

FLYOVER BLOCK

VISION BRIEF + WHAT WE HEARD REPORT

634 MCDUGALL RD NE
JANUARY 2021



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PREPARED BY	CivicWorks
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DESIGN + DEVELOPMENT TEAM



'Fit where you live' is about finding balance. We all want to get more out of our lives, and for some, that means less commuting and more living. It means appreciating that sometimes less is more – a philosophy that embodies conscious and sustainable living. At RNDSQR, we focus on living, connecting, and creating spaces where people can make it all fit.

We build for people who understand the joys of walking around the corner for groceries, a fresh coffee, and amazing local meals. We build for people who love the vibrant mix of the inner-city. We also value quality craftsmanship, and believe we can fit that in too.



CivicWorks is a client focused, design forward, and outcome driven urban planning and design consultancy. We act for city-builders who shape our communities for a better future.

We are a team of urbanists with a hybrid skill-set in planning, physical design, communications and information architecture. Together, we drive innovation and bring an equal mix of talent and effort to every challenge.

Our work embodies our core values and is a testament to our reputation as industry leaders and experts in our field. We practice a disruptive brand of urban planning to realize socially, environmentally, and economically sustainable urban places.



Formed Alliance Architecture Studio (FAAS) is a full service Calgary-based architectural firm that provides complete design, technical and construction services. Our firm has extensive knowledge in a variety of sectors, with special attention paid to infrastructural, residential, and pre-design work.

FAAS employs three principle processes into the delivery of their projects: rational analytics, harmonics, and big data. Combining these three processes with regular collaboration, team discussion, and research results in innovative, fresh, and exciting design solutions. A creative design process is tailored for each project that comes through the office, which ensures that every client is delivered the unique and high-quality product that they envisioned.

RNDSQR and the project team have a proven track record of innovative, design-forward approvals and developments within the City of Calgary – with RNDSQR’s portfolio representing 150+ residential units and ±80,000 ft² of commercial space.

RNDSQR SELECT AWARDS

2019 | LIFE

Calgary Mayor’s Urban Design Award Housing Innovation (HM)

2018 | RDNSQR

BILD Awards Multi-Family Builder of the Year for Small Volume

2018 | Peaks + Plains

BILD Awards – Best New Design Established Area, 1300 Ft² & Up

2018 | GROW

BILD Awards – Best New Design Established Area, 700 – 899 Ft²

2018 | Mount Pleasant 05

BILD Awards Best Townhome Style Established Area, Up to \$579,999

2017 | Courtyard 33

Calgary Mayor’s Urban Design Award Conceptual / Theoretical Urban Design (HM)

2017 | Village

Calgary Mayor’s Urban Design Award Housing Innovation



COURTYARD 33

Gateway to Marda Loop

Mixed-Use Main Street Development
63 Dwelling Units, ±16,500 ft² CRU
Under Construction - Completed Late 2020



BEACON

Main Street Catalyst

Commercial Main Street Development
±18,000 ft² CRU
Under Construction - Completed Early 2020



ALTADORE 16

Innovative Inner City Live-Work

Mixed-Use Development
8 Live-Work Units, ±15,000 ft² CRU
Fully Constructed



GENERAL BLOCK

BridgeLand’s Neighbourhood Destination

Active Commercial Node Development
±9,500 ft² CRU and Office
Under Construction - Completed Late 2020

1 INTRODUCTION + SITE CONTEXT

SITE BASICS

ADDRESS: 634 McDOUGALL RD NE
SITE AREA: 796 m² (8,565 ft²)
LAND USE: M-C2
COMMUNITY: BRIDGELAND-RIVERSIDE, WARD 9



CITY CENTER

BRIDGELAND-
RIVERSIDE

CRESCENT HEIGHTS



EDMONTON TR NE

LANE

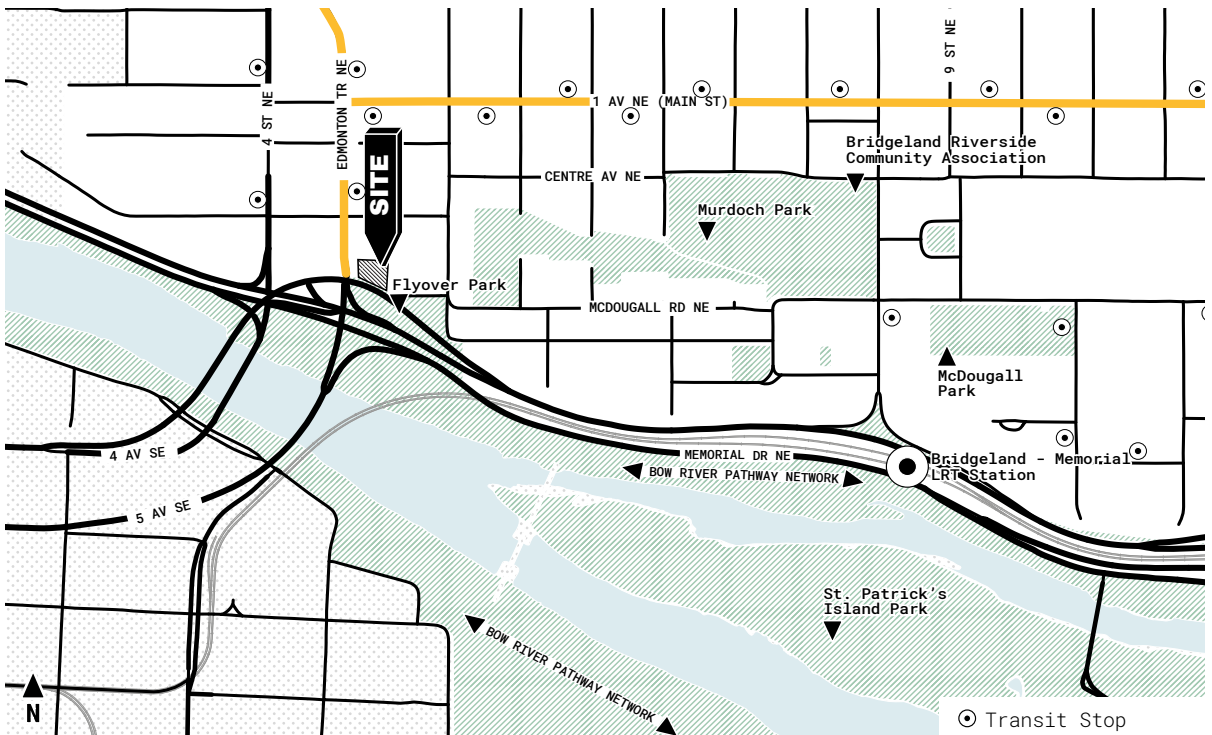
PROJECT OVERVIEW + SITE CONTEXT

INTRODUCTION

RNDSQR and the project team have prepared this Brief to share our vision for the ±0.08ha/±0.20ac property at 634 McDougall Road NE. The site is located at the entrance to the rapidly redeveloping inner-city neighbourhood of Bridgeland-Riverside, beneath the 4 Avenue flyover and beside the newly emerging Flyover Park. The property is designated for residential development, however, until recently the site has acted as an unprogrammed green space owned and maintained by the City of Calgary. In 2020, RNDSQR was successful in securing a purchase agreement for this property.

The subject site is well located to take advantage of recent area intensification and existing vehicular, transit, cycling and pedestrian infrastructure. The site sits at the crux of a number of active elements - as the gateway to Bridgeland, across the Bow River from the thriving downtown community of East Village, at the intersection of a major pathway network, and at the base of Edmonton Trail Main Street - an area which has seen an influx of residential and commercial development in recent years.

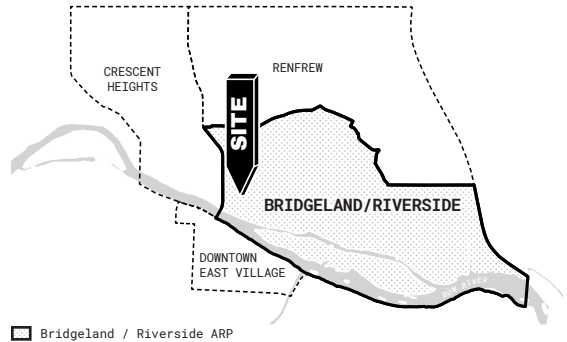
SITE CONTEXT



POLICY + DEVELOPMENT CONTEXT

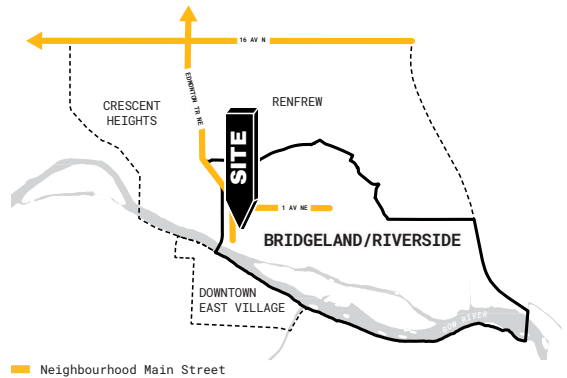
AREA REDEVELOPMENT PLAN

Initially adopted in 1980, the City has recently invested in re-imagining the Bridgeland-Riverside Area Redevelopment Plan (ARP). In 2019 Council approved key changes to the land use concept to the area surrounding the Flyover Block site. A new Area Redevelopment Plan is currently under review and is anticipated to go before Council in 2021.



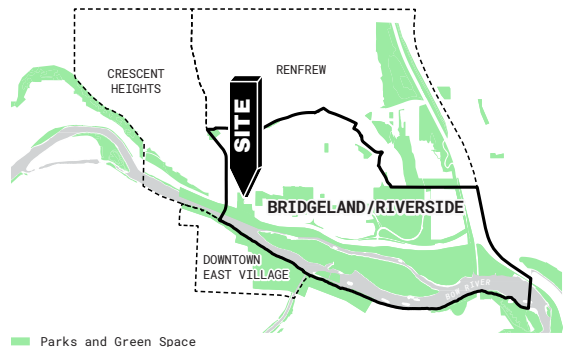
MAIN STREETS

The Flyover Block is located along the Edmonton Tr NE Main Street. The City's Main Streets initiative outlines 24 corridors across Calgary that are well-suited for long-term growth and intensification. They act as areas that attract Calgarians to socialize, work, live, shop, dine, and celebrate. Main Streets are also important transportation routes for vehicles, cyclists, pedestrians and transit users.



FLYOVER PARK INVESTMENT

Flyover Block is directly adjacent to Flyover Park which is overseen by Parks Foundation Calgary. Flyover Park has seen significant community interest and investment in recent years. Phase one of the Park construction began in Spring 2020.

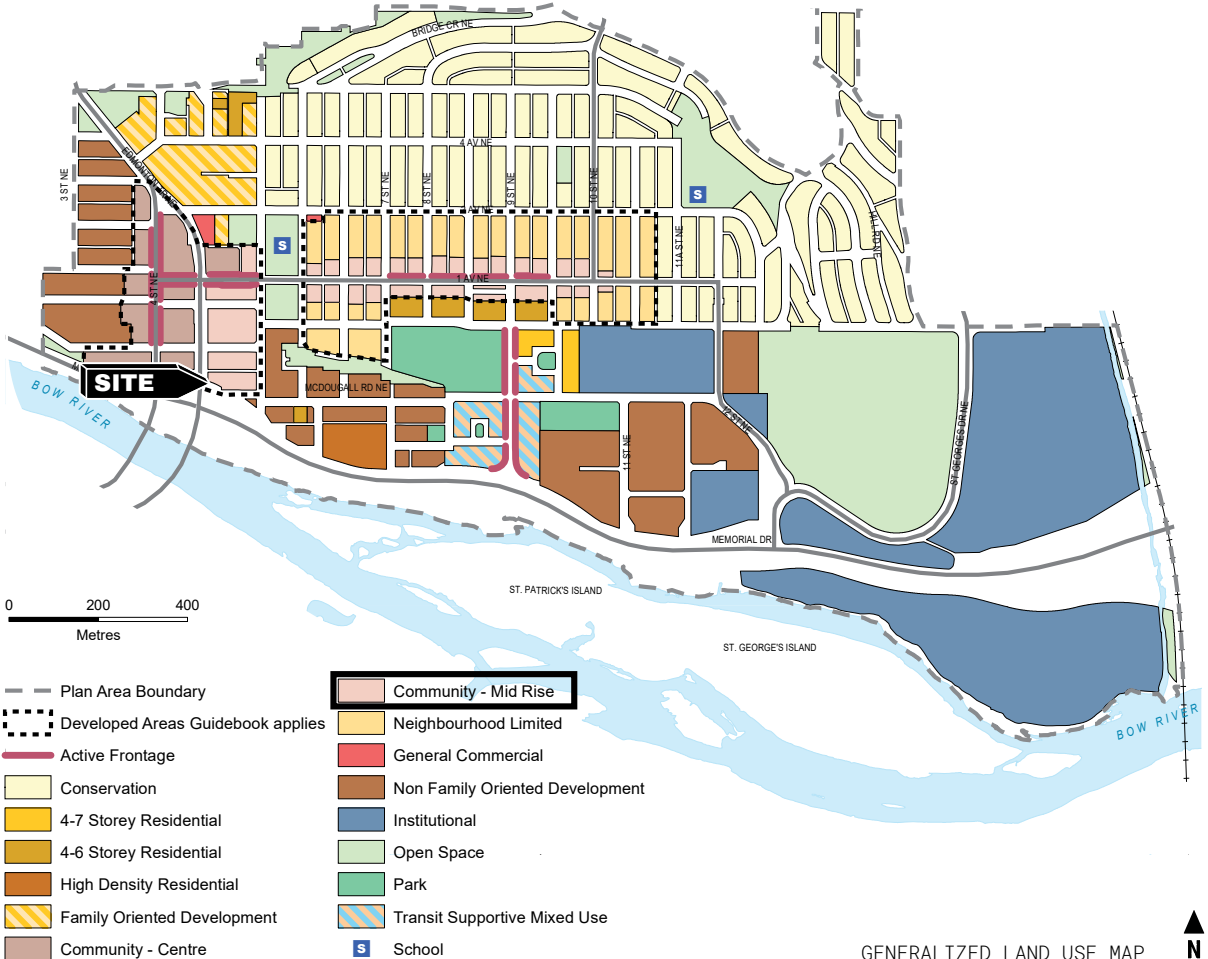


POLICY + DEVELOPMENT CONTEXT

BRIDGELAND RIVERSIDE AREA REDEVELOPMENT PLAN (2019)

COMMUNITY - MID RISE

Both the current and proposed draft Bridgeland-Riverside Area Redevelopment Plan documents identify this site as "Community-Mid Rise", a policy area that supports mixed-use development up to 22m in height. This ARP policy supports the Flyover Block development vision without requiring an amendment.



GENERALIZED LAND USE MAP

POLICY + DEVELOPMENT CONTEXT

1 AVENUE NE STREETScape MASTER PLAN (2020)

EDMONTON TRAIL GREENWAY

The Flyover Block site is located along the Edmonton Trail NE Main Street and within the 1 AV NE Main Street Streetscape Master Plan project boundary. This section of Edmonton Trail NE is slated for a series of streetscape enhancements in the near future. The Flyover Block project team is working with the Master Plan team to align with their plans for the corridor.

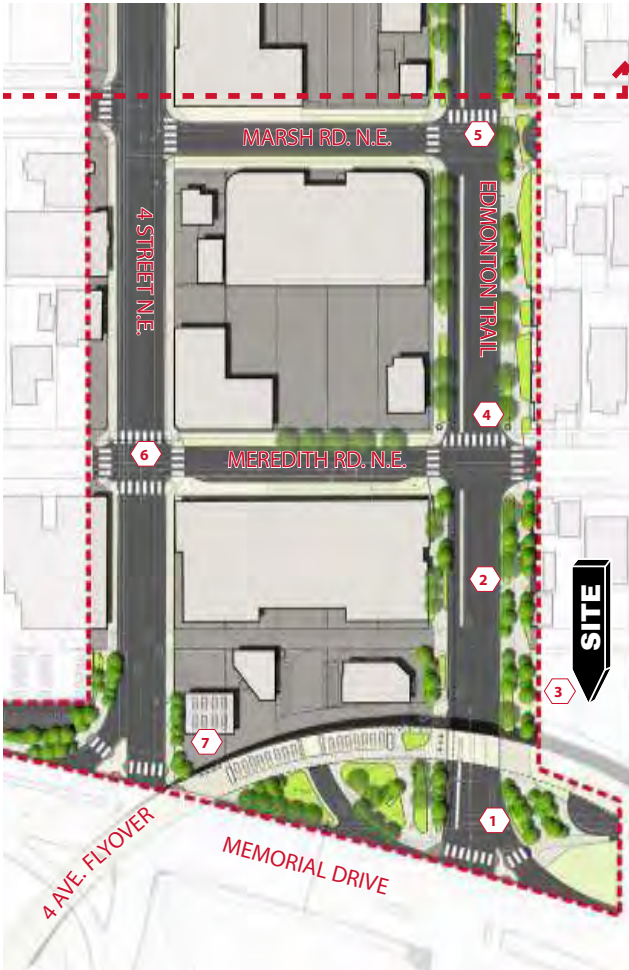


Edmonton Trail Greenway

- 1 Stormwater infiltration islands + edge gardens with existing trees and trembling aspen
- 2 Greenway promenade designed to reflect form of river escarpment with a minimum 2.0m width between vegetated islands
- 3 Greenway edge to seamlessly integrate with selected Flyover Public Space Concept
- 4 Enhanced roadway lighting, bus stops + furnishings throughout corridor
- 5 Proposed new crosswalk at Marsh Road N.E.
- 6 Future signalized crossing at Meredith Road N.E. (2019)
- 7 Potential removal of (1) driveway @ gas station



Precedents



POLICY + DEVELOPMENT CONTEXT

FLYOVER PARK INVESTMENT - PARKS FOUNDATION CALGARY

ACTIVATING THE PARK

Piloted as a youth-led design process, students from Langevin School worked with the University of Calgary to re-imagine Flyover Park, the “lost space” under the 4 Avenue Flyover. The Bridgeland-Riverside Community Association has worked diligently in partnership with the City of Calgary and Parks Foundation Calgary to refine, fund and develop the proposed park as a true community amenity. The refined park design began construction in the spring of 2020.

RNDSQR is excited about the opportunity to be involved in the evolution of the Flyover Park, and has coordinated with Parks Foundation Calgary’s team so that the proposed development is designed to thoughtfully complement and enhance the new park space.



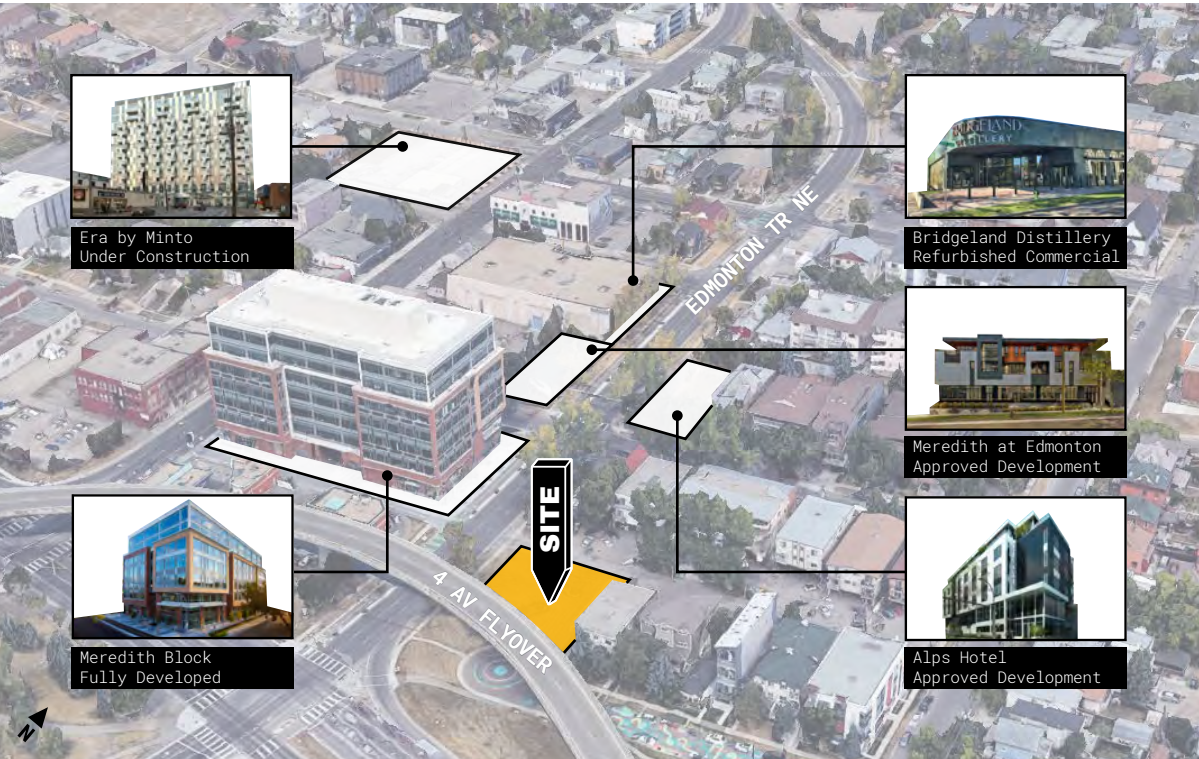
Visualizations prepared by Parks Foundation Calgary for Flyover Park, for discussion purposes only, mural tbd.

POLICY + DEVELOPMENT CONTEXT

EMERGING DEVELOPMENT

DEVELOPMENT CONTEXT

This portion of Edmonton Trail NE and the surrounding area known as the “Couplet” has recently seen a renewed interest from private developers and businesses – likely as a result of investment in public realm enhancements as well as City-led planning, transportation and infrastructure initiatives. The proposed Flyover Block development vision fits well with the recent pattern of development approvals, which are primarily midrise and mixed-use in nature with a focus on active commercial uses accessed from the street.



2

DEVELOPMENT VISION

CONCURRENT APPLICATION

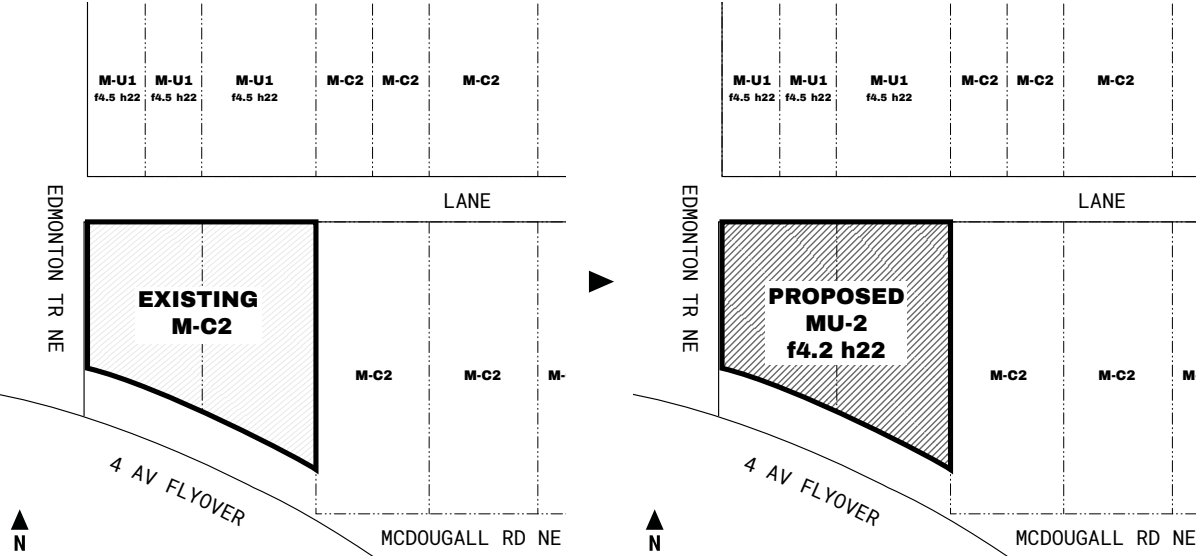
DEVELOPMENT PERMIT

The project team has submitted a staggered concurrent Development Permit application, to be reviewed by The City alongside the Land Use application. This approach provides stakeholders with a visual reference of the bricks-and-mortar outcome – directly aligned with the land use change.

LAND USE REDESIGNATION

The site's current land use district, Multi-Residential - Contextual Medium Profile (M-C2), is intended for residential development and does not support the Main Street elements of the Flyover Block. The project team is seeking a Land Use change to transition the subject lands to a Mixed Use - Active Frontage (MU-2) District which allows for a mix of residential and active commercial uses on the property. The proposed land use change will include a height modifier of ±22m and a Floor Area Ratio modifier of ±4.2, supporting the development vision for a six storey mixed-use building on the site.

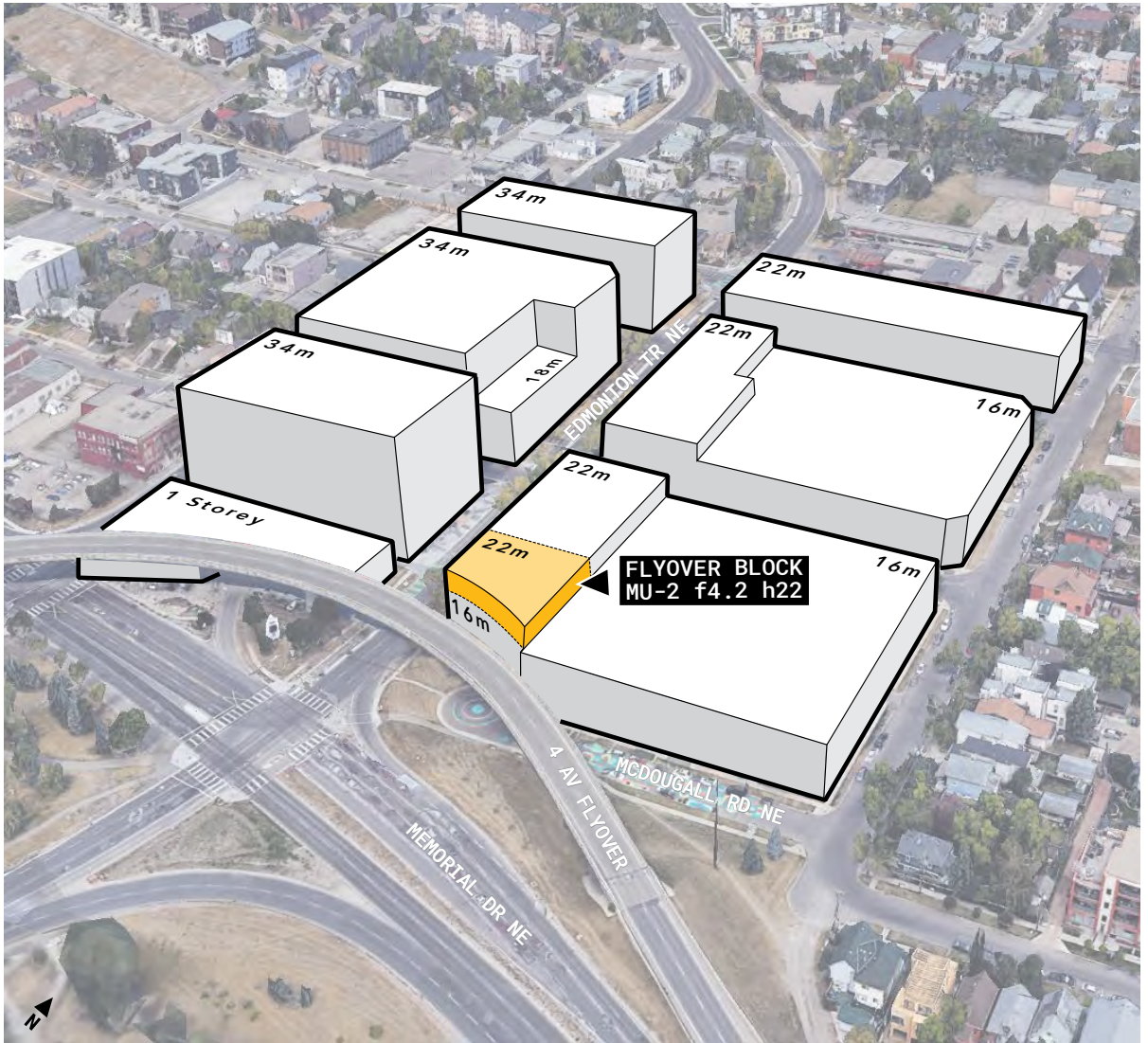
PROPOSED Land Use Redesignation



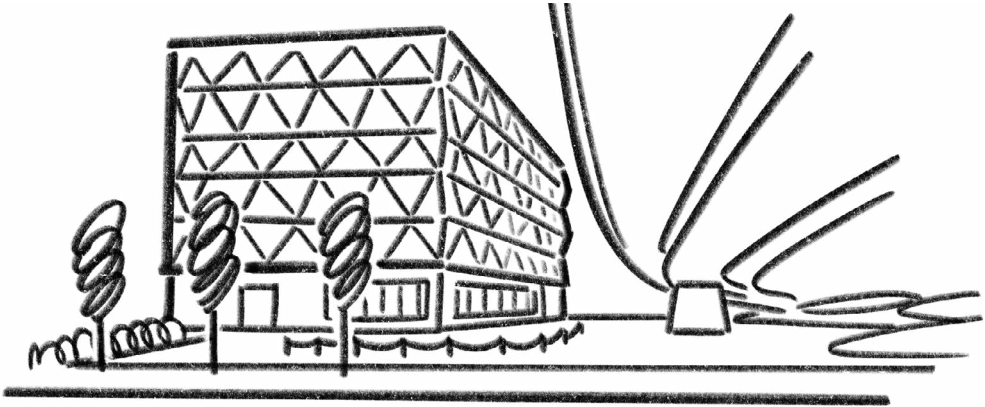
LAND USE BYLAW

MAXIMUM BUILDING HEIGHT

PROPOSED Land Use Redesignation



DEVELOPMENT VISION



MIXED-USE OPPORTUNITY

Flyover Block is envisioned as a high-quality mixed-use development that allows residents to “fit where they live” in a well-connected and amenity-rich location. The development vision proposes active Main Street-oriented commercial uses at-grade, with five levels of residential dwelling units on the upper floors. The residential units are proposed as zero-parking micro apartments ($\pm 385 \text{ ft}^2$). These smaller apartments are typically associated with low rates of car ownership and are popular with car-free residents. As proposed, Flyover Block will offer greater housing options in an affordable rental spectrum for the neighbourhood.

COMMERCIAL ACTIVATION

Flyover Block’s commercial space will serve as a destination that attracts both locals and visitors. The proposed locally-operated brewery, roastery, restaurant and retail space at-grade will be designed to activate Flyover Park and Edmonton Trail NE Main Street. Flyover Block will feature outdoor seating, and large windows with sight-lines to Flyover Park and Edmonton Trail NE that provide “eyes on the street”.

In order to further improve Flyover Block’s Main Street frontage, the project team is proactively collaborating with the City’s Streetscape Master Plan Team to seamlessly integrate design and coordinate construction of the planned streetscape enhancements along this portion of Edmonton Trail NE.

PROPOSED Site Context + Main Street and Flyover Park Design





View from Edmonton Trail NE looking East.



Note: Landscape is conceptual in nature and subject to change as the Main Street Masterplan design is refined. Flyover Park design is based on Parks Foundation Calgary's Flyover Park Concept. Flyover structure mural design is a placeholder and conceptual in nature, to be determined by Parks Foundation Calgary.

DESIGN PRINCIPLES

01



ESTABLISH A PARK “STEWARD”

Support the longevity of Flyover Park by integrating the development so that Flyover Block enhances the park and has an ongoing vested interest in the visitor experience and well-being of the park space.

02



ACTIVE MIX OF USES

Provide quality housing options within an affordable spectrum, and active locally-focused commercial spaces with excellent food and drink. The uses should strengthen Bridgeland’s “foodie” culture, and contribute to the emerging Northeast “Brewery Trail” (joining Bridgeland Distillery, Elite Brewing, Zero Issue Brewing and Citizen Brewing).

03



HIGH QUALITY DESIGN

Design an iconic building that complements the innovative Flyover Park space, improves the Edmonton Trail public realm, and establishes a gateway landmark for the community of Bridgeland.

DESIGN PROCESS

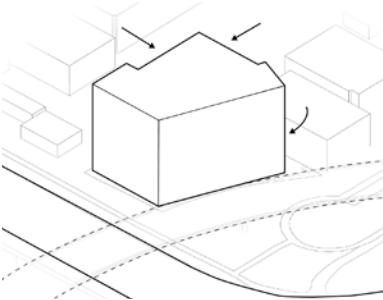
01



ADAPT

To unique parcel shape.

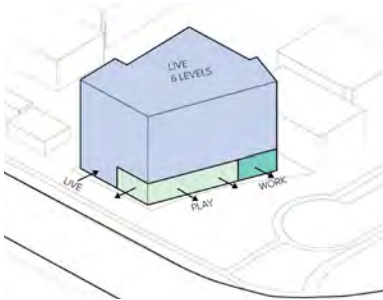
02



RESPOND

Shape massing to respond to context + service edges, while creating strong activation to the flyover + public realm.

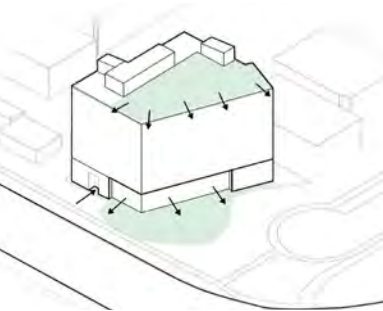
03



ACTIVATE

Program Flyover Park + Main Street edges.

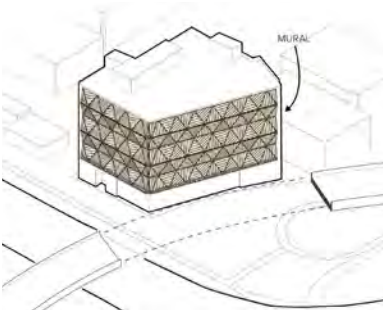
04



ENGAGE

Variety of active edge conditions throughout the building.

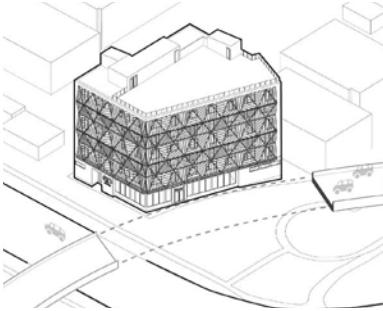
05



IDENTIFY

Bold architectural device to brand gateway + respond to unique flyover condition.

06



VISION

Refinement of design process to fully imagined building concept.

PROJECT AT-A-GLANCE



±22m

BUILDING HEIGHT (6 STOREYS)



320m²

COMMERCIAL AREA (±3,444 FT²)

796m²

Site Area (8,565ft²)

1

Commercial Retail Unit
Taproom / Restaurant / Brewery / Roastery

±4.2

Floor Area Ratio



65

RESIDENTIAL DWELLING UNITS*



6

TIMED AUTO PARKING STALLS

±385ft²

Average Dwelling Unit Area

108

Bike Parking Stalls

2

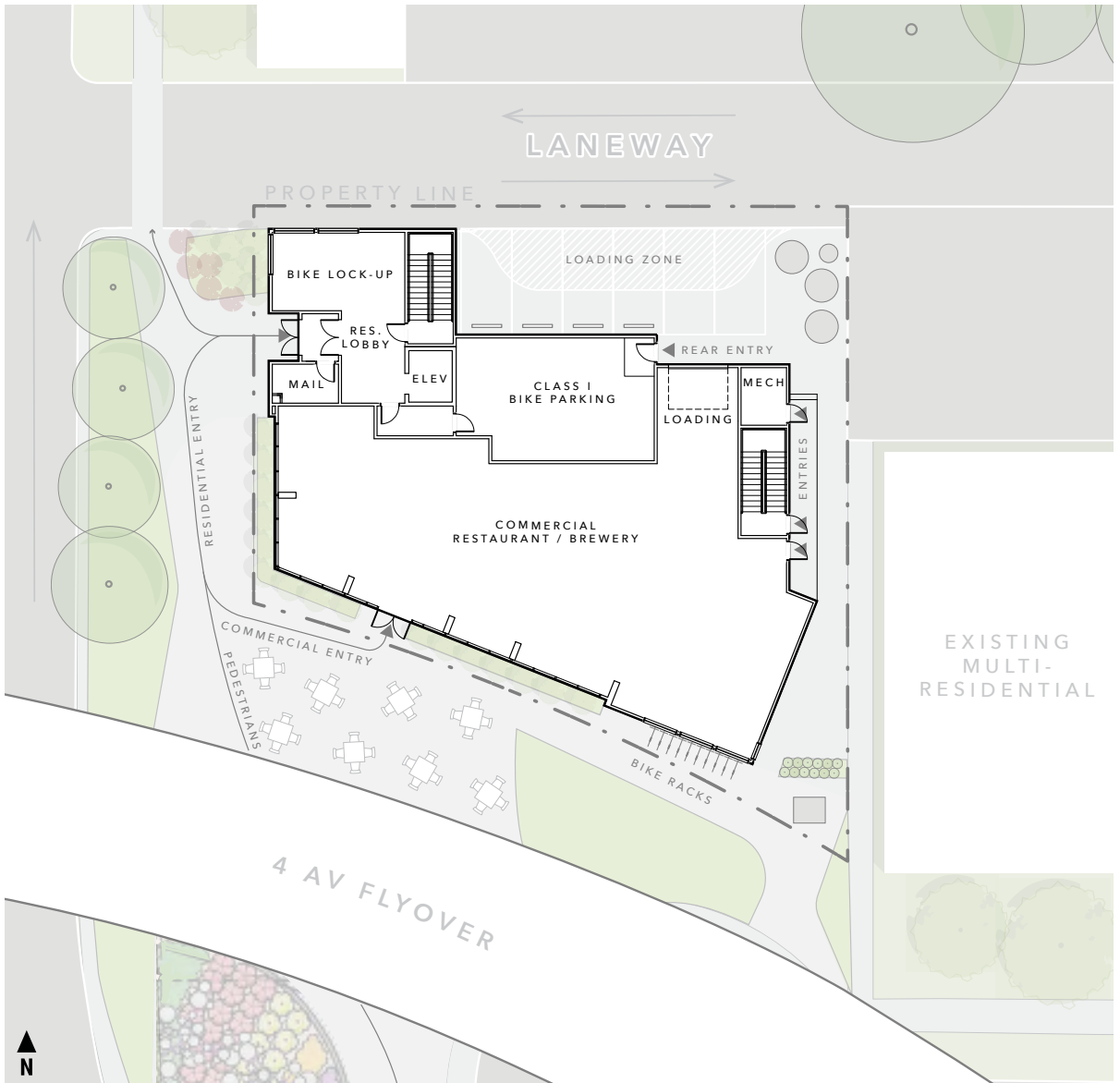
Bike Repair Stations

Note: Project stats are subject to change based on revisions to the Development Permit Application.

**Proposed as zero-parking stall units; the development concept includes a range of micro-units which are typically associated with low rates of car ownership and popular with car-free residents.*

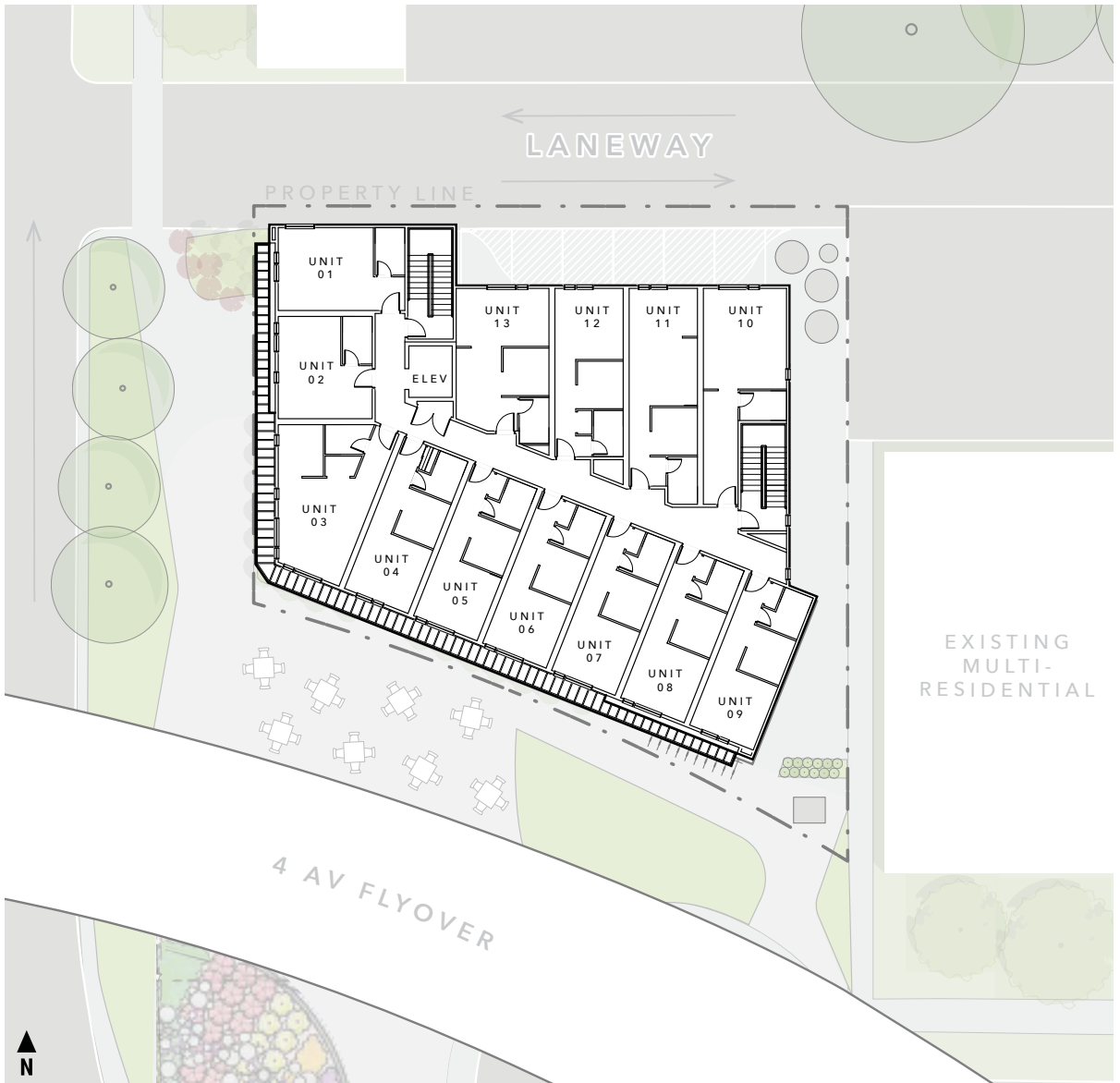
FLOOR PLANS

LEVEL 01 + CIRCULATION



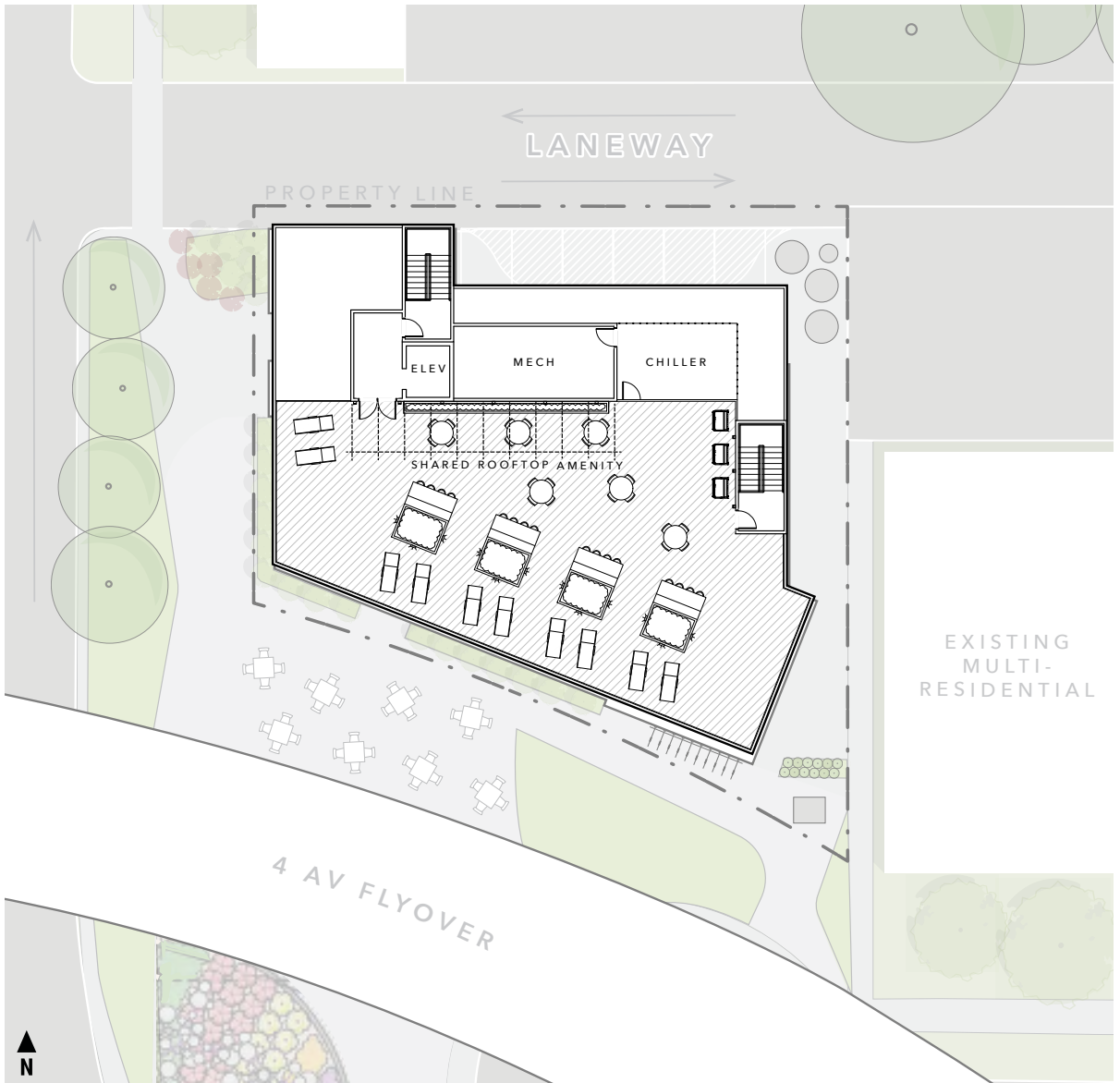
FLOOR PLANS

LEVELS 02-06



FLOOR PLAN

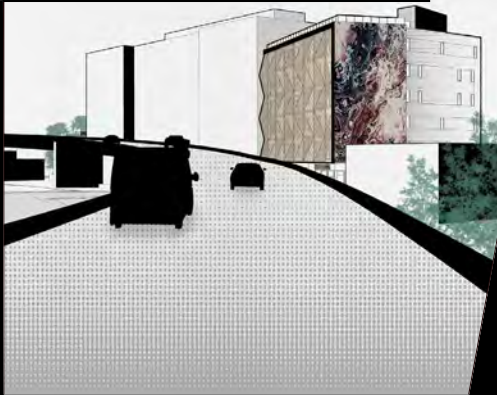
ROOFTOP



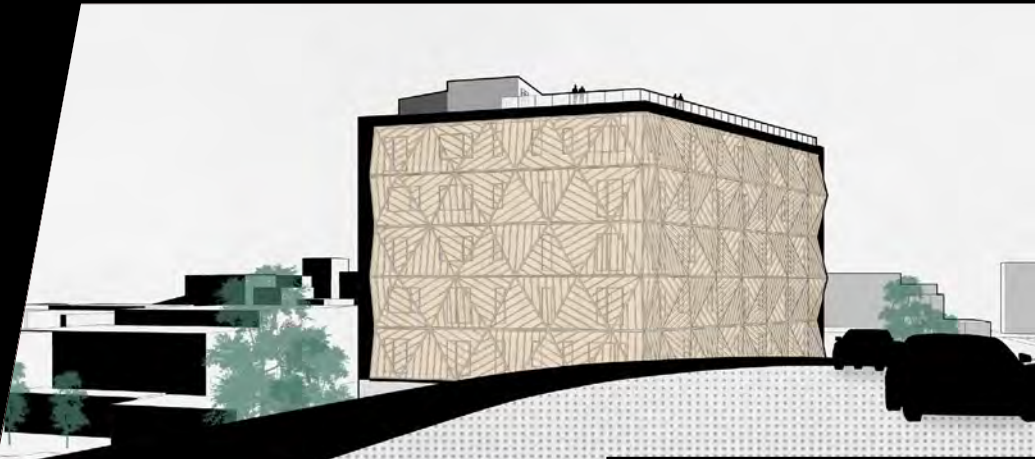
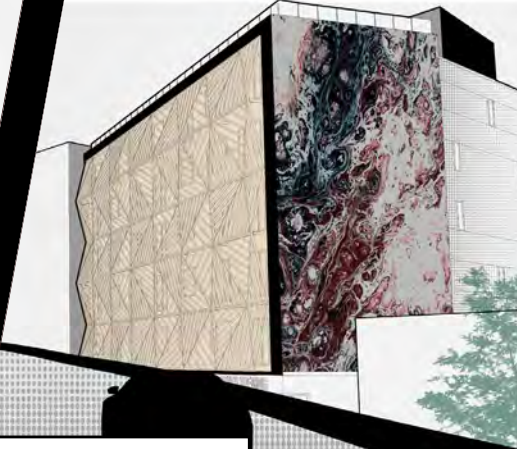
4 AV FLYOVER APPROACH

FROM MEMORIAL DRIVE

FOURTH AVENUE BRIDGE APPROACH...



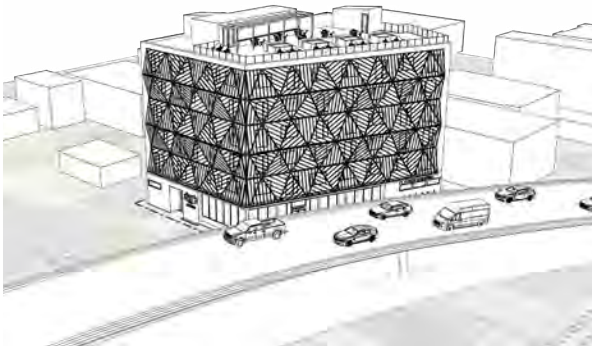
DRAWING INTEREST FROM THE CONTEXT...



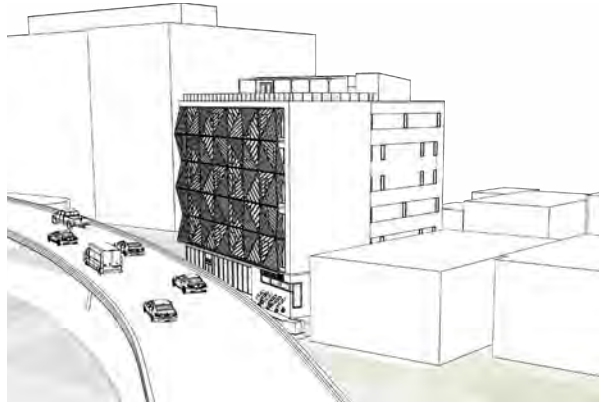
ADDRESSING THE STREET CORNER...

Note: Mural design shown is a placeholder, final design to be determined

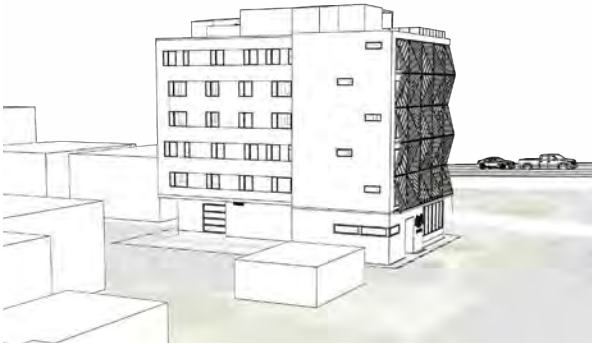
FLYOVER BLOCK INTERFACES



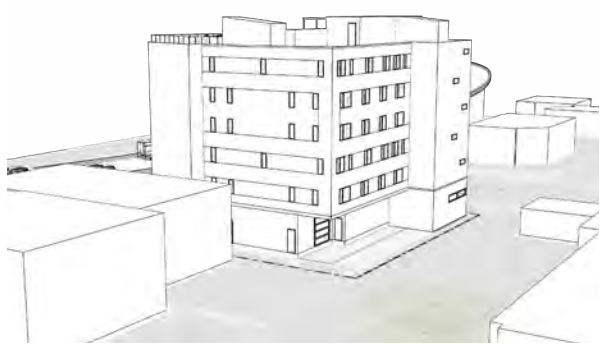
SOUTH WEST



SOUTH EAST



NORTH WEST



NORTH EAST



Fire Retardant
Treated Wood Screen



Stucco - Black



Stucco - Grey



Stucco - White



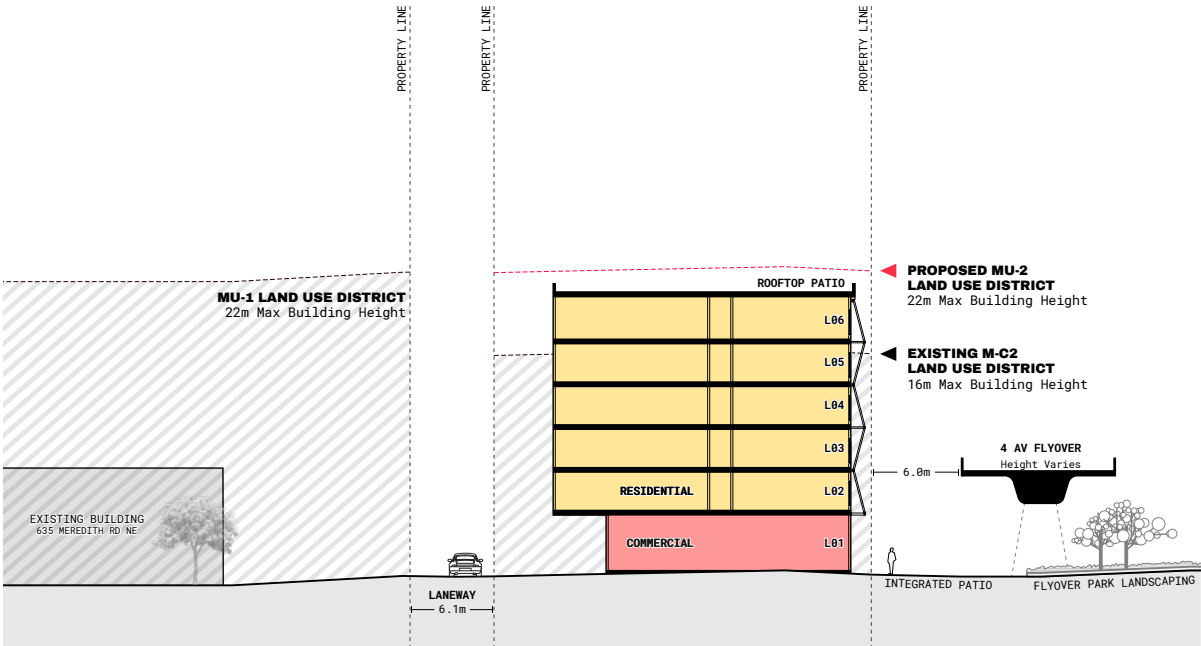
Brick - Grey



Mural - Placeholder tbd

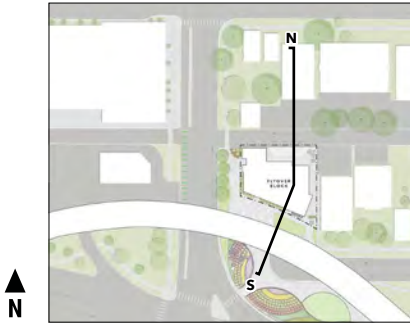
PROPORTION STUDY

4 AV FLYOVER NORTH-SOUTH SECTION



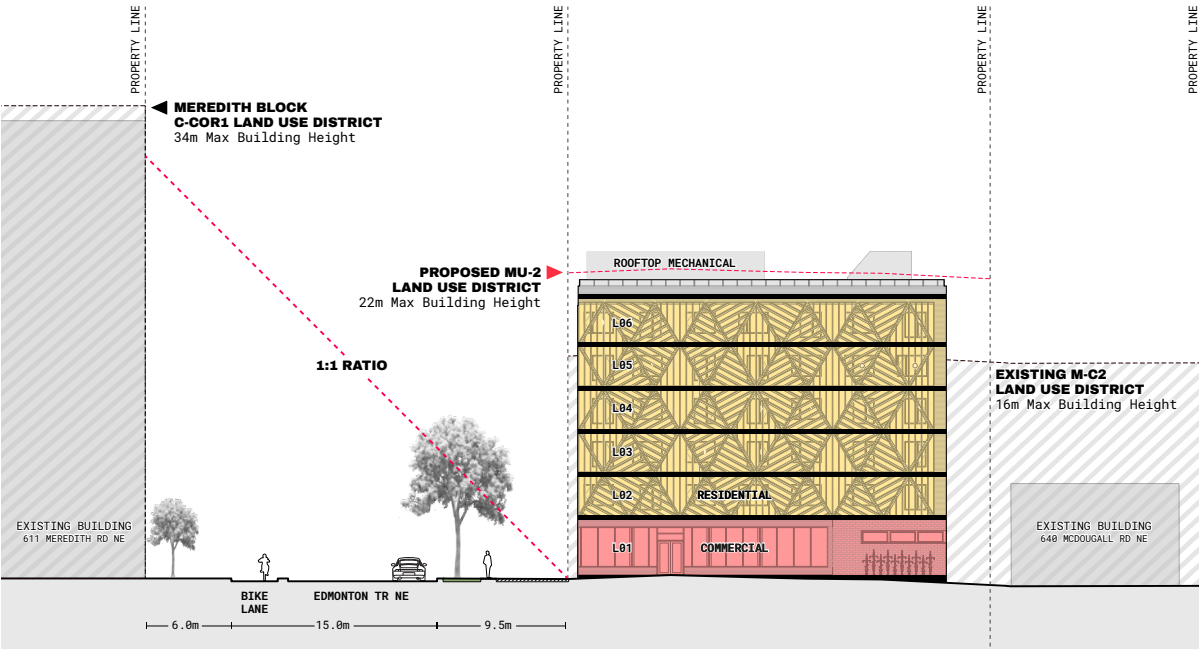
FLYOVER INTERFACE

In addition to activating the Flyover Park at-grade, Flyover Block has been designed to embrace the 4 AV Flyover overpass infrastructure. The building design has strongly considered the experience of drivers approaching and passing Flyover Block along the Flyover. A mural on the Eastern facade and a glowing wooden screen on the Southern facade combine to form an eye-catching landmark. The rooftop patio will feature a viewing area along the southern edge where residents can watch passing cars and enjoy first-class downtown views.



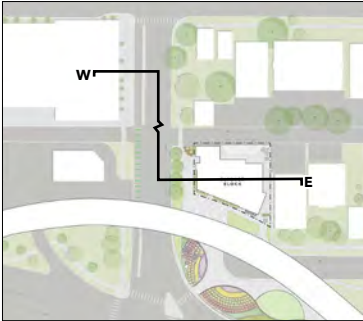
PROPORTION STUDY

MAIN STREET WEST-EAST SECTION



STREET PROPORTIONS

A great street must be well-defined, both vertically and horizontally. Edges, including buildings, walls, and trees on a street usually define it vertically; the length of the spacing between these two edges defines it horizontally. Leading urban design best practice suggests it is a matter of proportion, with a sense of enclosure ultimately giving us a well-defined street. Most comfortable and attractive streets have a ratio (vertical to horizontal) ranging between 1:1 and 1:2. The City of Calgary Municipal Development Plan (MDP) public realm policies encourages a 1:1 building height to right-of-way ratio along Main Streets.



3

WHAT WE HEARD

APPLICANT-LED OUTREACH

DIGITAL + DISTANCED APPROACH



RESPONDING TO NEW REALITIES

In just a few short months, the evolving response to COVID-19 has significantly changed most of our relationships with The City of Calgary, our communities, and our neighbours. With each change – from social distancing to the closures of public institutions and local businesses – the ability of people, goods, and services to operate and communicate normally has been disrupted.

To mitigate social and economic fallout, it's more important now than ever for industry, communities, and The City to band together and embrace new modes of communication. We need to work together to ensure that land development planning, investment, and city-building continue to grow the economy, support workers, and strengthen our connections to the places we live.

Trusted, clear, and effective engagement and information-sharing strategies are essential to ensuring key messages are communicated and that all voices play a meaningful role in community development. Given the current realities of social distancing, this is an opportunity for us to consider how we can best serve our communities in times of need, to identify new engagement approaches, adapt, and strengthen our practice.

DIGITAL + DISTANCED

Digital outreach strategies, like web portals and online tools, are especially effective at broadening audience reach by enabling participants to learn and contribute in ways that are customized to their own interests, abilities, and convenience.

Distanced tools, on the other hand, typically employ more traditional communications channels, like mail and telephone, which are often favoured by stakeholders who are not comfortable receiving information or contributing feedback through online channels.

APPLICANT-LED OUTREACH FRAMEWORK

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.

DIGITAL

PROJECT WEB PORTAL

A comprehensive project web portal www.engagerndsqr.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).

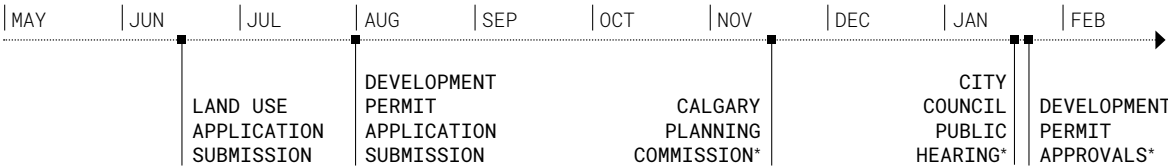
INFORMATION PACKAGE

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

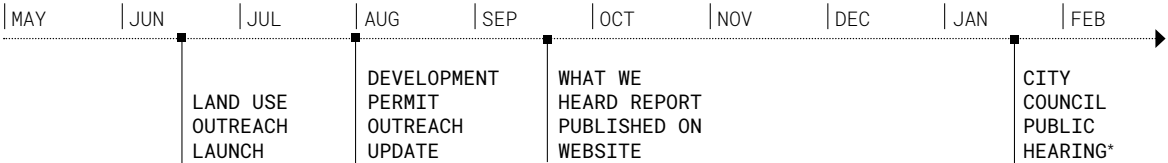
APPLICANT-LED OUTREACH

TIMELINE

DEVELOPMENT TIMELINE



STAKEHOLDER OUTREACH TIMELINE



STAKEHOLDER OUTREACH: ON-SITE SIGNAGE, MAILER, WEBSITE, PHONE LINE, EMAIL INBOX, NEWSLETTER ADVERTORIAL

ONGOING COMMUNICATION WITH STAKEHOLDERS AND CPAG TEAM INCLUDING "FACE TO FACE" VIDEO CONFERENCE MEETINGS

**Anticipated dates of Calgary Planning Commission, Public Hearing and Development Permit approvals estimated based on a typical 6-8 month process.*

APPLICANT-LED OUTREACH

PROJECT TEAM COMMITMENT

WHAT WE HEARD SUMMARY

Our Outreach process was designed to provide multiple opportunities for stakeholders to learn about the vision for the site early on and to share their thoughts – all with the intent of maintaining a respectful and transparent conversation. As part of this process, the project team has prepared a summary of the feedback received (stakeholder emails, video-conference meetings, and community association letters) and the project team response to that feedback.

OUR COMMITMENT

Since no single design solution can satisfy all stakeholder groups completely, the project team cannot integrate everything suggested by our neighbours and the community at-large. Our promise, however, is that we are transparent about how we reach our conclusions, making the following commitments to all who participate in our process:

- **We will provide you with quality information about the project.**
- **We will ask for your thoughts on key areas of the project.**
- **We will share what we have heard and our team's response to it.**

BALANCING MULTIPLE INTERESTS

An Outreach process is more than a compilation of input by the project team. Our role, as the outreach lead, requires active listening to determine the root issues underlying individual statements, and reconciling often competing interests and points of view to arrive at evidence-based planning and design solutions.

The array of interests that influence any development project include, but are not limited to:



CALGARY'S GROWTH & DEVELOPMENT VISION

Planning for the next generations of Calgarians



OUR DESIGN PRINCIPLES

Key guiding principles for desirable design and development



LOCAL AREA POLICY

The existing policy framework that guides development



STAKEHOLDER FEEDBACK

What various stakeholders think and say about an issue



ECONOMIC VIABILITY

The needs of the developer to create a viable project

WHAT WE HEARD

+ TEAM RESPONSE

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.engageandsqr.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.

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 storey) 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.engagerndsqr.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 its 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.

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.

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.

OUTREACH MATERIALS

DIGITAL

PROJECT WEBSITE



ONLINE FEEDBACK

CONTACT US

Do you have questions or feedback about about Flyover Block for the project team?

Get in touch with us via the Contact Form.

Name *

First Name

Last Name

Email Address *

Subject *

Message *

SUBMIT

OUTREACH MATERIALS

DISTANCED


MAILER + NEWSLETTER
ADVERTORIAL



VISION BRIEF +
WHAT WE HEARD REPORT



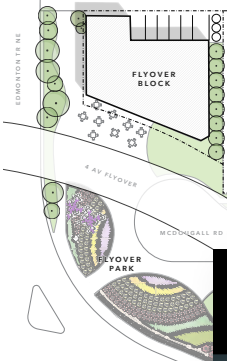
ON-SITE SIGNAGE
LOC NOTICE + DP UPDATE



HEY NEIGHBOUR!

An exciting change is happening near you.


FLYOVER BLOCK



Address: 634 McDougall RD NE
Proposed Land Use: Mixed Use - Active Frontage


Flyover Block is proposed as a six storey building that combines market-affordable apartment living with Main Street-oriented retail and a local brewery/roastery experience - aimed at activating both Edmonton Trail and the newly emerging Flyover Park.

The project team has submitted a Land Use (zoning) change application to support the proposed development vision and bring the site in line with current Bridgeland-Riverside Area Redevelopment Plan policies. A concurrent Development Permit application will be reviewed alongside the Land Use change application.

Built Form	
22m Max Height	4.2 Floor Area Ratio


Learn more and share your thoughts:

engage@civicworks.ca | 587.747.0317
www.engageRND SQR.com



HEY NEIGHBOUR!

An exciting change is happening near you.



FLYOVER BLOCK


Address: 634 McDougall RD NE
Proposed Land Use: Mixed Use - Active Frontage
Application Reference: LOC2020-0084 / DP2020-4528


Flyover Block is proposed as a six storey building that combines market-affordable apartment living with a Main Street-oriented local brewery/roastery experience - aimed at activating both Edmonton Trail and the newly emerging Flyover Park.

The project team has submitted a Land Use (zoning) change application and a concurrent Development Permit application to support the proposed development vision and bring the site in line with current Bridgeland-Riverside Area Redevelopment Plan policies.

Land Use Change Application

From: M-C2 Multi-Residential Contextual Medium Profile District	To: MU-2 I4.2 h22 Mixed-Use Active Frontage District
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Built Form	
22m Max Height & 6 Stories	4.2 Floor Area Ratio

Intensity	
65 Dwelling Units	±320m ² Commercial Floor Area
	6 Visitor Parking Stalls

Learn more and share your thoughts:

engage@civicworks.ca | 587.747.0317
www.engageRND SQR.com

COMMUNITY ASSOCIATION COMMENTS

LAND USE APPLICATION RESPONSE



Planning Committee
917 Centre Avenue NE Calgary AB T2E0C6
brcacalgary.org

Development Circulation Controller
Planning, Development Assessment #8201
The City of Calgary
PO Box 2100 Station M
Calgary AB T2P2M5

July 7, 2020

Attn: CPAG.Circ@calgary.ca

cc: Wallace Leung, File Manager (Wallace.leung@calgary.ca)
Ali McMillan, BRCA Planning Director (planning@brcacalgary.org)
Joanna Patton, Civic Works (joanna@civicworks.ca)

To Whom It May Concern:

Re: LOC2020-0084 (634 McDougall Rd NE) Flyover Block

Thank you for the opportunity to comment with respect to the land use change application noted above. Our planning committee gave notice to adjacent neighbours by dropping letters and inviting them to our online meeting which was held July 7, 2020. Many were condos we could not access so we posted the invite on the main door. One neighbor who lives on McDougall Rd joined the meeting. Therefore the comments below reflect those of our Planning Committee and the one neighbor who participated in our process. The applicant was also invited to the meeting and the Civic Works Team joined along with the architect and a transportation engineer which was greatly appreciated.

Strengths of the proposal;

- Activation and revitalization of an empty and challenging lot
- Brew pub commercial use on bottom addresses missing use in Bridgeland that locals want
- Commercial use on bottom activates Edmonton Trail Main Street, provides local steward for Flyover Park and will draw people to the area creating “eyes on the street”
- Micro-units create more affordable housing in the area, although we would like to see a few larger units to create a mix.
- TDM measures encourage bike use of the Edmonton Trail cycle track and access to downtown. However maximizing parking options for visitors to the building and for the commercial space is important. If there is a realistic way to increase the site’s parking it is strongly encouraged. We can appreciate this is a restricted site due to Flyover setbacks/ lot size and this makes underground parking challenging. We feel this is an appropriate site for parking relaxations due to proximity to the bike lane, transit access, close proximity to downtown (walkable) and availability of public parking in the underutilized underground parkade across Edmonton Trail, as long as the relaxations are backed by a permanent restriction against parking permits for that building.
- Height and density seem appropriate for the context – we look forward to the DP.

Comments;

- We heard concern about parking congestion on McDougall Rd due to no parking on the residential side and limited on the commercial side. However we hope people will not be driving to a brewery and will instead walk locally, take transit, bike or ride share. We are prepared to address this issue in the future with local neighbours by implementing on street pay parking for the public and permit for the residents if needed. We appreciate the applicant’s assurances that tenants will not be allowed parking permits – we just want to ensure this is the case on a permanent basis.

We appreciate the excellent engagement plan that Civic Works has outlined and the notice dropping/ public website to date. They have been very approachable for residents and the community association and we look forward to continuing to work with them on this project.

Sincerely,

BRIDGELAND-RIVERSIDE COMMUNITY ASSOCIATION

COMMUNITY ASSOCIATION COMMENTS

DEVELOPMENT PERMIT APPLICATION RESPONSE



Planning Committee
917 Centre Avenue NE Calgary AB T2E0C6
brcacalgary.org

Development Circulation Controller
Planning, Development Assessment #8201
The City of Calgary
PO Box 2100 Station M
Calgary AB T2P2M5

Aug. 21, 2020

Attn: CPAG.Circ@calgary.ca
cc: Wallace Leung, File Manager (Wallace.leung@calgary.ca)
Ali McMillan, BRCA Planning Director (planning@brcacalgary.org)

To Whom It May Concern:

Re: DP2020-4528 (Flyover Block – 634 McDougall Rd NE)

Thank you for the opportunity to comment with respect to development permit application **DP2020-4528**. The applicant met with us on August 20, 2020 at our Planning Committee Meeting, and provided an update concurrent plans that have changed since they last showed us this proposed development on a pre-application basis. This time their presenting team included both the architect and transportation engineer. We gave notice of the meeting to adjacent apartments within a larger radius of the site inviting people to join our Zoom meeting but no residents joined. The comments below therefore reflect those of Planning Committee only and any conversations our Planning Director has had with during the course of this file with some neighbours in the area.

Strengths:

- Striking design that will activate the adjacent Flyover Park and be a strong presence at the gateway to the community and a sort of signpost to the Park itself
- Commercial uses will provide a stewarding function for the area / “eyes” for the Flyover Park space
- Great interface with commercial use and the Park, allowing the commercial patrons to spill out into the plaza area adding both activation and, again, “eyes” on the Park

- Many community members on social media have expressed excitement for the Brewery use – we heard from only one resident who did not like this use but from many others who did. We see commercial uses in general as being appropriate for the site, given that Edmonton Trail is a Main Street and there are commercial uses already in place on the facing west side.
- We see parking relaxations as appropriate in this location due to the close proximity to a cycle track, transit, and also given walkability to downtown—although local-resident concerns will need to be mitigated with permits. We appreciate that residents of Flyover Block as proposed will not be able to obtain street parking permits.
- Bike parking and ride-share credits are great ideas for this location
- We are very keen to work with the applicant on a mural on the east wall
- We appreciate the widening of the setback from the adjacent apartment to the east of the site – this demonstrates a very sensitive design approach
- Smaller units make for an affordable option in the community, although some have commented that it might be better to see a bit more of a mix of unit sizes
- We appreciate the proposed eave construction as being a functional design element that will keep light from shining downwards and not into the sky or toward neighbour

Areas of comment:

- Many neighbours on McDougall Road are concerned about parking – this could be mitigated with pay parking for visitors and free parking for residents or other similar parking-permit measures.
- Pigeons!? Steps should be taken to ensure that the materials used for the screens look good for the long term and can be functionally maintained.
- The units are very small – although this is the applicant’s prerogative we are concerned about the livability of some of the units, especially with no windows in bedrooms
- The idea of no outdoor amenity spaces being provided for each unit, in favour of the rooftop being used as an amenity instead, is great in summer but what about winter? There is no common space provided – guess they’ll all be at the pub!
- We appreciate the lantern-like aesthetic of the exterior screens and lighting – be we just wonder if this will actually look like this in reality or if residents—who may not want lights shining into rooms—will defeat the intended aesthetic by window treatments – we hope, in short, that there is a practical way to ensure resident privacy and darkness while still maintaining the “light shining outwards” effect!

Suggestions for improvement:

- More definition/ articulation on north facade – larger windows?

Sincerely,

BRIDGELAND-RIVERSIDE COMMUNITY ASSOCIATION

Per: BRCA Board of Directors
Planning Committee

VERBATIM FEEDBACK

EMAIL CORRESPONDENCE

01 MESSAGE

Subject: Flyover development proposal

Hello, I am a property manager at <removed> McDougall Road NE.

Parking - I'd already an issue outside of our building and if a development with zero parking spots such as the one proposed, I would strongly suggest implementation of required permit parking that would be issued to residents only.

I would expect that residents of this new development would not be eligible for McDougall Road parking as it would be overrun with cars wanting those spots.

If the development goes ahead, they are buying into a vehicle free proposition.

01 TEAM RESPONSE

Good Afternoon <removed>, Thanks for getting in touch and sharing your feedback. Your comments have been recorded and will be included in a "What We Heard Report" that will be released on our website prior to the application's final decision making stages.

Calgary's Parking Policies allow residential developments to have zero parking stalls in certain locations based on a list of criteria: urban location, transit service, off-site public parking (Meredith Block underground parking), on-street parking restrictions (ie. 1 hour parking along McDougall RD NE), and provision of Transportation Demand Management (TDM) options. As part of the application process the

project team engaged a transportation engineer to prepare a parking study for the proposed development, and they found that the site is appropriate for zero parking based on these criteria. The development will also include features that encourage residents to use alternative modes of transportation including a large number of indoor and outdoor bike parking spots, a bike repair station, and an annual credit for residents that can be used for transit passes, e-scooter rental, car share services, Uber, bike shops and other related costs.

Future residents of our proposed building will not be eligible for a parking permit under the Parking Authority's policies. It is possible to changing an existing parking zone to a permit-only residential zone. The process is resident-driven through the Parking Authority, and information on applying for a permit-only zone can be found here: <https://www.calgary.ca/transportation/roads/traffic/parking-management/residential-parking-zones.html>

If you have any additional questions or feedback for the project team, please do not hesitate to reach out.

02 MESSAGE

Subject: This is great

A mixed use building like this is just what the new park, Edmonton Trail and Bridgeland need in that area. Looking forward to it

02 TEAM RESPONSE

Good Morning <removed>,
Thank you for reaching out with your positive note. The project team is very excited about this development and the potential it holds to further activate Edmonton Trail NE and Flyover Park.

Your feedback will be compiled and anonymously included in our What We Heard Report. This document will be shared with the City to support their review of our Application and reflects on what we heard, what we have or have not revised as a result of feedback within the proposed design, and why.

If you have any additional questions or feedback for the project team, please do not hesitate to email me directly.

03 MESSAGE

Subject: Re: 4th ave flyover park

Hello;
Are you the company responsible for building the 4th flyover park in Bridgeland?

03 TEAM RESPONSE

Good Morning <removed>,
CivicWorks is leading the Land Use change application and community outreach for RNDSSQR's proposed building beside the 4 AV Flyover Park. This property is currently acting as a staging site for Flyover Park construction while we are in the early stages of the development application process.

The project team is proposing a six storey building with commercial units at grade and residential units on the upper levels. At this stage we have submitted a land use change application to redesignate (aka rezone) the site from the "Multi-Residential Contextual Medium Profile District" to the "Mixed-Use - Active Frontage District". This land use change follows the policies outlined in the current Bridgeland-Riverside Area Redevelopment Plan. A development permit application demonstrating the proposed architectural design will be submitted with the City and shared with the community shortly.

Please reach out if you have any questions or feedback about the proposed development, we would be happy to discuss the application further. Our project website also includes more details on the proposed application and will be updated with renders once the design is more refined: <https://engagerndsqr.com/#/flyoverblock/>

04 MESSAGE

Subject: Bridgeland Flyover Block

Hello,
I know the City of Calgary still has all of the equipment from the canceled Mobile Skatepark program. Perhaps we could use a couple of their mini ramps in the flyover block.

04 TEAM RESPONSE

Good Morning <removed>
Thank you for reaching out and sharing this great tip. I have forwarded your email and contact information to the Parks Foundation, the organization leading the Flyover Park design and construction.

4 **SUPPORTING INFORMATION**

PARKING STUDY

SUMMARY

INTRODUCTION

In support of the proposed land use change and associated development vision, Bunt & Associates undertook a Parking Study evaluating parking supply and demand, active mode networks, and the implementation of Transportation Demand Management (TDM) measures within the Flyover Block.

ON-SITE PARKING

Flyover Block will supply 6 time-restricted at-grade stalls for visitors, accessed from the lane. The site's irregular dimensions result in an inefficient parkade plate; therefore, a multi-level parkade is not viable as there is insufficient spacing to provide ramps down multiple parkade levels.

OFF-SITE PARKING

Future residents will not be eligible for parking permits by the Calgary Parking Authority, and will not be allowed to park within permit-only parking zones or time restricted parking zones beyond the allocated time. Should on-street parking supply become an issue, residents can apply to change parking restrictions along their street to a permit-only parking zone.

Visitors to Flyover Block will have access to nearby on-street parking along Edmonton Trail (during off-peak hours) and a 24/7 parkade within Meredith Block with 69 publicly accessible stalls.

ACTIVE MODES

Walking: Flyover Block is within walking distance of nearby attractions including St. Patrick's Island, Murdoch Park, the East Village, and Calgary's Downtown. No missing sidewalk links are noted and no new crosswalks are required to accommodate site users.

Cycling: Flyover Block is well serviced by the Bow River pathway system and Edmonton Trail cycle track.

Transit: Flyover Block is located along Edmonton Trail NE, which is identified as part of the City's Primary Transit Network and is a short walk (120-200m) from routes 04 (Huntington), 05 (Northaven) and 90 (Bridgeland/University of Calgary), serviced by frequent bus service on Edmonton Trail NE (northbound) and 4 Street NE (southbound). Primary transit service is provided by two LRT stations (City Hall and Bridgeland) located within 800m (or about a ±10 min. walk).



TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

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 (4.5 out of 5) and is an appropriate location for parking reductions and the proposed zero stall residential units. In order to encourage future residents to use alternative modes of transportation, the Flyover Block includes the following TDM measures:

- 88 indoor bike parking stalls
- 20 outdoor bike parking stalls
- Indoor bicycle maintenance facility for resident use
- Outdoor bicycle maintenance facility for visitors
- Active transportation credit of \$1,000 per unit* (\$200/year).

*This credit could be used by residents towards bike shop gift cards, Calgary Transit passes, carshare credits, e-scooter (Lime/Bird) credits, or rideshare (Uber) credits.

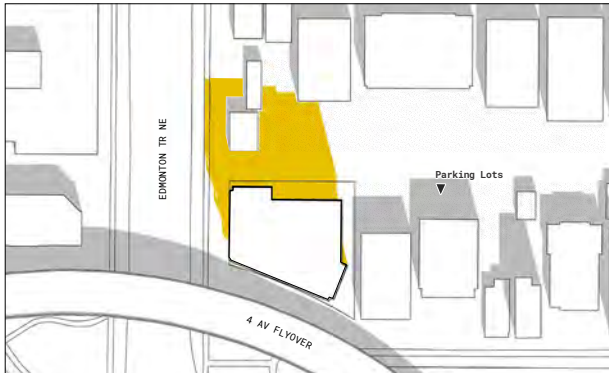
SHADOW STUDY

SPRING/FALL



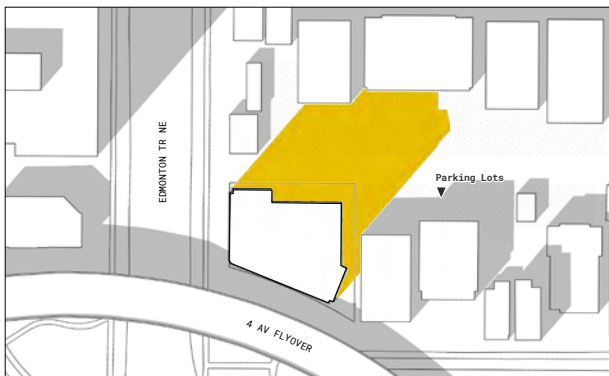
MARCH 21 / SEPTEMBER 21

10:00AM



MARCH 21 / SEPTEMBER 21



1:00PM



MARCH 21 / SEPTEMBER 21

4:00PM

LEGEND

-  Proposed Building Shadow
-  Existing Built Form Shadow

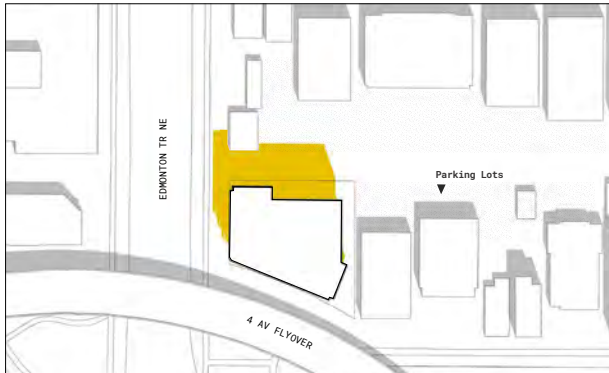
NOTE: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Simulated dates and times are based on established City of Calgary requirements.

SHADOW STUDY

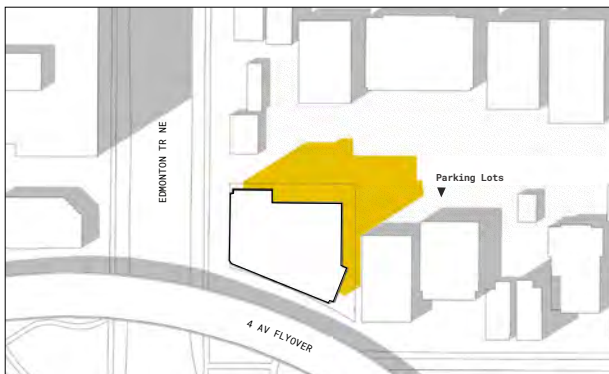
SUMMER





JUNE 21
10:00AM



JUNE 21
1:00PM



JUNE 21
4:00PM

- LEGEND**
-  Proposed Building Shadow
 -  Existing Built Form Shadow

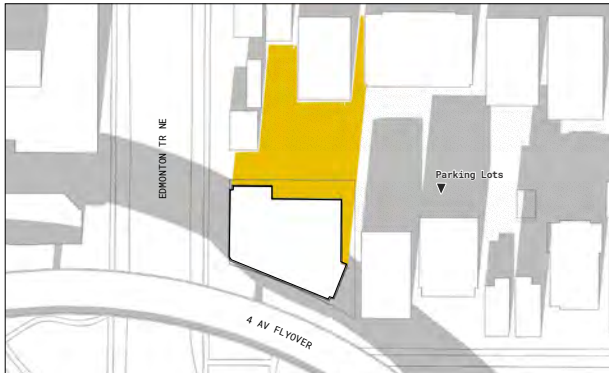
NOTE: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Simulated dates and times are based on established City of Calgary requirements.

SHADOW STUDY

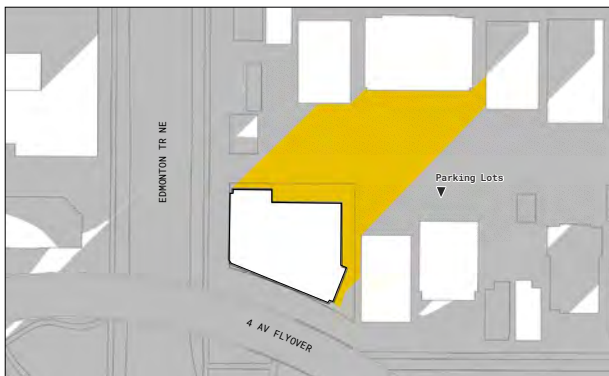
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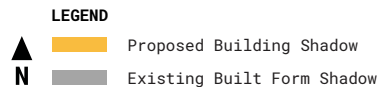
DECEMBER 21
10:00AM



DECEMBER 21
1:00PM



DECEMBER 21
4:00PM



NOTE: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Simulated dates and times are based on established City of Calgary requirements.

