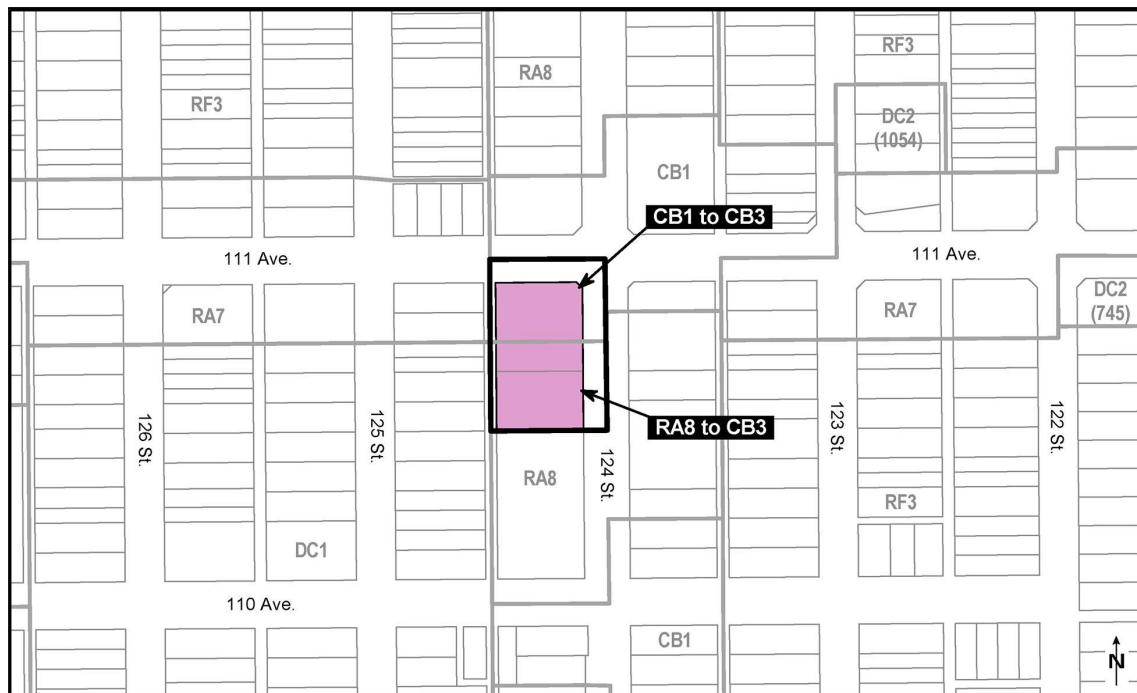


## 11034 & 11042 124 Street NW

To allow for a range of medium intensity Commercial Uses and Residential Mixed-Use opportunities within a mid rise built form



**Recommendation:** That Bylaw 20108 to amend the West Ingle Area Redevelopment Plan and Charter Bylaw 20109 to amend the Zoning Bylaw from the (CB1) Low Intensity Business Zone with the (MSO) Main Streets Overlay and the (RA8) Medium Rise Apartment Zone to the (CB3) Commercial Mixed Business Zone with the (MSO) Main Streets Overlay be **APPROVED**.

Administration **SUPPORTS** this application because:

- the site is ideal for the proposed intensity of development relative to the targeted infill objectives of The City Plan
- the site is suitable for the locational intent of the proposed zone
- the proposed built form is compatible within the context of this key corridor and the broader area

## Application Summary

This application creates the potential for a mid-rise, mixed-use building at a key, transit-oriented intersection. This application was submitted by V3 Companies of Canada on behalf of Lovena Satdeo and Stamatakis Holdings on November 10, 2021.

**CHARTER BYLAW 20109** will amend the Zoning Bylaw, as it applies to the subject site, from the (CB1) Low Intensity Business Zone with the (MSO) Main Streets Overlay and the (RA8) Medium Rise Apartment Zone to the (CB3) Commercial Mixed Business Zone with the (MSO) Main Streets Overlay. This would allow for a mid-rise, mixed-use building with a podium/tower design and the following characteristics:

- A maximum podium height of 13 metres (approximately 3 storeys)
- An overall maximum building height of 45 metres (approximately 10 to 12 storeys)
- Pedestrian-oriented commercial space at ground level
- A maximum tower floor plate of 850 square metres
- Access to any provided vehicular parking being from the lane

**BYLAW 20108** will add the (CB3) Commercial Mixed Business Zone as a potential land use within the West Ingle Area Redevelopment Plan area and amend “Map 2 - Plan Concept West-Ingle” to change the direction for 124 Street NW, south of 111 Avenue NW, from “Improvements to 124 Street by the BRZ Association” to “Pedestrian Oriented Shopping Street”.

This proposal aligns with the goals and objectives of The City Plan to support mixed use intensification at infill locations focused on key nodes and corridors. It also conforms with the intent and policies of the West Ingle Redevelopment Plan with the proposed zoning helping to extend the 124 Street NW shopping street character in a way that is compatible with the nearby residential neighbourhoods.

## Community Insights

Based on the characteristics of this application, the file was brought forward to the public using a broadened approach. This approach was selected because:

- the application is in an area where previous applications have prompted extensive public response
- it proposed amendments to the neighbourhood statutory plan

The broadened approach included the following techniques:

- an Advance Notice sent to a broader catchment area (120 metres)

- basic information on the application added to the “Westmount Planning Applications” City of Edmonton Webpage
- an Engaged Edmonton webpage online for 2 weeks to collect feedback and answer questions

**Advance Notice**, January 12, 2022

- Number of recipients: 141
- Number of responses: 0

**Engaged Edmonton Webpage**, February 7 - 22, 2022

- Number of site visits: 258
- Aware: 170
- Informed: 52
- Engaged: 17

A full What We Heard Report (including explanations of the above categories) is found in appendix 1.

**Webpage**

- [edmonton.ca/westmountplanningapplications](http://edmonton.ca/westmountplanningapplications)

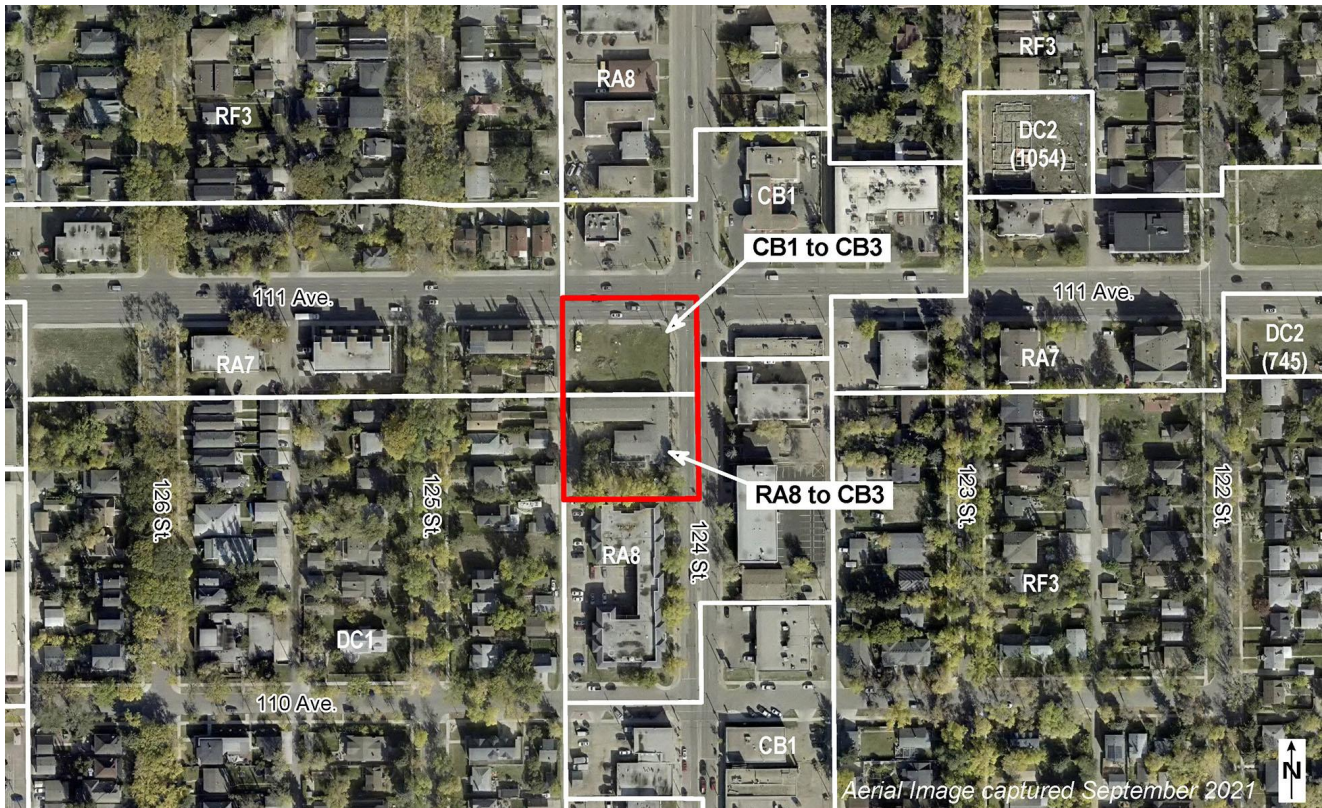
**Common comments heard throughout the various methods include:**

- This proposal is the type of density that fits and is appropriate for the specific location along major roads in the core
- Having more residents here through increased density means support for more shops, restaurants and further revitalization of 124 Street
- The height of 12-13 storeys feels excessive compared to 2 storey family homes behind it/out of scale with the heritage area
- This proposal will bring more residents/families/businesses and innovation to the area and build a stronger community

In addition to the above, 2 phone calls were received in response to seeing the Rezoning Information Signs on the site. In total, of the 19 people who provided feedback, 13 were in support of this application, six had neutral or mixed views and zero expressed clear opposition.

## Site and Surrounding Area

This site is located at the north edge of the Westmount neighbourhood at the intersection of two arterial roads. Both 124 Street NW and 111 Avenue NW offer Frequent Bus Service and 124 Street NW at this location is also considered a Transit Avenue in the Zoning Bylaw. Three blocks to the west is the 127 Street NW separated bike lane and three blocks to the east is a major north-south shared use path along the former CN rail corridor.



Aerial view of application area

	<b>EXISTING ZONING</b>	<b>CURRENT USE</b>
<b>SUBJECT SITE</b>	<ul style="list-style-type: none"> <li>• (CB1) Low Intensity Business Zone</li> <li>• (RA8) Medium Rise Apartment Zone</li> </ul>	<ul style="list-style-type: none"> <li>• Vacant Site</li> <li>• Lodging House</li> </ul>
<b>CONTEXT</b>		
North	<ul style="list-style-type: none"> <li>• (CB1) Low Intensity Business Zone</li> </ul>	<ul style="list-style-type: none"> <li>• 1 Storey commercial building (Restaurant)</li> </ul>
East	<ul style="list-style-type: none"> <li>• (CB1) Low Intensity Business Zone</li> <li>• (RA8) Medium Rise Apartment Zone</li> </ul>	<ul style="list-style-type: none"> <li>• Two 1-Storey commercial buildings (Health Services &amp; Professional, Financial and Office Support Services)</li> <li>• 2.5 Storey residential building</li> <li>• 4 Storey residential building</li> </ul>
South	<ul style="list-style-type: none"> <li>• (RA8) Medium Rise Apartment Zone</li> </ul>	<ul style="list-style-type: none"> <li>• 2.5 Storey residential building</li> </ul>
West	<ul style="list-style-type: none"> <li>• (RA7) Low Rise Apartment Zone</li> <li>• (DC1) Direct Development Control Provision (Westmount Heritage Area)</li> </ul>	<ul style="list-style-type: none"> <li>• 2.5 Storey residential building (row housing)</li> <li>• Single Detached Housing</li> </ul>



View of the site looking southwest from 124 Street NW



View of the site looking northwest from 124 Street NW



View of the site looking northeast from the lane

## Planning Analysis

### The City Plan

The City Plan is a high level policy document describing the strategic goals, values and intentions that direct how Edmonton will grow from 1 million to 2 million people over the next several decades. One key piece of this plan is to accommodate all future growth within Edmonton's existing boundaries, with no further annexations or expansions. To do this, 50% of all new residential units are intended to be created at infill locations, focusing on key nodes and corridors.

Both 124 Street NW and 111 Avenue NW are identified as Primary Corridors at this intersection, making it a key crossroads in the area. Primary corridors are prominent urban streets designed for living, working and moving. They serve as destinations in themselves, but also provide critical connections between nodes, throughout the city and beyond. Primary corridors include a wide range of activities supported by mixed-use development and mass transit.

The minimum density in a Primary Corridor is 150 people and/or jobs per hectare and the typical massing form is mostly mid-rise with some high-rise. With this site at the intersection of two Primary Corridors with strong transit connections, this general intensity is appropriate; however, recognizing the close proximity to the Westmount Heritage Area, a tall mid-rise, mixed-use development proposed by this application is most appropriate.

### **West Ingle Area Redevelopment Plan (ARP)**

This site is considered part of the 124 Street commercial strip and suitable for commercial development, similar to that proposed through the CB3 Zone. Policy 25 of the ARP looks to encourage a shopping street character between Stony Plain Road NW and 111 Avenue NW and specifically speaks to trying to limit noise or traffic nuisance and discourage uses that create a high demand for parking or occupy a large amount of floor space.

Although this direction predates the creation of the proposed CB3 Zone and Main Streets Overlay, it aligns with them well. The CB3 Zone is intended to be used in locations near high capacity transportation nodes, including Transit Avenues (124 Street NW) and is not intended to accommodate "big box" style commercial development that utilizes significant amounts of parking. The Main Streets Overlay further contributes to this by strengthening the pedestrian-oriented character of the street by providing visual interest, transparent storefront displays, and amenities for pedestrians.

The proposed amendments to the ARP help to clarify this intent for 124 Street NW in a map and introduce the CB3 Zone as a potential land use within the plan area since it did not exist when the plan was written.

