

Community Association Response



October 7, 2023

Development Circulation Controller
Planning & Development #8201
P.O. Box 2100 Station M
Calgary, AB T2P 2M5

Emailed to: benjamin.bailey@calgary.ca

RE: DP2023-05573 | 1015 3 AV NW | New: Multi-residential development (1 building)

The Hillhurst Sunnyside Planning Committee (HSPC) would like to thank you for the opportunity to comment on the above application. We understand the applicant is seeking approval on a development permit for the construction of a 15-storey building that would contain 158 dwelling units above. We have reviewed this development application against the Hillhurst-Sunnyside Area Redevelopment Plan (HS ARP), the Municipal Development Plan (MDP), and the Transit-Oriented Development (TOD) guidelines.

The HSPC discussed the merits of this application during our October 5, 2023, meeting. We would like to note that the applicant did not engage with the HSPC during the development permit stage, however, they did present a similar design during engagement for the land use amendment application. The HSPC has not received any comments from residents; all comments provided are based on feedback from committee members.

Below we will be highlighting the strengths, weaknesses, opportunities, and other concerns/comments along with our rationale based on our interpretation of the proposed development. For any weaknesses or other concerns/comments we note, we will provide a solution. Please keep in mind that any comments we make regarding assumed relaxations are based on the HSPC's interpretation of the land use bylaw rules and regulations for developments located in the land use district.

Strengths	Rationale
Variety of Suite configurations – from micro studios to 2-bedroom units.	The HSPC appreciates when a multi-residential development offers a variety of dwelling configurations. We believe great communities thrive when there is housing available for all people. We hope that a building that offers this variety of suite configurations will contain affordably priced units.

Weaknesses	Rationale	Solutions
Nine residential parking stalls	The addition of these parking stalls can result in additional traffic.	Consider eliminating some of the residential parking and converting the stalls to class 1 bicycle stalls.
Drawing DP201: Storage lockers on main floor.	It is believed that these storage units will not be regularly used.	Consider moving the storage lockers to the basement and converting the space for class 1 bicycle stall parking. The HSPC believes it would be beneficial to all ability cyclists to have bicycle storage located on the main floor as it can lead to easier access to the outdoors.
81 Class-1 Bike storage location will be provided on gear walls un suites.	It is appreciated that there are cyclists that will want their bicycles stored in their dwelling units, especially if they are concerned with their property being stolen. With 81 residents potentially carrying their bikes and up and down the elevators daily, will cyclists have enough space to bring their bikes on the elevator?	Having more class-1 stalls located on the main floor or in the parking garage.
Uninspired Exterior Architecture	This building will become the tallest building in Hillhurst-Sunnyside, and it is in a key gateway location. As such it should serve as a landmark and deserves outstanding architecture.	The HSPC believes that architecture is subjective. There are elements of the building that are quite unique, such as the configuration of the balcony, but there are also areas that are lacking. The HSPC would like the applicant to consider adding additional elements to the ground levels to make entrances stand out and create a landmark.

Opportunities	Rationale
Addition of bicycle workstation for cyclists.	The HSPC has found that most of the newest multi-residential buildings that are coming to the area have workstations in the bicycle storage area. These spaces are a great asset to cyclists as they do not have to complete maintenance in their personal dwelling units or create a disturbance in public amenity locations.
Addition of glazing on stairways up from the parkade, on the west wall of the elevator lobby, on the south wall of stairway 3, on the dog-bike wash, towards the lane on the west side of the building, and in the bike storage room (leading into the parkade).	The HSPC wants to ensure that public spaces are safe. With additional glazing this can allow for more eyes on the street, adding to safety and visibility.
Activate the southwest corner.	The HSPC believes this corner would benefit from the addition of either a bench, additional class-2 bicycle stalls, lighting, and/or public art.
Addition of murals on the west wall of the ground level	The HSPC appreciates the addition of murals as this helps to activate spaces. The addition of a mural on the west wall would introduce new colours and help activate this area. It would also integrate the building with the artistic culture of Sunnyside.

Other Concerns/ Comments	Rationale	Solutions / Questions for follow up
Trees in public boulevard are not thriving – what happens if they are damaged or die throughout construction?	The HSPC appreciates developments that work to protect and keep existing landscaping. We have noticed that the public trees are not thriving, and we are concerned that should they be damaged or die during the construction, they will not be replaced.	To protect the trees and allow them to thrive, the HSPC would suggest the applicant tie in any irrigation to the trees, providing them much needed water. If the trees are damaged or die, will the applicant be responsible to replace these important assets?
3 rd Ave and 9A street need a raised scramble crosswalk to make accessing the LRT platform safe for pedestrians.	The HSPC has noticed that many pedestrians do not use the existing crosswalks upon exiting the LRT platform and will cross the street via the desire line to the NE corner of the gem site.	The HSPC would like to suggest the City reconfigure this intersection to include a raised crosswalk which will prioritize pedestrians above all other modes of transportation.

Community Engagement

The property owner did have their consultants conduct engagement with the HSPC during their land use amendment process; however, they or the development permit applicant has not been in contact with us prior to or upon filing the development permit. All comments that have been provided are based on the review of the circulated drawings.

Please keep us informed as this important application progresses. Should you have any questions or comments, do not hesitate to reach out to the HSPC.

Thank you for the opportunity to comment,

Hillhurst Sunnyside Planning Committee
Hillhurst Sunnyside Community Association

CC: Executive, Hillhurst Sunnyside Planning Committee
Becky Poschmann, Community Planning Coordinator, HSCA
Ward 7 Councillor's Office
Development Permit Circulation Controller



January 9, 2024

Development Circulation Controller
Planning & Development #8201
P.O. Box 2100 Station M
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RE: DP2023-05573 | 1015 3 AV NW | New: Multi-residential development (1 building)

The Hillhurst Sunnyside Planning Committee (HSPC) would like to thank you for the opportunity to provide additional comments for the above application. We understand the applicant is seeking approval on a development permit for the construction of a 15-storey building.

The applicant attended the HSPC January 4, 2024 meeting to provide an update. During the meeting, committee members were able to pose questions, which were answered directly by the application. Table 1 include the questions and concerns that were captured during the meeting along with the response from the applicant. Table 2 are comments based on the November 2023 circulation package. The drawings presented by the applicant at the meeting included amendments that were completed following the November 2023 circulation. Please note, some comments may speak to the November 2023 drawings.

The HSPC has included several comments regarding laneway activation. Upon reviewing the draft Riley Local Area Plan, Chapter 2 identifies that lanes are typically viewed as locations to provide services and access, but they also provide a unique opportunity in some circumstances to animate the lane through various uses like work-live units, public art, or light industrial activities. We recognize that these policies are in draft form and have not been adopted by Council and that this application does not have any commercial uses, however, we believe this project is a great opportunity to set precedence on this lane by introducing public art and seating.

Table 1: Questions/Concerns from January 4, 2024, HSPC meeting

Questions/Concerns	Responses that were captured (not verbatim)
Is the indoor rooftop amenity space included in the 50m or considered mechanical?	<i>Yes, the indoor rooftop amenity space is included in the height</i>
Do the balconies overhang the sidewalk?	<i>No, they are fully contained on the site</i>
Is there a way to increase the visibility for people crossing the apron leading into the laneway because the south side of 3 rd AV is a heavily	<i>The design team will take that into consideration and see if it's possible</i>

travelled sidewalk? (See figures below for rationale for this question)	
Why can't the protruding stairwell on the NW corner be integrated inside the building? If it wasn't there, there would be ample walking space past the building without walking in laneway traffic. Members of the HSPC committee have noticed the currently Lunenberg buildings have damage that looks to have been sustained by vehicles accessing the rear lane. There is concern that the stairwell, as it is designed, may be damaged as well (see figures below).	<i>The stairwell does look odd, but it is built off the foundation. We have also discussed this matter with the city and have been requested to have the access door exit into the underground parking aisle.</i>
How would people be able to access accessibility transit?	<i>Common areas are fully accessible, and there is a lower-sloped ramp that leads to 3rd AV and a sloped exit to the loading area on the lane. They can look at putting a designated loading zone in front of the building following the DP phase.</i>
Where do delivery vehicles go when there isn't guaranteed parking out front?	<i>This is something to consider, especially in the urban areas.</i>
What about for garbage collection – will the bins be rolled out into the lane on collection day?	<i>The garbage bins are located off the lane, collection areas have been designed to the city's standards. The bins will be fully inside the building. Waste and recycling service moves the bins in and out.</i>
Concerned about a future mural and not being considered during this phase.	<i>LOLA will locate great areas for art and JEMM will then bring it to fruition. JEMM is a proponent to public art.</i>
Is it possible to incorporate a canopy and additional benches at the lane entrances should there be deliveries made in that area?	<i>We will look into establishing a loading zone out front on 3rd AV NW and try to direct the traffic through the primary entrance.</i>
On the southwest corner, is there a way to activate the space as the proposed landscaping may result in unhoused individuals setting up a camp – maybe this could be a great opportunity to introduce seating?	<i>There is an opportunity to add more soft landscaping and more windows from spaces that can support them (i.e. the bike room). We are always looking at CPTED options. We can look into incorporating seating options in this location.</i>
On the northeast corner, we have observed that many people exiting or accessing the Sunnyside LRT platform do not cross the streets through the established crosswalks, but rather scatter across the intersection. Do you have any push to motivate the city to consider a scatter crosswalk instead of the traditional layout?	<i>We recognize this as well. The city is currently looking into this, and the crosswalks would be part of their design. The design details that are showing on the current drawings are details that were provided by the city as they are currently exploring the redesign for this area.</i>
Finishings on laneway – are there any features that can be included to make it more attractive? Like the Annex building south. Many people are using the laneway as a walkway.	<i>The public art opportunity speaks to being able to bring additional finishes to this area. This will also help activate as well as add more lighting.</i>
How can residents move bikes in and out of the basement?	<i>They can go down the ramp or through the lobby and down the lobby.</i>



Figure 1: Damage to the northwest corner of the Lunenberg townhouses.



Figure 2: Damage to the northwest corner of the Lunenberg townhouses.

Table 2: Additional comments from the November 2023 circulation.

Additional Comments
The HSPC appreciates when a development has glazing in locations that are often forgotten (i.e. along the laneway). We recognize there are building code parameters that may limit where glazing can be placed, but we would like the applicant to encourage adding more glazing in locations that does not go against any building code rules.
This is one of the first development permit applications the HSPC has reviewed where the bike room has direct access to the outdoors. This is a wonderful design element that needs to be applied to all developments, especially in developments that do not provide resident parking or seek significant relaxations. We find that this direct access will decrease barriers that would often prevent residents from choosing to wheel instead of drive.
Please ensure that the class-1 bicycle parking areas in the underground parkade are secure as this will provide residents with ease of mind knowing their private property is protected.

Please keep us informed as this important application progresses. Should you have any questions or comments, do not hesitate to reach out to the HSPC.

Thank you for the opportunity to comment,

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