

# WHAT WE HEARD REPORT - SUMMARY REPORT

## Bonnie Doon Mall Rezoning Application (LDA18-0184)

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<b>PROJECT ADDRESS:</b>	1 - Bonnie Doon Shopping Centre NW 8420 - 85 Street NW 8715 - 85 Street NW
<b>PROJECT DESCRIPTION:</b>	Rezoning from (DC2.485) Site Specific Development Control Provision and (RA7) Low Rise Apartment Zone to (DC2) Site Specific Development Control Provision
<b>Event Type:</b>	Open House
<b>Meeting Date:</b>	Wednesday October 17 2018
<b>Number of Attendees:</b>	225

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## About this Report

The information presented in this report is a summary of responses to the application notification and feedback gathered during and after the October 17, 2018 open house. Original comments were transcribed verbatim in the document following this report. Anyone who has emailed the file planner directly, and all attendees who provided their email or mailing addresses during the event on October 17 2018 have been sent a copy of this report, which will be shared with the applicant and the Ward Councilor. If/when the proposed rezoning advances to Public Hearing, the Verbatim and this Summary Report will be included in the information provided to City Council.

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## Meeting Format

The meeting on October 17, 2018 was formatted as a station-based open house where attendees were able to view display boards with project information and speak with City Staff and the Applicant. Participants were invited to share their feedback on a comment board, or

complete either an electronic or written feedback form. Comments were gathered in response to the following questions:

- What do you like about this application?
- What do you not like about this 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 85th Street proposal?
- What do you not like about the 85th Street proposal?
- What do you like about the proposed street designs and mobility?
- What do you not like about the proposed street designs and mobility?
- Overall, what do you like about the proposed community amenity contributions?
- Overall, what do you not like about the proposed community amenity contributions?

The comments received were summarized under general themes and are presented below.

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## Built Form

- Many respondents felt that this application was proposing too many towers built too high for the area.
- Respondents provided suggestions for more appropriate building height maximums from between 20 to 25 storeys.
- Many respondents were concerned about shadowing issues on the adjacent properties based on the application's proposed tower heights and angular plane (angle between the opposite side of the street and top of the tower).
- Some respondents expressed their satisfaction and support for the proposed building designs.
- Other respondents were concerned the design of the towers may cause wind tunneling issues, or create a street wall effect.

## Site Design

- An equal proportion of respondents expressed support and disfavor for the the application's proposed site design and landscape plan.
- Many suggested that the applicant integrate winter city design into the proposal.
- Respondents were in favor of the proposed pedestrian oriented street network. Elements such as street crossings and wider sidewalks were identified highlights of the

application. Many respondents wanted more pedestrian only streets or mixed use paths.

- Many respondents believed that the proposal is not pedestrian oriented due to the elimination of the indoor mall area and uses being separated over a greater distance.
- Some respondents provided suggestions including allocating more ground floor retail space, and more evenly distributed green space throughout the property.

## Open Spaces

- Many respondents were in favor of the amount of green space proposed and how it is incorporated into the site's design. Respondents would like to see more green spaces.
- Some respondents were in favor of the proposed amenities including the community garden and amphitheatre, while others questioned whether these amenities would be utilized or would be too costly to maintain.

## Transportation

### Traffic

- Many respondents were concerned that the proposed configuration will lead to congestion along major corridors and at entrances to the mall property. Specific points are identified including along 83rd Avenue, 84th Avenue, 85th Street, and 86th Avenue, 91st Street to Connors Road, and at the intersection of Whyte Avenue and 83rd street.
- Many respondents believed that the future Valley Line Light Rail Transit (LRT) expansion will cause congestion, and believe more lanes are required to serve vehicular traffic in the area.
- Some respondents were generally in favor of the proposed 85th street configuration, but believe more traffic calming elements need to be integrated into the proposal.
- Request better access to essential services including the grocery store.
- Some respondents provided suggestions including breaking traffic circles into intersections and changing road configurations especially along 85th Street towards 90th Avenue.

### Parking

- Many respondents felt that the application does not propose enough parking. Request more parking especially for the library, health centre, and retail spaces.

- Some respondents felt the amount of parking proposed was suitable due to the future Valley Line LRT and transit expansion.
- Respondents were concerned for how senior residents would access the site. Requested the applicant add more barrier free parking stalls to the proposal.
- Some respondents believed that City parking standards are not sufficient and need to be reconsidered.
- Some respondents were opposed to the underground parking for the grocery store, while other respondents were in favor of this feature.

## Valley Line Light Rail Transit (LRT)

- Many respondents were in favor of the proposed street design and direct access to the future Valley Line LRT expansion, as they believed it will influence future development.
- Many respondents were also not in favor of the future Valley Line LRT expansion, as they believed it would negatively impact the neighbourhood by increasing congestion, be inconsistent with the character of the neighbourhood, and cause noise pollution.
- Some respondents suggested kiss and ride or park and ride options for the LRT.

