

Existing Regulations

Proposed Regulations

What We Heard

Rationale for change

Section 814.1 General Purpose

The purpose of this Overlay is to ensure that new low density development in Edmonton's mature residential neighbourhoods is sensitive in scale to existing development, maintains the traditional character and pedestrian-friendly design of the streetscape, ensures privacy and sunlight penetration on adjacent properties and provides opportunity for discussion between applicants and neighbouring affected parties when a development proposes to vary the Overlay regulations.

The purpose of this Overlay is to support residential development in Edmonton's mature residential neighbourhoods while responding to the context of surrounding development, maintaining the pedestrian-oriented design of the streetscape and to provide opportunity for discussion between applicants and neighbouring affected parties when a development proposes to vary the Overlay regulations.

Supporting contextually sensitive infill is important. The character of mature neighbourhoods is largely defined by the presence of tree lined streets and sidewalks along the boulevard. Driveways across the boulevard are not supported. Consultation and interaction between applicants and neighbouring property owners is valued; the current system needs refinement.

The new purpose statement emphasizes Action 17 of the Infill Roadmap which provides direction for the review of the Mature Neighbourhood Overlay: make it a more effective tool to support infill in our mature neighbourhoods and reduce the need for variances and Class B development permits, while responding to the context of a property across the wide diversity of established neighbourhoods. Changes to the purpose statement reflect the values of mature area residents and the feedback received around the most important features of mature neighbourhoods. Privacy, character and sunlight access have been addressed as part of the new or modified regulations in the MNO or separate bylaw amendments.

Section 814.2 Area of Application

This Overlay applies to all Sites zoned RF1, RF2, RF3, RF4 and RF5 within the areas shown on the Appendix to this Overlay.

No change proposed

Keep applying the MNO to the most common zones in mature neighbourhoods.

The application of the MNO to underlying zones will ensure small scale infill is developed in context with mature area built form.

Section 814.3 Development Regulations

Regulation 1 - Front Setback

The Front Setback shall be a minimum of 3.0 m and shall be consistent within 1.5 m of the Front Setback on Abutting Lots and with the general context of the blockface. Separation Space and Privacy Zone shall be reduced to accommodate the Front Setback requirement where a Principal Living Room Window faces directly onto a local public roadway, other than a Lane.

The Front Setback shall be a minimum of 3.0 m and shall be consistent within 1.5 m of the average Front Setback on Abutting Lots, to a maximum of 20% of the Site depth. Where an Abutting Site is vacant, it shall have a Front Setback of 20% of Site depth.

The current regulations are confusing and difficult to interpret and require an upfront investment to figure out front setback. Backyards are often sacrificed when larger front yards are required, small backyards are the outcome. Engagement found that more Edmontonians showed a strong preference for a larger back yard over a large front yard. Important to keep a contextual approach to establishing the front setback.

Edmontonians value a larger rear yard for private activity space over a large front yard (public facing). The method for determining the front setback was found to be confusing and uncertain. Applicants incur time and expense to determine the setback before designing a home. A clearer and simpler approach is desired by applicants and community members.

Regulation 2 - Side Setbacks

Where the Site Width is less than 18.3 m, the Side Setback requirements of the underlying Residential Zone shall apply.

Side Setbacks shall be established on the following basis:

- where the Lot width is 12.0 m or less:
 - the minimum required interior Side Yard shall be 1.2 m;
 - a Side Setback adjacent to a flanking public roadway, other than a Lane, shall be a minimum of 1.5 m;
- where a Lot width is greater than 12.0 m and less than 18.3 m the Side Setback requirements of the underlying Zone shall apply;
- where a Lot width is 18.3 m or wider:
 - Side Setbacks shall total 20% of the Site Width but shall not be required to exceed 6.0 m in total;
 - the minimum interior Side Setback shall be 2.0 m, except if the requirements of the underlying Zone are greater, the underlying Zone requirements shall apply; and
 - on a Corner Site, the Side Setback requirements on the flanking public roadway, other than a Lane, shall be in accordance with the requirements of the underlying Zone.

Some respondents felt side setbacks should reflect the size of the lot, maintain the current approach was heard most often, less respondents wanted wider setbacks.

The mandate of the review is to ensure a reduction in variances and to reflect context. The proposed regulation continues the tradition of a contextual side yard for the largest lots, while making a predictable and efficient use of land for more modest lots.

Existing Regulations

Proposed Regulations

What We Heard

Rationale for change

Regulation 3 - Side Setbacks

Where the Site Width is 18.3 m or greater:

- a) Side Setbacks shall total 20% of the Site Width but shall not be required to exceed 6.0 m in total;
- b) the minimum interior Side Setback shall be 2.0 m, except if the requirements of the underlying Zone are greater, the underlying Zone requirements shall apply; and
- c) on a Corner Site, the Side Setback requirements on the flanking public roadway, other than a Lane, shall be in accordance with the requirements of the underlying Zone.

Combine regulation with Regulation 2

For ease of understanding the two regulations dealing with side setbacks have been integrated into a single regulation.

Regulation 4 - Side Setback and Privacy Requirements

Where a structure is two or more Storeys and an interior Side Setback is less than 2.0 m, the applicant shall provide information regarding the location of windows and Amenity Areas on Abutting properties, and the windows of the proposed development shall be located to minimize overlook into Abutting properties or the development shall incorporate design techniques such as, but not limited to, incorporating vegetative Privacy Screening, translucent window treatment or raised windows to minimize overlook into Abutting properties, to the satisfaction of the Development Officer.

Where a structure is two or more Storeys and an interior Side Setback is less than 2.0 m, the applicant shall provide information regarding the location of windows and Amenity Areas on Abutting properties, and the side windows of the proposed development shall be located to minimize overlook into Abutting properties or the development shall incorporate design techniques such as, but not limited to, incorporating vegetative Privacy Screening, translucent window treatment or raised windows to minimize overlook into Abutting properties, to the satisfaction of the Development Officer.

Although privacy is important to most respondents, residents also feel that the City should not be regulating privacy. As a result of this feedback only a minor amendment is proposed to these recently introduced regulations.

This regulation may be further clarified by specifying the application of this regulation to side windows of proposed developments.

Regulation 5 - Minimum Rear Setback

The minimum Rear Setback shall be 40% of Site depth. Row Housing not oriented to a public roadway is exempt from this Overlay requirement.

No change proposed

Edmontonians indicated that they value a larger rear yard more than a large front yard. Larger rear yards provide a much loved private activity space for personal or family use.

Edmontonians have indicated that larger rear yards are more desirable than larger front yards. However the minimum 40% rear yard often gets varied in order to accommodate the front setback or to accommodate a larger building pocket for the house. The tradeoff that is proposed in order to reduce variances to the rear yard, is to alter the front setback regulations such that the house can move forward to maintain the rear yard.

Regulation 6 - Platform Structures (Front Yard)

Notwithstanding Section 44 of this Bylaw, a single Storey Platform Structure may project a maximum of 2.0 m into a Front Setback from the first Storey of a Dwelling, provided that a minimum of 3.0 m is maintained between the Front Lot Line and the Platform Structure.

Notwithstanding Section 44 of this Bylaw, a Platform Structure or single Storey Unenclosed Front Porch may project from the first Storey of a Dwelling a maximum of 2.5 m into a required Front Setback, provided that a minimum of 3.0 m is maintained between the Front Lot Line and the Platform Structure or Unenclosed Front Porch.

There was strong support to allow verandas (unenclosed front porch) to project into the front yard, just like decks can. Verandas are valued as they are seen to contribute the visual interest and make houses more interesting to look at. Front yard amenity areas also can support semi-detached housing arrangements and put eyes on the street and encourage interaction between residents.

The front setback regulations allow for verandas to project 2.5 m into the front yard provided a min of 3 m separation space is preserved. This should be extended to all platform structures, including verandas.

Regulation 7 - Platform Structures (Flanking Side Yard)

Notwithstanding Section 44 of this Bylaw, a single Storey Platform Structure may project a maximum of 2.0 m from the first Storey of a Dwelling into a Side Setback abutting a flanking public roadway other than a Lane, providing there is at least 1.5 m between the property line and the Platform Structure.

Notwithstanding Section 44 of this bylaw, a Platform Structure or single Storey Unenclosed Front Porch may project from the first Storey of a Dwelling a maximum of 2.0 m into a required flanking Side Setback, provided that a minimum of 1.5 m is maintained between the flanking Side Lot Line and the Platform Structure or Unenclosed Front Porch.

There was strong support to allow verandas (unenclosed front porch) to project into the flanking side yard, just like decks can. Verandas are valued as they are seen to contribute the visual interest and make houses more interesting to look at. Flanking side yard amenity areas also can support semi-detached housing arrangements and put eyes on the street and encourage interaction between residents.

The front setback regulations allow for verandas to project 2.0 m into the front yard provided a minimum of 1.5 m separation space is preserved. This should be extended to all platform structures, including verandas.

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Regulation 8 - Privacy for Platform Structures

Platform Structures greater than 1.0 m above Grade shall provide privacy screening to prevent visual intrusion into adjacent properties.

Platform Structures located within a Rear Yard or interior Side Yard, and greater than 1.0 m above Grade shall provide Privacy Screening to prevent visual intrusion into Abutting properties.

City staff were hearing that skinny homes would require enhanced privacy screening between properties. Administration worked with communities to understand what privacy screening rules would assist with the placement of homes on subdivided RF1 lots.

Housekeeping - changes were omitted in Bylaw 17727 - Text Amendment to Zoning Bylaw 12800 to Amend Privacy Screening Requirements.

Reasonable expectation of privacy in Rear Yard and interior Side Yard as opposed to a Front Yard and flanking Side Yards where surveillance of the street and a connection with the street should be encouraged.

Regulation 9 - Building Orientation

Principal buildings shall face a public roadway other than a Lane. Remove regulation

Front entrances facing the roadway continues to be important, however, rules that are contained in an underlying zone don't need to be repeated in the overlay.

Streamlining Mature Neighbourhood Overlay by removing redundant regulations already found within the RF1-RF5 zones.

RF1-RF5 Zone Regulation - "Each Dwelling that has direct access to Grade shall have an entrance door or entrance feature facing a public roadway, other than a Lane. On Corner Sites, the entrance door or entrance feature may face either the Front Lot Line or the flanking Side Lot Line."

Regulation 10 - Driveway Access

Regardless of whether a Site has existing vehicular access from the front or flanking public roadway, there shall be no such access where an abutting Lane exists, and

- a Treed Landscaped Boulevard is present along the roadway adjacent to the property line;
- b) the Site Width is less than 15.5 m; or
- c) fewer than 50% of principal Dwellings on the blockface have vehicular access from the front or flanking roadway.

Vehicular access to a Site shall be from an Abutting Lane, unless a Site has existing vehicular access from a public roadway other than a Lane.

Preserving the walkability of the neighbourhood as well as the tree boulevard was a priority. Boulevard trees and walkable sidewalks were the highest ranked feature that contributes to the character of mature neighbourhoods.

Allowing more front driveways and front-attached garages in mature neighbourhoods where a lane exists is not desirable due to the impact that this has on pedestrian safety, the boulevards and street trees. If the site has existing access, prior to development, that access could be allowed to continue but no additional lots could be developed with front accesses, where a lane is present.

Regulation 11 - Front/Side Facing Attached Garage Width

If vehicular access is provided from a public roadway other than a Lane, a Garage may only protrude beyond the front wall of the principal building a distance that is characteristic of the majority of existing Garages on the blockface. The Garage may have a width that does not exceed the width of the majority of existing Garages on the blockface.

Combine with Regulation 19

Strong support for continuing to limit the protrusion and width of front attached garages. Minimizing the the massing of front attached garages helps to maintain mature area character.

Streamlining Mature Neighbourhood Overlay by consolidating similar regulations.

Regulation 12 - Row Housing Facade

The maximum width of a façade of Row Housing, Stacked Row Housing or Apartment Housing that faces a public roadway shall be 48.0 m.

Remove regulation

This rule was not mentioned frequently by stakeholders either as problematic or as beneficial.

This regulation has been very rarely used as it would require the consolidation of 4 or more lots to come into effect. Design and articulation regulations, below, will work to prevent a monolithic wall from occurring.

Regulation 13 - Height

The maximum Height shall not exceed 8.6 m, in accordance with Section 52

The maximum Height shall not exceed 8.9 m.

Most Edmontonians have a preference to keep a lower height limit in the Mature Neighbourhood Overlay so that shadow and massing effects are less than what is allowed outside mature areas.

Changes to the National Energy Code require a modest increase in Height to accommodate a higher heel height and insulation requirements, while still resulting in a height that is contextually restrained.

Existing Regulations

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What We Heard

Rationale for change

Regulation 14 - Upper Half Storey

The Floor Area of the upper half Storey of a 2 1/2 Storey building shall not exceed 50% of the structure's second Storey Floor Area.

Remove regulation

Limiting height in mature neighbourhoods is important. The amount of internal floor space was not a frequently mentioned topic.

The regulation limits usable floor area within structures with pitched style roofs. Restricting the floor area results in lost internal floor space due to the construction of internal demising walls to limit amount of usable floor area of the uppermost storey, without affecting the roof line or limiting the use of design elements such as dormers which add to the appearance of mass, scale and height of a structure.

Regulation 15 - Dormer Widths

When a structure is more than 7.5 m in Height, the width of any one dormer shall not exceed 3.1 m. In the case of more than one dormer, the aggregate total width shall not exceed one third of the length of the building's wall in which the dormers are located, excluding attached Garage walls.

When a structure is greater than 7.5 m in Height, the width of any one dormer shall not exceed 3.6 m. In the case of more than one dormer, the aggregate total width shall not exceed one third of the length of the building's wall in which the dormers are located.

Limited massing of the uppermost parts of housing is an important component of mature area homes and contributes to the character of these areas.

The overall intent of this rule is maintained with a small increase in maximum width of any one single dormer to accommodate usable interior space.

Regulation 16 - Basement Elevation

The Basement elevation of structures of two or more Storeys in Height shall be no more than 1.2 m above Grade. The Basement elevation shall be measured as the distance between Grade level and the floor of the first Storey.

The Basement elevation shall be no more than 1.5 m above Grade. The Basement elevation shall be measured as the distance between Grade and the floor of the first Storey.

The current height limit of 1.2m (~ 4ft) creates challenges for the development of attractive basement secondary suites. The current height limits the size of windows and light that can enter a suite. There are also issues with shallow utility services (water/sewer) which require expensive pumping or utility relocation solutions.

Intent is to improve livability of basement suites. By allowing a small increase in height for basements, larger windows can be accommodated and window wells do not need to be as deep to meet Building Code requirements. In addition, the added height will assist developing sites with shallow utilities. This change has no impact on the allowable height of the structure.

Regulation 17 - Distance from Rear Lot Line to Garage

The minimum distance from the Rear Lot Line to a detached Garage where the vehicle doors face the Lane shall be 1.2 m.

No change proposed

Regulation 18 - Rear Attached Garages

Rear attached Garages shall not be allowed, except on Corner Sites where the Dwelling faces the flanking public roadway.

For Rear attached Garages that face a Lane shall be developed in accordance with the following:

- a) the minimum Site Width shall be 15.0 m;
- b) for Single Detached Housing the Garage shall be constructed to accommodate a maximum of two side-by-side vehicles;
- c) for Single Detached Housing the Garage portion shall be developed Abutting an exterior side wall of the structure;
- d) for Semi-detached Housing and Duplex Housing, the Garages shall be constructed to accommodate a maximum of one vehicle;
- e) for Semi-detached Housing and Duplex Housing, Garages shall be attached to a shared common wall, and include a shared Driveway;
- f) the area Hardsurfaced for a Driveway, including walkways, shall be:
 - i) a minimum width of 3.1 m; and
 - ii) a maximum width that shall be calculated as the product of 3.1 m multiplied by the total number of side-by-side parking spaces contained within the Garage;

There is some support for rear attached garages in the Mature Neighbourhoods and an interest in what conditions would make them successful.

Concerns about this form included hard surfacing in the rear yard, larger structures in the rear yard, and the rear setback not being maintained.

Based on stakeholder feedback, there is a desire for this form of development, mainly for the convenience and comfort it affords. This regulation has been drafted with conditions to ensure the rear attached garage integrates with the principal dwelling and is sensitive to the surroundings.

Existing Regulations

Proposed Regulations

What We Heard

Rationale for change

Regulation 19 - Front Attached Garages

For Single Detached Housing, Duplex Housing and Semi-detached Housing with no Lane access, with a front or side attached Garage, the Garage shall be developed in accordance with the following:

- The Garage shall be constructed to accommodate a maximum of two vehicles;
- Front attached Garages for Semi-detached Housing and Duplex Housing shall be designed so that the Garage is attached to a shared common wall and includes a shared driveway apron;
- Building mass shall be articulated through features such as recessions or off-sets, architectural treatments, and landscaping; and
- Each Dwelling shall have an entrance door or entrance feature at the front of the structure and oriented toward the roadway.

For attached Garages facing a public roadway other than a Lane, the Garage shall be developed in accordance with the following:

- the Garage may protrude a maximum of 0.6 m beyond the principal front or flanking Facade of the principal building;
- maximum Garage width shall be 7.3 m or 40% of the Site Width, whichever is less;
- in no case shall the Garage be located less than 4.5 m from the Front Lot Line or flanking Side Lot Line;
- for Semi-detached Housing and Duplex Housing, Garages shall be attached to a shared common wall, and include a shared driveway apron; and
- building mass shall be articulated through features such as recessions or off-sets, architectural treatments, and Landscaping.

Strong support for continuing to limit the protrusion and width of front attached garages. Minimizing the the massing of front attached garages helps to maintain mature area character.

The method for determining the average width and distance garages protrude is confusing and uncertain, as applicants incur time and expense to determine measurements before designing a home. A clearer and simpler approach is desired by applicants and community members. This approach provides clearly understood outcomes.

Regulation 20 - Rear Detached Garage Location

A rear detached Garage shall be fully contained within the rear 12.8 m of the Site.

No change proposed

Regulation 21 - Rear Detached Garage for Row Housing

For Stacked Row Housing and Row Housing the maximum width of a rear detached Garage shall be 12.0 m. Rear detached Garages for Row Housing on Corner Sites oriented towards the flanking street shall have a maximum width of 14.0 m. Garages shall be separated by a minimum of 1.8 m.

Remove regulation

This rule was not mentioned frequently by stakeholders either as problematic or as beneficial.

This regulation is rarely applied. Application of the rule would be challenging given that row housing units come in a variety of lengths and lots are often found in a variety of widths.

Regulation 22 - Separation Space between Garage and Principal Dwelling

A principal building shall be separated from a rear detached Garage by a minimum of 3.0 m.

No change proposed

Space in back yards is an important activity space and keeping the garage distinctly separate from the home is helps to maintain areas for activity or landscaping.

This regulation helps to ensure separation of the rear detached garage and the principal dwelling. This contributes to sunlight access in neighbouring properties.

Regulation 23 - Statutory Plan Override

The Development Officer shall have regard for any applicable Statutory Plan and may, where a Statutory Plan specifies, notwithstanding subsection 11.4 of this Bylaw, vary the regulations of both this Overlay and the underlying Zone as they affect Height, Density and Floor Area Ratio. In all cases, the variances shall be within the ranges specified in the Statutory Plan. In all such cases, the application shall be a Class B Development Permit and the pre-application consultation provisions of subsection 814.3(24) shall apply.

Remove regulation

This rule was not mentioned frequently by stakeholders either as problematic or as beneficial.

This regulation is rarely, if ever applied. While it does allow the Development Officer to override the regulation of the MNO, this still means that a variance will be required. In striving to reduce variances, this regulation does not improve upon the built form and only increases opportunities for variances to the MNO.

Existing Regulations

Regulation 24 - Consultation for Variances

When a Development Permit application is made and the Development Officer determines that the proposed development does not comply with the regulations contained in this Overlay:

- a) the applicant shall contact the affected parties, being each assessed owner of land wholly or partly located within a distance of 60.0 m of the Site of the proposed development and the President of each affected Community League;
- b) the applicant shall outline, to the affected parties, any requested variances to the Overlay and solicit their comments on the application;
- c) the applicant shall document any opinions or concerns, expressed by the affected parties, and what modifications were made to address their concerns; and
- d) the applicant shall submit this documentation to the Development Officer no sooner than twenty-one calendar days after giving the information to all affected parties

Proposed Regulations

1. When the Development Officer receives a development permit application for the construction of a new Residential Use excluding Secondary Suites, or any other development at the discretion of the Development Officer, and the Development Officer determines that the proposed development does not comply with the regulations contained in this Overlay, the Development Officer shall dispatch notice by ordinary mail to the specified recipients to solicit comments on the specific variances in accordance with Table 814.4(6).

2. The notice shall outline all proposed variances to Section 814, and any additional variances at the discretion of the Development Officer, and shall include;

- a) contact information for the applicant or property owner;
- b) contact information for the Development Officer;
- c) municipal address of the proposed development;
- d) a description of the proposed development, including the Use;
- e) the City of Edmonton file number for the Development Permit;

Table 814.4(6)

Recipients:	Regulation Proposed to be Varied:
The municipal address and assessed owners of land wholly or partly located within a distance of 60.0 m of the Site of the proposed development and the President of each applicable Community League	Front Setback Driveway Access Height Repetition of Building Design Front Attached Garage Dormer Width Facade Articulation for Semi-detached and Row Housing Dwellings Finishing Materials
The municipal address and assessed owners of land wholly or partly located within a distance of 7.25 m of the Site of the proposed development	Minimum Rear Setback Rear Attached Garage
The municipal address and assessed owners of land Abutting the Site of the proposed development	Side Setbacks Side Setback and Privacy Requirement Platform Structures Privacy for Platform Structures Basement Elevation Distance from Rear Lot Line to Garage Rear Detached Garage Location Separation Space between Garage and Principal Dwelling Cantilevers

What We Heard

Consultation is important and a valuable part of the Mature Neighbourhood Overlay. There are some problems with the process and it can be improved by having the City manage the process, instead of the applicant. Some forms of development do not require extensive notification, while others do.

Rationale for change

The current process lacks transparency and is open to abuse. The proposed change will make the City, not the applicant, responsible for notification of the variances and responsible for collecting feedback on the proposed variances. To streamline the consultation process some forms of minor development are proposed to have a reduced notification requirement, major developments will retain the current 60m notification radius. At this time there are limits to the accessibility of drawings of a proposed development, Administration would like to know how this information can best be accessed by residents?

Existing Regulations

Proposed Regulations

What We Heard

Rationale for change

Section 814.4 Additional Development Regulations for Specific Areas

1. The following regulations shall apply to row housing development abutting 109 Street between the north side of 62 Avenue and the south side of 69 Avenue:

- a) the minimum Setback abutting 109 Street shall be 3.0 m; and
- b) a pedestrian walkway system shall be provided along the adjacent portion of 109 Street with the following features:
 - i) a sidewalk with an unobstructed walking width of 2.0 m;
 - ii) a landscaped boulevard 2.0 m wide separating the sidewalk from 109 Street; and
 - iii) boulevard trees at a 6.0 m spacing.

The pedestrian walkway system should maintain continuity with the design that has been constructed for other new developments along 109 Street. Utility relocation which may be required to construct the pedestrian walkway system shall be at the expense of the developer

Remove regulation

This regulation applies to 109 Street between 62 avenue and 69 avenue and serves to require smaller setbacks and focus on improving the pedestrian realm.

This same area is contained with the specific areas regulation for the Pedestrian Commercial Shopping Street Overlay. As the PCSSO is also under review, these regulations will be reviewed and addressed as part of that project. They will be removed from the MNO and incorporated in some form into the PCSSO.

New Regulation - Facade Articulation between Semi-Detached Dwellings

Semi-detached Housing shall have:

- a) the principal front Facade of each Dwelling staggered a minimum of 0.6 m behind or projecting forward from the principal front Facade of the other attached Dwelling(s); and
- b) the principal rear Facade of each Dwelling staggered a minimum of 0.6 m behind or projecting forward from the principal rear Facade of the other attached Dwelling(s).

When asked if new homes in the MNO should require facade design features, the majority of responses (1949 out of 3080 or 63%) indicated that the city should not regulate these details of design.

There was support for design regulations for semi-detached dwellings, however too many could stifle creativity

Feedback indicated that there is a need to prevent symmetrical design for semi-detached housing. Their lack of design is uninteresting.

Articulation should be required for semi-detached and row housing

This regulation responds to the Council motion on articulation on semi-detached dwellings. It has been expanded to row housing to ensure that there is a requirement to include architectural features on these forms of development. While there is support to regulate the design of these building forms, the majority of feedback received indicated that the need for new regulations is to prevent symmetrical, and uninteresting design.

New Regulation - Facade Articulation for Semi-Detached and Row Housing Dwellings

Semi-detached Housing and Row Housing shall articulate the Facade of each Dwelling, by:

- a) recessing or projecting a portion of the front Facade from the remainder of the front Facade of that Dwelling, to the satisfaction of the Development Officer; or
- b) including an Unenclosed Front Porch that projects a minimum of 1.0 m from the front Facade.

See above

See above

New Regulation - Finishing Materials

A minimum of three different exterior finishing materials or claddings must be used on all Facades facing a public roadway, other than a lane, to create visual interest, to the satisfaction of the Development Officer

Edmontonians have indicated that variety in housing design is important in the city's mature neighbourhoods. More than half of all survey respondents indicated that it is important to have variety in home design in the city's mature neighbourhoods and that new design is needed with new developments.

Edmontonians value variety in housing design. This regulation does not intend to influence the interior of the structure but serves to require that applicants consider using a variety of different materials to influence the design of a building.

Existing Regulations

Proposed Regulations

What We Heard

Rationale for change

New Regulation - Repetition of Building Design

Identical or mirrored floor plans with similar front Facades shall be separated by one Lot, unless finishing treatments are substantially different.

Edmontonians have indicated that variety in housing design is important in the city's mature neighbourhoods. More than half of all survey respondents indicated that it is important to have variety in home design in the city's mature neighbourhoods and that new design is needed with new developments.

Edmontonians value variety in housing design. This regulation does not intend to influence the interior of the structure but serves to require that applicants consider the existing development on the block. And strive to incorporate design elements that are unique and have not been previously used.

New Regulation - Cantilevers into Side Setbacks

Notwithstanding Section 44 of this Bylaw, on an Interior Site with Side Setbacks less than 1.8 m, one Side Setback shall be clear of projections from the first Storey.

Cantilevers have become a way to circumvent the required side yard setbacks and increase the floor area of a building; respondents feel that there are too many, too often, that they are too tall and too close when side by side with an adjacent building also with cantilevers. Cantilevers used in a 1.2 m side setback leaves a 0.6 m separation space between the building and interior property line. This minimum presents concerns for internal site circulation, making it difficult to access the rear yard from the front yard on the exterior of the site.

The proposed change aims to prevent the projection of cantilevers on one side of the first storey of a building on an interior lot. This limitation will limit cantilever projections at the first floor to one side of a building. This regulation will assist with increasing onsite circulation and reduce the massing effect of the new development on the neighbouring properties.

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