

McDougall, Libbey C.

From: Smith, Theresa L.
Sent: Wednesday, October 25, 2017 4:14 PM
To: LaClerk
Subject: FW: [EXT] Land Use Bylaw Amendment Application for #610 Panamount Blvd NW Calgary

-----Original Message-----

From: Dewain Kozak [mailto:dfkozak@shaw.ca]
Sent: Wednesday, October 25, 2017 10:15 AM
To: City Clerk <CityClerk@calgary.ca>
Subject: [EXT] Land Use Bylaw Amendment Application for #610 Panamount Blvd NW Calgary

Good Morning:

Please find a copy of my OBJECTION to the proposed land use Re-Classification

I am writing in response to a posted notice at the following residential location:

610 Panamount Blvd NW

This particular residential location is situated on a major thoroughfare through the NW community of Panorama Hills, a community that is home in general terms to a “younger demographic” with a typical family size of 3-5 individuals currently residing in each home. The community was originally designed for single family residential, with the common assumption that a single family (3-5) reside in each residence. As such, and with Calgary’s largely “commuter” population, the number of vehicles has increased per home from what was traditionally 1-2 vehicles, to what has become typically, 3 or more per residential property.

This location (610 Panamount Common NW) as well as the neighbouring property have both “widened” their respective driveways to accommodate an increasing number of vehicles, and yet even with the widened driveways, more often than not, there are vehicles parked on the street blocking the driveways. Regardless of whether or not the driveway is specific to the home, it still violates the parking bylaw of ensuring that driveways are not blocked by parked vehicles. The effort to accommodate the number of vehicles at these locations has actually resulted in removing available parking on the street, making it more susceptible to individuals being in violation of parking bylaws.

This location fronts a heavily travelled transportation network throughout the community of Panorama Hills that sees not only vehicular traffic, throughout the day, but is also on a major bus route. That, coupled with the fact that Panamount Blvd is a major connector to Harvest Hills Blvd, and collects traffic from a large number of “Cul-de-Sacs, Views, Bays, and Places” to connect traffic to Beddington Blvd, Country Hills Blvd, and Stoney Trail, makes parking vehicles along this Blvd very challenging as it stands. By allowing a re-designation there will be an undeniable increase in the number of vehicles parked on the street and in front of this location and others homes along the drive, further compounding what is already a areas saturated with parked vehicles.

In the recent municipal election, each candidate for Ward 3, including the now elected successful candidate, identified during the campaign period, a major lack of adequate public transportation network links to the communities of Panorama Hills, and other communities that make up the Ward 3 Area. Each candidate was very concerned about the increasing numbers of new developments in the vicinity of Ward 3 that has resulted in population density increases. Without first, adequately addressing the obvious lack of Public Transportation Networks, it stands to reason that dependance on personal modes of transportation (vehicles) will continue to increase. As such, this area has seen a

continual increase in vehicular traffic and demand for overnight parking. Allowing an amendment from R-1 to R-1s is in direct conflict in regards to the efforts of addressing the shortcomings and concerns of increasing densities to the current residential properties in this area, including the property in question, without first addressing the issue of how to accommodate the transportation needs of the residents, in a manner that does not place increased demands for parking and storage of personal vehicles.

As such, I would like to go on record as being in "OPPOSITION" to allowing this residence from being re-designated from R-1 to R-1s.

Our City Planners take great care when designing subdivisions, the amenities provided to residents, road systems and public transportation routes. Allowing changes, not only detracts from the careful planning that originally went into the planning of the area, but places unnecessary stresses on what is already, a strained residential location.

Regards

Dewain and Anita Kozak