CONNECT

BONNIE DOON

REZONING APPLICATION

SUBMISSION #2 | APRIL 2018

Conceptual view of the Garden District looking west

Morguard

b&a


Morguard

CONNECT

BONNIE DOON

Rezoning Application

Submitted by **Morguard Investments**

Prepared by **B&A Planning Group**

Submission #2 | April 2018

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SUBMISSION N°. 1

Vision and Site Analysis

SECTION [A1]

Introduction and Background

This document has been prepared by B&A Planning Group (B&A) with a team of technical experts, on behalf of Morguard Investments Limited (Morguard), in support of the Bonnie Doon Centre Land Development Application to rezone approximately 12.4 hectare (30.7 acres) of land (hereafter known as the "Plan Area") to enable Transit Oriented Development (TOD) which aligns more closely with the City of Edmonton's land use planning and transportation goals (see figure 1).

This document is part of a four-phase modified planning application process approach, agreed upon with City Administration that will result in a comprehensive Site Specific Development Control Provision (DC2). This is an alternative to a traditional approach that would see that submission of direct control regulations at the beginning of the process and administration reviewing the application to decipher intent and alignment with existing plans, policies, guidelines, and best practices.

Modified Planning Application Process

In this process, the project team will work with all stakeholders throughout, while City Administration will have input at each of the following stages:

1. Principles
2. Concept
3. Regulation
4. Public Hearing

PART A of this document reflects Phase 1 of the process and communicates the plan rationale, vision, and design principles that are informed by the necessary background information, policy, and contextual analyses that will guide redevelopment of the Bonnie Doon Centre site.

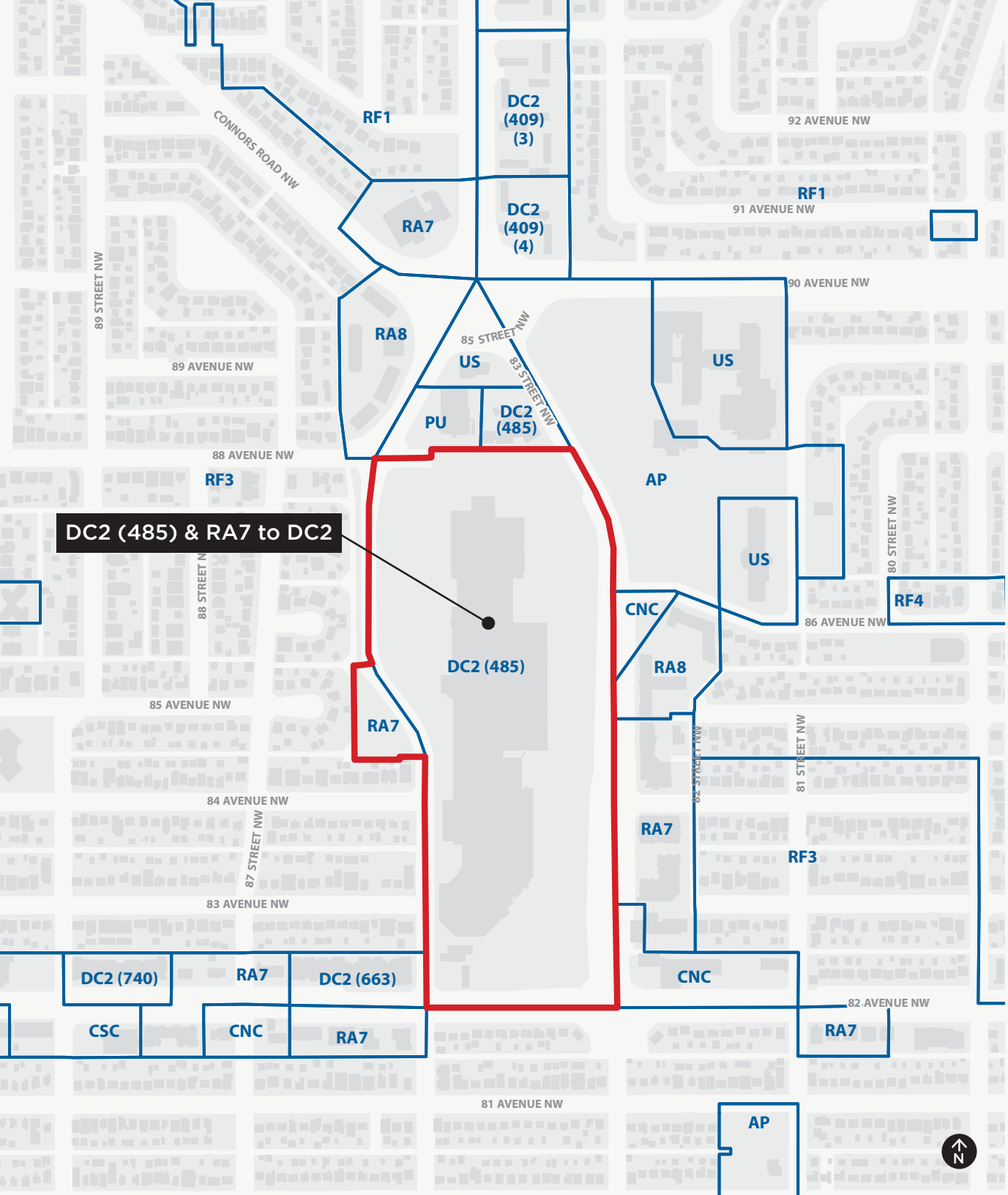


FIGURE 1

Rezoning Application Site Map

CURRENT

DC2 (485) and RA7

PROPOSED

DC2

Plan Area

Meet Morguard

Morguard is a fully integrated real estate company with over 40 years of experience that manages and invests in high-quality developments throughout North America, including the Bonnie Doon Centre. As the long-term manager of the site on behalf of institutional investors, Morguard, through redevelopment, will continue to focus on the inter-relationships that exist between the built form and the surrounding urban fabric inclusive of the residents, visitors and tenants that contribute to a vibrant community.

Learn more at

morguard.com

The ownership group has a long-term investment horizon, which is supportive of and compatible with a developers program for Bonnie Doon that creates a relevant, sustainable, and healthy community – a cornerstone of south east Edmonton that is fully integrated with its surrounding neighbourhoods. With guidance and support from City Administration and community groups, Bonnie Doon will emerge as a connected regional hub exceeding all expectations as a true TOD district.

MORGUARD'S VALUES

- Long term collaborative relationships with stakeholders
- A goal to develop sustainable, healthy and livable communities
- Integrated and Inclusive development informed by the past to meet the demands of the future

SECTION [A2]

Vision

The existing Bonnie Doon Centre has long been and continues to be a key destination for the region and the community. Although the development context has changed over the last several decades, Bonnie Doon is a community oriented hub, thus has remained consistent in offering an essential array of retail and other services to the trade area. Bonnie Doon has evolved year over year to respond to the changing dynamic and demands of a growing and thriving city. As Edmonton reaches a population of a million people, an urban shift is occurring that propels our communities forward, forcing them to expand and reinvent itself in new ways. Morguard, along with their expert consultants, worked through several charrettes to brainstorm a preliminary site vision and principles. The result of their efforts is captured below.

The New Bonnie Doon will evolve over the next 30 years to become a sustainable, integrated, compact, mixed-use urban community that leverages transit, complements Edmonton's thriving core and offers a range of open space, amenities, housing, employment, services and activities that fosters a high quality of life for all and continues as a community hub responsive to the changing demands of the community.

SECTION [A3]

Principles

The Bonnie Doon Centre has a long history of being very much part of the thriving urban fabric of the communities it serves. As Morguard and their investors considered the centre's potential, five key principles emerged that speak to the evolving nature of the site and are critical to the redevelopment vision.

Sustainable Development

Healthy Streets

Distinct and Authentic Design

Inclusive Public Spaces

Evolve Bonnie Doon as a Connected Regional Hub

The principles provide a useful framework to guide the successful development of a DC2 zone that meets the goals of all stakeholders.

Sustainable Development

Strive to reduce the impact on the environment through sensitive and efficient compact design, inclusion of rich ecological functions that connect to the overall open space network, and adaptive approaches to development while leveraging infrastructure investment.

The following principles define Sustainable Development:

1. Employ a combination of strategies including Low Impact Development (LID) and/or other strategies such as on-site rainwater storage, green roofs, permeable landscaping to protect the receiving waterway.
2. Enhance and protect the environmental quality of the local watershed by separating sanitary and storm sewers.
3. Use low-maintenance vegetation and landscaping suitable for the local climate that support LID functions.
4. Employ the use of permeable surfaces to limit runoff and provide groundwater infiltration where practical.

INSPIRATION PHOTOS

Healthy Streets

Create an environment with diverse uses, active edges, activities, and amenities that contribute to vibrant and lively year-round people-focused streets and open spaces. Integrate the site with the surrounding neighbourhoods with intentional connection, ease of movement, and intuitive pathways while leveraging Edmonton's investment in LRT and active transportation. Celebrate the rich cultural heritage of southeast Edmonton.

The following principles define Healthy Streets:

1. Pedestrian safety is a priority.
2. The street network will be guided by the Complete Streets Policy and Guidelines and will be configured according to their function.
3. Use streets to provide a transition between built forms
4. Provide a connected network for all modes of transportation
5. Ensure streets provide multi-modal accommodation and consideration for end-of-trip modes.
6. Provide strong links to LRT stops that accommodate all modes of transportation.
7. Establish modal priority networks within the street hierarchy.
8. Create thoughtful, sensitive and direct connections to surrounding neighborhoods.
9. Minimize traffic signage, while ensuring effective wayfinding throughout the site.
10. Consider underground parkades and connections as part of the transportation network, and design accesses through, and connecting them accordingly for users – including pedestrians.
11. Universal accessibility and public access throughout the site, on the network of streets, lanes, and walkways is guaranteed, other than private amenity areas and spaces.
12. On-street parking is accommodated according to the hierarchy of streets and street typologies.
13. Active frontages are provided on all new buildings as determined by the street hierarchy.
14. Streets are living spaces and places for all people.

INSPIRATION PHOTOS

Distinct and Authentic Design

Create a fine grain and human scale, high-quality public realm with unique and attractive spaces that respond to all seasons, and the local diverse cultures, including the Francophone community.

The following principles define Distinct and Authentic Design:

1. Develop the appropriate transitions to the existing built form of the surrounding communities.

2. Provide a transit plaza for each LRT stop located within the plan area.

3. Enhance the public realm by providing a human-scale block network that includes a variety of pedestrian routes and innovative street typologies such as woonerfs.

4. Encourage active street frontages.

5. The naming of streets, public spaces and other site features reflects Bonnie Doon's community history, heritage, and culture.

6. Develop a high quality pedestrian realm by limiting large surface parking lots.

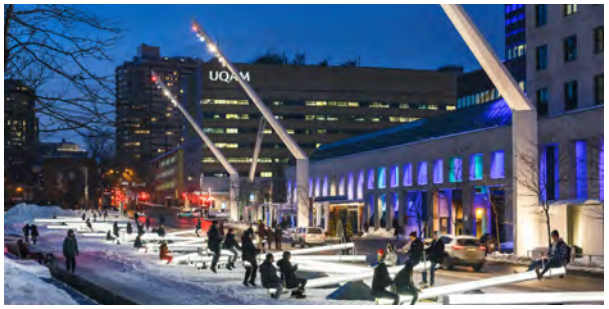
    a. Parking will be accommodated on-street, at-grade, below grade and above grade.

    b. Above grade parking structures should maintain an active frontage and/or be appropriately screened.

    c. Small at-grade parking areas will be appropriately screened and/or landscaped.

7. Apply the City of Edmonton's Winter Design Guidelines to create public spaces that respond to all seasons.

INSPIRATION PHOTOS



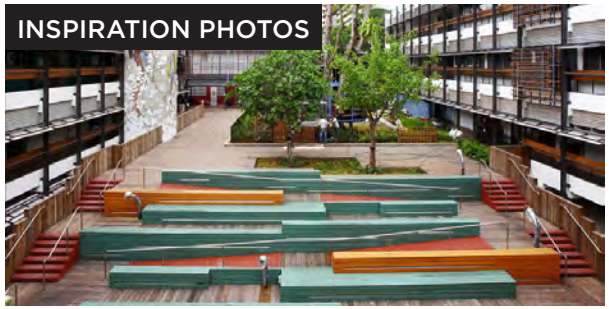
Inclusive Public Spaces

Create a welcoming and inclusive open space that supports and gives access to all people of all genders, cultures, incomes, ages, and abilities to create a community hub and gathering places. The open space network should have purpose, logic, rhythm and relationship to one another within the project.

The following principles define Inclusive Public Spaces:

1. Develop LRT transit plazas for public use that respond to the design, architecture and landscaping of LRT stops.
2. Guide the provision of open space throughout the Plan Area by applying The City's Green Network Strategy and Policy, "Breathe."
3. Provide the appropriate amount open space to serve the Plan Area's future population.
4. Open space will be publicly accessible and useable by visiting public.
5. Provide a diversity of open spaces in a variety of sizes and functions to accommodate people from all genders, cultures, incomes, ages and abilities.
6. Recognize and leverage the existing connection to the Edmonton Public Library and health centre.
7. Consider the regional open space network and provide public spaces that complement and connect to the existing public open spaces and parks in the surrounding area.

INSPIRATION PHOTOS



Evolve Bonnie Doon

Invest in the Bonnie Doon of tomorrow while maintaining relevance and livability today through adaptive re-use, long-term development; supporting and building the local economy; and establishing a diversity of investment that includes smaller-scaled opportunities.

The following principles define Evolve Bonnie Doon:

1. Maintain and provide services to the region, community, and local neighbourhoods.

2. Design the site and structures to be adaptable to the evolution and shifting realities of the world, including the consideration for the conversion of vehicular parking structures to occupiable space, where feasible.

INSPIRATION PHOTOS

SECTION [A4]

Plan Rationale

The Bonnie Doon Centre (Plan Area), owned by Canadian institutional investors and operated by Morguard Investments Ltd. (Morguard), is a service, retail, and community hub that is transitioning to meet the needs of existing and future citizens and requires reinvestment. Combined with LRT investment and supporting intensification policy, the site is deemed to be a major redevelopment opportunity for the City of Edmonton and Morguard. Redevelopment of the Plan Area establishes a significant Transit Oriented Development (TOD) node along Edmonton's new Valley LRT Line; a major transit corridor for the City of Edmonton. This redevelopment proposal and rezoning application presents Edmonton with a unique city-building opportunity that will provide a mix of higher density uses in a strategic location, while helping to implement City Council's vision.

Edmonton, as one of the fastest growing major cities in Canada, will require a minimum of approximately 150,000 new housing units by 2040. Redevelopment of the Plan Area will facilitate Edmonton's transition to a more sustainable growth pattern and assist the city in achieving its goal of accommodating 25% of new residential units in mature and core areas.

With the Valley Line currently under construction and the potential for a Centre Line LRT stop along Whyte Avenue, the Plan Area is a prime opportunity to reinvest in Bonnie Doon and establish it as a district that supports livability, long-term sustainability, and is truly a place where residents can live, work and play. Morguard and its investors believe in sustainability, health and wellness, and long-term stability for their properties and the neighbourhoods. They support identifying the Bonnie Doon Centre as a prime opportunity to achieve these goals.

The City of Edmonton's capital investments to date and policy vision for TOD, as well as, overall land use goals relating to intensification no longer align with the current zoning of the Plan Area. The current zoning limits density, building height, and stand-alone residential buildings, while requiring all uses to be part of a purpose-designed shopping centre. These are major limitations that prevent the City of Edmonton from capitalizing on strategic transit investment and contradict regional and city-wide goals. More specifically, the zoning limitations are now out of alignment with the Edmonton Metropolitan Region Growth Plan, Edmonton Municipal Development Plan (Bylaw 15100) - The Way We Grow, Transit Oriented Development Guidelines and City Policy C565, Complete Streets Guidelines, Residential Infill Guidelines and City Policy C551, and Winter City Design Guidelines and City Policy C588.

Multiple levels of statutory and non-statutory policy support redeveloping the Bonnie Doon Centre to its highest and best use, identifying the Plan Area as a significant node in the Edmonton Metropolitan Region Growth Plan and Municipal Development Plan and a Centre Station type in the Transit Oriented Development Guidelines. Redevelopment will support the aspirational goals of the Edmonton Metropolitan Region Growth Plan and the Municipal Development Plan, making it an excellent candidate for an augmented and enhanced regional retail and services hub, higher density, housing and employment district that is integrated into the regional and local transportation network while strengthening the community and local connections through active modes and pedestrian oriented networks.

This rezoning application is a direct response to the policy framework established by City Council and facilitates a large-scale redevelopment that will include a variety of medium to high density residential housing, local and regional retail opportunities, enhanced connections to the Bonnie Doon LRT Station, future Centre Line LRT Station, surrounding community, and an abundance of publicly accessible parks and open spaces.

SECTION [A5]

Current State and Spatial Analysis

Regional Analysis

From a regional perspective, in south-central Edmonton, the Plan Area is prime candidate for redevelopment based on the following unique aspects:

- The Plan Area is identified in the Edmonton Metropolitan Region Growth Plan as a TOD Centre node and encourages intensification and the highest level of density in the Region in areas with existing and planned LRT service.
- 15 buses already service and converge at the Bonnie Doon Centre.
- The Plan Area is well-connected, located along primary east-west and north-south corridors which provide easy access to destinations such as Downtown Edmonton, Northlands, Sherwood Park, The University of Alberta, Mill Woods Town Centre, and more (see figure 2).
- The Bonnie Doon Centre has long been established as a regional service retail hub serving the surrounding neighbourhoods and will continue this role well into the future and as part of the redevelopment of the site.
- The Plan Area is located at the nexus of the Valley Line LRT and the potential Centre Line LRT stop. The site is poised to be a major transit node with the potential for two LRT stations, multiple bus routes, and bicycle and pedestrian linkages.
- A strong north-south mixed-use corridor emerges forming along 83 Street NW, complemented by key TOD nodes proposed at the future Strathearn and Holyrood stations.
- A major east-west corridor along the southern edge of the site that provides direct access to the West Edmonton, University of Alberta, Hospital District, Historic Whyte Avenue in Old Strathcona, The French Quarter, and Sherwood park.

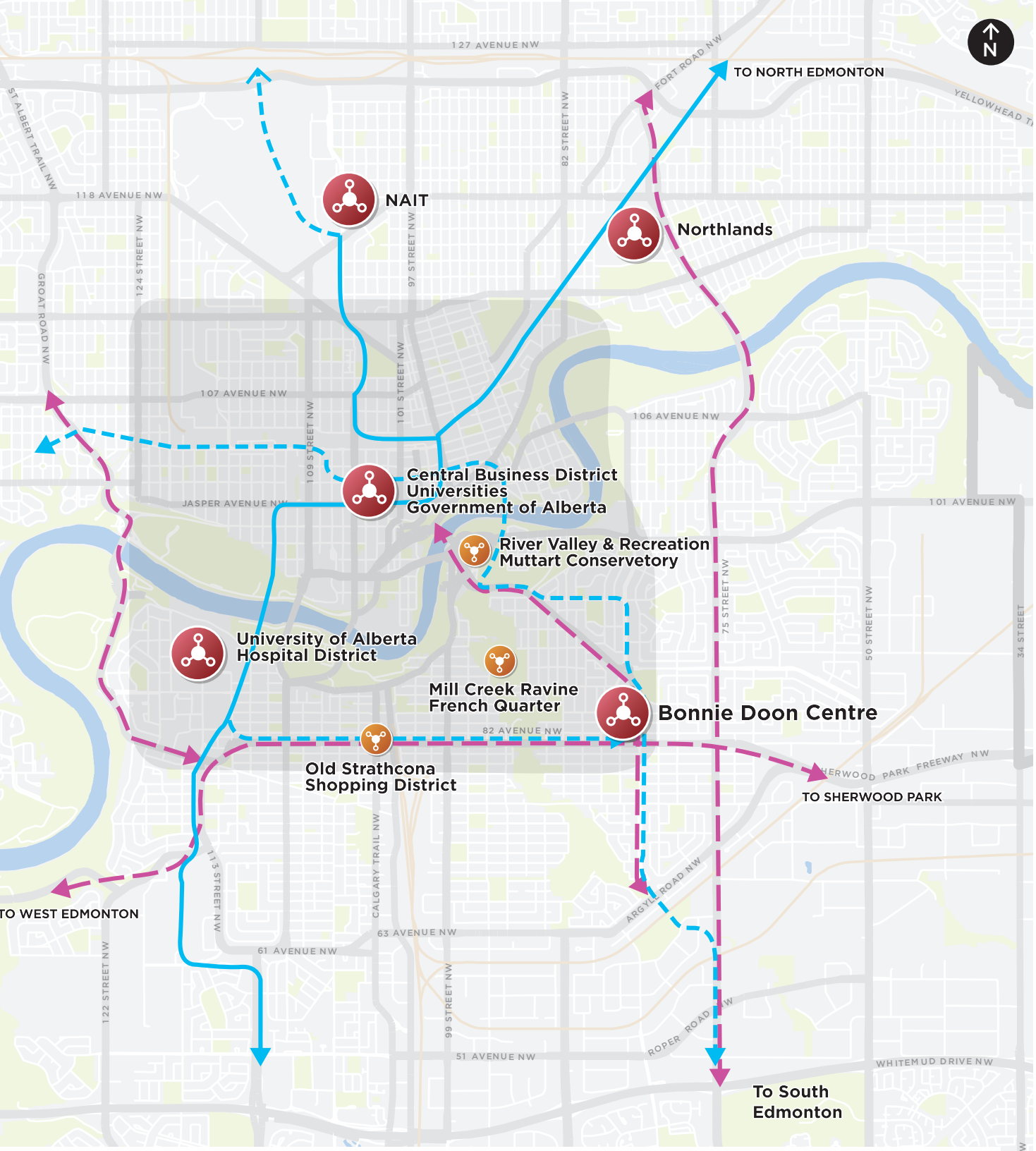


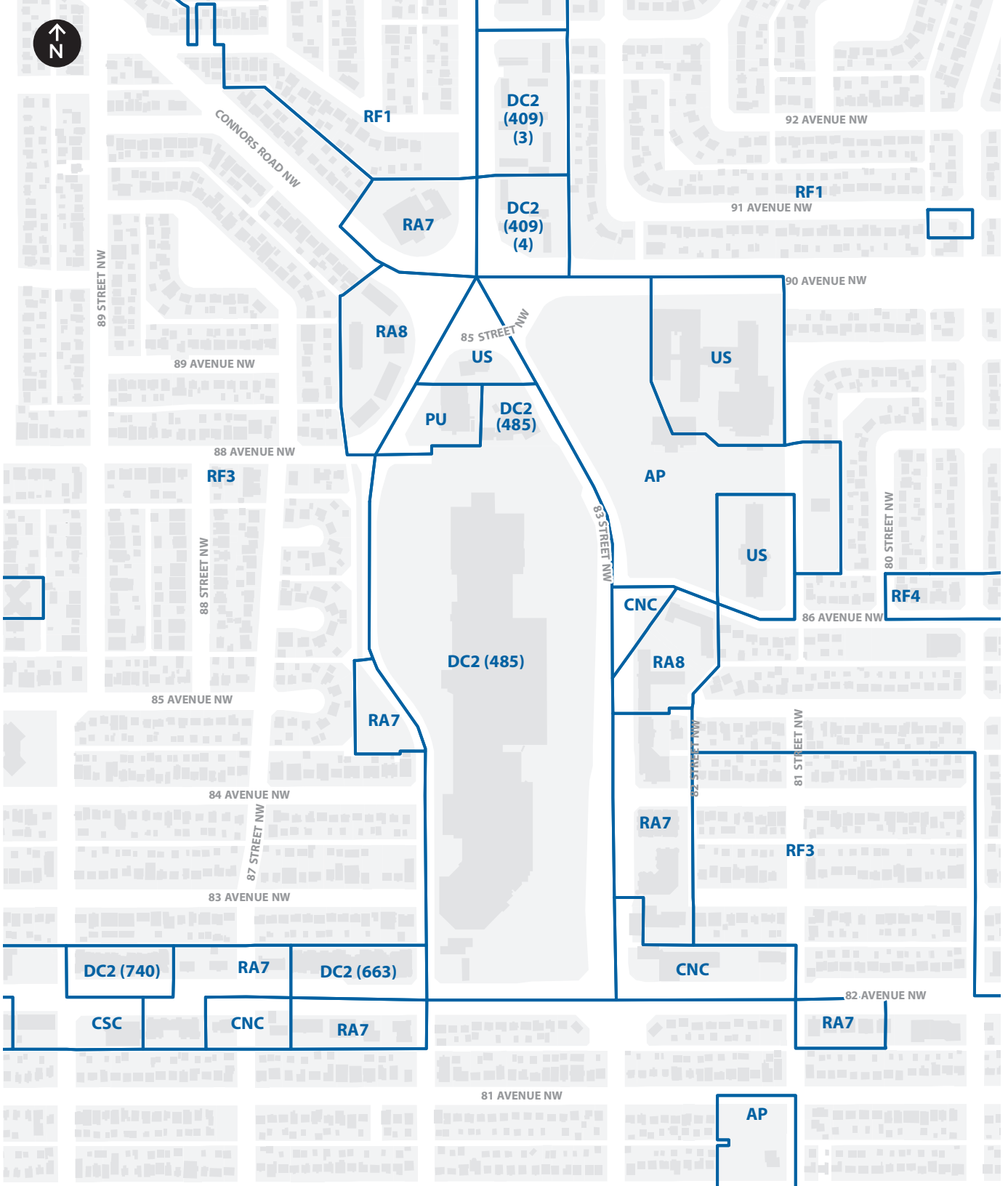
FIGURE 2

Existing Regional Context

- Primary Node
- Secondary Node
- Existing LRT
- Future LRT
- Primary Corridor
- Downtown & Core Area

FIGURE 3

Existing Zoning



Edmonton Zoning Bylaw 12800 identifies the Plan Area as DC2.485 which is a Site Specific Development Control Provision (see figure 3). The purpose of the DC2.485 District is to accommodate a large shopping centre intended to serve a community or regional trade area. Possible uses within the development include residential, commercial, office, retail, entertainment and cultural uses, along with a limited form of casinos and other gaming establishments; and only apply to the Bonnie Doon Centre. Surrounding land uses include:

- (RF3) Small Scale Infill Development Zone;
- (RA7) Low Rise Apartment Zone;
- (RA8) Medium Rise Apartment Zone;
- (CNC) Neighbourhood Convenience Commercial Zone;
- (AP) Public Parks Zone;
- (PU) Public Utility Zone; and
- (DC2.663) Site Specific Development Control Provision

The land use which surround the site range from small scale and low-rise residential development predominately along the south and west edges, mid-rise residential development on the east edge and public utility and parkland along the north eastern edges.

The City of Edmonton's investment and vision for TOD, as well as, overall land use goals relating to intensification no longer align with the current zoning of the Plan Area. The following are major limitations to achieve the overall project vision for the Plan Area:

- ⊗ Maximum FAR of 1.0;
- ⊗ Maximum Building Height of 14.5 metres;
- ⊗ All uses shall be part of a purpose-designed shopping centre; and
- ⊗ Apartment Housing shall be permitted only above the office or retail component of a shopping centre.

These limitations are out of alignment with Edmonton Municipal Development Plan (Bylaw 15100) - The Way We Grow, Transit Oriented Development Guidelines and City Policy C565, Complete Streets Guidelines, Residential Infill Guidelines and City Policy C551, and Winter City Design Guidelines and City Policy C588. As a significant node represented in the Municipal Development Plan and Transit Oriented Development Guidelines, the opportunity to reinvest and to help realize City Council's vision is now.

Neighbourhood Context

The site is located within a mature neighbourhood context where the urban pattern is mainly low density, single family residential, served by auto-oriented commercial buildings. The surrounding neighbourhoods, for the most part, maintain a traditional street grid that complements the site from a transit oriented development perspective. A major opportunity exists to realign the Plan Area to the existing street grid of the surrounding neighbourhoods in order to provide direct connections.

Bonnie Doon and its surrounding neighbourhoods provide an immediate catchment of approximately 22,000 people, while Bonnie Doon has approximately 6,230 people currently living within 800 metres of the future Bonnie Doon LRT station.

Neighbourhood Features

The surrounding neighbourhoods contain a variety of neighbourhood commercial nodes, as well as, open space, recreational, institutional and cultural destinations. At the heart of the surrounding five neighbourhoods is the Bonnie Doon Centre, a strong regional draw and local anchor (see figure 4). The commercial corridor located along Whyte Avenue contains a mix of auto-oriented commercial uses, low to medium density residential, and institutional uses. While the uses service the immediate communities in the vicinity, the corridor lacks a cohesive built form and continuous edge leaving gaps in the urban form. However, there is a strong neighbourhood commercial node located at 91 Street and 88 Avenue in Bonnie Doon anchored by Cite Francophone and the University of Alberta's St. Jean Campus. Further, there are pockets of commercial activity located along 85 Avenue in Strathearn.

The Plan Area is fully captured within 600m of the Bonnie Doon LRT stop, as well as, within 800m of the Holyrood LRT stop creating a prime opportunity for the Plan Area to accommodate a significant increase in population and employment opportunities. Combined with the anticipated Centre Line LRT, the site is a central hub and critical growth node that will be a magnet of activity.

In the vicinity of the Plan Area are four primary gateways. The first is located at 83 Street and Whyte Avenue which is the nexus of the future intersecting LRT lines, as well as, several bus routes servicing the area. In addition, the north-south and east-west corridors are critical connections moving people between Downtown and south Edmonton and between Sherwood Park and central and west Edmonton. The second Gateway is located just west of the Plan Area where the Bonnie Doon and King Edward Park neighbourhoods transition to Mill Creek Ravine and the west end of Whyte Avenue. The third is located at the north end of the Plan Area and form part of a critical intersection (currently being reconfigured) which moves people throughout Bonnie Doon, Strathearn, Idylwylde, and Holyrood. The fourth gateway is located at the north west end of Connors Road leading north to Downtown.

Neighbourhood History

Bonnie Doon takes its name from the Scottish for "pleasant, rolling countryside," and was named in 1912 in honour of Canadian-born Premier Alexander Cameron Rutherford, who was of Scottish descent and owned a portion of the land east of Mill Creek. (The City of Edmonton, 2015). The community expanded rapidly in the early 1900s and was annexed by the City of Edmonton in 1913. Originally, Bonnie Doon was removed from major developments concentrated along Whyte Avenue, including Strathcona, but the extension of the streetcar made the area attractive to residents. After WWII and the discovery of oil at Leduc, Edmonton again underwent tremendous growth, and the majority of remaining land in Bonnie Doon was developed (The City of Edmonton, 2015).

FIGURE 4

Neighbourhood Context

- Bonnie Doon Centre
- Activity Node
- Future LRT Line + Stop & 600m buffer
- Primary Corridor
- Mixed-Use
- Gateway

SECTION [A6]

The Evolution of the Bonnie Doon Centre

The Bonnie Doon Centre was Edmonton's second large-format shopping centre, constructed in 1958, following Westmount Shopping Centre, At that time, Edmonton had a population of 282,000. Since its doors opened, the mall acts as an economic and community hub for the surrounding communities of Bonnie Doon, Strathearn, Holyrood, Idylwylde, Kenilworth, King Edward Park and Avonmore, as well as, for the region.

Since its construction, the shopping centre as gone through several evolutions and expansions. The centre started in 1958 as a small neighbourhood plaza serving the immediate neighbourhoods on the fringe of the city. By the mid-60's, the plaza underwent expansions becoming a mid-sized shopping centre servicing the greater area and acting a central hub for the community. By the late 70's, the centre was a regional draw with over 100 stores continuing to demonstrate the centre's relevance in the community and region. The centre continues to be a community hub for residents today providing neighbourhood services.


MORE SHOPS FOR EDMONTON

The Edmonton Journal

NEW STORES OPEN ON SOUTH SIDE

AN AIR VIEW OF EDMONTON'S NEW, $5,000,000 BONNIE DOON SHOPPING CENTRE

Nine Stores Open In Bonnie Doon Shopping Centre

Cost $5,000,000; Jack And Jill Store Furniture Firm Chain Outlet

Evolution Timeline:

1954	Farm land purchased by Principal Investments Ltd. from the City of Edmonton for $5,000 per acre
1957	Construction begins on Bonnie Doon Centre
1958	Doors open to Nine Stores
1959	Edmonton's own original department store, Johnstone Walker Limited opens. Principal Investments Ltd. is purchased by CEMP Investments Ltd (now Cadillac Fairview) for $40M
1960-65	Bonnie Doon Centre continues to build out to 41 stores with a major expansion planned.
1966-67	Cadillac Fairview encloses the Bonnie Doon Centre and six new stores open
1968	The shopping centre reaches over 75 stores in expansion.
1972	Cadillac Fairview expands the centre to include 91 stores and services
1979	Another major expansion adding 450,000 sq. ft and a food court featuring six fast-food outlets and a full service family restaurant.
1994	Cadillac Fairview sells the Shopping Centre to Morguard Investments Ltd. on behalf of a group of Canadian pension funds and Bonnie Doon receives a $40M renovation.
2017	Morguard Investments initiates a comprehensive master plan and rezoning process poised to propel the Bonnie Doon Centre into the future of retail and mixed-use.

Fast forward 60 years later to present day and Bonnie Doon is facing a similar transitional period, whereby the site and surrounding neighbourhood are being positioned as a central hub, making the subject site a catalyst for redevelopment into a regional mixed-use node.

SECTION [A7]

Site Specific Analysis

Bonnie Doon Centre

The Plan Area is comprised of approximately 12.4 hectares (30.7 acres) and is located within the south-central portion of the City of Edmonton (Ward 8) in the neighbourhood of Bonnie Doon, sharing it's south and east boundaries with King Edward Park and Idylwylde respectively (see figure 5 and 6). The Plan Area is bound by:

- 82 Avenue NW (Whyte) to the south;
- 85 Street NW to the west;
- 83 Street NW to the east; and
- The Connors Road NW and 90 Avenue NW roundabout to the north (in the process of being realigned to accommodate the Valley Line LRT).

Bonnie Doon Centre (Holdings) Ltd. owns the Plan Area in its entirety, legally described as Plan 2224KS, Block 3, Lots A, B, C; Plan 3849NY, Block 9, Lots 5; and Plan 3849NY, Block 3, Lot H, Bonnie Doon, with a municipal address of 8330-82 Avenue NW.

FIGURE 5

Location

FIGURE 6

Aerial Map

12.42 Hectares (30.69 acres)

South-central Edmonton in the neighbourhood of Bonnie Doon

Located north of 82 Avenue NW (Whyte) between 85 and 83 Street.

Mobility Network

The Plan Area is well serviced by three arterial roadways being Whyte (82nd) Avenue to the south, 83rd Street to the east, and 85th Street to the west. As well, north of the site is an intersection undergoing realignment to accommodate the future Valley Line LRT and provide access to Connor's Road, 83rd Street and 90th Avenue. Further, the site intersects with a number of neighbourhood roads and pedestrian paths providing access to and from the adjacent communities of Bonnie Doon, Idylwylde, and King Edward Park, as well as, the Idylwylde Library, Vimy Ridge Academy, and the future Dermott Park (see figure 7).

The Plan Area's existing access points are throughout the site with the primary access located at both the north and south portions of the site providing access to 83rd and 85th Streets. In addition, the are secondary access points located along the west portion of the site to accommodate shipping and receiving functions of the shopping centre.

Pedestrian connections exist throughout the site, though primary connections are aligned along primary vehicle access points. The Plan Area's existing permeable edges allow pedestrian access throughout, although not through structured routes.

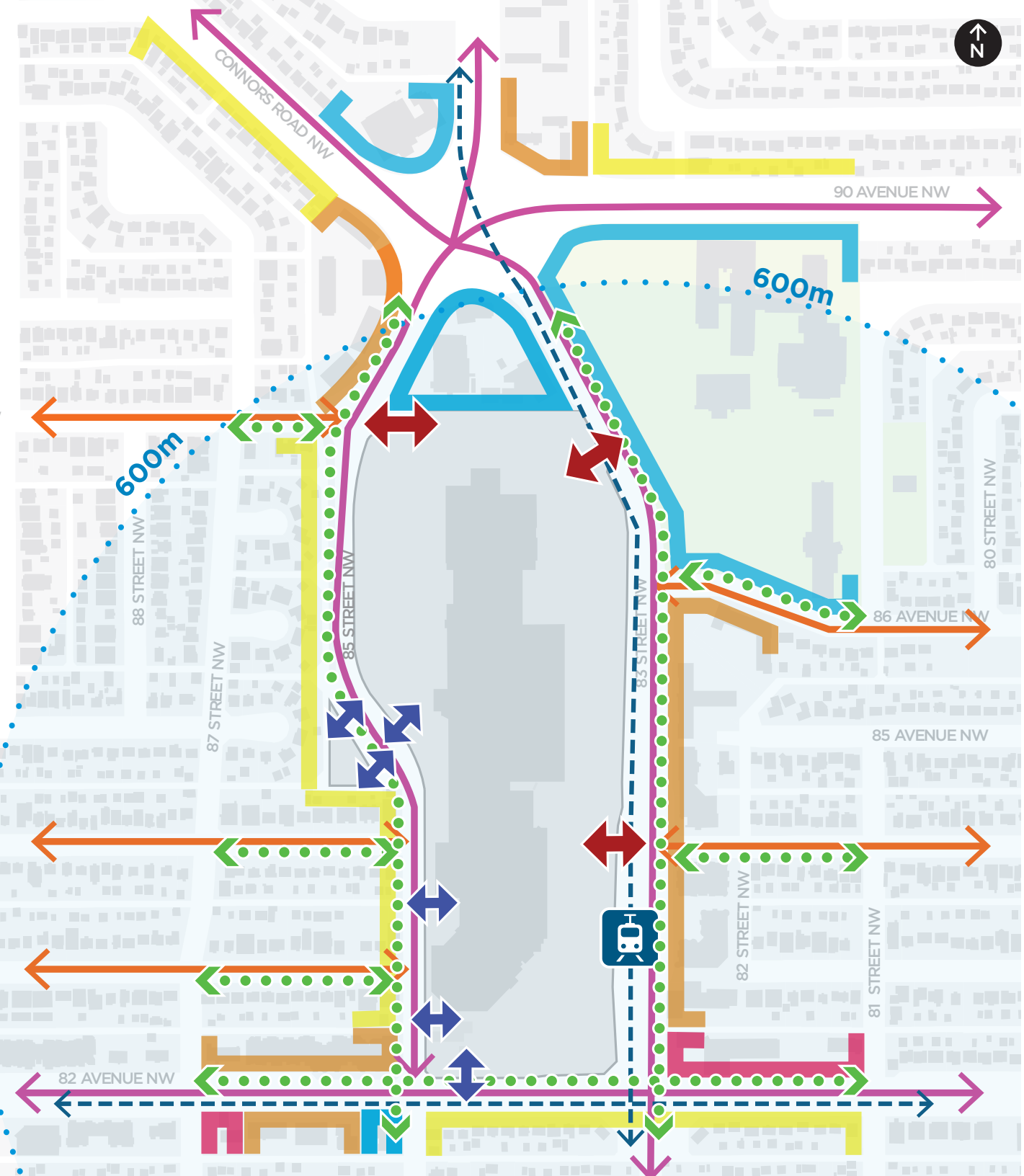


FIGURE 7

Existing Site Context and Exterior Edges

Corridors:

- Future LRT Line & Stop
- Primary Corridor
- Secondary Corridor
- Pedestrian Connectors

Edges:

- Low Density Residential
- Med Density Residential
- High Density Residential
- Commercial
- Institutional / Recreation

Surrounding Urban Fabric

An abundance of uses and variety of built forms surround the Plan Area. The building stock in the surrounding neighbourhoods exists mainly as lower density 1950 and 1960s homes dispersed with new infill homes. The immediate boundaries are lined with mid-rise apartments, auto-oriented commercial uses, institutional uses, and a high rise apartment building. Vacant sites also exist within close proximity to the site that provides opportunities for complementary redevelopment. The following images highlight the built form surrounding the Plan Area:

Belcanto Court – View NW from 82 Avenue NW and 85 Street NW

Auto-oriented commercial uses with mid-rise buildings in the background located south east of the Plan Area along 83 Street NW and 82 Avenue NW

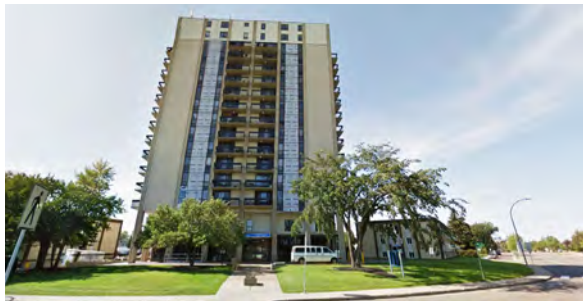
Ascension Church & Good Samaritan Place on the eastern boundary of the Plan Area

Dermott District Park (renewal in progress) and Vimy Ridge Academy, north east of the Plan Area.

Belcanto Court – View directly north from the opposite side of 82 Avenue NW

Mid-rise buildings east of the future Bonnie Doon LRT Station

Built form on southern edge of Plan Area along 82 Avenue NW.



Sir William Place (Boardwalk Properties) high density apartment on the northwest boundary of the Plan Area

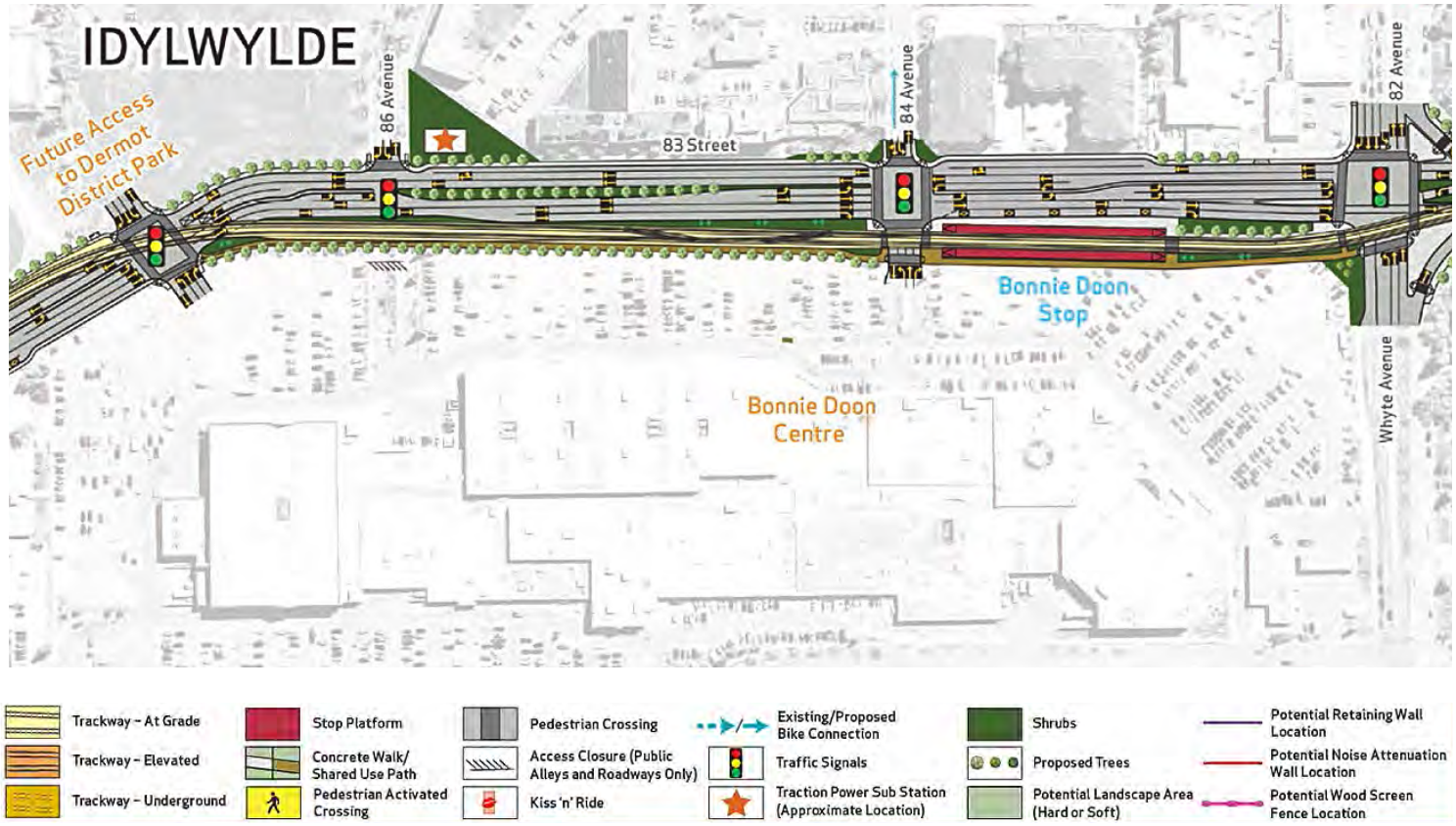
Vacant site and mid-rise apartments along 83 Street NW and 86 Avenue NW

Bonnie Doon Community Recycling Depot on the west boundary of the Plan Area

The Bonnie Doon LRT Stop

The Valley Line is currently under construction with the Bonnie Doon Station located on the east portion of the Plan Area, immediately south of 84 Avenue NW (see figure 8). Residents selected the "Historic" theme for the Bonnie Doon stop which may impact architectural style within close proximity.

FIGURE 8 **83rd Street Transportation Infrastructure**



SECTION [A8]

Policy and Guideline Context

The Plan Area is guided by a rich policy framework led by the Edmonton Metropolitan Region Growth Plan and further supported by The Way We Grow: Edmonton's Municipal Development Plan and The Way We Move: Edmonton's Transportation Master Plan. These plans are nested within one another and work together to form strong policy direction and intent that apply to the Plan Area.

From the Edmonton Metropolitan Region Growth Plan to Municipal Development Plan to TOD Guidelines, the Bonnie Doon Centre is identified as a TOD Centre node targeted as a regional, high density, service oriented, housing and employment district served by higher order transit.

Development of the Plan Area must occur within the context of Edmonton's statutory and non-statutory planning context. In addition to the above mentioned statutory plans, the Plan Area is further guided at a more detailed level by Transit Oriented Development Guidelines; Residential Infill Guidelines; Complete Streets Guidelines, Winter City Design Guidelines, and Breathe: Edmonton's Green Network Strategy. See the appendix for more information on the initial policy alignment.

SECTION [A9]

Stakeholder and Community Engagement

Engagement Process

The primary objective is to gain City, stakeholder and community insight on the vision and principles, development concept and zoning regulations with a focus on the public realm, open spaces, connectivity, and transition with the neighbourhood. Engagement will be ongoing, and the team will continue to collect feedback and refine the concept plan to ensure the development seamlessly integrates with the urban fabric of Bonnie Doon.

Integrated Communications and Engagement Plan prepared by City and Applicant

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ENGAGEMENT TOUCH POINT — Applicant submits site vision and principles to City, notifies property owners and hosts open house

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ENGAGEMENT TOUCH POINT — Applicant submits site development concept to City, notifies property owners and hosts open house

↓

ENGAGEMENT TOUCH POINT — Applicant submits site development regulations to City, notifies property owners and hosts open house

↓

Applicant refines submission

↓

Notice of Public Hearing to Property Owners + Newspaper

↓

ENGAGEMENT TOUCH POINT — Public Hearing and Council Decision

Engagement Objectives

The following five goals were established at the outset of the program to ensure residents and stakeholders were considered in the planning process:

- Create awareness regarding the reasons for redevelopment
- Generate awareness in the surrounding community about the potential benefits of redevelopment
- Ensure stakeholders are aware of the opportunities to provide input
- Raise awareness that this proposal is for a sustainable development that meets the City of Edmonton planning standards, and provides amenities not currently available in the neighbourhood
- Let residents know how they can play a role in the development of a new community.

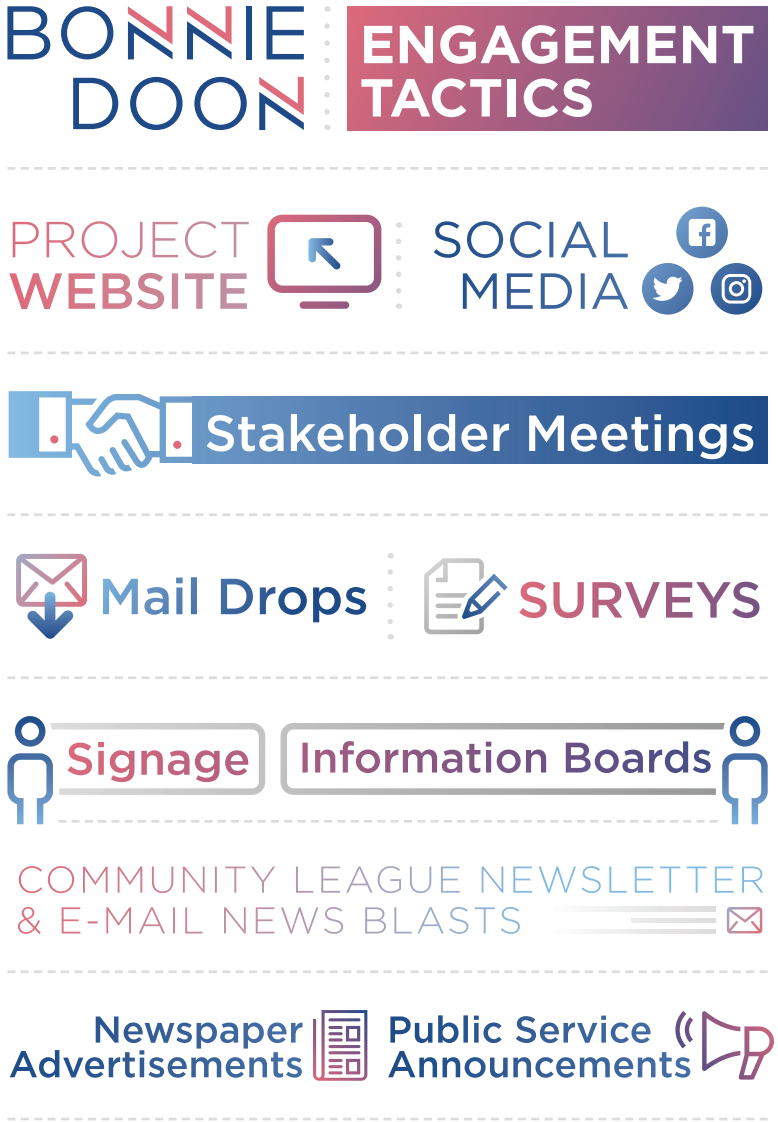
intelligent futures

Stakeholders

Over the course of the project, the project team will have engaged with a wide variety of stakeholders to allow as many voices as possible to be incorporated into the planning process.

They include:

- City Council
- City of Edmonton Administration
- University of Alberta and La Cite Francophone
- Residents of the surrounding area
- Surrounding Community Leagues of Bonnie Doon, King Edward Park, Idylwylde, Holyrood, and Strathearn
- Existing and future retail Tenants
- Patrons to the shopping centre
- Local property and business owners
- French Quarter BIA
- Vimy Ridge Academy
- Public Library



Phase 1 Engagement Summary

From January 24 to February 4, 2018 over 2300 participants 'connected' with the Connect Bonnie Doon engagement process. Participants shared early insights and ideas about the future redevelopment of Bonnie Doon Centre. Participation was represented by members of the surrounding neighbourhoods, other Edmonton communities, and the Region.

In addition to reaching out to the general public, it should be noted that specific groups were contacted including Vimy Ridge Academy, the French Quarter BIA, Campus St. Jean, five surrounding Community Leagues as well as current mall tenants.

The team provided five distinct means for providing feedback about the future of the site. These methods include: a project- specific storefront in Bonnie Doon Centre ("The Inspiration Centre"), a phone line, an online survey, an email, and an open house.

The majority of feedback came via the inspiration centre and open house sessions. Participants had access to the project team to share their thoughts one-on-one. The input was thoughtful and provided a clear lens into the communities' priorities, hopes, and desires for the redevelopment of Bonnie Doon.

The five key questions we asked participants were formulated around our 5 Project Principles. We did this to spark thinking about the future of the site, while also providing clear scope based on the early decisions made by Morguard.

These were:

1. How do you think healthy streets could shape the future of Bonnie Doon Centre?
2. How do you think inclusive public spaces could shape the future of Bonnie Doon Centre?
3. How do you think distinct and authentic design could shape the future of Bonnie Doon Centre?
4. How do you think sustainable development could shape the future of Bonnie Doon Centre?
5. How do you think evolving Bonnie Doon could shape the future of Bonnie Doon Centre?

The project team has now distilled the feedback gathered from these participants, analyzed it, and reflected on the findings. The following chart highlights the frequency of the top twelve themes captured over two weeks of conversations.

The most frequently mentioned themes included design ideas, business retailers, green spaces, and getting around the site. Other prominent insights included; consideration for winter conditions, market spaces, entertainment options, residential buildings, inclusive physical access (barrier-free), parking, health services and outcomes, as well as building and maintaining a sense of community.

A number of comments received were ideas for the design of buildings and community spaces. These ideas spanned land uses and included design solutions like living roofs and walls, adaptable and flexible building units, and ensuring sufficient public spaces.

For more detailed information, please see the What We Heard Report in the appendix.

INSPIRATION CENTRE

1,031 IDEAS

ONLINE

769 IDEAS

OPEN HOUSE

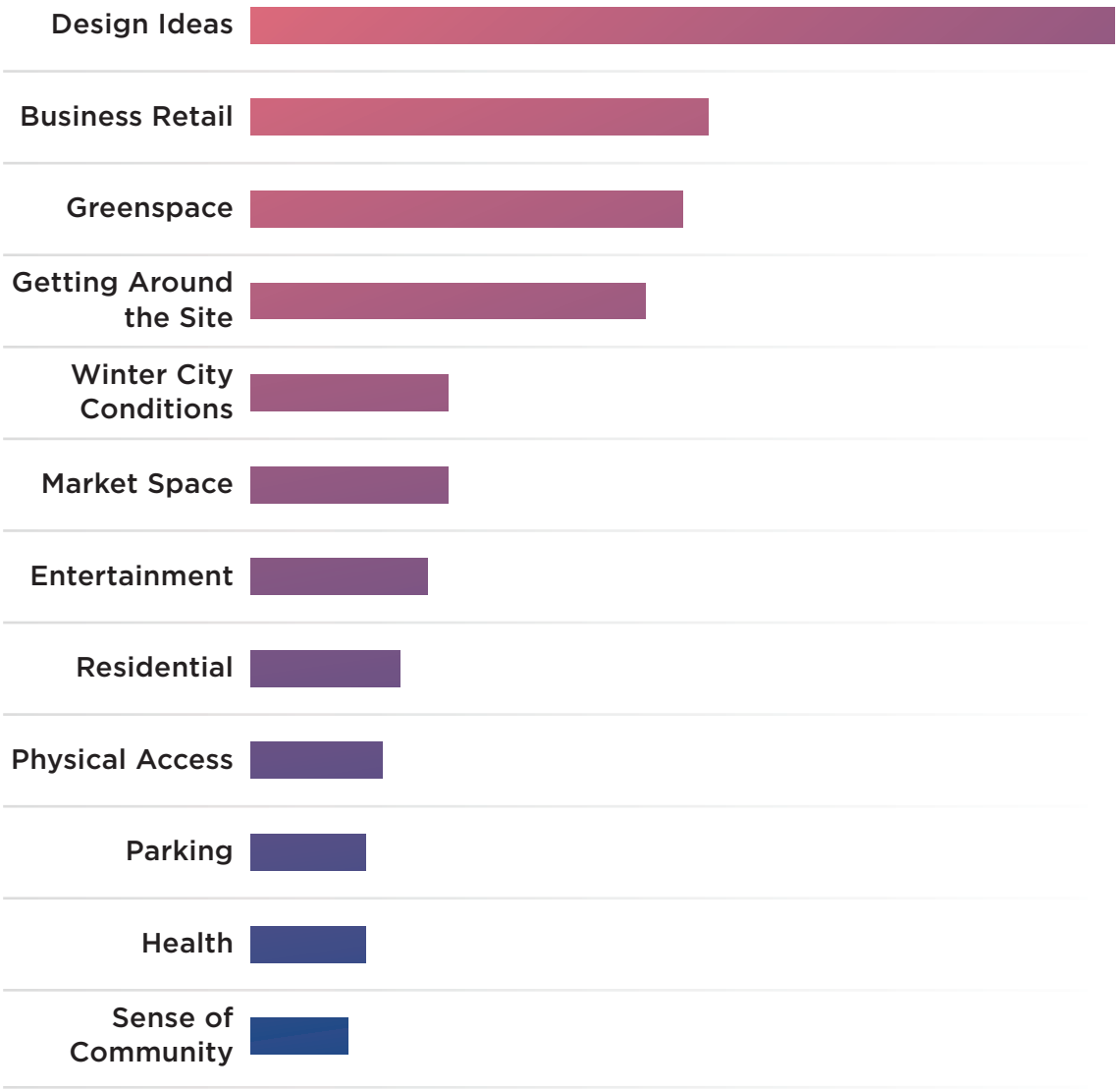
578 IDEAS

TOTAL

2,378 IDEAS

2,352 PARTICIPANTS

THEMES MENTIONED DURING ENGAGEMENT




CONNECT
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SUBMISSION N°. 2

Proposed Concept Plan

SECTION [B1]

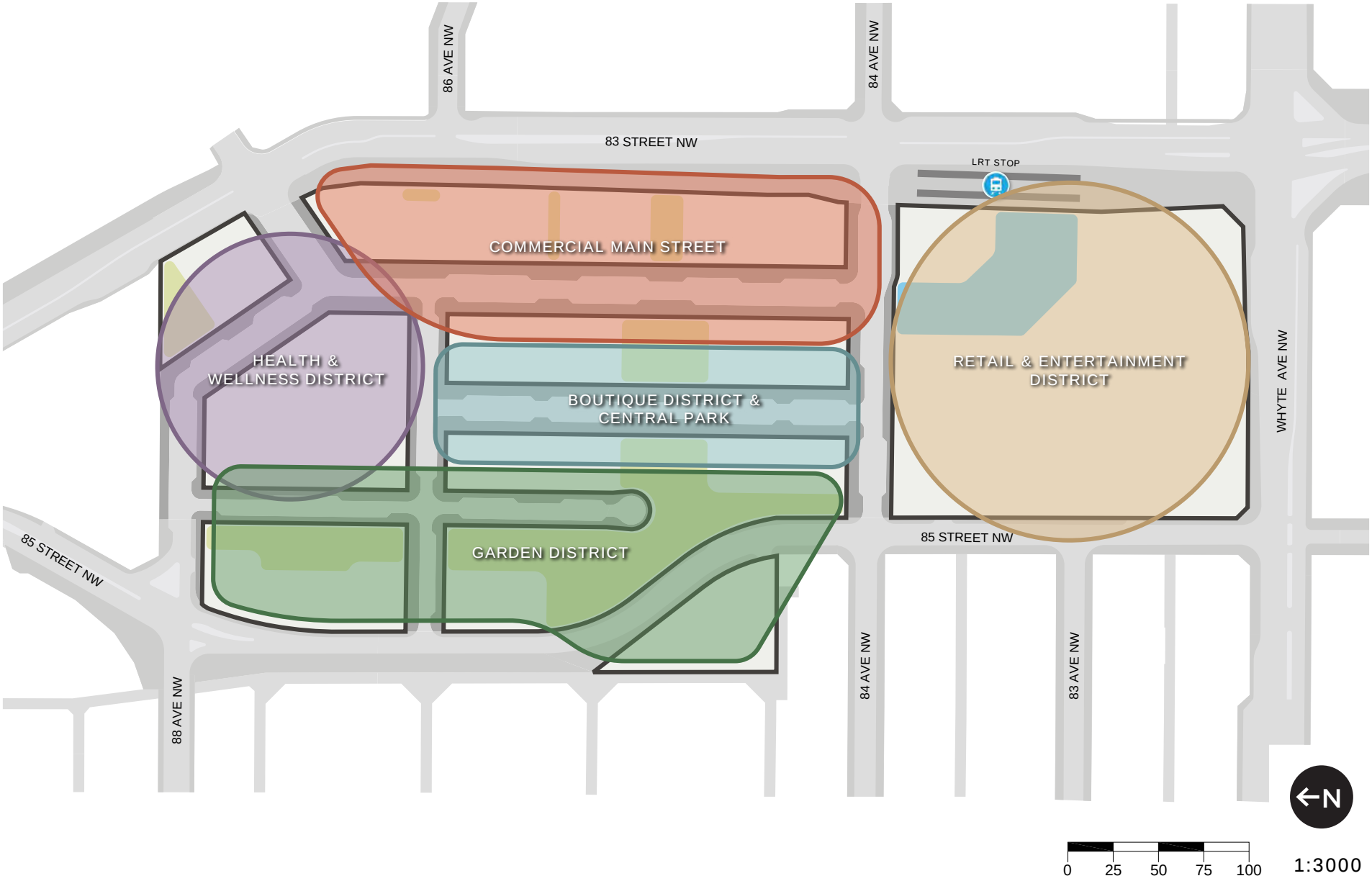
Proposed Districts

The Plan Area has been programmed to incorporate five (5) districts to better describe the intended built-form, public realm, and uses. Uses may transcend districts as demand dictates.

COMMERCIAL DISTRICT	• Mixed-use area with possible higher concentration of office commercial • Animated frontage along 83rd Street • Adequate open space • Connectivity to Idylwylde
HEALTH & WELLNESS DISTRICT	• Establishes a strong institutional presence within the Plan Area • Anchors the north end of the plan and complementary to the adjacent Edmonton Public Library, Bonnie Doon Health Centre and Dermott District Park
BOUTIQUE DISTRICT & CENTRAL PARK	• Heart of the Plan Area • Unique ambiance and design character • Retail focus, pedestrian oriented and human scale • Significant central park with diverse programming and features to create a unique sense of place
RETAIL & ENTERTAINMENT DISTRICT	• Outdoor and enclosed retail centre with food hall and entertainment space • Transit plaza with strong active edges, programming, and multi-functional spaces, including a year round water/ice feature • Primary entrances to retail centre • Active frontages along primary public corridors
GARDEN DISTRICT	• Residential focus with supportive mixed-uses • Large community garden with water features

FIGURE 9

Proposed Plan Area Districts



SECTION [B2]

Proposed Built Form

Block Patterns

The plan area is positioned as an elongated rectangle oriented north-south between 82nd and 88th Avenues and east-west between 83rd and 85th Streets. To create efficient circulation, reduced massing, and become fine grain, the site is divided into nine smaller (9) blocks. The site is bisected by an east-west connection linking 84th Avenue between 83rd and 85th Streets. The site is further defined by a north-south main street connecting 84th Avenue to the north side of 83rd Street and carries west to 85th Street. A series of local roads connect in both east-west and north-south directions form blocks that support a highly walkable neighbourhood. The blocks align with the existing street network and mirror the adjacent properties to a large extent.

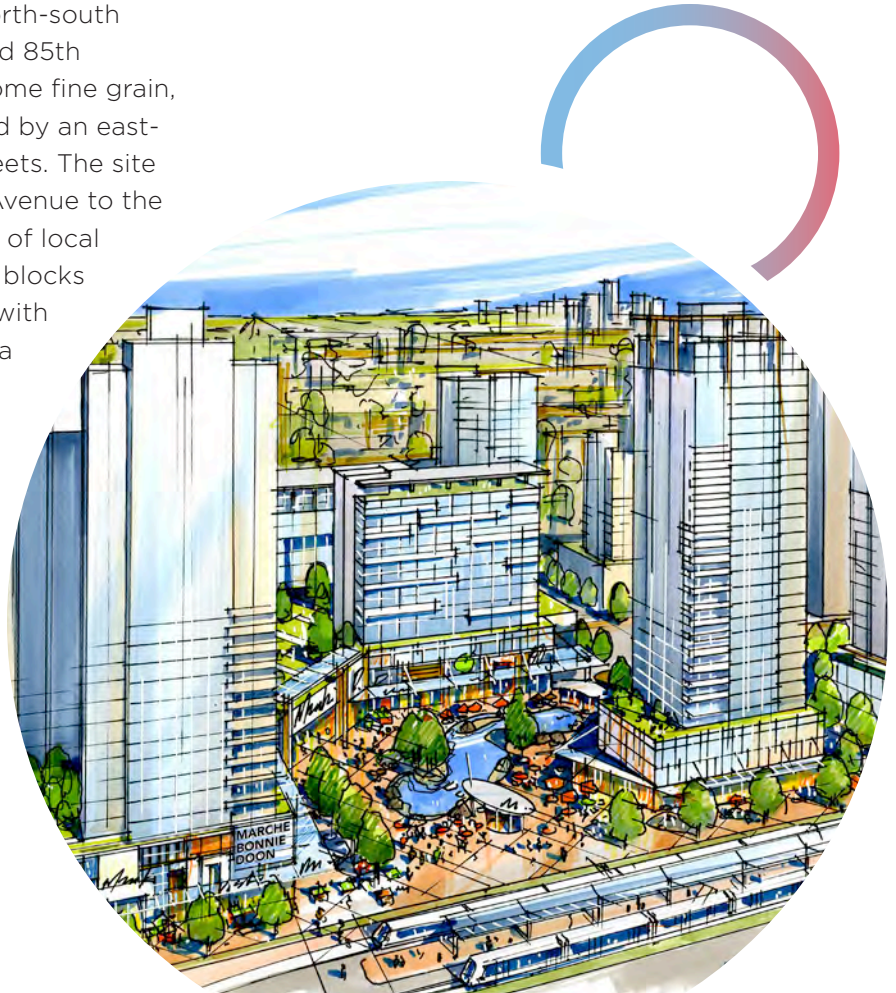
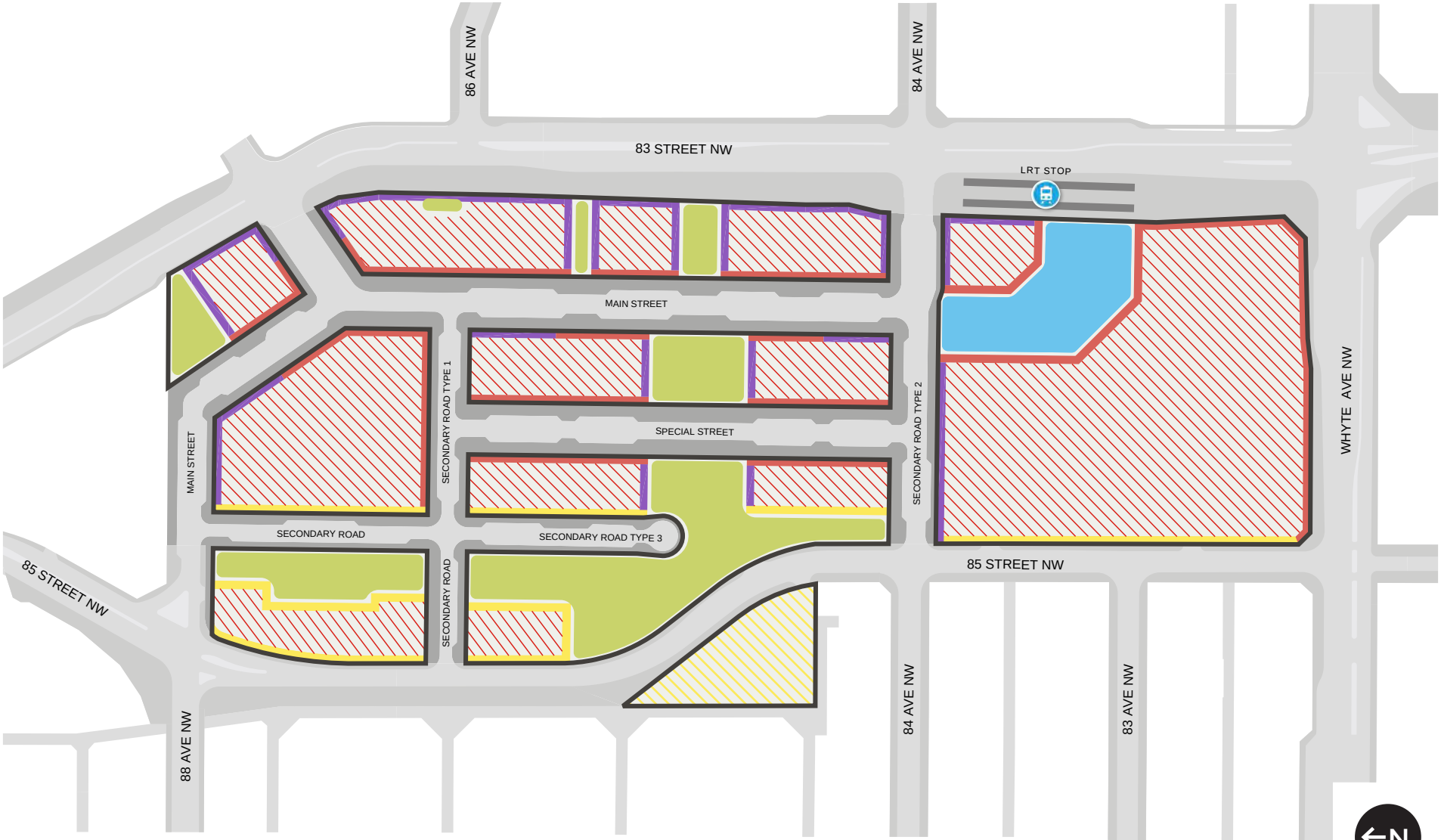


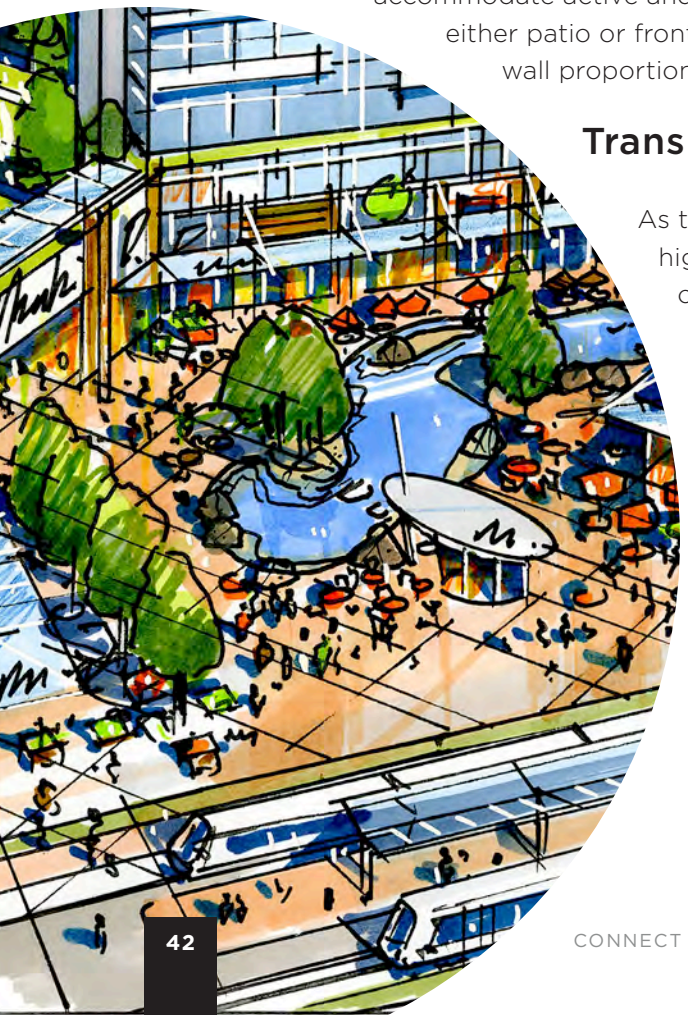
FIGURE 10

Proposed Land Use Plan



Street Wall, Proportion and Frontages

The site and block design ensure a high degree of transparency into the podium levels and ensures 360-degree architecture. The podium level across the site will consist of a uniform built form and provide transition in scale between the surrounding neighbourhood and the plan area. Frontages range across each district and are designed to accommodate active and or animated frontages, a high degree of transparency and accommodate either patio or front yard zones depending on the district. In most cases, the street to podium wall proportion is approximately 1:1, creating a fine grain and human-scale.



Transition of Scale

As the site abuts the Bonnie Doon LRT stop, the area is punctuated with the highest buildings within 200 metres of the LRT stop located in the south east corner of the site and transitions across the site to medium scale buildings to the north west corner. As the lands located east and south of the site densify, it is anticipated that the scale will increase to match the plan area forming a high-density transit-oriented node.

Allowable Mixed-Uses east of 85th street (high-level)

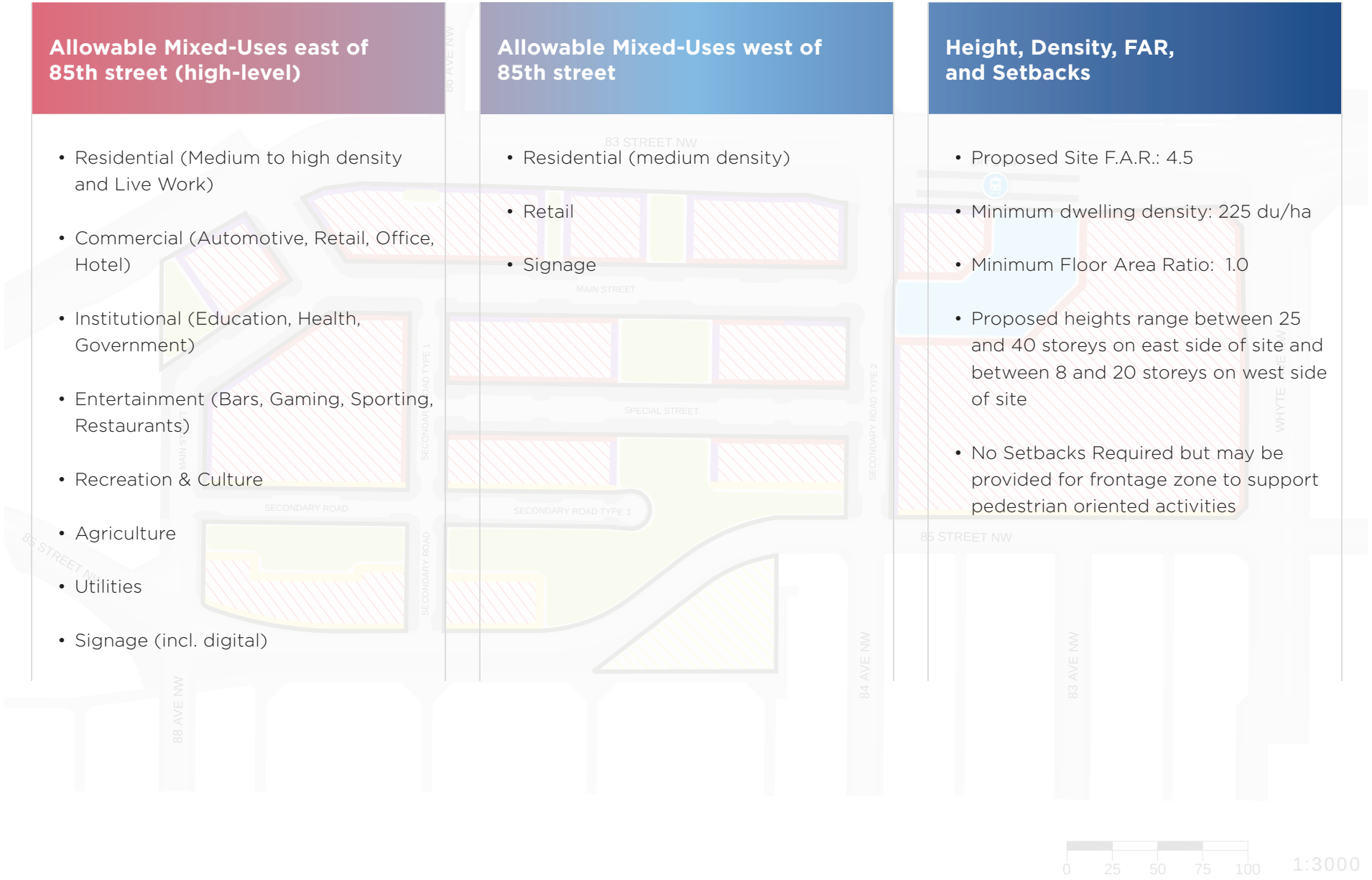
- Residential (Medium to high density and Live Work)
- Commercial (Automotive, Retail, Office, Hotel)
- Institutional (Education, Health, Government)
- Entertainment (Bars, Gaming, Sporting, Restaurants)
- Recreation & Culture
- Agriculture
- Utilities
- Signage (incl. digital)

Allowable Mixed-Uses west of 85th street

- Residential (medium density)
- Retail
- Signage

Height, Density, FAR, and Setbacks

- Proposed Site F.A.R.: 4.5
- Minimum dwelling density: 225 du/ha
- Minimum Floor Area Ratio: 1.0
- Proposed heights range between 25 and 40 storeys on east side of site and between 8 and 20 storeys on west side of site
- No Setbacks Required but may be provided for frontage zone to support pedestrian oriented activities



SECTION [B3]

Proposed Mobility Network

The mobility network across the plan area is designed to provide high-quality travel options for all users and ensure a safe travel and access. As the plan area incorporates the Bonnie Doon LRT stop, the site is designed to allow for efficient travel to and from the site through attractive and lively people-places in all seasons.

Active Transportation

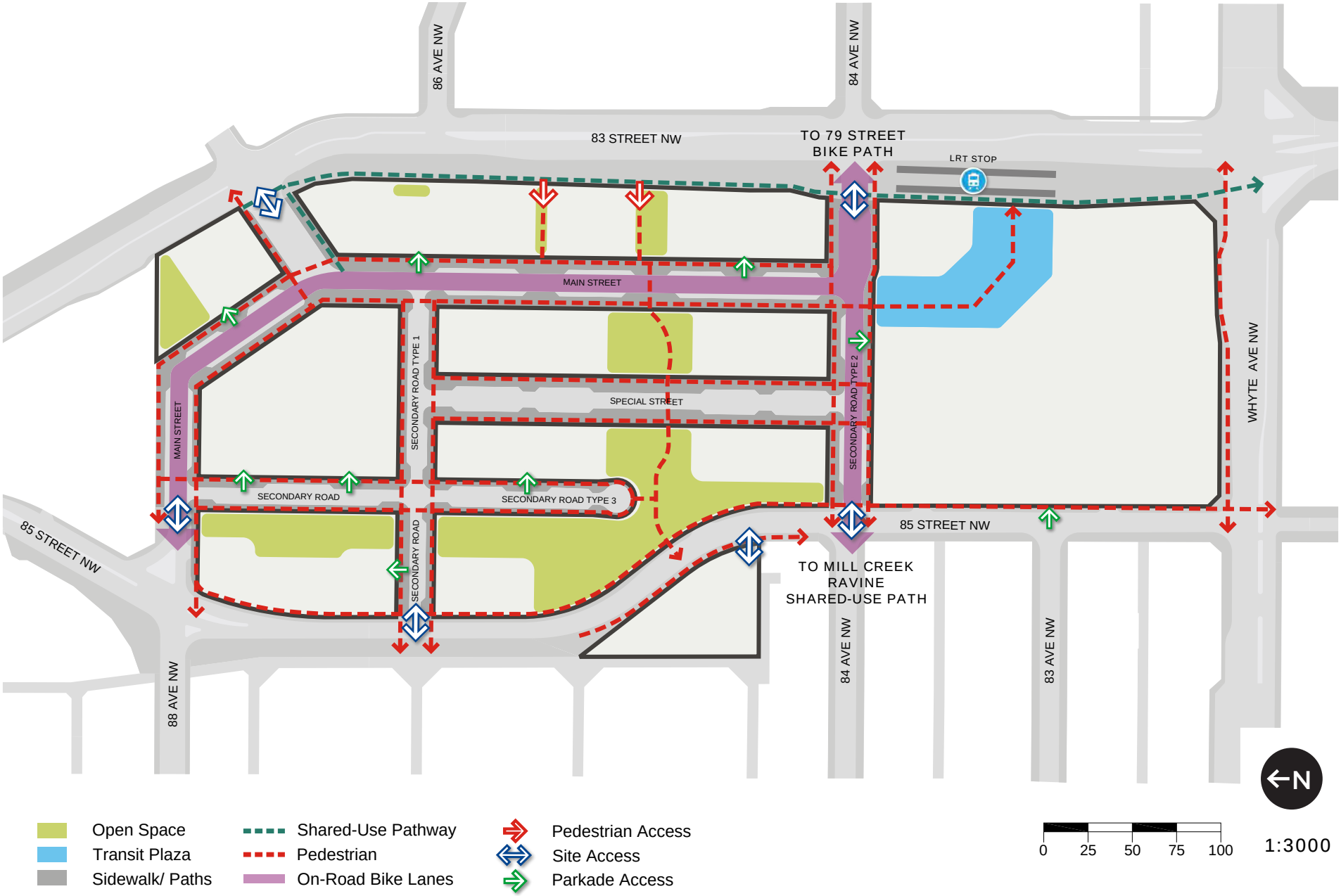
Active modes of transportation, particularly walking, is a primary consideration for a residential and retail environment. The site is designed to be highly accessible for all users and accommodates both pedestrian and bicycle traffic and ensures permeability within and across the plan area connecting to the surrounding community at key points. Both bicycle lanes and pedestrian paths are generous and support safe travel options across the site. The internal bike network connects to 84th Avenue linking to 79th Street bike route to the east and the Shared-Use Path in Mill Creek Ravine to the west. As well, the network connects users along 88th Avenue westward toward the French Quarter, La Cite Francophone, and UofA's Campus Saint-Jean and to Dermott District Park to the northeast.

Access

Access points to the site are located at strategic locations that ensure a highly connected and permeable site, but also align to future construction phasing based on the existing development. Vehicle, Pedestrian and Bicycle access points are highlighted on the Mobility Network plan and illustrate a high degree of connectivity and permeability to the site and surrounding neighbourhoods.

FIGURE 11

Mobility Network



Street Hierarchy

The site is connected through 5 street types: Main Street, Special Street, Secondary Street Types 1, 2 and 3.

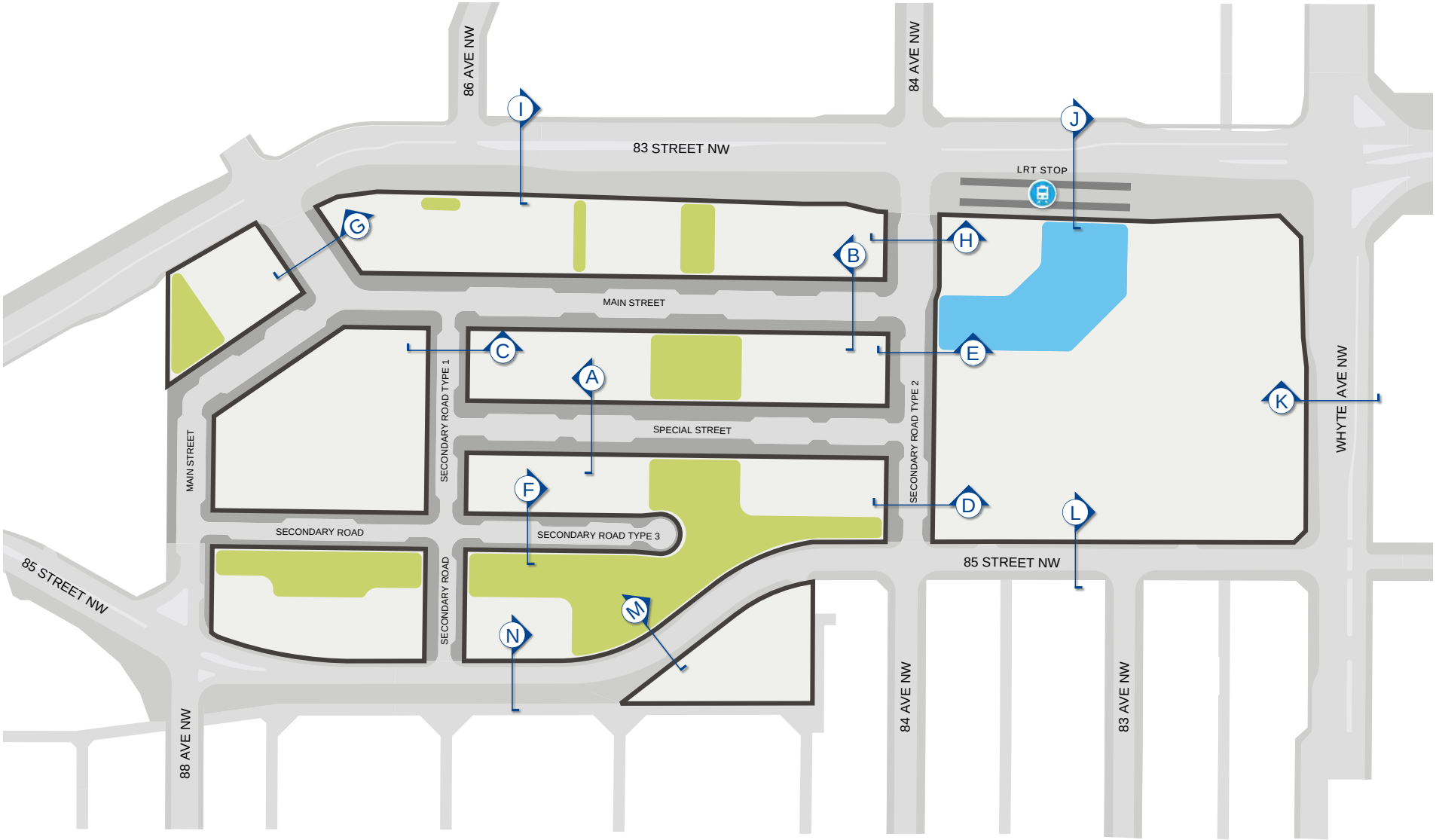
Opportunities

As the new Valley Line West and re-configured traffic circle is constructed, the nature of 83rd and 85th Streets will change. 83rd Street will transition from an auto-oriented commuter corridor to a transit-oriented commuter corridor which will likely have an impact on route selection to and from the Downtown. As well, 85th Street will shift from a high volume arterial to a more neighbourhood focused collector. As such, there is a significant opportunity to re-frame how 85th street is designed and used, such as the potential for on-street parking, curb extensions, enhanced pedestrian crossings, and more. As well, pedestrian crossing enhancements along 83rd Street should be explored.

In addition to improvements to public streets, adaptive approaches will be explored for parking structures, parking ratios, and use of private roadways as autonomous vehicles become commercially viable, transit ridership increases, and demand for on-site parking changes.

FIGURE 12

Proposed Street Cross Sections

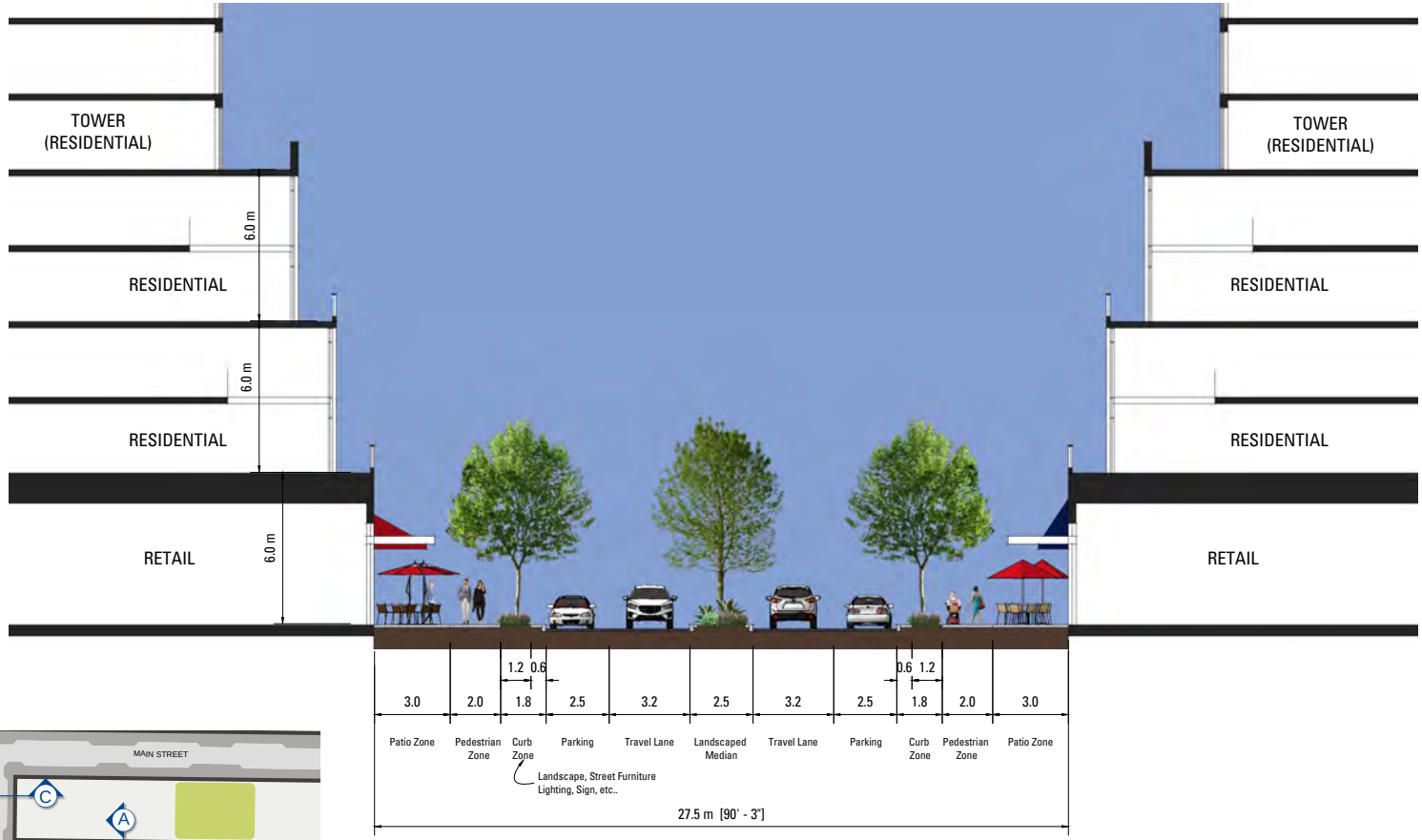


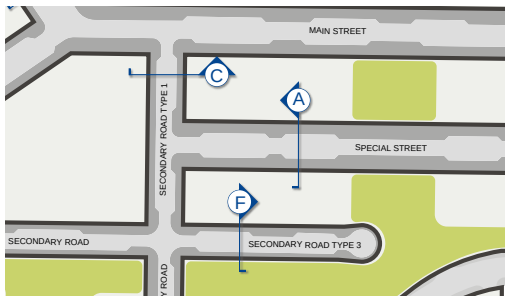
Special Street

The Special Street primarily serves an enlivened pedestrian area and central park supported by ground floor retail and residential uses above. The street is characterized by a center landscaped median, ONE travel lane in each direction, curbside parking, furnishing zone, through zone, and frontage zone.

Modal Priority

1. Pedestrians
2. Automobiles





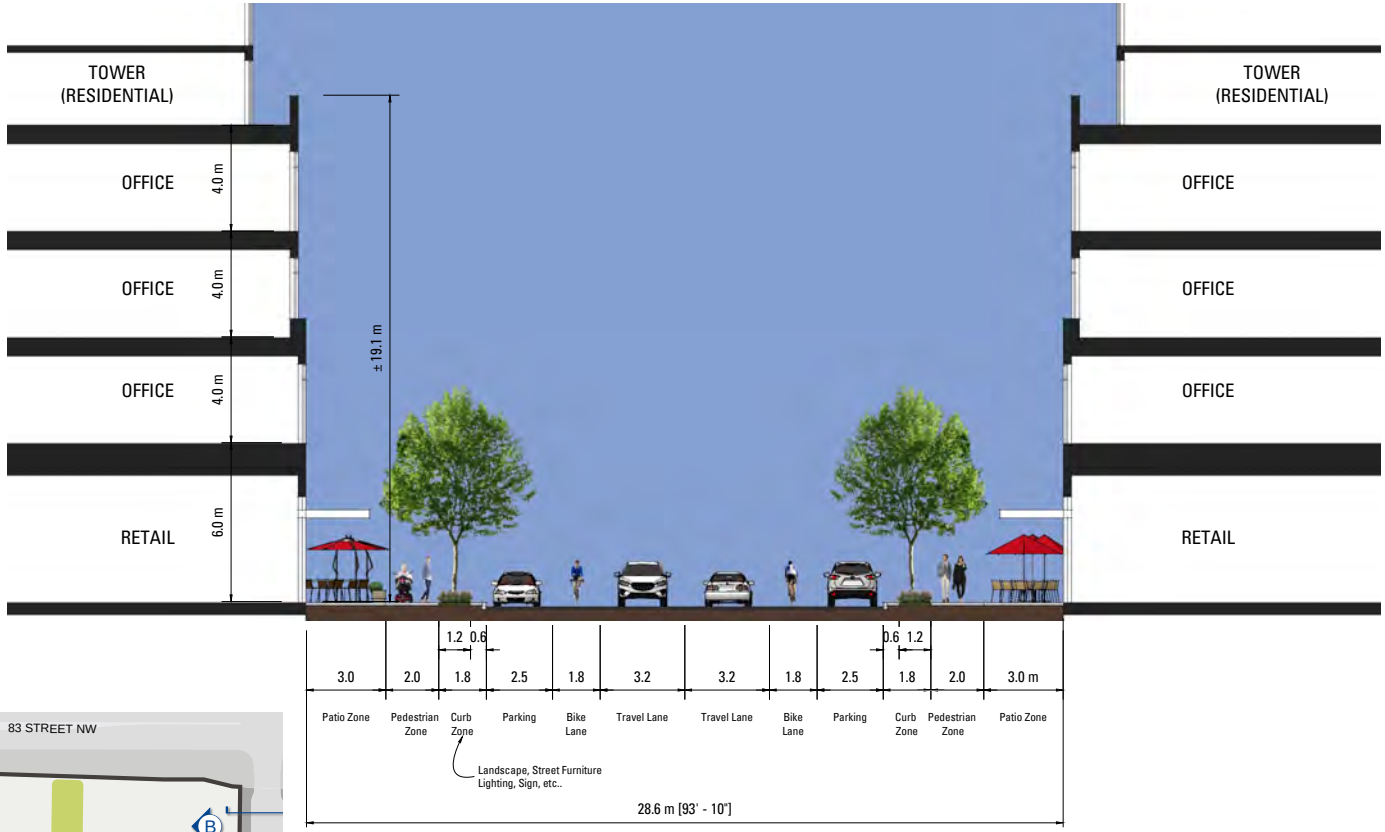
SECTION A - SPECIAL STREET

Main Street

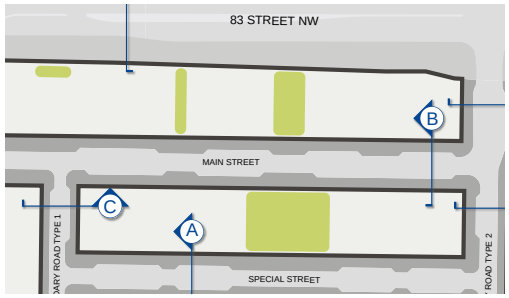
The main street is intended to serve office demand and institutional uses supported by ground floor retail opportunities, where possible. The street is characterized by one travel lane in each direction, a bike lane in each direction, curbside parking, furnishing zone, through zone, and frontage zone.

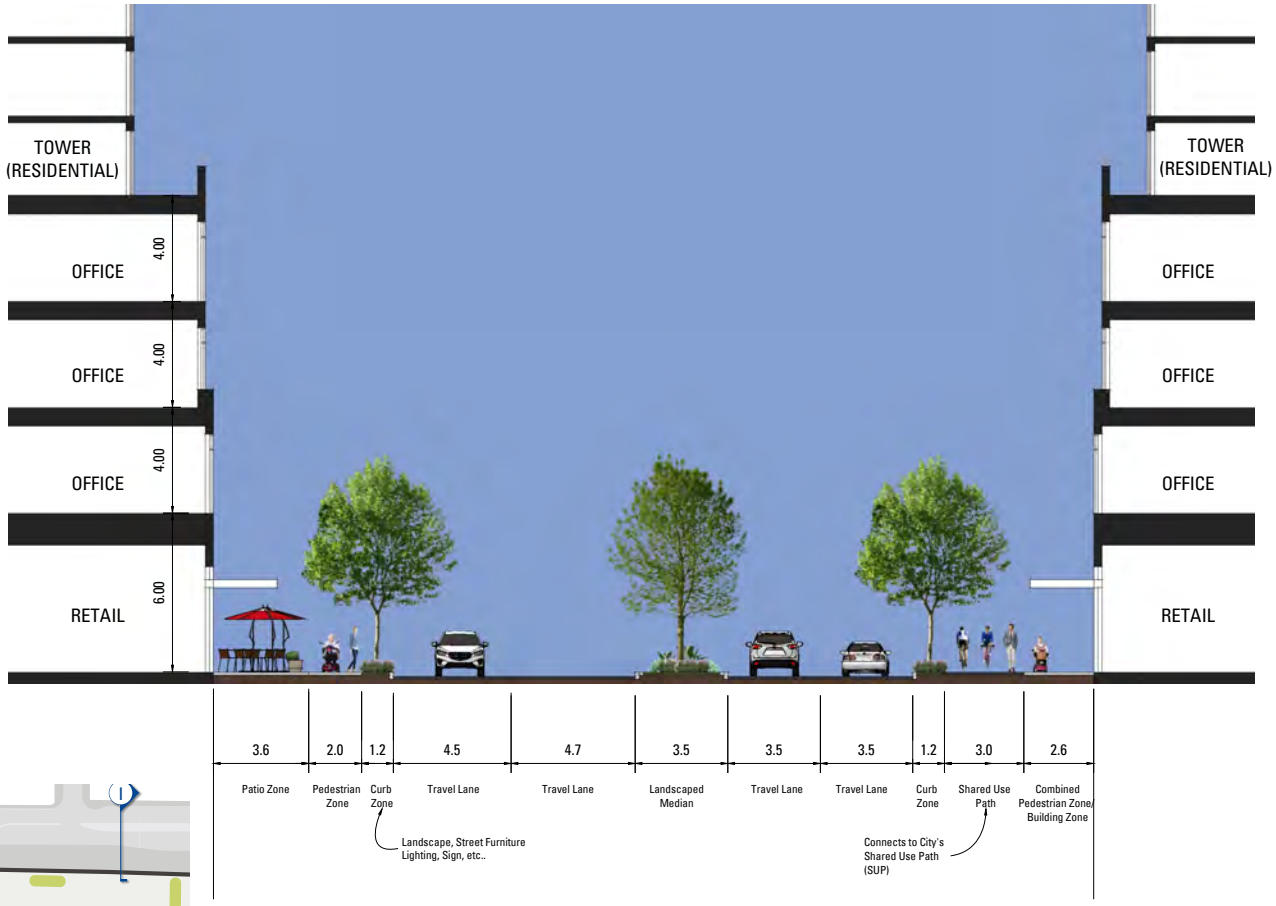
Modal Priority

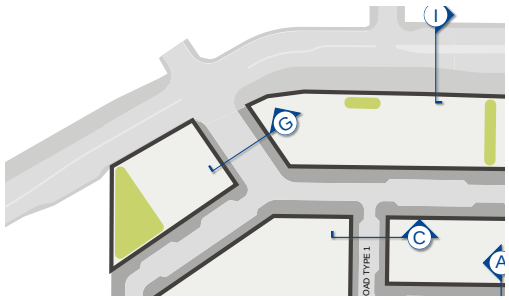
1. Pedestrians
2. Bicyclists
3. Automobiles



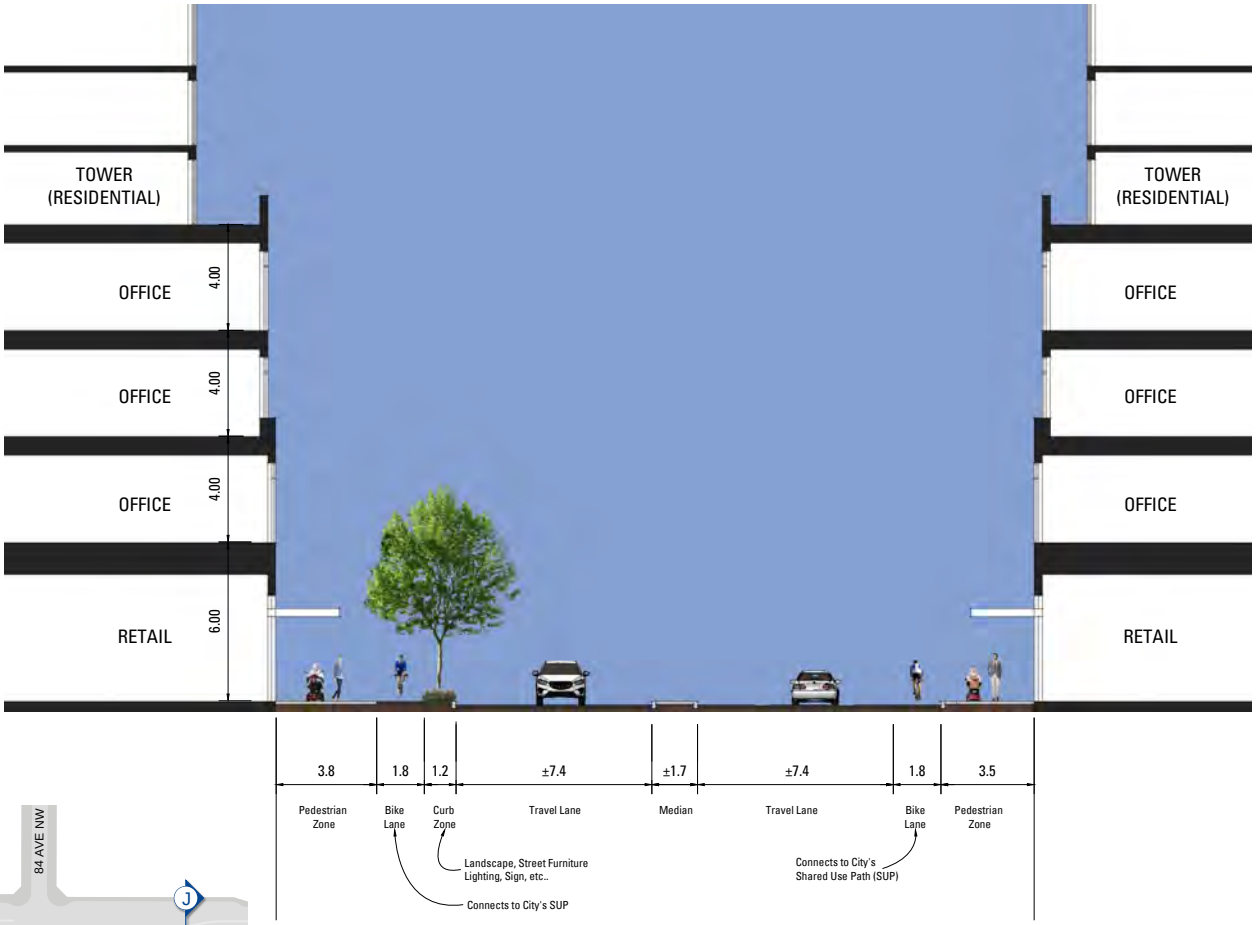
SECTION B - MAIN STREET

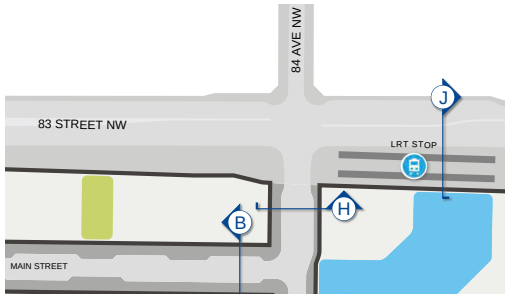






SECTION G - MAIN STREET





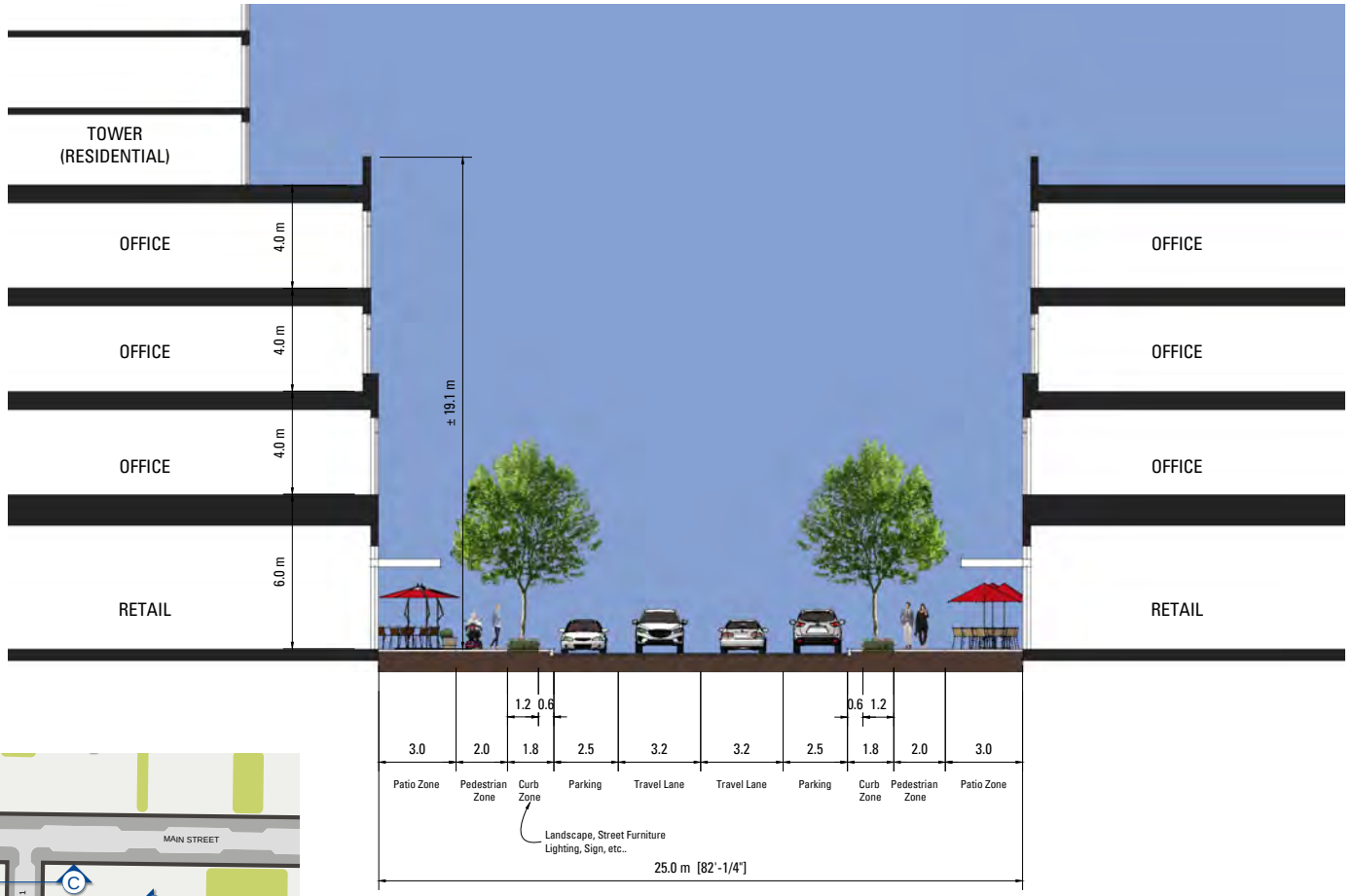
SECTION H - MAIN STREET

Secondary Streets – Types 1, 2 and 3

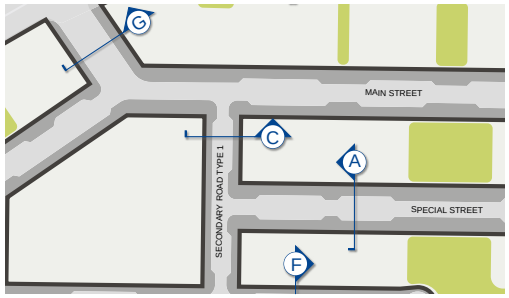
The secondary streets operate primary as connectors and serves a range of uses including ground floor retail, office and residential. The street types are generally characterized with a travel lane in each direction, bike lanes in each direction (type 2 only), curbside parking, furnishing zone, through zone and frontage zone.

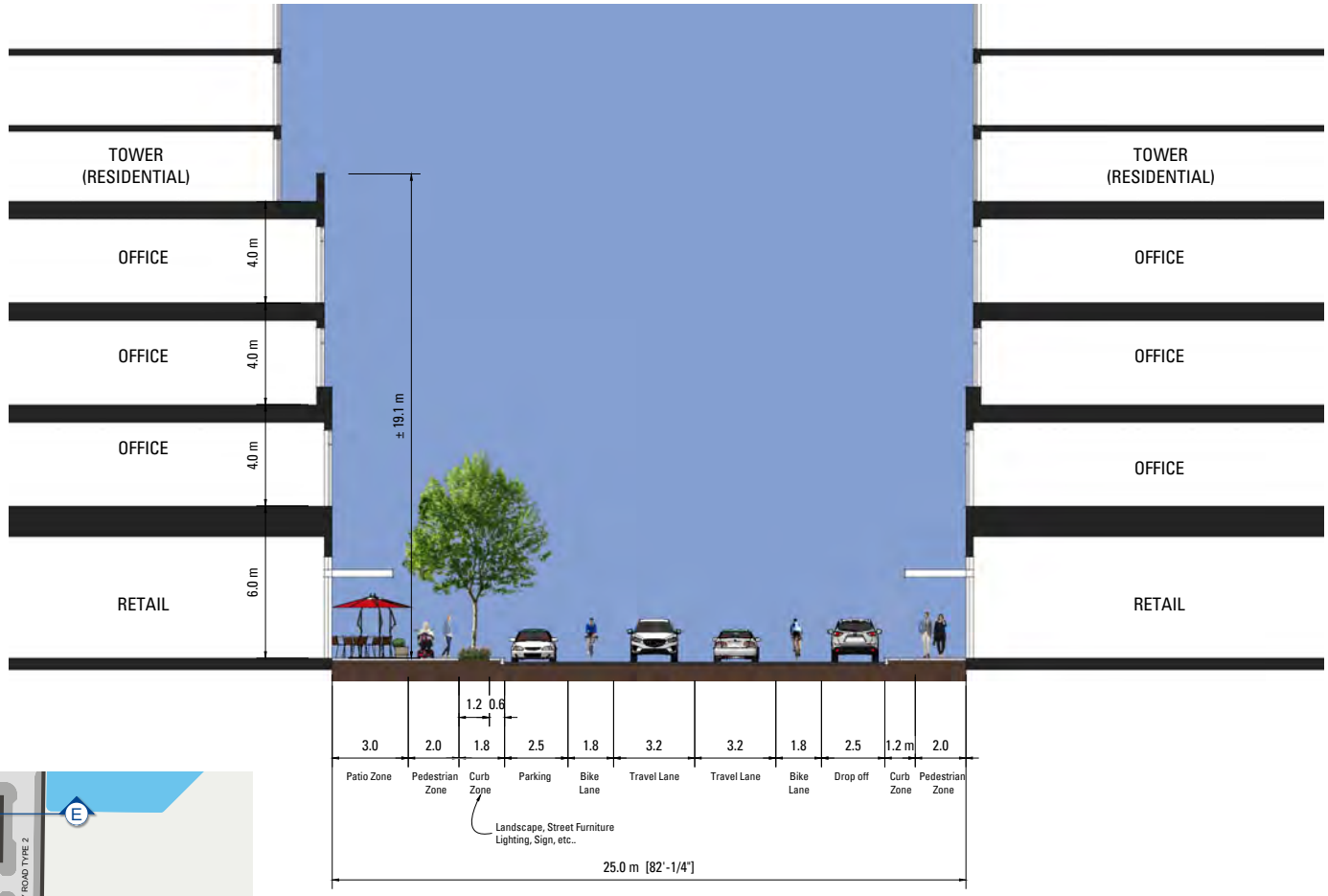
Modal Priority

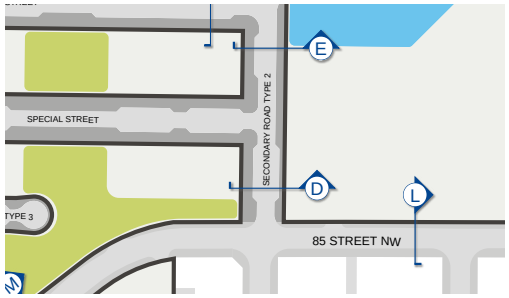
1. Pedestrians
2. Bicyclists (Type 2 only)
3. Automobiles



