

ParkLane Place Condos

2025-03-18

FOIP Sec. 17(1)

From: Neil Worthington  
President -Parklane Place Condos

To: Development Appeal Board  
Town of Strathmore

Re: “Eagle Heights Apartment Development”  
Appeal Board Hearing Submission

Not sure of the process associated with an appeal of a development permit so I have attached a document “Concerns, Questions & Suggestions” dated 2025-03-18. (The document has been modified slightly from the document I provided to the town development department 2025-02-07)

We are not in favour with the development as proposed. I am requesting the board take our concerns into account in the decision they are going to make. There are no doubt items in the document that are not relevant to your decision and only need to be addressed if the development is approved. I would request you provide the document to the right individuals or departments so that I can be satisfied our concerns are taken into account and our questions are answered and suggestions considered.

I will not be making any presentation at the meeting on the 27<sup>th</sup>, but plan on attending the meeting and be available to answer any questions you might have.

Neil Worthington

Concerns, Questions, & Suggestions in regard to:

### **Eagle Heights Apartment Development**

Who are we?

Parklane Place Condos is a Senior Bare Land condominium complex located directly south of the development. Our complex is made up of 24 units with our north property line shared with the development. Ages of the residents vary from 65 to 90. Our property exits on to Parklane Way.

#### Overall Development Thoughts

When I moved here I was aware the property was zoned for multi residential and I expected the area to be developed with a senior type of residential complex with 24- 30 units similar to our place. I never expected the property would be developed as a 147 unit apartment complex. I am scared this development is going to have severe and lasting impact on our condo complex with the significant increase in vehicle, pedestrian traffic and reduction in privacy. Are we happy about this possible development? Absolutely not. No one likes this type of change and we definitely do not like this one. Am I going to move right away if this development is approved? No not yet. Hopefully the impact of the possible development will not be as bad as I imagine it might be and I will get use to it.

I am not familiar with how property zoning works but I am confident that when this property was zoned some 30 years ago there was no thought to using it for a 147 unit apartment complex. In fact I believe the property was originally going to developed as part of our complex with an additional 24-30 units.

Dropping a 147 unit apartment complex with some 300 people and 200 vehicles at the end of a cul de sac with no vehicle or pedestrian access other than on Parklane Way is not a good idea.

#### Streets, Storm Sewers

##### S1 Increased volume of traffic on Parklane Way

-I expect the volume of traffic on Parklane way will increase by at least 300% + which will be within 25 feet of our kitchen and bedroom windows.

-Is there a requirement to have a second access to the apartment due to it's size as this may slightly reduce the amount of traffic depending on where it was located?

-Owners were of the opinion that the last time a development was proposed they were required to have a second access somewhere.

##### S2 Parklane Way and Parklane Dr Intersection

-Existing design of this intersection is poor. The intersection is on a corner with left turn lanes painted to exit Parklane Dr. They are only visible for 3-4 months of the year. With the

first snow everyone starts cutting the corner so the west bound traffic takes up half of the turn lane which is like playing a game of chicken if you are trying to turn left onto Parklane Way. (Is he going to get over closer to the curb where his lane is suppose to be or stay in the travelled lane?) This is compounded in the winter as the berm from the snow plow is filling part of the west bound lane.

-There will be a minimum of 400% increase in traffic from this development in this intersection and an even larger percentage increase during rush hour as the development will be made up of working people rather than retired residences.

-There will be additional traffic entering Parklane drive from whatever is developed in the vacant lot between HiHo and city hall.

-Parklane Drive is one of only two access's to downtown from the East (a bottleneck street). There is going to be a continuous increase of traffic on Parklane Drive entering or leaving the downtown.

-Bottom line this intersection is going to be a problem that the town will have to solve.

S3 Our Driveway and Lambert Village driveways are lower than the street.

-As our driveways are lower than the street I don't want our driveways becoming the storm sewers for the street any more than they are already.

-Developer needs to slope the street and install additional storm sewers in a way to not increase this problem when he is installing sewer/water lines under the street.

S4 No curb or storm sewer at north end of our property

-Our property is lower or at the same level of road at this time, need curb and possibly storm sewer drains at north end of Parklane way

-The north end of Parklane way is used as a turnaround, needs to be expanded to a cul de sac type of turnaround.

-There is a lot of traffic coming to end of Parklane Way to park and enjoy the view or confusion by people reading there google map incorrectly and people parking there during their lunch break to eat their lunch/have a smoke or whatever.

S5 Flood insurance not available to us due to our proximity to Pond 2

-Is there any increase in risk due to this development?

-Does the drainage from the development go into Pond 2?

-Is the drain from Pond 2 to Kinsmen Lake still operational?

S6 Parking on Parklane way in front of our complex

-Is Parklane Way going to be no parking road due to road width?

-Ensure the development has sufficient parking, as it always seems like there ends up being a parking issue in surrounding areas where large apartment blocks are built.

-The closest parking will be the **city hall lot** if Parklane way is no parking.

-Parklane Place condos and Lambert Village do not use the street parking very much as we both have adequate parking on site.

-I think there is quite a bit of property on the north side of the development where they could have additional parking at very little cost.

## Development Landscaping

### D1 Fence Design between our properties

- coordinate with development to come up with a joint fence that will connect to our chain link fence to best provide the necessary privacy and also preserve the view for everyone.
- For example maybe end the 6 foot privacy fence towards the end their building and have it butt up against our chain link fence.
- Need to discuss with landscape designer

### D2 Ensure drainage/ eaves trough from development is diverted away from our property

- In the past we have had problems with drainage around our complex possible due to the proximity to the canal or the soil type. We extended our downspouts away from the buildings and installed trenches to direct the water onto our street.
- I suggest the Development install some type drainage away from the rear of their buildings down to their parking lot. Sloped ditch, Storm sewer piping, etc
- Don't want the run off going in our direction as we already have a problem.

