

# Applicant Outreach Summary

2024 February 12

O2

## Project Overview

On behalf of Slokker Homes, O2 submitted a Land Use Amendment, Outline Plan, and Area Structure Plan amendment for two parcels located at 2230 & 2231 81 Street SW to enable townhouse and duplex residential development in the neighbourhood of Springbank Hill. A land use amendment is required to redesignate the subject sites from 'DC12Z96' to 'Multi-Residential – At Grade Housing' (M-G), Special – Urban Nature (S-UN), and Special – School Park and Community Reserve (S-SPR). Additionally, Slokker Homes submitted a Development Permit application for the western parcel, referred to as "Taylor West" or "Juniper".

The development vision is to create a high-quality street-oriented townhouse development in Springbank Hill. The proposed development will enable additional housing in a desirable and thriving community and create a transition in built form between future multi-residential to the north and low density to the south.

## Outreach Strategy

O2 implemented an outreach strategy to present the development vision and required land use and policy amendment to receive feedback from neighbourhood residents and the Springbank Hill Community Association. The following engagement tactics were implemented:

- In-person Springbank Hill Community Association Presentation
- Virtual Public Open House Meeting
- Postcard Mailer
- On-Site Public Notice Posting

## Springbank Hill Community Association Presentation

*February 1, 2024*

O2 met with the Springbank Hill Community Association on Thursday, February 1, 2024, to present the updated land use and policy application. Throughout the meeting, an informal question-and-answer discussion was held where committee members could ask questions of the project team. O2 provided an update on the development vision, project progress and discussed the land use rationale and combined MR strategy for both parcels. Following the project overview, O2 outlined upcoming engagement and opportunities for public input.

Key feedback from the committee included:

- Tentative support for the development vision, including the appropriateness of moderate intensification on the site and the chosen built form (townhouse/duplex).
- Concern about traffic impacts within Springbank Hill and site access considerations as the immediate area is built out.
- Request the ASP Amendment be revised to prevent intensification beyond townhouse development to create community certainty.

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- **Development Permit Request** – The duplex lots on the southwest corner of Aurora should be oriented North rather than South to mitigate headlights shining into homes (detailed design consideration).

## **Postcard Circulation**

75 postcards were hand-delivered to nearby neighbours surrounding the subject site. The distribution radius included adjacent properties on 81st Street, residents in the Avi development and properties to the east and south of both sites. The postcards advertised the proposed land use/outline plan/ ASP application and provided details on the upcoming virtual information session including how to register for the event. The event was held via Microsoft Teams on Tuesday February 6, 2024 from 6:30-7:30 pm. The postcard included contact information for the project team and invited recipients to share feedback and ask questions.

## **On-Site Notice Posting**

Consistent with the City's notice-posting requirements two standard public notice signs were installed on-site February 2024. The signs will be updated following Calgary Planning Commission to reflect the Public Hearing date. The project team has received feedback directly from the on-site notice postings.

## **Virtual Public Outreach Meeting**

*February 6, 2024*

On Tuesday, February 6, 2024, a virtual open house was held to present the proposed land use/outline plan/policy amendment to interested members of the community. Approximately 25 residents attended the meeting, including the Springbank Hill Community Association. The presentation format included a presentation by O2 which included an overview of the application with built form and open space visuals to communicate the project vision and municipal reserve strategy, followed by a Q&A discussion facilitated by the project team. The following key themes emerged from the discussion, including:

**School Capacity:** Several community members questioned the impact of the proposed development on nearby schools, citing existing overcrowding.

**Roadway Network:** Community members inquired about the reopening of 81st Street and its connection to 17th Avenue.

**Increasing Traffic:** Increasing vehicular traffic in the community from the proposed development.

**Higher Density Built Form:** Inquires were made regarding the decision to propose higher density residential options throughout the new development.

**Open Space:** Residents were interested in how the proposed open space concepts would be designed.

**Open Space to Create a Buffer Zone:** Some residents asked whether a buffer zone/green space between the existing homes in Sprint Willow Mews and the new buildings could be created.

**Outdoor Community Amenities:** Residents asked about what outdoor community amenities would be offered through the proposed development.

**City Service Capacity:** Inquiries about the City's capacity to provide police, fire, and/or other emergency services to the proposed development.

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**Transition to Existing Communities:** A few residents expressed concerns about how the proposed development could appropriately transition to existing residential development to the south.

## **Project Team Response to Key Comments & Concerns**

Overall, the Springbank Hill Community Association and community members raised similar concerns about traffic, density, and the appropriateness of the development for the site. The following responses were shared with the broader group during the virtual open house session:

**School Capacity:** There is existing land identified in the ASP to accommodate the development of additional schools in the area. Additionally, funding from the province will largely determine when these schools are built. Once a formal application is submitted, it will be circulated to the Catholic and Public School Boards who will provide feedback on the capacity of schools and when existing schools have reached capacity.

**Road Network:** 81st will be closed permanently and the newly approved 80th Street roadway will replace it.

**Increasing Traffic:** Traffic is a major consideration when undertaking any type of development. The project team highlighted that O2 always works with the City's mobility department to ensure sufficient road infrastructure and provisions of all related Traffic Impact Assessments are achieved.

**Higher Density Built Form:** Higher density residential options are proposed due to the size of the parcels. Smaller parcels hinder efficiency for developers when using traditional fee simple options. Additionally, the proposed built forms match the developments to the north and southwest creating a contextually appropriate development.

**Open Space:** On this application, the City's Open Space team requested a linear park and pathway connection on the west side of Taylor West. This was intended to connect to the existing pathway system and provide an open space buffer to the ravine to protect sensitive areas. Because this pathway connection can't continue through Avi's site to the south, the project team proposed to use the rest of the 10% open space to complete an open space experience pathway loop that would connect to the east. However, an open space that runs the full south edge of the Taylor site and is a minimum of 10 metres in width (per City standard) would contribute more than 15% of MR on the site. A straight linear open space probably wouldn't be viewed by the City as a high-quality open space. Therefore, the applicant solution was to provide another more programmable open space on the east side of Taylor East and connect them via a public walkway easement. This also creates an open space buffer for residents to the south.

**Open Space to Create a Buffer Zone:** When proposing a new development that will trigger a subdivision, a developer must provide 10% of the developable site area as public open space for Municipal Reserve (MR) which is dedicated to the city and ultimately owned and maintained by Administration. As a result, Administration provides feedback on the preferred open space location and programming through the Outline Plan and Land Use application process. There is a detailed set of City criteria and specifications open spaces must meet to be considered acceptable by Administration. The decision on placement of open space is a conversation between the applicant (developer), Administration, and other stakeholders (the public, Community Association) who each have preferences and input. It's worth noting, we are still working with the Administration to finalize the open space configuration. On this application, the open space team requested a linear park and pathway connection on the west side of Taylor West.

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**Community Outdoor Amenities:** Landscape concepts are being submitted for both sites with an emphasis on passive recreation space. These concepts also provide context for existing and proposed amenities in the community such as pathways, parkour sites, fitness areas, and playgrounds.

**City-Service Capacity:** New development does place pressure on the City's capacity to deliver services. As part of the formal application, Utility Engineering reviews the formal application and provides feedback on any potential infrastructure upgrades required to support the proposed application. Future questions related to servicing capacity should be directed to Administration.

**Transition to Existing Communities:** In this context, duplexes provide a logical transition to existing single detached dwellings to the south. Additionally, the Springbank Hill ASP identifies that area as Low-Density Contextual, which may include housing forms such as single detached or semi-detached / duplex-built forms. Duplexes are typically designed in a style that closely matches the height, size, and appearance of one single-detached home. Furthermore, the proposed townhomes are designed in a style that closely matches the appearance of the semi-detached / duplex homes.

**Appendix A**

**Verbatim Community Member Questions & Comments Below:**

- Has there been any consideration where the children of these units will be going to school, as all existing area schools are at or above capacity?
- Will 81st Street be reopened/connected to 17th?
- With all of the development in the area as of late and considering no HOV lanes, a 15-minute commute to downtown can turn into an hour on a good day.
- You mentioned certainty with respect to density and height. With an M-G designation, if Slokker sold the land could more density and height arise under this designation than what is currently contemplated?
- it doesn't sound like the new developments have any inclusion for laned homes, or smaller single-family homes, which would be the natural connection between the Wildflower and the Truman single homes. Why is Slokker building more townhouses instead.
- How about the road and traffic infrastructure? Are there plans to expand the 2 lane 17 Ave and one lane 85th Street, which will be impacted with local traffic?
- The connection to 17th Ave is shown as 81st street on previous communication with the city of Calgary. Which is it?
- Why can't you design some green space between the existing homes and the new builds?
- will 81st be the only road out from spring willow drive? or is the road from spring willow drive to 77st now a permanent access road?
- This area is getting dense enough already. Why increase it even more??
- Any consideration from the city about traffic on 85th street? I live in the Timberline subdivision and getting onto 85th street is often very difficult with cars parked on both sides. The 17th ave is now very busy in the mornings now due to cars coming from the lower Springbank since the opening of the Stoney Trail.
- Has a new TIA been required?
- Will 85 Street be twinned through to Fortress Drive from 17 Avenue eventually?
- What's the expectation for how the municipal reserve spaces will be used? The definitely is very loose.
- Separately, what is the expectation from the City to increase police, fire station and/or other emergency services availability in this area, with this massive uptick in population?
- And uptick in crime which is out of control as of late
- the traffic building up in this area really needs to be readdressed before more density is completed.
- The school is over the capacity already under current population, the change of density will give more pressure to the school!
- Yes, the schools are currently WAY over capacity!
- I don't see a playground or a small park in your design. Such high density! Would you live here?
- what is the purpose of this presentation? update the status of the permits? because there are lot of questions that maybe a city planner can answer.
- current plan already give pressure to the public services, any increase or change of Plan need to be on hold before city's service increased.
- What's the plan for the empty parcel of land next to aurora?
- Where is the sense of community? Where is the community centre building in this plan?
- Again, not specific to Juniper or Aurora, but what's partially shown to the south of Wildflower? Are those duplexes along 81st, and what is behind those to the west, do you know? Is this the currently

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approved/final plan for that land, do you know? This is the area just south of Wildflower and north of the pond. Thank you.

- So for the luxury condo, is 81st the only access out they will have?
- where does 81st south go after spring willow drive?
- why isn't there a buffer zone/green space between the existing homes in Sprint Willow Mews and the new builds?