

Parkallen Community League Civics Committee's response to the City of Edmonton's *What We Heard* document from the Nov. 7th, 2017 open house. The following was submitted to the City on November 29th.

Things that are improved:

1. Commitment to 109th Street boulevard and tree planting

Inclusion of the boulevard and boulevard trees every 6 meters was a metric that the community worked hard to ensure was included in the 109th Street ARP. The trees are integral to our Parkallen brand. We are pleased to see this adherence to the 109th Street ARP.

2. Handicapped access

There is now access from the on grade parking into the building which is a step towards making accessibility a potentially viable design option in this building.

3. A City commitment to require storm drainage to be managed on site and discharge to the 109th Street catchment

There is still considerable concern that in 'wet years' the sanitary drainage to the 69th Avenue catchment area will exacerbate flooding issues in this area of Parkallen.

4. The City commitment to placing a specific grade into the DC2 document

The design team has a very tight site in terms of being able to access the underground parkade and there is a great deal of worry about how much of the parkade wall/foundation will be visible at various locations and how that wall will be treated. The design team has given different commitments to cladding and to the extent of height above grade. With a specified grade level it will be clearer for everyone to understand and to evaluate the height of protruding parkade walls and the overall height of the development above grade. We are expecting the Edmonton Design Committee to address the cladding commitment.

5. Decorative shed roofs were removed. This has been welcome as shed roof lines increased sun shading and actual height intrusion of the building as it transitioned into the community.

6. Increasing the set back of the west parkade foundation wall to more than 6 inches from the property line

There is skepticism that this is safe and sufficient for the immediate neighbours. However, it appeared that the use of the jutting to an extra wide road right of way to

provide adequate land to achieve a safe setback from the west property line was unacceptable to the City of Edmonton.

7. A firm commitment to inspection of the lane and other City infrastructure before and after construction, with repair to damage assessed to the developer

Things that are still cloudy:

1. The measurement of various setbacks and how the setbacks are interpreted has created a great deal of confusion within the community, especially as it is not universally understood that they are in accord with the 109th Street ARP.
2. The 'community contribution' and how it will be interpreted and applied to this DC2 remains unclear. The recent Edmonton discussion of income adjusted rents for below market housing is something that Parkallen would like to see used, as we often have renters that stay long term as contributing members of our community.
3. There is uncertainty about the landscaping and that it will be viable and is reasonably described so that it is aesthetically pleasing but not prohibitively expensive for the developer. The community has expressed a very strong preference for 'greenscaping' rather than hardscaping. At the same time we recognize that soil depths required to have viable trees to the City's preferred standard is potentially prohibitive over underground parking for this scale development. The community has discussed, with the Design Team, the idea of alternative greenscaping such as specific shrubs and decorative grasses that could be appropriate.

Things that appear unacceptable in their current form, possibly requiring simple clarification:

1. Requiring the developer to build the east-west lane to commercial standard

It appears unfair to require the developer to pay for entire upgrade of this lane. An explanation by the Transportation representative at the Open House explained that the commercial garbage trucks would need to access the entire length of the north-south and east-west lanes to service the new developments. This would include the vacant commercial site on 109th Street which would not pay for the upgrade. In addition it appears unfair to require the houses on 69th and 70th Avenue to share in paying for a premature upgrade to a lane while they are currently paying for other infrastructure upgrades. This is a lower cost portion of Parkallen and the owners are very cost sensitive.

2. Lack of transferable commitment to protect the neighbouring property to the west

The Design Team has verbally committed to providing neighbours on the western boundary with pre- and post-construction engineering inspections. Parkallen has soil conditions that have had severe damage and impacts to neighbours from similar infill development even with larger setbacks to actual foundation construction. Considering the potential damage to a recently renovated property, it is based on this promise of an engineering inspection that the community and neighbours are willing to accept the questionable parkade wall setback on the western boundary. However, it is not clear how this inspection is to be realized, especially if the property were to change ownership prior to construction.

3. Lack of commitment to site controls during construction

In specific, a temporary closure of part of the east-west lane to prevent usage by construction vehicles would reduce the damage of the lane and the need for the developer to make expensive repairs. This would prevent premature deterioration of the lane carriageway which would add additional costs to all property owners in the area. The closure could be achieved with concrete bollards, placed on the lane just west of the proposed development, for the duration of heavy truck access to the proposed construction site.