

MID-RISE RESIDENTIAL DEVELOPMENT

8526 and 8530 - 81 AVENUE NW King Edward Park

From (RS) Small Scale Residential Zone To (RM) Medium Scale Residential Zone



Marcelo Figueira



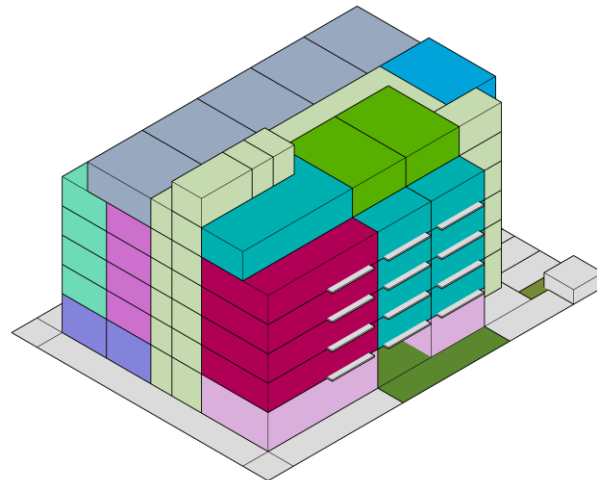
Development Statistics

Total Units: 48

- 7 (3-BED) - 15%
- 25 (2-BED) - 52%
- 11 (1-BED) - 23%
- 5 (STUDIO) - 10%

Parking Spaces

- 7 (Drop-off for Daycare)
- 3 (Residents/Visitors)



Building Massing
Looking North-West



Precedent Building - 11109 84 Ave NW, Garneau

Mailout sent on August 20, 2024

- Property owners within 120m
- King Edward Park Community League
- Bonnie Doon Community League
- French Quarter Business Improvement Area (BIA)

Zoom Meeting Invites

- September 10, 2024
- September 11, 2024
- September 17, 2024

Follow-up Actions

- August 28: Follow-up emails to community leagues and BIA
- September 10: Phone calls to engage further
- Door-knocking on the block
- October 29: Meeting with the BIA

414
Notices





88 AVE

WHYTE AVENUE (82 AVENUE)

