

PROPOSED

CPC2023-0227
ATTACHMENT 2

BYLAW NUMBER 26P2023

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE EAU CLAIRE AREA REDEVELOPMENT PLAN BYLAW 2P95 (LOC2022-0197/CPC2023-0227)

WHEREAS it is desirable to amend the Eau Claire Area Redevelopment Plan Bylaw 2P95, as amended;

AND WHEREAS Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended:

NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

1. The Eau Claire Area Redevelopment Plan attached to and forming part of Bylaw 2P95, as amended, is hereby further amended as follows:

- (a) Delete the existing Figure 1 entitled 'Location Map' and replace with the revised Figure 1 entitled 'Location Map' attached as Schedule A.
- (b) Delete the existing Figure 2 entitled 'Area Boundaries' and replace with the revised Figure 2 entitled 'Area Boundaries' attached as Schedule B.
- (c) Delete the existing Figure 3 entitled 'Oxford Lands (Eau Claire Estates) and Block Identification' and replace with the revised Figure 3 entitled 'Oxford Lands (Eau Claire Estates) and Block Identification' attached as Schedule C.
- (d) In Section 2.0 Context, in subsection 2.4, after the first two paragraphs, add the following:

“In 2023, Block E3 was added to Figure 3 to recognize a revision in parcel boundaries on the existing Eau Claire Market site to allow for the development of the Light Rail Transit (LRT) Station along 2 Street SW. The E3 lands are directly adjacent to the E1 lands to the west and are bounded by 2 Street SW to the east, 2 Avenue SW to the south and another parcel of land to the north.”

- (e) Delete the existing Figure 4 entitled 'Major Building Locations' and replace with the revised Figure 4 entitled 'Major Building Locations' attached as Schedule D.

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- (f) In Section 2.0 Context, after subsection 2.9, add a new subsection 2.10, as follows:

“2.10 In 2023, the City of Calgary entered into an agreement to purchase a portion of the eastern-most part of the Eau Claire Market lands adjacent to 2 Street SW (E3 lands) to facilitate the development of an underground LRT Station for the Green Line. This LRT Station will be the northern-most station as part of Phase 1 of the development of the Green Line and the last station in the north part of the downtown area before the Green Line extends north over the Bow River. As the station will be underground, there will be the opportunity for future development above this station. The intended uses for this site will be similar to those proposed for the E1 lands, with a mix of uses that add to the vibrancy of the community and are transit-oriented. Policy changes were subsequently made to this ARP to guide the development of the E1 and E3 lands.”

- (g) Delete the existing Figure 5 entitled ‘Generalized Land Use’ and replace with the revised Figure 5 entitled ‘Generalized Land Use’ attached as Schedule E.

- (h) In Section 4.0 Generalized Land Use Policy, delete subsection 4.5 and replace with the following:

“4.5 In the mixed-use precinct, land is designated to accommodate a mix of uses including residential, office, hotel and supporting commercial/retail uses, in alignment with the goals of this ARP. Densities in these precincts are sufficient to accommodate medium to high-density mixed-use developments to meet the needs of residents, workers and visitors in the area. The densities allowed in these precincts will ensure sunlight preservation for the Eau Claire Plaza and the Barclay Mall/Barclay Parade, and reinforce the all-seasons and day and night “vitality” of the public realm for the Eau Claire Community.”

- (i) Delete the existing Figure 6 entitled ‘Potential Major Land Uses, Densities and Building Heights’ and replace with the revised Figure 6 entitled ‘Potential Major Land Uses, Densities and Building Heights’ attached as Schedule F.

- (j) In Section 6.0B Mixed-Use Policies, subsection 6.0B1.1 after the first paragraph, add the following:

“In this ARP:

- Transit-oriented development is development that creates a compact, mixed-use community within walking distance of a transit stop, and that mixes residential, retail, office, open space and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by car.
- Barclay Mall is defined as that portion of 3 Street SW between 3 Avenue SW and 2 Avenue SW.

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- Barclay Parade is defined as that portion of roadway that extends northward from 2 Avenue SW to the south boundary of Eau Claire Plaza.”

- (k) In Section 6.0B Mixed-Use Policies, delete subsection 6.0B.1.2 E1 – Eau Claire Market Site and replace with the following:

“6.0B.1.2 E1 – Eau Claire Market Site

This site within the Eau Claire community has evolved over time to become a key mixed-use precinct within the broader Eau Claire community. Innovative approaches can be taken to develop the site and buildings with a mix of uses to enhance vitality and livability that complements the existing residential-oriented Eau Claire community and supports the goal of achieving a residential population of approximately 5000 people in Eau Claire. A land use that supports this mixed-use precinct for the Eau Claire Market site provides an opportunity to implement new policies that will achieve a more livable and vibrant redevelopment that recognizes its location adjacent to an LRT Station and incorporates a variety of transit-oriented development.”

