

WHAT WE HEARD REPORT - Summary

Bonnie Doon Mall Redevelopment Application (LDA18-0184)

PROJECT ADDRESS: 1 Bonnie Doon Shopping Centre NW, 8420 85 Street NW & 8715 85 Street NW

PROJECT DESCRIPTION: Rezoning from (RA7) Low Rise Apartment Zone and (DC2) Site Specific Development Control Provision to (DC2) Site Specific Development Control Provision to allow for the development of:

- A mix of row housing, mid-rise and high rise development
- Up to 6000 residential dwellings
- Retail, office and commercial spaces
- Underground parking
- New streets and bicycle lanes throughout the site
- Connections to the Bonnie Doon LRT station

TYPE OF ENGAGEMENT	DATE	# OF ATTENDEES
Drop-in Engagement Session	May 16, 2018	Over 260

ABOUT THIS REPORT

The information in this report summarizes responses to the application notification and feedback gathered during the May 16, 2018 Drop-in Engagement Session. This report is shared with everyone who has emailed the file planner directly, and all attendees who provided their email address during the event on May 16, 2018. This summary will also be shared with the applicant and the Ward Councillor. If/when the proposed rezoning application advances to a Public Hearing, this report will be included in the information provided to City Council.

MEETING FORMAT

The meeting format was a station-based open house where attendees were able to view display boards with project information and ask questions of City Staff, the applicant, and the landowner. Participants were invited to share their feedback on “Graffiti walls” by offering general feedback as well as by answering the following questions:

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- Overall, what do you like about the application?
 - Overall, what do you not like about the application?
 - What do you like about the proposed land use concept (including the proposed districts and open space areas)?
 - What do you not like about the proposed land use concept (including the proposed districts and open space areas)?
 - What do you like about the proposed street designs and mobility?
 - What do you not like about the proposed street designs and mobility?
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What We Heard - Summary

Density

- Increasing the density of the neighbourhood is good for diversifying the area, increasing housing affordability, and inviting multi-income demographics.
- Increasing density will encourage use of public transportation, including the LRT.
- Redevelopment and increasing density is needed, but general consensus is that the proposed development will over-densify the area.
- 6000 units is too much, questions regarding if Edmonton has the projected population to fill these units.
 - The proposed density increase is too much for a single residential neighbourhood.
- Will have a negative impact on parking and traffic in an already dense community.
 - Increased traffic, lack of parking, increase of on street parking.
 - Fear that the community will become a 'park and ride' - people come and park in the neighbourhood so they may use the LRT.
- Not enough infrastructure and amenities to support the proposed density increase.
 - Road network and parking.
 - Concerns regarding sewer and water.
 - Lack of commercial resources including grocery stores.

Transportation and Traffic

- Like the focus on transit oriented development.
 - Development will support the use of the LRT.
- Respondents are in favor of underground parking, there is a need for there to be a sufficient amount to handle the density increase.
- Respondents provided recommendations to improve traffic and congestion:
 - Add traffic lights at the intersection of 88 Avenue and 85 Street.
 - Consider the road reconfiguration on 85 Street to support a high volume of bike and pedestrian activity.
- General concern regarding increase in traffic and road congestion.
- Respondents noted specific points of expected traffic and congestion to be considered by the development:
 - Connors road from 85 Street, along 84 Street, along 88 Avenue, traffic coming onto 85 Street especially when the LRT is added, along Idylwyld, intersection at 84 Avenue and Idylwyld, and the intersection at Whyte Avenue and 83 Street.
- Significant concern that the neighbourhood will become a 'park and ride' for the LRT - commuters will occupy majority of parking and congest neighbourhoods.
- The proposal currently does not include enough parking to support the proposed density.
- Concerns with road configuration, including single lane roads.

Built Form and Design

- Respondents shared particular aspects of the proposed design they are in favor for:
 - Large setbacks, inclusion of open and green space, inclusion of internal streets.
- Respondents shared recommendations to be considered by the development:
 - Add more sub-streets, configure residential above commercial, make the mall larger.
- Popular recommendation by respondents is to keep the mall covered.

- Consider winter usage, friendly for the elderly and impaired, promote social interaction.
- Support proposed infrastructure improvements.
- Too many proposed stories, and towers are too tall.
 - Will create significant shadow impacts, create wind tunnels.
 - Respondents recommend a height between 20-25 stories maximum.
- Dissatisfaction with proposed street configuration.
 - Lack of access on 85 street and 84 avenue.
 - Building design cuts Strathearne community in half.

Land Uses

- Support the inclusion of more housing types and residential uses.
- Strong public response to keep particular land uses:
 - The bowling alley.
 - Grocery, convenience, food retailers, and drug stores.
 - The recycling depot.
- Respondents shared that they like how the application incorporates many mixed uses, are in favor of the multiple zone approach.
- Strong public support for the green/park spaces incorporated into the proposal, demand for more open spaces.
- Respondents feel there needs to be more consideration for amenities to make public spaces accessible year round, especially in winter.
- Respondents share particular land uses that they are not in favor of:
 - Bars, casinos.
- Respondents share recommendations to improve the application:
 - Have grocery and convenience stores located on first floor for elderly and impaired.
 - Desired new land uses including exercise facilities, restaurants, entertainment.

- Application should further consider how this development will fit into the broader context of the community, with other development projects like Holyrood and Strathearn in mind.

Street Network and Public Realm

- General support for pedestrian oriented design and main street lay out.
- Application should consider seasonal changes- especially pedestrian travel in winter.
- Support for non-vehicle transportation, respondents are in favor of creating walkable street networks.
- Respondents provided suggestions to improving street networks and the public realm:
 - Provide more pathways through instead of around, more paths of least resistance.
 - Increase number of pedestrian-only sidewalks.
 - Consider maintenance costs of outdoor amenities.
 - More connections between the shared use path network and the surrounding neighbourhoods.
 - Close special streets from roads, keep only pedestrian and cyclist oriented.
 - Advance pedestrian realm on 83 street as well as 85 street.
- Strong support for proposed increase in greenery, trees, and open space.
- Strong support for a cohesive bike network that connects to existing bike lanes, is separated from pedestrian and vehicle roads.
- Consider elderly and disabled in public space design.

Socio-Economic

- Majority of respondents agree that Bonnie Doon Mall and the community need renewal in order to invite more people to the neighbourhood.
- Concern for senior population.
 - Provide covered shopping areas so seniors have access year round.

- Need for affordable housing for seniors, low income, and young family demographics.
- Questions of whether this development is appropriate for the neighbourhood:
 - A high class development when demographics are primarily middle-income.
 - Not enough population growth in Edmonton to support the proposed development.
 - Question how it will affect current older property values.
- Safety concerns regarding construction.
- Too long of a turn around time - some respondents feel that this development is beneficial for the community's future but needs to be completed faster.

Open House and Consultation

- Majority of respondents enjoyed the open house style of consultation.
 - Respondents were satisfied with the level of public consultation - clear explanations and good public consideration.
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If you have questions about this application please contact:

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