79 AVENUE

90 Ave NW

85 Ave NW

84 Ave NW

83 Ave NW

82 Ave NW

81 Ave NW

80 Ave NW

79 Ave NW

83 St NW

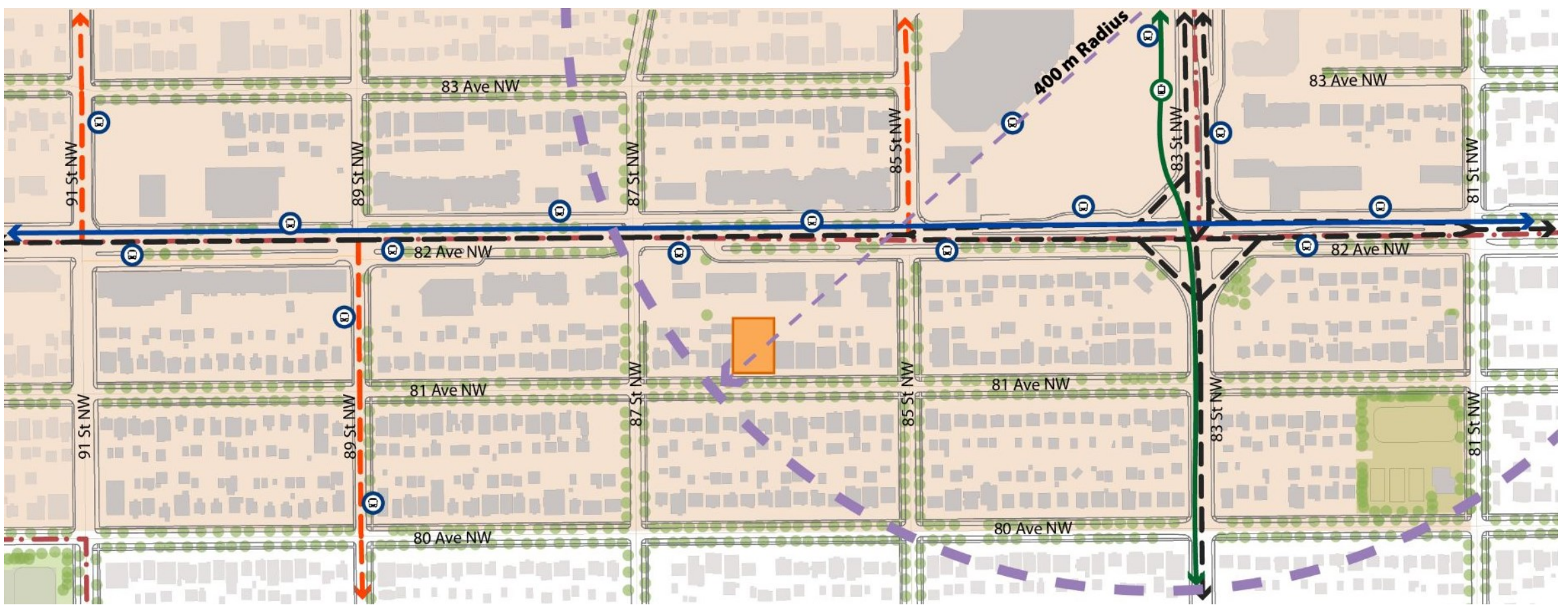
81 Street NW

79 Street NW

400m Radius

Site










- Alignment with City Goals**
- Increases density within a Primary Corridor
 - Meets the target of having 50 % of trips made by transit and active transportation

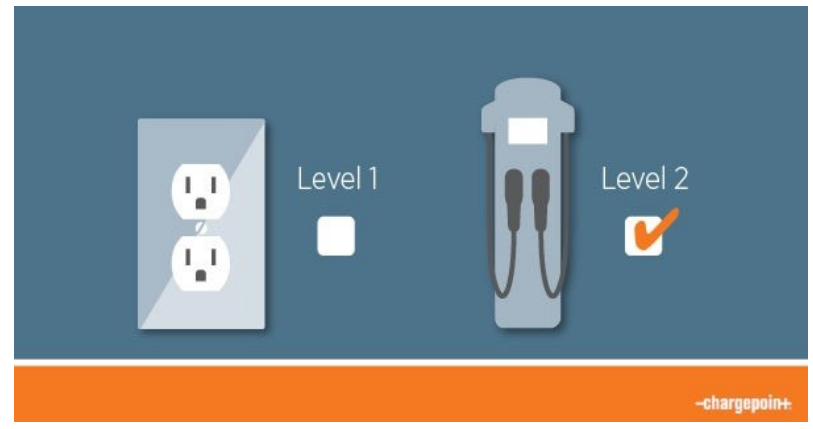


Active Connections and Transit

- Increased housing diversity, support for local businesses, and improved walkability
- Proximity to amenities (Bonnie Doon Mall, schools, parks) reinforces sense of community and access

Legend

- | | | | |
|---|--------------------------|---|---------------------------------------|
|  | Site |  | Arterial Road |
|  | Neighbourhood Boundaries |  | Collector Road |
|  | Future Mass Transit |  | LRT Line |
|  | Bonnie Doon LRT Stop |  | Node and Corridor Area |
| | |  | 400m Radius from Bonnie Doon LRT Stop |



Solar-Ready Features

- Solar photovoltaic systems to complement conventional energy systems

Resilient Landscaping

- Landscape approach will incorporate resilient, low-maintenance green spaces

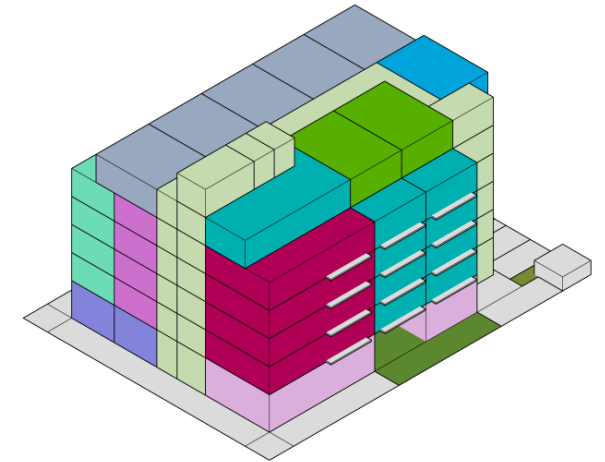
EV-Ready Infrastructure

- Provision of a Level 2 EV charging station to support EV owners

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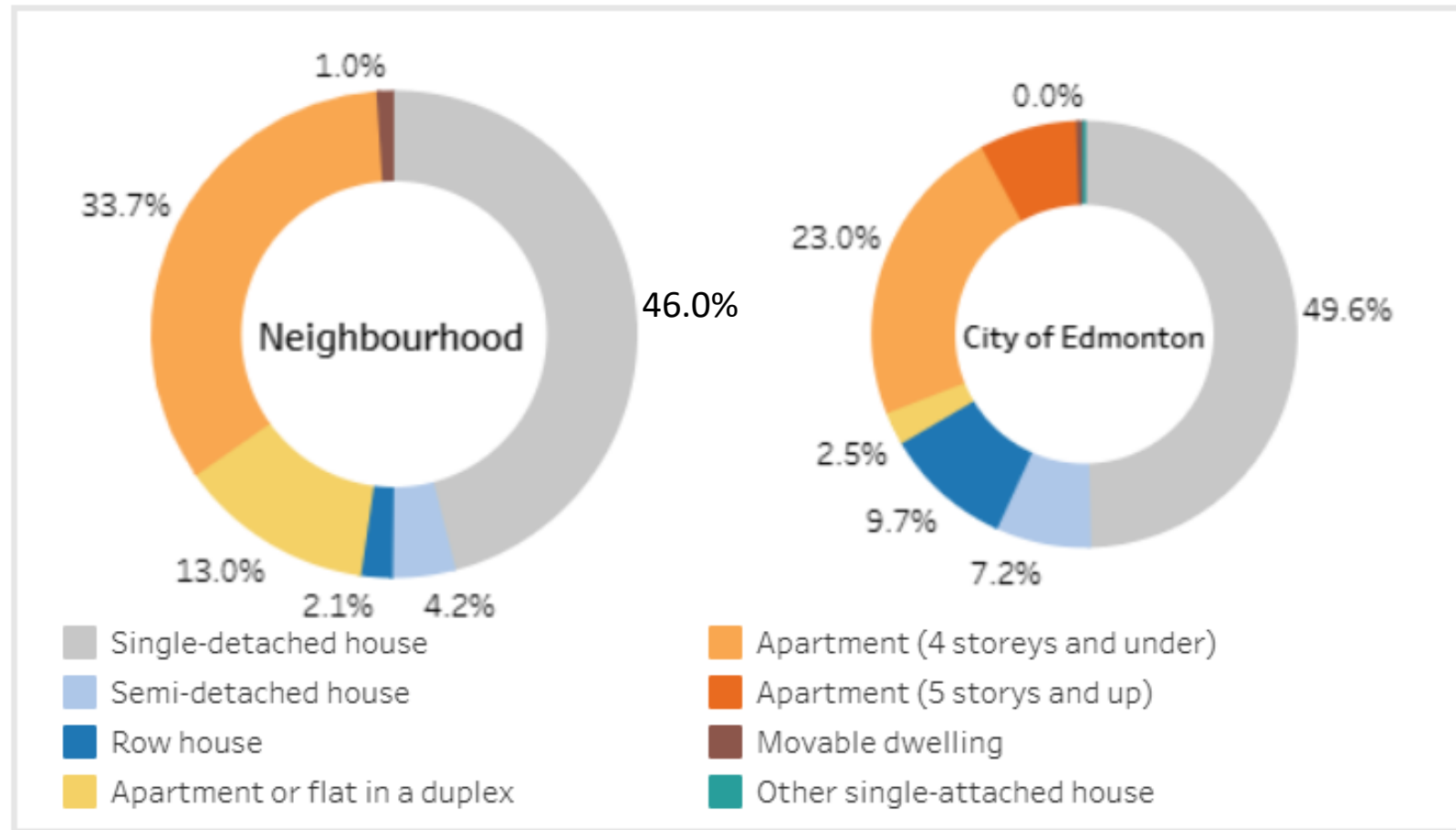
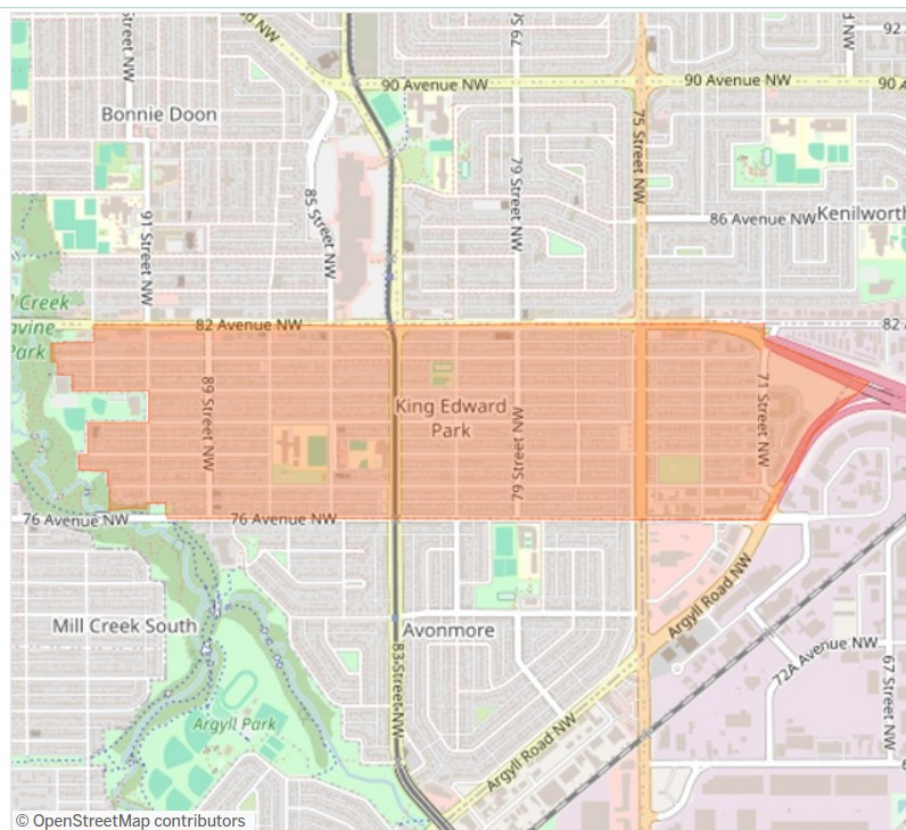
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King Edward Park Built Form Evolution Throughout the Years

