

(DC2) SITE SPECIFIC DEVELOPMENT CONTROL PROVISION

Part IV Edmonton Zoning Bylaw

DC2.XXX.1. General Purpose

To accommodate transit oriented development consisting of row housing that create a livable mixed use "urban village" environment and generates an improved sense of place and quality development through the use of urban design guidelines near the Clareview LRT Station while addressing the interface with the railway/LRT tracks.

DC2.XXX.2. Area of Application

This DC2 Provision shall apply a portion of Lot S, Plan 922 1245 and Lot 1, Block 1, Plan 152 1908, , in Clareview Town Centre, as shown on Schedule A of this Bylaw, adopting this provision.

DC2.XXX.3. Uses

- a. Child Care Services
- b. Limited Group Homes
- c. Live Work Units
- d. Lodging Houses
- e. Minor Home Based Business
- f. Residential Sales Centre
- g. Row Housing
- h. Stacked Row Housing
- i. Urban Gardens
- j. Urban Outdoor Farms
- k. Fascia On-premises Signs
- l. Freestanding On-premises Signs
- m. Projecting On-premises Signs
- n. Temporary On-premises Signs

DC2.XXX.4. Development Regulations

- a. Development shall be in general accordance with the site plan attached as Appendix I.
- b. The maximum Height shall not exceed 12.0 m.
- c. The maximum Density shall be 65 Dwellings/ha.
- d. The minimum Setbacks shall be provided as follows:
 - i. 3.0 m from Clareview Drive
 - ii. 30.0 m from C.N.R. Right-of-Way
 - iii. 7.5 m from 144 Avenue NW

- iv. 5.0 m from other Lot line.
- e. Side Setbacks shall be provided as follows:
 - i. Minimum 1.2 m where the Side Yard does not flank a public roadway.
- f. The maximum Site Coverage shall be 50%.
- g. Separation Space shall be provided in accordance with [Section 48](#) of this Bylaw, except that Separation Space shall not be required where side walls of abutting buildings face each other and habitable windows are not located directly opposite each other, such that privacy is not impacted and:
 - i. in the case of Dwellings on separate Sites, each development complies with the minimum Side Setback requirements for each Dwelling;
 - ii. in the case of Dwellings on the same Site, the total separation distance between Dwellings is the total of the minimum Side Setback requirements for both Dwellings.
- h. Minimum Private Outdoor Amenity Areas, at grade, of 30 m² per Dwelling unit shall be provided.
- i. A 30.0 m building setback will be provided from the railway right-of-way, measured from its location as of April 2007 and as illustrated in Appendix I and II, to residential buildings for noise attenuation and security. This setback area may provide space for parking, circulation, and/or amenity areas.
- j. A noise attenuation barrier shall be constructed adjoining and parallel to the railway right-of-way, having returns at the ends, and a minimum total height of 5.5 m above top-of-rail. This will consist of a 2.5 m earthen berm constructed parallel to, and entirely outside of, the railway right-of-way topped with an acoustic fence, to be constructed without openings and of a durable material weighing not less than 20 kilograms per square metre of surface area, as illustrated in Appendix I and II.
- k. Signs shall comply with the regulations found in Schedule 59A of the Zoning Bylaw.
- m. Landscaping shall be in accordance with Section 55 of the Zoning Bylaw.
- n. Vehicular and bicycle parking shall be in accordance with Section 54 of the Zoning Bylaw
- o. Underground driveway ramps to a public roadway must be at grade at the property line and must not exceed a slope of 6% for a minimum distance of 4.5 m inside the property line or to the satisfaction of the Transportation Department.

DC2.XXX.5. Urban Design Regulations

- a. Building Orientation and Site Planning
 - i. The arrangement of buildings, parking and circulation areas, and open spaces should be responsive to site characteristics and relate to the surrounding built environment in pattern, function, scale, character and materials.

- ii. Buildings on corner and flanking lots should be designed to be visually interesting and should be oriented towards the street to emphasize street presence and potential as a landmark within the community.
- iii. Clustering of multi-family units should be a consistent overall site-planning element and large projects should be broken up into groups of structures.
- iv. Buildings should be sited to create courtyards and open space areas.

b. Site Entry and Edge Design

- i. Buildings shall address public and private roadways, other than Lanes, with individual entrances that are clearly visible to lend a sense of occupancy to the street.
- ii. Where a Dwelling unit is provided at ground level abutting a public roadway, other than a Lane, the principal entrance to the unit shall have direct external access to the adjacent public sidewalk.
- iii. Primary entrance areas should be designed as defined architectural features of the building or complex. Entrances should also provide visibility to interior lobbies to aid in the safe and convenient arrival and departure from the building.
- iv. Pedestrian entrances to parking and service areas within multi-family buildings should be considered in combination with other common areas that can provide casual surveillance opportunities.
- v. Crime Prevention Through Environmental Design (CPTED) principles should be considered in the design of the site by providing pedestrian spaces that are well lit at night and active street frontages that provide opportunities for eyes on the street.

c. Vehicular Access / Circulation / Parking

- i. Site access and internal circulation should promote safety, efficiency and convenience. Conflicts between vehicles and pedestrians should be avoided. Continuous pedestrian circulation should be provided throughout the site to the greatest extent possible.
- ii. Adequate areas for maneuvering, stacking, and emergency vehicle access should be accommodated on site.
- iii. The principle off-street vehicle entrances for larger multi-family projects should use dedicated entry drives rather than the aisle of a parking area.
- iv. Parking areas, when at grade, shall be regarded as important spaces whose character is clearly defined by landscaping, lighting, building massing, and pedestrian and vehicular circulation areas.
- v. Adverse visual impacts on residential street character or the project from parking areas should be minimized through siting, landscaping and design.
- vi. Bicycle parking should be located close to, and with direct access to residential buildings.

d. Pedestrian Circulation

- i. Site design should facilitate safe pedestrian access and circulation in and around multi-family development. The primary street entrance should incorporate sidewalks on both sides to facilitate access and safety.
- ii. On site pedestrian walkways should be separated from auto circulation routes and be a minimum 1.8 m, accessible, safe, visually attractive and well defined by decorative landscaping and lights. Use of changes in grade, materials, textures or colours are encouraged to delineate pedestrian crossings for improved visibility and safety.
- iii. Pedestrian walkways should be provided to link units with common amenity space, parking areas and Clareview Station Drive.

e. Amenity / Open Space

- i. The design and orientation of amenity / open space areas should provide shelter from noise and traffic from adjacent uses or streets.
- ii. Amenity / open space shall be appropriately designed for a range of passive and/or active recreational and social interaction opportunities (plazas, children's play equipment, landscaped gardens, etc.) as well as user safety and long-term maintenance.
- iii. Amenity / open space areas shall be accessible to all residents and be provided in usable sizes.

f. Utility and Mechanical Equipment

- i. All mechanical equipment, including roof mechanical units, should be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.

g. Trash and Storage Area

- i. Loading, storage, and trash collection areas should be located in such a manner to be screened from view from adjacent sites, public roadways, and LRT line, in accordance with the provisions of Section 55 of the Zoning Bylaw.
- ii. Trash and storage enclosures should be architecturally compatible with project design and be unobtrusive and conveniently accessible for trash collection.

h. Fences

- i. Fence design along the rail right-of-way should be enhanced and constructed of materials such as masonry, metal, wood, or a combination thereof.
- ii. Tiered planting should be provided along street frontages to soften their appearance provided that it does not block visual connection between the public street and buildings.

j. Lighting

- i. Parking areas and entry drives should be lighted to facilitate pedestrian movement and safety, especially where parking is located away from street view.
- ii. The type and location of parking area and building lighting should not glare directly onto adjoining property, streets or skyward.
- iii. Open spaces should be adequately lighted with pedestrian scaled, durable, low maintenance fixtures.
- iv. The design and location of light fixtures should complement the design of building facade.

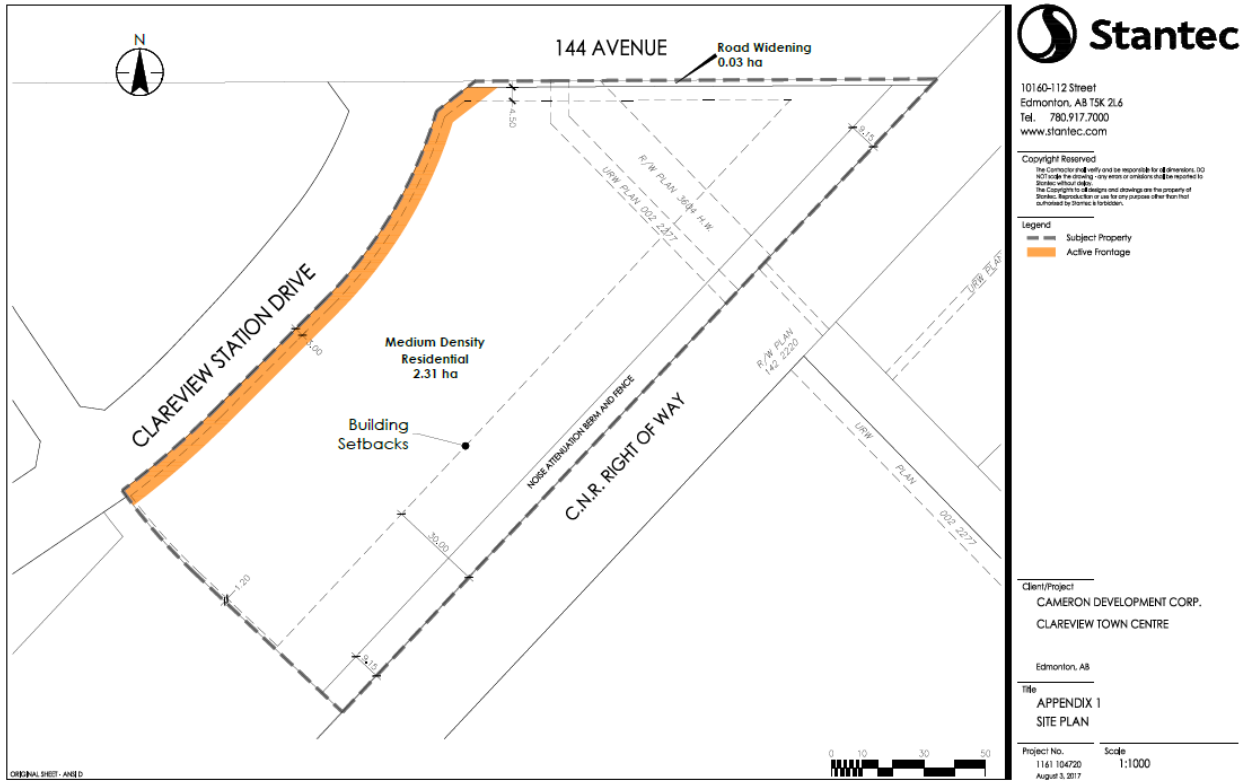
DC2.XXX.6. Architectural Regulations

- a. The exterior wall finish material for all Dwelling units should be of high quality and harmonious in materials and colours.
- b. Architectural treatment of all façades of the building should create a unified building exterior but include visual variety and provide a sense of human scale at ground level. The building should include the following design elements to reduce the perceived mass and add architectural interest:
 - i.articulation of the façade and a variety of building elevations
 - ii.creation of architectural pattern
 - iii.the use of recessions and projections such as porches, bay windows, and entrance features, and
 - iv.the use of exterior wall finishing materials, predominantly comprised of muted colours, with strong colours limited to use of accents.
- c. Monotonous building facades that lack human scale proportions, large expanses of flat wall plains, and tall building foundation walls that are exposed above ground shall be avoided.
- d. Garages/car ports should be designed to minimize adverse visual impacts on the site and streetscape and should reflect the design, materials and colours of the principal buildings.
- e. Building materials should be durable, require low maintenance, and relate a sense of quality and permanence.
- f. Development in this Area should utilize infrastructure and building practices, and site designs, that reduce the consumption of water, energy, and materials.

DC2.XXX.7. Landscaping / Streetscaping Guidelines

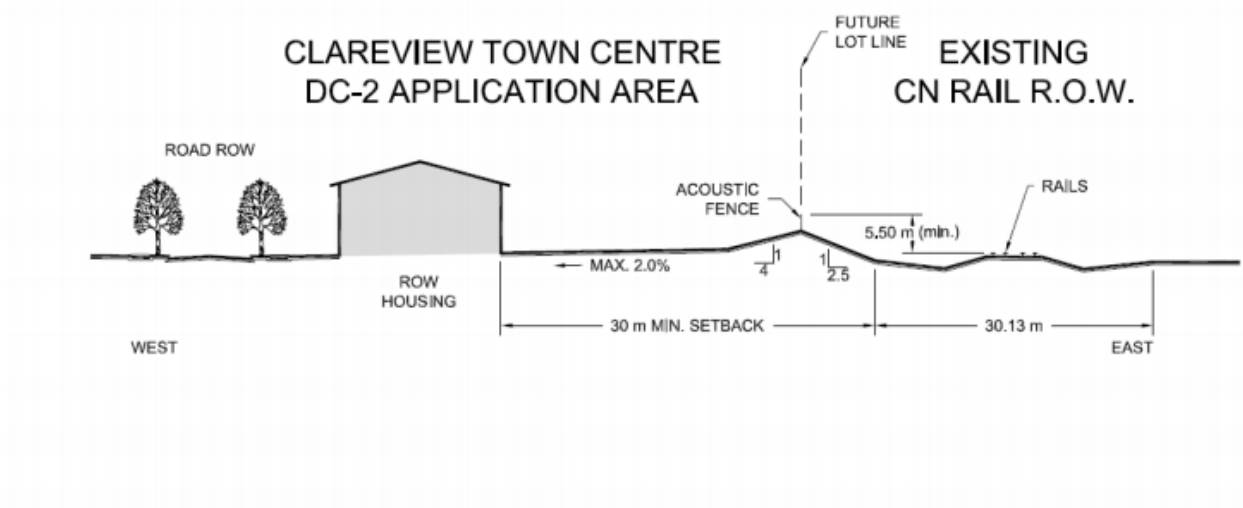
- a. Landscaping should define and accent building entrances and parking lots, define edges of various land uses, buffer neighbouring properties, and screen parking and storage areas.
- b. Parking lot landscaping should accent driveways, frame major circulation aisles and highlight pedestrian pathways.
- c. Landscaping should consider the use of plant materials that provide colour throughout the year to enhance their appearance during the winter months.

APPENDIX I



DRAFT

APPENDIX II



Appendix II
**Building Setback / Railway
Buffer Cross Section**
Clareview Town Centre

DRAFT