

10157, 10169, 10185 & 10189 - 106 Street NW Position of Administration: Support



Summary

Bylaw 21292 proposes a rezoning from a Direct Control Zone (DC2.1065) to the Urban Warehouse Zone (UW) to allow for mixed-use development that reflects the area's urban warehouse character. Bylaw 21291 proposes an amendment to the Zoning Bylaw's Urban Warehouse Zone to increase maximum density.

Public engagement for this application included a mailed notice, site signage, and information on the City's webpage. Administration heard from three people and the community league.

Administration supports this application because it:

- Proposes a scale that aligns with the land use guidelines for the Centre City Node and Capital City Downtown Plan

- Enables more flexible development with active edges fronting the future O-day'min Park and architectural design that reflects the predominant warehouse character of the area
- Supports more people living within walking distance of numerous amenities, public transportation, large institutions, and employment areas.

Application Details

This application was submitted by Stantec Consulting Ltd on behalf of Autograph.

Rezoning

The proposed Urban Warehouse Zone would allow development with the following key characteristics:

- A mix of uses, including residential, commercial, and institutional.
- A maximum height of 50 metres (approximately 14 storeys).
- A maximum floor area ratio of 6.0.

Text Amendment

The Urban Warehouse Zone currently limits maximum residential density to 500 dwellings per hectare. The proposed amendment would increase this to 2,200 dwellings per hectare, reflecting density regulations in the existing Direct Control Zone and providing additional flexibility for future developments.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Direct Control Zone (DC2.1065)	Surface Parking
North	Urban Warehouse Zone	Mixed-Use Building
East	Urban Warehouse Zone	Commercial Uses Surfacing Parking
South	Urban Warehouse Zone	Surface Parking (Development Permit for multi-unit housing in review)
West	Urban Warehouse Zone Parks and Services Zone	Commercial Uses Surface Parking Park



View of the site looking southwest



View of the site looking northeast

Community Insights

This application was brought forward to the public using a broadened approach, which included sending advance notice postcards to a wider catchment area. This approach was selected because the application included amendments to the Zoning Bylaw.

Mailed Notice, April 28, 2025

- Notification radius: 120 metres + properties with the UW Zone
- Recipients: 1,986
- Responses: 3
 - In support: 2
 - In opposition: 0
 - Mixed/Questions only: 1

Site Signage, May 22, 2025

- One rezoning information sign was placed on the property so as to be visible from 106 Street and 102 Avenue

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Downtown Edmonton Community League
- Downtown Business Improvement Area

Common comments heard:

- Support rezoning to the UW Zone, but concerned about maximum density.
- The site is close to transit, active transportation options and employment, this is a great location for more density.
- The current surface parking lot is an underutilization of valuable land in our downtown.
- Redevelopment here makes efficient use of existing infrastructure and reduces pressure for outward expansion.

The Downtown Edmonton Community League provided a letter of support, stating the proposal aligns with the vision for the area and meets the goals of the Capital City Downtown Plan. Limiting maximum density may unnecessarily constrict what could be built in the UW Zone and believe development at this site will complement the area.

Application Analysis



Site analysis context

The City Plan

The proposed rezoning aligns with the big city moves of “A Rebuildable City” and “A Community of Communities” by supporting the creation of new infill units in close proximity to open space, transit and active transportation. Increasing the maximum density of the Urban Warehouse Zone will strengthen the Centre City Node's role as Edmonton's primary residential hub and highest-density community.

Policy Review

In the Central District Plan, the site is located within the Centre City Node and meets all of the District Policy's criteria for a high rise building, being adjacent to a future LRT Stop, at the intersection of two arterial roads, and surrounded by properties already zoned for high rise development.

The site is also subject to The Capital City Downtown Plan and these additional policies guide recommendations for this rezoning proposal. The Capital City Downtown Plan designates the site as part of the Warehouse Campus Neighbourhood and the Central Warehouse subarea where medium to high density residential infill is supported. The plan also looks to encourage commercial developments along 102 Avenue to support the establishment of a pedestrian-oriented shopping street. The proposed Urban Warehouse Zone supports these objectives by enabling the development of a high density residential building with active edges and opportunities for commercial uses.

Land Use Compatibility

The current DC zoning was approved in 2019 and allows for the development of two high-rise towers with a shared podium. When compared to the proposed zone, the most significant change is a decrease in maximum height and floor area ratio. Both zones allow for a variety of commercial and community uses and have comparable setbacks.

While this proposal reduces the size of buildings that could be developed, the increased flexibility of the Urban Warehouse zone will still enable development that aligns with the long-term visions for the Centre City Node and the Capital City Downtown Plan. Additionally, re-establishing the Urban Warehouse Zone will provide more consistent zoning in the area and enable more people to live in close proximity to numerous amenities, transportation options, and employment opportunities.

	DC2.1065 Current	UW Proposed
Maximum Height	127.0 m	50.0 m
Maximum Floor Area Ratio	18	6.0
Minimum Front Setback (102 Avenue)	2.0 m	1.5 - 3.0 m
Minimum Side Setback (Alley)	0.0 m	0.0 m
Minimum Flanking Side Setback (106 Street)	0.8 m	0.0 m
Minimum Rear Setback	0.0 m	0.0 m
Maximum Number of Dwellings	780	763

Increasing maximum density from 500 Dwellings per hectare to 2,200 Dwellings per hectare will apply to all properties zoned Urban Warehouse which is land Downtown generally between 104 Avenue, Jasper Avenue, 109 Street and 105 Street, and identified as the Central Warehouse sub-area within the Capital City Downtown Plan. This area is well positioned to handle significant density with LRT, rapid bus service, bike lanes, employment opportunities, post secondary campuses, a sports/entertainment district, and retail services all within walking distance.

Environment

An Environmental Remedial Action Plan was reviewed with this application. Rezoning of the property is supported with a final remediation report and/or risk management plan required prior to development of the property.

Mobility

Streetscape improvements to 106 Street between 102 Avenue and Jasper Avenue directly west of the site are planned as a part of the Warehouse Park Project. This includes full integration with the park with new landscaping, bike lanes, and sidewalks. Construction on this project began in July 2024 and is planned to conclude at the end of 2025.

Vehicular access for the site must be from the alley only. The alley abutting the site is included in the forthcoming Downtown Business Improvement Area Alley Renewal Scope.

The rezoning site is directly adjacent to the future Valley Line West (VLW) corridor and Alex Decoteau Stop on 102 Avenue. The abutting north-south alley and 102 Avenue intersection is operating as a right-in/right-out currently, and it is planned to remain right-in/right-out only once the VLW LRT is constructed. ETS operates numerous bus routes near the rezoning site on Jasper Avenue, 103 Avenue and 109 Street. A range of services are available on these corridors, including frequent, rapid and local routes.

Due to the proximity of this application to the VLW right-of-way, the applicant must coordinate design and construction plans with City of Edmonton LRT and Marigold Infrastructure Partners. The VLW contractor will be actively working in this area during 2026 and 2027.

Utilities

The applicant has submitted a Drainage Servicing Report that has been reviewed and accepted by Development Services for the purpose of supporting this rezoning application.

Development allowed under the proposed zone would be required to include on-site stormwater management techniques utilizing a controlled outflow rate to mitigate its impact on the existing drainage infrastructure. Details of the required stormwater management will be reviewed at the Development Permit stage.

Low Impact Development (LID) is recommended for the development allowed under the proposed zone. Details of any proposed LID would be reviewed at the Development Permit stage.

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

Written By: Jordan McArthur

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination