

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of Eau Claire, between 2 Avenue SW and Barclay Parade SW and 2 Street SW and 3 Street/Barclay Parade SW. There is a small portion in the north west corner of the site that extends north, beyond Barclay Parade SW, and it is directly adjacent to the Eau Claire Plaza. The site totals approximately 2.94 hectares (7.26 acres), and these lands are currently occupied by the Eau Claire Market and the Kids and Company daycare.

Surrounding development is characterized by a combination of commercial and residential development, primarily zoned Direct Control (DC) Districts. Directly to the east of the site is the Waterfront Condo development with at-grade commercial. To the south of the subject lands is the City Centre office tower and a surface parking lot. To the west of the site is the Sheraton Hotel and Eau Claire Plaza and to the north of the site is a low-rise condo/townhouse development directly adjacent to the River pathway.

The subject site is in close proximity to many of the improvement projects in Eau Claire, including the Jaipur Bridge replacement, the Downtown Flood Barrier, the Eau Claire Promenade and the redevelopment of the Eau Claire Plaza. It is approximately 200 metres (two-minute walk) from transit route 449 (Eau Claire/Parkhill) and will be the site of a future Green Line station.

## Community Peak Population Table

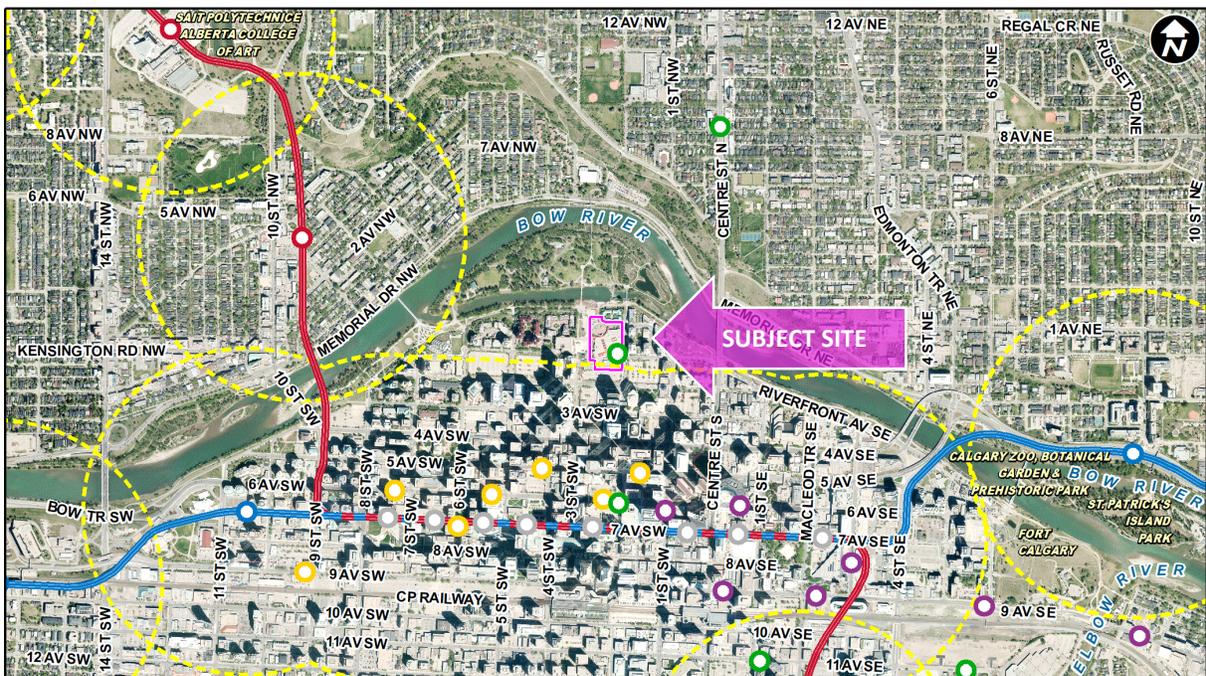
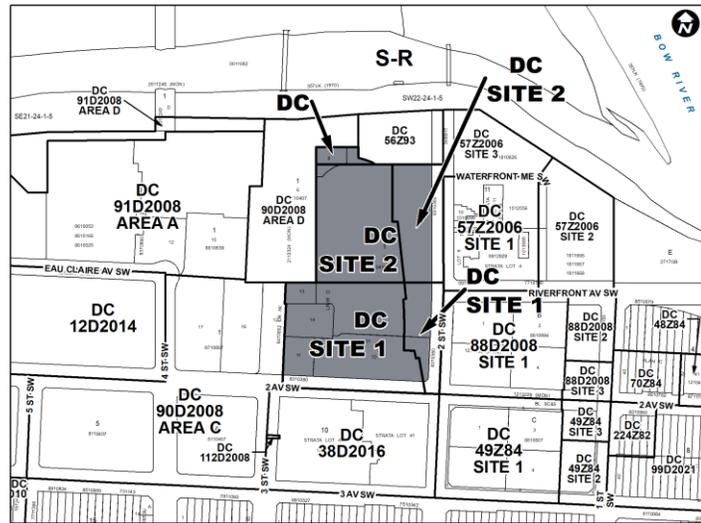
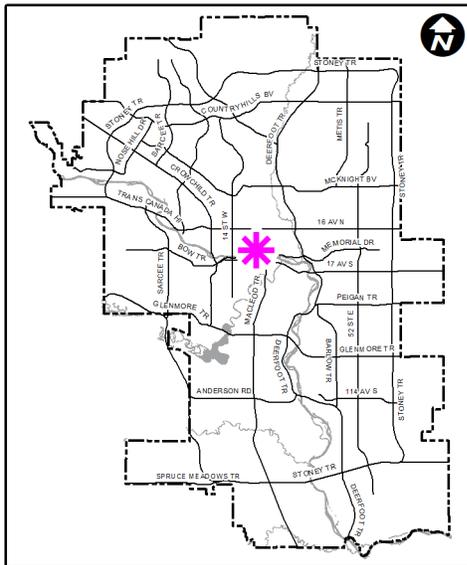
As identified below, Eau Claire reached its peak population in 2019.

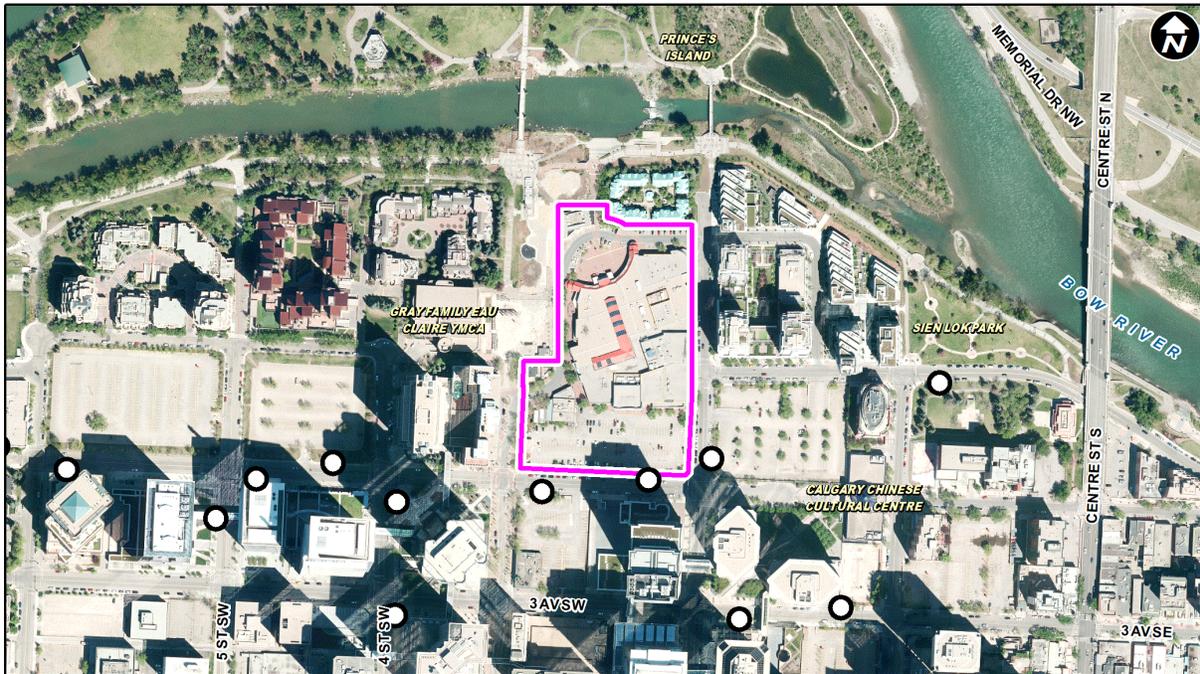
<b>Eau Claire</b>	
Peak Population Year	2019
Peak Population	2,030
2019 Current Population	2,030
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Eau Claire Community Profile](#).

# Location Maps





## Previous Council Direction

None

## Planning Evaluation

### Land Use

The site is currently zoned a Direct Control (DC) District, [158D2015](#). This DC District has three separate sites with three distinct sets of rules guiding development on the parcel and is a tied-to-plans DC District. This DC District accommodates the development of high-density, mixed-use residential, and has specific sun-shadow regulations which control the ultimate heights for development.

In order to facilitate the proposed alignment of the Green Line along 2 Street SW, The City entered into an agreement to purchase a portion of the Eau Claire Market lands, making the current DC District obsolete and the development scheme impossible to build. Therefore, a new DC District is required to recognize this change in property for the site.

There are three new DC Districts now proposed for the subject site, one DC District for those lands that The City has currently entered into an agreement to purchase to facilitate the development of the Green Line Station, one DC District for the remainder of the Eau Claire Market Lands and one DC District for the portion of land in the north west corner of the subject site that will be a City-owned parcel and will form part of the Eau Claire Plaza. Both the DC Districts covering the Green Line lands and the Eau Claire Market lands are split into two separate sites (Sites 1 and 2) and are very similar to one another, with just a couple of minor differences in terms of setback rules and floor area ratio rules.

As can be seen in Table 1 below, many of the rules within the existing DC District have been carried over into the Green Line lands and Eau Claire Market lands DC Districts. However, there are some differences to note as well between these districts, as outlined in the table.

**Table 1 : Comparison Between Existing and Proposed DC Districts**

<b>Regulation</b>	<b>Existing DC 158D2015</b>	<b>Proposed Eau Claire Market Incorporated Lands DC</b>	<b>Proposed Green Line Lands DC</b>
<b>Permitted and Discretionary Uses</b>	Does not refer to a specific base district, but lists out all allowable uses For Site 1, additional discretionary uses are identified that are not allowed in Site 2	Refers to uses in the base district of CR20, with the additional discretionary uses of Parking Lot – Grade (temporary) and Residential Sales Centre (temporary)	Refers to uses in the base district of CR20, with the additional discretionary uses of Parking Lot – Grade (temporary) and Residential Sales Centre (temporary)
<b>Sunlight Protection Areas</b>	Protects the Riverbank, the Riverbank Promenade, portions of Barclay Mall and portions of Eau Claire Plaza.	Same as existing, but rules clarified to reference lands adjacent to the subject site.	Same as existing, but rules clarified to reference lands adjacent to the subject site.
<b>Location of Uses</b>	Office uses must not be located on the ground floor. Site 1 – Identifies specific location where Office use is allowed. Site 2 – Identifies where Restaurant: Licensed – Large is not allowed and that only residential uses, not including hotels, can be located in a tower.	Office must not be located on the ground floor except offices related to a Public Transit System, and new rule added for allowable uses at the Plus 15 level.	Office must not be located on the ground floor except offices related to a Public Transit System, and new rule added for allowable uses at the Plus 15 level.
<b>Use Area</b>	Defines a maximum use area for certain uses such as a Hotel, Supermarket, Retail and Consumer Service	Maintains the same rules with a slight adjustment in the use areas allowed for Retail and Consumer Service and Supermarket to align better with the CR20 rules, also adds in uses that are exempt from a use area rule	Maintains the same rules with a slight adjustment in the use areas allowed for Retail and Consumer Service and Supermarket to align better with the CR20 rules, also adds in uses that are exempt from a use area rule

		as per the CR20 District.	as per the CR20 District.
<b>Motor Vehicle Parking Stalls</b>	Identifies parking rules for certain uses like Dwelling Unit and Hotel, clarifies which uses trigger a parking study, identifies parking rules for Office and references the cash-in-lieu of parking payment as an option to satisfy parking requirements.	Parking section maintains many of the same parking requirements as in the existing DC but updates this section to align better with the CR20 rules, removes any reference to cash-in-lieu and replaces this with a reference to the off-site transportation improvements in lieu of parking fee as per CR20.	Parking section maintains many of the same parking requirements as in the existing DC but updates this section to align better with the CR20 rules, removes any reference to cash-in-lieu and replaces this with a reference to the off-site transportation improvements in lieu of parking fee as per CR20.
<b>Short Stay Parking Stalls</b>	Allows for 24 short-stay parking stalls with certain conditions.	Short-stay parking rules now align with the rules as found in CR20.	Short-stay parking rules now align with the rules as found in CR20.
<b>Use of Parking Areas</b>	Clarifies that parking may be shared and located on either Sites 1 or 2 of the DC and that all uses may share an entrance to a parking structure.	Same rules carried over from existing, except additional rule added to allow for provision of required parking on separate parcels, provided the rules within Part 3 of Bylaw 1P2007 are followed.	Same rules carried over from existing, except additional rule added to allow for provision of required parking on separate parcels, provided the rules within Part 3 of Bylaw 1P2007 are followed.
<b>Required Bicycle Parking Stalls</b>	Identifies bicycle parking requirements for specific uses and additional amenities that must be provided when Office is proposed.	No specific required bicycle parking section included in this DC, rules for bicycle parking revert back to CR20 rules.	No specific required bicycle parking section included in this DC, rules for bicycle parking revert back to CR20 rules.
<b>Location of Bicycle Parking Stalls</b>	Identifies where Bicycle Parking – Class 1 stalls must be located.	Reverts back to CR20 rules.	Reverts back to CR20 rules.
<b>Roof</b>	Requires that all podium roofs must be landscaped and mechanical equipment screened.	Reverts back to rules found in the General Rules section for downtown districts.	Reverts back to rules found in the General Rules section for downtown districts.

<b>Relaxation Powers</b>	Identifies the sections in the DC that can be relaxed, additional rules clarifying that certain sections can be relaxed only if the test for relaxation can be met and where the relaxation is required due to the need to integrate development with the Green Line.	Relaxations clause adjusted to standard wording, only some sections added as relaxable, reference removed to integration with the Green Line.	Relaxations clause adjusted to standard wording, only some sections added as relaxable, reference removed to integration with the Green Line.
<b>Parking Lot – Grade (temporary)</b>	Expiry date placed on approval of this use to no later than 10 years after a development completion permit has been issued for the podium of the first phase of Site 1.	No specific DC rule for this use, rule around approval of Parking Lot – Grade (temporary) reverts back to definition in Bylaw 1P2007.	No specific DC rule for this use, rule around approval of Parking Lot – Grade (temporary) reverts back to definition in Bylaw 1P2007.
<b>Floor Area Ratio</b>	For Site 1 – limit of 10.0 FAR, maximum FAR placed on Office use but this can be increased with bonus incentive provisions and rule included that the cumulative FAR for residential uses must be greater than for Office use. For Site 2 – limit of 4.0 FAR, minimum FAR stated for residential uses and rule included that the cumulative FAR for residential uses must be greater than for all other uses.	Site 1 – limit of 10.0 FAR, no rules included as to maximum FARs for specific uses.  Site 2 – limit of 4.0 FAR, no rules included as to maximum FARs for specific uses.	Site 1 – limit of 10.0 FAR, no rules included as to maximum FARs for specific uses, the gross floor area is excluded for transit stops or station entrances by up to 1.0 FAR from the total allowable FAR.  Site 2 – limit of 4.0 FAR, no rules included as to maximum FARs for specific uses, the gross floor area is excluded for transit stops or station entrances by up to 1.0 FAR from the total allowable FAR.
<b>Incentive Density Calculation Method</b>	Identifies that for Site 1, the FAR for Office can be increased by up to 2.2 with provision of a contribution to the	No option included for incentive density increases for uses.	No option included for incentive density increases for uses.