- (l) In Section 6.0B Mixed-Use Policies, delete subsection 6.0B.1.3 E2 – Block bounded by 2 and 3 Streets SW and 2 and 3 Avenues SW and replace with the following:

“6.0B.1.3 - Block bounded by 2 and 3 Streets SW and 2 and 3 Avenues SW

The E2 site is located in one of the eight livable residential neighbourhoods surrounding the Downtown commercial core as identified in the Centre City Plan. It is adjacent to the Barclay Mall and the Eau Claire Plaza, two of the major public spaces in the Centre City. In a broader context, its transitional location between the most intensive Downtown commercial core and the primarily residential mixed-use neighbourhood to the north makes the mixed-use designation the appropriate policy direction. A density range of 3.0 - 14.0 FAR, subject to certain density bonus requirements, will assist in bringing more residential units, hotel suites, office space and associated amenities to the area, without overshadowing the Barclay Mall/Barclay Parade, the Eau Claire Plaza or the riverbank.”

- (m) In Section 6.0B Mixed-Use Policies, 6.0B.1 Context, after subsection 6.0B.1.3, add a new subsection as follows:

“6.0B.1.4 E3 – LRT Station Lands at 2 Street

The E3 site incorporates the development of the underground LRT Station. The intent for development of this site is very similar to that of the E1 lands, allowing for a mix of uses that will enhance the vitality and livability of the Eau Claire community and are transit-oriented, but will

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ensure that new development is compatible to its location above LRT infrastructure.”

- (n) In Section 6.0B Mixed-Use Policies, 6.0B.4 Policies/Actions for E1 Lands, delete subsection 6.0B.4.2 and replace with the following:

“6.0B.4.2 To facilitate development of transit-oriented, mixed-use buildings that create an opportunity for an increase in total jobs, services and residential units.”

- (o) In Section 6.0B Mixed-Use Policies, 6.0B.4 Policies/Actions for E1 Lands, delete subsection 6.0B.4.3.

- (p) In Section 6.0B Mixed-Use Policies, 6.0B.4 Policies/Actions for E1 Lands, delete subsection 6.0B.4.7.

- (q) In Section 6.0B Mixed-Use Policies, 6.0B.5 Policies/Actions for E2 Lands, delete subsection 6.0B.5.9 and replace with the following:

“6.0B.5.9 Barclay Mall/Barclay Parade and 2 Street SW are major pedestrian corridors leading to the Eau Claire Plaza, the Bow River and to the future underground LRT Station on 2 Street SW. Therefore, there should be a highly animated edge condition developed adjacent to these two corridors and extending to the interface with the Eau Claire Plaza. This interface shall be strongly pedestrian focused while enabling a successful mixed-use development which provides for active uses which engage with the Plaza. A variety of active modes are supported along these corridors.

Limited vehicular access could be supported along the interface with Eau Claire Plaza to facilitate access opportunities for the mixed-use development. Vehicular access opportunities will be reviewed at the development permit stage to ensure a high-quality public realm is maintained which ensures a safe, pedestrian-focused connection with Eau Claire Plaza.”

- (r) In Section 6.0B Mixed-Use Policies, after subsection 6.0B.5.10, add new subsections as follows:

“6.0B.6 Policies/Actions for E3 Lands

In addition to the guidelines set out below, further urban design policies are contained in Section 11.0 Urban Design.

6.0B.6.1 Redevelopment should be of high-quality, mixed-use and transit-oriented that has active edges interfacing with the surrounding residential developments and the riverfront.

6.0B.6.2 Any redevelopment should seamlessly integrate with any above-grade LRT infrastructure located on-site.

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6.0B.6.3 A mix of residential unit types is encouraged to accommodate a diverse population and support a mix of commercial uses.

6.0B.6.4 Retail commercial units should be designed to contribute to a pedestrian-scaled environment and add vitality to both public and private streetscapes.

6.0B.6.5 Provide a high-quality public realm adjacent to the LRT Station infrastructure through pedestrian-scaled building treatment interfaces, legible pedestrian movement systems through the development and urban design features that promote active streetscapes.

6.0B.6.6 Plus 15 Bridges may be considered within the Plus 15 boundary as defined by the Plus 15 Policy. The existing Plus 15 commitments in Figure 9 will be honoured and additional Plus 15 bridges may be considered to link to the future Green Line LRT Station in Eau Claire with surrounding developments. In order to encourage active streetscapes, direct access from grade to Plus 15 connected buildings will be encouraged.”

- (s) Delete the existing Figure 7 entitled ‘Parks and Recreation Areas’ and replace with the revised Figure 7 entitled ‘Parks and Recreation Areas’ attached as Schedule G.

- (t) In Section 11.0 Urban Design, 11.1 Context, delete subsection 11.1.3 and replace with the following:

“11.1.3 The policies described below are intended to set general guidelines regarding location relative to downtown, the riverbank and the LRT Station, and to have regard for the form of existing buildings. The policies are also intended to provide a more human scale in the residential neighbourhood through the construction of buildings oriented towards the street and the creation of a streetscape which encourages pedestrian circulation.”

- (u) In Section 11.0 Urban Design, 11.4 Policies/Actions, delete subsection 11.4.1 and replace with the following:

“11.4.1 Excluding the E1 and E3 lands, the built form should generally rise in height from low, human-scale residential developments of a maximum of 4 to 5 storeys along the riverbank up to 17-storey residential developments or 45-storey commercial developments close to the downtown core.”

- (v) In Section 11.0 Urban Design, 11.4 Policies/Actions, delete subsection 11.4.6 and replace with the following:

“11.4.6 Development close to the Bow River and the Barclay Mall/Barclay Parade should not place more of the following areas in shadow than is already in shadow as a result of existing buildings:

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- a. an area abutting the top of the south bank of the Bow River and Prince's Island Lagoon, which is at least 20 metres wide west of the Barclay Mall/Barclay Parade and 9 metres wide east of the Barclay Mall/Barclay Parade, from 10:00 a.m. to 4:00 p.m., Mountain Daylight Time (MDT), on September 21;
- b. the westerly 8 metres of the right-of-way of the Barclay Mall/Barclay Parade, from 12:30 p.m. to 1:30 p.m., MDT, on September 21;
- c. the easterly 8 metres of the right-of-way of the Barclay Mall/Barclay Parade from 1:30 p.m. to 2:30 p.m., MDT, on September 21; and
- d. the area of the Eau Claire Plaza north of a line drawn parallel and 60 feet north of the 1 Ave. S. right-of-way between 10:00 a.m. and 2:30 p.m., MDT, on September 21.

For the purposes of Section 11.4.6 (a), the top of the south bank of the Bow River shall be taken as the 1048 metre contour west of a northerly extension of 7 St. W. East of the northerly extension of 7 St. W., the top of the bank shall be taken as the major slope change which occurs just north of the existing pedestrian pathway.”

- (w) In Section 11.0 Urban Design, 11.4 Policies/Actions, after subsection 11.4.13, add the following:

“11.4.14 Development should generally transition in height and massing from lower forms in the north to taller forms in the south, provided the policies in subsection 11.4.6 are met.

11.4.15 The width of individual entrance lobbies whose function is to provide access to upper and lower-level uses should be minimized to allow for more permeable and pedestrian-scaled building frontages.

11.4.16 Development on the E1 lands, and on those lands directly to the north that form a part of Eau Claire Plaza, should maintain an appropriate setback along their shared property line to enhance vitality and accommodate the potential for a high volume of active modes uses to enhance the public realm.

11.4.17 The following policies apply only to the E1 and E3 lands:

- Buildings should consider their unique location adjacent to and above the Green Line LRT Station and infrastructure through high quality design. In addition, as new development on these lands will be in close proximity to the Bow River Promenade and related green space, building designs should reflect this through provision of transparent building facades and building frontages that promote active uses adjacent to these green spaces.

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- Ensure that development is designed to transition seamlessly between commercial uses such as a cinema or hotel and adjacent residential uses.”
- (x) In Section 12.0 Transportation Policies, 12.1 Context, after subsection 12.1.5, add a new subsection as follows:

“12.1.6 Eau Claire will contain a new LRT Station which will provide a direct and efficient connection from this community to the broader city. This will have significant impacts on the movement of people and traffic in and through this community.”
- (y) Delete the existing Figure 8 entitled ‘Transportation System’ and replace with the revised Figure 8 entitled ‘Transportation System’ attached as Schedule H.
- (z) In Section 12.0 Transportation Policies, 12.4 Policies/Actions, 12.4.1 Road System, after subsection 12.4.1.5, add the following:

“12.4.1.6 Allow for the extension of Riverfront Avenue SW between 2 Street SW and 3 Street SW with the redevelopment of the E1 and E3 lands. Sidewalks should be provided along the full length on both the north and south sides.”
- (aa) Delete the existing Figure 9 entitled ‘Proposed Pedestrian Routes’ and replace with the revised Figure 9 entitled ‘Proposed Pedestrian Routes’ attached as Schedule I.
- (bb) In Section 12.0 Transportation Policies, 12.4 Policies/Actions, delete subsection 12.4.2 Transit and replace with the following:

“12.4.2 Transit

Calgary Transit, as part of its standard operating procedure and subject to budget considerations, should, as the area develops, review transit access to the Eau Claire area to ensure that service is provided for residents and users of the commercial areas. With the development of an LRT Station in this area, this will provide a direct link to the larger city-wide transit system and provide an efficient method of commuting from Eau Claire to other parts of the city.”
- (cc) In Section 12.0 Transportation Policies, 12.4 Policies/Actions, after subsection 12.4.2 Transit, add the following:

“12.4.2.1 Transit stops or Bus Rapid Transit stations can be either stand-alone structures or integrated with adjacent development. Where development opportunities arise, seamless integration of these stops/stations with adjacent development is encouraged by providing on-site transit shelters or amenities that complement unique placemaking for people waiting for transit service.

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12.4.2.2 New development located adjacent to LRT and/or Bus Rapid Transit stations should integrate with these facilities by, for example, orienting entrances to the station or providing shelter.

12.4.2.3 Transit stops should be safe, comfortable, accessible and convenient for all. They should be sized, both in length of curbside and amount of sidewalk/stop space, to accommodate the potential for a large number of users in the Eau Claire community.

12.4.2.4 The Green Line will serve as a valuable mode of transportation for Calgarians as well as enable densification along the alignment. To ensure that the Green Line is not adversely impacted by adjacent development, at the discretion of the approving authority, developers/applicants may be required to provide additional information to evaluate their impact on the Green Line.”

- (dd) In Section 12.0 Transportation Policies, 12.4 Policies/Actions, delete subsection 12.4.3 Pedestrian Circulation and replace with the following:

“12.4.3 Pedestrian Circulation

Plus 15 connections should be built where practical to link developments in Eau Claire with the new LRT Station, the downtown commercial core and the larger, city-wide LRT system (Figure 9). Plus 15 connections should be designed to sensitively respect view corridors towards significant landmark structures, which may be included beyond the Eau Claire community. At the development permit stage, detailed designs will be reviewed by Administration to account for all relevant considerations.

In order to reinforce a vibrant public realm for residents of Eau Claire and users of Eau Claire Plaza and surrounding amenities, as well as preserve views of the escarpment to the north along Barclay Mall/Barclay Parade and to the Chinese Cultural Centre along 2 Avenue SW, no Plus 15 connections shall be supported as a connection of the E1 lands with the riverbank, and new +15 bridges crossing 3 Street SW and 2 Avenue SW should generally be discouraged, unless facilitating a direct connection between the broader Plus 15 network and the LRT Station in Eau Claire.”

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2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

MAYOR

SIGNED ON _____

CITY CLERK

SIGNED ON _____

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SCHEDULE A

Eau Claire Area Redevelopment Plan

Figure 1

Location Map

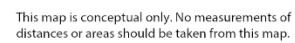


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Eau Claire Area Redevelopment Plan

Area Boundaries



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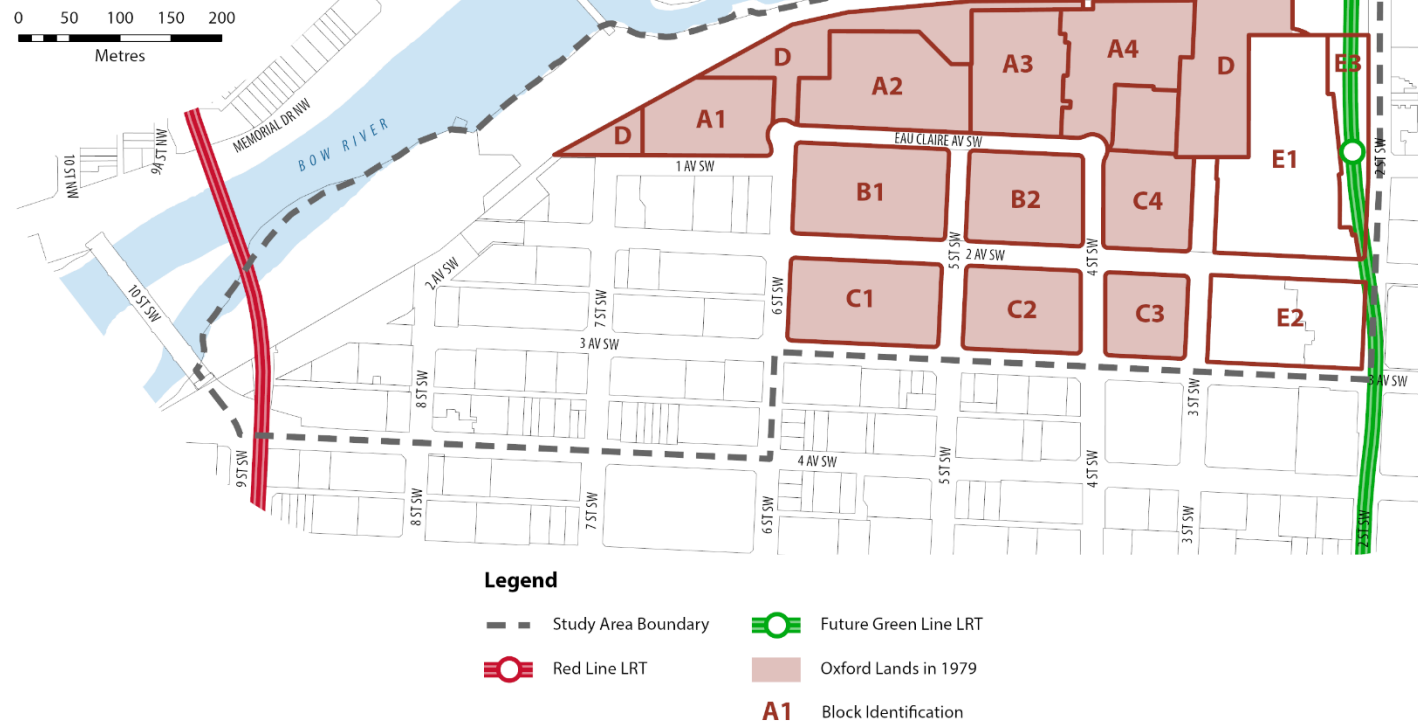
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SCHEDULE C

Eau Claire Area Redevelopment Plan

Figure 3

Oxford Lands
(Eau Claire Estates) and
Block Identification



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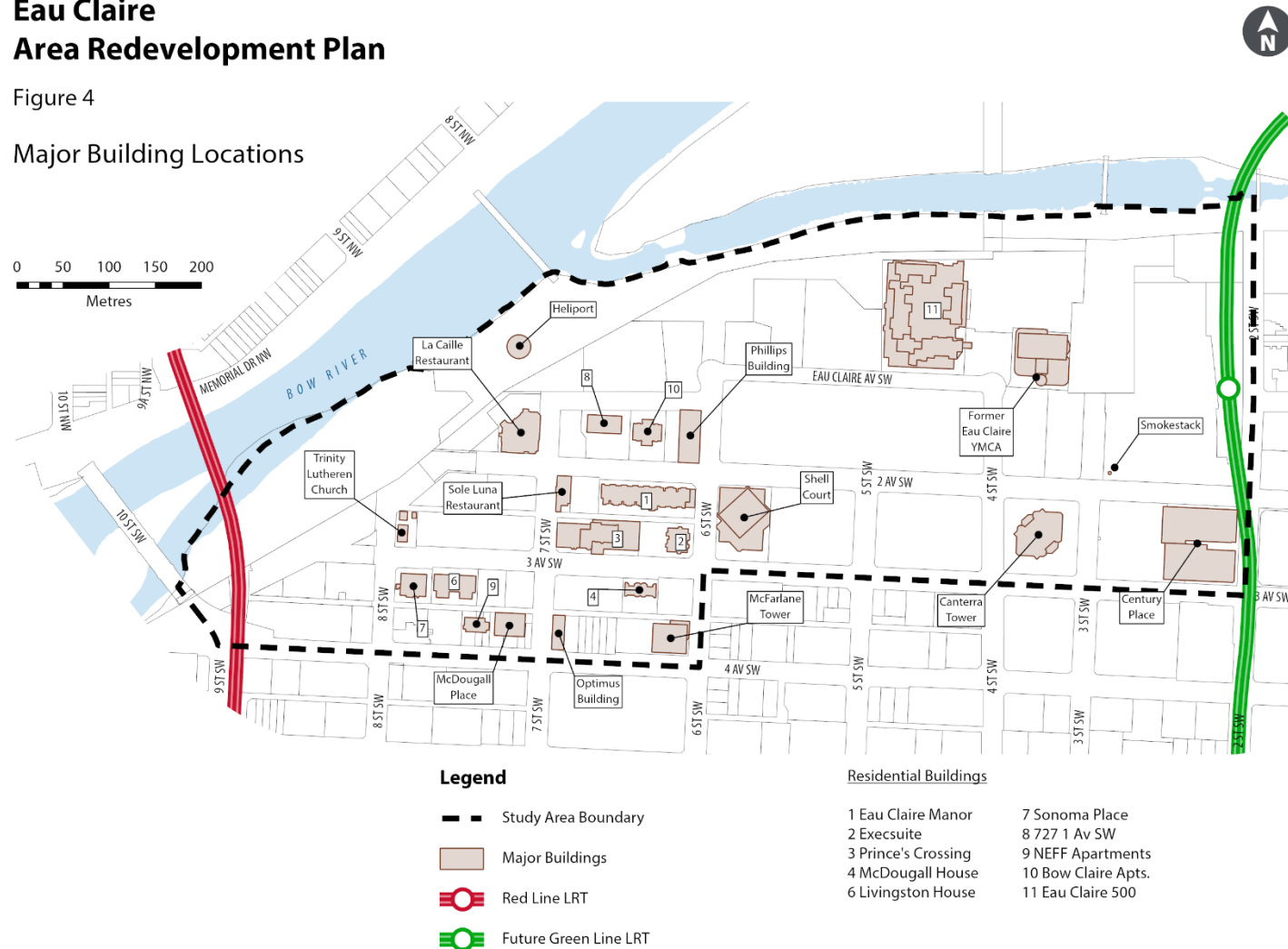
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SCHEDULE D

Eau Claire Area Redevelopment Plan

Figure 4

Major Building Locations



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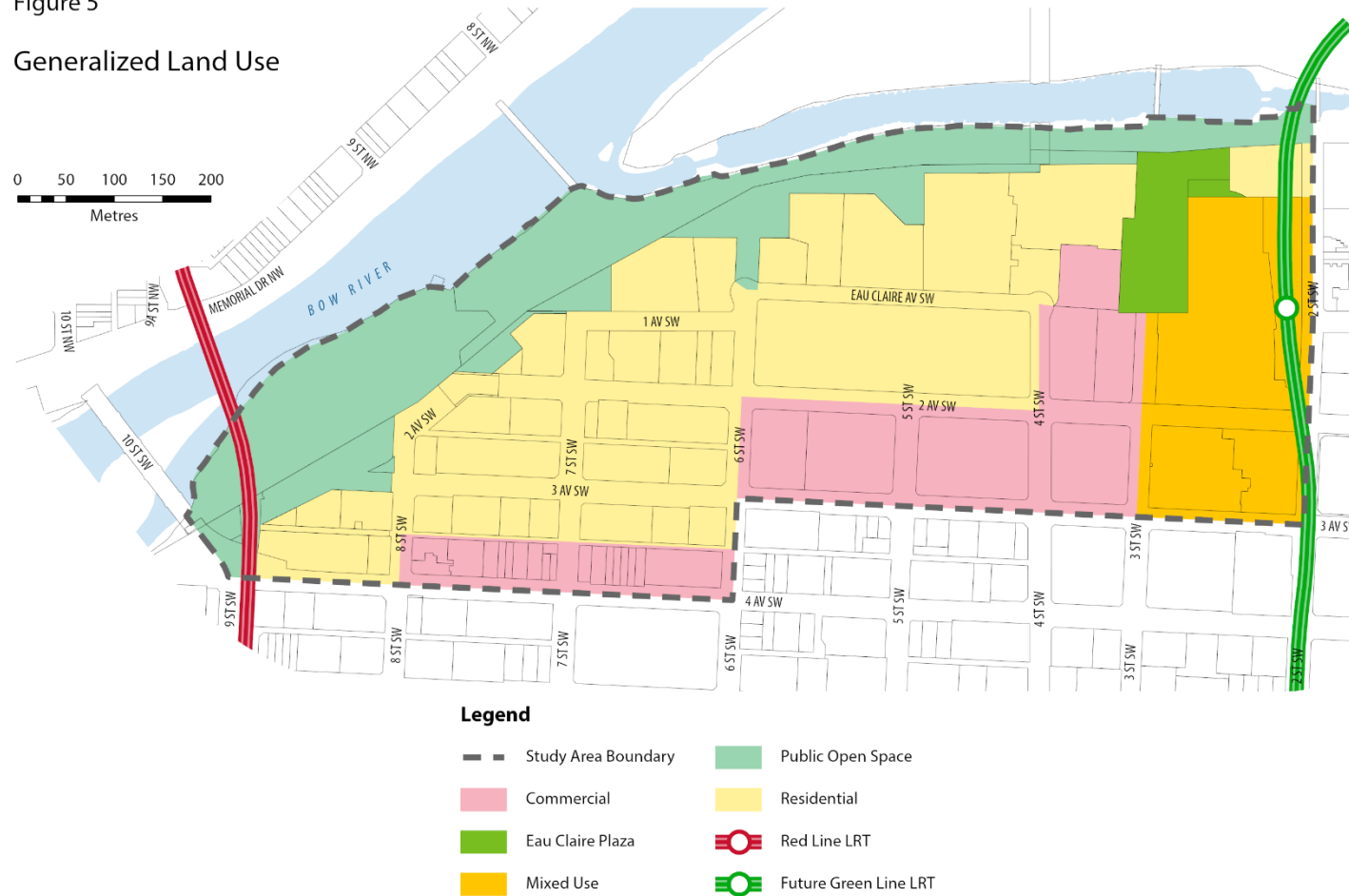
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SCHEDULE E

Eau Claire Area Redevelopment Plan

Figure 5

Generalized Land Use



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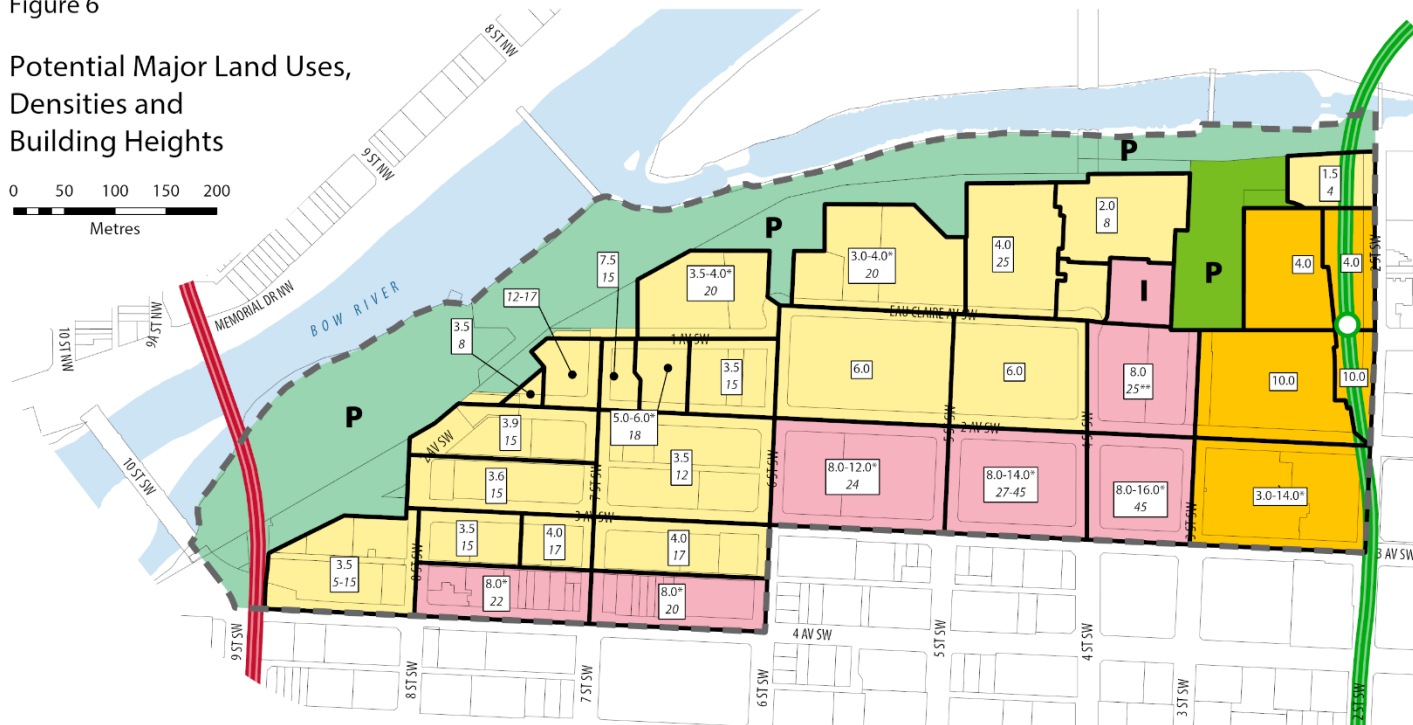
SCHEDULE F

Eau Claire Area Redevelopment Plan

Figure 6

Potential Major Land Uses,
Densities and
Building Heights

0 50 100 150 200
Metres



Legend

Study Area Boundary

Commercial

Eau Claire Plaza

Mixed Use

Public Open Space

Residential

P Public Open Space

I Institutional

Red Line LRT

Future Green Line LRT

4.0
25

Maximum Floor Area Ratio
Maximum Building Storeys

* Require Use of Density Pool or Bonus,
See Section 6.4.2

** 25 Storeys Maximum for One Tower
23 and 15 Stories if Two Towers

NOTE: Maximum building storeys on sites adjacent to the riverbank may be affected by sun shadow guidelines

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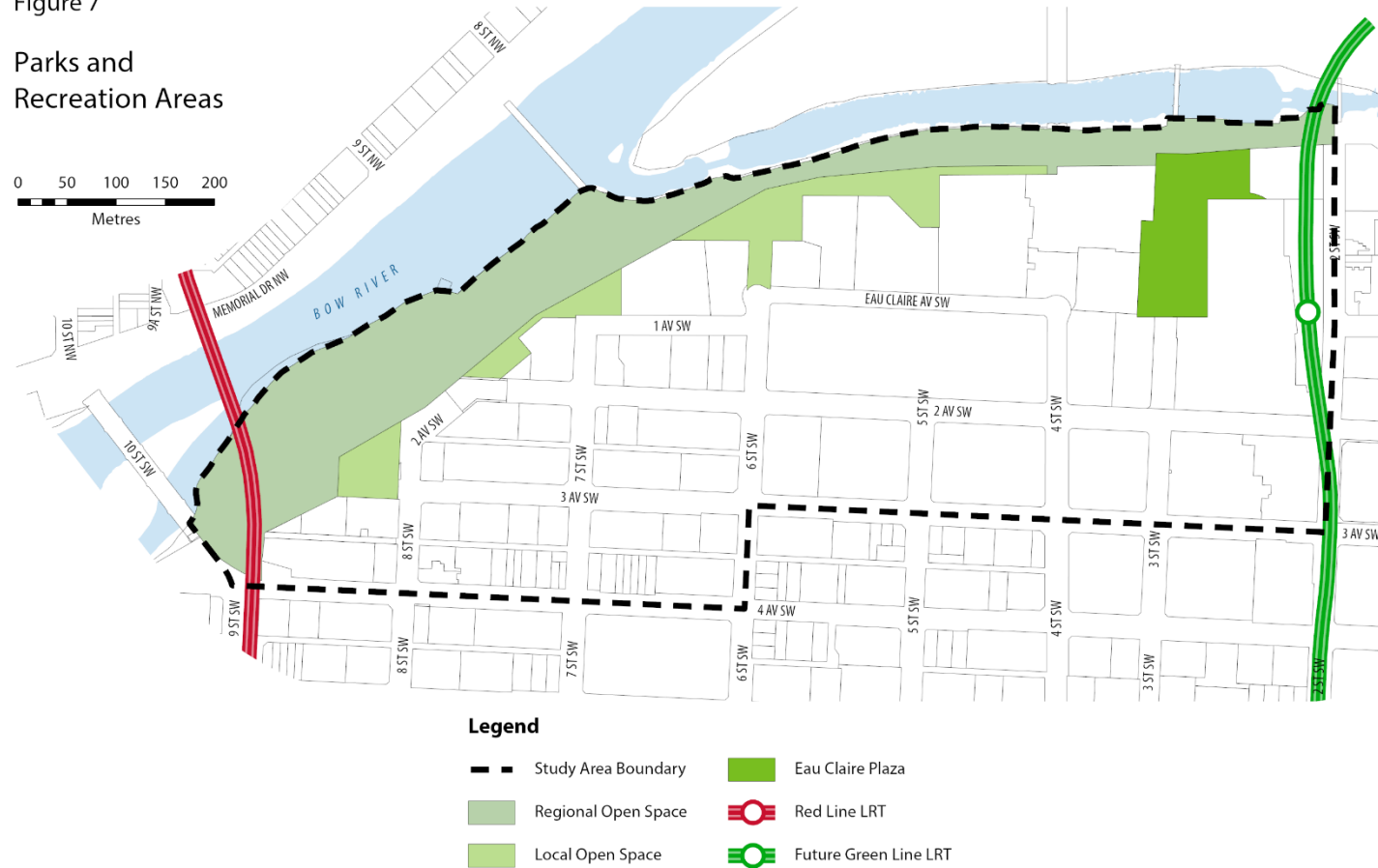
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SCHEDULE G

