

# Applicant Submission

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## Applicant Submission

O2 Planning & Design is proposing to redesignate three parcels located at 423, 425 and 431 2 Avenue NE in the neighbourhood of Crescent Heights. A land use amendment is required to redesignate the subject site from 'Multi-Residential – Contextual Medium Profile' (M-C2) to 'Mixed-Use – General' (MU-1) land use district with a maximum density of 5 FAR and a maximum building height of 26 metres (M-U1f5.0h26). Redesignation of the subject site will enable a six storey multi-residential building that increases housing options near existing community amenities and transit.

The subject site is located along 2 Avenue NE, west of 4 Street NE and Edmonton Trail in proximity to numerous bus stations along 4 Street NE and Edmonton Trail. Each parcel contains one residential dwelling and a detached garage. The immediate area is undergoing significant revitalization, as evidenced by recent developments like the Minto ERA building and Alvero Townhomes, reflecting a growing trend towards multi-residential living. There are also several active land use applications (LOC2024-0221 and LOC2024-0166) proposing mixed-use development and multi-residential development, increasing the density in the immediate area, demonstrating a demand for more housing in the community.

The subject site benefits from exceptional connectivity and proximity to key transportation networks as a future Transit Oriented Development site, providing convenient connections for future residents. Nearby access to bus connections is available southbound at 4 Street NE (80 metres), northbound Edmonton Trail (150 metres) – part of the primary transit network – and the site is also located 350 metres from Memorial Drive. The surrounding area offers a variety of services and amenities, including retail and office spaces along 1 Avenue NE. Schools such as Bridgeland Montessori House and Calgary Classical Academy are located nearby to support growing families. On-street cycling connections are available north and south on Edmonton Trail, supporting active travel to everyday destinations. Intensification on the site will also benefit from a variety of neighbourhood parks and open spaces such as The Confluence, Prince's Island Park, and Murdoch Park to support daily recreation needs.

The subject site is regulated by the Bridgeland-Riverside Area Redevelopment Plan (ARP). The ARP designates the site as 'Non-Family Oriented Development', supporting residential forms such as apartments and condominiums. It also encourages new development in areas with existing redevelopment and sufficient transportation capacity to manage additional traffic. The proposed development vision aligns with the site's ARP designation and relevant policies; therefore, no policy amendment is required.

To achieve the development vision, a land use amendment is required to re-designate the site to allow for a six-storey mixed-use development with the potential for at-grade commercial uses. A Mixed Use – General (MU-1) stock district was selected as the most appropriate land use to achieve the 6-storey multi-residential development vision of the site. The MU-1 district provides flexibility to incorporate ground floor commercial uses and achieves the vision of the Bridgeland-Riverside ARP, proposing increased residential densities in appropriate locations, providing opportunity for a wider range of residential alternatives, and providing for the development of land use that will be better served by public transit. The proposed land use imposes a density requirement more appropriate with the current and future context of the site, transitioning towards intensification near the primary transit network and close to transit.

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In summary, the proposed land use enables a development that will:

- Diversify available housing stock with new residential units in proximity to transit and valuable community amenities.
- Provide increased development to enable the city to leverage more on their investments in transit infrastructure.
- Increase density while mitigating GHG emissions due to the available mobility infrastructure.
- Implement the policy vision and intent of the Bridgeland-Riverside Redevelopment Plan.