	Eau Claire Plaza Improvement Fund.		
<b>Maximum Height</b>	Site 1 – Maximum height of 127 metres Site 2 – Maximum height of 70 metres	Site 1 – Maximum height of 127 metres Site 2 – Maximum height of 70 metres	Site 1 – Maximum height of 127 metres Site 2 – Maximum height of 70 metres
<b>Building Setbacks</b>	Site 1 – No building setbacks identified. Site 2 – 0.0 metres from a property line shared with a street, 11.0 metres from the west property line shared with Eau Claire Plaza and 20.0 metres from the north property line.	Site 1 – No building setbacks identified. Site 2 – 0.0 metres from a property line shared with a street, 11.0 metres from the west property line shared with Eau Claire Plaza, 6.0 metres from the north property line within 43.0 metres of the west property line, the first 3.0 metres of that 6.0 metre setback is free and clear of all obstructions, 0.0 metres for the remainder of the north property line.	Site 1 – No building setbacks identified. Site 2 – No building setbacks identified.
<b>Tower Separation</b>	18.0 metres for both Site 1 and Site 2	Clarification added that the 18.0 metre rule applies only to the façade of a building above 36.0 metres.	Clarification added that the 18.0 metre rule applies only to the façade of a building above 36.0 metres.
<b>Floor Plate Restrictions</b>	Site 1 – Identifies floor plate area rules for certain residential uses as well as for Office. Site 2 – Identifies floor plate rules for certain residential rules.	Identifies floor plate area rules for both residential and non-residential uses that mimic the same numbers as found in the existing DC.	Identifies floor plate area rules for both residential and non-residential uses that mimic the same numbers as found in the existing DC.
<b>Riverfront Avenue Requirement</b>	Identifies the extension of Riverfront Avenue through the site, the completion of which must be with the first phase of a Site 1 DP application.	Moved to policies within the Eau Claire Area Redevelopment Plan.	Moved to policies within the Eau Claire Area Redevelopment Plan.

<b>Phasing</b>	States that no Development Completion Permit can be issued for Office until a Development Completion Permit for a minimum of 4.0 FAR for residential uses has been issued for Site 1.	No similar requirement in this DC.	No similar requirement in this DC.
<b>Development Permit Requirements</b>	Identifies this DC as a tied-to-plans DC.	Proposed DC is not tied-to-plans	Proposed DC is not tied-to-plans.
<b>Plus 15 Provisions</b>	No Plus 15 provisions included in the existing DC, as this site was not within the Plus 15 boundary at the time.	Plus 15 provisions required when development proposes an FAR of greater than 3.0. These provisions are identical to those found under Table 7 – Summary of Incentive Provisions, Item 8.0.4 (c) under Section 1332 of Bylaw 1P2007.	Plus 15 provisions required when development proposes an FAR of greater than 3.0. These provisions are identical to those found under Table 7 – Summary of Incentive Provisions, Item 8.0.4 (c) under Section 1332 of Bylaw 1P2007.

The third DC District, specific to what will be a City-owned parcel forming part of the Eau Claire Plaza, will be based on the Special Purpose – Community Service (S-CS) District, with some minor changes to the base district in terms of allowable uses.

Administration is supportive of these proposed land use redesignations, as they are appropriate for this location and their adjacency to the Green Line Station. As well, they align with the overall sentiment of the existing *Eau Claire Area Redevelopment Plan (ARP)*.