Eau Claire Area Redevelopment Plan

Figure 7

Parks and Recreation Areas



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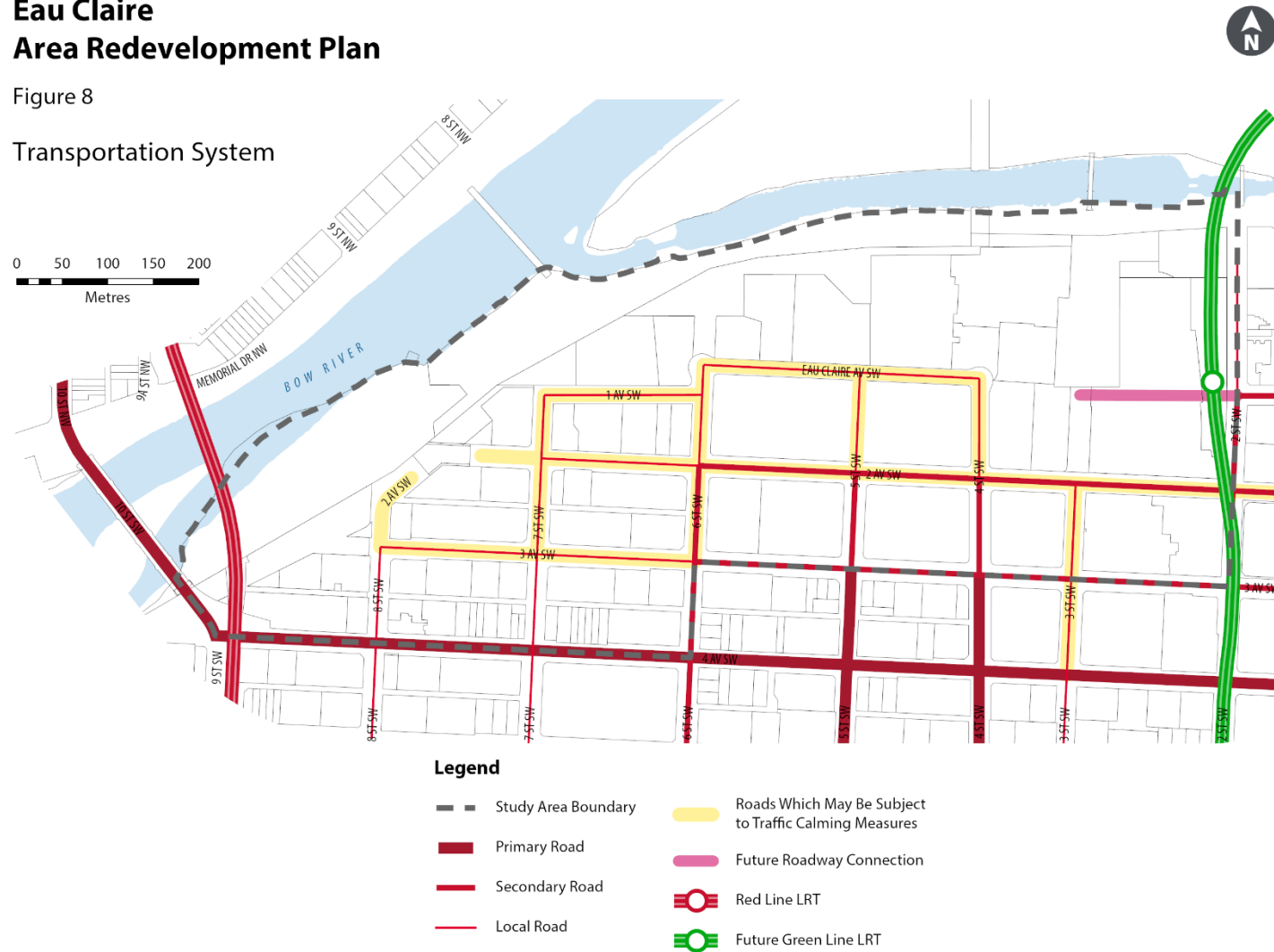
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SCHEDULE H

Eau Claire Area Redevelopment Plan

Figure 8

Transportation System



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SCHEDULE I

Eau Claire Area Redevelopment Plan

Figure 9

Proposed Pedestrian Routes

