URBAN DESIGN BRIEF

7814 - 83 Street NW
Lot B, Block 11, Plan 1738HW
King Edward Park
Edmonton, AB

August 2024

°situate
PLANNING + PLACEMAKING



TABLE OF CONTENTS

1.0 PROJECT OVERVIEW

1.1 PURPOSE & SITE LOCATION 1
1.2 SITE & DEVELOPMENT STATISTICS 1
1.3 SITE CONTEXT 2
1.4 SITE HISTORY 5
1.5 PLANNING APPROVALS HISTORY 5
1.6 LAND USE PLANNING ALIGNMENT 6
1.7 SUMMARY & CONCLUSION 8

2.0 NEIGHBOURHOOD ANALYSIS

2.1 CURRENT ZONING & NEARBY REZONINGS 9
2.2 NATURAL AREAS, PARKS & OPEN SPACES 10
2.3 HISTORIC RESOURCES 11
2.4 CIRCULATION & CONNECTIVITY 12
2.5 FIGURE GROUND 13
2.6 PATHS, EDGES, NODES & LANDMARKS 14

3.0 SITE ANALYSIS

3.1 SITE CONTEXT 15
3.2 UTILITY RIGHT-OF-WAY 16
3.3 TOPOGRAPHY & ENVIRONMENTAL HAZARDS 16
3.4 CURRENT CIRCULATION 17

4.0 DESIGN INTENT

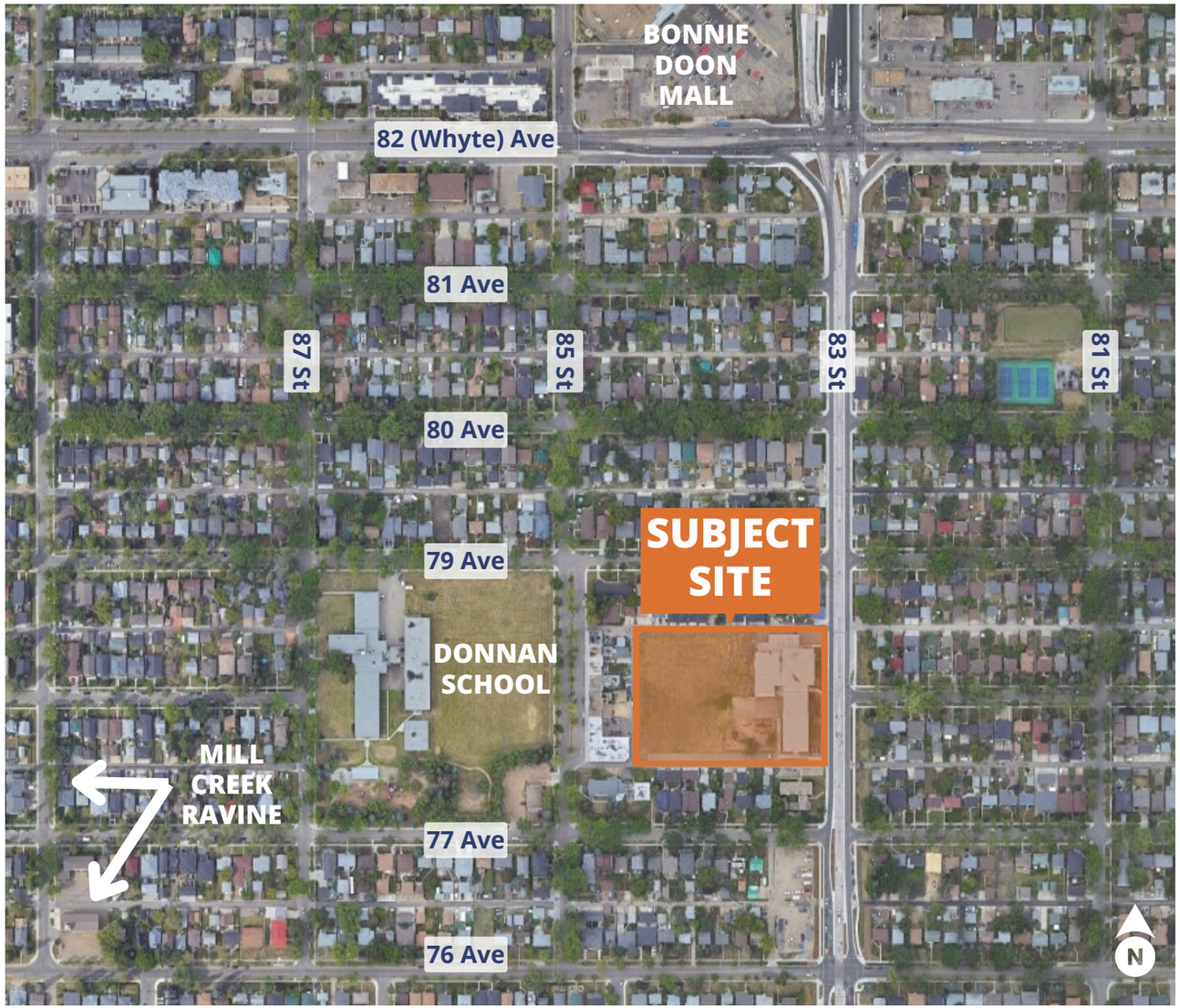
4.1 SITE PROGRAMMING & CIRCULATION 18
4.2 SITE PLAN 19
4.3 BUILDING MASSING 20
4.4 PUBLIC REALM & AMENITY AREA 22

1.0 PROJECT OVERVIEW

1.1 PURPOSE & SITE LOCATION

This project proposes to rezone the site located 7814 - 83 Street NW from its current PS Parks and Services zone to the MU Mixed Use zone. The goal of the application is to allow for redevelopment of the west side of the site into multi-unit residential buildings, in alignment with City Plan policy, under a standard zone.

The existing private school, Al Mustafa Academy, will continue to operate in the existing building located on the east half of the site.



1.2 SITE & DEVELOPMENT STATISTICS

Table 1: Site Information & Proposed Development Statistics

Street Address	7814 - 83 Street NW
Legal Description	Lot B, Block 11, Plan 1738HW
Neighbourhood	King Edward Park
Existing Development	Private School / Open Field
Site Area	Total: 14,354.7 sqm (Source: SLIM Maps) East Side of Site: ~7,450.2 sqm West Side of Site: ~6,904.5 sqm
Plan in Effect	Southeast District Plan (Received 2nd Reading)
Applicable Nodes & Corridors	Whyte Avenue Primary Corridor Whyte Avenue / 75 Street Secondary Corridor Bonnie Doon District Node
Current Zone	PS - Parks & Services
Proposed Zone	MU h23 f3.0 - Mixed Use
Maximum Height	23 metres
Maximum FAR	3.0
Actual FAR	Total: ~1.56 East Side: ~0.44 (Existing School) West Side: ~2.61 (Proposed Residential)
Floor Area	Total: ~22,390.8 sqm East Side: ~4,390.6 sqm (Existing School) West Side: ~18,000.2 sqm (Proposed Residential)
Total New Units (West Side)	~178 Residential Units
Total New Parking Stalls (West Side)	~212 (34 surface, 178 underground)

1.0 PROJECT OVERVIEW
1.3 SITE CONTEXT





View from the northeast corner of the site on 83 Street, looking southwest (Google Maps)



View from the southeast corner of the site on 83 Street, looking northwest (Google Maps)

1.0 PROJECT OVERVIEW
1.3 SITE CONTEXT



View from the lane abutting the north property line, looking west
(Google Maps)



View from the lane abutting the south property line, looking west
(Google Maps)



View from the lane abutting the west property line, looking north
(Google Maps)



View from the lane abutting the west property line, looking south
(Google Maps)



View from the northwest corner of the site, looking southeast
(Google Maps)



View from the southwest corner of the site, looking northeast
(Google Maps)

1.0 PROJECT OVERVIEW
1.3 SITE CONTEXT



View of the existing school buildings from the middle of the site, looking northeast



View of the existing school buildings and playground from the middle of the site, looking east



View of the existing school buildings, playground, and parking from the middle of the site, looking east



View of the existing school buildings and parking from the middle of the site, looking southeast



View of the west side of the site along the south property line from the middle of the site, looking west



View of the north and west side of the site from the middle of the site, looking northwest



View of the 85 Street commercial area located west of the site, looking northeast (Google Maps)

1.0 PROJECT OVERVIEW

1.4 SITE HISTORY

This site was previously the St. James Catholic Elementary School, which was constructed in the mid-1950s. The school operated until 2014 when the Edmonton Catholic School Division decided to close the school because it was under-capacity. The Catholic school subsequently closed in June 2016 and in June 2020, the School Division approved the public sale of the school site.

In August 2021, Hasco Development Corp. (the current property owner) acquired the property with the intention to redevelop part of the site. Hasco currently rents the school buildings to the Al Mustafa Academy, which is an accredited, funded private school with approximately 300 students from kindergarten to twelfth grade.

The Academy is aware and supportive of the proposed redevelopment of the west side of the subject site while the school continues operating.

1.5 PLANNING APPROVALS HISTORY

As noted in Section 1.3, the site has been used for educational purposes since the 1950s. There are not any records of previous rezonings. Since 2019, there have been two approved development permits, as outlined in the table below:

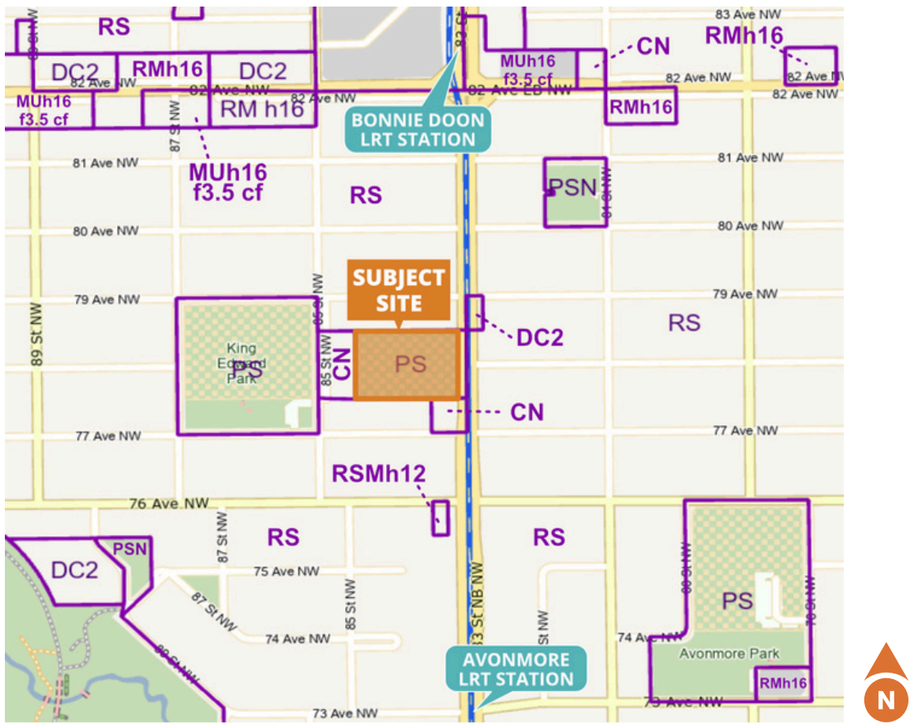
Table 2: Development Approvals

Permit Date	Status	Description
Aug 8, 2019	Approved	To change the use of a room in a Public Education Services building to Child Care Services to allow for the expansion of an existing Child Care Service
Apr 5, 2023	Approved	To construct exterior alterations to a Public Education Service building (new double door)

1.0 PROJECT OVERVIEW
1.6 LAND USE PLANNING ALIGNMENT
1.6.1 CITY PLAN

The proposed rezoning aligns with the overarching policy direction of City Plan. City Plan calls for Edmonton to be a Rebuildable City and supports the development of housing at a variety of scales, densities and designs, within all parts of the residential areas. The proposed rezoning aligns with City Plan's Rebuildable City targets to house 600,000 additional residents in the Redeveloping Area (where the subject site is located) and to provide 50% of new units through infill city-wide.

City Plan also calls for Edmonton to be a Community of Communities where 50% of trips are made by transit and active transportation, and the development of areas that allow people to meet their daily needs within 15 minutes of where they live. In King Edward Park, this will require intensification along the LRT route. Currently, the area surrounding the site and along the LRT route on 83 Street is predominantly low density, as shown by the zoning map in the figure below. Redeveloping the site will bring more density to the area and help establish the surrounding area as a 15-minute community as the site is within 360 and 480 metres of the Avonmore LRT and Bonnie Doon stations, respectively, is near bike routes and several bus routes, and is within walking distance of schools and commercial amenities.



City Plan encourages new development within nodes and along corridors throughout the city. The site is located near the Whyte Avenue Primary Corridor, the Whyte Avenue/75 Street Secondary Corridor, and the Bonnie Doon District Node.

City Plan also establishes the policy framework for local nodes, and defines them as:

- Areas that serve residential neighbourhoods or business areas and include existing or new small scale activity centres;
- Community focal points for business, services, gathering and housing; and
- People places that support activity and animation.

Based on this policy direction in City Plan, the site and the surrounding area--which includes local commercial businesses, child care facilities, schools, playgrounds, religious institutions, and a community league facility--is a Local Node. This is discussed further in the District Planning section.

Other City Plan policies that support redevelopment are summarized in the table below.

Table 3: City Plan Policy Support

1.0 I want to BELONG and contribute.		
Goal	1.3	Edmonton's city design fosters a sense of place by celebrating our unique attributes, diversity and opportunities within the region.
Intention	1.3.1	Promote and celebrate the distinct communities that contribute to Edmonton, its quality of life and unique sense of place.
Policy	1.3.1.3	Encourage diverse design and development in all neighbourhoods so communities can continue to evolve over time.
2.0 I want to LIVE in a place that feels like home.		
Goal	2.2	Edmontonians have the ability to live locally, with access to diverse and affordable housing options in communities that support their daily needs.
Intention	2.2.1	Promote compact, mixed use development within districts that supports equitable access to employment, education and amenities.
Policy	2.2.1.6	Enable ongoing residential infill to occur at a variety of scales, densities and designs within all parts of the residential area.

