Calgary

East Village

Area Redevelopment Plan

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1 Introduction

Vision: East Village will become a vibrant, human-scaled and sustainable high density downtown neighbourhood that respects and enhances its historical, physical and social context and reinforces a high quality of life for its diverse residents.

1.1 Policy Framework

1.1.1 Legislative Framework

The Municipal Government Act (MGA) is the legislative framework in which municipalities operate. It is under this authority that the policy for the Centre City, including East Village, is developed.

The Municipal Development Plan (MDP) Volume 1 and Calgary Transportation Plan (CTP) provide direction for growth and change in Calgary over the next 60 years. The Centre City Guidebook (CCG) builds on these policies, refining the strategic direction for growth in the Centre City and establishing policies that will help to shape a successful downtown commercial core that transitions to a number of distinct residential mixed-use neighbourhoods.

The CCG is Volume 2, Part 2 of the MDP. It provides implementation policy for the Centre City and must be read in conjunction with the MDP, Volume 1, and is the policy foundation for a local area plan (e.g., area redevelopment plan). The Land Use Bylaw is a tool for implementing this policy.

The CTP, Centre City Mobility Plan and other City of Calgary documents, including the Centre City Plan and the Centre City Urban Design Guidelines, provide additional guidance for development in the Centre City, including East Village (see Figure 1: Legislative Framework).

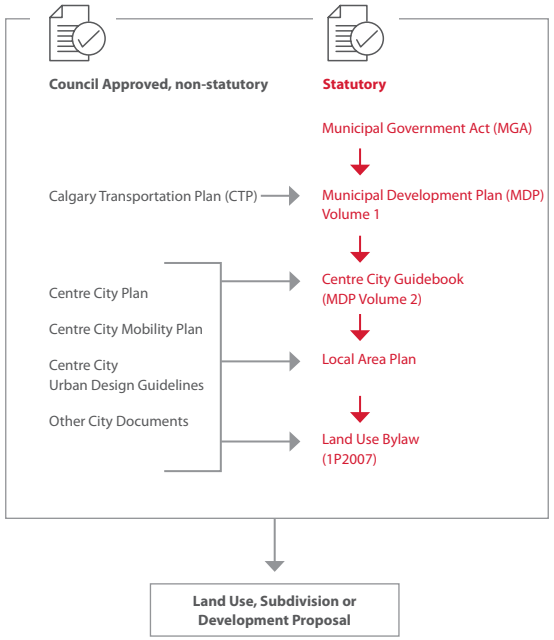


Figure 1: Legislative Framework

1.1.2 Application of the Area Redevelopment Plan

The East Village Area Redevelopment Plan (ARP or Plan) provides statutory policy direction specific to East Village. Policies in the ARP apply in addition to policies in the MDP, Volume 1, and CCG (MDP, Volume 2, Part 2).

This ARP provides context-specific policies. It identifies when exceptions to a CCG policy may be needed and guides the discretion of the Development Authority. Policies contained in this ARP and in the CCG apply within the East Village plan area, but where there is a discrepancy, the policy of this ARP takes precedence.

A list of City of Calgary source policy and guiding documents is provided in some sections and represents a selection of key resources only; it is not an exhaustive list. Policies and standards relevant to a given site will be determined based on the specific context of the parcel at the time of application.

1.2 Vision

East Village will become a vibrant, human-scaled and sustainable high density downtown neighbourhood that respects and enhances its historical, physical and social context and reinforces a high quality of life for its diverse residents (see Map 1: East Village Plan Concept).

High density, mixed-use buildings.

1.3 Core Ideas

Establish a strong neighbourhood centre and provide a transition to the neighbourhood.

As a high density mixed-use neighbourhood, East Village is a place of culture, recreation and lively shopping, working and living for all ages. Residential and commercial densities support the land use concept. The Plan introduces the following special areas:

- neighbourhood centre
- transition area

Reconnect East Village and create a high-quality pedestrian experience.

A well-developed network of pedestrian- and cycle-friendly streets, paths, bridges and transit routes link East Village to neighbouring communities, public amenities and regional open spaces like Fort Calgary and St. Patrick's Island. The streets are designed as inviting urban spaces, well connected and lined with trees to support various mobility options. To create a high-quality experience for pedestrians, the Plan introduces the following urban design policy areas:

- active frontages
- open space frontages

Celebrate what makes East Village unique.

To celebrate what makes East Village unique – its history and its location at the confluence of two rivers – the ARP introduces the following special policy areas:

- historic main street
- riverfront plaza
- the Riff

A small number of historic buildings remain, most of which are located on or near Calgary's historic main street. In the historic main street policy area, emphasis is placed on defining the street wall and providing fine-grained frontages to reflect the historic nature of the street.

The riverfront plaza policy area introduces a public thoroughfare zone and requires that development be designed to help animate the plaza space with active frontage at the ground level.

The Plan also incorporates the Riff policy area where a unique mid-block pedestrian connection lined with commercial uses breaks from the grid, cutting diagonally through the neighbourhood and linking the historic main street with the riverfront plaza.

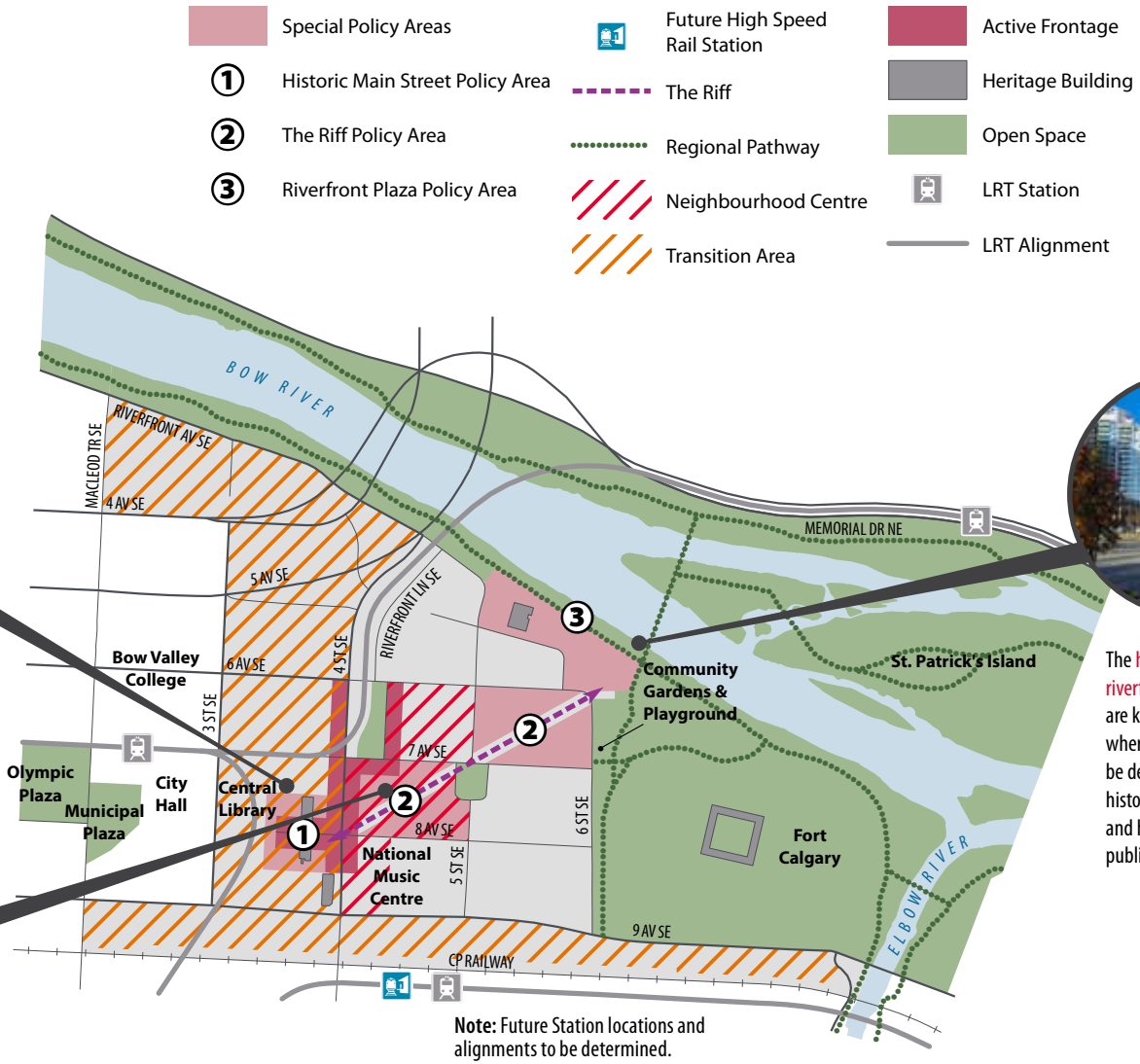
Integrating community priorities

To reflect the unique development context of East Village, the following priorities build on the objectives identified in the previous East Village ARP and are supported by policies in this Plan:

- Maintain diversity in housing choice.
- Improve safety in the public realm.
- Support local economic development.

The vision for East Village is implemented using active frontages and the concept of a neighbourhood centre as key organizing features. The neighbourhood centre supports a broad mix of uses and is intended to attract more commercial development, services and amenities. The transition area located west of the high street and south of 9 Avenue S.E. provides a transition from the downtown core to the neighbourhood and accommodates greater flexibility to encourage mixed-use development.

The Riff introduces a publicly accessible mid-block connection for pedestrians. It is lined with active uses and links the historic main street with riverfront plaza, Fort Calgary and regional pathway connections.



Note: Future Station locations and alignments to be determined.

The historic main street and riverfront plaza policy areas are key areas of the plan, where buildings should be designed to reflect the historic nature of the street and help to animate the public realm.

Map 1: East Village Plan Concept

2 Community Framework

Goal: A strong local identity, a sense of community and recognition of the unique attributes of the area.

Objectives:

- Enable East Village to be inclusive and well designed to meet the needs of all of its residents, including development options that promote walkability, safety, vibrancy and accessibility.

References

- Municipal Development Plan
- Centre City Guidebook
- Centre City Plan
- Centre City Urban Design Guidelines
- Calgary Heritage Strategy
- East Village Redevelopment Area Historic Resources Overview Final Report
- Social Outlook 2011-2016
- Statistics Canada 2011
- City of Calgary Community Profiles

2.1 Plan Attributes

2.1.1 Plan Area

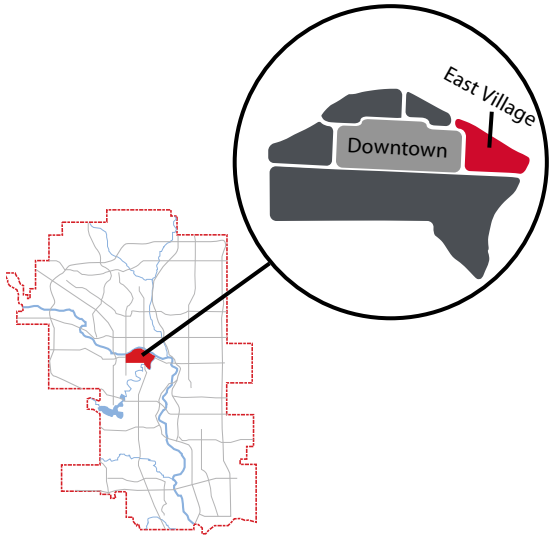
East Village is located in the northeast part of Calgary's Centre City and is one of several residential mixed-use neighbourhoods that surround the Downtown commercial core.

The plan area for the East Village ARP includes the area between 3 Street S.E. and the Elbow River, the Canadian Pacific Railway (CPR) tracks and the Bow River, and parcels located east of MacLeod Trail between Riverfront Avenue S.E. and 4 Avenue S.E. and between 9 Avenue S.E. and the CPR tracks (see Map 2: Location of East Village and Map 3: Plan Area).

2.1.2 Physical Attributes

East Village is bounded to the west by Downtown. Development parcels adjacent to the western boundary shared with Downtown include largely civic, institutional and educational uses. Buildings are typically larger in scale and massing. Neighbouring communities of Inglewood and Bridgeland are located across the Elbow and Bow Rivers to the east and north. Pedestrian and cyclist connections have been improved with the construction of two crossings – St. Patrick's Bridge and the Traverse. The southern boundary of the neighbourhood ends with the railway corridor. Connections south to the Beltline and Stampede have been improved following construction of the 4 Street S.E. underpass and extension of the regional pathway south along the Elbow River to connect eventually with the 13 Avenue Greenway.

As part of the infrastructure and public realm investment in East Village, significant improvements have also been made to existing parks and open spaces. Two new public open spaces, Central Square and Fifth Street Square, are now part of the East Village neighbourhood, and the Central Library provides a pedestrian link over the LRT between the historic 8 Avenue S.E. Main Street and 3 Avenue S.E.



Map 2: Location of East Village

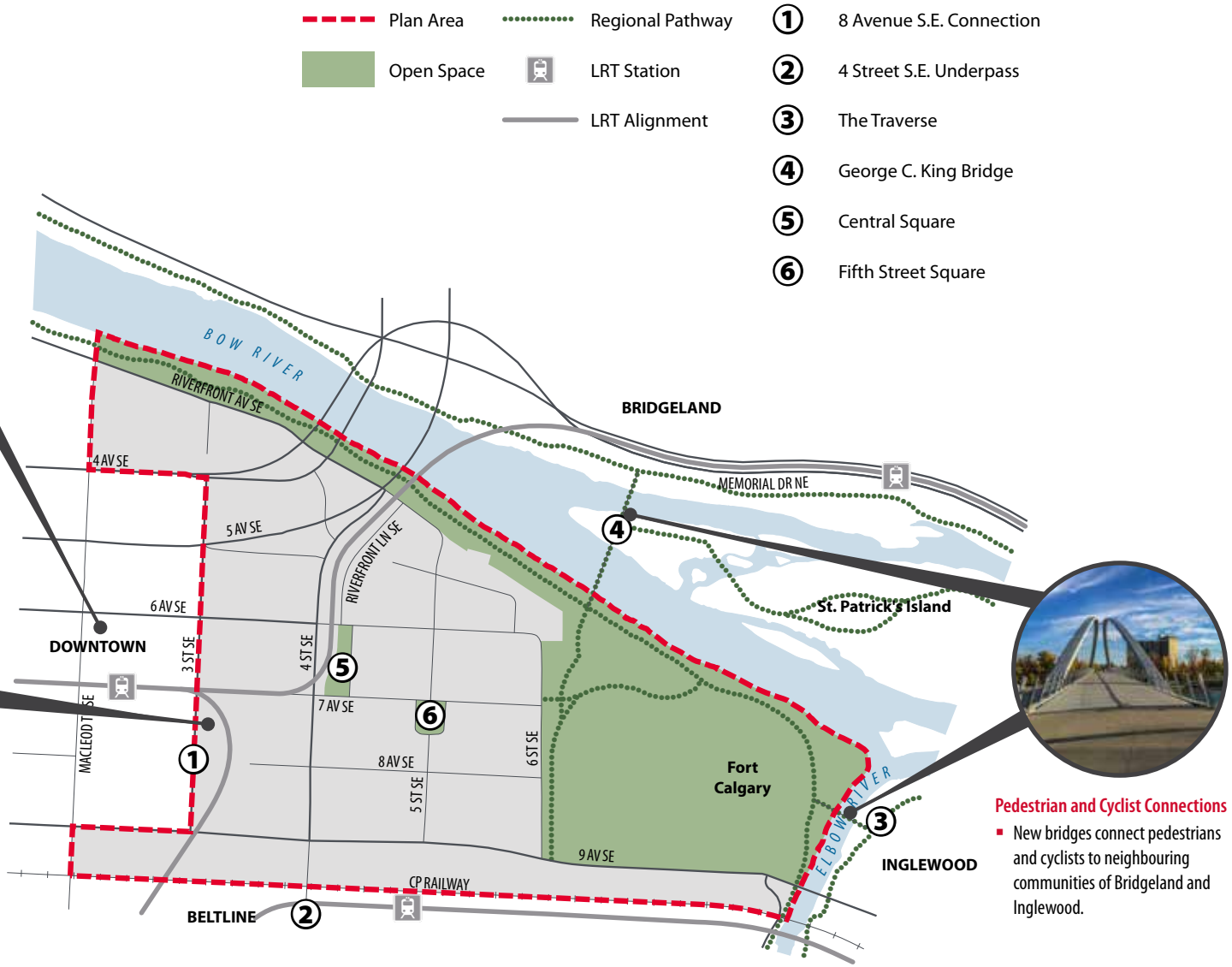
Downtown Transition

- Civic, institutional and educational uses border the western boundary with Downtown.

Photo credit – Mir

Central Library Connection

- A pedestrian link is provided over the LRT, reconnecting 8 Avenue S.E. with 3 Street S.E.



Pedestrian and Cyclist Connections

- New bridges connect pedestrians and cyclists to neighbouring communities of Bridgeland and Inglewood.

Map 3: Plan Area

2.1.3 Historic Resources

East Village has a rich history, including evidence of early Aboriginal settlement at the confluence of the Bow and Elbow Rivers. Development in the area began in the late 1800s when Fort Calgary was established. Fort Calgary is one of Calgary's most important cultural landscapes. It is a National Historic Site and a legally protected provincial resource. Any alterations to this site must be in accordance with the various designations.

Since its founding, the neighbourhood has been through several significant redevelopment cycles. The few significant historical structures remaining today provide a unique opportunity to recognize the city's history. These historic resources should be integrated into the redevelopment of East Village through adaptive re-use and interpretation wherever possible.

Two of these municipal historic resources are located along 8 Avenue S.E., Calgary's historic main street. A historic main street policy area has been identified as shown in Figure 2: Historic Resources. Refer to Section 4.4: Historic Resources for specific policies applicable to this area.

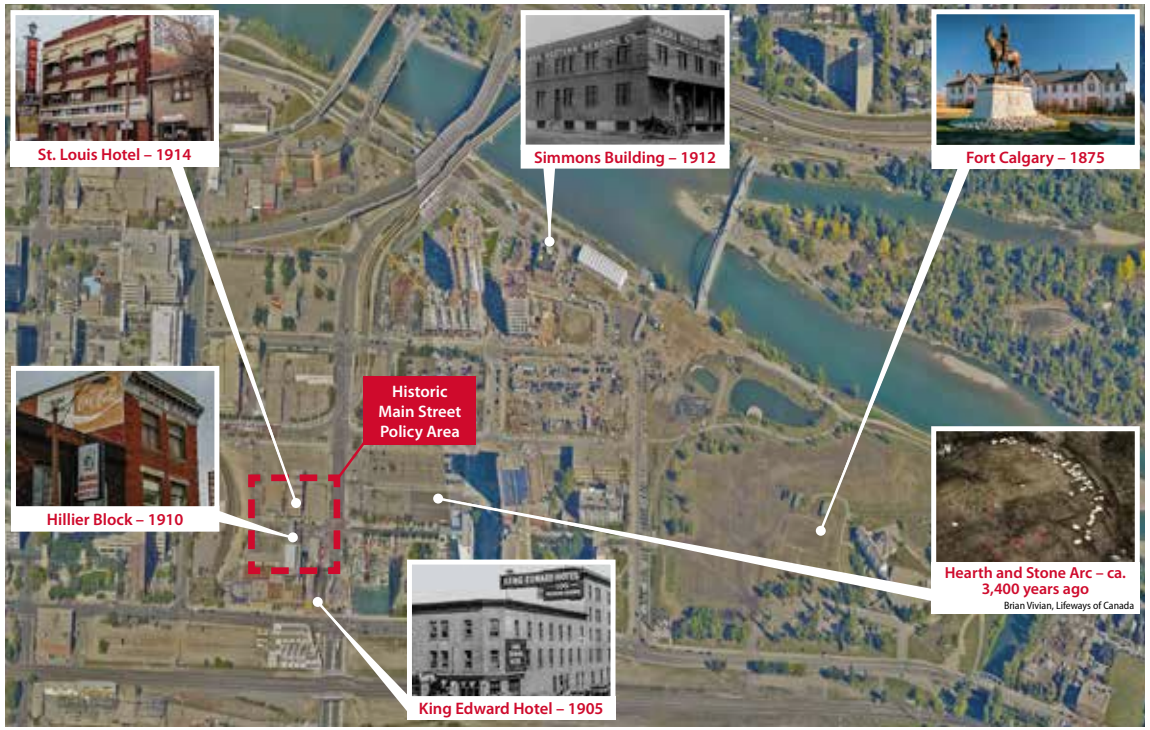


Figure 2: Historic Resources

2.2 Community Context

East Village is an established neighbourhood with a rich history and deep community ties. The ARP builds on the existing community context to strengthen the neighbourhood's local identity.

2.2.1 Identifying Community Needs

According to the 2016 Civic Census, young adults (age 25-34) make up the most significant age cohort in East Village (27 per cent). This is a high proportion of young adults in East Village compared to the rest of Calgary, where young adults make up 17 per cent of the population overall. Seniors (65+) make up 19 per cent of East Village's population, compared to 11 per cent of Calgary's population overall. On the whole, the proportion of young adults and of seniors in East Village has been increasing since 2011.

In 2010, a third of East Village households were considered low income. Median household income in 2010 in East Village was $20,715 compared to the Calgary median of $81,256 (National Household Survey, 2011). Renters make up 84 per cent of East Village households compared to 28 per cent for Calgary as a whole. Shelter costs are high for residents of East Village: 47 per cent of households in East Village spent more than 30 per cent of their household total income on shelter costs in 2010. According to the 2016 Calgary Civic Census, about 40 per cent of East Village residents live in hotels, motels, or shelters.

2.2.2 An Inclusive Plan

While the East Village ARP aims to intensify and revitalize the area, it also aims to respond to and support the existing community and its needs. The ARP encourages new development to attract future residents and also to provide for an enhanced quality of life for the current resident population. To achieve this, the Plan encourages existing residential buildings and amenities to be maintained, and new services and amenities to be provided, while facilitating a more accessible and age-friendly environment.

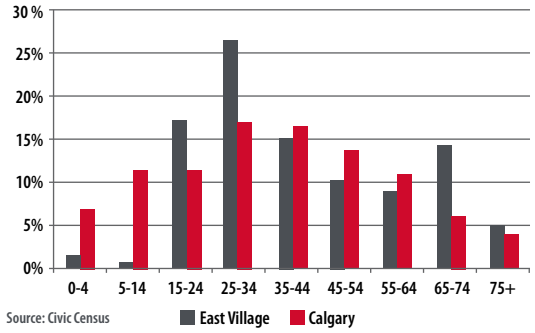


Figure 3: East Village and City of Calgary Age Cohorts (2016)

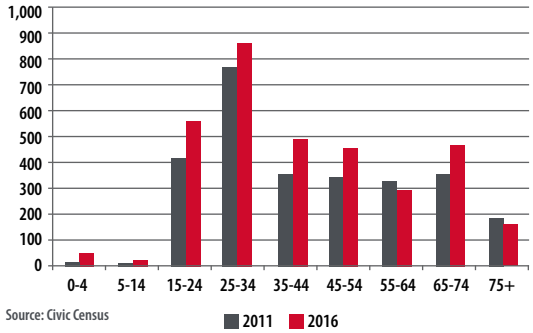


Figure 4: East Village Age Cohorts (2011, 2016)

2.2.3 Community Priorities

Community priorities are realized through various activities within East Village, including redevelopment. The City, the East Village community, service providers, other levels of government, and developers can all play a role in taking action related to these priorities.

Include the full housing continuum

The residents of East Village are diverse, and occupy housing that represents the full housing market continuum, including owned condominiums, and market and affordable rental accommodations. East Village also has emergency shelters and transitional housing in place that serve vulnerable people seeking shelter from across Calgary.

Safety in the public realm

East Village is home to and frequented by a variety of residents and visitors who live, work, play and stay in the area. To create an inclusive neighbourhood, the design of the public realm should promote safety through natural surveillance and other design features (e.g. CPTED principles), as well as minimize transportation conflicts and prioritize active modes.

Support local economic development

Through local economic development, neighbourhoods can initiate and generate their own solutions to economic problems. Redevelopment in East Village should enhance residents' individual capacities to be self-sufficient and should encourage enterprises developed by and run in the neighbourhood that employs residents.

129 acres
Neighbourhood Plan Area

201,300 m² developable land

154,900 m² open space*

balanced jobs & population

13,700 residents**

8,550 dwelling units

9,500 jobs**

public amenities

cultural/ civic spaces
- Central Library
- National Music Centre
- Cultural District

recreation & open space
- Fort Calgary
- RiverWalk
- Riverfront Plaza
- Local Squares

improved connectivity
- Pedestrian Bridges
- 4 Street S.E. Underpass
- RiverWalk
- Bike Lanes

Figure 5: East Village Snapshot

2.2.4 Plan Outcomes

The Plan promotes mixed-use development to help establish a daytime and evening population. It encourages neighbourhood design that is fine grained, with a well-connected mobility network and a focus on improved pedestrian connections within and beyond the neighbourhood. There is an expectation in East Village for new development to provide high-quality buildings designed with entrances oriented to the streets and transparent frontages that help to create a safe and walkable community. The same principle applies to the development of a variety of safe and inviting public open spaces. These spaces are intended to support active and passive recreation opportunities, encouraging people to gather in their community. Other outcomes are highlighted in Figure 5: East Village Snapshot.

Community gardens in East Village.

* Open space area represents the combined total of local and regional open space within the plan area and does not include St. Patrick's Island.

** Jobs and population are estimates only and represent a blended development scenario which assumes 50% of the maximum allowable commercial floor area ratio (FAR) and residential development up to the total maximum.

3 Land Use

Goal: A vibrant, mixed-use area with neighbourhoods that transition from Downtown and development that reflects the scale of the area.

Objectives:

- Support a wide range of uses that generates activity throughout the day, week and year.
- Balance the number of residents and jobs.
- Provide a variety of local open spaces and amenities.
- Support the development of community amenities that provide public benefit for East Village.
- Allow for development that varies in building scale and intensity to reinforce policy areas.
- Achieve a transition from the commercial downtown to the neighbourhood scale of East Village.

References

- Municipal Development Plan
- Centre City Guidebook

3.1 Land Use Concept

The East Village ARP accommodates 13,700 residents* and up to 9,500 jobs*; it provides for a wide range of uses, including important cultural and civic amenities that will support the local population and create an exciting regional destination for the city. East Village is a well-connected, high density, mixed-use neighbourhood within Calgary's Centre City. Every block in East Village allows for a mix of residential and non-residential uses. While the intensity may vary, on most blocks the predominant use should be residential, particularly on parcels located east of 4 Street S.E. and north of 9 Avenue S.E.

The land use concept for East Village implements the urban structure for the Centre City – a mixed-use neighbourhood that supports the downtown. The mixed-use high density building block and special policy areas form the basic land use concept for East Village (see Map 4: Land Use Concept). At the heart of East Village is a neighbourhood centre that facilitates the greatest mix of uses and community amenities, reinforcing the high street and abutting the historic main street policy area. The land use concept also identifies an area of transition where larger or more intensive commercial uses are anticipated to transition in scale and intensity from the commercial core, and where compatible development can be facilitated adjacent to the railway corridor.

* These numbers are estimates only and represent several development scenarios permitted by the policy. In all cases, optional bonus density was included and used for residential development. The blended scenario assumes 50% of the maximum allowable commercial FAR and residential development up to the total maximum.

Active frontages at grade that animate the street.

Transition Area

- Allows more non-residential uses and larger uses at grade.
- Accommodates larger building massing and development intensity to transition from Downtown and the rail corridor.

Neighbourhood Centre

- Supports a higher concentration of commercial uses and active uses at grade.
- Encourages uses that generate activity throughout the day and evening.

Mixed-Use – High Density

- Accommodates a range of residential and non-residential uses.
- Promotes a mix of uses but limits commercial intensity to allow for more residential development.

Map 4: Land Use Concept

3.2 Land Use

Land use in Calgary's Centre City is guided by a community framework outlined in the Centre City Guidebook that contains land use categories and building blocks that vary according to a range of uses, scale, density, and built form characteristics. The Mixed-Use – High Density building block is used to implement the vision for East Village.

3.2.1 Mixed-Use – High Density

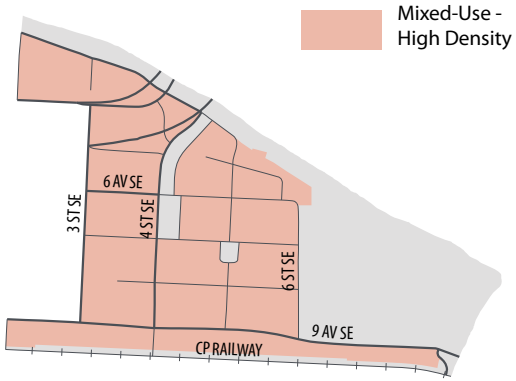
Mixed-Use – High Density accommodates a wide range and mix of compatible uses in a compact development form. It represents a typical mixed-use area with pedestrian-scaled building forms that are oriented to the street, and it accommodates non-residential activity at lower levels or in modest stand-alone buildings, as well as residential units at grade facing the street.

The mixed-use high density building block has a base set of land use policies that apply to any parcel located within the East Village Plan Area (see Map 5: Mixed-Use – High Density).

Policies in this section are intended to apply in addition to the mixed-use high density policies in the CCG.

Policies

1. Land use designations should be consistent with the general land use identified on Map 4: Land Use Concept and the scale of development identified in Section 3.4: Density and Composition.
2. Other than fully enclosed retail and accessory services (e.g., indoor automotive sales centre), no new automotive uses will be allowed.
3. No new drive-thru facilities will be allowed.
4. No new liquor stores will be allowed on parcels located north of 5 Avenue S.E. and west of 4 Street S.E.
5. Over-concentration of care facilities and shelters in an area should be avoided. Where a care facility or shelter is proposed in East Village, cumulative impacts of the facility on the surrounding neighbourhood should be assessed when evaluating the application.
6. To encourage higher density development and promote street-level pedestrian activity, large non-residential uses should be integrated with other uses when located in East Village. A ground floor use greater than 1,200 square metres at grade is a useful benchmark for East Village.
7. Wherever applicable, a direct control land use district approved prior to the date of this bylaw may be transitioned to a land use district aligned with the ARP; however, there is no requirement for redesignation.



Map 5: Mixed-Use – High Density

3.3 Special Areas

Two special areas form part of the land use concept for East Village.

3.3.1 Neighbourhood Centre

The East Village neighbourhood centre is an area located at the heart of the neighbourhood, next to a high street and within 200 metres of City Hall LRT station (see Map 6: Neighbourhood Centre). This area allows for a variety of residential and non-residential uses and is envisioned to be the most vibrant and pedestrian-oriented part of East Village, with many public amenities. Ground level units in this area should be designed to allow for a wide range of businesses. Active uses, such as shops, restaurants and cafés, are envisioned to occupy ground level frontages to promote a lively streetscape throughout the daytime and evening. Other uses, such as residential, office and institutional, are encouraged behind these more active uses or on the upper floors of a building.

The following policies apply in addition to the general land use policies in Section 3.2.1: Mixed-Use-High Density.

Policies

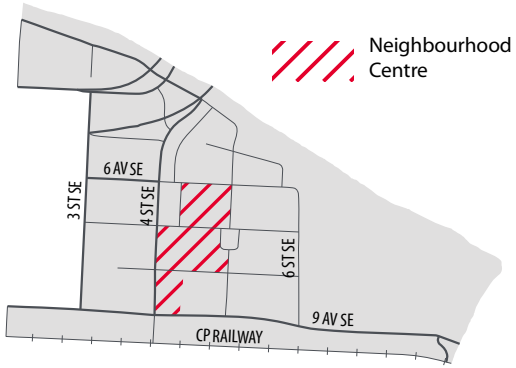
1. Street-level uses should contribute to a vibrant pedestrian experience and be active during the day and evening (e.g., restaurants, cafés, retail and personal services).
2. Buildings should be designed with active uses and frequent entrances on the ground level facing a street. A storefront width of 7.5 to 15 metres is considered a useful benchmark for East Village's neighbourhood centre.
3. Non-residential uses located on the ground level should not exceed the size under the Land Use Bylaw. Uses located above the ground floor are not limited in size.

Entertainment Uses

The intent of the entertainment use policy is to allow for large eating and drinking uses to be integrated within the neighbourhood centre in a way that orients noise and activity associated with these uses toward more active frontages.

Policies

4. In the neighbourhood centre, Drinking Establishment – Large, Night Club and Restaurant: Licensed – Large should be located with the main entrance facing 4 Street SE.
5. Consideration may be given to accommodate Drinking Establishment – Large, Night Club and Restaurant: Licensed – Large uses on frontages facing an open space or the Riff, provided the objectives to mitigate noise and activity associated with these uses, can be achieved to the satisfaction of the Development Authority.



Map 6: Neighbourhood Centre

3.3.2 Transition Area

The transition area is located next to the Centre City's Downtown commercial core on the western boundary of East Village and the rail corridor on the southern boundary (see Map 7: Transition Area). Larger scale buildings and additional non-residential uses are envisioned as part of the mix of uses, providing a transition to the more residential mixed-use areas of East Village. Although the transition area accommodates the broadest range of uses and larger non-residential developments than the rest of East Village, developments should still be scaled to the neighbourhood to enhance the pedestrian environment.

The following policies apply in addition to general land use policies in Section 3.2.1: Mixed-Use High Density.

Policies

1. Large commercial and retail developments may be accommodated in the transition area provided the buildings are designed to create a high-quality pedestrian experience (e.g., street-oriented buildings with uses located along frontages facing the street and designed with frequent entries and transparent glazing).
2. Where a use located on the ground level exceeds the maximum use area under the Land Use Bylaw, the building frontage for that use should be lined with smaller ground floor uses that are directly accessible from the street.

Railway Corridor Policy

The southern boundary of East Village abuts an active railway corridor.

Policies

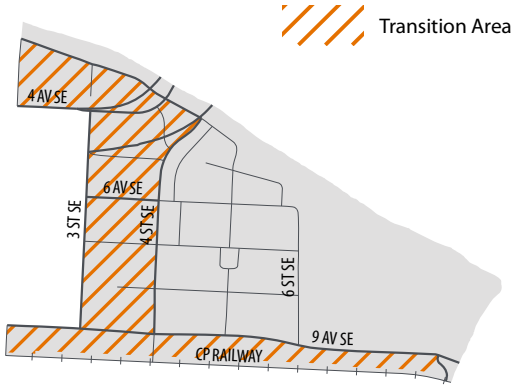
3. Any development in proximity to a railway corridor must conform to all requirements of the City at the time of application and mitigate risks and impacts associated with railway operations, all to the satisfaction of the Approving Authority.
4. Development on parcels located south of 9 Avenue S.E. and abutting the railway corridor should be consistent with policies for this area. Additional discretion may be considered by the Development Authority to ensure developments conform to all City requirements and to mitigate risks and impacts associated with railway operations.

Light Industrial Uses

The intent of this section is to support small-scale activities such as manufacturing, fabricating or producing local goods in a specific location. Light industrial uses in East Village that are small-scale and can demonstrate that they have a low impact on adjacent uses may be incorporated within comprehensive mixed-use developments.

Policies

5. Light industrial uses may be considered on parcels located south of 9 Avenue S.E. and abutting the railway corridor.
6. Light industrial operations should be fully enclosed within a building, with no outside storage of materials. Where outside storage of products is proposed, mitigation measures to address the impacts from noise, odors, safety and other nuisances must be demonstrated to the satisfaction of the Approving Authority.



Map 7: Transition Area

3.4 Density and Composition

3.4.1 Density Areas

The land use concept is supported by three main density areas. The different areas are shown on Map 8: Density Areas, with greater detail provided in Table 1: East Village Density by Area.

Area A is a predominantly residential area, accommodating the smallest proportion of non-residential uses. This reinforces the existing residential character of the area and provides space for the larger residential population planned for in East Village.

Area A1 is a signature site that will serve as a landmark for East Village with an active frontage facing Riverfront Plaza.

Area A2 is a single block located along the Riff that accommodates a moderate amount of non-residential development intended to facilitate local retail and commercial uses, particularly at grade, and to help generate daytime and evening activity along the full extent of this pedestrian route.

Area B aligns with the neighbourhood centre. This area accommodates a greater proportion of non-residential development than Area A and is intended to support a level of commercial intensity that generates daytime and evening activity at the heart of the neighbourhood.

Area B1 is a single block located in the neighbourhood centre along the Riff where a mix of uses is required to achieve the maximum allowable density that encourages the integration of public amenities along the Riff.

Area C aligns with the transition area and is the most flexible with respect to the proportion of commercial and residential intensity. Developments may be composed almost entirely of either residential or non-residential uses. As an area of transition from the dense and more commercial character of the downtown and from the railway corridor, Area C also accommodates larger building forms and higher densities.

High-density, mixed-use development in East Village.

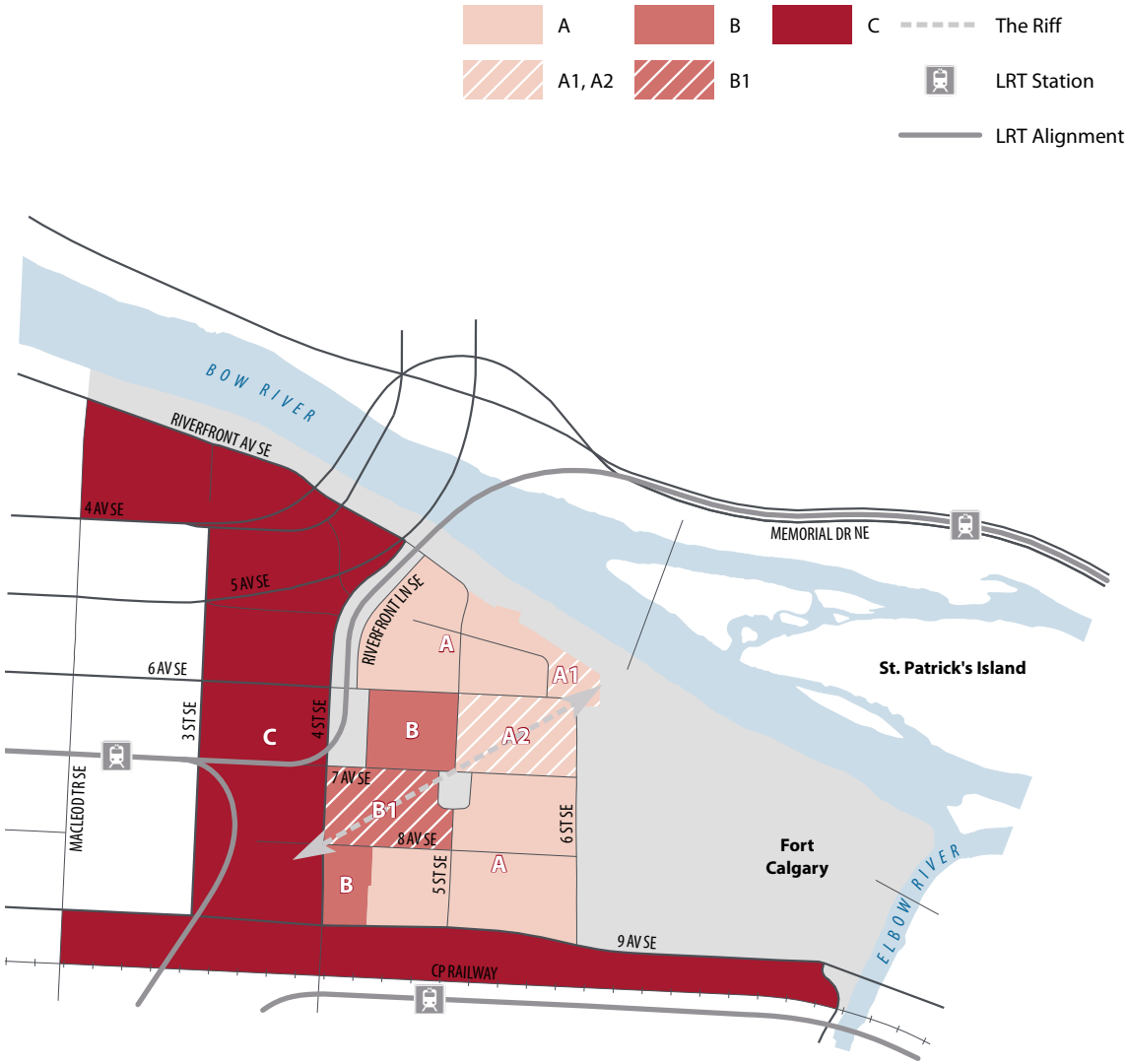
3.4.2 Maximum Density

Density or scale of development and the mix of residential and non-residential uses are expressed as floor area ratio (FAR). Maximum densities are applied by parcel and are intended to regulate the following variables:

Base density: Establishes a density threshold up to which a parcel may be developed without providing public amenities.

Commercial (C) and residential (R) density: The intensity of commercial (C) and residential (R) density is regulated by limiting the amount of non-residential and residential development that can occur on a parcel. The distribution of commercial and residential densities are intended to support the land use concept.

Maximum allowable (CR) density: The overall density to which a parcel may be developed. It may be a combination of commercial and residential density and includes provision for bonus density earned by providing public amenities (see Section 3.5: Methods for Increasing Density).



Map 8: Density Areas

3.4.3 Density

The following density policies apply to any parcel located within East Village.

Policies

1. Maximum densities (FAR) for Areas A, B and C vary as shown in Map 8: Density Areas and Table 1: East Village Density by Area.
2. Sites may be developed up to the base density as shown in Table 1: East Village Density by Area.
3. The Development Authority may consider density up to the maximum allowable density as shown in Table 1: East Village Density by Area where a development provides, in perpetuity, a public amenity in exchange for density. For details, refer to Section 3.5: Methods for Increasing Density.
4. The Development Authority may consider maximum commercial or maximum residential densities that exceed those shown in Table 1: East Village Density by Area where the development includes commercial and/or residential uses combined with educational, recreational or cultural uses and complies with other commercial density policies in Section 3.4.3: Density.

Commercial Density

5. Non-residential buildings located east of 4 Street S.E. and north of 9 Avenue S.E. must be developed as part of a comprehensive mixed-use development that includes residential uses.
6. The cumulative non-residential floor area ratio of any block located east of 4 Street S.E. and north of 9 Avenue S.E. must not exceed 40% of the maximum total density for that block.

High-density development.

Area	Base Density (FAR)	Max. Commercial (C) Density (FAR)	Max. Residential (R) Density (FAR)	Max. Allowable(CR) Density[1] (FAR)[2]
A	6.65	2.0	8.0	8.0
A1	5.0	2.0	6.0	6.0
A2	6.65	3.0	8.0	8.0
B	7.0	4.0	8.0	8.0
B1	7.0	4.0	8.0	10.0
C	7.0	10.0	10.0	10.0

[1] Site constraints and/or sunlight protection requirements may prevent maximum allowable (CR) densities from being achieved.
[2] Maximum allowable (CR) densities include gross floor area, as calculated under the Land Use Bylaw.

Table 1: East Village Density by Area

3.5 Methods for Increasing Density

Base density may be exceeded up to the maximum allowable density by employing the following methods for increasing density:

- heritage density transfer
- density exclusion for community support facilities
- bonus density

A community support facility located in the Centre City.

3.5.1 Heritage Density Transfer

Calgary's historic resources are an important public asset. They provide a unique opportunity to recognize Calgary's history and should be protected where possible.

Policies

1. Maximum allowable density as shown in Table 1: East Village Density by Area may be exceeded (through land use amendment) on a receiving parcel by up to a maximum of 3.0 FAR for the purposes of accommodating a heritage density transfer. Additional density must be appropriate and supportable given the local site context.
2. Heritage density (calculated as gross floor area) may be transferred from a parcel that is legally protected as a Municipal Historic Resource (donor parcel) to a receiving parcel located within the East Village Plan Area.
3. A Direct Control Land Use District will be required for both the donor parcel and the receiving parcel to track the transfer of heritage density.

3.5.2 Density Exclusion for Community Support Facilities

To encourage developers to incorporate specific uses without compromising existing development potential, the following community support facilities are incentivized through density (FAR) exclusion in East Village.[1]

Policies

1. Density for these uses should be excluded from the FAR calculation by up to 1.0 FAR for each use (FAR is calculated at a ratio of 1:1):
   - child care service
   - community recreation facility
   - conference and event facility
   - indoor recreation facility
   - library
   - museum
   - performing arts centre
   - place of worship – small
   - protective and emergency services
   - school – private
   - school authority – school
   - service organization
   - social organization
   - utilities
2. Density for a post-secondary learning institution should be excluded from the FAR calculation by up to 3.0 FAR (FAR is calculated at a ratio of 1:1).

[1] Bonus density provisions in Density Area C are subject to Section 3.3.2: Railway Corridor Policy.

3.5.3 Bonus Density

Bonus density is an incentive method to obtain additional FAR in exchange for the provision of public amenities that support the greater activity and larger population that increased density brings. Bonus density in East Village will be implemented through a land use amendment requiring a Direct Control Land Use District for the applicable parcel. It is at the discretion of the Development Authority to evaluate the public benefit and to allow for the use of a density bonus provision in East Village.

Policies

1. Base density (FAR) in Areas A, B and C may be exceeded (through a land use amendment) up to the maximum allowable density as shown in Table 1: East Village Density by Area provided the public benefit to East Village is demonstrated. Additional density must be appropriate and supportable given the local site context and infrastructure constraints (see Section 7: Infrastructure and Environment).
2. Bonus density should be evaluated according to the following principles:
   a. Density bonuses should be established only for items or features that provide a perpetual or enduring benefit to the community in which the density is being accommodated.
   b. Density bonuses should not be granted for elements of building or site design that can be achieved through other means.
   c. The amount of floor area granted through a bonus should be based on the additional monetary value added to the land as a result of the bonus and the cost to the developer of providing the bonus item.
   d. Contributions and amenities achieved through bonuses are only a portion of what will be required to meet the needs of the neighbourhood as it grows.
3. Where necessary, legal agreements may be required to secure the long-term maintenance and operation of the features used to acquire bonus density.

Development that has utilized heritage density transfer in East Village.

4 Urban Design

Goal: Developments that create a high-quality built environment that recognizes the history and character of the area and contributes to a comfortable pedestrian experience at the street level.

Objectives:

- Provide for a variety of building forms.
- Understand, value and care about the history of East Village.
- Support the mixed-use vision with buildings designed with active uses at grade that can evolve with the neighbourhood over time.
- Establish a consistent street wall and reduce the impact of large, tall buildings on the public realm.
- Ensure adequate privacy, daylight and amenity space for residents and employees.
- Create comfortable, safe and accessible pedestrian experiences.

References

- Municipal Development Plan
- Centre City Guidebook
- Centre City Plan
- Centre City Urban Design Guidelines
- City of Calgary Access Design Standards

4.1 Site Design

Buildings should be designed to frame the streets with entrances that are easily accessed. Additional policies may apply along key frontages and in special policy areas. In addition to the site design policies in the CCG, the following policies apply.

4.1.1 Building Setbacks and Grade Separation

There are no required building setbacks in East Village, but there are conditions under which a building setback is encouraged to achieve the urban design objectives of the Plan.

1. Well-integrated open space amenities may be considered where they support active uses and help to accommodate pedestrian movement.

Ground Level Residential Units

Residential development is encouraged throughout East Village, including ground level residential units facing streets, lanes and mid-block pedestrian connections or courtyards.

2. To provide privacy for residential units located on the ground level, a setback should be considered at grade to provide a transition from the public street or lane to the private realm.
3. Where appropriate, a building setback at grade should be designed to facilitate the development and use of private outdoor amenity spaces (e.g., patio or porch).
4. Where landscape screening is proposed, the planting medium should be of adequate depth to support the healthy development of the plants.

Flood Hazard Areas

Parts of East Village are located in both the Overland Flow and Flood Fringe flood hazard areas. Developments located within flood hazard areas will be subject to municipal flood proofing, setback and building design requirements.

Policies

5. Where grade separation is required to address potential flood hazards, developments should consider incorporating building setbacks at ground level to accommodate accessible ramps and/or stairs that are better integrated with the sidewalk.

4.1.2 Site Access and Loading

Site access for parking and loading is intended to be provided from the lanes to maintain continuity in the sidewalk.

Policies

1. Access to off-street parking and loading should be provided from lanes where possible. Where standard requirements cannot be met, innovative designs may be considered for accessing and servicing a development (e.g., loading and parking accessed via consolidated street access points, an interior courtyard or an opening on the exterior of the building).
2. Where an on-street bicycle route is built or proposed, access to off-street parking and loading should be avoided. For specific routes, refer to Section 6.2: Cyclist Circulation.
3. Access to off-street parking and loading should be avoided on active frontages. For specific frontages refer to Section 4.3.1: Active Frontages.

4.2 Building Design

Policies in this section place particular emphasis on the design of the street wall and how building massing impacts the pedestrian experience on the street.

4.2.1 Building Massing

Buildings should be designed to create high-quality living and working environments, accommodate a variety of uses, and foster a vibrant and active streetscape. They should reinforce the neighbourhood scale of development in East Village and help to define and frame the streets.

In addition to the building massing policies in the CCG, the following policies apply.

Policies

1. Buildings should be designed to reduce the impact of wind at ground level and to optimize daylight and sunlight access on-site and to streets and open spaces, including civic spaces (e.g. library forecourt) and private courtyards.
2. Consideration may be given to accommodate smaller separation distances between buildings in comprehensive developments and infill sites, provided the objective to ensure adequate daylight and sky views can be achieved to the satisfaction of the Development Authority.

Variation in building massing in East Village.

4.2.2 Street Wall

The design and massing of a building, particularly at the base of the building or street wall, helps to break down bulk and create a sense of enclosure for the public realm. As a guideline, the height of the street wall should be proportionate to the width of the road right-of-way, with the street wall to road right-of-way ratio ranging from 1:1 to 1:2. For the East Village, a maximum street wall height is typically between 18 and 25 metres.

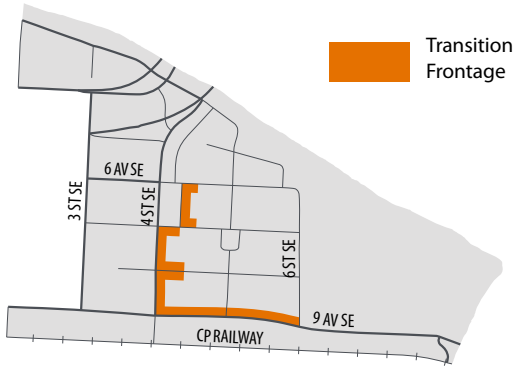
Buildings in the transition area may be developed with higher street walls to reflect the transition in scale from the downtown, to accommodate larger office or institutional buildings and to provide a greater proportion of non-residential uses within the base of a building.

In addition to the street wall policies in the CCG, the following policies apply.

Policies

1. Buildings located in the transition area (see Map 7: Transition Area) may be designed with higher street walls provided the building design reflects the overall scale and desired character of the neighbourhood. A street wall height of 25 metres is considered a useful benchmark for East Village's transition area.
2. Consideration may be given to accommodate similar street wall heights where a building frontage faces the transition area but parcels are located outside of the transition area, as identified on Map 9: Areas of Varying Street Wall Height.

Street walls emphasize the building base and provide a sense of enclosure on the street.



Map 9: Areas of Varying Street Wall Height

4.3 Building Frontages

Building frontages contribute to shaping the overall streetscape character.

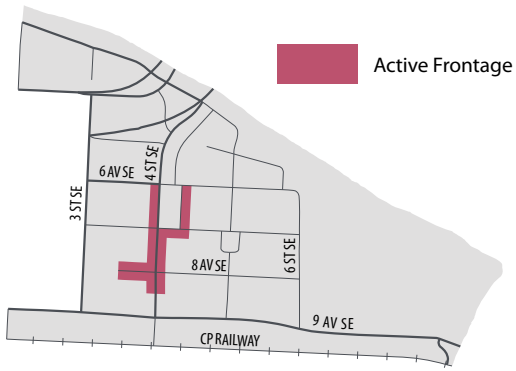
4.3.1 Active Frontages

To create a high-quality and vibrant pedestrian environment, active frontages have been identified for which building frontages should be designed to animate the sidewalk or pathway, prioritizing pedestrian movement and minimizing interruptions for access and loading. Less active uses, such as residential, office and institutional uses, are encouraged behind these more active uses or on upper floors.

In addition to the frontage policies in the CCG, the following policies apply.

Policies

1. Continuous ground floor space composed of active uses (e.g., restaurants, retail, services and amenities) should be provided on building frontages facing the following streets as identified in Map 10: Active Frontages:
   a. 4 Street S.E. between 5 Avenue S.E. and 9 Avenue S.E.
   b. Riverfront Lane (4A Street) S.E., between 6 Avenue S.E. and 7 Avenue S.E.
   c. 8 Avenue S.E., between 3 Street S.E. and 4 Street S.E.
2. Residential and office uses should be located above the first storey or behind more active ground floor uses when identified as active frontages.



Map 10: Active Frontages

4.3.2 Open Space Frontages

Building frontages facing or abutting public or private open spaces have the potential to create safer gathering places by generating activity and providing for visual surveillance.

In addition to the frontage policies in the CCG, the following policies apply.

Policies

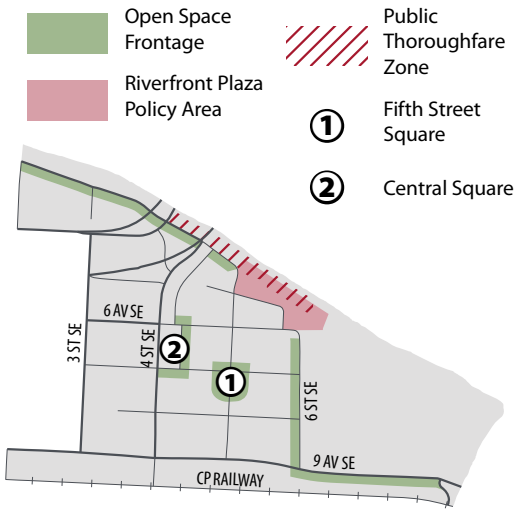
1. Where developments face Fifth Street Square and Central Square, ground floor units should be designed to accommodate a wide variety of uses over time such as retail and restaurants (see Map 11: Open Space Frontages and Riverfront Plaza Policy Area).

4.3.3 Riverfront Plaza Policy Area

The development of the RiverWalk, and particularly Riverfront Plaza, has connected the regional pathway and created a valuable community gathering place at the edge of the Bow River. To accommodate development without a setback along frontages facing Riverfront Plaza, a parcel running parallel to the Bow River and including the Riverfront Plaza, as shown in Map 11: Open Space Frontages and Riverfront Plaza Policy Area, has been identified as a public thoroughfare zone.

Policies

1. No buildings will be allowed within a public thoroughfare zone.
2. Where developments are located within the Riverfront Plaza Policy Area and abut an open space, building frontages at the ground level should be designed to accommodate uses that contribute to animating the adjacent open space and incorporate design elements that help integrate the building with the open space (e.g. outdoor seating areas, awnings, transparent glazing).



Map 11: Open Space Frontages and Riverfront Plaza Policy Area

4.4 Historic Resources

4.4.1 Municipal Historic Resources and Historic Interpretation

Policies

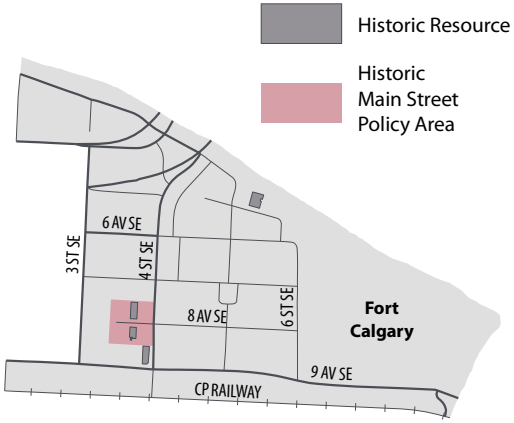
1. There are four legally protected municipal historic resources in East Village. Any alterations to these properties must be in accordance with the relevant designation bylaw for each property.
   a. Simmons Building;
   b. St. Louis Hotel;
   c. Hillier Block; and
   d. King Edward Hotel.
2. Historic interpretation of the area's history and archaeology should be incorporated in new developments, where appropriate, to help the public understand, value and care for the historic environment. This interpretation could be based on site-specific history; Fort Calgary history; the Aboriginal, social and economic history of the area; or information and recommendations contained in the East Village Redevelopment Area Historic Resources Overview Final Report.

4.4.2 Historic Main Street Policy Area

A remnant of the easternmost portion of Calgary's original Main Street (Stephen Avenue) lies on 8 Avenue S.E. between 3 Street S.E. and 4 Street S.E. and is identified as a historic main street policy area. The nearby King Edward Hotel reinforces the heritage quality of this area (see Map 12: Historic Main Street Policy Area).

Policies

1. Developments fronting 8 Avenue S.E. between 3 Street S.E. and 4 Street S.E. are located on East Village's historic main street and should be designed with the following considerations:
   a. Developments should provide continuous and active ground-level frontages;
   b. Building frontages should be designed with frequent entrances and articulated façades. A storefront width of 7.5 metres is a useful benchmark for East Village's historic main street;
   c. Street wall height and building massing for new buildings facing the historic main street should be designed to complement the scale of adjacent historic resources (e.g., use setbacks or otherwise articulate building massing above the street wall).



Map 12: Historic Main Street Policy Area

King Edward Hotel in East Village.

5 Open Space

Goal: A network of quality open spaces and community amenities.

Objectives:

- Provide a variety of well-connected open spaces and amenities that support local and regional activity year round.
- Provide open spaces and community amenities that are well integrated with adjacent building uses.
- Balance pedestrian access to nature with preservation of biodiversity and protection of the riverfront zones along the Bow and Elbow Rivers.
- Encourage the integration of arts and culture into public and publicly accessible open spaces.

References

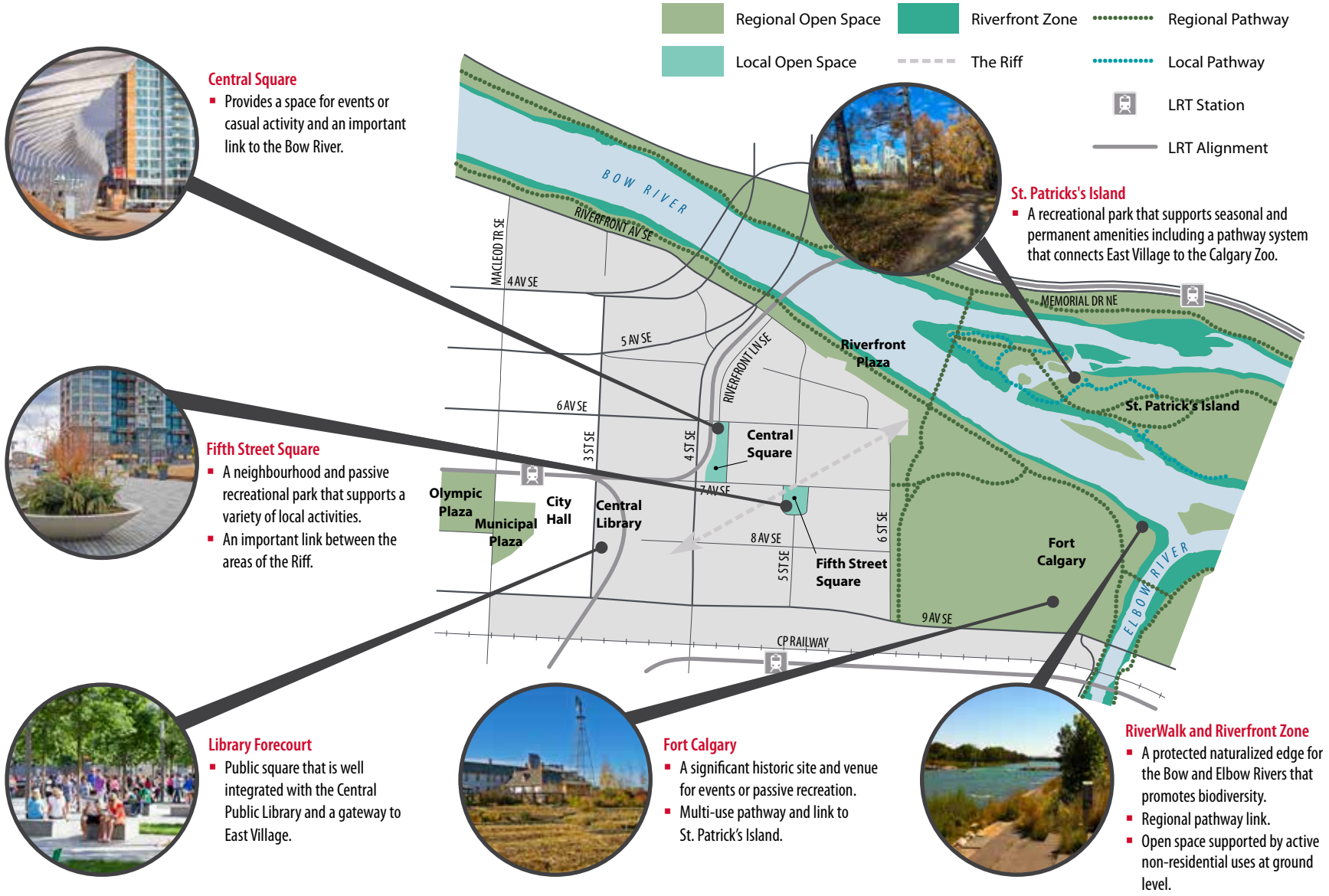
- Municipal Development Plan
- Centre City Guidebook

The Plan for East Village provides a variety of new and enhanced public open spaces that are well connected by active, high-quality streets and pedestrian paths (see Map 13: Open Space). These areas are important local and regional amenities and are complemented by publicly accessible spaces and enhanced streetscapes. Together, they create a network of open space for community gathering, active and passive recreation, and cultural celebration.

Shadow sensitive areas are identified in the Land Use Bylaw for both the Bow riverbank and Fort Calgary open space, and policies in Section 4.2 guide the design of adjacent buildings in order to protect portions of these areas from shadow. While other public open spaces are not specifically protected from shadow, buildings in East Village should be designed to optimize sunlight access to streets, open spaces and civic spaces (e.g., the forecourt of the Central Library).

In addition to the open space policies in the CCG, the following policies apply.

RiverWalk along the Bow River.



Central Square

- Provides a space for events or casual activity and an important link to the Bow River.

Fifth Street Square

- A neighbourhood and passive recreational park that supports a variety of local activities.
- An important link between the areas of the Riff.

Library Forecourt

- Public square that is well integrated with the Central Public Library and a gateway to East Village.

St. Patricks's Island

- A recreational park that supports seasonal and permanent amenities including a pathway system that connects East Village to the Calgary Zoo.

Fort Calgary

- A significant historic site and venue for events or passive recreation.
- Multi-use pathway and link to St. Patrick's Island.

RiverWalk and Riverfront Zone

- A protected naturalized edge for the Bow and Elbow Rivers that promotes biodiversity.
- Regional pathway link.
- Open space supported by active non-residential uses at ground level.

Map 13: Open Space

5.1 Riverfront Areas

The open space network provides access to nature in an urban environment and helps to protect biodiversity.

Policies

1. A minimum 35 metre-wide zone from the top of bank of the Bow or Elbow River to any development parcel in East Village should be maintained to accommodate the regional pathway, protect biodiversity and provide pedestrian access to the riverbank.

5.2 Open Space Design

The network of public and private open spaces in East Village provides opportunities to support year-round activity including low intensity commercial uses. These spaces are valuable public amenities, providing room for food production, community events and small businesses (e.g., retail, restaurants and bicycle repair).

Policies

1. Small-scale buildings may be allowed in public open spaces (e.g., less than 100 square metres in size, less than 10 metres in height).
2. To maximize the use and enjoyment of the open space network in East Village, street furniture, enhanced landscaping and a number of other amenities should be provided in areas with greater pedestrian activity (e.g., public open spaces, active frontages, the RiverWalk and the Riff).

5.3 Open Space Amenities

The open space network should support a range of active and passive recreation. Spaces should be designed to be high quality, safe and accessible. Public art has been integrated into many of the new public open spaces in East Village and is encouraged on private property.

Policies

1. The Fort Calgary park edges facing the Bow and Elbow Rivers as well as 6 Street S.E. and 9 Avenue S.E. should be designed to balance pedestrian access and recreation with Fort Calgary's future programming and development objectives.
2. Space for community gardens should be provided adjacent to Fort Calgary. Consideration should be given to incorporating garden beds at varying heights to make them accessible to a wide range of community members.

Fort Calgary.

6 Mobility

Goal: A well-connected and walkable Centre City.

Objectives:

- Design streets to be safe, attractive and well connected for pedestrians, cyclists, transit users and vehicles.
- Support mid-block connections, lanes and pedestrian-friendly streets and pathways.
- Manage local and regional parking demand and support commercial retail activity.

References

- Municipal Development Plan
- Calgary Transportation Plan
- Centre City Guidebook
- Centre City Mobility Plan
- Downtown Parking Strategy

6.1 Pedestrian Circulation

The streets and lanes of East Village are intended to be places for people. They should be designed to provide a vibrant and active urban environment and ensure pedestrian safety and comfort by balancing the efficient movement of people, bicycles, transit and personal vehicles. Additional pedestrian connections may be considered as part of the Green Line LRT and potential high speed rail development.

In addition to the pedestrian circulation policies in the CCG, the following policies apply.

Policies

1. An enhanced and accessible pedestrian connection should be provided across 3 Street S.E. and the LRT tracks, linking Stephen Avenue and Olympic Plaza with the historic main street located on 8 Avenue S.E.
2. Installation of temporary open spaces within the street right-of-way (e.g., street parks) may be supported on streets or lanes with low traffic volumes (see Map 14: Street Network and Circulation).
3. To improve public safety, pedestrian routes and public open spaces should be designed to direct pedestrian movement toward marked or signalized crosswalks.
4. Mid-block connections and crossings may be considered in locations where it can be demonstrated that they support a more comprehensive pedestrian strategy for the neighbourhood. Proposed connections and crossings should be evaluated against the following criteria:
   a. Connections and crossings should provide local connections between regional pathways, cycle routes or neighbourhoods.
   b. Connections may require 24-hour public access in perpetuity.

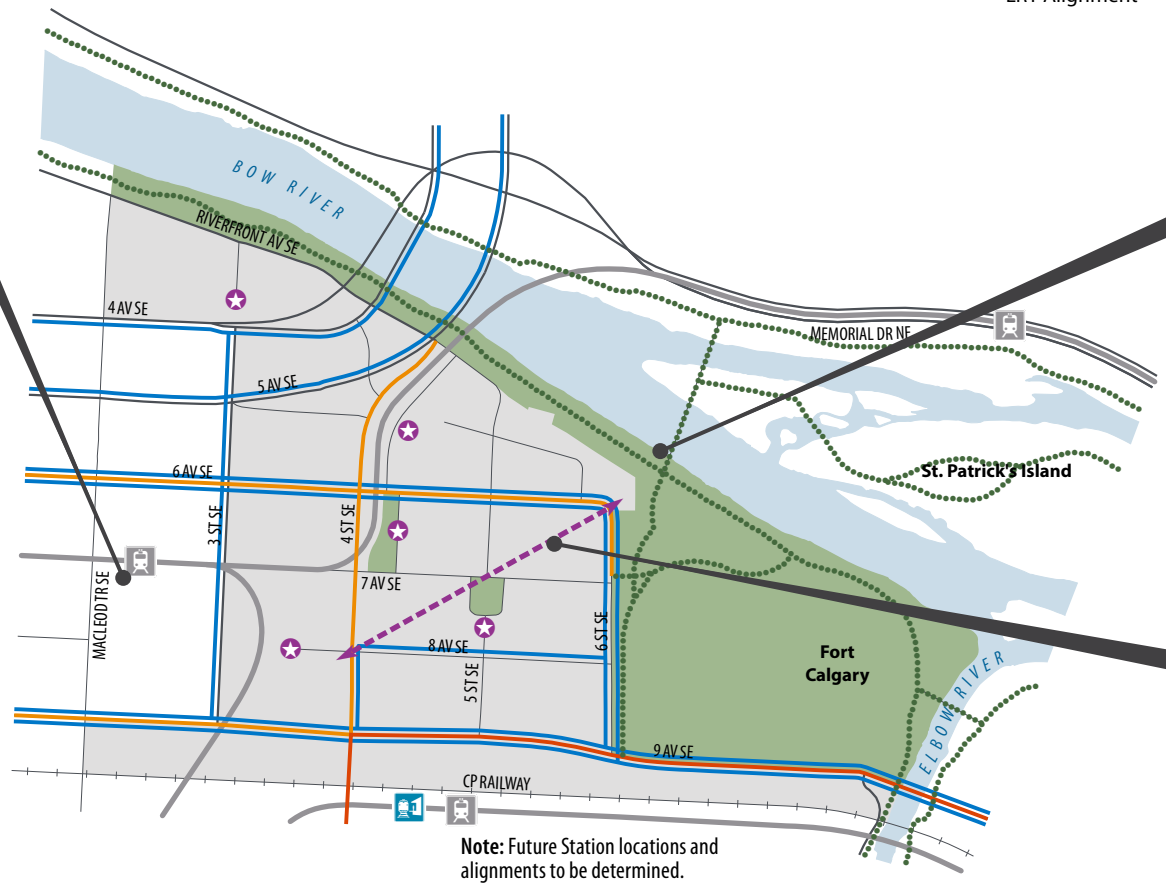
Pedestrian-friendly environment in the Centre City.

Transit-Oriented

- Nearly every block in East Village is within a 7.5 minute walk from City Hall LRT Station.

	14 mins	6 mins	10 mins
Chinatown	14 mins	6 mins	10 mins
The Core	14 mins	6 mins	9 mins
Stampede	10 mins	4 mins	n/a
17th Avenue	27 mins	11 mins	17 mins

Note: All travel time measured from the Central Square.



Note: Future Station locations and alignments to be determined.

Active Modes

- RiverWalk, multi-use pathways and off-street cycle routes encourage active modes of transportation.

Walkability

- Great streets and lively pedestrian links improve neighbourhood walkability.

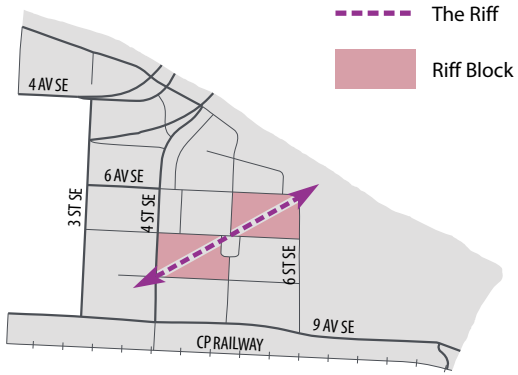
Map 14: Street Network and Circulation

6.1.1 The Riff Policy Area

The Riff is a privately owned, publicly accessible pedestrian route that connects the historic main street through the neighbourhood to the Bow River (see Map 15: The Riff Policy Area). To create a high-quality pedestrian experience along this mid-block route, building frontages facing the Riff should be lined with active uses. Parcels should be designed comprehensively in order to balance the objectives for the Riff with the objectives of creating vibrant, safe and walkable streets throughout East Village.

Policies

1. To provide continuity along the Riff, 24-hour public access agreements must be maintained.
2. Buildings with main frontages on the ground level facing an internal pedestrian route should be designed to also create an attractive pedestrian interface with the streets and avenues (e.g., through the use of entrances, openings, unobscured glass, building materials, articulation and active uses).
3. Access to off-street parking and loading should be provided from consolidated street access points where possible.



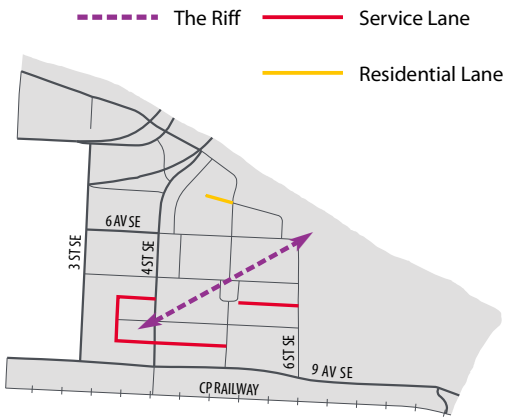
Map 15: The Riff Policy Area

6.1.2 Lane Development

Lane development and mid-block connections increase block permeability and create opportunities for a variety of desirable ground-oriented uses including residential units at grade, live-work units or commercial spaces. There are two types of lanes in East Village – service lanes and residential lanes. Service lanes prioritize vehicle access and servicing functions, while residential lanes may combine a variety of functions, including but not limited to at-grade units, pedestrian circulation, and vehicular access and servicing (see Map 16: Lane Development). The following policies apply to lanes or parcels facing a lane in East Village.

Policies

1. Developments with building entrances fronting a lane should provide on-site space for pedestrian circulation to minimize conflicts between vehicles and pedestrians, particularly near loading bays and other service entrances.
2. Entrances for uses at grade may front onto an internal pedestrian route (e.g., The Riff) or lane provided they adhere to the fire department's access standards and Alberta Building Code.
3. Where lanes are developed, consideration should be given to activating building corners and providing transparent ground-level frontages to improve safety.



Map 16: Lane Development

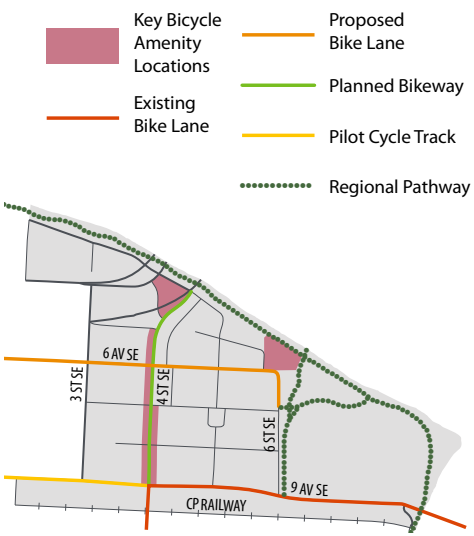
6.2 Cyclist Circulation

East Village streets and pathways provide important connections within the city's cycling network. The following policies support Calgary's cycling strategy and encourage active modes.

In addition to the cyclist circulation policies in the CCG, the following policies apply.

Policies

1. Continuity of on- and off-street bicycle routes should be maintained where possible along 4 Street S.E. to enable ease of movement for all modes of transportation.
2. Public bicycle amenities are encouraged in key locations that support the city-wide cycling strategy (see Map 17: Cyclist Circulation).



Map 17: Cyclist Circulation

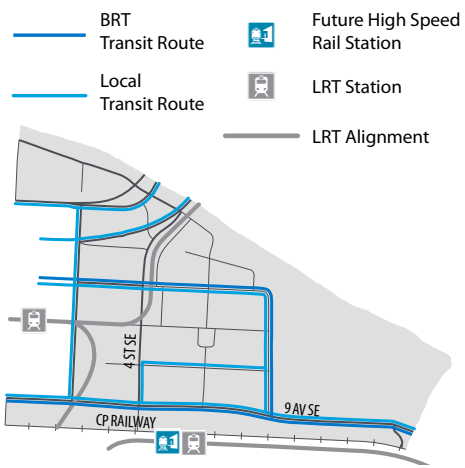
6.3 Transit Network

Transit routes in East Village are part of the regional transit network. The majority of the neighbourhood is located within 600 metres of the City Hall LRT station, and the local residential and employment populations are served by multiple high order transit routes as well as local buses. Future plans south of the neighbourhood include the Green Line LRT as well as a potential high speed rail link. Current transit service is provided as shown in Map 18: Transit Circulation.

In addition to the transit network policies in the CCG, the following policies apply.

Policies

1. As resident and employment populations increase in East Village, transit service should be monitored and adjusted as required based on ridership, demand and funding.



Map 18: Transit Circulation

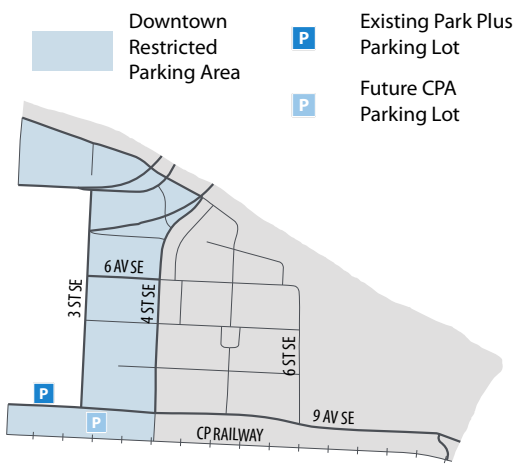
City Hall LRT station.

6.4 Parking

The connectivity of the road network in East Village has been improved significantly in recent years. Two-way traffic has been restored on most streets, balancing vehicular and goods and service traffic with cyclists and pedestrians to ensure safe and efficient mobility for all modes.

To support neighbourhood services, businesses and amenities, public on-street parking is provided on the majority of streets throughout East Village and a public parkade operated by Calgary Parking Authority is anticipated to be developed at the southwest boundary of the plan area (see Map 19: Parking).

In addition to the parking policies in the CCG, the following policies apply.



Map 19: Parking

Policies

1. To encourage the development of public amenities in the neighbourhood, parking requirements may be reduced for community support facilities identified in Section 3.5.2: Density Exclusion for Community Support Facilities, provided the following criteria are met:
   a. Minimal impacts to the overall parking demand for the area can be demonstrated.
   b. The proposed parking rate is supported by a parking study where necessary.
2. Properties located west of 4 Street S.E. will continue to form part of the downtown restricted parking area and be subject to corresponding policy.
3. The City should work with the Calgary Parking Authority on a case-by-case basis to accommodate off-street parking requirements for new developments as needed in a new intercept lot, as shown in Map 19: Parking.

Bus route in East Village in front of a mixed-use building.

7 Infrastructure and Environment

Goal: Development that makes efficient use of public infrastructure and demonstrates environmental stewardship.

Objectives:

- Ensure that development is aligned with city-wide growth management objectives.
- Improve the quality and reduce the quantity of surface runoff into the Bow and Elbow Rivers.
- Improve flood mitigation measures.
- Encourage sustainable design practices that mitigate environmental risks associated with development.
- Take measures to adapt to climate change, support further deployment of renewable and low carbon energy.

References

- Municipal Development Plan
- Centre City Guidebook

7.1 Water and Sanitary Servicing

As part of the Rivers District Community Revitalization Plan, significant public investment has been made in East Village. Land has been remediated, infrastructure has been upgraded and flood mitigation measures have been implemented to raise the elevation of East Village out of the floodway (see Map 20: Infrastructure).

In addition to the water and sanitary servicing policies in the CCG, the following policies apply.

Policies

1. If the population projections or development intensity envisioned by the Plan are altered through land use redesignation, a sanitary study may be required to determine adequate servicing requirements, and developments may be required to provide upgrades to existing infrastructure.

Infrastructure and public realm improvements.

7.2 Stormwater Management

Updated targets for stormwater release rates and volume control have been developed for the Bow River watershed.

In addition to the stormwater management policies in the CCG, the following policies apply.

Policies

1. The stormwater pond should be maintained to provide stormwater treatment from the East Village catchment as per the East Village Staged Master Drainage Plan.
2. The riverfront zone located along the Bow and Elbow Rivers should be maintained to encourage biodiversity and help manage stormwater runoff.

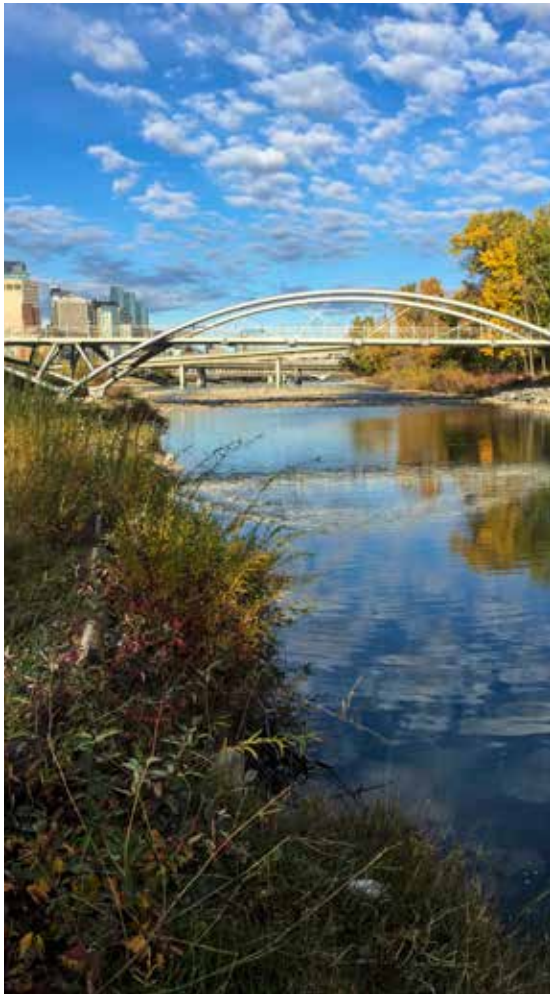
7.3 Energy and Environmental Impacts

Policies in this section are in place to reduce the environmental impact of future development. A district energy plant is located in East Village. It generates both heat and power in a combined facility more efficiently than conventional approaches and has the potential to expand and extend its service to more of the Centre City. These opportunities should be further explored and supported where they can demonstrate environmental (e.g., greenhouse gas reduction) and economic benefit.

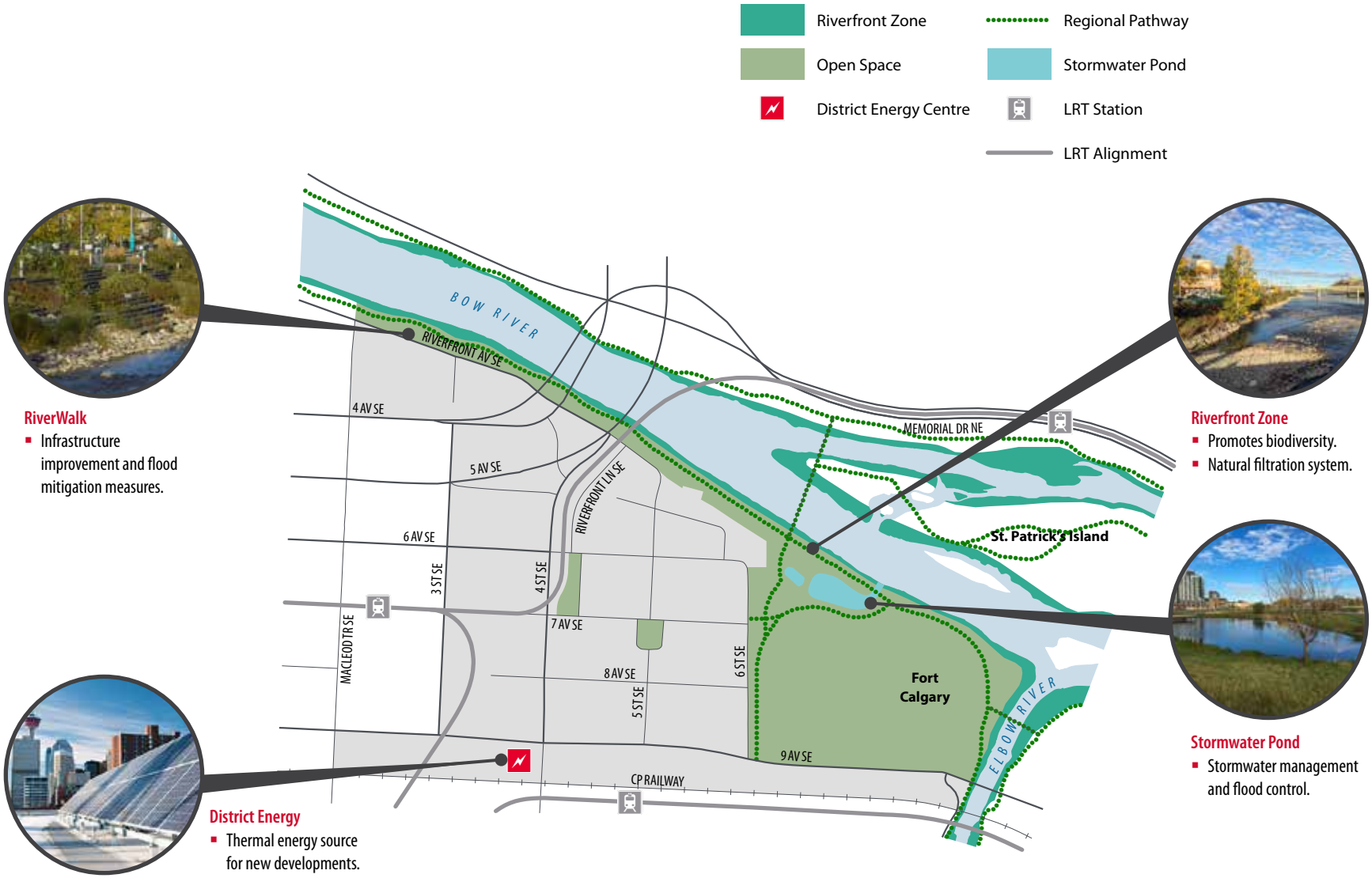
In addition to the energy and environmental impacts policies in the CCG, the following policies apply.

Policies

1. Connection to district energy is strongly encouraged for all new developments in East Village.
2. While significant remediation has taken place in East Village, environmental risk assessments may be required for at-risk or contaminated sites.



Naturalized edge of the Bow River.



Map 20: Infrastructure

8 Implementation

This section contains information regarding Plan implementation.

New development in mixed-use areas can experience significant change due to shifting markets and circumstances, and there may be emerging development forms that were not anticipated by this Plan. As a result, the Development Authority may use discretion in approving developments that do not meet a specific policy, provided the new development can demonstrate it meets the objectives and intent of the plan, is well aligned with the goals identified in the plan and is in accordance with Section 8.1.3: Policy Interpretation.

8.1 Authority of the Plan

An ARP is a statutory document, adopted by bylaw by City Council in accordance with Section 634 of the Municipal Government Act. The ARP sets comprehensive long-term policies to guide redevelopment within a defined area. The Plan may also identify implementation work that needs to be undertaken to realize the policies.

Construction of the new Central Library.

8.1.1 Interpretation of the Map Boundaries

Unless otherwise specified in this ARP, the boundaries or locations of any symbols or areas shown on a map are intended to be conceptual only, not absolute, and will be interpreted as such. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined and/or confirmed by City Administration at the time of application.

No measurements of distances or areas should be taken from the maps in this ARP.

8.1.2 Illustration and Photo Interpretation

All illustrations and photos are intended to illustrate concepts included in the ARP and are not an exact representation of any actual intended development. They are included solely as examples of what might occur after implementation of the ARP's policies and guidelines.

8.1.3 Policy Interpretation

The Plan uses language that is both general and specific. Where general direction is given, flexibility should be used in the interpretation of the policy. Where specific language is used, it is meant to give clear and unambiguous direction to both the Development Authority and the applicant.

Where an outcome statement or objective accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the policy. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.

Policies that use the word "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of the Development Authority that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives must be to the satisfaction of the Development Authority with regards to design and performance standards and should support the policy intent.

Policies that use the words "shall," "will," "must" or "require" apply to all situations without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.

8.1.4 Plan Limitations

Policies and guidelines in this ARP are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose as detailed site conditions or constraints, including environmental constraints, must be assessed on a case-by-case basis as part of an application for land use amendment, subdivision or development permit.

8.1.5 Amendments to the Plan

The Plan should have the flexibility to support innovative ideas, respond to prevailing market conditions and reflect community aspirations. As a statutory document, any changes to the policies require an amendment to the ARP. Minor variances may be considered by Council or the Development Authority, without requiring an amendment to the ARP, provided that the intent of the policy is met. Major amendments, however, will require an amendment to the ARP.

Buildings under construction in East Village.

8.2 Implementation of the Plan

The East Village ARP is a statutory document that depicts how the Plan Area is to be developed over the next 10 to 15 years and identifies a series of public and private sector initiatives.

8.2.1 Other Applicable Plans

The ARP is intended to be read in conjunction with the following plans, which provide city-wide policy direction as well as policy direction for the Centre City:

- Municipal Development Plan (MDP Volume 1, Part 1) and Calgary Transportation Plan (CTP)
- Centre City Guidebook (MDP, Volume 2, Part 2)

Additional policy and guidelines are provided for the Centre City area through plans such as the non-statutory Centre City Plan, Centre City Mobility Plan and the Centre City Urban Design Guidelines.

It is recommended that a Health Impact Assessment be used as a tool to help realize the vision of the plan area and to incorporate biodiversity.

8.2.2 Centre City Guidebook

The Centre City Guidebook (CCG) has been developed as Volume 2, Part 2 of the MDP.

The CCG establishes a framework for development and policies to implement the vision for the Centre City. It is a statutory policy with the following three purposes:

- Translate the MDP, Volume 1 objectives into implementation policy at the community level.
- Provide a common framework for how the Centre City is planned and developed today and into the future.
- Provide general policy to shape a more compact urban form that is well connected and supported by amenities and services to meet daily needs.

The policies within the CCG will apply to the East Village Plan Area and must be read in conjunction with the East Village ARP. In the event that a policy conflict exists, the policy in this ARP will take precedence.

8.2.3 Coordination with the Rivers District

As stewards for the Rivers District Community Rivitalization Plan, Calgary Municipal Land Corporation (CMLC) will continue to work with the City of Calgary to implement the Plan for East Village.

Streetscape Improvements to 3 Street S.E.

Redevelopment of 3 Street S.E. will be based on a comprehensive master plan created by CMLC for the existing right-of-way cross-section, setbacks and land uses.

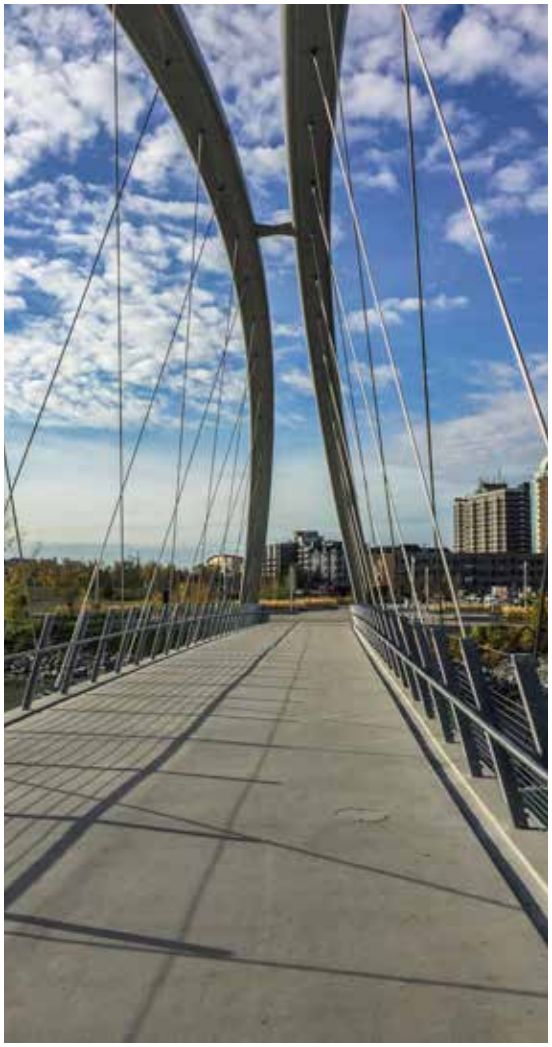
Policies

1. Developments facing 3 Street S.E. should provide ground-level frontages oriented to the street and integrated with the public realm and any special elements designed as part of the 3 Street S.E. streetscape improvements.

Pedestrian Crossing Improvements

Policies

2. CMLC should continue to work with the City to implement improved pedestrian crossings as per Step Forward: A Master Plan for Improving Walking in Calgary.
3. All pedestrian crossings must be approved by the City's traffic engineer.



George C. King Bridge leading into East Village.

9 Glossary

9.1 Glossary

The following definitions shall apply. Where a term is defined in the glossary of the MDP or CTP, that definition applies in the interpretation of this ARP. The street classifications mentioned in this ARP refer to the street classifications of the Centre City Mobility Plan. Where a definition differs from The City of Calgary Land Use Bylaw (1P2007), the land use bylaw definition takes precedence.

View of Fort Calgary and East Village from St. Patrick's Island.

Accessibility: Ease of access/egress to any location by walking, cycling, transit, and private or commercial vehicles.

Activation/Active uses: Types of non-residential uses on the floor adjacent to the sidewalk or the street that generate frequent activity of people moving in and out of the building or business entrance.

Active modes: Non-motorized travel, primarily walking and cycling, but also including roller-blading and movements with mobility devices.

Adaptive re-use: Process of renovating old structures for new uses.

Amenity: Common or private indoor or outdoor space provided on-site and designed for active or passive recreational use.

Approving Authority: The Subdivision Authority, Development Authority or Subdivision and Development Appeal Board of The City of Calgary, as the context implies.

Area Redevelopment Plan: A statutory plan, as defined by the Municipal Government Act, that directs the redevelopment, preservation or rehabilitation of existing lands and buildings, generally within existing areas of the city.

Articulation: The manner in which the exterior of a building form is designed to include window patterns, materials, colours, textures or significant changes in planes that, together, create visual interest.

At grade/At ground level: The building floor level that is situated at, and accessed from, the grade level of the street or public realm.

Bonus density: A system that allows an increase in development density in return for providing permanent public benefits beyond typical requirements.

Building frontage: The linear length of a building along a property line that is shared with a street.

Building massing: The arrangement of the bulk of a building on a site, with consideration of its physical and visual impact on adjacent buildings and space.

Building use/Land use: The activity that occupies a building or parcel of land.

Built form/Built environment: The engineered surrounding that provides the setting for human activity such as buildings, streets and structures (including infrastructure).

Care facility: Any facility that provides overnight accommodation and care or supervision to residents of the facility. These include nursing homes, halfway houses, emergency shelters, safe houses, youth or recovery homes, and group homes for physically or mentally disabled adults.

Character: The distinctive qualities of a place, building or street.

Commercial uses/Non-residential uses: Uses that include retail shops, offices and live–work units.

Connections: The directness of links and the density of connections in a path or road network. A connected transportation system allows for more direct travel between destinations, offers more route options and makes active transportation more feasible.

Cultural landscape: Any geographical area that has been modified, influenced or given special cultural meaning by people, and that has been formally recognized for its heritage value.

Density: The number of dwelling units and live–work units on a parcel, expressed in units per hectare or in units per parcel. Density can also be expressed by floor area ratio (FAR).

Development: A change of use of land or a building, or an act done in relation to land or a building, that results in or is likely to result in a change in the use of the land or building or its density.

Development Authority: A person or body so appointed as contemplated by and in accordance with the Municipal Government Act.

Development permit: A document authorizing a development, issued by a Development Authority pursuant to the Land Use Bylaw, governing land use within the City of Calgary and including the plans and conditions of approval.

District energy: Infrastructure consisting of insulated pipes, pumps, metering systems and thermal production facilities capable of transferring heat energy through a controlled conductive medium carried between multiple sites for uses including, but not limited to, space heating, chilled water, domestic hot water heating and industrial processes. A district energy system may be designed to serve any group of buildings by means of one or more thermal or energy heat plants and pipe systems.

Diversity: An environment that offers a variety of experiences to patrons. Mix of land uses, architecture, street design and landscaping can all contribute to providing diversity.

Enhance: To augment an area, street or open space in quality, value, beauty or effectiveness.

Flood hazard area: The area near a river, typically divided into Floodway and Flood Fringe zones which may include areas of Overland Flow.

Floodway: The river channel and adjoining lands indicated in the floodway/flood fringe maps (of the Calgary Land Use Bylaw) that would provide the pathway for flood waters in the event of a flood of the magnitude likely to occur once in a hundred years.

Floor Area Ratio (FAR): The quotient of the total gross area of a building on a parcel divided by the gross site area of the parcel. FAR is one of the measures to direct the size and massing of a building in relation to the parcel of land it occupies.

Frontage: The linear edge of a property adjacent to the property line abutting a street or public right-of-way. This edge usually comprises an area between the property line and the façade of a building.

Gateway: Important transportation connections either to enter the city or to signify entrance into a specific part of the city. Well-designed gateways welcome people and provide a sense of arrival to an important place.

Glazing: The use of windows in building walls. At the street level, transparent glazing allows visual permeability between public and private spaces.

Heritage building: A building or resource that has an aesthetic, historic, scientific, cultural, social or spiritual importance or significance for past, present or future generations. The heritage value is embodied in its character-defining materials, forms, location, spatial configurations, uses and cultural associations or meanings.

High street: A street that responds to the special character of an area with historic resources or high density retail with concentrated pedestrian movement. It represents a model of the traditional main street with mixed-use, medium- to high-density developments that provide flexible transportation alternatives and comfortable, green, animated and safe pedestrian environments. The pedestrian realm must accommodate a full range of activities from retail to hospitality (patios), as well as other uses.

Historic resource: Any work of nature or of humans that is primarily of value for its paleontological, archaeological, prehistoric, historic, cultural, natural, scientific or aesthetic interest, including, but not limited to, a paleontological, archaeological, prehistoric, historic or natural site, structure or object.

Infrastructure: The technical structures that support a society, including roads, transit, water, sewers, power grid and telecommunications.

Intensity: A measure of the concentration of people and jobs within a given area, calculated by totalling the number of people either living or working in that area.

Interface: The space between the building façade and the public sidewalk or boulevard. This semi-private space is an important part of the image and character of the public street.

Land use district: The primary legal control on the use and intensity of development on a parcel of land.

Landmark: A structure such as a bridge, memorial, public art and/or landscape that has a special historical, architectural or cultural significance.

Lane: A roadway that is primarily intended to give access to the rear of buildings and parcels.

Light rail transit (LRT): Electrically powered rail cars, operating in sets of three to five cars per train, adjacent to or in the medians of roadways or rail rights-of-way. LRTs are generally at grade, with some sections operating in mixed traffic, in tunnels or on elevated bridge structures.

Line/lined use: A building use that fronts the street and screens undesirable views of internal uses, such as parking, from the street. Lined buildings may contain residential, retail, commercial or community uses.

Link/linkages: Linear systems that connect places and built form. Linkages allow for the movement of people and goods within the urban fabric.

Live–work: A land use and development strategy that accommodates both a commercial and a residential use within the same property.

Local Area Plan: See Area Redevelopment Plan.

Mass/massing: The arrangement of the bulk of a building on a site and its visual impact in relation to adjacent buildings.

Mixed-use development: Land, a building or a structure with two or more uses, such as residential, office and retail. Mixed-use can occur vertically within a building or horizontally on a site.

Mode: A method of travel, such as by auto, transit, cycling or walking.

On-site: The area within the development parcel and its property boundaries, including buildings, open space, and other features and amenities.

Open space: Green landscape and/or water area with its surface open to the sky, which provides active or passive recreational opportunities and structures urban development and form.

Pathway: A facility set aside for use by pedestrians, cyclists and persons using other wheeled conveyances for recreation and transportation purposes, but where motorized use is prohibited. The regional pathway system is Calgary's city-wide linear network.

Pedestrian scale: The height, proportions and comfort level that the street level and lower stories of buildings provide for pedestrians as they walk alongside them.

Pedestrian-oriented/pedestrian friendly: An environment designed to make travel on foot safe, convenient, attractive and comfortable for various ages and abilities. Considerations include directness of the route, interest along the route, safety, amount of street activity, separation of pedestrians and traffic, street furniture, surface material, sidewalk width, prevailing wind direction, intersection treatment, curb cuts, ramps and landscaping.

Plaza: A community amenity that serves a variety of users, including building tenants, visitors and members of the public. This space may function as a pedestrian arrival point, a home for public art, a setting for recreation and relaxation, and an inconspicuous security feature for high-profile buildings. Plazas are a beneficial feature of any lively streetscape.

Podium: The base of a building (see Building massing).

Public art: Works of visual art, in any media, that have been planned and executed with the specific intention of being sited or staged in the public domain, often incorporating elements of site specificity, community engagement and collaboration.

Public open space: Open space situated in the public realm under public ownership and management, such as parks, plazas and courts.

Public realm/public space: The space around, between and within buildings that is publicly accessible, including streets, squares, parks and open spaces. These areas and settings support or facilitate public life and social interaction.

Recreation facility: A building that provides for leisure, sports, arts, and cultural and recreational programs and amenities for individuals, families, groups and organizations.

Redevelopment: The creation of new units, uses or lots on previously developed land in existing communities.

Retail: The sale of goods and services from individuals or businesses to the end-user.

Right-of-way: Publicly owned land containing roads, streets and/or utilities.

Riverfront Zone: Riparian area/riparian zone between aquatic ecosystems (wetlands, rivers, streams or lakes) and terrestrial ecosystems where the plants and soils are strongly influenced by the presence of water.

Screening: The total or partial concealment of a building, equipment, structure or activity by a berm, fence, vegetation or wall.

Servicing: The space and facilities used for the delivery and/or removal of material to a residential, retail or commercial property.

Sidewalk: The area principally used by pedestrians and located to the side of a roadway within a right-of-way.

Square: A centrally located, animated gathering space predominantly hard surfaced with complementary landscaping.

Storey: The space between the top of any floor and the top of the next floor above it, or, if there is no floor above it, the portion between the top of the floor and the ceiling above it. It does not include a basement.

Street level: The elevation of the street where it meets a building or open space interface.

Street wall: The base height of a building that defines the vertical edge of the street it faces.

Streetscape: All the elements that make up the physical environment of a street and define its character. This includes paving; trees and vegetation; lighting; building types; style setback; pedestrian, cycle and transit amenities; and street furniture.

Sunlight access: The siting of buildings, including podiums and upper building levels, to maximize sun exposure to adjacent streets, open space and building façades.

Top of bank: The natural transition line or upper natural topographical break at the top of a valley, or at the top of a channel that contains a watercourse, between a slope where the grade exceeds 15.0 per cent and the adjacent upper level area where the grade is less than 15.0 per cent, and where the area that is less than 15.0 per cent in slope is at least 15.0 metres wide.

Transit: All components involved in providing public transportation to residents, workers and tourists. Transit includes various types of public transportation, routes and schedules.

Transit-oriented: The elements of urban form and design that make transit more accessible and efficient. These range from land use elements (e.g., locating higher density housing and commercial uses along transit routes) to design (e.g., street layouts that allow efficient bus routing). It also encompasses pedestrian-friendly features, as most transit riders begin and end their rides as pedestrians.

Urban design: The practice of giving form, shape and character to the arrangement of buildings, neighbourhoods or the city as a whole. At the more detailed level, it involves shaping the external spaces between buildings and designing their detail and finishes to respond to use, context, climate and building form.

Urban structure: The arrangement of land use in urban areas defined by various linkages between elements within its urban activity.

Use: See Building Use.

Utilities: Facilities for gas, electricity, telephone, cable, television, water, stormwater or sanitary sewer. Shallow utilities include gas, electrical, telephone and television cable services. Deep utilities include stormwater, sanitary and water pipes.

Walkable: See pedestrian-oriented.