

## 9360 - 85 Street NW

### Position of Administration: Support



### Summary

Bylaw 21491 proposes a rezoning from the Neighbourhood Commercial (CN) Zone to the Small-Medium Scale Transition Residential (RSM h14.0) Zone to allow for a range of small to medium scale housing.

Public engagement for this application included a mailed notice, site signage, and information on the City's webpage. Administration heard from 1 person, with concerns related to the location of new infill development and potential large scale and built form.

Administration supports this application because it:

- Aligns with the Southeast District Plan and District Policy.
- Allows for additional residential density and housing options next to city-wide mass transit (Valley Line Southeast LRT).

- Allows for increased density in a Secondary Corridor that is compatible with surrounding development.

## Application Details

This application was submitted by Landridge Homes Ltd. on behalf of the landowner.

### Rezoning

The proposed Small-Medium Scale Transition Residential (RSM h14.0) Zone would allow development with the following key characteristics:

- A maximum height of 14.0 metres (approximately 4 storeys).
- A maximum site coverage of 60%.
- A minimum rear setback of 5.5 metres.

### Site and Surrounding Area

The subject site is a rectangular interior lot with an area of approximately 604 m<sup>2</sup>. It is abutted by alleys on the north and west, and a single detached home on the south. On the east, the property fronts onto 85 Street NW, an arterial roadway.

	Existing Zoning	Current Development
<b>Subject Site</b>	Neighbourhood Commercial Zone (CN)	Single family home
<b>North</b>	Small Scale Residential Zone (RS)	Traction power substation, vacant lots
<b>East</b>	Direct Control Zone (DC 20757)	Low rise condominium complex
<b>South</b>	Small Scale Residential Zone (RS)	Single detached housing
<b>West</b>	Small Scale Residential Zone (RS)	Single detached housing



*View of the site looking southwest from 85 Street NW (Google Streetview, July 2025)*



*View of the site looking west from 85 Street NW (Google Streetview, July 2025)*

## **Community Insights**

This application was brought forward to the public using a basic approach. This approach was selected because the proposed rezoning aligns with statutory plans and District Policy, and the advance notice of the proposed land use change garnered only one response.

The basic approach included:

### **Mailed Notice, February 4, 2026**

- Notification radius: 60 metres
- Recipients: 195
- Responses: 1

- In opposition: 1

## Site Signage, February 6, 2026

- One rezoning information sign was placed on the property so as to be visible from 85 Street NW.

## Webpage

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

## Notified Community Organizations

- Strathearn Community League
- Holyrood Community League
- South East Community Leagues Association Area Council

## Comment heard:

- Against any large multiplexes or apartments close by and new housing could go across the street.

## Application Analysis



Site analysis context

## The City Plan

At the highest level, this application aligns with and contributes to fulfilling Big City Moves “A Rebuildable City” and “Community of Communities”.

The site is within the redeveloping area, and in a Secondary Corridor. The site is ideally located for access to sustainable transportation, being situated along the Valley Line Southeast LRT line and just 5 minutes away by transit from Bonnie Doon District Node and Mobility Hub. The proposed rezoning will advance progression towards City Building Outcome 2.2: Edmontonians have the ability to live locally, with access to diverse and affordable housing options in communities that support their daily needs.

## Southeast District Plan & District Policy

In the Southeast District Plan’s land use concept map, the site is identified as Urban Mix, a land use designation that includes housing, shops, services and offices in one category.

The site is also located within the 95 Street Secondary Corridor. The RSM h14.0 zone allows for a maximum height of 14.0 metres (approximately 4 storeys), considered Low Rise, which is supported throughout Secondary Corridors.

## Land Use Compatibility

Compared to the current CN Zone, the proposed RSM h14.0 Zone would allow for primarily residential uses, and has a slightly higher maximum height. The RSM h14.0 Zone regulates maximum site coverage and minimum density, while the CN Zone has a restriction on the maximum Floor Area Ratio. The proposed RSM h14.0 Zone generally has larger setbacks than the current CN Zone, except for the minimum setback from the south property line, which would be 3.0 metres in the CN zone and 1.2 metres in the RSM h14.0 Zone.

	<b>CN Current</b>	<b>RSM h14.0 Proposed</b>
<b>Typical Uses</b>	Small scale commercial businesses and services, limited residential	Row housing, multi-unit housing up to 3 or 4 storeys in height
<b>Maximum Height</b>	12.0 m	14.0 m
<b>Maximum Floor Area Ratio</b>	2.0	N/A
<b>Minimum Front Setback (85 Street NW)</b>	3.0 m	4.5 m

<b>Minimum Interior Side Setback</b>	3.0 m	1.2 m
<b>Minimum Setback From East-West Alley</b>	1.0 m	1.2 m
<b>Minimum Setback From North-South Alley</b>	1.0 m	5.5 m
<b>Maximum Site Coverage</b>	N/A	60%
<b>Minimum Density</b>	N/A	45 dwellings/ha



*3D Model of proposed RSM h14.0 Zone showing setbacks and maximum height, with increased rear setback to comply with maximum site coverage regulation*

The property is located on the eastern edge of the neighbourhood of Strathearn. The subject site is abutted by alleys on the north and west and 85 Street NW to the east, providing buffers on three sides that help reduce the impacts of development on surrounding properties. While mid rise development is also supported at the site since it fronts onto an arterial road (85 Street NW), the proposed zone allows for low rise development that increases density at a scale compatible with surrounding development in the area.

## Mobility

The rezoning is not anticipated to have a significant impact on the transportation network. Vehicular access for the site is available from the abutting alley. This site is near two future district connector bike routes along 86 Street NW and 95 Avenue NW.

ETS operates school special service directly adjacent to the site on 85 Street NW. Express, late night, local and community routes operate nearby on 85 Street NW, 93 Avenue NW, 95 Avenue NW and Connors Road. As part of the 1.25 million population scenario of The City Plan, a district rapid mass transit bus route is anticipated to operate on Connors Road. This route would be similar to the existing express route. Additionally, the site is roughly 400 m walking distance from the Holyrood stop and 350 m walking distance from the Strathearn stop on the Valley Line LRT.

## 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.

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.

There is a deficiency in on-street fire protection adjacent to the property in terms of hydrant 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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Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination