



# What We Heard Report: Pleasantview Neighbourhood Renewal

**Exploring Options and Tradeoffs  
November 2020**

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**Edmonton**

# What We Heard Report:

## Pleasantview Neighbourhood Renewal

### Exploring Options and Tradeoffs

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## **Project overview**

Pleasantview has been chosen for Neighbourhood Renewal to update its aging streets and sidewalks. Construction is scheduled to begin in spring 2022.

Neighbourhood renewal rehabilitates residential roads, replaces street lights, sidewalks, curbs, and gutters, and adds missing sidewalk links, where possible. Other opportunities to improve how people walk, bike and drive in the neighbourhood, and how they enjoy City-owned parks and open spaces are also explored.

An iterative public engagement process was designed to gather local knowledge, views and opinions from residents and property owners to inform the development of the neighbourhood design and ensure it meets the needs of both current residents and visitors and those in the future.

The planning and engagement process began in September 2019 and the Final Design will be shared in spring 2021.

## **Impact to engagement due to COVID-19**

The COVID-19 pandemic has impacted nearly every aspect of daily life, including how we are able to connect with you about Neighbourhood Renewal. Thank you to everyone who engaged with us virtually during the Options and Tradeoffs phase of the project, as we adjusted our engagement activities.

Neighbourhood Renewal ensures that neighbourhood infrastructure is safe, maintained and serves the people who live in the community and depend upon it. Although in-person public events are paused, the Project Team remains committed to delivering project information and meaningful public engagement opportunities as efficiently and safely as possible.

## Public engagement spectrum

The City of Edmonton is committed to seeking diverse opinions, experiences and perspectives from Edmontonians, ensuring a wide range of input is available to make decisions.

The City's public engagement spectrum defines the public's level of influence in engagement processes. Engagement activities during this phase were at the REFINE level on the City's Public Engagement Spectrum.

### Increasing influence of the public



Visit [edmonton.ca/PublicEngagement](http://edmonton.ca/PublicEngagement) for more information on the City's public engagement process and click on Vision, Definition and Spectrum.



## Roadmap to Building Great Neighbourhoods

The Neighbourhood Renewal program follows the roadmap below from Starting the Conversation together to the unveiling of the new neighbourhood enhancements and celebration of the completion of construction.

This report highlights the input received during the Exploring Options and Tradeoffs phase between June and August 2020.



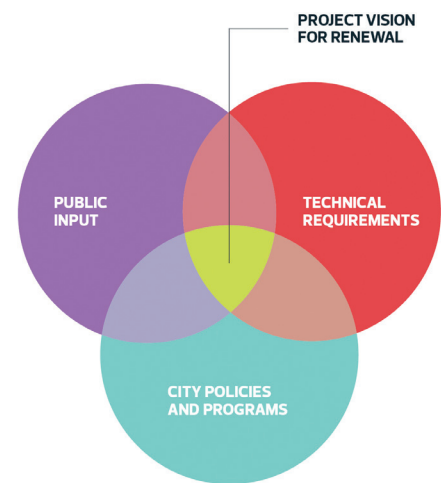


## Exploring Options and Tradeoffs

During Exploring Options and Tradeoffs, design options were proposed to improve and enhance the neighbourhood. These options were based on current design standards as well as issues and opportunities received from residents and property owners earlier in the engagement process. Each option has benefits and tradeoffs to be considered. With the neighbourhood functioning as a system, a decision made in one area may impact another element of the design.

## How decisions are made

City policies and programs such as the Complete Streets Design and Construction Standards, Vision Zero Edmonton and Winter City Strategy provide the overall direction for Neighbourhood Renewal designs. As each neighbourhood is unique, the Project Team asks for input from residents who live, work and play in the neighbourhood and considers technical aspects such as roadway widths and conflicts with utilities and trees to determine what will fit in the neighbourhood.



Over 4000 residents live in Pleasantview, each with needs and opinions on how they envision its future. Over the past year, feedback has been collected in a number of ways—surveys, community walk/workshop, engagement pop-up events, emails/phone calls, stakeholder discussions and question and answer opportunities. Early public input was used to develop the project Vision and Guiding Principles that, along with ongoing public engagement, continue to guide the Project Team when prioritizing design decisions.

Thank you to everyone who participated in the public engagement opportunities to date and contributed knowledge and experiences to help shape the future of Pleasantview.



## How we communicated and engaged

Understanding the benefits and tradeoffs of proposed options, residents and property owners were asked which options would best meet the needs of all users and area residents. Additional input was sought on specific designs to understand how each design would best fit into the neighbourhood and to minimize any impacts.

The input received is summarized in this report and was considered in determining which design options will move forward, which design options require modification and which new design options are being proposed to be included in the Draft Design.



### Live online events

Two live online events were held to share design options and offer the opportunity to ask questions directly of the Project Team:

- + Driving and Street Crossings – **June 29, 2020**
- + Biking and Walking Connections, Parks and Open Spaces – **July 15, 2020**

**73 total participants**



### Online question and answer tool

This online tool provided the opportunity to ask questions of the Project Team on the project webpage.



### Online and paper survey

Two surveys were available, both online and paper copy to submit feedback on the proposed design options.

- + Driving and Street Crossings – **June 29 to July 30, 2020**
- + Biking and Walking Connections, Parks and Open Spaces – **July 15 to July 30, 2020**

**241 completed surveys**



### Emails, phone calls

Residents, and property and business owners shared information with the project team via email and telephone.



### Interactive digital and paper information booklet

The proposed options and tradeoffs for Pleasantview's neighbourhood renewal were available for review online or paper copy, by request.

## What we heard

The following is a summary of what we heard during the Exploring Options and Tradeoffs phase. All feedback collected was considered to develop the Draft Design that will be shared for feedback in November 2020.

While all comments have been reviewed and considered, the following is a brief summary of what we heard most often.

## Driving and Traffic

### 109 Street traffic calming

Several measures were proposed to help slow traffic and discourage shortcutting along 109 Street. These measures could work on their own or in combination with each other.

Proposed Options	What we heard	What we are considering for the Draft Design
<p>Raised crosswalks with curb extensions at 52, 54 and 58 avenues</p> <p>Speed humps - reduce or leave as is between 53 and 54 avenues</p> <p>Narrow roadway between 52 and 57 avenues</p>	<p>Over half of those who responded are in favour of adding raised crosswalks with curb extensions at one or more of the proposed intersections (52, 54, 58 avenues).</p> <p>Some respondents indicated a belief that narrowing the road could increase congestion and be less safe.</p> <p>Opinions are split on the need for any speed humps along 109 Street between 53 and 54 Avenues. Those who do support speed humps would like to have all three speed humps maintained.</p>	<p>52 Avenue - Add raised crosswalk with curb extension</p> <p>53 Avenue to 54 Avenue - Maintain two speed humps</p> <p>54 Avenue - Add raised crosswalk with curb extension</p> <p>58 Avenue - Add raised crosswalk with curb extension</p>

*“Please do not narrow, I repeat, do not narrow 109 Street.”*

*“Raised crosswalks at 52 and 54 Avenue provide a safer environment for elementary school kids at the school bus stops there. Raised crosswalks at 58 Avenue help break up an otherwise long, straight stretch of 109 Street, discouraging speeding in an area known for it.”*





### 109 Street / 60 Avenue intersection

Two options were proposed to modify the intersection to help slow traffic and enhance pedestrian crossings.

*“The roundabout will both slow down and direct traffic. Roundabouts can be quite attractive!”*

*“Option 2 will make the intersection less confusing as well as safer crossing of roads for pedestrians.”*

Proposed Options	What we heard	What we are considering for the Draft Design
<p>Option 1: Add a roundabout and narrow the intersection</p> <p>Option 2: Square and narrow the intersection</p>	<p>There are similar levels of support for both a roundabout and the narrowing of the intersection although slightly more people prefer the addition of a roundabout.</p> <p>People feel that the roundabout will also aesthetically enhance the area.</p> <p>Some, however, feel that no changes are needed.</p>	<p>Add roundabout and narrow the intersection</p>

### 109 Street / 57 Avenue intersection

Two options were proposed to enhance turning movements and help alleviate both driver and pedestrian confusion at this intersection.

*“I would love to see the island gone. It is fairly useless. In the winter people drive up on it in the snow before clearance.”*

*“Right turn would be very sharp if island removed.”*

Proposed Options	What we heard	What we are considering for the Draft Design
<p>Option 1: Island reshaped, crosswalks enhanced, southwest corner realigned</p> <p>Option 2: Island removed, crosswalks enhanced, southwest corner realigned</p>	<p>There is support for both proposed options, however, reshaping the island received slightly more support as people feel this will reduce shortcutting and maintain parking.</p> <p>There are also concerns the design will increase maintenance for adjacent residents.</p>	<p>Reshape island, enhance crosswalks</p>

### 109A Street / 60 Avenue intersection

Two options were proposed to improve navigation for those who drive and walk through this intersection.

