

**LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018**

MAP 1NW

EXECUTIVE SUMMARY

This land use amendment proposes to redesignate a single parcel of approximately 3.22 hectares \pm (7.97 acres \pm) located in the community of Dalhousie from Commercial – Community 2 f2.0h9 (C-C2f2.0h9) District to DC Direct Control District (based on the Commercial Community 2 District) to accommodate a mixed-use development.

A development permit application (DP2016-5075) has also been submitted and is currently under review that proposes a total of 440 units and approximately 12,541 square metres (135,000 square feet) of commercial, retail and office space. The development permit application will be presented to Calgary Planning Commission at a future date.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S)	2017 November 16
That Calgary Planning Commission recommends APPROVAL of the proposed Land Use Amendment.	
RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION	
That Council hold a Public Hearing on Bylaw 26D2018; and	
<ol style="list-style-type: none">ADOPT the proposed redesignation of 3.22 hectares \pm (7.97 acres \pm) located at 5505 Shaganappi Trail NW (Plan 7410037, Block 1, Lot 1) from Commercial – Community 2 f2.0h9 (C-C2f2.0h9) District to DC Direct Control District to accommodate a mixed use development, in accordance with Administration's recommendation; andGive three readings to the proposed Bylaw 26D2018.	

REASON(S) FOR RECOMMENDATION:

This application for a comprehensive mixed-use development on an existing commercial site in an established community presents a tremendous opportunity to realize the goals of the Municipal Development Plan and policies for building complete community, supporting intensification and greater housing and employment choice in concert with high quality urban environments and primary transit services.

**LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018**

MAP 1NW

The application underwent an extensive four-phase public engagement program consisting of online surveys, workshops, open houses and other various complementary engagement methods. The final submission represents a collaborative process of design between the applicant, the City of Calgary and the community, and has undergone numerous changes since the initial submission.

The application proposes an increase in density on a strategic site that is located near an LRT station and in a community that has experienced a decline in population since its peak in 1982. Directing growth to areas well served by transit, pathways and roads that have experienced population decline is a goal of the Municipal Development Plan. The development will effectively:

- utilize existing municipal infrastructure,
- increase mobility options for citizens,
- make more efficient use of transit investment and
- provide a range of housing types to enable citizens from a wide economic and demographic spectrum to live within the community of Dalhousie.

The subject site is also located close to public parks and existing commercial amenities and the accompanying development permit application includes additional ground floor retail units, a new grocery store, office and residential uses.

The application achieves a balance between the need for higher density development in commercial activity centres near transit and sensitive integration into an existing community. The proposal mitigates negative impacts of heights and shadows on adjacent residential areas by stepping down maximum heights toward Dalton Drive NW. The proposed land use together with the size of the subject site is large enough to provide flexible options in site design and allow for a break-up of massing, providing pedestrian permeability through the site and improving interfaces with public streets and pathways.

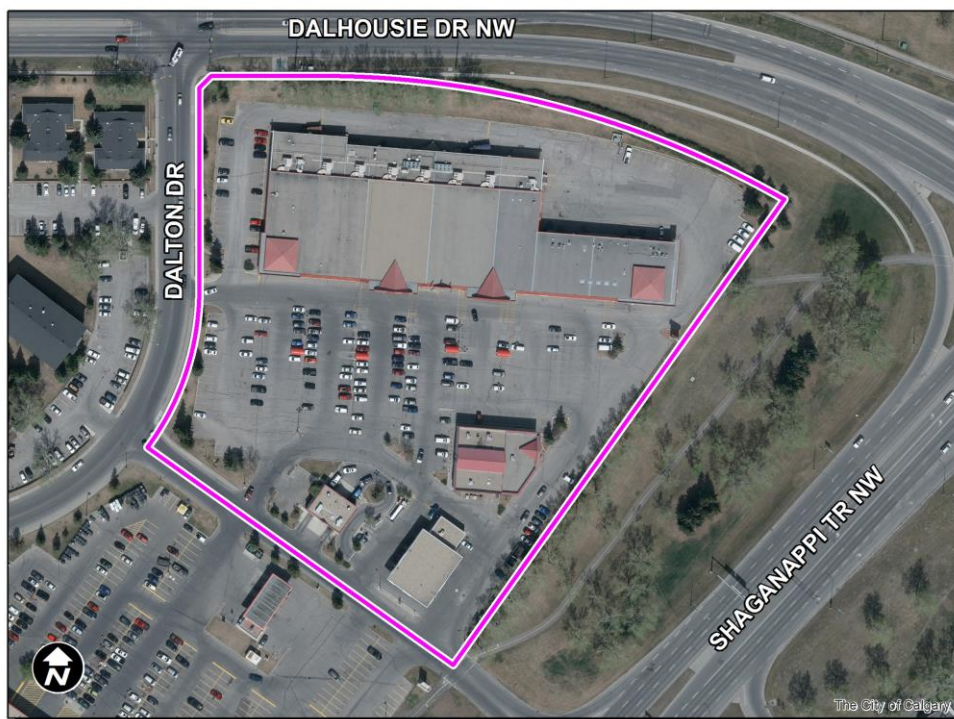
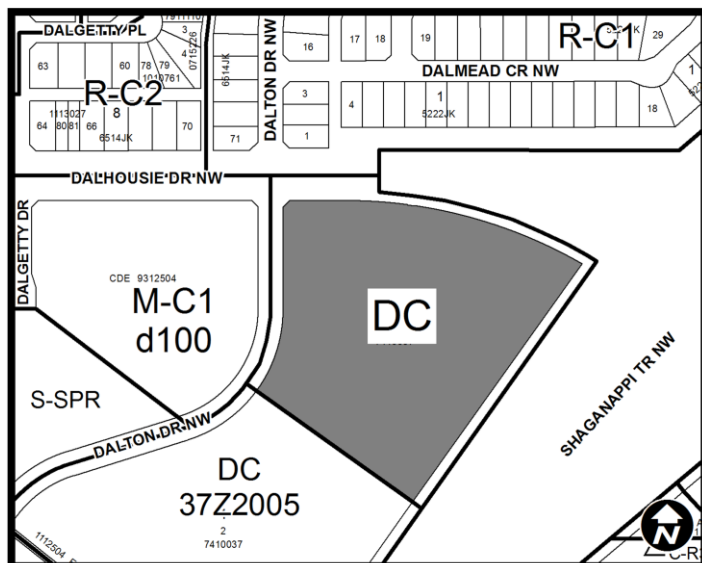
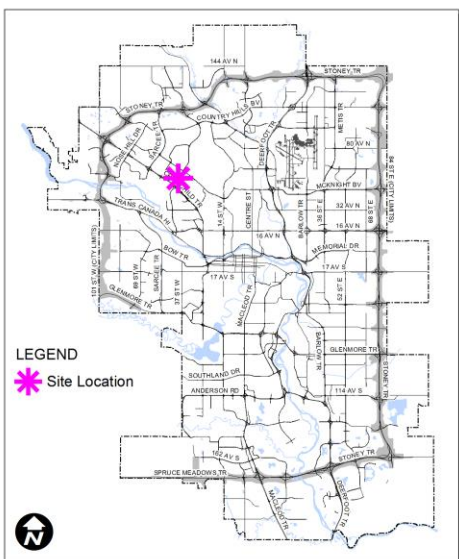
ATTACHMENT

1. Proposed Bylaw 26D2018

LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018

MAP 1NW

LOCATION MAPS



LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018

MAP 1NW

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 3.22 hectares \pm (7.97 acres \pm) located at 5505 Shaganappi Trail NW (Plan 7410037, Block 1, Lot 1) from Commercial – Community 2 f2.0h9 (C-C2f2.0h9) District to DC Direct Control District to accommodate a mixed use development with guidelines (APPENDIX II).

Moved by: C. Friesen

Absent: J. Gondek and E. Woolley

Carried: 4 – 2

Opposed: A. Palmiere and
D. Leighton

Reasons for Approval from Mr. Wright:

- Once again, we have a redevelopment of a retail site that does not provide the excitement and innovative notions I had hoped for. However, it is still a reasonable but “pedestrian” redevelopment and thus I supported it.

Reasons for Opposition from Mr. Palmiere:

- The C-C2 district is not an appropriate base district. It is a district designed to buffer commercial development from adjacent residential. The proposed DC’s intent is to facilitate a mixed-use development but a successful mixed-use development will not be achieved by 6 metre setbacks, suburban landscaping, and significant auto oriented uses. Instead this DC facilitates an awkward built-form, setback, and use mix that straddles the least desirable elements of suburban commercial development and quasi-urbanism.

Reasons for Opposition from Mr. Leighton:

- I did not support this land use amendment for the same reasons as the previous Co-Op (Oakridge) (LOC2016-0330) application:
 - a. A fundamentally flawed land use approach; that does not fully encourage or support future, long-term redevelopment of the site.
 - b. The application requires further refinement to better reflect consultation and create better urban design outcomes.
 - c. I also have concerns regarding the City-led consultation process, in particular the reliance on consultation over the summer months.

Comments from Ms. Juan:

- This application gained my reluctant support. The sites are not overly innovative and they cater to the current leases that are on the site and not strong planning principles. I am optimistic that the Applicant can take some of the comments at Commission regarding the relevance of auto-oriented use in a mixed use node, shadow impacts and master planning. I am comforted to know CPC will see the

LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018

MAP 1NW

development permits and I hope that the Applicant takes CPC's comments into consideration.

2017 November 16

AMENDMENT: Amend Guideline 5(b) to exclude the following uses as discretionary uses:

- Car Wash – Multi Vehicle;
- Drive Through;
- Car Wash – Single Vehicle; and
- Gas Bar.

Moved by: A. Palmiere

LOST: 5 – 1

Absent: J. Gondek and E. Woolley
Opposed: R. Wright, L. Juan,
C. Friesen,
R. Vanderputten
and D. Leighton

AMENDMENT: The Calgary Planning Commission recommended that Council amend Guideline 5(b) to exclude the following uses as discretionary uses:

- Car Wash – Multi Vehicle;
- Drive Through;
- Car Wash – Single Vehicle; and
- Gas Bar.

Moved by: A. Palmiere

LOST: 4 – 2

Absent: J. Gondek and E. Woolley
Opposed: R. Wright, C. Friesen,
R. Vanderputten
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LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018

MAP 1NW

Applicant:

QBI-CP DH Developments Inc

Landowner:

Calgary Co-Operative Association Limited

PLANNING EVALUATION

SITE CONTEXT

The subject site is located in the community of Dalhousie near the intersection of Shaganappi Trail NW and Dalhousie Drive NW. The site consists of a single parcel of land (3.22 hectares) that is currently developed with a grocery store, bank, liquor store, car wash and gas bar with a large surface parking lot.

The parcel is located approximately 850 metres from the Dalhousie LRT station at the nearest point and 1.0 kilometre at its furthest point.

Adjacent development around the site consists of:

- Various low density residential developments to the north across Dalhousie Drive NW;
- Northland Mall is located to the southeast across Shaganappi Trail NW;
- Canadian Tire is located south of the subject site with a gas bar and large surface lot;
- Dalton Park is located approximately 100 metres southwest with trail connections to Dalhousie LRT station; and
- Various multi-residential developments along Dalton Drive NW and Dalhousie Drive NW.

Dalhousie	
Peak Population Year	1982
Peak Population	10,770
2017 Current Population	8,992
Difference in Population (Number)	-1,778
Difference in Population (Percent)	-17%

The table above identifies a significant decline in peak population since 1982 and the proposed development will help mitigate that loss by providing an increase in residential, commercial and employment density in the area.

LAND USE DISTRICTS

Proposed Direct Control District (base C-C2 District)

The proposed DC District is intended to provide for a mix of housing, retail and employment while better managing the auto-oriented uses and allowing for additional density and height on

**LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018**

MAP 1NW

the site. The proposed maximum Floor Area Ratio (FAR) is 3.0 and the maximum building height of 76.0 metres (approximately 22 stories) with an additional height restriction of 26.0 metres within 20.0 metres of Dalton Drive NW to limit the impact of massing and shadowing on the adjacent parcels.

The base Commercial – Community 2 (C-C2) District is characterized by:

- large commercial development with a wide range of sizes and types of uses contained within several buildings on a comprehensively designed site;
- buildings that are higher than the nearby low density residential areas;
- opportunities for commercial uses to be combined with office and residential uses in the same development; and
- varying building density and height established through maximum FAR and building height.

The proposed DC:

- transfers Vehicle Rental – Minor and Vehicle Sales – Minor from permitted uses to discretionary uses;
- removes other auto-oriented discretionary uses like Auto Service – Major and Auto Service – Minor and standalone parking lots from the list of uses entirely;
- includes the additional discretionary uses of Multi-Residential Development and Food Kiosk (to animate an anticipated on-site plaza space);
- removes the incompatible uses of Funeral Home, Pawn Shop and Payday Loan entirely from the list of uses;
- allows for residential uses at grade along with live work and commercial units; and
- utilizes the general multi-residential landscaping and amenity space rules to bolster the stock commercial district requirements for the benefit of future residents.

Refer to APPENDIX II for the complete proposed Direct Control District.

Timeline

Internal timelines were adjusted for the subject land use application as Administration had concerns with initial submission for the associated development permit application (i.e. building design, site planning and interfaces). During the review process, a cross departmental review group was established in order to maintain a consistent review on all Co-op applications. Further, because of the scope and significance of the proposed applications, Administration determined that an adjusted timeline was necessary in order for there to be constructive and credible engagement with the public and further collaboration with the applicant.

**LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018**

MAP 1NW

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the South Saskatchewan Regional Plan (SSRP).

Municipal Development Plan (MDP)

The MDP identifies the subject site as a Community Activity Centre (CAC). CACs are areas of moderate job and population growth convenient to one or more communities and supported by the Primary Transit Network.

CACs provide for a concentration of jobs and population in strategic locations throughout the city, and represent a local destination for multiple communities. They provide an opportunity to accommodate significant numbers of workers and residents in centres that are well served by public transit. The minimum intensity threshold for a CAC is 150 people and jobs per gross developable hectare. The design and character of each CAC must ensure a high-quality environment that features amenities to create a comfortable environment that accommodates pedestrians and cyclists and makes the CAC a desirable place for workers, residents and businesses to locate. Because CACs are often located at existing retail sites, retail is an important element to be retained.

The proposed land use allows multiple uses including office, retail, grocery and residential in a single site. This enables a mixed-use development that can be a desirable place for residents, businesses and workers.

Most CACs are existing commercial developments and should continue to provide a significant level of retail service. CACs should contain a broad range of ground-oriented and medium to high density apartment housing and a mix of housing tenure and affordability levels to accommodate a diverse range of the population. The proposed land use allows for a wide variety of commercial uses.

Vehicle parking should be located, accessed and designed so as to minimize impacts on transit and pedestrian areas within the CAC. Smaller surface parking lots may be accommodated at peripheral locations away from the nearest transit facility and pedestrian precincts, or located at the rear of buildings. Vehicle parking should ultimately be contained within structured facilities or underground. These details will be evaluated as part of the development permit process.

Plans and designs for tall buildings should ensure that they are:

- sited and architecturally designed to contribute positively to the skyline of the city;
- designed with pedestrian scale at the base and a prominent roofline;

**LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018**

MAP 1NW

- integrated with adjacent areas by stepping down to lower-scale buildings and neighbourhoods; and
- considerate of the shadow impacts on adjacent residential areas and parks and open spaces.

The application generally conforms to these policies by scaling down height on the site with the tallest sections closest to Shaganappi Trail NW. Compatibility with nearby residential development is addressed through natural slope, height transitions within the proposed DC and separation from existing residential development by public streets.

Local Area Plans

The subject site is referenced in the Dalhousie Design Brief (a non-statutory document approved 1973 February 05). The subject site is identified as being part of “Area H” within the plan (the area bounded by Dalhousie Drive NW to the north, Shaganappi Trail NW to the east, Crowchild Trail NW to the south and the municipal pathway to the west), which is intended to accommodate 3,848 people, or 84.9 people per hectare in multi-residential dwellings. This area is estimated to contain less than 3,000 people currently. Note that the Design Brief was intended to direct the initial build-out of the community, and was created at a time far in advance of the Municipal Development Plan or improvements to transportation infrastructure, specifically the extension of the LRT to Dalhousie Station.

TRANSPORTATION NETWORKS

Vehicle access to the site is provided via Dalton Drive NW and a private road, commonly referred to as Belle Road, shared between the subject site and the parcel to the south.

A transportation impact assessment (TIA) was submitted with the application. The developer will be responsible for implementing a multi-use pathway along the south side of Dalhousie Drive between Dalton Drive (east) and Shaganappi Trail, as well as for improvements to the pedestrian crossing (pathway) of Belle North at the east end of the site.

UTILITIES & SERVICING

Water, Storm and Sanitary services are available to the site. On-site servicing will be determined through the Development Site Servicing Plan review.

ENVIRONMENTAL ISSUES

A Phase 1 Environmental Site Assessment was submitted with this application. The applicant shall address the recommendations made in the report prior to development permit release.

**LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018**

MAP 1NW

GROWTH MANAGEMENT

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

PUBLIC ENGAGEMENT

Community Association Comments

The Dalhousie Community Association was circulated as part of the application process in 2016 and have been involved in the City-led engagement process which is summarized in detail below. The CA sees redevelopment of site as beneficial provided it is inviting to the public, does not change the character of this portion of the community in an extreme manner and does not impede residents' ability to enter, exit and travel around the community safely and easily. They are generally supportive of the proposal, but mainly have development permit-level concerns related to site function, building design, landscaping, parking and access. A copy of the Dalhousie Community Association comments is included in APPENDIX III of this report.

Public Meetings

Both the applicant and The City contributed to the engagement process for this significant project. The applicant conducted their engagement process generally prior to application submission. During the review of the application, it was identified that additional public engagement events were needed to ensure local community stakeholders were well-informed on the application process and could continue to contribute to a collaborative site design building effort. The highlights of the City led engagement are also highlighted below with additional information in APPENDIX IV.

City Led Engagement

Engagement strategy

A comprehensive engagement strategy was developed by the Administration to facilitate multiple touch points and ensure inclusivity for all who want to provide input and learn about the Dalhousie Co-op Redevelopment project. The Engage Spectrum level for this project was 'Listen and Learn' which is defined as "We will listen to stakeholders and learn about their plans, views, issues, concerns, expectations and ideas."

For this project, a multi-phased engagement approach was used that included four phases of engagement with multiple in-person and online opportunities between May and November 2017.

**LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018**

MAP 1NW

The goals of the phased approach and the overall engagement program were to:

- Inform the community about the application and the planning process
- Gather a high-level understanding of issues and concerns to better assess the application and determine future phases of engagement
- Educate participants on the tradeoffs and weighing of alternatives involved in developing a site like this, and to ensure their feedback was meaningful, as it represented a decision made in the context of constraints, alternatives and tradeoffs.
- Ensure that public feedback was more than opinions on the proposed development, but about how the proposal could be improved which was used to help negotiate changes with the applicant
- Evaluate the application's changes against the community input and concerns that were provided throughout the program

Engagement overview

Over the course of our phased engagement program for the Dalhousie Co-op Redevelopment application we engaged with 457 people (not including the final information session), at 5 in-person events and through 2 separate online opportunities and collected a total of 877 comments and ideas.

Overall, there was a high level of interest in the proposed application and a wide range of input was received from the community throughout the engagement program. From a land use perspective, the major changes from initial application include a reduction in building massing, decrease in height along Dalton Road NW and an increase to landscaping and amenity requirements. Themes of what we heard are detailed by each phase in APPENDIX IV of this report.

LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018

MAP 1NW

APPENDIX I

APPLICANT'S SUBMISSION

CO-OP

Calgary Co-operative Association Limited | #110, 151 - 86 Avenue S.E., Calgary, AB T2H 3A5 | ph: 403-219-6025

City of Calgary

Re: Dalhousie Co-op Redevelopment

The proposed Boulevard at Dalhousie Calgary Co-op Redevelopment is a unique mixed-use project which will replace an aging retail grocery store and related infrastructure, bringing new amenities, including housing, retail and office space to this North West Calgary community. The potential for this development is exciting. Quarry Bay Investments Inc. and Calgary Co-op believe this development will have a positive economic, social and aesthetic impact on the surrounding Dalhousie community and businesses, making it a key development in Calgary and a beneficial addition to the surrounding neighbourhoods.

Located at 5505 Shaganappi Trail N.W. this property is anchored by a successful Co-op grocery store, liquor store, gas bar and car wash, along with additional retail services and restaurants. The proposed plan builds on the existing success of these businesses, while adding additional multi-family housing, office and retail space. The development will bring added services and amenities to the area for residents, as well as a diversity of housing options not available in the existing community. This will enable many area residents to downsize and remain in their preferred neighbourhood. It will also allow a new generation of residents to make Dalhousie their home. This project, once completed, will bring a wide range of services and amenities creating a unique, local urban village.

The development proposes four new buildings, along with a relocated gas bar. The tallest buildings are 22 storeys (76 metres) and 10 storeys (36 metres) in height. A total of 440 residential units are proposed along with various commercial and office spaces. The Land-Use application would allow for the addition of residential units as well as an increase to the current permitted height. We are working with City Administration on the concurrent DP application, which will be brought forward to CPC at a later date.

The proposed plans for the site have been developed to add density, while factoring in the needs and aesthetics of the surrounding community. Attention to building design, height and placement has been made to prevent shadowing on nearby residential areas, while maintaining and improving pedestrian accessibility. Extensive engagement activities, in-person and online, were completed over a two year period and the design before you is a culmination of those efforts, reflecting the needs and wants of the community as a whole. The project will revitalize this portion of the neighbourhood and give the area more housing and amenity options.

To date, several community engagement and outreach activities have been completed, such as:

- Co-op employee information sessions
- In-Store Kiosk at the Dalhousie Co-op (August/September 2016)
- Exploratory and design review meetings with the Dalhousie Community Association
- QBI Co-op led Open House events (October 2016)
- Promoted social media campaigns on Facebook, LinkedIn and Twitter
- Information posted on the Dalhousie Community Association website
- Signs/postcards in the Dalhousie Co-op and Dalhousie Community Association
- Roadside signs promoting open house events (October 2016)
- Project website

**LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018**

MAP 1NW



Calgary Co-operative Association Limited | #110, 151 - 86 Avenue S.E., Calgary, AB T2H 3A5 | ph: 403-219-6025

- Email/phone correspondence, including email update sign up options
- City-led online engagement
- City-led community visioning April/May 2017
- City-led workshops June 2017
- Open House August 2017
- Face-to-face meetings with community members

We are confident that this application and project is the right fit for the community and will benefit all stakeholders.

Thank you for your consideration.

CALGARY CO-OPERATIVE ASSOCIATION LIMITED

A blue ink signature of Tony Argento, consisting of a stylized, cursive script.

Tony Argento, B.A., B.E.D.S., M.Arch.F.P.
Director – Real Estate & Development

QUARRY BAY INVESTMENTS INC.

A blue ink signature of Michael E. Lobsinger, featuring a bold, cursive script.

Michael E. Lobsinger
President & CEO

LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018

MAP 1NW

APPENDIX II

PROPOSED DIRECT CONTROL GUIDELINES

Purpose

1 This Direct Control District is intended to:

- (a) provide for a high **density** mixed-use **development**;
- (b) incorporate **amenity space** and landscaping requirements for **dwelling units**; and
- (c) provide opportunities for commercial and multi-residential **uses**.

Compliance with Bylaw 1P2007

2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District.

Reference to Bylaw 1P2007

3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

Permitted Uses

4 The **permitted uses** of the Commercial – Community 2 (C-C2) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District with the exclusion of:

- (a) **Vehicle Rental – Minor**; and
- (b) **Vehicle Sales – Minor**.

Discretionary Uses

5 The **discretionary uses** of the Commercial – Community 2 (C-C2) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District:

- (a) with the addition of:
 - (i) **Multi-Residential Development**;
 - (ii) **Food Kiosk**;
 - (iii) **Vehicle Rental – Minor**; and
 - (iv) **Vehicle Sales – Minor**; and
- (b) with the exclusion of:
 - (i) **Auto Service – Major**;
 - (ii) **Auto Service – Minor**;

LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018

MAP 1NW

- (iii) **Funeral Home;**
- (iv) **Parking Lot – Grade;**
- (v) **Parking Lot – Structure;**
- (vi) **Pawn Shop; and**
- (vii) **Payday Loan.**

Bylaw 1P2007 District Rules

- 6** Unless otherwise specified, the rules of the Commercial – Community 2 (C-C2) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area

- 7** The maximum *floor area ratio* is 3.0.

Building Height

- 8** The maximum *building height* is:

- (a) 26.0 metres within 20.0 metres of a *property line* shared with Dalton Drive NW; and
- (b) 76.0 metres in all other cases.

Location of Uses within Buildings

- 9** (1) **Dwelling Units** may be located on the ground floor of a *building*.
- (2) “Commercial Uses” and **Live Work Units**:
- (a) may be located on the same floor as **Dwelling Units**; and
 - (b) must not share an internal hallway with **Dwelling Units**.
- (3) Where this section refers to “Commercial Uses”, it refers to the listed *uses* in sections 4 and 5 of this Direct Control District, other than **Dwelling Unit** and **Live Work Unit**.

Building Setbacks

- 10** Where the *parcel* shares a *property line* with:
- (a) Shaganappi Boulevard NW or Dalhousie Drive NW, there is no requirement for a *setback area*; and
 - (b) Dalton Drive NW and the private road known as Belle Road NW, the *setback area* must have a minimum depth of 3.0 metres.

LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018

MAP 1NW

Landscaping in Setback Areas

- 11 Where a **setback area** shares a **property line** with Dalton Drive NW or the private road known as Belle Road NW, the **setback area** must:
- (a) be a **soft surfaced landscaped area**;
 - (b) provide a minimum of 1.0 trees and 2.0 shrubs for every 30.0 square metres of **landscaped area** provided;
 - (c) provide a minimum of 25.0 percent coniferous trees;
 - (d) where deciduous trees are provided, deciduous trees must have a minimum **calliper** of 50 millimetres and at least 50.0 per cent of the provided deciduous trees must have a minimum **calliper** of 75 millimetres at the time of planting;
 - (e) where coniferous trees are provided, coniferous trees must have a minimum height of 2.0 metres and at least 50.0 per cent of the provided coniferous trees must be a minimum of 3.0 metres in height at the time of planting;
 - (f) where shrubs are provided, shrubs must be a minimum height or spread of 0.6 metres at the time of planting;
 - (g) where **landscaped areas** with a **building** below are located, planting areas must have the following minimum soil depths:
 - (i) 1.2 metres for trees;
 - (ii) 0.6 metres for shrubs; and
 - (iii) 0.3 metres for all other planting areas; and
 - (h) the soil depths referenced in subsection (g) must cover an area equal to the mature spread of the planting material.

Amenity Space

- 12 (1) A **patio** may be located in a **setback area** between a **street-oriented multi-residential building** and a **property line** shared with a **street**.
- (2) **Amenity space** may be provided as **common amenity space**, **private amenity space** or a combination of both.
- (3) The required minimum **amenity space** is 5.0 square metres per **unit**.

LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018

MAP 1NW

- (4) When the **private amenity space** provided is 5.0 square metres or less per **unit**, that specific area will be included to satisfy the **amenity space** requirement.
- (5) When the **private amenity space** exceeds 5.0 square metres per **unit**, only 5.0 square metres per **unit** must be included to satisfy the **amenity space** requirement.
- (6) Where a **patio** is located within 4.0 metres of a **lane** or another **parcel**, it must be **screened**.
- (7) **Private amenity space** must:
 - (a) be in the form of a **balcony, deck** or **patio**; and
 - (b) have no minimum dimensions of less than 2.0 metres.
- (8) **Common amenity space**:
 - (a) may be provided as **common amenity space – indoors** and as **common amenity space – outdoors**;
 - (b) must be accessible from all the **units**;
 - (c) must have a contiguous area of not less than 50.0 square metres, with no dimension less than 6.0 metres; and
 - (d) must not be located in a required **setback area**.
- (9) **Common amenity space – indoors** may only be provided to satisfy the **amenity space** requirement as part of a **development** with 100 or more **units**.
- (10) A maximum of 10.0 per cent of the required **amenity space** may be provided as **common amenity space – indoors**.
- (11) **Common amenity space – outdoors** must provide a **balcony, deck** or **patio** and at least one of the following as permanent features:
 - (a) a barbeque; or
 - (b) seating.

Relaxation Rule

- 13 The **Development Authority** may relax any of the rules contained in sections 8, 10, 11, and 12 of this Direct Control District where the relaxation test in Bylaw 1P2007 is met.

LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018

MAP 1NW

APPENDIX III

LETTERS SUBMITTED – DALHOUSIE COMMUNITY ASSOCIATION COMMENTS

Dalhousie Community Association feedback 116 people took a survey: top six highlights: Residents want better connections to community, vibrant mixed use area, more small scale local business, public space to gather with friends & family, improved road safety & traffic calming that fits with the distinct community character & pride that exists in Dalhousie

Executive Summary:

1. Community sees redevelopment of site as beneficial provided it is inviting to them, does not change the character of this portion of the community in an extreme manner & does not impede residents' ability to enter, exit & travel around the community safely & easily.
2. It seems TOD principles are being followed even though the area is outside TOD boundaries.
3. There may simply be too much built environment footprint in too little space.
4. Lower building heights & use of quality building materials are consistent desires of Dalhousie residents.
5. Questions abound about parking on the site – but it is clear that revised application has considerably less surface parking available than currently are on the site & this will need to serve considerably more cars.
6. Gaps inserted into the “wall of buildings” on north side are welcome but small & not fully accessible.
7. Entry/egress restricted to 2 ways in/out creating safety concerns, active mode travel problems, traffic problems.
8. A pedestrian plaza that is also a 590 space parkade entrance does not make sense to us.
9. A lot of enhancements still must be made to ensure the safety of pedestrians & cyclists in & around
10. Transit laybys should be considered to improve transit use, active mode travel safety, traffic safety.
11. We are very concerned that the intersection of Dalhousie Drive & Dalton Drive will not function well given the extra demands of the Co-op & Birchwood developments (2,000+ more residents)
12. Shading will be significant in winter; there seems to be no room to stack piles of snow on the surface parking lot.
13. Plans show an inventory of 108 existing large trees along the perimeter of the site & in the road right-of-way next to Shaganappi Trail. We expect that these will be maintained if possible or they will be replaced with large trees.
14. Signage within & on the exterior of the centre would be rather subtle in keeping with residential nature of the area.

LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018

MAP 1NW

General comments on revised Co-op application based on what we learned from the plans at Aug 28 Open House

Development does not fall within the TOD boundaries, yet density & type of development that would apply in a TOD development are being imposed. Much development is being planned for the site, perhaps more than it can realistically handle.

The present height of the buildings on the site is hardly noticeable to the neighbours to the north or those travelling along Dalhousie Drive. Under current plans this will change dramatically. The height of the proposed 9-storey condominiums along Dalhousie Drive creates a wall effect. We understand that the City of Calgary File Manager felt that the amount of surface parking proposed—159 stalls—would be adequate since that number was comparable to the existing amount of parking on site. We felt sure that was incorrect so **we counted the existing stalls - 318 plus 28 “private” stalls in the back of the store for a total of 346, more than double!** Access to the underground parking is problematic. located close to the north end of the Co-op store. vehicles have to cross pedestrian corridors & portions of the large plaza area to access the entry—a mix that seems neither safe nor conducive to creating pedestrian ambiance & a gathering space.

Storm water : If seepage continues from a spring on the north side of Dalhousie Drive near Shaganappi which has been a City problem for a number of years now, they may get some underground water, too. Residents with expertise in water, clay, & glacial till have expressed concern because there are multiple underground springs in Dalhousie.

Accesses to site: The revised plans show only 2 accesses to the site (presently there are 4)—the existing access from Dalton Drive just south of the signalized intersection & one adjacent to the carwash near the right-in/right-out from Shaganappi.

Dalton Drive Entrance—Dalton Drive is both narrow & steeply sloped at this point & curves a little further south disrupting viewlines of oncoming traffic. This road can be problematic, especially in icy conditions. Residents have reported back ups hundreds of metres long during these conditions. In addition, pedestrians often cross mid-block to access the bus stop or multi-family dwellings. We request one or more formalized crosswalks &/or pedestrian lights in this vicinity to enhance pedestrian safety.

Entrance in SE corner near Shaganappi—we have been told that numerous vehicular activities have been purposely concentrated in the SE corner near the right turn from Shaganappi Trail. They include:

- vehicles crossing the new asphalt pathway used by cyclists & pedestrians which parallels Shaganappi Trail,
- large delivery trucks stopping in front of the two exits from the carwash then turning as they back up into Co-op's loading dock,
- potentially, garbage & recycling trucks that will collect using swampers to move the bins

**LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018**

MAP 1NW

- entering the site via the only entrance from the Dalton/Shaganappi Link road,
- entering the carwash,
- passing the propane tank & gas bar before driving in front of the Co-op store.
- A main entrance/exit into the Canadian Tire site also exists in this immediate vicinity.

This is a lot of potential activity in a small area, especially considering that vehicles exiting Shaganappi travel rather quickly. this entrance will not be safe for pedestrians, cyclists or drivers.

Dalton Drive south of Dalhousie Drive is only a two-lane road which must provide all access to/from the area for approximately 1200 existing dwellings & up to at least 1400 new dwellings proposed at this time. Also, two-way bus service is necessary along this loop.

Traffic concerns: We are very concerned that the intersection of Dalhousie Drive & Dalton Drive will not function well given the extra demands of the Co-op & Birchwood developments. Regardless of the time of day, most often there is pedestrian & some cycling activity at this intersection in addition to many vehicular turning movements. This intersection controls the only access to/from the community on the east side & is the main access to the commercial sites to the south. The right-in/right-out from Shaganappi continues to be of concern. How long will this access be available? If it goes away at some point it's a gamechanger. The current site has limited internal pedestrian connections, with the exception of sidewalks in front of the existing buildings & a number of high visibility crossings from the main Co-op building to the parking area.

It is important that final designs ensure that any pedestrian corridors have clear passage for people needing to use them.

In terms of the internal pedestrian plaza, internal to the northeast corner of the development, a decision must be made as to whether this is going to be pedestrian space or not. In its current shared form concept (doubling as a parkade entrance), significant automobile traffic will effectively preclude pedestrians from seeing this as viable space to congregate & enjoy.

Pedestrian Movements around the Development: Sidewalks around the development, along Dalton Road & the south side of Dalhousie Drive are relatively narrow at present. Any plans to improve & widen sidewalks should create a better pedestrian environment. Upgrading the pathway north of the site, along the south side of Dalhousie Drive, to a regional pathway will provide more space for pedestrians on occasions where cyclists are also trying to access the corridor. The addition of sidewalks along the Dalton/Shaganappi Link Road will further enhance pedestrian connectivity.

Intersections markings & design should be considered in terms of higher traffic volumes. Irrespective of the pedestrian improvements within & around the development, we remain concerned that the overall form of the development will create barriers to pedestrian permeability into the site from the adjacent community.

LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018

MAP 1NW

Cycling Movements within the Development: As there are no plans for cycling specific infrastructure within the site, it is important that efforts are made to ensure that people cycling within the site feel safe & are visible on

Cycling Movements around the Development: Dalhousie Drive is a designated bicycle route, connecting to the Northland Drive bicycle lanes in the east & the regional north-south green space pathway in the west (near Dalgliesh Road). At present, Dalhousie Drive has no tangible physical improvements to make it accessible to a wide range of ages & abilities of cyclists. The addition of a regional pathway on the south side of Dalhousie Drive is a small, but essential, step in the right direction, in terms of providing cyclists space to ride that is outside of the acceleration area for motorists accessing southbound Shaganappi Trail. The addition of a curb ramp, east of Dalton Drive (likely east of the bus stop), to allow eastbound cyclists to transition onto the pathway from the shared space roadway west of Dalton Drive, should be considered. On the north side of Dalhousie Drive, at the intersection of Dalton Drive & Dalhousie Drive, the way the pathway intersects the roadway provides cyclists & motorists little guidance for how cyclists are to transition from the pathway onto the shared space roadway west of Dalton Drive. Consideration should be given to how this can be improved, particularly as the development will drive increased traffic volumes at this intersection.

Improvements should also be made to the narrow sidewalks across the channelized turns on the southwest & southeast corner of Shaganappi Trail & Dalhousie Drive so that cyclists & pedestrians can safely share the space. This includes upgrading to regional pathway specification, ensuring alignments into the crossing are suitable for bikes (including those pulling trailers) & providing winter snow & ice control.

Specific to the regional north-south pathway along Shaganappi Trail, east of the development, the alignment of the access from Shaganappi Trail onto Dalton/Shaganappi Link Road needs some thought as motorists may be exiting Shaganappi Trail at relatively high speeds given the current turn radius, potentially compromising cyclist & pedestrian safety in the crossing. Realigning this turn such that motorists are forced to slow down prior to the crossing could be beneficial.

There is an understanding that bicycle lanes, prescribed as the Complete Streets treatment for a Collector road, are being considered for Dalton Drive. The Planning & Development Committee discussed whether continuation of the multiuse pathway from Dalhousie Drive was preferable, identifying the following challenges with a multiuse pathway in the given context; (1) multiple roadway crossings leading to turning conflicts with unclear right-of-way, (2) difficulty & lack of clarity when transitioning between a two-way pathway & roadway, particularly if only limited continuity along Dalton Drive can be achieved & (3) conflicts with mixing cyclists & pedestrians if high pedestrian traffic volume occurs, particularly if the pathway is narrow. In contrast, bicycle lanes were seen as providing cyclists with space to travel separate from motor vehicles, while still maintaining uniform roadway operation in terms of travel directions. Concerns were still expressed in terms of the ability for bicycle lanes to provide an adequately

**LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018**

MAP 1NW

safe & comfortable operating environment for a wide range of age & ability of rider, including children, in the event that buses & large trucks utilize Dalton Drive, potentially encroaching on space set aside for cyclists. To address this, the Planning & Development Committee felt that additional dialogue with the City might be warranted & that an alternative solution, given the observed boulevard space, might be to consider raised one-way cycle tracks on each side of the roadway, understanding that intersection treatments would have to be carefully considered to ensure logical transitions.

The Committee is concerned about reported infrequent use of the new active modes overpass across Shaganappi Trail. To better leverage this infrastructure, we encourage the development to ensure the connections to the overpass, via the regional pathway & Dalton/Shaganappi Link Road crossing are safe & intuitive. We also urge the City to consider the challenge presented by the fact that the east ramp of the overpass simply “dumps” pedestrians & cyclists into a parking lot, with illogical connections to the soon-to-be redeveloped Northland Mall site. We do understand that there are plans for bicycle lanes along 52nd Avenue NW, with a pathway connection to the overpass, as part of the Northland redevelopment. We strongly encourage the City to ensure that these are well connected to the pathway & overpass so that they can be easily & safely accessed.

In terms of evaluating any Transportation Impact Studies we would expect that the City give equal consideration to ensuring all modes of travel (pedestrian, cyclist & motorist) operate safely, efficiently & with operational clarity.

Landscaping: Plans show an inventory of 108 existing large trees along the perimeter of the site & in the road right-of-way next to Shaganappi Trail. We expect that these will be maintained, & in case this is not possible that they will be replaced by mature trees. Dalhousie residents have consistently mentioned parks trees & greenspaces as a top priority.

Snow Removal: There will be no room to stack piles of snow on the surface parking lot. At the open house the Co-op representative stated that the snow would be hauled away, if this is not the case experience shows that large numbers of surface parking stalls will be unusable in the winter.

Signage: The plans give little detail about signage. Given that there is a large residential component proposed, it would seem reasonable to expect that signage within the centre would be rather subtle. That is, no brightly-lit, flashing or moving signage. Because the site is surrounded by residential on three sides, the same consideration should apply to the exterior of the site. We would like to see final drawings for signage.

Conclusion: As stated in the opening we believe that potentially there is too much development that is being planned for the site & that access to, from & through the site will be obstructed & frustrating to patrons. Community residents have indicated that they would see redevelopment of site as beneficial provided it is inviting to them, does not change the character of this portion of the community in an extreme manner, & does not impede residents’ ability to enter, exit &

**LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018**

MAP 1NW

travel around the community safely & easily. We note that many of the residents' ideas that were captured in the visioning exercises about shared community spaces/pedestrian spaces/cycling spaces seem to have been disregarded. We feel that this is because there is simply not enough space to accommodate those ideas. We ask that these ideas be further studied & implemented as much as possible into future planning. In these respects we feel that perhaps more development is being proposed than the site can realistically handle. A too-small surface parking lot surrounded by buildings with their backs to community with just 2 points of entry & egress is not what the community wants. In order to better fit with community needs & desires the applicant could free up square footage by reducing some of the building components & revisit the visioning workshops, site plans, heat maps & other information so the redevelopment will benefit more from the information gleaned from community input.

Thank you to Co-op, Quarry Bay, City administration, the Ward 7 office, Ward 4 Office & City Council for working with the community on this redevelopment opportunity.

LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018

MAP 1NW

APPENDIX IV

CITY LED ENGAGEMENT SUMMARY

Phase one: issues scoping

An online opportunity was provided to citizens in May 2017. The purpose of this phase was to develop a high-level understanding of the issues and concerns with the application, to inform our future phase of engagement.

- One online survey from May 15 – 25, 2017
 - We received 116 completed survey responses.
 - 173 comments and ideas were collected through phase one.

Phase one: what we heard

Some of the main themes that emerged through all of the comments gathered in phase one were:

Community values:

- Neighborhood location within the city and access to other parts of the city;
- Sufficient access to parking; and
- Parks, green space and open space.

Community concerns:

- New development will have a negative impact on traffic (increased congestion);
- New development will be low- quality (not visually appealing) and/ or buildings will be too high and not fit in with the existing community;
- Lack of local, small-scaled businesses; and
- Cumulative impact of all new developments to the community.

Community aspirations:

- Desire for new destinations including vibrant gathering spaces and mixed-use areas, to get together with friends and family;
- Improved traffic and road safety; and
- Desire for an improved journey to destinations such as better walkability, bikeability, streetscape, and connections to the community.

Phase two: visioning workshops

One in-person workshop was provided for citizens in June 2017. The purpose of this phase was to delve deeper into the issues, opportunities and outcomes that community residents want to see with the proposed development. We wanted participants to provide feedback on the development that wasn't overly constrained by the current proposal. We wanted citizens to understand that we didn't simply want to know their opinions on the proposed development, but how the proposal could be improved. This was achieved through a

LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018

MAP 1NW

charrette-style board game allowed participants to express their preferences, ideas and aspirations through a spatial planning exercise.

