

### 10155, 10159 & 10175U - 94 Street NW

#### Position of Administration: Support



### Summary

Bylaw 21175 proposes a rezoning from the Mixed Use Zone (MU h85.0 f8.0) to the Large Scale Residential Zone (RL h65.0) to allow for large scale housing. Public engagement for this application included a mailed notice, site signage and information on the City's webpage. Administration heard from 4 people, with most concerns related to having a tall building so close to the river valley/top of bank and impacts on traffic movements in the area, especially DATS service.

Administration supports this application because it:

- Will facilitate high density residential development in the core of the City near transit and river valley connections and amenities.
- Aligns with the direction for high rise tower development in The City Plan, the Central District Plan and The Quarters Downtown Area Redevelopment Plan.

# Application Details

This application was submitted by DIALOG on behalf of the landowner.

The proposed Large Scale Residential Zone (RL h65.0) would allow development with the following key characteristics:

- High rise multi-unit residential development.
- A maximum height of 65.0 metres (approximately 20 storeys).
- Limited commercial opportunities in the lower storeys.

The application was initially proposed as the Mixed Use Zone (MU h150.0 f13.0), but was revised after Administration’s initial review and public engagement.

## Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Mixed Use Zone (MU h85.0 f8.0)	Vacant land
North	Parks and Services Zone (PS)	Alex Taylor School (E4C)
East	Parks and Services Zone (PS) River Valley Zone (A)	Alex Taylor School (E4C) Dawson Park/River Valley
South	Mixed Use Zone (MU h85.0 f8.0)	Mid rise residential
West	Mixed Use Zone (MU h85.0 f8.0) Mixed Use Zone (MU h85.0 f8.0 cf)	Vacant land Single detached housing





*View of site looking north from the terminus of 94 Street NW*



*View of site looking west from the alley (Ewan Nelson Way)*





*View of site looking south from the alley (Ewan Nelson Way)*

## **Community Insights**

This application was brought forward to the public using a broadened approach. This approach was selected because this is an area where previous applications have prompted extensive public response. The basic approach included:

### **Mailed Notice, October 25, 2024 (MU h150.0 f13.0)**

- Notification radius: 120 metres
- Recipients: 394
- Responses: 3
  - In support: 1
  - In opposition: 2

### **Mailed Notice, April 23, 2025 (RL h65.0)**

- Notification radius: 120 metres
- Recipients: 394
- Responses: 1, in opposition

### **Site Signage, November 22, 2024**

- One rezoning information sign was placed on the property so as to be visible from 94 Street NW.

- After the application changed to proposing the RL h65.0 Zone, the sign was revised on April 30, 2025 to reflect the new proposed zone.

## Webpage

- [edmonton.ca/rezoningapplications](https://edmonton.ca/rezoningapplications)

