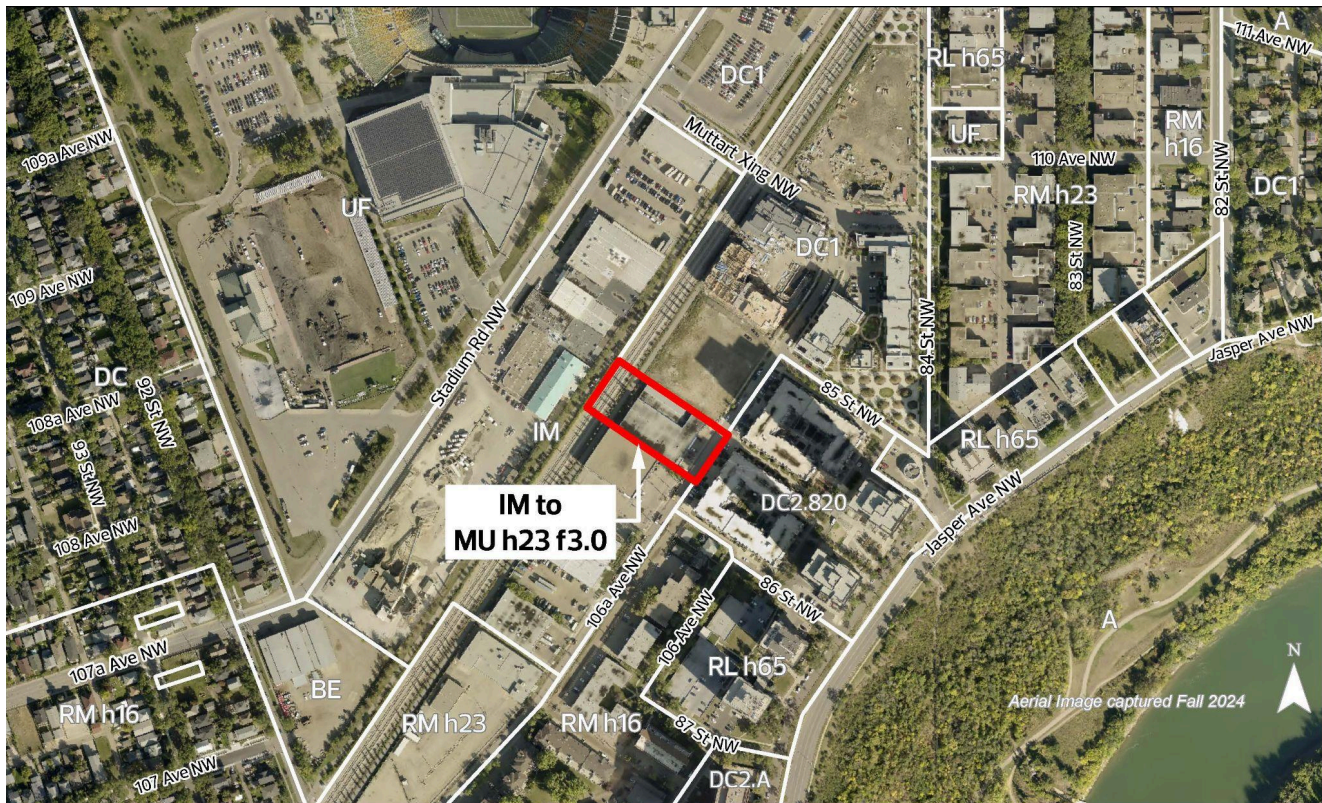


8520 - 106A Avenue NW

Position of Administration: Support



Summary

Bylaw 21307 proposes a rezoning from the Medium Industrial Zone (IM) to the Mixed Use Zone (MU h23.0 f3.0) to allow for medium scale mixed use development.

Public engagement for this application included a mailed notice, site signage, and information on the City's webpage. Administration heard from 2 residents, with one in opposition and the other requesting information on the rezoning process. Most concerns are related to existing high density and parking congestion in the area.

Administration supports this application because it:

- Is compatible with the surrounding land use.
- Aligns with the Stadium Station Area Redevelopment Plan (ARP).

Application Details

This application was submitted by MH Project Planning Ltd. on behalf of Westhill Capital Corporation Ltd.

Rezoning

The proposed Mixed Use Zone (MU h23.0 f3.0) would allow development with the following key characteristics:

- A maximum height of 23.0 metres (approximately 6 storeys).
- A maximum floor area ratio of 3.0.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Medium Industrial Zone (IM)	Westmount Store Fixtures
Northeast	Direct Control Zone (DC1.20518)	Vacant Lot
East & Southeast	Direct Control Zone (DC2.820)	Multi-unit Housing (Low Rise)
Southwest	Medium Industrial Zone (IM)	Canadian Linen and Uniform Service
North & Northwest	Medium Industrial Zone (IM)	Lafarge Canada Inc. & Canadian Linen and Uniform Service



View of the site looking northwest from 106A Avenue NW (Source: Google Maps)

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because the application proposes a standard zone, it aligns with the Stadium Station ARP, The City Plan goals, Central District Plan & District Policy, and the advance notice of the proposed land use change garnered little response. The basic approach included:

Mailed Notice, June 23, 2025

- Notification radius: 61 metres
- Recipients: 295
- Responses: 2
 - In opposition: 1
 - Mixed/Questions only: 1

Site Signage, July 16, 2025

- One rezoning information sign was placed on the property so as to be visible from 106A Avenue NW.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- The Boyle Street Community League

- McCauley Community League

Common comments heard:

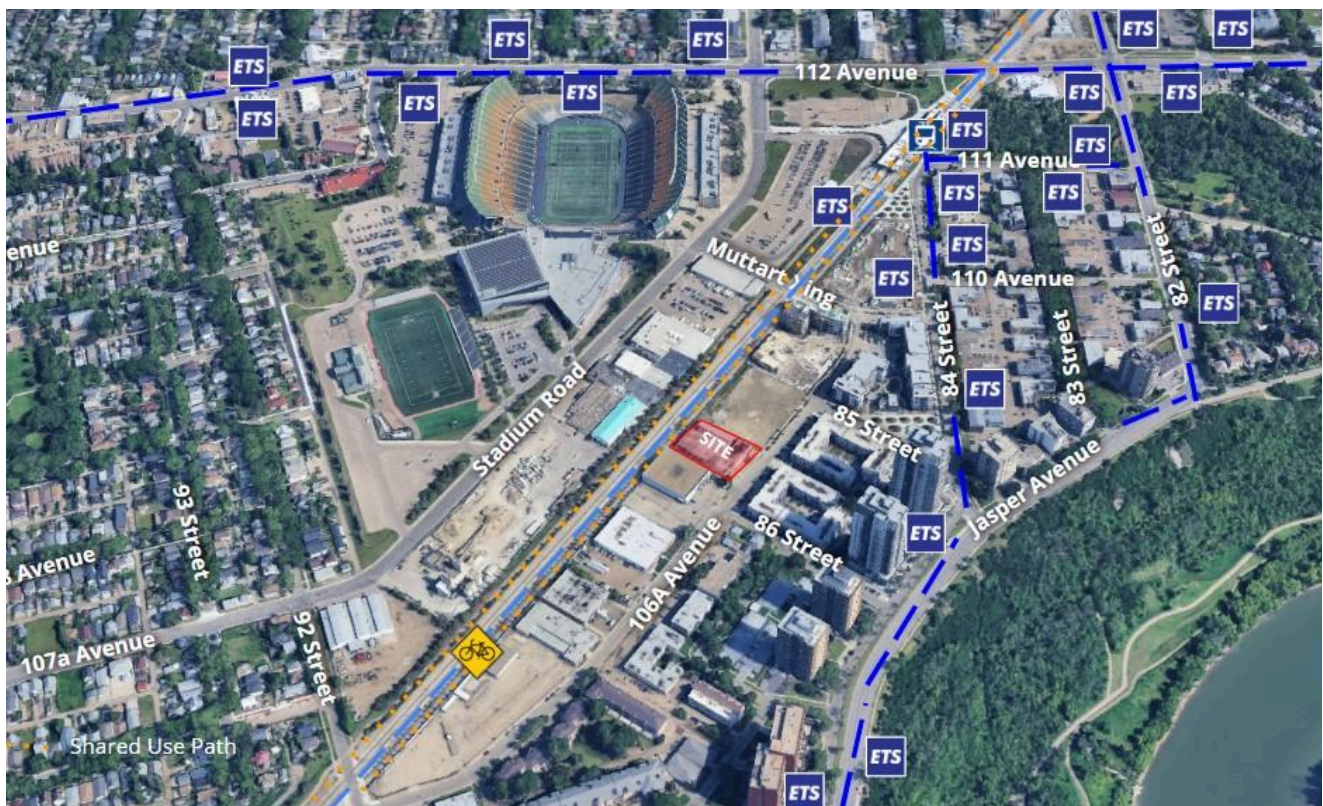
Concerns

- The area already has an existing high density.
- There is existing parking congestion in the area.
- The proposed rezoning will invite more homeless people in the area, making it unsafe.
- Initially, the land was proposed for the playground and developers are trying to change the plan.
- There are a lot of kids in the area and the City doesn't have a plan for a playground where kids can play safely.

Mixed/Questions

- Need more information on the rezoning process

Application Analysis



Site analysis context

The City Plan

The proposed rezoning aligns with the big city move 'A Community of Communities' by enabling 15-minute districts that allow people to easily complete their daily needs.

District Plans

In the Central District Plan, the subject site is located within 'Subarea P2 Stadium Station Area Redevelopment Plan' (Map 8: Area-Specific Policy Subareas) which refers to the Stadium Station Area Redevelopment Plan (ARP) for further planning direction.

Area Redevelopment Plan

The subject site is located within the Stadium Station ARP. As per the ARP and shown in Appendix 1, the subject site is designated 'Mid-Rise Residential' and the building height is limited to maximum 8 storeys. The proposed rezoning allows for standalone mid-rise residential development and a maximum height of 23.0 m, which is approximately 6 storeys. Therefore, the proposal complies with ARP.

Additionally, upon redevelopment, the owner of the site is expected to provide a 4.5 m wide 'Greenway' running parallel to the northeast property line. Pursuant to the ARP, greenways are required within the private development site to provide for open space amenities, and provide public access to pedestrians and cyclists between 106A Avenue NW and the LRT corridor. These greenways are expected to be a minimum of 9.0 m in width from building-face to building-face and shall be designed to include landscaping, seating areas, pedestrian scaled lighting and enhanced paving. The abutting property to the northeast, which is zoned DC1.20518, will provide the remaining 4.5 m Greenway and is embedded in the DC Zone regulations.

To meet the greenway requirement of the ARP, the owner has entered into an agreement with the City which will be registered on title. This allows public access through the site aligning with the ARP intention for place-making and connectivity to and from the shared pathway along the LRT corridor.

Land Use Compatibility

When compared with the existing IM Zone, the proposed MU h23.0 f3.0 Zone would allow for an overall larger building with an expanded list of uses with reduced front & interior (north) setbacks and increased interior (south) setback.

	IM Current	MU h23.0 f3.0 Proposed
Typical Uses	Medium Industrial Limited Commercial	Commercial Limited Residential
Maximum Height	18.0 m	23.0 m
Maximum Floor Area Ratio	2.0	3.0

Minimum Front Setback (106A Avenue NW)	3.0 m	1.0 m 4.5 m (for portions of development greater than 16.0 m in height)
Minimum Interior Side Setback (Northeast)	6.0 m	3.0 m
Minimum Interior Side Setback (Southwest)	0.0 m	3.0 m
Minimum Rear Setback (LRT ROW)	0.0 m	3.0 m

The subject site is located on an interior lot, at the edge of the neighbourhood, along a local roadway (106A Avenue NW) and is approximately 3,135 m² in area. The site size is appropriate for a mid rise development and the site can be accessed from 106A Avenue NW.

The proposed MU Zone at this location is compatible with the surrounding planned and existing development. The abutting property to the northeast, which is an existing vacant lot and zoned DC1.20518, allows for two tall high rises. Therefore, the proposal provides a transition from potential tall high rise in the northeast to proposed mid rise to the southwest.

Furthermore, 106A Avenue NW, which is an approximately 23 metre wide road right-of-way, provides a physical buffer to the site from DC2.820 Zoned property on the east & southeast, which has two existing low rise developments. Similarly, LRT right of way, which is approximately 40 metres wide, provides a physical buffer to the site from the properties to the north & northwest which are zoned for medium industrial development. These physical buffers can help to mitigate the impacts of the proposed development on existing developments and vice versa.

Additionally, the proposed MU Zone will require an additional minimum setback of 4.5 m from the abutting street for portions of development greater than 16.0 m in height. Therefore, the proposed MU Zone combined with this site size, required setbacks/stepbacks and context allow for appropriate transition to surrounding development.

Mobility

As per the Stadium Station Area Redevelopment Plan construction of a greenway connecting 106A Avenue NW and the shared pathway along the LRT corridor will be required within the URW along the site's northeast boundary upon redevelopment.

ETS currently operates frequent bus service nearby on 84 Street NW and Jasper Avenue NW. Local bus service is also available on 84 Street. The site is less than 500m walking distance from the Stadium Transit Centre and LRT Station.

Utilities

Sanitary and storm service connections are available to the site. Onsite stormwater management will be required with the proposed development.

There is a deficiency in on-street fire protection adjacent to the property in terms of hydrant spacing. 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.

Appendices

1. Context Map

Written By: Abhimanyu Jamwal

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination

Context Map - Stadium Station ARP, Residential Planning Framework

Figure 57: Residential Framework
 (Amended by Bylaw 20517, June 2023)



Context Map - Stadium Station ARP, Permitted Building Heights

Permitted Building Heights

Building heights allow for maximizing transit-oriented development opportunities, while respecting the scale and massing of adjacent neighbourhoods.

Policies:

Figure 68 illustrates the maximum building height recommendations for each block within the station area.

1. Ensure that building heights transition and that step backs are provided adjacent to smaller-scale neighborhood development.
2. Locate the tallest buildings along Jasper Avenue and the Stadium Access Street with mid-rise buildings adjacent to Stadium Station and lower building heights in proximity to existing neighbourhoods.

Figure 68: Permitted Building Heights (Amended by Bylaw 20517, June 2023)