1.0 PROJECT OVERVIEW
1.6 LAND USE PLANNING ALIGNMENT
1.6.2 DISTRICT PLANNING

The District Plans and District Policy build on City Plan's framework for the network of nodes and corridors and provide additional policy direction for how the city should grow. The District Plans and the District Policy received second reading in June 2024 and are currently being reviewed by the Edmonton Metropolitan Region Board (EMRB) and are expected to go back to City Council in Fall 2024 for third reading.
The subject site is located in the Southeast District. At the time the District Plan was prepared, the site functioned as a school site under the site's current PS - Parks and Services Zone (formerly US - Urban Services Zone under Zoning Bylaw No. 12800). In the District Plans, school sites were generally designated as Urban Service. To rezone the site to the MU zone, an amendment to the District Plan will be applied for concurrently to redesignate the land use to Urban Mix.

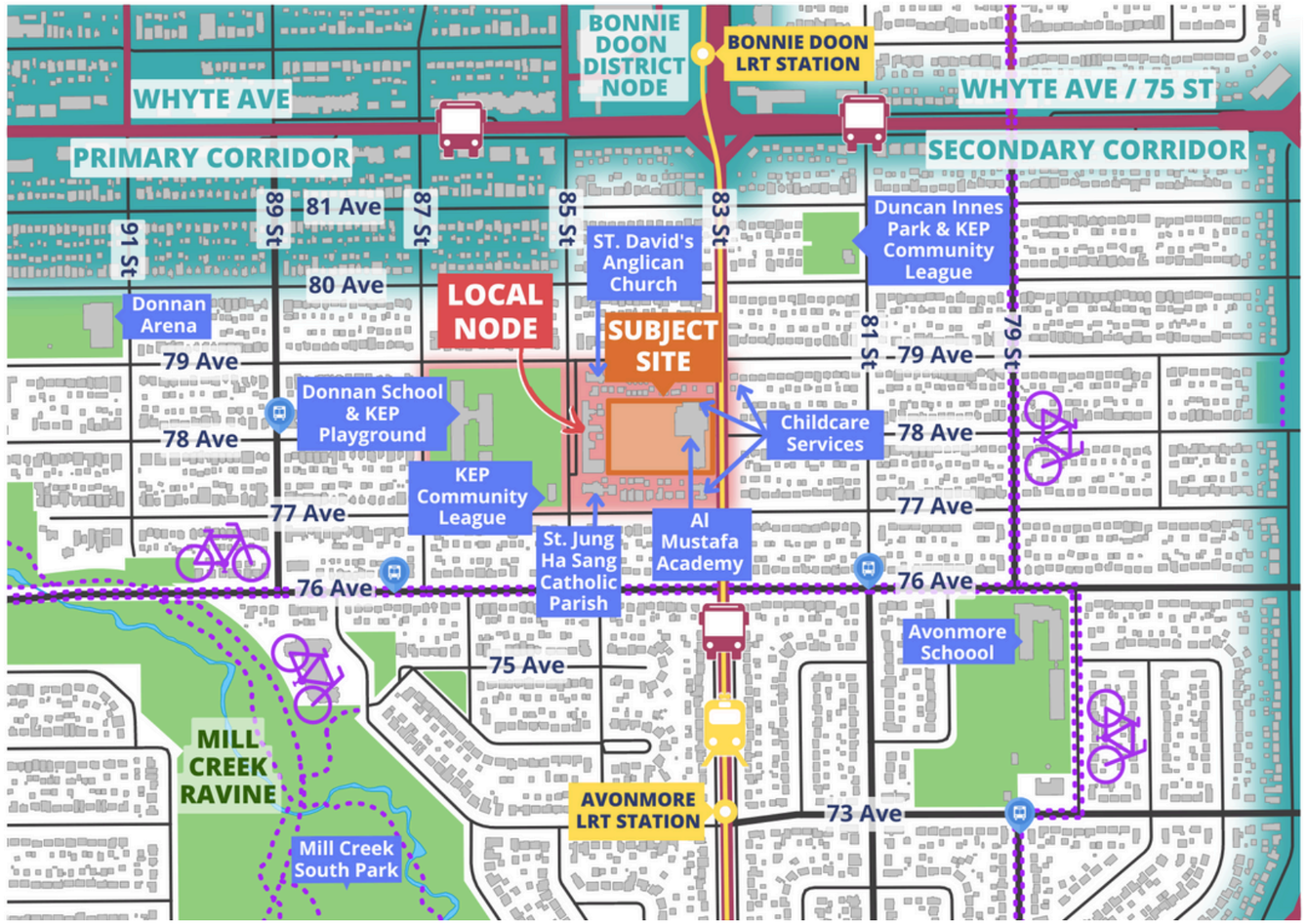
Within the Urban Mix area, the District Policy outlines policy direction for local nodes. They are focal points for neighbourhoods that are located outside of District and Major Nodes and Primary and Secondary Corridors. Local nodes must include commercial uses and should also include another community use, such as a park, community hall, religious assembly or school. They are integrated within their neighbourhood and feature strong active transportation connections and transit service.

The site and surrounding area meet the above criteria for a local node. The area consists of local commercial businesses on 85 Street, Al Mustafa Academy on the subject site, Donnan School, King Edward Park field and playground, King Edward Park Community League's Large Hall, St. Jung Ha Sang Catholic Parish, St. David's Anglican Church, and nearby child care facilities on 83 Street. The site and surrounding area also have excellent access to active transportation routes and transit service. The Local Node is located near the Whyte Avenue, 76 Avenue, and 79 Street and Mill Creek Ravine bike routes. The Local Node is also located approximately 360 metres (375 metres walking distance) from the Avonmore LRT Station and approximately 480 metres (500 metres walking distance) from the Bonnie Doon LRT station.

Local nodes are intended to organically develop over time and have flexible boundaries to allow emerging opportunities to shape development in the immediate area. Redevelopment of the subject site will be an organic expansion of the Local Node. The policy direction for local nodes in the District Policy is outlined in the table to the left. The policy supports low-rise and mid-rise buildings, commercial development, and mixed-use development.

Table 4: Local Node District Policy Support

Local Nodes are places in Urban Mix areas, separate from other Nodes and Corridors, that act as focal points for the neighbourhoods where they are located. They must include commercial uses and should also include another community use, such as a park, community hall, religious assembly or school. They are integrated within their neighbourhood and feature strong active transportation connections and transit service.		
Policy	2.4.5.1	Support neighbourhood commercial and neighbourhood mixed use development at Local Nodes.
Policy	2.4.5.2	Support Low Rise development at Local Nodes.
Policy	2.4.5.3	Support Mid Rise development along Arterial Roadways and Collector Roadways at Local Nodes where the site size and context allow for appropriate transition to surrounding development.



1.0 PROJECT OVERVIEW
1.7 SUMMARY & CONCLUSION

Proposed Redevelopment Phases

The entire site is proposed to be rezoned to the MU zone with the intention to redevelop the west side of the site into new mid-rise multi-unit residential buildings. The Al Mustafa Academy will continue to operate in the school building on the east side of the site and the playground and field area located immediately west of the school building. The Al Mustafa Academy is aware and supportive of the proposed redevelopment of the west side of the subject site.

Site Location & Context

The site is located in King Edward Park on 83 Street and is surrounded on the remaining three sides by lanes. The site is near the Whyte Avenue Primary Corridor, the Whyte Avenue/75 Street Secondary Corridor, and the Bonnie Doon District Node. It is also within walking distance of Mill Creek Ravine, various schools, King Edward Park Community League Centres, the local commercial area west of the site along 85 Street, Bonnie Doon Shopping Centre, child care facilities on 83 Street, and places of worship along 85 Street.

There are several bus stops nearby on 83 Street and Whyte Avenue. The site is located approximately 360 metres from the Avonmore LRT Station and approximately 480 metres from the Bonnie Doon LRT station. It is also located near the Whyte Avenue, 76 Avenue, and 79 Street and Mill Creek Ravine bike routes.

Land Use Planning Alignment

The proposed rezoning is in alignment with existing City Plan policy to bring 600,000 new residents into the redeveloping area of the Edmonton and provide 50% of new housing units to be added through infill at a variety of scales, densities and designs, within all parts of the residential areas. The MU zone contains regulations to ensure good integration of new development into the surrounding neighbourhood.

City Plan also encourages transit use, active transportation, and the development of areas that allow people to utilize those transportation modes to meet their daily needs within 15 minutes of where they live. The proposed rezoning aligns with this policy direction because it will provide mixed use development and more density along the LRT route on 83 Street, in an area that is predominantly low density residential.

The site is also located within a Local Node, as per the framework established by City Plan and the District Policy that identifies local nodes as areas intended to serve neighbourhoods through a mix of commercial uses, civic spaces and centres, cultural facilities, places of worship and schools. The proposed rezoning aligns with City Plan policy that encourages intensification within local nodes and the draft District Policy that supports low- to mid-rise buildings, commercial development, and mixed-use development in local nodes.

2.0 NEIGHBOURHOOD ANALYSIS
2.1 CURRENT ZONING & NEARBY REZONINGS

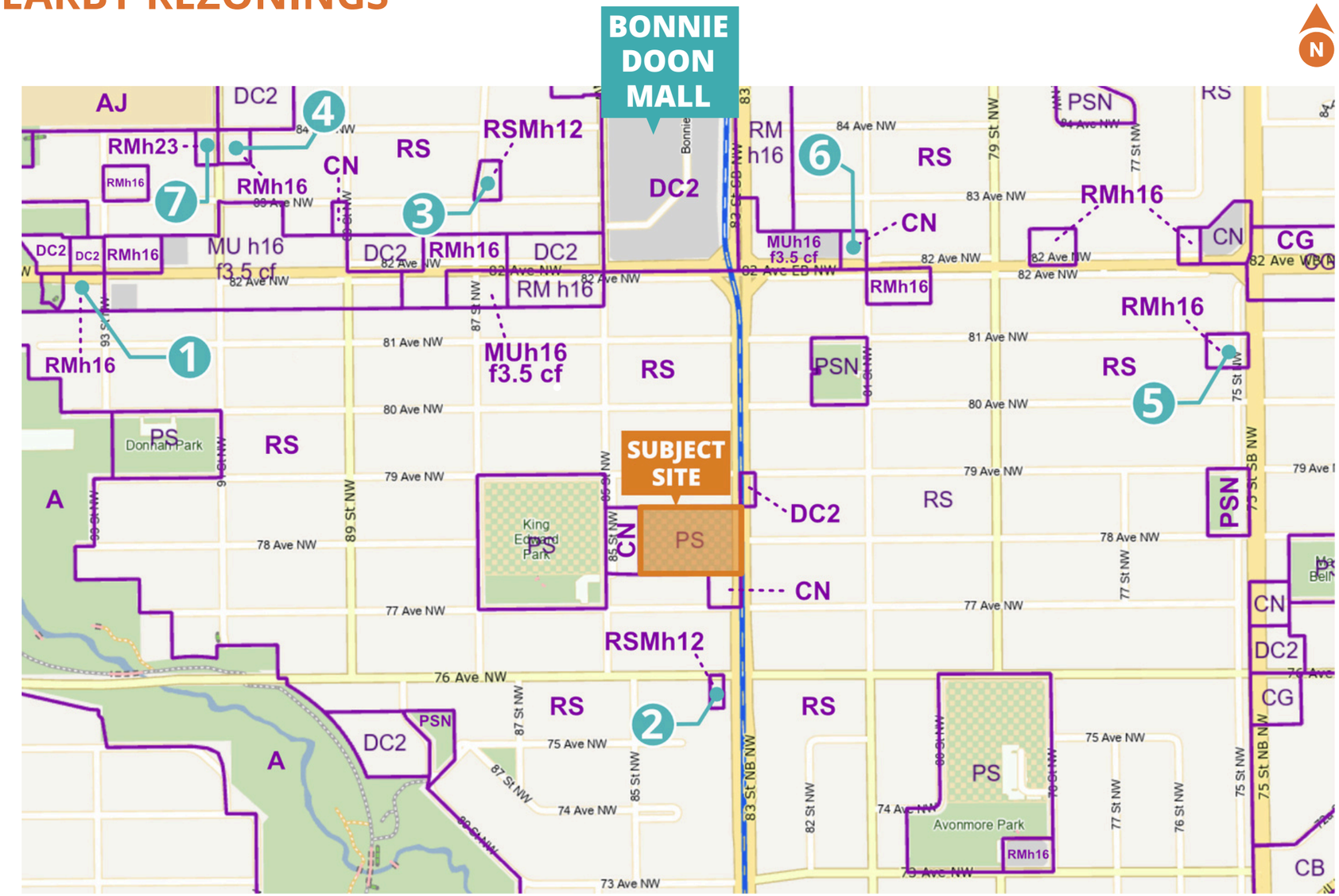
The figure on the right shows the current zoning of the surrounding area and nearby rezonings from January 2020 to August 2024.

Most rezonings were to allow for increased residential density. There were two rezonings to allow for small-scale residential (#2,3), three rezonings to allow for low-rise residential (#1,4,5), one rezoning to allow for mid-rise residential (#7), and one commercial rezoning to allow for more intense development (#6).

Six of the seven rezonings were within a primary or secondary corridor and four rezonings were directly on arterial roads. This demonstrates that the corridors and arterial roads in King Edward Park and the surrounding area are intensifying. In addition to the rezonings identified above, the Bonnie Doon Mall area was rezoned to a DC2.1058 in April 2019, to allow for redevelopment of the existing Bonnie Doon Shopping Centre into a comprehensive, mixed-use, transit-oriented town centre.

Continued intensification -- including on the subject site -- will help support the development along the nearby primary and secondary corridors, district node, and along the LRT route.

1. A to PU & RA7 (now RMh16) | Dec 8, 2020
2. RF1 to RF5 (now RSMh12) | Feb 23, 2021
3. DC2.1073 to RF5 (now RSMh12) | Apr 20, 2021
4. RF3 to RA7 (now RMh16) | Aug 17, 2021
5. RF3 to RA7 (now RMh16) | Feb 8, 2022
6. CNC to CB1 (now MUh16 f3.5 cf) | Jul 5, 2022
7. DC2 to RA8 (now RMh23) | Sep 11, 2023



2.0 NEIGHBOURHOOD ANALYSIS
2.2 NATURAL AREAS, PARKS & OPEN SPACES

The subject site has access to diverse parks and open spaces located nearby. The site is approximately 70 metres east of the Donnan School Park/King Edward Park, which offers a similar open space experience that the site currently has, including a large open field and playground. The site is also located a few blocks to Mill Creek Ravine, which provides a natural area experience and has an extensive pedestrian and cycling network.



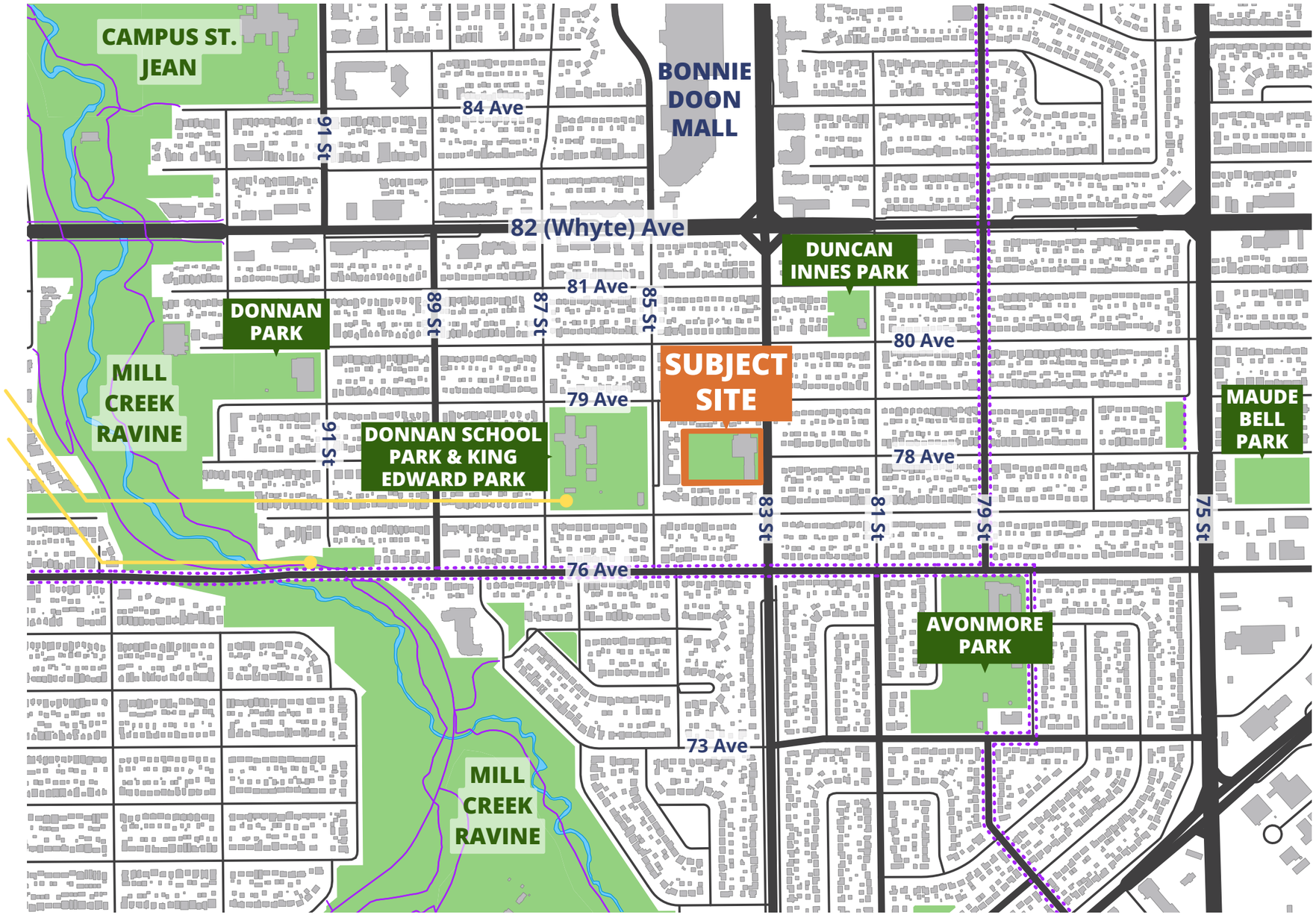
King Edward Park Playground (Source: Google Maps)



Mill Creek Ravine (Source: Google Maps)

Shared Use Bike & Pedestrian Paths

On-street Bike Routes & Lanes



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2.0 NEIGHBOURHOOD ANALYSIS
2.3 HISTORIC RESOURCES

There are three historic resources on the Inventory and one registered Municipal Historic Resource located near the site. There are not any archeaological or historic resources located on the site as per City of Edmonton and Government of Alberta open data.

Inventory of Historic Resources

1. King Edward School
2. Frank O'Leary Residence
3. William Armstrong Residence

Registered Municipal Historic Resources

4. Mill Creek Trestle Bridge



2.0 NEIGHBOURHOOD ANALYSIS
2.4 CIRCULATION & CONNECTIVITY

The site has excellent access to transit and active transportation routes.

There are several bus stops nearby on 83 Street and Whyte Avenue. Whyte Avenue is an arterial road and frequent transit route. The site is located approximately 360 metres from the Avonmore LRT Station and approximately 480 metres from the Bonnie Doon LRT station.

It is also located near the Whyte Avenue, 76 Avenue, and 79 Street and Mill Creek Ravine bike routes.



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2.0 NEIGHBOURHOOD ANALYSIS
2.5 FIGURE GROUND

The urban form of the area surrounding the subject site consists of a grid with streets running north/south, avenues running east/west and open spaces interspersed throughout the area.

The blocks in the area are primarily oriented east/west, with buildings fronting north and south onto the adjacent avenues. The majority of buildings in the area are small-scale residential with small building footprints, with larger building footprints located in the open spaces and along Whyte Avenue.

The urban pattern is disrupted by Mill Creek Ravine to the west. The shape and size of blocks are altered to accommodate the path of the Ravine.

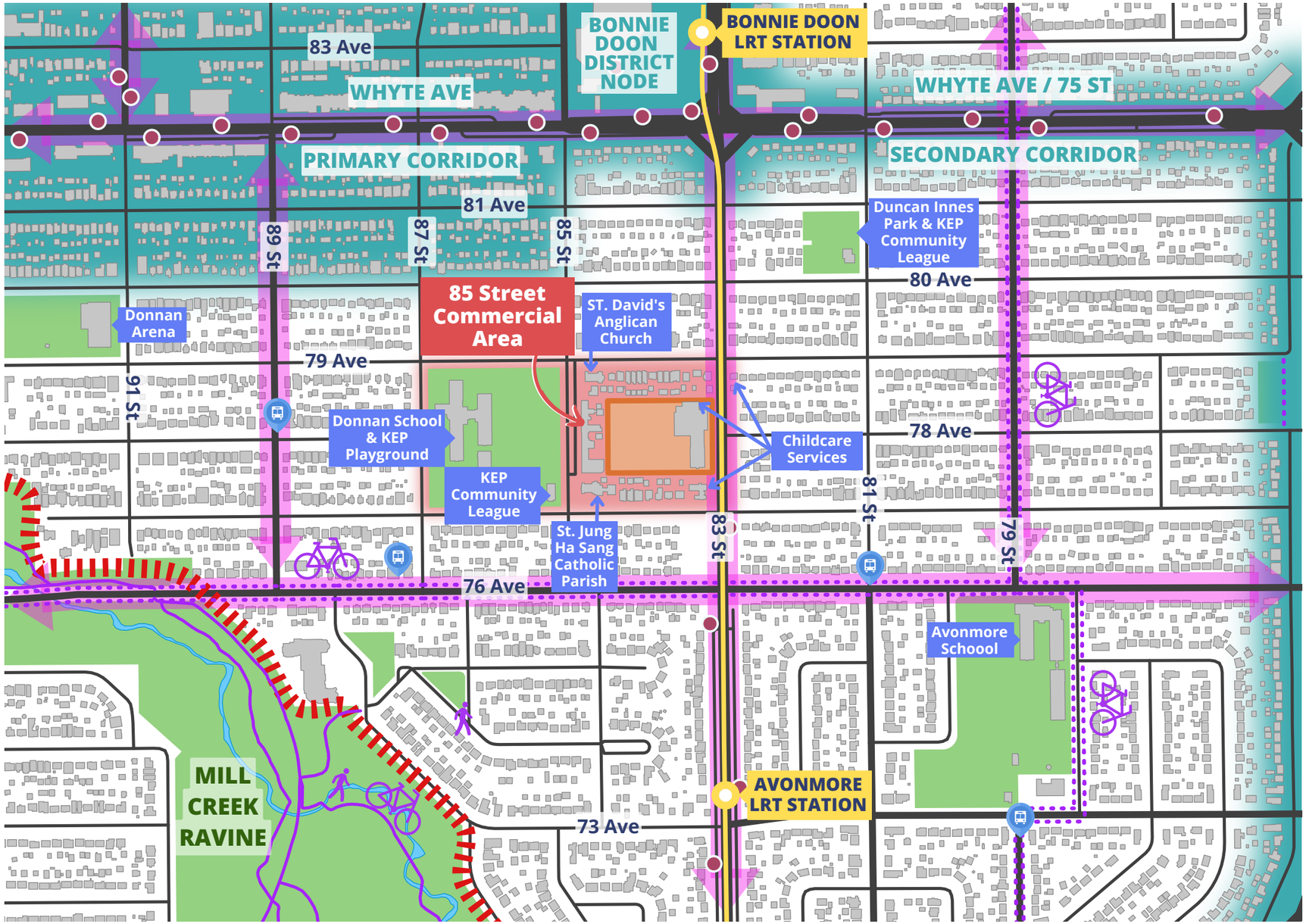
The streets in the surrounding area are primarily local residential roads. The site is located adjacent to the 83 street, which is an arterial road. Whyte Avenue, which is an arterial road and major thoroughfare for the area, is located three blocks north of the site.

Bike Route



2.0 NEIGHBOURHOOD ANALYSIS
2.6 PATHS, EDGES, NODES & LANDMARKS

- Bus Stop
- On-demand Transit Stop
- LRT Route
- On-street Bike Routes & Lanes
- Shared Use Bike & Pedestrian Paths
- Local Node
- Primary & Secondary Corridors, District & Major Nodes
- Edges
- Primary Paths



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3.0 SITE ANALYSIS
3.1 SITE CONTEXT

The figure shows the west side of the site that is intended for redevelopment. The existing 2-storey school buildings, playground and open field area north of the playground will remain. There are six existing trees located east and southwest of the school that will also retained.

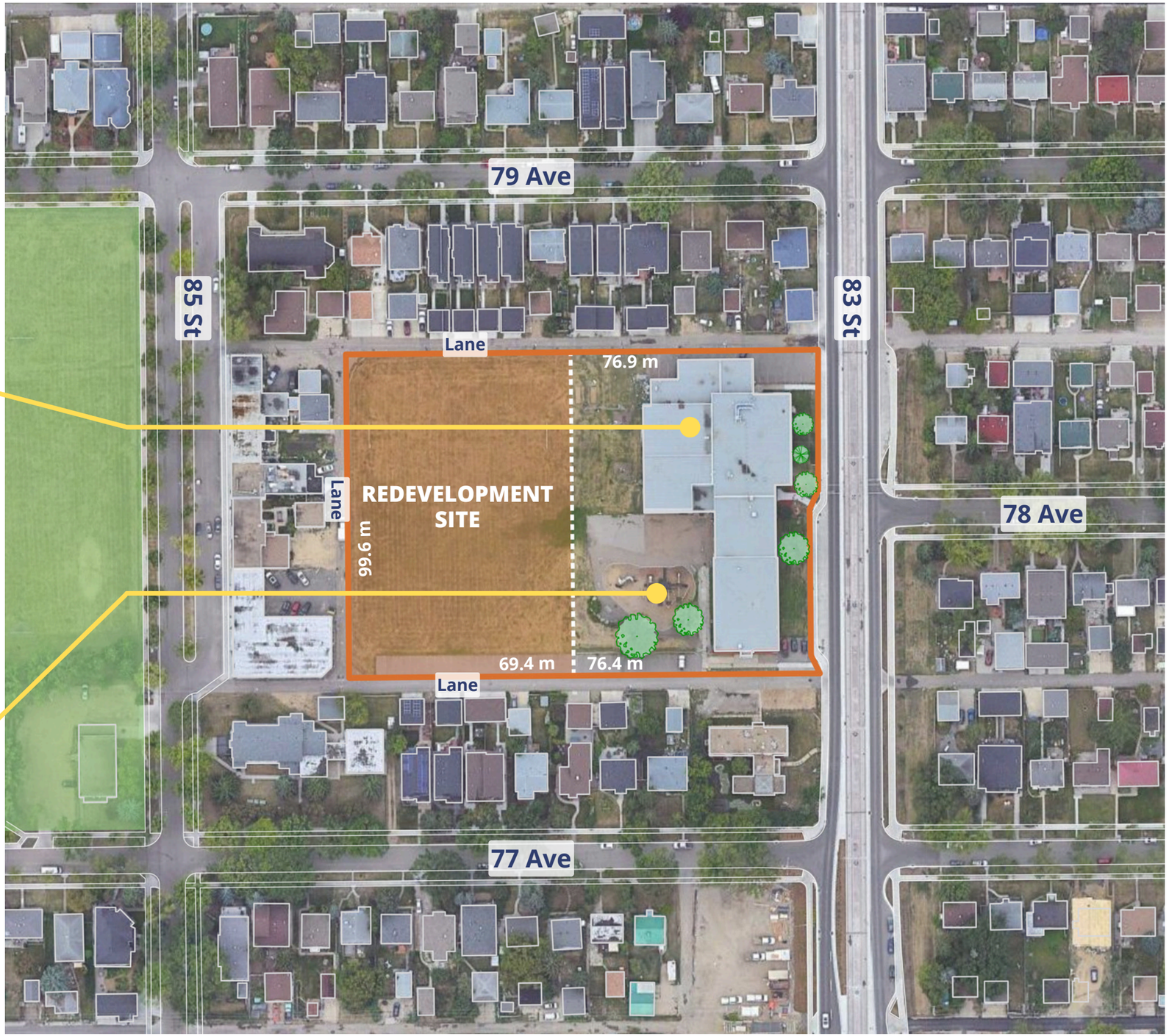


Existing 2 Storey School Buildings, *View from the southeast corner of the site on 83 Street, looking northwest (Google Maps)*



Existing Playground, *View from the south side of the playground, looking north/northwest*

Existing Trees

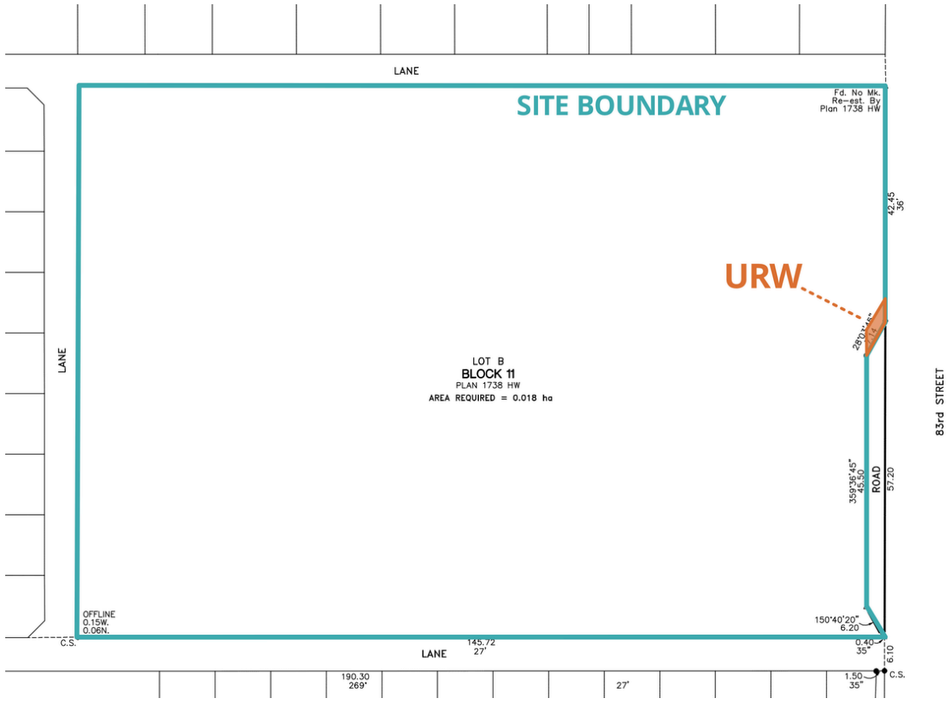


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3.0 SITE ANALYSIS

3.2 UTILITY RIGHT-OF-WAY

There is a City of Edmonton utility right-of-way (URW) registered on title for a traffic signal pole system. The figure below shows the location of the URW.



3.3 TOPOGRAPHY & ENVIRONMENTAL HAZARDS

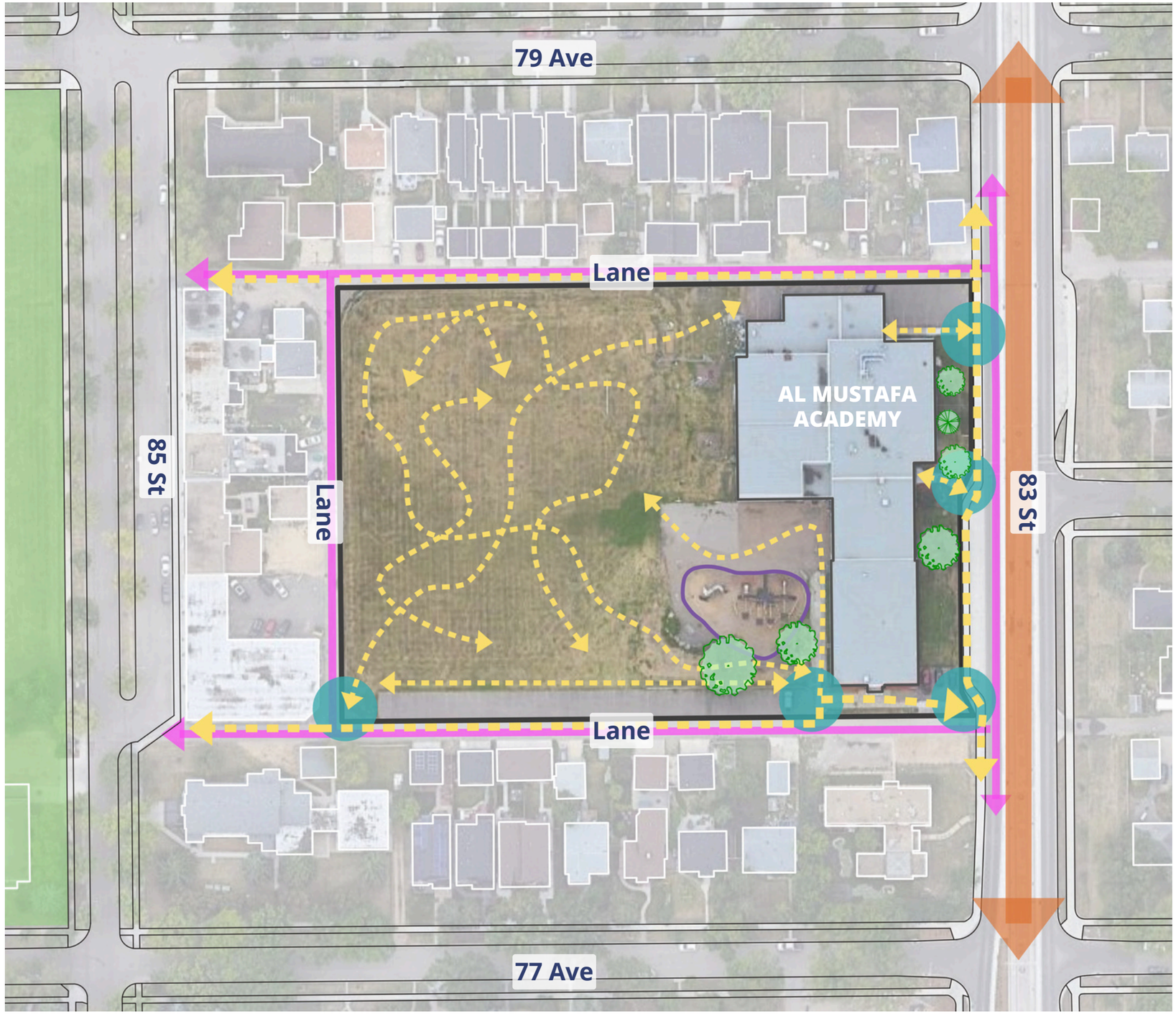
The topography of the subject site is relatively flat with no significant changes in slope. There are no known environmental hazards on the site.

3.0 SITE ANALYSIS
3.4 CURRENT CIRCULATION

The figure shows the current circulation around and through the site.

Vehicular paths are primarily along 83 Street and the three lanes surrounding the site. The street and lanes provide access to the existing parking spaces located along the southern property line and at the northeast corner of the site.

Pedestrian paths are primarily along the sidewalk adjacent to 83 Street and along the north and south lanes. From the sidewalk along 83 Street, there are pedestrian linkages to the north and south sides of the school, and the main entrance to the school located in the middle of the east side of the building. There is also open, unstructured pedestrian movement through the west side of the site.



- Pedestrian Nodes
- Pedestrian Movement
- Vehicle Movement
- LRT
- Site Boundary

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4.0 DESIGN INTENT

4.1 SITE PROGRAMMING & CIRCULATION

The figure shows the proposed programming and circulation on the site.

The existing school buildings, playground, outdoor areas, and on-site parking on the east side of the site are proposed to remain. The west side of the site is proposed to be redeveloped with multi-unit housing.

Vehicular paths will remain along 83 Street and the three lanes surrounding the site. The street and lanes provide access to the existing parking spaces located along the southern property line and at the northeast corner of the site. A new vehicular access is proposed on the west side of the site.

Pedestrian paths along the sidewalk adjacent to 83 Street, and the pedestrian linkages to the north and south sides of the school and the school's main entrance will remain. Open, unstructured pedestrian movement through the school playground and open field area west of the school will also continue.

New pedestrian paths are proposed along the north and south property lines and north-south through the middle of the site to provide safe access around and through the site.



Pedestrian Movement

Vehicle Movement

LRT

Site Boundary

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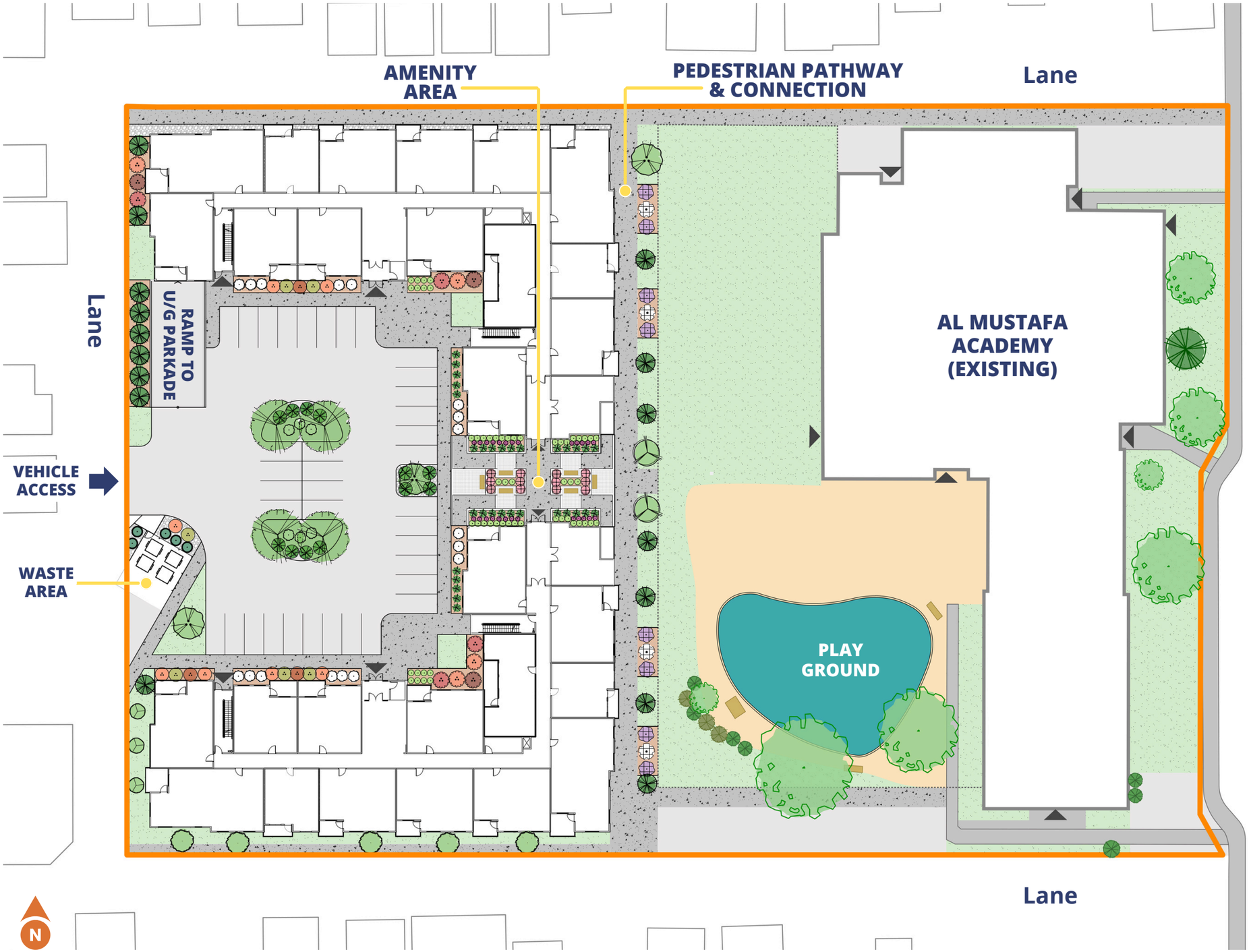
4.0 DESIGN INTENT

4.2 SITE PLAN

The figure shows the proposed redevelopment of the west side of the site, consisting of two 6-storey, L-shaped multi-unit residential buildings.

The main entrances to the buildings face the interior parking area. For pedestrians, the entrances are accessible from the paths through and around the site.

A new amenity area located between the buildings will provide outdoor space for residents and a connection from the pedestrian pathway between the east and west sides of the site.



4.0 DESIGN INTENT
4.3 BUILDING MASSING

View of the proposed new residential buildings from the southwest corner of the site.



4.0 DESIGN INTENT
4.3 BUILDING MASSING

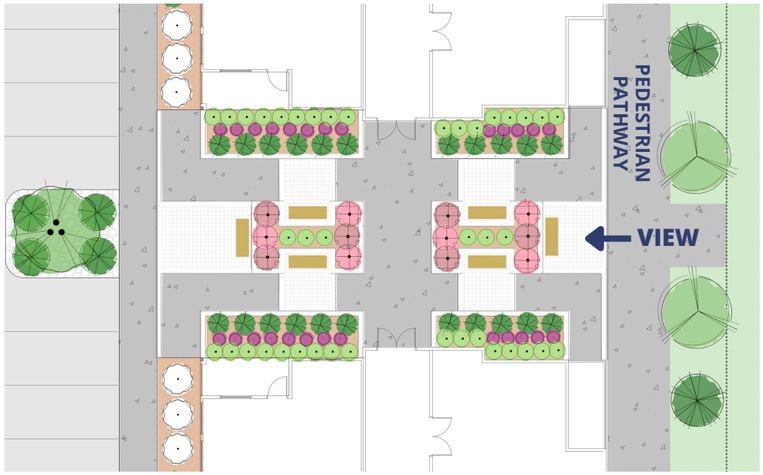
View of the existing school buildings and proposed new residential buildings from the southeast, across 83 Street.

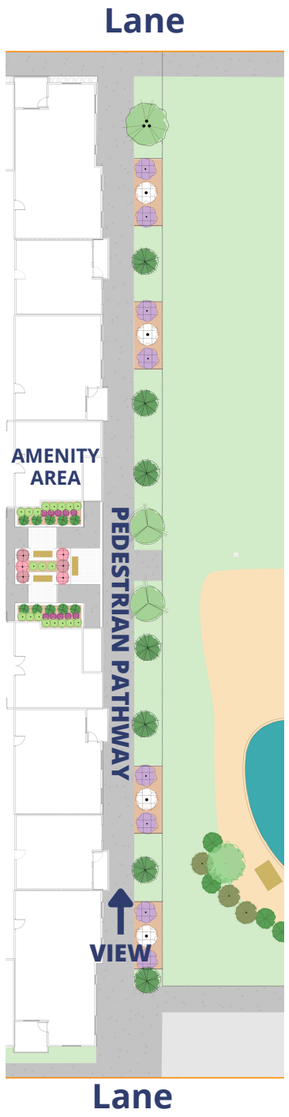


4.0 DESIGN INTENT
4.4 PUBLIC REALM & AMENITY AREA

Amenity Area

An outdoor amenity area is proposed between the two residential buildings, to provide outdoor space for residents and a pedestrian connection through the site.





Pedestrian Pathway

A new pedestrian path runs north-south through the middle of the site. The path will provide a transition and natural edge from the proposed new residential buildings on the west side of the site to the existing school buildings and play areas on the east side of the site.

The path will provide important pedestrian access to the new residential buildings and access through the site for both residents and visitors to the site.





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