## Socioeconomic

- Many respondents were in favor of the proposal as they believed it would lead to the revitalization of the neighbourhood, strengthen their economy, and foster community.
- Concerned that the proposal does not consider the community's senior or low income residents.
- Some respondents requested that the French character of the neighbourhood be better presented in the proposal.
- Some respondents expressed their concern that proposed neighbourhood amenities such as the grocery store and current number of schools will not be enough to support the projected population increase.
- Many respondents indicated that they would like this application to consider sustainable building practices including the use of grey water systems, renewable energy generation, and low energy housing.

## Land Use

- Respondents were in favor of the proposed mix of housing types and inclusion of affordable housing.
- Some respondents indicated that more affordable housing units should be included as well as affordable commercial spaces for new tenants.

- Many respondents liked specific land uses proposed, including the grocery store, mix of commercial, retail, and amenity uses.
- Many respondents requested that specific land uses be considered in the application including dog parks, coffee shops, hardware stores, medical centres, and educational and recreational facilities.
- Some respondents would like to see the current library and health centre better integrated into the plans.
- Some respondents questioned the connection between different land uses on site and described the design as isolated.
- Some attendees requested that the book sharing hut be moved from the library to the transit centre.

## Density

- General consensus amongst respondents was that the proposed density is still too great. Many request that the application consider lowering its density maximums.
- Some respondents provided suggestions including lowering density to 225du/ha, or scaling down to 1500 units.
- Some respondents are in favor of the proposed density, but believe that the development needs to scale down and density be incorporated slowly through multiple developments.

## Community Impacts

- There were many respondents who were not in favor of the application, as they felt that it is disproportionate to the community's residential character, is proposing too much for too small of an area, and will harm the development potential of surrounding communities.
- Other respondents were in favor of the application as long as it is executed as proposed.
- Some respondents felt that this property is more useful to the community if it remained as a commercial retail site.
- One respondent suggested that the City consider a complimentary plan for the surrounding area.

## Public Engagement

- Respondents generally felt that their previous feedback was considered and that they had the opportunity to influence the application.

- Some respondents felt concerned that the proposed plan will not be executed as presented and hope the applicant will make little variations if approved.

## Questions

- Is parking going to be provided for LRT riders?

There is no public park and ride proposed at this location. This site is a private site. It would also not qualify for consideration as a location for a City park and ride as appropriate locations for such are generally towards the periphery of the city, outside the inner ring road per Park and Ride Policy C554A.

The rezoning proposes allowing for Non-Accessory Parking, which could allow the site owner to provide private parking garages for such uses. The decision whether to do so would be up to the site owner.

- Why such high density? We're trying to encourage and sustain the downtown area. Why are we detracting from that?

City plans and policies identify LRT stops as appropriate locations for higher density, mixed-use development. The Downtown residential population continues to increase on a yearly basis.

- What type of building materials do you plan on using? Are these environmentally sound?

Building material choice is up to the builder/owner/developer. General prescriptions as to using a variety of colours, and robust materials at street level, are normally applied in the zoning regulation. Beyond that, Building Code provides for performance standards that must be met by a building. New Code requirements have greatly increased the required energy efficiency of new buildings.

- Is there parking for the public library and health centre on the north end of the site?

Historically and through to the present day, patrons driving to these locations park in front of those buildings. This parking lot is actually the shopping mall's parking lot. Under the Zoning Bylaw, the library and health centre would need to provide for their minimum required parking amounts. If this area of the parking lot does become developed, these facilities would need to find a way to provide parking. One option

would be a shared parking agreement with the shopping mall site, to use new parkades or parking areas that might be developed with new buildings.

- Where will the recycling drop-off area be?

At present the City leases area on the small parcel west of 85 Street for a recycling drop-off centre. Should this area be developed at some point in the future, Waste Services would look for other suitable locations to serve the area.

- Is there accommodation for separated bike lanes?

Yes, based on resident feedback from previous meetings and discussions with City Planning, the current proposal provides several streets with separated and protected cycling paths along streets on-site. These will connect to the multi-use trail along 83 Street currently being constructed with the Valley Line LRT. A cycling network for the Bonnie Doon neighbourhood to the west of the site has not yet been studied, but could in the future connect these lanes to Mill Creek Ravine.

- Does the DC2 Zone accommodate indoor bicycle parking?

Yes. The current proposal refers to the Zoning Bylaw requirement for this site, which is 40% of the number of vehicular parking spaces required and at least 10% of Bicycle Parking spaces as short term spaces. Detailed requirements and design are applied at each stage of development with the Development Permit.

- What I am concerned about there being a construction site in place for 30 yrs. What studies are being done regarding dust, noise, construction, and related traffic?

Existing City bylaws regulate nuisance from construction, including dust, debris, and noise. Encumbrances to public roadways must be approved by permit by the City. Construction sites are monitored for any issues and compliance.

Regulations will be included in the zoning to manage the staged nature of development, ensuring public access to neighbourhoods and the LRT stop, and safe passage for pedestrians and cyclists through the area.

- What about affordable housing?

The proposed zone subscribes to City Policy C582, which allows for the City to acquire 5% of residential units at 85% of market price, or accept cash-in-lieu for the difference.

- How is Morguard (the site owner) going to address parasite parking?

The site and site owner are required to provide for their parking needs on-site. Parking demands in the neighbourhood will be monitored by Parking Operations, including when the Bonnie Doon LRT stop opens. If warranted, restrictions or resident parking permit programs could be instituted.