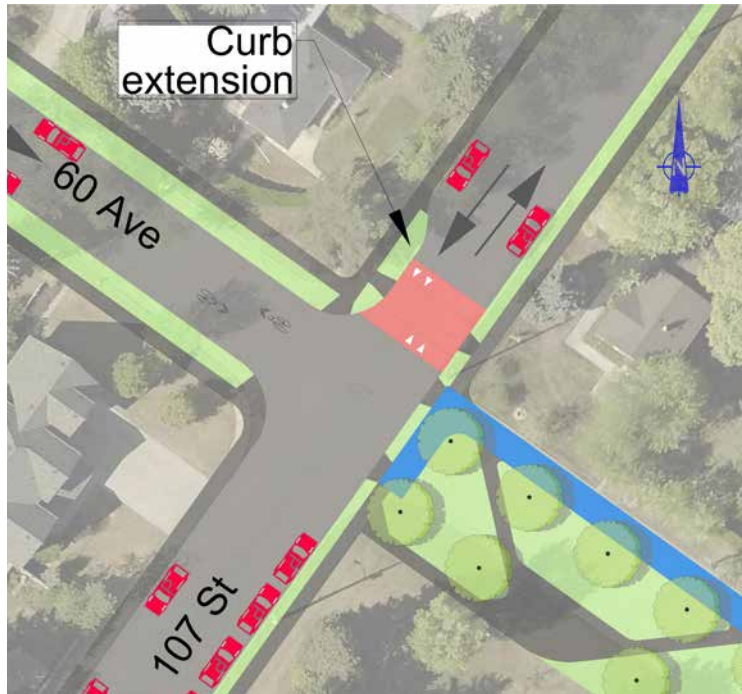
107 Street – 57 Avenue to 60 Avenue

58 AVENUE



-  Raised crosswalk
-  Sidewalk
-  Shared roadway
-  Landscaped area
-  Shared-use path
-  New tree
-  Traveling vehicle
-  Parked vehicle
-  Direction of vehicle travel

60 AVENUE



DRIVING AND STREET CROSSINGS

109 Street – 52 Avenue to 60 Avenue

The Final Design includes:

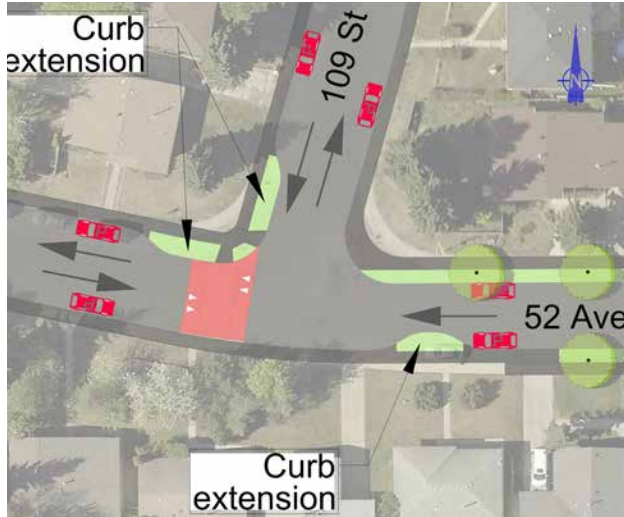
- + A raised crosswalk and curb extensions added to 52 Avenue and 58 Avenue to slow traffic, discourage shortcutting, increase visibility and shorten crossing distances for people crossing the street.
- + Two speed humps between 53 Avenue and 54 Avenue to slow traffic. One existing speed hump has been upgraded to a raised crosswalk and curb extension, and shifted slightly north to maintain three vertical deflections in the 52 Avenue to 54 Avenue section of 109 Street.
- + A roundabout at 60 Avenue to reduce the intersection width, better realign the awkward intersection configuration, reduce confusion, slow traffic and allow for a landscaped 'welcome' into the community. A change from the previous version of the final design includes the removal of the shared-use path along the outside of the roundabout.
- + A reshaped traffic island and visually enhanced crosswalks (coloured or textured concrete) at the 57 Avenue intersection to better align east-west traffic movements and improve visibility of people crossing the street.
- + Relocation of the bus stop to the west side of 109 Street just north of 57 Avenue. This is a change from what was shown in the final design in summer 2021.



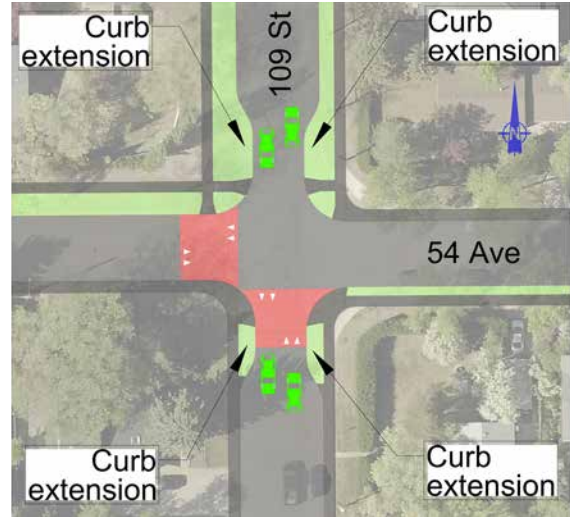
109 Street – 52 Avenue to 60 Avenue

Raised crosswalk with curb extensions

52 AVENUE



54 AVENUE



58 AVENUE



RAISED CROSSWALK WITH CURB EXTENSION



	Raised crosswalk		Parked vehicle
	Sidewalk		Traveling vehicle
	Landscaped area		Direction of vehicle travel
	New tree		

109 Street – 52 Avenue to 60 Avenue

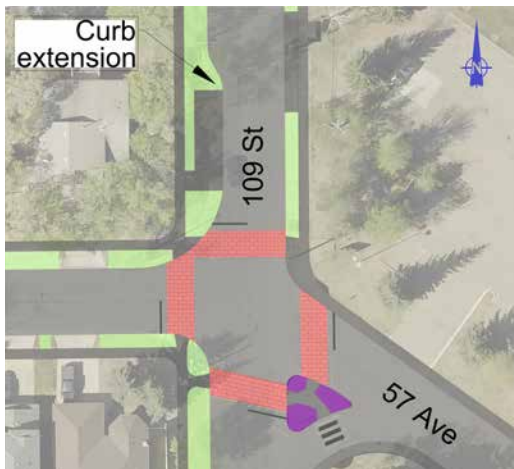
Speed humps

53 AVENUE TO 54 AVENUE



Traffic island and enhanced crosswalks

57 AVENUE



- Speed hump
- Raised crosswalk
- Enhanced crosswalk
- Concrete island
- Sidewalk
- Landscaped area
- Traveling vehicle

