

Applicant Outreach Summary

2026 March 02



Outreach Summary

O2 implemented a comprehensive engagement strategy to share details of the proposed land use amendment application, receive feedback from interested stakeholders and outline potential revisions to the proposed application. Community Outreach has remained a continuous effort throughout the land use application process to ensure information was updated and project updates were shared.

The following engagement tactics were implemented:

- Postcard Mailers
- Notice Posting
- Meeting with the Community Association
- Open House event with adjacent neighbours and the broader community

Postcard Mailers

250 postcard mailers were hand delivered to directly adjacent and nearby properties in advance of the in-person open house to notify neighbours of the upcoming engagement and provide them with the email address of the project team to answer any required questions.

Public Notice Posting

A public notice sign was posted on the subject site in compliance with the City's notice posting standards. The posting included contact information for the project team, enabling the public to provide direct feedback on the proposed redesignation to the applicant.

Coordination with Community Associations

Project information was shared with the Banff Trail Community Association (BTCA) via a summary memo and contact details. A digital meeting was held on September 16, 2025, to present the proposed land use change and architectural concept.

Open House with the wider community

An in-person open house was held on October 30, 2025, from 5–7 pm at the Banff Trail Community Association. The session provided an overview of the proposed development and invited community feedback. Members of the project team were present to answer questions. A total of 10 residents attended.

What We Heard

BTCA – What We Heard

- What sizes of units will be available in the building?
- Why was this land use district chosen?
- Why is the designation going for six storeys and not twelve?
- What are the potential traffic impacts and parking?
- Will bicycle parking be provided?
- How long will it take before building starts?
- That commercial use on the ground floor would benefit the community.

Public Open House – What We Heard

- General acknowledgement that 24th Avenue NW and the surrounding community are experiencing change through increased density and a diversity of built forms.
- Recognition that the site is well suited for additional density due to its proximity to the LRT, community amenities, and educational institutions.
- Recognition that the site is well suited for additional density due to its size and being a corner block.
- Concerns that the proposed height could create privacy impacts for properties to the south and west.
- Concerns about potential increases in traffic and parking congestion resulting from the development.
- Concerns about the materials and aesthetic of building finishes being 'cheap'
- Questions on how many dwelling units
- Concerns of tree canopy loss



How the Application Responds to Comments

Appropriateness of the Proposed District:

In response to questions regarding the suitability of the Multi-Residential – High Density Low Rise (M-H2) District, the project team confirms that this designation is appropriate and strongly supported by City policy. The M-H2 District is intended to accommodate multi-residential development and includes a limited range of supporting commercial uses that can serve local residents. This aligns with the South Shaganappi Communities Local Area Plan (LAP), which identifies this section of 24 Avenue NW as a Neighbourhood Connector and part of a Community Corridor—areas that encourage a diversity of housing types and opportunities for small-scale, locally serving uses. While commercial uses are not currently present along this street, the LAP is a forward-looking policy that anticipates gradual evolution over time. The M-H2 designation provides flexibility for future adaptation while primarily supporting residential development, making it a well-suited land use for the site.

Height and Massing:

Public feedback has raised concerns regarding the proposed six-storey height and overall massing. In the project team's professional opinion, the site is well-suited for intensification due to its location: it is a corner lot with lane access, approximately 350 metres from the Banff Trail LRT station, and within walking distance of schools, the University of Calgary, recreation facilities, and employment areas.

The Local Area Plan (LAP) designates the site within a 'Mid' building scale modifier area, which supports buildings up to twelve storeys. The proposed six-storey height is well below this maximum and was carefully chosen to ensure contextual appropriateness with the surrounding built form. Similar mid-rise developments in West Hillhurst, Banff Trail, and Killarney have demonstrated how thoughtfully designed six-storey buildings can provide additional housing choice while fitting seamlessly within established neighbourhoods. The LAP also includes strong urban design policies to ensure that future development is compatible with surrounding buildings. These policies will guide the Development Permit stage to ensure appropriate transitions and respect for the character of the neighbourhood.

Traffic and Parking:

The site is well connected to existing infrastructure to support future residents. It is adjacent to Crowchild Trail SW, providing strong road connectivity to the broader network. The BRT runs along 16th Ave NW with direct service to Downtown, Mount Royal University, Marda Loop, and Westhills. The site is also 350 m from the Banff Trail LRT station, offering enhanced transit options. Off-street cycling routes connect the site to the citywide network, including the Confederation Park trail network. Given these attributes, it is our professional opinion that the transit-oriented nature of the proposed development will help reduce reliance on personal vehicles by providing residents with multiple high-quality mobility options.

As a corner lot with rear lane access, the site allows for safe vehicle entry and efficient integration of underground parking. Any future development must meet vehicle and bicycle parking requirements under the MH-2 district and comply with the City's Mobility Engineering standards. Existing on-street parking along 23rd Street NW will also provide supplementary capacity.

As part of the circulation review, mobility engineers confirmed that a Transportation Impact Assessment (TIA) or related study is not required at the land use stage. Should more detailed analysis be needed based on future density or access design, it will be addressed at the Development Permit stage when more detailed plans are available.

Building Materials:

Design and materials are generally addressed through the development permit process, which ensures that new buildings meet relevant urban design guidelines and standards. At this stage of planning, the focus of the engagement is on land use and overall development objectives, rather than specific architectural details. The project architect has provided renderings that illustrate material concepts and demonstrate how the building responds to the surrounding context, which will inform discussions and decisions during the development permit review. At the Development Permit stage, the project team will continue to refine the building's design.

Concern about the impact on existing trees:

There are currently two trees on site which will need to be removed to accommodate a new six-storey building. However, the proposed landscape plan introduces planting five new trees. Future development will be required to comply with all landscaping requirements outlined in the Land Use Bylaw, including tree planting standards.