Dnyanesh Deshpande



Community Concerns

- Neighbourhood Character and Compatibility
- Building Height and Scale
- Parking and Traffic

Edward Park By The Numbers - Private Dwellings by Structure Type
 Source: 2021 Census of Canada, Statistics Canada
 City of Edmonton

Density and Scale

Diverse Housing Mix

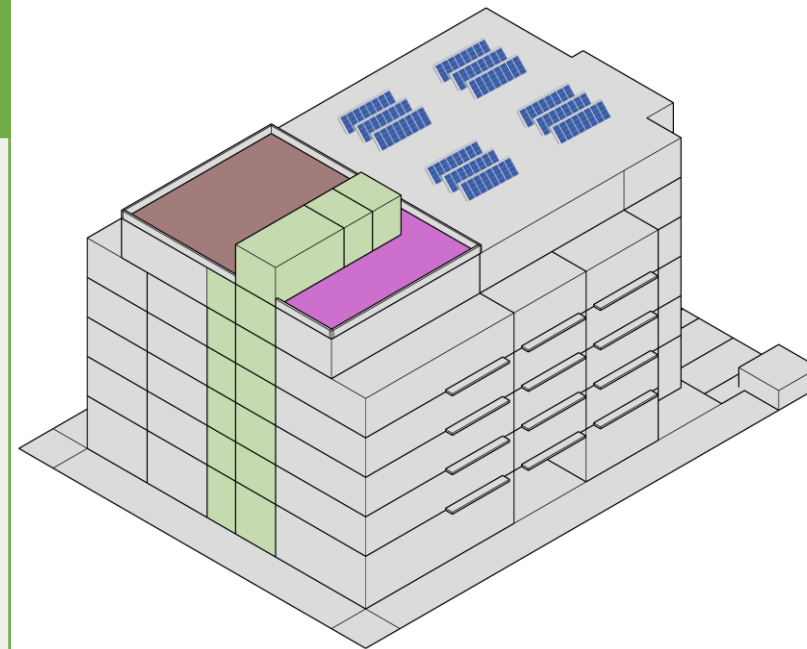
- The proposed building includes a mix of unit types designed to meet diverse housing needs, aligning with Edmonton's goals for inclusive housing diversity
 - 7 (3-BED) - 15%
 - 25 (2-BED) - 52%

Integrated Daycare and Family-Focused Amenities

- A 60-child daycare at ground level, plus dedicated rooftop play areas, emphasize family support, complementing King Edward Park's community character

Transit-Oriented Development within a Growing Corridor

- Situated within 400 metres of an LRT station, this development enhances neighbourhood walkability and accessibility

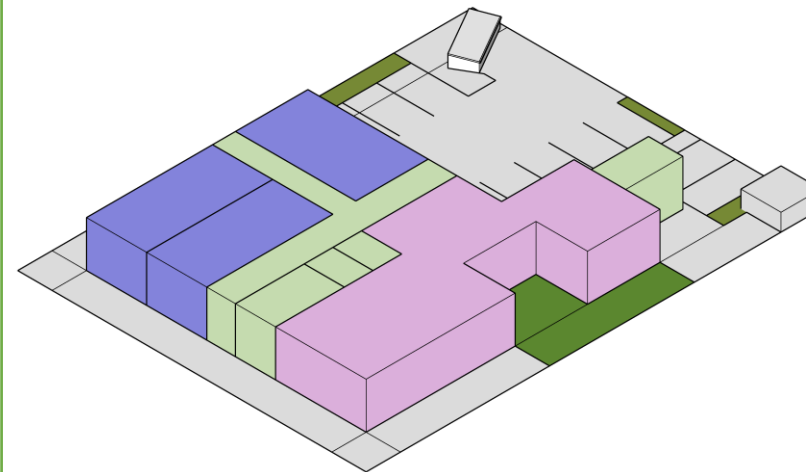


ROOFTOP AMENITY AREA

Floor area: 186 m²

LEGEND

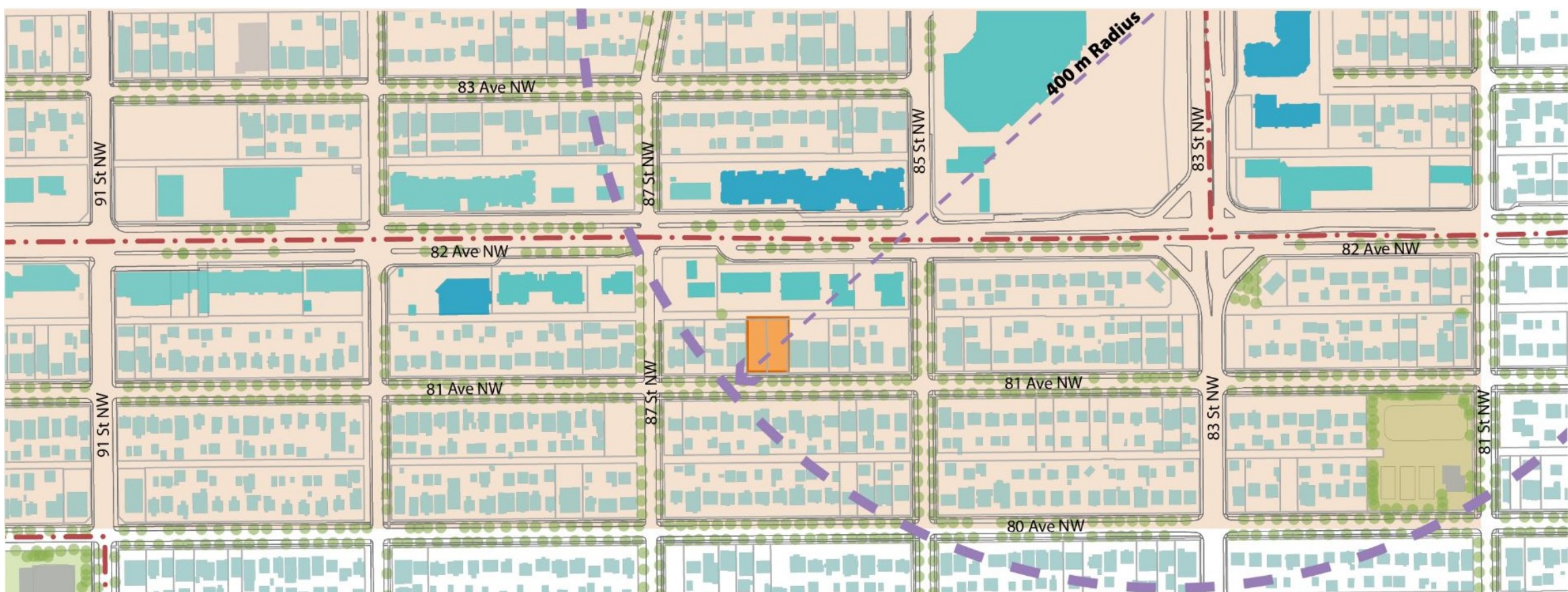
- FOR ADULTS (120 m²)
- FOR CHILDREN (66 m²)
- CIRCULATION



GROUND LEVEL

LEGEND

- DAYCARE (200 m²)
- 3 BED BI-LEVEL (115 m²)- A
- BIKE STORAGE (57 m²)
- CIRCULATION



Active Connections and Transit

- The area is evolving with an emerging pattern of low to mid-rise buildings.
- Setback regulations ensure a gradual transition between mid-rise developments and nearby small-scale residential properties

Legend

- Site
- Neighbourhood Boundaries
- Small Scale Residential (Single Detached House)
- Low Rise (4 Storeys)
- Mid Rise (5-8 Storeys)
- Node and Corridor Area
- 400m Radius from Bonnie Doon LRT Stop



Traffic / Parking

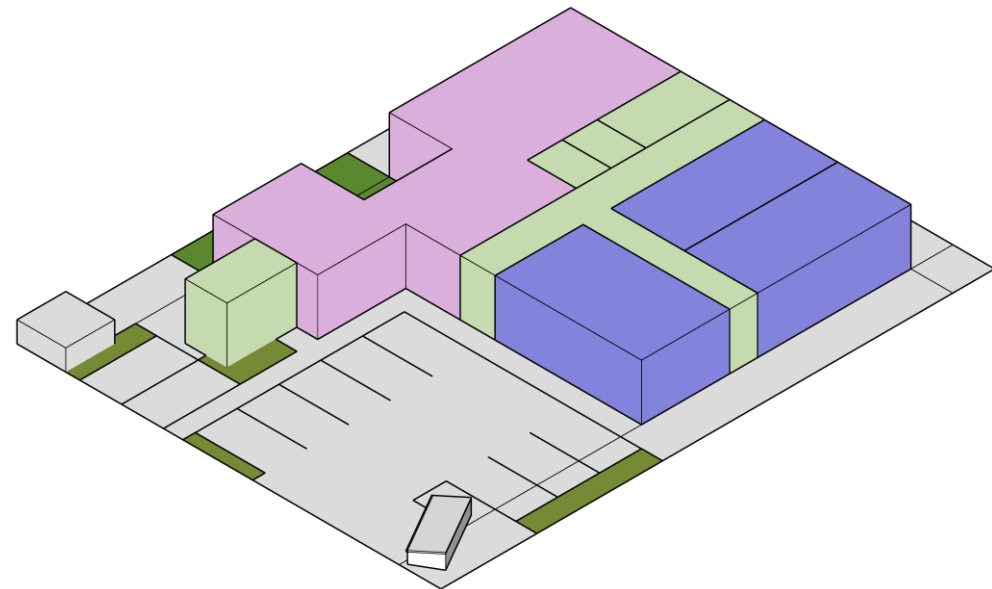
- This building is a car-free environment.
- Parking spaces
 - 7 (Drop-off for Daycare)
 - 3 (Residents/Visitors)
- Reducing car dependency and traffic



Benefits of Car-Free Developments

- Reduction of pollution-emitting cars
- More space for residential units, not parking
- Better use of public transportation (LRT)
- More money left for investing in renewable energy-powered transportation

Ground-level Massing Looking South-East



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Thank You