

Land Use Redesignation & Area Redevelopment Plan Amendment **Eau Claire Station***



B&A is making planning applications for the Eau Claire Market lands on behalf of The City of Calgary and Harvard Developments to accommodate the future Eau Claire Station*.

We are here today to share information and answer your questions about the planning applications.



**Placeholder station name*



Purpose of the Application

Eau Claire Station*

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The Council-approved alignment for Stage 1 of the Green Line includes an integrated station at the Eau Claire Market site. The new station changes the redevelopment plans for the site and requires planning applications to accommodate the integrated station. The following applications are required:

- Land Use Redesignation Application
- Area Redevelopment Plan (ARP) Amendment Application
- Subdivision Application

The Subject Site

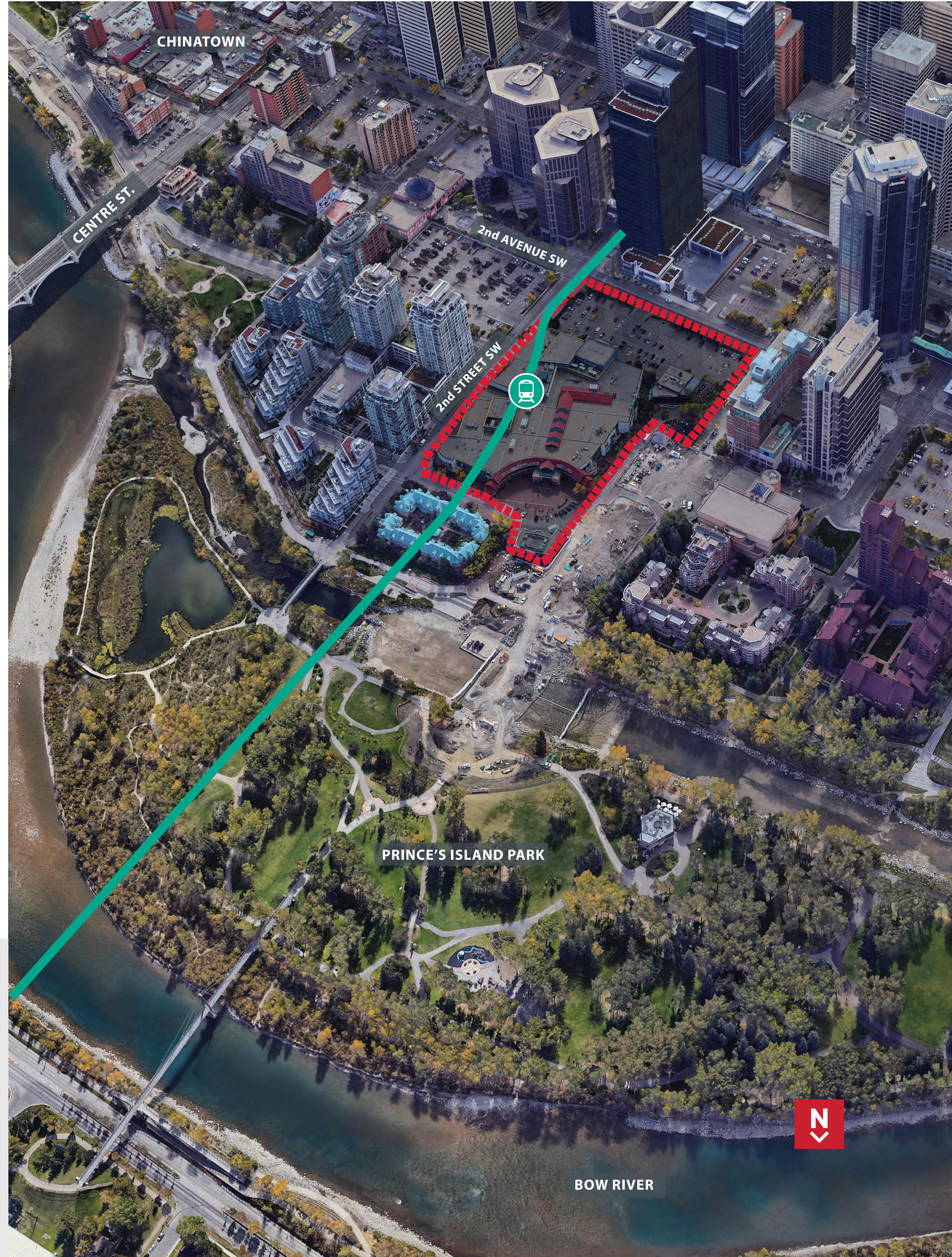
Size: 2.94 hectares (7.25 acres)

Ownership: Harvard Development Corporation

Land Use: Direct Control (158D2015)

Current Uses: Eau Claire Market, Surface Parking, JOEY Eau Claire, LOCAL Public Eatery, Kids & Company Childcare

**Placeholder station name*



Green Line Stage 1

Eau Claire Station*

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The Council-approved Stage 1 of the Green Line LRT is important to expanding Calgary's rapid transit network.

Eau Claire Station* connects to many community amenities and cultural destinations and will integrate into the future redevelopment of the Eau Claire Market site.

The underground station will be designed in a way to allow private development to occur above the station in the future.

Green Line's integration into the Eau Claire area is still in the early stages of design and will be coordinated with stakeholders, including the Eau Claire Area Improvements teams.



Precedent Imagery: Westbrook Station (Left) and the Central Library (Right)

*Placeholder station name


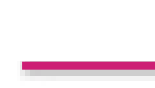





*Placeholder station name

Strategic Location Eau Claire Station*

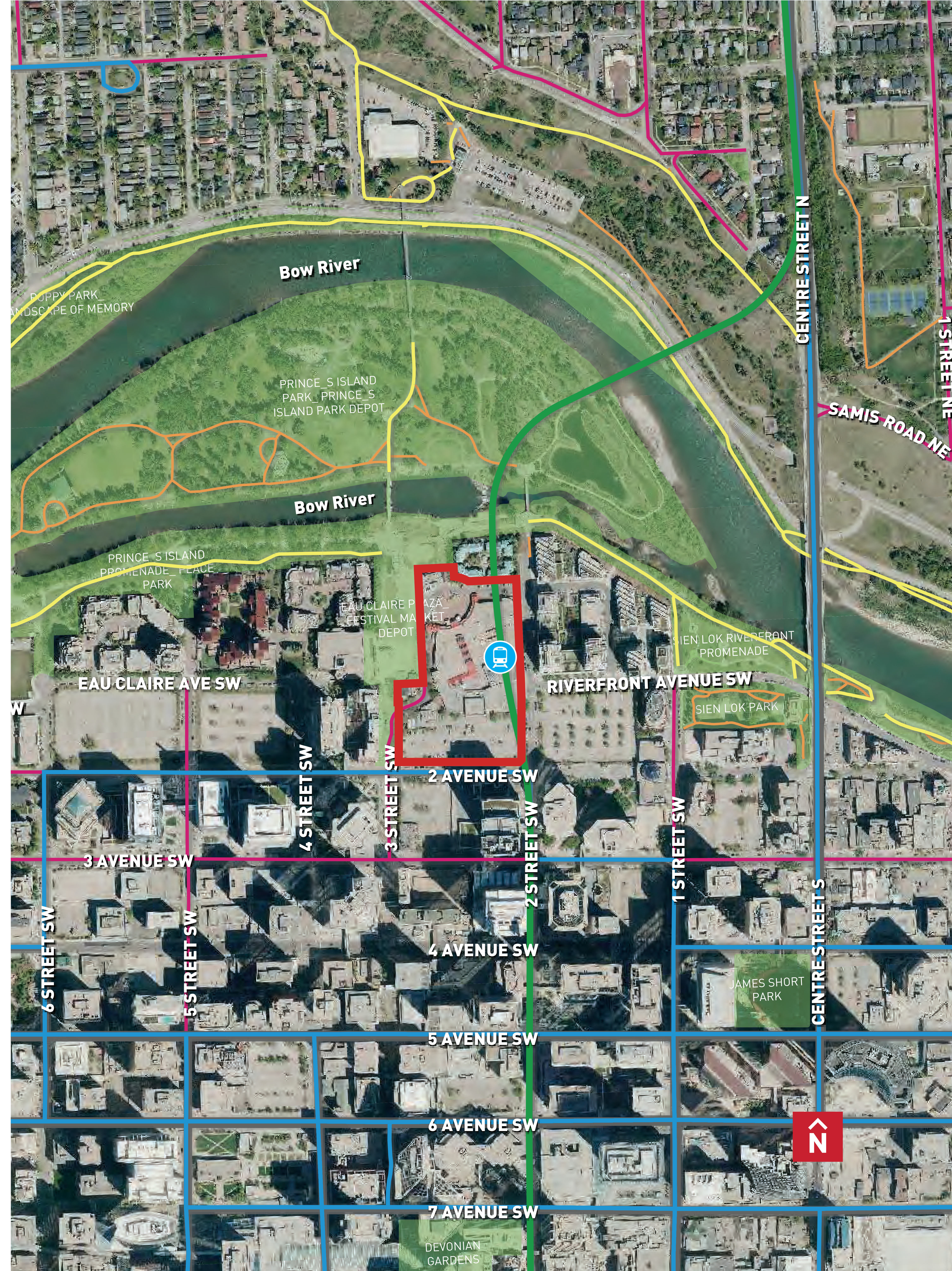
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With the approval of the Green Line alignment and the planned Eau Claire LRT Station on these lands, the site is ripe for mixed-use redevelopment that supports transit. The site is:

- A centrally located landmark
- Situated entirely within 600 metres of a LRT station
- Central to Calgary's largest employment node
- Easily accessible via active nodes, connected to Riverwalk, downtown cycle tracks
- Adjacent to one of Calgary's largest urban parks
- A prime candidate for high-density, mixed-use redevelopment

 Subject Lands	 Existing Bikeways
 Existing Parks	 Bus Routes
 Existing Regional Pathway	 Proposed LRT Green Line Alignment
 Existing Local Pathway	 Proposed LRT Station

*Placeholder station name



Planning Context

Municipal Development Plan (MDP) & Calgary Transportation Plan (CTP)

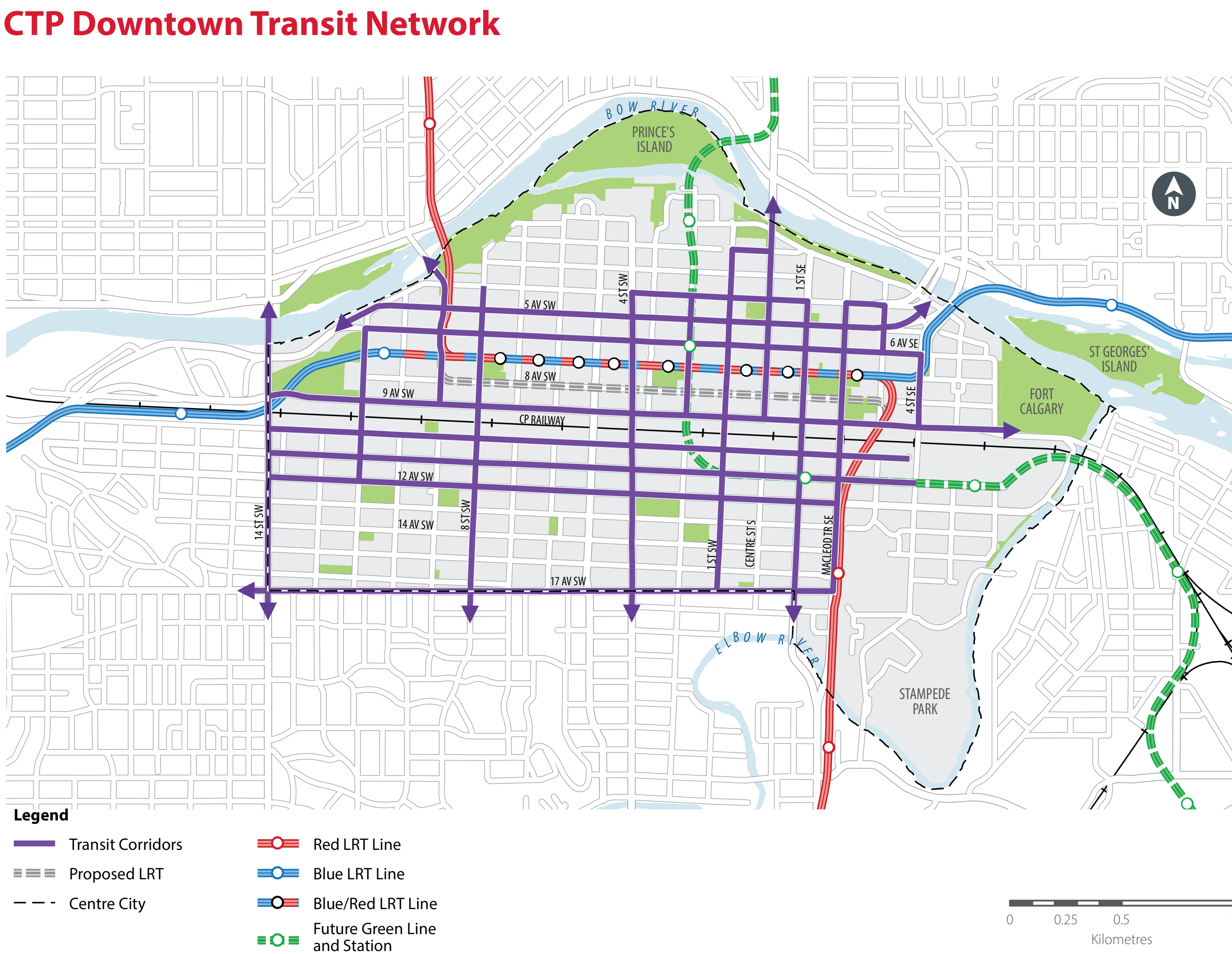
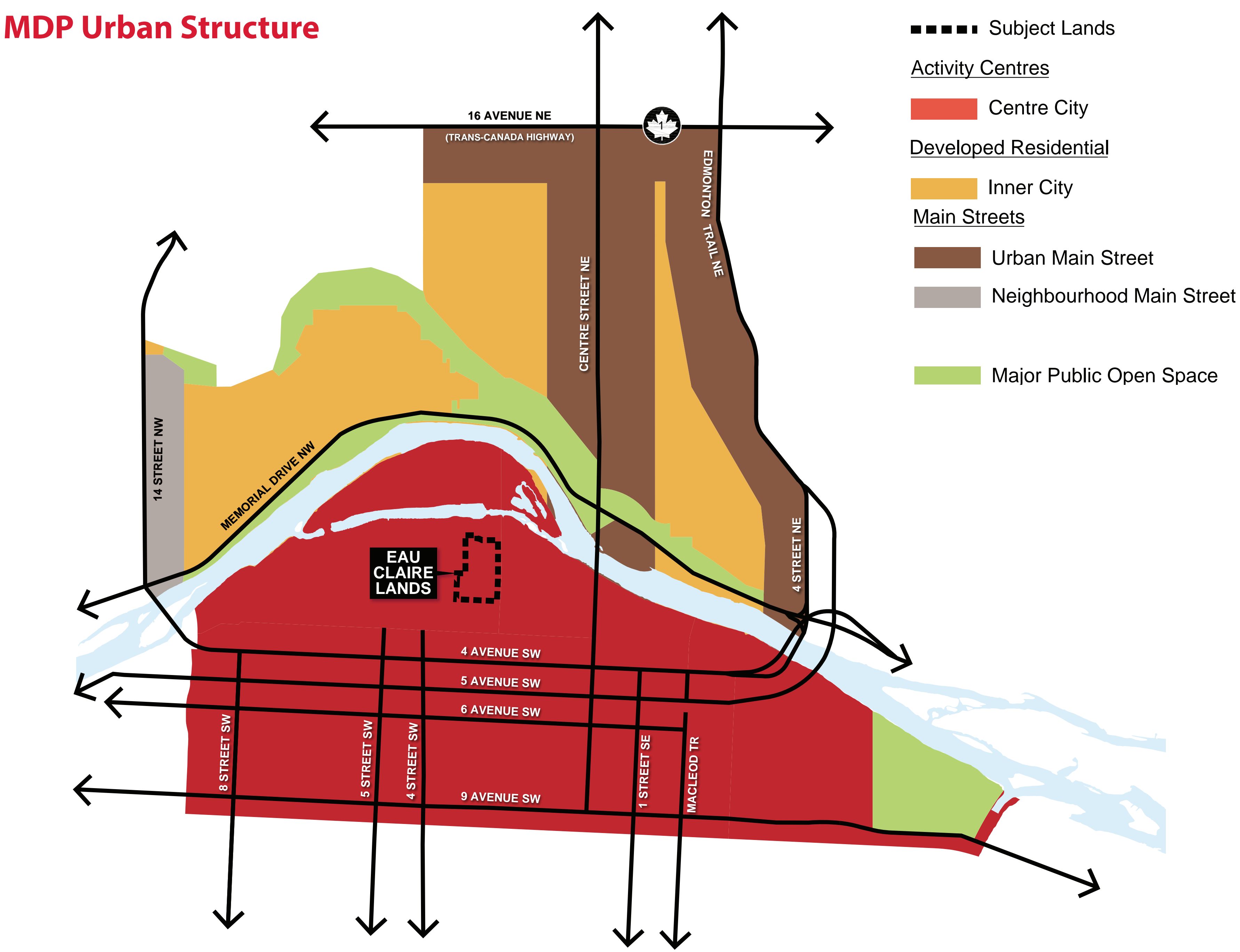
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The introduction of Eau Claire Station* and future development will satisfy many of the goals and objectives of the MDP and CTP. The following policies have been a key consideration in defining a new land use for the area:

- A Vibrant Greater Downtown
- Complete Communities
- Creating a City Attractive to People
- Creating a City Attractive to Business
- Creating a Beautiful City
- A Transit-Supportive Land Use Framework
- The four elements critical to support transit service: density; diversity; design and distance.



*Placeholder station name



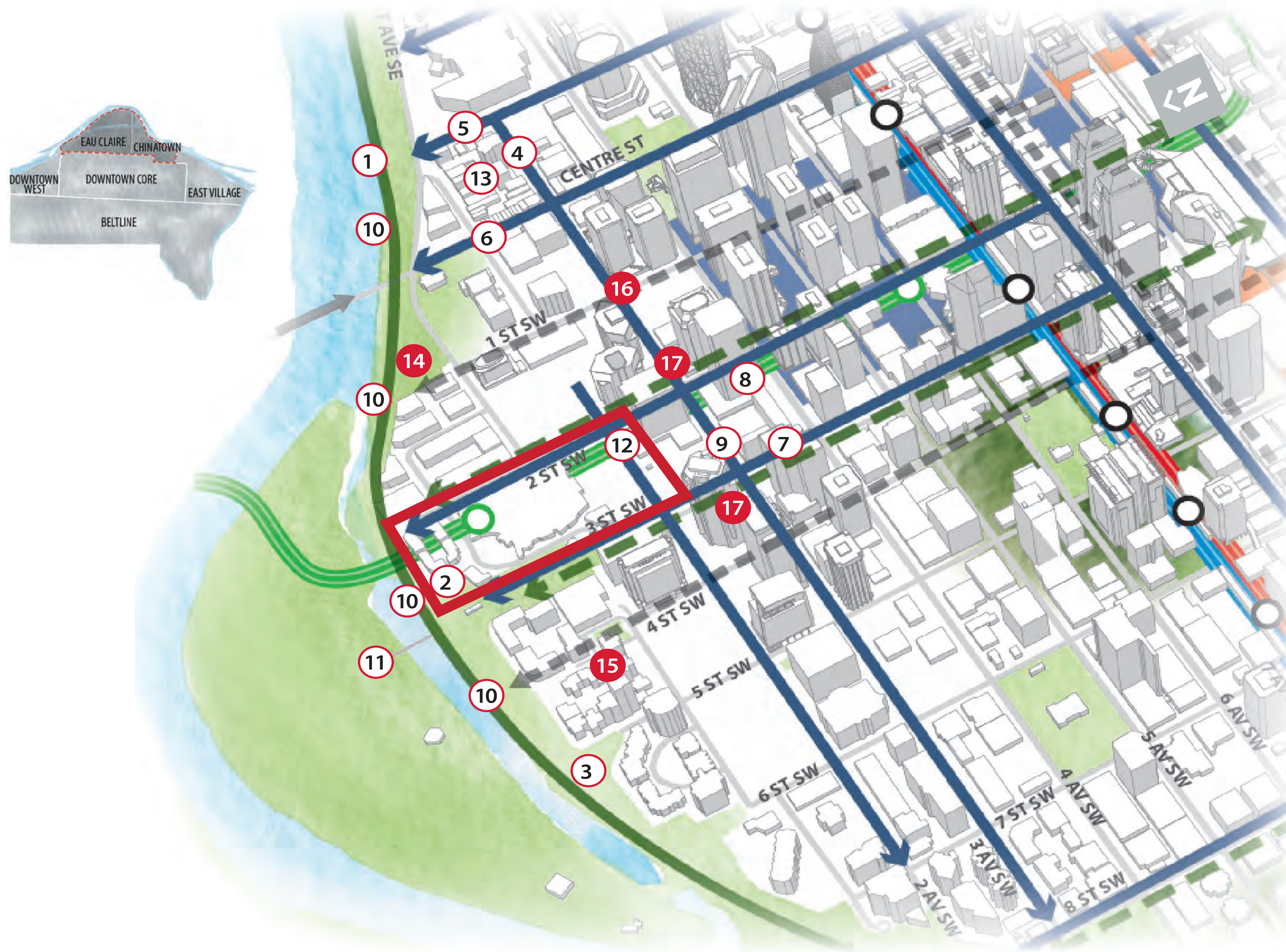
Planning Context

Greater Downtown Plan

The proposed application aligns with the 5 Strategic Moves outlined in the Greater Downtown Plan:

- 1 Neighbourhoods for Vibrant Urban Life
- 2 A Green Network for a Healthy Environment
- 3 Streets for People
- 4 Transit for All
- 5 Future-proof and innovate for the next generation

A significant number of investments and projects are underway within the Eau Claire area. This application seeks to complement the ongoing commitment to Eau Claire.