## Notified Community Organizations

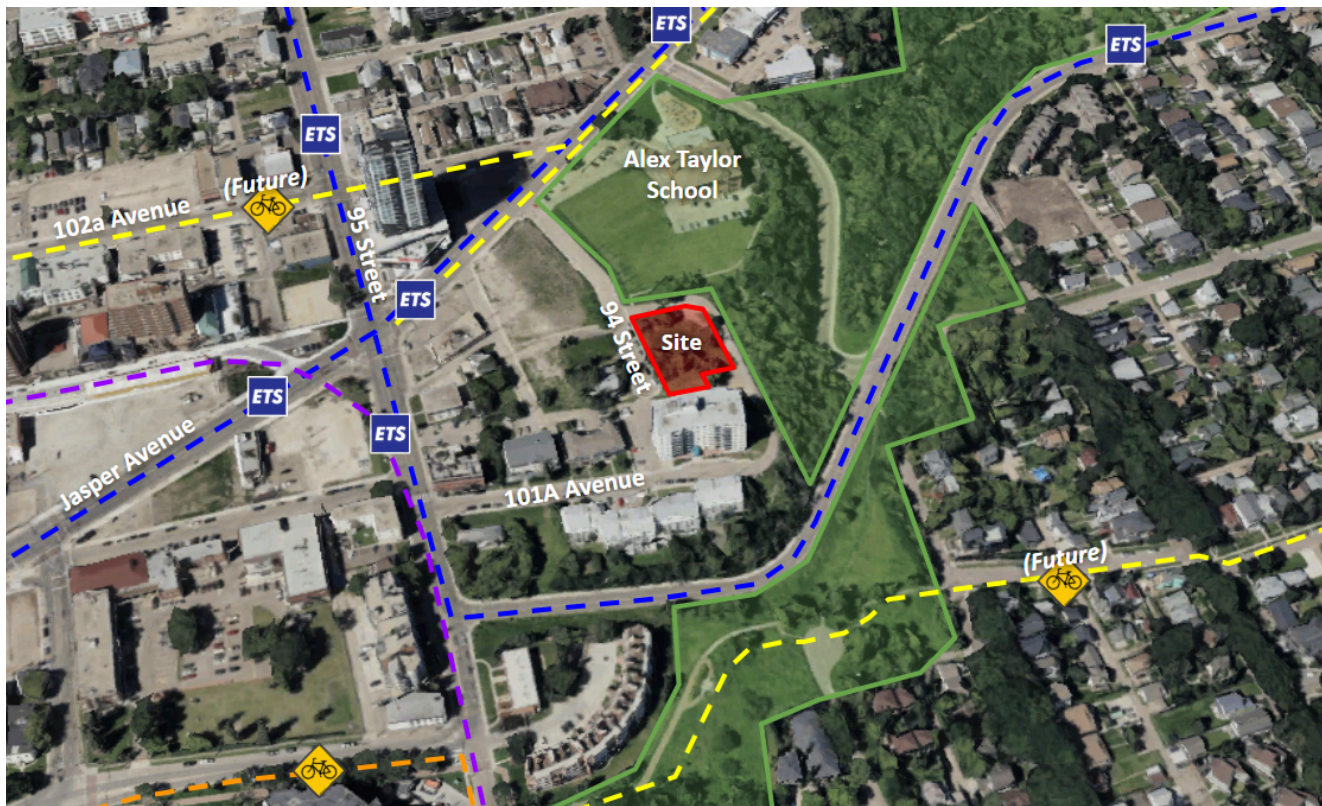
- Boyle Street Community League
- Riverdale Community League

## Common comments heard:

- Concerned about an increase in height and scale (when the proposed zone was MU h150.0 f13.0)
- Worried about slope stability and viability of Ewan Nelson Way with such a large tower near the slope and alley.
- Will contribute to more traffic in the area and upgrades to traffic controls may be required.
- Construction impacts must be managed to ensure Dedicated Accessible Transit Service (DATS) access to the nearby co-op housing is maintained.
- Allowing a tall tower so close to the river valley risks privatizing access to the river valley.
- A tall tower near the top of the bank will obstruct views from buildings further away from the river valley, hindering other development opportunities.
- Increased density can be achieved with smaller mid rise buildings instead of towers.
- This area has lots of crime and lack of attention from the City. Having more people here could improve these things.



## Application Analysis



Site analysis context

### The City Plan

The proposed rezoning aligns with two Big City Moves in The City Plan: “A Rebuildable City”, and a “Community of Communities”. Goals associated with a Rebuildable City include adding 50% of net new units through infill city-wide, and welcoming 600,000 additional residents into the redeveloping area. Goals associated with the Community of Communities include: 50% of trips made by transit and active transportation, and the creation of areas that allow people to meet their daily needs within 15-minutes of where they live.

### Central District Plan

The site is within the Centre City, Edmonton’s distinct cultural, economic, institutional and Mobility Hub with the highest density and mix of land uses. It is a Node and includes a critical mass of housing, employment and civic activities.

District Policy 2.4.2.2 supports High Rise development (9 - 20 storeys) within Centre City where at least one of the following criteria is met:

- The site is within 400 metres of a Mass Transit Station.
- The site is along an Arterial Roadway.
- The site size and context allow for appropriate transition to surrounding development and adequate site access can be provided.

The site is approximately 400 metres from The Quarters LRT Stop and the site size and context is appropriate for a high rise building.