**Policy Amendment**

This application also includes a major amendment to the *Eau Claire ARP*. The majority of the changes to this document relate to acknowledging the boundary changes to the Eau Claire Market lands and the inclusion of the Green Line into the document. All figures have also been updated to reflect these changes. As part of recognizing the boundary changes to this site, a new category has been created within the Mixed-Use precinct, specifically an “E3” lands category for those lands now forming part of the Green Line lands. Policies have been developed specific to this category to guide future development on top of the Green Line Station and integrating any development with transit infrastructure which will be located on the above ground portion of this parcel. More specific updates have also been made to the Transportation section of the policy to acknowledge the Green Line in this location and its impact on the overall transportation network in the area.

### **Development and Site Design**

No development permit has been submitted at this time for proposed development on these lands. However, the rules within these DCs will provide direction in terms of heights, density, and the sunlight protection areas that need to be protected at time of Development Permit submission.

### **Transportation**

Pedestrian access to the site is available from existing public open spaces in proximity to the site. This includes the River Walk, the adjoining Eau Claire Plaza and the existing sidewalks along Barclay Mall/Barclay Parade, 2 Street SW and 2 Avenue SW.

The subject site is well served by the City's existing bicycle pathway network. The *Calgary Transportation Plan* (CTP) identifies River Walk as an existing pathway, and both 2 Street SW and 3 Street SW as existing On-Street Bikeways. All of these existing pathways require upgrading to be considered as Always Available for All Ages and Abilities (5A) facilities.

The subject site is well serviced by Calgary Transit bus service. The site is approximately 200 metres (two-minute walk) from both existing bus stops for route 449 (Eau Claire/Parkhill). Additionally, the site will contain the future Green Line LRT station along 2 Street SW.

Vehicle access to the site will be available from 2 Avenue SW and from the extension of Riverfront Avenue SW, directly running east-west through the middle of the site. There is still uncertainty as to whether or not there will be vehicular access to the site from 2 Street SW, due to the Green Line. There will also be multi-modal access along the western edge of the site, adjacent to the Eau Claire Plaza, with a priority on pedestrian access, and potentially some limited vehicular access as well in this location.

### **Environmental Site Considerations**

No environmental concerns have been identified at this time.

### **Climate Resilience**

The applicant has not identified any climate resilience measures as part of this application. Further opportunities to align future development on this site with applicable climate resilience strategies may be explored and encouraged at the development permit stage.

### **Utilities and Servicing**

Public water, sanitary, and storm deep main utilities exist within the adjacent public right-of-way. Ultimate development servicing will be determined at the future development permit stage.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

The recommendation by Administration in this report has considered, and is aligned with, the policy direction of the [South Saskatchewan Regional Plan](#) which directs population growth in the region to cities and towns, and promotes the efficient use of land.

### **Growth Plan (2022)**

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed policy and land use amendment builds on the principles of the

GP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

### **Municipal Development Plan (Statutory – 2020)**

The subject site is situated in the Centre City area as shown on Map 1: Urban Structure of the [Municipal Development Plan](#). This application is in alignment with the vision in the MDP for the Greater Downtown communities, that being mixed-use areas with high-density residential, that are vibrant destinations, connected with great streets and transit opportunities that are truly complete communities. These communities offer a variety of housing choices, diverse employment opportunities, are distinct neighbourhoods and have great public spaces for residents and Calgarians alike.

### **Calgary Climate Strategy (2022)**

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

### **Greater Downtown Plan (Non-Statutory 2021)**

This application is supported by [Calgary's Greater Downtown Plan](#) as it will help to strengthen Eau Claire as a community that has variety in housing choice, a significant increase in commercial opportunities for residents and the broader public as well as will ensure that this community is highly connected with the broader City transportation network with the development of the Green Line.

### **Eau Claire Area Redevelopment Plan (Statutory – 1995)**

The subject site is designated 'Mixed-Use' in the [Eau Claire ARP](#). There is no change to this current designation with the proposed land use amendment. However, as previously discussed, the ARP has proposed amendments to reflect the change in boundaries for the Eau Claire Market site, with the addition of an "E3" lands category to cover the newly created parcel for the Green Line lands. Policies have been added specific to this parcel. In addition, changes have been made to the ARP to reflect the development of the Green Line Station in this location.