

CONNECT

BONNIE DOON

APPLICATION #1 **Vision and Site Analysis**

Prepared for: The City of Edmonton

Prepared by: B&A Planning Group
on behalf of Morguard Investments Limited

December 13, 2017

Morguard

b&a

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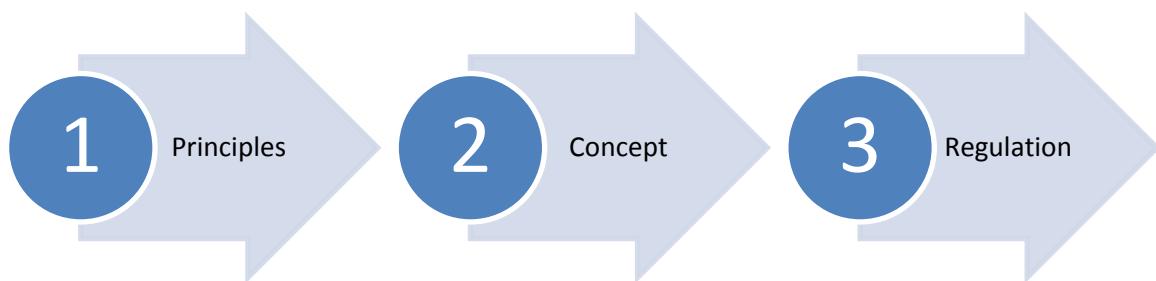
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INTRODUCTION AND BACKGROUND

Introduction

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 Shopping Centre Land Development Application to rezone approximately 12 hectare (29.7 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 three-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. In this process, the project team will work with stakeholders throughout, while City Administration will have input at each of the following stages:



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 Shopping Centre site.

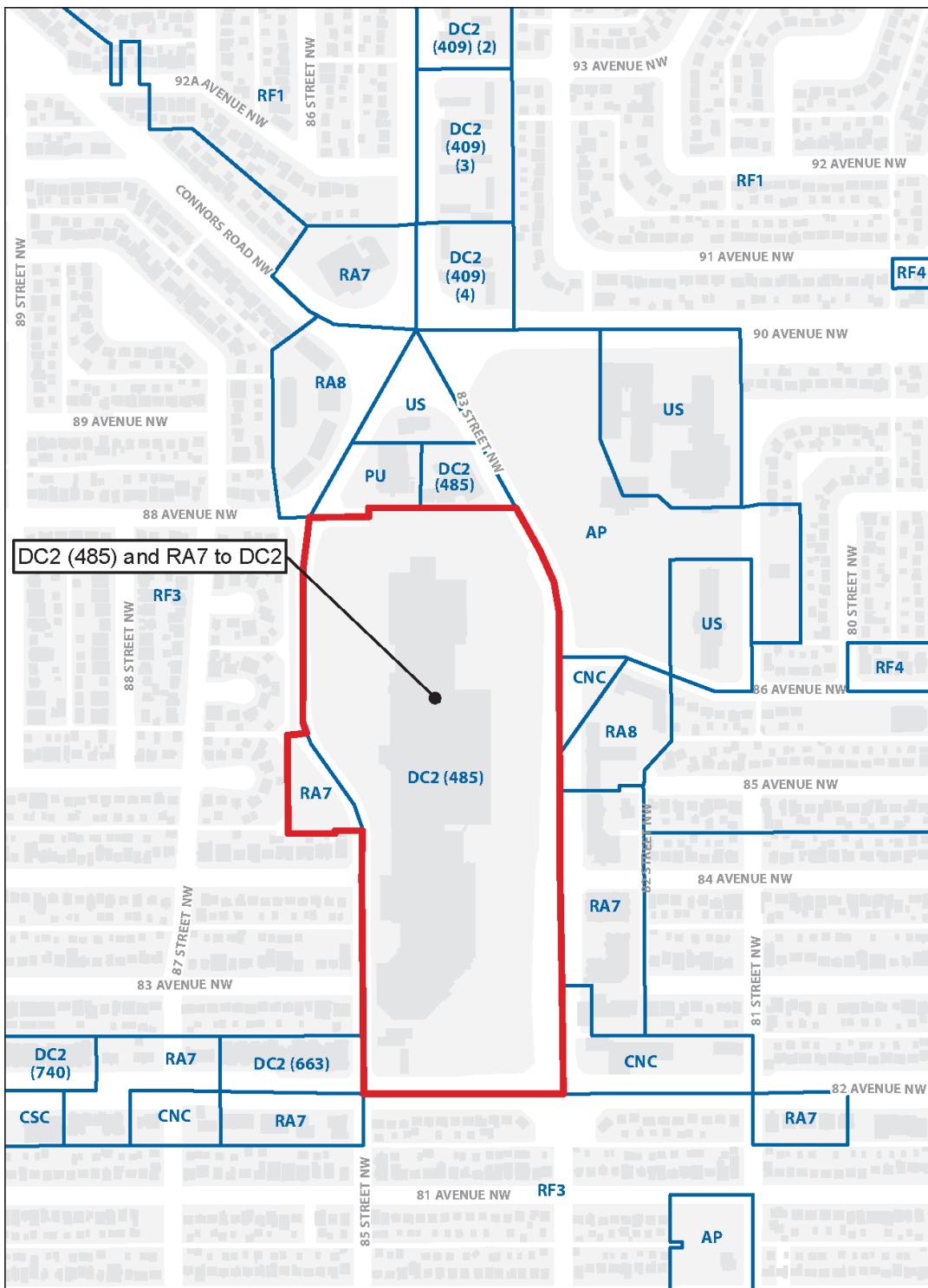


Figure 1: Rezoning Application Site Map

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 Shopping 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.

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.

VISION

The existing Bonnie Doon Shopping Centre has long been 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 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 over a two day charrette 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.

PRINCIPLES

The Bonnie Doon Shopping 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.

1. Sustainable Development
2. Healthy Streets
3. Distinct and Authentic Design
4. Inclusive Public Spaces

5. Evolve Bonnie Doon as a regional hub connected to Downtown and surround communities offering a distinct lifestyle

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.

Design Inspiration:



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, local French culture, diverse community and sense of place.

Design Inspiration:



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.

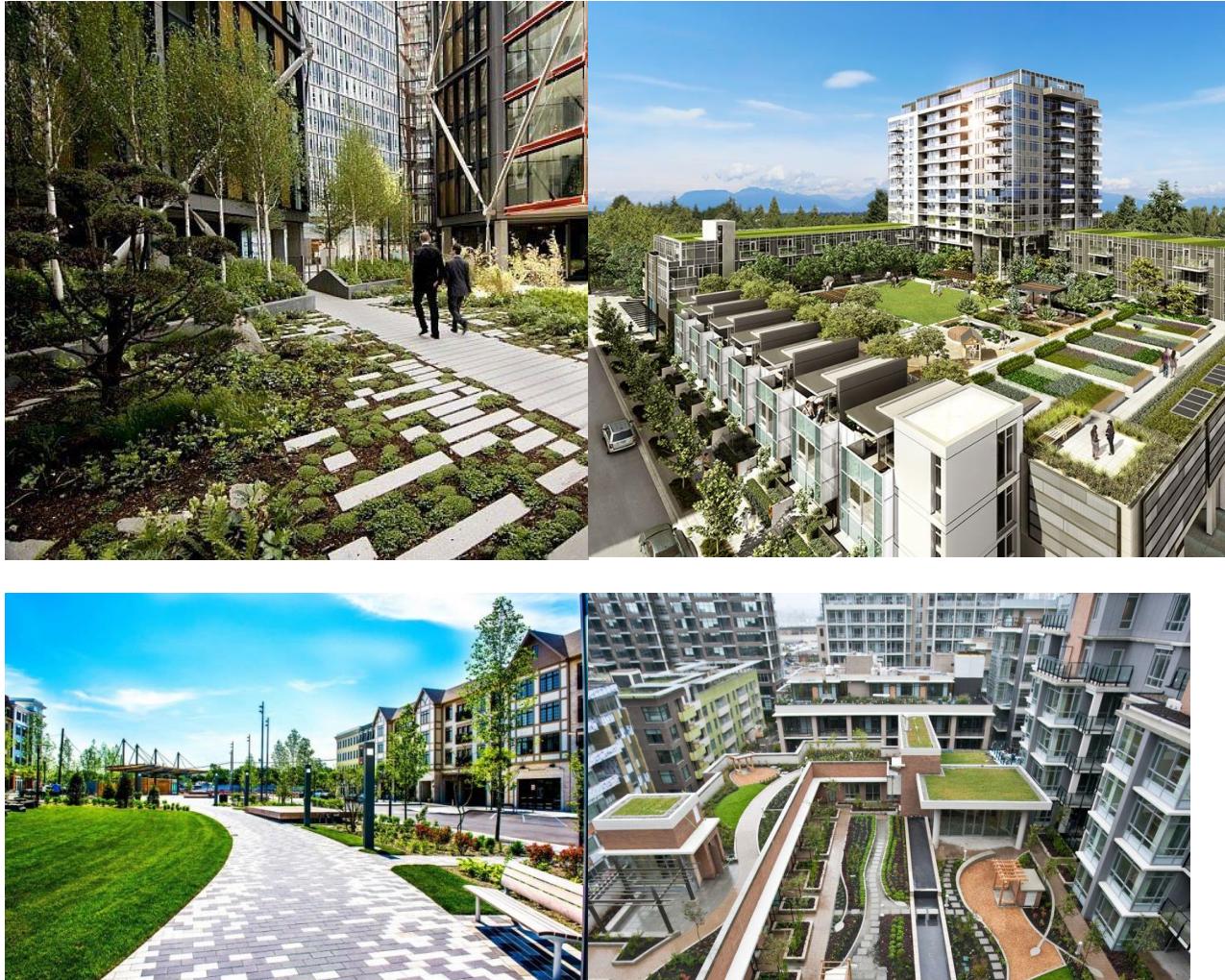
Design Inspiration:



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.

Design Inspiration:



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.

Design Inspiration:



PLAN RATIONALE

The Bonnie Doon Shopping Centre (Plan Area), owned by Canadian institutional investors and operated by Morguard Investments Ltd. (Morguard), is a 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 Shopping 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 Shopping 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 regional, higher density, service oriented, 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.

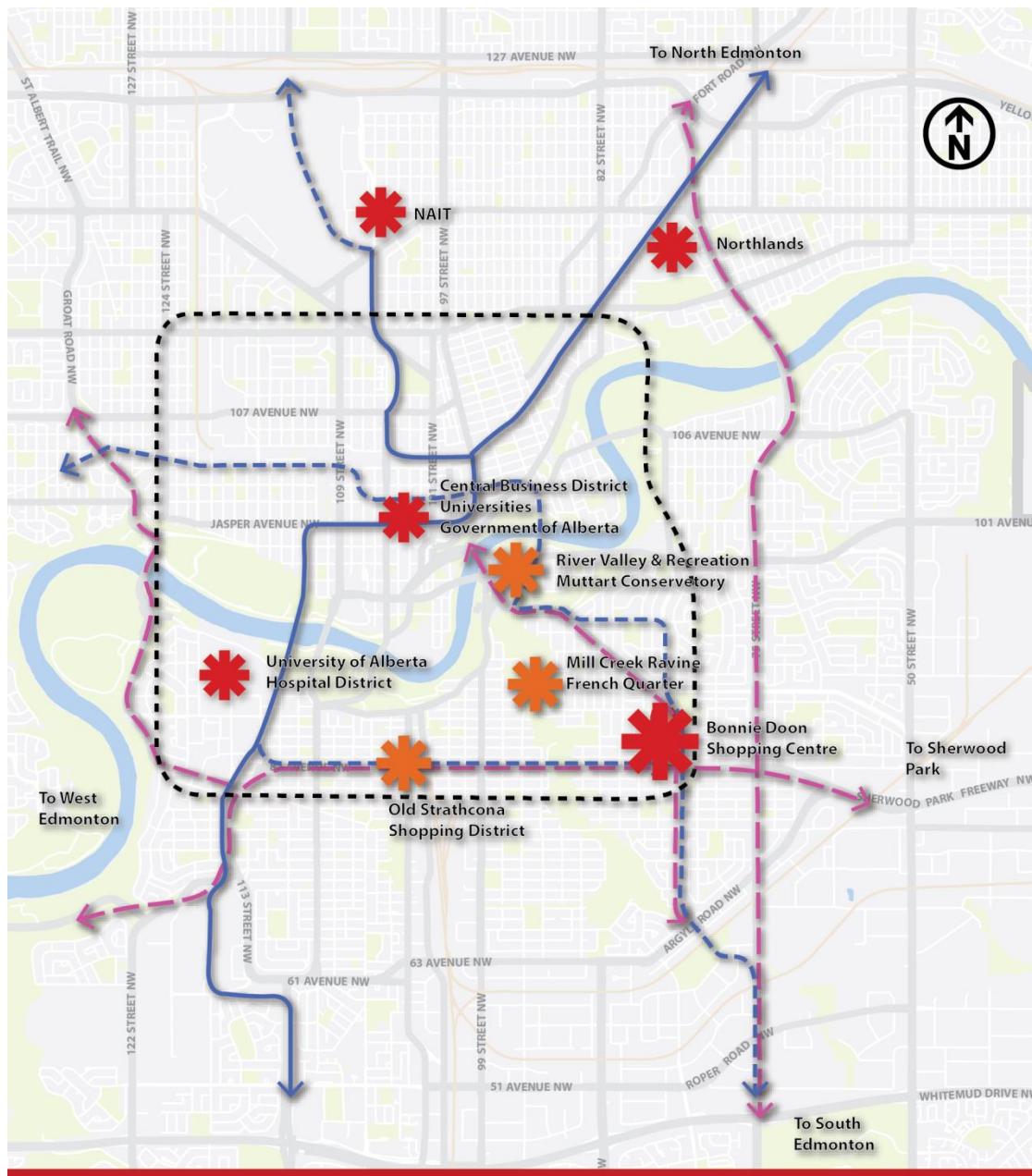
This rezoning application is a direct response to the policy framework established by City Council and facilitates a large-scale redevelopment that will include a variety of medium to high density residential housing, local and regional retail opportunities, enhanced connections to the Bonnie Doon LRT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

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 Shopping 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 Plan Area is located at the nexus of the Valley Line LRT and the potential Centre Line LRT Station. 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.



