

# BUILDING GREAT NEIGHBOURHOODS

Pleasantview Neighbourhood Renewal Newsletter – July 2021

Edmonton

## Project update

Thank you to everyone who participated in the **Community Feedback on Draft Design** engagement in November 2020. We have reviewed the feedback we received and have incorporated final tweaks and modifications into your neighbourhood's final design.

We began connecting with you in 2019 and have come a long way from our visioning survey to developing the design for your Neighbourhood's Renewal. All your input, whether it was on a sticky-note comment at an in-person event, a door hanger question card or an online survey, has been carefully reviewed and considered in this process.

Design decisions that best meet the needs of all neighbourhood users take months of listening, learning, exploring opportunities, designing options and understanding tradeoffs. The overall neighbourhood design works as a system. A small change at one location may result in impacts to many other areas of the neighbourhood. Every decision is made with the understanding of how all elements work together to ensure there are no unintended impacts to the whole.

We are now sharing the final design with you and are looking forward to sharing information with you for your two-year staged construction starting in spring 2022.

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## Pleasantview Neighbourhood Renewal Project Timeline

### FALL 2019

Building a Project  
Vision Together

### WINTER/SPRING 2020

Exploring Opportunities

### SUMMER/FALL 2020

Exploring Options  
and Tradeoffs

### WINTER 2020

Community Feedback  
on Draft Design

WE ARE  
HERE

### SUMMER 2021

Community Feedback on Final  
Design

### EARLY 2022

Preparing for Construction

### SPRING 2022 – FALL 2023

Construction on Your Streets

### FALL 2023

Celebrate with Us



## Stay engaged and informed

Please visit us online at [edmonton.ca/BuildingPleasantview](https://edmonton.ca/BuildingPleasantview) for the following information and engagement opportunities:

### Final Design Booklet

View the entire design online now!

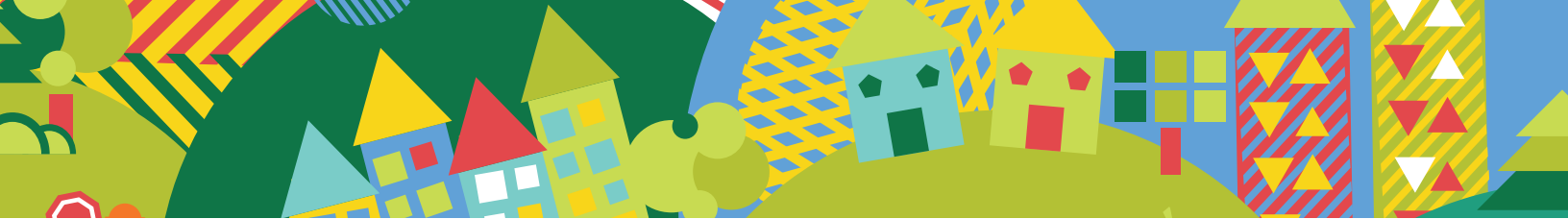
### Live Online Event (Registration required)

August 5, 2021 | 6:30 – 7:30 p.m.

### Tell us what you think!

Survey open July 28 – August 12, 2021

Register at [edmonton.ca/BuildingPleasantview](https://edmonton.ca/BuildingPleasantview)



# Community Feedback on Final Design

We remain committed to providing information and input opportunities to you in multiple ways. Please see details below:

## Final Design Booklet – online

This digital booklet will guide you through all the walking, biking, driving and playing changes and improvements proposed for Pleasantview's Neighbourhood Renewal. See what changed from the draft design to final design.

## Live event – online

Join us live online as the City's Project Team walks through the final design details, answers your questions and hears your comments.

**August 5, 2021 | 6:30 – 7:30 p.m.**

Please register in advance online.

## Survey – online

Tell us what you think about the final design and provide input on the options for 106 Street.

Survey open until August 12, 2021

## No access to online resources? No problem!

For your convenience, paper copies of the design booklet and survey are available at two community drop box locations:

- + East side of 106 Street and 60 Avenue
- + Southeast corner of 109 Street and 58 Avenue

Thank you to everyone who has contributed knowledge and experiences to help shape the future of your neighbourhood. With the exception of the 106 Street design, only minor refinements will be considered as we prepare for construction, which will begin in spring 2022.



# Public engagement in Pleasantview

In September 2019, the Project Team began reaching out to residents of Pleasantview to gather local knowledge and experiences to help guide neighbourhood renewal decisions. We received thousands of comments and questions over the last two years and each was carefully reviewed and considered. The following is a brief summary of the themes we heard most often:

## Pleasantview residents told us:

- + They are proud of their neighbourhood, citing among other characteristics its central location and proximity to amenities, the community feeling, as well as its many mature trees.
- + To prioritize Pleasantview as a safe, walkable community with new sidewalks, better pedestrian connections and improved street crossings.
- + To add to or complete north-south and east-west biking connections and improve the safety and comfort of people who bike by adding protected lanes that separate them from cars and pedestrians, wherever possible.
- + Put the 106 Street bike lane's north direction on the east side and the south direction on the west side, but consider impacts to trees and the needs of people driving to Mount Pleasant School during pick-up and drop-off times.
- + To add to and improve the usability of parks and open spaces with pedestrian connections and gathering spaces. Add a neighbourhood off-leash dog park but consider its location and how it impacts nearby residents.
- + To add traffic calming to slow traffic and improve safety and sightlines at intersections. Don't narrow roadways if possible and consider traffic diversion and congestion impacts. Fix potholes and uneven roadways.
- + To beautify the neighbourhood with additional trees, landscaping and welcoming gateways. Consider how adding new trees to boulevards could impact nearby residents.



Rendering of Mount Pleasant Park



# How we engaged:

## Community Feedback on Draft Design (November – December 2020)

Last fall, we reached out to share the draft design. It was a first glimpse at how all public input, technical requirements and direction from City policies and programs were brought together to create a design for your neighbourhood.

The Project Team held a live online event on November 25, 2020 to provide an overview of the draft design and answer questions submitted by participants. A survey was also available online and in paper copy. The **Community Feedback on Draft Design** live online event had 52 participants and 89 surveys were completed.

All input received was considered by the Project Team as they developed the final design.

The Project Team also considered feedback received from other communications such as emails and phone calls.



**52 participants**



**89 surveys completed**

### View our Draft Design What We Heard report online!

This project is guided by the Vision and Guiding Principles developed as the first step of our engagement. Decisions are based on technical requirements and City policies and programs and influenced by public input.

Visit [edmonton.ca/BuildingPleasantview](http://edmonton.ca/BuildingPleasantview) for more information on the decision making process and to review the Vision and Guiding Principles.



You can view all the details at [edmonton.ca/BuildingPleasantview](http://edmonton.ca/BuildingPleasantview)

## What's in the final design: Driving and street crossings

Locations	Final Design includes	
105 Street	53, 55 and 56 Avenue	Raised crosswalk and curb extensions
	58 Avenue	Curb extensions
	105 Street: Mid-block south of 58 Avenue	Raised crosswalk
107 Street	52 Avenue to 53 Avenue	Narrowed roadway
	57 Avenue	Raised crosswalk and curb extension
	58 Avenue	Curb extensions
	60 Avenue	Raised crosswalk and curb extension
109 Street	52 Avenue	Raised crosswalk and curb extensions
	53 Avenue to 54 Avenue	Speed humps (two), raised crosswalk (one) and curb extensions
	57 Avenue	Keep island, visually enhanced crosswalk (coloured or textured concrete)
	58 Avenue	Raised crosswalk and curb extensions
60 Avenue	Roundabout	
109A Street	60 Avenue	Remove island and realign intersection
110 Street	52 Avenue	Visually enhanced crosswalk (coloured or textured concrete)
	60 Avenue	Raised crosswalk
52 Avenue	107 Street to 109 Street	Narrowed roadway with landscaped / treed boulevard
	107 Street	Visually enhanced crosswalk (coloured or textured concrete) and curb extensions
	109 Street	Raised crosswalk and curb extensions
53 Avenue	107 Street to 109 Street	Narrowed roadway
55 Avenue	Allard Way	Curb extension
58 Avenue	East of 109 Street	Narrowed roadway
	105 Street to Calgary Trail	Narrowed roadway with curb extensions
60 Avenue	106 Street to 107 Street	Shared street and added green space
	108 Street	Median and visually enhanced crosswalk (coloured or textured concrete)
60A Avenue	West of 107A Street	Speed hump



109 Street / 60 Avenue roundabout





You can view all the details at [edmonton.ca/BuildingPleasantview](https://edmonton.ca/BuildingPleasantview)

## Biking and Walking Connections

As part of the Bike Network, the 106 Street bike lane will continue its north-south connection through Pleasantview, constructed as part of Neighbourhood Renewal. Additional east-west bike connections will be added and key walking routes enhanced. All existing sidewalks will be replaced (subject to the Local Improvement process) and new ones added where missing.

While most design decisions have been made, we would like your input on the 106 Street design before finalizing. Please review the options below. Details on the other biking and walking connection changes can be found on Page 10.

### New Design Options for 106 Street



Through our engagement process, we heard a strong desire for separated, raised bike lanes on each side of 106 Street for the safety and comfort of all users and consistency with the bike lanes north and south. We also heard concern about potential impacts to trees due to the 106 Street design and a desire to minimize these impacts.

The draft design presented in winter 2020 included a separated, raised bike lane and a sidewalk on each side of 106 Street. Through further detailed design work, it was determined that the number of trees impacted by this option would be approximately 75 (the original estimate was about 45 trees).

The team went back to the drawing board and conducted further reviews to determine if there was another potential option that would minimize the impact to the trees.

The City is now sharing two potential design options for 106 Street between 51 Avenue and 61 Avenue for your consideration. Each option has its own list of benefits and tradeoffs to think about.

Option A is a modified version of what was shown in the draft design in November 2020 but with a couple changes, and Option B is new. Your input on these options will assist the Project Team in finalizing a design. Please provide your comments in our survey until August 12, 2021 at [edmonton.ca/BuildingPleasantview](https://edmonton.ca/BuildingPleasantview) or pick up a paper copy at one of the community drop box locations.

**Option A:** Separated, raised bike lanes, east side and west side with continuous sidewalks along both sides.

**Option B:** East side between 51 and 61 Avenue: Separated, raised bike lane.

West side between 51 Avenue and 53 Avenue, and 56 Avenue and 61 Avenue: Separated, raised bike lane.

West side between 53 and 56 Avenue: Separated, on-street bike lane with a concrete median dividing it from vehicle traffic. There will be no room for a sidewalk along this portion.



You can view all the details at [edmonton.ca/BuildingPleasantview](https://edmonton.ca/BuildingPleasantview)

## Benefits of Options A and B

### Option A

- + Those who bike, drive and walk will have separate spaces – comfortable and safe for all users
- + Bike route remains on 106 Street, which is most direct for biking and provides good connectivity to bike lanes north (through Allendale) and south (through Empire Park)
- + Both northbound and southbound bike lanes are raised and protected from the vehicle travel lanes
- + Bikes lanes will be raised from 51 Avenue to 61 Avenue
- + Continuous sidewalk on west side from 51 Avenue to 61 Avenue
- + Additional parking created along school site (56 Avenue to 60 Avenue)
- + Existing daycare and accessible loading zones will remain
- + Boulevard trees on the east side (60A Avenue to 61 Avenue) will remain
- + Trees on the west side (107 Street to 60A Avenue) will remain
- + New retaining wall with landscaping to be provided on west side next to the cemetery
- + Approximately 60 percent of existing trees along cemetery are in decline – option provides space along cemetery to plant approximately 80 new trees with a longer life span



106 Street – Option A

### Option B

- + Those who bike, drive and walk will have separate spaces – comfortable and safe for all users
- + Bike route remains on 106 Street, which is most direct for biking and provides good connectivity to bike lanes north (through Allendale) and south (through Empire Park)
- + On the west side, bike lane will be raised north and south of the cemetery – on the east side, bike lane will be raised between 51 Avenue and 61 Avenue
- + Boulevard trees on the east side (60A Avenue to 61 Avenue) will remain
- + Trees on the west side (107 Street to 60A Avenue) will remain



106 Street – Option B



## Tradeoffs of Options A and B

### Option A

- + Potential removal of up to 75 trees on the west side –
  - + 68 along the cemetery
  - + 5 between 60 Avenue and 107 Street
  - + 2 between 60A Avenue and 61 Avenue (Previously estimated to be 45 trees)
- + Four public on-street parking stalls removed on the east side (60A to 61 Avenue)

### Option B

- + Potential removal of 12 trees on the west side –
  - + 5 along the cemetery
  - + 5 between 60 Avenue and 107 Street
  - + 2 between 60A Avenue and 61 Avenue
- + Approximately 60 percent of existing trees along cemetery are in decline – lost opportunity to plant new trees with longer lifespan
- + Several trees on west side will be pruned to provide adequate vertical clearance for those who bike and walk
- + East sidewalk between 53 and 56 Avenue will be 0.3m (1 ft) narrower than existing sidewalk – less space dedicated to those who walk
- + No sidewalk on west side between 53 and 56 Avenue: lost opportunity for improved connections for those who walk; they are forced to either cross the street to the east or walk through cemetery
- + Bike lanes will be narrower than standard width – not possible to bike side by side; uncomfortable for those who bike to pull a children's chariot / bike trailer; unable to pass others who bike
- + More difficult for those who bike to leave the bike lane, if needed (passing maneuver; avoiding unexpected pedestrian)



Rendering of 106 Street bike lane between 107 Street and 60A Avenue

- + Inconsistency of bike lane type for approximately 400 metres (three blocks) on west side
- + More likely to have debris build up in the west (southbound) bike lane due to the nature of the space created between the curb and median
- + Existing daycare and accessible loading zone space is reduced
- + Lost opportunity to increase parking space along school area (56 Avenue to 60 Avenue)
- + Four public on-street parking stalls removed on the east side, 60A to 61 Avenue
- + Would limit potential for transit buses to operate on this street in the future

### Tell us what you think

We are interested in hearing from residents before a final decision is made. **Please complete a survey online or pick one up at one of the community drop box locations.**

You can view all the details at [edmonton.ca/BuildingPleasantview](http://edmonton.ca/BuildingPleasantview)

## What's in the final design: Walking and biking connections

### Definitions:

- + Shared-use path: A space off the road where people who bike and walk share the same space.
- + Shared-use alley: An alley shared by those who walk, bike and drive.

Topic	Locations	Final Design includes
Walking	Pleasantview	Sidewalks – replace existing, add where missing
	Cemetery to alley	Pathway connection from alley to west side of Mount Pleasant Cemetery
Biking & 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 paths
	Angus Murray Park	Shared-use path
	Alley (east-west) just south of cemetery	Shared-use alley
Biking connections	Alley (north-south) just east of community hall	Shared-use alley
	106 Street	See bike route options on Page 7
	60 Avenue between 107 Street and 111 Street	Shared roadway eastbound and westbound
	61 Avenue (service road) between 105 and 106 Street	Shared roadway eastbound and westbound



Rendering of 107 Street and 60 Avenue parklet

## What's in the final design: Parks and open spaces

Seven parks and open spaces in Pleasantview are being enhanced to improve use, beauty and safety. These changes will offer new and different uses of the parks and improve how users walk and bike through them.

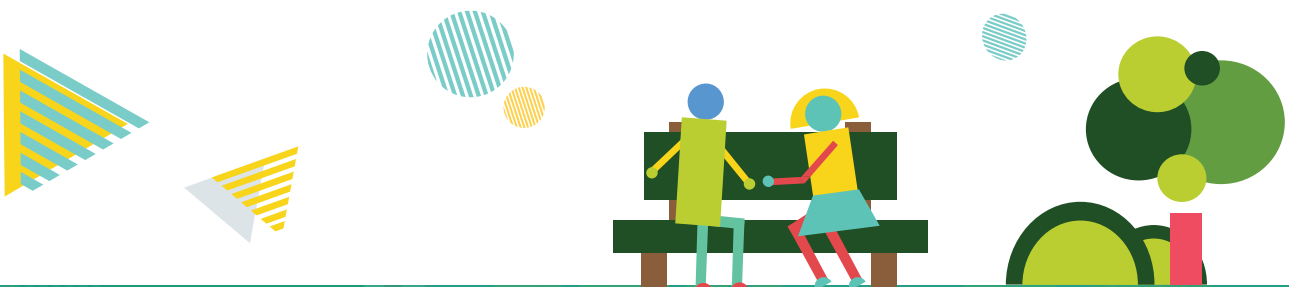
Locations	Final Design includes
Angus Murray Park	New plaza, shared pathway with seating and planting
Pocket park (61 Avenue and 105B Street)	Boulevard trees, picnic table seating
Pocket park (105A Street between 53 and 53A Avenue)	Sidewalks, additional plantings
Pocket park (105 Street between 54 and 55 Avenue)	Sidewalks, additional plantings
Mount Pleasant Park	Shared pathways, tree plantings, seating areas
Green space/park (60 Avenue between 106 and 107 Street)	Added green space, tree plantings, landscaping and seating
61 Avenue green space between 109 Street and 111 Street	Off-leash dog park
New Boulevard Trees	Added in several locations



Rendering of off-leash dog park at 111 Street and 61 Avenue



Rendering of Angus Murray Park



# Local Improvement options during neighbourhood renewal

## Decorative street lights

New galvanized street lights are included in your Neighbourhood Renewal at no additional cost to property owners. However some neighbourhoods choose to pay for a decorative street light upgrade and the cost of the upgrade is charged to the property owners as a Local Improvement.

Street light options include: pole colour and type, arm style and style of light fixture.

Through the Pleasantview Community League, a **decorative street light committee** was created which collected community input on a choice of decorative street lighting for Pleasantview. The selected option was submitted to the City and in the coming months, the City will provide an Expression of Interest package to all registered property owners. Property owners will then return their completed notice selecting whether they support or do not support the decorative street lights. If the City receives sufficient support from the community, the local improvement process will begin.

Watch your mailbox later this summer for more information from the City.

## What's next

- + **Preparing for Construction** and Local Improvement information – Early 2022
- + **Construction on Your Streets** – April 2022 – November 2023

## Stay informed

For more information, and to sign up for project email updates, visit: [edmonton.ca/BuildingPleasantview](https://edmonton.ca/BuildingPleasantview).

### For more information:

**Web:** [edmonton.ca/BuildingPleasantview](https://edmonton.ca/BuildingPleasantview)

**Email:** [buildinggreatneighbourhoods@edmonton.ca](mailto:buildinggreatneighbourhoods@edmonton.ca)

**Call:** 311

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