

Palaschuk, Jordan

From: Lori Burwash <lori@loriburwash.com>
Sent: Saturday, July 13, 2019 3:29 PM
To: Public Submissions
Subject: [EXT] LOC 2019-0032, CPC2019-0608 (3120 Parkdale Blvd NW) — for public hearing on July 22
Attachments: 2019-07-13 15-11.pdf

Hello

I'm writing with my concerns regarding the above-noted land use redesignation.

I live at 512 - 31 Street NW, immediately north of this lot, across the alley. While I am all for inner-city development and maximizing density, I'd prefer to see the growth managed in a way that considers the neighbourhood, and the pressures such a redesignation will put on the area. It appears this redesignation does not do so.

In this case, despite this being deemed a "4-unit townhouse" in all plans and documentation, the drawing submitted by Inertia dated Feb. 25/19 (attached to this email) in fact specifies eight units, including a basement suite in each of the main units — with parking for only four vehicles. As we know, Calgary is a car city, and the odds of there being somewhere between 8 and 16 vehicles introduced to this corner are high. Yet there are only four single-car garages — where is everybody going to park? That is a lot of additional vehicles to add to a short little street.

And for a short street, 31st is a busy one. It is often quite full up with parking from residents with homes along the street, particularly at the end closest to Parkdale Boulevard. In the next block west, on a property facing Parkdale Blvd., there's a laneway house that obviously doesn't have sufficient parking itself — usually at least two of their large trucks are parked on this street. (Residents of properties facing Parkdale Blvd do not park on that main thoroughfare anyway, preferring instead to park on these "side streets.") Summer sees additional parkers given the proximity to the river. In fact, I just watched a car pull up and park, with rafters heading off to the river. We also have parents of students at Westmount at the other end of the street parking as far down as here when they pick up their children.

I am also concerned about alley congestion. I've attached a photo of the alley and the assorted bins associated with this property already. Imagine that quadrupled: 24 bins. I understand that there is accommodation for the bins in the preliminary plans, but for three of the units, that is on the OTHER side of the garage from the alley and for the fourth, towards back at one side. Human nature would suggest they'll likely be left out back, in front of the garage doors, where it's more convenient to home owners than having to drag them around every week. I've walked down alleys in this neighbourhood, past similar multi-unit developments with single car garages, and more often than not, bins are parked in front of the garages (suggesting cars are on the street instead of in garages ... further exacerbating parking issues).

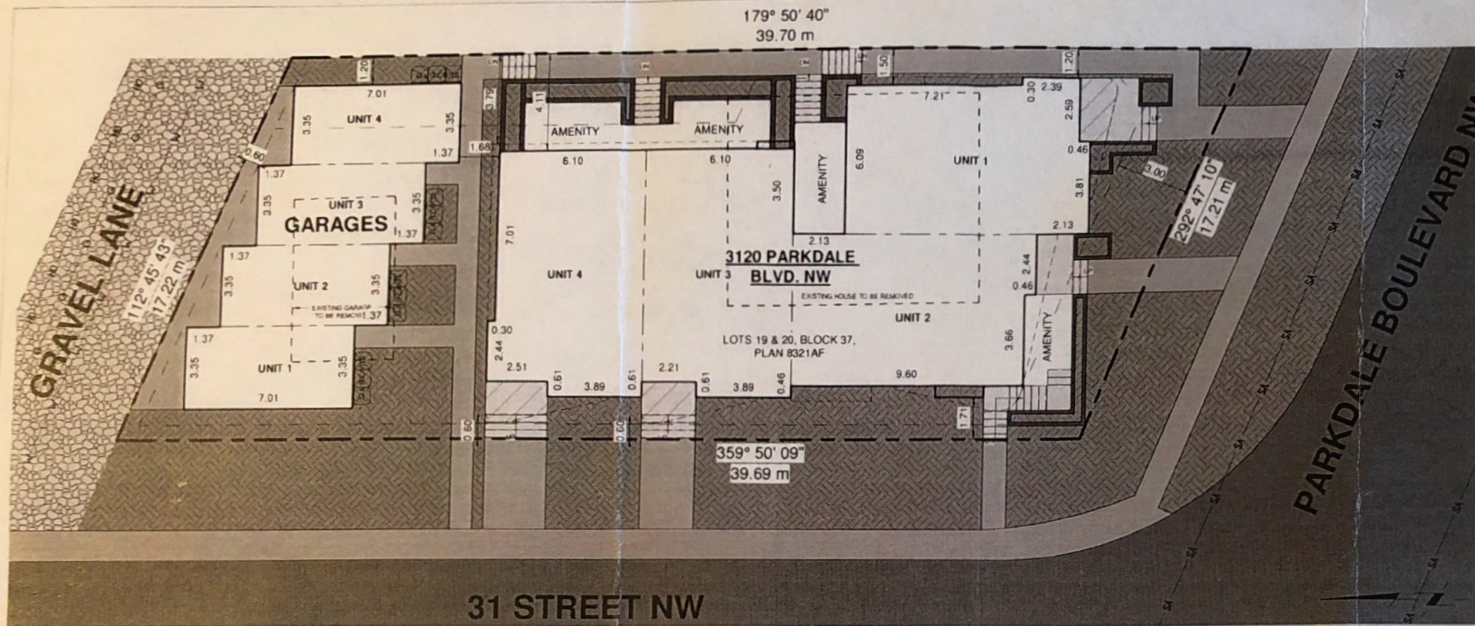
I strongly urge City Council to disallow the four basement suites. Four units alone will significantly impact congestion in the area. Eight seem unmanageable.

Thank you for your consideration.

Regards,

Lori Burwash
403-616-6489





Gross Building Area - LOC

Name	#	Imperial	Metric
Unit 1			
First	1	657 ft²	61.06 m²
Second	1	657 ft²	61.02 m²
Third	1	227 ft²	21.12 m²
Above Grade		1541 ft²	143.20 m²
Balcony	1	184 ft²	17.10 m²
Suite Amenity	1	105 ft²	9.75 m²
Amenity	289 ft²	26.86 m²	
Basement Suite	1	501 ft²	46.53 m²
Mechanical	1	96 ft²	8.90 m²
Suite Mechanical	1	17 ft²	1.57 m²
Below Grade		614 ft²	57.00 m²
Garage	1	253 ft²	23.50 m²
Other		253 ft²	23.50 m²
		2697 ft²	250.56 m²

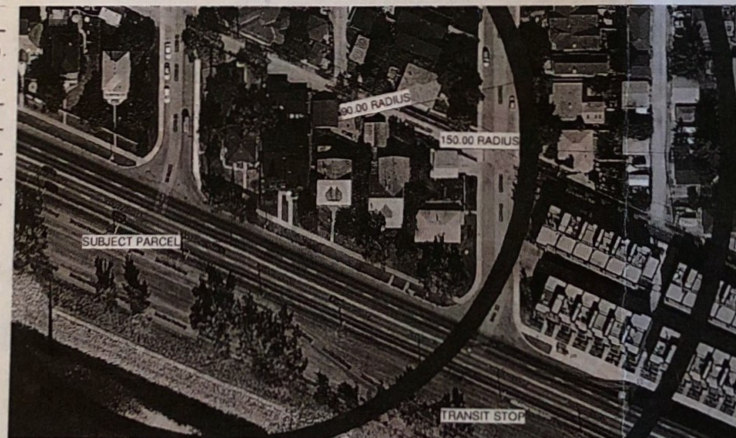
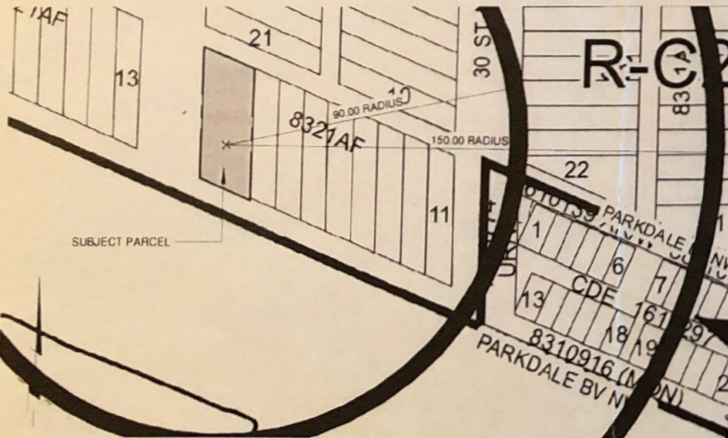
Gross Building Area - LOC