LEGEND:

	Primary Node		Existing LRT		Future LRT		Primary Corridor
	Secondary Node						Downtown and Core Area



Figure 2: Regional Context

Existing Land Use

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, entertainment and cultural uses, along with a limited form of casinos and other gaming establishments; and only apply to the Bonnie Doon Shopping 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.

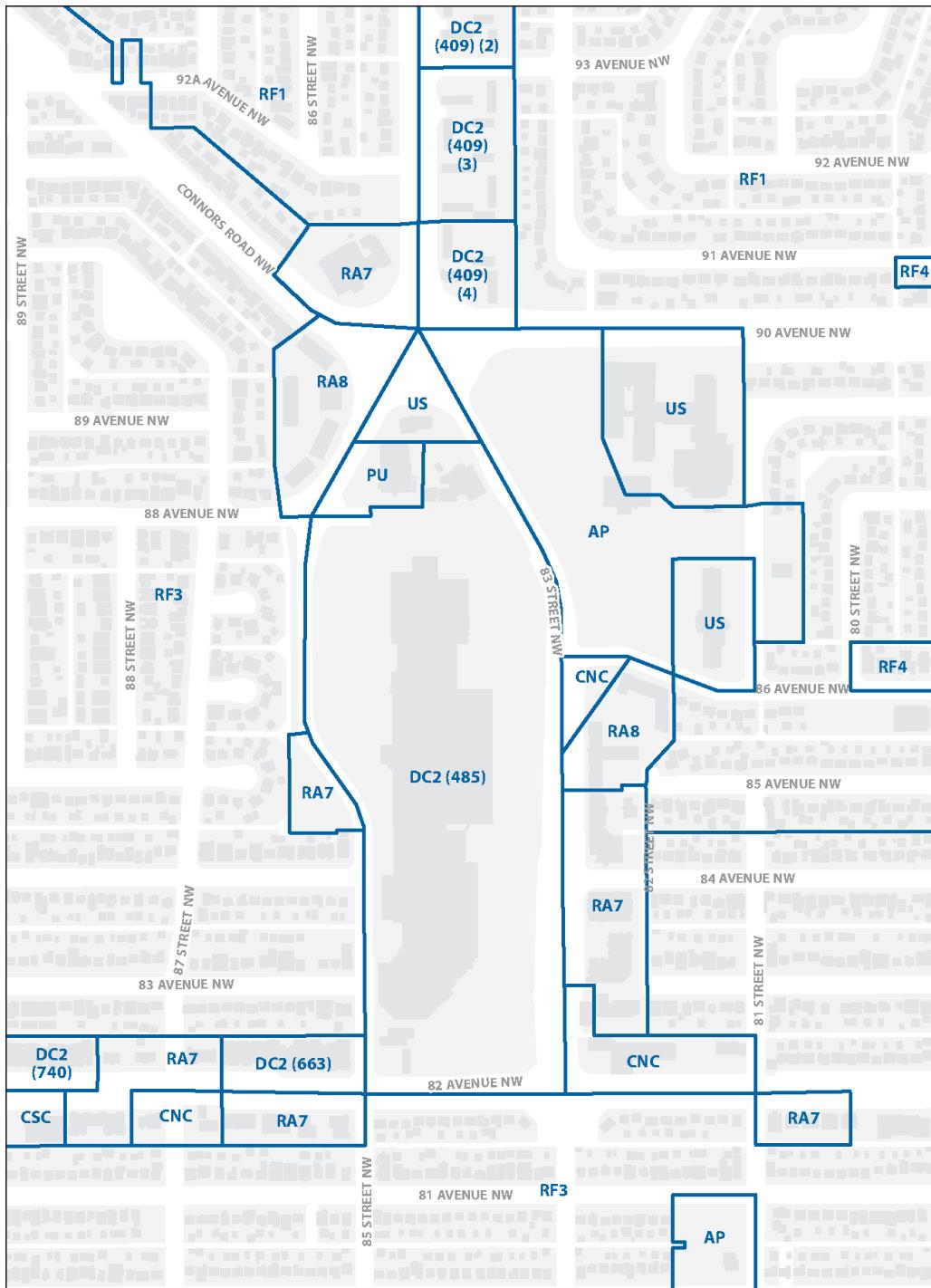


Figure 3: Existing Zoning

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).

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.

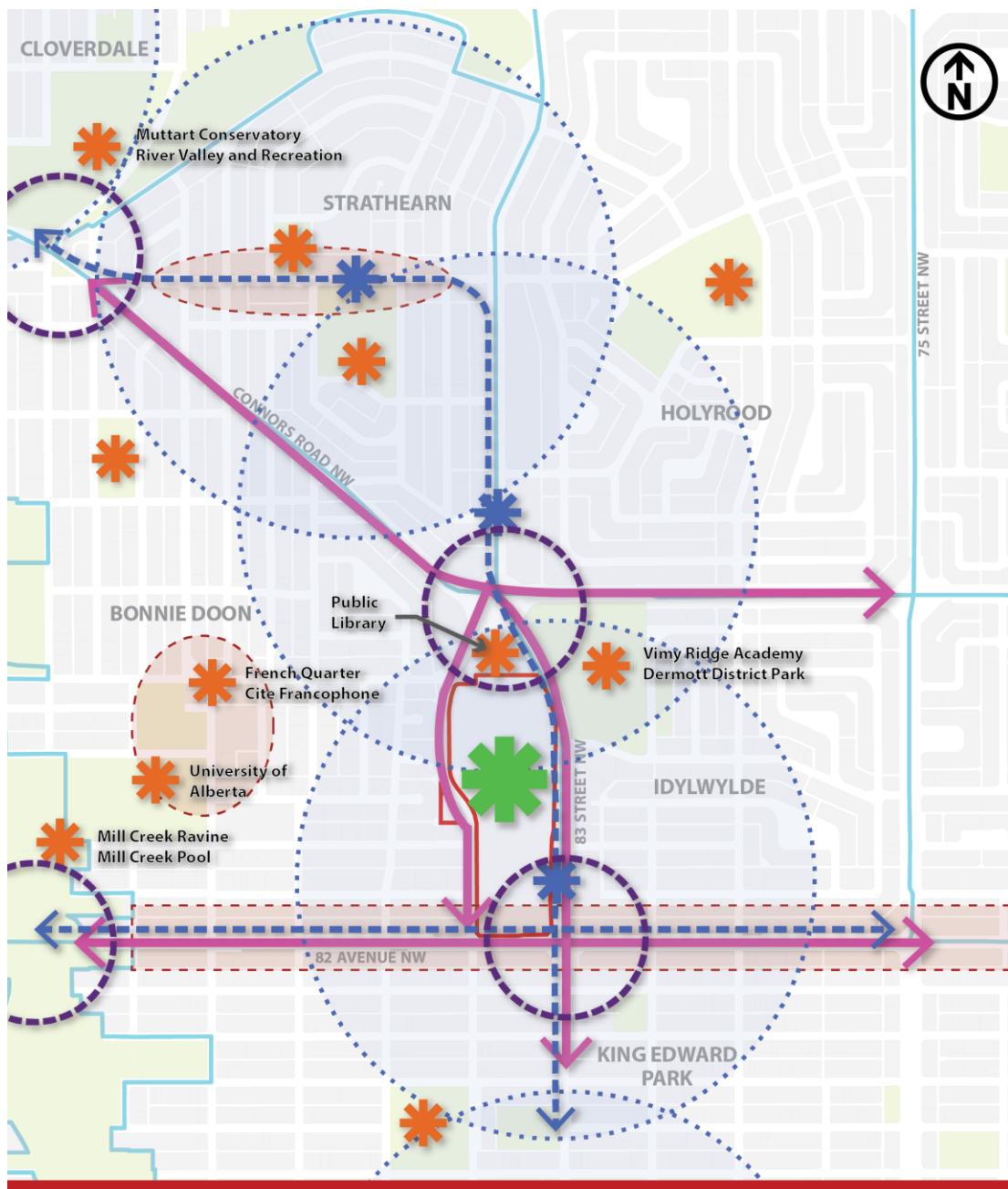
Neighbourhood Features

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 Shopping Centre, a 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, Idylwyld, and Holyrood. The fourth gateway is located at the north west end of Connors Road leading north to Downtown.



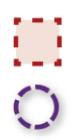
LEGEND:



Bonnie Doon
Shopping Centre



Future LRT Line & Stop
& 600m buffer



Mixed-use



ActivityNode



Primary Corridor



Gateway



Figure 4: Neighbourhood Context

THE EVOLUTION OF THE BONNIE DOON SHOPPING CENTRE

The Bonnie Doon Shopping 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 has 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.

Evolution Timeline:

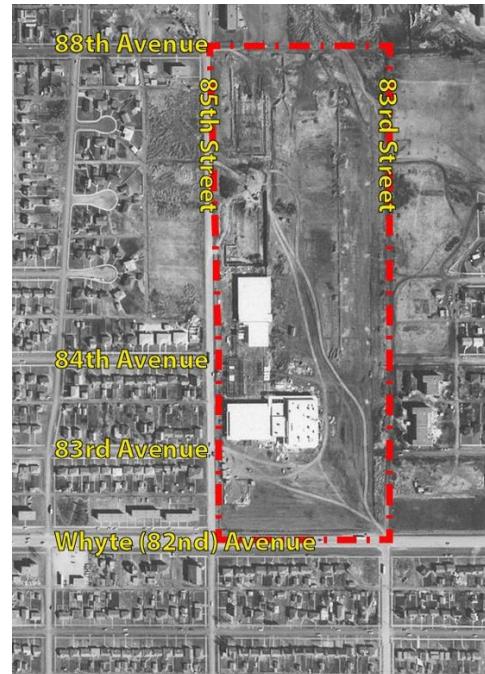
- 1954 - farm land purchased by Principal Investments Ltd. from the City of Edmonton for \$5,000 per acre
- 1957 - Construction begins on Bonnie Doon Shopping Centre
- 1958 - Doors open to Nine Stores
- 1959 - Edmonton's own original department store, Johnstone Walker Limited opens. Principal Investments Ltd. is purchased by CEMP Investments Ltd (Cadillac Fairview now) for \$40M
- 1960-65 - Bonnie Doon Shopping Centre continues to build out to 41 stores with a major expansion planned.
- 1966-67 - Cadillac Fairview encloses the Bonnie Doon Shopping 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.

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.

Bonnie Doon 1954



Bonnie Doon 1958



Neighbourhoods of Bonnie Doon, Strathearn, Holyrood, Idylwylde, King Edward Park -
1965



SITE SPECIFIC ANALYSIS

The Plan Area is comprised of approximately 12 hectares (29.7 acres) and is located within the south-central portion of the City of Edmonton (Ward 8) in the neighbourhood of Bonnie Doon, sharing its 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 Shopping Centre (Holdings) Ltd. owns Plan Area in its entirety, legally described as Plan 2224KS, Block 3, Lots A, B and C, and Plan 3849NY, Block 3, Lot H, Bonnie Doon, with a municipal address of 8330-82 Avenue NW.

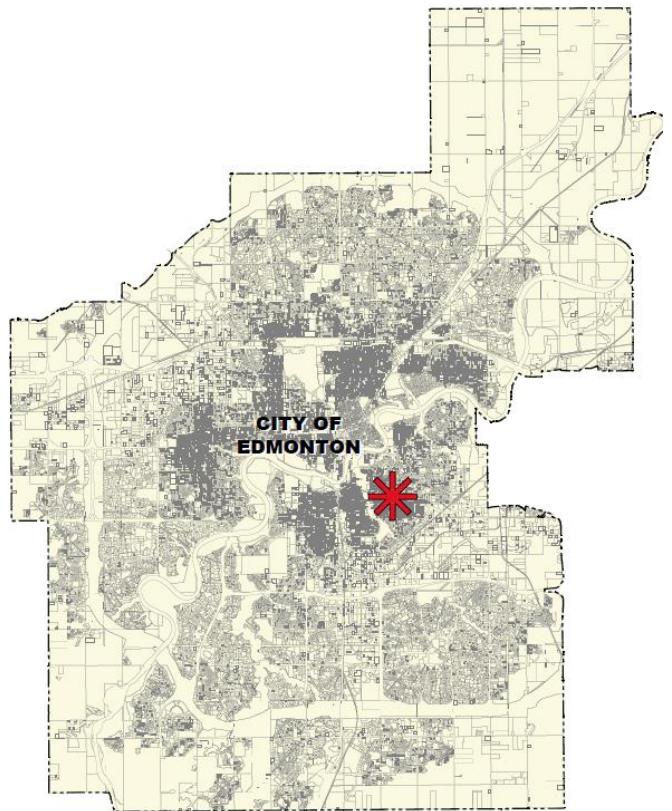


Figure 5: Key Map

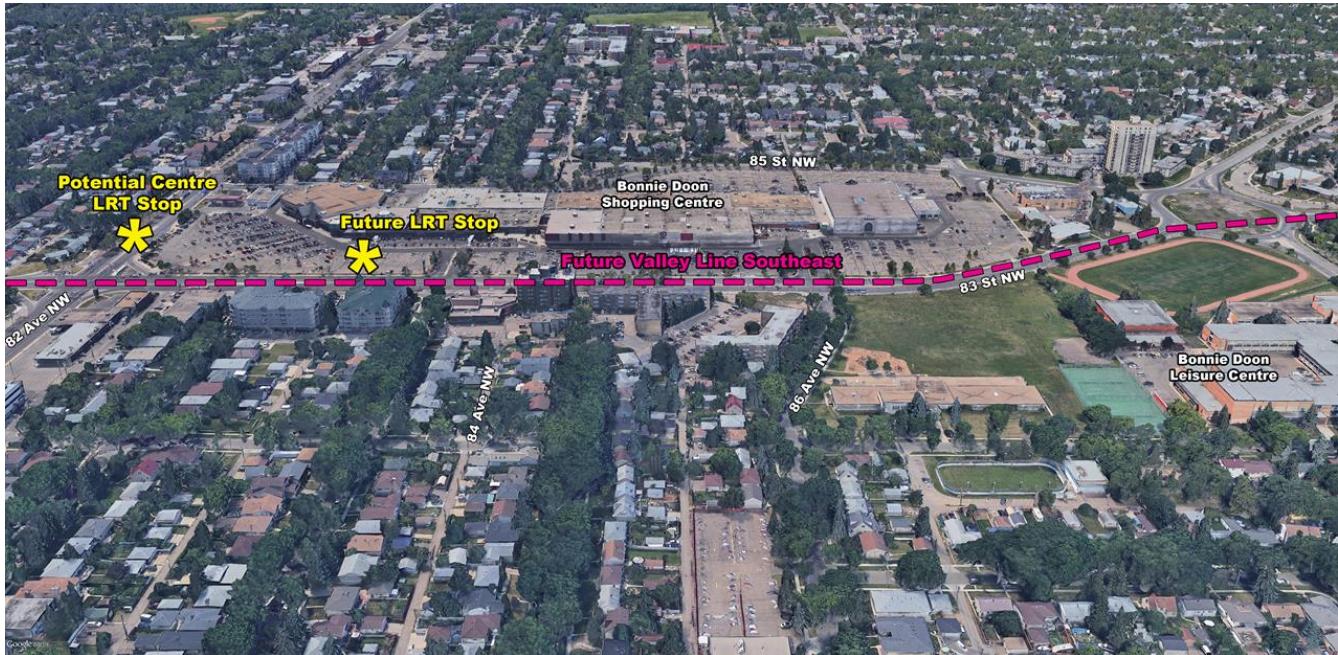


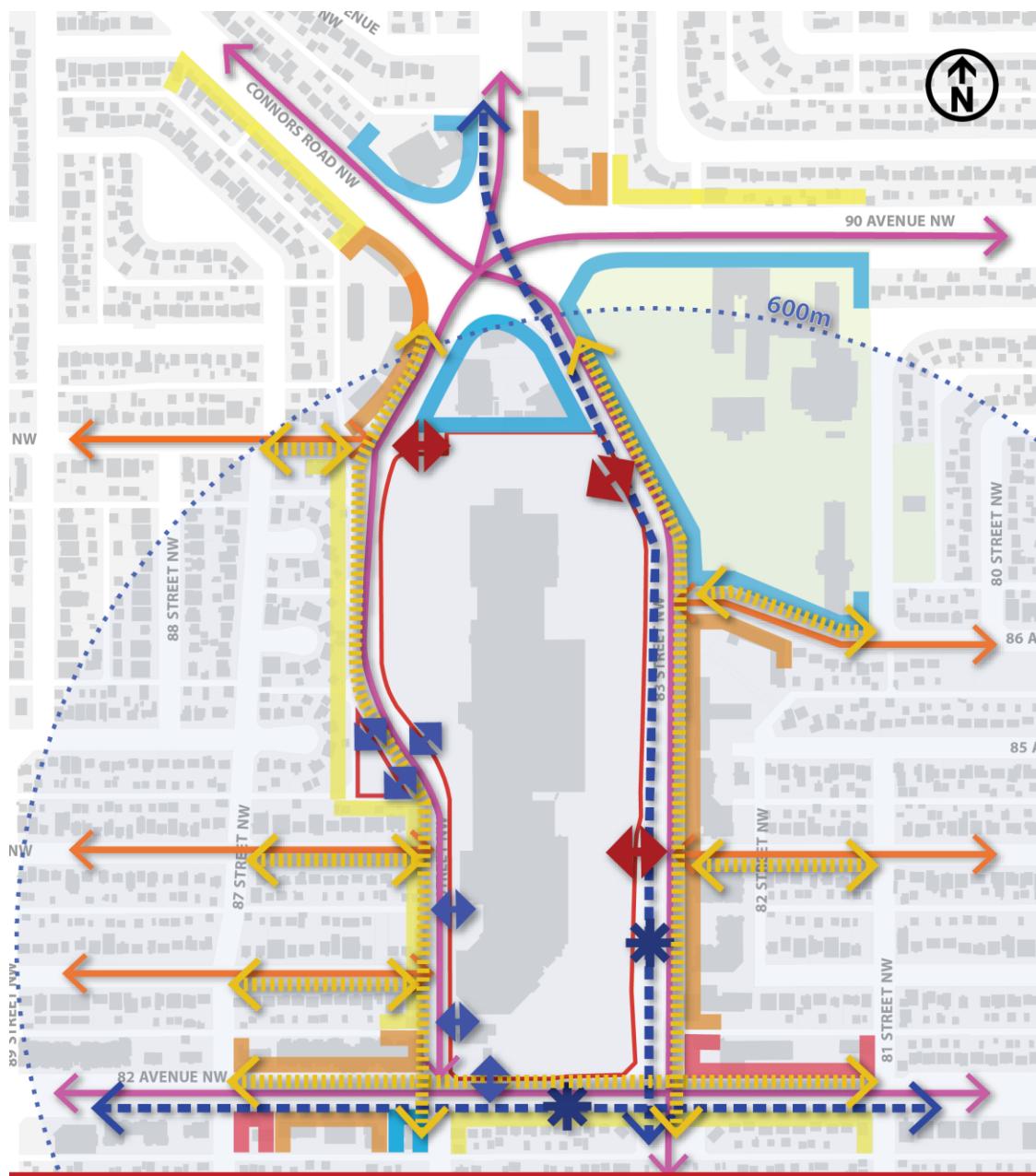
Figure 6: Aerial Map

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 Bonnie Doon 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, there 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.