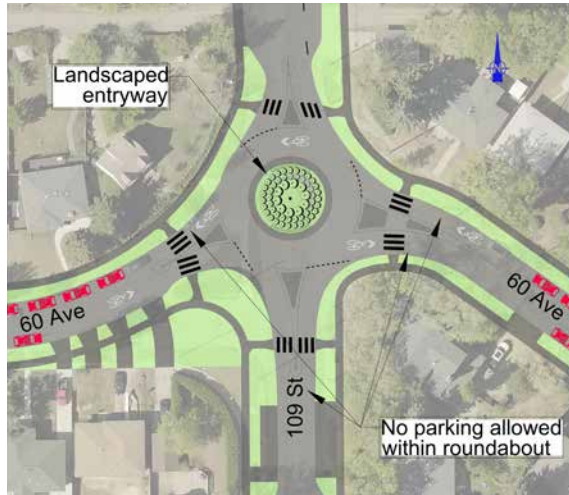
VISUALLY ENHANCED CROSSWALK EXAMPLE



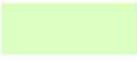



109 Street – 52 Avenue to 60 Avenue

Roundabout

60 AVENUE INTERSECTION



-  Shared roadway
-  Sidewalk
-  Landscaped area
-  Parked vehicle



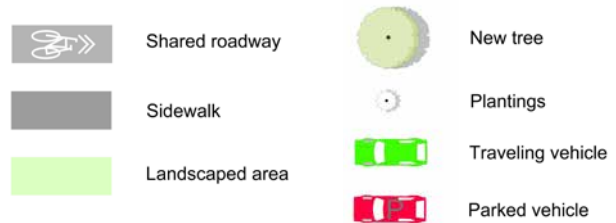
DRIVING AND STREET CROSSINGS

109A Street and 110 Street at 60 Avenue

The Final Design includes:

109A Street / 60 Avenue

- + Removal of the traffic island and a realignment of the intersection to narrow this wide roadway, slow traffic and improve navigation for people who drive. It will also shorten the crossing distance for people who walk.
- + Public on-street parking retained.



109A Street and 110 Street at 60 Avenue

110 Street / 60 Avenue

- + A raised crosswalk on the north side of the intersection to slow traffic around the big curve.



DRIVING AND STREET CROSSINGS

110 Street / 52 Avenue

The Final Design includes:

- + A visually enhanced crosswalk with materials such as coloured or textured concrete at the 52 Avenue intersection to help slow traffic and improve the visibility of people crossing.



Enhanced crosswalk

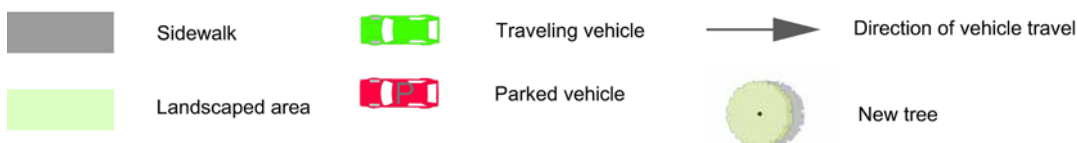
DRIVING AND STREET CROSSINGS

52 Avenue – 107 Street to 109 Street

The Final Design includes:

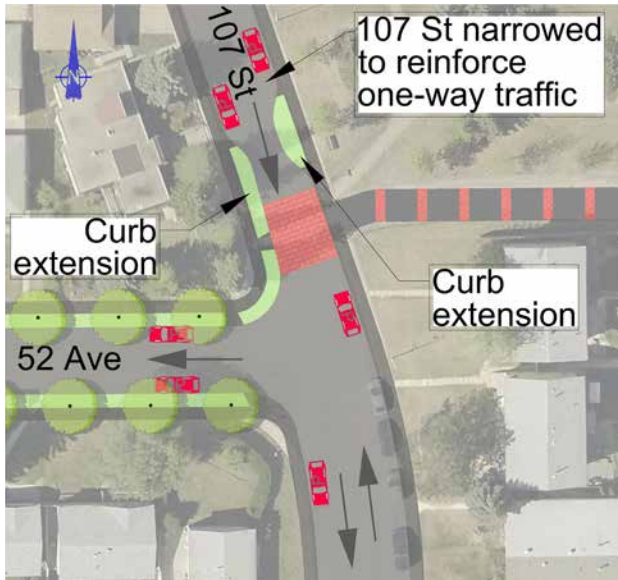
- + A narrowed road with a new, treed boulevard between 107 Street and 109 Street to help slow traffic and reinforce the one-way direction.
- + Naturalized, low maintenance planting beds around and between the trees. This Low Impact Development creates a natural drainage feature to manage rainfall runoff more efficiently.
- + A raised crosswalk with curb extensions added to the intersection west of 109 Street to improve visibility, slow traffic and shorten crossing distances.
- + A visually enhanced crosswalk (coloured or textured concrete) and curb extensions added to the intersection at 107 Street to improve visibility and shorten crossing distances.
- + Curb extensions also allow for prominent one-way signage placement, help slow traffic and turning vehicles and improve sightlines by preventing parking too close to the intersections.

