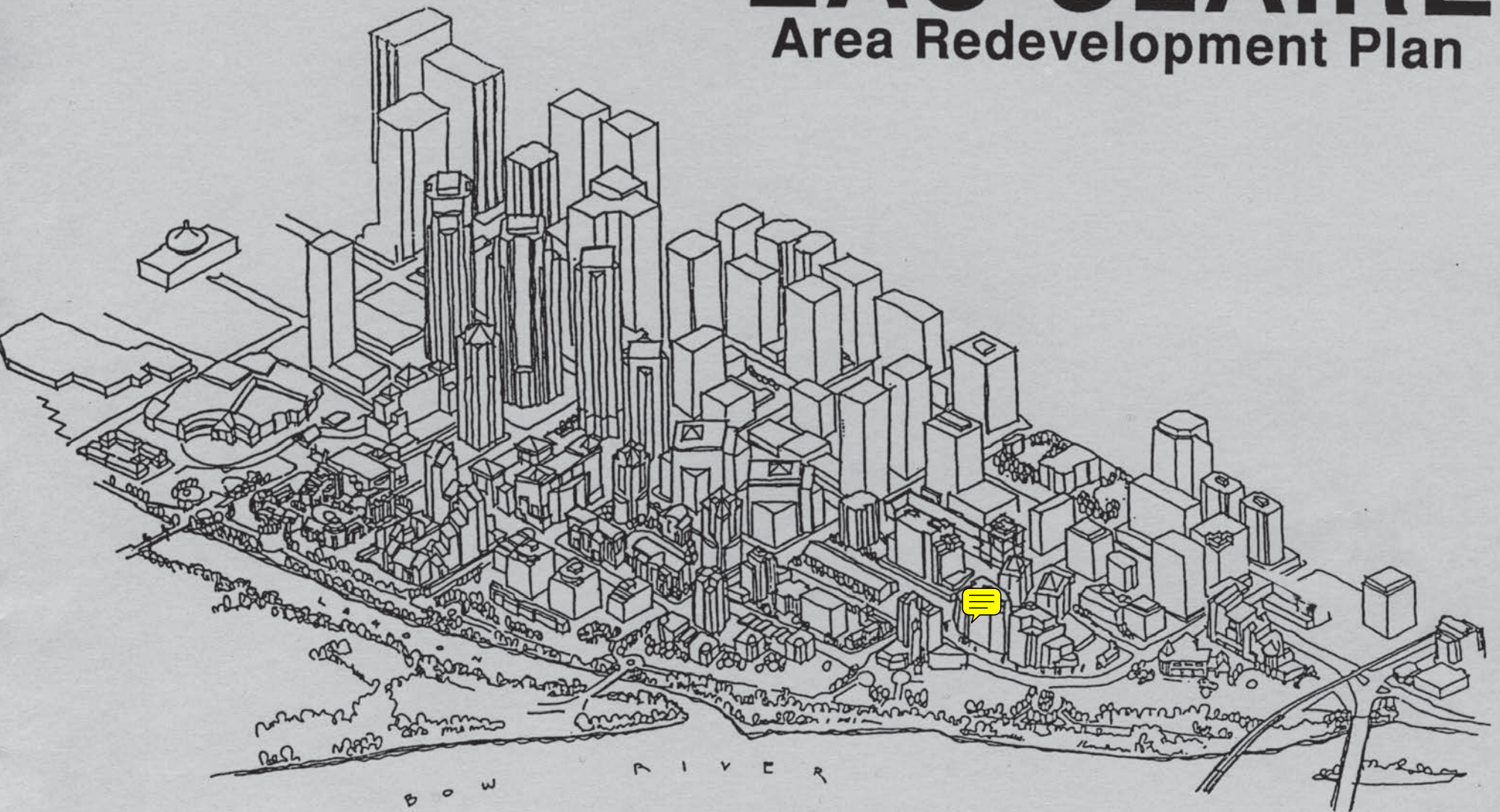


EAU CLAIRE

Area Redevelopment Plan



THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

This document contains information on a public improvement program for Eau Claire that does not form part of the bylaw. For the purposes of electronic publications the Public Improvements Program is identified by the footer "Eau Claire Public Improvements Program".

The background information in this document is not part of the bylaw. For the purposes of electronic publications the Background Information is identified by the footer "Eau Claire Background

EAU CLAIRE

Area Redevelopment Plan

Office Consolidations

2021 December,
2022 March,
2023 May,
2023 June

NOTE: This office consolidation includes the following amending Bylaws:

This consolidation has no legislative sanction, and the amendments have been included for ease of reference only. The official Bylaw 2P95 and all subsequent amendments are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

Amendment	Bylaw	Date	Description
1	20P95	1995 July 24	Map 6 Section 2 Section 6.44
2	15P2001	2001 July 17	Map 6
3	20P2007	2007 July 16	Map 6
4	9P2008	2008 March 17	a) Add text to the Table of Contents b) Delete and replace text under the List of Drawings in the Table of Contents c) Delete and replace text in the Summary of Major Proposals in the ARP d) Delete and replace Figure (i) e) Delete and replace Figure 2 f) Delete and replace Figure 3 g) Delete and replace Figure 4 h) Delete and replace Figure 5 i) Delete and replace text in Section 4.1 j) Change 4.5 to 4.6 and then add new text to 4.5 k) Delete and replace Figure 6 l) Under 6.1.1 - delete the last sentence m) Delete and replace text on the Drawing 9 n) Delete and replace all text in Section 6.1.4 o) Delete and replace text under 6.4.5 p) Add new section heading 6.0 B Mixed-Use Policies at the end of 6.0 Commercial Policies q) Add text in new section 6.0B r) Delete and replace text in Section 8.1.1 s) Delete and replace text in Section 8.1.4 t) Delete and replace text in Section 8.1.1 u) Delete and replace text on Drawing Title 12 v) Delete and replace Figure 7 w) Add new section 8.4.7 x) Delete and replace text in Section 9.3.2 y) Add new section 9.3.9 z) Delete and replace text on Drawing Title 18

Amendment	Bylaw	Date	Description
4 cont'd	9P2008	2008 March 17	<ul style="list-style-type: none"> aa) Delete and replace text in Section 11.4 bb) Delete Figure 8 cc) Delete and replace text in the Table of Contents, List of Figures dd) Delete and replace text in Section 11.4.6.d ee) Delete and replace text in Section 11.4.8 ff) Delete and replace Figure 9 gg) Delete and replace text in the Table of Contents, List of Figures hh) Delete and replace text in Section 12.4.1.1 ii) Delete and replace Figure 10 jj) Delete and replace text in the Table of Contents, List of Figures kk) Delete and replace text in Section 12.4.3 ll) Delete and replace all text in Section 13.1.c mm) Delete and replace text in the Eau Claire Public Improvements Program, Section 3.0 Street Lighting nn) Delete and replace Drawing 8 in the Eau Claire Public Improvements Program oo) Delete and replace text in the Eau Claire Background Information, Section 3.1.2
5	65P2008	Council 2008 Dec. 8	<ul style="list-style-type: none"> a) Delete Section "Summary of Major Proposals" b) Delete and replace Figure 3 c) Add a new paragraph at the end of Section 2.4 d) Add a new Section 2.8 e) Delete and replace Figure 5 f) Delete and replace text in Section 4.5 g) Delete and replace Figure 6 h) Add a new Section 6.0B.1.1 i) Rename Section "6.0B.1.1" to "6.0B.1.2 E1 – Eau Claire Market Site" j) Add a new Section 6.0B.1.3 k) Rename Section 6.0B.4 "Policies/Actions" to "Policies/Actions for E1 Lands" l) Add a new Section 6.0B.5 m) Delete and replace text in Section 6.1.4 n) Delete Section 6.1.6 o) Delete Section 6.4.5 p) Delete and replace Figure 8 q) Change "Figure 10" to "Figure 9" in Section 12.4.3 r) Delete "mixed-use precinct" and replace with "the E1 lands" in Section 12.4.3

Amendment	Bylaw	Description	Date
5 cont'd	65P2008	2008 December 8	<ul style="list-style-type: none"> s) Add a new sentence at the end of Section 12.4.3 t) Delete and replace Figure 9 u) Delete and replace text in Section 12.4.5.4 v) Add a new Section 12.4.5.5 w) Add a new Section 12.4.5.6
6	41P2010	2011 February 07	ABANDONED
7	18P2011	2011 April 11	<ul style="list-style-type: none"> a) Add a new Section 2.9. b) Delete and replace text in Section 4.3. c) Add a new sentence to the end of Section 4.4. d) Delete and replace Figure 6. e) Delete Section 5.1.2. f) Delete and replace text in Section 5.1.3. g) Delete and replace text in Section 5.3.3. h) Delete and replace text in Section 5.4.1. i) Delete and replace text in Section 5.4.3. j) Delete and replace text in Section 6.1.4. k) Delete and replace text in Section 6.4.4. l) Add a new sentence to the end of Section 6.4.9.
9	8P2016	2016 March 14	<ul style="list-style-type: none"> a) In Section 2.8, delete text after the first sentence and replace. b) In Section 6.0B.1.3, delete and replace text after the third sentence of the second paragraph. c) In Section 6.0B.5.2, delete and replace text. d) In Section 6.0B.5.3, delete text in its entirety. e) In Section 6.0B.5.5, delete text in its entirety. f) In Section 6.0B.5.6, delete text in its entirety. g) Delete and replace the existing Figure 6 entitled "Potential Major Land Uses, Densities and Building Heights".
10	14P2018	2017 March 19	<ul style="list-style-type: none"> a) Delete and replace first paragraph in Section 12.1.4. b) In subsection 12.3.7 add new text.
11	8P2018	2018 April 16	<ul style="list-style-type: none"> a) Delete and replace Figure 6 Potential Major Land Uses, Densities and Building Heights. b) Under Section 5.4.2, insert word "base". c) Under Section 5.4.2, replace "4.0" with "6.0".
12	63P2021	2021 December 6	<ul style="list-style-type: none"> a) Delete and replace the revised Figure 6 entitled 'Potential Major Land Uses, Densities and Building Heights'.

13	22P2022	2022 March 29	<p>(a) Delete Section 6.0B.4.9 in its entirety and replace with the following: “Plus 15 bridges may be considered within the Plus 15 boundary as defined by the Plus 15 Policy. The existing Plus 15 commitments in Figure 9 will be honoured and additional Plus 15 bridges may be considered to link to the future Green Line Station in Eau Claire with surrounding developments. In order to encourage active streetscapes direct access from grade to Plus 15 connected buildings will be encouraged.”</p> <p>(b) Delete Policy 6.0B5.8 in its entirety and replace with the following: “In order to minimize impact to landscape views to the river along Barclay Mall and landmark views to the Chinese Cultural Centre along 2 Avenue SW, new Plus 15 bridges shall incorporate transparent and translucent design treatments and other innovative design solutions.”</p> <p>(c) Delete Policy 12.4.3 in its entirety and replace with the following: “Plus 15 connections should be built where practical to link developments in Eau Claire with the downtown commercial core and the LRT (Figure 9). Plus 15 connections should be designed sensitively to respect view corridors towards significant landmark structures and be located a minimum of one block from the landmark structures. This should include areas beyond the Eau Claire community. At the Development Permit stage, detailed designs will be reviewed and considered by Administration to account for all relevant considerations. In order to reinforce a vibrant public realm for residents of Eau Claire and users of Eau Claire Plaza and surrounding amenities as well as preserve views of the escarpment to the north along Barclay Mall and to the Chinese Cultural Centre along 2 Avenue SW, no Plus 15 connections shall be supported as a connection of the E 1 lands with the riverbank, or directly one block west of the Chinese Cultural Centre.”</p>
14	26P2023	2023 May 16	<p>1. The Eau Claire Area Redevelopment Plan attached to and forming part of Bylaw 2P95, as amended, is hereby further amended as follows:</p> <p>(a) Delete the existing Figure 1 entitled ‘Location Map’ and replace with the revised Figure 1 entitled ‘Location Map’ attached as Schedule A.</p> <p>(b) Delete the existing Figure 2 entitled ‘Area Boundaries’ and replace with the revised Figure 2 entitled ‘Area Boundaries’ attached as Schedule B.</p> <p>(c) Delete the existing Figure 3 entitled ‘Oxford Lands (Eau Claire Estates) and Block Identification’ and replace with the revised Figure 3 entitled ‘Oxford Lands (Eau Claire Estates) and Block Identification’ attached as Schedule C.</p> <p>(d) In Section 2.0 Context, in subsection 2.4, after the first two paragraphs, add the following: “In 2023, Block E3 was added to Figure 3 to recognize a revision in parcel boundaries on the existing Eau Claire Market site to allow for the development of the Light Rail Transit (LRT) Station along</p>

Amendment	Bylaw	Date	Description
14 cont'd	26P2023	2023 May 16	<p>2 Street SW. The E3 lands are directly adjacent to the E1 lands to the west and are bounded by 2 Street SW to the east, 2 Avenue SW to the south and another parcel of land to the north.”</p> <p>(e) Delete the existing Figure 4 entitled ‘Major Building Locations’ and replace with the revised Figure 4 entitled ‘Major Building Locations’ attached as Schedule D.</p> <p>(f) In Section 2.0 Context, after subsection 2.9, add a new subsection 2.10, as follows:</p> <p>“2.10 In 2023, the City of Calgary entered into an agreement to purchase a portion of the eastern-most part of the Eau Claire Market lands adjacent to 2 Street SW (E3 lands) to facilitate the development of an underground LRT Station for the Green Line. This LRT Station will be the northernmost station as part of Phase 1 of the development of the Green Line and the last station in the north part of the downtown area before the Green Line extends north over the Bow River. As the station will be underground, there will be the opportunity for future development above this station. The intended uses for this site will be similar to those proposed for the E1 lands, with a mix of uses that add to the vibrancy of the community and are transit-oriented. Policy changes were subsequently made to this ARP to guide the development of the E1 and E3 lands.”</p> <p>(g) Delete the existing Figure 5 entitled ‘Generalized Land Use’ and replace with the revised Figure 5 entitled ‘Generalized Land Use’ attached as Schedule E.</p> <p>(h) In Section 4.0 Generalized Land Use Policy, delete subsection 4.5 and replace with the following:</p> <p>“4.5 In the mixed-use precinct, land is designated to accommodate a mix of uses including residential, office, hotel and supporting commercial/retail uses, in alignment with the goals of this ARP. Densities in these precincts are sufficient to accommodate medium to high-density mixed-use developments to meet the needs of residents, workers and visitors in the area. The densities allowed in these precincts will ensure sunlight preservation for the Eau Claire Plaza and the Barclay Mall/Barclay Parade, and reinforce the all-seasons and day and night “vitality” of the public realm for the Eau Claire Community.”</p> <p>(i) Delete the existing Figure 6 entitled ‘Potential Major Land Uses, Densities and Building Heights’ and replace with the revised Figure 6 entitled ‘Potential Major Land Uses, Densities and Building Heights’ attached as Schedule F.</p> <p>(j) In Section 6.0B Mixed-Use Policies, subsection 6.0B1.1 after the first paragraph, add the following:</p>

Amendment	Bylaw	Date	Description
14 cont'd	26P2023	2023 May 16	<p>“In this ARP:</p> <ul style="list-style-type: none"> • Transit-oriented development is development that creates a compact, mixed-use community within walking distance of a transit stop, and that mixes residential, retail, office, open space and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by car. • Barclay Mall is defined as that portion of 3 Street SW between 3 Avenue SW and 2 Avenue SW. • Barclay Parade is defined as that portion of roadway that extends northward from 2 Avenue SW to the south boundary of Eau Claire Plaza.” <p>(k) In Section 6.0B Mixed-Use Policies, delete subsection 6.0B.1.2 E1 – Eau Claire Market Site and replace with the following:</p> <p>“6.0B.1.2 E1 – Eau Claire Market Site This site within the Eau Claire community has evolved over time to become a key mixed-use precinct within the broader Eau Claire community. Innovative approaches can be taken to develop the site and buildings with a mix of uses to enhance vitality and livability that complements the existing residential-oriented Eau Claire community and supports the goal of achieving a residential population of approximately 5000 people in Eau Claire. A land use that supports this mixed-use precinct for the Eau Claire Market site provides an opportunity to implement new policies that will achieve a more livable and vibrant redevelopment that recognizes its location adjacent to an LRT Station and incorporates a variety of transit-oriented development.”</p> <p>(l) In Section 6.0B Mixed-Use Policies, delete subsection 6.0B.1.3 E2 – Block bounded by 2 and 3 Streets SW and 2 and 3 Avenues SW and replace with the following:</p> <p>“6.0B.1.3 - E2 - Block bounded by 2 and 3 Streets SW and 2 and 3 Avenues SW</p> <p>The E2 site is located in one of the eight livable residential neighbourhoods surrounding the Downtown commercial core as identified in the Centre City Plan. It is adjacent to the Barclay Mall and the Eau Claire Plaza, two of the major public spaces in the Centre City. In a broader context, its transitional location between the most intensive Downtown commercial core and the primarily residential mixed-use neighbourhood to the north makes the mixed-use designation the appropriate policy direction. A density range of 3.0 - 14.0 FAR, subject to certain density bonus requirements, will assist in bringing more residential units, hotel suites, office space and associated amenities to the area, without overshadowing the Barclay Mall/Barclay Parade, the Eau Claire Plaza or the riverbank.”</p>

Amendment	Bylaw	Date	Description
14 cont'd	26P2023	2023 May 16	<p>(m) In Section 6.0B Mixed-Use Policies, 6.0B.1 Context, after subsection 6.0B.1.3, add a new subsection as follows:</p> <p>“6.0B.1.4 E3 – LRT Station Lands at 2 Street The E3 site incorporates the development of the underground LRT Station. The intent for development of this site is very similar to that of the E1 lands, allowing for a mix of uses that will enhance the vitality and livability of the Eau Claire community and are transit-oriented, but will ensure that new development is compatible to its location above LRT infrastructure.”</p> <p>(n) In Section 6.0B Mixed-Use Policies, 6.0B.4 Policies/Actions for E1 Lands, delete subsection 6.0B.4.2 and replace with the following:</p> <p>“6.0B.4.2 To facilitate development of transit-oriented, mixed-use buildings that create an opportunity for an increase in total jobs, services and residential units.”</p> <p>(o) In Section 6.0B Mixed-Use Policies, 6.0B.4 Policies/Actions for E1 Lands, delete subsection 6.0B.4.3.</p> <p>(p) In Section 6.0B Mixed-Use Policies, 6.0B.4 Policies/Actions for E1 Lands, delete subsection 6.0B.4.7.</p> <p>(q) In Section 6.0B Mixed-Use Policies, 6.0B.5 Policies/Actions for E2 Lands, delete subsection 6.0B.5.9 and replace with the following:</p> <p>“6.0B.5.9 Barclay Mall/Barclay Parade and 2 Street SW are major pedestrian corridors leading to the Eau Claire Plaza, the Bow River and to the future underground LRT Station on 2 Street SW. Therefore, there should be a highly animated edge condition developed adjacent to these two corridors and extending to the interface with the Eau Claire Plaza. This interface shall be strongly pedestrian focused while enabling a successful mixed-use development which provides for active uses which engage with the Plaza. A variety of active modes are supported along these corridors.</p> <p>Limited vehicular access could be supported along the interface with Eau Claire Plaza to facilitate access opportunities for the mixed-use development. Vehicular access opportunities will be reviewed at the development permit stage to ensure a high-quality public realm is maintained which ensures a safe, pedestrian-focused connection with Eau Claire Plaza.”</p> <p>(r) In Section 6.0B Mixed-Use Policies, after subsection 6.0B.5.10, add new subsections as follows:</p> <p>“6.0B.6 Policies/Actions for E3 Lands</p>

Amendment	Bylaw	Date	Description
14 cont'd	26P2023	2023 May 16	<p>In addition to the guidelines set out below, further urban design policies are contained in Section 11.0 Urban Design.</p> <p>6.0B.6.1 Redevelopment should be of high-quality, mixed-use and transitoriented that has active edges interfacing with the surrounding residential developments and the riverfront.</p> <p>6.0B.6.2 Any redevelopment should seamlessly integrate with any abovegrade LRT infrastructure located on-site.</p> <p>6.0B.6.3 A mix of residential unit types is encouraged to accommodate a diverse population and support a mix of commercial uses.</p> <p>6.0B.6.4 Retail commercial units should be designed to contribute to a pedestrian-scaled environment and add vitality to both public and private streetscapes.</p> <p>6.0B.6.5 Provide a high-quality public realm adjacent to the LRT Station infrastructure through pedestrian-scaled building treatment interfaces, legible pedestrian movement systems through the development and urban design features that promote active streetscapes.</p> <p>6.0B.6.6 Plus 15 Bridges may be considered within the Plus 15 boundary as defined by the Plus 15 Policy. The existing Plus 15 commitments in Figure 9 will be honoured and additional Plus 15 bridges may be considered to link to the future Green Line LRT Station in Eau Claire with surrounding developments. In order to encourage active streetscapes, direct access from grade to Plus 15 connected buildings will be encouraged.”</p> <p>(s) Delete the existing Figure 7 entitled ‘Parks and Recreation Areas’ and replace with the revised Figure 7 entitled ‘Parks and Recreation Areas’ attached as Schedule G.</p> <p>(t) In Section 11.0 Urban Design, 11.1 Context, delete subsection 11.1.3 and replace with the following:</p> <p>“11.1.3 The policies described below are intended to set general guidelines regarding location relative to downtown, the riverbank and the LRT Station, and to have regard for the form of existing buildings. The policies are also intended to provide a more human scale in the residential neighbourhood through the construction of buildings oriented towards the street and the creation of a streetscape which encourages pedestrian circulation.”</p> <p>(u) In Section 11.0 Urban Design, 11.4 Policies/Actions, delete subsection 11.4.1 and replace with the following:</p>

Amendment	Bylaw	Date	Description
14 cont'd	26P2023	2023 May 16	<p>“11.4.1 Excluding the E1 and E3 lands, the built form should generally rise in height from low, human-scale residential developments of a maximum of 4 to 5 storeys along the riverbank up to 17-storey residential developments or 45-storey commercial developments close to the downtown core.”</p> <p>(v) In Section 11.0 Urban Design, 11.4 Policies/Actions, delete subsection 11.4.6 and replace with the following:</p> <p>“11.4.6 Development close to the Bow River and the Barclay Mall/ Barclay Parade should not place more of the following areas in shadow than is already in shadow as a result of existing buildings:</p> <ul style="list-style-type: none"> a. an area abutting the top of the south bank of the Bow River and Prince’s Island Lagoon, which is at least 20 metres wide west of the Barclay Mall/Barclay Parade and 9 metres wide east of the Barclay Mall/Barclay Parade, from 10:00 a.m. to 4:00 p.m., Mountain Daylight Time (MDT), on September 21; b. the westerly 8 metres of the right-of-way of the Barclay Mall/Barclay Parade, from 12:30 p.m. to 1:30 p.m., MDT, on September 21; c. the easterly 8 metres of the right-of-way of the Barclay Mall/Barclay Parade from 1:30 p.m. to 2:30 p.m., MDT, on September 21; and d. the area of the Eau Claire Plaza north of a line drawn parallel and 60 feet north of the 1 Ave. S. right-of-way between 10:00 a.m. and 2:30 p.m., MDT, on September 21. <p>For the purposes of Section 11.4.6 (a), the top of the south bank of the Bow River shall be taken as the 1048 metre contour west of a northerly extension of 7 St. W. East of the northerly extension of 7 St. W., the top of the bank shall be taken as the major slope change which occurs just north of the existing pedestrian pathway.”</p> <p>(w) In Section 11.0 Urban Design, 11.4 Policies/Actions, after subsection 11.4.13, add the following:</p> <p>“11.4.14 Development should generally transition in height and massing from lower forms in the north to taller forms in the south, provided the policies in subsection 11.4.6 are met.</p> <p>11.4.15 The width of individual entrance lobbies whose function is to provide access to upper and lower-level uses should be minimized to allow for more permeable and pedestrian-scaled building frontages.</p>

Amendment	Bylaw	Date	Description
14 cont'd	26P2023	2023 May 16	<p>11.4.16 Development on the E1 lands, and on those lands directly to the north that form a part of Eau Claire Plaza, should maintain an appropriate setback along their shared property line to enhance vitality and accommodate the potential for a high volume of active modes uses to enhance the public realm.</p> <p>11.4.17 The following policies apply only to the E1 and E3 lands:</p> <ul style="list-style-type: none"> • Buildings should consider their unique location adjacent to and above the Green Line LRT Station and infrastructure through high quality design. In addition, as new development on these lands will be in close proximity to the Bow River Promenade and related green space, building designs should reflect this through provision of transparent building facades and building frontages that promote active uses adjacent to these green spaces. • Ensure that development is designed to transition seamlessly between commercial uses such as a cinema or hotel and adjacent residential uses.” <p>(x) In Section 12.0 Transportation Policies, 12.1 Context, after subsection 12.1.5, add a new subsection as follows: “12.1.6 Eau Claire will contain a new LRT Station which will provide a direct and efficient connection from this community to the broader city. This will have significant impacts on the movement of people and traffic in and through this community.”</p> <p>(y) Delete the existing Figure 8 entitled ‘Transportation System’ and replace with the revised Figure 8 entitled ‘Transportation System’ attached as Schedule H.</p> <p>(z) In Section 12.0 Transportation Policies, 12.4 Policies/Actions, 12.4.1 Road System, after subsection 12.4.1.5, add the following: “12.4.1.6 Allow for the extension of Riverfront Avenue SW between 2 Street SW and 3 Street SW with the redevelopment of the E1 and E3 lands. Sidewalks should be provided along the full length on both the north and south sides.”</p> <p>(aa) Delete the existing Figure 9 entitled ‘Proposed Pedestrian Routes’ and replace with the revised Figure 9 entitled ‘Proposed Pedestrian Routes’ attached as Schedule I.</p> <p>(bb) In Section 12.0 Transportation Policies, 12.4 Policies/Actions, delete subsection 12.4.2 Transit and replace with the following: “12.4.2 Transit Calgary Transit, as part of its standard operating procedure and subject to budget considerations, should, as the area develops, review transit access to the Eau Claire area to ensure that service is provided for residents and users of the commercial areas. With the development of an LRT Station in this</p>

Amendment	Bylaw	Date	Description
14 cont'd	26P2023	2023 May 16	<p>area, this will provide a direct link to the larger citywide transit system and provide an efficient method of commuting from Eau Claire to other parts of the city.”</p> <p>(cc) In Section 12.0 Transportation Policies, 12.4 Policies/Actions, after subsection 12.4.2 Transit, add the following:</p> <p>“12.4.2.1 Transit stops or Bus Rapid Transit stations can be either standalone structures or integrated with adjacent development. Where development opportunities arise, seamless integration of these stops/stations with adjacent development is encouraged by providing onsite transit shelters or amenities that complement unique placemaking for people waiting for transit service.</p> <p>12.4.2.2 New development located adjacent to LRT and/or Bus Rapid Transit stations should integrate with these facilities by, for example, orienting entrances to the station or providing shelter.</p> <p>12.4.2.3 Transit stops should be safe, comfortable, accessible and convenient for all. They should be sized, both in length of curbside and amount of sidewalk/stop space, to accommodate the potential for a large number of users in the Eau Claire community.</p> <p>12.4.2.4 The Green Line will serve as a valuable mode of transportation for Calgarians as well as enable densification along the alignment. To ensure that the Green Line is not adversely impacted by adjacent development, at the discretion of the approving authority, developers/applicants may be required to provide additional information to evaluate their impact on the Green Line.”</p> <p>(dd) In Section 12.0 Transportation Policies, 12.4 Policies/Actions, delete subsection</p> <p>12.4.3 Pedestrian Circulation and replace with the following:</p> <p>“12.4.3 Pedestrian Circulation Plus 15 connections should be built where practical to link developments in Eau Claire with the new LRT Station, the downtown commercial core and the larger, city-wide LRT system (Figure 9). Plus 15 connections should be designed to sensitively respect view corridors towards significant landmark structures, which may be included beyond the Eau Claire community. At the development permit stage, detailed designs will be reviewed by Administration to account for all relevant considerations.</p>

Amendment	Bylaw	Date	Description
14 cont'd	26P2023	2023 May 16	<p>In order to reinforce a vibrant public realm for residents of Eau Claire and users of Eau Claire Plaza and surrounding amenities, as well as preserve views of the escarpment to the north along Barclay Mall/Barclay Parade and to the Chinese Cultural Centre along 2 Avenue SW, no Plus 15 connections shall be supported as a connection of the E1 lands with the riverbank, and new +15 bridges crossing 3 Street SW and 2 Avenue SW should generally be discouraged, unless facilitating a direct connection between the broader Plus 15 network and the LRT Station in Eau Claire.”</p>
15	29P2023	2023 June 20	<p>(a) In Section 2.0 Context, after subsection 2.9, add the following: “2.10 Following the closure of the YMCA in 2021, the Eau Claire YMCA site was redesignated to a Direct Control District to accommodate mixed-use development contributing to the character and vibrancy of Eau Claire Plaza. As a result, policy changes were made to this ARP to guide the redevelopment of this site.”</p> <p>(b) Delete and replace Figure 5.</p> <p>(c) Delete and replace Figure 6.</p> <p>(d) In Section 6.1 Context, subsection 6.1.5, in the first sentence, add the word “former” before the word “YMCA”.</p> <p>(e) In Section 6.0B Mixed Use Policies, subsection 6.0B.1.1, in the third sentence, add the words “and the former YMCA site” after the words “E1 and E2 lands”.</p> <p>(f) In Section 6.0B Mixed-Use Policies, after subsection 6.0B.1.4, add the following new subsection and number accordingly: “6.0B.1.5 Former YMCA Site With the closure of the YMCA in 2021, new amendments were introduced in 2023 to accommodate mixed-use development that is required to comply with shadow restrictions onto nearby open spaces.”</p> <p>(g) In Section 6.0B Mixed-Use Policies, after subsection 6.0B.5.10, add the following subsection and number accordingly: “6.0B.5.11 Policies/Actions for Former Eau Claire YMCA Site</p> <p>1 New mixed-use development should provide the following:</p> <ul style="list-style-type: none"> • active frontages along Eau Claire Plaza. Active frontages are to be achieved by establishing pedestrian-oriented uses at grade; • highly transparent building façades facing Eau Claire Plaza; and • multiple pedestrian entryways from uses fronting the plaza, where possible.

Amendment	Bylaw	Date	Description
15 cont'd	29P2023	2023 June 20	<p>2 For new development, only residential and hotel uses shall be accommodated in those portions of a building that are 36 metres or greater above grade.</p> <p>3 For new development that exceeds a height of 36 metres or greater above grade, the building should meet the following design:</p> <ul style="list-style-type: none"> • the development should comply with all shadow restriction policies in Section 11.4.6; and • the development should provide a distinctive and visually interesting presence along Eau Claire Plaza through its architectural design, materials, lighting and overall quality.” <p>(h) In Section 8.0 Open Space Policies, subsection 8.1.1, in the fourth sentence, add the word “former” before the words “YMCA and the east”.</p> <p>(i) In Section 8.0 Open Space Policies, subsection 8.1.2, delete the second and third sentences.</p> <p>(j) In Section 8.0 Open Space Policies, subsection 8.4.7, delete the second sentence and replace it with the following: “The Plaza should connect seamlessly with redevelopment of the Eau Claire Market site and integrate with the surrounding amenities provided on the former YMCA site, the lagoon and River Walk.”</p> <p>(k) Delete Drawing 18: YMCA and Eau Claire Plaza.</p>

Amended portions of the text are printed in *italics* and the specific amending bylaw is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and all amendments are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

PUBLISHING INFORMATION

TITLE: EAU CLAIRE AREA REDEVELOPMENT PLAN

AUTHOR: DOWNTOWN PLANNING DIVISION

STATUS: APPROVED BY CITY COUNCIL - 1995 APRIL 18
BYLAW 2P95

PRINTING DATE: 2011 AUGUST

ADDITIONAL COPIES: THE CITY OF CALGARY
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KEY IN: Publications (*Planning, Development & Assessment Publications*)

EAU CLAIRE AREA REDEVELOPMENT PLAN

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SUMMARY OF MAJOR PROPOSALS

IN THE ARP *deleted*

**Bylaws 9P2008
& 65P2008**

1.0 INTRODUCTION

An Area Redevelopment Plan (ARP) is a statutory document, adopted as a by-law by City Council, which sets out comprehensive land use policies and other planning proposals for an already established part of the City. The purpose of the ARP, which must conform with the City's Land Use By-law, is to provide a detailed area context which will allow planning decisions to take account of local concerns. An ARP may also form the basis for a public improvements program for the area.

The anticipated time span of the ARP for Eau Claire is ten to fifteen years, depending on general growth trends in the area. It will be reviewed when City Council decides that circumstances have changed sufficiently to warrant it.

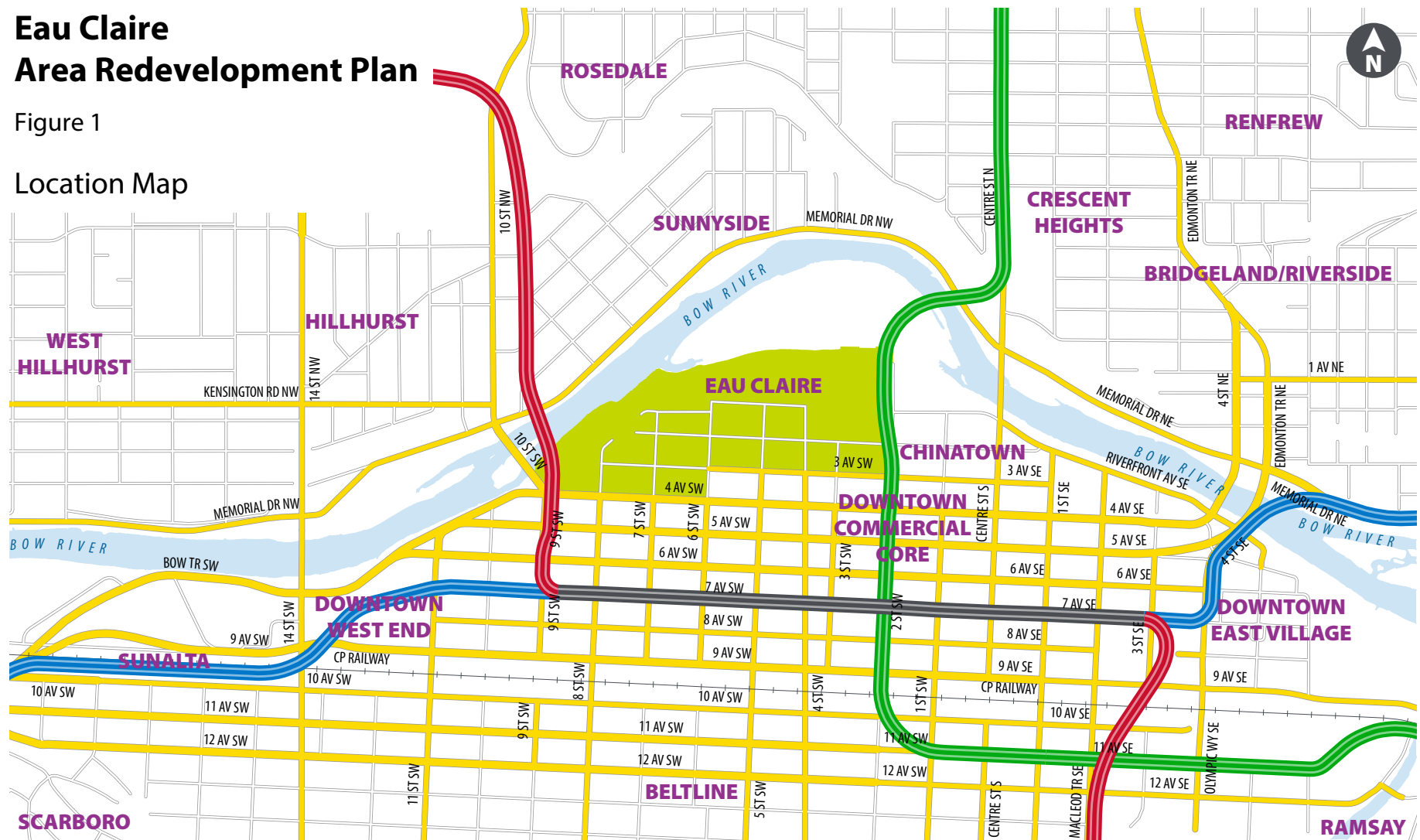
The statutory ARP document comprises only the white pages of this report. Any changes to the policies contained therein require an amendment to the ARP, following the procedure of advertisement and public hearing set out in the **Planning Act, RSA 1980**. The blue pages in this document contain supporting background information which has no legal standing. The public improvements program, which is adopted by Council by resolution, is set out in the yellow pages of this report. It may be amended by Council from time to time as redevelopment occurs and priorities change.

Any proposals and recommendations for City land purchases and provision of public improvements and facilities are subject to Council's capital and operating budget priorities and approval processes.

Eau Claire Area Redevelopment Plan

Figure 1

Location Map



Legend

- Primary Roads
- LRT Future Green Line Alignment
- LRT Red Line Alignment
- LRT Blue Line Alignment
- LRT Multi Line Alignment

Amended: 26P2023

2.0 CONTEXT

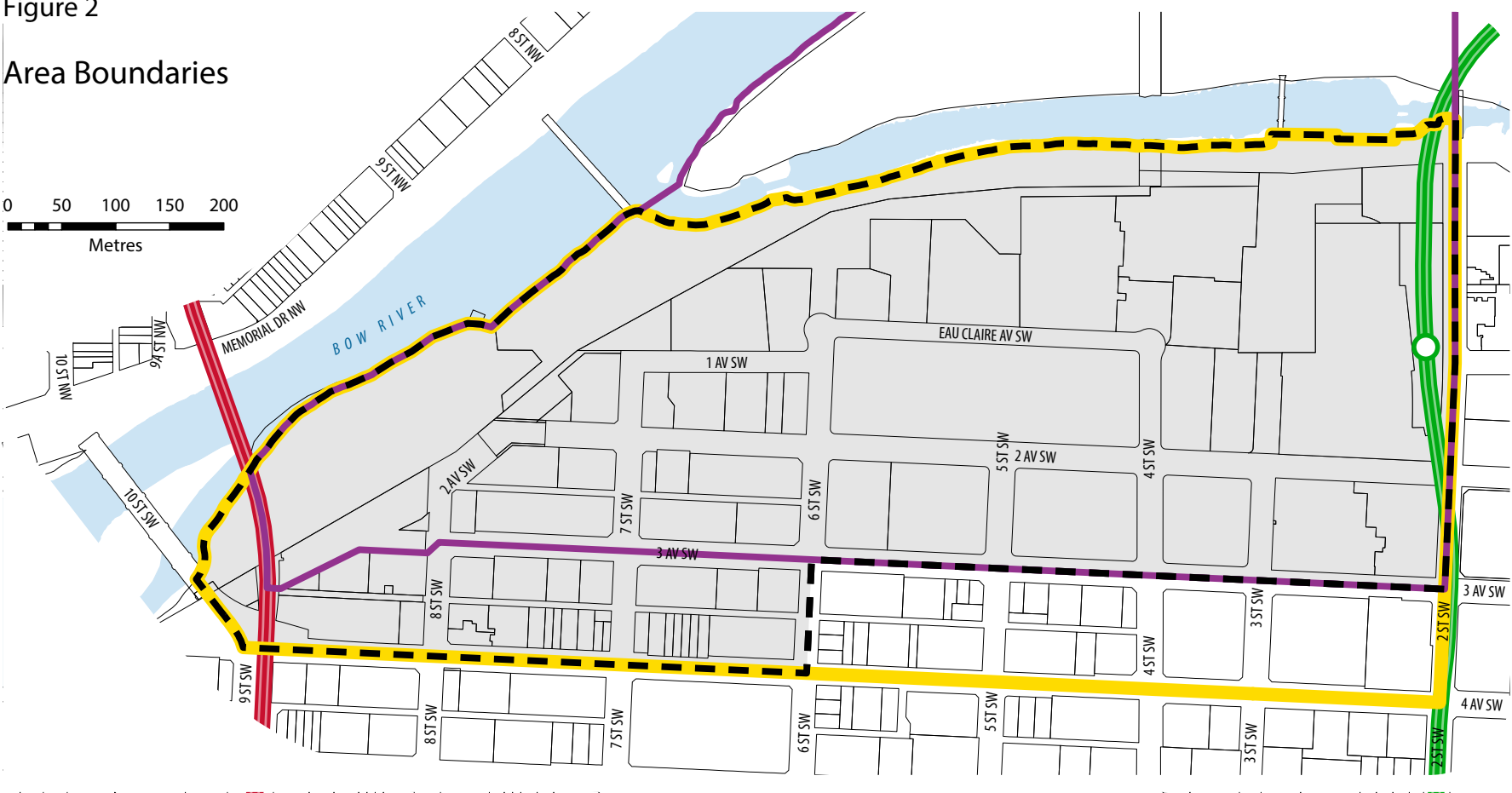
- 2.1 The Eau Claire ARP area is located on the north side of the Downtown commercial core, in a bend of the Bow River, immediately south of Prince's Island. It comprises about 18 city blocks and the riverbank pathway system. It is bounded on the north and west sides by the Bow River, on the east by 2 St. W., and on the south by 3 and 4 Avenues S. (Figure 1). The total study area is about 32 hectares (78 acres). The ARP area is larger than the community district of the same name and is a little smaller than the area which is served by the Eau Claire Community Association (Figure 2).
- 2.2 The area is currently a mix of uses; some 29% of the land area is parkland, 21% is used for temporary surface parking, 18% is commercial and institutional, 16% is vacant, and 14% is residential. The area contains about 900 dwellings in eight major buildings, which accommodate about 1300 people. The commercial uses include two large office buildings and the Eau Claire Market; about 3000 people work in the area.

- 2.3 Eau Claire was one of the earliest parts of Calgary to be developed, due to the establishment of the Eau Claire and Bow River Lumber Company on the south bank of the Bow River in 1886. During the early years of this century, it was the prestige residential area of the community, with a population of about 2000. However, the area started to decline as roads improved, and both residents and industry moved to the suburbs. Lumber operations ceased in the mid 1950s, and by the 1960s half of the buildings in Eau Claire were considered "visually blighted". Developers started to take an interest in Eau Claire in the 1970s, due to the office building boom and the area's proximity to downtown. In the land assembly activities that followed, many substantial dwellings and old industrial buildings were demolished. Only a handful of heritage buildings exist in the area today, including the 1886 Cafe, which was once the offices of the lumber company, and the Trinity Lutheran Church. Due to the economic downturn of the early 1980s, many sites were not redeveloped and remain as vacant land or temporary parking lots, used by downtown workers.

Eau Claire Area Redevelopment Plan

Figure 2

Area Boundaries



Legend



Eau Claire ARP Area



Eau Claire Community Association Area Boundary



Eau Claire Community District Boundary



Red Line LRT

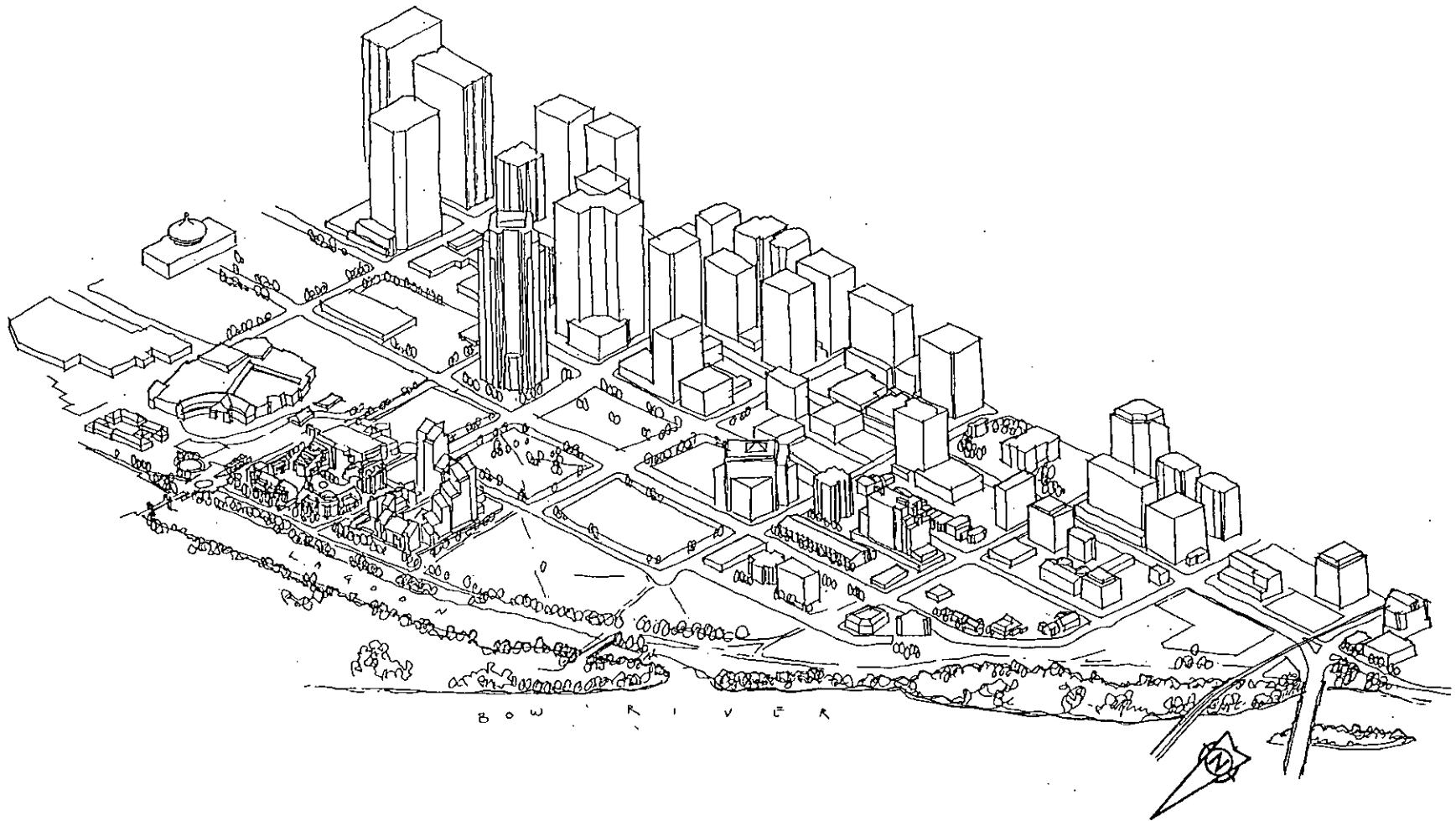


Future Green Line LRT

Approved: 2P95
Amended: 9P2008, 26P2023

This map is conceptual only. No measurements of distances or areas should be taken from this map.

Drawing 1: Eau Claire, 1994

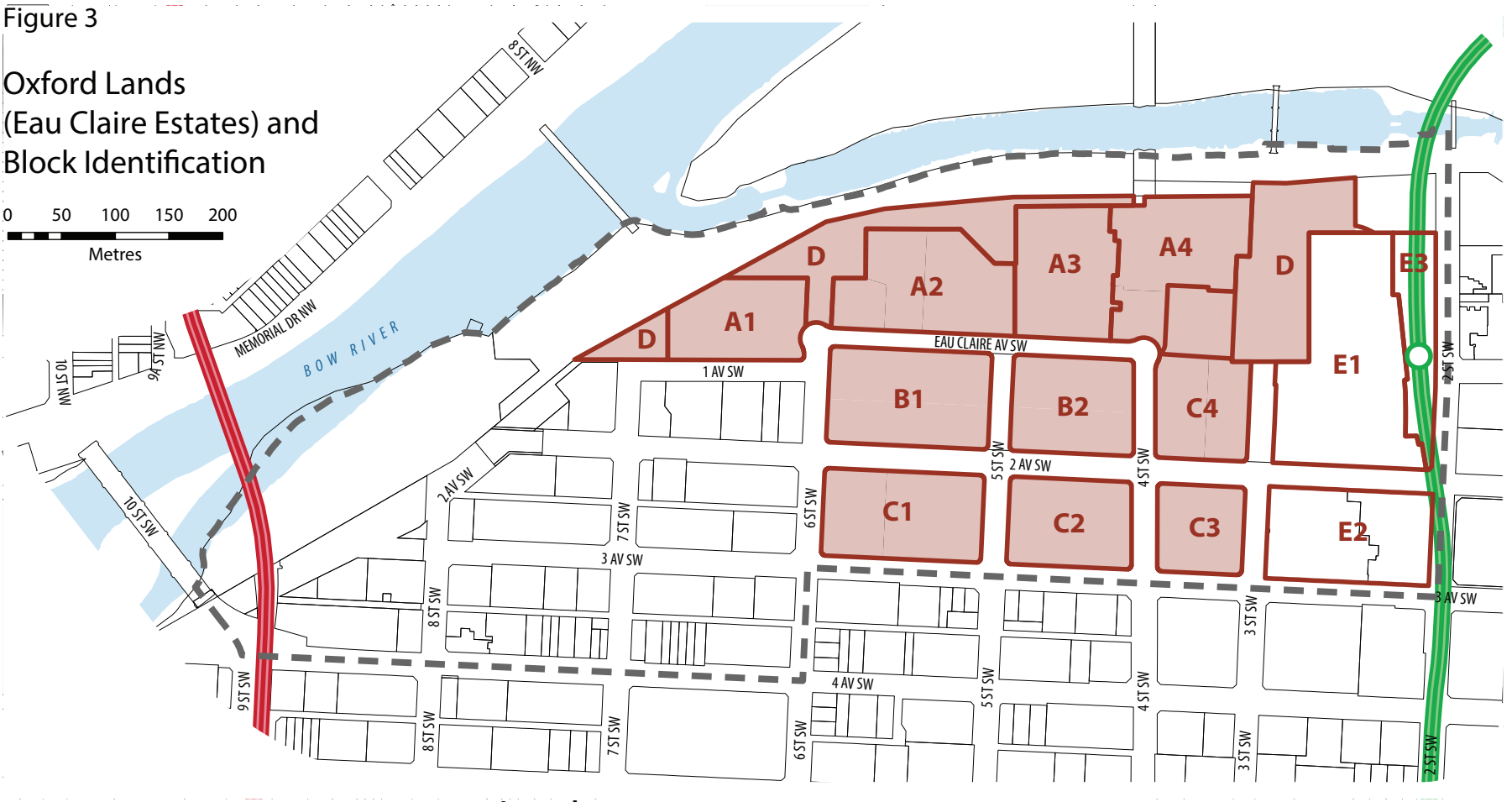
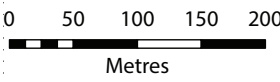


Eau Claire Area Redevelopment Plan



Figure 3

Oxford Lands
(Eau Claire Estates) and
Block Identification



Legend

Approved: 2P95
Amended: 9P2008, 65P2008, 26P2023

- Study Area Boundary
- Red Line LRT
- Future Green Line LRT
- Oxford Lands in 1979
- A1** Block Identification

This map is conceptual only. No measurements of distances or areas should be taken from this map.

2.4 In the **Downtown Plan** (1979), and the **Core Area Policy Brief** (1982), much of the Eau Claire ARP area was considered suitable for high density residential uses, with transitional-type commercial uses close to the Downtown core. In accordance with these policies, during the late 1970s and early 1980s, a number of Direct Control Districts were approved, allowing RM-7 High Density Multi-Dwelling Residential type uses, and commercial uses of the CM-1 Central Business Commercial District or CM-2 Downtown Business District types. Of particular significance are the ten blocks, including riverbank lands, assembled by the Oxford Development Group, and then called the Eau Claire Estates (Figure 3). These lands have been the subject of four land use redesignations (the last in 1992-1993), and two legal agreements, which have been amended six times (throughout this report, individual blocks are referenced according to the numbering system adopted for the Oxford lands and shown in Figure 3).

In 2008, Block E1 and E2 were added to Figure 3 to reference new policies guiding the new developments on the Eau Claire Market site and the site bounded by 2 and 3 Streets SW and 2 and 3 Avenues SW.

Bylaw 65P2008

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

Bylaw 26P2023

2.5 As a result of the above policies, a number of apartment buildings were built in the western part of Eau Claire in the late 1970s and early 1980s, including Sonoma Place, Livingston House, Prince's Crossing, Execsuite, Bow Claire Seniors, and a City housing project (Figure 4). On the Oxford lands, Eau Claire 500 was constructed before the economic downturn of the early 1980s slowed development. Also on the Oxford lands, the YMCA was built in 1984, the Canterra Tower in 1985, and Shell Court in 1989. The Eau Claire Market, a retailing and entertainment complex of 1,900 square metres (200,000 square feet) in size, was built on the site of the former City bus barns in 1993.

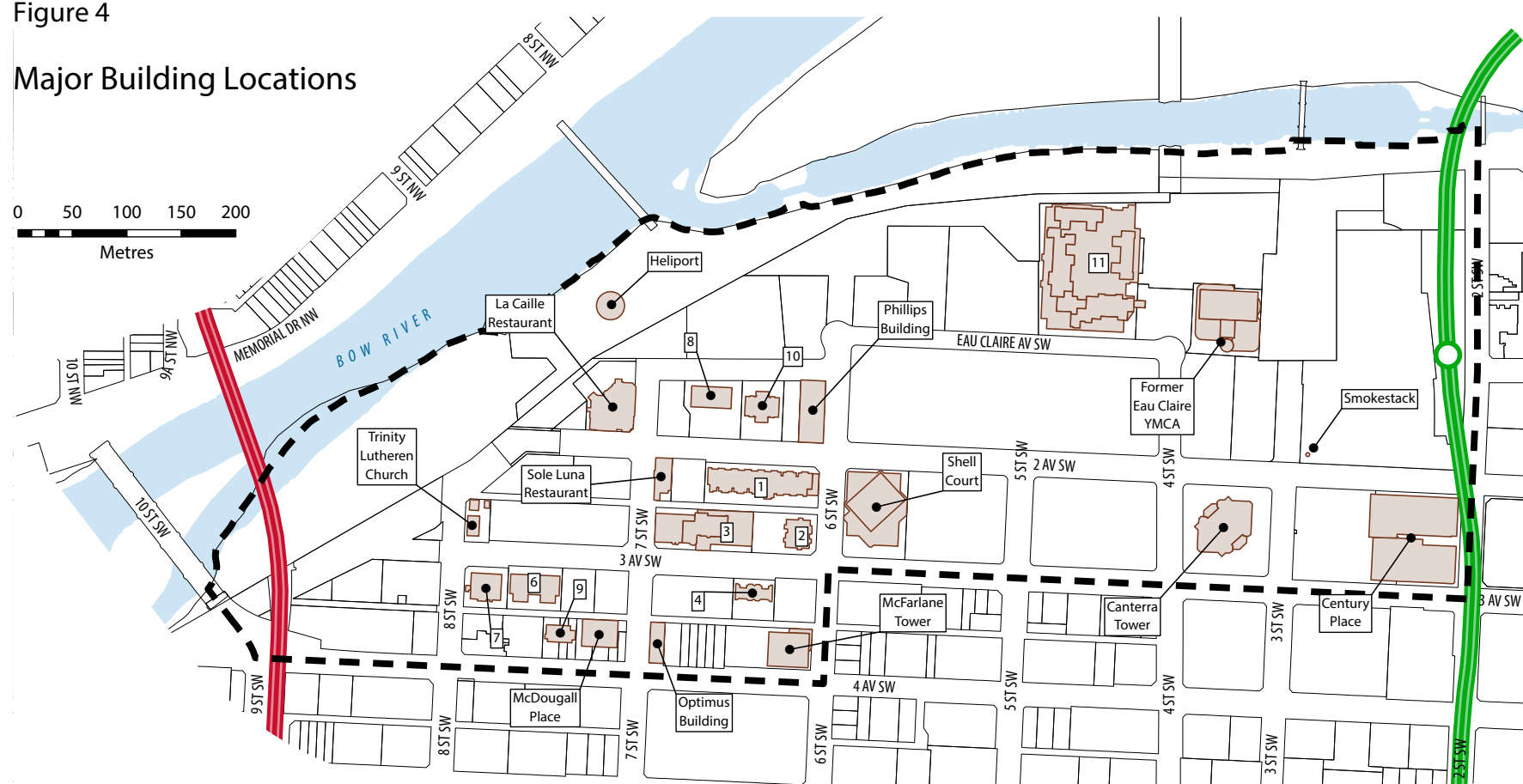
2.6 During 1993 and 1994, there has been a resurgence of interest in building residential units in Eau Claire, with development permits being approved for over 500 dwelling units. In view of the interest in redevelopment in the area and the need to ensure that redevelopment proceeds in an orderly manner, accompanied by improvements to facilities and services, City Council directed that an ARP and public improvements program should be prepared in 1994.

2.7 The process used in preparing the ARP was, firstly, to circulate a questionnaire to each dwelling, business and non-resident property owner to ascertain their opinions about development of the community. The results of these surveys are summarized in the Background Information and described in detail in **Eau Claire Community Surveys Results** (March, 1994), which is available in the Planning & Building Department's Information Centre.

Eau Claire Area Redevelopment Plan

Figure 4

Major Building Locations



Legend

- Study Area Boundary
- Major Buildings
- Red Line LRT
- Future Green Line LRT

Residential Buildings

- 1 Eau Claire Manor
- 2 Execsuite
- 3 Prince's Crossing
- 4 McDougall House
- 6 Livingston House
- 7 Sonoma Place
- 8 727 1 Av SW
- 9 NEFF Apartments
- 10 Bow Claire Apts.
- 11 Eau Claire 500

Approved: 2P95
Amended: 9P2008, 26P2023

This map is conceptual only. No measurements of distances or areas should be taken from this map.

A Community Planning Advisory Committee (CPAC) was then formed, with representation from the Eau Claire Community Association, residents, landowners, local business people, local organizations, and relevant City Departments. The CPAC met approximately every two weeks for eight months, to discuss and advise on issues and potential policies. Based on this input and a detailed analysis of the area, a draft ARP was prepared, and circulated for comment from the public and interested parties. As a result of public input, a number of changes were made to the ARP, before submission to City Council.

- 2.8 *In 2008, the lands on the Eau Claire Market site (E1) were sold to Harvard Developments Inc. A new Direct Control district was approved by Council to guide a comprehensively designed mixed use retail, office, and residential development on site. For the lands bounded by 2 and 3 Streets SW and 2 and 3 Avenues SW (E2), a land use amendment application and development permit application were submitted in 2015.*

As a result of these applications, policy changes were made to this ARP to guide the proposed mixed-use developments on the E2 lands.

Bylaw 65P2008

Bylaw 8P2016

- 2.9 *In 2010 a revised direct control district was approved by Council to guide the development of a primarily residential area on the B1 and B2 lands with increased floor area ratios and a higher amount of commercial use, including a hotel, market, restaurants and personal services. In 2009 both a land use amendment application and a development permit application were submitted for the lands. As a result of these applications, policy changes were made in this ARP to guide the proposed development on the B1 and B2 blocks.*

Bylaw 18P2011

- 2.10 *Following the closure of the YMCA in 2021, the Eau Claire YMCA site was redesignated to a Direct Control District to accommodate mixed-use development contributing to the character and vibrancy of Eau Claire Plaza. As a result, policy changes were made to this ARP to guide the redevelopment of this site.*

Bylaw 29P2023

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

Bylaw 26P2023

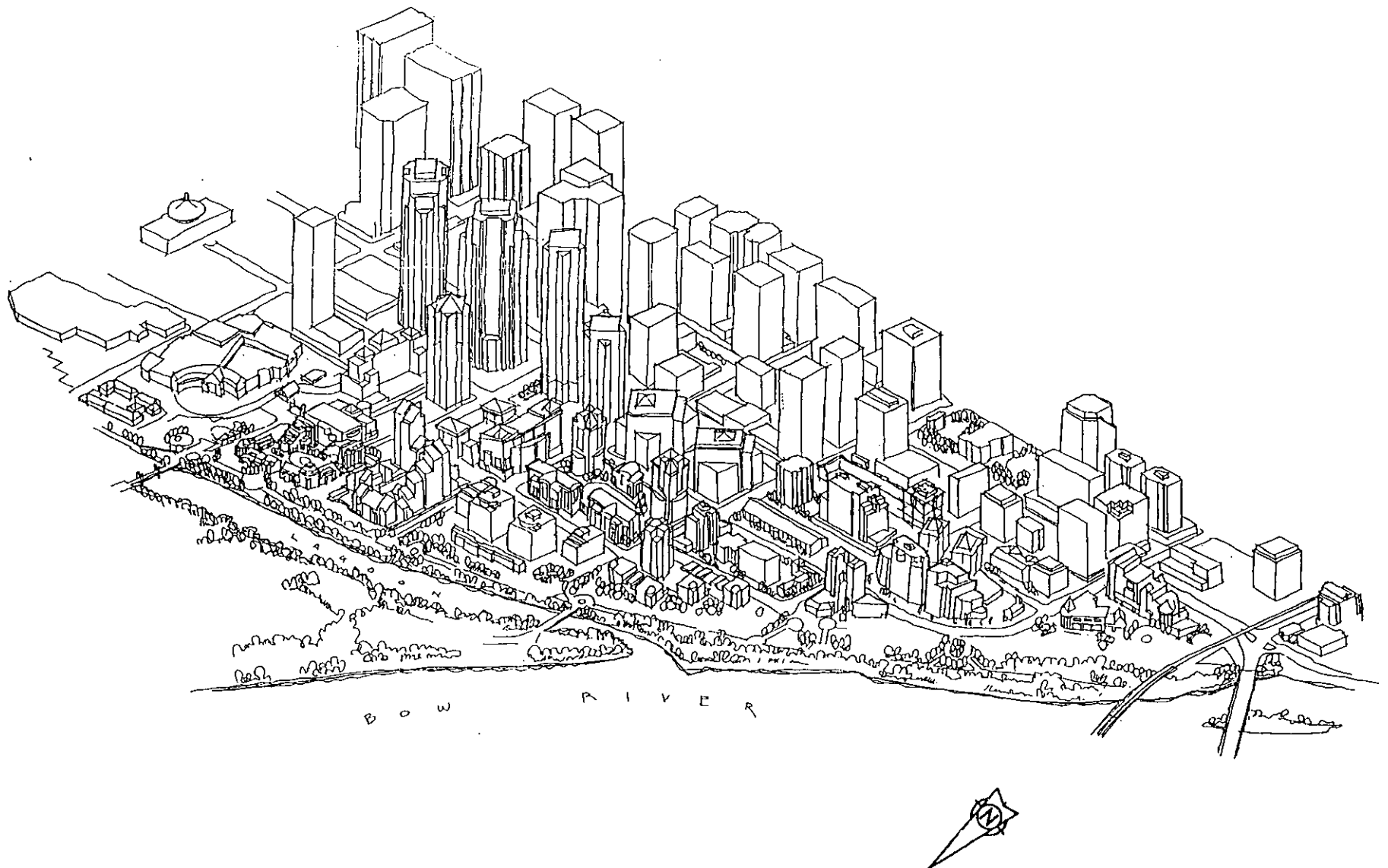
3.0 GOALS OF THE AREA REDEVELOPMENT PLAN

The following goals of the ARP have been developed, based on City policies for the downtown and input from the Eau Claire community and local organizations:

- | | | | |
|-----|---|------|--|
| 3.1 | To establish policies for achieving development and change in Eau Claire, within the overall context provided by the General Municipal Plan and Core Area Policy Brief . | 3.7 | To provide for the growth of commercial and recreational activities in the area and their use by large numbers of visitors. |
| 3.2 | To encourage the redevelopment of the Eau Claire area as a primarily residential neighbourhood, with commercial uses concentrated close to the downtown commercial core and the Barclay Mall. | 3.8 | To ensure that commercial uses are compatible, as far as is practical, with adjoining residential uses. |
| 3.3 | To establish a development pattern that creates a strong sense of neighbourhood identity and character. | 3.9 | To enhance the quality and accessibility of community facilities and amenities, particularly the riverbank, for the benefit of local residents, workers, and visitors. |
| 3.4 | To achieve a more pedestrian and human scale environment in Eau Claire. | 3.10 | To create an innovative street environment with a unique character which will encourage the pedestrianization of the area. |
| 3.5 | To create an overall built form which responds to Eau Claire's unique location between the downtown commercial core and the Bow River, and adjoining Prince's Island. | 3.11 | To encourage safe and efficient vehicular and pedestrian movement throughout the area. |
| 3.6 | To encourage medium to high-density forms of residential development, to accommodate a range of household types and incomes. | 3.12 | To promote a healthy physical environment in Eau Claire. |
| | | 3.13 | To encourage the preservation, where practical, of heritage buildings and features in the community. |
| | | 3.14 | To provide sufficient flexibility in the Plan to allow for changing market conditions. |
| | | 3.15 | To encourage a cooperative working relationship among residents, businesses, developers and the public sector in the redevelopment of Eau Claire. |

Drawing 2: Eau Claire, as Possibly Redeveloped in the Future

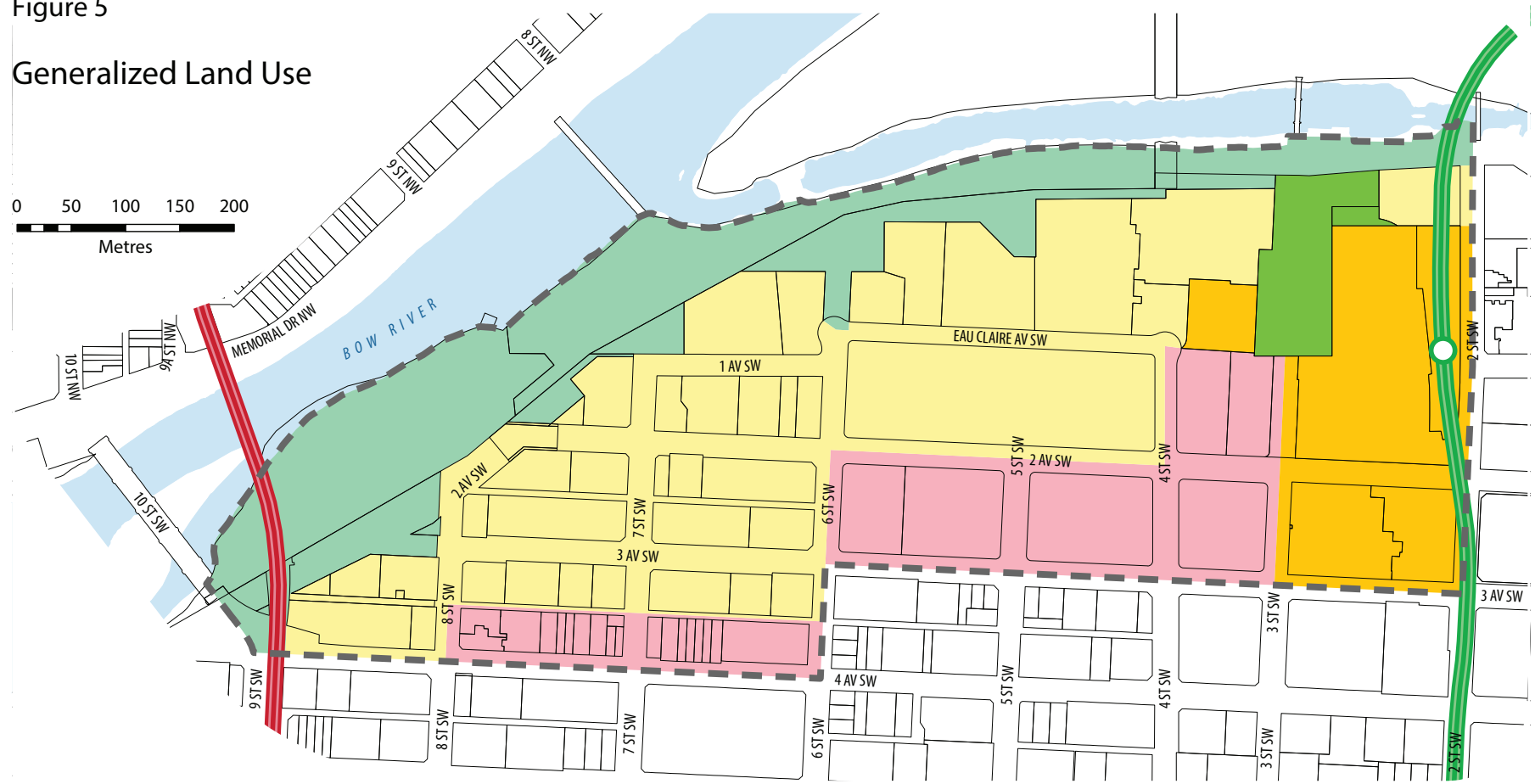
BYLAW 20P95



Eau Claire Area Redevelopment Plan

Figure 5

Generalized Land Use



Legend

- | | |
|---------------------|-----------------------|
| Study Area Boundary | Public Open Space |
| Commercial | Residential |
| Eau Claire Plaza | Red Line LRT |
| Mixed Use | Future Green Line LRT |

Approved: 2P95
Amended: 9P2008, 65P2008, 26P2023, 29P2023

This map is conceptual only. No measurements of distances or areas should be taken from this map.

4.0 GENERALIZED LAND USE POLICY

4.1 *For the purposes of defining major land use policies, the Eau Claire ARP area has been divided into four generalized land use areas, as shown in Figure 5: a belt of parkland along the riverbank, a residential neighbourhood in the middle of the ARP area, a primarily commercial precinct adjoining the Downtown commercial core and a mixed-use precinct on the eastern edge of the community. Detailed policies for each major type of land use are provided in later sections of this report.*

Bylaw 9P2008

4.2 **The parkland belt along the south bank of the Bow River is comprised of both regional open space (part of the regional pathway system) and local open space, dedicated to serve the needs of the local residents (see Section 8.0).**

4.3 *In the residential neighbourhood, it is estimated that land and building densities have been allocated to accommodate up to 2,600 additional housing units and about 5,000 people in a range of dwelling types (including the approximately 1700 currently living in the area). The maximum densities permitted are in the order of 250 - 435 units per hectare (100 - 176 units per acre) and floor area ratios (FARs) of 2.0 to 6.0, depending on location. Limited commercial uses would be allowed in the residential neighbourhood, either because they are already allowed by an approved development permit or because they serve the local population in suitable specific locations.*

Bylaw 18P2011

4.4 **In the commercial precinct, land is designated for uses and densities sufficient to allow an additional 372,000 square metres (4.0 million square feet) of commercial development, including about 93,000 square metres (100,000 square feet) of retail and entertainment uses. If constructed, this would increase employment in the ARP area from 3,000 to about 13,000. The option also exists for residential uses in the commercial precinct, provided that adequate privacy and amenities are available for residents.**

In the revised B1 and B2 blocks provisions have also been made for an additional 9,000 square meters of commercial uses, excluding office, which promote the vitality of the neighbourhood.

Bylaw 18P2011

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

Bylaws 9P2008 & 65P2008, 26P2023

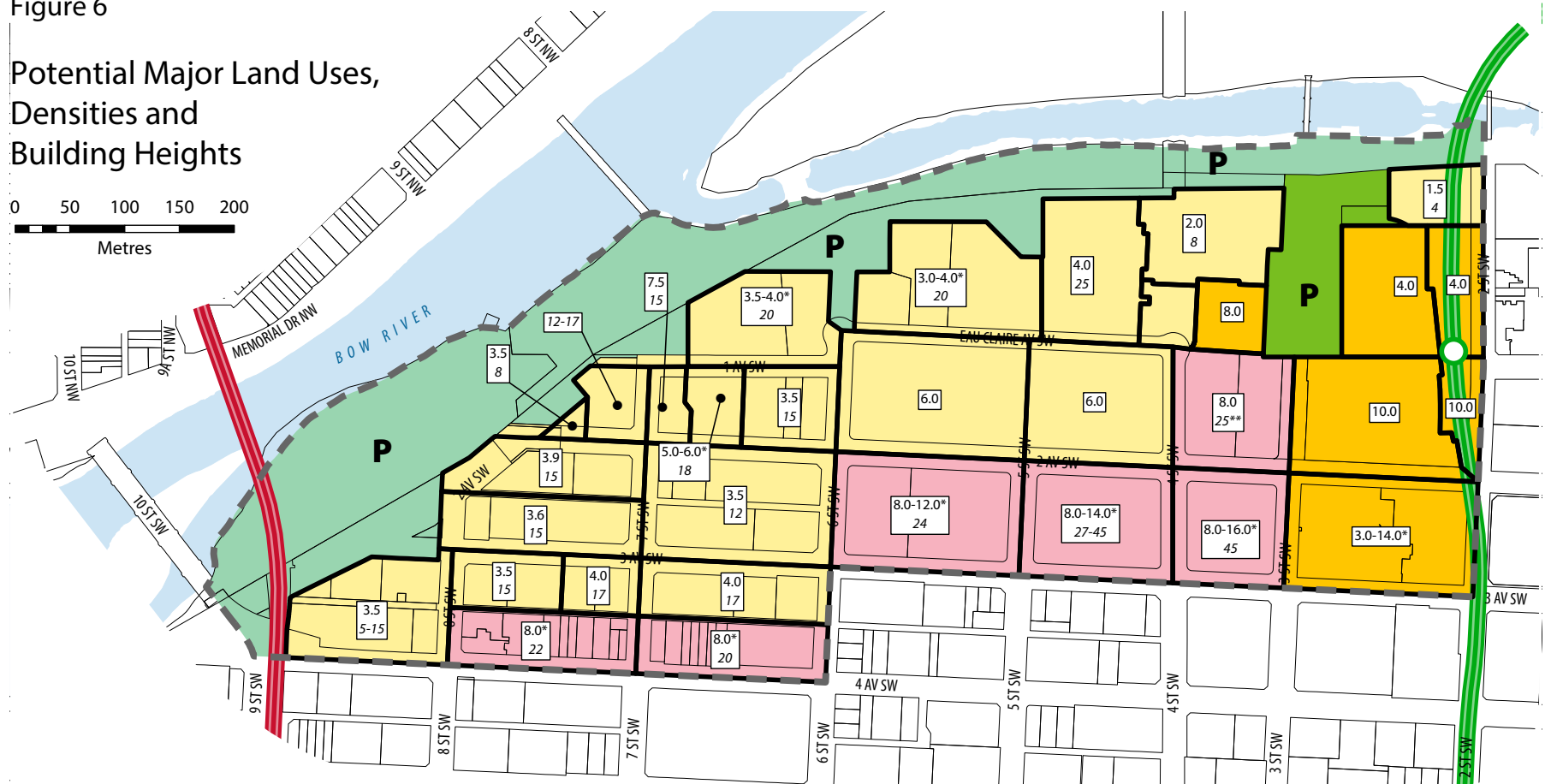
4.6 **A summary of major allowable uses and densities on a block by block basis is provided in Figure 6. These are intended to form the basis for the land use designations for the area.**

Bylaw 9P2008

Eau Claire Area Redevelopment Plan

Figure 6

Potential Major Land Uses,
Densities and
Building Heights



Approved: 2P95
Amended: 63P2021, 26P2023, 29P2023

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

This map is conceptual only. No measurements of distances or areas should be taken from this map.

5.0 RESIDENTIAL POLICIES

5.1 Context

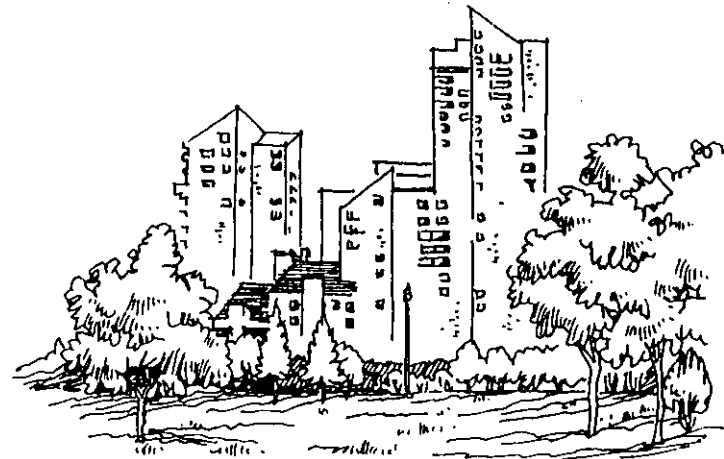
5.1.1 The current supply of dwellings in the Eau Claire ARP area comprises about 900 dwellings, including 880 apartment units and about twenty units in converted houses. Of the apartment units, about 460 are condominiums; however, some 60% of these are rented out, with the result that of the total number of dwellings, only about 20% are owner-occupied.

5.1.2 Deleted **Bylaw 18P2011**

5.1.3 *For the A and B blocks, the residential policies described in Section 5.4 reflect the land use redesignations which were approved in 1992 and amendments introduced in 2010. For the western area, new policies have been developed, which reflect the community's desire to create a medium-high density residential neighbourhood with some identity and character. Stronger control of urban design, including setting maximum floor area ratios and building heights, is also included.*

Bylaw 18P2011

Drawing 3: 500 Eau Claire Avenue



Drawing 4: Prince's Crossing and Exesuite



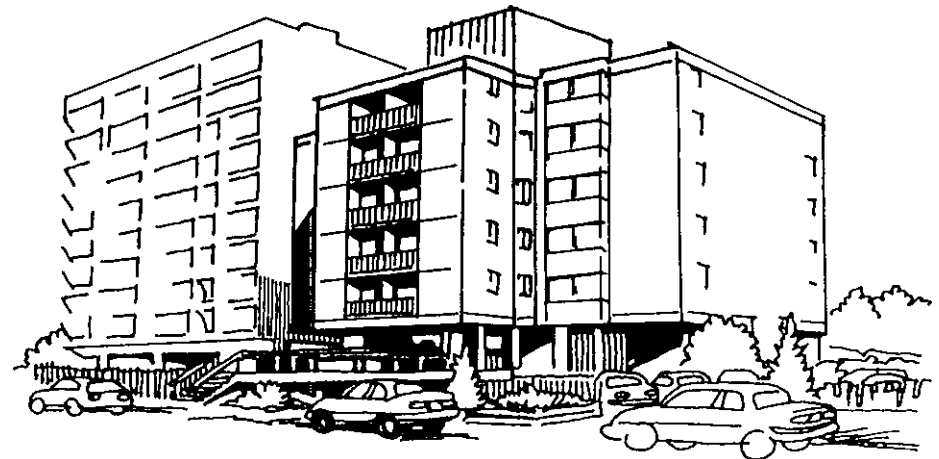
- 5.2.2 To establish a development pattern that creates a strong sense of neighbourhood identity and character.
- 5.2.3 To achieve a more pedestrian and human scale environment in Eau Claire.
- 5.2.4 To create an overall built form which responds to its unique location between the downtown commercial core and the Bow River, and adjoining Prince's Island.
- 5.2.5 To encourage medium to high-density forms of residential development, to accommodate a range of household types and incomes.

5.2 Goals

The goals for the ARP, as set out in Section 3.0, which relate to residential policies are:

- 5.2.1 To encourage the redevelopment of the Eau Claire area as a primarily residential neighbourhood, with commercial uses concentrated close to the downtown commercial core and the Barclay Mall.

Drawing 5: Bow Claire Seniors' Building



5.3 Objectives

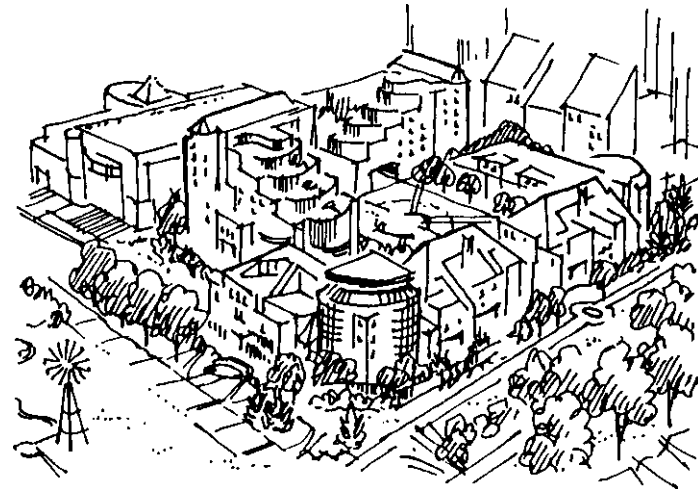
The following specific objectives have been derived from the goals:

- 5.3.1 To provide sufficient housing potential to accommodate a residential population of about 5000.
- 5.3.2 To guide the location and design of residential buildings so as to maximize the quality of life for their occupants and to minimize any adverse effect on adjoining residential and public uses.
- 5.3.3 *To allow the redevelopment for residential purposes of the A and B lands, in accordance with approved land use designations.*

Bylaw 18P2011

- 5.3.4 To create, west of 6 St. W., a medium-high density residential area, to accommodate a range of household types and incomes.
- 5.3.5 To encourage, where practical, mixed commercial and residential use of lands intended primarily for commercial use.
- 5.3.6 To provide an integrated transition between these primarily residential neighbourhoods and the more commercial uses adjoining the Barclay Mall and the downtown commercial core.

Drawing 6: Proposed Prince's Island Estates



- 5.3.7 To encourage a “stepping” effect in residential building heights, rising gradually from low-rise buildings near the riverbank to high-rise buildings adjacent to the downtown commercial core to the south.
- 5.3.8 To make available for residential purposes, any City-owned land in the residential neighbourhood which is surplus to City requirements.

5.4 Policies/Actions

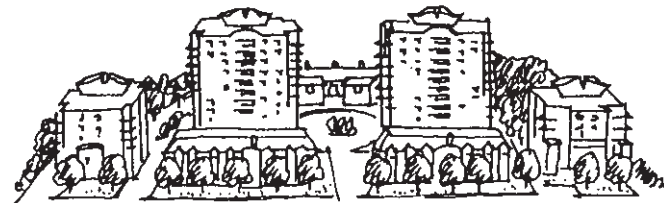
In addition to the guidelines set out below, further urban design standards are contained in Section 11.0.

- 5.4.1 *With regard to the lands which are subject to development agreements between the City and the Oxford Development Group, require that a minimum of 1,250 residential units be constructed on the A and B lands, 650 units of which should be built by the year 2052, and 5% of which should be “social” housing. Maximum densities, in terms of both units per hectare and floor area ratios, should range from 250 to 435 units per hectare (100 to 176 units per acre) and from 2.0 to 6.0 FAR, according to their location relative to the riverbank and the downtown commercial core.*

Bylaw 18P2011

- 5.4.2 Redesignate the lands west of 6 St. W. which are proposed for residential purposes in the Generalized Land Use Map (Figure 5) to a Direct Control district which allows residential uses at *base* densities ranging from 3.5 FAR close to the river bank to 6.0 adjoining the downtown commercial core. The maximum number of units per site would vary according to site size from 321 units per hectare (130 units per acre) to 395 units per hectare (160 units per acre) in accordance with the provisions of the RM-7 Residential High Density Multi-Dwelling District. Notwithstanding this redesignation, recognize the existence of a Direct Control district tied to specific building plans, which allows residential and restaurant uses on the La Caille site on 2 Ave. S. The La Caille Direct Control District and guidelines shall continue to apply notwithstanding any requirement of this A.R.P. to the contrary. **Bylaw 8P2018**

Drawing 7: Proposed 600 Eau Claire Avenue



5.4.3 *Residential building heights should be generally stepped in height and respect the shadow protection guidelines of The City of Calgary.*

Bylaw 18P2011

5.4.4 Make the City-owned Louise Crossing site, bounded by 4 Ave. S., 8 St. W., the LRT bridge, and the riverbank open space, available for sale to the private sector, with the understanding that it will be part of the land use redesignation described in 5.4.2. above.

5.4.5 Allow residential as a discretionary use in land use districts applying to areas intended primarily for commercial purposes, subject to requirements to protect privacy and security.

5.4.6 Residential buildings abutting open space should be sensitively designed to create a positive interface between the buildings and the open space, which clearly defines public, semi-private, and private open space.

5.4.7 Windows in facing buildings should be sufficiently separated and oriented to prevent loss of privacy for residents.

5.4.8 The lower levels of residential buildings should be oriented towards the street in order to enhance the streetscape and provide for a variety of housing types. In the areas west of 6 St. W. and along Eau Claire Ave., a domestic street edge character should be encouraged, with a three-storey street wall element, and with upper storeys set back from the street.

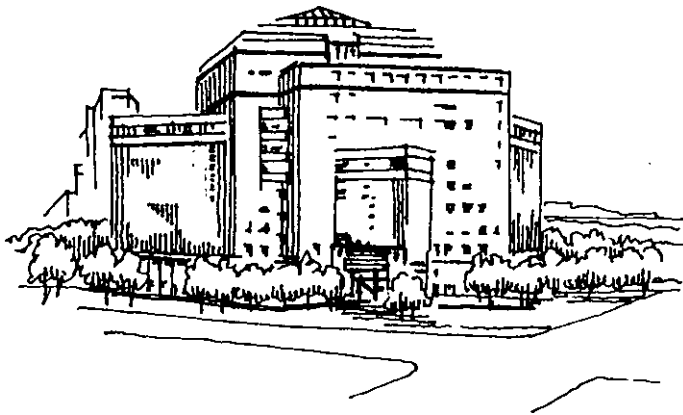
5.4.9 Buildings containing garages with direct street access should be discouraged; however, where such garages are permitted, the buildings should be designed to ensure that the garages do not dominate the appearance of the street.

6.0 COMMERCIAL POLICIES

6.1 Context

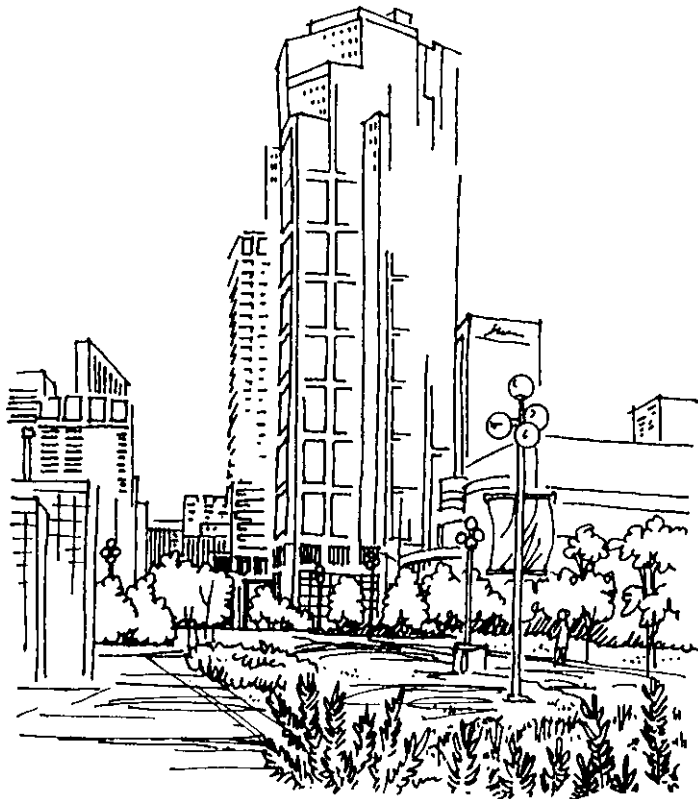
- 6.1.1 Over the last fifteen years, Council's policy has been to allow expansion of the downtown commercial core into the southern-most blocks of the Eau Claire ARP area. In accordance with these policies, some 140,000 square metres (1.5 million square feet) of office floor space now exist in this area, primarily in the Canterra Tower and Shell Court, and in several buildings fronting 4 Ave. S. **Bylaw 9P2008**

Drawing 8: Shell Court



- 6.1.2 The Community Surveys indicated that a majority of responding residents and business people are satisfied with the current supply of offices, retail and personal service establishments, restaurants, and leisure activities provided by private enterprise. However, the ARP has to ensure that facilities are adequate to serve the future population and workers in the area, and to make provision for existing policies regarding growth of office space.
- 6.1.3 In the land use district which applies to the C blocks, up to 270,000 square metres (2.9 million square feet) of additional office space is allowed. A further 93,000 square metres (1 million square feet) of office floor space could be built on several sites suitable for redevelopment fronting 4 Ave. S. and in the block bounded by 2 and 3 Avenues S. and 2 and 3 Streets W. This additional office space could increase employment in the area from its current level of about 3,000 people to about 13,000. However, in view of the general oversupply of offices downtown there does not appear to be significant demand for new office space in Eau Claire. As a result, most land intended for office uses is likely to continue as temporary parking lots during much of the ARP time period. Alternatively, the land could be redeveloped for residential purposes, which current and proposed land use designations also allow.

Drawing 9: Canterra Tower and Eau Claire Plaza
Bylaw 9P2008



6.1.4 *City policies revised in 2010 allow a maximum of 9,000 square metres (96,875 square feet) of commercial space, excluding offices, on the B lands. There is some potential for similar retail commercial type uses along 4 Avenue SW. In conjunction with the anticipated 31,850 square metres (342,842 square feet) of retail and entertainment on E1 lands, and an additional 6,300 square metres (68,000 square feet) of retail commercial on the E2 lands, these sites are considered more than adequate to serve the future demand generated by increases in the number of residents, workers and both local and regional users of the commercial and recreational facilities in the community.*

**Bylaws 9P2008, 65P2008
& 18P2011**

6.1.5 *An issue remaining from the redesignation of the C lands in By-law 63Z93 is a suitable maximum height for buildings on the C4 site, located south of the former YMCA. In 1990, a development permit was issued for a 15-storey hotel on the eastern half of the C4 block, and the permit was renewed in 1994. The potential exists to build an office building on the western half of the site, and to develop an office building on the eastern half of the site in place of the hotel.*

Bylaws 29P2023

6.1.6 *deleted*

Bylaw 65P2008

6.1.7 The half-blocks fronting the north side of 4 Ave. S. between 6 and 8 Streets W. are currently designated CM-2 Downtown Business District. This designation allows commercial uses at base densities of 7.0 to 9.0 FAR, rising to up to 20.0 FAR by provision of a number of bonus features. Residential uses are also allowed. These half-blocks are shown as Core Zone 1, the downtown commercial core, in the **Core Area Policy Brief**. However, in view of their location abutting a residential neighbourhood to the north, their designation has been reviewed.

6.2 Goals

The following goals regarding commercial policies are stated in Section 3.0:

- 6.2.1 To provide for the growth of commercial and recreational activities in the area and their use by large numbers of non-residents.
- 6.2.2 To ensure that commercial uses are compatible, as far as is practical, with adjoining residential uses.

Drawing 10: Eau Claire Market



6.3 Objectives

The following specific objectives have been derived from the goals:

- 6.3.1 To provide sufficient retail, personal service and entertainment facilities in the area to serve the local residents, as they increase in numbers.
- 6.3.2 To provide sufficient retail, personal service and entertainment facilities to meet the requirements of the portion of downtown workers who use the area.
- 6.3.3 To provide sufficient commercial facilities to serve visitors and tourists to the area.
- 6.3.4 To create a predominantly commercial or mixed commercial/residential neighbourhood in blocks bordering the downtown core, including allowing large-scale office buildings in suitable locations.
- 6.3.5 To set guidelines for the commercial development so as to minimize any adverse impact on the residential neighbourhood in Eau Claire.

6.4 Policies/Actions

The following policies or actions are proposed to achieve the goals and objectives:

- 6.4.1 Define a commercial precinct in Eau Claire, with the boundary between it and the residential neighbourhood to the north as shown in Figure 5.
- 6.4.2 Allow a range of commercial and residential uses on the C blocks, to a maximum commercial gross floor area of 380,890 square metres (4,100,000 square feet). Maximum densities may vary from 8.0 FAR to 16.0 FAR per block through the use of a density pool, in accordance with the provisions of the applicable Direct Control district (see Figure 6). A concept plan should be submitted at the time of each development permit application, showing how the remainder of the C blocks are intended to be developed with the maximum floor space allowed complying with all other guidelines.
- 6.4.3 On the C4 site, amend the land use designation to allow a maximum building height of 25 storeys if one tower is built on the site, or 23 and 15 storeys if two towers are developed on the site.

6.4.4 *By means of land use re-designations, allow a full range of commercial and residential uses in the half blocks fronting 4 Ave. S. between 6 and 8 Streets W., to a maximum density of 8.0 FAR. A base density of 5.0 residential or commercial is allowed with the provision of certain requirements. To this may be added 3.0 FAR residential without provision of bonus features, or 3.0 FAR commercial with the provision of certain bonus features specified in the land use designation. Also allow by means of land use re-designations a defined range of commercial and residential uses in the half blocks fronting the north side of 2 Ave. S between 4 and 6 Streets W, to a maximum density of 6.0 FAR. Overshadowing of residential buildings in adjoining half blocks to the north should be minimized by limiting heights and controlling the location of buildings.*

Bylaw 20P95 & 18P2011

6.4.5 *deleted*

**Bylaws 9P2008
&65P2008**

6.4.6 For the purposes of Sections 6.4.2, 6.4.4 and 6.4.5, bonusable features may include contributions to an Eau Claire Improvement Fund (see Public Improvements Program for details).

6.4.7 Allow limited commercial uses to serve the local population in the residential neighbourhood, in suitable locations, such as the B blocks and the Louise Crossing site. Recognize the continuation of existing commercial uses in the residential neighbourhood which serve the local population.

6.4.8 In order to minimize the impact of commercial activities on residential units located in commercial areas, set guidelines in Direct Control districts to protect privacy, require separate access for commercial and residential uses, and provide amenity space.

6.4.9 In order to allow 2 Ave. S., between 4 and 6 Streets W., to act as the interface between commercial and residential uses, encourage access for commercial vehicular traffic to the C blocks to be located on 3 Avenue S. and 4 and 5 Streets W., where practical.

Commercial vehicular access to the southern half block of B blocks between 4 and 6 Streets W should be located on 2 Avenue S.

Bylaw 18P2011

6.4.10 Commercial buildings should be designed and located so as to minimize the adverse impact, in terms of built form and shadow cast, on the residential areas to the north.

6.0B MIXED-USE POLICIES

6.0B.1 Context

6.0B.1.1 *In this section, Mixed-Use refers to a combination of commercial, residential, and/or office uses within the same building vertically or on the same site horizontally. For instance, assembling retail and commercial business at podium levels with residential and/or hotel and office uses above, is considered a mixed-use development. This section contains specific policies/actions for Mixed Use designations on the E1 and E2 lands and the former YMCA site, with emphasis on active uses along street edges.* **Bylaw 65P2008, Bylaw 29P2023**

In this ARP:

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

Bylaw 26P2023

6.0B.1.2 E1 – Eau Claire Market Site

This site within the Eau Claire community has evolved over time to become a key mixed-use precinct within the broader Eau Claire community. Innovative

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

Bylaw 65P2008, 26P2023

6.0B.1.3 E2 – Block bounded by 2 and 3 Streets SW and 2 and 3 Avenues SW

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

Bylaw 65P2008, Bylaw 8P2016, 26P2023

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

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

Bylaw 26P2023

6.0B.1.5 Former YMCA Site

With the closure of the YMCA in 2021, new amendments were introduced in 2023 to accommodate mixed-use development that is required to comply with shadow restrictions onto nearby open spaces.

Bylaw 29P2023

6.0B.2 Goals

All the goals from the ARP, as set out in Section 3.0, shall be applied to the mixed-use policies precinct.

6.0B.3 Objectives

All the objectives from the ARP, as set out in Section 5.3 Residential Objectives and Section 6.3 Commercial Objectives, shall be applied to the mixed-use policies precinct, as applicable.

6.0B.4 Policies/Actions for E1 Lands

Bylaw 65P2008

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

6.0B.4.1 *To establish a vital, high-quality mixed-use redevelopment that has active edges interfacing with the Eau Claire Plaza, riverfront and surrounding residential developments.*

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

Bylaw 26P2023

deleted

Bylaw 26P2023

6.0B.4.4 *To encourage a mix of residential unit types to accommodate a diverse population and support a mix of commercial land uses.*

6.0B.4.5 *To ensure that a sufficient mix of retail commercial and entertainment is provided to meet the needs of the local residents such as grocery, health, community association facilities, childcare and seniors amenities, as well as, meet the needs of workers and visitors in the area.*

6.0B.4.6 *To ensure that the retail commercial uses are designed to contribute to a pedestrian-scaled environment and add “vitality” to both public and private streetscapes.*

deleted

Bylaw 26P2023

6.0B.4.8 *To provide a high-quality public realm through pedestrian-scaled building treatment interfaces, legible pedestrian movement systems through the redevelopment and urban design features that promote active and comfortable streetscapes.*

6.0B.4.9 *Plus 15 bridges may be considered within the Plus 15 boundary as defined by the Plus 15 Policy. The existing Plus 15 commitments in Figure 9 will be honoured and additional Plus 15 bridges may be considered to link to the future Green Line Station in Eau Claire with surrounding developments. In order to encourage active streetscapes direct access from grade to Plus 15 connected buildings will be encouraged.*

Bylaw 22P2022

6.0B.4.10 *To ensure that redevelopment supports “vitality” on the Eau Claire Plaza, all-seasons, day and night by providing active land uses at-grade, transparent windows and land use opportunities for “eyes on the park” from upper levels.*

6.0B.4.11 *To establish an urban grid through the redevelopment that provides strong pedestrian and traffic-calmed vehicular connectivity to support access and “vitality” to the redevelopment of Eau Claire Plaza and seeks to integrate an urban environment with the natural riverfront.*

Bylaw 9P2008

6.0B.5 Policies/Actions for E2 Lands

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

6.0B.5.1 *To allow a range of mixed-use developments including commercial, residential, and/or office uses with varied intensity and level of mix on the block, subject to complying with all design guidelines and sunlight protection policies.*

6.0B.5.2 *To allow a maximum density of 3.0 – 14.0 FAR for residential or mixed-use purposes, subject to sunlight protection policies as per section 11.4.6.*

Bylaw 8P2016

deleted

Bylaw 8P2016

6.0B.5.4 *To assist in achieving a residential population of 5,000 people for the Community of Eau Claire, primarily residential development with supporting retail commercial at grade is allowed provided privacy issues are sensitively addressed so that the impact of the commercial activities within the block and on surrounding sites is minimized.*

deleted

Bylaw 8P2016

deleted

Bylaw 8P2016

6.0B.5.7 *Buildings and sites should be designed to create vibrant, safe and pedestrian oriented streets and public spaces, require all major elements of building and site design as set out in the Direct Control Guidelines including active uses and transparent windows at podium levels, essential +15 system elements, and pedestrian realm enhancements along the Barclay Mall, 2 Street SW, and 2 and 3 Avenues SW.*

6.0B.5.8 *In order to minimize impact to landscape views to the river along Barclay Mall and landmark views to the Chinese Cultural Centre along 2 Avenue SW, new Plus 15 bridges shall incorporate transparent and translucent design treatments and other innovative design solutions.*

Bylaw 22P2022

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

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

Bylaw 26P2023

6.0B.5.10 *To encourage street designs and improvements that are sensitive to bicycle accommodation along the Barclay Mall and 2 Street SW, which are identified as Key On-street Bicycle Routes in the Centre City Plan.*
Bylaw 65P2008

6.0B.5.11 *Policies/Actions for Former Eau Claire YMCA Site*

- 1 *New mixed-use development should provide the following:*
 - *active frontages along Eau Claire Plaza. Active frontages are to be achieved by establishing pedestrian-oriented uses at grade;*
 - *highly transparent building façades facing Eau Claire Plaza; and*
 - *multiple pedestrian entryways from uses fronting the plaza, where possible.*
- 2 *For new development, only residential and hotel uses shall be accommodated in those portions of a building that are 36 metres or greater above grade.*
- 3 *For new development that exceeds a height of 36 metres or greater above grade, the building should meet the following design:*
 - *the development should comply with all shadow restriction policies in Section 11.4.6; and*
 - *the development should provide a distinctive and visually interesting presence along Eau Claire Plaza through its architectural design, materials, lighting and overall quality.*

Bylaw 29P2023

6.0B.6 Policies/Actions for E3 Lands

In addition to the guidelines set out below, further urban design policies are contained in Section 11.0 Urban Design.
Bylaw 26P2023

6.0B.6.1 *Redevelopment should be of high-quality, mixed-use and transitoriented that has active edges interfacing with the surrounding residential developments and the riverfront.*
Bylaw 26P2023

6.0B.6.2 *Any redevelopment should seamlessly integrate with any abovegrade LRT infrastructure located on-site.*
Bylaw 26P2023

6.0B.6.3 *A mix of residential unit types is encouraged to accommodate a diverse population and support a mix of commercial uses.*
Bylaw 26P2023

6.0B.6.4 *Retail commercial units should be designed to contribute to a pedestrian-scaled environment and add vitality to both public and private streetscapes.*
Bylaw 26P2023

6.0B.6.5 *Provide a high-quality public realm adjacent to the LRT Station infrastructure through pedestrian-scaled building treatment interfaces, legible pedestrian movement systems through the development and urban design features that promote active streetscapes.*
Bylaw 26P2023

6.0B.6.6 *Plus 15 Bridges may be considered within the Plus 15 boundary as defined by the Plus 15 Policy. The existing Plus 15 commitments in Figure 9 will be honoured and additional Plus 15 bridges may be considered to link to the future Green Line LRT Station in Eau Claire with surrounding developments. In order to encourage active streetscapes, direct access from grade to Plus 15 connected buildings will be encouraged.*
Bylaw 26P2023

7.0 ENVIRONMENTAL POLICIES

7.1 Context

7.1.1 Respondents to the Community Surveys are looking for a high quality environment in Eau Claire. Major issues that were identified in the surveys and by the Community Planning Advisory Committee include quality of the river water, removal of noise and environmental pollution, an improved streetscape, and good maintenance of both public and private property.

7.1.2 Also of concern, is ensuring that any site to be redeveloped in Eau Claire is free of contaminants. Although there has been a long history of industrial and automotive uses in Eau Claire, and there are several vacant industrial or warehousing premises, no sites are currently being used for these purposes.

7.2 Goals

The relevant goals set out in Section 3.0 are:

7.2.1 To achieve a more pedestrian and human scale environment in Eau Claire.

7.2.2 To create an innovative street environment with a unique character which will encourage the pedestrianization of the roadway.

7.2.3 To promote a healthy physical environment in Eau Claire.

7.3 Objectives

The following objectives more closely define the goals:

7.3.1 To ensure that sites previously used for industrial and automotive purposes are suitable for redevelopment for residential or other uses.

7.3.2 To create a pleasant street environment in which pedestrians can freely and safely circulate.

7.3.3 To promote removal of sources of air pollution.

7.3.4 To encourage removal of sources of water pollution.

7.3.5 To encourage the reduction of noise which causes nuisance to residents and users of the area.

7.3.6 To encourage high standards of maintenance and cleanliness of both public and private property.

7.4 Policies/Actions

The following actions/policies have been developed to achieve the above objectives:

- 7.4.1 Environmental site assessments will be required for those sites scheduled for redevelopment which may have been used for industrial, automotive, storage and some commercial purposes in the past. Appropriate investigations, remediation and/or mitigation, to the satisfaction of Alberta Environmental Protection and Calgary Health Services, will be required before allowing redevelopment of sites where contaminants are identified or suspected.
- 7.4.2 As part of the public improvements plan for Eau Claire, particular attention should be paid to providing safe pedestrian and cyclist access between the riverbank, downtown, and major attractions, such as the Eau Claire Market (see Transportation Section 12.0).
- 7.4.3 Included in the public improvements plan will be proposals which, funding permitting, should provide sidewalks, boulevards, trees, and a pedestrian scale of street lighting and fixtures in the area.

7.4.4 Plus 15 bridges should be constructed to allow sheltered pedestrian connections between blocks predominantly in office use, with further connections to the downtown commercial core (see Transportation Section 12.0).

7.4.5 As part of the Transportation Plan, contained in Section 12.0, commercial and through traffic should be diverted, so far as is practical, away from the residential neighbourhood, in order to reduce air and noise pollution.

7.4.6 In order to reduce the impact of storm sewer discharge on the river and lagoon, water management techniques should be improved.

7.4.7 In order to reduce noise, commercial traffic should be encouraged to avoid residential streets at night, and buses and trucks should avoid short cuts through Eau Claire.

7.4.8 Calgary Parks & Recreation should be encouraged to monitor and control noise from major events on Prince's Island, so as to minimize disturbance to residents of the Eau Claire area.

7.4.9 Provisions of the City's Property Maintenance By-law should be enforced.

8.0 OPEN SPACE POLICIES

8.1 Context

- 8.1.1 Over a quarter of the land area (some 9.0 hectares or 22 acres) in Eau Claire is public open space, of which 6.5 hectares is owned by the Province with the balance owned by City. This mostly comprises the Eau Claire Promenade, which, as defined in the **Urban Park Master Plan**, extends along the southern bank of the Bow River and lagoon between the Hillhurst (Louise) Bridge, and 2 St. W. The main access to the Promenade from downtown is via Barclay Mall (3 St. W.) and the *Eau Claire Plaza*, which leads to the bridge over the lagoon to Prince's Island. *Eau Claire Plaza*, bounded on the west by the *former* YMCA and on the east by Eau Claire Market and its cafes, is a social gathering point for the City in the summer. It also contains a children's water park. Prince's Island, which is outside the boundaries of the ARP, is a major park and the location of the City's larger festivals and events during summer weekends. Traffic and noise issues in Eau Claire resulting from these events are addressed in the Environmental Section (7.0).

Bylaw 9P2008, Bylaw 29P2023

- 8.1.2 The consensus from the Community Surveys is that the riverbank is a very attractive feature of the area, which nearly everyone would like to see preserved or improved.

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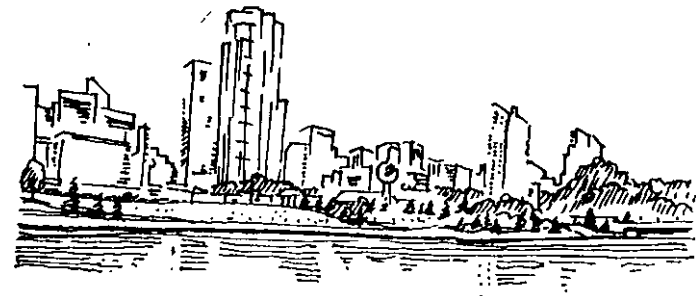
Bylaw 29P2023

In Section 10.0, a need is identified for a children's play area to serve the local residents.

- 8.1.3 Calgary Parks & Recreation is planning a number of improvements to the Eau Claire Promenade, as a result of Council's approval, in March 1994, of the **Urban Park Master Plan**. The Promenade was given highest priority in the City for improvement, and sufficient funding has been made available to widen the main pathway, and create several ornamental parkettes at major access points to the riverbank. The City is also currently undertaking landscaping improvements between the Eau Claire Market and the Promenade.

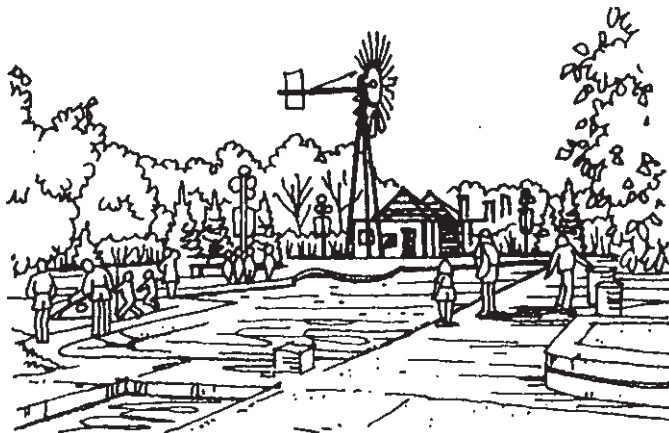
- 8.1.4 In determining whether an area has adequate open space to serve existing and future populations, a distinction is drawn between regional and community (local) parkland. This is difficult to do in the case of Eau Claire, because certain lands, such as the former Oxford D lands, and

Drawing 11: Eau Claire Riverbank from Prince's Island



former Oxford D lands, and the *Eau Claire Plaza*, were created at the time of resubdivision to serve the local population, but have been long regarded as part of the regional open space system. Council-approved guidelines for inner-city open space, if applied to Eau Claire, would require about 2.5 hectares (6.2 acres) to serve a future population of 5,000. The D lands, without the Barclay Plaza, total about 1.5 hectares (3.8 acres). Additional local open space is proposed in the ARP on the Louise Crossing site, by conversion of part of the 2 Ave. S. road right-of-way (0.3 hectare or 0.7 acre) to parkland. Therefore, there may, in the future, be a small deficiency in local open space which is somewhat offset by the area's proximity to regional open space. If, in the future, demand arises for purely local recreation facilities, additional land may be acquired by Calgary Parks &

Drawing 12: *Eau Claire Plaza Children's Water Park*
Bylaw 9P2008



Recreation on an opportunity basis. The possibility of using road rights-of-way, closed pursuant to Section 12.1.5, should also be considered to provide additional local open space. **Bylaw 9P2008**

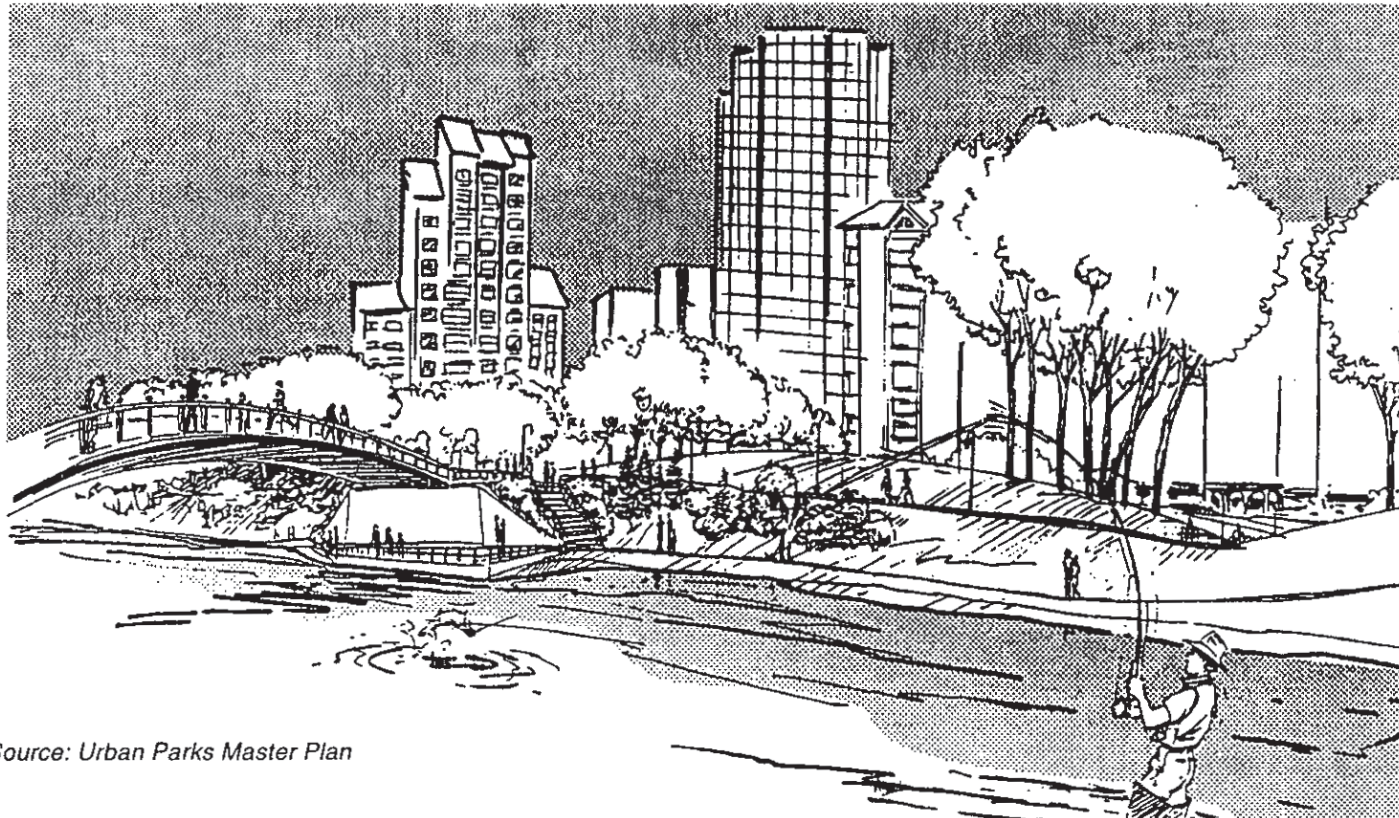
8.1.5 In addition to the 9.0 hectares (22 acres) of public open space, several large, privately-owned, redevelopment sites adjoining the riverbank are in temporary use as green space. Citizens have expressed concerns about the loss of this green space in the future, but the City is not in a financial position to purchase it, and the area of the Eau Claire Promenade is considered adequate to serve future needs.

8.1.6 As redevelopment occurs, and the population of Eau Claire increases, there is likely to be increased demand for active recreational pursuits requiring courts or playing fields. While it may be possible for the Community Association to work with Calgary Parks & Recreation to provide facilities such as tennis or basketball courts on a suitable piece of existing parkland, demand for playing fields is probably best satisfied outside the ARP area, on a site such as Mewata Stadium, which would serve a wider downtown population. If the new residential developments attract families with children, there may also be a need for a children's play area located closer to the downtown core. This eventuality should be planned for on an "as needs arise" basis, rather than by the allocation of a site in the ARP. It is anticipated that this need can be satisfied by the community working in cooperation with the relevant City Departments, and making use of land already in City ownership.

8.1.7 An issue of importance to local residents is the proposed removal of the downtown heliport, which is located on the riverbank, at 1 Ave. S. In 1979, the City, in its agreements with the Oxford Development Group, committed to using its best efforts to remove the downtown heliport from its current location before occupancy of residential buildings on the A1 block. This removal was confirmed by Council as part of its approval of the **Urban Park Master Plan**. However,

Council also agreed, in its consideration of the **Calgary Heliports System Plan**, that the heliport should remain in its existing location until replaced at another site. Although there are now only three or four flights per month, the noise produced by the helicopters is a disturbance to nearby residents. Calgary Parks & Recreation has funds allocated in its 1995 capital budget to downsize the heliport and return a portion of the site to parkland.

Drawing 13: View South to Future Eau Claire Promenade and 6 Street Pedestrian Bridge



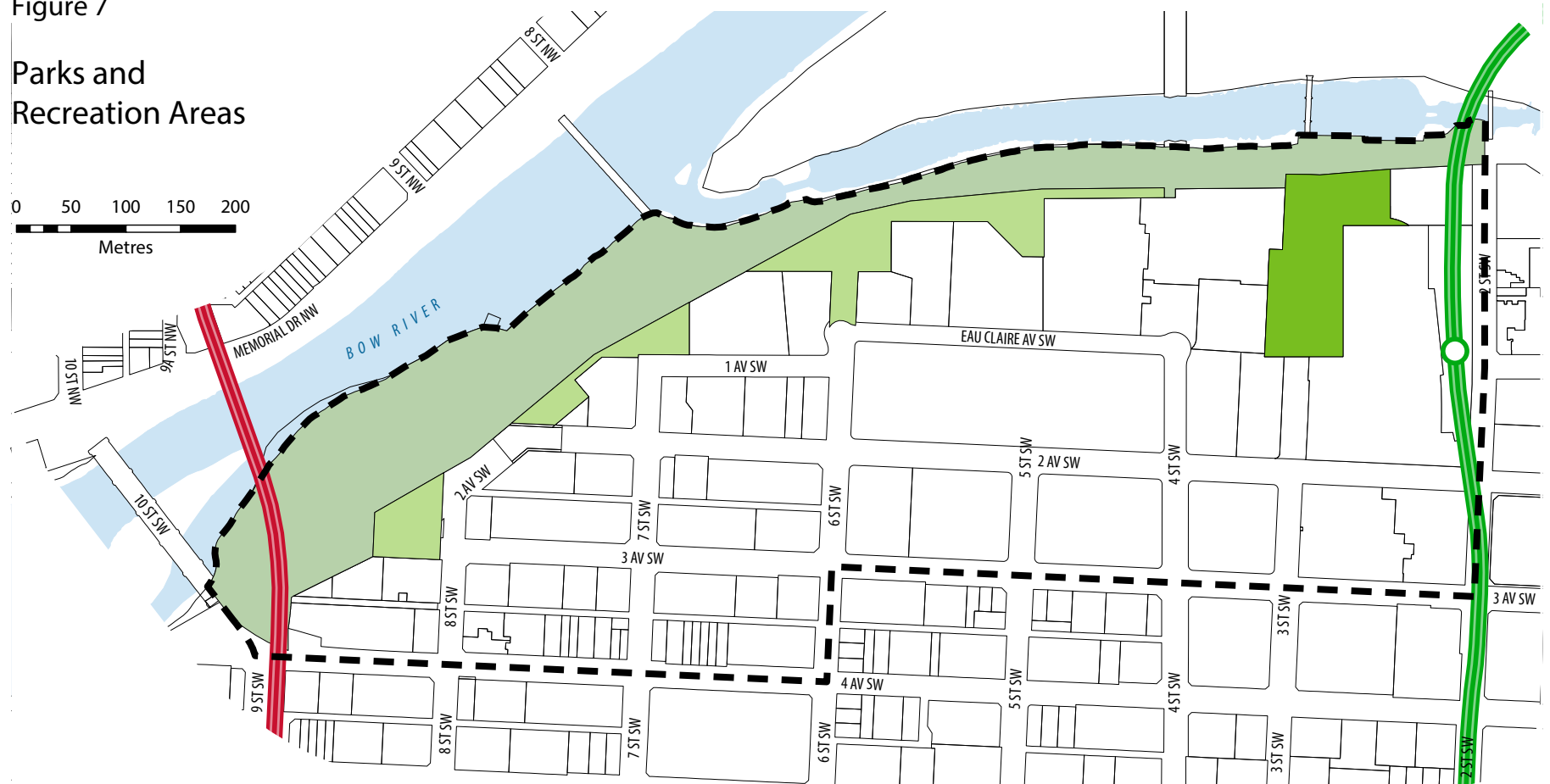
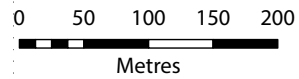
Source: Urban Parks Master Plan

Eau Claire Area Redevelopment Plan









Figure 7

Parks and Recreation Areas



Legend

- | | | | |
|---|---------------------|---|-----------------------|
|  | Study Area Boundary |  | Eau Claire Plaza |
|  | Regional Open Space |  | Red Line LRT |
|  | Local Open Space |  | Future Green Line LRT |

Approved: 2P95
Amended: 9P2008, 26P2023

8.2 Goals

The following goal regarding open space is stated in Section 3.0:

- 8.2.1 To enhance the quality and accessibility of community facilities and amenities, particularly the riverbank, for the benefit of both local residents, workers, and visitors.

8.3 Objectives

The following specific objectives have been derived from the above goal:

- 8.3.1 To continue to develop the riverbank as the prime source of open space in Eau Claire, to serve both regional and local recreational activities.
- 8.3.2 To improve the regional pathway system to accommodate high volumes of pedestrian and cycle traffic in an urban park setting.
- 8.3.3 To provide active and passive recreation areas for residents in neighbourhood settings as redevelopment occurs, where practical.
- 8.3.4 To remove the downtown heliport to another site and use the site for parkland.

8.4 Policies/Actions

The following actions are intended to achieve the goal and objectives:

- 8.4.1 Designate all lands shown as regional and local open space in Figure 7 as parkland.

- 8.4.2 Improve the regional pathway system through provision of a pathway system capable of handling large volumes of pedestrians. Make provision for cyclists either on multi-use paths or on a separate pathway system.

- 8.4.3 Ensure that local open space is adequate to meet the needs of the resident population. The need for additional community facilities, such as sports courts and children's play areas, will be assessed as development occurs. Suitable sites should be allocated from existing parkland or additional local open space should be acquired on an 'opportunity' basis.

- 8.4.4 Convert to regional and local open space, part of the closed right-of way of 2 Ave. S. between the Hillhurst (Louise) Bridge and 8 St. W., as shown in Figure 7.

- 8.4.5 Encourage the location of playing fields to serve the local population in a suitable area of downtown, outside the Eau Claire ARP area.

- 8.4.6 Direct the relevant City Departments to immediately commence the studies and work necessary to remove the downtown heliport to another site outside Eau Claire.

- 8.4.7 *Redevelop the Eau Claire Plaza to provide a flexible and exciting space that is active all seasons of the year, day and night, for all ages, and includes a water feature that is a year-round amenity. The Plaza should connect seamlessly with redevelopment of the Eau Claire Market site and integrate with the surrounding amenities provided on the former YMCA site, the lagoon and River Walk.*

Bylaw 9P2008, Bylaw 29P2023

9.0 HERITAGE POLICIES

9.1 Context

- 9.1.1 About 80 percent of residents and business people who responded to the Eau Claire Community Surveys supported the idea of preserving heritage buildings in the area.

Drawing 14: Trinity Lutheran Church

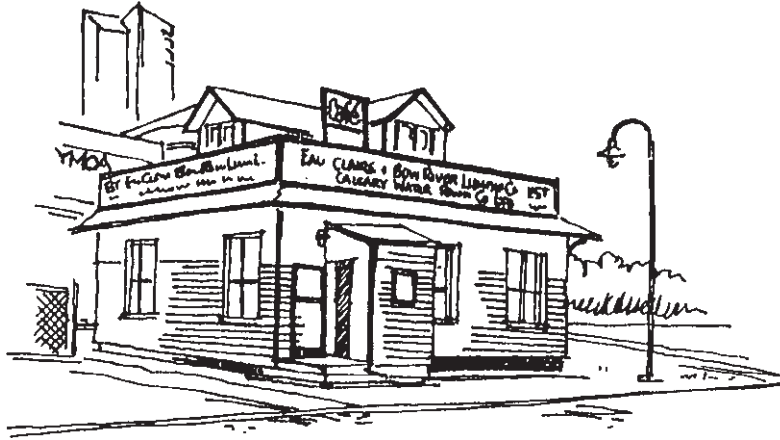


- 9.1.2 Of the sixty buildings located in the ARP area, only about a half are more than twenty years old; these are mostly single-family type dwellings or commercial and industrial structures. The Heritage Advisory Board has evaluated several of these buildings for their heritage merit, and four buildings have been placed on the City's Inventory of Potential Heritage Sites. These are the 1886 Cafe, originally the offices of the Eau Claire and Bow River Lumber Company (Category A); the Trinity Lutheran Church and its manse (Category A); the Phillips Building, a two-storey brick warehouse (Category B); and Compton Place, an apartment building constructed in 1930 with an interesting concrete facade (Category C). The location of these buildings is shown in Figure 4. There are also several older residential dwellings which are still to be assessed for their heritage merits, as funding permits.

- 9.1.3 According to Council policy, Category A buildings are notable, unique or rare, and are recommended for consideration for Provincial designation. Category B buildings are very significant in certain respects, and their preservation should be actively encouraged by the City. Category C buildings are significant and their preservation should be encouraged by the City.

The Alberta Historic Resources Act enables the Province and the Municipality to designate heritage resources and place a caveat on title providing for the long-term protection of the resource.

Drawing 15: 1886 Cafe



9.2 Goals

The following goal is contained in Section 3.0:

- 9.2.1 To encourage the preservation, where practical, of heritage buildings and features in the community.

9.3 Policies/Actions

In order to achieve this goal, the following policies and actions are proposed:

- 9.3.1 All buildings in the Eau Claire ARP of potential heritage significance should be evaluated, as funding permits.

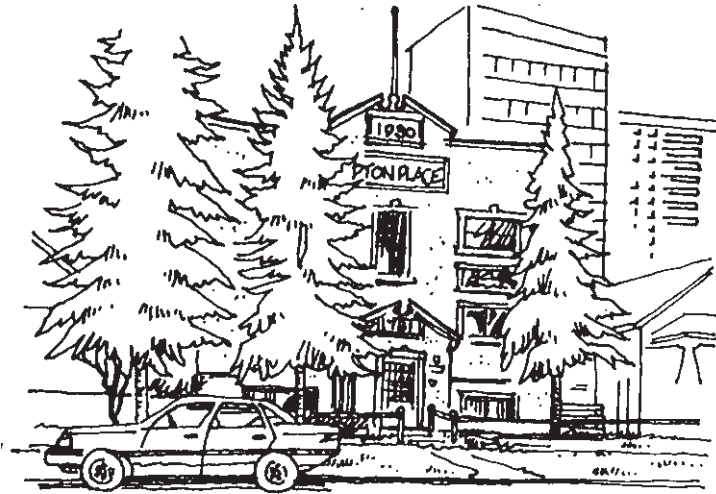
Drawing 16: Phillips Building



- 9.3.2 *Relocation of the historic 1886 Café (which is owned by the City and leased as a restaurant) as a part of the Eau Claire Plaza redesign is appropriate within the Eau Claire Plaza boundary. As a part of relocation, consideration shall be given to designating the 1886 Café as a Municipal Historic Resource.*

Bylaw 9P2008

Drawing 17: Compton Place



- 9.3.3 If the congregation agrees, the Trinity Lutheran Church and its manse should be considered for Provincial and Municipal Designation.
- 9.3.4 In order to provide a financial base for long-term preservation, and subject to obtaining Provincial and Municipal designation as a heritage resource, land use redesignations should allow for the possibility of transferring the unused residential density rights from the Trinity Lutheran Church to another site. The project receiving the additional density would have to be located in the same Direct Control District as the Church, and would have to be judged by the Approving Authority to be suitable, in terms of location and urban design, to receive the extra density. Any revenue generated by sale of density should be used for restoration and maintenance of the Church property or adjoining public improvements.
- 9.3.5 The owners of the Phillips Building should be encouraged to consider conversion of the building to residential or community uses.
- 9.3.6 The owners of the Compton Apartments should be encouraged to consider retaining the concrete front facade of the building, if the site is redeveloped.

- 9.3.7 Owners of buildings listed as having potential heritage significance should be contacted and informed of restoration programs and advice that is available to them.
- 9.3.8 In order to encourage the preservation of heritage buildings, the floor area of buildings on the City's Inventory of Potential Heritage Sites may be excluded from the calculation of gross floor area, provided that the buildings are designated as a municipal historic resource, and that any additional buildings on the site reflect the historic style and exterior finish of the heritage buildings.

- 9.3.9 *The historic smokestack artifact at the northeast corner of Barclay Mall (3 Street SW) and 2 Avenue SW (See Figure 4: Major Building Locations) is in its original location. Consideration shall be given to designating the historic smokestack artifact as a Municipal Historic Resource at the time of any land use amendment affecting the site. A minimum 10-metre building setback surrounding the historic smokestack is required to provide an appropriately integrated built-form and an urban public open space.*

Bylaw 9P2008

10.0 COMMUNITY AND SOCIAL SERVICES

10.1 Context

10.1.1 Population Characteristics

Information from the Community Surveys and from the Censuses indicates that there are three main population groups resident in Eau Claire: a relatively affluent, older group, owning condominiums in Eau Claire 500 and several other apartment buildings (approximately 20% of households); a younger, medium-income group who tend to work downtown and rent apartments (about 60% of households), and a lower income group comprising predominantly single parents and seniors (about 20% of households). The affluent and medium-income groups appear to be generally satisfied with the amount of community facilities and social services in the area.

Judging from the type of housing now being developed in Eau Claire, it is likely that new residents of Eau Claire will mostly belong to the affluent and medium-income groups. In order to achieve the goal of a mix of household types and incomes, the City should encourage some lower-income and social housing in the area. To this end, the City should continue to require that 5% of housing units on the former Oxford lands is “social” housing (as provided for in existing agreements).

10.1.2 Social Issues

A significant social problem in Eau Claire is a well-established prostitutes’ stroll. In the Community Surveys, its removal was viewed as the highest priority by the business and absentee property owners respondents. The residents were more varied in their views, with many wanting its removal, but others being more tolerant. This issue is not a matter that can be solved as part of the ARP process, but is one which the community can work with the Calgary Police Services towards resolving. A related concern is additional entertainment facilities of the “sex trade” type, which could be established in the commercial areas.

The Community Surveys did not reveal any significant crime problems, other than the prostitutes’ stroll. Only limited concerns were expressed about personal safety in the area during the public participation process.

As there was little response to the Community Surveys from the lower income population in Eau Claire, a meeting was held to discuss any social issues identified by these residents. Concerns were expressed that, as the area is starting to cater to a more affluent population, lower income people might be moved elsewhere. Needs were also identified for a children’s play area for the use of the local community, and for improved transit services. These needs are addressed in the Open Space and Transportation Policies Sections.

10.1.3 Community Facilities

Located in the Eau Claire ARP area are the YMCA, Trinity Lutheran Church, and two private clubs. These organizations serve a City-wide rather than local population. The YMCA has made a special effort to respond to the needs of the local population, and tends to serve as a community centre. However, its focus is on physical fitness, and it has limited accommodation for cultural and social activities. As the population of the area increases, demand for cultural and social activities may increase, and the possibility of building a small community centre, or sharing such a facility

with other downtown neighbourhoods should be considered.

The Eau Claire Community Association was formed in 1993, and has a membership of about 130 persons and 30 businesses. In its first year, the Association has concentrated on development-related issues. As the area develops and the population increases, this organization would be an appropriate body to work collaboratively to provide additional facilities, if demand warrants them.

Drawing 18: *deleted*

Bylaw 9P2008, 29P2023

10.1.4 Schools

At the present time, there are about 85 children aged 5-19 resident in the Eau Claire ARP area. This represents 8 percent of the population, compared with a City-wide figure of 20 percent. Children in the Public School system currently attend Langevin Community School in Bridgeland, Mount Royal Junior High School, or Western Canada Senior High School. In the Separate School system, children attend Sacred Heart School (Elementary), St. Monica's (Elementary/Junior High), St. Charles (grades 4-9), or St. Mary's (Senior High). The anticipated increase in population in the area is not expected to generate sufficient demand for an elementary school, even if the percentage that children comprise of the total population increases. As a result, Eau Claire will continue to be a busing area for children, unless organizations are willing to take the initiative in establishing a charter school in the area.

10.1.5 Daycare

The number of children aged under 5 who are resident in the Eau Claire area is about 80. This relatively large number is mainly due to a high proportion of single-parent families in a social housing project in the neighbourhood. The provision of daycare facilities for these children should be considered by the appropriate organizations as demand arises.

10.2 Goals

The goals contained in Section 3.0 relating to social and community activities are:

10.2.1 To encourage medium to high density forms of development, to accommodate a range of household types and incomes.

10.2.2 To enhance the quality and accessibility of community facilities and amenities, particularly the riverbank, for the benefit of both local residents, workers and visitors.

10.2.3 To encourage a cooperative working relationship between residents, businesses, developers and the public sector in the redevelopment of Eau Claire.

10.3 Objectives

The following specific objectives have been derived from the above goals:

10.3.1 To encourage a mix of housing types and sizes in the area, including a social housing component.

10.3.2 To encourage establishment of community facilities and activities as the resident population of the area increases.

10.3.3 To encourage input to the planning process from all segments of the community.

10.3.4 To encourage resolution of the problems associated with the prostitutes' stroll.

10.3.5 To discourage entertainment facilities of the "sex trade" type.

10.3.6 To ensure that the design of new buildings incorporates appropriate crime prevention measures.

10.4 Policies/Actions

The following policies and actions are proposed to achieve the above goals and objectives:

- 10.4.1 Through the planning application approval process, encourage projects to include a range of housing types and sizes.
- 10.4.2 In accordance with existing agreements, continue to require that 5 percent of the housing units built on the Oxford lands are “social” housing.
- 10.4.3 City Departments, in cooperation with the Community Association and other local organizations, should monitor the demand for community facilities and programs as the population of the area increases, and work with these organizations to satisfy the identified needs.
- 10.4.4 The Planning & Building Department should continue to consult with the Community Association and the Calgary Downtown Association regarding planning applications, and where necessary convene meetings with developers and interested organizations to address contentious issues.

- 10.4.5 City Departments, including the Calgary Police Service, should work with community organizations to resolve problems associated with the prostitutes’ stroll.
- 10.4.6 Land use redesignations should, where practical, not allow entertainment facilities related to the “sex trade”.
- 10.4.7 When considering planning applications, the City should have regard for urban design features which are intended to reduce crime opportunities.

11.0 URBAN DESIGN

11.1 Context

11.1.1 In the Community Surveys, about 90 percent of responding residents and business people supported decreasing building heights towards the river, and around 80 percent favoured strong control of urban design, protecting open space from overshadowing by buildings, and more trees and boulevards.

11.1.2 About a half of the buildings in Eau Claire were built in the last twenty years. These newer buildings, designed for residential or commercial purposes, also tend to be the most dominant architecturally, due to their large size. They have been built in a variety of shapes, styles and finishes, and are likely to remain for the 10-15 year period of the ARP. They also occupy about half of the developable land in Eau Claire.

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

Bylaw 26P2023

11.2 Goals

The goals for the ARP, as set out in Section 3.0, which relate to urban design are:

11.2.1 To establish a development pattern that creates a strong sense of neighbourhood identity and character.

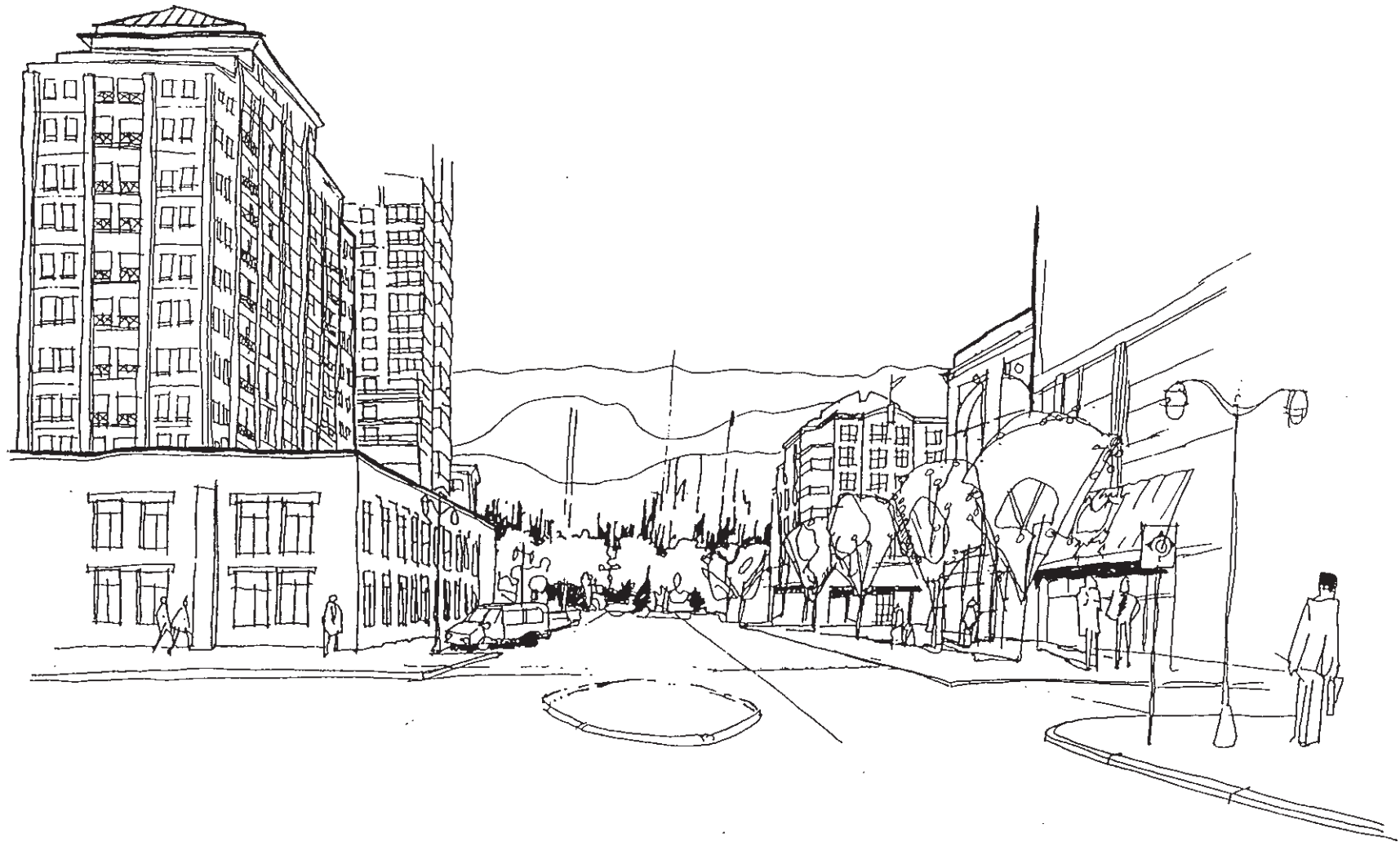
11.2.2 To create an overall built form which responds to its unique location between the downtown commercial core and the Bow River and adjoining Prince's Island.

11.2.3 To achieve a more pedestrian and human scale environment in Eau Claire.

11.2.4 To create an innovative street environment with a unique character which will encourage the pedestrianization of the area.

Drawing 19: Possible Future View Northwards Along 6 Street W.

BYLAW 20P95



11.3 Objectives

The following specific objectives have been developed from the goals:

- 11.3.1 To set general standards of urban design suitable for Eau Claire's unique location adjoining the City's commercial core and the Bow River.
- 11.3.2 To encourage a human scale of development in the residential areas.
- 11.3.3 To allow building heights which generally increase from the riverbank to the downtown commercial core, while having regard for the heights of existing buildings.
- 11.3.4 To provide a positive interface between the commercial and residential areas.
- 11.3.5 To allow a range of building forms and materials, which are compatible with existing development, and which avoid the creation of "canyons" in high density areas.
- 11.3.6 To recognize and protect major views.

11.4 Policies/Actions

Certain urban design policies related to either residential, commercial or mixed-use buildings are contained in Section 5.0 Residential Policies, Section 6.0 Commercial Policies and Section 6.0B Mixed-Use Policies. The following additional guidelines are intended to supplement these policies, in achieving the objectives described above:

Bylaw 9P2008

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

Bylaw 26P2023

- 11.4.2 The design of buildings should encourage a predominantly pedestrian scale of streetscape.
- 11.4.3 The locations and shapes of buildings should maximize views and privacy, as well as minimizing shadowing of public and private open space, wind and noise disturbance, and overlooking of windows in adjacent buildings.
- 11.4.4 The impact of tall buildings on the character and continuity of the streetscape should be minimized by encouraging towers to be set back from their lower base level and configured to diminish bulk.
- 11.4.5 Where mixed residential and commercial uses are allowed in a project, there should be a clear definition between residential and non-residential uses, with separate means of access and servicing.

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

a. *an area abutting the top of the south bank of the Bow River and Prince's Island Lagoon, which is at least 20 metres wide west of the Barclay Mall/Barclay Parade and 9 metres wide east of the Barclay Mall/Barclay Parade, from 10:00 a.m. to 4:00 p.m., Mountain Daylight Time (MDT), on September 21;* **Bylaw 26P2023**

b. *the westerly 8 metres of the right-of-way of the Barclay Mall/Barclay Parade, from 12:30 p.m. to 1:30 p.m., MDT, on September 21;* **Bylaw 26P2023**

c. *the easterly 8 metres of the right-of-way of the Barclay Mall/Barclay Parade from 1:30 p.m. to 2:30 p.m., MDT, on September 21; and* **Bylaw 26P2023**

d. *the area of the Eau Claire Plaza north of a line drawn parallel and 60 feet north of the 1 Ave. S. right-of-way between 10:00 a.m. and 2:30 p.m., MDT, on September 21.* **Bylaw 9P2008, Bylaw 26P2023**

For the purposes of Section 11.4.6 (a), the top of the south bank of the Bow River shall be taken as the 1048 metre contour west of a northerly extension of 7 St. W. East of the northerly extension of 7 St. W., the top of the bank shall be taken as the major slope change which occurs just north of the existing pedestrian pathway. **Bylaw 26P2023**

11.4.7 *Above-grade parking should be discouraged, and where allowed should be concealed in structures which are integrated and aesthetically compatible with the buildings they serve.*

11.4.8 *Building design and layout should respect views of the riverbank along 2, 3, 5, 6, 7 and 8 Streets W and along 1 and 2 Avenues S.* **Bylaw 9P2008**

11.4.9 *Design of new buildings should be sensitive to their relationship with historic structures and should seek to enhance their significance to the community.*

11.4.10 *In order to achieve a park-like setting for the residential parts of Eau Claire, boulevards and high quality "soft" landscaping will be encouraged in both private developments and public spaces.*

11.4.11 *Public, semi-private and private open spaces should be clearly delineated, with particular attention paid to the interface between public and private open space, and the use of good quality screening materials.*

11.4.12 *In order to develop a sense of identity for Eau Claire, distinctive and compatible street fixtures, furnishings and signage should be encouraged in redevelopment projects and public improvements.*

11.4.13 *In order to enhance the visual appearance of Eau Claire and not detract from its primarily residential character, third-party advertising signs, directional signs, and temporary and portable signs should be discouraged.*

11.4.14 *Development should generally transition in height and massing from lower forms in the north to taller forms in the south, provided the policies in subsection 11.4.6 are met.* **Bylaw 26P2023**

11.4.15 *The width of individual entrance lobbies whose function is to provide access to upper and lower-level uses should be minimized to allow for more permeable and pedestrian-scaled building frontages.* **Bylaw 26P2023**

11.4.16 *Development on the E1 lands, and on those lands directly to the north that form a part of Eau Claire Plaza, should maintain an appropriate setback along their shared property line to enhance vitality and accommodate the potential for a high volume of active modes uses to enhance the public realm.* **Bylaw 26P2023**

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

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

Bylaw 26P2023

- *Ensure that development is designed to transition seamlessly between commercial uses such as a cinema or hotel and adjacent residential uses.* **Bylaw 26P2023**

Drawing 20: Possible Future View Eastwards Along Eau Claire Avenue



Drawing 21: Possible Future View Northwards Along 7 Street W.



12.0 TRANSPORTATION POLICIES

12.1 Context

12.1.1 The Eau Claire ARP Area is located between the Hillhurst (Louise) and the Centre St. bridges over the Bow River. According to the policies set out in the **Downtown Street Network** (1988), traffic over these bridges eastbound or westbound along the north side of the Downtown core is intended to use the one-way couplet of 4 and 5 Avenues S. which are primary roads. The Eau Claire area is intended to serve only traffic with residential or commercial destinations in the area. Current traffic flows on streets within the ARP area are from 2000 to 7000 vehicles per day, and these are managed by a system of traffic lights at the busier intersections and 2 or 4-way stops at others. No major changes to the traffic system are considered necessary to accommodate the increased traffic as Eau Claire is redeveloped at higher residential and commercial densities.

12.1.2 The Community Surveys indicated a relatively high degree of dissatisfaction with the traffic and parking systems, particularly the latter. The major issues which were identified to be addressed in the ARP include dissuading through traffic from “short-cutting” through the area, assessing the effectiveness of current traffic controls at intersections, investigating innovative traffic control measures, addressing parking problems, and improving the transit system. Also of concern was the need to separate vehicles, cyclists and pedestrians.

12.1.3 The solution to the traffic issues has been sought through traffic calming methods, such as redirecting traffic flows, redesigning intersections, and modifying the on-street parking system. These measures can be carried out within existing roadways. The purposes of the measures are set out in the ARP, and some possible measures are contained in the public improvements program.

12.1.4 *In regard to parking, the City’s overall policy for downtown, which is guided by the Downtown Parking Strategy, contained in Section 6.1 of Calgary Parking Policies (TP017), is to manage traffic congestion and encourage transit, walking and cycling as other desirable travel options to the downtown.*

This policy is achieved by managing road capacity and auto access into downtown, by the provision of attractive infrastructure and service to promote the use of alternative modes of travel, and through parking rates in land use bylaw 1P2007 which manage the amount and location of parking within the Restricted Parking Area.

Properties located west of 2 Street S.W. and north of 4 Avenue S.W. form part of the Downtown Restricted Parking Area and are subject to corresponding policy.

Bylaw 14P2018

In Eau Claire, as redevelopment occurs, and temporary parking lots are replaced by underground parking, it is likely that an increasing proportion of workers will have to use transit or other means of travel, or park their cars outside the area. In order to serve users of the commercial and entertainment establishments in Eau Claire, provision of adequate short-term parking spaces should be encouraged.

12.1.5 There are several short stretches of road in Eau Claire which, in the future, could be considered for closure, for use for community purposes. Closure would only be considered if the road is not essential for traffic circulation purposes and if, as a result of redevelopment, there are no access requirements to individual properties.

12.1.6 *Eau Claire will contain a new LRT Station which will provide a direct and efficient connection from this community to the broader city. This will have significant impacts on the movement of people and traffic in and through this community.* **Bylaw 26P2023**

12.2 Goals

The goals defined in Section 3.0 relating to transportation are:

12.2.1 To achieve a more pedestrian and human scale environment in Eau Claire.

12.2.2 To create an innovative street environment with a unique character which will encourage the pedestrianization of the area.

12.2.3 To encourage safe and efficient vehicular and pedestrian movement throughout the area.

12.3 Objectives

In order to achieve the above general goal, the following objectives have been defined:

12.3.1 To encourage the separation of traffic with destinations in Eau Claire from traffic whose occupants have destinations in the downtown core or elsewhere.

12.3.2 To provide high quality pedestrian, bicycle and motorized systems, where practical.

12.3.3 To discourage traffic with commercial or recreational destinations in Eau Claire from using roads in the residential neighbourhood.

12.3.4 To encourage the use of innovative traffic measures to control traffic flow in Eau Claire.

12.3.5 To allow cyclists using the riverbank pathways to pass around the Eau Claire Promenade area.

12.3.6 To discourage the provision of temporary parking areas for all-day parking by downtown commuters in the residential neighbourhood.

12.3.7 To encourage the provision of short-term parking *and off-peak parking* to serve local commercial, recreation, and entertainment facilities.

Bylaw 14P2018

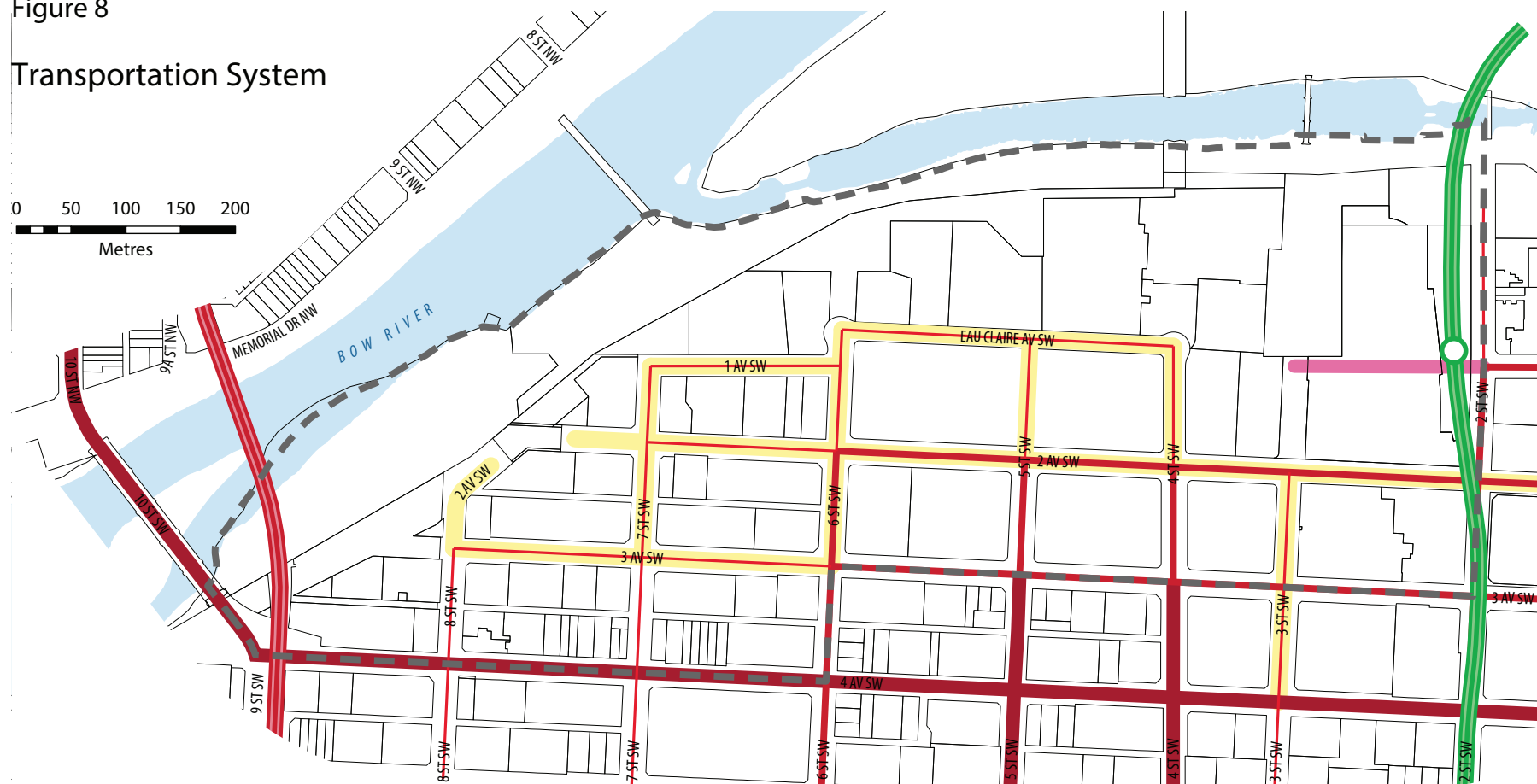
12.3.8 To reorganize on-street parking so as to serve local residents, business people and their visitors/clients, and to encourage pedestrian circulation.

12.3.9 To improve public transit in Eau Claire, for use by local residents and workers, and their visitors/clients.

Eau Claire Area Redevelopment Plan

Figure 8

Transportation System



Legend

- Study Area Boundary
- Primary Road
- Secondary Road
- Local Road
- Roads Which May Be Subject to Traffic Calming Measures
- Future Roadway Connection
- Red Line LRT
- Future Green Line LRT

Approved: 2P95
Amended: 9P2008, 65P2008, 26P2023

This map is conceptual only. No measurements of distances or areas should be taken from this map.

12.4 Policies/Actions

The following actions are proposed to attain these objectives:

12.4.1 Road System

12.4.1.1 Confirm the existing road classifications approved by Council in 1988 and 1992 as amendments to By-law 2P80 (See *Figure 8*). **Bylaw 9P2008**

12.4.1.2 Notwithstanding Section 12.4.1.1., consider allowing 2 Ave. S., between 4 and 6 Streets, and 6 St. W., between 2 and 3 Avenues S., which are classified as secondary roads, to include traffic calming devices. These roads are unique in that they form the interface between residential and commercial areas (Figure 5), and are intended to serve primarily residential uses.

12.4.1.3 Through the public improvements plan, and initially for a trial period, introduce appropriate traffic control and calming measures in Eau Claire which have the effect of:

- reinforcing the primarily residential neighbourhood in the area west of 6 St. W., excluding the 4 Ave. S. frontage;
- improving pedestrian circulation throughout Eau Claire;
- encouraging commercial and bus traffic (other than transit buses) which require access to the C blocks and Eau Claire Market to use 3 Ave. S., and 2, 3, or 4 Streets W.;

- using traffic calming methods to discourage through traffic from passing through the Eau Claire ARP area and to slow traffic that does use the area;

- allowing cyclists to safely filter through the area with minimal inconvenience;

- maintaining the amount of on-street parking without jeopardizing the quality of the streetscape and public environment;

- allowing reasonable access to individual properties.

12.4.1.4 Where practical, streets should be raised to conform with the City's Floodway and Floodplain Regulations contained in By-law 2P80, concurrent with redevelopment of adjoining land, at which time new buildings will be constructed to comply with the same regulations.

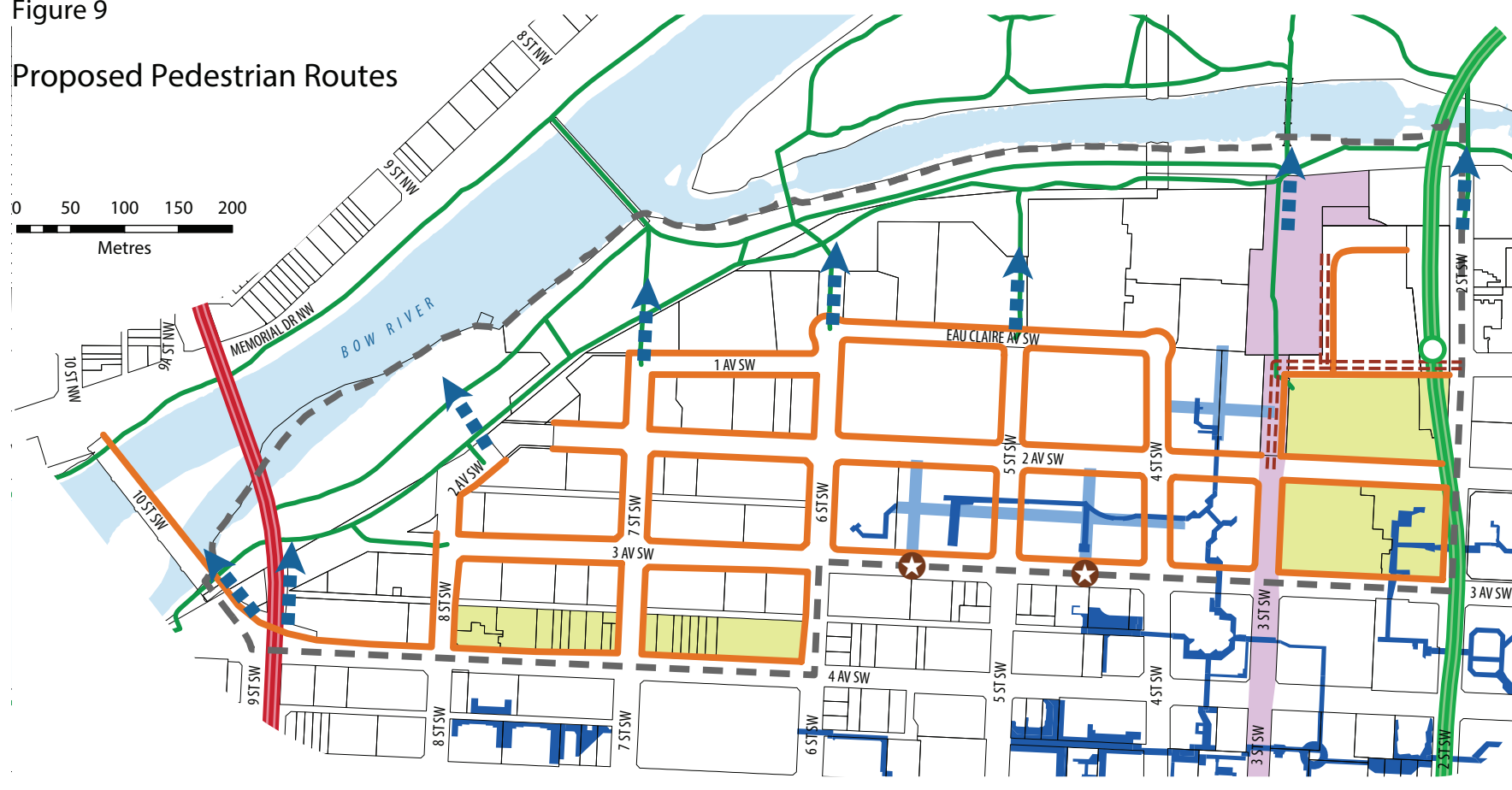
12.4.1.5 Design of roads and paths should facilitate the movement of the elderly and people with disabilities throughout Eau Claire.

12.4.1.6 Allow for the extension of Riverfront Avenue SW between 2 Street SW and 3 Street SW with the redevelopment of the E1 and E3 lands. Sidewalks should be provided along the full length on both the north and south sides. **Bylaw 26P2023**

Eau Claire Area Redevelopment Plan

Figure 9

Proposed Pedestrian Routes



Legend

- | | | | |
|---|---|--|--|
| Study Area Boundary | One or Other Plus 15 Bridge Required on Redevelopment, or Cash-In-Lieu | Barclay Mall/ Barclay Parade/ Eau Claire Plaza | Potential Future Private Road With a Public Access Agreement |
| Existing or Committed Plus 15 | Areas of Eau Claire Where Plus 15 Connections are Encouraged on Redevelopment, Subject to View Protection Policies (Section 6.0B.5.8) | Sidewalks in Eau Claire | Red Line LRT |
| Approximate Location of Plus 15 Required on Redevelopment In Eau Claire | | Existing Pathway | Future Green Line LRT |
| | | Riverbank Access | |

This map is conceptual only. No measurements of distances or areas should be taken from this map.

Approved: 2P95
Amended: 9P2008, 65P2008, 26P2023

12.4.2 Transit

Calgary Transit, as part of its standard operating procedure and subject to budget considerations, should, as the area develops, review transit access to the Eau Claire area to ensure that service is provided for residents and users of the commercial areas. With the development of an LRT Station in this area, this will provide a direct link to the larger citywide transit system and provide an efficient method of commuting from Eau Claire to other parts of the city.

Bylaw 26P2023

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

Bylaw 26P2023

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

Bylaw 26P2023

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

Bylaw 26P2023

12.4.2.4 *The Green Line will serve as a valuable mode of transportation for Calgarians as well as enable densification along the alignment. To ensure that the*

Green Line is not adversely impacted by adjacent development, at the discretion of the approving authority, developers/applicants may be required to provide additional information to evaluate their impact on the Green Line.

Bylaw 26P2023

12.4.3 Pedestrian Circulation

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

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

Bylaw 65P2008, 22P2022, 26P2023

12.4.4 Cycling

Rather than defining specific cycle routes through Eau Claire, cyclists should be encouraged to use existing roads.

12.4.5 Parking

12.4.5.1 In order to encourage redevelopment for residential purposes and discourage extraneous traffic, use of vacant land as surface parking lots in the residential area west of 6 St. W. should be discouraged.

12.4.5.2 All day, on-street parking by downtown workers should be discouraged by such means as parking meters, residential parking zones and residential permits.

12.4.5.3 Above-grade parking should be discouraged. Where allowed, subject to the safety and security of pedestrians, it should be attractively screened from the view of residents and contribute positively to the adjoining streetscapes.

12.4.5.4 Parking and loading requirements should be in accordance with the provisions of *By-law 1P2007*, with the following exceptions:

- *Visitor parking for residential units should be at the rate of a minimum of 0.15 spaces per unit; and*
- *The rate for residential units in excess of 140 square metres (1500 square feet) should be 1.5 parking spaces per unit."*
- *Site specific parking requirements may be included in a Direct Control District developed within the context of a site specific Land Use Redesignation for the block bounded by 2 and 3 AV SW and 2 and 3 ST SW as follows:*

(1) Parking and Loading:

- (a) East Side (legally described as Plan C, Block 10, Lots 10 to 31, inclusive)*

Notwithstanding Section 18 of Part 10 of Bylaw 1P2007, all parking and loading, for Commercial Uses on the East Side, shall be provided on site, except as allowed below, and in other respects the provisions of Section 18 shall apply with the following exceptions:

- (i) for Commercial Uses, a cash-in-lieu payment for required parking is only allowed where the Approving Authority is satisfied that it is not reasonably practical to provide all of the required parking on site or on an alternate site as provided for in Section 18(1)(b) of Part 10, Bylaw 1P2007.*

- (b) *West Side (all lands within the block except the East Side)*

Section 18 of Part 10 of Bylaw 1P2007 shall apply to Residential Uses and Commercial Uses on the West Side with the following exceptions:

- (i) residential units require 1.33 parking stalls per dwelling unit;*
- (ii) visitor parking is a minimum of 0.15 stalls per dwelling unit;*
- (iii) for Residential Uses, a cash-in-lieu payment is not allowed as a replacement for the physical provision of parking; and*
- (iv) for a Five Star Hotel only, 0.375 parking stalls per guest room is required all of which, notwithstanding Section 18(1.1) of Part 10 of Bylaw 1P2007, shall be provided on site, and a cash-in-lieu payment is not allowed as a replacement for the physical provision of parking.*

- (c) *Additional Parking Rules*

- (i) All vehicular access ways shall be located so as to minimize the disruption of traffic and pedestrian movement.*
- (ii) Parking, service, drop-off and loading areas shall be located to minimize the disruption of commercial traffic into residential areas. **Bylaw 65P2008***

- 12.4.5.5 *Encourage short-stay parking to serve the needs of the people who use the commercial and recreational facilities in the Eau Claire community. Short-stay parking shall be provided in accordance with By-law 1P2007. **Bylaw 65P2008***

- 12.4.5.6 *Parking for bicycles shall be provided in accordance with the provisions of By-law 1P2007 and the Bicycle Parking Handbook. **Bylaw 65P2008***

13.0 IMPLEMENTING THE PLAN

It is expected that Eau Claire will redevelop in a piecemeal fashion, as a result of private initiatives, with no set timetable. Implementation of the policies in the ARP requires the following actions by City Departments for consideration by Council:

It should be emphasized that any proposals for City land purchases and provision of public improvements are subject to approval in Council's capital and operating budgets.

13.1 Immediate Action

- a. Preparation by Planning & Building, for consideration by Council, of land use redesignations for all lands west of 6 St. W. and of the block bounded by 2 and 3 Streets W. and 2 and 3 Avenues S., in compliance with the policies of the ARP.
- b. Preparation by the Transportation Department, in cooperation with the Planning & Building Department and the Engineering & Environmental Services Department, of a trial traffic calming scheme for Eau Claire. This scheme would be introduced during 1995, subject to the approval of the Standing Policy Committee on Transportation, Transit and Parking, and Council's budget approval.

- c. *Establishment of an Eau Claire Improvement Fund to implement the improvements outlined in the Public Improvement Plan including the redesign of Eau Claire Plaza as a means of providing bonus densities on certain commercial sites in Eau Claire.*

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13.2 Action Within 1-5 Years

- a. Actions by the Transportation, Planning & Building, Parks & Recreation, Engineering & Environmental Services and Land & Housing Departments, in cooperation with Transport Canada and the Calgary Transportation Authority, to construct a new downtown heliport on a suitable site outside Eau Claire. This may require studies to determine the most suitable site and funding methods and consultation with the helicopter industry.
- b. Proposal calls, when market conditions are considered to be advantageous, by the Land & Housing Department for redevelopment of sites in Eau Claire which are surplus to City requirements. This includes selling the Louise Crossing site for residential uses, and the site on 4 Ave. S. between 7 and 8 Streets W. for commercial or residential uses.

- c. Continued action by Planning & Building, Engineering & Environmental Services, and the Electric System, to implement, as funding permits, the recommendations of the public improvements program in regard to improving the streetscape of Eau Claire.
- d. The following actions by Calgary Parks & Recreation:
- Improve Eau Claire Promenade as in **Urban Parks Master Plan**;
 - Monitor noise from events on Prince's Island and set reasonable guidelines in order to moderate disturbance to Eau Claire residents;
 - On the Louise Crossing site, convert the northern corner and part of road right-of-way to parkland;
 - Restore heliport site to parkland;
 - Work with community to provide local open space, as needs arise.
- e. The following actions by the Transportation Department:
- Monitor success of traffic calming measures and recommend changes as necessary;
 - Review bus routes and service frequencies in Eau Claire in order to provide a direct and effective service as the population, employment, and business needs of Eau Claire increase.
- f. The following actions by the Heritage Advisory Board:
- Pursue heritage designation of 1886 Cafe;
 - Evaluate other potential heritage buildings in Eau Claire.
- g. The following actions by the Social Services Department:
- Work with the community and the Calgary Police Service to resolve problems arising from the prostitutes' stroll;
 - Work with the community to identify and address social service needs.

EAU CLAIRE PUBLIC IMPROVEMENTS PROGRAM

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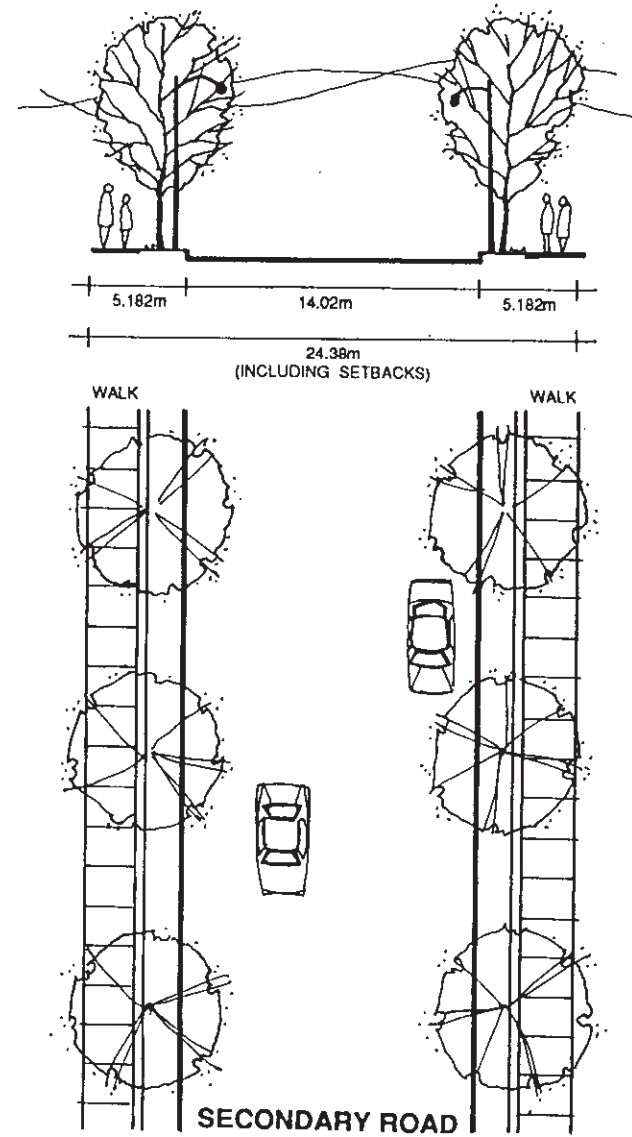
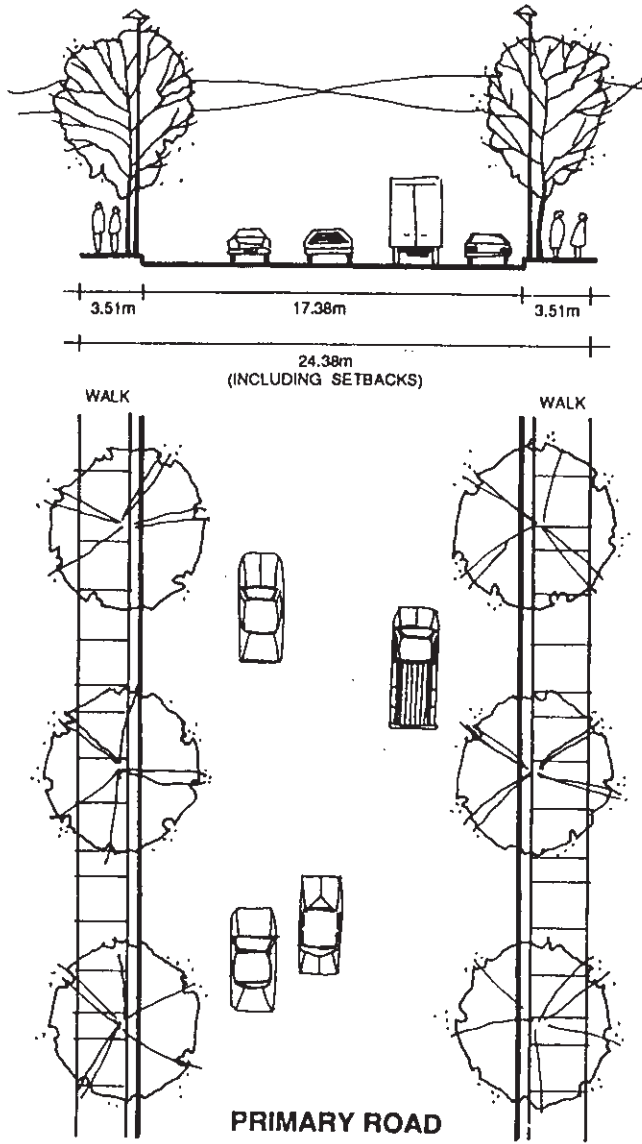
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INTRODUCTION

The Eau Claire Public Improvements Program (PIP) is a non-statutory supplement to the Eau Claire Area Redevelopment Plan. Its purpose is to provide a mechanism by which detailed improvements to the public systems, such as roads and sidewalks, in Eau Claire can be brought forward to Council for consideration for funding in annual budgets. It also allows greater flexibility for experimentation and revision of specific projects than does the ARP, which, as a statutory document, requires public hearings before Council if any changes are required.

It is intended that specific projects given high priority in the PIP will be considered for inclusion in the relevant departmental budgets, for submission to City Council. Inclusion of a project in the PIP does not in any way imply Council's approval of funding for the project. The PIP will be revised from time to time, as redevelopment occurs and circumstances change.

**Drawing 1: Downtown Street Network:
Primary and Secondary Roads**



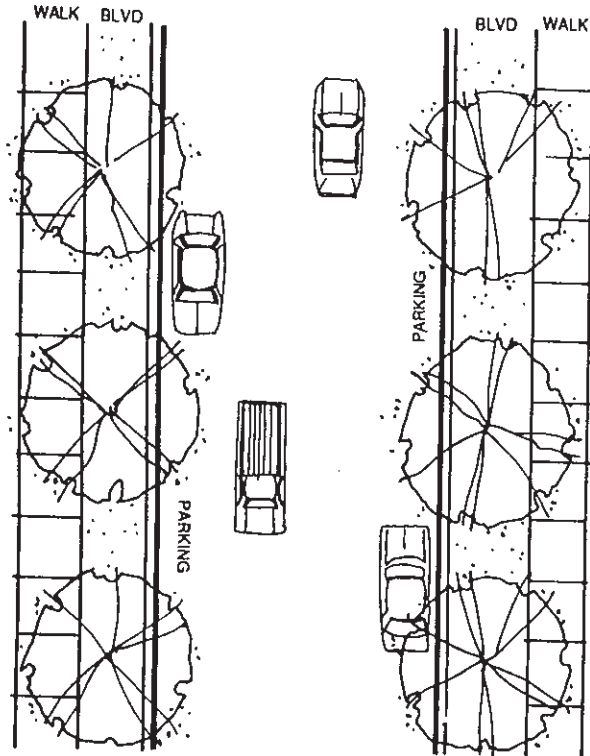
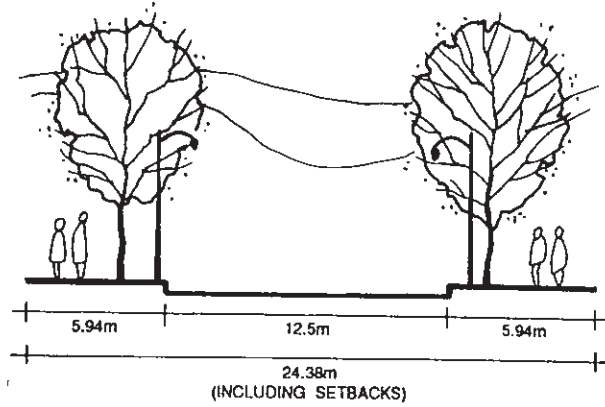
1.0 IMPROVEMENTS TO THE TRANSPORTATION SYSTEM

The Eau Claire ARP is recommending the use of innovative traffic calming measures in the residential neighbourhood, in order to create a pedestrian scale environment, reduce or slow traffic flow, and enhance the streetscape, while maintaining the same amount of on-street parking. Most of this section of the PIP is given over to a detailed description of the types of traffic calming measures which may be used, and a preliminary scheme for the area. It should be emphasized that any scheme would be experimental in nature, and subject to change after a trial period, and after the community has had an opportunity to comment on its safety and effectiveness.

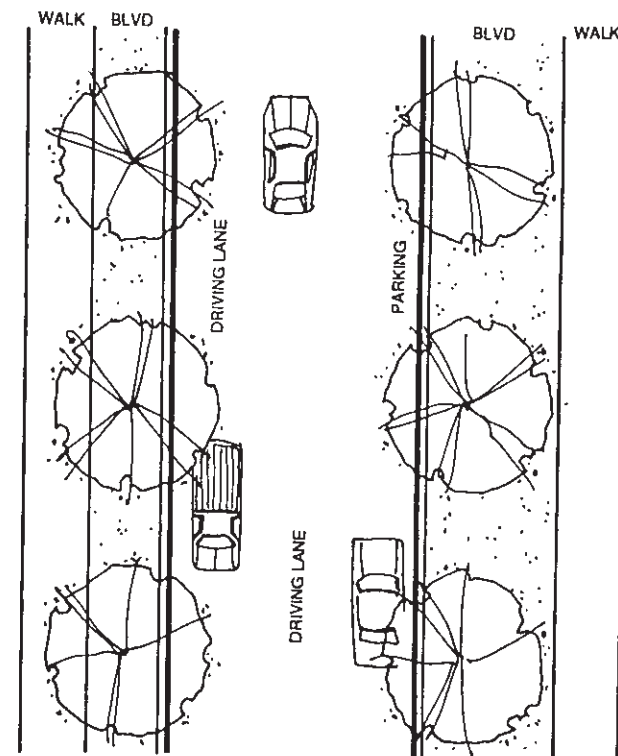
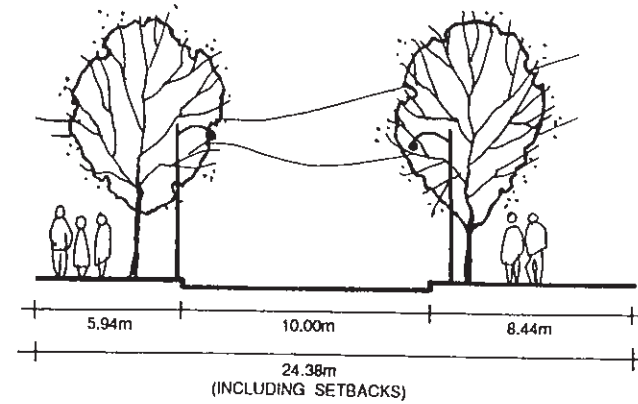
1.1 Road System

The **Downtown Street Network** (1988) report contains standards for primary, secondary and local roads, as shown in cross-section in Drawings 1 and 2. In order to accommodate the traffic calming measures recommended in the ARP, it is necessary to introduce some alternate cross-sections for both secondary and local roads, as illustrated in Drawing 3, which allow for angle parking and for meandering traffic lanes.

Drawing 2: Downtown Street Network: Local Roads

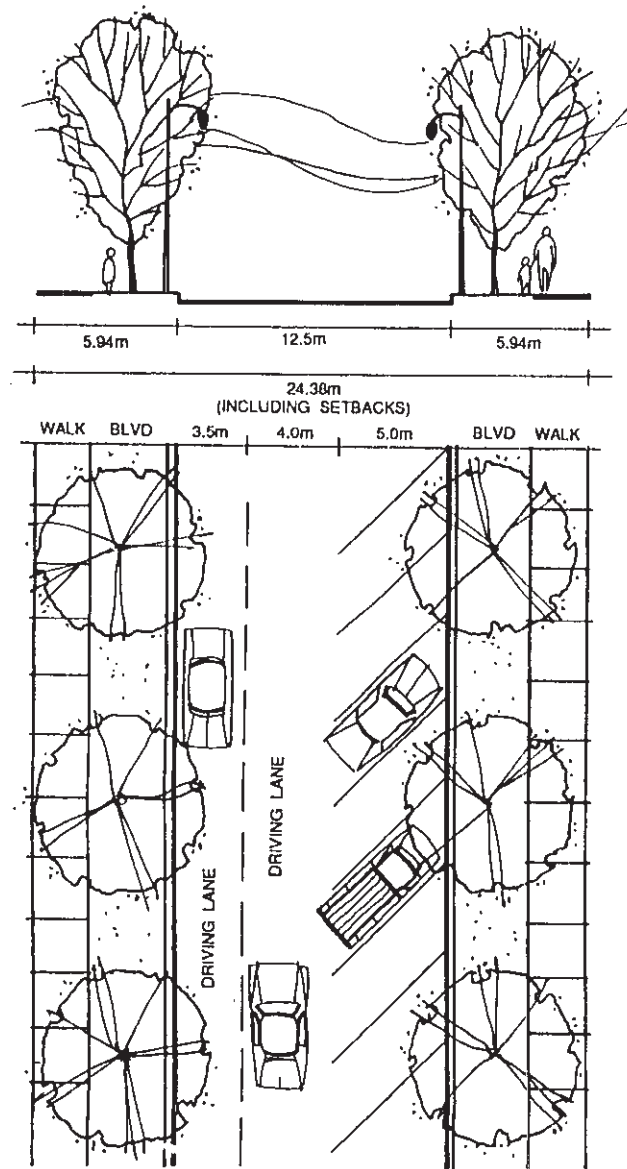


A. PARKING ON BOTH SIDES



B. PARKING ON ONE SIDE

**Drawing 3: Alternate Secondary and Local Roads
Cross - Section**



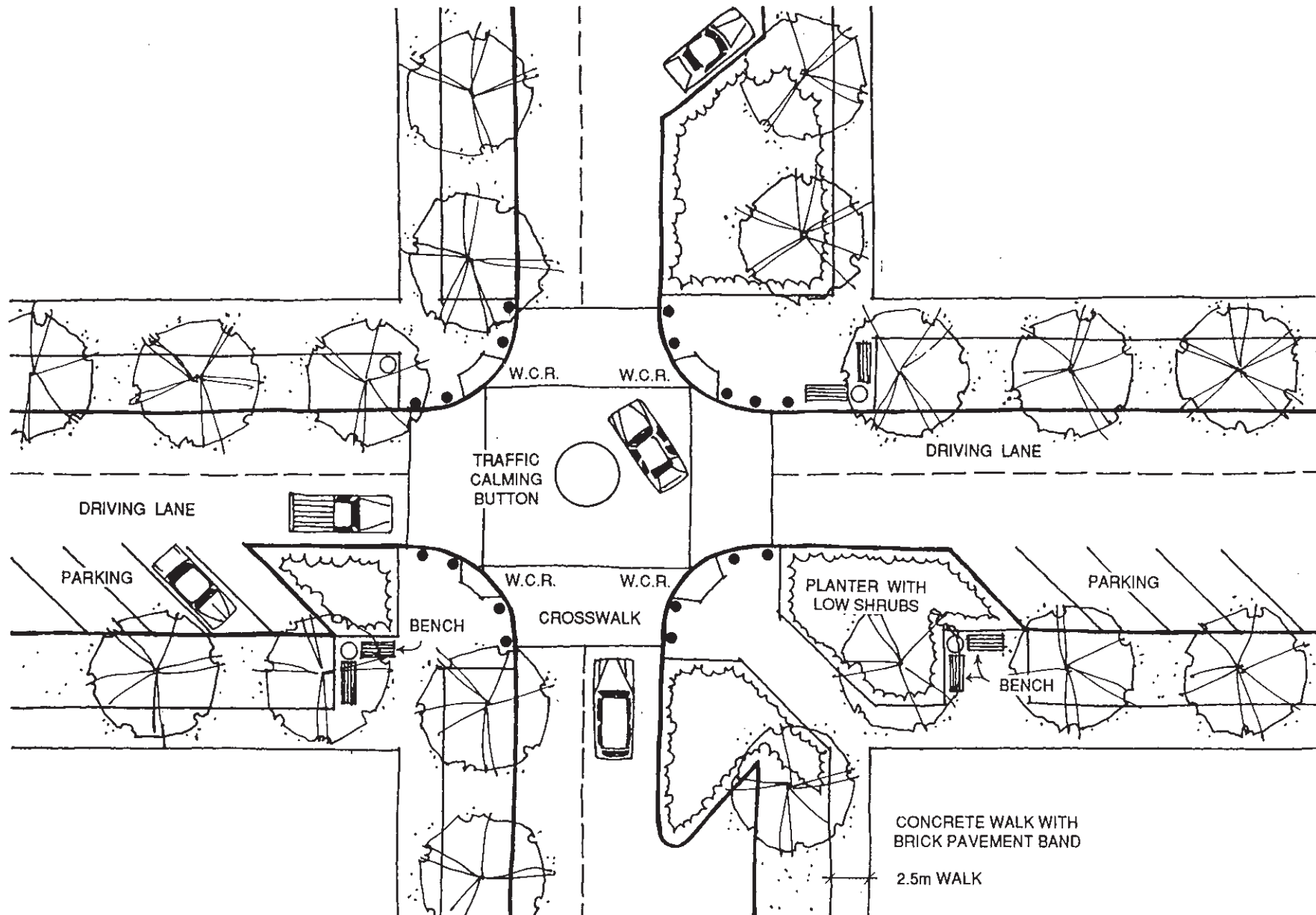
1.2 Traffic Circulation

Intersections of local roads are intended to be constructed as shown in the **Downtown Street Network** report. However, in order to facilitate vehicular and bicycle flow and at the same time slow traffic, traffic “buttons” may be introduced on a trial basis at selected intersections. The layout of a typical intersection is indicated in Drawing 4.

A possible traffic calming plan for the residential area of Eau Claire is detailed in Fig. 1. This plan include angle-parking, meandering traffic lanes and traffic buttons on some roads. Where these innovative measures prove unsuitable or too costly to implement, another traffic calming option, which includes parallel parking on both sides of roads, and traffic humps to slow traffic (Drawing 5), may be tried. As part of the trial, the effects of various traffic calming measures on motorists, cyclists, and pedestrians will be assessed.

The measures are intended to not only resolve traffic and parking problems in the residential areas, but also, by the introduction of landscaped nodes and road-narrowing areas, to enhance the streetscape. The measures are designed to make use of existing pavement widths, and can be introduced on a trial basis. More permanent structures and landscaped areas would be constructed only after the trial measures have received the approval of the City with community input.

Drawing 4: Possible Traffic Button Intersection Detail



Subject to Council's approval of a traffic calming scheme, through the Standing Policy Committee on Transportation, Transit and Parking, the trial traffic calming scheme could be put into operation in 1995. Costs of installing temporary barriers and markings for the trial period would be subject to Council's approval. The source of funding for more permanent structures and landscaping is discussed in Section 6.0.

1.3 Parking

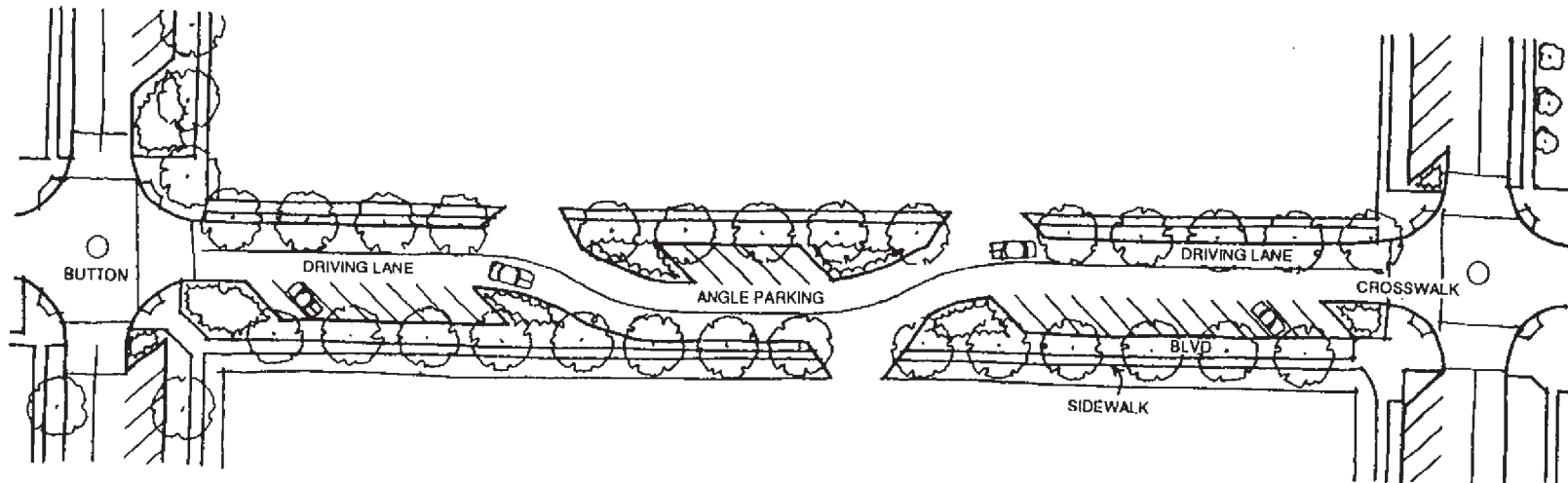
On-street parking is recognized as necessary in Eau Claire to serve visitors, and to provide some parking for clients of the commercial areas. No reduction in the total number of on-street parking spaces is planned as a result of the traffic calming measures.

At the present time, on-street parking is mostly limited to two hour periods by either meters (in more commercial areas) or signs (in more residential areas). Residential and visitor parking permits have also been recently issued along one side of Eau Claire Ave. Reports from the community indicate that there is some abuse of these controls by downtown commuters. Residents also complain of a lack of on-street visitor parking during summer weekends, when use of Prince's Island and the riverbank is at its maximum.

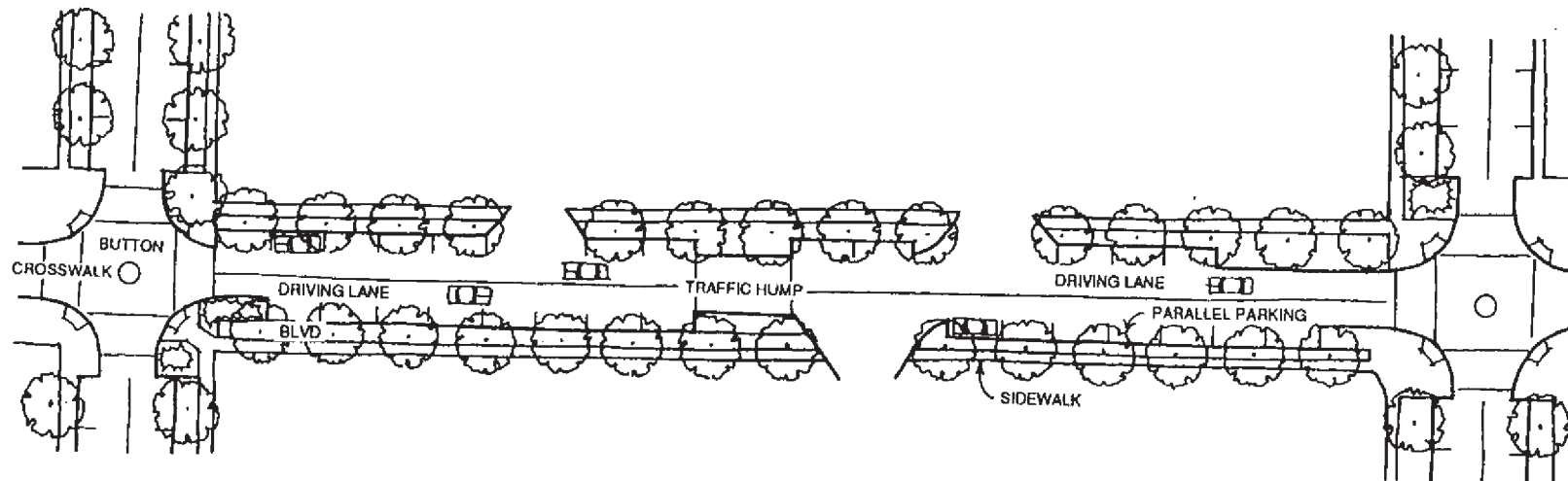
In order to address these problems, it is proposed that eventually all on-street parking should be controlled. The traffic calming plan, including an on-street parking plan, would be developed in cooperation with the Calgary Parking Authority.

Drawing 5: Typical Design of Avenue Block with Alternate Traffic Calming Measures

A. Angle Parking and Meandering Traffic Lanes



B. Parallel Parking and Traffic Hump



1.4 Pedestrian Circulation

Sidewalks, curbs, gutters and boulevards should be completed along both sides of all roads in Eau Claire. Sidewalks should be at least 2.5 metres wide in the commercial precinct, and usually located abutting the roadway. In the residential neighbourhood, sidewalks should be 1.5 metres wide, and generally separated from roadways by boulevards.

In most instances, these improvements should be made as redevelopment of adjoining frontages occurs, and paid for by the developer. However, in the case of 2 Ave. S., west of 6 St. S. W. where the road surface also needs replacement, and the road should be raised to floodplain elevations, consideration should be given to funding the project by means of a local improvement by-law, as soon as the viability of the traffic calming measures has been assessed.

Where it is determined that improvements of higher quality than normal City standards are desirable, these incremental costs should be paid from the Eau Claire Improvement Fund (see Section 6.0), or negotiated as part of a development permit application.

1.5 Plus 15 System

Existing and future commitments to parts of the Plus 15 system are shown in Fig. 10 of the ARP. Also indicated on this plan are the approximate locations of bridge connections within Eau Claire which are required on redevelopment of the Oxford C blocks, or for which cash-in-lieu is required. Redevelopment of other commercial lands in Eau Claire, i.e., the half-blocks fronting 4 Ave. S. and the block bounded by 2 and 3 Avenues S. and 2 and 3 Streets W., would also require provision for Plus 15 connections and a proportionate contribution to the Plus 15 fund. These sites may also receive commercial density bonuses for provision of bridges or cash-in-lieu payments.

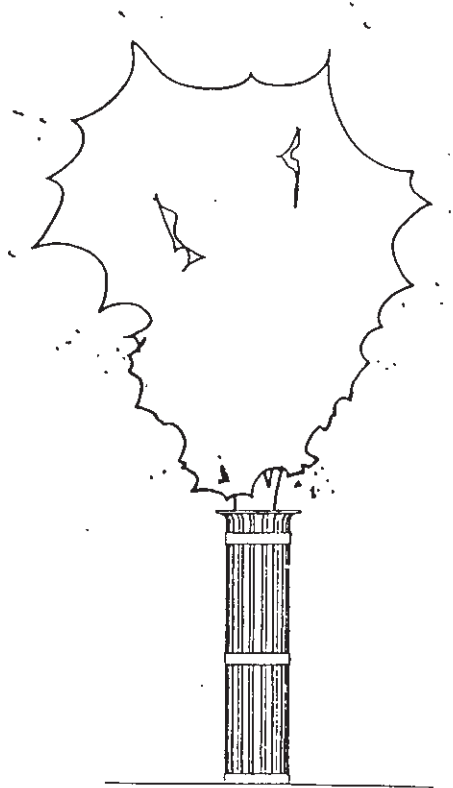
As part of the recent redesignations of the former Oxford lands, the requirement to provide four Plus 15 bridges between the residential B blocks and between the B blocks and the adjoining C blocks was replaced by a requirement for equivalent cash-in-lieu payments to fund improvements on the public lands in the area immediately adjacent to or covered by the Direct Control By-law. These payments are now intended to be paid into the Eau Claire Improvement Fund, with the understanding that the majority of the cash-in-lieu payments will fund public improvements east of 7 St. W.

1.6 Transit System

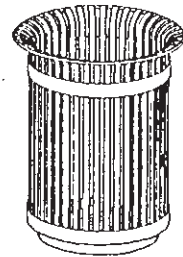
Eau Claire is currently served by the downtown shuttle bus, which provides an hourly service in off peak hours, i.e. between 9 a.m. and 4 p.m. This bus route is not designed to serve commuters or users of the many retail and entertainment facilities in Eau Claire. These persons, if they wish to travel by transit to Eau Claire, must walk from the LRT stations, which is a distance of 350-600 metres. The maximum distance that people are generally prepared to walk from transit stops has been estimated at 450 metres.

In the Eau Claire ARP, improvements to bus services, to provide longer hours of service and more direct links to the LRT are recommended. It is recognised that such improvements to transit service would require substantial changes to bus routes, involving a larger area than Eau Claire. In view of the rapid progress of redevelopment in Eau Claire, it is recommended that a transit study be given priority by the Transportation Department.

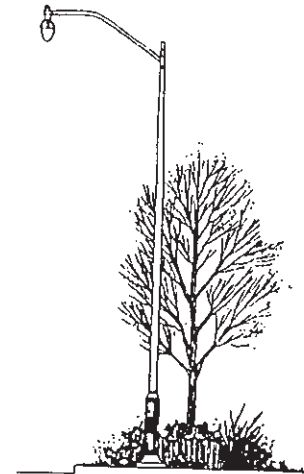
Drawing 6: Examples of Street Furniture



TREE GUARD



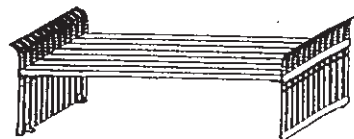
GARBAGE RECEPTACLE



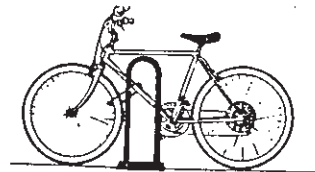
CHARACTER LIGHTING



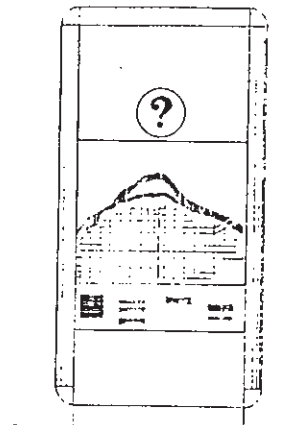
BOLLARD DETAIL



BENCH DETAIL



BIKE RACKS



MAP KIOSK

2.0 STREETSCAPE IMPROVEMENTS

Boulevards and landscaped nodes along streets should be designed so as to contribute positively to the streetscape and the creation of a pedestrian oriented environment. Where practical, “soft” rather than “hard” surfaces should be used.

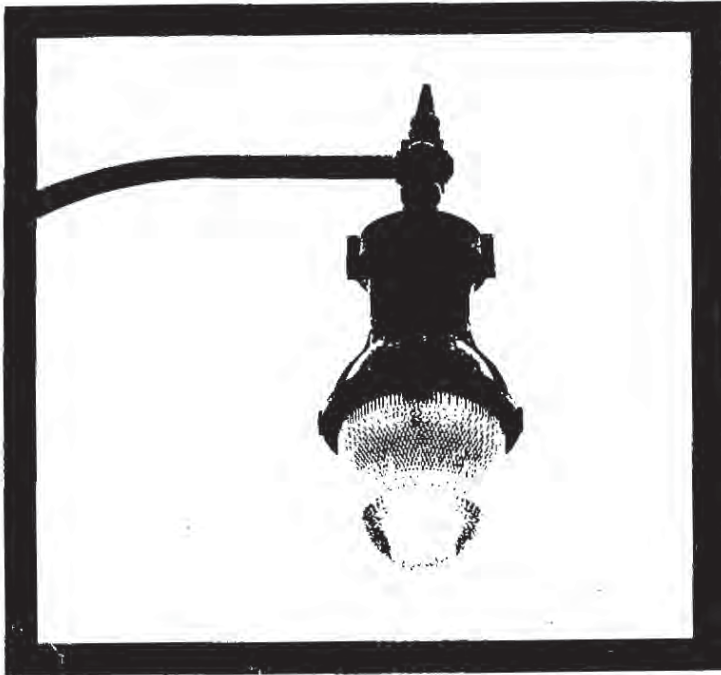
Examples of typical boulevards is provided in Drawing 5. Trees, such as elms, should be planted at about 10 metre (33 feet) intervals in boulevards, where their locations do not affect access to underground services. Landscaped nodes to be created within existing roadways should contain grass, shrubs and trees in concrete boxes or planters, in order to protect access to services.

Examples of street furniture considered appropriate for Eau Claire are shown in Drawing 6. The possibility should also be investigated of developing a street name sign which is unique to Eau Claire, in order to emphasize the special character of the area.

On transit routes, design of bus shelters, benches and similar amenities should be compatible with the streetscape, and, where practical, should be integrated with adjoining development.

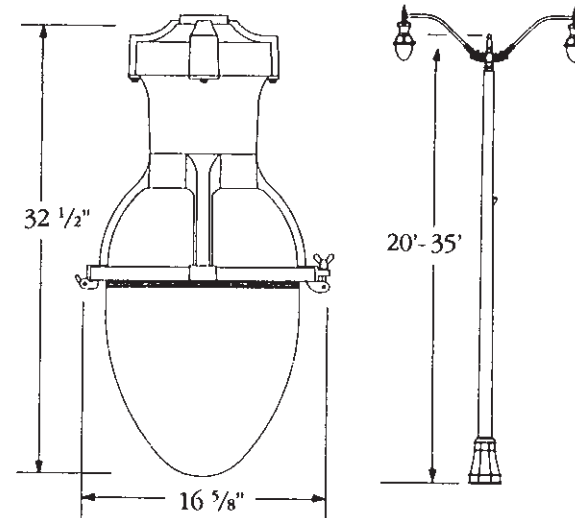
The costs and means of funding these improvements are discussed in Sections 5.0 and 6.0.

Drawing 7: Recommended Street Lighting



Styled to replicate the tear drop luminaires that lighted boulevards in the first half of this century, the Esplanade offers an alternative to the ubiquitous cobra head and shoe box units for this application.

Mounted at 25 feet, the precise optical system of this luminaire will provide an efficient lighting system and uniform pavement illumination while, at the same time, emitting the low brightness soft glow of street lights of an earlier era.



3.0 IMPROVEMENTS TO UTILITIES

With the development of the former Oxford lands, some of the sanitary sewer mains in the area have already been upgraded. Additional upgrades to the sanitary sewers may be required in the area west of 6 St. W., at the time of redevelopment (see Fig. 27 of Background Information). New watermains may also be required on 3 Ave. between 5 and 6 Streets S. and on 7 St. W. between 1 and 2 Avenues S. These improvements to the sewers and watermains would be carried out when the adjacent lands are redeveloped, at the developers' expense.

A start has been made on placing overhead services, such as electricity, telephone and cable TV services underground. The removal of the remaining wires is seen as a very positive improvement to the streetscape, and an action which should be strongly encouraged, funding permitting.

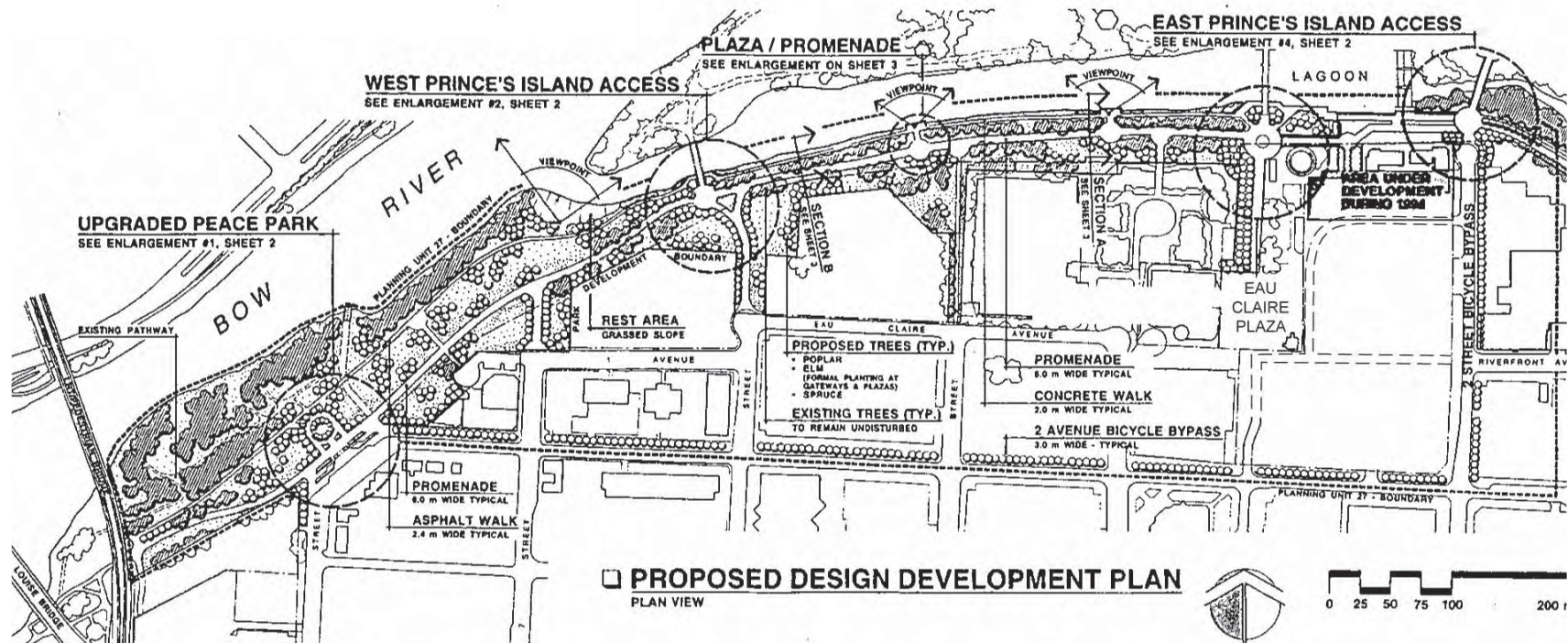
Street Lighting

In the commercial precinct of Eau Claire, modern metal halide lights, of a variety of shapes, on 12.2 metres (40 feet) spun-aluminum poles are generally in use. In the residential areas, there is a mixture of poles and lights. More ornamental lighting is provided by the City in the *Eau Claire* Plaza and Mall, and has been provided by the owners of the Canterra Tower and Shell Court around their buildings. **Bylaw 9P2008**

In order to provide a greater sense of character to the Eau Claire area, it is proposed to replace the existing street lighting with fixtures and poles more suitable for an inner city neighbourhood. The recommended design is shown in Drawing 7. Poles would be 7.6 metres (25 feet) high and spaced at 25 metre (82 feet) staggered intervals. In the commercial precinct, more intense lighting would be produced by a double-headed fixture or a stronger bulb.

The costs of replacing the lighting is estimated to be about \$6000 per pole, or \$36,000 per block. These costs should be paid by developers when they redevelop adjoining frontages, as the costs are about the same as the costs of standard downtown street lighting. However, where the standard downtown lighting was recently installed, replacement costs should be paid from the Eau Claire Improvement Fund (see Section 6.0).

Drawing 8: Urban Park Master Plan: Promenade Design Plan



4.0 IMPROVEMENTS TO PUBLIC OPEN SPACE

4.1 Urban Park Master Plan

The following sections are reproduced from the **Urban Park Master Plan** (1994) report on Planning Unit 27, the Promenade. The proposals contained in the **UPMP** have been varied for the purposes of the PIP by the exclusion of the recommendation to construct a separate cycle bypass along 2 Ave. S. This proposal has been superseded by the introduction in the ARP and PIP of traffic calming measures in the western half of Eau Claire, which allow cyclists to filter through a number of roads on their way downtown or around the congested parts of the Promenade.

4.2 Eau Claire Promenade - Planning Unit 27

In 1989, the Alberta Government made funding available to the City of Calgary for the planning, design and development of urban parks. City Council identified the River Valley Park System as the focus for the preparation of an **UPMP**, and an intensive public master planning process commenced in late 1992 for a study area which included the Bow River, Elbow River and Glenmore Reservoir, and Nose Creek. The **UPMP** was completed in November 1993 and was approved by City Council in March 1994.

The following is an excerpt from the **UPMP** which describes the approved recommendations for Eau Claire Promenade - Planning Unit 27.

The Urban Park Corridor, south of Prince's Island and through Eau Claire, will provide a safer, more convenient and more attractive transition between the naturalized river park system and the heart of the city. By removing some of the regional and commuter traffic from the lagoon edge, and by providing more generous and flexible public open spaces, the wide variety of residents and visitors who use this area will be better accommodated. Overall, the image of this area should reflect its role as the front door to Calgary's River Valley Park System.

Proposed improvements include:

- *Construct regional bikeway bypass on Second Ave. (not being recommended in PIP).*
- *Ensure uniformly set back promenade between Eau Claire residential development and lagoon.*

- *Construct pedestrian-only walkway along the water on the south edge of lagoon (Phase II).*
- *Construct new plaza between Barclay Mall and existing Prince's Island Bridge.*
- *Develop public open space north of the new festival market (site is being redeveloped as residential).*
- *Develop pedestrian connections to the south at 4th, 5th, 6th and 7th Streets.*
- *Remove heliport and reclaim site.*

4.3 Eau Claire Promenade - Design Development Plan

In light of the high profile and heavy use of this part of the park system and considering residential development soon to take place in Eau Claire, the Eau Claire Promenade was identified as a high priority for implementation through the Urban Parks Program. A consulting contract was awarded prior to the approval for the **UPMP** to maximize the opportunity to include these recommendations in the development approvals for this area.

The Design Development Plan for Planning Unit 27 of the **UPMP**, Eau Claire Promenade, is illustrated in Drawing 8. This plan represents a further evolution and refinement of recommendations made in the **UPMP** endorsed by Calgary City Council in March 1994.

4.4 Project Phasing

Implementation of the recommendations of the **UPMP** has been divided into several distinct phases. This has been done for a number of reasons which include availability of funding, need for further feasibility testing, detailed design, and minimizing user inconvenience during construction.

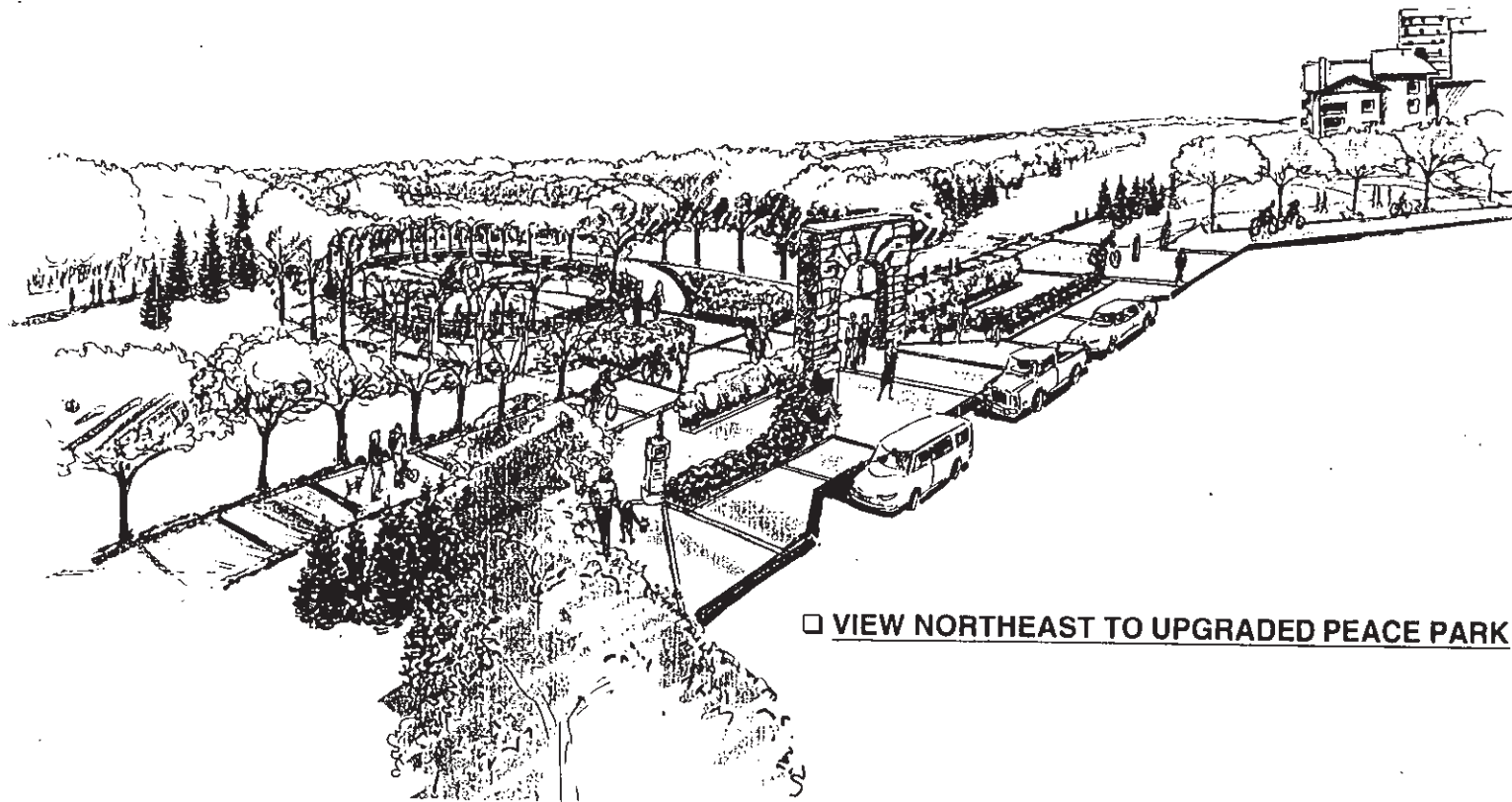
Phase One

The intent of Phase One is to construct the primary pedestrian and bicycle promenade between the Peace Park on 8th St. in the west and Centre St. in the east. Phase One will, as well, include the construction of linkages and gateways between the promenade and 7th, 6th and 5th Streets W.

The scope of work will primarily involve construction of the 6 m, paved promenade; installation of new lighting and site furniture; and landscape rehabilitation of all disturbed areas. The upgraded Peace Park and plaza at the end of 3rd St. W. are also included within Phase One (Drawing 9), as well as the partial development of the approach to the new west bridge to Prince's Island. Also included is a new bridge connecting 2nd St. to Prince's Island.

Removal or downsizing of the heliport is also being included in Phase One.

Drawing 9: Urban Park Master Plan: View of Peace Park



□ VIEW NORTHEAST TO UPGRADED PEACE PARK

Phase Two

The second phase of construction in Planning Unit 27 is primarily intended to complete the pedestrian-only riverside walkway between the LRT bridge in the west and 2nd St. W. in the east. Major components of the work in Phase Two will involve removal of the existing causeway to Prince's Island; installation of a new bridge to Prince's Island over the existing west weir; and construction of the walkway along the south edge of the Prince's Island Lagoon. It is recommended that work in Phase Two be coordinated with storm sewer modifications and dredging of the Prince's Island Lagoon.

In addition to the above, the existing pedestrian pathway west of Prince's Island will be upgraded and all disturbed landscapes will be reclaimed. Because of the existence of the new promenade (Phase One) disruptions to users during construction of Phase Two will be minimal.

4.5 Funding

City Council has approved approximately \$2.5 million in funding for Phase One of the Eau Claire Promenade Improvements, from Provincial Urban Parks Program grants and as part of a National Infrastructure Program project.

Detailed drawings are currently being prepared and the work is to be undertaken in 1995.

5.0 COSTS OF IMPROVEMENTS

In the Eau Claire area, excluding the peripheral roads of 4 Ave. S. and 2 St. W., there are thirteen avenue block fronts and eleven street block fronts which would be improved as a result of the PIP. The degree of improvement will vary according to the quality of existing road surfaces, curbs, gutters, boulevards, and street lighting. It will also be affected by the choice of traffic calming measure.

The extent of improvement can be divided into three general categories, each of which is examined in detail below:

- complete road and sidewalk reconstruction
- sidewalks and boulevards only
- streetscape amenities only

5.1 Complete Road and Sidewalk Reconstruction

In the area west of 6 St. W., two blocks of 2 Ave. S., plus adjoining streets, have tar and gravel road surfaces and inadequate sidewalks. These roads need to be completely reconstructed (and raised because they are located within the present floodplain), as well as provided with curbs, gutters, and boulevards as well as sidewalks. Street lighting also needs to be replaced.

These roads could be rebuilt to either of the suggested traffic calming options. A comparison of the costs of carrying out road reconstruction, including sidewalks, curbs, gutters, and boulevards for a standard local road (as illustrated in Drawing 2) or either of the two traffic calming options (as illustrated in Drawing 5) is outlined below:

	\$1,000	
	Avenue Block	Street Block
Standard local road	\$281	\$204
Traffic calming with meandering lanes and angle parking	\$285	\$205
Traffic calming with parallel parking and traffic humps	\$336	\$244

The cost of the option with meandering lanes is about the same as the standard option, because the extra costs of constructing landscaped bulbs and nodes are offset by lower costs as a result of a smaller paved roadway surface.

The costs of trees for the boulevards and street lighting of the type recommended in Section 3.0 are estimated as the following, for all three types of road reconstruction:

	\$1,000	
	Avenue Block	Street Block
Trees at 10 m intervals (33 ft.)	\$53	\$28
Street lighting	\$53	\$35

For comparative purposes, the cost of standard downtown streetlighting is \$57,000 for an avenue block and \$37,000 for a street block. The above figures are based on 1994 prices, and allow for contingencies, administration and GST.

The above figures do not include various streetscape amenities which are discussed in Section 5.3, and which would also be necessary for each block.

5.2 Sidewalks and Boulevards

Some roads in the area west of 6 St. W. have good surfaces and only improvements to sidewalks and boulevards are required. In the area east of 6 St. W., most roads were raised and resurfaced in the early 1980s, as part of the agreements between the City and the Oxford Development Group. These road surfaces also do not require replacement, but sidewalks and boulevards are not always provided. Each block of these roads will require an individual assessment to estimate the extent of public improvements which are required.

Where road surfaces do not need to be replaced, the maximum costs have been estimated as follows, for the three options:

	\$1,000	
	Avenue Block	Street Block
Standard local road	\$100	\$75
Meandering traffic lane scheme	\$285	\$205
Parallel parking scheme	\$155	\$115

The traffic calming scheme that involves meandering traffic lanes and angle parking is relatively expensive because the Engineering and Environmental Services Department would require the complete rebuilding of the road, to allow for proper drainage.

The costs of trees and street lighting would be the same as in Section 5.1. However, it should be noted that street lighting was replaced to the downtown standards in much of the area east of 6 St. W. during the 1980s. Therefore, replacing lighting with the new standard for Eau Claire should be regarded as a streetscape amenity cost (see Section 5.3).

5.3 Streetscape Amenities

The improvement of the Eau Claire streetscape, over and above the normal City standard, is proposed by the provision of amenities, such as landscaped nodes and bulbs, shrubs, bollards, benches, upgraded sidewalk areas, and new street signs. These amenities would cost about \$95,000 per avenue block and \$64,000 per street block.

These costs would apply to all avenues and streets in Eau Claire, except where recent improvements have been undertaken e.g. outside Shell Court and the Canterra Tower.

Allowing for these exceptions, it is estimated that the equivalent of eight avenue block fronts and seven street block fronts would require the streetscape amenities. The total costs would be approximately \$1.9 million although it is possible that some of the amenities may be achieved through negotiation during the development permit process. To this should be added the cost of replacing street lighting in the blocks east of 6 St. W., estimated at about \$0.5 million, for a total of \$2.4 million.

There may also be some additional maintenance costs associated with the streetscape amenities. These, and the departments or organizations responsible, will be identified when detailed plans are prepared.

5.4 Estimated Total Costs

The total cost of road and streetscape improvements in Eau Claire will depend on the traffic calming measures which are ultimately adopted. The most economic scheme would utilize the parallel parking traffic calming option on roads which do not have to be rebuilt. In this case, the approximate costs would be as follows:

	\$1,000
Complete road and sidewalk reconstruction	\$782
New sidewalks, boulevards, etc.	\$3,165
Streetscape amenities	\$2,439
Total	\$6,386

Included in the above figures are about \$1.0 million for boulevard trees, and about \$0.9 million for street lighting. The above figures are expressed in 1994 dollars, and include contingencies, administration and GST.



6.0 SOURCES OF FUNDING

Improvements to road surfaces, sidewalks, curbs and gutters, boulevards, and street lighting are normally paid by adjoining property owners, either upon redevelopment or as a local improvement if a wider area is affected. The City contributes a small portion of some of these costs. In order to levy a local improvement, the City must pass a by-law, against which adjoining landowners can petition.

In the case of Eau Claire, an additional source of funding is available on redevelopment of the Oxford B and C lands. Current land use designations require that instead of building four Plus 15 bridges between the B lands and from the B lands to the C lands, an equivalent cash-in-lieu payment should be made towards improvements on public lands in the area immediately adjacent to or covered by the Direct Control By-law. At the present time, the cost of constructing a Plus 15 bridge is approximately \$550,000. It is also intended that a contribution to the Eau Claire Improvement Fund feature be offered as a bonus provision in the land use redesignations for other commercial areas in Eau Claire.

In determining which improvements should be paid from the Eau Claire Improvement Fund, rather than by local improvement by-laws, the following criteria have been established:

- a) Sufficient funding should remain in the Fund to ensure payment for improvements around the former Oxford lands, which may be among the last to be redeveloped.
- b) Outside the former Oxford lands, the Fund should pay for improvements which benefit the whole area, rather than a specific few properties.
- c) The Fund should pay for improvements over and above those for which local property owners would normally pay.
- d) The Fund should not cover items which would normally be negotiated as part of the development permit process.

On the basis of the above criteria, the costs established in Section 5.0 have been divided as follows:

As local improvements

all road reconstruction, sidewalks, curbs, gutters, boulevards (including grassing and trees), and street lighting.

Sub-total - \$3,947,000

From the Eau Claire Improvement Fund

Streetscape amenities costs, including replacing downtown standard street lighting which would not normally be achieved through negotiation during the development permit process.

Sub-total - \$2,439,000

TOTAL \$6,386,000

It is possible that there may be a need to pay for streetscape amenities before payments are made into the Fund. Possible methods of interim financing are:

- a) The City advancing the funds.
- b) Borrowing from similar funds, for example the Downtown Improvement Fund.
- c) The costs could be borne by the developer and charged, with interest, against the Fund.

The most appropriate method will be determined by City Council before any use of the Fund is authorized.

EAU CLAIRE AREA REDEVELOPMENT PLAN

BACKGROUND INFORMATION

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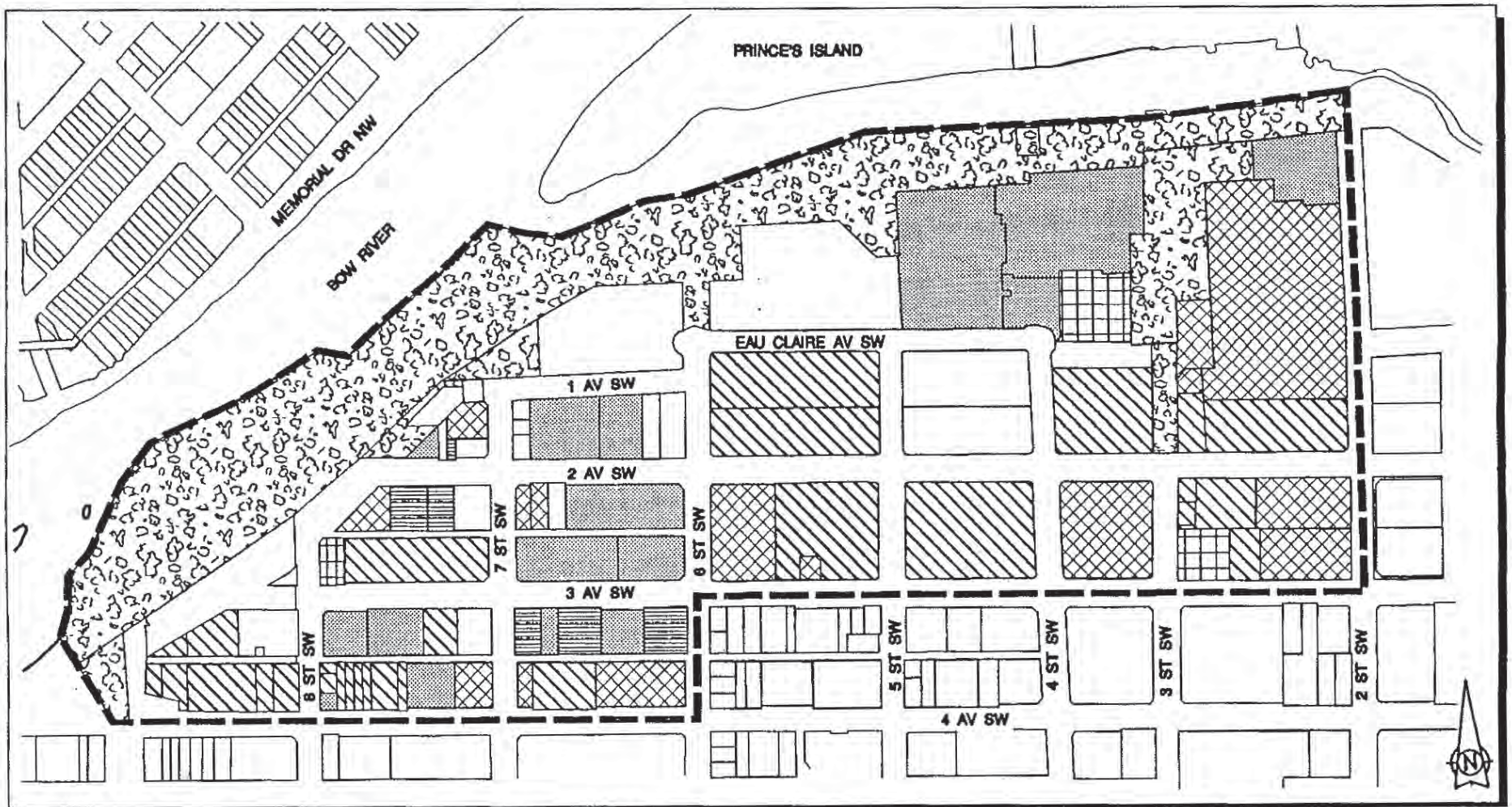
BACKGROUND INFORMATION

1.0 LOCATION

The Eau Claire Area Redevelopment Plan (ARP) area is located on the northern side of the downtown commercial core area and includes all public and private lands south of the Bow River and north of 4 Ave. S., between 6 St. W. and 9 St. W., and north of 3 Ave. S. between 2 St. W. and 6 St. W. Eau Claire is bordered on the north by the Bow River, the riverbank pathway system and Prince's Island. To the east is the Chinatown area anchored by the newly built Chinese Cultural Centre on 2 Ave. S. To the west is the Hillhurst/Louise Bridge and LRT corridor, and to the south-west is the West End mixed use residential/commercial area. The downtown commercial core,

situated along the southern edge of Eau Claire, has developed into a high density high-rise commercial area with resulting demands on the Eau Claire area for commuter parking.

The river valley, Prince's Island, the Bow River escarpment and the high-rise commercial core provide visual orientation to residents within the Eau Claire area and help define its geographic boundary.



EAU CLAIRE ARP BACKGROUND INFORMATION

FIGURE 1:
EXISTING LAND USE

LEGEND:

	STUDY AREA BOUNDARY		PARKING
	SINGLE FAMILY RESIDENTIAL		PUBLIC OPEN SPACE
	MULTI FAMILY RESIDENTIAL		INSTITUTIONAL
	COMMERCIAL		
	VACANT		

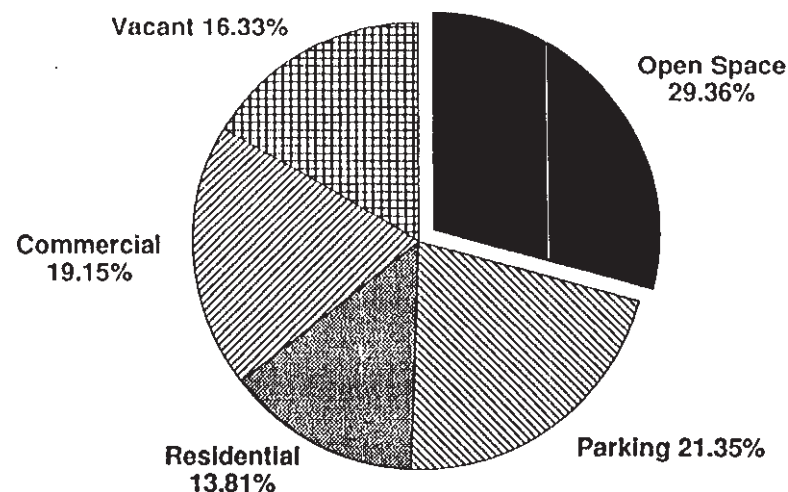


1.1 Land Use and General Statistics

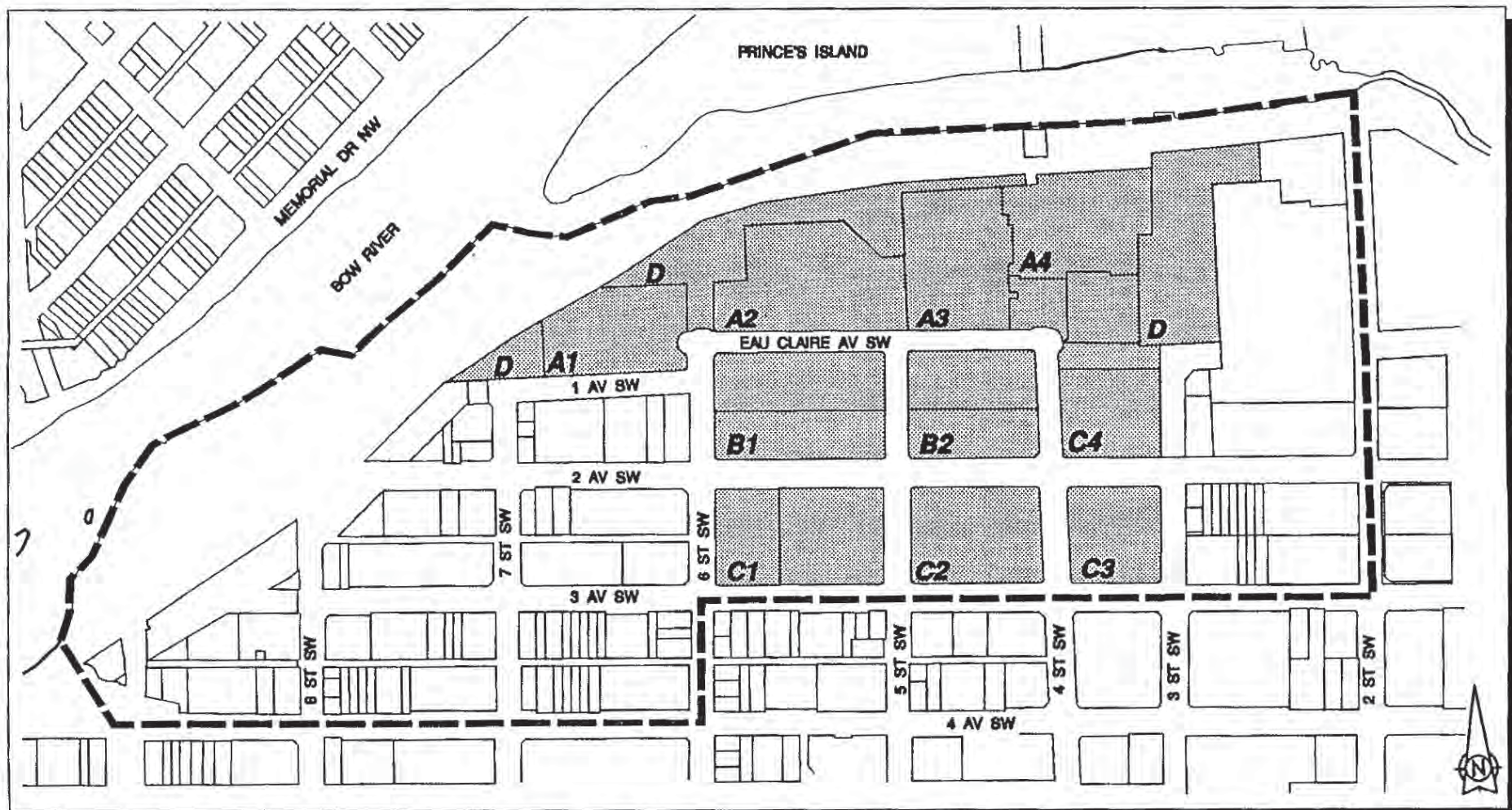
The total land area in Eau Claire, excluding roads, is 32 hectares (78.4 acres) (**Figure 2: Percentage Distribution of Major Land Uses**). The largest current land use in Eau Claire is open space, accounting for 29% of total area (9.35 hectares; 23.1 acres). Parking uses account for 21.3% of total area (6.8 hectares; 16.8 acres). Residential uses account for 13.8% (4.4 hectares; 10.9 acres) and vacant land occupies 16.4% of total area (5.2 hectares; 12.8 acres). Commercial and institutional uses occupy the remaining 6.1 hectares (15.1 acres) of land area. The distribution of these general land use categories throughout Eau Claire is indicated in **Figure 1: Existing Land Use**.

The Eau Claire ARP area contains a range of residential, commercial office, retail, entertainment, and institutional uses. Approximately 139,350 m.sq. (1.5 million sq. ft.) of built space is utilized by office uses, while approximately 23,225 m.sq. (250,000 sq. ft.) of space is utilized by retail, entertainment and restaurant uses. According to the land use survey, there are nearly 900 dwelling units in Eau Claire, all of which are apartment units, except for 160 apartment units rented for short-term occupancy and about 20 units in converted dwellings.

Figure 2: Percentage Distribution of Major Land Uses



The total population in Eau Claire is estimated at 1,300 people. The 1991 Census, counted approximately 1,125 people, located in 700 units. The difference between the count of dwelling units in the land use survey and the Census is believed to be the apartment units rented for short-term occupancy, plus vacancies and non-response to the Census.



EAU CLAIRE ARP

BACKGROUND INFORMATION

FIGURE 3:
OXFORD LANDS
(EAU CLAIRE ESTATES)

LEGEND:

STUDY AREA BOUNDARY

OXFORD LANDS IN 1979

A1 BLOCK IDENTIFICATION



2.0 HISTORY OF DEVELOPMENT AND LAND USE

Development in Eau Claire began in 1886, when Peter Prince, I.M. Kerr and Joseph Thorpe, from Eau Claire, Wisconsin, helped found the Eau Claire and Bow River Lumber Company immediately south of what was later to be called “Prince’s Island”. The company acquired timber rights for the Upper Bow River and Spray Lakes area in Kananaskis and mill construction started in Calgary in the spring of 1886. The 1886 Cafe, one of the last historic buildings remaining in the area, was originally the Company office. Lumber operations on the site continued until the mid-1950s. Later, other industrial uses followed the lumber mill operation into Eau Claire, including the City of Calgary Transit Bus Barns and administrative offices.

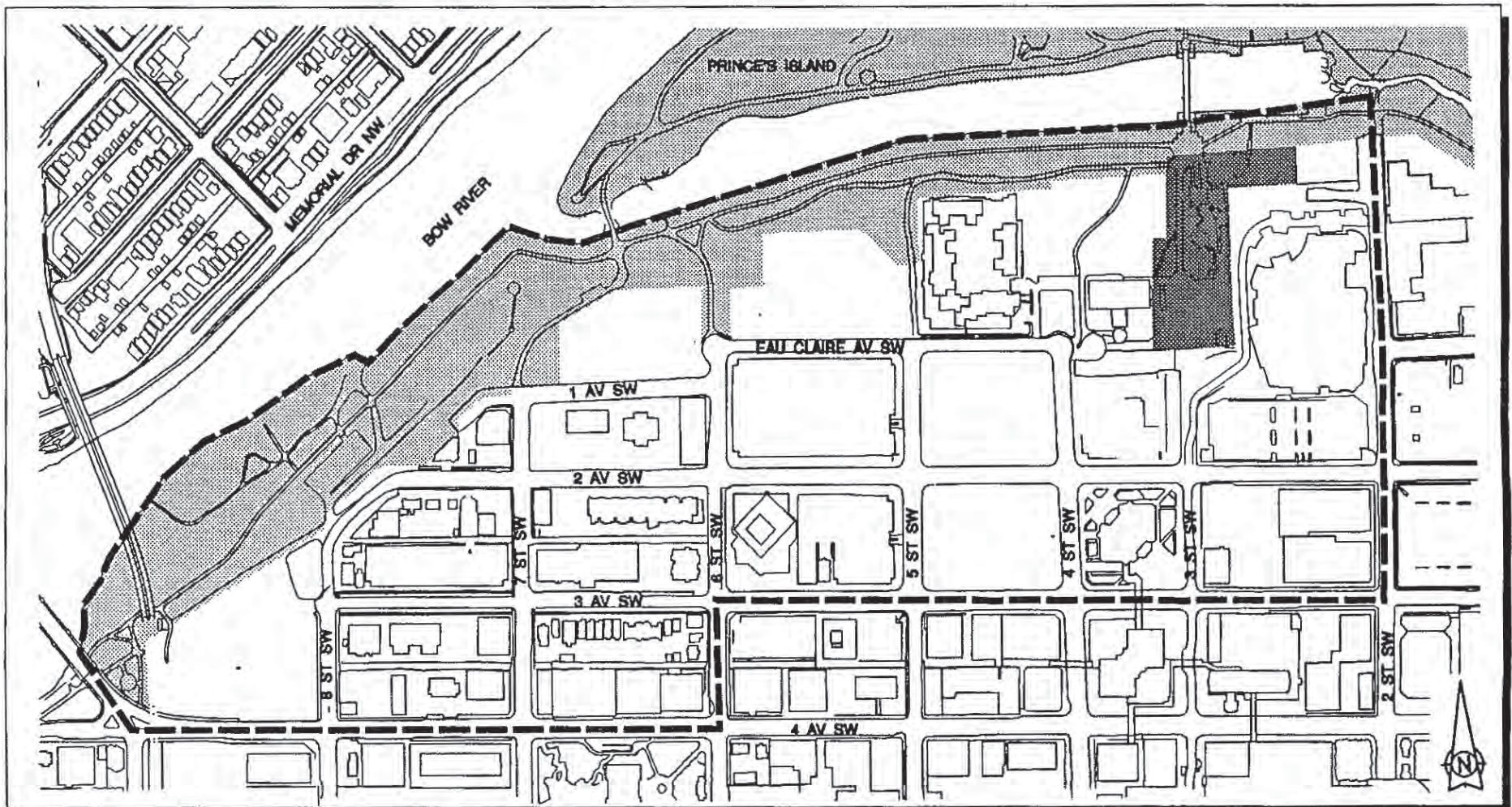
Small residential dwellings accommodating mill workers were developed adjacent to the mill. Trinity Lutheran Church, originally founded in 1899 as the “Eau Claire Lutheran Scandinavian Congregation”, was built by the many Norwegian pioneers who were mill workers during the early 1900s. More substantial dwellings were originally built east of 4 St. W. along 3 and 4 Avenues S. This area was the prestige address in Calgary in the early 1900s.

By the 1920s, 2,000 residents were living in Eau Claire. For the next decade, many newly arrived immigrant families settled in the area. The period from 1930 to 1945 was marked by relative stability, while the

post-war years in Eau Claire brought increasing deterioration as families relocated to new suburban residential communities.

By 1966, the Eau Claire Lumber Company had been replaced by the Buffalo Park Athletic Association Grounds (the future site of Eau Claire 500). By the same year, 50% of all existing buildings in Eau Claire were visually blighted or structurally unsound (1966, City of Calgary, Planning and Building Dept., Urban Renewal Scheme 2a). The proposed Urban Renewal Scheme identified the Eau Claire area as all lands immediately north of 3 Ave. S. By 1974, the majority of these structures were being replaced by parking lots for suburban commuters working in the growing commercial core area immediately south of Eau Claire. A few high density apartment blocks were also erected during this period.




Numerous small residential lots were acquired in the 1970s and consolidated by private developers to permit larger scale residential and commercial development. Between 1970 and 1977, approximately 127 parcels of land were sold in Eau Claire. The Oxford Development Group, had by 1979, acquired ownership of approximately 40 acres of land in what was then called “Eau Claire Estates” (**Figure 3: Oxford Lands**). In 1979, the City entered into two agreements with the Oxford Development Group regarding future development of this area. Redesignation and



EAU CLAIRE ARP BACKGROUND INFORMATION

FIGURE 4:
OPEN SPACE

LEGEND:

-  STUDY AREA BOUNDARY
-  PARKLAND
-  BARCLAY PLAZA



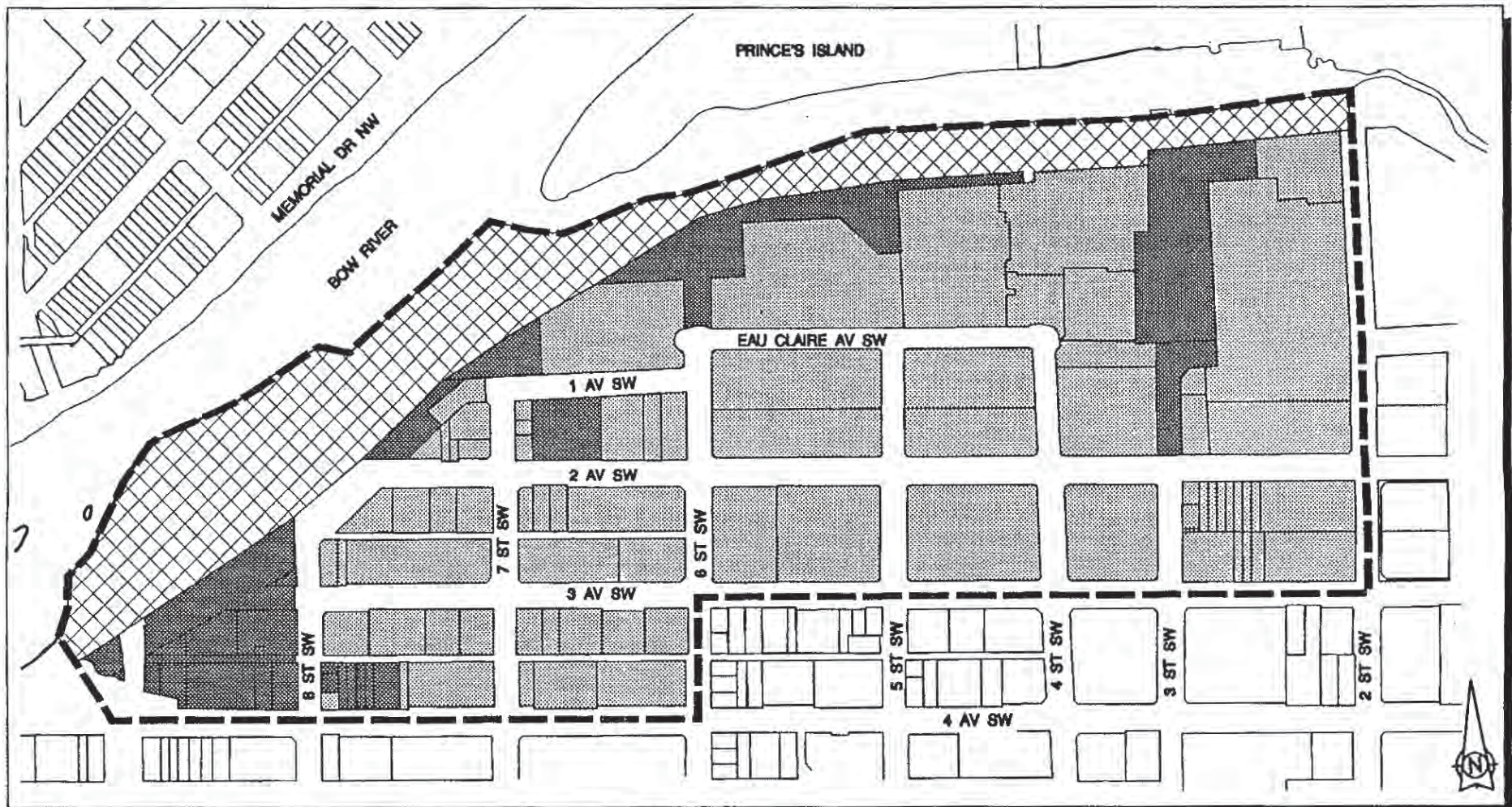
resubdivision of these lands also occurred at this time. Over the last fifteen years, the agreements have been amended six times, with the latest redesignation of the area occurring in 1993 (DC 63Z93). The details of the various agreements and the current land use rules for the area are described in more detail in Section 3.2 of the Background Information. The major developments to be completed on the Eau Claire Estates lands since consolidation include: Eau Claire 500 (a residential condominium project on block A3), the Eau Claire Y.M.C.A.(a portion of block A4), and two major commercial projects, Shell Court (part of block C1) and the Canterra Tower (block C3).

To the west of the Eau Claire Estates area, land remained in individual ownership in smaller parcels. Various medium and high density residential structures were built in the late 1970s and early 1980s along 1, 2 and 3 Avenues S. between 4 St. and 7 St. W. including Prince's Crossing, Livingston House, and Sonoma Place.

During the economic recession of the early to mid-1980s, development in the area slowed. Over the last three to four years, there has been renewed interest in the Eau Claire area for residential purposes. Development permits have been approved for a

number of residential and commercial projects including the La Caille restaurant/ residential proposal in the western portion of Eau Claire, a condominium project along 2 Ave. S., Prince's Island Estates on the A4 block and a townhouse project immediately north of the Eau Claire Market adjacent to the Bow River. The Eau Claire Market was built in 1993, on the former site of the City Transit Bus Barns, adding 19,000 square metres (200,000 square feet) of retail and office space to the area.

The riverbank has always been a prominent feature of the Eau Claire area. Following the relocation of the Eau Claire Lumber Company and the removal of other industrial and warehouse uses from the riverbank area, the recreational use of the riverbank area has increased. Access to the riverbank pathway system has been systematically enhanced including major redevelopment along 3 St. W. now called "Barclay Mall". Riverbank parkland also currently accommodates the Downtown Heliport. The riverbank pathway system is a major regional open space resource, and is a principal component of the City-wide park/pathway system. City Council has approved future development of this area as contained in the **Urban Park Master Plan (UPMP)**. **Figure 4: Open Space** shows the open space in Eau Claire and adjoining areas.



EAU CLAIRE ARP

BACKGROUND INFORMATION

**FIGURE 5:
CURRENT LAND OWNERSHIP**

LEGEND:

- STUDY AREA BOUNDARY
- PRIVATE
- CITY OF CALGARY
- PROVINCIAL



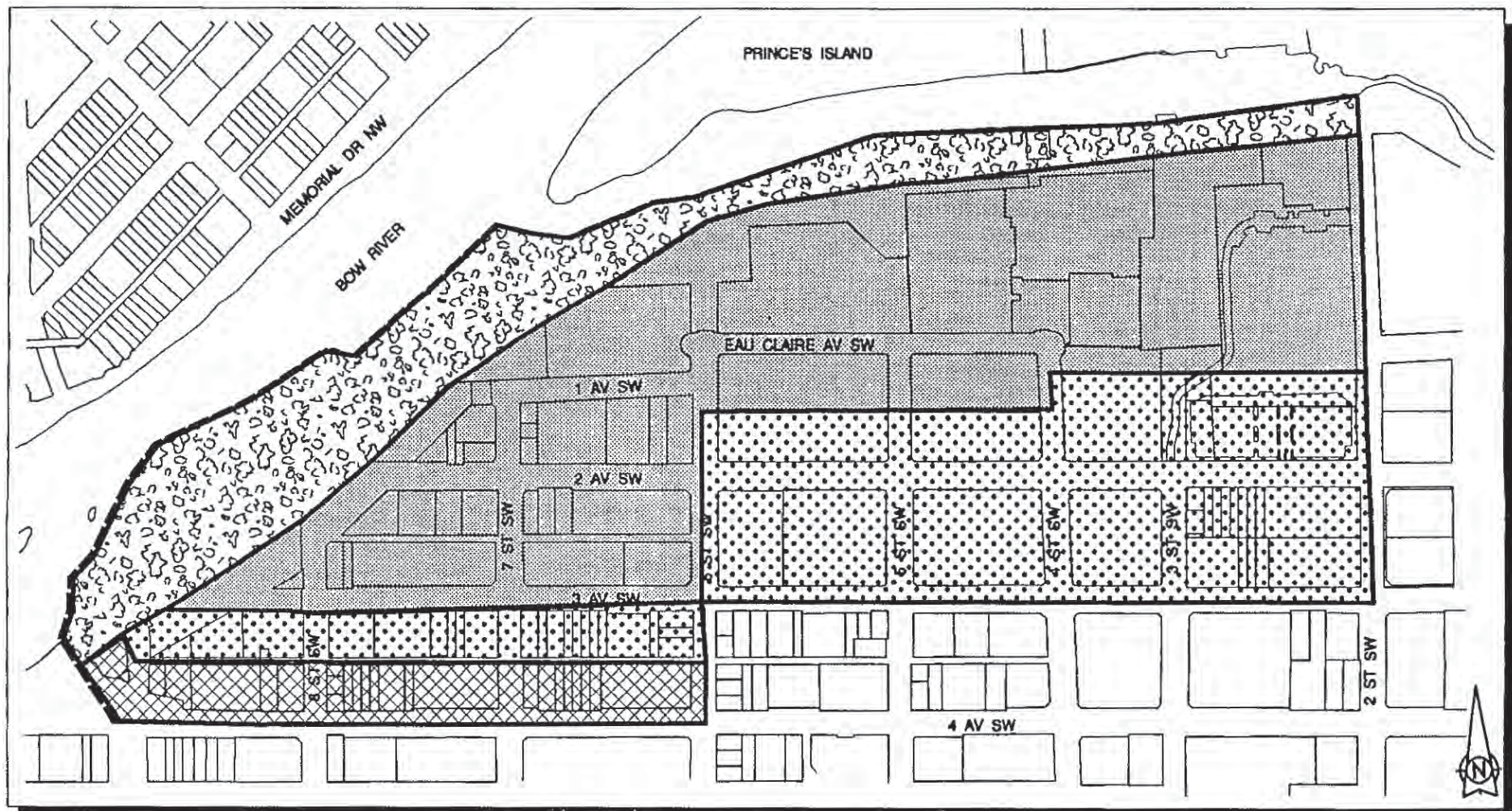
2.1 Current Land Ownership

The current pattern of land ownership is indicated in **Figure 5: Land Ownership**.

The lands that comprise the riverbank area, except for “accreted” lands, are mostly owned by the Provincial Government . These lands constitute a total of 6.5 hectares (16.06 acres or 20%) within Eau Claire.

The City of Calgary owns the majority of the lands abutting the riverbank open space, as well as the entire Louise Crossing site (the block between 8 and 9 Streets W., north of 4 Ave. S.). The City also owns the Barclay Mall/Plaza area, some lands accommodating social housing, and some surface parking lots east of 8 St. W. along 4 Ave. S. City-owned property in Eau Claire totals 5.31 hectares (13.1 acres or 16.7%).





The site of the Eau Claire Market is leased by the City to private investors, with an option to purchase. The remaining lands are privately owned. Land owned privately totals 19.9 hectares (49.2 acres or 62.8%).



EAU CLAIRE ARP BACKGROUND INFORMATION

**FIGURE 6:
POLICIES OF THE CORE AREA
POLICY BRIEF (1982)**

LEGEND:

- STUDY AREA BOUNDARY
-  OPEN SPACE / RIVERBANK
-  HIGH DENSITY RESIDENTIAL
-  COMMERCIAL ZONE 1
-  COMMERCIAL ZONE 2



The City of Calgary
Planning & Building Department

DATE:
NOVEMBER 1994

3.0 OVERVIEW OF LAND USE POLICY

3.1 Land Use Policy Review

Most of the Eau Claire area has been consistently viewed as a residential precinct in a variety of planning documents and plans for the last 30 years.

3.1.1 The 1966 Downtown Plan, Eau Claire Design Brief and 1979 Downtown Plan

In 1966, the **Downtown Plan** identified Eau Claire north of 3 Ave. S. as a residential enclave providing accommodation for Downtown office workers. Eau Claire was envisioned to accommodate 6-7,000 people.

The earliest detailed conceptual planning work for Eau Claire was approved in the **Eau Claire Design Brief** (1974). Although not a statutory planning document, the **Design Brief** confirmed the importance of the Eau Claire district as a residential precinct and stressed the need to diminish building heights from 2 Ave. S. to the riverbank lands.

The **Downtown Plan** (1979) reiterated the intent to develop Eau Claire as a residential district, while allowing localized commercial development. In addition, the general area of 3 Ave. S. and 3 St. W., allowed for, “a specified amount of intensive commercial development to a maximum of 2.4 million square feet” (223,000 square metres) and hotel and retail development (to a maximum 32,500 square metres, or 350,000 square feet).

3.1.2 Core Area Policy Brief (1982)

The **Core Area Policy Brief** (1982) is a non-statutory planning document that includes specific recommendations, as approved by City Council, for development in Eau Claire. It states that the Eau Claire ARP area should be composed of high density residential areas, commercial districts and public open space (**Figure 6: Policies of the Core Area Policy Brief**).

The residential areas follow flexible RM-7 High Density Multi-Family district guidelines, allowing more retail and commercial uses and reduced parking requirements, than permitted under standard RM-7 district guidelines.

The **Core Area Policy Brief** defines two commercial “zones” for the Downtown Core, called “Commercial Core Zone 1” and “Commercial Core Zone 2”. Commercial Core Zone 1 provides “...potential for the most intensive development with a predominance of offices but retaining retail and entertainment functions...”. Commercial Core Zone 1 provides two options for density control. Option 1 provides a base density of 7 FAR, with the provision of mandatory requirements, and 3 FAR of additional density from Heritage density transfer. Option 2 provides a bonus system allowing up to 15 FAR, and 5 FAR of additional density for off-site improvements and heritage density transfer. The opportunity for densities greater than 20 FAR are possible through a Direct Control district.

The half block strip of land in western Eau Claire, on the north side of 4 Ave. S. west of 6 St. W., is included in the Core Zone 1 area.