### **Land Use Compatibility**

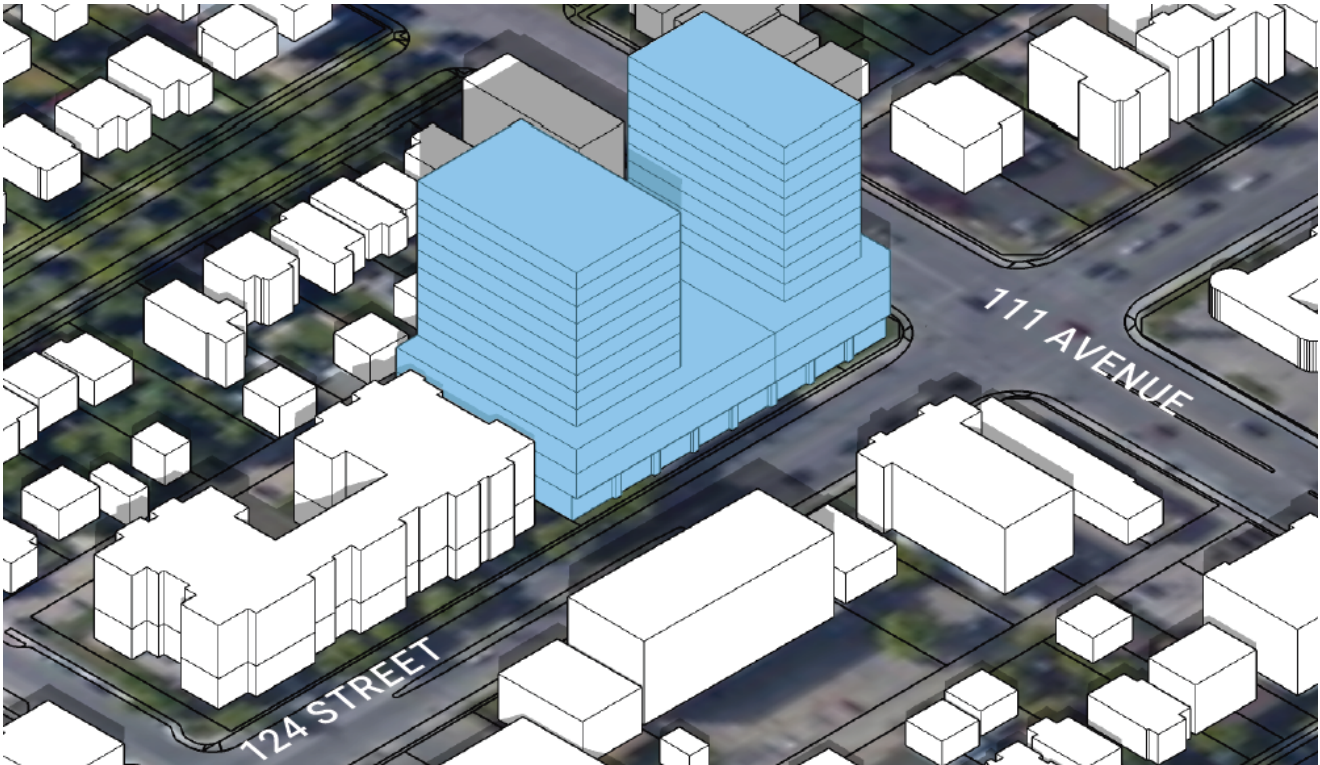
As already discussed, the proposed CB3 Zone is a standard zone that is designed for use in locations like this but it is also recognized that this is a significant intensification for this area. The Main Streets Overlay has been recently amended to help improve the compatibility of this kind of intensification with nearby lower intensity residential areas. On April 5, 2022, Council approved amendments to the overlay that

introduced a maximum tower floor plate of 850 square metres. This floor plate restriction aligns with the recently revised RA9 Zone and is considered a relatively slim tower. Combined with an existing required tower separation of 25 metres, this helps transition the tower mass down and away from the property lines through the narrowing of the building envelope, resulting in additional setbacks from the edges of the podium and more sensitive shadow impacts from the towers. Below is a table comparing the current and proposed zones followed by a massing model created by the applicant that shows a potential building shape based on the proposed zone and overlay.

	<b>CB1+MSO Current<sup>1</sup></b>	<b>RA8 Current<sup>1</sup></b>	<b>CB3+MSO Proposed</b>
<b>Maximum Height</b>	14.5 m	23.0 m	36.0 m - 45.0 m
<b>Maximum Floor Area Ratio</b>	3.5	3.0 - 3.3	Non-residential - 4.0 If building contains Residential or Residential Related Uses - No Max
<b>Front Setback Range</b> (111 Ave)	1.0 m - 2.5 m	1.0 - 4.5 m	1.0 m - 2.5 m
<b>Minimum Interior Side Setback</b> (lane)	0.0 m	1.5 m - 3.0 m	3.0 m
<b>Flanking Side Setback Range</b> (124 St)	1.0 m - 2.5 m	3.0 m	1.0 m - 2.5 m
<b>Minimum Rear Setback</b> (South)	3.0 m	7.5 m	0.0 m

<sup>1</sup> Numbers shown are based on a scenario where the entire rezoning site was this zone





Applicant Massing Model of CB3+MSO Zoning Looking Northwest

## Technical Review

### Environmental

Phase 1 & 2 Environmental Site Assessments were reviewed with this application. These showed that there were no environmental risks on the site and that no further environmental work would be required.

### Transportation

A Transportation Impact Assessment (TIA) was submitted by the applicant and the information was used to assess the potential impacts to the surrounding transportation network based on an intended development scenario proposed by the applicant. These impacts have been determined to be acceptable at this location. However, it is recognized that development plans are not finalized and if the intensity of development goes beyond what has been contemplated in the TIA, a revised TIA will be required at the development permit stage.

The TIA recommends the following improvements that will be reviewed and required at the development permit stage:

- A narrow, raised median must be installed on 111 Avenue NW to restrict all left-turn movements at the 111 Avenue NW & north-south alley intersection
- The entirety of the north-south alley between 110 Avenue NW and 111 Avenue NW must be upgraded to a commercial alley standard

124 Street NW between 109 Avenue NW and 118 Avenue NW is expected to undergo renewal work in 2022. 109 Avenue NW to 111 Avenue NW will be repaved, and 109 Avenue NW to 118 Avenue NW will be reconstructed.

An Alley Reconstruction project for the 124 Street Business Improvement Area is being considered by the City and may include the alley abutting this site. Should development at this site precede any City-led alley reconstruction project, coordination with any future alley renewal project will be determined at the development permit stage.

### **Drainage**

A Drainage Servicing Report was reviewed with this application and directs the future sanitary and storm servicing requirements. With redevelopment, storm water storage and a private drainage system consisting of a storm sewer service connection and/or low impact development facility will be required.

### **EPCOR Water**

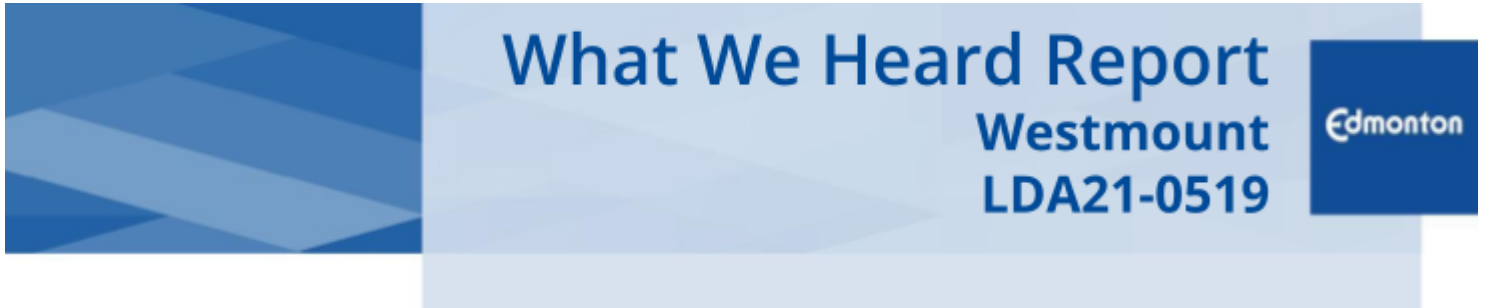
There is a deficiency in on-street hydrant spacing (distance between fire hydrants) adjacent to the property. City of Edmonton Standards require hydrant spacing of 90 metres for the proposed CB3 Zone. There are no hydrants adjacent to the site on 124 Street NW. As such, the landowner/developer will be required to construct approximately 185 metres of new water mains on 124 Street NW from 110 Avenue NW to 111 Avenue NW and one new fire hydrant at their expense.

Edmonton Fire Rescue Services (EFRS) may be able to perform an Infill Fire Protection Assessment (IFPA) at the development permit stage to potentially alter or lessen on-street fire protection infrastructure upgrades, assuming certain criteria are met.

All other comments from affected City Departments and utility agencies have been addressed.

## **Appendices**

- 1 "What We Heard" Public Engagement Report
- 2 Application Summary



## Public Engagement Feedback Summary

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**Project Address:** 11034 and 11042 - 124 Street NW

**Project Description:** The application proposes to rezone the site from the [\(CB1\) Low Intensity Business Zone](#) and the [\(RA8\) Medium Rise Apartment Zone](#) to the [\(CB3\) Commercial Mixed Business Zone](#) with the [Main Streets Overlay \(MSO\)](#).

The proposed rezoning, combined with the proposed amendment to the Main Streets Overlay outlined below, would allow for the development of a building with a range of commercial uses and opportunities for residential development (generally above ground level) with the following characteristics:

- A maximum 3 storey podium base containing pedestrian-oriented commercial uses at ground level
- A maximum overall building height of 36 metres (approximately 8-10 storeys) if developed as a commercial building only or up to 45 metres (approximately 12-13 storeys) if developed as a mixed use building with residential uses only in the additional height
- A maximum tower floor plate of 850 square metres
- Vehicular access would be permitted from the lane only and any surface or above-ground parking would need to be screened from view

There is a separate rezoning application for another location, which includes a proposal to amend the [Main Streets Overlay \(MSO\)](#) as it applies to the CB3 Zone city-wide. If approved, the key changes that would affect this application for a CB3 Zone at the 11034 & 11042 - 124 Street NW site are:

- Inclusion of a maximum tower floor plate (850 m<sup>2</sup>)
- Inclusion of a 3.0 metre setback from the property line along the lane

The [West-Ingle Area Redevelopment Plan \(ARP\)](#) identifies 124 Street as a pedestrian-scaled shopping street and the proposed rezoning generally aligns with the policies for the area. Some minor amendments are proposed to the ARP in order to provide more direction for the proposed zone, as follows:

- Update the concept map (Map 2) to change the label for 124 Street

- south of 111 Avenue from “Improvements to 124 Street by BRZ Association” to “Pedestrian-oriented Shopping Street”
- Add a section describing the CB3 Zone within Part III Land Uses, after CB2 on p.83

**Project Website:** <https://www.edmonton.ca/westmountplanningapplications>

**Engagement Format:** Online Engagement Webpage - Engaged Edmonton:  
<https://engaged.edmonton.ca/WestmountCB3>

**Engagement Dates:** February 7 - 22, 2022

**Number Of Visitors:**

- Engaged: 17
- Informed: 52
- Aware: 170

See “Web Page Visitor Definitions” at the end of this report for explanations of the above categories.

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## About This Report

The information in this report includes summarized feedback received between February 7 and 22, 2022, through online engagement via the Engaged Edmonton platform.

The public feedback received will be considered during the planning analysis to ensure the review of the application takes local context into consideration and is as complete as possible. It will also be used to inform conversations with the applicant about potential revisions to the proposal to address concerns or opportunities raised.

This report is shared with all web page visitors who provided their email address for updates on this file. This summary will also be shared with the applicant and the Ward Councilor and will be an Appendix to the Council Report when and should the application proceed to a Public Hearing.

The planning analysis, and how feedback informed that analysis, will be summarized in the City’s report to City Council if the proposed rezoning goes to a future City Council Public Hearing for a decision. The City’s report and finalized version of the applicant’s proposal will be posted for public viewing on the City’s public hearing agenda approximately three (3) weeks prior to a scheduled public hearing for the file.

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## Engagement Format

The Engaged Edmonton webpage included an overview of the application, information on the development and rezoning process and contact information for the file planner. Two participation tools were available for participants: one to ask questions and one to leave feedback.

The comments are summarized by the main themes below, with the number of times a similar comment was made by participants recorded in brackets following that comment. The questions asked and their answers are also included in this report.

## Feedback Summary

The majority of the feedback received was supportive of this rezoning, citing it as an appropriate scale for this location and for having various positive impacts on the broader neighbourhood. The majority of concerns focused on the scale/height of the building relative to the lower existing context. Several suggestions for future stages of development were also received, including construction staging ideas, the location and amount of parking provided and several ideas for the detailed building design.

Number of Responses:

In Support: 11

In Opposition: 0

Mixed: 6

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## What We Heard

The following section includes a summary of collected comments with the number of times a comment was recorded in brackets (comments received once do not have a number).

### Reasons For Opposition

#### Built Form/Height

- The height of 12-13 stories feels excessive compared to 2 story family homes behind it/out of scale with the heritage area (2)
- No other building comes close to 13 stories in this area, so this proposal will reshape an entire neighbourhood
- 6-8 stories would be much more appropriate in this local context
- There will be shadow impacts on neighbours to the west. A 3 metre setback will not fix this
- The 1 metre street level setback feels somewhat oppressive with the building mass directly overhead. There is a preference to have the podium without this setback and be well designed with quality durable materials and some human scale articulation

#### Traffic/Parking

- Not supportive of the development if no underground parking is provided for this size of building

#### Other

- The challenge will be finding tenants for the commercial portion above street level

### Reasons For Support

#### Built Form/Height/Density

- This proposal is the type of density that fits and is appropriate for the specific location along major roads in the core (5)
- The shadow from the proposed scale of building will be minimal (2)
- This increased density is welcome (2)
- 13 stories is a perfect height

#### Character/Impact on Area

- This proposal will bring more residents/families/businesses and innovation to the area and build a stronger community (2)
- This proposal will inspire future development towards 111 Avenue and north (2)
- Having this larger building on the SW corner of the intersection means no homes are directly to the North or East, and the laneway separates the homes to the West
- Having this larger building on the edge of the neighbourhood allows for the protection the heritage areas within Westmount from being subject to additional infill development
- The first few floors being commercial/retail/office provide new amenities to the neighbourhood

- This development will help all the property values in the area

### **Economic Benefits**

- Having more residents here through increased density means support for more shops, restaurants and further revitalization of 124 Street (4)
- This area is badly in need of revitalization and some stimulating development (2)

### **Traffic/Parking**

- The adjacent lane can support the increased traffic that would come with this proposal
- This proposal is at the corner of 2 main roads and will not affect traffic on the residential streets
- Future LRT will be a 2 minute transit ride or a nice walk so this development will help having it utilized

### **Other**

- This development will make better use of existing infrastructure

## **Suggestions For Improvement**

### **Detailed Building Design**

- The active frontages/ground floor commercial should be on 111 Avenue as well as 124 Street (2)
- Incorporate much of the building amenities into the podium, and allow flexible conversion to additional suites should the commercial uses not be absorbed
- There should be wide sidewalks and the building setback should vary along the street frontage allowing for better microclimate such as wind and creating spaces for gathering, patios and other passive or active activations
- High quality design and materials is important
- Recommend only building up to 36 metres height, not the 45 metre allowed if residential uses included
- Articulation (setbacks) of the top two floors of the towers may create more interest in the skyline and mitigate some shadow effects
- Reduce the height of the south tower to allow more sunlight to get to the north tower
- Use of podium roof top for amenity space should be encouraged
- Consider incorporating canopies above main floor entrances
- Given the Westmount heritage homes in the surrounding streets, another bland concrete and glass tower is not desired. To avoid this, see Manchester square on how a new development adds visual interest when added to a neighbourhood.
- The facades should be more articulated at the ground level. These are long facades, and if they are left flat as shown online, it will not be pleasant due to winds which would rush down from the top of the high building

### **Construction Activities**

- All construction loading and unloading should be done on 124 street.
- Traffic in the area, including in the lane, should not be blocked or disrupted during construction.
- The builder needs to choose proper construction techniques rather than count on closing roads to make his project cheaper

### **Mix of Uses/Types of Units**

- Hope they build residential units with 3 bedrooms to allow families to move in as well
- There should be pedestrian oriented commercial on the main floor, possibly 2nd/3rd floor as well.

### **Parking**

- Highly recommend requiring parking in this area
- All parking should be below grade, no parking in podium above grade.

### **Off site Improvements**

- As a high profile location, public art would be an asset to the community and should be encouraged.
- Improvements to sidewalks, street trees and furniture should be provided with development.

## Questions & Answers

- 1. If you allow a taller building than this, what contributions to the community will you negotiate? What public amenities / green space/ landscaping will the building provide? Similar to what can occur in a direct control zone.**

[City Policy C599 - Community Amenity Contributions in Direct Control Provisions](#) only applies to rezoning involving a Direct Control Provision (DC1 or DC2). As such, there is no policy for requiring public contributions from this rezoning application, which is to the standard CB3 Zone. Standard Landscaping requirements from [Section 55 of the Zoning Bylaw](#) will apply to future redevelopment.

- 2. Considering the residential neighboring to the south, will this be a blank facade due to minimal setback of the new building?**

There are no regulations in the proposed zoning that would specifically prohibit a “blank facade”; however, the Development Officer will work with the applicant during Development Permit review to address the design of this facade and attempt to ensure the facade is articulated to improve the visual interest and reduce the perceived mass of the building.

- 3. Will the towers be residential? If so, which sides will have balconies if any?**

The CB3 Zone with the Main Streets Overlay would allow for a mixture of residential or commercial uses, including in the towers. The owner/developer will determine exactly what to build in different parts of the buildings at the Development Permit stage, if the rezoning is approved. If balconies are provided, there would be no restriction on which facades of the tower they can be built.

- 4. Will towers be commercial? If so, where is the primary entry?**

The CB3 Zone with the Main Streets Overlay would allow for a mixture of residential or commercial uses, including in the towers. The owner/developer will determine exactly what to build in different parts of the buildings at the Development Permit stage, if the rezoning is approved. The exact location of the primary entry will be determined at the Development Permit stage.

- 5. Is there underground parking for all residents? Will there be adequate on-site parking for this building?**

Under the [Open Option Parking rules](#) adopted by Council in 2020, developers can now choose how much on-site parking they provide with new developments based on their particular operations, activities or lifestyle. If the developer chooses to provide on-site parking, they can choose whether to provide it underground, at ground level or in an above ground parking structure.

- 6. Why does the [stepback](#) only exist on three sides of the new development and not on the west edge?**

The proposed zoning doesn't specifically regulate the location of most stepbacks. However, based on the required setbacks of the podium as well as the proposed restriction to the tower floor plate, it is known that stepbacks will be required. For the most part, this will be up to the developer to decide on when they get to the point of detailed building design. The massing model shown on the webpage without the west stepback is just one potential option and is subject to change.

- 7. The traffic report indicates most collisions happen eastbound on 111 Avenue turning into the alley (rear end). This development will worsen this scenario, and buses run along 111 Avenue as well. What mitigation is being done to reduce collisions as new development adds more alley traffic (right-hand turns)?**

The history of rear-end collisions along 111 Avenue at the alley and 124 Street intersection are reviewed together because of their very close proximity. Rear-end collisions are one of the most



common collision types at signalized intersections and are primarily caused by drivers following too closely.

With redevelopment on this site, a raised median must be installed on 111 Avenue to restrict all left-turn movements at the 111 Avenue & north-south alley intersection. This will remove several conflict points and turning movements. Restriction of the left turns to and from the alley will eliminate any potential right angle (T-bone) collisions that are often severe in nature and is also anticipated to reduce the occurrence of rear-end collisions as there will be fewer reasons to rapidly brake due to fewer turning movement conflicts. Additionally, the City will continue to monitor the safety performance of the intersection to determine if additional mitigation measures are required.

**8. Knowing it can be difficult to lease commercial space above the first floor of a podium, can residential use be considered for floors two and three should they be built?**

The proposed zoning would allow anything above the first ground level storey to be used for residential uses, depending on what the owner/developer wants to pursue.

**9. Is there an opportunity for a small publicly accessible plaza/courtyard space along 124 Street?**

This is not something that the proposed zoning would require, but there would be an opportunity should the owner/developer want to pursue this idea.

**10. Will overhead weather protection be provided along 124 Street?**

Yes. The zoning requires weather protection in the form of a wide canopy or any other architectural element on façades wherever active commercial frontages are developed.

**11. What assurances are given that access to the alleyway between 124 Street and 125 Street won't be blocked by construction or business activities?**

An On-Street Construction & Maintenance Permit would be required for any work occupying City road-right-of-ways for construction purposes, including the alley. This may include submission of a Traffic Accommodation Strategy or Transportation Management Plan as required depending on the complexity and duration of the set-up.

With redevelopment, the alley must be widened between 124 and 125 Street to a commercial alley standard, which includes full width paving of the 6m alley right-of-way in order to improve maneuverability along the lane. Obstruction of the alley during regular business activities is not permitted and can be enforced as per the Traffic Bylaw (Bylaw 5590).

**12. What options do homeowners have when dealing with noise complaints and damage to property during and after construction?**

While the City does its best to try to reduce the risk of potential impacts to adjacent properties and ensure builders are following good construction practices, there are no assurances. Prior to the start of neighbouring construction, homeowners are encouraged to consider:

- contacting their property insurer for advice;
- documenting the current state of their property (e.g. photos of the yard, house exterior and fence); and
- looking into options to assess their foundation and to document its current condition, if they have concerns about the potential effects of excavation or vibration.

The [City's residential infill webpage](#) also has additional resources and information available for neighbours of infill.

**13. What parking will be available for these businesses? With a transit stop in front of this proposed building and issues with congested residential parking, where will customers park?**

Under the [Open Option Parking rules](#) adopted by Council in 2020, developers can now choose how much on-site parking they provide with new developments based on their particular operations, activities or lifestyle.

**14. Numerous buildings along 124 Street have been vacant for years and this proposed building lies in an area with little foot traffic far away from the "core" of 124 Street (Jasper Avenue to 108 Avenue). Will this lone building be enough to attract business?**

It is difficult to know the potential impact of a single building on attracting businesses. However, as noted by several people who left comments in response to this engagement, it is anticipated that adding the opportunity for more residents to live here increases the chances of attracting businesses and for existing businesses to remain viable.

**15. What noise restrictions will be put in place?**

The [Community Standards Bylaw](#) regulates the hours of construction as well as levels of noise allowed at different times of day.

**16. How long will this project take? The 12-plex on 125 Street and 111 Avenue took more than three years to complete.**

The City does not regulate when a construction project has to start or how long it takes to complete. This will be determined by the applicant at later stages, if the rezoning is approved.

**17. Will properties adjacent to the project be given compensation for the negative effects of a high-rise building?**

No. The City does not provide compensation for negative impacts due to a rezoning or redevelopment. With that said, we understand that these kinds of changes to zoning can have impacts on surrounding properties, which is why the rezoning process is public, transparent and ultimately decided by elected representatives on City Council.

**18. Will the back alley be widened since it is currently wide enough for only one vehicle?**

With redevelopment, the alley must be widened between 124 and 125 Street to a commercial alley standard, which includes full width paving of the 6m alley right-of-way in order to improve maneuverability along the lane.

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## Web Page Visitor Definitions

### Aware

An aware visitor, or a visitor that we consider to be 'aware', has made one single visit to the page, but not clicked any further than the main page.

### Informed

An informed visitor has taken the 'next step' from being aware and clicked on something. We now consider the visitor to be informed about the project. This is done because a click suggests interest in the project.

### Engaged

Every visitor that contributes on the page, either by asking questions or leaving a comment, is considered to be 'engaged'.

Engaged and informed are subsets of aware. That means that every engaged visitor is also always informed AND aware. In other words, a visitor cannot be engaged without also being informed AND aware. At the same time, an informed visitor is also always aware.

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## Next Steps

The public feedback received will be considered during the planning analysis and will be included in the administration report for City Council. The administration report and finalized version of the applicant's proposal will be posted for public viewing on the [City's public hearing agenda](#) website approximately three (3) weeks prior to a scheduled public hearing for the file.

When the applicant is ready to take the application to Council (the Administration makes a recommendation of Support or Non-Support):

- Notice of Public Hearing date will be sent to surrounding property owners and applicable nearby Community Leagues and Business Associations.
- Once the Council Public Hearing Agenda is posted online, members of the public may register to speak at Council by completing the form at [edmonton.ca/meetings](http://edmonton.ca/meetings) or calling the Office of the City Clerk at 780-496-8178.
- Members of the public may listen to the Public hearing on-line via [edmonton.ca/meetings](http://edmonton.ca/meetings).
- Members of the public can submit written comments to the City Clerk ([city.clerk@edmonton.ca](mailto:city.clerk@edmonton.ca)).

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If you have questions about this application please contact:

Andrew McLellan, Principal Planner  
780-496-2939  
[andrew.mclellan@edmonton.ca](mailto:andrew.mclellan@edmonton.ca)

## Application Summary

### Information

<b>Application Type:</b>	Plan Amendment, Rezoning
<b>Bylaw/Charter Bylaw:</b>	20108, 20109
<b>Location:</b>	Southwest corner of 124 Street NW and 111 Avenue NW
<b>Addresses:</b>	11034 & 11042 - 124 Street NW
<b>Legal Description:</b>	Portions of Lots 6-10, Block 46, Plan RN39B
<b>Site Area:</b>	3361 m <sup>2</sup>
<b>Neighbourhood:</b>	Westmount
<b>Ward:</b>	O-day'min
<b>Notified Community Organizations:</b>	Westmount Community League Inglewood Community League 124 Street Business Association Crossroads Business Association
<b>Applicant:</b>	V3 Companies of Canada

### Planning Framework

<b>Current Zones and Overlay:</b>	(CB1) Low Intensity Business Zone (RA8) Medium Rise Apartment Zone (MSO) Main Streets Overlay
<b>Proposed Zone and Overlay:</b>	(CB3) Commercial Mixed Business Zone (MSO) Main Streets Overlay
<b>Plan in Effect:</b>	West Ingle Area Redevelopment Plan
<b>Historic Status:</b>	None

Written By:	Andrew McLellan
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination