

# **PLEASANTVIEW – PROPOSED DESIGN OPTIONS**

## **Biking and walking connections, parks and open spaces**



### **What We Heard**

#### **BIKING CONNECTIONS**

People told us 106 Street was a popular route for biking and east–west connections between 106 Street and 111 Street are needed. Bike lanes need to separate the space for biking from the space for driving. The narrow width of the road and public parking should be considered when planning for 106 Street.

#### **WALKING CONNECTIONS**

People who walk often use 107 Street (54 Avenue to 106 Street) and 109 Street (52 Avenue to 61 Avenue). Also popular are the walking connections on 57 Avenue and 60 Avenue (109 Street to 111 Street), as well as all sidewalks surrounding Mount Pleasant School and along 111 Street.

#### **PARKS AND OPEN SPACES**

People told us they would like an off-leash dog park in the neighbourhood. They would like the whole neighbourhood to be more park-like with the addition of more trees and greenery, and seating both in open spaces and along streets. Upgrades to the playground in Angus Murray Park were also mentioned.

LOCATION / TOPIC	DESIGN OPTIONS
<a href="#">Sidewalks*</a>	Replace existing, add missing
<a href="#">Alley (south side of cemetery)*</a>	Shared-use roadway
<a href="#">Alley (east of Community League)*</a>	Shared-use roadway
<a href="#">106 Street*</a>	<p><b>Option 1:</b> Bike lanes: off-street, east and west sides, one-way</p> <p><b>Option 2:</b> Shared-use path: west side</p> <p><b>Option 3:</b> Shared-use path: east side</p> <p><b>Option 4:</b> Bike lane: off-street, two-way, west side</p>
<a href="#">106 Street to 111 Street Bike Connections*</a>	<p><b>Option 1:</b> 60 Avenue</p> <p><b>Option 2:</b> 57 Avenue</p>
<a href="#">Angus Murray Park*</a>	New path with seating
<a href="#">Pocket Park next to 61 Avenue at 105B Street*</a>	Gathering space with seating
<a href="#">Pocket Park on 105A Street between 55 and 54 Avenues*</a>	Off-leash dog park, boulevard trees, walking connections, seating
<a href="#">Pocket Park on 105 Street between 53 and 53A Avenues*</a>	Sidewalk connection, new trees
<a href="#">Mount Pleasant Park*</a>	Tree-lined paths
<a href="#">Boulevard Trees*</a>	Trees and boulevards

\*Click to go directly to details

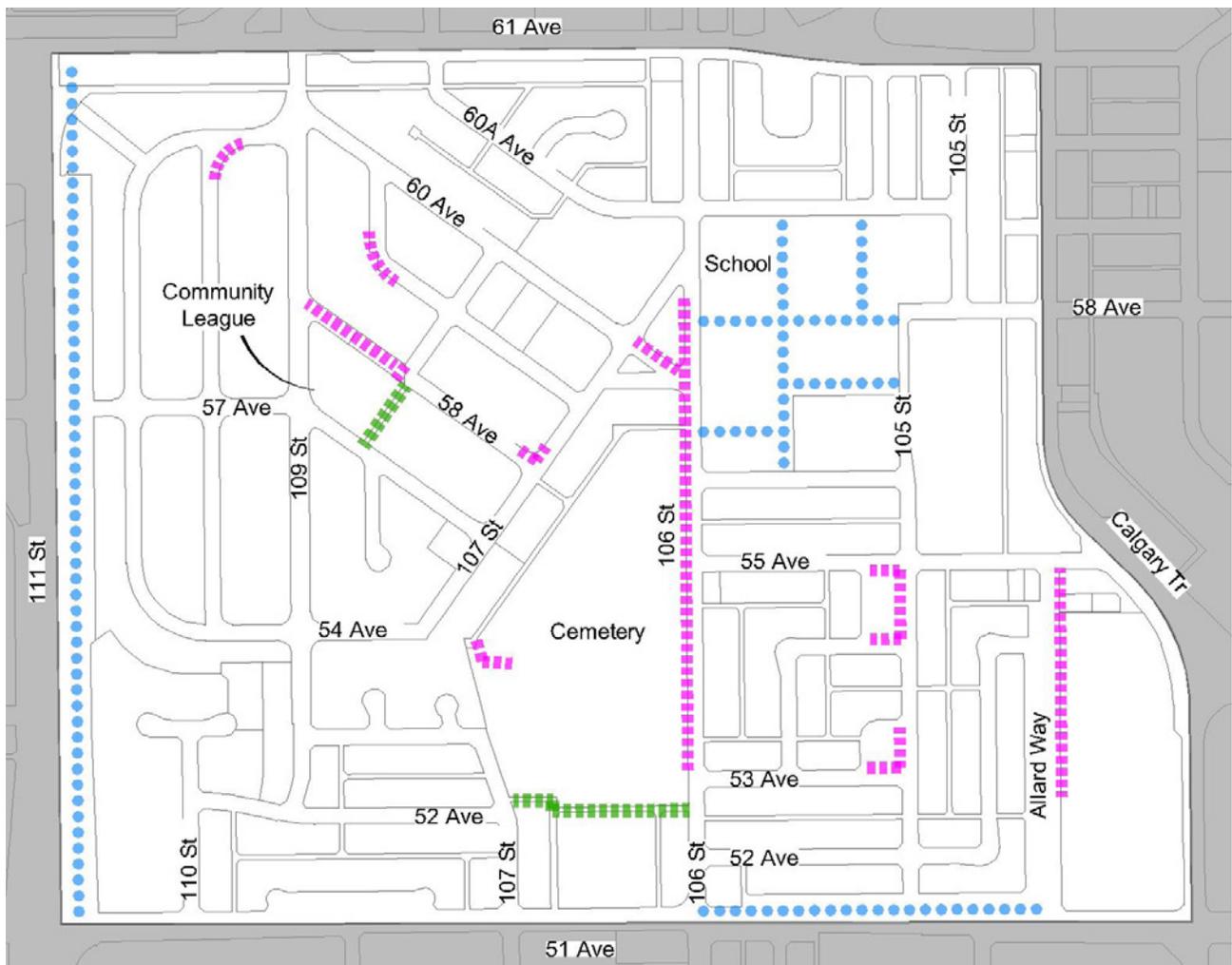


# Sidewalks

## Proposed changes:

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

Missing sidewalks will be added to improve connections and mobility through the community.