## The Quarters Downtown Area Redevelopment Plan (ARP)

In The Quarters ARP, the site is within the Five Corners Quarter envisioned for higher density residential, commercial and mixed use development and the tallest buildings in the plan area. The proposed change from a zone that would allow for a wider variety of non-residential uses to one that would likely result in an entirely residential tower still aligns with this plan direction.

## Land Use Compatibility

High rise buildings are compatible in this area that includes a wide variety of building types and scales, including existing towers. A fully residential tower under the current zone could be taller but there are differences in the required setbacks that make the RL h65.0 Zone easier within which to build a fully residential building. In particular, the current MU h85.0 f8.0 Zone would require the upper portion of the tower to be 9.0 m away from 94 Street NW, but this requirement is only 6.0 m for the proposed RL h65.0 Zone. A comparison of key features of each zone is in the table below.

	<b>MU h85.0 f8.0 Current</b>	<b>RL h65.0 Proposed</b>
<b>Typical Uses</b>	Wide range of residential, commercial and community uses	Residential with limited optional commercial or community uses
<b>Maximum Height</b>	85.0 m	65.0 m
<b>Maximum Floor Area Ratio</b>	8.0	5.5
<b>Minimum Setback</b> (94 Street NW)	1.0 m (Non-residential) 4.5 m (Residential) Additional 4.5 m above 23.0 m in height	4.5 m 6.0 m (above 23 m in height)
<b>Minimum Setback from Alley</b> (North and east)	0.0 m	3.0 m

<b>Minimum Setback from Abutting Sites</b>	3.0 m 6.0 m (above 23 m in height)	3.0 m 6.0 m (above 23 m in height)
<b>Maximum Tower Floor Plate</b>	850 m <sup>2</sup>	850 m <sup>2</sup>
<b>Minimum Tower Separation</b>	25.0 m	25.0 m

Due to the location of the site close to the slope and the scale of building proposed, Administration required the submission of a geotechnical slope stability assessment as part of the rezoning application. The geotechnical consultant provided a qualified professional opinion that the land may be used safely for the use intended respecting the recommendations and the development restrictions outlined in their report. Administration has provided the applicant with information about what will need to be included in future, more detailed geotechnical investigations and reports at the Development Permit stage.

## Mobility

The rezoning site is well-served by many transportation mode options. Vehicular access is required from the alley and the owner will be required to reconstruct the alley (Ewan Nelson Way). Adjacent roadways, including 94 Street NW and 101A Avenue NW, were reconstructed in 2024 with the Boyle Street Neighbourhood Renewal Project. 101 Avenue NW and 102A Avenue NW are district connector bike routes.

Dedicated Accessible Transit Service (DATS) provides over 2000 transportation trips per year for residents living in nearby buildings along 101A Avenue NW. DATS utilizes 94 Street NW and Ewen Nelson Way (adjacent to the rezoning site) to serve buildings in this area. Access must be maintained (with potential parking/road closure mitigation measures) to allow DATS to continue to serve the area during construction.

ETS operates numerous bus routes near the rezoning site on 95 Street NW and Jasper Avenue NW, including frequent, local and community bus routes. The site is roughly a 200 metre walking distance to the nearest bus stop on Jasper Avenue NW and a 550 metre walking distance to The Quarters LRT Stop.

Mass transit bus routes are anticipated to operate nearby on 95 Street NW and Jasper Avenue NW in the mass transit network associated with the 1.25 million population scenario of The City Plan. These routes will be similar to existing frequent bus routes in the area.



## Utilities

A Drainage Servicing Report has been deferred and will be required at the Development Permit stage. This report will be required to direct the future sanitary, storm, and onsite stormwater management servicing scheme for the proposed development.

There is a deficiency in on-street fire protection adjacent to the property in terms of hydrant spacing and flow rates. The developer will be required to address this deficiency at the Development Permit stage. Edmonton Fire Rescue Services (EFRS) may be able to perform an Infill Fire Protection Assessment (IFPA) at the Development Permit stage to potentially alter or lessen on-street fire protection infrastructure upgrades, assuming certain criteria are met.

The applicant/owner will be responsible for all costs associated with infrastructure changes required by this application.

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