

Frequently Asked Questions:

Why were amendments made to the RSM Zone and the District Policy?

City Council was responding to concerns about the use of the RSM h12.0 Zone in redeveloping areas outside of nodes and corridors. They also expressed interest in limiting the zone to corner sites, as the zone was being used on interior sites outside of nodes and corridors as well.

At the April 28, 2025 Public Hearing, the following motion was passed by City Council: “That Administration prepare amendments to District Policy, Bylaw 24000, Section 2.5 (Land use) and/or the Zoning Bylaw, Bylaw 20001, to limit opportunities and review the General Purpose for the RSM - Small-Medium Scale Transition Zone outside of nodes and corridors and return to a future Public Hearing.” Administration was directed to bring the proposed amendments to the June 30, 2025 Public Hearing.

How do recent amendments to the RSM Zone and District Policy impact this application?

City Council approved amendments to the [RSM Zone](#) and the [District Policy](#) at a Public Hearing on June 30, 2025 (Items 3.1 and 3.2 on the [agenda](#)).

The purpose statement of the RSM Zone was amended to include clear direction for where its use is appropriate outside of nodes and corridors: where it acts as a transition, or as otherwise directed by a statutory plan. The District Policy is read in conjunction with District Plans, both of which are statutory plans.

Amendments to the District Policy restrict where more intense small scale zones that allow for greater massing (such as the RSM h12.0 Zone) are appropriate in the redeveloping area outside of a node or corridor. To be supported, the site must be a corner site that meets one of the below criteria (a-c):

Policy 2.5.2.5: Notwithstanding 2.5.2.4, within the Redeveloping Area support more intense Small Scale residential development with greater massing on corner sites in locations outside of a Node or Corridor Area that meet at least one of the following criteria:

- a. Within 100 metres of a Node or Corridor Area,
- b. Within 400 metres of a Mass Transit Station, or
- c. Along an Arterial Roadway or a Collector Roadway.

This site is in the Jasper Place District and is designated as ‘Urban Mix’. The site is a corner site along two collector roadways (95 Ave NW and 146 St NW).

When the new Zoning Bylaw came into effect on January 1, 2024 properties in Edmonton were rezoned to align with the new zones. Why is there another rezoning proposed?

When the new [Zoning Bylaw](#) (Charter Bylaw 20001) was adopted the City underwent City-wide rezoning (Charter Bylaw 21001) where parcels were rezoned to their closest equivalent zone in the new bylaw. This was a city-led rezoning. Properties in mature neighbourhoods with small scale residential zoning (e.g. RF1, RF2, RF3, RF4) were rezoned to the Small Scale Residential Zone (RS), which is the closest equivalent zone in the current Zoning Bylaw.

All private landowners have the right to make an application to rezone their property and to present it to Council for consideration. As per section 7.50 of the Zoning Bylaw, applicants are required to submit the following documents to the City for rezoning applications: a certificate of title for the property, and a written statement by the applicant in support of their application, indicating their interest in the property and reasons for applying.

City administration reviews each application to determine whether it aligns with policy, whether it is compatible from a land use perspective, and takes into consideration comments from other reviewing agencies such as transportation, drainage, EPCOR, etc., when forming our recommendation to City Council.

Are trees protected during redevelopment?

Private trees are not protected, but the Zoning Bylaw incentivizes the retention of existing mature trees and shrubs. If mature trees/shrubs of a certain size are retained on private land, new required plantings may be reduced. Public trees are protected. A Public Tree Permit and/or Tree Protection Plan may be required depending on the type of activity occurring, and its proximity to public trees. More information is available on the [Public Tree Permit](#) website.

What is the waste collection plan?

Waste collection areas are required to provide adequate space to separate, store, and co-locate containers for recycling, organics, and residual waste. These are details that will be decided at the development permit stage. All development permits are reviewed by Waste Management to ensure the site is designed in a manner that will allow for the functional and safe collection of waste. Depending on exactly what is proposed (site layout, number of units, etc.) the City will either mandate individual carts per dwelling or larger communal bins.

Is the developer required to provide on-site parking?

On-site parking is not required. City Council approved Open Option Parking in 2020, which removed parking minimums from the Zoning Bylaw allowing developers, homeowners and

businesses to decide how much on-site parking to provide on their properties based on their particular operations, activities or lifestyle. More information is available on the [Open Option Parking](#) website.

Why are 95 Avenue NW and 146 Street NW considered collector roadways?

95 Avenue and 146 Street were designed and constructed as residential collectors, traversing multiple neighborhoods with a right-of-way width and geometry intended to accommodate collector-level traffic. In 2023, the average annual daily traffic for 95 Avenue west of MacKenzie Drive was 3,672 vehicles per day, a volume higher than typical for a local road. These roads are also designed to support potential bus routes, with a route already existing on 95 Avenue west of 149 Street. For more details on the design of residential collectors, please refer to the [Complete Streets Design and Construction Standard \(2023\)](#).

Will dwellings be owned or rented?

The Zoning Bylaw does not regulate whether dwellings are rented or owned, this decision is made by the developer/landowner.

What is the applicant's intent for the site/why are they rezoning?

Important note: the applicant is not held to their intent. If the rezoning is approved by City Council, the full rights of the zone would be possible on site.

The applicant has shared the following intent and diagram: “We are rezoning to RSM in order to allow additional height that will enable us to provide drive-under parking for each unit. The plan is for the homes to be sold as condominium units rather than rented. The development plan includes a 7-metre-wide drive aisle along the south side of the property, which will serve as a meaningful buffer between the new building and the lot to the south. This space not only helps preserve privacy and openness, but also allows for dedicated, on-site parking for each unit—addressing common concerns about street parking.

Importantly, the site is located on the north corner of the block, which significantly limits shadow impacts on adjacent properties. The design approach respects neighbouring homes by maintaining generous setbacks and minimizing perceived massing.”



Is there an approved development permit for this site?

A development permit was approved on May 15, 2025 for 10 dwellings (5 row houses with 5 secondary suites) under the current RS Zone. A development permit for backyard housing (1 dwelling) with mutual garages is in review, also under the current RS Zone.

If the rezoning is approved and the applicant wishes to change their building design, the new design must be reviewed by the City's development planners at the development permit stage, which would come after the rezoning stage.