

8303 - 95 Avenue NW

Position of Administration: Support



Summary

Bylaw 21401 proposes a rezoning from the Small Scale Residential Zone (RS) to the Mixed Use Zone (MU h16 f3) to allow for low rise mixed use development.

Public engagement for this application included a mailed notice and information on the City's webpage. Two people were heard from with clarifying questions only.

Administration supports this application because it:

- Contributes to the goal of becoming a more compact city through the big city moves of a Rebuildable City and Community of Communities.
- Aligns with the site's Urban Mix land use designation under the Southeast District Plan by allowing for low rise mixed use development.

- Is compatible with surrounding land uses.

Application Details

This application was submitted by EINS Development Consulting on behalf of the landowner.

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

- Opportunity for any combination of residential, commercial, and community uses.
- A maximum building height of 16.0 metres (approximately 4 storeys).
- A maximum floor area ratio of 3.0.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Small Scale Residential Zone (RS)	Semi-detached housing
North	Direct Control Zone (DC2)	4 storey multi-unit housing
	Small Scale Residential Zone (RS)	Single detached homes
East	Small Scale Residential Zone (RS)	Single detached homes
South	Medium Scale Residential Zone (RM h16)	4 storey supportive housing development
West	Direct Control Zone (DC)	4 & 5 storey multi-unit housing



View of the site facing south from 95 Avenue NW.



View of the site facing west from the alley, between 85 Street and 83 Street NW.

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because little response was received from the initial mailed notifications. The basic approach included:

Mailed Notice, October 16, 2025

- Notification radius: 61 metres
- Recipients: 283
- Responses: 2 (questions only)

Site Signage, October 15, 2025

- One rezoning information sign was placed on the property so as to be visible from the intersection of 83 Street NW and 95 Avenue NW.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Holyrood Community League

Common comments heard

- Questions regarding the intended development. Administration responded by clarifying that the existing semi-detached house on site is being renovated to accommodate a child care business, and that the applicant had not communicated any additional long term intentions.

Application Analysis

The City Plan

The proposed rezoning is in a redeveloping neighborhood and would support increased development intensity near the Valley Line LRT. This application aligns with The City Plan's Big City Moves, specifically supporting the goals of a "Rebuildable City" and a "Community of Communities" by creating more opportunities for people to live and more easily meet their daily needs near transit.

Southeast District Plan

The Southeast District Plan designates the site as Urban Mix land and supports low rise buildings on corner sites facing a collector road, adjacent to zoning for greater than Small Scale development, and within 400 metres of a Mass Transit Station. The site meets all three of these criteria. It is a corner site along the collector road of 95 Avenue NW, is adjacent to three sites zoned for Mid Rise development, and is within 400 metres of the Holyrood and Strathearn LRT stations.



Site analysis context.

Land Use Compatibility

The proposed MU Zone is considered compatible with the mix of land uses in the immediate area, with the maximum allowed height equal to or less than existing development north, south, and west of the site. Furthermore, 83 Street NW provides a separation buffer and appropriate transition to the single detached houses located to east of the property. Setback distances are increased along shared lot lines and facing the adjacent streets. The latter is only reduced compared to the existing zone if the site redevelops with non-residential uses on the ground floor, and this is to promote active street frontages.

The following table provides a comparison of the existing zone against the proposed MU Zone.

	RS Zone Current	MU Zone Proposed
Typical Uses	Residential (up to 3 storeys)	Residential, commercial, and community uses (up for 4 storeys)
Maximum Height	10.5 m	16.0 m
Maximum Site Coverage / Floor Area Ratio	45% site coverage	FAR 3.0
Minimum Front Setback (83 Street NW)	4.5 m	4.5 m if ground floor is residential 1.0 m if ground floor is non-residential
Minimum Side Setback (95 Avenue NW)	1.2 m	4.5 m if ground floor is residential 1.0 m if ground floor is non-residential
Minimum Side Setback (South)	1.2 m	3.0 m
Minimum Rear Setback (Alley)	10.0 m	0.0 m

Mobility

Upon redevelopment of the site, the abutting north-south alley may require upgrades from 95 Avenue NW to the site access or in alignment with the south property line. Vehicular access to the site is required to be from the abutting alley only.

In the Edmonton Bike Plan, 79 Street NW is identified as an existing District Connector Route and 95 Avenue NW and 86 Street NW are future Neighbourhood Routes. 85 Street NW from 93 Avenue NW to 98 Avenue NW is included in the city's Active Transportation Network Expansion Program and is planned for construction in 2026.

ETS currently operates local and community bus service nearby on 85 Street NW and 95 Avenue NW, and the site is within 200 metres walking distance of the Holyrood LRT Station, and 400 m walking distance of the Strathearn LRT Station.

Utilities

The proposed rezoning is not anticipated to have a significant impact to the existing sanitary and storm sewer systems in the area, and these existing service connections can continue to be utilized.

There is a deficiency in on-street fire protection adjacent to the property in terms of hydrant spacing. 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 providing required water supply including any changes to the existing water infrastructure required by the proposed zoning.

Written By: Tom Lippiatt

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination