

## Mature Neighbourhood **Overlay Regulations** Workbook

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.

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

NOTE: The housing types include single detached houses, duplexes (2 dwellings arranged up/down), semi-detached housing (2 dwellings arranged side by side), triplexes, fourplexes, and row housing.

NOTE: Generally, Mature Neighbourhoods (MN) were developed prior to 1972. A map with the neighbourhood names is attached.

### 814.3 Development Regulations

Regulation	Text	Purpose	Notes
1 <b>Front Setback</b>	The Front Setback shall be consistent within 1.5 m of the Front Setback on Abutting Lots and with the general context of the blockface. However, the Front Setback shall not be less than 3.0 m. 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.	<p>To ensure that a contextually appropriate blockface is created while also allowing for a modest reduction in the separation space requirements.</p> <p>To align the building fronts to allow sunlight penetration in front windows of neighbour, and to maximize privacy</p> <p>Allowing a 1.5 m inconsistency permits housing to move slightly forward on the lot to better maximize the building envelope without compromising the rear private amenity</p>	

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		space.	
<b>2 Side Setback of Non-wide lots</b>	Where the Site Width is less than 18.3 m, the Side Setback requirements of the underlying Residential Zone shall apply.	Specifying special side setback requirements for wide lots.	
<b>3 Side Setback of Wide 18.3m+ lots</b>	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; 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.	Specifying special side setback requirements for wide lots.  Contextually, wider lots generally have larger side yard setbacks.	
<b>4 Privacy – windows &amp; amenity areas</b>	Where a structure is two or more Storeys and an interior Side Setback is less than 2.0 m, the applicant may be required to provide information regarding the location of windows and Amenity Areas on adjacent properties, and the windows of the proposed development shall be located to minimize overlook into adjacent properties.	To ensure that the placement of windows in new developments is contextually sensitive to the adjacent existing development ensuring adequate privacy.	
<b>5 Rear Setback</b>	The minimum Rear Setback shall be 40% of Site depth. Row Housing not oriented to a public roadway is exempt from this Overlay requirement.	To ensure that new development is contextually sensitive to the sun access of the rear yards of adjacent lots and to ensure adequate space for a private outdoor amenity (recreation) area.	

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<b>6 Front Platform (deck, veranda)</b>	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.	To allow for the construction of balconies, raised terraces, and decks in front yards.	
<b>7 Side Platform (deck)</b>	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.	To allow for the construction of balconies, raised terraces, and decks in flanking side yards.	
<b>8 Privacy Screening</b>	Platform Structures greater than 1.0 m above Grade shall provide privacy screening to prevent visual intrusion into adjacent properties.	To ensure that platform structures do not negatively impact the privacy of adjacent properties.	
<b>9 Orientation</b>	Principal buildings shall face a public roadway other than a Lane.	To ensure that buildings are oriented towards the street.	
<b>10 Front vehicular access</b>	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 <ul style="list-style-type: none"> <li>a. a Treed Landscaped Boulevard is present along the roadway adjacent to the property line;</li> <li>b. the Site Width is less than 15.5 m; or</li> <li>c. fewer than 50% of principal Dwellings on the blockface have vehicular access from the front or flanking roadway.</li> </ul>	<ul style="list-style-type: none"> <li>a. To maintain the pedestrian environment and protect the treed boulevard by limiting curb cuts for driveways.</li> <li>b. To only allow front driveways on wider lots.</li> <li>c. To only allow front driveways in areas where 50% or more of the dwellings on a block have front access driveways.</li> </ul>	

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<b>11 Front Garage Protrusion</b>	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.	To ensure that front or side attached garages are contextually appropriate with other similar developments on the same block.	
<b>12 Row Housing width</b>	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.	To break up the massing of medium scale developments.	
<b>13 Height</b>	The maximum Height shall not exceed 8.6 m, in accordance with Section 52.	To limit the height of development.	
<b>14 3<sup>rd</sup> floor size</b>	The Floor Area of the upper half Storey of a 2 <sup>1/2</sup> Storey building shall not exceed 50% of the structure's second Storey Floor Area.	To reduce the visual impact of a building's massing.	
<b>15 Dormer Width</b>	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.	To reduce the visual impact of dormers and the creation of additional usable floor area on the top ½ storey of a residential building.	
<b>16 Basement Elevation</b>	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.	To ensure that a building fits within the height limit set by the MNO and is sensitive in scale to adjacent developments	
<b>17 Rear Garage</b>	The minimum distance from the Rear Lot Line to a detached Garage where the vehicle doors face the Lane shall be 1.2 m.	To provide the opportunity for detached garages to be close to the lane and to provide adequate space for	

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<b>Setback</b>		a private amenity area.	
<b>18 Corner Rear Attached Garage</b>	Rear attached Garages shall not be allowed, except on Corner Sites where the Dwelling faces the flanking public roadway.	To discourage the creation of rear attached garages mid-block.	
<b>19 Front Garage design</b>	<p>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:</p> <ul style="list-style-type: none"> <li>a. The Garage shall be constructed to accommodate a maximum of two vehicles;</li> <li>b. 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;</li> <li>c. Building mass shall be articulated through features such as recessions or off-sets, architectural treatments, and landscaping; and</li> <li>d. Each Dwelling shall have an entrance door or entrance feature at the front of the structure and oriented toward the roadway.</li> </ul>	<ul style="list-style-type: none"> <li>a. To ensure that overly large garages are not developed.</li> <li>b. To minimize the impact of curb cuts/driveways on the pedestrian environment.</li> <li>c. To ensure that the visual impact of front and side attached garages is minimized.</li> <li>d. To ensure that buildings with front or side attached garages are oriented to the street.</li> <li>e. To ensure space remains for front yard trees and other landscaping</li> </ul>	f.
<b>20 Rear Garage Setback</b>	A rear detached Garage shall be fully contained within the rear 12.8 m of the Site.	To ensure that detached garages are close to the lane to discourage the creation of ‘defacto’ rear attached garages and to ensure adequate space for a private amenity area.	

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<b>21 Row Housing Garage design</b>	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.	To break up the massing of garages in medium scale developments.	
22 Separation of Garage & principal building	A principal building shall be separated from a rear detached Garage by a minimum of 3.0 m.	To ensure that detached garages are far enough from the principal building to discourage the creation of ‘defacto’ rear attached garages and to ensure adequate space for a private amenity area.	
23 Statutory Plans	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.	To allow the Development Officer to vary Height, Density and Floor Area Ratio in accordance with an applicable Statutory Plan.	
<b>24 Consultation</b>	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	To ensure that neighbouring property owners are consulted when any Mature Neighbourhood Overlay regulation is varied.	

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	<p>partly located within a distance of 60.0 m of the Site of the proposed development and the President of each affected Community League;</p> <p>b. the applicant shall outline, to the affected parties, any requested variances to the Overlay and solicit their comments on the application;</p> <p>c. the applicant shall document any opinions or concerns, expressed by the affected parties, and what modifications were made to address their concerns; and</p> <p>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</p>		