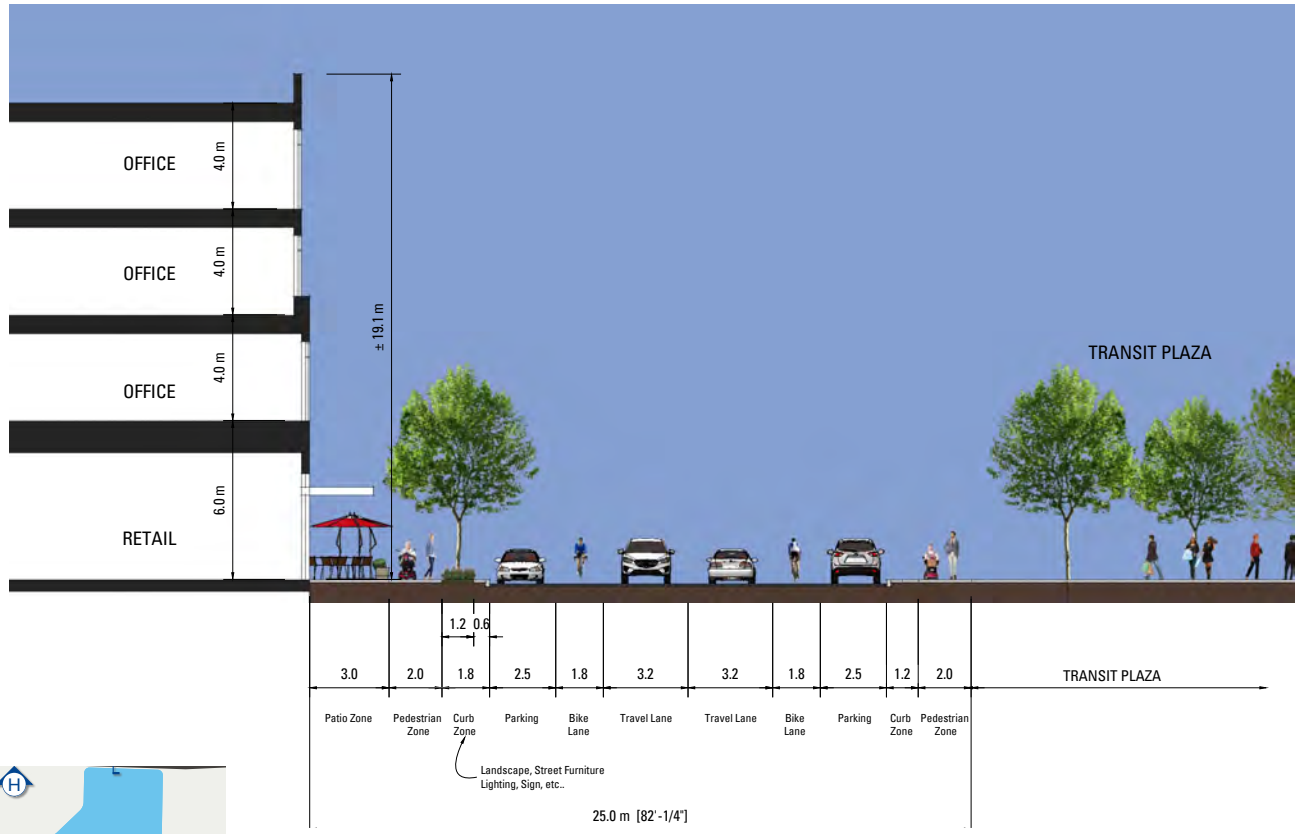
SECTION C - SECONDARY STREET - TYPE 1

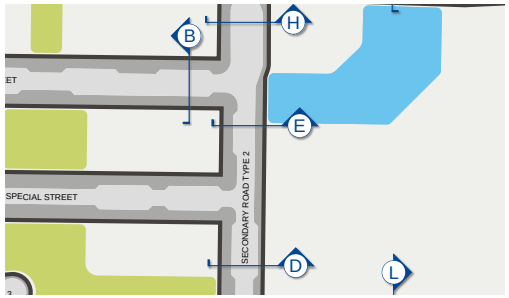




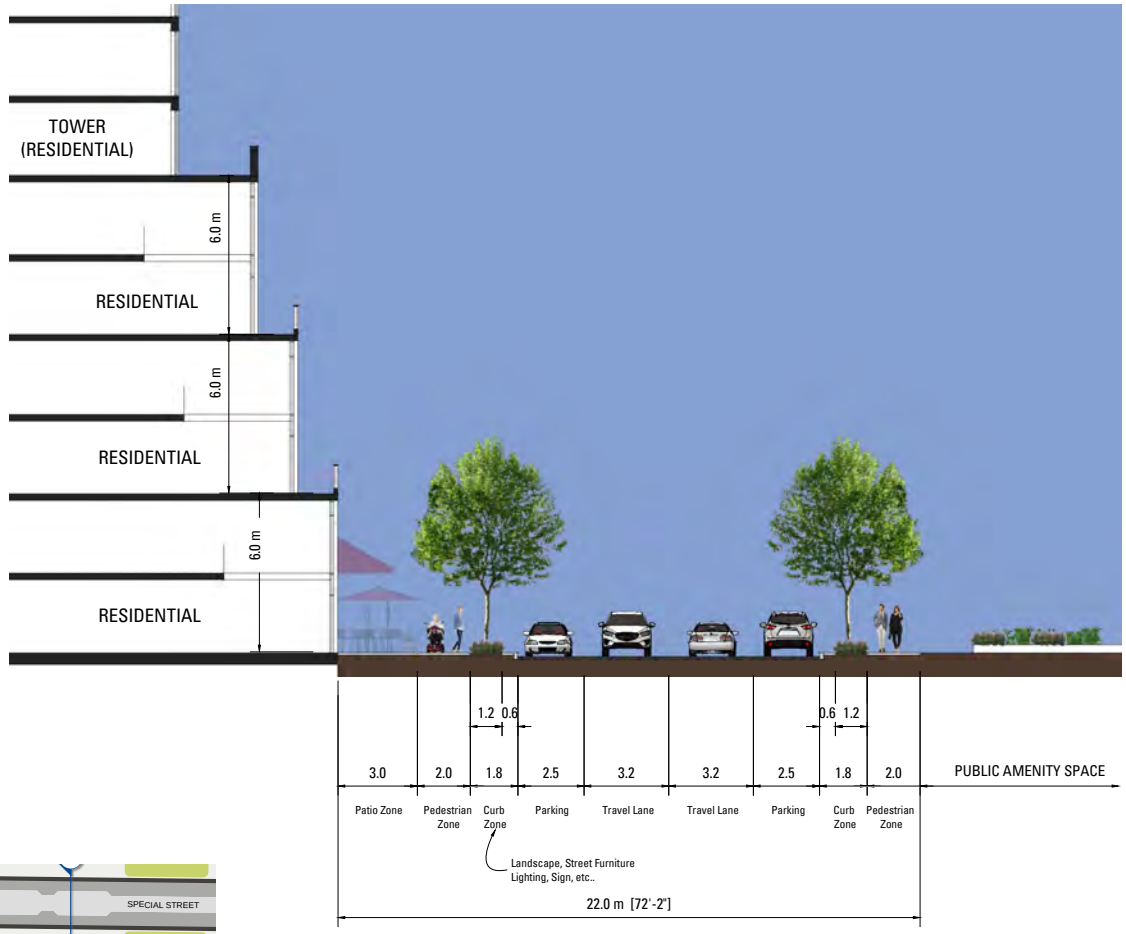


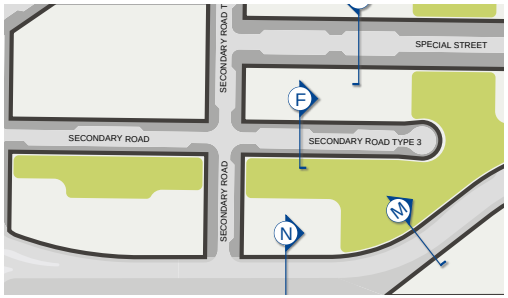
SECTION D - SECONDARY STREET - TYPE 2





SECTION E - SECONDARY STREET - TYPE 2





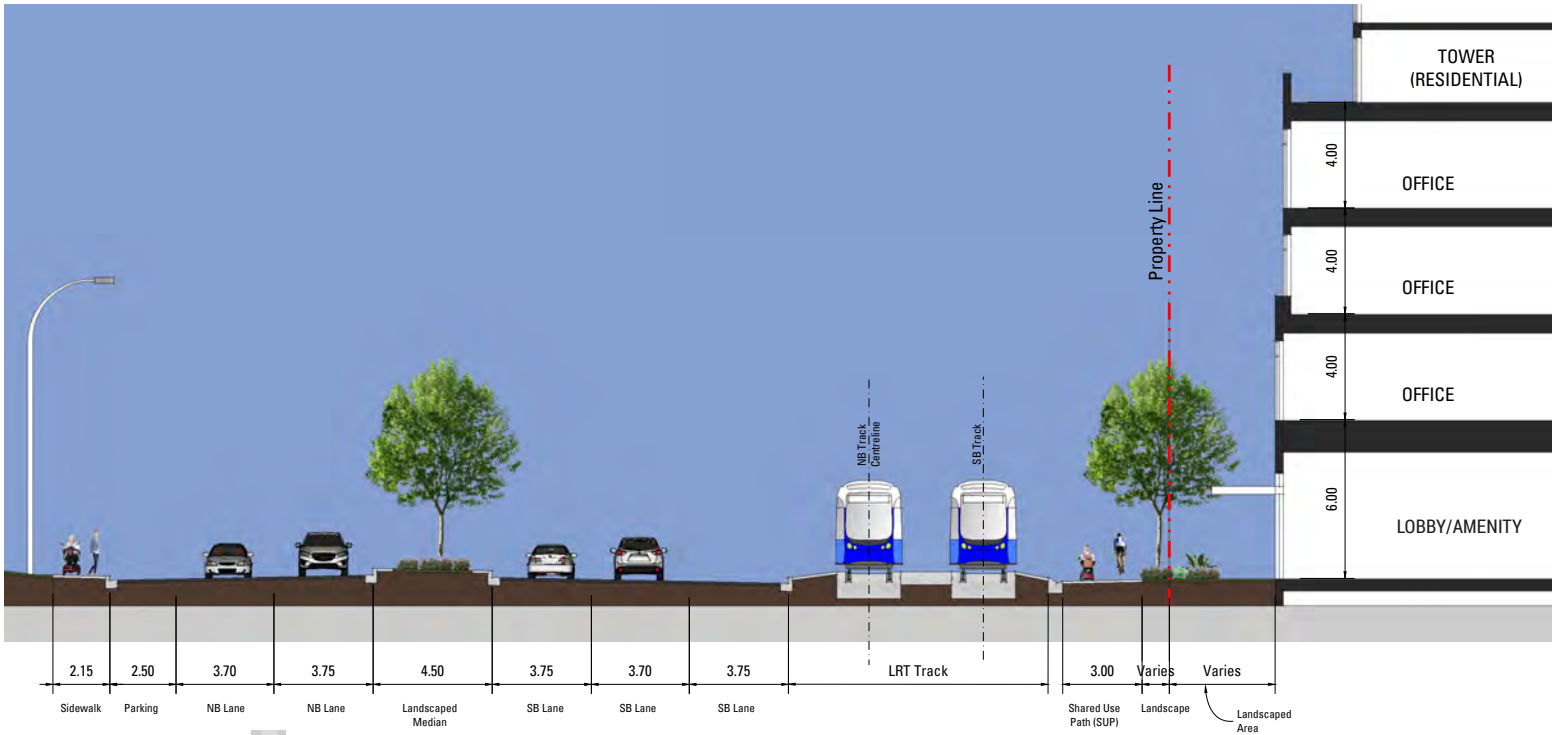
SECTION F - SECONDARY STREET - TYPE 3

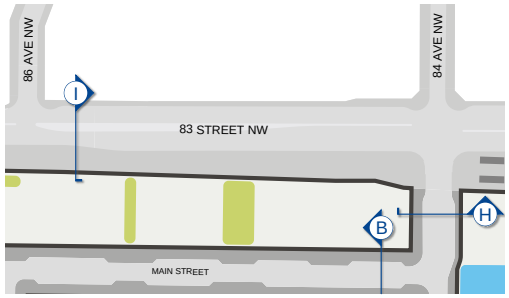
Existing Arterial Roadways – 83rd Street, 82nd Avenue, and 85th Street

The existing arterial roadways surrounding the plan area historically have been primary commuter routes with 82nd Avenue and 83rd Street operating has transit corridors. 85th Street, although an arterial roadway, fronts low and medium rise residential developments and presents an opportunity to reconsider the function of the street.

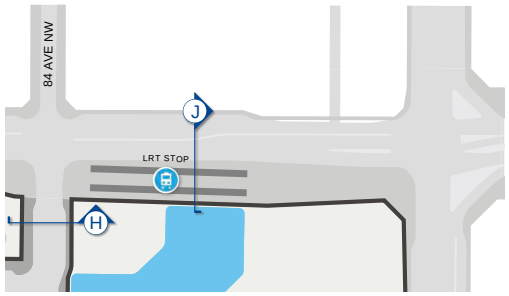
Modal Priority

- to be defined by the City of Edmonton

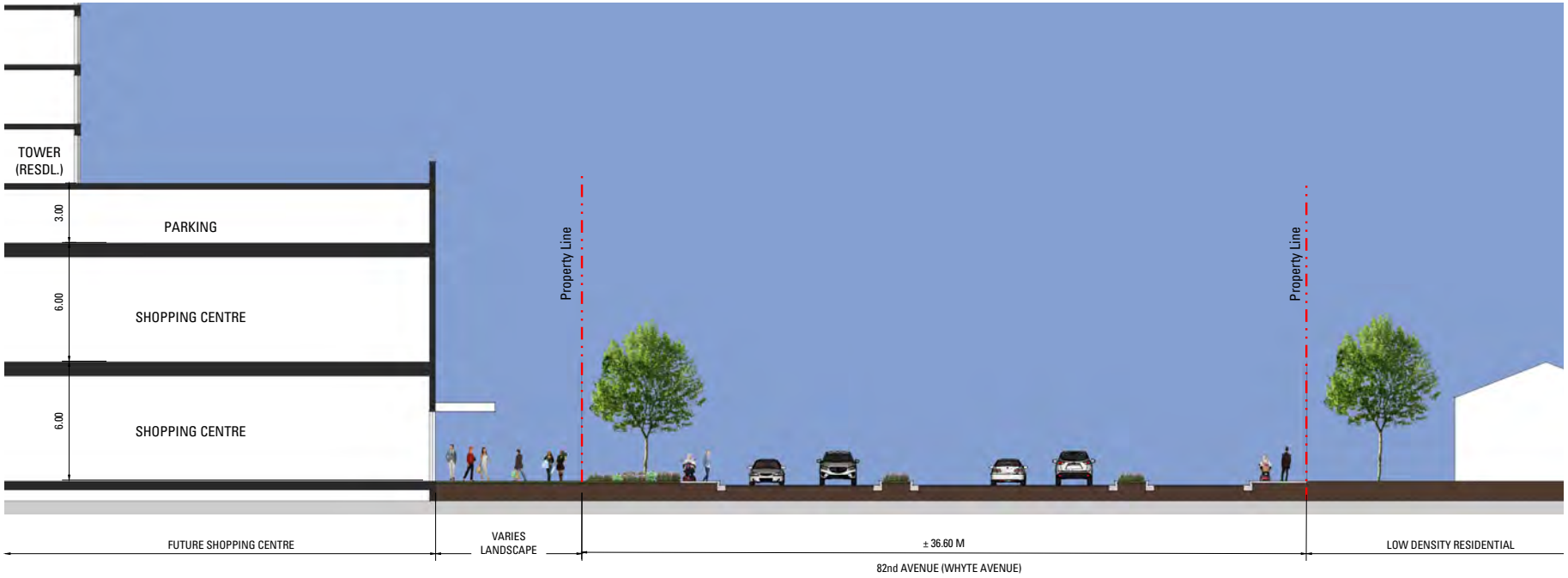


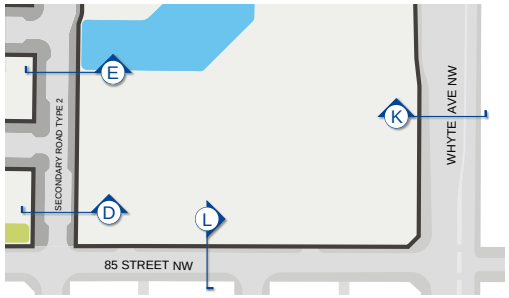


SECTION I - 83RD STREET

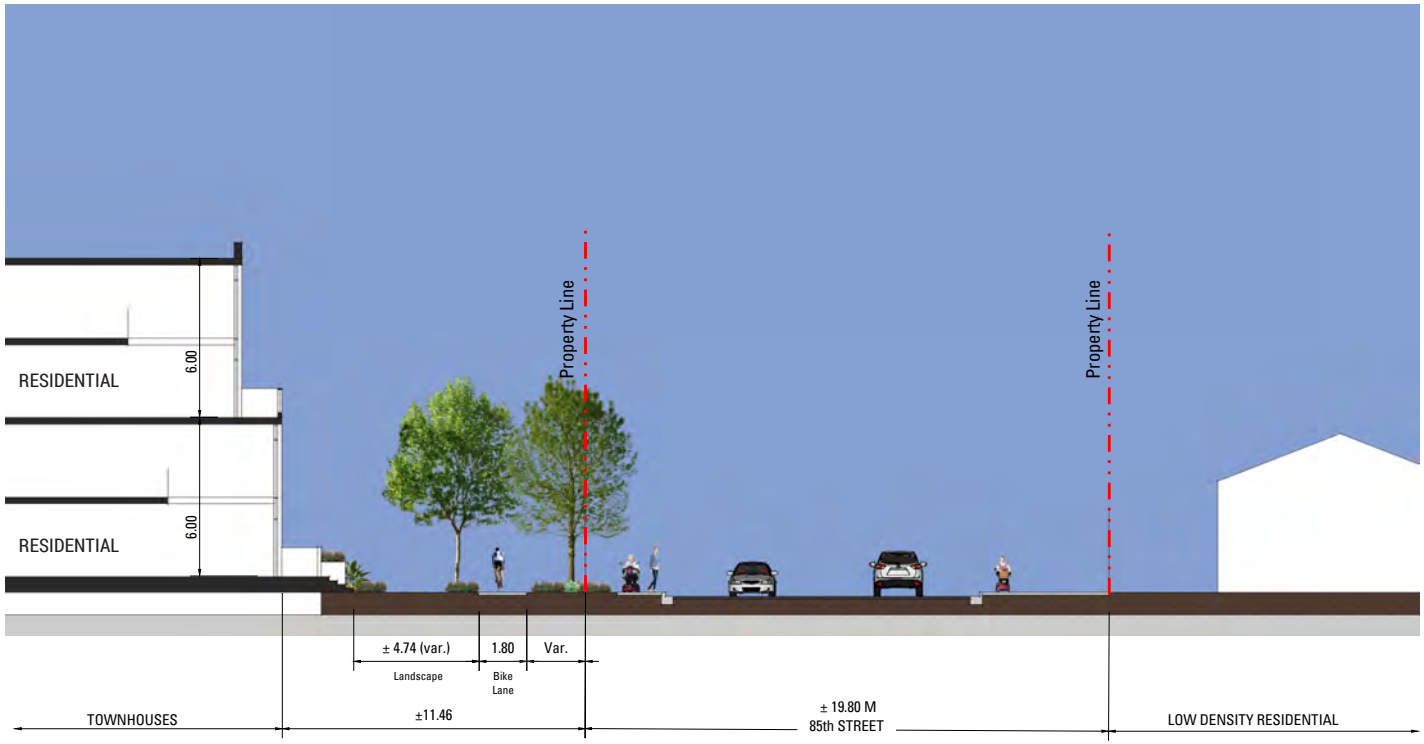


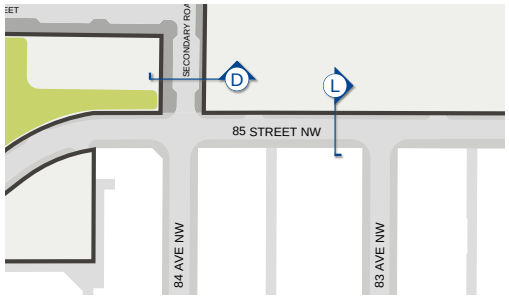
SECTION J - 83RD STREET



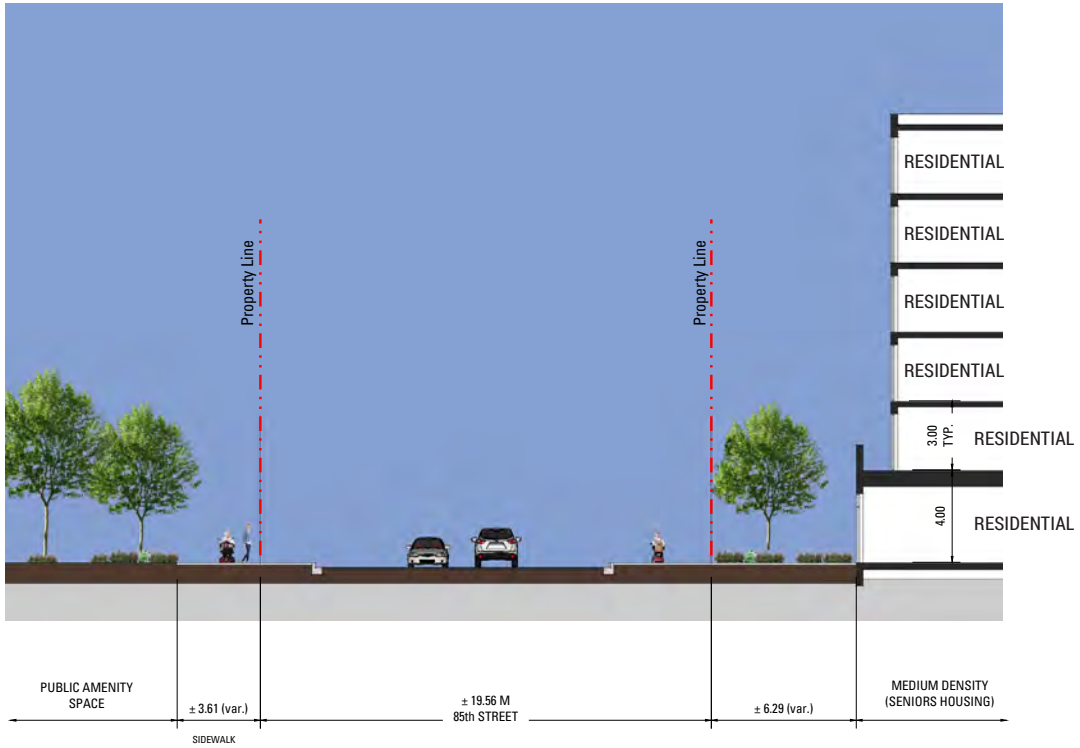


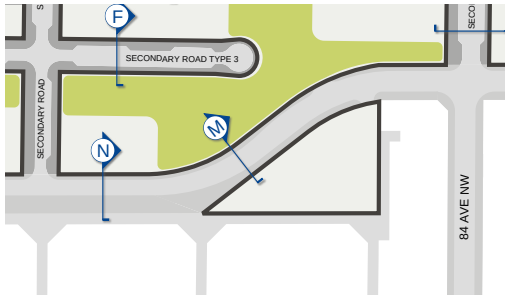
SECTION K - 82ND AVENUE (WHYTE AVENUE)



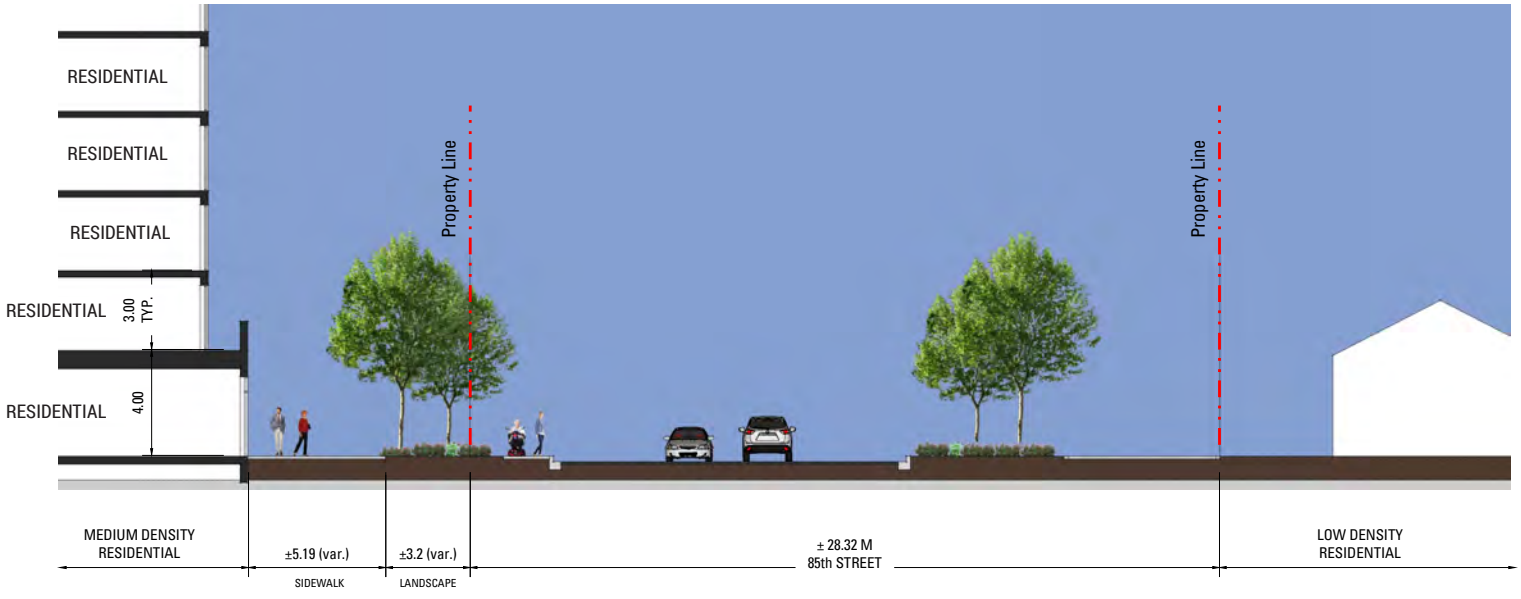


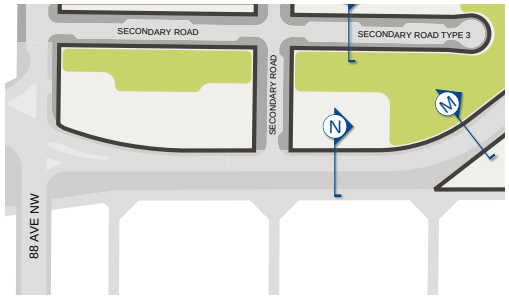
SECTION L - 85TH STREET





SECTION M - 85TH STREET





SECTION N - 85TH STREET

SECTION [B4]

Proposed Public Realm

The public realm is the heart of the plan area and will have a significant design focus. Overall, the intent is to design the plan area to celebrate the people, cultures and natural and built heritage of the community; reduce its ecological and urban footprint; celebrate all seasons; enable diverse activities; be attractive; move users through and across the site; and foster pride and ownership through a strong sense of place.