LEGEND:

Access:



Primary Access Point



Secondary Access Point

Corridors:



Future LRT Line & Stop



Primary Corridor



Secondary Corridor



Pedestrian Connectors

Edges:

Yellow: Low Density Residential

Orange: Med Density Residential

Red: High Density Residential

Pink: Commercial

Blue: Institutional



Figure 7: Site Context and Edges

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 82 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



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 for on southern edge of Plan Area along 82 Avenue NW.



Ascension Church and 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.



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). Preliminary studies anticipate southbound ridership (passengers per house per direction) to be 300 (AM Peak) and 500 (PM Peak); and northbound ridership to be 1,000 (AM Peak) and 400 (PM Peak). Residents selected the “Historic” theme for the Bonnie Doon stop which may impact architectural style within close proximity.

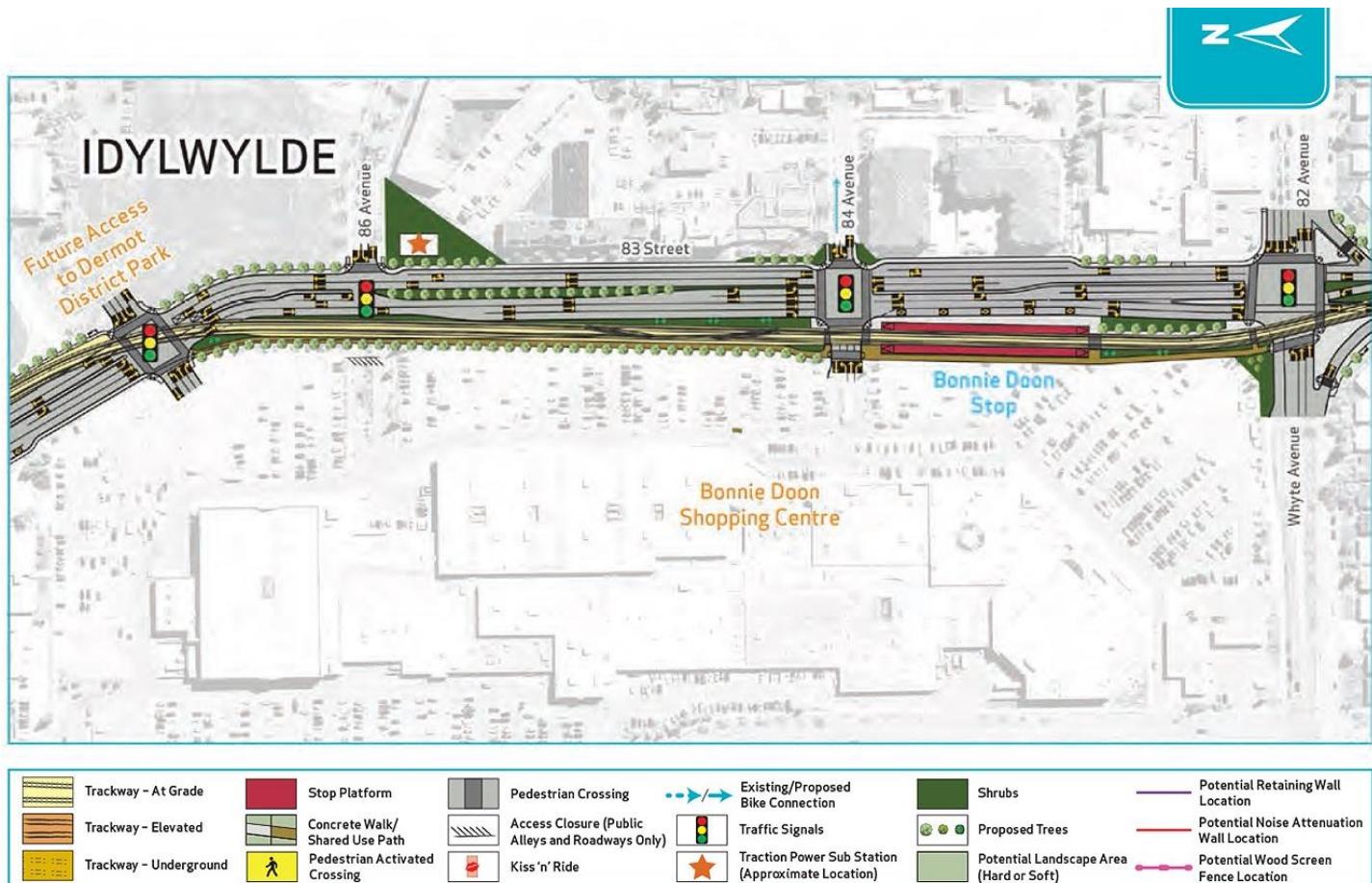


Figure 8: Bonnie Doon LRT Station

POLICY AND GUIDELINE CONTEXT

Edmonton is nested within 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 Shopping 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.

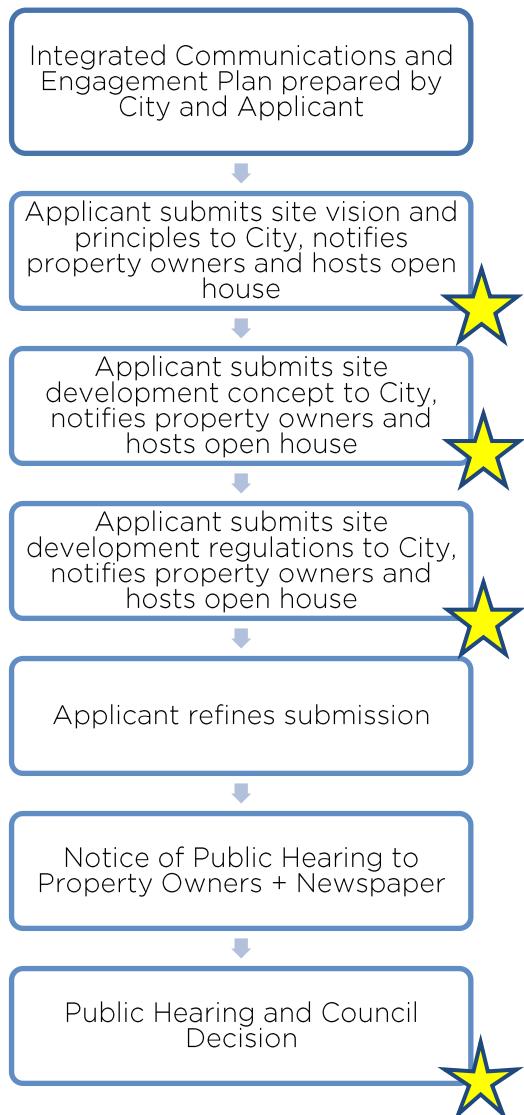
Development of the Plan Area must occur within the context of Edmonton's statutory and non-statutory planning context. In addition to the above mentioned statutory plans, the Plan Area is further guided at a more detailed level by Transit Oriented Development Guidelines; Residential Infill Guidelines; 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. Further policy alignment will be highlight in application #2 as they relate to the proposed development concept.

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, and 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..

Engagement Touch Points (starred)



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:

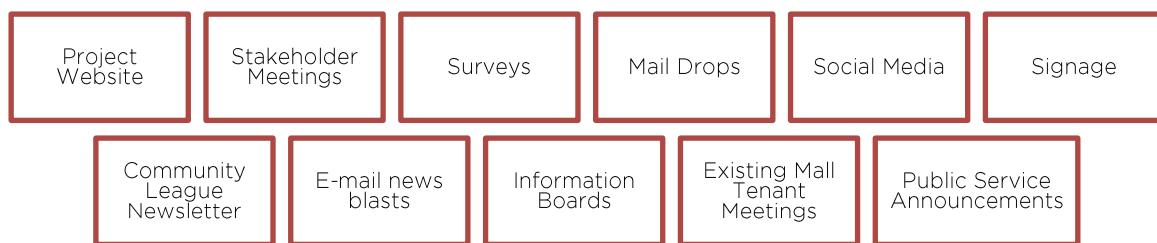
- Create awareness regarding the reasons for redevelopment
- Generate awareness in the surrounding community about the potential benefits of redevelopment
- Ensure stakeholders are aware of the opportunities to provide input
- Raise awareness that this proposal is for a sustainable development that meets 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.

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
- Edmonton Federation of Community Leagues
- 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

Engagement Tactics



CONCLUSION

The Plan Area represents a significant opportunity to catalyze reinvestment in the community by leveraging Edmonton's investment in LRT and the past success of the Bonnie Doon Shopping 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 its role in the community, city, and region.

APPENDIX

Edmonton Metropolitan Region Growth Plan

The approved regional growth plan provides direct guidance for the Bonnie Doon site through the Metropolitan Core policy tier. Identified as a TOD Centre (Schedule 2: Edmonton Metropolitan Regional Structure to 2044, see figures 9 and 10) and directs the site to be high intensity regional retail services. The goals and policies apply to the site:

- Objective 1.4: Promote the livability and prosperity of the Region and plan for the needs of a changing population and workforce
 - Policy 1.4.2: Downtown Edmonton, urban centres, TOD centres, rural centres and sub-regional centres will be planned and developed with a mix of jobs, services, amenities and diversity of housing and with multi-modal transportation access.
- Objective 3.1: Plan and development complete communities within each policy tier to accommodate people's daily needs for living at all ages (table 1A-C)
 - Policy 3.1.2: Centres will be planned and developed as complete communities generally in accordance with Table 1A-C.
- Objective 3.3: Plan for and promote market affordable housing and non-market housing to address core housing needs (table 1A-C)
 - Policy 3.3.3: Priorities will be established for the location of market affordable and non-market housing within rural centres, sub regional centres, urban centres, TOD centres and the metropolitan core and within 800 metres of a major transit station.
- Objective 4.5: Plan for and develop mixed use areas and higher density centres as areas to concentrate growth of people and jobs.
 - Policy 4.5.1: Centres will be planned and developed to accommodate higher density development and shall meet the specified centres density targets identified in Schedule 6.
 - Schedule 6: aspirational TOD Centres Density Target (people + jobs / gha) 140 to 160
 - Policy 4.5.5.: In the metropolitan core and metropolitan area, TOD centres will be identified, planned and developed as locations around major transit stations to:
 - A) accommodate growth through increased residential and/or employment densities within 800 metres of the major transit station in accordance with the TOD centres density target in Schedule 6
 - B) incorporate a mix of medium and higher density housing and/or higher employee density uses; and
 - C) provide for transit connectivity with local and intermunicipal regional transit services and active transportation opportunities.

SCHEDULE 2:

Edmonton Metropolitan Regional Structure to 2044

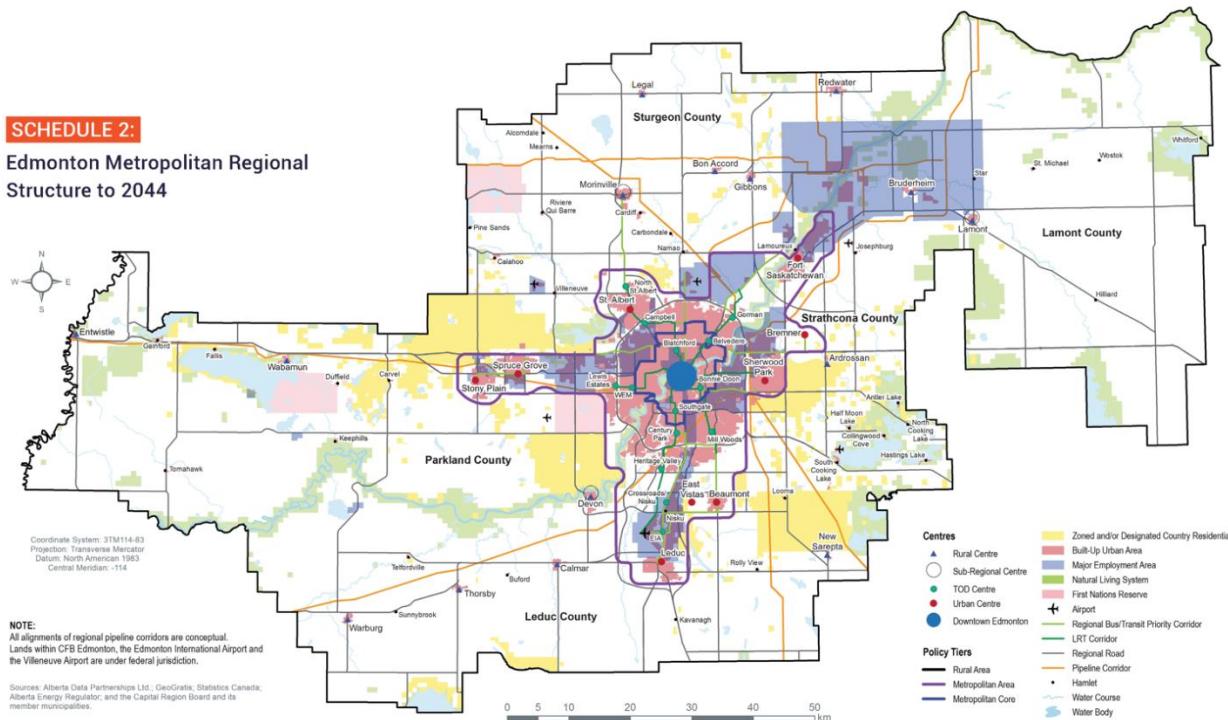


Figure 9: Edmonton Metropolitan Regional Structure

TABLE 1C:

