

Major Commercial Corridors Overlay

Edmonton Zoning Bylaw 12800

813 Major Commercial Corridors Overlay

813.1 General Purpose

The purpose of this Overlay is to ensure that development along Major Commercial Corridors is visually attractive and that due consideration is given to pedestrian and traffic safety.

813.2 Application

1. This Overlay applies to those lands identified as Major Commercial Corridors in the [Appendices](#) to this Overlay Schedule.
2. Where the provisions of this Overlay are in conflict with regulations of any other Section of this Bylaw, the more restrictive provisions shall take precedence. Where there is no conflict, the provisions of this Overlay shall be applied in conjunction with the regulations of the underlying Zone(s) and other Sections of the Zoning Bylaw.

813.3 Definitions

1. For the purposes of this Overlay, the following definitions shall apply:
 - a. Major Arterial Roads: those portions of the following roads shown on the Appendices to this Overlay:
 - i. St. Albert Trail;
 - ii. 137 Avenue;
 - iii. 127 Street;
 - iv. Stony Plain Road;
 - v. 100 Avenue;
 - vi. 170 Street;
 - vii. Anthony Henday Drive;

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- viii. Calgary Trail, Calgary Trail Northbound and Calgary Trail Southbound;
 - ix. 103 Street;
 - x. 103A Street;
 - xi. 104 Street;
 - xii. Whitemud Drive;
 - xiii. Fort Road; and
 - xiv. Manning Drive.
- b. Arterial Roads: - those roads, shown on the Appendices to this Overlay, other than those listed in clause (a), above, which are defined as arterial roads in the City of Edmonton Transportation System Bylaw.

813.4 Development Regulations

1. All development on a Site shall be constructed using similar architectural themes. An exception may be made to this general requirement where the function of an individual business dictates a specific style or image associated with a company. In such cases, the development shall maintain harmony in terms of overall project design and appearance.
2. All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or shall be concealed by incorporating it within the building roof.
3. Any business premises or multiple occupancy building having a Floor Area greater than 3 000 m² or a single wall length greater than 40.0 m that is visible from an adjacent Arterial Road or Major Arterial Road shall comply with the following development regulations:
 - a. the roof line and building façade shall include design elements that reduce the perceived mass of the building and add architectural interest;

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- b. the exterior wall finishing materials shall be predominantly composed of muted colours, with strong colours limited to use as an accent, so as to minimize the perceived mass of the building; and
 - c. Landscaping adjacent to exterior walls visible from an adjacent Arterial Road or Major Arterial Road shall be used to minimize the perceived mass of the building and to create visual interest.
- 4. A minimum building Setback of 14.0 m shall be provided adjacent to the Major Arterial Roads and the intersecting Arterial Roads within the Major Commercial Corridors. The Development Officer may use his variance power to reduce this minimum building Setback to the minimum applicable landscaped Yard requirement specified by this Overlay where:
 - a. the proposed development or the proposed development in conjunction with any existing development, does not exceed a Floor Area of [1 000 m²](#) , nor [7.0 m](#) in Height; or
 - b. the proposed development lies adjacent to an existing service road;
 - c. provided that the Landscaping and building treatments minimize the perception of massing and create a high standard of building appearance.
- 5. For buildings greater than 3 000 m² in Floor Area and with a Height greater than 8.0 m , the Development Officer shall require that the building Setbacks required in subsection 813.4(4), above be increased to minimize the perceived mass of the building and to ensure a high standard of appearance. The maximum building Setback required by the Development Officer shall not exceed one-half of the length of the building wall located next to the property line from which the Setback is measured. For the purpose of determining Height in this subsection, an architectural feature, such as a tower or peak, which is proposed to reduce the perceived mass of the building or to add architectural interest, as required by subsection 813.4(3)(a), above, shall be excluded from the calculation of the Height of the building.
- 6. a) Landscaped Yards with a minimum Width of 7.5 m shall be provided adjacent to Major Arterial Roads within the Major Commercial Corridors and adjacent Arterial Roads that directly intersect such Major Arterial Roads. However, the Development

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Officer may use his variance power to reduce this Yard requirement to a minimum Width of 4.5 m , provided that:

- i. the average Width of the landscaped Yard is not less than [6.0 m](#) ; and
 - ii. this Yard width relaxation is required to allow for a more efficient utilization of the Site and the relaxation shall result in an articulation of the Yard width that shall enhance the overall appearance of the Site.
- b) within the Yards specified above, a minimum of five deciduous trees (with a minimum Calliper of [6 cm](#)), three coniferous trees (with a minimum Height of [3.0 m](#)), and 20 shrubs shall be required for each [35.0 m](#) of lineal Yard Frontage. A continuous screen, an average of [0.75 m](#) in Height, shall be provided within the required Yard, through a combination of berming and shrub planting.

7. a) Where:

- i. the proposed development, or the proposed development in conjunction with any existing development, does not exceed a Floor Area of [1 000 m²](#) nor [7.0 m](#) in Height; and
- ii. the architectural treatment of the building façades, as well as the juxtaposition of the buildings on the Site minimizes the perceived massing of the development when viewed from the adjacent arterial roads,

The Development Officer may use his variance power to reduce the required minimum landscaped Yard Width specified in subsection 813.4(6) above to [4.5 m](#) or to the minimum Yard Width specified in the underlying Zone, whichever is greater, adjacent to those Arterial Roads that directly intersect the Major Arterial Roads. This Yard Width of [4.5 m](#) may be further reduced to that specified by the underlying Zone, for that portion of the Site beyond a distance of [15.0 m](#) from the adjacent intersecting Major Arterial Roads.

- b) The berming provision specified by subsection 813.4(6) above shall not be required in this reduced Yard; however, the planning treatment specified by subsection 813.4(6) shall apply.

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8. An application for a new development or for an addition to existing building(s) shall be accompanied by a Site Plan that shows the location of easement area(s) for all existing and proposed servicing infrastructure on the Site. The Development Officer, in consultation with the affected utility departments, shall require that the minimum building Setbacks and the minimum Width of landscaped Yards specified in this Overlay, be varied where such adjustments may be necessary to ensure:
 - a. that proposed buildings do not conflict with existing or proposed servicing infrastructure; and
 - b. that the type, amount and location of Landscaping, including berms, can be provided in a manner that does not conflict with existing or proposed servicing infrastructure.
9. Conceptual Landscape Plans shall be submitted, with the initial Development Permit Application, for review by the Development Officer. Prior to the issuance of the Development Permit, detailed Landscaping Plans shall be submitted to and approved by the Development Officer. All Landscaping Plans shall comply with the requirements specified by this Overlay to ensure a high standard of appearance and a sensitive transition for the surrounding land Uses.
10. Vehicular entrances and exits, as well as on-site and off-site traffic and pedestrian routes, shall be located and designed in a manner that provides a clearly defined, safe, efficient and convenient circulation pattern for both on-site and off-site vehicular traffic and pedestrian movements, including handicapped movements. Loading bays shall be located in such a manner as not to impede the safe and efficient flow of traffic and pedestrian movement and to minimize impacts on adjacent land Uses.
11. Adjoining Sites shall be integrated by direct on-site access connections to facilitate convenient, efficient and free flowing vehicular traffic and pedestrian movements between Sites, wherever such access is not prohibitive due to such factors as Grade, Site configurations and the location of existing development, including utility services, and where integration is desirable due to the existing or potential type of adjacent Use. The Development Officer shall waive this requirement if the applicant for the development permit can show that after reasonable effort, exercised over a period of no less than 60 days, the applicant has been unable to obtain the required consent from the adjacent property owner(s) for integration and inter-site connections.

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12. All on-site services for power, telephone and C.A.T.V. shall be underground. Underground power services shall also be provided for Signs requiring such services.
13. Notwithstanding any other provisions of the Zoning Bylaw, individual business identification signs located on the facades of buildings, shall be similar in proportion, construction materials and placement. The Sign shall be designed and located so as to ensure that the signage does not detract from the overall appearance of the development and is not obtrusive, having regard to the scale of the buildings on the Site and to the distance of the building Setback.
14. Gas Bars, Minor and Major Service Stations and Rapid Drive-through Vehicle Services shall be developed in accordance with the following additional criteria: in addition to the requirements of Section 72, any canopy located over the gas pump islands shall be designed and finished in a manner consistent with the design and finishing of the principal building, such that the canopy is not obtrusive and maintains consistency with the eave line of the principal building.