Privately Owned Publicly Accessible Space

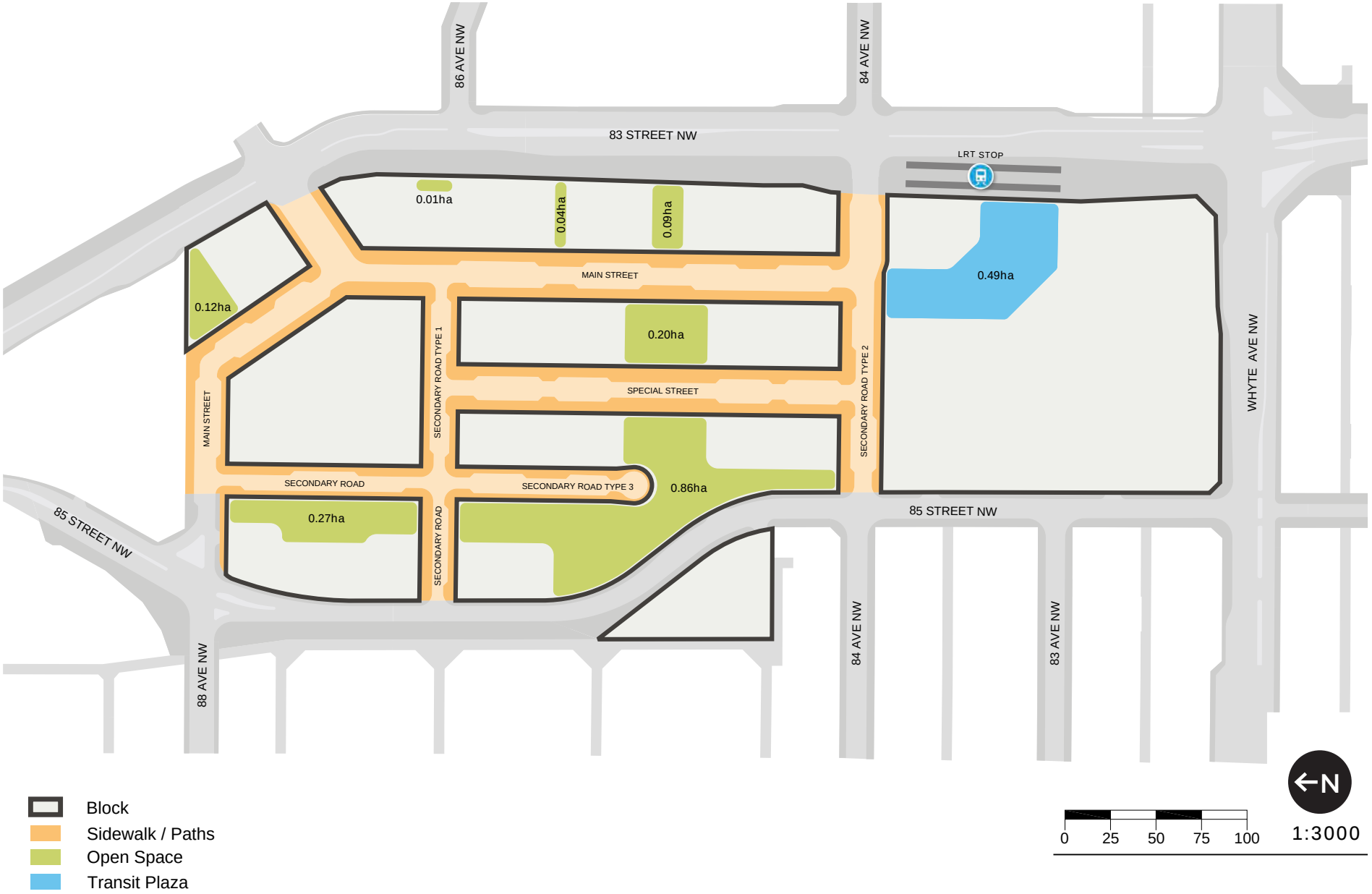
Within high density transit-oriented communities, open spaces, such as parks, plazas, greenways, and landscaping, become important enablers in creating healthy communities. The plan area is located in an area that ranges between 4-10 hectares of open space per 1,000 people. There is an opportunity to not only enhance the Plan Area with additional open space, but also provide access to the surrounding communities. Across the site, wayfinding will play an important role in helping to move people to and from the site and provide quality access to all users.

The Transit plaza within the Retail and Entertainment District is intended to have strong active edges, animated by retail frontages that spill out onto the plaza, with a high degree of transparency, along with restaurant and café seating and activity. The plaza will be punctuated by a large water feature which can allow for year-round enjoyment and animation including skating during the winter (see conceptual rendering).

The central park within the Boutique & Central Park district will allow for year-round activities and will be programmed for various community events. The large park will be framed on the north and south sides by restaurants with terraces and patios looking out onto the landscape. This will not only animate the space but allow for a safe and engaging experience. Pavilions, designed in different local styles, are planned for the park which could house restaurants, cafés, ice cream vendors, and more. The aim is to introduce a water feature that represents a naturalistic river running from the east of the site to the west. In addition, two central focal point features are planned that may include interactive water features, art and/or other entertainment activities.

FIGURE 13

Proposed Public Realm



The open space within the Garden District will be oriented toward a quieter residential environment and provide a serene space while accommodating community gardening opportunities. Buildings within the district will have active residential frontages and provide shared access to park space.

Throughout the Plan Area will be pocket parks, landscaping, greenways, tree-lined boulevards, and more to break apart massing, provide convenient and high-quality pathways across the site, and connect the open space network within the site and to the surrounding communities.

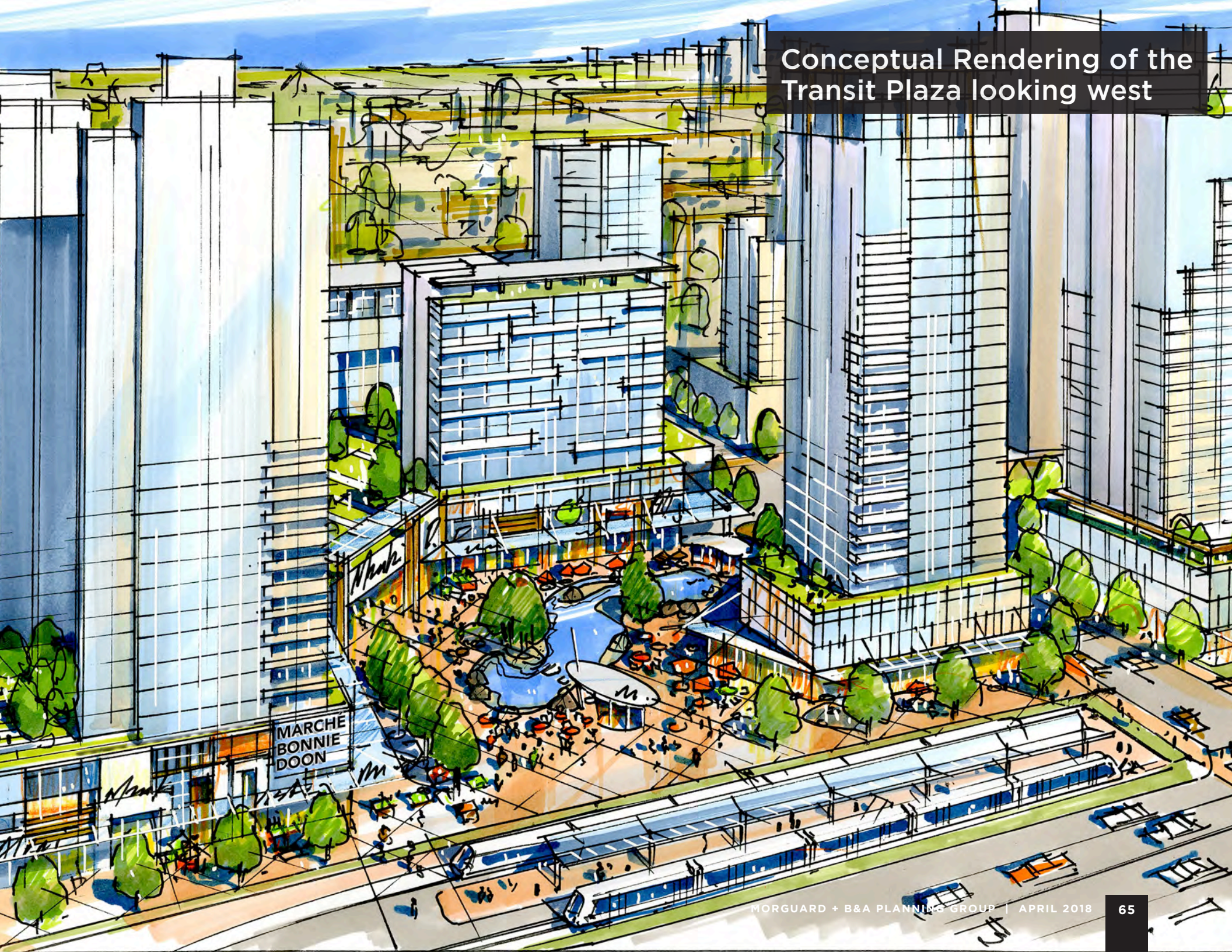
Public art in the form of murals and sculptures will be explored throughout the site to provide users with enjoyable, and memorable experiences and create a sense of authenticity.

Streetscape

The streetscape is designed to have a fine-grain human scale with generous space to accommodate frontage zone, pedestrian through zone, and furnishing zone. Canopies and awnings are proposed for the various uses at the street level to create shelter from the sun, wind, rain, and snow to create a comfortable environment. The streetscape will be designed to accommodate lush landscaping and support a healthy tree canopy.

Winter City Considerations

The site has been designed to maximize sun exposure to the streets, sidewalks, and open spaces across the day. Shadowing will be mitigated through tower placement and separation, building articulation and sculpting, setbacks and stepbacks, and use of reflective materials. As well, colour, light and protection from the elements will be explored throughout the Plan Area.

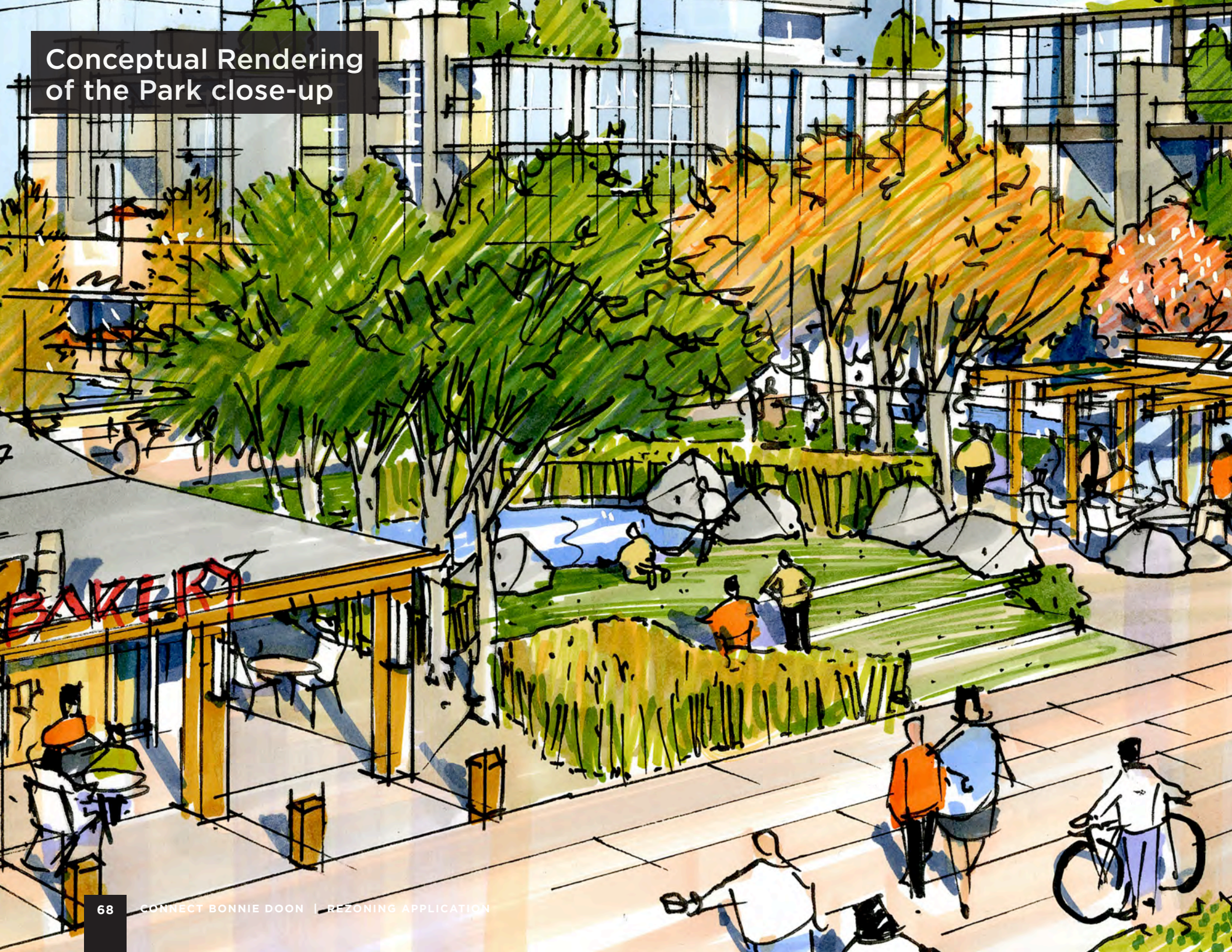


Conceptual Rendering of the Transit Plaza looking west

Conceptual Rendering of Central Park looking north

Conceptual Rendering of the Garden District looking west

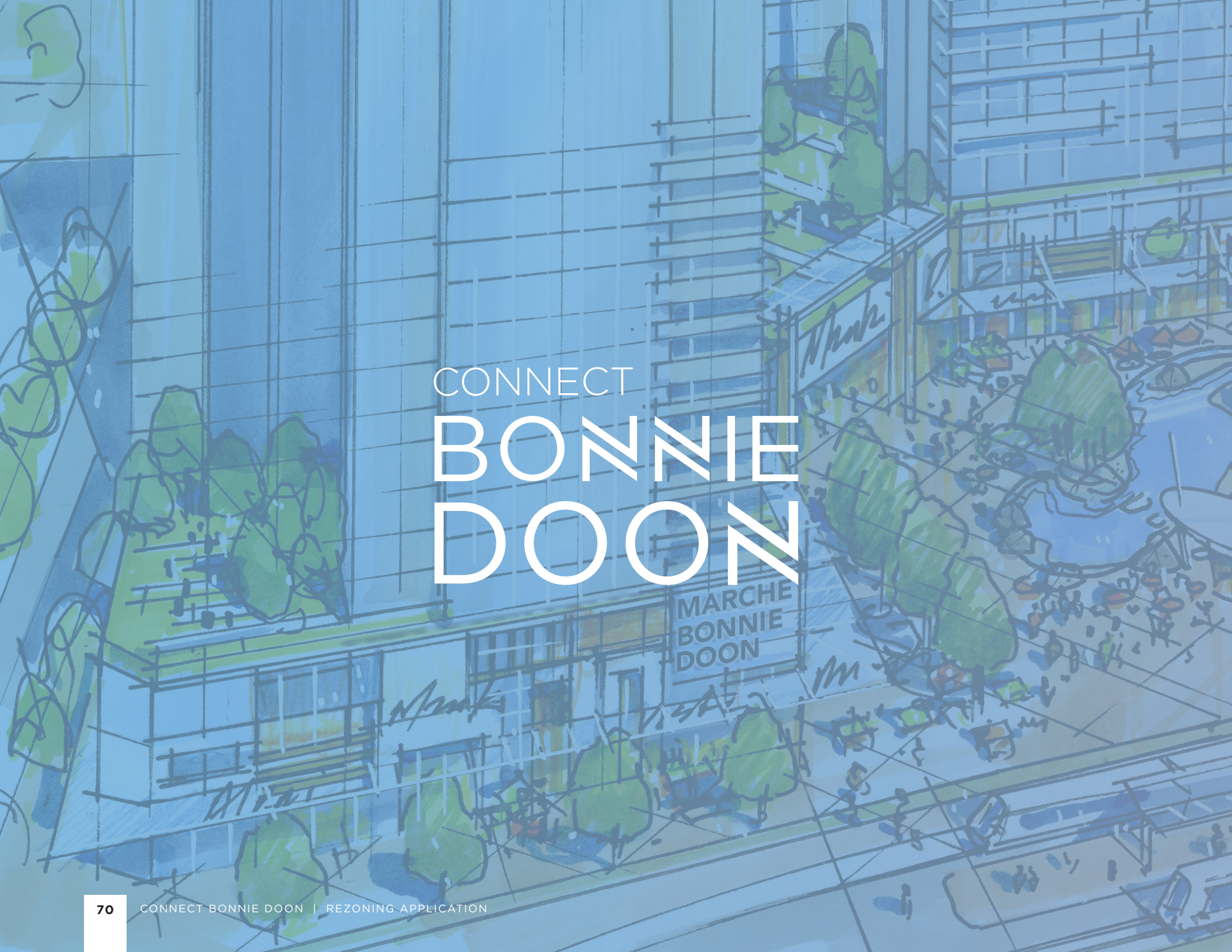
Conceptual Rendering of the Park close-up



SECTION [B5]

Conclusion

The Plan Area represents a significant opportunity to catalyze reinvestment in the community by leveraging Edmonton's investment in LRT and the past and current successes of the Bonnie Doon Centre. Like the many evolutions of the Plan Area prior to this application, the site presents the future of transit oriented development in Edmonton and will raise the bar on urban design within the public realm while contributing to a vibrant and prosperous Edmonton. With Edmonton's rich policy framework, the Plan Area is poised to strengthen and enhance its role in the community, city, and region.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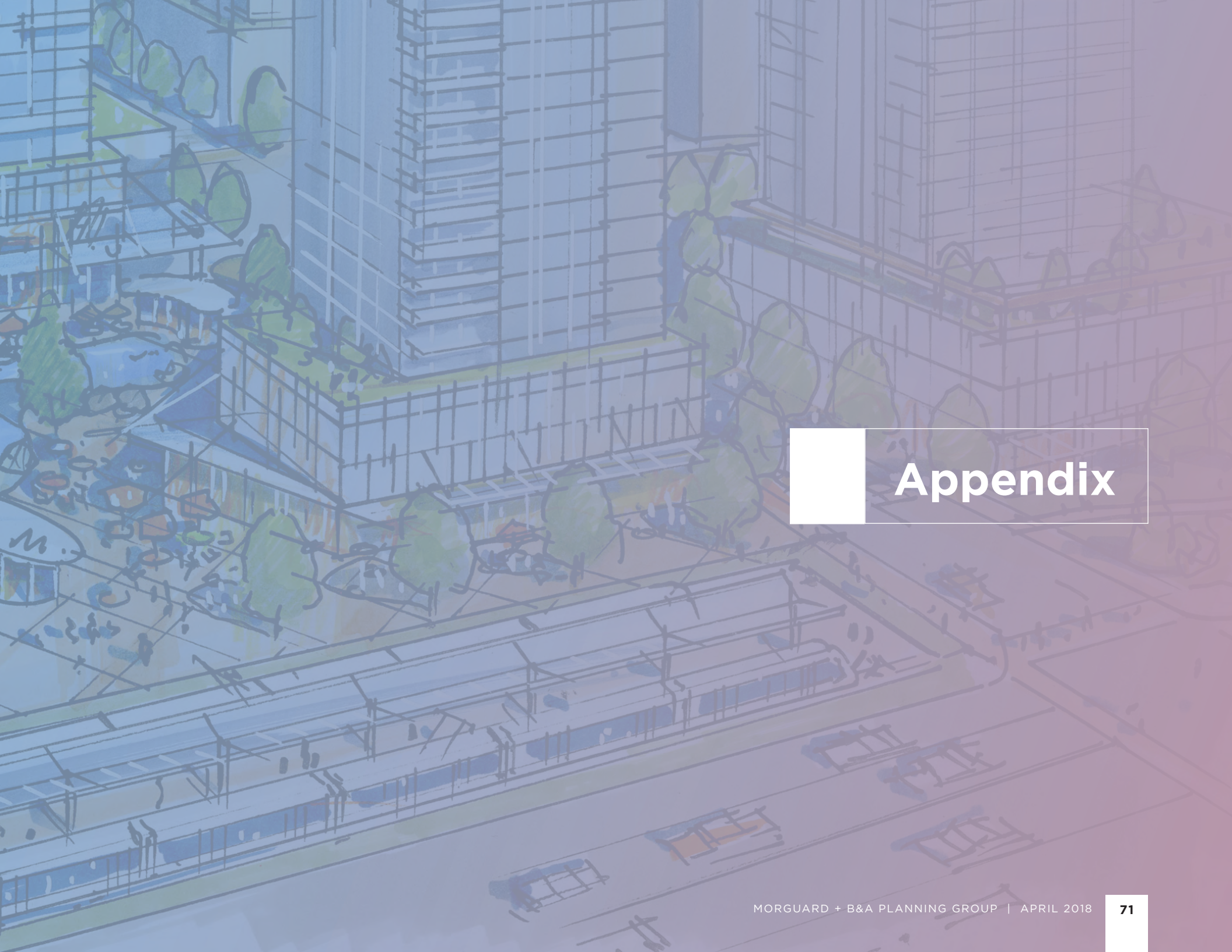


Appendix

APPENDIX [1]

Response to City Documents

MUNICIPAL DEVELOPMENT PLAN: THE WAY WE GROW

The approved Municipal Development Plan contains high-level strategic goals that guide land use planning in order to achieve the City Vision. The strategic goals, grounded in public engagement, provide high level direction for all development planning in the City. The nine Strategic Goals of The Way We Grow are:

1. Sustainable Urban Form
2. Integrated Land Use and Transportation
3. Complete, Healthy, and Liveable Communities
4. Urban Design
5. Supporting Prosperity
6. Natural Environment
7. Working Within Our Region
8. Managing Land and Resources
9. Food and Urban Agriculture

The MDP supports redevelopment of the Plan Area and identifies it as a Mature Neighbourhood. In general the MDP encourages redevelopment of Mature Neighbourhoods where appropriate in order to achieve the City's goal to accommodate 25% of new growth in the core, mature and established areas focused around TOD.

Design Response to Applicable MDP Policies

APPLICABLE POLICIES		RESPONSE
MANAGING GROWTH		
3.1.1.1	Integrate higher density development with Light Rail Transit (LRT) stations and transit centres	The Plan Area will be a high density development around the Bonnie Doon LRT Stop and the potential Centre Line LRT Stop The greatest densities within the Plan Area are located within 200 metres; or the Station Hub.
3.1.1.2	Encourage a minimum of 25 percent of city-wide housing unit growth to locate in the Downtown and mature neighbourhoods (see Map 3: Established Neighbourhoods) and around LRT stations and transit centres where infrastructure capacity supports redevelopment.	The proposed development concept for the Plan Area directly supports the City's endeavor to increase housing within mature neighbourhoods. As the development concept will inject a significant number of residential dwellings into the community, the City's goal will be realized.
3.5.1.1	Support redevelopment and residential infill that contribute to the livability and adaptability of established neighbourhoods (see Map 1: Land Development Concept) and which are sensitive to existing development.	This rezoning will contribute to the longer term sustainability of Bonnie Doon and the City as a whole. The built-form is proposed to transition in scale across the Plan Area while proposing a general increase in density and height.
3.5.1.2	Direct the location and design of residential infill in mature neighbourhoods (see Map 3: Established Neighbourhoods) through planning and design guidelines supported by regulation.	This rezoning application is based on a four-phase modified planning application process approach, agreed upon with City Administration and existing stakeholders. This consensus based approach, enabled full transparency through the conceptual design process, based on agreed up on design principles that informed the Site Specific Direct Control Provision (DC2).
3.5.1.5	Involve residents in pre-consultation and planning processes.	A comprehensive community engagement plan has been prepared and implemented at four stages of the planning process.
3.5.1.7	Ensure redevelopment determines and addresses any infrastructure capacity constraints, including stormwater management.	Technical studies have been prepared in support of this application.

3.5.2.1	Support neighbourhood revitalization that contributes to the livability and adaptability of mature neighbourhoods (see Map 3: Established Neighbourhoods).	This rezoning will contribute to the longer term sustainability of Bonnie Doon and the City as a whole. The community will be a key stakeholder in developing a new community with livability as a central goal.
COMPLETE, HEALTHY AND LIVABLE COMMUNITIES		
4.2.1.1	Support neighbourhood revitalization, redevelopment and residential infill that contribute to the livability and adaptability of established neighbourhoods.	This rezoning will contribute to the longer term sustainability of Bonnie Doon and the City as a whole. The community will be a key stakeholder in developing a new community with livability as a key project goal. This rezoning application directly supports the City of Edmonton's revitalization, redevelopment, and infill and TOD goals.
4.2.1.2	Direct the location and design of residential infill within the Mature Neighbourhood Overlay through planning and design guidelines (see Map 3: Established Neighbourhoods).	The City of Edmonton's investment and vision for TOD, as well as, overall land use planning goals relating to intensification no longer align with the current zoning of the Plan Area. This application seeks to align the two.
4.2.1.3	Accompany residential density increases with enhancements to public spaces and the provision of additional open spaces and amenities, if required.	The Master Plan Design Concept proposes significant proportion of open space, including sidewalks, transit plazas, linear promenades, pocket parks, and large open green spaces that are easily accessible throughout the site and from the surrounding neighbourhood. These spaces have been strategically located along the edges to act as a buffer between Bonnie Doon Centre and the existing neighbourhood. The Master Plan Design Concept proposes a large transit plaza that promotes connectivity throughout the Plan Area.
4.2.1.5	Collaborate with Edmonton's school boards to support the City of Edmonton's long term intensification efforts in established communities.	Morguard will work with the City and School Boards, as partners, to determine the impact on existing schools.
4.2.1.7	Enhance City infrastructure in association with increased density where required.	Technical studies have been prepared in support of this application and determined where infrastructure upgrades may be required.

4.2.1.8	Address the compatibility of land use within the neighbourhood in the review of all development proposals.	The Project Team and City will comprehensively review this application for rezoning and the project team will work with City staff and key stakeholders to determine land use compatibility.
URBAN DESIGN		
5.2.1.1	Require development to fit with the existing and planned neighbourhood context, to respect the scale, form, massing, style and materials of the neighbourhoods and to incorporate other design elements that create a transition between the new development and the existing neighbourhood.	Morguard and the project team understand that the master concept plan is a transition from the existing state, and existing built form of the surrounding community. It does, however, align with City's aspirational goals regarding infill, redevelopment, intensification, and transit oriented development, while reflecting good planning principles. As per the Master Plan Design Concept, Park space and tower locations are sensitive to the existing community and attempt to buffer varying built forms. Additionally, the Master Plan Design Concept proposes to re-align the grid with the surrounding neighbourhoods to enhance connectivity.
5.2.1.3	Prepare planning and design guidelines for residential infill in established neighbourhoods outside of the Mature Neighbourhood Overlay in anticipation of redevelopment pressures.	To a large degree, the concept plan has regard for the Residential Infill Guidelines for large sites. The project team leveraged the guidelines in the design process.
5.2.1.4	Require site vision and context plans for large residential infill sites in accordance with any infill guidelines for large sites approved by Council.	The proposed rezoning application aligns with the intent of the Residential Infill Guidelines for Large Site but through a modified planning approach, approved by the City of Edmonton. Through this modified approach, a Plan Area vision, as well as, a series of design principles have been established through City and public input and will be used to guide the planning and design process.
5.2.1.6	Encourage large scale commercial centers and commercial strips to develop into vibrant, mixed use, transit supportive and walkable urban areas.	This rezoning application directly aligns with and responds to policy.

5.2.1.8	Identify and encourage the creation of key pedestrian streets in each quadrant of the city to provide a focus for a walkable urban lifestyle.	The Master Plan Design Concept identifies primary and secondary streets, including pedestrian only areas. A commercial main street, running east west exists primarily between Area B and C, while a pedestrian focused special street, separates the Area C and Area E. All streets within the Plan Area anticipate including active (retail and/or residential) frontages.
5.2.1.9	Support neighbourhood commercial centres as community focal points by encouraging small scale residential and mixed use redevelopment and the inclusion of plazas and other social gathering spaces.	This rezoning application directly aligns with and responds to policy by providing all of the uses and design areas.
5.2.1.10	Protect the green legacy of established neighbourhoods as redevelopment occurs by retaining and enhancing parks, walkways and trees.	No parks or open spaces currently exist on the site. The Master Plan Design Concept proposes significant proportion of open space including sidewalks, transit plazas, linear promenades, pocket parks, and large open green spaces that are easily accessible throughout the site and from the surrounding neighbourhood. These spaces have been strategically located along the edges to act as a buffer between Bonnie Doon Centre and the existing neighbourhood. The Master Plan Design Concept proposes a large central transit plaza that promotes connectivity throughout the Plan Area.
TRANSIT ORIENTED DEVELOPMENT (TOD)		
3.3.1.1	Promote medium and higher density residential and employment growth around LRT stations and transit centres (see Map 5: Potential LRT Expansion: 2040) to support and ensure the viability of transit service.	The entire site is situated within 600 metres of a transit stop. The Plan Area will be a high density, mixed use, development around the Bonnie Doon LRT Stop and the potential Centre Line LRT Stop. The greatest residential and commercial densities within the Plan Area are located within 200 metres of the LRT stop.
3.3.1.2	Promote residential and employment growth that is sensitive to existing development along transit avenues (see Map 6: Transit Avenues) where infrastructure capacity supports redevelopment.	The majority of higher density employment and residential uses are proposed along the two main transit corridors.

