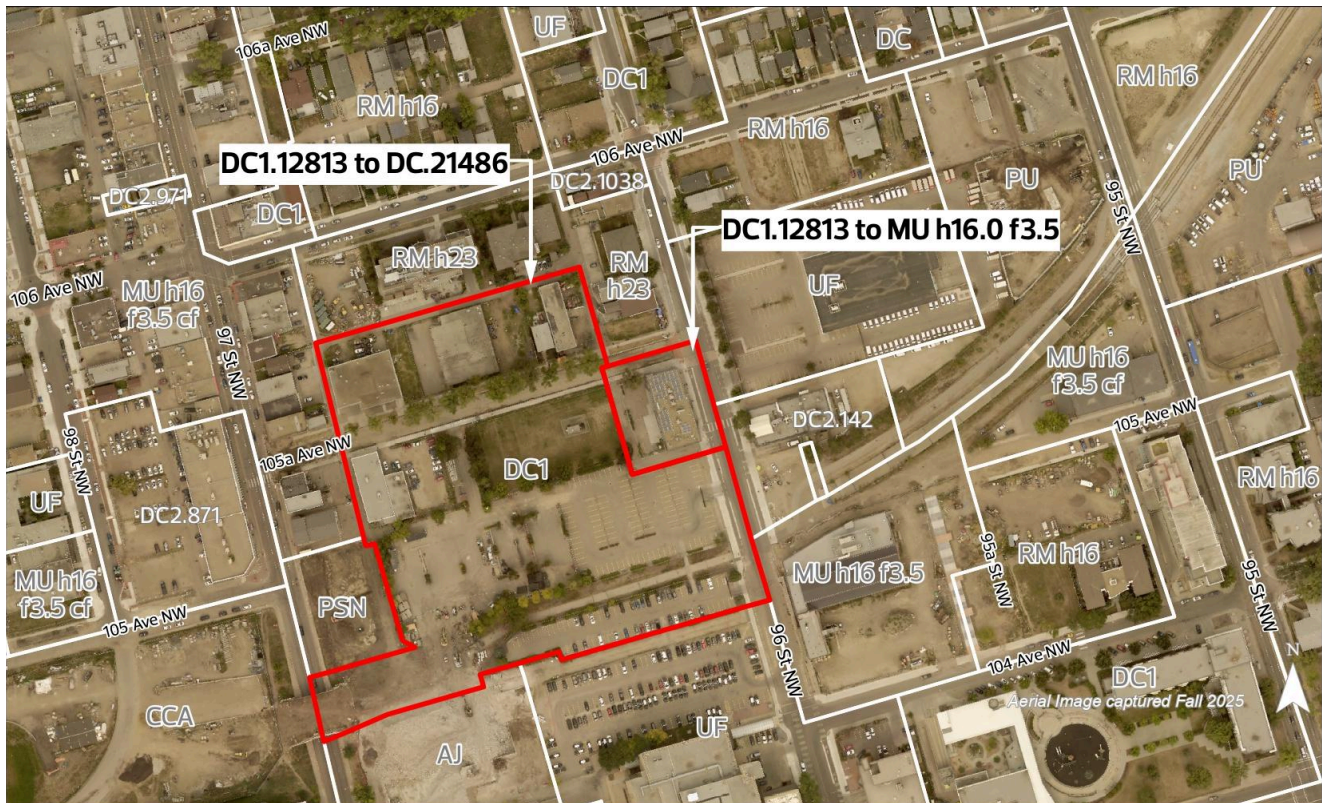


## 10530 - 96 Street NW

### Position of Administration: Support



## Summary

Bylaw 21486 proposes a rezoning from a Direct Development Control Provision (DC1.12813) to the Mixed Use Zone (MU h16.0 f3.5) to allow for medium scale mixed-use development and a new Direct Control Zone to align with current Zoning Bylaw writing standards. The proposed zoning area includes the abutting alley to the west and south which is proposed to be closed under Bylaw 21360.

Public engagement for this application included mailed notice, site signage, and information on the City's webpage. Administration heard from one person with concerns relating to the concentration of social services.

Administration supports this application because it:

- Proposes a scale that reflects nearby zoning and aligns with the direction for the Centre City.
- Provides greater flexibility for future redevelopment.

## Application Details

This application was submitted by the Bissell Centre.

### Rezoning

The proposed Mixed Use Zone (MU h16.0 f3.5) would allow development with the following key characteristics:

- A maximum height of 16.0 metres (approximately 4 storeys)
- A floor area ratio of 3.5
- A range of permitted uses that support housing, recreation, community functions, and employment opportunities.

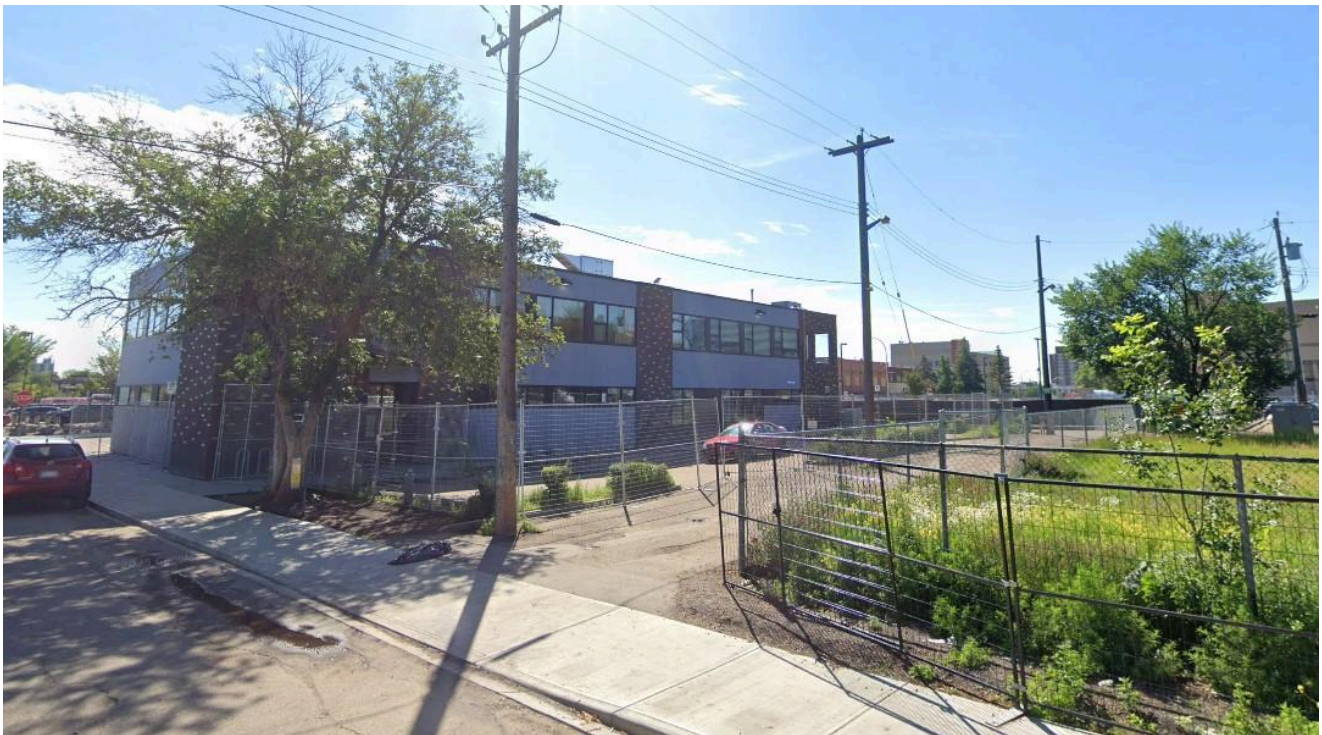
### Site and Surrounding Area

The subject property is an approximately 1,200 square metre corner site currently bordered by roadways on all sides. However, if a proposed road closure application is approved by City Council, the site will then abut two properties to the south and west. These properties are currently occupied by an air monitoring station and surface parking lot that would be minimally impacted by redevelopment of a larger building.

	Existing Zoning	Current Development
<b>Subject Site</b>	Direct Development Control Provision (DC1.12813)	Health Service and Community Service Building
<b>North</b>	Medium Scale Residential Zone (RM h23.0)	Vacant
<b>East</b>	Urban Facilities Zone (UF) Site Specific Development Control Provision (DC2.142)	Community Services
<b>South</b>	Direct Development Control Provision (DC1.12813)	Standalone Parking Facility (surface parking lot)
<b>West</b>	Direct Development Control Provision (DC1.12813)	Air Monitoring Station



*View of the site looking northwest from 96 Street (Google Street View, July 2025)*



*View of the site looking southeast from 105A Avenue (Google Street View, July 2025)*

## **Community Insights**

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

## **Mailed Notice, January 29, 2026**

- Notification radius: >60 metres (custom)
- Recipients: 107
- Responses: 1
  - In opposition: 1

## **Site Signage, February 11, 2026**

- One rezoning information sign was placed on the property so as to be visible from 96 Street and 105a Avenue.

## **Webpage**

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

## **Optional Email Notifications**

- [my.edmonton.ca](http://my.edmonton.ca)

## **Notified Community Organizations**

- Chinatown and Area Business Improvement Area
- McCauley Community League

## **Common comments heard**

- An over concentration of social services in the area has reduced safety.

## Application Analysis



### The City Plan

The City Plan, Edmonton's Municipal Development Plan and Transportation Master Plan, sets strategic direction for how the city will grow. It includes five Big City Moves, which provide quantitative targets as Edmonton grows to a population of two million residents. By creating opportunities for additional housing, this application supports the targets of *A Rebuildable City* to have 50% of all new dwellings added through infill and welcoming 600,000 new residents into the redeveloping area.

### District Plans

In the Central District Plan, the site is located within the Centre City, Edmonton's district cultural and economic hub. The Centre City includes the highest density and mix of land uses creating a critical mass of housing, employment and civic activities served by a range of transportation options. Low Rise developments, defined by District Policy as buildings 4 storeys in height, are supported throughout the Centre City. The proposed zone's maximum height of 16 metres (approximately 4 storeys) aligns with this direction.

### Land Use Compatibility

The proposed zone, by allowing for an additional 2 metres in height and 0.5 in floor area ratio, represents a modest increase in scale that reflects the surrounding area and mirrors the zoning of nearby properties such as those along 97 Street.

	<b>DC1 Current</b>	<b>MU Proposed</b>
<b>Typical Uses</b>	Multi-unit Residential Optional Commercial	Multi-unit Residential Optional Commercial
<b>Maximum Height</b>	14.0 m	16.0 m
<b>Maximum Floor Area Ratio</b>	3.0	3.5
<b>Minimum Front Setback (105a Avenue)</b>	6.0 m	1.0 m - 4.5 m
<b>Minimum Interior Side Setback (Alley)</b>	1.0 - 4.0 m	0.0 m *3.0 m if road closure is approved*
<b>Minimum Flanking Side Setback (96 Street)</b>	4.5 m	1.0 m - 4.5 m
<b>Minimum Rear Setback (Alley)</b>	7.5 m	0.0 m *3.0 m if road closure is approved*
<b>Maximum Number of Dwellings</b>	Fourteen	N/A

## Environment

The current Direct Control Zone includes a requirement that prior to the issuance of a Development Permit, the property owner must provide proof that the lands have been remediated to allow for the intended use. As the regulation will be lost with the use of a standard zone, an environmental warning has been added to the property requiring the submission of a Phase I Environmental Site Assessment prior to the approval of a development permit.

## **Mobility**

The rezoning site is served by multiple transportation modes and is not expected to have a significant impact on the transportation network. Vehicle access for the site would be restricted to the abutting alley only. Should the associated road closure application for the abuttings alleys be approved, the closure area would be consolidated with the site. Upon redevelopment, future access details will be reviewed further at future stages of development. 96 Street NW is identified as a district connector bike route.

ETS operates numerous bus routes near the rezoning site on 97 Street NW and 95 Street NW. Frequent bus service operates near to the site on 95 Street NW. Rapid bus service is available at 97 Street NW and 103A Avenue NW.

## **Utilities**

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.

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