Projects – Completed, underway, designed

Park / Plaza Projects

- 1 Eau Claire Promenade
- 2 Eau Claire Plaza redesign
- 3 West Eau Claire Park

Streetscape Enhancement

- 4 3 Avenue S.E.
- 5 1 Street S.E. (Green Mall)
- 6 Centre Street from Bridge to 4 Avenue S.
- 7 Barclay Mall (3 Street S.W.) Master Plan
- 8 2 Street S.W. Master Plan
- 9 3 Avenue S. walking and wheeling upgrades

Project and Programs

- 10 Downtown flood barrier and Eau Claire Promenade
- 11 Jaipur Bridge Replacement
- 12 Green Line 2 Avenue S.W. LRT Station
- 13 Tomorrow's Chinatown Cultural Plan and local area plan

Projects – Proposed

Park / Plaza Projects

- 14 Sien Lok Park upgrades

Streetscape Enhancement

- 15 4 Street S.W. main streets activation
- 16 1 Street S.W. main streets activation
- 17 Green network streets upgrades

Project and Programs

- Policy and local area plans review and update or visioning (Action refers to the whole neighbourhood)

- Green Network
- Potential Green Network
- Confirmed Main Street
- Potential Main Street
- Potential location for Open Space Acquisition
- Existing Parks/Plaza
- Streetscape Enhancement
- Underpass Enhancement
- Proposed LRT Green Line
- Existing LRT Blue Line
- Existing LRT Red Line

*Placeholder station name



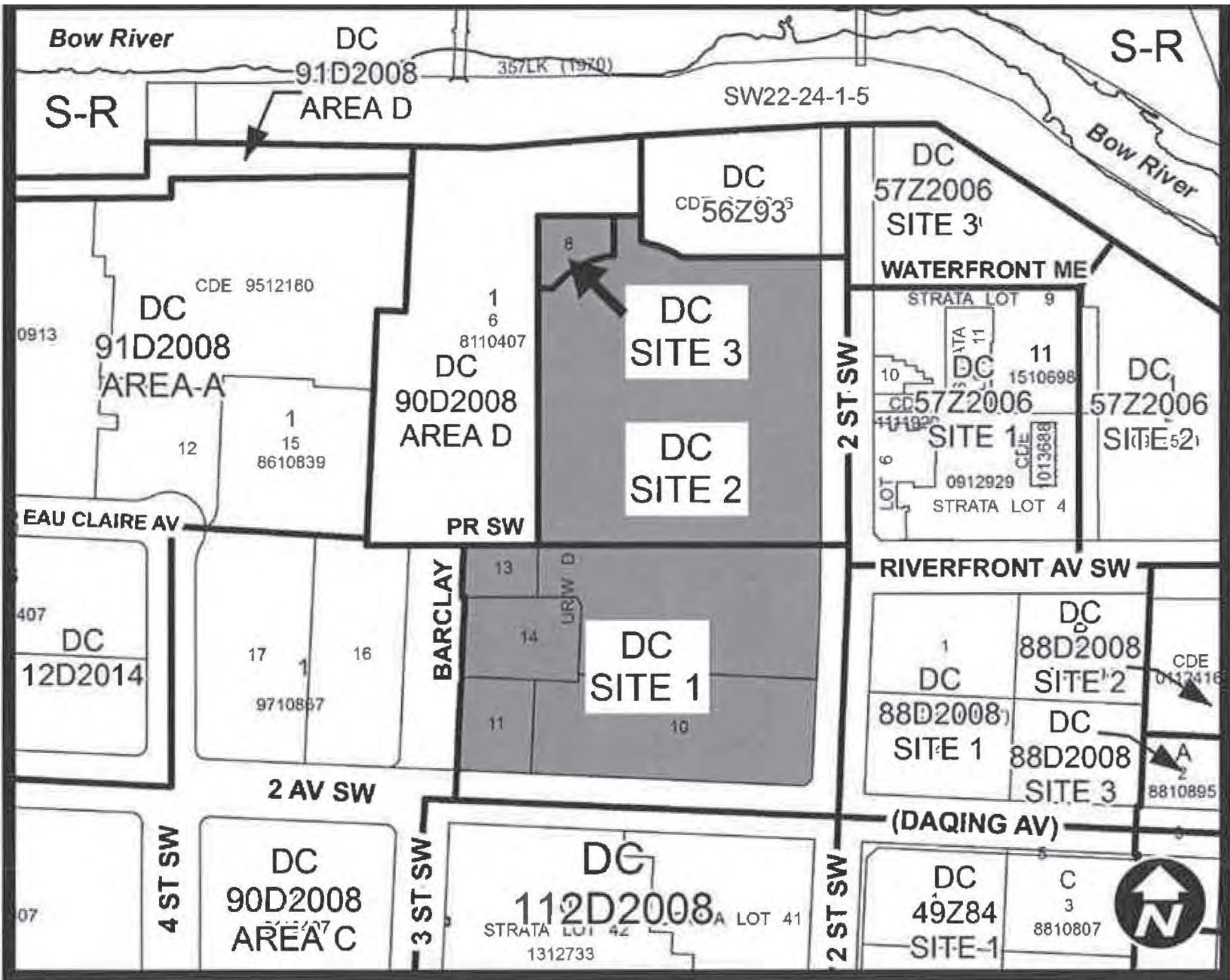
Proposed Land Use and ARP Revisions

Eau Claire Station*

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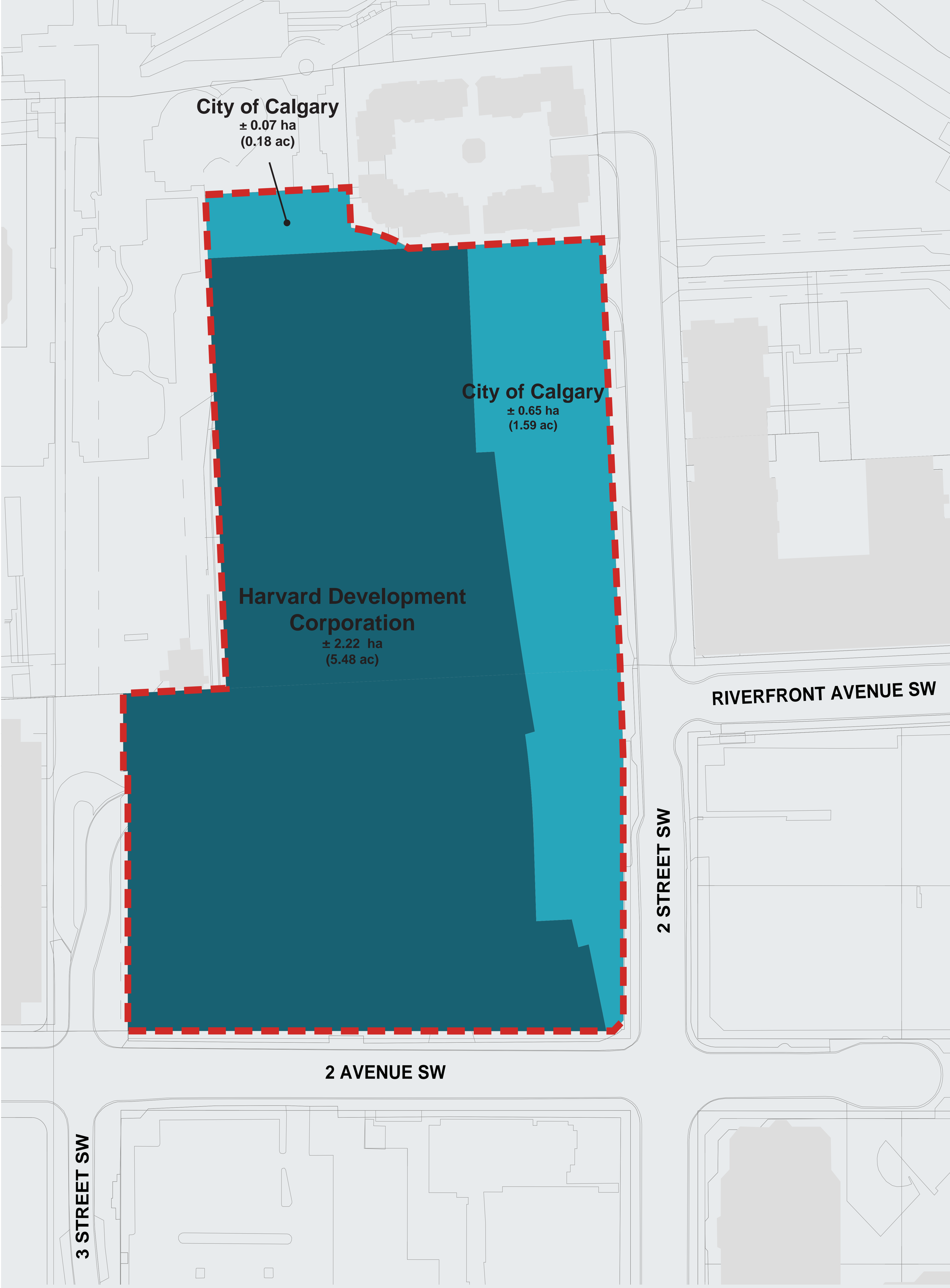
This application proposes revisions to the existing Direct Control (DC) District (158d2015) and Eau Claire Area Redevelopment Plan (ARP) to accommodate the station and future transit-supportive development.