3.3.1.3	Prepare guidelines and regulations for land use and urban design to build complete, healthy and livable communities at LRT stations and transit centres.	The rezoning application has been supported by a four-phased consensus based process where the City, Community and applicant agreed upon design principles and a Master Plan Design Concept. This information has been used to prepare a comprehensive Site Specific Development Control Provision (DC2). The rezoning application will align with the City's statutory and non-statutory planning framework and regulations.
3.3.1.4	Encourage commercial, entertainment, institutional and employment uses to locate at LRT stations.	The entire site is situated within 600 metres of a transit stop. The Plan Area will be a high density, mixed use, development around the Bonnie Doon LRT Stop and the potential Centre Line LRT Stop. The greatest residential and commercial densities within the Plan Area are located within 200 metres of the LRT stop.
3.3.1.7	Consider the need for family oriented housing and the infrastructure necessary to support families with children in the preparation of TOD plans.	The Master Plan Design Concept proposes a wide variety of housing options that includes a variety of housing. In general, an abundance of community uses will be available within the plan area including a significant proportion of open space.
3.3.1.8	Create place making elements such as streetscapes, urban parks and public art in TOD at LRT stations, in cooperation with the public and private sectors.	The Master Plan Design Concept illustrates conceptual streetscapes, urban parks, and transit plazas. Morguard is committed to developing the Plan Area to a high standard that includes an abundance of park space (including a transit plaza), public realm and art investments, and pedestrian-oriented streetscapes. Morguard with work with the various City Departments, as a partner, to determine collaborative efforts and opportunities to enhance the public realm.
3.3.1.9	Facilitate partnerships and collaborative efforts to develop TOD.	Morguard with work with the various City Departments, as a partner, to determine collaborative efforts and opportunities to provide community services within the Plan Area.

RESIDENTIAL INFILL IN MATURE NEIGHBORHOODS

The Residential Infill Guidelines translate City-wide goals and policies into neighbourhood level guidelines to help guide new developments located within mature neighbourhoods. The fundamental goals of pursuing infill are:

1. To contribute to the creation of mature neighbourhoods that is livable and adaptable.

2. To foster residential infill that contributes to ongoing neighbourhood renewal and revitalization.

3. To encourage residential infill that contributes to social, economic, and environmental sustainability of mature neighbourhoods and to the overall sustainability of the City.

The MDP supports redevelopment of the Plan Area and identifies it as a Mature Neighbourhood. In general the MDP encourages redevelopment of Mature Neighbourhoods where appropriate in order to achieve the City's goal to accommodate 25% of new growth in the core, mature and established areas focused around TOD.

This application proposes a significant increase in density and the introduction of large scale buildings to Bonnie Doon. While the site is poised for redevelopment from a policy and market perspective, the project team understands that more clarity for the community is required. As such, the Master Plan Design Concept will consider the guidelines to:

- Integrate with the existing neighbourhoods while introducing a new development style;

- Be of high quality and planned to be a livable neighbourhood;

- Provide vital connections to the existing neighbourhood while minimizing strain on the existing transportation system;

- Provide new privately owned public space, such as: parks and amenity space for existing and future residents;

- Build community by providing a variety of services for existing and future residents to access;

- Re-align the street grid to create an attractive street that interfaces with the existing neighbourhoods; and

- Provide the appropriate transition between new development and the existing neighbourhood by strategically locating complementary uses.

The project team prepared a response to applicable policies within the Residential Infill Guidelines, specifically those relating to large sites.

Design Response to Applicable Policies

APPLICABLE POLICIES	RESPONSE
INTEGRATION WITH THE NEIGHBOURHOOD	
1. Surrounding street patterns (roads and lanes) should be extended in and through any large site to break down the scale of the redevelopment site to planning units which reflect the typical City block of 1.5 hectares and to enhance connectivity between adjacent neighbourhoods.	The proposed development concept provides excellent integration with the surrounding neighbourhoods and provides blocks that are of a fine grain. The Plan Area connects directly to the surrounding neighbourhoods along 84th 88th Avenues at 83rd and 85th Streets.
2. The street network should divide large sites into smaller, connected blocks and form the basis of vehicular and pedestrian movement, including connections to open space, transit facilities and neighbourhood facilities.	The proposed development concept provides a high degree of connectivity by dividing the existing site into smaller, connected blocks to move people, bikes and vehicles. This includes connecting to open spaces, transit and bike facilities and to the surrounding neighbourhoods.
3. Buildings should be sited and designed to have their major entries and as many individual dwelling unit entries as possible fronting onto the adjacent and internal streets, major pathways and major open spaces.	All buildings are planned to be street-oriented with active and animated (commercial and/or residential) frontages.
PLANNING A LIVABLE, NEW NEIGHBOURHOOD	
1. Buildings should be organized to optimize sunlight to other buildings on the site and in the adjacent neighbourhood, and to public open spaces including streets.	While this will occur in more detail at the development permit stage, the project team anticipates that buildings will be designed and oriented to provide as much direct sunlight to public spaces. Promoting livability and activating public spaces are key goals. The Master Plan Design Concept highlights decreased tower height along the west boundary. Additionally tower spacing will be informed by the concept plan and regulated by the Site Specific Direct Control Provision (DC2).

2. Block arrangement and site design should respond to natural features, public open space and neighbourhood traffic patterns.	The street network and corresponding block pattern aligns with the existing neighbourhood.
3. Buildings should be organized to ensure adequate spacing to maximize livability, ensure privacy and provide views through the site.	While this will occur in more detail at the development permit stage, the project team anticipates that buildings will be designed and oriented to provide as much direct sunlight to public spaces. Promoting livability and activating public spaces are key goals. The Master Plan Design Concept highlights decreased tower height along the west boundary to minimize shadowing. Additionally Tower spacing will be informed by the concept plan and regulated by the Site Specific Direct Control Provision (DC2) proposed with this application.
4. High Rise towers should be spaced to ensure privacy of residents and to provide outlook through the site.	Tower spacing will be informed by the concept plan and regulated by the Site Specific Direct Control Provision (DC2) proposed with this application.
5. High Rise towers should have a minimum separation distance of 30 metres if the tower faces are offset; towers which face directly onto each other should have a minimum separation distance of 35 metres.	While this will occur in more detail at the development permit stage, the Master Plan Design Concept identifies varying distance between high rise towers.
6. Building siting and massing should be designed to prevent the creation of adverse wind conditions on streets and public open space.	While this will occur in more detail at the development permit stage, the gridded block pattern, including podiums, seeks to minimize adverse micro-climates relating to the east/southeast prevailing wind pattern.
7. Significant views should be identified and protected.	While this will occur in more detail at the development permit stage, the concept plan proposes towers in locations that are properly spaced and provide privacy/views/sunlight through the site.

THE TRANSPORTATION SYSTEM – PEDESTRIANS, VEHICLES AND PARKING

1. The pedestrian network should be an integral aspect of site design, and provide for: a. Internal connections for residents to neighbourhood facilities, amenities and transit facilities; b. External connections to facilities and amenities outside the infill site, including safe routes to school for children; c. Public rights of way to enhance pedestrian circulation through the site, with particular attention to connecting parks and other public amenity sites; d. Connections to the adjacent residential area, including access to public facilities on the site and routes through the site; and, e. The security of common areas within individual development parcels.	See the Master Plan Design Concept. See Principle #1: Healthy Streets The Master Plan Design Concept is guided by a principle of "Healthy Streets." These principles, agreed upon with City administration address this policy and have been considered in the development of this rezoning application. In general, as a TOD, the Master Plan Design Concept identifies a grid network that leverages existing connections allowing people to permeate through the site. Street-oriented buildings create active frontages that provide safe, direct connections to public amenities that include retail, parks, and transit.
2. Where more than one large infill site is being developed in an area, or a second site is likely to develop in the near future, traffic studies should consider the cumulative impact of all potential sites on a neighbourhood.	A TIA has been submitted with this rezoning application to determine the impact on the existing and future transportation network.

3. Parking should be planned and provided as an integral part of Large Infill Site development and in accordance with the parking requirements of the Residential Infill Guidelines, including: a. All required resident parking for Mid Rise and High Rise buildings should be provided underground or in above ground parking structures; b. Parking structures at or above grade should be fully screened with residential, commercial or community uses to provide active frontages; c. Surface parking provided for small scale residential development should be accessed from a rear lane, and be in the form of a parking pad or a detached or attached garage; and, d. Access to all parking should be from a lane	The long term plan anticipates that the majority of all parking will be provided underground with some structured facilities. Surface parking is anticipated in the form of on-street parking and small at-grade parking areas to be appropriately screened and/or landscaped..
4. Parking structures, loading zones, and garbage collection and storage areas should not be located on streets or lanes which front onto existing residential areas.	Parking, loading, and storage are limited to minimize potential pedestrian/vehicular conflicts on primary, pedestrian-oriented, roadways.
5. Surface parking areas should: a. Be developed at the side or rear of a building; b. Not impact the street or outdoor amenity areas; c. Be clustered into smaller parking lots and divided with landscaping; d. Be separated from residential units by landscaped buffers; and, e. Not front onto existing residential areas	Surface parking is anticipated in the form of on-street parking and small at grade parking areas appropriately screened and/or landscaped.

6. The provision for readily accessible public transit service should be integral to the design of the infill development: a. The design of the transit service, including bus stops and routes through the neighbourhood should be completed early in the design process in consultation with Edmonton Transit; b. Transit stops should be integrated with the pedestrian network and be within reasonable walking distance for all areas of the development and for people of all ages, including children and seniors; and, c. Transit shelters should be provided at all bus stops, and shelters and passenger waiting areas should be integrated into the planning of boulevards and sidewalks	The Plan Area is location at the nexus of the Valley Line LRT and the potential Centre Line LRT Line. The site is poised to be a major transit node with multiple bus routes, and bicycle and pedestrian linkages.
7. Cycling routes through the area should be identified as part of the site planning process: a. Cycling routes should be provided for in the design of the roads or in pathways or greenways through the site; and, b. Connections to the multi-use trail system should be provided for	See the Master Plan Design Concept.
8. Bicycle parking and storage facilities should be provided throughout the development	The plan will accommodate the appropriate number of parking and storage facilities.

CREATING PARKS AND AMENITY SPACE

1. The location and shaping of public open space should be fundamental in organizing the block structure and locating development on large sites.	See Conceptual Green Space Plan The Plan Area may include a community garden, transit plazas, linear promenades, pocket parks, and large open green spaces that are easily accessible from each block and from the surrounding neighbourhood. Area A (Garden District) includes the majority of the green spaces and act as a buffer between Bonnie Doon Centre and lower density residential uses to the west. The attractive amenity spaces will be integrated to the public realm and connect each precinct seamlessly. They will also act as gateways to the community, visible from much of the surrounding area, be highly activated by the flanking shops and offer enhanced views to retailers. The plazas will be activated by retail and be programmed to act as social gathering spaces that promote community.
2. Onsite parks, open space and community amenities should be provided which: a. Are sufficient to meet the needs of new residents; b. Are appropriate for families with children; c. Are integrated with and will complement existing community parks and amenities in the adjacent neighbourhood; d. Are available for use by the adjacent community; and, e. Are designed for a range of functions and seasons	See the Master Plan Design Concept. See Conceptual Green Space Plan The project team worked with multiple stakeholders, including the City and nearby residents, community groups, tenants, and customers of the Centre to determine the open space needs of the area. Feedback from the sessions was used to located, design, and integrate the appropriate amount of park space to serve individuals from all age groups. The proposed park network complements the City's current revitalization efforts in Dermott park.

3. The specific amount of open space to be provided should be determined based on the size and population of the proposed development.	The Master Plan Design Concept proposes significant proportion of open space (green space and sidewalks) in the form of transit plazas, linear promenades, pocket parks, and large open green spaces that are easily accessible throughout the site and from the surrounding neighbourhood. These spaces have been strategically located along the edges to act as a buffer between Bonnie Doon Centre and the existing neighbourhood. The Master Plan Design Concept proposes a large transit plaza that promotes connecting throughout the Plan Area.
4. Parks and community amenities should be designed and constructed to a high standard and should be: a. Integrated into the overall site design; b. Located so that the space can be monitored by the residents; and, c. Protected from negative impacts such as shadowing, traffic and noise	The Master Plan Design Concept proposes significant proportion of open space (green space and sidewalks) in the form of transit plazas, linear promenades, pocket parks, and large open green spaces that are easily accessible throughout the site and from the surrounding neighbourhood. These spaces have been strategically located along the edges to act as a buffer between Bonnie Doon Centre and the existing neighbourhood. The Master Plan Design Concept proposes a large transit plaza that promotes connecting throughout the Plan Area.
BUILDING COMMUNITY	
1. An assessment of local retail needs in a neighbourhood should be part of the planning of large sites.	Morguard will be retaining control of the entire site and will determine retail needs on an on-going basis.
2. Neighbourhood scale commercial uses, oriented to grade, that meet the daily and weekly needs of residents should either be provided onsite or met in the immediate vicinity of the site.	The Master Plan Design Concept proposes a significant amount of retail.

3. Site design should reflect the need to accommodate families with children, including: a. Safe pedestrian routes to schools; b. Common parks/activity areas and open space suitable for and readily accessible by children; c. Outdoor play areas that reflect the needs of different age groups of children; d. Accommodating supervision and oversight of play areas by parents/caregivers.	While this will be refined at the development permit stage for each phase, the Master Plan Design Concept identifies a grid network that provides direct connections with active frontages to promote street vitality. The Master Plan Design Concept also identifies open spaces areas that are easily accessible and accommodate supervision. The project team worked with stakeholders to determine the appropriate level of programming for open space network.
4. Semi-private and private outdoor spaces and indoor and outdoor amenities should be provided to meet the recreational and social needs of residents, including families with children.	Will be refined at the development permit stage for each phase.
5. Residential infill projects on large sites should include a variety of housing types to provide housing choices for households of different sizes, types (family, non-family), ages and incomes.	The Master Plan Design Concept proposes a wide variety of housing options. In general, an abundance of community uses will be available within the plan area including a significant proportion of open space.
6. Non-market housing should be provided in accordance with the existing City wide policy for the provision of affordable housing.	Developer Sponsored Affordable Housing provision will be included in the Site Specific Direct Control Provision as per City Policy.

7. To assist in long term community building, a minimum of 25 per cent of residential units should be designed to be suitable for families with young children, including the following features: a. Ground-oriented (a direct access to the street); b. Clearly defined private open space; c. Access to adequate storage, including bulk storage and bicycle storage; and, d. Adequate dwelling area for 2 or more bedrooms which are separate from living and kitchen/bathroom areas.	While this will be refined at the development stage for each project phase, the proposed concept plan anticipates ground oriented units in some areas within the Plan Area. The project team will work with City administration and other stakeholders, while understanding market demands, to determine the appropriate housing mix.

LANDSCAPE AND STREETSCAPE DESIGN

1. A landscape plan prepared by a registered landscape architect, and providing for a high standard of landscaping, should accompany any development proposal for a Large Infill Site.	Landscaping concepts and guiding principles will be informed by the community engagement process, demonstrated in the Master Plan Design Concept and will be regulated by the Site Specific Direct Control Provision (DC2) proposed with this application. A Landscape Plan may be provided at the time of detailed design development permit submission for individual parcels.

2. The Landscape Plan should include, as a minimum: a. A design rationale; b. A public open space plan; c. A streetscape design, including tree planting, boulevard landscaping, street furniture, sidewalk treatment, location and treatment of transit stops; d. Highlights of retained or altered natural landscape conditions; e. Specific treatment of surfaces and plantings; f. The type and quantity of landscape materials, including the use of drought tolerant plants and native species; g. The treatment of streets fronting onto adjacent, existing residential areas; and, h. Documentation of how water consumption has been minimized through features such as, but not limited to, the use of high efficiency irrigation systems and xeriscaping.	Landscaping concepts and guiding principles will be informed by the community engagement process, demonstrated in the Master Plan Design Concept and will be regulated by the Site Specific Direct Control Provision (DC2) proposed with this application. A Landscape Plan may be provided at the time of detailed design development permit submission for individual parcels.
3. Street enhancements (such as double rows of street trees, boulevards, sidewalks, street furniture) should be designed to a high quality with a focus on the pedestrian and should be provided on new streets and on existing streets impacted by the development.	Landscaping concepts and guiding principles will be informed by the community engagement process, demonstrated in the Master Plan Design Concept and will be regulated by the Site Specific Direct Control Provision (DC2) proposed with this application. A Landscape Plan may be provided at the time of detailed design development permit submission for individual parcels.

4. The site design and site layout should reflect existing site conditions and incorporate: a. Existing trees on the site; and, b. Natural water courses or any other significant natural feature, including the retention of these features where possible. c. Daylighting of natural streams, where possible.	No parks or open spaces currently exist on the site. The Master Plan Design Concept proposes significant proportion of open space (green space and sidewalks) in the form of transit plazas, linear promenades, pocket parks, and large open green spaces that are easily accessible throughout the site and from the surrounding neighbourhood. These spaces have been strategically located along the edges to act as a buffer between Bonnie Doon Centre and the existing neighbourhood. The Master Plan Design Concept proposes a large transit plaza that promotes connecting throughout the Plan Area.
PHASING OF DEVELOPMENT	
1. In order to reduce the impact of infill construction and to ensure a timely transition between existing and new development, phased development projects should: a. Develop the edge of the site where it fronts existing residential use in the first phase of the project in order to prevent empty or underutilized lots facing the surrounding neighbourhoods; and, b. Renovate or refurbish existing buildings that are retained in the first phase.	This is estimated to be a long-term build out. In general, phasing will begin from the east boundary and slowly redevelop the surface parking around the perimeter of the site. The redevelopment of the existing Centre will also be phased in a logical and efficient manner.

TRANSITION BETWEEN EXISTING NEIGHBOURHOODS AND LARGE INFILL SITES

1. Separation of the Site from Existing Development: a. A road or lane should separate existing residential areas and the infill site. b. In some circumstances, a developed public pathway protected by a Statutory Right of Way may be appropriate	See the Master Plan Design Concept. The plan area is buffered from the existing neighbourhoods by: • 85 Street NW (west); • 83 Street NW (east); • 82 (Whyte) Avenue NW; and • A City owned parcel in the north. The Master Plan Design Concept proposes a large green space and shorter towers in along the west boundary as a buffer.
2. Minimizing Shadowing: a. Adjacent properties should not be subject to undue over-shadowing between the spring and fall Equinoxes. This can be achieved by limiting the height of buildings on the infill site to below a 35 degree angle measured from the property line of adjacent residences (35 degrees is the angle of the sun at the Equinox in Edmonton). b. Where direct sunlight is not a factor, such as for neighbourhoods on the south side of an infill project, adequate set back of tall buildings can be achieved by limiting the height of buildings on the infill site to below a 45 degree angle measured from the property line of adjacent low scale residences. c. The requirements for limiting shadowing of adjacent properties should be refined though detailed shadowing studies specific to the site. These studies should include sun/shadow analyses for the spring and fall Equinoxes and the winter Solstice.	The Plan Area is located within a 70 year old commercial district and fronts onto a primary commercial mixed-use street (Whyte Avenue) and transit commuter corridor (83 Street). With LRT adjacent and clear policy alignment with the Edmonton Metropolitan Region Growth Plan, Edmonton Municipal Development Plan, TOD guidelines for high density mixed use, we take the EMRGP, MDP and TOD guidelines as the leading policy and guideline. Further, shadowing will be mitigated to some degree through tower separation distance, architectural sculpting, open space, road right of way, and transition of scale.

3. Building Form on the Edges of Infill Sites	See Master Plan Design Concept.
a. The interface between an infill site and its neighbourhood should be designed as a transition with an active, two sided streetscape; there should be no large, uninhabited setbacks on the edge of the site.	The Master Plan Design Concept proposes active and animated edges along all boundaries. The east boundary will be retail/ oriented and complement the transit station, which is more appropriate given the wider right-of-way of 83 Street NW.
b. Edges of infill sites facing low scale residentially zoned lands across a local residential street (including collector and local roads) should be developed at a maximum of 2 ½ storeys; or, if facing across an arterial, edges should be developed as a 2 to 4 storey street wall.	The west boundary will be more residential in nature and, while remaining active for the most part, will act as a buffer to the existing neighbourhood. This was also the rationale for the location of the large green spaces along the west boundary.
c. Edges of infill sites facing lands across the street that are zoned for Low Rise Apartment buildings or larger scale residential or commercial development may be developed as Mid Rise residential buildings, subject to height and setback requirements.	

4. Setback of Mid Rise and High Rise Buildings on the Infill Site: a. When the edges of infill sites face areas zoned for low scale residential across a local street or arterial, buildings in the interior of the infill site should be located 12 metres back from the rear wall of the lower scale edge buildings in accordance with the Site Planning and Design Template that follows, and within the height and building envelope that falls within the angular planes described above; or, b. When the edges of the infill site face existing areas zoned for apartment or commercial development, Mid Rise buildings up to 8 storeys may be developed as edge buildings. These edge buildings should: i. Be set back on a 3 to 4 storey podium; ii. Have floors above the podium set back a minimum of 2 metres in accordance with the Site Planning and Design Template; iii. Have heights and building envelopes that fall within the angular planes described above; and; iv. Be separated/set back from interior buildings by 25 metres.	See Conceptual Cross Sections. The Master Plan Design Concept, in general, follows these standards but will be refined at the development permit stage for each subsequent phase.

5. Large Infill Sites and Large Scale Building Forms: a. Mid Rise residential buildings, when the Guidelines are applied, are generally feasible on sites of 1 hectare or larger. If the context of a specific site less than 1 hectare merits consideration for Mid Rise development under a DC2 rezoning, it may be considered if it meets the applicable Large Site Infill Guidelines. b. High Rise buildings are generally feasible on the periphery of neighbourhoods on sites of 3 hectares or more. If the context of a specific site less than 3 hectares merits consideration of a DC2 rezoning, it may be considered if it can meet the applicable Large Site Infill Guidelines. c. High Rise buildings are generally feasible on large sites within neighbourhoods that are 5 hectares or more. d. Single High Rise buildings should not be developed on isolated lots in the interior of mature neighbourhoods; they should only be built as part of a comprehensive development that includes other forms of residential infill.	The plan area is significantly larger than 5 hectares, therefore, its permits the use of higher density buildings. Such buildings have been strategically located near the centre, west and south portions of the site, as part of a master development concept. The plan area, however, also comprises a significant portion of medium density buildings along the west boundary.

TRANSIT ORIENTED DEVELOPMENT GUIDELINES

The Transit Oriented Development (TOD) Guidelines identify appropriate development around the City's LRT stations and transit centres and will be used by City Administration to assess the Bonnie Doon rezoning application (see figure 12). Four sets of Guidelines apply to the Plan Area as follows:

1. Land Use and Intensity Guidelines;
2. Building and Site Design Guidelines;
3. Public Realm Guidelines; and
4. Urban Design and CPTED Principles.

CENTRE
LAND USE AND INTENSITY GUIDELINES

EXPECTATIONS FOR LRT STATION AREAS WITHOUT STATION AREA PLANS

	RESIDENTIAL (NET)	EMPLOYMENT	GROUND FLOOR RETAIL
Sites within 200 metres of the platform	For sites fronting or flanking an arterial or collector road, or on sites 0.25 ha or larger: • 225 du/ha min; or For all other sites: • 125 du/ha min Secondary or Garage or Garden suites are appropriate on selected sites.	Appropriate on sites with direct access to an arterial or collector road. 1.0 FAR min	Appropriate on sites with direct access to an arterial or collector road, supported by curbside parking. Auto oriented site design is not appropriate. Residential, retail or office uses can be accommodated on upper floors.
Sites within 200 - 400 metres of the platform	For sites 0.25 ha or larger: • 225 du/ha min; or For sites fronting or flanking an arterial or collector road: • 63 du/ha min to 125 du/ha max; or For all other sites: • 63 du/ha max Secondary or Garage or Garden suites are appropriate on selected sites.	Guidelines are the same as for sites within 200 metres of the LRT platform.	Guidelines are the same as for sites within 200 metres of the LRT platform.

In addition to the Guidelines that apply to all stations in the network, the TOD Guidelines designate the Valley Line Bonnie Doon Station as a Centre Station Type and deems the following to be appropriate characteristics:

- Primary shopping destination.
- Higher density residential housing coupled with park amenities.
- Neighbourhood employment—professional offices and services.
- Street grid within development site.
- Significant street-oriented retail uses.
- Maintain and strengthen existing retail.
- Improved pedestrian and bicycle connectivity to surrounding neighbourhoods.

The Centre Station Area designation also sets out specific Land Use and Intensity Guidelines that focus on mixing uses, increasing density (minimum FAR of 1.0 and density of approximate 225 units per hectare), while discouraging auto-oriented design (see figure 11).

Design Response to Applicable TOD Policies

APPLICABLE POLICIES	RESPONSE
INTEGRATION WITH THE NEIGHBOURHOOD	
Residential - For sites fronting or flanking an arterial or collector road, or on sites 0.25 ha or larger: 225 du/ha min	Connect Bonnie Doon will be a high density development that accommodates towers around the Bonnie Doon LRT Station and the potential Centre Line LRT Station. The greatest densities within the Plan Area are located within 200 metres; or the Station Hub.
Employment - Appropriate on sites with direct access to an arterial or collector road = 1.0 FAR min	The Master Plan Design Concept has been designed to accommodate an FAR (including residential) between 4.0 and 5.0.
Ground Floor Retail - Appropriate on sites with direct access to an arterial or collector road, supported by curbside parking. Auto oriented site design is not appropriate. Residential, retail or office uses can be accommodated on upper floors	See the Master Plan Concept The majority of the Plan Area contains active frontage (retail and residential). Pedestrian oriented ground floor retail is anticipated on the main street and special street between Area's A, B, and C, with residential/office towers accommodated on upper floors.
BUILDING AND SITE DESIGN GUIDELINES – SITE DESIGN	
All buildings should front onto a street.	See Master Plan Concept, which illustrates all buildings fronting onto streets.
Parking for low, mid and high rise apartments, and commercial office buildings should be located primarily underground.	See the Master Plan Design Concept. The long term plan anticipates that the majority of all parking will be provided underground with some in structured facilities. Surface parking is anticipated in the form of on-street parking and small at-grade parking areas to be appropriately screened and/or landscaped.

Surface parking should be located away from the street and designed in smaller clusters, separated by landscaped areas.	Upon full build-out, surface parking will exist as on street-parking and small, at-grade, parking areas appropriately screened and/or landscaped. The Master Plan Design Concept conforms to this guideline
Retail and commercial buildings should be designed to create the appearance of small (10 m) regularly spaced frontages along the street.	Commercial/Retail buildings are anticipated to be contained within the podium of a building. Podiums are anticipated to be approximately 4 storeys (i.e. approximately 16 metres).
BUILDING AND SITE DESIGN GUIDELINES – BUILDING DESIGN & TRANSITION	
Use of sympathetic, quality, contextually appropriate material. Use of compatible roof forms and façade composition. Articulation of building masses and façade to define scale. Use of landscaping to screen parking, mechanical, and garbage areas. Location of windows and entries to maximize privacy for adjacent properties.	See Principle #3: Distinct and Authentic Design While this will occur in more detail at the development permit stage, the project team anticipates that buildings will be designed to a high standard using a variety of design techniques, quality materials, and articulation to create interesting spaces.
Development of 4 storeys in height: On sites abutting a single detached, semidetached, or row housing zone, the height of the abutting facade should be stepped down to the maximum height permitted in the adjacent zone so that there is a transitioning of height between the two developments to be more compatible in mass and scale.	The built form is intended to transition across the Plan Area to respond to the low density neighbourhoods surrounding.
Development of 5 to 6 storeys in height: On sites abutting a single detached, semi detached, or row housing zone, the height of the abutting facade should be stepped down to the maximum height permitted in the adjacent zone, and additional step backs should be incorporated into the building so that the bulk of the building is located away from the shared property line. Development over 6 storeys in height should only be located where a Station Area Plan has been prepared to accommodate transitions or on a large site of 1 or more hectares so that appropriate transitions can be accommodated on site.	The Plan Area will be high density development that accommodates towers around the Bonnie Doon LRT stop and the potential Centre Line LRT line. The greatest residential and commercial densities within the Plan Area are expected to be located within 200 metres of the LRT stop. Rezoning this site to higher density enables the city to align more closely with the goal to accommodate more people within mature neighbourhoods around LRT stations. The site will anticipate building heights to be between 6 to 40 storeys.

BUILDING AND SITE DESIGN GUIDELINES – SETBACK, ENTRIES, AND TRANSPARENCY

Building Setback from Street: • 3 Metres from ground floor (residential and employment • 0 metres retail	A minimum setback will be informed by the concept plan and regulated by the Site Specific Direct Control Provision (DC2). These are anticipated to be 0 to 3 metres and will align with pre-existing setback requirements found within existing public streets that surround the plan area.
ENTRIES **Residential Uses** • Ground level units fronting a street to provide a primary street-facing entry. • Ground level units fronting accessway or courtyard to provide a primary exterior entry. **Civic/Cultural/Employment Uses** • Ground level uses fronting a street to provide a primary street-facing lobby entry **Retail Uses** • Ground level to provide a primary street-facing entry	The majority of building frontages will be active. For areas that are anticipated to be mainly residential, ground level units will be include a primary exterior entry. All other areas, with a podium, will be have active or animated frontages when facing a street. All retail uses will have active, street-facing, retail frontages.
ENTRIES **Residential Uses** • 50% transparency at street level **Civic/Cultural/Employment Uses** • 70% transparency at street level **Retail Uses** • 70% transparency at street level	While this will occur in more detail at the development permit stage, the project team anticipates that, due to the active frontage, the majority of buildings will exhibit a significant amount of transparency. Transparency will be informed by the concept plan and regulated by the Site Specific Direct Control Provision (DC2).

PUBLIC REALM - BLOCK GUIDELINES	
Thresholds - All new development blocks are encouraged to have: • One mid-block accessway for block lengths greater than 130 metres or two mid-block accessways for block lengths greater than 200 metres (block lengths of greater than 200 metres should only exist in infill development settings).	See Master Plan Design Concept and Pedestrian map. No block is expected to greater than 200 metres without being broken up by an access point, pedestrian connection, or private street. Healthy Streets, including a walkable plan area, are a distinct design principle used to guide the rezoning application.
Block Dimensions - All new development blocks are encouraged to have: • 100 m width x 200 m length block size (max) • Rectangular blocks are to be oriented with the width facing the LRT alignment/ corridors and the length perpendicular to the LRT alignment/corridor.	See Master Plan Design Concept and Pedestrian map. No block is expected to greater than 20,000 square metres without being broken up by an access point, pedestrian connection, or private street. Healthy Streets, including a walkable plan area, are a distinct design principle used to guide the rezoning application.
Mid-block Accessways 10 metre width (minimum)	N/A – There are no accessways. Each block is broken up by a private street, pathway, or park space that exceeds 10 metres.
May be appropriate for blocks 85 m wide or greater. For the Neighbourhood Station Area: • Provide a 6 m (min) alley width, including a 4 m vehicle throughway. • For all other Station Areas: • Provide a 6 m (min) alley width, including a 6m vehicle throughway. • Provide lighting at 50 m max. spacing.	N/A – no lanes exist within the Plan Area.
Stormwater Detention: • Located in vaults or in bio-swales within curb extensions • Prohibit stormwater detention (bio-swales) adjacent to the station platform	Technical studies have been prepared in support of this application under separate cover.

PUBLIC REALM - BLOCK GUIDELINES	
Public boulevard improvements are encouraged for development sites that extend from: • Block corner to block corner. • Alley to block corner. • Mid-block accessway to block corner. • Mid-block accessway to mid-block accessway	See Cross-sections A boulevard will exist on the Main Street and Special Street. The Cross Sections illustrate that the boulevard will be approximately 7 metres and include a patio zone (with awning) 2 metre pedestrian zone and a 1.8 metre curb zone (including street plantings).
All new public streets should have public boulevards on both sides of the street that: • Are not less than 4 metres wide (minimum). • Are universally accessible. • Include the boulevard elements described below. • All new development with a 0-metre setback should include overhead weather protection • (i.e. awnings) that extends over the public boulevard and meets the following: • Projection–1.5 m minimum on front building façade. • Internal illumination of the awning should be discouraged. • Fascia signs–25 cm maximum.	See Cross-sections A boulevard exists on all private streets within the Plan Area. The Cross Sections illustrate that the boulevard will be approximately 7 metres and include a patio zone (with awning) 2 metre pedestrian zone and a 1.8 metre curb zone (including street plantings).
Pedestrian Throughway: • 2 m (min) width. • Limit vehicle accesses to 2 per block face. For streets adjacent to ground-floor retail: • Prohibit driveways or vehicle access (except for access to alleys).	See Cross-sections Pedestrian throughways are expected to be approximately 2.0 metres in width. The Main Street and Special Street, where retail frontages are anticipated, minimize front drive access points. The concept plan illustrates one parkade access point at the outer edge of the main street.

Furniture Zone: • 1.5 Metre width (minimum) • Paved or landscaped	See Cross-Sections. This is contained within the 1.8 metre curb zone, anticipated to be paved.
Lighting: • Pedestrian Scaled lighting should be provided with the station area • Locate light standard in furniture zone	While this will occur in more detail at the development permit stage, the project team anticipates that, due to the active frontage, the majority of buildings will exhibit a significant amount of pedestrian scaled lighting.
Street Trees: For all block faces: • Space trees 8 m apart (max) along block face. • Locate trees in furniture zone within tree wells, grates or planters. For streets adjacent to the station: • Provide canopy forming Street tree varieties.	The exact spacing of street trees has been undefined at this stage. While this will occur in more detail at the development permit stage, the project team anticipates a significant amount of street tree plantings, found within the curb zone, to ensure an adequate tree canopy is maintained. See Cross-Sections.
URBAN PARK AND PLAZA GUIDELINES	
Urban parks are encouraged on sites within 400 metres of the station platform: • In stations plans where there are no existing parks within 400 m of the station; or • On large redevelopment sites with area greater than 6 net hectares (excluding streets) or greater than 9 gross hectares (including streets) where multi-family housing is proposed and where 20% or more of the site area is within 400 metres of the station platform.	The Plan Area is situated within 600 metres of a transit stop and is approximately 12 hectares. See the Master Plan Concept and Open Space Plan The Master Plan Design Concept anticipates a significant amount of open space in the form of a transit plaza (immediately adjacent to the Bonnie Doon Station) and multiple parks.

Urban plazas are encouraged on sites within 200 metres of the station platform: • In station plans for Enhanced Neighbourhood, Centre, and Downtown station types where there are no existing plazas within 200 m of the station; or • On large redevelopment sites with area greater than 6 net hectares (excluding streets) or greater than 9 gross hectares (including streets) and where 20% or more of the site area is within 200 metres of the station platform.	
Urban Parks: 0.5 ha area (min) 1.0 ha area (max) When provided may include: • Public art. • 50% turf (min). • 1 public restroom (min). • 10 benches or equivalent wall seating (min). • 90 m2 covered area/pavilion (min). • Public streets, alley or midblock access way, on 3 sides.	See Open Space Concept. The Plan Area proposes approximately 7 Parks on a 12 hectare parcel. Each of the parks range in size from 0.04 hectares to 0.5 hectares. The programming of each park has not been determined at this time and will be completed at the time of detailed design.

Urban Plazas: 0.25 ha (min) area 0.5 ha (max) area When provided may include: • Public art. • 75% paved (min). • 1 public restroom (min). • 40 benches (min) or equivalent fixed/movable seating. • 90 m2 (min)/ 230 m2 (max) retail pavilion if no other active edges are present. • Public streets, alley or midblock access way, on 3 sides.	See Open Space Concept. The Plan Area proposes a transit plaza immediately adjacent to the LRT station and will be approximately 0.50 hectares. The programming of the transit plaza has not been determined at this time and will be completed at the time of detailed design.

BIKE FACILITIES

Thresholds: • Bicycle facilities are encouraged on roadways that connect directly to the station area. • Bicycle facilities should be continuous within the broader bicycle transportation network. • Bicycle facilities should be suited to the context of the roadway. • Specific attention should be paid to the continuity of facility type within a broader context. • All new construction or major renovation of public streets must include bicycle parking (consistent with the Zoning Bylaw and Bicycle Transportation Plan).	Bike lanes are provided directly to the station along “Secondary Road – Type 2” and the “Main Street” (see cross-sections). These streets provide direct access to the surrounding community.

All major streets leading directly into the station should have a type of bicycle accommodation, and should connect into surrounding bike routes and major destinations. Routes and wayfinding signage should also lead to secure end-of-trip facilities.	Bike lanes are provided directly to the station along “Secondary Road – Type 2” and the “Main Street” (see cross-sections). These streets provide direct access to the surrounding community.
ROADWAY GUIDELINES	
Thresholds: All public streets, where a minimum of one block of street length is under construction or major renovation, should include: • Curbside vehicle parking • Curb Extensions • Crosswalks	See Cross-sections and Master Plan Design Concept. All of these elements are proposed within the Concept Plan.
Curbside parking Locate on both sides of the street: • 2.5 m (min) Parking lane width Where retail is adjacent: • Limit Hours for loading zones from 8pm7am	See Cross Sections and Master Plan Design Concept. On-street parking is provided on all streets in a 2.5 metre parking lane. Loading zones regulations may be defined within the DC2 zoning.
Curb Extensions Locate at all intersections: • 2.5 m x 6 m (min) • 50% (min) Landscaped surface area • Prohibit Stormwater Detention (Bio-swales) on streets with retail frontages and adjacent to the station platform	See Master Plan Design Concept. Curb extensions are proposed at all intersections within the Plan Area.

Curb Extensions (Bus Stops): Locate at all bus stops: • 2.5 m x 15 m (min) • 100% Paved surface area Provide Weather-protected bus shelters and benches	To be determined.
Crosswalks Provide at each intersection: 4 m width (min) to Match adjoining sidewalk width	Marked cross walks are provided along 85 Street, at the south end and north end of the transit station area.
Crosswalks – Midblock • Provide between all mid-block accessways • 4 m wide Marked walkway (min) • Provide from both ends of the station platform	Marked cross walks are provided along 85 Street, at the south end and north end of the transit station area.
LRT Trackway Treatment • Prohibit Tie-ballast trackway • Provide High quality paved/embedded trackway	N/A
Kiss and Ride Drop-off of Passengers from personal vehicles or taxis should be accommodated without detracting from pedestrian oriented, development adjacent to the LRT station or transit centre Refer to the Guidelines for Urban Style LRT	N/A – there is no “Kiss and Ride” proposed within the Plan Area. A drop off location is planned on Secondary Road Type 2 (84 Avenue).
Transit Interchange Transfer of Passengers between buses and LRT should be designed to be convenient and direct without detracting from pedestrian oriented, development adjacent to the LRT station or transit centre Refer to the Guidelines for Urban Style LRT.	The plan promotes connectivity to and from the LRT station, providing direct access to bus routes along Whyte Avenue and 85 Street.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN PRINCIPLES (CPTED)

Crime Prevention Through Environmental Design (CPTED) is defined as a multi-disciplinary approach to deterring criminal behavior through environmental design. Designing the built environment with CPTED strategies in mind can increase safety and reduce the potential for crime. CPTED strategies to be applied as guidelines to all LRT and Transit Centre Station Area Types include:

- Surveillance–Create the perception that people can be seen (eyes on the station).
- Access–Create multiple well-defined and highly visible egress options (escape routes).
- Activity–Create and support an active environment that attracts people (year-long and day-round use).

See Principle #1: Healthy Streets.

See the Master Plan Design Concept.

Pedestrian safety is a top priority of this plan and the design reflects CPTED principles. Commercial and residential active frontages exist throughout the majority of the Plan Area allowing 24/7 “eyes on the station” natural surveillance to occur.

The block lengths are short, promoting multiple options for access and egress, to and from the station area and the entire Plan Area in general.

The mix of commercial, retail, office, and residential uses will create an active area (eyes on the street) that promotes year long and day long use.

WINTER DESIGN GUIDELINES

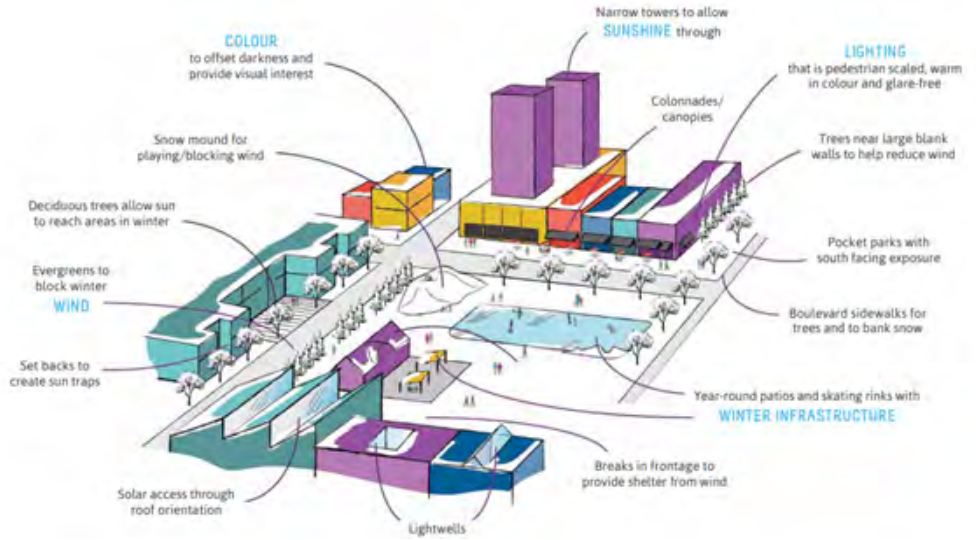
Edmonton's Winter Design Policy was approved in 2016 and focuses on creating quality streetscapes and open spaces designed with a "winter lens." As such, the City of Edmonton evaluates development proposals using the Winter Design Guidelines and will support urban design elements that consider Edmonton's "Winter City" identity and maximizes one's ability to enjoy public spaces throughout all of the seasons. The following five principles form the basis of Winter City Design:

1. Incorporate design strategies to block prevailing winds and downdrafts;
2. Maximize exposure to sunshine through orientation and design;
3. Use colour to enliven the winterscape;
4. Create visual interest with lighting, while being mindful of density, spread and colour; and
5. Design and provide infrastructure that supports desired winter life and improves comfort in cold weather.

This application proposes a significant change to the existing Bonnie Doon Centre. Doing so allows the opportunity to design a site with these principles in mind. As such, the Master Plan Design Concept will consider the following outcomes to address urban design in the context of a Winter City.

- Buildings are designed so that their impact on the public realm creates better microclimates, as well as public spaces that are more vibrant and inviting.
- Streets are vibrant and attractive people-places in all seasons.
- Parks and open spaces are used and enjoyed year-round.
- Public spaces support outdoor winter programming, recreation and everyday winter life

The project team prepared a response to applicable policies within the Winter City Design Guidelines. Some of the guidelines may be too detailed for this rezoning application (i.e. roof design, architectural design, materials and colour) but will be considered at development permit stage. This application supports Edmonton's Sustainable Development Department, which has been tasked to incorporate Winter Design Principles into Direct Control provisions.



Design Response to Applicable Winter City Policies

APPLICABLE POLICIES	RESPONSE
2.1.1 NEIGHBOURHOOD-LEVEL AND LARGE SITE PLANNING	
A) Consider weather patterns and seasonal conditions when designing streets, buildings and open spaces.	This is a key principle guiding this application. The Master Plan Design Concept (and associated Cross-sections) highlight street podiums, street walls, active frontages, and public spaces that respond to winter weather patterns. For example, the most active streets (Special Street and the Main Street) run north south to allow for mid-day sunshine. This block layout also provides a street wall that blocks prevailing winter winds from the north. The transit plaza is also sheltered from prevailing winds with an active frontage street wall provided in Area D.
B) Design the street network and pedestrian routes to support small blocks and/or mid-block pathways and crossings, offering multiple route choices and quality street frontages	See Master Plan Design Concept and Pedestrian map. No block is expected to greater than 20,000 square metres (aligning with the TOD guidelines) without being broken up by an access point, pedestrian connection, or private street. Healthy Streets, including a walkable plan area, are a distinct design principle used to guide the rezoning application.
C) Provide a street pattern and orientation that impedes prevailing winds, and public spaces that are framed and sheltered by surrounding development with blocks and parcels oriented to optimize solar access	The most active streets (Special Street and the Main Street) run north south to allow for mid-day sunshine. This block layout also provides a street wall that blocks prevailing winter winds from the north. The transit plaza is also sheltered from prevailing winds with an active frontage street wall provided in Area D.

D) In order to provide a more inviting walkable realm in winter, provide more compact development that is fine-grained (e.g. small blocks, narrow frontages, frequent storefronts), with uses that are street-oriented.	See Cross-sections and Master Plan Design Concept. The majority of the blocks will be oriented to the street with active commercial or residential frontages. No block is expected to greater than 20,000 square metres (aligning with the TOD guidelines) without being broken up by an access point, pedestrian connection, or private street.
E) Consider opportunities for mid-block accessways and/or block-breaking with alleyways. Small shops and restaurants that front along the alleyways should be encouraged, as the alleyways may develop into active pedestrian routes, especially if they provide protection from the weather	See Master Plan Design Concept and Pedestrian map. No block is expected to greater than 200 metres without being broken up by an access point, pedestrian connection, or private street. Healthy Streets, including a walkable plan area, are a distinct design principle used to guide the rezoning application.
2.1.2 STREETWALL HEIGHT, MASSING AND ORIENTATION	
A) Consider designing the street wall, or podium for medium and tall buildings, to be no higher than the width of the road, ideally creating a 1:1 ratio. Street trees may be used to help provide a similar sense of definition and enclosure in areas with lower heights and less dense buildings.	See Cross-sections. A four storey podium/streetwall exists throughout the majority of the site, specifically on the major routes (Main Street, Special Street, and Secondary Type 2 Street). The Master Plan Design Concept and Street Cross-sections illustrate street trees provided within the Curb Zone.
B) Consider solar access in the placement of buildings and outdoor spaces. Building massing and siting should create minimum shade onto open spaces that are, or could be, used in the wintertime.	The restricted size of tower floor plates allows sun to limit shading onto public open spaces. Shorter towers are placed near the centre of the Plan Area on the south and west side to allow sunshine to penetrate public spaces.

C) Accommodate taller structures on the north side of streets to avoid excess shadow-casting over sidewalks, patios and outdoor spaces.	The Master Plan Design Concept locates the tallest towers on the eastern portion of Plan Area.
D) Determine optimal site orientation and massing to reduce wind speeds at the street level. The use of stepbacks or tiered (doubled) podiums at the base of a slim tower(s) is a useful strategy to dissipate downdrafts. The consultative services of a microclimate specialist or a building designer may be required to assess contextual wind, snow and shadows for the development of structures over six storeys. Use open spaces on podiums for landscaping and amenity spaces.	See Cross Sections. The Master Plan Design Concept proposes stepbacks above a four storey podium, with a limited tower floor plate. While this will occur in more detail at the development permit stage, the project team anticipates that buildings will be designed and oriented to provide as much direct sunlight to public spaces. Promoting livability and activating public spaces are key goals. The Master Plan Design Concept highlights decreased tower height along the west boundary to minimize shadowing. Additionally tower spacing will be informed by the concept plan and regulated by the Site Specific Direct Control Provision (DC2).
E) Vary building heights along a block length to reduce ground-level wind speeds. Where appropriate, one- or two-storey variations are preferred for low- and medium-rise developments.	See Master Plan Design Concept. Exact tower location will occur in more detail at the development permit stage, the project team anticipates that buildings will be designed and oriented to provide as much direct sunlight to public spaces. The site will anticipate building heights to be between 6 to 40 storeys.
F) Retrofit buildings or design street installations to reduce wind tunnels and improve pedestrian comfort, particularly in Pedestrian and Transit Priority Areas	This will occur in more detail at the development permit stage for each phase.

2.1.5 PUBLIC REALM AND STREET INTERFACE

A) Locate major glazing areas and transitional indoor and outdoor spaces, including patios and porches, on the south-facing side of the lot to benefit from the penetration of heat and sunlight. Add sun shades to receive the best combination of winter warming, summer shading and daylighting potential.	This will be considered in more detail at the design permit stage. The Master Plan Design Concept, however, anticipates multiple patio frontages on the south facing edge of buildings that front onto park and transit plaza spaces.
B) Determine suitable building setbacks and variations in building frontages to enhance the pedestrian experience. Use setbacks to create sun traps and shelters from the wind. Reflected or radiated heat from surfaces within sun traps can provide year-round spaces for restaurant patios and retail.	A minimum setback will be informed by the concept plan and regulated by the Site Specific Direct Control Provision (DC2). These are anticipated to be between 0 to 3 metres and will align with pre-existing setback requirements found within existing public streets that surround the plan area. Articulation a variation of building frontages will be considered in more detail at the development permit stage.
C) Incorporate transparent glazing into building façades for visual access to internal uses, as well as for passive surveillance and illumination between outdoor spaces and building users. A high degree of visibility through building windows and/or doors supports safe and active streets and urban parks or plazas.	While this will occur in more detail at the development permit stage, the project team anticipates that, due to the active and animated frontage, the majority of buildings will exhibit a significant amount of transparency. Transparency will be informed by the concept plan and regulated by the Site Specific Direct Control Provision (DC2).

2.2.1 SIDEWALKS AND BOULEVARDS

A) Design wide sidewalks in Pedestrian and Transit Priority Areas to provide a clear, barrier-free pedestrian through zone. Adequate space for street-cleaning and snow-clearing equipment must be considered in the design.	See Cross-sections Pedestrian throughways are expected to be 2.0 metres. The Main Street and Special Street, where retail frontages are anticipated, minimize front drive access points. The concept plan illustrates one parkade access point at the outer edge of the main street.
B) Give preference to boulevards over monowalks. Boulevards are an important snow-storage area, and result in reduced operational snow removal costs. They also act as a buffer to protect pedestrians from road spray. Use of monowalks must be justified.	See Cross-sections Boulevards have been provided on all private streets. The Cross Sections illustrate that the boulevard will be approximately 7 metres and include a patio zone (with awning) 2 metre pedestrian zone and a 1.8 metre curb zone (including street plantings).
C) Provide furnishing zones on commercial pedestrian sidewalks. Furnishing zones may be designed as a landscaped strip or paved as a hardscape with tree wells to maximize the pedestrian through area. Street context must be assessed to determine if snow storage or removal is most appropriate.	See Cross-sections. Furnishings will be contained within the 1.8 metre curb zone, anticipated to be paved.
D) Ensure any furniture that is placed in the frontage zone has a clear edge that can be easily cleared of snow to assist with mobility.	See Cross-sections. Furnishings will be contained within the 1.8 metre curb zone, anticipated to be paved. The 2.0 metre Pedestrian Zone can be easily cleared of snow.

E) Ensure grading directs snowmelt towards roadways, and away from building entries and pedestrian zones, to avoid slippery conditions during freeze-thaw cycles. Potential contaminants from snowmelt (i.e. salt, ice melters and sand) should not drain into creeks, rivers or natural areas.	See Cross Sections. While this will occur in more detail at the development permit stage, the Plan Area will include private streets that meet the City of Edmonton's technical road standards.
H) Provide landscaped, permeable surface areas on or near roadways to provide a natural filter for snowmelt and heavy rainfall, reducing pressure on the drainage and water network. These landscaped features could also be used as design opportunities to introduce traffic calming to a street and to improve crosswalks on wide streets.	See Cross Sections. All streets contain a landscaped zone near roadways and pedestrian areas. In addition the Master Plan Design Concept proposes multiple park spaces.
I) Reduce automobile lane widths in Pedestrian, Transit and Bicycle Priority Areas. Narrow lanes result in less road surface to clear of snow during the winter, and extended sidewalks with shared use paths accommodate a variety of active transportation modes. Consider how any reallocation of space or roadway redesign would best accommodate all modes safely in all weather conditions. Needs of municipal maintenance, operation and emergency vehicles must always be taken into account	See Cross Sections. The entire Plan Area is anticipated to be a pedestrian priority area. On all roads, automobile land widths are anticipated to be 3.2 metres with 2 travel lanes, with two additional lanes allocated for on-street parking.
2.2.8 LIGHT RAIL TRANSIT STOPS AND TRANSIT CENTRES	
A) Design barrier-free LRT station platforms and transit centres with features such as shelters, roofs, canopies and overhangs to provide maximum weather protection.	The Master Plan Design Concept is guided by a Principle of Healthy Streets, specifically, Healthy Streets Principle #11 which states that Universal accessibility and public access throughout the site, on the network of streets, lanes, and walkways is guaranteed, other than private amenity areas and spaces.
B) Provide covered walkways at station entries to reduce snow and ice on walks, ramps and stairs. Include design features, such as expansive grate drains, to reduce mechanical damages and costs caused by the build-up of gravel and sand in escalators	The Bonnie Doon LRT transit station in particular is being design by the Edmonton Transit Service (ETS) and is anticipated to be covered. The Master Plan Design Concept responds to this by providing a large transit plaza adjacent to the site.

D) Provide opportunities and infrastructure for multimodal trips, such as secure and covered bicycle parking or Nordic ski storage.	Bike facilities will be provided adjacent to the LRT station, however, Nordic ski storage has not been considered at the time of this application.
2.2.9 BICYCLE ROUTES AND STORAGE	
A) Prioritize higher volume corridors with cleared and dedicated routes to provide a safer environment for cyclists year round.	See Pedestrian Map and the Master Plan Design Concept. Dedicated bike lanes are proposed on the Main Street and the Secondary Type 2 Road. These streets are anticipated to be higher volume corridors that serve the Plan Area and the surrounding communities.
B) Consider covered bicycle racks and storage lockers in Pedestrian, Bicycle and Transit Priority Areas.	Bike facilities will be informed by the Master Plan Design Concept and regulated by the Site Specific Direct Control Provision (DC2). A need for covered bicycles racks and storage will be identified at the Development Permit stage.
C) Connect existing and new bicycle routes through community hubs and larger sites, such as schools and district parks, to provide the most direct route for winter cyclists.	Dedicated bike lanes are proposed on the Main Street and the Secondary Type 2 Road. These streets are anticipated to be higher volume corridors that serve the Plan Area and the surrounding communities. Additionally, bike lanes will run through the open space area and along the east and west edges of the Plan Area.
2.3.1 SITE PLANNING AND DESIGN	
A) Design our parks and open spaces for a multigenerational and multicultural population. Special attention must be given to making spaces completely accessible and barrier-free for all users in the wintertime.	The Master Plan Design Concept is guided by a Principle of Healthy Streets, specifically, Healthy Streets Principle #11 which states that Universal accessibility and public access throughout the site, on the network of streets, lanes, and walkways is guaranteed, other than private amenity areas and spaces.

E) Block prevailing winds and create sun traps with structures or landscaping, so that outdoor spaces will feel warmer and be usable throughout the year.	See Master Plan Design Concept. The largest open space area planned for the site is located in an area that anticipates four storey podiums on the southern edge to block prevailing winds and lower towers to allow sun exposure throughout the year.
F) Maximize solar access onto play and seating areas in order to improve comfort in winter conditions. Reduce shadows cast from schools, facilities and buildings over playgrounds and adjacent seating areas.	This is a key principle guiding this application. The Master Plan Design Concept (and associated Cross-sections) highlight street podiums, street walls, active frontages, and public spaces that respond to winter weather patterns. For example, the most active streets (Special Street and the Main Street) run north south to allow for mid-day sunshine. This block layout also provides a street wall that blocks prevailing winter winds from the north. The transit plaza is also sheltered from prevailing winds with an active frontage street wall provided in Area E.
G) Place glazing and openings in buildings to face an outdoor activity area to allow for interaction, supervision and observation.	While this will occur in more detail at the development permit stage, the project team anticipates that, due to the active and animated frontage, the majority of buildings will exhibit a significant amount of transparency. Transparency will be informed by the concept plan and regulated by the Site Specific Direct Control Provision (DC2).
H) Look for opportunities to keep clean, uncontaminated snow on site, so that it can be used for play.	See the Master Plan Design Concept for park space areas. These parks are of significant size and provides opportunities for this.

APPENDIX [2]

Supporting Information and Reports

The following supporting information and reports are available under separate cover:

- What We Heard Report
- Preliminary Transportation Impact Assessment
- Preliminary Servicing Concept Design Brief
- Preliminary Wind Impact Statement
- Preliminary DC2 “Shell” Regulations