

# Land Use Controls Used in the City of Edmonton to Mitigate Conflicts between Residential Land Uses and Abutting

## Railway Rights-of-Way

Neighbourhood	Setback	Fence	Berm	Noise attenuation barrier above top-of-rail	Additional Studies	Reference to compliance with the Rail Companies' Guidelines	Others
<b>Ebbers</b> (Policies included in the NASP document)	30 m between the Rail right-of-way and the building	1.83 m	2.0 m	4.5 m	Noise Study at Subdivision Stage	Yes	Additional mitigation measures to reduce impact of noise and safety concerns at development permit stage. Implementing required setbacks by DC2 Provisions.
<b>Clareview</b> (Policies included in the CCHD Zone)	30 m between the Rail right-of-way and the building	1.83 m	2.5 m	5.5 m		No	Policies implemented through Special Area Zoning (Section 950.4 of the Zoning Bylaw)
<b>Kirkness</b> (Policies implemented at Subdivision Stage)	Created 2 PULs for a total of 25.91m (15.24m and 10.67m) between the Rail right-of-way and the residential property line					No	2 Public Utility Lots with a total width of 25.91 m were created and transferred to the City of Edmonton
<b>Carlton</b> (Policies included in the NSP document)	Increased lot depth to accommodate berm development	1.8 m	2.0 m			No	
<b>Cumberland</b> (Policies included in the NSP document)	Increased lot depth to accommodate berm development	1.8 m wood screening fence	2.0 m			No	Buffer tree planting at rear of lots
<b>The Meadows</b> (Policies included in the ASP document and implemented at Subdivision Stage)	30 m between the Rail right-of-way and the building	4.5 m noise attenuation facility consisting combination of berm and fence				Yes	Where possible, locate non-residential uses, such as trail systems, stormwater management facilities, commercial and business uses, on lands abutting or adjacent to the rail line. Construct appropriate noise and visual attenuation between the Rail right-of-way and future development.
<b>Mobile Home Park in Winterburn - Westview Village –</b> (Policies established at Subdivision Approval Stage)	30 m between the Rail right-of-way and the building	Solid acoustic fence on top of the berm	2.5 m safety berm	5.5 m	Ground-borne vibration Study at Development Permit Stage	Yes	