## Construction

### C1 Dust on Parklane Way and Construction site

- There will considerable fill installed and removal of slough bottom material at the site.
- Are there rules in regard to contractor watering the site to keep the dust down.
- Is the contractor required to have a street sweeper on site or they pay the town to keep Parklane way free of dust and mud during construction.

### C2 Noise, Time of Day, Piling of footings

- Due to the soil in the slough area I am told that when Lambert Village was constructed they had to install a large amount of piling and the building is still sinking.
- As some of our units are within 25 feet or so of the apartment building foundation the noise of piling will be excessive and will probably shake the building. Hopefully they can use some other type of footing design that will be less of a problem for us. Or maybe install some type of sound barrier during construction.
- Are there rules or bylaws for construction in residential areas in regard to level of noise, time of day for construction, and days of week.
- Keep in mind the residents we are talking about are over 80 years of age and are home all day.

### C3 Contractor using street for staging trucks and equipment

- Are there rules in regard to the contractor using Parklane Way for staging trucks and equipment during construction.

### C4 Enforcing the rules and bylaws during construction

- Is there someone from the town assigned to continuously insure the contractor operates within the bylaws and rules.
- Does the town have a sound meter to monitor the noise level next to the site?

-Is there someone we would contact in regard to any dust or noise issues on the site?

#### C5 Demolition of existing Cabin on the property

-The power for the cabin is fed from one of our transformers.

-The water and sewer line for the cabin are connected to our water and sewer lines that we own and are responsible to maintain.

-Would the town ensure the contractor during the demolition remove the above services back to our property line and properly cap the pipes.

Parklane Place Condos  
Laura Matheson,

FOIP Sec. 17(1)

FOIP Sec. 17(1)

FOIP Sec. 17(1)

FOIP Sec. 17(1)

From: Laura Matheson  
Parklane Place Condo resident,  
Strathmore, AB

To: Subdivision and Development Appeal Board  
Town of Strathmore, AB

Re: Eagle Heights Development  
Appeal Board Hearing Submission

As a long-time resident adjacent to #4 Parklane Way, this submission for consideration is in addition to the many points put forward by our condo president Neil Worthington. FOIP Sec. 17(1)

FOIP Sec. 17(1), my husband and I will be impacted greatly by the intended development.

The following are my concerns:

Risks:

-a risk of safety issues related to mobility are obvious when vehicle access to Parklane Way from Lambert Village (seniors' residence) and Parklane Place (all seniors) will be more difficult when the 147++ residents of the perceived development are added and use Parklane Way to access on to Parklane Drive. Keep in mind seniors are at varying levels of the aging process as it applies to hearing, sight, cognition, and physical movement and many are still driving.

-the risk of safety of our neighbours while walking in this area and who often have device assists so are slower. This situation poses a risk for my dog as well when I walk and play with him in the Parklane Way green space where the road is accessed the most. Currently, only by the residents in the cabin on the property in question utilise this access and so is presently a traffic minimum.

-risks of the increased traffic to the development of Parklane Drive. Vehicles often come around the corner at high rates of speed which has caused the solid wall to be hit and needing replacement twice. (caused by a youth and an unknown truck). The new development will increase the use up to 400% +. This problem will undoubtedly continue or increase with much higher traffic flows. Parklane Drive has heavy traffic flows due to children being transported by bus and or parents to the local schools. I understand the proposed megaplex anticipates attracting multi-generational families, which means a busier community with people going to and from work and school.

-the risk of the rural lifestyle quality of life that was desired when we moved here will be lost. Features like being quieter, less busy, peaceful, appreciation of wildlife and better access to amenities will suddenly be gone. The majority of Strathmore residents prides themselves in taking care of its seniors. This reputation will be challenged with increased density and where there is only one way into and out of the area.

-the risk of increased noise level during the build and after, due to the density. The toxic risk of exhaust from large equipment and added traffic will affect air quality and could potentially harm those with respiratory conditions and are at home most of the day. The potentially diminished quality of life during the build is not insignificant as the majority of the neighbours have a naturally shorter life expectancy than the average citizen simply due to age.

-risk of a lowered property value due to densification next to us will impact many seniors negatively when they need to sell to move to a higher assisted living arrangement.

Further to these issues of personal impacts that I've stated, are my questions about putting a large four-story build on land that is wetlands and has a high water table therefore unstable for foundations. Lambert Village had those issues when it was built and still have movement causing doors not to close. Not only that, but the natural beauty of the wetlands themselves seems to be disregarded. Green spaces with wildlife to enjoy are important aspects of good community design as they bring tranquility and a sense of well-being.

With land available in and around Strathmore which is more suited to a "pack and stack" model like this one, why was a wetland chosen for such a

build. Densification is prolific in Calgary due to the globalist 15-minute city agenda. Rural architecture and ambience do not lend itself to these look alike models with tiny pigeonhole windows all over the landscape which appear in urban centres.

Certainly, the original plan for this land that adjoins us, of having multi-unit built-forms similar to our one-level units, would be a better alternative for increased housing for seniors in this area.

For these reasons, I support the decision by Strathmore Council to cancel the Eagle Heights Development permit as proposed. I am grateful that the concerns of citizens were heard.

Respectfully submitted,

Laura Matheson