107 STREET TO 109 STREET

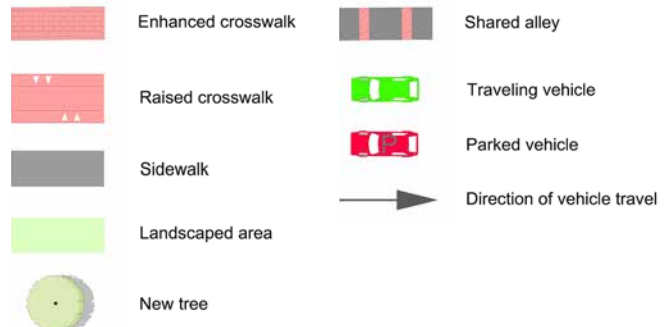
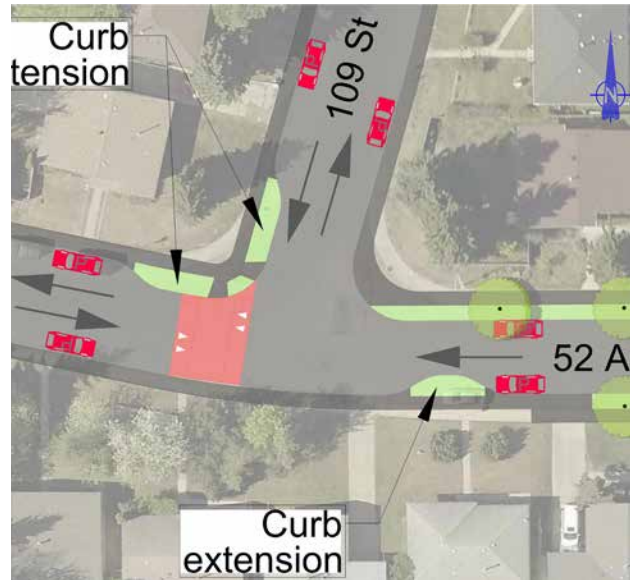


52 Avenue – 107 Street to 109 Street

107 STREET INTERSECTION



109 STREET INTERSECTION



View a video of the proposed changes to 52 Avenue

Shared-alley – see [page 31](#) for definition

New planting beds will be planted in the boulevards, as part of Low Impact Development.





DRIVING AND STREET CROSSINGS

53 Avenue – 107 Street to 109 Street

The Final Design includes:

- + The roadway being narrowed to reinforce one-way traffic.



-  Sidewalk
-  Traveling vehicle
-  Parked vehicle
-  Direction of vehicle travel

DRIVING AND STREET CROSSINGS

55 Avenue at Allard Way

The Final Design includes:

- + A curb extension on 55 Avenue at the Allard Way intersection to slow traffic, improve visibility and shorten the crossing distance.

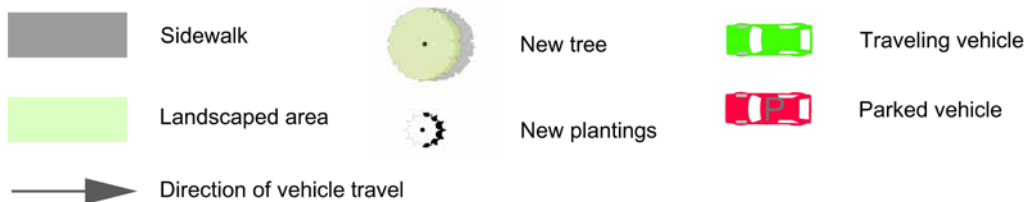
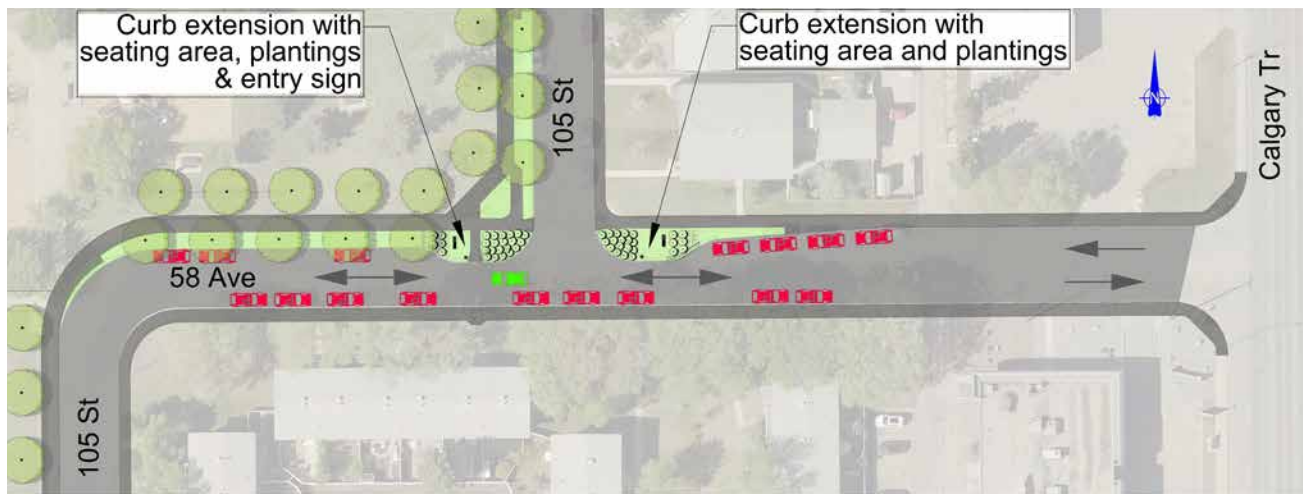


DRIVING AND STREET CROSSINGS

58 Avenue from 105 Street to Calgary Trail

The Final Design includes:

- + A narrowed roadway with a wider green boulevard starting just west of the alley to slow traffic and discourage shortcutting.
- + Two curb extensions at the 105 Street intersection to shorten crossing distances and improve sightlines by preventing parking too close to the intersection.
- + A change from the previous version of the final design includes moving the entry sign from the east curb extension, to the west curb extension.

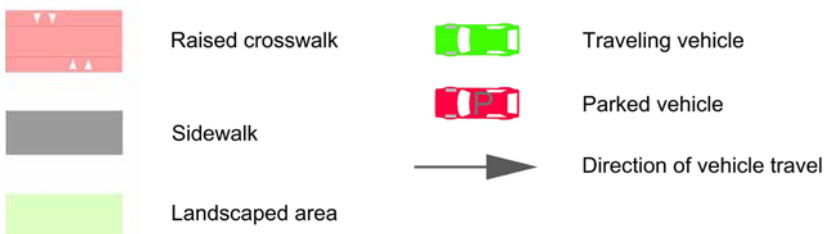
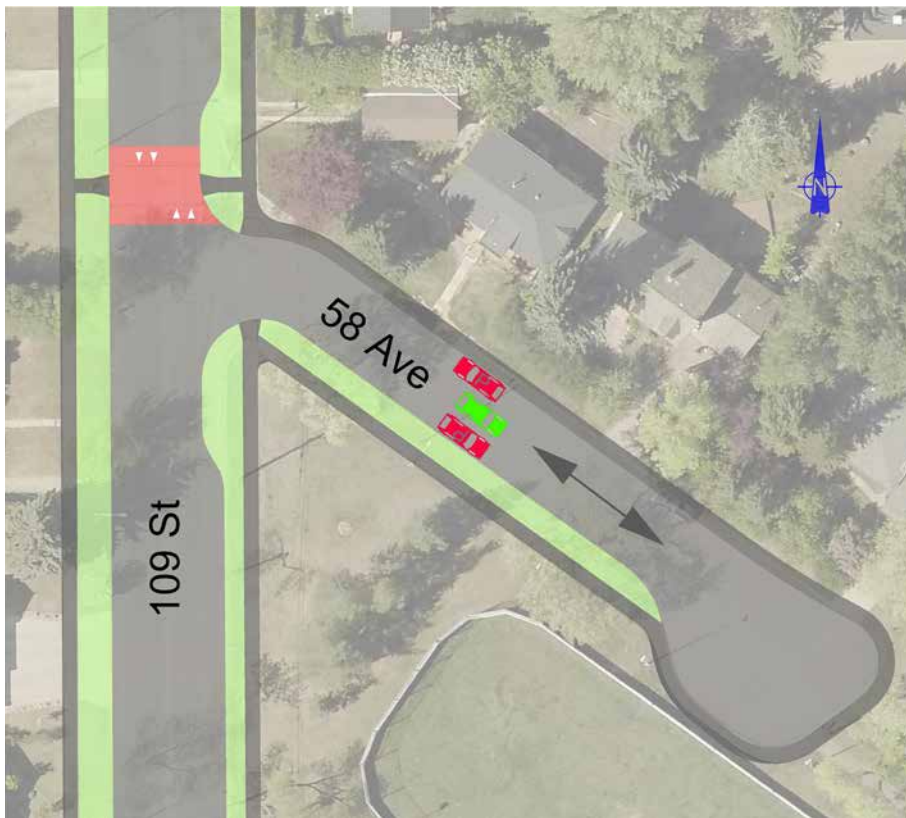


DRIVING AND STREET CROSSINGS

58 Avenue – East of 109 Street

The Final Design includes:

- + New sidewalk added on north side of 58 Avenue. Roadway is being narrowed to create space for the missing sidewalk connection.



DRIVING AND STREET CROSSINGS

60 Avenue – 106 Street to 108 Street

The Final Design includes:

106 Street to 107 Street

- + A road closure on the north side of the park to discourage non-residential traffic
- + The addition of green space and a shared-use path to improve walking and biking connections between 106 and 107 Street.
- + New trees, shrubs and seating
- + A key-hole turn around on the east side of the park as there will no longer be vehicle access along the north side of the park

Note: These are changes in design from the shared street that was shown in the final design in summer 2021



60 Avenue – 106 Street to 108 Street

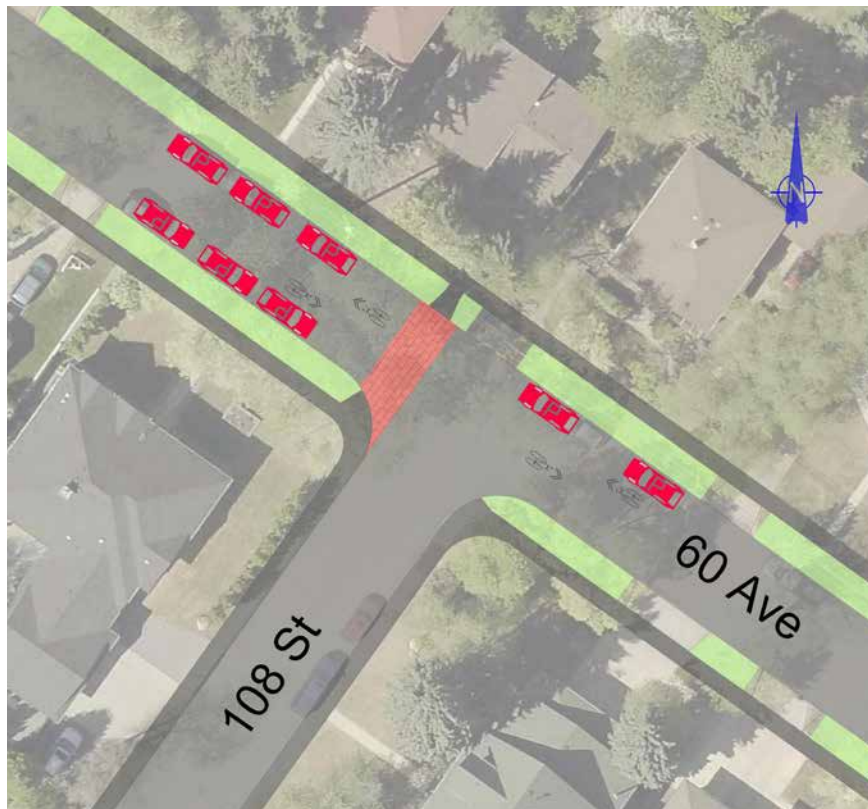


Renderings of 107 Street and 60 Avenue parklet.

60 Avenue – 106 Street to 108 Street

108 Street

- + A change from the previous version of the final design includes the removal of the previously proposed median at this intersection.
- + A visually enhanced crosswalk (coloured or textured concrete) to improve visibility for people who are crossing.



-  Enhanced crosswalk
-  Sidewalk
-  Landscaped area
-  Shared roadway
-  Traveling vehicle
-  Parked vehicle

DRIVING AND STREET CROSSINGS

60A Avenue – west of 107A Street

The Final Design includes:

- + A speed hump on 60A Avenue just west of the 107A Street intersection to slow traffic.



BIKING AND WALKING CONNECTIONS

What is in the Final Design?

The Pleasantview biking and walking network plan is designed to improve accessibility, connections and comfort.

The bike plan provides east–west connections from the 106 Street bike route via 60 Avenue to the 111 shared–use path to the west and via the 61 Avenue service road to the east.

The walking connection improvements in Pleasantview include the replacement of all existing sidewalks and adding missing sidewalk links.

Shared–use paths and alley connections are also being added for those who bike and walk.

Biking and Walking Connections

TOPIC	LOCATION	DESIGN DETAIL
Walking*	Pleasantview	Sidewalks - replace existing, add where missing
	Cemetery to alley	Pathway connection from alley to west side of Mount Pleasant Cemetery
Biking and walking connections*	111 Street between 51 Avenue and 61 Avenue*	Shared-use path
	51 Avenue between Allard Way and 106 Street*	Shared-use path
	Alley (east-west) just south of cemetery*	Shared-use alley
	Alley (north-south) just east of community hall*	Shared-use alley
	60 Avenue between 106 Street and 107 Street	Shared-use path
	Mount Pleasant Park	Shared-use paths
	Angus Murray Park	Shared-use path
Biking connections*	106 Street	See bike lane design on Page 37
	60 Avenue between 107 Street and 111 Street	Shared roadway eastbound and westbound
	61 Avenue (service road) between 105 Street and 106 Street	Shared roadway eastbound and westbound

*Click to go directly to details



Biking and Walking Connections



Definitions:

Shared roadway: A roadway shared by those who bike and drive.

Shared-use path: A space off the road where people who bike and walk share the same space.

Shared-use alley: An alley shared by those who bike, walk and drive.

Biking and Walking Connections

Cost-sharing Local Improvement:

All sidewalks throughout Pleasantview will be replaced, subject to the Local Improvement outcome for sidewalk reconstruction.

- + Sidewalk reconstruction is considered a local improvement that is cost-shared by the City and property owners. See [Local Improvements](#) for more information.
- + New sidewalks installed where they are currently missing are 100 percent City funded.

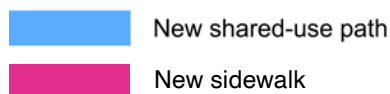


BIKING AND WALKING CONNECTIONS

Shared-use paths

The Final Design includes:

- + 111 Street – 51 Avenue to 61 Avenue existing sidewalk widened to a shared-use path
- + A change from the previous version of the final design includes a new sidewalk added to the 111 Street service road to connect the service road to the new shared-use path
- + New shared-use path on the North side of 51 Avenue from 106 Street to Allard way



Shared-use path


51 Avenue – 106 Street to Allard Way

106 STREET TO 105 STREET



105 STREET TO ALLARD WAY



 New shared-use path

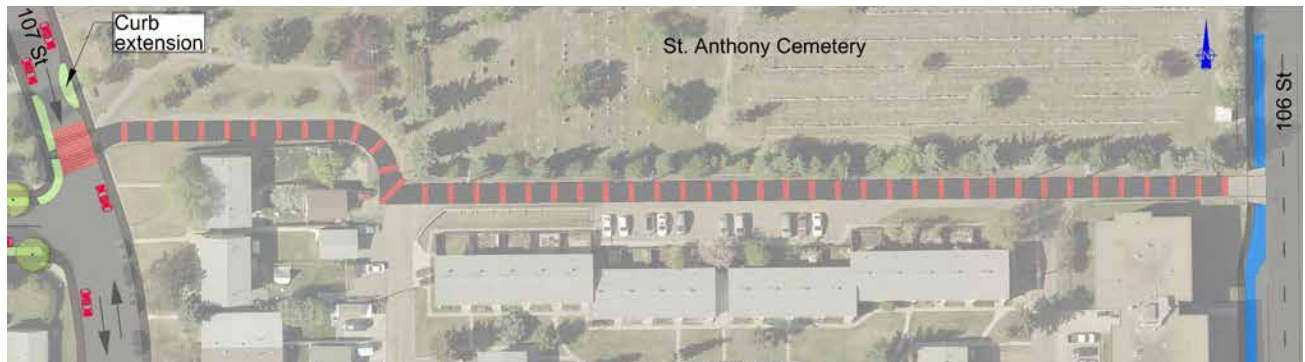


Shared-use alleys

The Final Design includes:

- + Two alleys converted into shared-use spaces (those who bike and walk share the space with those who drive) to improve the visibility, accessibility and comfort of these popular connections.
- + Coloured, textured pavement treatment and signage to educate on how the new space is to be used.

ALLEY (SOUTH OF CEMETERY)



ALLEY (EAST SIDE OF THE COMMUNITY HALL)



Shared-use alleys



EXAMPLE:
Strathcona Neighbourhood
102 Street, north of 85 Avenue

BIKING AND WALKING CONNECTIONS

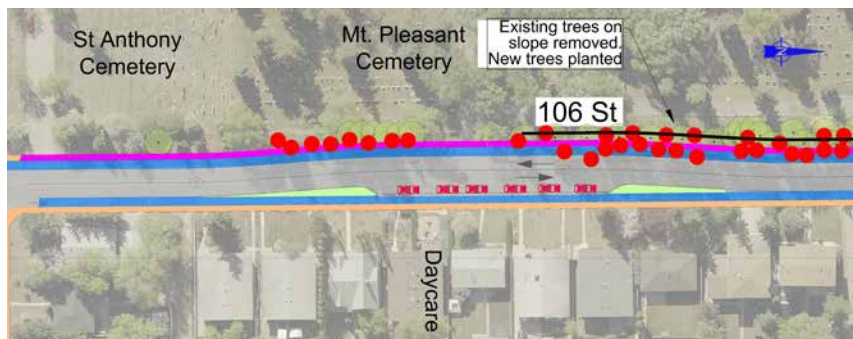
Bike connection north-south – 106 Street

The Final Design includes:

51 AVENUE TO 53 AVENUE



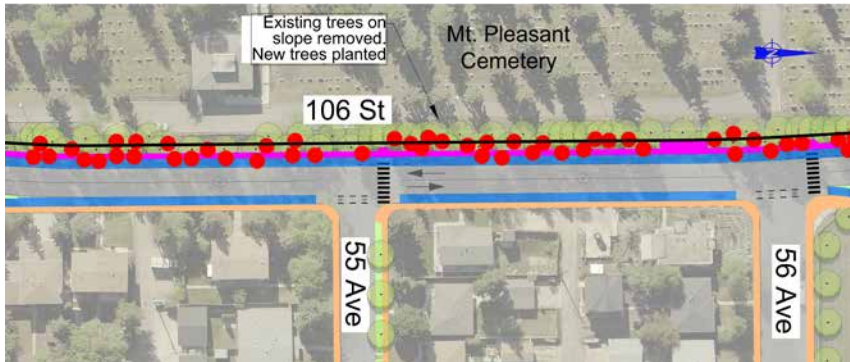
53 AVENUE TO 54 AVENUE



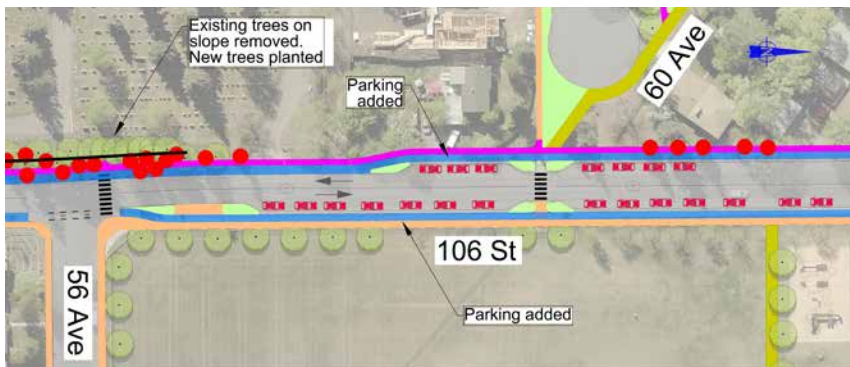
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|------------------------------|-------------------------------|-------------------------------------|
| Raised bike lane | Landscaped area | New pedestrian flashing signal |
| New sidewalk connection | New tree | Existing pedestrian flashing signal |
| Existing sidewalk connection | Existing tree to be removed | Traffic signal |
| Shared-use path | Existing tree to be relocated | Parked vehicle |
| Shared-use alley | Retaining Wall | Direction of vehicle travel |











Bike connection north-south – 106 Street

54 AVENUE TO 56 AVENUE



56 AVENUE TO 60 AVENUE



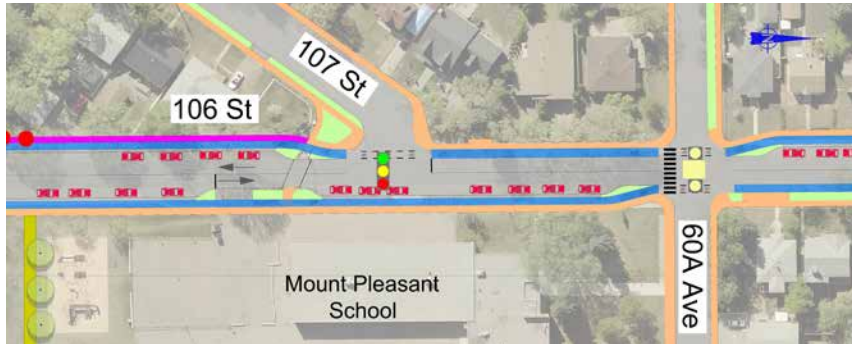
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|--|---|--|
|  Raised bike lane |  Landscaped area |  Parked vehicle |
|  New sidewalk connection |  New tree |  Direction of vehicle travel |
|  Existing sidewalk connection |  Existing tree to be removed | |
|  Shared-use path |  Retaining Wall | |

106 STREET (54 AVENUE – 56 AVENUE)

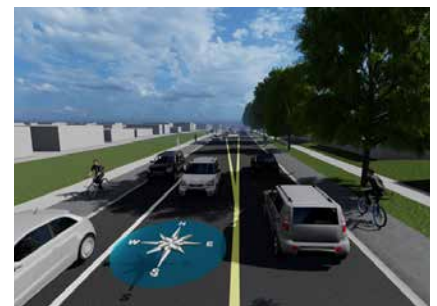
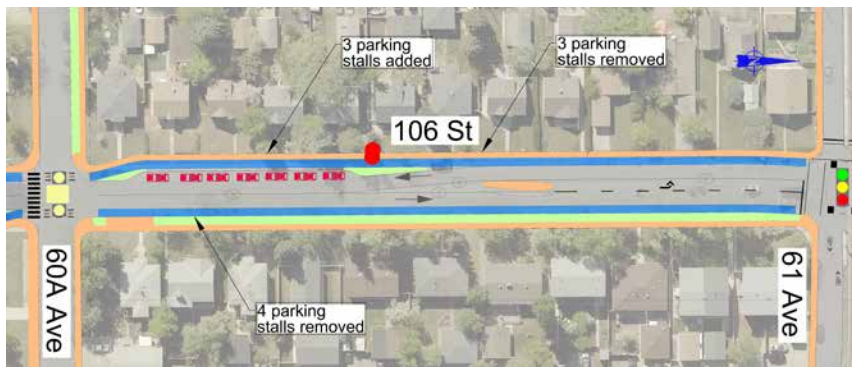













Bike connection north-south – 106 Street

60 AVENUE TO 60A AVENUE



60A AVENUE TO 61 AVENUE



- | | | |
|--|---|---|
|  Raised bike lane |  Landscaped area |  Existing pedestrian flashing signal |
|  New sidewalk connection |  New tree |  Traffic signal |
|  Existing sidewalk connection |  Existing tree to be removed |  Parked vehicle |
|  Shared-use path | |  Direction of vehicle travel |

106 STREET (107 STREET – 60 A AVENUE)



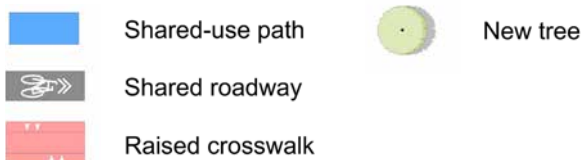
BIKING AND WALKING CONNECTIONS

Bike connections east–west

The Final Design includes:

- + East–west connections to and from the 106 Street bike lane.
- + A shared roadway on 60 Avenue connects the 106 Street bike lane and the new 111 Street shared–use path. A small section on 60 Avenue between 106 Street and 107 Street is a shared–use path.
- + A shared roadway connects the 106 Street bike lane and the 61 Avenue (service road) bike route to the east.

111 STREET TO 109 STREET






Bike connection east-west

109 STREET TO 108 STREET



108 STREET TO 106 STREET



- | | | | |
|---|--------------------|---|---------------------|
|  | Shared-use path |  | New tree |
|  | Shared roadway |  | New landscaped area |
|  | Raised crosswalk |  | New sidewalk |
|  | Enhanced crosswalk | | |

Bike connection east-west

106 STREET TO 105 STREET



Shared roadway

SHARED ROADWAY EXAMPLE



PARKS AND OPEN SPACES

What is in the Final Design?

Most of the park spaces throughout Pleasantview have different levels of enhancement to improve usage, connectivity and enjoyment. These changes offer new and different uses of the parks and improve how people travel through them.

**Locations for park / green space improvements include:
 (details on following pages)**

LOCATION	DESIGN DETAIL
Angus Murray Park*	New shared-use path with seating and planting
Pocket park (60 Avenue between 106 and 107 Street)	Added green spaces, tree plantings, landscaping and seating
Pocket park (61 Avenue and 105B Street)*	Boulevard trees, picnic table seating
Pocket park (105 Street between 54 and 55 Avenue)*	Sidewalks, additional plantings
Pocket park (105A Street between 53 and 53A Avenue)*	Sidewalks, additional plantings

Parks and open spaces

LOCATION	DESIGN DETAIL
Mount Pleasant Park*	Shared-use paths, tree plantings, seating areas
Off-leash dog park*	61 Avenue green space between 109 Street and 111 Street
New Trees*	Added in several locations

*Click to go directly to details



PARKS AND OPEN SPACES

Angus Murray Park

The Final Design includes:

- + A new shared-use path to improve the east-west walking and biking experience through Angus Murray Park.
- + Seating and naturalized plantings to improve user enjoyment.



Angus Murray Park

NEW PATH AND SEATING AREA



SHARED-USE ALLEY



PARKS AND OPEN SPACES

60 Avenue Pocket Park (east of 107 Street)

The Final Design includes:

- + A road closure on the north side of the park to discourage non-residential traffic
- + The addition of green space and a shared-use path to improve walking and biking connections between 106 and 107 Street.
- + New trees, shrubs and seating
- + A key-hole turn around on the east side of the park as there will no longer be vehicle access along the north side of the park

Note: These are changes in design from the shared street that was shown in the final design in summer 2021

STREET VIEW



60 Avenue – Looking east from 107 Street towards 106 Street

60 Avenue Pocket Park (east of 107 Street)

AERIAL VIEW



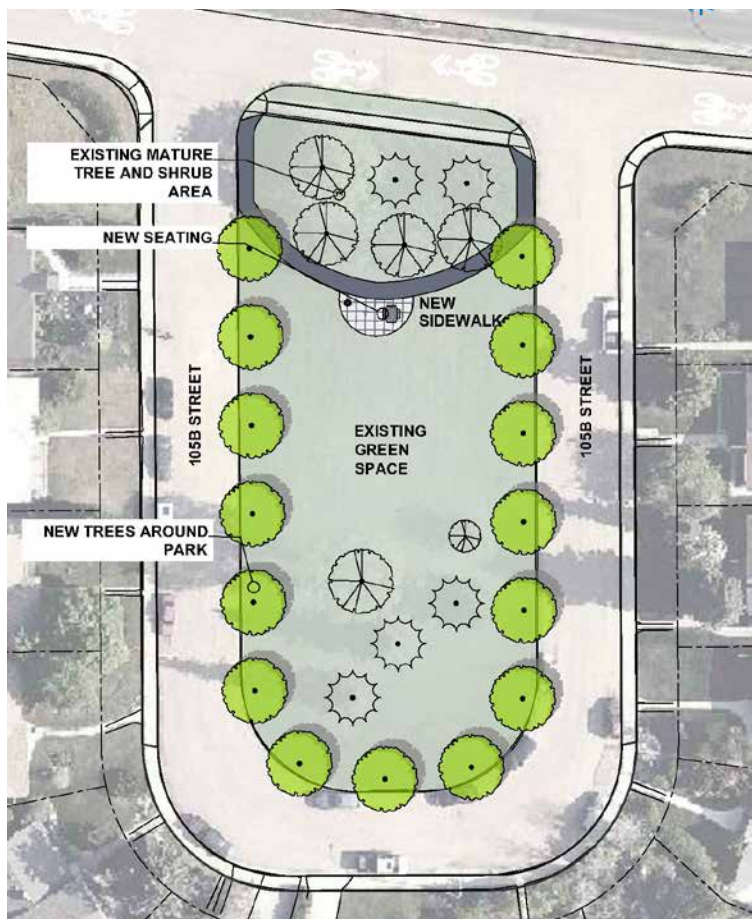
60 Avenue and 107 Street Parklet – Seating view

PARKS AND OPEN SPACES

61 Avenue and 105B Street Pocket Park

The Final Design includes:

- + A gathering space with seating
- + New boulevard trees
- + To improve accessibility, seating area has been moved further north, and a sidewalk added to connect to seating area.



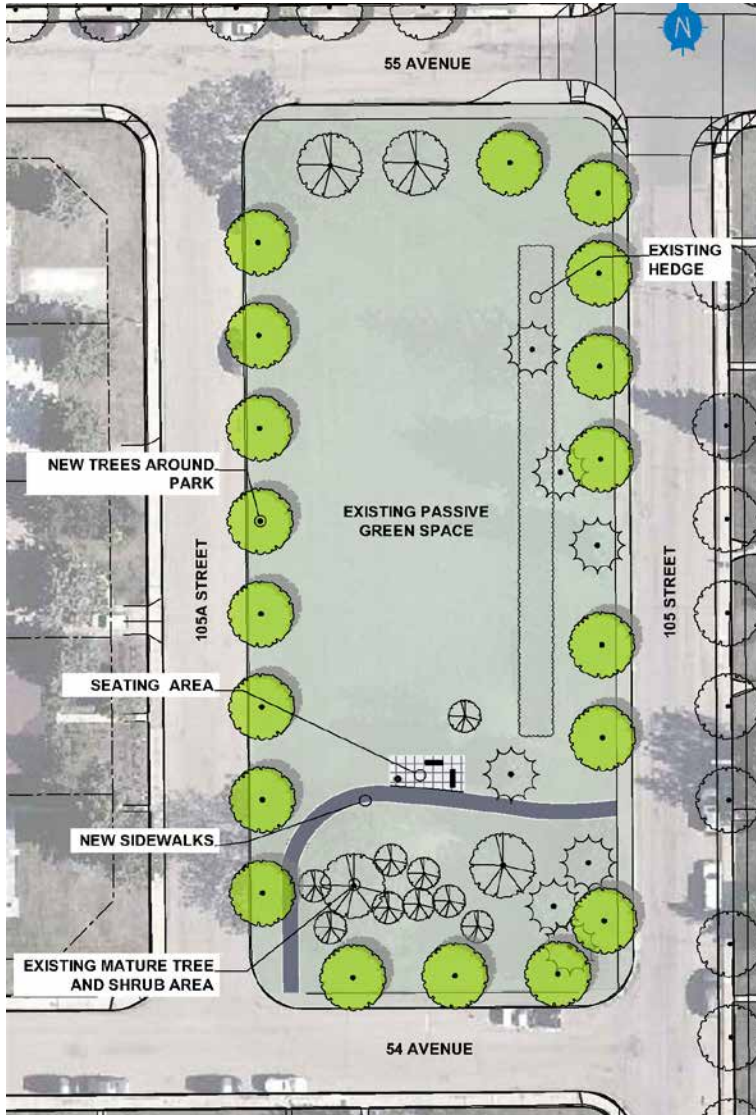
SEATING



- NEW SIDEWALK
- ▒ SEATING AREA
- ⊙ EXISTING TREE
- NEW TREE

PARKS AND OPEN SPACES

105 Street Pocket Park (between 54 and 55 Avenue)



The Final Design includes:

- + New sidewalks
- + New trees



PARKS AND OPEN SPACES

105A Street Pocket Park (between 53 and 53A Avenue)



The Final Design includes:

- + A new sidewalk connection along the east and south sides of the park to improve pedestrian connectivity.
- + New tree plantings to add beauty and shade.
- + Large open green space retained for passive recreation activity.

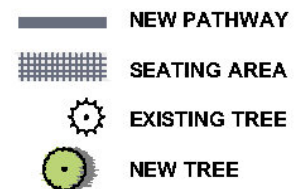


PARKS AND OPEN SPACES

Mount Pleasant Park

The Final Design includes:

- + New shared-use paths to improve connectivity through the park and between sports fields.
- + Trees bordering sports fields, along shared-use paths and beside sidewalks to improve beauty and add shade.
- + Changes from the previously shared final design include reduced shared-use paths to maintain openness of the park.



Mount Pleasant Park



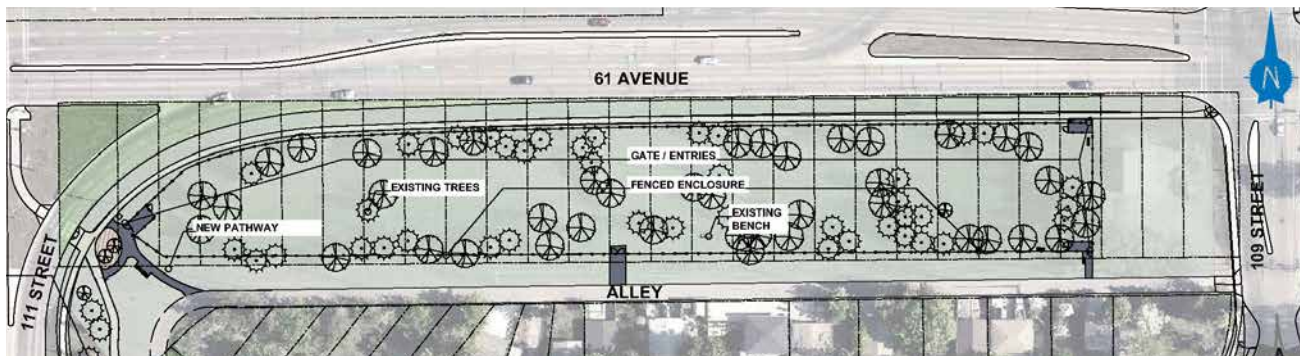
Rendering of Mount Pleasant Park as viewed from the intersection of 105 Street and 58 Avenue

PARKS AND OPEN SPACES

Off-leash Dog Park

The Final Design includes:

- + A new fenced off-leash dog park on 61 Avenue between 109 Street and 111 Street.



111 Street / 61 Avenue – Southeast corner.

Off-leash Dog Park



111 Street / 61 Avenue – Southeast corner.

AERIAL VIEW



111 Street / 61 Avenue – Southeast corner.

New Treed Boulevards

Neighbourhood Renewal is committed to add to the City's tree canopy and look for opportunities to plant new trees in mature areas.

The final design includes the planting of new boulevard trees in some areas of the neighbourhood. In some areas, the curb will remain in the same location, but it will require sidewalks to be moved closer to the property lines. On-street parking in these locations will remain.

The locations where these slight sidewalk relocations will occur are:

- + The west side of 105 Street between 61 Avenue and 60A Avenue
- + The north side of 55 Avenue between 106 Street and 106 Street
- + The east side of 105 Street between 55 Avenue and 52 Avenue
- + The south side of 52 Avenue between 106 Street and 104A Street
- + The east side of 104A Street between 52 Avenue and 54 Avenue
- + The south side of 54 Avenue between 104A Street and Allard Way

In other areas, the sidewalk will remain in the same location, but the curb will be moved to narrow the road and provide space for the new boulevard trees.

The locations where these curb relocations will occur are:

- + The north and south sides of 52 Avenue between 107 Street and 109 Street
- + The north side of 58 Avenue between the two sections of 105 Street

New Treed Boulevards

TREED BOULEVARD – BEFORE CONSTRUCTION



TREED BOULEVARD – AFTER CONSTRUCTION

