

Applicant Submission

2025 April 2

On behalf of Meredith Condo Group, landowners at 420 and 422 Meredith Road NE, in the community of Crescent Heights (formerly Bridgeland-Riverside), we seek council's approval to amend the Bridgeland-Riverside Area Redevelopment Plan (BRARP) to relax a parking stall ratio to align with Calgary's Land Use Bylaw 1P2007. The subject property is designated M-C2 and the owner is not proposing a redesignation. A Development Permit for a 40-unit apartment is currently filed with the city. One level of underground parking is proposed to accommodate 27 parking stalls, or a ratio of 0.675, which aligns with the Calgary Land Use Bylaw of 0.625.

The proposed amendment is written as follows:

Policy 10, Page 13 (changes in bold text):

"That within the Non-Family Oriented Redevelopment Area, if the development comprises of three or more units of non-senior citizen housing, parking shall be 1.25 spaces per unit *with the exception of lands located at 123 – 4 Street NE (Bylaw 36P2016), ~~and~~ 69 2a Street NE (Bylaw 3P2024), and 420/422 Meredith Road NE. (Bylaw xxP2025)*"

The BRARP acknowledges a land use designation of RM-5 or RM-4 (today's equivalents of M-C2 or M-C1, respectively) in the Non-Family Oriented (Re)Development Area. Based on this land use expectation, "Non-Family" emphasizes apartment-style housing, most likely with a smaller unit footprint, to cater to singles and couples without children. In today's economy, emphasis on affordable accommodation is key to its success.

The subject site is in an area suitable for higher density. For areas north of the Bow River, it is one of the closest residential areas to downtown Calgary, a major employment node. It is approximately 100 metres from Edmonton Trail NE, a designated Primary Transit Network.

Working within the building envelope of the M-C2 land use district, a number of apartments can be accommodated based on typical sizes, in this case, a mix of 30 one- and 10 two-bedroom units, for a total of 40 units. Under the BRARP policy of 1.25 stalls per unit, 50 parking spaces would be required. On this size of property, and under the rules and regulations of the M-C2 land use district, would require two levels of underground parking. This increased infrastructure would in turn, increase costs to the development, passed on future residents, making the residential units less affordable.

It is noted that an additional 25% reduction in parking stalls is allowed where property is near a Primary Transit Network: it is 100 metres west of Edmonton Trail NE (southbound, toward downtown).

Meredith Condo Group seeks Administration's, Calgary Planning Commission's, and City Council's support to amend the BRARP to relax the parking ratio to accommodate much needed housing stock for the reasons stated above.