-  New walking connection
-  New shared-use path (For biking and walking)
-  New shared-use road (For biking, walking and driving)

## Sidewalks

### **New sidewalks being proposed at:**

- + Allard Way on the east side
- + 58 Avenue east of 109 Street on the north side
- + 109A Street at 60 Avenue in the southeast corner
- + 107 Street and 58 Avenue on the northwest corner (add connections to the intersection)
- + 60 Avenue east of 107 Street on the north side
- + 106 Street west side, from 53 Avenue to 107 Street
- + 108A Street and 59 Avenue on the west side
- + 105 Street and 53 Avenue, south and east sides of the pocket park
- + 105 Street and 55 Avenue – south, east and north sides of the pocket park
- + Mount Pleasant Cemetery on the western boundary

### **Shared-use paths being proposed at:**

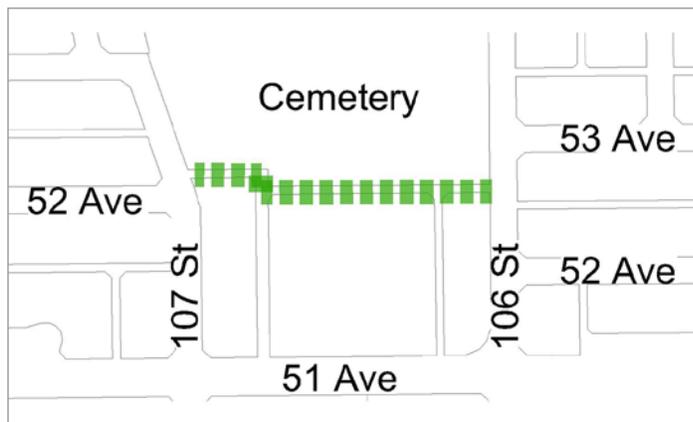
- + 111 Street – 51 to 61 Avenue
- + 51 Avenue – 106 Street to Allard Way on north side
- + Mount Pleasant Park



# Alley (south side of cemetery)

## Proposed changes:

To improve the safety, accessibility and comfort of this popular connection, it is proposed to convert this alley into a shared-use roadway where those who bike and walk will share the space with those who drive. Coloured and textured pavement treatment along with signage would educate use of the new space.



■■■■■ New shared-use road  
(For biking, walking and driving)

### Shared-use roadway



Strathcona Neighbourhood  
102 Street, north of 85 Avenue

#### Benefits:

- + Decorative paving through alley highlights space for people who walk and bike
- + Discourages drivers from parking in alley
- + Parking for residents is maintained

#### Tradeoffs:

- + People walking, biking or driving do not have their own dedicated space



#### Input Opportunity:

Do you think the proposed design option for a shared-use roadway on the south side of the cemetery will best meet the needs of area residents and other users?

# Alley (east side of Community League)

## Proposed changes:

To improve the safety and comfort of this popular alley connection, it is proposed to convert it into a shared-use roadway where those who bike and walk will share the space with those who drive. Coloured and textured pavement treatment along with signage would educate use of the new space.

There is also potential to close one end of the alley to vehicle traffic to limit shortcutting.



■■■■■■■ New shared-use road  
(For biking, walking and driving)

## Shared-use roadway



### Benefits:

- + Decorative paving through alley highlights space for people who walk and bike
- + Improves north-south walking connection and access to park
- + Discourages drivers from parking in alley

### Tradeoffs:

- + People walking, biking, or driving do not have their own dedicated space



### Input Opportunity:

Do you think the proposed design option for a shared-use roadway east of the community league will best meet the needs of area residents and other users?

Would closing one end of the alley to prevent through vehicle traffic meet the needs of area users and residents? If so, which end would you prefer being closed?

# 106 Street

## Proposed changes:

As part of the bike network, the 106 Street bike lane will continue its north-south connection through Pleasantview. Enhancements to the bike infrastructure on 106 Street between 51 Avenue and 61 Avenue will be made as part of the Pleasantview Neighbourhood Renewal. There are several options for the type of biking infrastructure that could be placed here:

**OPTION 1: Bike lanes: off-street, east and west sides, one-way**

**OPTION 2: Shared-use path: west side**

**OPTION 3: Shared-use path: east side**

**OPTION 4: Bike lane: off-street, two-way, west side**

### **OPTION 1: Bike lanes: off-street, east and west sides, one-way**

People who bike will ride in their own space separate from the roadway and sidewalk. They will ride towards the north on the east side and south on the west side.

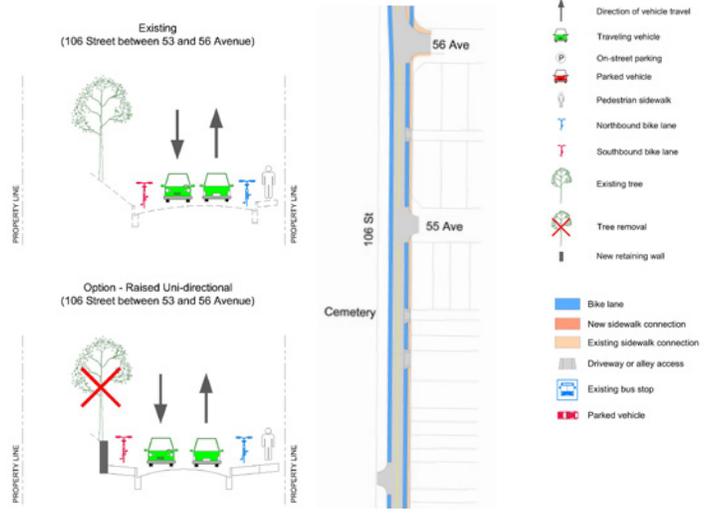


# 106 Street

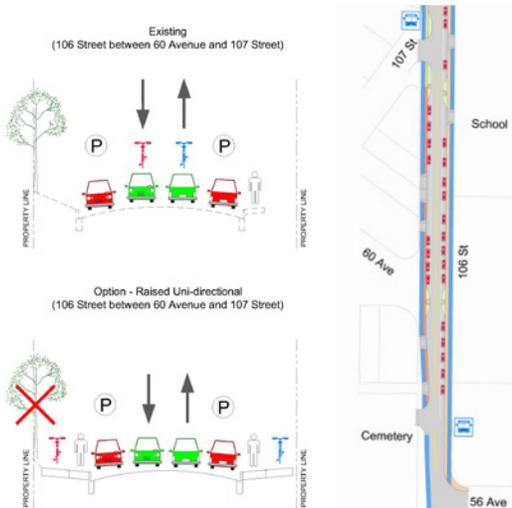
## 51 – 53 AVENUE



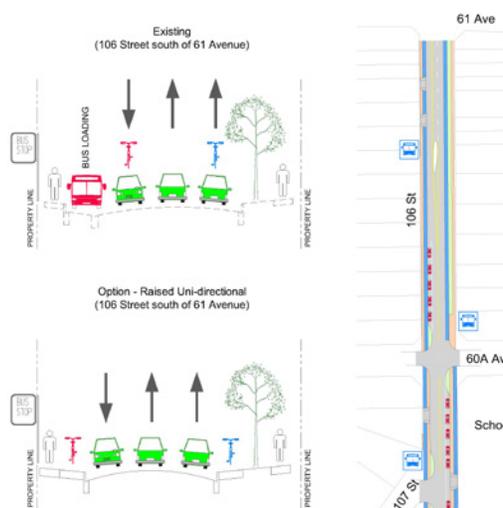
## 53 – 56 AVENUE



## 56 AVENUE – 107 STREET



## 107 STREET – 61 AVENUE



### Benefits:

- + People who bike, walk and drive have their own space
- + Consistent with bike lanes to the north of Pleasantview (north of 76 Avenue)
- + Provides good transition to existing on-street painted bike lanes to the south of Pleasantview
- + Boulevard trees along the east side, 60A to 61 Avenue are maintained

### Tradeoffs:

- + People biking northbound will experience elevation changes due to driveways, alleys and intersections
- + Potential removal of approximately 45 trees on the west side between 52 Avenue to 60A Avenue, subject to further review
  - + Majority near the Cemetery
- + Loss of public on-street parking east side, 60A to 61 Avenue

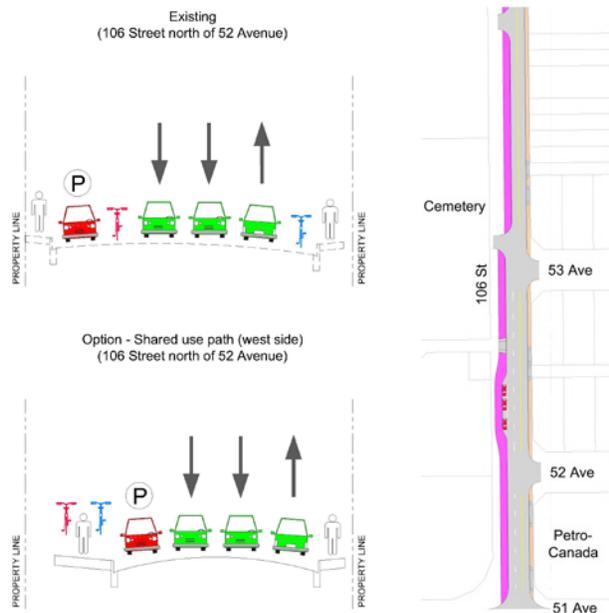
# 106 Street

## OPTION 2: Shared-use path: west side

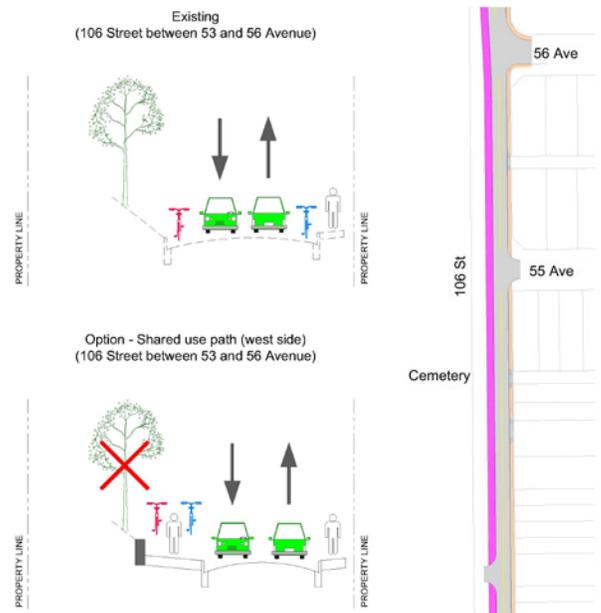
People who bike and people who walk will share pathway space on the west side. They will be able to travel both north and south on this shared-use space west of the road.



### 51 – 53 AVENUE

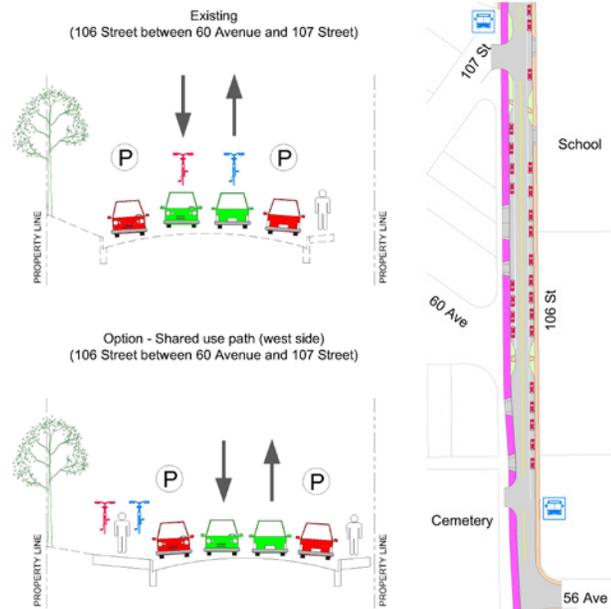


### 53 – 56 AVENUE

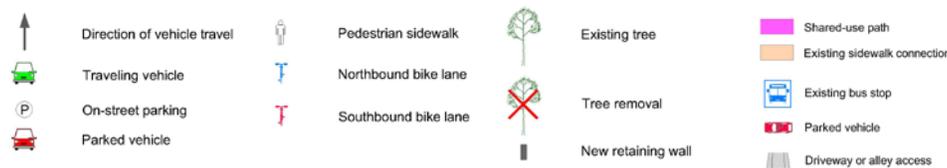
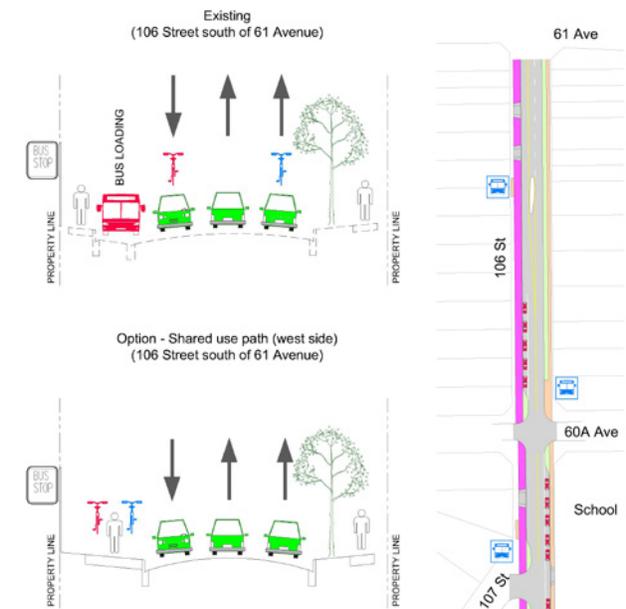


# 106 Street

## 56 AVENUE – 107 STREET



## 107 STREET – 61 AVENUE



### Benefits:

- + People who bike are separated from people who drive
- + Continuous corridor for people who walk provided on both sides of 106 Street
- + Fewer biking conflicts with driveways, alleys and intersections
- + Boulevard trees along the east side, 60A to 61 Avenue are maintained

### Tradeoffs:

- + People who walk and bike must share the same space on the west side of 106 Street
- + Potential removal of approximately 40 trees on west side between 52 Avenue to 60A Avenue, subject to further review
  - + Majority near the Cemetery
- + Loss of public on-street parking east side, 60A to 61 Avenue
- + Inconsistent with bike lanes to the north, crossing 61 Avenue may pose more challenges for users

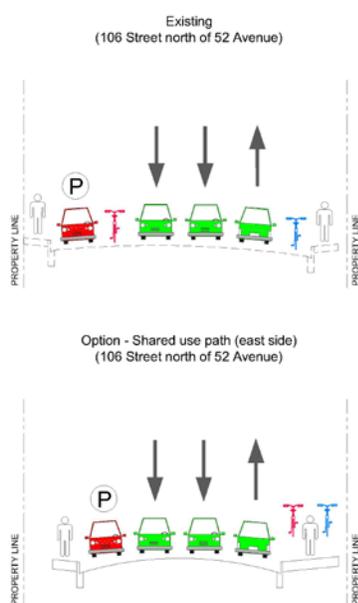
# 106 Street

## OPTION 3: Shared-use path: east side

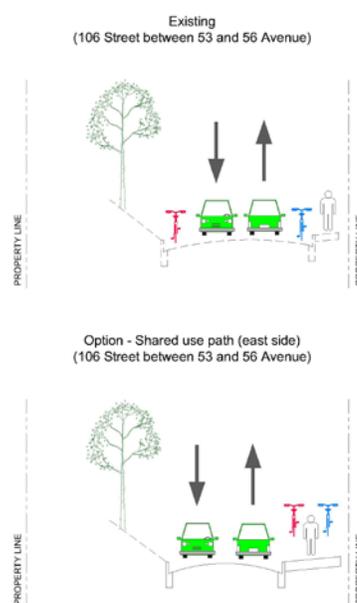
People who bike and people who walk will share pathway space on the east side. They will be able to travel both north and south on this shared-use space east of the road.



### 51 – 53 AVENUE

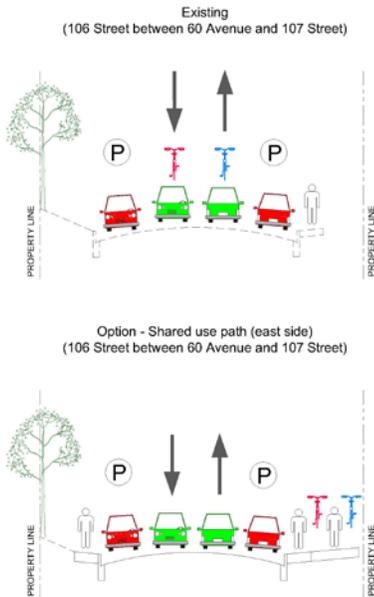


### 53 – 56 AVENUE

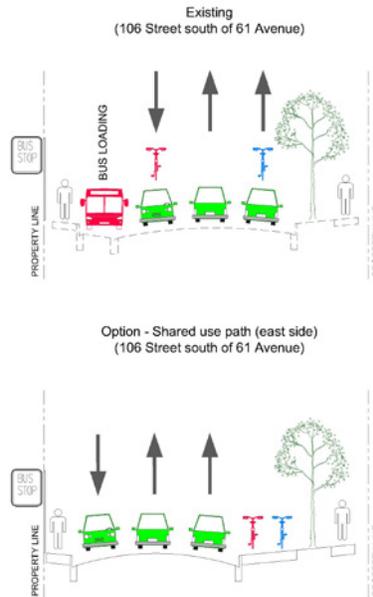


# 106 Street

## 56 AVENUE – 107 STREET



## 107 STREET – 61 AVENUE



### Benefits:

- + People who bike are separated from people who drive
- + No loss of trees adjacent to 53 to 56 Avenue (by cemetery)

### Tradeoffs:

- + People who walk and bike must share the same space
- + Continuous corridor for people to walk is not provided on the west side of 106 Street
- + Inconsistent with bike lanes to the north, crossing 61 Avenue may pose more challenges for users
- + Potential loss of approximately five trees west side, 56 to 60A Avenue, subject to further review
- + Loss of public on-street parking east side 60A to 61 Avenue
- + Loss of one boulevard tree, east side south of 61 Avenue

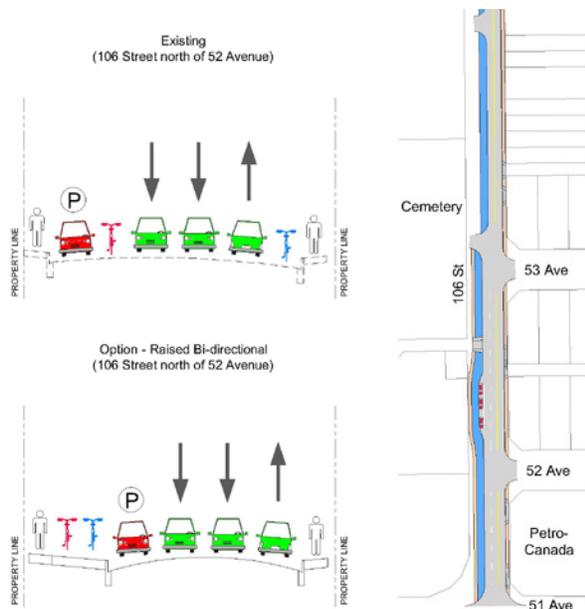
# 106 Street

## OPTION 4: Bike lane: off-street, two-way, west side

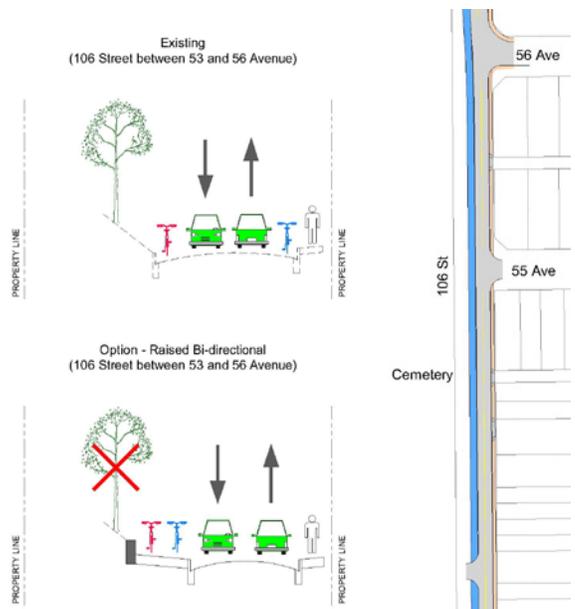
People who bike will ride in their own space separate from the roadway and sidewalk. They will ride both north and south on the west side.



### 51 – 53 AVENUE



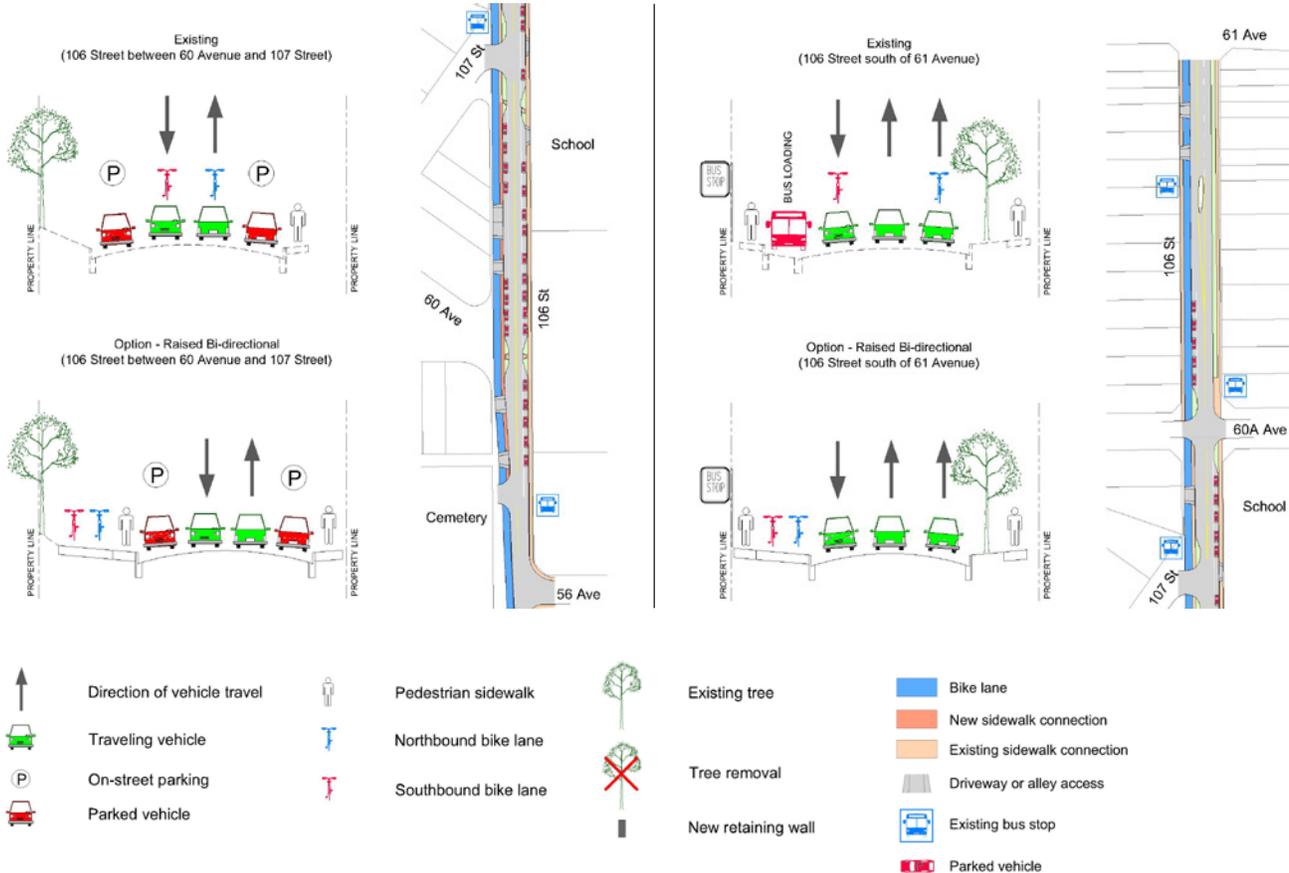
### 53 – 56 AVENUE



# 106 Street

## 56 AVENUE – 107 STREET

## 107 STREET – 61 AVENUE



### Benefits:

- + People who bike, walk and drive have their own space
- + Fewer biking conflicts with driveways and alleys
- + Boulevard trees along the east side, 60A to 61 Avenue are maintained

### Tradeoffs:

- + Inconsistent with bike lanes to the north, crossing 61 Avenue may pose more challenges for users
- + Potential removal of approximately 45 trees west side between 52 and 60A Avenues, subject to further review
- + Loss of public on-street parking east side, 60A to 61 Avenue
- + Potential for conflicts between bikes and cars where the bike lane crosses 60A Avenue and 107 Street. Signalization of this intersection may be required and is under further review



### Input Opportunity:

Which of these proposed design options for the bike route along 106 Street do you think best meets the needs of area residents and other users?

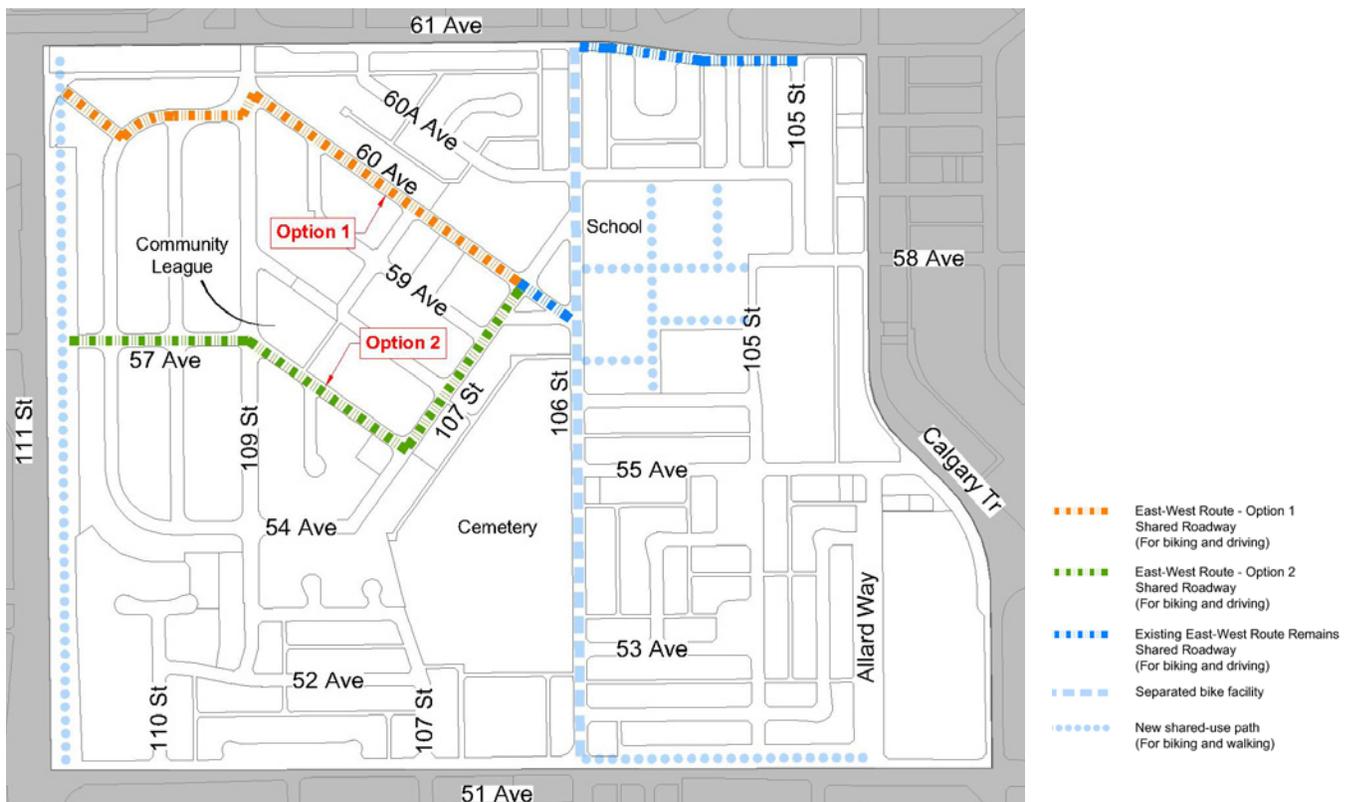
# 106 Street to 111 Street Bike Connections

## Proposed changes:

To improve biking connections for people who bike on the low traffic residential streets, and address wayfinding concerns between the 106 Street bike route and 111 Street there are two east-west shared roadway connections being considered. These routes would have people biking and people driving sharing the roadway. They would be marked with bike route signs or painted markings on the roadway.

**OPTION 1: Keep shared roadway bike connection on 60 Avenue**

**OPTION 2: Move shared roadway bike connection to 57 Avenue**



## 106 Street to 111 Street Bike Connections

### OPTION 1: Keep shared roadway bike connection on 60 Avenue

#### Benefits:

- + Already a known and established bike route
- + Improved wayfinding for people who bike through the neighbourhood
- + No loss of trees or public on-street parking
- + More direct route to the rest of the east-west district bike network

#### Tradeoffs:

- + Not snow cleared
- + People who bike must share the road with people who drive

### OPTION 2: Move shared roadway bike connection to 57 Avenue

#### Benefits:

- + Improved wayfinding for people who bike through the neighbourhood
- + No loss of trees or public on-street parking
- + More direct route to destinations, such as the community league hall and shopping on 111 Street

#### Tradeoffs:

- + Not snow cleared
- + People who bike must share the road with people who drive

#### EXAMPLE



#### Input Opportunity:

Which of these proposed routes for a shared roadway biking connection between the 106 Street bike lane and 111 Street do you think will best meet the needs of area residents and other users?

# Angus Murray Park

## Proposed changes:

To improve the east-west walking and biking experience through Angus Murray Park, a new pathway with seating is proposed.



# Angus Murray Park

## Existing path



**Park path example**



**Plantings example**



**Curved seating plaza**



### Benefits:

- + Seating added to Angus Murray Park
- + New trees and plantings that increase biodiversity and aesthetics of the park
- + Improved walking and biking connection
- + Potential for improved stormwater retention and treatment

### Tradeoffs:

- + Some open green space reduced to make way for pathway and benches



### Input Opportunity:

Do you think the proposed design option for a new path with seating through Angus Murray Park will best meet the needs of area residents and other users?

# Pocket Park next to 61 Avenue at 105B Street

## Proposed changes:

To improve the usability and enjoyment of this pocket park, a gathering space with picnic tables is proposed.



## Pocket Park next to 61 Avenue at 105B Street

### Existing park



### Tree examples



### Picnic sites examples



#### Benefits:

- + New seating and gathering area for nearby residents
- + New trees that border and enclose the green space and provide a bit more screening of 61 Avenue between the park and residences

#### Tradeoffs:

- + Some open green space reduced to make way for pathway and picnic tables



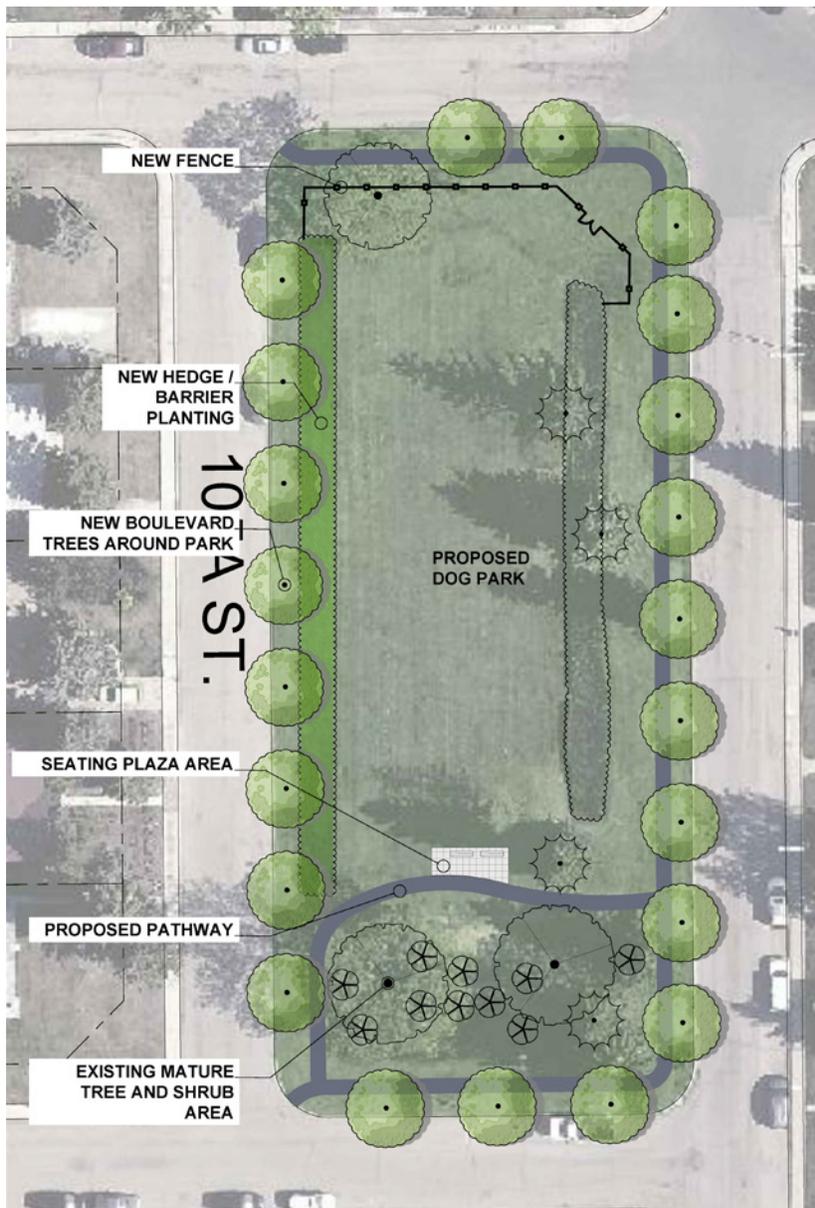
#### Input Opportunity:

Do you think the proposed design option for a new gathering place with picnic tables in the pocket park next to 61 Avenue will best meet the needs of area residents and other users?

# Pocket Park on 105A Street – between 55 and 54 Avenues

## Proposed changes:

To improve the useability and enjoyment of this pocket park it is proposed to add:



- + A fenced in off-leash dog park
- + Boulevard trees
- + Walking connections
- + Seating

# Pocket Park on 105A Street – between 55 and 54 Avenues

## Existing green space



## Fenced dog park example



## Hedge example



### Benefits:

- + Provides the community with off-leash space for their dogs
- + Fenced dog park separates dogs from other park users
- + New pathways encourage passive use
- + Increased trees and greenery

### Tradeoffs:

- + Dog park reduces amount of open space for other uses
- + Dependent on how residents travel to the park, parking in area may increase
- + Limited loss of landscaping at south end with pruning of existing shrubs



### Input Opportunity:

Do you think adding a fenced in off-leash dog park to the pocket park on 105A Street between 55 and 54 Avenues will best meet the needs of area residents and other users?

# Pocket Park on 105 Street between 53 and 53A Avenues

## Proposed changes:

To improve the enjoyment and connectivity of the pocket park on 53 Avenue and 105 Street, a new pedestrian connection and new tree plantings are being proposed.



## **Pocket Park on 105 Street between 53 and 53A Avenues**

### **Existing green space**



### **Park path example**



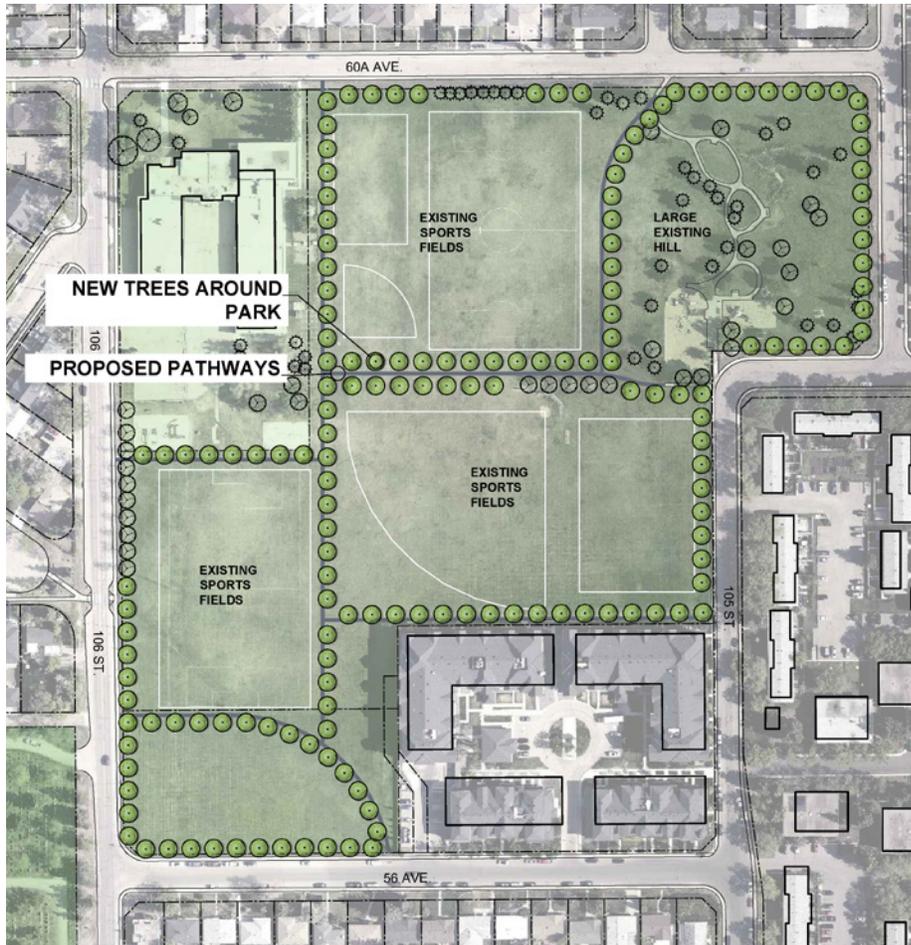
#### **Input Opportunity:**

Do you think adding a new sidewalk connection and trees in the pocket park on 105 Street between 53 and 53A Avenues will best meet the needs of area residents and other users?

# Mount Pleasant Park

## Proposed changes:

To improve the user experience and connectivity through the green space at Mount Pleasant Park the design proposes:



- + New paths following established informal walking trails through the park.
- + Trees in alignment with proposed paths and around all of the sports fields.



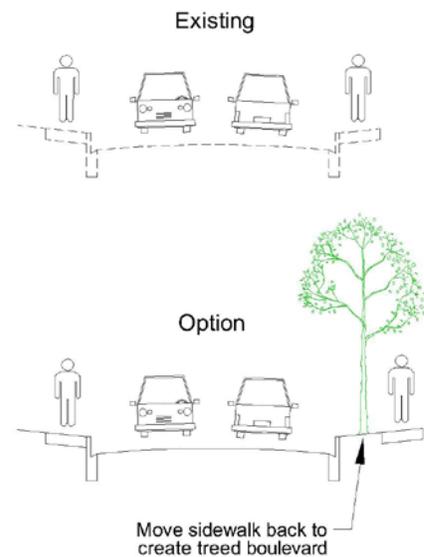
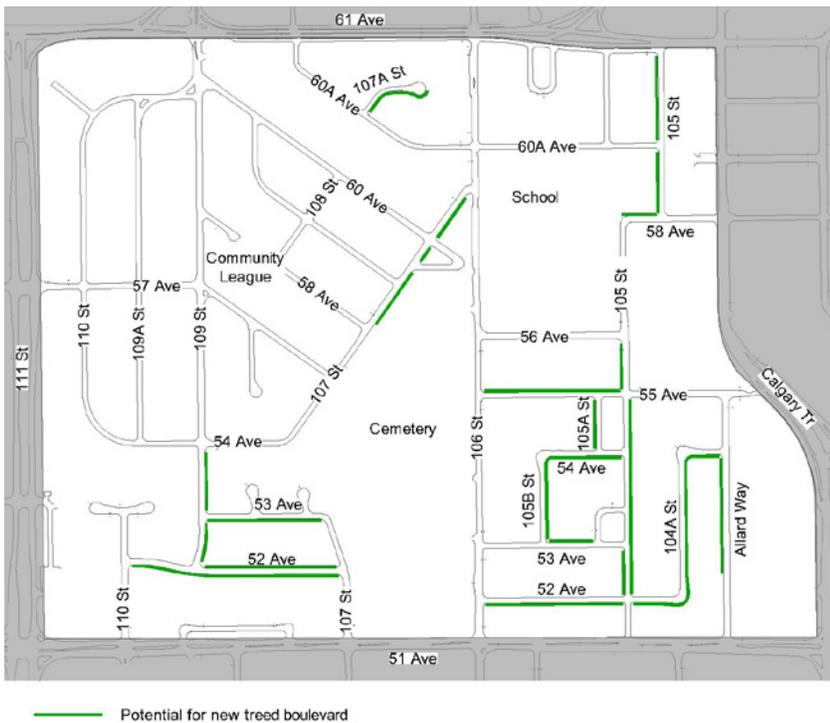
### Input Opportunity:

Do you think adding new path connections and trees through Mount Pleasant Park will best meet the needs of area residents and other users?

# Boulevard Trees

## Proposed changes:

To add boulevard trees and greenery along some streets it is proposed to move sidewalks back closer to the property line and create landscaped boulevards with tree plantings. Parking would **not** be removed.



### Benefits:

- + Adds trees, greenery and shade canopy

### Tradeoffs:

- + Existing private landscaping features within road right-of-way may be impacted
- + Increases boulevard maintenance for residents



### Input Opportunity:

Do you think adding trees and greenery along some streets will best meet the needs of area residents and other users?