Name	#	Imperial	Metric
Unit 3			
First	1	646 ft²	59.97 m²
Second	1	645 ft²	59.91 m²
Third	1	246 ft²	22.87 m²
Above Grade		1537 ft²	142.76 m²
Balcony	1	185 ft²	17.14 m²
Suite Amenity	1	87 ft²	8.10 m²
Amenity	272 ft²	25.25 m²	
Basement Suite	1	497 ft²	46.19 m²
Mechanical	1	91 ft²	8.42 m²
Suite Mechanical	1	19 ft²	1.76 m²
Below Grade		608 ft²	56.44 m²
Garage	1	253 ft²	23.50 m²
Other		253 ft²	23.50 m²
		2669 ft²	247.94 m²

Unit 2			
First	1	652 ft²	60.55 m²
Second	1	669 ft²	62.20 m²
Third	1	227 ft²	21.12 m²
Above Grade		1549 ft²	143.86 m²
Balcony	1	187 ft²	17.35 m²
Suite Amenity	1	102 ft²	9.49 m²
Amenity	289 ft²	26.84 m²	
Basement Suite	1	470 ft²	43.68 m²
Mechanical	1	115 ft²	10.70 m²
Suite Mechanical	1	36 ft²	3.32 m²
Below Grade		621 ft²	57.69 m²
Garage	1	253 ft²	23.50 m²
Other		253 ft²	23.50 m²
		2711 ft²	251.90 m²

Unit 4			
First	1	654 ft²	60.71 m²
Second	1	688 ft²	63.94 m²
Third	1	215 ft²	19.98 m²
Above Grade		1557 ft²	144.64 m²
Balcony	1	200 ft²	18.61 m²
Suite Amenity	1	87 ft²	8.10 m²
Amenity	287 ft²	26.71 m²	
Basement Suite	1	501 ft²	46.50 m²
Mechanical	1	94 ft²	8.72 m²
Suite Mechanical	1	19 ft²	1.76 m²
Below Grade		614 ft²	57.06 m²
Garage	1	253 ft²	23.50 m²
Other		253 ft²	23.50 m²
		2712 ft²	251.91 m²

1 Site Plan - LOC
 1 : 200



AREAS AND CALCULATIONS:
 Building Height
 11m
 Parcel Area:
 0.062 ha = 629.31 m²
 Proposed Number of Units:
 4
 Residential Density
 64.51 UPH (max. allowable density is 75.0 UPH)
 Percent of Parcel Covered by Buildings
 60% parcel coverage allowed (55.29% achieved)
 Area of Residential Amenity Space
 (public & private) +20 m² / unit
 Total Footprint:
 347.97 m²
 Total Gross Floor Area:
 574.45 m²
 Floor Area Ratio (FAR):
 0.91

Parcel Coverage Area

Name	Imperial	Metric
Building		
House	2596 ft²	241.39 m²
Garage	1017 ft²	94.49 m²
Main Cant.	10 ft²	0.91 m²
Main Cant.	5 ft²	0.46 m²
Covered		
Canopies < 2.4m	38 ft²	3.52 m²
Canopies < 2.4m	36 ft²	3.33 m²
Canopies < 2.4m	41 ft²	3.82 m²
Footprint	3746 ft²	347.97 m²
Site		
Lots 19 & 20	6774 ft²	629.31 m²
Total Parcel	6774 ft²	629.31 m²

2 LUB Context
 1 : 1500

DESIGNED BY
inertia
 Trent Letwiniuk
 trent@architecture.ca
 P: 1 (403) 464-7721
 Fax: 1 (403) 206 7117
 inertia corporation
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DESIGNER
 CF
 DP DRAFTSPERSON
 CF
 BP DRAFTSPERSON
 CHECKED
 VERSION
 2109 02 25
 BP ISSUE DATE
 Not Issued

CLIENT
 Gold Homes

PROJECT
 4 Unit Rowhouse
 3120 Parkdale Blvd NW
 Lot 19 & 18, Block 37, Plan 8321AF

18-054 PERMIT NUMBER(S)
 LOC2019
 STATUS
 Land-Use Redsignation

SHEET
 SCALE
 As indicated
LU1
 Site & Context

Palaschuk, Jordan

From: Bruce@JohnsonInteriorDesign.com
Sent: Sunday, July 14, 2019 9:51 AM
To: Public Submissions
Subject: [EXT] LOC 2019-0032, CPC2019-0608 (3120 Parkdale Blvd NW) - for public hearing on July 22
Attachments: 2019-07-13 15-11.pdf

Hello

I'm writing with my concerns regarding the above-noted land use re designation.

I live at 512 - 31 Street NW, immediately north of this lot, across the alley. Given that there are multi-unit dwellings on Parkdale Blvd between 29th Street and 30th Street and between 32nd Street and 33rd Street I'd prefer to see the designation for this corner lot to remain for a two unit dwelling that provides sufficient parking. The multi-unit dwellings cited above provide adequate parking – 2 stalls per unit.

In this case, despite this being deemed a “4-unit townhouse” in all plans and documentation, the drawing submitted by Inertia dated Feb. 25/19 (attached to this email) in fact specifies eight units, including a basement suite in each of the main units — with parking for only four vehicles.

As we know, Calgary is a car city, and the odds of there being somewhere between 8 and 16 vehicles introduced to this corner are high. Yet there are only four single-car garages — which will put a great deal of pressure on an already busy short street.

It is often quite full up with parking from residents with homes along the street, particularly at the end closest to Parkdale Boulevard. In the next block west, on a property facing Parkdale Blvd., there's a laneway house that obviously doesn't have sufficient parking itself — usually at least two of their large trucks are parked on this street. (Residents of properties facing Parkdale Blvd do not park on that main thoroughfare anyway, preferring instead to park on these “side streets.”) Summer sees additional parkers given the proximity to the river. In fact, I just watched a car pull up and park, with rafters heading off to the river. We also have parents of students at Westmount at the other end of the street parking as far down as here when they pick up their children.

I am also concerned about alley congestion. I've attached a photo of the alley and the assorted bins associated with this property already. Imagine that quadrupled: 24 bins. I understand that there is accommodation for the bins in the preliminary plans, but for three of the units, that is on the OTHER side of the garage from the alley and for the fourth, towards back at one side. Human nature would suggest they'll likely be left out back, in front of the garage doors, where it's more convenient to home owners than having to drag them around every week. I've walked down alleys in this neighborhood, past similar multi-unit developments with single car garages, and more often than not, bins are parked in front of the garages (suggesting cars are on the street instead of in garages ... further exacerbating parking issues). This alley is also heavily used by parents of Westmount Charter school as they drop off and pick up there children.

I strongly urge City Council to disallow the proposed designation and in particular the four basement suites. Four units alone will significantly impact congestion in the area. Eight seem unmanageable.

Thank you for your consideration.

Regards,

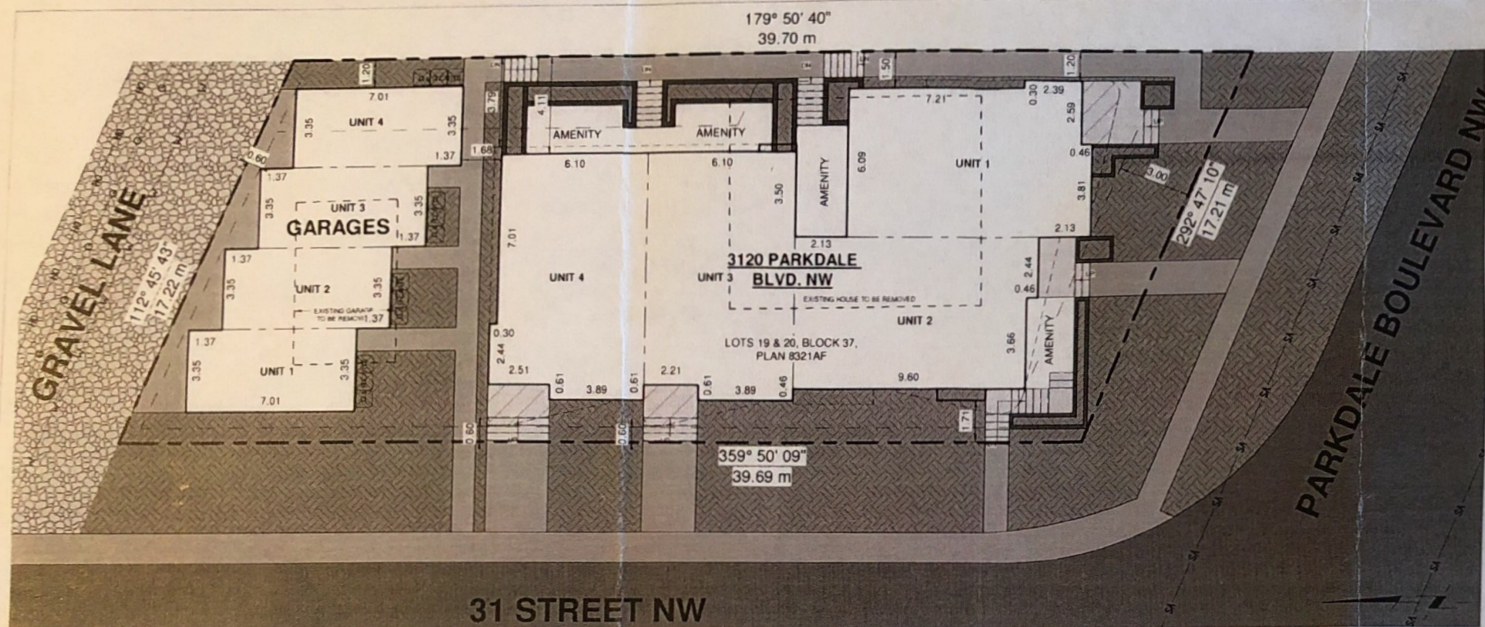
Bruce Johnson

403-616-6477



Bruce Johnson
JOHNSON & ASSOCIATES
Interior Design
bruce@johnsoninteriordesign.com
ph 403.261.7877
www.johnsoninteriordesign.com





Gross Building Area - LOC

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Gross Building Area - LOC

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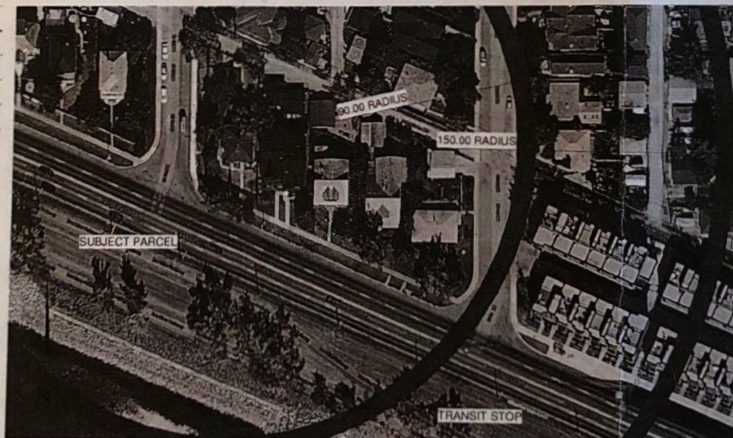
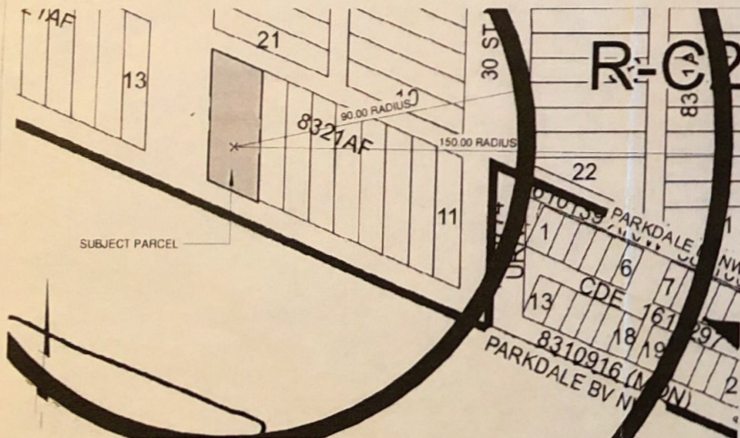
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Site Plan - LOC

1 : 200



AREAS AND CALCULATIONS:

Building Height

11m

Parcel Area:

0.062 ha = 629.31 m²

Proposed Number of Units:

4

Residential Density

64.51 UPH (max. allowable density is 75.0 UPH)

Percent of Parcel Covered by Buildings

60% parcel coverage allowed (55.29% achieved)

Area of Residential Amenity Space

(public & private) +20 m² / unit

Total Footprint:

347.97 m²

Total Gross Floor Area:

574.45 m²

Floor Area Ratio (FAR):

0.91

Parcel Coverage Area

Name Imperial Metric

Building			
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Canilevers < 2.4m	41 ft²	3.82 m²	
Footprint	3746 ft²	347.97 m²	

Site

Lots 19 & 20 6774 ft² 629.31 m²

Total Parcel 6774 ft² 629.31 m²

LUB Context

1 : 1500

Aerial Context

1 : 1500

DESIGNED BY

inertia

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trent@architecture.ca
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DESIGNER

CF

DP DRAFTSPERSON

CF

BP DRAFTSPERSON

CHECKED

CF

VERSION / ISSUE DATE

2109 02 25

BP ISSUE DATE

Not Issued

CLIENT

Gold Homes

PROJECT

4 Unit Rowhouse

3120 Parkdale Blvd NW

Lot 19 & 18, Block 37, Plan 8321AF

18-054

PERMIT NUMBER(S)

LOC2019

STATUS

Land-Use Redsignation

SHEET

SCALE
As indicated

Site & Context

LU1

Palaschuk, Jordan

From: kara hallett <kara_inman@hotmail.com>
Sent: Sunday, July 14, 2019 11:55 PM
To: Public Submissions
Subject: [EXT] Loc 2019-0032

Dear city councillors

I am writing to oppose the land use amendment at 3120 Parkdale Blvd

I oppose because the minimized front yard setback will disrupt the heritage aesthetic that defines the character of Parkdale boulevard between 30 and 32 street.

6/10 houses on these blocks are 'estate home's' built before WW1 and represent the earliest sense of optimism for Calgary's future.

All 6 are profiled in the City of Calgary's 'Parkdale Heritage Inventory'. At least two homes hold Calgary's official heritage designation. At least one home has a provincial heritage designation. These treasured heritage homes will remain. In addition, all the duplexes built on these blocks have honored the existing land use. Any new development should integrate into the established context.

The property at 3120 is right in the middle of the stretch of heritage homes. It would be inappropriate and optically disruptive for a towering 3 story development (among 2 storey homes) to sit forward of all the other established homes.

Any project for this site should honor the setbacks established by the neighbouring homes

Sincerely
Kara Hallett

Sent from my BlackBerry — the most secure mobile device — via the TELUS Network