



What We Decided Report

Pleasantview Neighbourhood Renewal

August 2023

SHARE YOUR VOICE
SHAPE OUR CITY



Edmonton



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Building Great Neighbourhoods: Neighbourhood Renewal

Working together to make the most out of your neighbourhood

Great neighbourhoods are the building blocks of a great city and the City of Edmonton is committed to building great neighbourhoods by investing taxpayer dollars in renewing neighbourhoods to enhance their livability and longevity.

Neighbourhood Renewal is a program within Building Great Neighbourhoods and is designed to increase vibrancy and improve infrastructure in Edmonton's mature neighbourhoods. It is a cost-effective, long-term, strategic approach to address infrastructure needs including rehabilitating residential roads, replacing street lights, sidewalks, curbs and gutters, and adding 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.

Neighbourhood Renewal construction in Pleasantview began in spring 2022.

Purpose of the Pleasantview What We Decided Report

This report shares how the Pleasantview Neighbourhood Renewal Project Team arrived at the final design for Pleasantview's renewal.

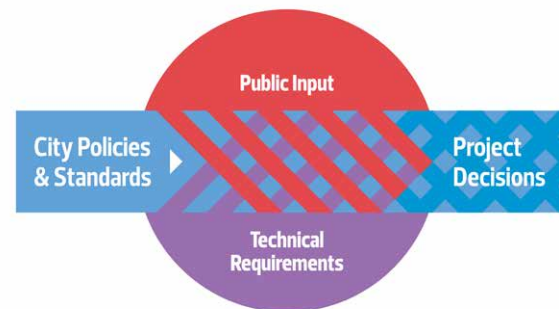
It describes when and how the City used policy and program information, public engagement input and technical requirements to make project decisions. The report also illustrates how the project decisions align with the vision for Neighbourhood Renewal in Pleasantview that was co-created by the community and the City.



Neighbourhood Renewal decisions for Pleasantview

City policies and programs such as the Complete Streets Design and Construction Standards, Safe Mobility Strategy 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.

This process helps to ensure the decisions we make are fiscally responsible, align with best practices, consider the existing public and private infrastructure, land uses and activities in the neighbourhood and result in the best outcomes for your neighbourhood and our city.



This report uses icons to identify decision-making criteria as a policy or program, technical requirement or public input.



City Policies and Programs



Technical Requirements



Public Engagement Input

The City's policies and programs, technical requirements and public engagement spectrum are described below:



City policies and programs

The following are the main policies considered:

- + Neighbourhood Renewal Program
 - + Funds the renewal of existing infrastructure and the construction of new and missing elements such as sidewalks, shared pathways and public open space enhancements. The costs of new and missing elements are not the responsibility of property owners
- + The City Plan
 - + Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities

- + ConnectEdmonton
 - + Provides direction to create a healthy city, vibrant urban places, regional prosperity and climate resilience
 - + Supports safe bike routes, vibrant gathering spaces, adding missing sidewalks, partnering with local businesses, planting trees, creating green space from existing paved surfaces and measures to calm traffic
- + Active Transportation Policy
 - + Includes opportunities for people to walk, roll and bike and promotes the inclusion of shared pathways
 - + Encourages active transportation in Pleasantview and nearby neighbourhoods
- + Safe Mobility Strategy
 - + Supports initiatives to manage driver speeds and shortcutting to increase safety for all road users
 - + Supports bike routes and facilities that prevent injuries and encourage more people to bike and use active modes of transportation
 - + Identifies changes to crossings in neighbourhoods based on SafeCrossings Program
 - + Identifies opportunities for continuous crossings in project area
- + Vision Zero
 - + Supports protected bike infrastructure to achieve the long-term goal of zero traffic fatalities and serious injuries
- + Accessibility for People with Disabilities Policy
 - + Supports accessibility as fundamental to good design for all ages and abilities to use neighbourhood infrastructure for the next 50 years
 - + Supports accessibility to public engagement opportunities
- + GBA+
 - + A process for project teams to understand the impact of the work and the project on diverse individuals and groups and to identify and implement ways and means to be more inclusive
- + Community Traffic Management Policy
 - + Supports the use of curb extensions to improve visibility and shorten crossing distances for people walking, enforce parking offsets from crosswalks and intersections and reduce driver speeds
 - + Supports marked crossings to draw attention to people crossing the street

- + Edmonton Bike Plan
 - + Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons
- + Corporate Tree Management Policy
 - + Encourages and accounts for the maintenance, renewal and expansion of our urban forest. If trees need to be removed during construction, the value of the trees removed will be replaced with new tree plantings in or nearby the neighbourhood
- + Economic Action Plan
 - + Directs strategies to attract and revitalize neighbourhood commercial areas with the Corner Store Program
 - + Includes investing in public places that provide enhanced economic and social connection
- + FRESH: Food and Urban Agriculture Strategy
 - + Encourages developing local food infrastructure and supply in public spaces, such as the fruit bearing plants proposed in some parks and open spaces
- + Local Improvement Policy
 - + Follows the Municipal Government Act of Alberta to outline the process to pay for improvements that are of a larger benefit to those near them than to the city as a whole
- + PED Connections: a Sidewalk Strategy
 - + Increases the priority of walkability in Edmonton by maximizing opportunities for walking and enhancing safety, convenience and strategic improvements and expansions of the sidewalk system, thereby promoting a healthy and sustainable community
- + Public Engagement Policy
 - + Directs the creation of specific public engagement best practices to hear from the diverse groups impacted by the project
- + Snow and Ice Control Policy
 - + The City provides year-round maintenance, including snow removal, of protected bike lanes and most shared pathways to support all-season access and use
- + Winter City Design Guidelines
 - + Includes design standards to create an inviting and vibrant community during the winter months that is accessible, safe and enjoyable for people of all ages and abilities
- + Breathe – Green Network Strategy
 - + Ensures each neighbourhood will be supported by an adequate supply, quality and distribution of open space that is accessible to people of all ages and abilities



Technical requirements

- + City of Edmonton Design and Construction Standards including Complete Streets
 - + Provides direction for the design and construction of roads, sidewalks, bike lanes and shared pathways, measures to slow traffic and enhanced intersections (particularly around crosswalks)
- + Transportation Association of Canada (TAC) Standards including Geometric Design Guide for Canadian Roads and Manual of Uniform Traffic Control Devices
 - + Supplements City of Edmonton Complete Streets design and construction standards for the design of roads, sidewalks, bike lanes, traffic calming, street lighting and signage
- + Universal Design Guidelines (i.e., Access Design Guide)
 - + Supports access and use for people of all ages and abilities and informs the design of wider and new sidewalks, seating along pathways and picnic table and bench selections
- + Crime Prevention Through Environmental Design (CPTED)
 - + Encourages designing infrastructure to reduce crime by making spaces visible, inviting and connected, including natural deterrents, for example, plant selection and placement
- + Urban Design Framework
 - + Outlines opportunities in the neighbourhood to improve how people move through the neighbourhood and experience open spaces and gather
- + Existing infrastructure assessments (utilities, trees and landscaping)
 - + Prioritizes when City infrastructure will be renewed based on current conditions





Public input

The City of Edmonton seeks input from citizens to help guide the project. The role of public input is to help the City understand what is important to residents of Pleasantview, as well as how the Neighbourhood Renewal design decisions will affect them.

The City's Public Engagement Spectrum below shows the four levels of influence the public has on project decisions.

Public Engagement Spectrum



How the Spectrum was used in Pleasantview Neighbourhood Renewal:

- + **CREATE** Neighbourhood Renewal Vision and Guiding Principles
- + **REFINE** understanding of neighbourhood amenities, opportunities and priorities
- + **REFINE** the Neighbourhood Renewal proposed design options
- + **REFINE** the draft design
- + **ADVISE** on the final design
- + **ADVISE** on construction for Neighbourhood Renewal
- + **DECIDE** on decorative street lights and sidewalk reconstruction as Local Improvements

NOTE: References to people walking within this document is to include the following activities:

- + running
- + standing
- + using manual / motorized wheelchairs or scooters
- + using canes or walkers
- + pushing strollers or carts
- + pushing bicycles and users of various other low-speed forms of human locomotion (e.g., skateboards)

Building Great Neighbourhoods Roadmap

People living in and with an interest in Pleasantview were invited to provide input into the City's decision-making process for Neighbourhood Renewal at various stages along the roadmap below.



LEGEND

Public Engagement and Communications Opportunities

Concept Phase

Design Phase

Build Phase

Operate Phase

Pleasantview Neighbourhood Renewal Vision and Guiding Principles

Using community input from early stages of public engagement, a Vision and Guiding Principles were drafted to guide decision making. The Vision sets the direction for Neighbourhood Renewal by stating the elements that are most important to the community for the future. The Guiding Principles are ideas and priorities that shape how the Vision is applied to the neighbourhood design.

The Vision and Guiding Principles were co-created with the community and are unique to Pleasantview. They helped guide decision making throughout the Neighbourhood Renewal planning process.

Vision

Pleasantview is a welcoming, friendly neighbourhood with a diversity of residents who are proud to call it home. Pleasantview provides a safe experience for both residents and visitors who move in and through the neighbourhood using all methods of travel.

Pleasantview's neighbourhood design ensures traffic flow is convenient for those who drive. It also connects its residents and creates a strong sense of community by promoting walking, biking and encourages gathering in safe, attractive and inviting public spaces.

Pleasantview's distinctive tree canopies and natural spaces add to the neighbourhood's charm and appeal.

Guiding Principles



1. **Create a safe and enjoyable experience for all who choose to walk.**



2. **Provide safe, user-friendly roadways and intersections that reduce vehicle speeds and discourage shortcutting.**



3. **Provide connections to key destinations within and outside of the neighbourhood for those walking, driving and biking.**



4. **Encourage gathering and enhance the sense of community through improved open and green spaces.**



5. **Preserve and add to the neighbourhood's natural elements.**

Public engagement opportunities

The Pleasantview Neighbourhood Renewal Project Team organized the following opportunities for the public to share their thoughts throughout the engagement process. Input gathered was analyzed by the Project Team and considered along with City policies and standards and technical requirements for decision making.

Road Map Stage	Engagement Opportunities	Participation/Responses	Timeline
Starting the Conversation	Kick-off party	Approximately 165 participants	June 2019
Building a Project Vision Together	Visioning survey Community walk / Ideas workshop Stakeholder meetings	155 Surveys completed 46 Participants	September – December 2019
Exploring Opportunities	Online engagement Just Bikes drop-in events (two) Driving and traffic pop-up event Public survey Stakeholder meetings	79 Participants 27 Participants 123 Online responses 44 Question cards received	January – May 2020
Options and Tradeoffs	Live online events with Q&A and comments session (two) Public survey	73 Participants 241 Surveys completed	June – September 2020
Community Feedback on Draft Design	Live online event with Q&A and comments session Public survey Stakeholder meetings	52 Participants 89 Surveys completed	October – December 2020
Community Feedback on Final Design	Live online event with Q&A and comments session Public survey	61 Participants 132 Surveys completed	January – October 2021

Emails and phone calls

Residents and property and business owners shared information with the Project Team via email and telephone through all phases of engagement.

Communication methods

Throughout each project phase, project information was shared and public engagement opportunities were promoted for residents, stakeholders and organizations via the following methods:

- + Road and yard signs
- + Postcards, letters and newsletters delivered to each household
- + The project website
- + Emails to subscribers and stakeholders
- + Community boards

What We Heard Reports

Engagement summaries and What We Heard Reports from each phase can be found posted in the project history at edmonton.ca/BuildingPleasantview

It is important to note that unique priorities, issues and concerns that were raised by individual stakeholders and public respondents may not necessarily be reflected in the reporting of common themes.

What we decided

This section presents the final project decisions for Pleasantview Neighbourhood Renewal and includes what we accounted for to make decisions using City policies and programs, technical requirements and public engagement input. While public input was considered throughout Pleasantview's design process, some locations received minimal public input and decisions were made primarily based on City policies and technical requirements.

The final design for Pleasantview focuses on making the streets and public spaces safe and accessible 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 bike lanes, new walking connections, enhanced crosswalks and improved green spaces.

While navigating through Pleasantview on new paved road surfaces, people who drive will experience new traffic calming measures and changes to traffic controls to enhance pedestrian activity in the neighbourhood. These features also work to increase visibility and awareness of people walking, rolling and biking.

Public spaces are enhanced to provide this socially active neighbourhood with more inviting outdoor spaces to walk, gather and enjoy recreational activities, including new pathways through parks and an off-leash dog area along 61 Avenue.

In spring 2022, Neighbourhood Renewal construction began in Pleasantview and will include, but is not limited to the following:

- + Sidewalk replacement (pending Local Improvement decision)
- + New sidewalk connections and shared-use paths and alleys
- + Wider sidewalks (where possible)
- + Pedestrian crossing enhancements (e.g., curb extensions, raised crosswalks)
- + Curb ramps added/replaced on all residential street intersections
- + Protected and shared roadway bike lanes
- + Public space enhancements (e.g., new off-leash dog area at 61 Avenue)
- + New tree plantings with EPCOR **Low Impact Development (LID)**
- + Full road pavement replacement on all residential streets
- + Changes to intersection movements (e.g., new roundabout on 109 Street)
- + Traffic calming measures (e.g., speed humps, raised crossings)
- + Changes to parking
- + Changes to traffic controls (e.g., four-way stops, stop and yield signs)
- + Upgrades to street lighting (with LED luminaires)
- + New street blades with decorative options

Driving and street crossing decisions

The final design for driving and street crossings in Pleasantview includes the addition of traffic calming measures such as curb extensions and enhanced crosswalks, intersection enhancements such as coloured or textured pavement treatment or squaring to decrease confusion and some traffic flow changes. All residential road surfaces will be replaced.

105 Street – 53 Avenue to 58 Avenue

What we decided:

- + 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
- + Visually enhanced crosswalks (coloured or textured concrete) at 55 Avenue
- + Two curb extensions added at the 58 Avenue intersection to shorten crossing distances 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 added on the east side of 105 Street (52 Avenue to 55 Avenue) by moving the sidewalk closer to property lines

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies
and Programs

- + The City Plan
- + Community Traffic Management Policy

- + Vision Zero
- + Safe Mobility Strategy
- + Corporate Tree Management Policy



Public
Engagement
Input

- + People prefer curb extensions and raised crosswalks at 53 Avenue, 55 Avenue and 56 Avenue
- + People are divided on whether more or less calming is needed on 105 Street



Technical
Requirements

- + Driveway accesses
- + Accessible parking
- + Drainage
- + Utilities
- + Distance between traffic calming measures
- + Movement of emergency services vehicles
- + Traffic volumes
- + Right-of-way constraints

105 Street at 53 Avenue



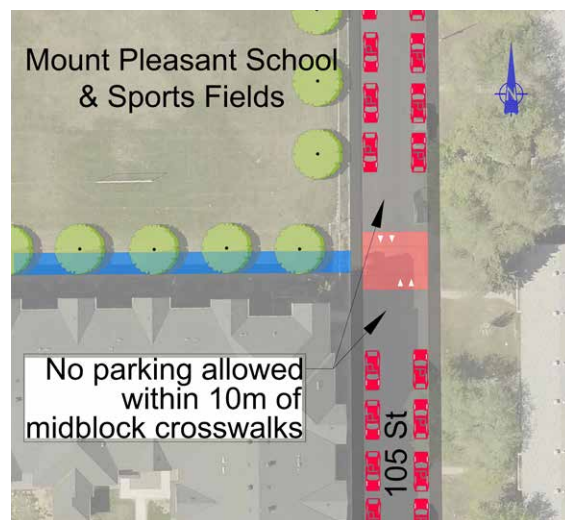
105 Street at 55 Avenue



105 Street at 56 Avenue



105 Street south of 58 Avenue



107 Street – 52 Avenue to 53 Avenue

What we decided:

- + A narrowed roadway to reinforce one-way traffic flow

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies
and Programs

- + Community Traffic Management Policy
- + Vision Zero
- + Safe Mobility Strategy



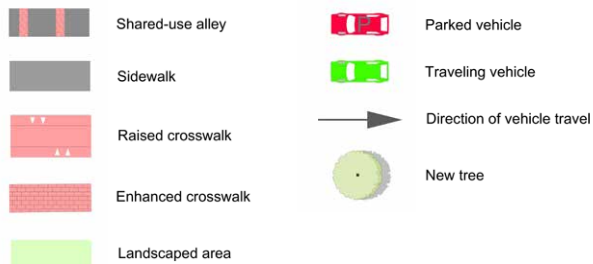
Public
Engagement
Input

- + People report drivers frequently drive the wrong way on this one-way road



Technical
Requirements

- + Traffic volume
- + Direction of travel
- + Access to shared-use alley



107 Street – 57 Avenue to 60 Avenue

What we decided:

- + 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
- + No new trees planted along 107 Street

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies
and Programs

- + The City Plan
- + Community Traffic Management Policy
- + Vision Zero
- + Safe Mobility Strategy



Public
Engagement
Input

- + 107 Street is reported to be a highly used pedestrian route
- + Concerns related to vehicle speeds were shared



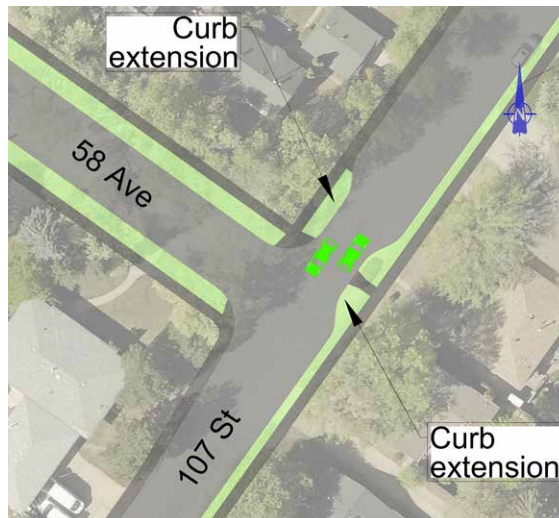
Technical
Requirements

- + Driveway accesses
- + Drainage
- + Utilities
- + Distance between traffic calming measures
- + Movement of emergency services vehicles
- + Traffic volumes

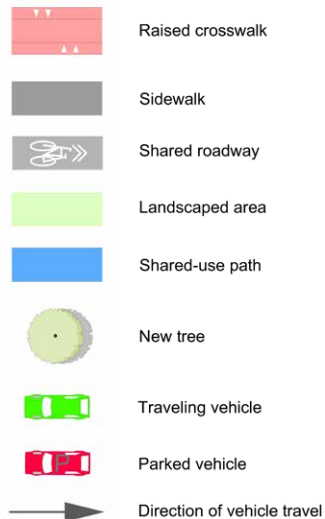
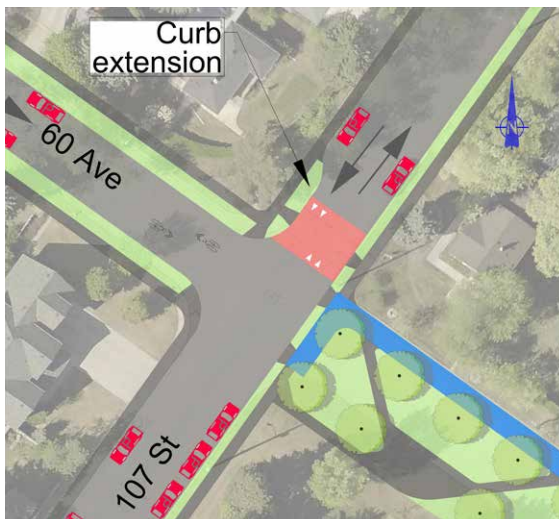
107 Street at 57 Avenue



107 Street at 58 Avenue



107 Street at 60 Avenue



109 Street – 52 Avenue to 60 Avenue

What we decided:

- + 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 on 109 Street 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 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 and the addition of a curb extension

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Programs

- + The City Plan
- + Community Traffic Management Policy
- + Vision Zero
- + Safe Mobility Strategy



Public Engagement Input

- + 109 Street is reported to be a highly used pedestrian corridor
- + There are concerns with traffic volumes and speed along 109 Street
- + The 109 Street and 57 Avenue intersection can be awkward for drivers and pedestrians
- + A roundabout and pedestrian crossings at 109 Street and 60 Avenue are supported by most to reduce the width of the intersection and slow traffic



Technical Requirements

- | | |
|---|--|
| <ul style="list-style-type: none"> + Driveway accesses + Community hall access + Accessible parking + Drainage + Utilities + Large vehicle turning requirements + Transit routes | <ul style="list-style-type: none"> + Distance between traffic calming measures + Movement of emergency services vehicles + Traffic volumes + Appropriate vehicle maneuvers into adjacent business north of 60 Avenue + Right-of-way constraints |
|---|--|

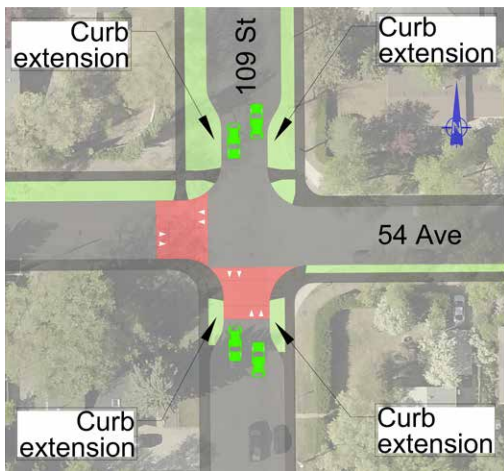
109 Street at 52 Avenue



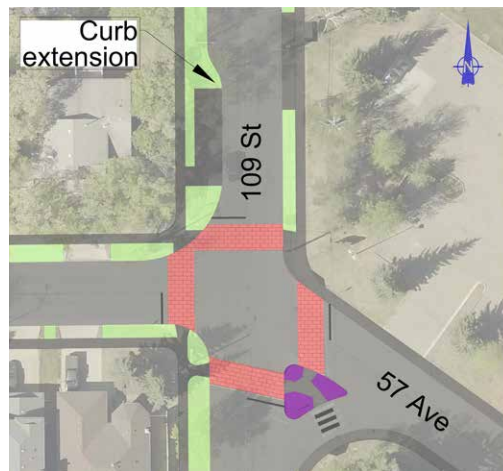
109 Street 53 Avenue to 54 Avenue



109 Street at 54 Avenue



109 Street at 57 Avenue

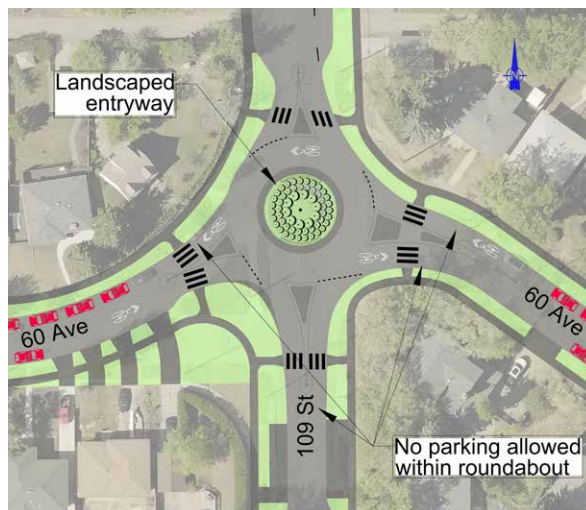


- Sidewalk
- Raised crosswalk
- Enhanced crosswalk
- Speed hump
- Concrete island
- Shared roadway
- Parked vehicle
- Traveling vehicle
- Direction of vehicle travel
- Landscaped area
- New tree

109 Street at 58 Avenue



109 Street at 60 Avenue



109A Street at 60 Avenue

What we decided:

- + 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. It will also shorten the crossing distance for people who walk
- + Public on-street parking retained

What we accounted for to make our decisions:

Vision and Guiding

Principles considered:



City Policies and Programs

- + The City Plan
- + Community Traffic Management Policy
- + Vision Zero
- + Safe Mobility Strategy
- + Sidewalk Strategy
- + Breathe: Edmonton's Green Network Strategy
- + Corporate Tree Management Policy



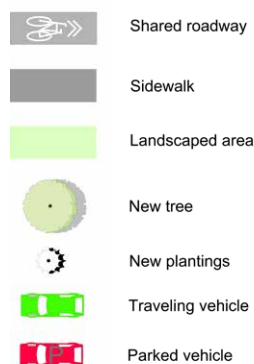
Public Engagement Input

- + People have concerns with traffic speeds and shortcutting along 60 Avenue
- + They support an option that removes the island and realigns the intersection to discourage shortcutting while retaining parking
- + Some residents are concerned about increasing maintenance duties for nearby residents (lawn mowing, snow shoveling)



Technical Requirements

- + Driveway access
- + Drainage
- + Utilities
- + Right-of-way constraints
- + Sightlines



110 Street at 60 Avenue

What we decided:

- + A raised crosswalk on the north side of the intersection to slow traffic around the big curve. This replaces the speed hump that was proposed on the south side of the intersection in the draft design

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies
and Programs

- + The City Plan
- + Community Traffic Management Policy
- + Vision Zero
- + Safe Mobility Strategy



Public
Engagement
Input

- + People expressed concern with speeding around the large curve in the road



Technical
Requirements

- + Driveway access
- + Drainage
- + Utilities
- + Biking speed



110 Street and 52 Avenue

What we decided:

- + 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

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Programs

- + The City Plan
- + Community Traffic Management Policy

- + Vision Zero
- + Safe Mobility Strategy
- + Sidewalk Strategy



Public Engagement Input

- + People have concerns about pedestrian visibility at this intersection



Technical Requirements

- + Driveway access
- + Drainage
- + Utilities

- + Large vehicle turning requirements
- + Traffic volumes
- + Sightlines



Enhanced crosswalk

52 Avenue – 107 Street to 109 Street

What we decided:

- + A narrowed road with a new, 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 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 including turning vehicles and improve sightlines by preventing parking too close to the intersections

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Programs

- + The City Plan
- + Community Traffic Management Policy
- + Vision Zero
- + Safe Mobility Strategy
- + Corporate Tree Management Policy



Public Engagement Input

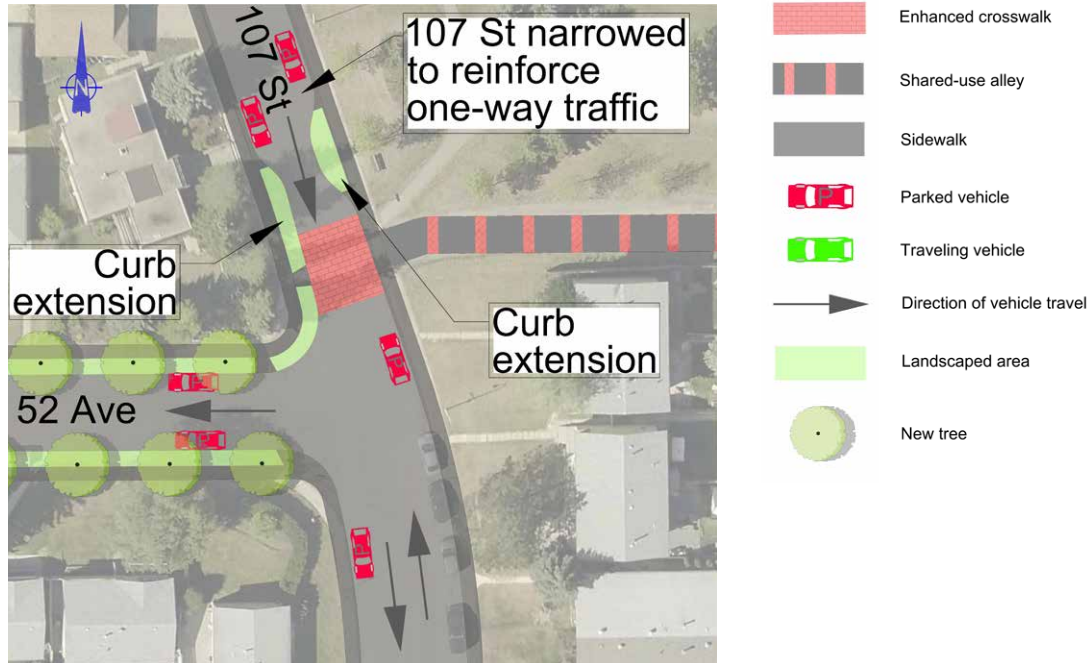
- + People are concerned with drivers speeding and one-way infractions
- + Respondents are divided on their support for narrowing the road at this location



Technical Requirements

- + Driveway access
- + Accessible parking
- + Drainage
- + Utilities
- + Existing trees and other landscaping
- + Traffic volume

52 Avenue at 107 Street



52 Avenue 107 Street to 109 Street



53 Avenue – 107 Street to 109 Street

What we decided:

- + A narrowed roadway to reinforce one-way traffic flow

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Programs

- + The City Plan
- + Community Traffic Management Policy
- + Vision Zero
- + Safe Mobility Strategy



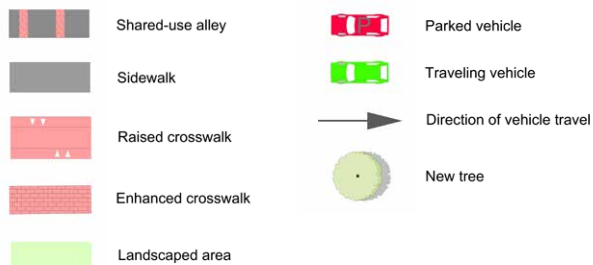
Public Engagement Input

- + People report wrong way infractions are frequent on this one-way road



Technical Requirements

- + Traffic volumes
- + Utilities



55 Avenue at Allard Way

What we decided:

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

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies
and Programs

- + The City Plan
- + Community Traffic Management Policy
- + Vision Zero
- + Safe Mobility Strategy



Public
Engagement
Input

- + People identified 55 Avenue and Allard Way as a moderately used pedestrian corridor
- + Residents are concerned with drivers speeding and shortcutting along 55 Avenue and desire traffic calming measures

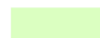


Technical
Requirements

- + Driveway access
- + Drainage
- + Utilities
- + Large vehicle turning requirements
- + Distance between traffic calming measures
- + Transit routes



Sidewalk



Landscaped area

58 Avenue from 105 Street to Calgary Trail

What we decided:

- + 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. Curb extensions will include space to add a seating area, community sign and plantings

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Programs

- + The City Plan
- + Community Traffic Management Policy
- + Vision Zero

- + Safe Mobility Strategy
- + Sidewalk Strategy
- + Corporate Tree Management Policy



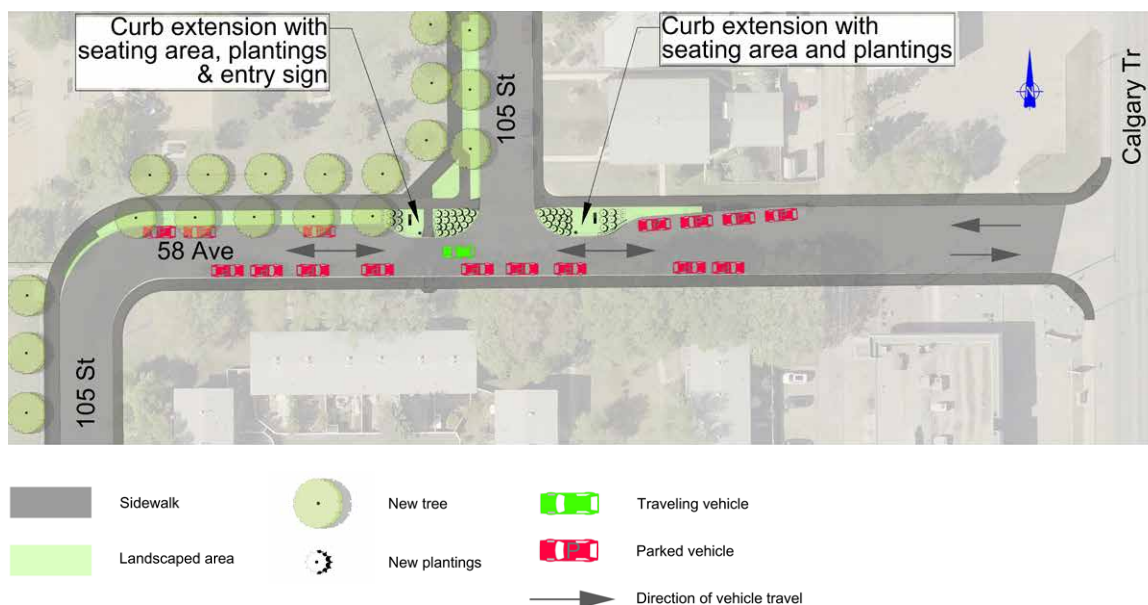
Public Engagement Input

- + People identified 58 Avenue as a well-used pedestrian corridor
- + There are concerns about speeding and shortcutting on 58 Avenue



Technical Requirements

- + Drainage
- + Utilities
- + Distance between traffic calming measures
- + Movement of emergency services vehicles
- + Traffic volumes



58 Avenue – East of 109 Street

What we decided:

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

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Programs

- + The City Plan
- + Community Traffic Management Policy
- + Vision Zero
- + Safe Mobility Strategy
- + Sidewalk Strategy



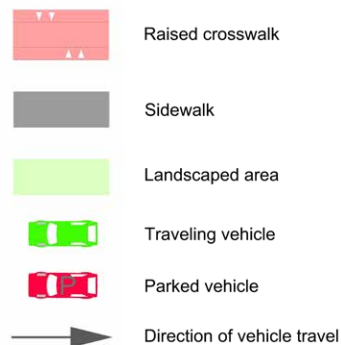
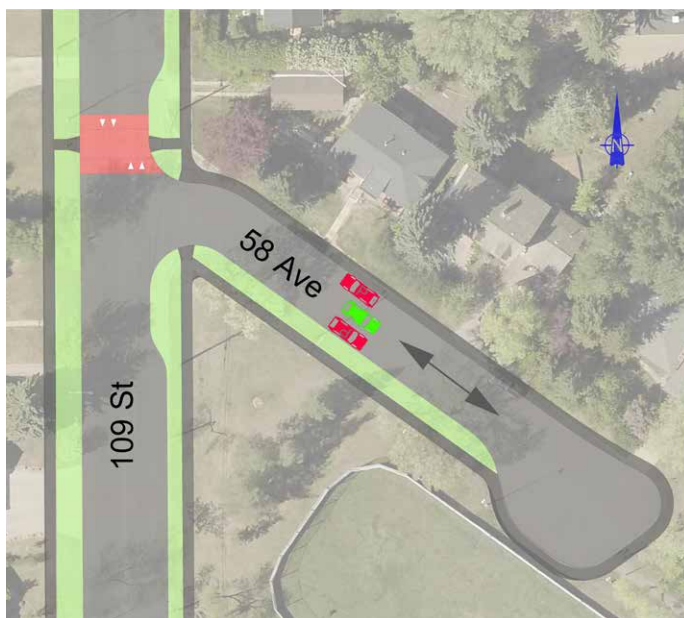
Public Engagement Input

- + People identified a missing sidewalk link along 58 Avenue
- + Some residents feel a new sidewalk is unnecessary



Technical Requirements

- + Pedestrian access to nearby amenities
- + Connectivity to 109 Street raised crosswalk
- + Utilities
- + Existing trees



60 Avenue – 106 Street to 108 Street

What we decided:

- + A shared-use path from 106 Street to 107 Street to improve walking and biking connections
- + A new keyhole turn-around on 60 Avenue to discourage non-residential traffic
- + New green space in the 60 Avenue pocket park enhanced with a path, trees, shrubs and seating
- + A raised crosswalk and curb extension added at 107 Street to slow traffic, discourage shortcutting, increase visibility and shorten crossing distances for people crossing the street
- + A visually enhanced crosswalk (coloured or textured concrete) at 108 Street to improve visibility for people who are crossing

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Programs

- + The City Plan
- + Community Traffic Management Policy
- + Vision Zero
- + Safe Mobility Strategy
- + Sidewalk Strategy
- + Corporate Tree Management Policy



Public Engagement Input

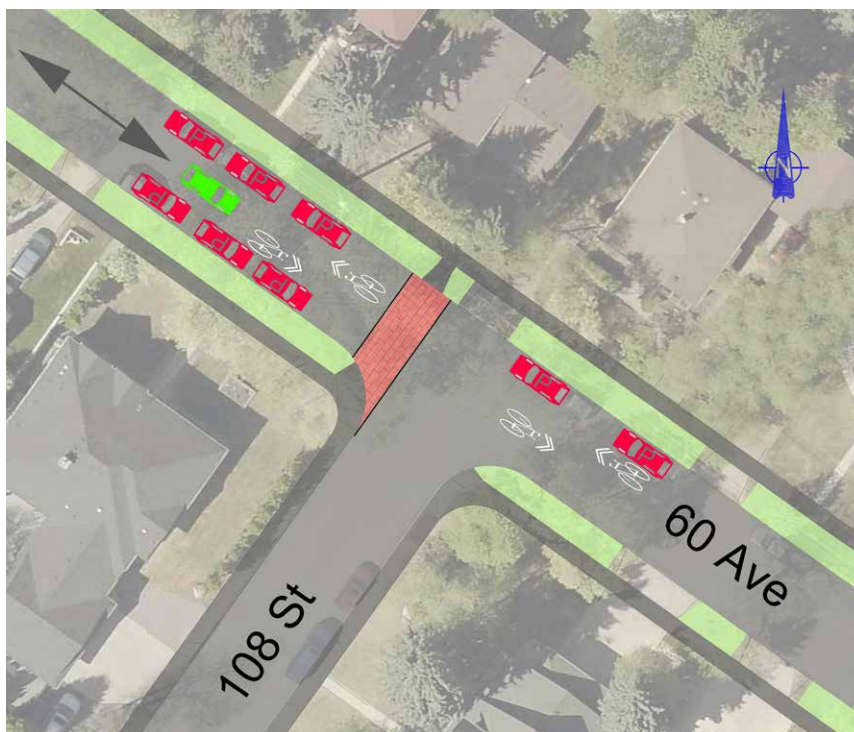
- + The connections around the 60 Avenue pocket park are identified as well-used pedestrian routes
- + Some people prefer a shared-use path to better prioritize people who walk and bike, avoiding conflicts with people who drive and allow for snow clearing
- + People support additional green space at the 60 Avenue pocket park



Technical Requirements

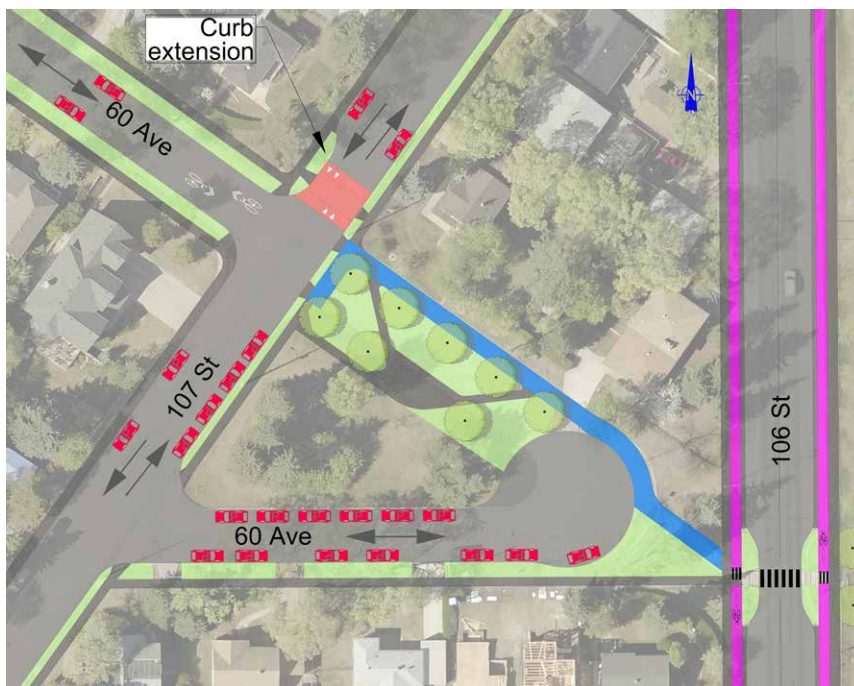
- + Driveway access
- + Drainage
- + Utilities
- + Large vehicle turning requirements
- + Distance between traffic calming measures
- + Existing trees
- + Biking speed

60 Avenue at 108 Street



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

60 Avenue - east of 107 Street



60A Avenue – west 107A Street

What we decided:

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

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Programs

- + The City Plan
- + Community Traffic Management Policy
- + Vision Zero
- + Safe Mobility Strategy



Public Engagement Input

- + People are concerned with shortcutting and drivers speeding along 60A Avenue



Technical Requirements

- + Driveway access
- + Drainage
- + Utilities
- + Existing trees
- + Distance between traffic calming measures
- + Roadway geometry (i.e., radius of curves)



Biking and walking connections

Sidewalks and walking paths in Pleasantview

What we decided:

- + Existing sidewalks replaced
- + Sidewalks added where missing to improve pedestrian connections
- + A pathway connection at the west edge of Mount Pleasant Cemetery from the alley into the cemetery

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies
and Programs

- + The City Plan
- + The Bike Plan
- + Active Transportation Policy
- + Safe Mobility Strategy
- + Sidewalk Strategy
- + Breathe – Green Network Strategy



Public
Engagement
Input

- + People identified several areas where sidewalks are old, deteriorating and need replacement
- + People would like sidewalks added where missing to improve connections throughout Pleasantview



Technical
Requirements

- + Existing trees
- + Right-of-way constraints
- + Utilities
- + Existing topography
- + Drainage
- + Desire paths
- + Access to transit stops

Shared-use paths

What we decided:

To add a shared-use path at these locations:

- + Allard Way between 51 Avenue and 54 Avenue
- + 111 Street between 51 Avenue and 61 Avenue
- + 51 Avenue between Allard Way and 106 Street
- + 60 Avenue between 106 Street and 107 Street*
- + Mount Pleasant Park
- + Angus Murray Park

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Programs

- + The City Plan
- + The Bike Plan
- + Community Traffic Management Policy
- + Vision Zero
- + Safe Mobility Strategy
- + Sidewalk Strategy
- + Active Transportation Policy
- + Breathe – Green Network Strategy
- + Snow and Ice Control Policy



Public Engagement Input

- + People identify the 111 Street sidewalk as well used and desire to see it widened
- + People support the shared-use path on 51 Avenue between 106 Street and Allard Way suggesting it will improve access in that area



Technical Requirements

- + Existing trees
- + Right-of-way constraints
- + Utilities
- + Existing topography
- + Drainage
- + Access to transit stops



Shared-use alleys

What we decided:

- + Two alleys converted into spaces where those who bike and walk share the space with those who drive to improve the visibility, accessibility and comfort of these popular connections
 - + South of the cemetery connecting 106 to 107 Street
 - + East side of the community hall connecting 57 to 58 Street

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Programs

- + The City Plan
- + The Bike Plan
- + Community Traffic Management Policy
- + Vision Zero
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Snow and Ice Control Policy



Public Engagement Input

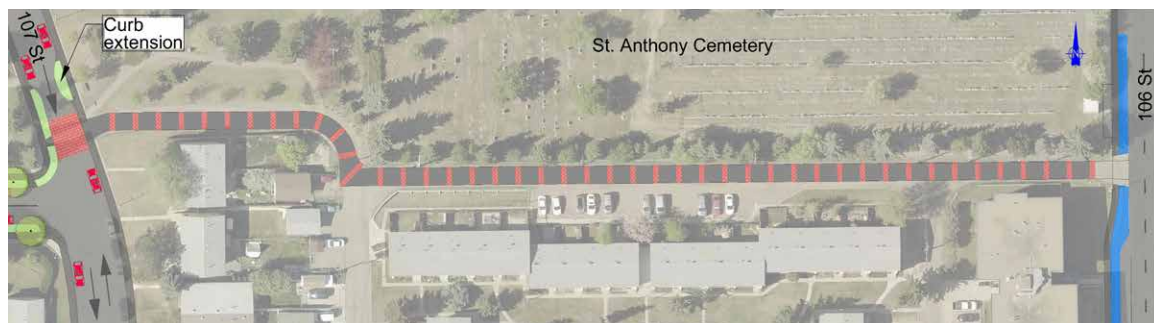
- + The alley on the east side of community hall is identified as a popular pedestrian connection and is supported as a shared-use space. People do not support closing either end of the alley in the design
- + The alley on the south side of the cemetery is identified as a popular walking and biking route and a shared-use space is supported



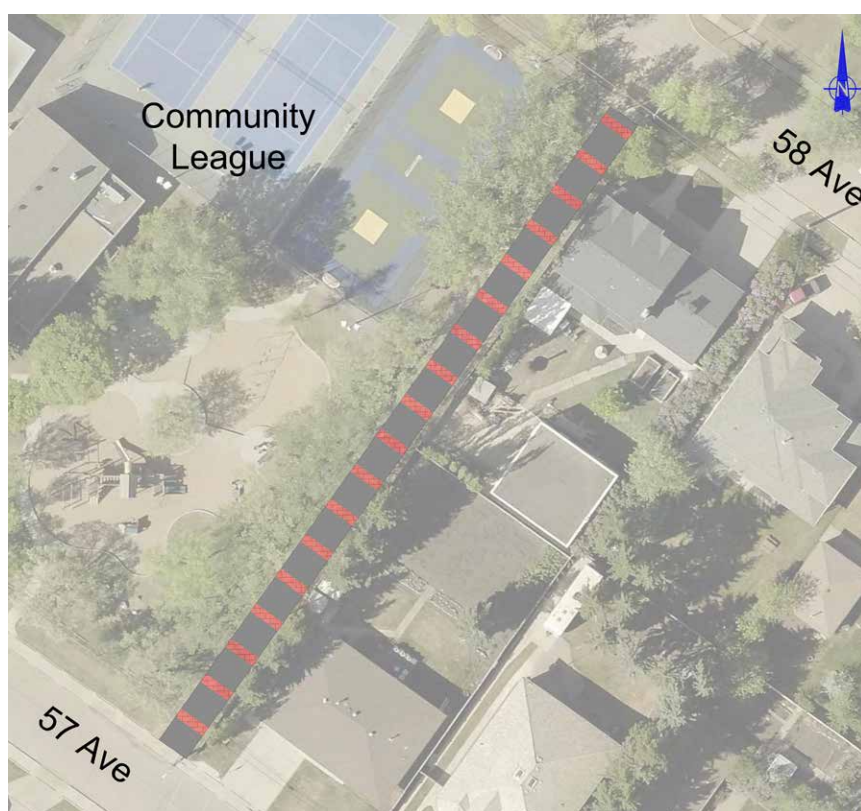
Technical Requirements







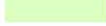

- + Material types to differentiate the use of the space
- + Driveway access

Shared-use Alleys: South of Cemetery



Shared-use Alleys: East of Community League



-  Shared-use alley
-  Bike lane
-  Sidewalk
-  Enhanced crosswalk
-  Parked vehicle
-  Direction of vehicle travel
-  Landscaped area
-  New tree

106 Street

What we decided:

- + Separated, raised bike lanes on the east and west sides of 106 Street, with continuous sidewalks on both sides
- + Reconfiguration of some parking and crossings
- + Updates to signals
- + Removal of trees in some locations
- + New trees, landscaping and seating

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Programs

- + The City Plan
- + The Bike Plan
- + Community Traffic Management Policy
- + Vision Zero
- + Safe Mobility Strategy
- + Sidewalk Strategy
- + Corporate Tree Management Policy
- + Active Transportation Policy
- + Snow and Ice Control Policy



Public Engagement Input

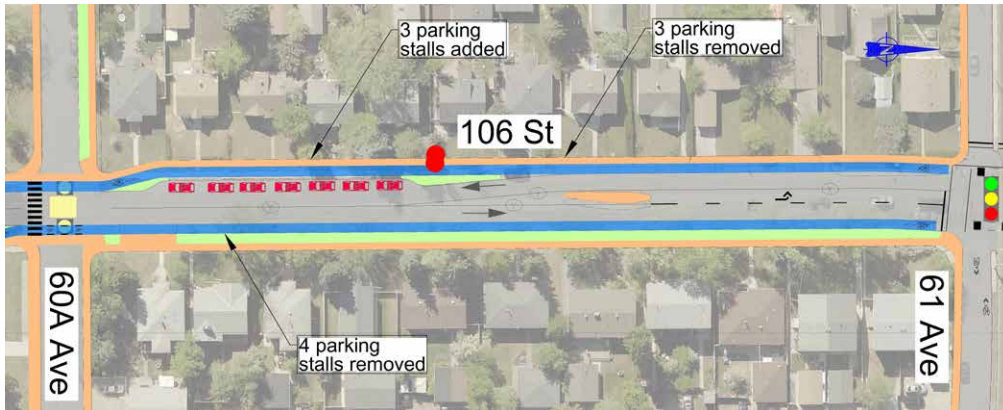
- + There is a strong desire for physical separation between people walking, biking and driving
- + Preserving trees is important to the community. Some are upset that existing trees will be removed, others are happy to see new trees replace the old ones. There are suggestions for coniferous trees
- + More people support the option of a raised, separated bike lane on 106 Street with a new sidewalk and replacement trees than those who support the option that preserves existing trees with no new sidewalk on the west side
- + Improved crossing are desired at several locations



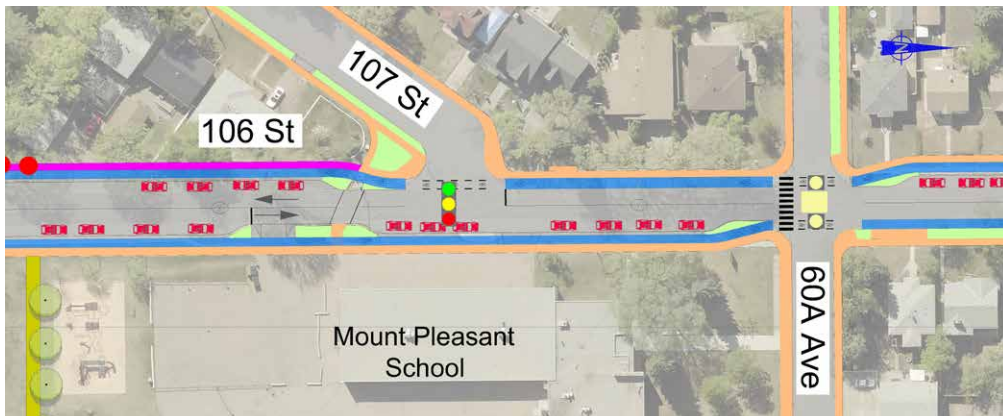
Technical Requirements

- + Traffic volume and speed
- + Preferred pedestrian crossing locations
- + Driveway access
- + Accessible parking
- + Drainage
- + Utilities
- + Transit routes
- + Right-of-way constraints
- + Space available for width of different tree species for replacement trees
- + Existing topography
- + Speed differential between bikes and pedestrians
- + Intersection sightlines

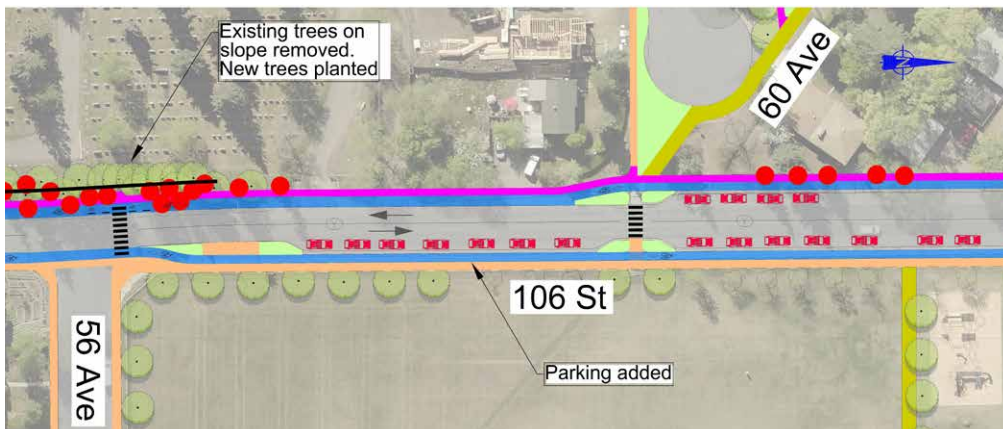
106 Street: 60A Avenue to 61 Avenue


















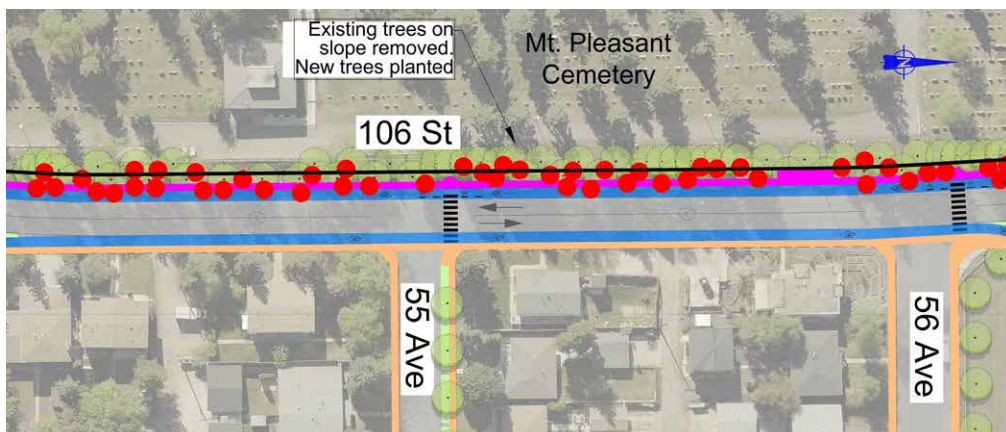
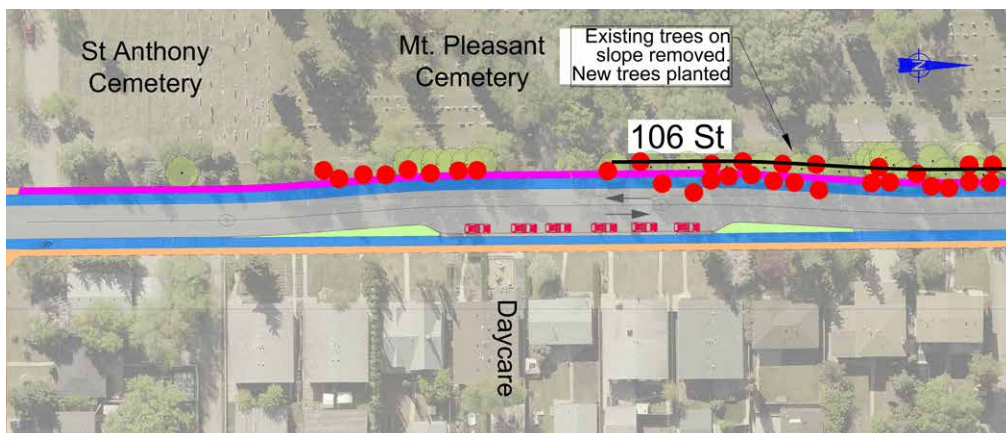
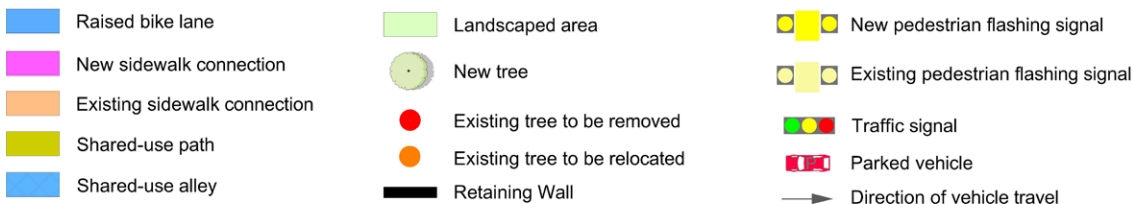
106 Street: 60 Avenue to 60A Avenue



106 Street: 56 Avenue to 60 Avenue



- | | | |
|--|---|--|
|  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 |

106 Street: 54 Avenue to 56 Avenue**106 Street: 53 Avenue to 54 Avenue****106 Street: 51 Avenue to 53 Avenue**

East-west bike connections

What we decided:

- + A shared roadway on 60 Avenue connecting 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 connecting the 106 Street bike lane and the 61 Avenue (service road) bike route to the east

What we accounted for to make our decisions:

Vision and Guiding

Principles considered:



City Policies
and Programs

- + The City Plan
- + The Bike Plan
- + Community Traffic Management Policy
- + Vision Zero

- + Safe Mobility Strategy
- + Active Transportation Policy
- + Snow and Ice Control Policy



Public
Engagement
Input

- + People prefer to keep the shared roadway bike connection on 60 Avenue over moving the connection to 57 Avenue
- + 61 Avenue and 51 Avenue are both locations where people show a desire for an additional east-west bike connection



Technical
Requirements

- + Driveway access
- + Traffic volumes and speeds



Shared-use path



Raised crosswalk



New tree



Shared roadway



Enhanced crosswalk



Plantings

60 Avenue: 109 Street to 108 Street



60 Avenue: 108 Street to 106 Street



60 Avenue: 106 Street to 105 Street



- | | | | | | |
|---|-----------------|---|--------------------|--|-----------|
|  | Shared-use path |  | Raised crosswalk |  | New tree |
|  | Shared roadway |  | Enhanced crosswalk |  | Plantings |

Parks and open spaces

Angus Murray Park

What we decided:

- + 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

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Programs

- + The City Plan
- + Safe Mobility Strategy
- + Corporate Tree Management Policy
- + Active Transportation Policy
- + Breathe – Green Network Strategy



Public Engagement Input

- + People would like the playground improved or updated
- + People suggest beautifying the area with more greenery and providing seating areas
- + The designs for Angus Murray Park are generally supported



Technical Requirements

- + Utilities
- + Existing trees
- + Space required for offset to sports field

Angus Murray Park



- | | | | |
|---|---------------|---|-------------|
|  | NEW PATHWAY |  | SEATING |
|  | EXISTING TREE |  | SHARED ROAD |
|  | NEW TREE | | |

61 Avenue and 105B Street Pocket Park

What we decided:

- + A gathering space with seating located to the north of the park
- + A sidewalk connecting to the seating area to improve accessibility
- + New boulevard trees

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Programs

- + The City Plan
- + Safe Mobility Strategy
- + Corporate Tree Management Policy
- + Accessibility for People with Disabilities Policy
- + Breathe – Green Network Strategy



Public Engagement Input

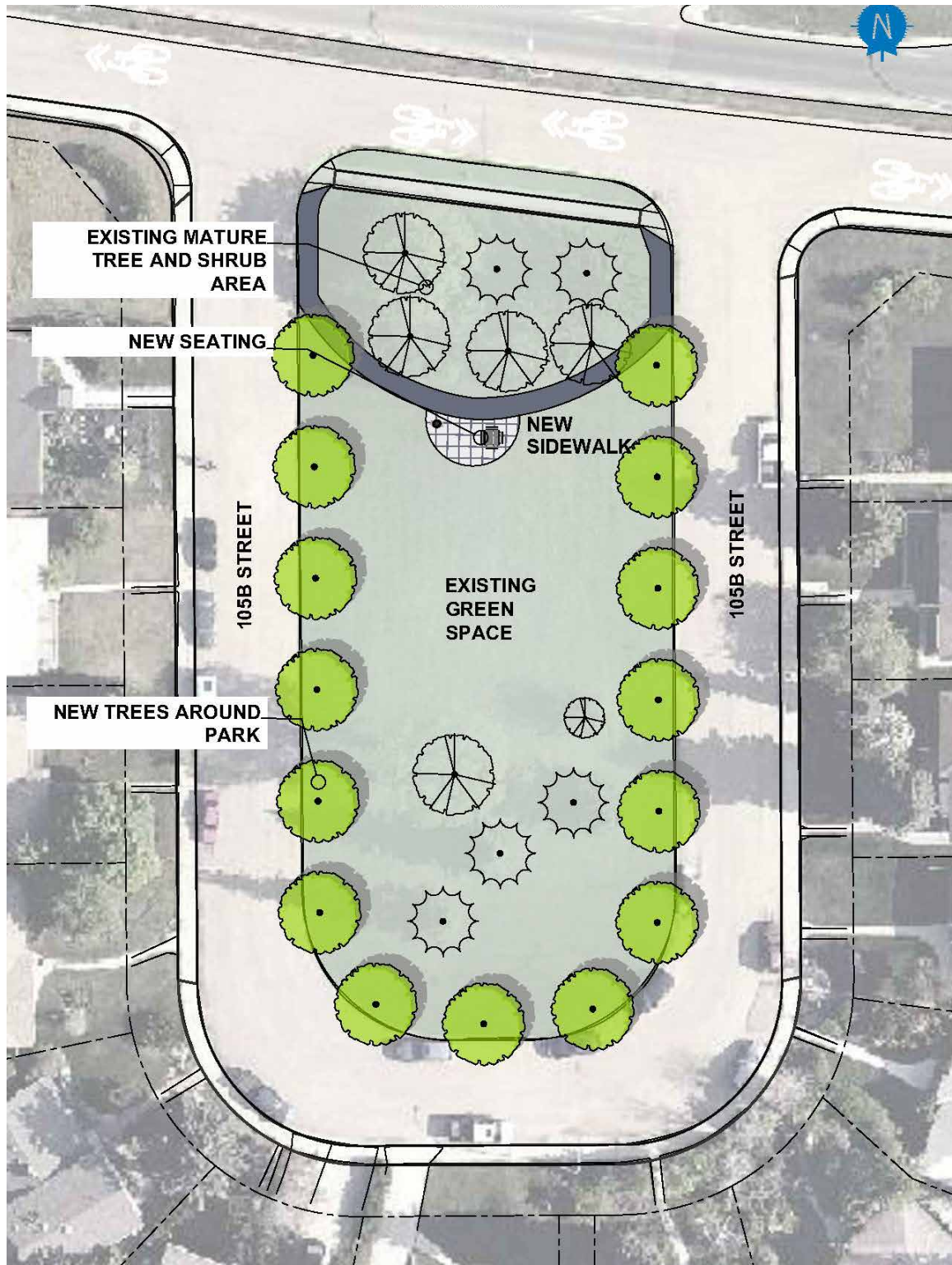
- + The green space is sometimes used for community gatherings
- + Picnic tables / seating would compliment current and future uses of the space
- + Additional greenery / planting is desired
- + Maximizing passive green space is important



Technical Requirements

- + Utilities
- + Accessibility
- + Existing trees

61 Avenue and 105B Street Pocket Park



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

105 Street Pocket Park (between 54 and 55 Avenue)

What we decided:

- + New trees
- + New sidewalk connecting to the seating area

What we accounted for to make our decisions:

Vision and Guiding

Principles considered:



City Policies
and Programs

- + The City Plan
- + Corporate Tree Management Policy
- + Accessibility for People with Disabilities Policy
- + Breathe – Green Network Strategy



Public
Engagement
Input

- + People report this park does not see much use and could benefit from some enhancements
- + Feedback on potentially adding a dog park at this location was mixed
- + People are looking forward to the sidewalk and planting being added to the park

