

Community Association Response



December 27, 2023

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

Emailed to: asia.walker@calgary.ca

RE: DP2023-05567 | 321 10 ST NW | New: Dwelling Unit, Retail and Consumer Service (1 building), Sign – Class B (Fascia Sign – 3)

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 nine-storey building that would contain commercial uses on the ground level and 88 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 applicant attended the HSPC November meeting. As a group, we were able to discuss the merits of the application. There were amendments made to the original drawings that responded to some of the concerns the committee and residents noted during this meeting. Upon review of the latest set of drawings, the HSPC has identified additional 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 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
Removing the structure above the amenity space	This re-design decreases the massing of the massing.
Using frosted glazing on balcony railings	This increases privacy, especially for the low-density residential to the west of the property.

Weaknesses	Rationale	Solutions
Parking	The proposed development is located within 200m of a LRT platform as well as being situated in one of the most walkable communities in Calgary. The inclusion of 33+ parking stalls in the underground parkade may encourage more residents to use	Consider including public parking in the underground parkade, as this would decrease residential parking, while offering additional parking for visitors to the area. This also ensures there is nothing located within the 5m

	their personal vehicle throughout the community, adding more pressure to the lane and surrounding roads.	setback, which could then operate like a lay-by.
Continues to be limited rear lane activation	The HSPC appreciates when applications consider how a building is being used or accessed from all angles. We have noticed that the design limits activation of Norfolk Lane in that there are many flat, blank surfaces, and limited public access into the commercial spaces. This application of limited activation results in less eyes on the lane.	Consider adding additional residential or commercial units along the lane (like the building located three properties to the north). The draft Riley Local Area Plan speaks to the importance of activating the lanes, especially those that flank 10 th ST NW. The applicant has a great opportunity to set precedence on how the rear of a building can interact with the lane. Use this as an opportunity to introduce something innovative that can help bring more eyes, safety, and security to these forgotten spaces.
Uses located within 5m rear setback	The visitor/persons with disability parking, class-2 bicycle stalls, and the transformer are located within the 5m rear setback.	The HSPC is under the impression that there cannot be any uses located within a setback. If the applicant must have parking for visitors and individuals using a person with disabilities stall, could these not be relocated to the underground parkade? By moving these stalls underground, this area can then act as a lay-by when vehicles come across one another while navigating Norfolk Lane. The HSPC is not fully aware as to the placement of transformers and recognize that they may need to be located within this area.
Access to the bike room is limited	Residents who access the bike room must take their bikes through the lobby and/or past the elevator waiting area. These barriers may prevent residents from using the secured class-1 parking.	The HSPC strongly encourages the applicant to place a door that leads directly into the bike room from that lane. This design can help activate the lane and make it easier for residents to access the bike room. The opportunity to make the access to the bike room is great and should be explored.

Opportunities	Rationale
Adding seating to help activate the lane	Additional seating helps strengthen and activate the community while also adding more eyes on the street.
Adding seating to the vestibule facing the alley for easy pick up / drop off	The HSPC is unsure on the location for residents to be picked up by specialized transit services or taxis; however, we assume that there will be some residents picked up or dropped off at the rear entrance. Seating can make for a more comfortable atmosphere while people are awaiting their rides.

Additional glazing along the blank walls facing the lane.	The ground floor of the building as presented does not have a lot of glazing along rear. The HSPC strongly encourages the applicant to consider including more glazing as this can add light and eyes on the street. This will support activating the lane.
Include murals on blank walls	Throughout Hillhurst and Sunnyside, residents have painted wonderful murals on their garages and fences. The HSPC encourages the applicant to take a walk through the community to see these and consider incorporating a mural on one of the blank surfaces facing the lane.

Other Concerns/ Comments	Rationale	Solutions / Questions for follow up
Class-2 bicycle stalls	The class-2 bicycle stalls located along 10 ST NW are in the public realm and not on the private property. They also cause a barrier to pedestrians walking on the sidewalk.	Can these bike racks be located on the public portion of the sidewalk? If not, can the applicant relocate them closer to the building?
Calculations to achieve FAR of 5.0	During our review, the HSPC has noticed that the area for each floor has increased, and the proposed development achieves a FAR of 4.99.	The HSPC would like to ensure that the proposed FAR is not more than the approved, maximum FAR.
Balcony along the rooftop amenity	The balcony for the rooftop amenity is quite close to the edge of the roofline.	Is it possible to shift the balcony further into the amenity space, as this can limit or prevent anything from falling onto the spaces below.
Renderings – Building elevations (all): size of the rooftop mechanicals.	<p>The HSPC appreciates that the overall height of the building does not include ancillary structures. However, the size of all ancillary structures (an additional 5m higher than the roof line) adds to the overall massing of the building, and could set precedence to allow new buildings to seek higher maximum heights along this portion of 10th ST NW.</p> <p>Also, the HSPC is curious regarding the placement of the internal stairway. We appreciate that the building code may require this, we have seen newer developments place the roof-top access stairwell next to the elevator, while the other stairwell does not have access to the rooftop, thus eliminating the need</p>	<p>The HSPC is curious to know why the rooftop mechanicals are in a 2-storey building? Would like the applicant to reconsider the massing of the ancillary structures, and if feasible, see that the overall massing of the building can shrink or become more streamlined. There are several buildings of this scale and size throughout Calgary that do not have ancillary structures of this magnitude.</p> <p>Would the applicant be amendable to eliminating one of the roof-top stairwell access points as this would decrease the massing of the ancillary structures?</p>

	for an additional ancillary structure on the roof.	
Rendering – Site Plan: commercial waste vehicles collecting waste.	The HSPC is concerned as to how the commercial waste vehicles will dispose of the various waste. We recognize that the loading zone meets code, however, we are concerned whether there will be enough clearance between the second storey and power line to dump the waste. We also want to ensure that the waste receptacles will not be wheeled out and kept in the lane on pickup days as this will cause many challenges for people using the lane because they would be located within the 5m setback.	The HSPC requests that a thorough review of this design be completed, ensuring commercial waste vehicles have the required overhead clearance to dump the buildings waste.
Power pole to be replaced	Information has not been provided on the location of the power pole.	The HSPC is curious as to where this power pole will be relocated. Is Enmax and/or the applicant considering burying the lines in this area?
Visitor and parking for people with disabilities stalls at rear of building	As it currently stands, the parking stalls for visitors and people with disabilities are the same stalls.	How does this work? Can visitors without a parking placard for people with disabilities park in these stalls? What happens if both stalls are occupied by visitors and there is not a spot for a person with a placard for disabilities to park? h

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



September 22, 2023

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

Emailed to: Courtney.stengel@calgary.ca

RE: DP2023-05567 | 321 10 ST NW | New: Dwelling Unit, Retail and Consumer Service (1 building), Sign – Class B (Fascia Sign – 3)

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 nine-storey building that would contain commercial uses on the ground level and 88 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 September 7, 2023, meeting. We would like to note that the applicant has not made any efforts to connect with the HSPC or the impacted residents. We have heard from several residents that reside in the single-detached dwellings directly west of the above-mentioned address. Most of these residents have concerns that they would like addressed. They understand and appreciate the need to redevelop this important parcel, however, they want to ensure that any building that is located on this site does not cause further impacts to the challenges that are felt daily on the rear lane.

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.

From herein, the rear lane will be depicted as Norfolk Lane.

Strengths	Rationale
Adds needed housing to the community	Following the demolition of the Kensington Manor building, this site has sat empty. The HSPC recognizes the importance of having a building located on this site, especially one that introduces additional dwelling units.

Bike storage is located on the main floor	The HSPC appreciates multi-residential buildings that have class-one bicycle storage located on the main floor. To build a more climate resilient city, access to modes of transportation that offer less impact needs to be in a location that has limited barriers in place to dissuade users from choosing to use their bicycle instead of automatically getting in their car.
Commercial units on the ground level and wider sidewalks due to required front setback	Part II of the HS ARP recognizes this parcel of land as being part of the Urban Mixed-Use Area. The inclusion of commercial spaces on the ground level as well as the front setback will improve the public realm as well as the sidewalk environment.

Weaknesses	Rationale	Solutions
Outdated information tables on Site Plan and DP-20-P1	The HSPC recognizes that these drawings were created prior to the approval of the land use amendment application; however, we have identified a discrepancy in the following information: proposed building height (max), required parking stalls.	Please update these numbers to ensure that the rules identified in 122d2023, and the related MU-2 are being applied correctly.
No back lane activation	We have found that the current design does not provide much additional activation to Norfolk Lane. The HSPC appreciates applications that consider activating the rear lane way because it contributes to additional safety and creates a more desirable environment for all users.	Consider introducing townhouse style units, like the neighbouring Kensington building, three buildings to the south of this site. Another solution would be to incorporate glazing features to the rear of the building by including glazing in all doors, transom-type windows in all rooms that back onto the lane.
Applicant is seeking a relaxation to the required parking as per Rule: 1350 (0.75 stalls per unit for each dwelling unit, not 0.575 as per the table on DP-20-P1).	We recognize the reason to offer limited parking in this location due to the Sunnyside LRT platform. However, to support this relaxation, the HSPC would appreciate the applicant increase the number of bicycle parking stalls – class 1.	Using the rules that are outlined in sections: 1352 (Reduction for transit supportive development) and 1354 (Reduction for bicycle supportive development), the appropriate number of bicycle parking stalls – class 1 can be determined.
Rendering – Site Plan: location of proposed customer/visitor surface parking stalls	The location of the proposed surface parking stalls are located within the required 5m rear property setback. This will result in half of the vehicle parking in the	The HSPC would like to maintain the 5m rear-property setback, especially along Norfolk Lane because of its width.

	stalls to stick out into the setback area, limiting the required width.	
--	---	--

Opportunities	Rationale
Further limit the number of required motor vehicle parking stalls	Due to the proximity to the Sunnyside LRT and being in a walkable community, the HSPC would like to encourage the applicant to further decrease the required motor vehicle parking stalls and supplement them by further increasing the number of class 1 and 2 bicycle parking stalls.
Update to neighbouring Beehive courtyard	Although not a recognized amenity space, could the applicant consider improving the courtyard next to the Beehive? This would help with improvements to the public realm.
Additional seating	There is limited seating on this plan. The HSPC would like to encourage the applicant to consider adding additional seating along 10 th ST NW as well as around the proposed transformer in the NW corner of the lot. Activating this space would be desirable
Traffic calming	The HSPC has heard from residents along 10A ST, and they would prefer that Norfolk Lane remain in its current state of disrepair as potholes and bumps calm traffic that use this lane. Unless the City and the applicants of all major development applications along Norfolk Lane can develop a proper traffic calming solution, the residents on 10A would rather it remain status quo.

Other Concerns/ Comments	Rationale	Solutions / Questions for follow up
Rendering DP10-10-01: Power pole to be removed	The renderings depict a power pole that is centrally located on the rear property line in relation to the parcel of land, is to be removed. The HSPC is concerned as to where the power pole is being relocated to and whether the power lines are going to be placed underground.	The location of the power pole is important to the resident on 10A whose properties back onto Norfolk Lane. At this time, the HSPC does not have a solution as to where the power pole should be placed, however, we do urge the applicant, the City of Calgary, and Enmax consider how the placement of the pole can compromise access to the garages located on the west

		side of Norfolk Lane, due to the already narrow constraints this lane has.
Rendering Level 2 Floor Plan: Terraces	The renderings depict the dwelling units on the second level will have terraces. The HSPC is concerned whether a terrace is included in the calculation for the Floor Area Ratio as well as whether the exterior walls will be redesigned to increase the size of the dwelling units, which would result in the FAR increasing for the site.	The HSPC is concerned that the applicant may increase the size of the dwelling units, thus increasing the overall FAR for the site. Please ensure that the floorplans on the levels that have a terrace do not result in the dwelling units increasing in size.
Rendering Building Elevations North Elevation: Height of the building	The HSPC recognizes there are three heights that have been identified. The height to the roof is 28.8m, the height to the parapet is 29.3m, and the height of the stairs 31.2m. There is also a height that has not been identified and that is the height of the design feature (Figure 1) located on the east side of the building.	The HSPC recognizes that ancillary structures are not included in the overall height calculation. Are stairs a component of the ancillary structure? If not, then what does the maximum height pertain to – roof or parapet? For the design feature (figure 1), what is the maximum height and is this part of the overall height of the building?
Renderings – Building elevations (all): size of the rooftop mechanicals.	The HSPC appreciates that the overall height of the building does not include ancillary structures. However, the size of all ancillary structures (an additional 5m higher than the roof line) adds to the overall massing of the building, and could set precedence to allow new buildings to seek higher maximum heights along this portion of 10 th ST NW. Also, the HSPC is curious regarding the placement of the internal stairway. We appreciate that the building code may require this, we have seen newer developments place the roof-top access stairwell next to the elevator, while the other stairwell does	The HSPC is curious to know why the rooftop mechanicals are in a 2-storey building? Would like the applicant to reconsider the massing of the ancillary structures, and if feasible, see that the overall massing of the building can shrink or become more streamlined. There are several buildings of this scale and size throughout Calgary that do not have ancillary structures of this magnitude. Would the applicant be amendable to eliminating one of the roof-top stairwell access points as this would decrease the massing of the ancillary structures?

	not have access to the rooftop, thus eliminating the need for an additional ancillary structure on the roof.	
Rendering – Site Plan: turn radius for commercial vehicles in relation to private property and the relocated power pole.	The HSPC is concerned regarding the turn radius, especially those for larger delivery trucks. The width of Norfolk Lane comes into play with this design element because of the potential for commercial vehicles to cause damage to the private properties of the 10A dwelling units that back onto the lane.	The HSPC requests that a thorough review of this design is completed, ensuring that the turn radii that have been drawn are possible. Another factor that may affect this is the location of the power pole. Will the relocated power pole cause additional challenges for larger trucks to avoid while backing into the loading stall?
Rendering – Site Plan: commercial waste vehicles collecting waste.	The HSPC is concerned as to how the commercial waste vehicles will dispose of the various waste. We recognize that the loading zone meets code, however, we are concerned whether there will be enough clearance between the second storey and power line to dump the waste.	The HSPS requests that a thorough review of this design be completed, ensuring commercial waste vehicles have the required overhead clearance to dump the buildings waste.
Rendering – Landscape Plan: trees	Placing trees in the boulevard along 10 ST NW can result in those trees dying. Although there are trees that are thriving, the HSPC has noticed that many of the newer trees are struggling to survive.	Could the applicant consider a low-water irrigation system for the plantings? If so, can this system be extended to the trees that are planted in the boulevard. Also, how will the existing trees be protected through the construction of the building? Will a condition of the development permit require the applicant to replace any trees that are damaged during the construction?



- Shadow study for December 21. The dwelling units located on the west side of Norfolk Lane are concerned about the shadowing affect this building can have on December 21.

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.

Thank you for the opportunity to comment.

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