Metropolitan Core



Description	Types of Centres and Community Characteristics	Growth Directions
<ul style="list-style-type: none"> Highest urban density; Regional levels of service; Concentrated employment node consisting of downtown Edmonton; and Interconnected higher order transit with LRT network connecting to inner parts of metropolitan area. 	<p>Downtown Edmonton</p> <p>Downtown Edmonton is recognized as the primary centre within the Edmonton Metropolitan Region and will be planned to deliver the highest level of regional service consisting of:</p> <ul style="list-style-type: none"> a broad base of employment including the regionally significant central business district; all types of convenience, major and specialized retail and regional cultural and entertainment uses; all levels of primary, secondary and post-secondary education institutions, regional sports and entertainment facilities, and cultural amenities; bus, rail and commuter transit service; provincial legislature and all levels of government services – federal, provincial and municipal; regional hospitals and specialized health care facilities such as the Cross Cancer Institute, Mazankowski Alberta Heart Institute and Stollery Children's Hospital; and the highest concentration of social and supportive services in the Region. 	<ul style="list-style-type: none"> Encourage intensification in built-up urban areas including brownfield sites to optimize existing and planned infrastructure; Plan for and build transit oriented development with the highest level of density in the Region in areas with existing and planned LRT service; Continue to develop downtown Edmonton as a major employment area with a mix of uses and activities with high density residential development as well as commercial, institutional and office employment; and Support the development of market affordable and non-market housing and support services.

Figure 10: Table 1C - Metropolitan Core

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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. Urban Design
4. Supporting Prosperity
5. Natural Environment
6. Working Within Our Region
7. Managing Land and Resources
8. 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.

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.

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).

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	<p>For sites fronting or flanking an arterial or collector road, or on sites 0.25 ha or larger:</p> <ul style="list-style-type: none"> ▪ 225 du/ha min; or <p>For all other sites:</p> <ul style="list-style-type: none"> ▪ 125 du/ha min <p>Secondary or Garage or Garden suites are appropriate on selected sites.</p>	<p>Appropriate on sites with direct access to an arterial or collector road.</p> <p>1.0 FAR min</p>	<p>Appropriate on sites with direct access to an arterial or collector road, supported by curbside parking.</p> <p>Auto oriented site design is not appropriate.</p> <p>Residential, retail or office uses can be accommodated on upper floors.</p>
Sites within 200 - 400 metres of the platform	<p>For sites 0.25 ha or larger:</p> <ul style="list-style-type: none"> ▪ 225 du/ha min; or <p>For sites fronting or flanking an arterial or collector road:</p> <ul style="list-style-type: none"> ▪ 63 du/ha min to 125 du/ha max; or <p>For all other sites:</p> <ul style="list-style-type: none"> ▪ 63 du/ha max <p>Secondary or Garage or Garden suites are appropriate on selected sites.</p>	<p>Guidelines are the same as for sites within 200 metres of the LRT platform.</p>	<p>Guidelines are the same as for sites within 200 metres of the LRT platform.</p>

Figure 11: TOD Centre - TOD Guidelines

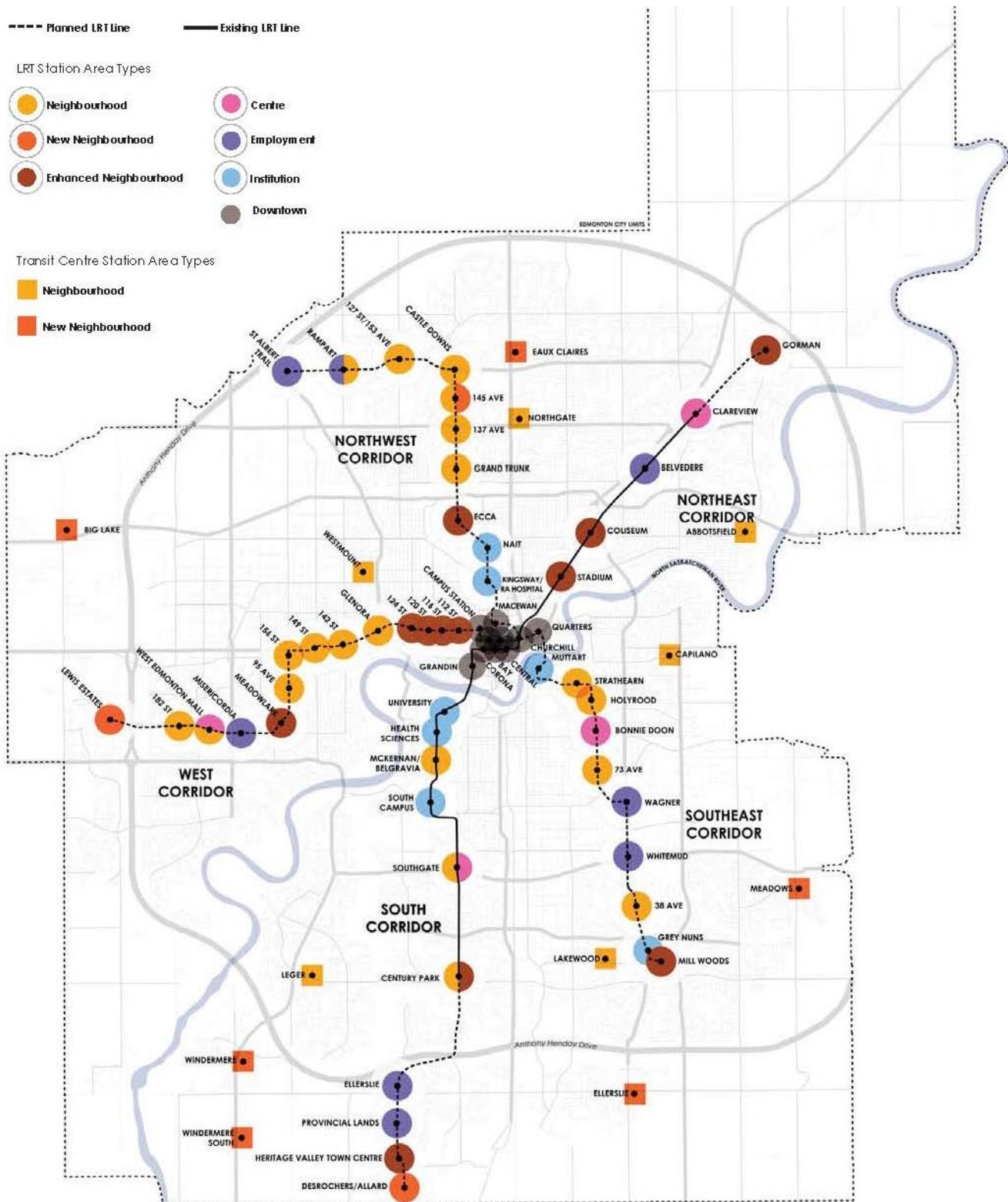


Figure 12: TOD Stations

Residential Infill Guidelines for Large Sites

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 are 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.

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 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 will leverage the Residential Infill Guidelines as a guide to developing the master plan concept, but is cognizant of the unique attributes facing large infill sites such as this.