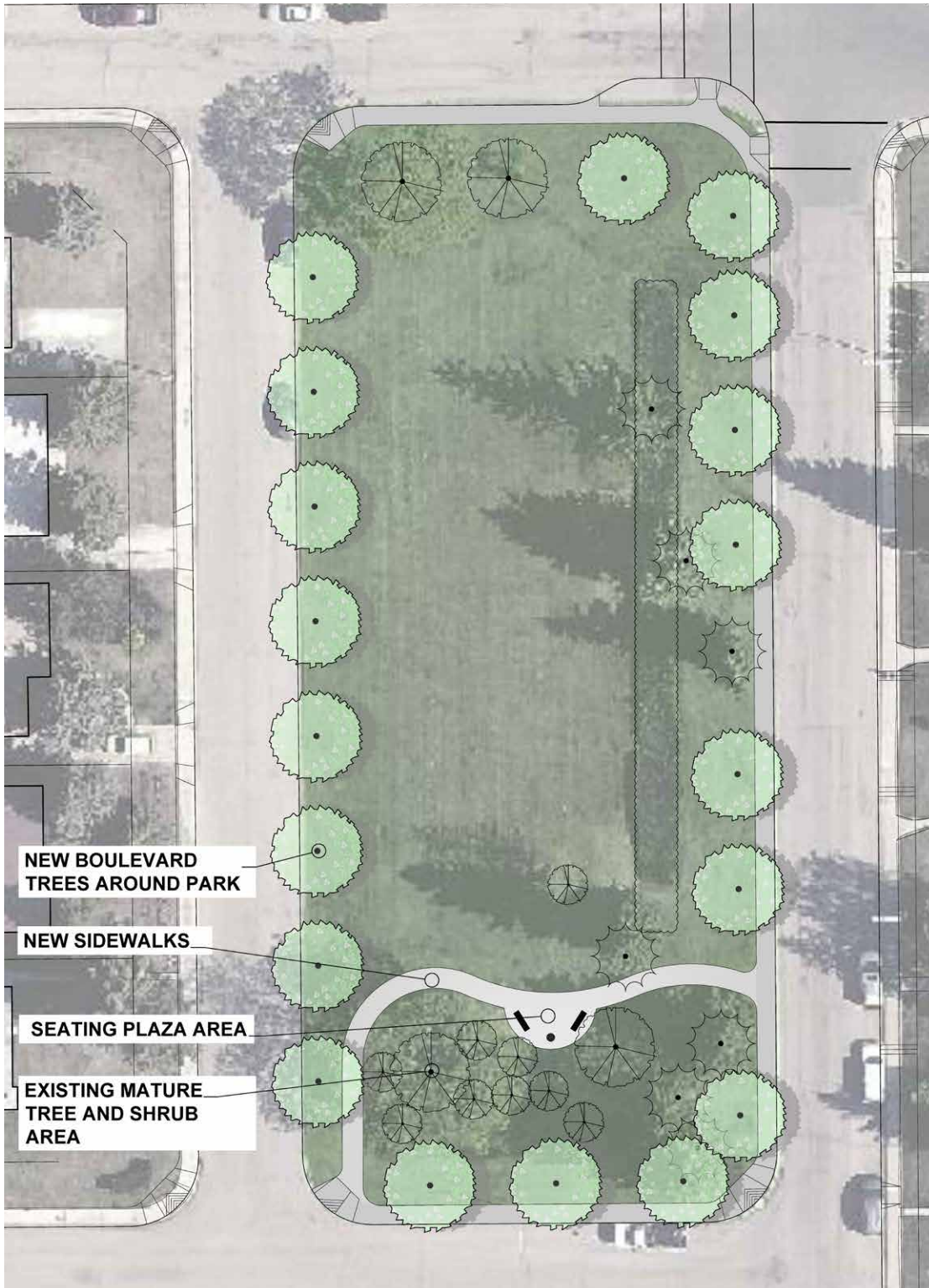


Technical
Requirements

- + Utilities
- + Existing trees
- + Accessibility



105 Street Pocket Park (between 54 and 55 Avenue)



NEW SIDEWALK
SEATING AREA

EXISTING TREE
NEW TREE

EXISTING HEDGE
FENCE

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

What we decided:

- + 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

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies
and Programs

- + The City Plan
- + Safe Mobility Strategy
- + Sidewalk Strategy
- + Corporate Tree Management Policy
- + Breathe – Green Network Strategy



Public
Engagement
Input

- + There is strong support for the addition of a sidewalk along the edges of this park



Technical
Requirements

- + Utilities
- + Existing trees
- + Accessibility



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



- NEW SIDEWALK
- EXISTING TREE
- NEW TREE
- EXISTING BENCH

Mount Pleasant Park

What we decided:

- + 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
- + Seating areas added

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies and Programs

- + The City Plan
- + Corporate Tree Management Policy
- + Active Transportation Policy
- + Breathe – Green Network Strategy



Public Engagement Input

- + Desire for more walking / biking connections, while not dividing up usable green space too much
- + Trees are welcomed



Technical Requirements

- + Other activities, such as tobogganing
- + Utilities
- + Existing trees
- + Space required for offset to sports field

Mount Pleasant Park

- | | | | |
|---|--------------|---|---------------|
|  | NEW PATHWAY |  | EXISTING TREE |
|  | SEATING AREA |  | NEW TREE |

61 Avenue Green Space – Off-leash dog park

What we decided:

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

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies
and Programs

- + The City Plan
- + Dogs in Open Spaces Strategy
- + Breathe – Green Network Strategy



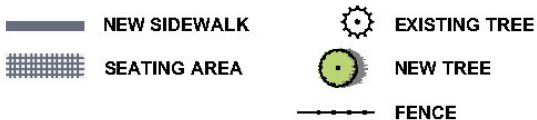
Public
Engagement
Input

- + There is strong support for an off-leash dog park in the neighbourhood
- + Many survey respondents support the 61 Avenue green space for the dog park suggesting it will bring life to an unused location
- + Some are concerned about where people will park when using the dog park



Technical
Requirements

- + Proximity to adjacent neighbourhoods
- + Proper environment for dogs



New Treed Boulevards

What we decided:

- + Boulevard trees planted along neighbourhood streets to add greenery, beauty and shade. Some locations will require sidewalks to be moved closer to property lines. Parking would not be removed

What we accounted for to make our decisions:

Vision and Guiding Principles considered:



City Policies
and Programs

- + The City Plan
- + Corporate Tree Management Policy



Public
Engagement
Input

- + Preserving existing trees is important to the community
- + Many people are excited for the addition of trees throughout the neighbourhood, while some are concerned they might hinder sightlines, or create additional maintenance



Technical
Requirements

- + Driveway access
- + Utilities
- + Right-of-way constraints
- + Existing trees and other landscaping
- + Existing lot grading

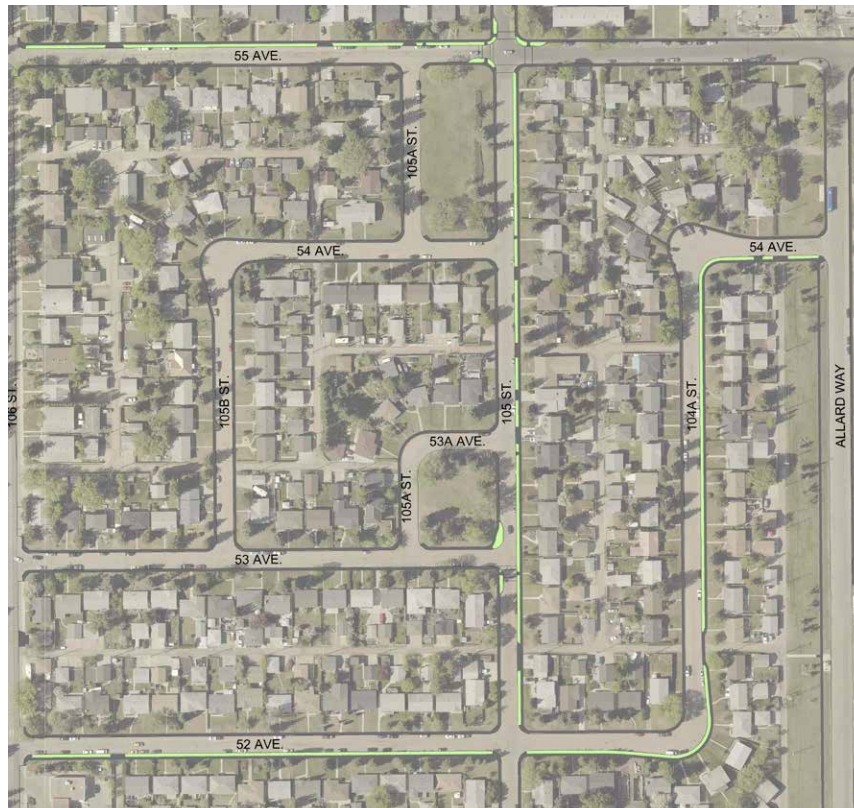


Trees: Northeast



- New boulevard area for tree plantings
- Sidewalk

Trees: Southeast



Next steps

Pleasantview Neighbourhood Renewal – Preparing for Construction

Construction began in spring 2022 and is anticipated to take two years to complete.

Information about the final design details and what you can expect during construction is available online.

For more details about the Pleasantview Neighbourhood Renewal project, please visit edmonton.ca/BuildingPleasantview.

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton