

DRAFT DESIGN

Since planning began for Pleasantview's Neighbourhood Renewal in 2019, our Project Team has been busy gathering local knowledge, understanding technical constraints and opportunities, and working towards developing this Draft Design for the neighbourhood. It has been prepared with considerations for walking, biking, driving and playing to provide the best neighbourhood experience for all users. As a neighbourhood works as a system, a decision made in one area considered the impacts to all other areas of the design.

This Draft Design focuses on making the streets and public spaces safe, accessible and enjoyable for all ages, genders and mobility levels and in all seasons. To achieve this, the design includes a network of traffic calming measures, improvements to the bike lanes, new walking connections, enhanced crosswalks and improved green spaces.

We invite you to review the proposed changes for Pleasantview and tell us what you think!

View designs by topic areas by clicking the links below:



Driving and street crossings



Biking and walking connections



Parks and open spaces



Feedback Opportunity:

Please review the details of the Draft Design in this booklet and then share your thoughts in our online survey by [clicking here](#).

DRIVING AND STREET CROSSINGS

What is in the Draft Design?

The proposed 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 receive new road surfaces. Alley renewal does not fall under the scope of work for this project.

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

LOCATION		DESIGN DETAIL
105 Street*	53 Avenue	Raised crosswalk and curb extensions
	55 Avenue	Raised crosswalk and curb extensions
	56 Avenue	Raised crosswalk and curb extensions
	58 Avenue	Curb extensions
	Mid-block south of 58 Avenue	Raised crosswalk
107 Street*	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)

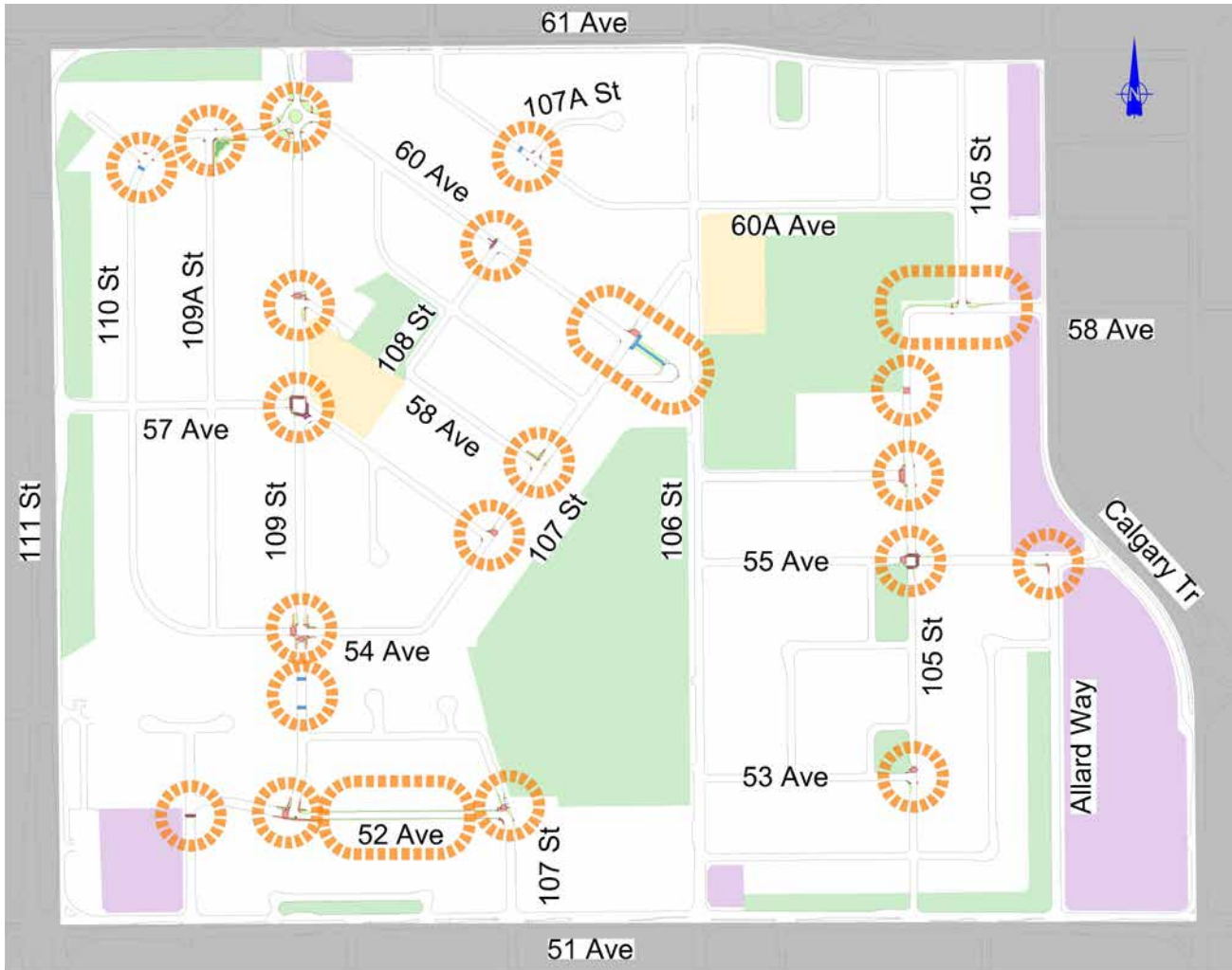
Driving and Street Crossings


LOCATION		DESIGN DETAIL
109 Street*	52 Avenue	Raised crosswalk and curb extensions
	53 Avenue to 54 Avenue	Speed humps (two) and raised crosswalk (one) and curb extensions
	57 Avenue	Keep island, enhance crosswalks
	58 Avenue	Raised crosswalk and curb extensions
	60 Avenue	Roundabout
109A Street*	60 Avenue	Remove island and realign intersection
110 Street*	52 Avenue	Enhanced crosswalk
	60 Avenue	Speed hump
52 Avenue*	107 Street to 109 Street	Narrowed roadway with landscaped/ treed boulevard
	107 Street	Raised crosswalk and curb extensions
	109 Street	Raised crosswalks and curb extensions
55 Avenue*	Allard Way	Curb extension
58 Avenue*	105 Street to Calgary Trail	Narrowed roadway with curb extensions
60 Avenue*	106 to 107 Street	Partial road closure and added green space
	108 Street	Median and enhanced crosswalk
60A Avenue*	West of 107A Street	Speed hump


*Click to go directly to details

Driving and Street Crossings

Click on locations in map to go directly to details.



 Changes for driving

Community destinations
 Parks / open spaces

 Community / school

 Commercial / retail



Feedback Opportunity:

Please visit the online survey to let us know your thoughts on the overall driving and street crossings plan for Pleasantview.

Driving and Street Crossings



What we heard

The following are a few highlights of what we heard about Driving and Street Crossings in our previous public engagement:

- + Generally people support the use of raised crosswalks and curb extensions over other methods to calm traffic and reduce speeds in the neighbourhood, specifically along:
 - + 109 Street at 52, 54 and 58 avenues
 - + 107 Street between 106 Street and 54 Avenue
 - + 58 Avenue between Calgary Trail and 105 Street
 - + 105 Street at 53, 55 and 56 avenues
- + Opinions are divided on the need for speed humps along 109 Street between 53 and 54 Avenue. Those who do support them would like to have all three speed humps maintained.
- + There is support for both proposed options at 109 Street / 60 Avenue:
 - + a roundabout and narrowed intersection,
 - + a squared and narrowed intersection.
- + There are similar levels of support for either reshaping or removing the island at 109 Street and 57 Avenue in an effort to alleviate driver and pedestrian confusion at this intersection.
- + People support the removal of the island at 109A Street and 60 Avenue to improve navigation for those who drive and walk.

DRIVING AND STREET CROSSINGS

105 Street – 53 Avenue to 58 Avenue

The Draft Design includes:

- + A raised crosswalk and curb extensions added to the 53, 55 and 56 Avenue intersections to slow traffic along 105 Street and improve visibility and crossing distances of those who walk.
- + Two curb extensions added at the 58 Avenue intersection to shorten crossing distance and to improve sightlines by preventing vehicles from parking too close to the intersections.
- + A raised crosswalk added mid-block just south of 58 Avenue to add crossing locations and improve sightlines along this highly-used pedestrian route.

105 Street – 53 Avenue to 58 Avenue

53 AVENUE



55 AVENUE

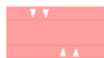


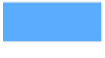
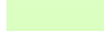


56 AVENUE



MID-BLOCK SOUTH OF 58 AVENUE



-  Raised crosswalk
-  Enhanced crosswalk
-  New sidewalk
-  New shared-use path
-  New landscaped area

105 Street – 53 Avenue to 58 Avenue

58 AVENUE



CURB EXTENSIONS



RAISED CROSSWALK WITH CURB EXTENSION



RAISED CROSSWALK



DRIVING AND STREET CROSSINGS

107 Street – 57 Avenue to 60 Avenue

The Draft Design includes:

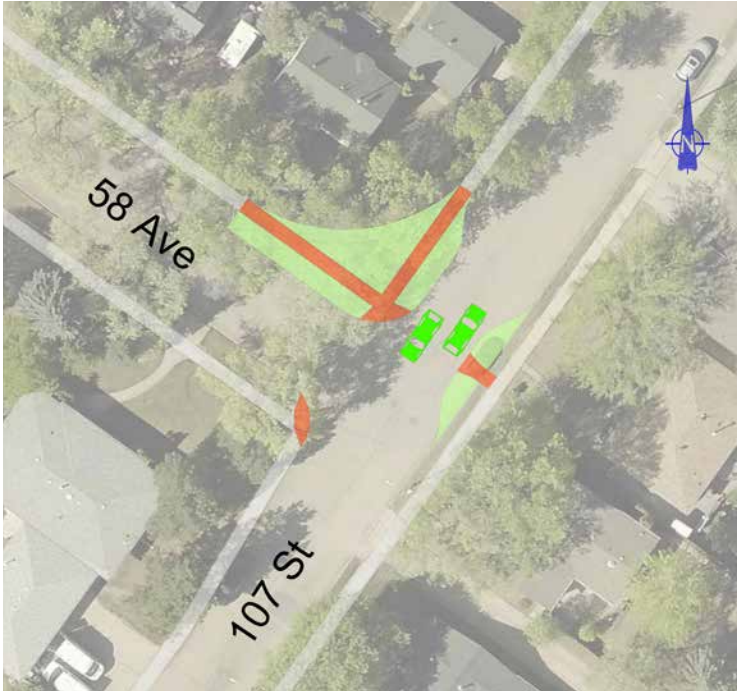
- + A raised crosswalk and curb extension added to the 57 Avenue and 60 Avenue intersections and curb extensions and a sidewalk connection added to the 58 Avenue T-intersection to slow traffic, shorten crossing distances and improve sightlines by preventing vehicles from parking too close to the intersections.

57 AVENUE



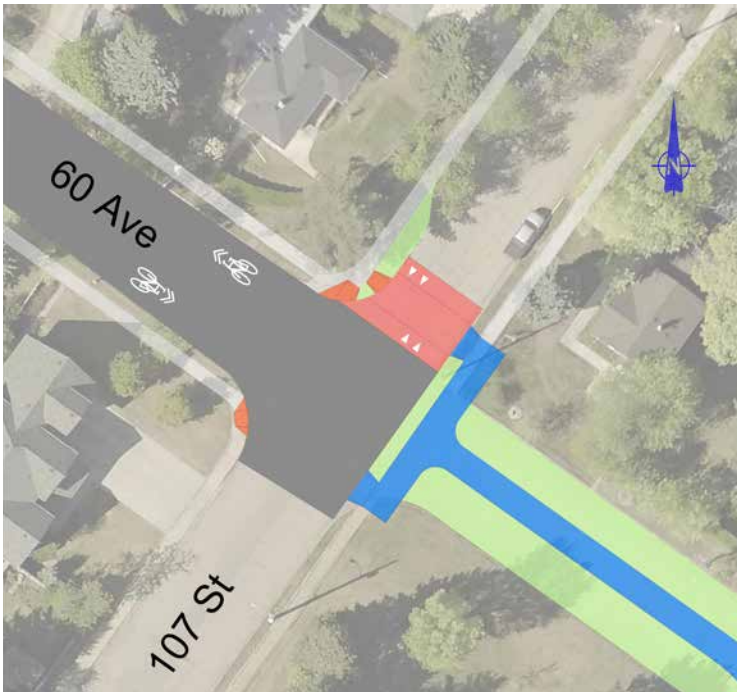
107 Street – 57 Avenue to 60 Avenue

58 AVENUE



-  New sidewalk
-  New landscaped area
-  Traveling vehicle

60 AVENUE



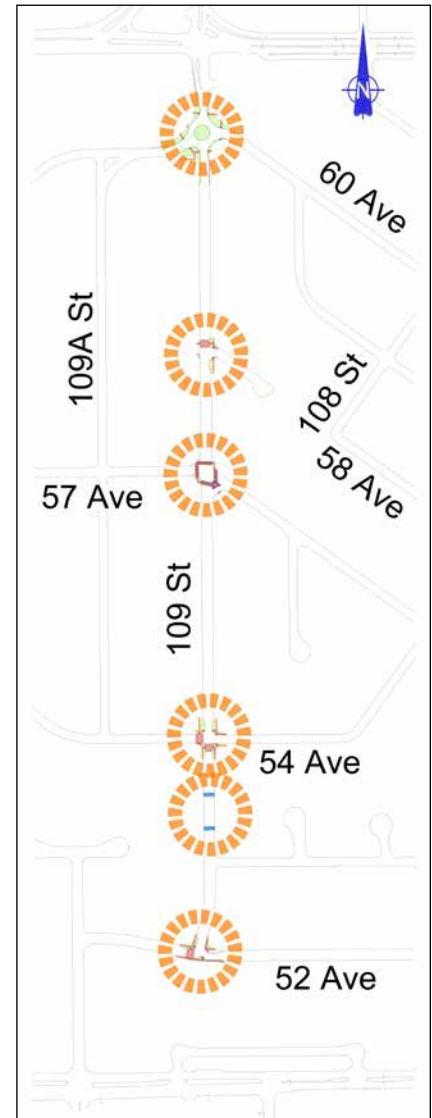
-  Raised crosswalk
-  New sidewalk
-  New shared-use path
-  New landscaped area
-  "Sharrow" pavement marking

DRIVING AND STREET CROSSINGS

109 Street – 52 Avenue to 60 Avenue

The Draft Design includes:

- + A raised crosswalk and curb extensions added to 52 and 58 avenues to slow traffic, discourage shortcutting, and increase visibility and shorten crossing distances for people crossing the street.
- + Two speed humps between 53 and 54 Avenue to slow traffic. One existing speed hump has been shifted slightly north and upgraded to a raised crosswalk and curb extension to maintain three vertical deflections in the 52 to 54 Avenue section of 109 Street.
- + A roundabout at 60 Avenue to reduce the intersection width, slow traffic and allow for a landscaped 'welcome' into the community.
- + A reshaped traffic island and enhanced crosswalks at the 57 Avenue intersection to better align east-west traffic movements and improve visibility of people crossing the street.



109 Street – 52 Avenue to 60 Avenue

Raised crosswalk with curb extensions

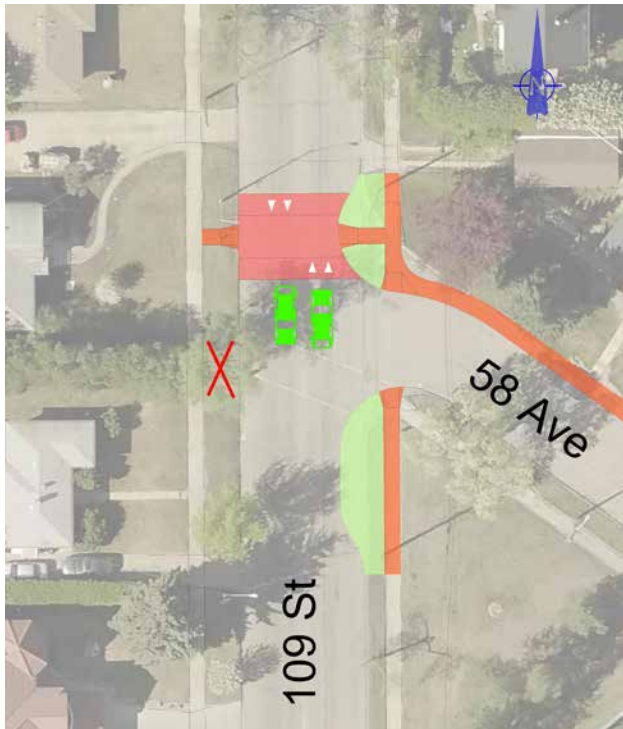
52 AVENUE



54 AVENUE



58 AVENUE



CURB EXTENSION



- | | | | |
|---|---------------------|---|-----------------------------|
|  | Raised crosswalk |  | Traveling vehicle |
|  | New sidewalk |  | Parked vehicle |
|  | New landscaped area |  | Direction of vehicle travel |
| | |  | Existing crosswalk removed |

109 Street – 52 Avenue to 60 Avenue

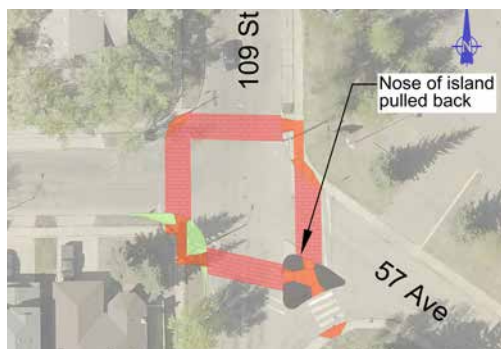
Speed humps

53 AVENUE TO 54 AVENUE



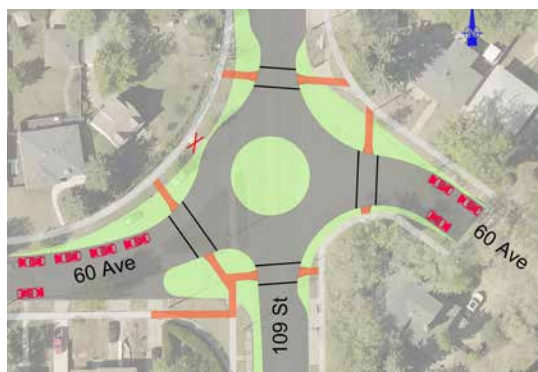
Traffic island and enhanced crosswalks

57 AVENUE



Roundabout

60 AVENUE INTERSECTION



-  Speed hump
-  New sidewalk
-  Traveling vehicle
-  Raised crosswalk
-  New landscaped area
-  Parked vehicle
-  Existing crosswalk removed

DRIVING AND STREET CROSSINGS

109A Street and 110 Street at 60 Avenue

The Draft Design includes:

109A Street / 60 Avenue

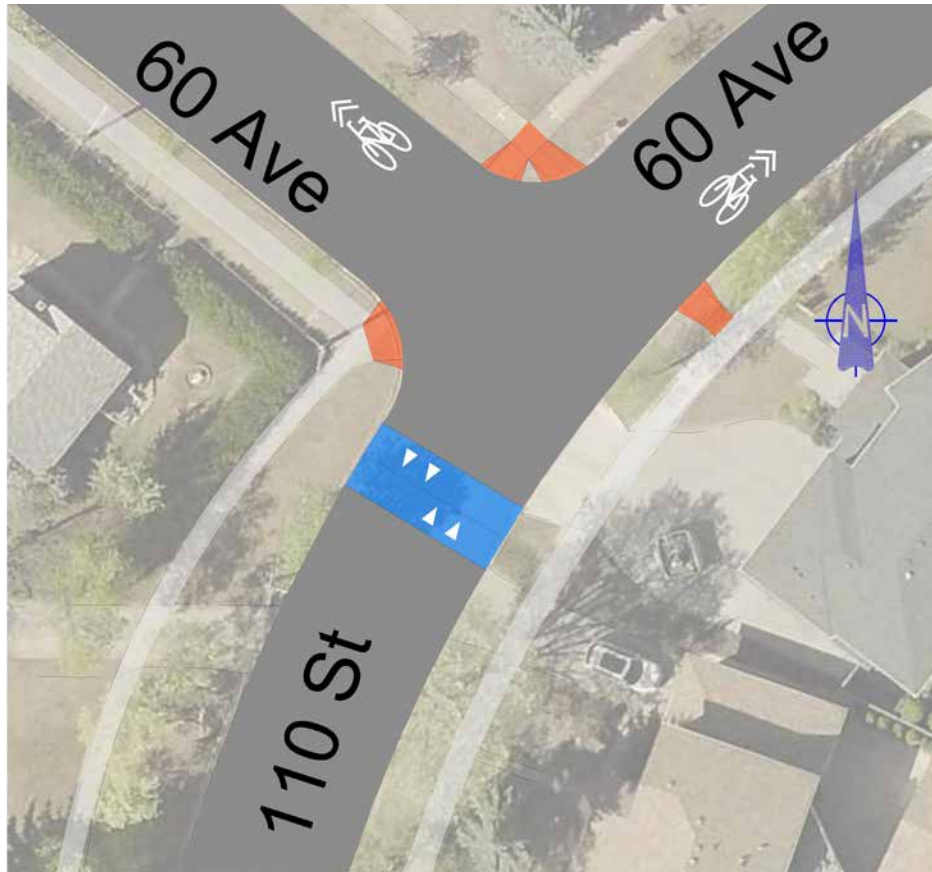
- + Removal of the traffic island and a realignment of the intersection to narrow this wide roadway, slow traffic and improve navigation for people who drive. It will also shorten the crossing distance for people who walk.
- + Public on-street parking retained.



109A Street and 110 Street at 60 Avenue

110 Street / 60 Avenue

- + A speed hump placed directly south of the 60 Avenue intersection on 110 Street to help slow traffic around the big curve.



-  Speed hump
-  "Sharrow" pavement marking
-  New sidewalk

DRIVING AND STREET CROSSINGS

110 Street / 52 Avenue

The Draft Design includes:

- + An enhanced crosswalk at 52 Avenue intersection to help slow traffic and improve the visibility of people crossing.



Enhanced crosswalk

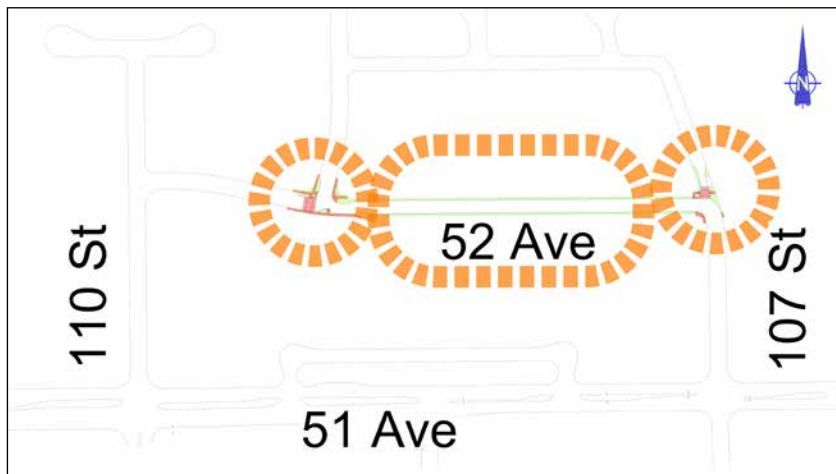
DRIVING AND STREET CROSSINGS

52 Avenue – 107 Street to 109 Street

The Draft Design includes:

- + A narrowed road with a new wide, treed boulevard between 107 Street and 109 Street to help slow traffic and reinforce the one-way direction.
- + A raised crosswalk with curb extensions added to the intersections at 107 Street and 109 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.



View a video of the proposed changes to 52 Avenue

52 Avenue – 107 Street to 109 Street

107 STREET TO 109 STREET



107 STREET INTERSECTION



109 STREET INTERSECTION



- Existing sidewalk
- New landscaped area
- Traveling vehicle
- Parked vehicle
- Direction of vehicle travel
- Raised crosswalk
- New sidewalk

DRIVING AND STREET CROSSINGS

55 Avenue at Allard Way

The Draft Design includes:

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

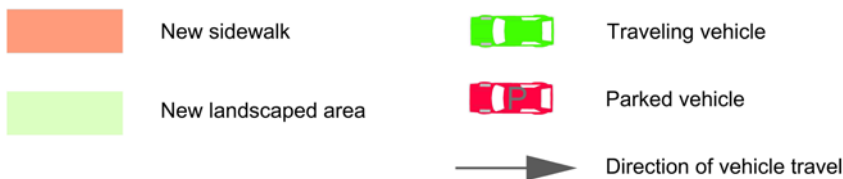


DRIVING AND STREET CROSSINGS

58 Avenue from 105 Street to Calgary Trail

The Draft 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 for people who walk and improve sightlines by preventing parking too close to the intersection.



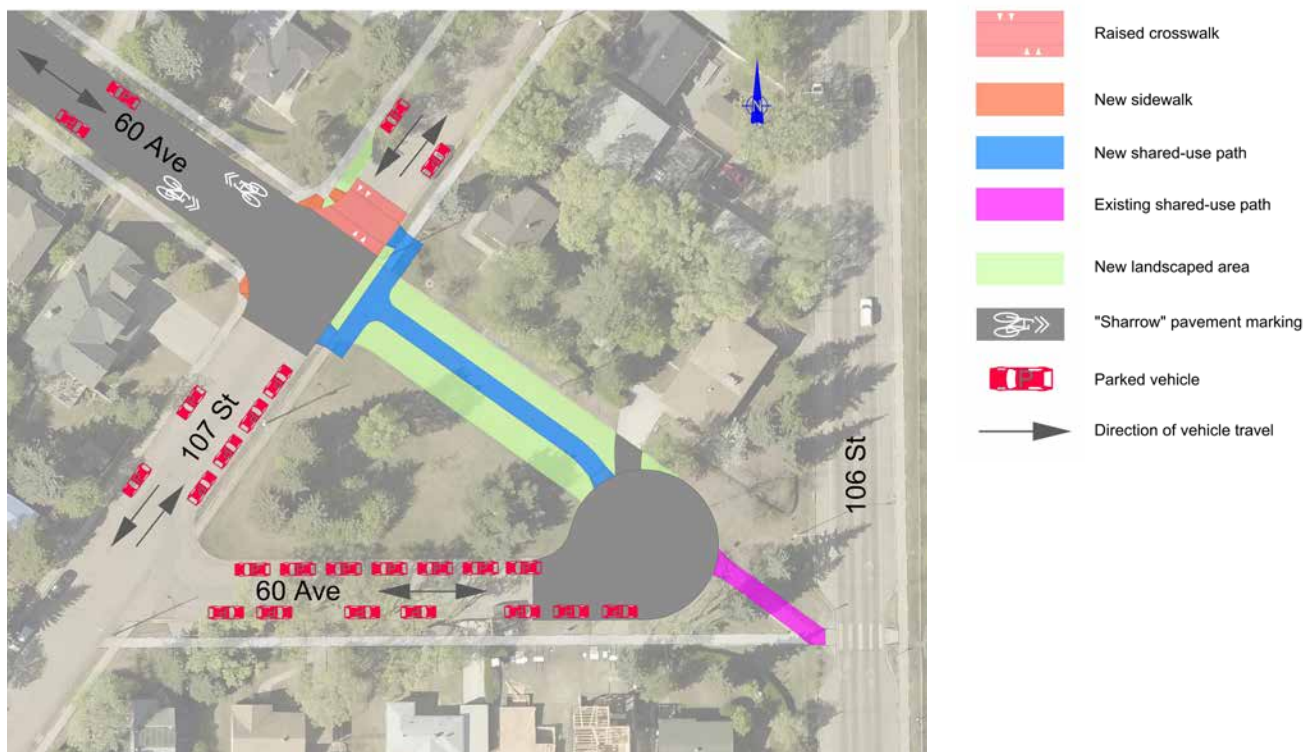
DRIVING AND STREET CROSSINGS

60 Avenue – 106 Street to 108 Street

The Draft Design includes:

106 Street to 107 Street

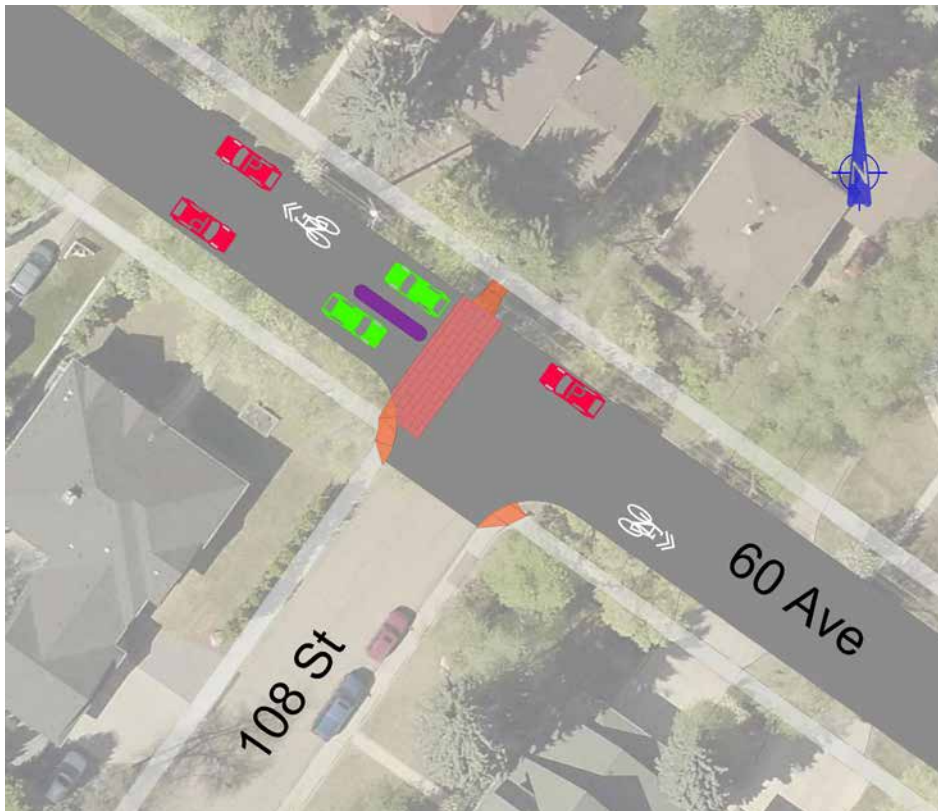
- + A partial road closure on the north portion of 60 Avenue and a new keyhole turn-around to discourage non-residential traffic, increase green space and allow for a new walking and biking connection.



60 Avenue – 106 Street to 108 Street

108 Street

- + A new median to narrow the road and slow traffic.
- + An enhanced crosswalk to improve visibility for people crossing.



- Enhanced crosswalk
- New sidewalk
- Concrete median
- "Sharrow" pavement marking
- Traveling vehicle
- Parked vehicle

MEDIAN



DRIVING AND STREET CROSSINGS

60A Avenue – west of 107A Street

The Draft 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 Draft Design?

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

The plan includes a separated bike connection north–south along 106 Street through Pleasantview and provides east–west connections to the 111 Street shared–use path via 60 Avenue and to the 105 Street bike route via the 61 Avenue service road.

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

Shared–use paths and alleys are also being proposed for biking and walking.

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

*Click to go directly to details

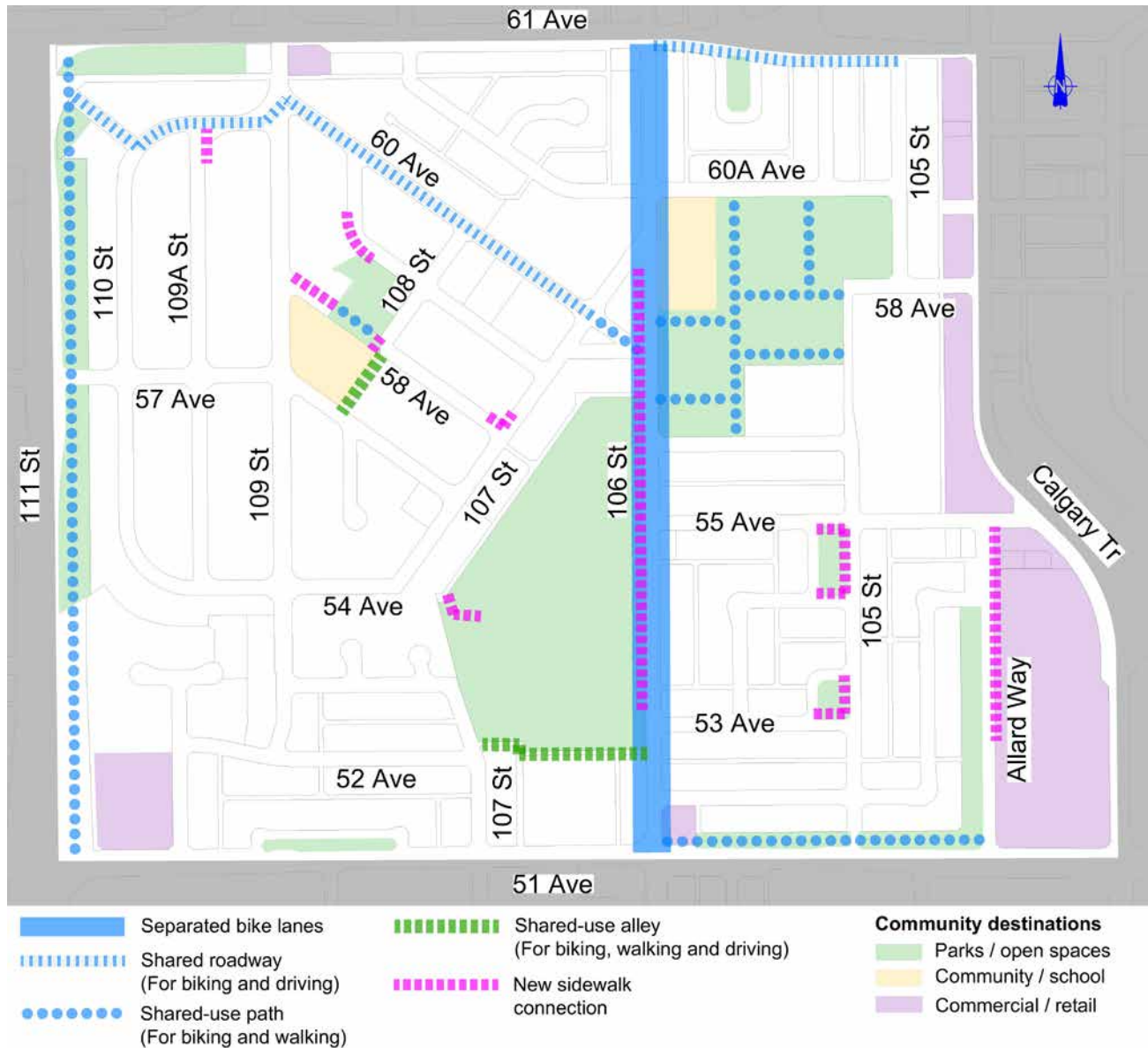
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Biking and Walking Connections

TOPIC	LOCATION	DESIGN DETAIL
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
	60 Avenue between 106 Street and 107 Street	Shared-use path
	Mount Pleasant Park	Shared-use path
	Angus Murray Park	Shared-use path
	Alley (east-west) just south of cemetery*	Shared-use alley
	Alley (north-south) just east of community hall*	Shared-use alley
Biking connections*	106 Street	Separated, raised, east side (northbound), west side (southbound)
	60 Avenue between 107 Street and 111 Street	Shared roadway eastbound and westbound Shared-use path between 106 and 107 Street
	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 – Roadway shared by those who bike and drive

Shared-use path – Path shared by those who walk and bike

Shared-use alley – Alley shared by those who walk, bike and drive

Biking and Walking Connections



What we heard

The following are a few highlights of what we heard about Biking and Walking Connections in our previous public engagement:

- + People told us 106 Street is a popular route for biking and east–west connections to/from 111 Street are needed.
- + The preferred bike lane type for 106 Street is one–way lanes on the east and west sides of the roadway, separated from pedestrian and vehicle traffic.
- + The width of the road, public parking and trees should be considered when planning for 106 Street.
- + There is more support to maintain the shared roadway east–west bike connection on 60 Avenue rather than moving it to 57 Avenue.
- + People who walk often use 107 Street (54 Avenue to 106 Street) and 109 Street (52 Avenue to 61 Avenue). Also popular are the walking connections on 57 Avenue and 60 Avenue (109 Street to 111 Street), as well as all sidewalks surrounding Mount Pleasant School and along 111 Street.
- + People support a shared–use alley on the south side of the cemetery and the shared–use alley east of the community hall to improve connections and improve visibility for people who walk and bike.

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 per cent City funded



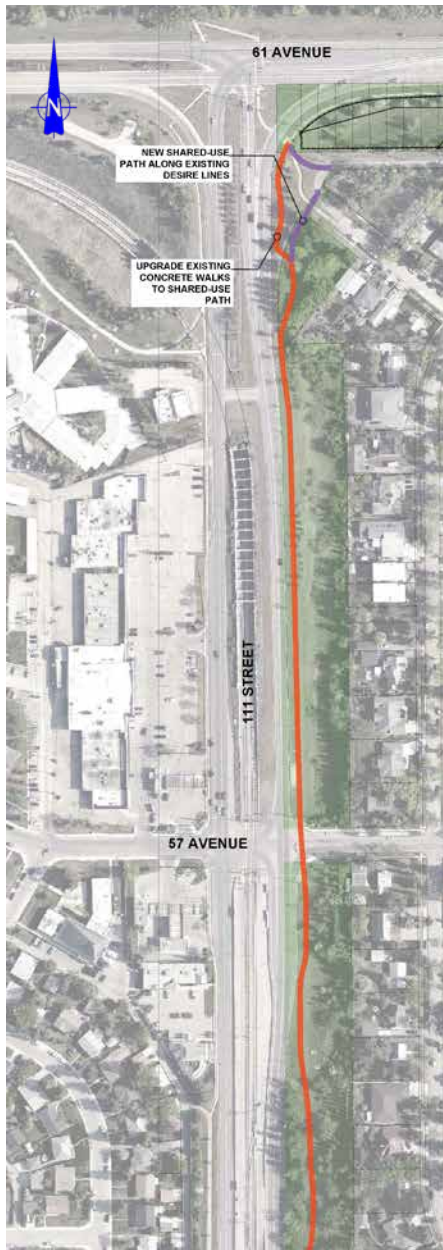
Feedback Opportunity:


Please visit the online survey to let us know your thoughts on the proposed biking and walking connections for Pleasantview.

BIKING AND WALKING CONNECTIONS

Shared-use paths

- + 111 Street – 51 Avenue to 61 Avenue (widen existing sidewalk to a shared-use path and extended to 51 Avenue)



 UPGRADE TO SHARED-USE PATH (EXISTING SIDEWALK)

 NEW SHARED-USE PATH

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

- + 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 to use the new space.

ALLEY (SOUTH OF CEMETERY)



ALLEY (EAST SIDE OF THE COMMUNITY HALL)



-  Shared-use alley
-  Bike lane
-  Existing sidewalk
-  Raised crosswalk
-  New sidewalk
-  New landscaped area
-  Direction of vehicle travel

Shared-use alleys



Strathcona Neighbourhood
102 Street, north of 85 Avenue



BIKING AND WALKING CONNECTIONS

Bike connection north–south – 106 Street

The Draft Design includes:

Protected bike lanes

- + Enhancements to Edmonton's bike network north–south connection through Pleasantview. A raised separated bike lane runs along the east and west sides of 106 Street between 51 Avenue and 61 Avenue. Riders travel northbound on the east side and southbound on the west side. The bike lane is physically separated from the roadway and visually separated from the sidewalk.
- + Public on–street parking (as currently exists) with the exception of the east side between 60A Avenue and 61 Avenue where it is removed.
- + Tree removal in some locations (see [Corporate Tree Policy](#)).



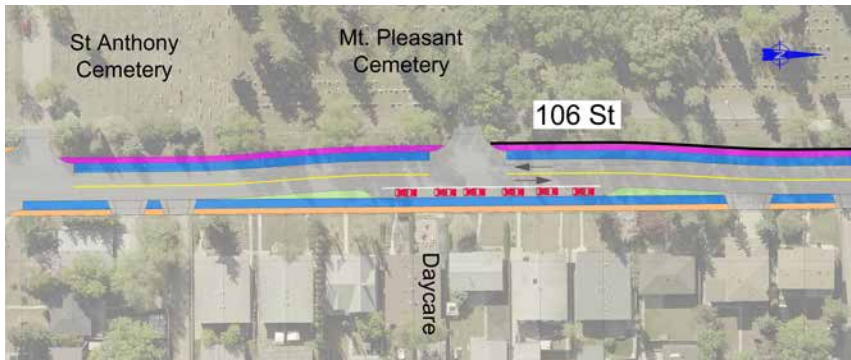
**View a video fly through of the
106 Street bike lane connection**

Bike connection north-south – 106 Street

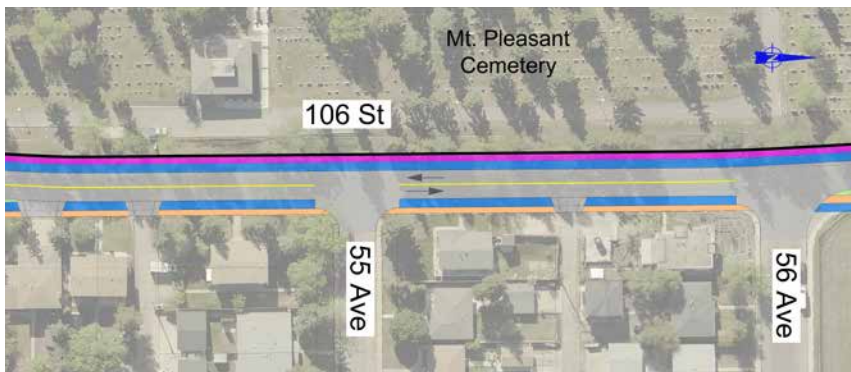
51 AVENUE TO 53 AVENUE



53 AVENUE TO 54 AVENUE



54 AVENUE TO 56 AVENUE



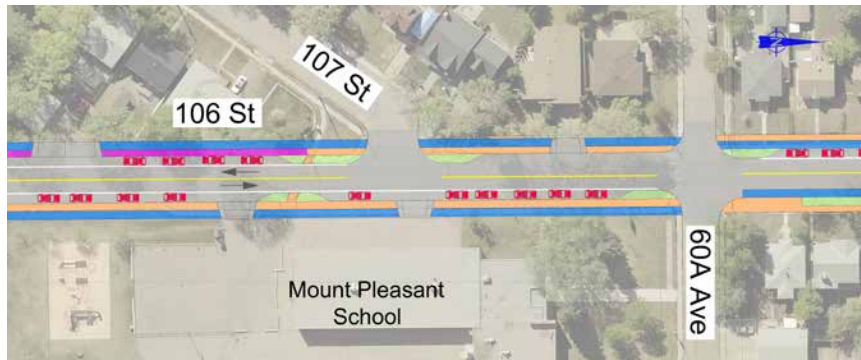
- Bike lane
- New sidewalk connection
- Existing sidewalk connection
- Retaining Wall
- Driveway or alley access
- Parked vehicle
- Direction of vehicle travel

Bike connection north-south – 106 Street

56 AVENUE TO 60 AVENUE










60 AVENUE TO 60A AVENUE



60A AVENUE TO 61 AVENUE



- | | | |
|--|--|--|
|  Bike lane |  Retaining Wall |  Parked vehicle |
|  New sidewalk connection |  Driveway or alley access |  Direction of vehicle travel |
|  Existing sidewalk connection | | |

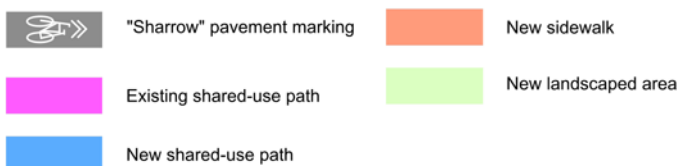
BIKING AND WALKING CONNECTIONS

Bike connections east–west

The Draft 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






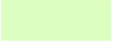
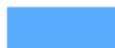
Bike connection east-west

109 STREET TO 108 STREET



108 STREET TO 106 STREET



- | | | | |
|---|----------------------------|---|---------------------|
|  | "Sharrow" pavement marking |  | New sidewalk |
|  | Existing shared-use path |  | New landscaped area |
|  | New shared-use path | | |

Bike connection east-west

109 STREET TO 105 STREET



"Sharrow" pavement marking



PARKS AND OPEN SPACES

What is in the Draft Design?

Most of the park spaces throughout Pleasantview have different levels of enhancement proposed 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 plaza, shared-use path with seating and planting
Pocket park (61 Avenue and 105B Street)*	Boulevard trees, picnic table seating
Pocket park (105A Street between 53 and 53A Avenue)*	Sidewalks, additional plantings
Mount Pleasant Park*	Shared-use paths, tree plantings, seating areas
Pocket park (60 Avenue between 106 and 107 Street)*	Added green space, shared-use path, tree plantings, seating areas
Off-leash dog park*	Option 1 – 61 Avenue green space between 109 and 111 Street or Option 2 – 105A Street between 54 and 55 Avenue
Trees*	Added in select locations (see maps)

*Click to go directly to details

Parks and Open Spaces



What we heard

The following are a few highlights of what we heard about Parks and Open Spaces in our previous public engagement:

- + People told us they would like an off-leash dog park in the neighbourhood.
- + There are mixed opinions on the idea of a fenced-in off-leash dog park at the pocket park on 105A Street between 55 and 54 avenues.
- + People are in favour of more trees and greenery to enhance the neighbourhood and seating areas both in open spaces and along streets.
- + Upgrades to the playground in Angus Murray Park are desired.
- + People are supportive of the addition of pathways leading to parks and open spaces, as well as the creation of gathering spaces, and new benches and seating areas in parks.



Feedback Opportunity:

Please visit the online survey to let us know your thoughts on the parks and open spaces plan for Pleasantview.

PARKS AND OPEN SPACES

Angus Murray Park

The Draft Design includes:







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

The Pleasantview Community League is leading an initiative to make upgrades to the Angus Murray Park playground. They would like to hear from you on what the playground could look like!

Visit www.pleasantviewcl.ca for more information and to provide your input.

Angus Murray Park



-  PROPOSED PATHWAY
-  PLAZA / SEATING AREA
-  EXISTING TREE
-  NEW BOULEVARD TREE
-  SHARED ROAD
-  PICNIC TABLE

NATURAL PLANTINGS

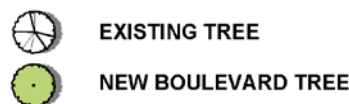


PARKS AND OPEN SPACES

60 Avenue Pocket Park (east of 107 Street)

The Draft Design includes:

- + Green space added to the pocket park as a result of the partial road closure on the north portion of 60 Avenue.
- + Shared-use path to improve walking and biking connections between 106 Street and 107 Street.
- + New trees and shrubs to add greenery and beauty.
- + Seating nodes to provide users a place to relax and enjoy.

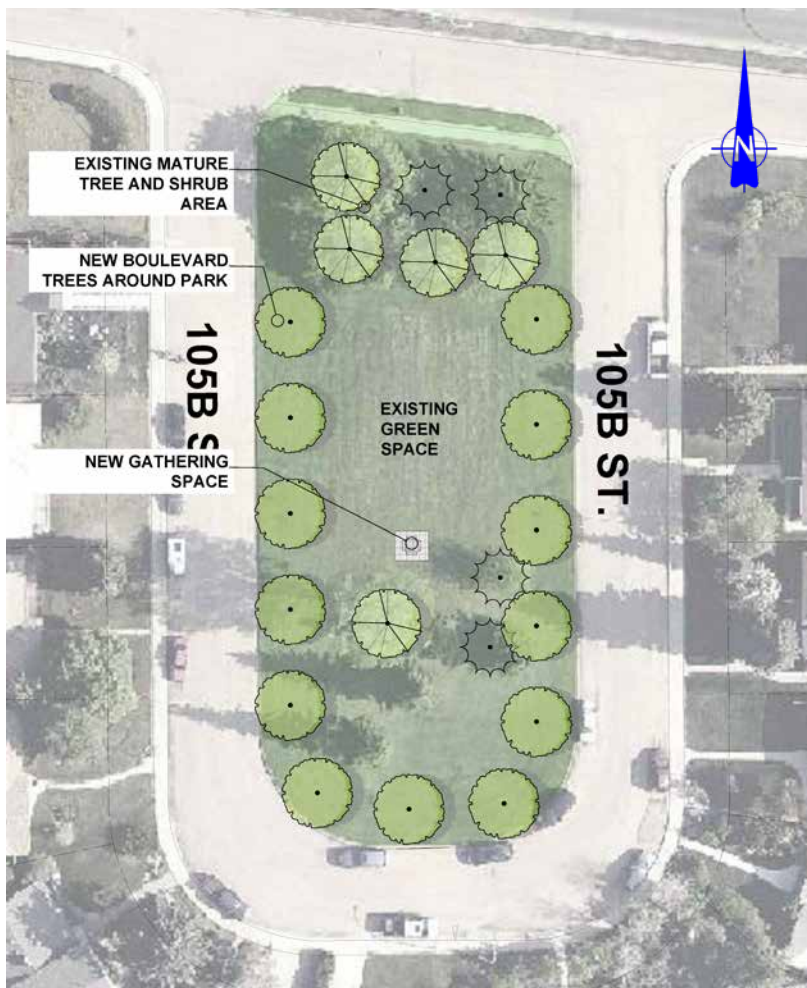


PARKS AND OPEN SPACES

61 Avenue and 105B Street Pocket Park

The Draft Design includes:

- + A gathering space with seating
- + New boulevard trees



SEATING



-  SEATING AREA
-  EXISTING TREE
-  NEW BOULEVARD TREE
-  PICNIC TABLE

PARKS AND OPEN SPACES

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

The Draft Design includes:

- + A new sidewalk connection along the east and west 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.



- PROPOSED SIDEWALK
- ⊗ EXISTING TREE
- NEW BOULEVARD TREE
- ▬ BENCH

PARKS AND OPEN SPACES

Mount Pleasant Park

The Draft 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, enjoyment and add shade.



- PROPOSED PATHWAY
- ⊗ EXISTING TREE
- NEW TREE
- EXISTING BENCH

PARKS AND OPEN SPACES

Off-leash Dog Park – Two Location Options

The Draft Design includes:

- + A new off-leash dog park:

Option 1: 61 Avenue between 109 and 111 Street
or

Option 2: 105A Street between 54 and 55 Avenue

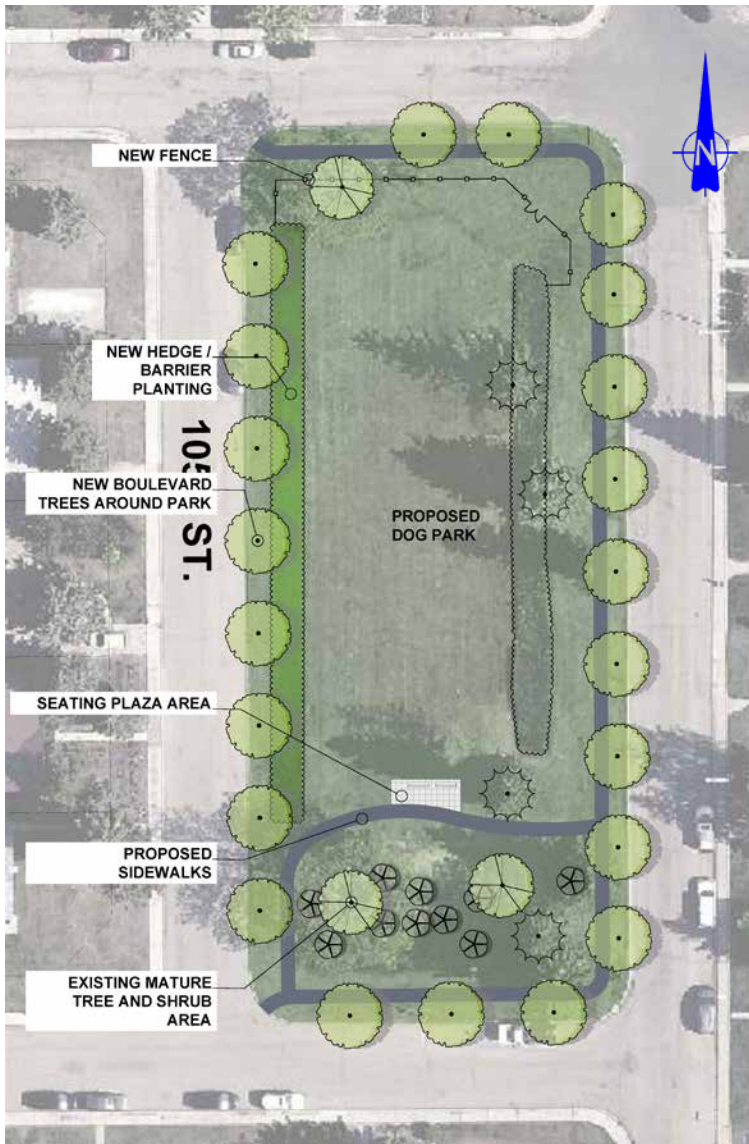
OPTION 1: 61 AVENUE



- PROPOSED PATHWAY
- - - FENCE

Off-leash Dog Park

OPTION 2: 105A STREET



FENCED IN DOG PARK



HEDGED IN DOG PARK



- PROPOSED SIDEWALK
- ▣ PLAZA / SEATING AREA
- ⊗ EXISTING TREE
- ⊙ NEW BOULEVARD TREE
- BENCH
- ▬ HEDGE / BARRIER PLANTING
- FENCE

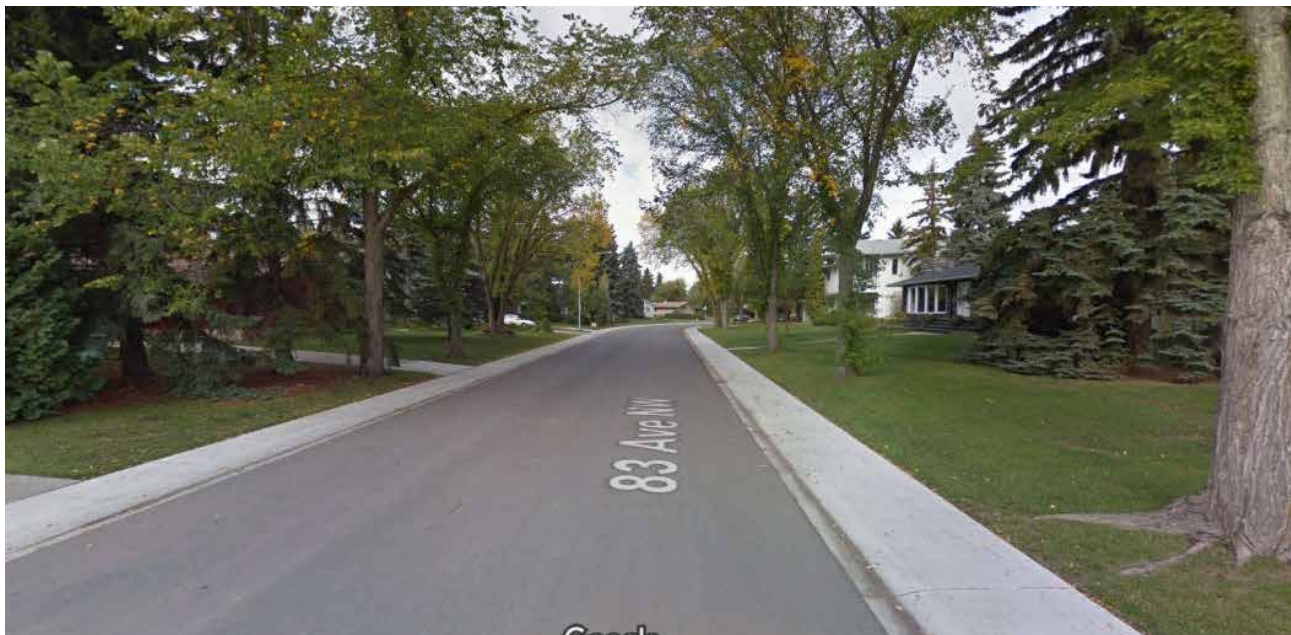


Feedback Opportunity:

Please visit the online survey to let us know your level of support for each off-leash dog park option.

Trees

TREES BEHIND SIDEWALK



TREES IN BOULEVARD