- One workshop was held at the Dalhousie Community Association on June 13.
- There were 39 workshop participants at the session.
- 6 community based concepts were developed at the session.
- One in-person 'fast lane' drop-in session was also held at the Dalhousie Community Association on June 13.
- There were 16 people in attendance for the drop-in session.
- **156 comments and ideas were collected through phase two of engagement.**

Phase two: what we heard

Some of the main themes that emerged through all of the comments gathered in phase two were:

- Citizens are concerned with the cumulative impact of all new developments occurring in the Dalhousie Community and want these addressed comprehensively with specific references to traffic congestion and transit.
- Citizens want the site to fit in with the surrounding community and to contribute and/or enhance the existing community character with more destinations and places to gather.
- Citizens want this site to be pedestrian and cycle friendly with strong connections through the site and into surrounding community.
- Citizens are concerned with the proposed building height of 22 storeys and have proposed a maximum height in the range of 9 – 15 stories.

The 6 community concepts were amalgamated to develop an overall workshop concept plan that was shared with the applicant. The heat maps and community concept can be found in the detailed phase two [What We Heard Report](#)

Phase three: revised application evaluation

The purpose of phase three of engagement was to share the results of our first two phases of engagement, what changes were requested of the developer through the first detailed team review and what changes were made to the proposal as a result of community feedback. Citizens were asked to assess the changes made and determine if they were appropriate in addressing community concerns.

Recognizing that summer is always a busy time, we offered many different activities and tactics throughout the month of August for people to review the application details, ask questions of City staff and evaluate the changes to the application

- One community sounding board at the Dalhousie Co-op store from August 16 - 23.
- 46 comments and ideas were received.

**LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018**

MAP 1NW

- One pop-up event at the Dalhousie Community Association on August 22.
- We talked with 38 citizens.
- One in-person open house was held on Monday, August 28 at The Dalhousie Community Church.
- We had 101 participants attend the open house.
- We received 6 completed feedback forms.
- We received 47 sticky notes of comments and ideas.
- An online survey was made available from August 9 through August 30.
- There were 1161 unique visitors to the website.
- We received 89 completed responses.
- One comment drop-box at the Dalhousie Co-op Customer Service Desk.
- We received 12 completed forms.
- **548 total ideas and comments were collected through phase three of engagement.**

Phase three: what we heard

Some of the main themes that emerged through all of the comments received in phase three were:

- Citizens feel the proposed changes have improved pedestrian connectivity.
- Citizens would like to see the plaza concept improved.
- Citizens are still concerned with the proposed height of the buildings and feel that it does not fit with the current community character and feel this concern has not been addressed.
- Citizens would like to see more small local businesses in the area.
- Citizens are concerned about the potential impact that additional density would have on traffic.
- Citizens feel there is inadequate parking on the site.

Phase 4: information sharing

An in-person information session to share the final application, a summary of what has changed, a summary of engagement and information on how to participate in the public hearing of council was held on November 7, at Dalhousie Community Association Church. This information session was not complete at the time of report writing and thus we do not have attendance numbers to share here at this time.

Other engagement: Community visioning “Planning your community”

In April and May 2017, The City was active in the Dalhousie Community conducting engagement on the overall community vision. The City explored how growth and future development could happen in a meaningful way by asking community members to identify issues, opportunities and outcomes.

**LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018**

MAP 1NW

The issues, opportunities and outcomes identified by the community that could be related to this site and we would like to highlight in this report were:

Issues	Opportunities	Outcomes
Maximum building height of any new development should respect the existing scale & character of the community	More entertainment/gathering spaces, outdoor plazas in new development (small pubs, coffee shops, outdoor patios).	Maximum height of any new development should be 30 m (9 to 10 stories). OR Maximum height of any new development should be 40 m (12 stories).
All redevelopment potential should be taken into consideration with respect to increase in population and traffic.	Enhance entrances to community, create gateway at Dalhousie Drive/Shaganappi	Local commercial services that are easy to walk to
Don't want to lose small-community, safe, family-orientated feel to the community	Improve walkability of community, create sidewalks on every street and connect Dalhousie to surrounding communities.	Can we increase density within existing development context? Instead of massive contextual change.
New development should provide the appropriate amount of parking.	Construction of new buildings must consider quality of construction/materials & design!	Stop building ugly shopping areas where we have to walk around a large parking lot

** note that the above comments are verbatim (as provided by participants)*

This was a process that was separate to the engagement on the Dalhousie Co-op Application, however all of the input that was collected through this process has been shared with The City project team and the developer and was used to inform our visioning workshops. Our engagement process on Co-op was also planned with this project in consideration and engagement and communications efforts were coordinated between the two projects. Further detail on this process can be found here:

<http://engage.calgary.ca/Dalhousie/DalhousiePlanning>

Communications overview

A comprehensive communications plan was developed to inform the community about the project and all of our engagement opportunities. On-going tactics employed throughout the life of the project have included;

- project specific website (calgary.ca/Dalhousiecoop) that shares information and background about the Dalhousie Co-op redevelopment application. The website also

**LAND USE AMENDMENT
DALHOUSIE (WARD 4)
DALHOUSIE DRIVE NW AND SHAGANAPPI TRAIL NW
BYLAW 26D2018**

MAP 1NW

- includes a summary of previous engagement activities and notice about upcoming activities taking place in the community.
- Sending emails to the community members subscribed to our email list, sharing on-going project information and engagement details
 - Regular and on-going communications with the Community Associations

For each phase of engagement the following communications tactics were employed to promote participation in our various engagement opportunities;

- Digital advertisements
- Twitter and Facebook advertisement campaigns
- Large traffic signs placed at high-traffic intersections in the community
- Post card mail outs to surrounding area residents
- Advertisements in the community association newsletters
- Post cards handed out at the Dalhousie Co-op store to shoppers
- Posters distributed throughout the community in highly visible areas
- Information was also shared to external email lists via the Councillor's Office, Community Associations and the developer

Full engagement reports

The full what we heard reports and verbatim comments for each phase can be found here:

- **[Phase one and phase two: What We Heard Report](https://www.calgary.ca/engage/Documents/Co-op/Dalhousie_What%20We%20Heard%20Report_Final.pdf)**
 - (https://www.calgary.ca/engage/Documents/Co-op/Dalhousie_What%20We%20Heard%20Report_Final.pdf)
- **[Phase three: What We Heard Report](https://www.calgary.ca/engage/Documents/Co-op/Phase3_DalhousieCo-Op_WWHR_FINAL.pdf)**
 - (https://www.calgary.ca/engage/Documents/Co-op/Phase3_DalhousieCo-Op_WWHR_FINAL.pdf)