The Land Use Redesignation will result in three DC Districts to recognize the new ownership boundaries. It will maintain key elements of the existing DC including height, density, and sunlight protection areas and divides the site into three areas that will have their own DC Districts.



Existing Direct Control District (DC158d2015)

*Placeholder station name



Area Redevelopment Plan

Proposed Amendments

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Parameter	Policy Reference	Existing Policy	Proposed Amendments	Conclusion / Rationale
Mix of Uses	Policy 4.5	In the mixed-use precinct of E1, land is designated primarily for residential with a mix of commercial (retail and entertainment) and “non-traditional” office. In the mixed-use precinct of E2, a greater level of mixing is allowed to accommodate residential, office, hotel, and supporting commercial/retail. 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, and reinforce the all-seasons, and day and night “vitality” of the public realm for the Eau Claire Community.	In the mixed-use precinct of E1, land is designated to accommodate a mix of uses in alignment with the goals of this plan. primarily for residential with a mix of commercial (retail and entertainment) and “non-traditional” office. In the mixed-use precinct of E2, a greater level of mixing is allowed to accommodate residential, office, hotel, and supporting commercial/retail. 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, and reinforce the all-seasons, and day and night “vitality” of the public realm for the Eau Claire Community.	Expectations relating to form are regulated in the direct control districts (i.e. Height/FAR) and removing the focus on “primarily residential” is consistent with the proposed Direct Control Districts to provide a mix of transit oriented uses.
Mix of Uses	Policies 6.0B.1.2	E1 - Eau Claire Market Site Since the Eau Claire Market was built in 1993, it has become a special site for the Eau Claire community, the Centre City and Calgary. Although the success of the Market itself and its integration with the community has not been fully realized, the components of achieving that success are better understood. Innovative approaches to developing the site and buildings with a mix of uses to enhance “vitality” and “livability” and the evolution of the Eau Claire community as a primarily residential community have provided the opportunity to revitalize this area of the community with a new vision that better meets the policies within the ARP. A new generalized land use of a 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.	Since the Eau Claire Market was built in 1993, it has become a special site for the Eau Claire community, the Centre City and Calgary. Although the success of the Market itself and its integration with the community has not been fully realized, the components of achieving that success are better understood. Innovative approaches to developing the site and buildings with a mix of uses to enhance “vitality” and “livability” and the evolution of the Eau Claire community as a primarily residential mixed-use community have provided the opportunity to revitalize this area of the community with a new vision that better meets the policies within the ARP. A new generalized land use of a 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 incorporates an LRT Station and a variety of transit supportive development.	Remove the focus on “primarily residential” and generally focus on a transit supportive mix of uses.
Mix of Uses/Density	6.0B.4.2	To facilitate primarily residential mixed-use buildings that will provide an increase of approximately 1000 residential units and contribute towards a residential population of approximately 5000 people for Eau Claire.	To facilitate primarily residential transit supportive mixed-use buildings that will create opportunity for an increase in total jobs, services & residential units provide an increase of approximately 1000 residential units and which will contribute towards a residential population of approximately 5000 people for Eau Claire.	Provide more flexible and less prescriptive language appropriate for a transit-oriented development site.
Residential Design	6.0B.4.3	Set Direct Control guidelines to ensure that the residential component is sensitively-designed to minimize the impact of commercial activities on residential units, protect residents’ privacy, provide amenity space, and require separate access for residential and commercial uses.	We recommend this be removed	This policy in our opinion provides direction for overly prescriptive Direct Control provisions.

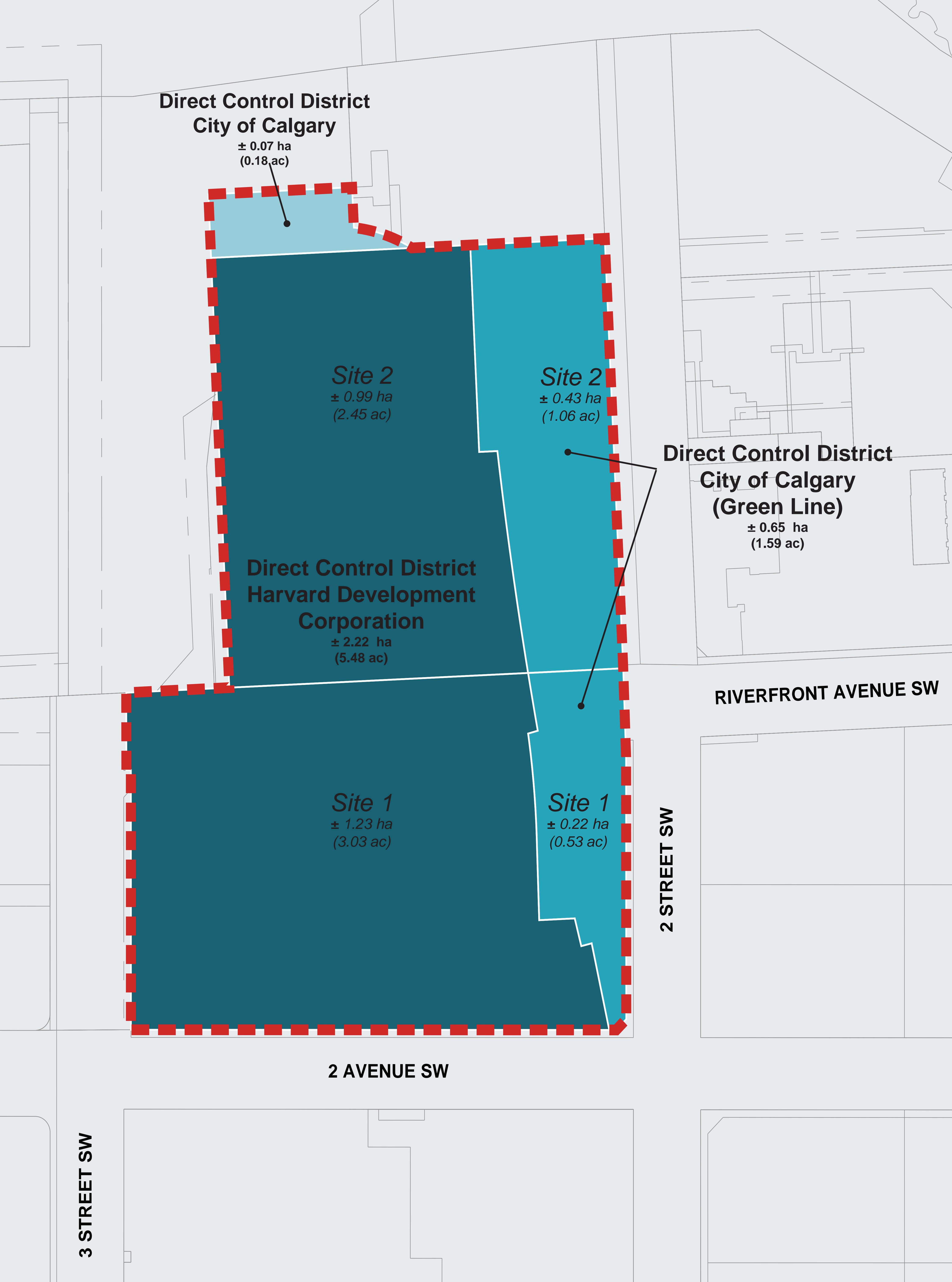
Area Redevelopment Plan

Proposed Amendments



Parameter	Policy Reference	Existing Policy	Proposed Amendments	Conclusion / Rationale
Office Use Location	6.0B.4.7	<p>To support a “non-traditional” office typology that is different in form and design from typical corporate office space. The “non-traditional” office typology provides unique character spaces with a focus towards innovative and creative services such as artists, architects, technology companies, cultural industries, electronic arts as well as applied office space for doctors, dentists, wellness programs, etc. The intent is to provide innovative office uses that contribute to the “vitality” of the area by providing a creative mix that will enhance a day and night environment. Such “non-traditional” office space shall only be supported for this precinct:</p> <ul style="list-style-type: none">As a part of the redevelopment of a mixed-use building that includes residential;On upper levels of a podium of a building and will not be supported in any form at-grade or in a high-rise tower;With a maximum, cumulative gross floor area of 27,884 square metres (300,150 square feet) andWith a maximum at-grade office lobby frontage of 7.5 metres.	<p>We recommend this be removed</p>	<p>This is an overly prescriptive policy that introduces “non-traditional office” as a use that is undefined in the land use bylaw. Our proposed Direct Controls are more flexible in terms of use location/size and regulate the appropriate provisions from this policy statement.</p>
Vehicle/Access along Barclay Mall	6.0B.5.9	<p>To discourage vehicular access to the Barclay Mall and 2 Street SW as they are major pedestrian corridors leading to the Eau Claire Plaza, the Bow River and the future underground LRT station on 2 Street SW to the south, as identified in the Centre City Plan.</p>	<p>To discourage vehicular access encourage active mode access to the Barclay Mall, north of 2 Street SW, to support future development as they are major pedestrian corridors leading to the Eau Claire Plaza, the Bow River and the future underground LRT station on 2 Street SW to the south, as identified in the Centre City Plan. The opportunity for vehicular access on Barclay Parade will be subject to detailed design at the development permit stage to determine any impacts on the major pedestrian corridors, while also understanding the desire to activate and support potential residential, retail and consumer service uses by providing on-street parking and/or drop-off opportunities that are well integrated into the urban realm.</p>	<p>Encourages active modes while considering the access constraints posed by the Green Line station and allowing the opportunity for innovative design solutions that could accommodate vehicular access on Barclay Parade.</p>
Urban Design (Height)	11.4.1	<p>The built form should generally rise in height from low, human-scale residential developments of a maximum of 4-5 storeys along the riverbank, to 17-storey residential developments or 45-storey commercial developments close to the downtown core.</p>	<p>We recommend this policy be removed.</p>	<p>This policy in our opinion should be eliminated as it is regulated in the land use district and the shadowing policies.</p>
Riverfront Avenue	New Policy and Update to Figure 8	<p>None</p>	<p>Update Figure 8 to reference Riverfront Avenue Extension</p> <p>Policy 12.4.1.5</p> <p>An extension of Riverfront Avenue SW between 2 Street SW and 3 Street SW with sidewalks along its full length on both the north and south sides and will be determined at the Development Permit stage, pending negotiations between the City of Calgary and the Developer.</p>	<p>We recommend this be moved from the existing Direct Control to the ARP and generalized to demonstrate intent. This will be dealt with at the time of detailed design and may be related to Green Line construction or an associated Development Permit. The obligation to construct the future Riverfront Avenue connection would be shared by the City of Calgary (Green Line) and private developer.</p>





Direct Control Districts

Purpose and Intent

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The revised Direct Control Districts are intended to accommodate development that is characterized by:

- A wide variety of land uses that support transit use
- Comprehensively designed and phased transit-supportive development
- Shared parking strategies that accommodate centralized parking facilities on all sites
- Mixed use development with active street-oriented uses
- A built form that will accommodate mid to high rise development that is sensitive to adjoining residential districts and sun shadow impacts
- A minimum and maximum densities and heights informed by sun shadow regulations

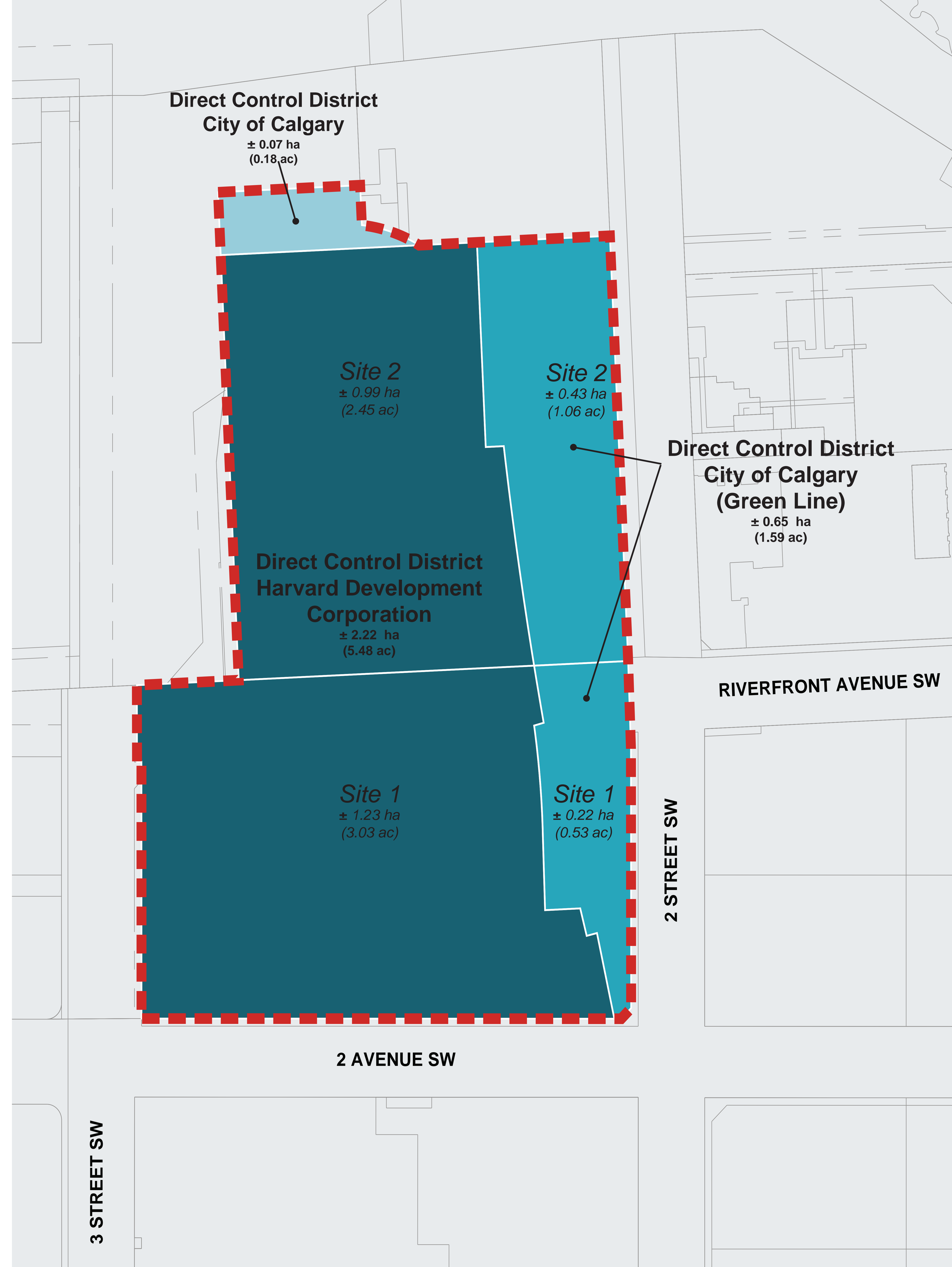
Direct Control Districts

Key Elements

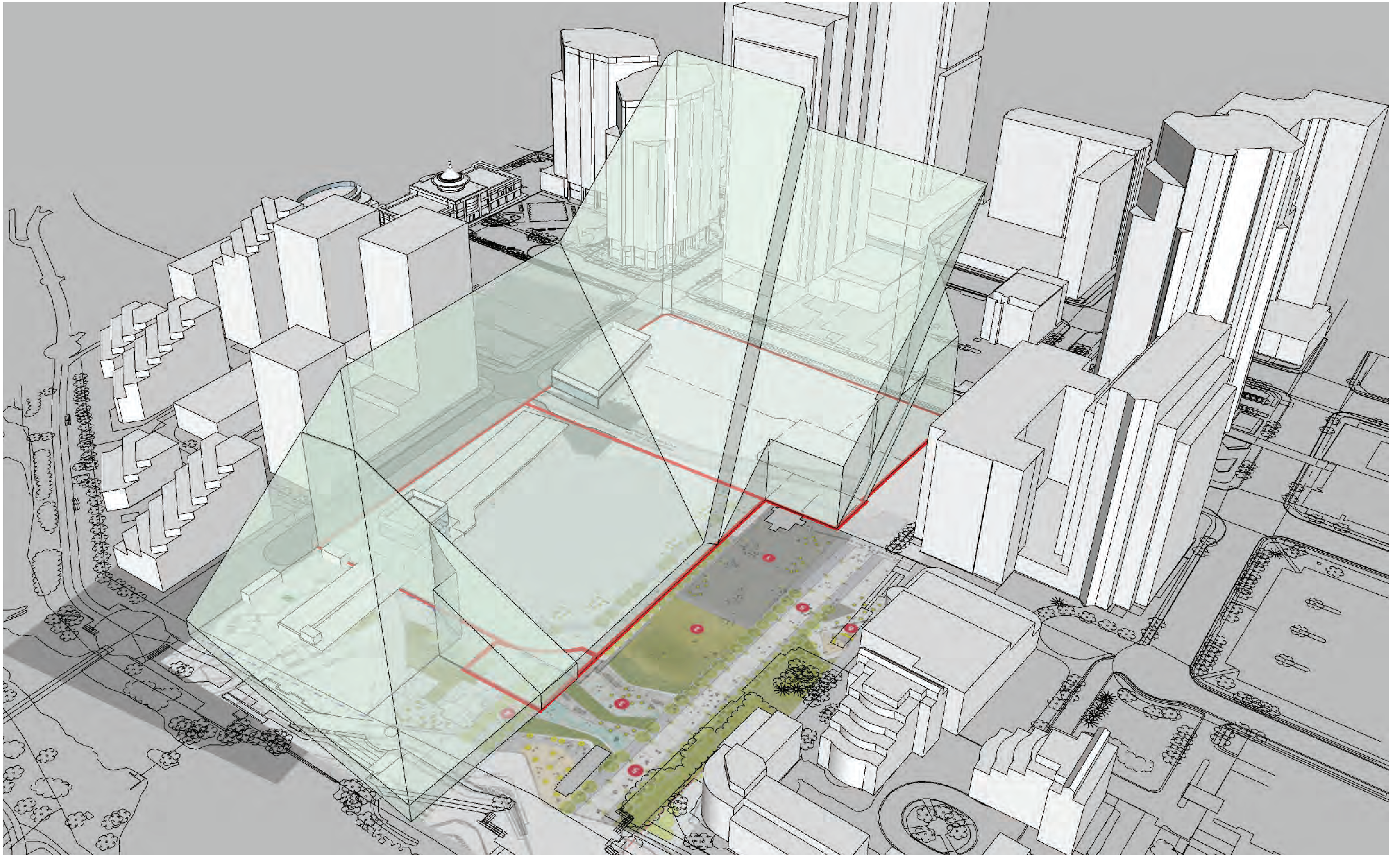
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- Recognizes Eau Claire Station* within the Direct Control regulation, but no longer tied to specific Development Permit plans
- Permitted and discretionary uses of the Commercial Residential (CR20) apply to the City of Calgary (Green Line) and Harvard Development Corporation Direct Control Districts.
- Maximum heights, shadowing, parking and density rules remain the same as existing land use
- Office not permitted on ground floor; but allowed on the City of Calgary (Green Line) and Harvard Development Corporation Direct Control Districts.
- Eliminates requirements for residential minimums before office can be developed
- Setbacks revised based on new boundaries and interfaces
- City of Calgary northerly Direct Control District is based on the Special Purpose Community Service (S-CS) District with additional commercial uses.

