

Applicant Outreach Summary

2025 April 02



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Meredith Apartments

Did you conduct community outreach on your application? YES or NO

If no, please provide your rationale for why you did not conduct outreach.

Outreach Strategy

Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)

Acronyms used in this form

BRCA - Bridgeland/Riverside Community Association

CHCA - Crescent Heights Community Association

BRARP - Bridgeland Riverside Area Redevelopment Plan

Seeking a relaxation of the BRARP parking ratio from 1.25 stalls per unit to the city's land use bylaw ratio of 0.625 stall per unit

Communications made via:

emails with the BRCA Planning Director (commencing 25 Feb 2025)

one meeting with the BRCA Planning Director (07 Mar 2025)

emails with the CHCA Planning Director (commencing 10 Mar 2025)

Standard Development Permit signage posted on the property for the designated period

Affected Parties

Who did you connect with in your outreach program? List all groups you connected with. (Please do not include individual names)

BRCA and CHCA planning representatives

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What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

Parking ratio. Developer is proposing the standard land use parking ratio of 0.625, (without the allowed 25% additional reduction) and the CHCA wants 1.0.

How did input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

The developer is seeking a ratio of stalls related to the number of units that can be built within the building envelope of the existing land use district of M-C2. The developer wishes to support the city's land use policies, e.g. develop affordable housing in locations where it is deemed suitable: inner city communities, near a primary transit network, and geographically close to downtown Calgary, for ideal employment opportunities.

Parking ratios such as 1.25 stalls per unit, inhibit the above overarching city directives to encourage a city with less asphalt and concrete. This required ratio would necessitate an additional level of underground parking, thereby adding costs to the sale or rent of the units, deeming them less affordable.

How did you close the loop ?

Provide a summary of how you shared outreach outcomes and final project decisions with those who participated in your outreach. (Please include any reports or supplementary materials as attachments)

No closing.

Justification for the bylawed ratio vs the BRARP policy:

The land use bylaw is one of the highest-level planning tools in the city. Currently, it states 0.625 stall per unit and a further 25% reduction is possible, or 0.47 stall per unit, if the development is within 200m of a Primary Transit Network, which it is (Edmonton Trail NE). The developer is not seeking the additional 25% reduction. The subject property is situated in the Non-Family Oriented Development area of the BRARP, where the proposed units are sized for affordability, targeting singles and couples with no children, where the propensity to own a vehicle is less than if there were families, who are more likely to need a vehicle.

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