



# FLYOVER BLOCK

## WHAT WE HEARD SUMMARY

LOC2020-0084 / DP2020-4528  
634 MCDUGALL RD NE  
OCTOBER 2020

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# APPLICANT-LED OUTREACH FRAMEWORK

## FLYOVER BLOCK WHAT WE HEARD SUMMARY

The Flyover Block Stakeholder Outreach Framework applied a hybrid set of Digital and Distanced information sharing strategies and consultation tools, designed to sustain stakeholder engagement and address possible inequalities in the outreach process during an extraordinary period of social distancing. Information sharing strategies provide stakeholders with accurate and objective information about projects and engagement processes, while consultation tools obtain feedback and input from stakeholders on project considerations.

A full What We Heard Report is available through the project outreach website [www.engerndsqr.com](http://www.engerndsqr.com).

### DIGITAL

#### PROJECT WEB PORTAL

A comprehensive project web portal [www.engerndsqr.com](http://www.engerndsqr.com) provides an information-rich user experience, including key project details and opportunities for feedback and input.

#### ONLINE FEEDBACK

An online feedback form allows stakeholders to submit their feedback directly through the project web portal. Comment themes and project team responses have been summarized in the “What We’re Heard” section of this Brief and published on the project web portal.

#### VIRTUAL STAKEHOLDER MEETINGS

The project team participated in “in-person” video-conference meetings with the Bridgeland-Riverside Community Association and surrounding neighbours on July 6 and August 20, 2020 to discuss the Land Use and Development Permit applications.

#### EMAIL CORRESPONDENCE

An outreach email address allows stakeholders to share feedback and receive direct responses from the project team. Comment themes and project team responses have been summarized in the “What We’re Heard” section of this Brief and published on the project web portal.

### DISTANCED

#### PHONE LINE

A dedicated phone line allows stakeholders to share their questions and feedback, with callbacks and direct conversations with an appropriate member of the project team.

#### ON-SITE SIGNAGE

A large sign installed on-site introduces surrounding area stakeholders to the project, directs them to the project web portal, and includes project team contact information (email address and phone line).

#### MAILER + ADVERTORIAL

A project mailer (±100 postcards) and printed newsletter advertorial (Bridgeland-Riverside Bridges) was delivered to surrounding neighbours. The materials introduced stakeholders to the project, directed them to the project web portal, and included project team contact information (email address and phone line).

#### INFORMATION PACKAGE

An information-rich project Vision Brief is available for delivery to stakeholders in printed format. The information package is reflective of the content posted on the project web portal.

**WHAT WE HEARD + TEAM RESPONSE**

## FLYOVER BLOCK WHAT WE HEARD SUMMARY

## 01 TRAFFIC + PARKING

**WHAT WE HEARD**

The most common theme heard from stakeholders was a concern that the proposed development would cause issues with on-street parking availability and increased traffic along McDougall RD NE.

**TEAM RESPONSE****Parking**

The Flyover Block concept proposes a total of six timed parking stalls. As part of the review process, a certified Transportation Engineer prepared a full Parking Study to determine an appropriate approach to residential and commercial parking on the site. The Parking Study is available for public review on the Flyover Block project web portal ([www.engagerndsqr.com](http://www.engagerndsqr.com)).

The City of Calgary applies a set of criteria when making decisions on parking reductions for residential units including, among others, availability of transit, existing on-street parking restrictions, and nearby public parkade options. The Flyover Block Parking Study found that the site is meeting the majority of the City criteria and is an appropriate location for residential units to be developed without parking stalls.

Flyover Block includes 65 dwelling units, with no associated residential parking stalls. The site's irregular dimensions result in a particularly inefficient parkade plate and there isn't sufficient spacing to provide ramps down multiple levels, so a multi-level parkade is not a viable option.

Flyover Block residents will not be eligible for parking permits from the City of Calgary. If on-street parking supply becomes an issue, residents of McDougall RD NE (and other surrounding streets) can apply to transition on-street parking restrictions from the current one hour Parking to Permit-Only Parking.

To further reduce parking demand, the development will encourage residents to use alternative modes of transportation by providing extra indoor/outdoor bike stalls, bike repair stations and a yearly Active Transportation stipend that residents can apply towards bike shop gift cards, Calgary Transit passes, carshare credits, e-scooter credits, or rideshare credits.

**Traffic**

Flyover Block's main entrance is located along Edmonton Trail NE, which is classified by the City as an Arterial Street, and built to accommodate a higher level of traffic volume than local roads. A back lane connecting to Edmonton Trail NE will provide vehicles with access to Flyover Block's loading area, waste and recycling storage, and parking stalls.

Based on the Flyover Block's location and existing lane access, traffic impacts to McDougall RD NE are anticipated to be minimal. Driving to Flyover Block from McDougall RD NE would be a relatively indirect route and traffic calming measures being built along McDougall RD NE as part of the Flyover Park development will encourage cars to slow down and discourage additional traffic along this portion of the street.

**WHAT WE HEARD + TEAM RESPONSE**

## FLYOVER BLOCK WHAT WE HEARD SUMMARY

## 02 BUILDING HEIGHT

**WHAT WE HEARD**

Some stakeholders expressed concern around the proposed increase in building height, and alongside these concerns the project team heard questions about how a taller building could impact neighbouring properties and our how our proposed design seeks to address these impacts.

**TEAM RESPONSE**

This site is located along a City of Calgary Main Street and will serve as a gateway development for the community of Bridgeland - Riverside. Our Land Use Application proposes a new District (aka zone) that represents a shift in maximum allowable building height from 16m (±4 storeys) to 22m (±6 storeys) within the site.

This proposed change follows the direction of the current Bridgeland-Riverside Area Redevelopment Plan, which identifies this site for mid-rise building types up to six storeys in height. The change also aligns with the surrounding Land Use bylaw context along this portion Edmonton Trail NE corridor which supports building heights between 18m and 34m.

The proposed development will be required to follow the Mixed-Use District's policies around stepped building height and setbacks which are intended to provide sensitive transitions with surrounding residential neighbours. In addition to these policies the Flyover Block is designed to prevent overlooking by limiting window openings with views into residential areas and by providing screening on the rooftop patio. A study demonstrating shadow impact was prepared by the project team and can be accessed via the project Outreach Website [www.engageandsqr.com](http://www.engageandsqr.com).

## 03 COMMERCIAL ACTIVITY

**WHAT WE HEARD**

The project team heard mixed feedback from stakeholders about the proposed commercial uses, with some excited for a new local brewery/roastery spot and some concerned with the potential for noise or disruptive activity.

**TEAM RESPONSE**

A locally owned brewery, roastery and restaurant business is proposed within the main level of the Flyover Block. The project team believes that this site is an excellent spot for active commercial uses at-grade based on it's well-connected Main Street location, relationship with Flyover Park, and it's the surrounding commercial context. The current Bridgeland-Riverside Area Redevelopment Plan identifies this site for a higher level of intensity and pedestrian activity through a mix of residential and commercial uses.

Business operations will be required to follow the City's standard noise bylaws which are intended to reduce sound impact on surrounding residential areas.

**WHAT WE HEARD + TEAM RESPONSE**

## FLYOVER BLOCK WHAT WE HEARD SUMMARY

## 04 BUILDING FACADE

**WHAT WE HEARD**

Generally we heard positive feedback about the proposed building exterior, but we heard some questions around material quality as well as the durability, lighting and function of the proposed screen.

**TEAM RESPONSE**

Flyover Block will be built with long lasting, high quality materials, and the project team has made an effort to add interest to walls without screens, for example by including a mural. The proposed screen facade will be constructed with fire retardant treated wood, built as a series of jointed panels that can be removed for maintenance. The screen will provide passive cooling and privacy for residents. The lighting along the screen is designed to be unobtrusive for residents and drivers along the 4 AV Flyover.

## 05 CRIME + SAFETY

**WHAT WE HEARD**

We heard concerns about crime and loitering currently occurring near the 4 AV Flyover.

**TEAM RESPONSE**

Flyover Block is intended to work in conjunction with Flyover Park to activate a relatively "lost corner" of Calgary. Those using the park, visiting the roastery/brewery and living in the units above will provide "eyes on the street" to passively monitor the space. The project team is also reviewing lighting, landscaping and design options for the sideyard and back lane to further prevent hidden and poorly monitored spaces around the proposed building.

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## 06 MICRO-UNITS

**WHAT WE HEARD**

Some stakeholders expressed a desire for different types of unit layouts and sizes. We also heard concerns about the proposed amenity space.

**TEAM RESPONSE**

While the proposed multi-residential units within the building are similar in size and layout, they will provide a new type of rental option within Bridgeland, ultimately diversifying housing choices within the greater community. The proposed units have been value designed to be rented at market-affordable rates, which are kept low by the small unit sizes and zero-parking measures.

The rooftop common amenity space takes advantage of unimpeded sunlight throughout the year and meets all bylaw requirements around square footage for each unit. Residents are encouraged to support local businesses and community amenities such as gyms, many of which are available within walking distance of Flyover Block.

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