*Placeholder station name



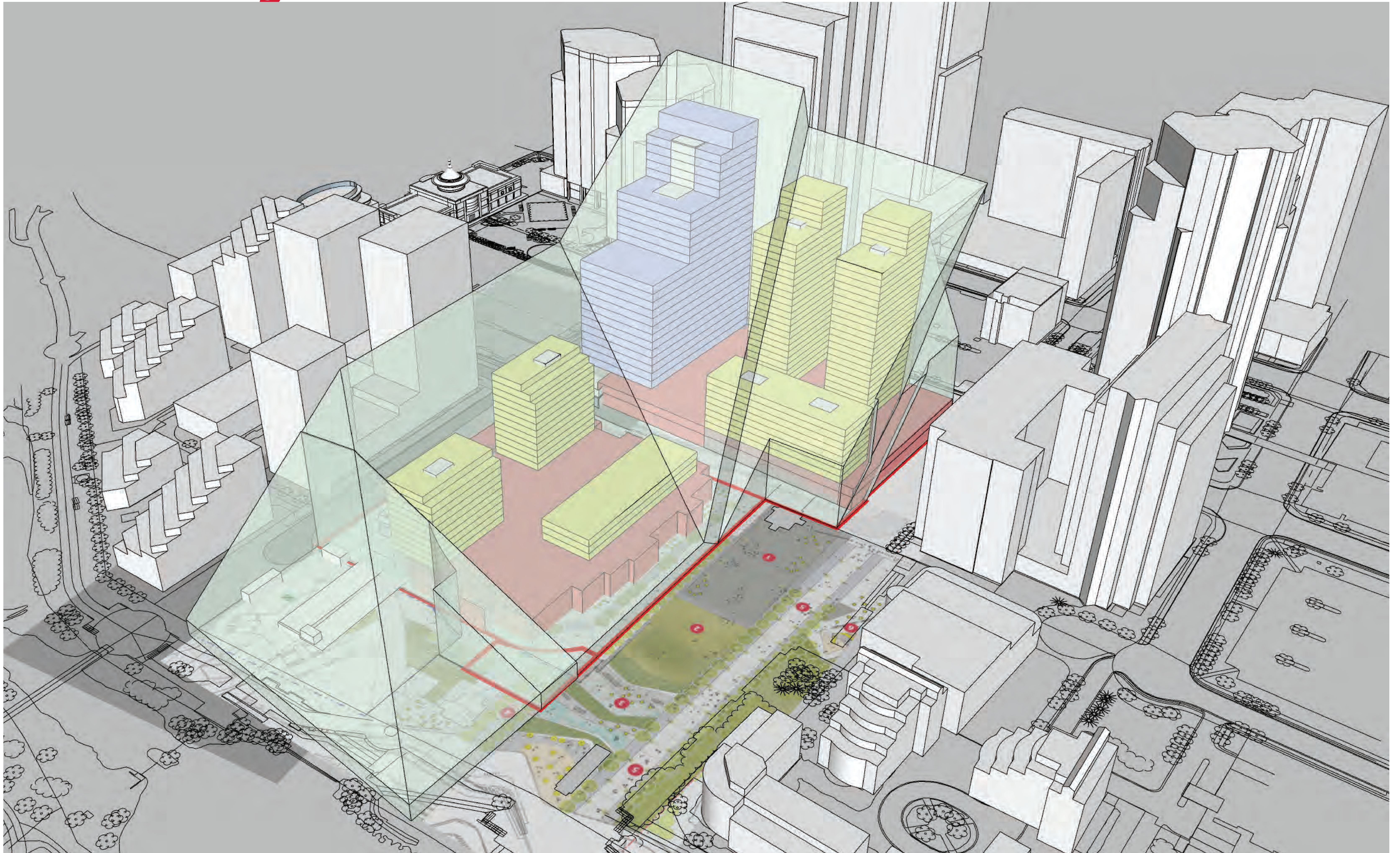
Conceptual Shadow Plan



The Conceptual Shadow Plan illustrates conceptual development massing that could be accommodated under the sunlight protection area regulations which remain unchanged from the existing, approved Direct Control District.

CONCEPT ONLY AND SUBJECT TO DETAILED DESIGN AT THE DEVELOPMENT PERMIT STAGE

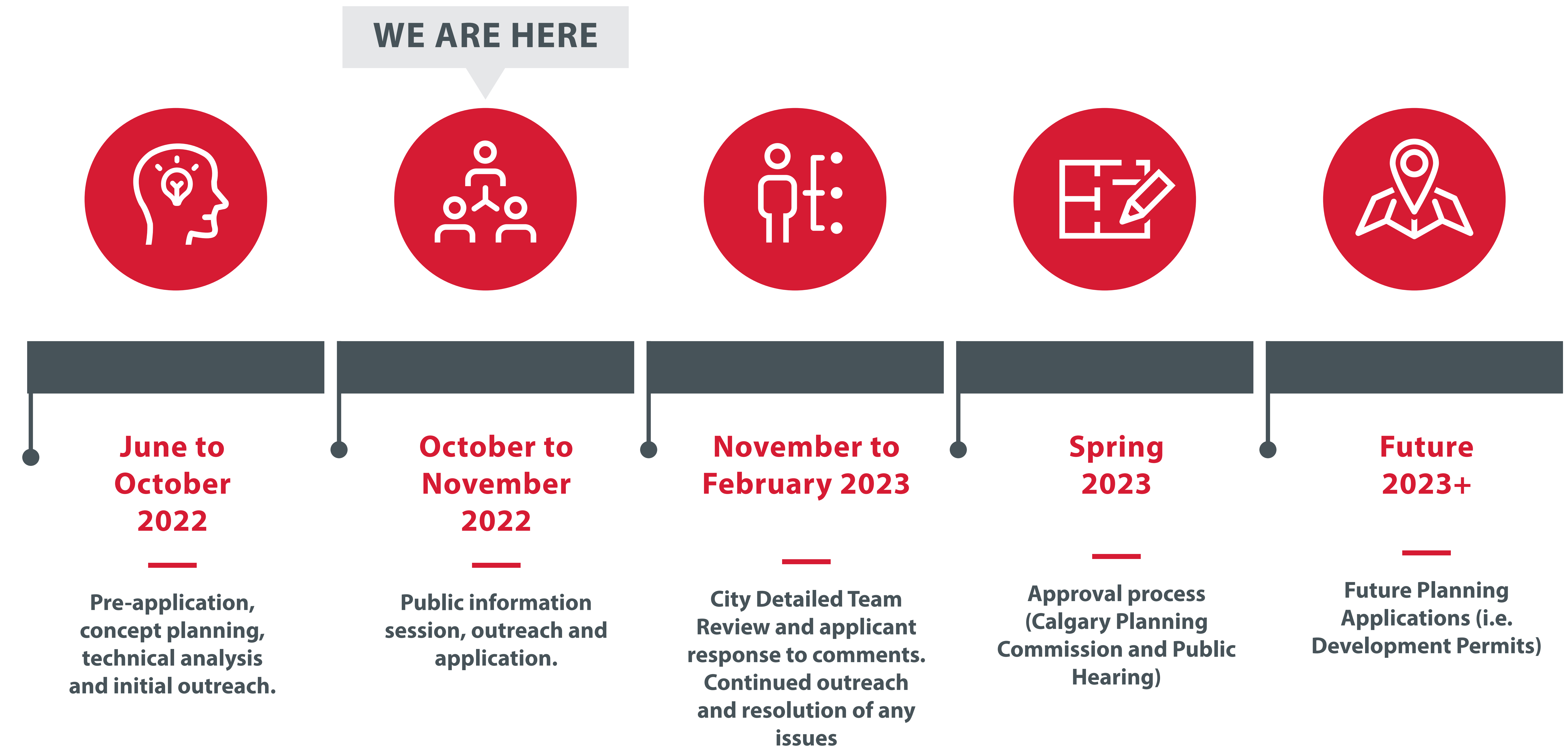
Conceptual Shadow Plan and Massing



The Conceptual Shadow Plan illustrates conceptual development massing that could be accommodated under the sunlight protection area regulations which remain unchanged from the existing, approved Direct Control District.

CONCEPT ONLY AND SUBJECT TO DETAILED DESIGN AT THE DEVELOPMENT PERMIT STAGE

Timeline and Next Steps



Please contact us if you have any questions, suggestions or concerns via phone or email.

Please provide your email address to receive project updates.

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