*“Removing [the] island is [the] best way to prevent short-cutting.”*

*“Option 2 – Better navigation + traffic flow.”*

Proposed Options	What we heard	What we are considering for the Draft Design
<p>Option 1: Island removed, intersection realigned</p> <p>Option 2: Island remains, right turn lane narrowed</p>	<p>Over half of people who responded prefer the removal of the island to improve navigation and safety at this intersection, noting it will reduce shortcutting and ensure much needed parking is retained.</p> <p>Some who support the option to keep and expand the island favour the additional greenspace and landscaping that would be added.</p>	<p>Remove island and realign intersection</p>

### 52 Avenue between 107 Street and 110 Street

Two design options were proposed to help to reduce speed and one-way violations along this section of 52 Avenue.

*“If it is being maintained as a one-way, then narrowing the road would make this more obvious and slow people down.”*

*“Raised crosswalk with curb extensions will slow traffic enough and is the best trade off option. To be honest, I think curb extensions are good enough.”*

Proposed Options	What we heard	What we are considering for the Draft Design
<p>Option 1: Narrow roadway</p> <p>Option 2: Raised crosswalks and curb extensions</p>	<p>While there are mixed views on how to reduce speed and one-way violations along 52 Avenue, there is more support for the option to add raised crosswalks with curb extensions at 107 Street and 109 Street than narrowing the roadway.</p> <p>There is little support for narrowing the road to reduce speed, although some support for narrowing the segment between 107 Street and 109 Street only as it is felt this would enhance safety.</p>	<p>107 Street to 109 Street – Narrow roadway and add treed boulevard</p> <p>107 Street – Add raised crosswalk with curb extensions</p> <p>109 Street – Add raised crosswalk with curb extensions</p>

### 107 Street between 106 Street and 58 Avenue

The two proposed design options work to slow traffic along this section of 107 Street.

*“With the heavy traffic volumes during school pickup/dropoff, I think narrowing road will only cause increased traffic congestion back onto 106 Street.”*

*“Trees would be nice and traffic could negotiate the narrow road without a problem.”*

Proposed Options	What we heard	What we are considering for the Draft Design
<p>Option 1: Narrowed roadway</p> <p>Option 2: Raised crosswalk with curb extension at 107 Street / 58 Avenue</p>	<p>Of the options presented, there is the most support for adding a raised crosswalk and curb extensions to reduce speeding and enhance safety at the 107 Street / 58 Avenue intersection.</p> <p>Narrowing the roadway is not generally supported. The few who supported the narrowed roadway noted the addition of a treed boulevard as a benefit.</p> <p>Some feel that no changes are required.</p>	<p>107 Street / 58 Avenue – Add curb extension</p> <p>107 Street / 57 Avenue – Add raised crosswalk with curb extension</p> <p>107 Street / 60 Avenue – Add raised crosswalk with curb extension</p>

### 58 Avenue between Calgary Trail and 105 Street

Several options were proposed to help slow speeds and discourage shortcutting along this portion of 58 Avenue.

*“Anything except chicanes. The drivability of this road as a Pleasantview resident is not appealing.”*

*“Option 3 is nice ‘cause it is also about benefiting pedestrians with the raised crosswalk.”*

Proposed Options	What we heard	What we are considering for the Draft Design
<p>Option 1: Chicanes near alley, narrowed roadway on 58 Avenue</p> <p>Option 2: Curb extensions at alley and narrowed roadway</p> <p>Option 3: Raised crosswalk with curb extensions and narrowed roadway</p>	<p>There is some support for curb extensions and raised crosswalks, however there is also concern that these additions will reduce parking and impact winter driving.</p> <p>People feel the addition of chicanes will make it harder to drive and narrowing the road is generally not supported.</p>	<p>Add curb extensions and narrow roadway at 58 Avenue</p>

### 105 Street between 51 Avenue and 58 Avenue

Two design options were proposed to slow the speed of vehicles entering / exiting at 51 Avenue and to help with sight line concerns at the 56 Avenue intersection. These options could be implemented alone or together.

*“Great idea to add treed boulevard. This area could use more trees.”*

*“This road can be quite busy, so this would increase safety. The treed boulevard add beauty.”*

Proposed Options	What we heard	What we are considering for the Draft Design
<p>Option 1: Raised crosswalks with curb extensions on 105 Street at 53, 55 and 56 avenues and mid-block south of 58 Avenue</p> <p>Option 2: Treed boulevard</p>	<p>People are generally in favour of adding more trees to the boulevard.</p> <p>About half of the people who responded support curb extensions and raised crosswalks at 53, 55 and 56 avenues to slow vehicles entering and exiting at 51 Avenue.</p>	<p>53 Avenue – Add raised crosswalk and curb extension</p> <p>55 Avenue – Add raised crosswalk and curb extension</p> <p>56 Avenue – Add raised crosswalk and curb extension</p> <p>South of 58 Avenue – Add raised crosswalk midblock</p> <p>105 Street – Add treed boulevards, where possible</p>

### 60 Avenue east of 107 Street

Three options were proposed to increase the amount of green and gathering spaces in the neighbourhood, and to address traffic concerns.

*“With Option 1, this would become a nice little pocket park in the neighbourhood. The big pine tree in that green space is a great climbing tree for kids!”*

*“Of the three, Option 3 is better than the first two. Why is narrowing the roadway necessary?”*

Proposed Options	What we heard	What we are considering for the Draft Design
<p>Option 1: Add park space and partial road closure</p> <p>Option 2: Add green space and convert to shared-use, one-way roadway</p> <p>Option 3: Add green space and narrow the roadway</p>	<p>Almost half of people who responded support partially closing 60 Avenue to decrease non-resident traffic and add green space to enhance the neighbourhood.</p> <p>People suggested adding park benches and to keep the “big pine tree”.</p>	<p>107 Street / 60 Avenue – Partially close road</p>

### 110 Street / 52 Avenue intersection

A design option was proposed to help with sightline concerns at this intersection.

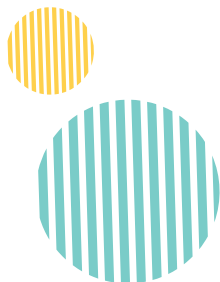
*“Curb extensions will cause more accidents in that area. It is already difficult to turn in any direction on that road.”*

*“Narrow is good in this area to prevent shortcutting.”*

Proposed Options	What we heard	What we are considering for the Draft Design
Add curb extensions on both sides of 110 Street at 52 Avenue	<p>About half of those who responded are in favour of the proposed curb extensions on both sides of the intersection to minimize sightline concerns as they feel these enhancements will increase safety for people who both walk and drive.</p> <p>Some respondents indicated a belief that the design would be less safe for people who drive and people who bike, and entering and exiting the neighbourhood will be more difficult.</p> <p>There is also concern that the curb extensions will impede delivery trucks from entering the commercial area and seniors' residence.</p>	110 Street / 52 Avenue – Add enhanced crosswalk

Based on additional comments heard from the community, and consideration with how the traffic calming measures and other design options will work as a system, the following new additions are being considered in the Draft Design:

- + 107 Street / 57 Avenue – Raised crosswalk with curb extension
- + 107A Street / 60A Avenue – Speed hump
- + 108 Street / 60 Avenue – Median and enhanced crosswalk
- + 110 Street / 60 Avenue – Speed hump
- + Allard Way / 55 Avenue – Curb extension



## Walking

### Shared-use alley on the south side of the cemetery

A design option was proposed to improve the safety, accessibility and comfort of this connection.

*“The alleyway is in bad shape now and there currently is no dedicated space for walkers and bikers as it is, so this is an improvement in every way.”*

*“I think this option enhances our neighborhood without many tradeoffs.”*

Proposed Options	What we heard	What we are considering for the Draft Design
<p>Shared-use alley for those who walk, bike and drive</p>	<p>People support the shared-use alley as they believe it will improve safety and connections, identify it as a multi-use roadway and will beautify this location.</p> <p>Some are concerned about increased traffic and unwanted illegal activity.</p> <p>There is a desire for the City to add lighting.</p>	<p>Add shared-use alley for those who walk, bike and drive</p>



### Shared-use alley east of community hall

A few design options were proposed to work together to improve the safety and comfort of this alley connection.

*“Currently this is just a compact dirt road. Adding paving would really improve the look of the area. It would also help improve walking and cycling through the area.”*

*“Since people can already walk and drive this alley, it seems like it will increase drive-through traffic close to the park where kids are playing.”*

Proposed Options	What we heard	What we are considering for the Draft Design
<p>Shared-use alley for those who walk, bike and drive</p> <p>Close one end of the alley to vehicle traffic to limit shortcutting</p>	<p>People feel the design option for a shared-use alley east of the community hall will improve the rough road surface, walking and biking connections, and safety. However, some are concerned the improvements will encourage drivers to speed.</p> <p>There are similar levels of support for a closure of one end of the alley or keeping it open.</p> <p>Those who do not support a closure feel that while there is a low volume of traffic along this roadway, it is still a needed connection.</p> <p>Those who do support the closure are split between which end to close with more preferring the north end as it may create a more efficient entry/exit.</p>	<p>Convert alley to shared-use space for those who walk, bike and drive. Keep both ends of the alley open to vehicle traffic</p> <p>Add coloured, textured pavement treatment and signage to educate on how to use the new space</p>



## Biking

### 106 Street bike lane

As part of the Bike Network, the 106 Street bike lane will continue its north-south connection through Pleasantview. Four bike lane types were proposed.

*“Biking is increasing—having separate lanes seems safest.”*

*“Not enough room for both sides of the street and less tree-cemetery removal.”*

Proposed Options	What we heard	What we are considering for the Draft Design
<p>Option 1: Bike lanes: off-street (raised), east and west sides, one-way</p> <p>Option 2: Shared-use path: west side</p> <p>Option 3: Shared-use path: east side</p> <p>Option 4: Bike lane: off-street, two-way, west side</p>	<p>The one-way bike lanes on both the east and west sides of the roadway was the most preferred option by those who responded.</p> <p>Those who support this option feel it provides consistency with existing bike lanes, minimizes the number of roads people who bike have to cross, and separates people biking from those walking and driving.</p> <p>There are concerns, however, as to how the east lane would blend and effectively function with the school drop off / pick up area and a desire to retain as many trees as possible.</p>	<p>Add off-street (raised) bike lanes, both east and west sides, one-way</p>

### 106 Street to 111 Street bike connections

To improve biking connections on the low-traffic residential streets and address wayfinding concerns between the 106 Street bike lane and 111 Street, two east-west shared roadway connections were proposed.

*“More bike routes the better. Seems that this can be achieved at low cost.”*

*“Do not move the bike lane to 57 Avenue. It is a bus route with a narrow street. It would be dangerous to have cyclists there.”*

Proposed Options	What we heard	What we are considering for the Draft Design
<p>Option 1: Keep shared roadway connection on 60 Avenue</p> <p>Option 2: Move shared roadway connection to 57 Avenue</p>	<p>People prefer to keep the shared roadway bike connection on 60 Avenue over moving the connection to 57 Avenue.</p> <p>Others suggest both connections would be useful as they believe people who bike will use both routes and the cost would be low to have both.</p> <p>It is important to people to have well marked routes but not to have excessive signage.</p>	<p>60 Avenue between 106 Street and 111 Street – Shared roadway bike connection</p>



## Parks and Open Spaces

### Angus Murray Park

Changes were proposed to improve the east-west walking and biking experience through Angus Murray Park.

*“Will improve connection between 109 Street and this park. Assuming pathway can be shared by bikes and pedestrians.”*

*“Trees are good and increased biodiversity but I disagree with spending money on pavement and seating that will rarely get used.”*

Proposed Options	What we heard	What we are considering for the Draft Design
New pathway Seating Plantings	<p>There is general support for the proposed pathway and seating in Angus Murray Park, and for beautifying the area with more trees/greenery.</p> <p>There is however, concern about safety due to poor lighting, and therefore, additional lighting would be appreciated.</p>	<p>Add shared-use path</p> <p>Add seating</p> <p>Add plantings</p>

### 61 Avenue / 105B Street Pocket Park

Changes were proposed to improve the useability and enjoyment of the park.

*“Adds another feature that can bring in more enjoyment.”*

*“Have never seen anyone use the park and picnic tables can become a liability plus upkeep.”*

Proposed Options	What we heard	What we are considering for the Draft Design
Gathering space Picnic tables New trees	<p>About half of the people who responded support the proposed gathering space and seating, as well as the addition of more trees/greenery in the pocket park next to 61 Avenue / 105B Street and feel these changes will add a positive feature to the community.</p> <p>Those concerned about these additions worry about transient users, unwanted activity and maintenance.</p>	<p>Add trees</p> <p>Add small picnic table style seating location</p>

### 105A Street / 54 Avenue – 55 Avenue Pocket Park

Changes were proposed to improve the usability and enjoyment of this pocket park.

*“Integration and add an amenity to neighbourhood. Will help create park-like feel in the east.”*

*“Keep dog runs in areas outside of the center of communities in areas that are appropriately sized for the function and keep pocket parks for use as people parks, not animal parks.”*

Proposed Options	What we heard	What we are considering for the Draft Design
<ul style="list-style-type: none"> <li>A fenced in off-leash dog park</li> <li>Boulevard trees</li> <li>Walking connections</li> <li>Seating</li> </ul>	<p>Slightly fewer than half of people who responded feel the proposed fenced-in off-leash dog park will best meet the needs of area residents and other users.</p> <p>Some are excited about having an off-leash park within Pleasantview and others believe it will help to keep dogs out of other neighbourhood green spaces.</p> <p>About a third of those who responded have no opinion on the dog park feature. Some, who are not supportive of the location for the dog park, are concerned about impacts to residents such as noise, increased traffic and smell.</p>	<p>Add seating and plaza area</p> <p>Potential location for a partially fenced and screened-in dog park</p> <p>111 Street / 61 Avenue has been selected as the alternative considered location for the dog park and will be proposed for feedback in the Draft Design</p>

### 105A Street / 53 Avenue – 53A Avenue Pocket Park

Changes were proposed to improve the enjoyment and connectivity of the pocket park.

*“The proposed walking path is a good idea.”*

*“This seems like a great way to enhance the space without massively changing it.”*

Proposed Options	What we heard	What we are considering for the Draft Design
<ul style="list-style-type: none"> <li>Pedestrian connection</li> <li>Tree plantings</li> </ul>	<p>The majority of people who responded, support the proposed pathway connection and new trees in the pocket park as they feel this will enhance this well-used route and connection.</p>	<p>Add sidewalk through and around park</p> <p>Add tree plantings</p>

### Mount Pleasant Park paths

Changes were proposed to improve the user experience and connectivity through the green space at Mount Pleasant Park.

*“As the new proposed sidewalks do not interfere with the existing fields I think this is a great option for enhancing the community!”*

*“I think [it] may be too many trees, paths. I appreciate the large open space of this park and I feel [it] unnecessarily breaks that up.”*

Proposed Options	What we heard	What we are considering for the Draft Design
<p>New paths following established informal walking trails through the park</p> <p>Trees in alignment with proposed paths and around all sports fields</p>	<p>The majority of people who responded support the addition of the proposed path connections and trees through Mount Pleasant Park.</p> <p>Some are concerned sightlines may be diminished and question whether or not the delineation of the fields may limit usage.</p>	<p>Add shared-use paths lined with trees through the park</p> <p>Add seating areas</p>

### Trees and greenery

To increase trees and greenery in the neighbourhood, creating treed boulevards is proposed.

*“Boulevards pull together the two sides of the neighbourhood.”*

*“Don't want space taken away from resident's property or roadway to add trees.”*

Proposed Options	What we heard	What we are considering for the Draft Design
<p>Create landscaped boulevards with trees on some streets by moving sidewalks closer to the property line</p>	<p>People welcome more trees/ greenery as they will enhance and unify the neighbourhood.</p> <p>There are concerns regarding the impacts to residential property and/or landscaping already in place.</p> <p>Some suggest narrowing the roads to lessen the impact to residents' private property.</p> <p>Others are concerned about how the tree lines will be coordinated with overhead power lines and suggest using lower trees, shrubs, and perennials.</p>	<p>Add treed boulevards along a number of residential streets</p>

# Next Steps:

+ **November – December 2020:**

Community Feedback on Draft Design

+ **June – July 2021:**

Community Feedback on Final Design

+ **Fall 2021:**

Preparing for Construction and Local Improvement Decisions

+ **2022 – 2023:**

Construction on Your Streets

## Stay informed

Visit [edmonton.ca/BuildingPleasantview](https://edmonton.ca/BuildingPleasantview) for more information and to register to receive email updates throughout the project.

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