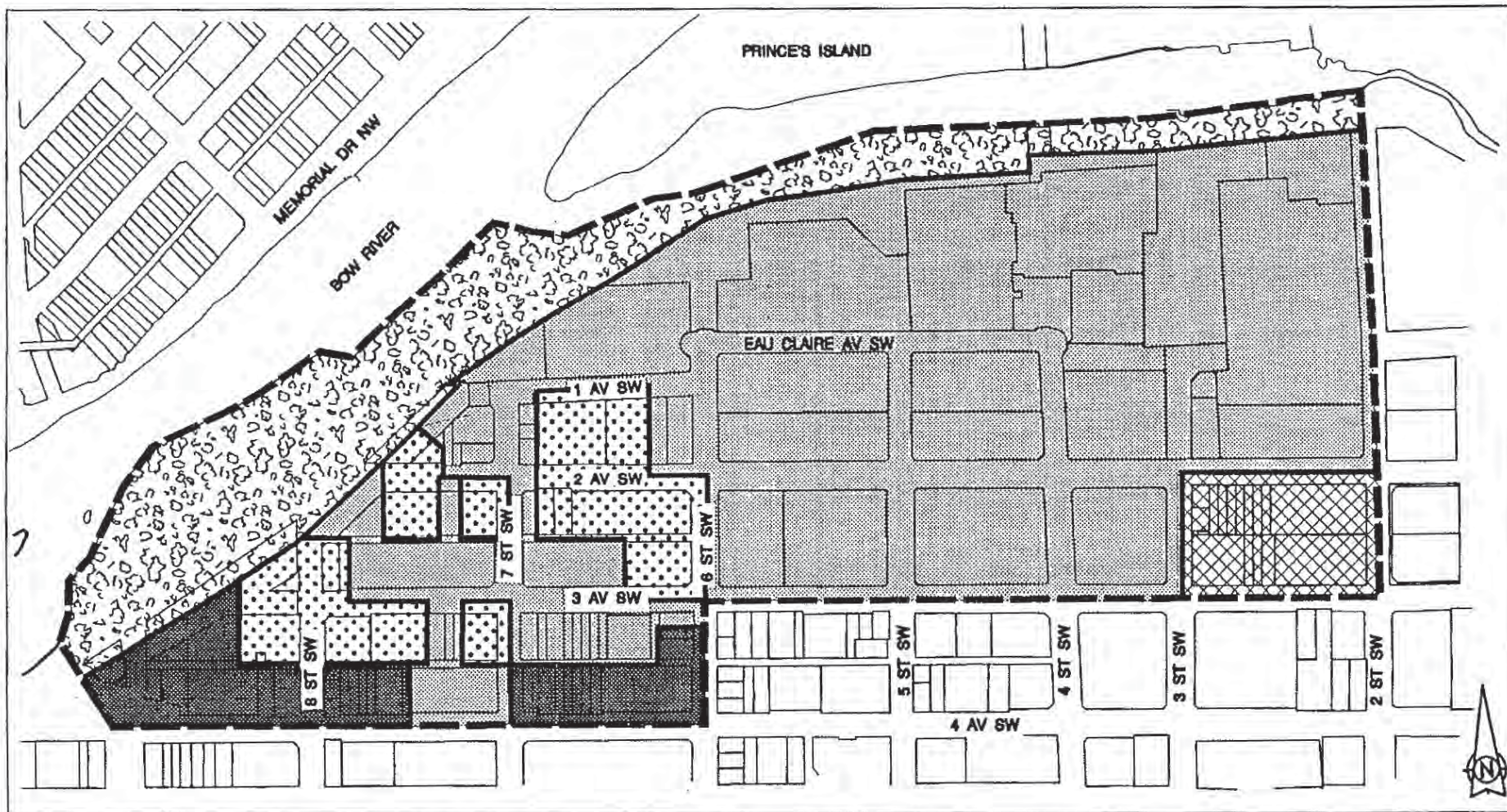
The Commercial Core Zone 2 provides for a wide range of high-density commercial uses, with potential for institutional and residential development, at densities “intermediate between that of the Commercial Core Zone 1 and ... abutting areas of Eau Claire,...”. The majority of Commercial Core Zone 2 lands are comprised within the Oxford Lands (the B and C blocks). A small half block strip of Commercial Core Zone 2 land remains in western Eau Claire north of the Core Zone 1 area. The block bounded by 2 and 3 Ave. S. and 2 and 3 Streets W. is also shown as Core Zone 2. Commercial Core Zone 2 allows up to 11 FAR of development, when all bonusing requirements were provided. This included a maximum commercial density of 8 FAR and a maximum non-commercial density of 3 FAR for primarily commercial projects, or a maximum of 11 FAR for non-commercial projects.

The protection of public open space is a major objective in the **Core Area Policy Brief**. The riverbank area, Prince's Island and Barclay Mall are all considered important public spaces that warrant protection from intrusive development during periods of peak use. Specific sunlight standards protect these public amenities; the basic sunlight standard for the riverbank area states that the lands shall not be overshadowed by development:

“An area 20 metres wide throughout abutting the top of the south bank of the Bow River, as determined by the Approving Authority, from 10:00 am to 4:00 pm Mountain Daylight Time on September 21st.”

This regulation is altered for the Riverbank Promenade (between 3 St. S. and Centre St.) where the requirement is reduced to 9 metres to suit the more intensive, urban character of this area.

These guidelines effectively mean that building heights on sites abutting the pathway system cannot exceed approximately five storeys in height, while lands on the south-east portions of the A blocks may accommodate structures of between twenty and twenty-five storeys in height (180-225 ft.), subject to sunlight guidelines. Additional standards limit shadowing of the Barclay Mall area by developments within the Eau Claire Estates C and B lands. **Bylaw 9P2008**



EAU CLAIRE ARP

BACKGROUND INFORMATION

**FIGURE 7:
LAND USE DESIGNATION**

LEGEND:

— STUDY AREA BOUNDARY



DC: DIRECT CONTROL DISTRICT



RM-7: RESIDENTIAL HIGH DENSITY
MULTI-DWELLING DISTRICT



CM-1: CENTRAL BUSINESS
COMMERCIAL DISTRICT



CM-2: DOWNTOWN BUSINESS
DISTRICT



PE: PUBLIC PARK, SCHOOL AND
RECREATION DISTRICT



The City of Calgary
Planning & Building Department

DATE:
NOVEMBER 1994

4.0 LAND USE DESIGNATIONS AND CURRENT POLICY

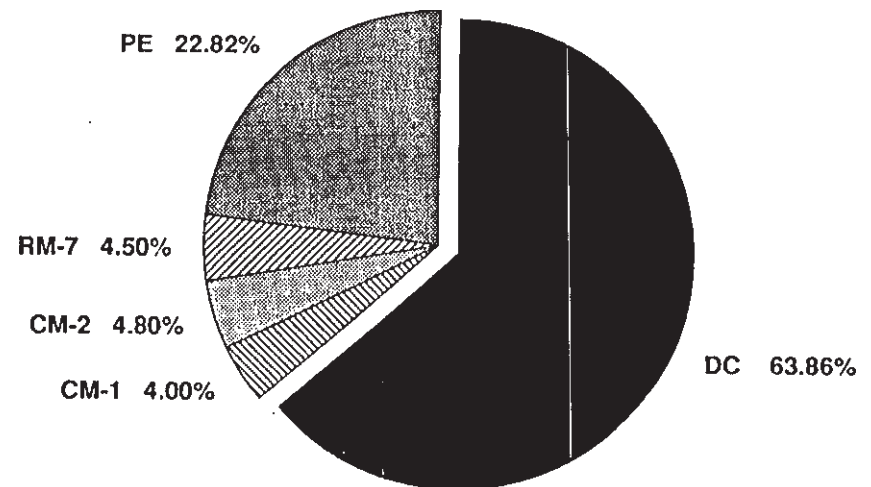
Approximately 63.8% of the entire Eau Claire neighbourhood community (which totals 31.7 hectares or 78.4 acres) is under Direct Control land use designations allowing residential or commercial/residential uses (**Figure 7: Land Use Designations** and **Figure 8: Land Use Designations by Area**). A further 8.8% of land area is devoted to either CM-1: Central Business Commercial District, or CM-2: Downtown Business District, designations in the Land Use By-law 2P80. Residential designations (RM-7: Residential High Density Multi-Dwelling District) constitute 4.5% of the available area. Recreational uses designated “PE: Public Park, School and Recreation District” constitute the final 22.8% of the Eau Claire district.

4.1 Direct Control Districts

The predominant current land use designation in Eau Claire is Direct Control (DC), enacted through a variety of specific by-laws (**Figure 9: Direct Control Districts**).

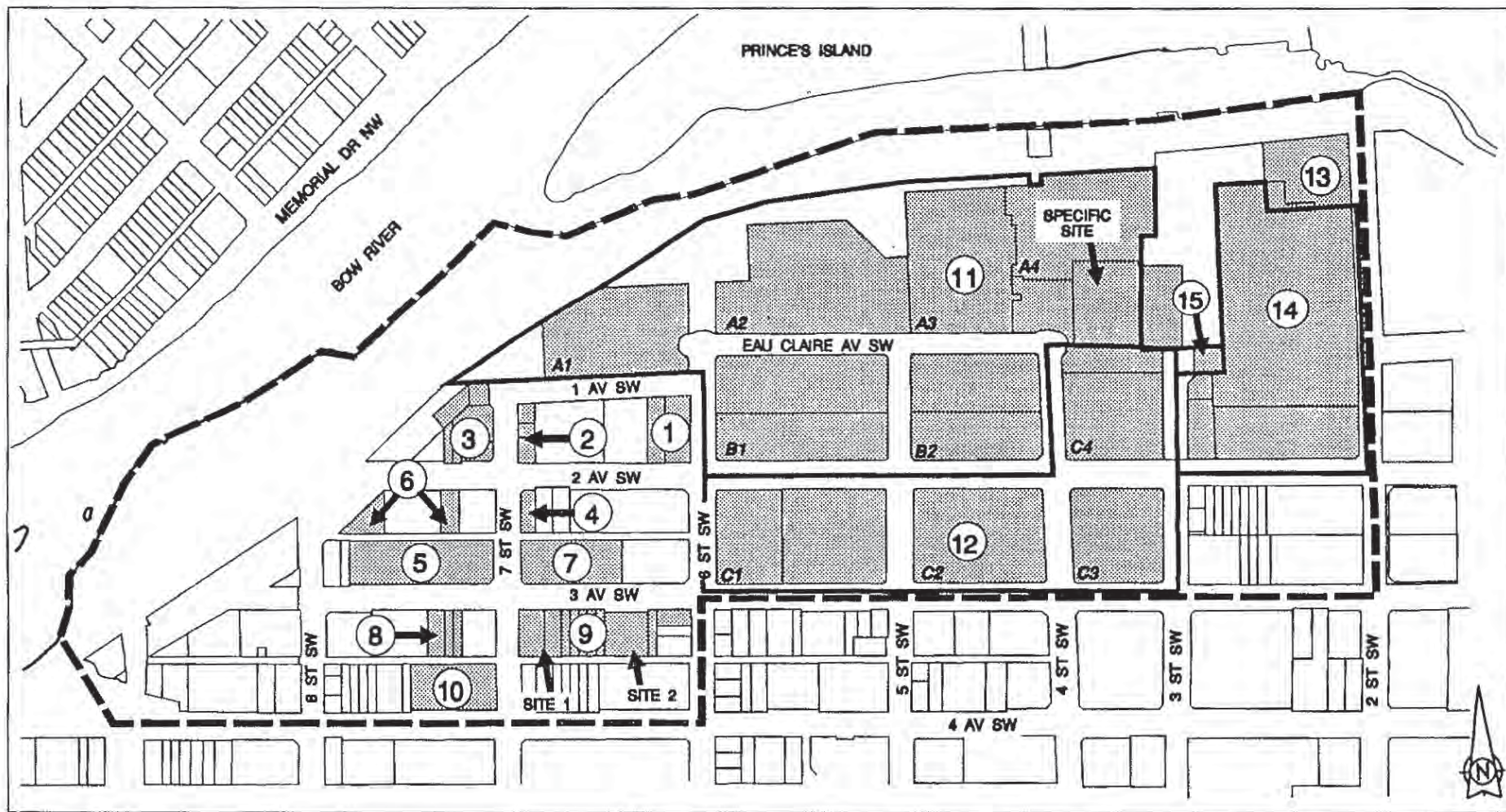
In addition to the number of Direct Control districts relating to the Oxford lands, a number of Direct Control designations were established in the early 1980s permitting RM-7 type residential uses. These DC districts included some commercial development potential, but have yet to be developed (113Z81, 65Z81, 84Z82). The remainder of the DC districts provide for temporary surface parking uses.

Figure 8: Land Use Designations by Area



4.1.1 Eau Claire Estates (Oxford)

Approximately 16.2 hectares (40 acres) of the Eau Claire community are included in the Direct Control districts 77Z92 and 63Z93. This area has a long and complicated history of development control through a variety of Direct Control districts, buy/sell agreements and project development agreements.



EAU CLAIRE ARP

BACKGROUND INFORMATION

**FIGURE 9:
DIRECT CONTROL DISTRICTS**

LEGEND:

--- STUDY AREA BOUNDARY



DIRECT CONTROL DISTRICTS

(SEE ACCOMPANYING TABLE FOR SITE-SPECIFIC INFORMATION)



The City of Calgary
Planning & Building Department

DATE:
NOVEMBER 1994

Eau Claire DC Sites

DC Number	General Use	Maximum Density	Maximum Height
1. 65Z87 (Phillips Petroleum)	RM-7 retaining existing 2 storey office, surface parking	321-395 units per hectare (130-160 units per acre)	17 storeys <46m
2. 113Z81	Office and residential development	5.55 FAR	8 storeys <25.1m
3. 76Z92 (La Caille)	RM-7 with restaurant, retail and ancillary office uses	321-395 uph (130-160 upa)	17 storeys <52m 13 storeys <42m
4. 458	Restaurant use in existing building	NA	NA
5. 69Z86	RM-7 with surface parking (temporary use)	321-395 uph (130-160 upa)	17 storeys <46m
6. 121Z89	Offices/retail/restaurant in existing building and surface parking	321-395 uph (130-160 upa)	two storeys
7. 76Z80	RM-7 with commercial at grade	232 units per hectare	17 storeys <46m
8. 86Z87	RM-7 with surface parking (temporary use)	321-395 uph (130-160 upa)	17 storeys <46m
9. 84Z82	Site 1: RM-7 Site 2: Commercial office	1. 203 units/ 7.55 FAR 2. 7.63 FAR	1. 21 storeys/<64m 2. 18 storeys/<70m
10. 7697	270 unit hotel or 225 unit apartment	350 persons per acre	NA
11. 77Z92	High density residential "A lands"	A1 - 100 upa/3.5 FAR A2 - 100 upa/3.0 FAR A3 - 58 upa/4 FAR A4 - 40 upa/2 FAR	A1- 20 storeys A2- 20 storeys A3- 25 storeys A4- 8 storeys Sunlight standard applies on the riverbank.
12. 63Z93	High density residential "B lands" and support commercial (50,000 sq.ft.) High density commercial * without density pool ** with density pool	B1 - 400 FAR/130 upa B2 - 400 FAR/130 upa C1 - 8 FAR*/12 FAR** C2 - 8 FAR*/14 FAR** C3 - 8 FAR*/16 FAR** C4 - 8 FAR*/8 FAR**	25 storeys <225 ft 25 storeys <225 ft C1- 24 storeys (<295 ft) C2- 27 storeys (<330 ft) 45 storeys (<545 ft) C3- 46 storeys (555 ft) C4-under study
13. 56Z93	Townhouses/semi-detached residential	1.5 FAR	11.8m
14. 87Z93 (Eau Claire Market)	Mixed commercial/retail/residential	4.5 FAR	NA
15. 45Z93	Commercial/restaurant/entertainment in existing building	2.0 FAR	Within 5 metres of eaveline of 1886 Cafe

In 1979, the City approved a Direct Control District for the Oxford-owned “Eau Claire Estates” lands which prescribed the residential development of the A lands at relatively high densities, while providing sunlight protection of the riverbank area. The B lands were intended as a transitional area, and were to accommodate both residential development and limited amounts of support commercial development.

The C lands were intended to develop as a high density commercial area, although residential development was also allowed. These guidelines were further supplemented by a project development agreement and a buy/sell agreement.

Since 1979, a number of amendments have been made to the land use designations and agreements. As a result, the A lands remain as exclusively residential districts, although at lower densities than originally proposed. The B lands may accommodate higher density residential dwellings as well as a reduced amount of non-office commercial development. The C lands remain as high density commercial blocks. The commercial capacity of these blocks has been increased to over four million square feet. The development agreements require the construction of four Plus 15 bridges on the C blocks, and cash-in-lieu for four bridges to the B lands. Provisions protecting the riverbank area and Barclay Mall from shadowing also remain.

In addition to the Land Use Designations, there are two agreements between the City and Eau Claire Estates, some provisions of which are not contained in the Direct Control district guidelines, and which affect planning policy in the Eau Claire area. The first agreement, the Project Agreement, was signed in 1979, and amended in 1982. Still in force, among other matters, are its provisions that 5% of the housing stock should be social housing, and that the City would use its best efforts to cause the removal of the heliport before occupancy of the first residential building in Area A west of the 5 St. W. extension.

The second agreement, the Buy/Sell Agreement, was also signed in 1979, and has been amended five times. Still of significance are commitments by Eau Claire Estates to build 650 residential units within 70 years (of 1982), and a proviso that the City could buy back the A2 block, or another agreed block, at its purchase price if Eau Claire Estates defaults on its commitments (this option was not exercised in 1983).

4.2 RM-7: Residential High Density Multi-Dwelling District

Land designated for high density residential uses totals 3.53 hectares (8.7 acres) in the western half of the Eau Claire ARP area. RM-7 guidelines allow for high density tower residential development. Examples of RM-7 developments include Bow Claire Estates, Sonoma Place and Livingston House. RM-7 densities are regulated by limiting the number of dwelling units per hectare (130 - 160 units per hectare), height limits (46 metres; 17 storeys) and site coverage (40% of site to be landscaped). No FAR limits are included in the current RM-7 guidelines.

4.3 CM-1: Central Business Commercial District

One block of land designated CM-1: Central Business District exists in Eau Claire, and is, apart from the Greyhound Bus Barns in Chinatown, the last block of CM-1 designated land in the Downtown (1.3 hectares or 3.2 acres). CM-1 designations allow a base 3.0 FAR commercial density, and density can be increased through the provision of bonus features. There are no height restrictions on these commercially designated areas.

It should be noted that the western half of the CM-1 designated block (located on the 300 block between 2 and 3 Ave. S) is the subject of a legal agreement with the City regarding provision of 156 parking spaces for the Amoco building. The obligation can only be released by a cash-in-lieu payment to the City, or similar parking provision on another site close to Amoco.

4.4 CM-2: Downtown Business District

CM-2 lands comprise approximately 1.53 hectares (3.8 acres) of the Eau Claire ARP area, fronting 4 Ave. S. and 5 St. W. These rules allow for intensive commercial development, as well as institutional and residential uses up to a maximum of 20.0 FAR. A base density of 7.0 FAR is permitted with the provision of certain mandatory features. An additional 8.0 FAR is allowed with the provision of at-grade plazas and open space, Plus 15 bridges and walkway enhancements and/or indoor open space improvements. Another 5.0 FAR, for a maximum of 20.0 FAR, is possible if density is available from heritage buildings, off-site improvements, density transfer from the Stephen Avenue Mall or sunlight protection of important public spaces. The developed CM-2 lands in Eau Claire, accommodate a number of office towers (e.g., the McFarlane Tower at 7.0 FAR and McDougall Place at 5.0 FAR). Few developable sites remain in the area.

4.5 PE: Public Park, School and Recreation District

The lands designated PE total 6.5 hectares (16.1 acres). These lands comprise the provincially and municipally owned riverbank lands that serve as regional and local open space. These lands are reserved for recreational open space uses and are intensively used by Eau Claire residents, the Downtown office population and residents from across the City.

5.0 SOCIO-DEMOGRAPHIC CHARACTER OF EAU CLAIRE

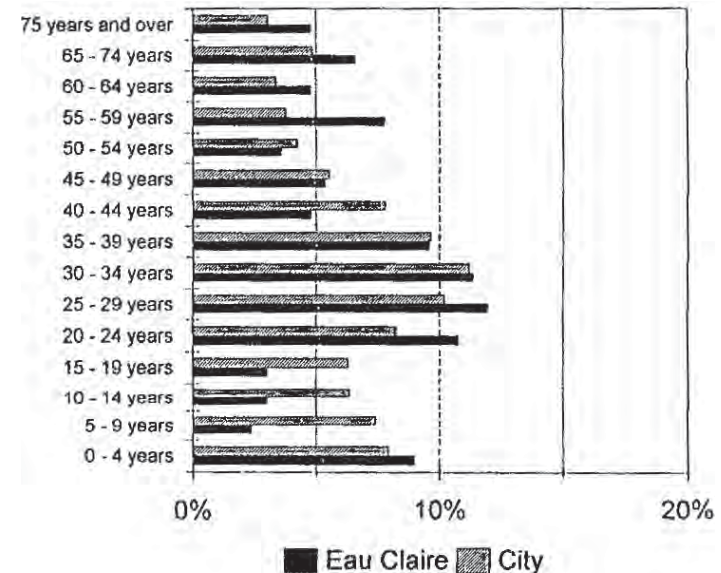
The following analysis is based on the 1991 Federal Census which counted 700 dwelling units in Eau Claire, compared with the land use count of 896. The Eau Claire ARP area has a heterogeneous ethnic population, and a broad mix of socio-economic lifestyle groups as can be expected in an urban core area. The population of the area has been increasing since the early 1980s.

5.1 Population

According to the Federal Census, the population of Eau Claire has increased from approximately 435 in 1981 to 1,125 in 1991. The major developments increasing the population in recent years include Eau Claire 500, Prince's Crossing and other smaller condominium projects.

Compared with the population characteristics of the entire City, Eau Claire's population is under-represented in school age children (aged 5-19) and over-represented in pre-school aged children (0-4), young adults (20-29) and older age groups (45-65+) (**Figure 10: Eau Claire Population by Age Group**). Eau Claire also has a high proportion of 75+ aged seniors, living primarily in the Bow Claire apartments.

Figure 10: Eau Claire Population by Age Group



5.2 Ethnicity/Language

British ethnic groups constitute the largest ethnic group in both Eau Claire (35%) and the City (37%). Eau Claire has a significant Chinese population (14%) when compared to the City of Calgary (7.9%) as a whole. Eau Claire also has a moderately higher proportion of Japanese, Hungarian and Korean ethnic groups.

The vast majority of residents claim English as their mother tongue (74%), while a small proportion claim French (1.2%), and a significant number (23.6%) claim other languages as their mother tongue. City-wide, 81% of residents consider English to be their mother tongue, while 1.4% consider French and 15.1% consider other languages as their mother tongue.

5.3 Family Composition/Household Characteristics

There are 700 households in Eau Claire of which 395 (56%) are single person households and 225 (32%) are two person households (**Figure 11: Eau Claire Household Composition**). Only 12% of all households have three or more persons. This is significantly different from the City as a whole, where approximately 22.9% of all households are one person households, 31.5% are two person and 45.6 % are three person households (**Figure 12: City Household Composition**). The household size in Eau Claire is 1.6, compared with a City average of 2.7.

Figure 11: Eau Claire Household Composition

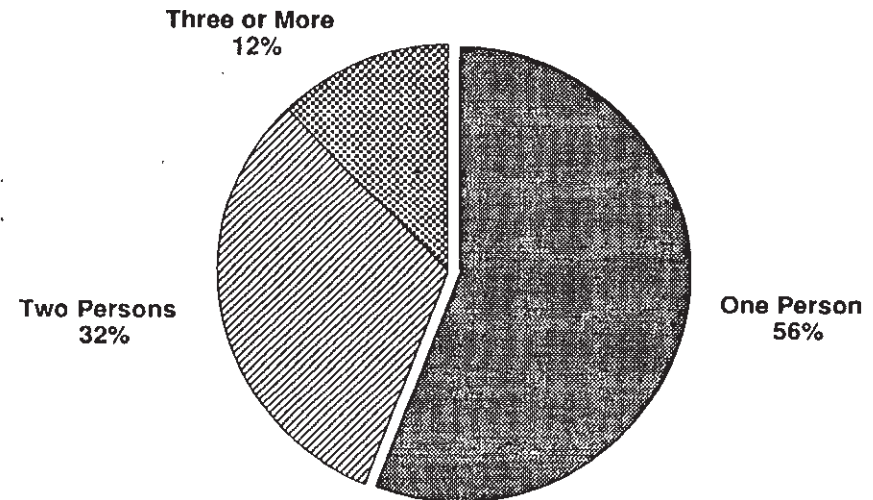
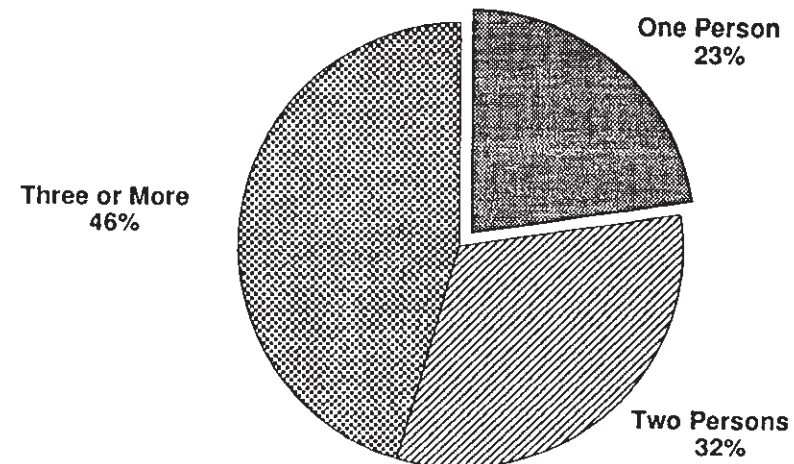


Figure 12: City Household Composition



Husband-wife families constitute 73.5% of all Eau Claire families. City-wide, husband-wife families account for 87% of all families. Lone parent families constitute 24.5% of all families in Eau Claire, of which 87% are headed by female parents. City-wide, 13% of all families are lone parent families while 83.6% of these families are headed by a female parent.

5.4 Religious Affiliation

The proportion of affiliates of the “Protestant” and “Catholic” denominations in Eau Claire is the same as the City as a whole. Those in Eau Claire claiming religious affiliations other than Protestant or Roman Catholic, are twice the proportion of the remainder of the City, at 6.6%. Those claiming no religious affiliation is moderately higher in Eau Claire (26.3%) than City-wide (22.3%).

5.5 Citizenship/Immigration

Eau Claire has a lower proportion of Canadian citizens (82%) than the City (93%), indicating the more heterogeneous nature of the Eau Claire population. Of all immigrants in Eau Claire, 57% arrived in 1981 or more recently, compared to 34% City-wide. Immigrants from the United States are more prevalent in Eau Claire (6%) than City-wide (1.3%).

5.6 Mobility

Eau Claire residents appear to be relatively mobile, compared to the rest of the City. Approximately 82% of Eau Claire residents moved over a five year period (1986-1991), while 59% of the City population changed residences over the same period.

5.7 Employment

The proportion of the Eau Claire population in the labour force (75%) is consistent with the City-wide average of 76%. The unemployment rate of Eau Claire residents is 5.2%, which is lower than City-wide (8.1%). Employment of residents by major Industrial Classification, for both Eau Claire and the City, is provided in **Figure 13: Employment of Residents by Industry Type** [Industrial Classification is based on the Statistics Canada Standard Industrial Code (SIC)]. Eau Claire has proportionally fewer workers in the retail and wholesale trade industries and proportionally more than City-wide in Mining (Oil and Gas), and Finance, Real Estate, and Business Services.

Figure 13: Employment by Industry Type

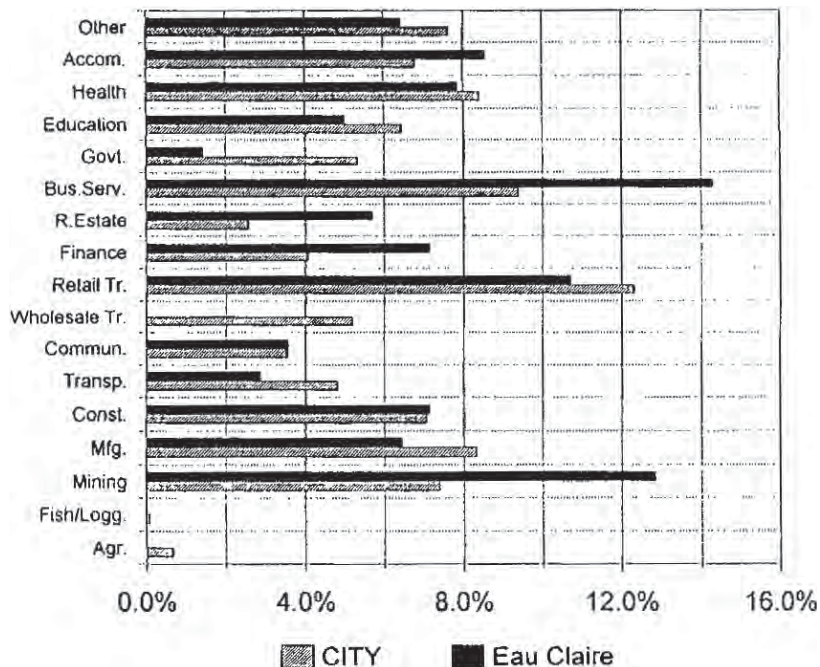
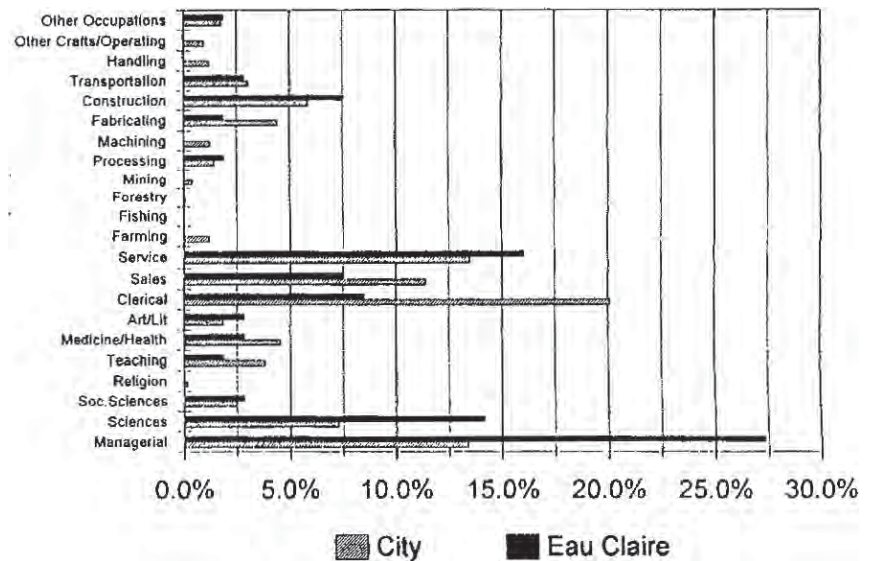


Figure 14: Employment by Occupation Type



Employment of residents by Occupational Classification is provided in **Figure 14: Occupation of Residents**. (Occupational Classifications are based on job type information). Eau Claire has proportionally more residents employed in “Managerial” and “Science” occupations than City-wide, and proportionally fewer residents employed in “Sales” and “Clerical” occupations. Approximately 12.1% of all male workers and 8.2% of all female workers are self-employed.

5.8 Education

The dual nature of Eau Claire residents is illustrated by level of education attained. Roughly one-third of the Eau Claire population over 15 years of age have university degrees (31%), which is substantially higher than City-wide (16.5%). However, approximately 7.8% of the Eau Claire population has less than a grade 9 education, while City-wide there are 6.1%. Approximately 17% have technical certificates, diplomas, or non-university certificates, which is lower than the City-wide percentage (29%).

5.9 Income

Eau Claire's dual nature is further illustrated by income data. The 1991 average household income in Eau Claire was high at \$62,504 (\$52,152 City-wide). This indicates a number of high income households that have raised the average in Eau Claire above that found City-wide. The median income was relatively low at \$28,716 (\$44,064 City-wide). Eau Claire, therefore, has a higher number of households with lower incomes (41.5%) than City-wide (36.7%). Eau Claire also has a significantly higher proportion of residents earning "Other Income" than City-wide averages, as indicated in the following table:

Income Source	Eau Claire	City
Employment	54%	83%
Government Transfer	6%	7%
Other Income	40%	10%

("Other Income" includes dividends, interest and investment income).

There are far fewer residents dependent on Government transfer income (6.1%) than those relying on private pension and investment income sources (40.2%).

5.10 Dwelling Unit Type and Ownership

The vast majority of Eau Claire residents are accommodated in apartments. Only 10 dwelling units, out of 700 units, were non-apartments.

Although Eau Claire has a home ownership rate (24.3%) lower than the City (60.8%), residents of Eau Claire have a significantly higher ownership rate than other downtown areas, as indicated below:

Area	Ownership Rate (%)
Eau Claire	24.3%
East Village	0.4%
Downtown Core	1%
Connaught	9.3%
West End	20.6%

(City of Calgary, 1993 Municipal Census, Table 3).

6.0 EAU CLAIRE COMMUNITY SURVEYS

During late November and early December 1993, three questionnaires were distributed by the City Planning & Building Department in Eau Claire. The three surveys were intended to offer all residents, business operators and non-resident property owners the opportunity to state their concerns about living or doing business in Eau Claire, and how they would like to see the area develop in the future. The surveys were described as the preliminary step in preparing an Area Redevelopment Plan for Eau Claire, and people were also invited to express their interest in serving on a Community Planning Advisory Committee to help prepare the Plan.

This section contains the summary of the methodology, reliability, and main findings of the surveys. The report, when combined with input from City Departments and interested organizations, is intended to provide the basis for defining the major issues to be addressed in the Area Redevelopment Plan. More detailed survey data, than can be provided in this section, is available from the Planning Information Centre, in the document, "Eau Claire Community Survey & Results" (1994).

Staff of the Downtown Planning Division would like to acknowledge the input and cooperation of the Eau Claire Community Association in preparation and distribution of the surveys.

6.1 Executive Summary

For the ARP area, responses were received from 150 residential households, 48 businesses and 28 absentee property owners. This represents response rates of 17%, 21% and 9% respectively. A comparison was made with information regarding the total population and number of businesses obtained from the Census and land use surveys. It seems the residential survey was answered by a relatively higher number of dwelling owners, who tend to be older, professional people, who have lived in Eau Claire for over five years. The business response appears to be generally representative of the type and location of business. Some 15 of the non-resident property owners are condominium owners, and the remainder are equally divided between owners of residential and commercial property.

The major findings are:

- a. There is a high degree of satisfaction with living and working in Eau Claire. Many complimentary comments were made regarding its location and facilities. Its proximity to downtown, the riverbank, and good access to the rest of the city were particularly mentioned. Its atmosphere was also important to businesses.
- b. Respondents to all three surveys indicated a high level of satisfaction with existing neighbourhood services and facilities. The facility most often considered poor (by 60% of residential respondents and 50% of business respondents) was on-street parking.

- c. Asked about their vision of Eau Claire in the future, answers were many and varied. Protecting the riverbank and open spaces were cited by about one-third of the responding residents and one-fifth of responding businesses. Lower/medium density forms of residential development were also favoured. About 7% of residential respondents wanted to retain the area as it is, and about the same number wanted it to be more vibrant and lively.
- d. In all three surveys, parking was described as the facility most often “needing more”, along with townhouse and medium density apartments. Most often cited as “needing less” were high-rise apartments and social housing. Offices, hotels, and restaurants were most often given as “OK as is”.
- e. Asked about possible future actions, decreasing building heights towards the river, protecting open space from building overshadowing, and strong control of urban design ranked highly in all three surveys, although businesses and absentee property owners considered removal of the prostitutes’ stroll most important.
- f. Relatively few respondents disagreed with the listed possible future actions. Reducing road widths to allow parking on one side only was most frequently viewed with disfavour, by about 20% of respondents from each survey.
- g. Relatively high usage of the riverbank and Prince’s Island was reported in the residential and business surveys, with over 50% using them at least twice per week in summer. Parkland along the riverbank, and recreation opportunities provided by both the City and private enterprise were considered “OK as is” by the majority of respondents.
- h. There was a high level of support for all suggested activities of the Eau Claire Community Association, except for organizing leisure activities.
- i. About 20% of residential respondents indicated that they might consider moving to live outside Eau Claire. The most common reasons given were lack of housing choice, traffic and parking problems, and housing being too expensive. About 15% of business respondents were also considering moving, due to lack of customers and parking and traffic problems.
- j. A number of cross-tabulations were run to investigate if any type of household or business is more likely to hold certain opinions. In the residential survey, two main types of household grouping were identified: one group comprises mostly middle-aged owners, with primarily managerial and professional occupations and longer periods of residence in Eau Claire. The other group are younger renters, with shorter lengths of residence and a variety of occupations. The former group tended to be more critical of existing

neighbourhood services, and more inclined to support high quality, medium-density residential redevelopment. The latter group was more likely to favour affordable housing for rent or sale. However, both groups held similar opinions on most issues and possible actions. In the business survey, an analysis by type and location of business did not reveal any great differences in opinions, with the exception of parking which offices tend to view as adequate, and retail/personal services and restaurants consider most inadequate.

6.2 Methodology

The method of survey and format of questionnaires were developed from the following criteria:

- a. All persons residing, operating a business, or owning property in Eau Claire should have an opportunity to express their views.
- b. The returns should be confidential, and should not be traceable back to any individual.
- c. The area to be covered should be that of the ARP area, which is a little larger than the traditional community district of Eau Claire (see attached map). At the request of the Eau Claire Community Association, surveys should also be sent to occupants of buildings on blocks on the north side of 4th Ave. between 2nd St. and 6th St. W. These additional blocks are located within the boundaries of the Community Association's area.
- d. To ensure that respondents were considering similar issues, most questions should contain options, rather than being "open-ended". This also facilitates data entry.
- e. Where practical, residents, business operators and property owners should be asked the same questions about issues, so that comparisons between surveys are possible.
- f. Each survey should ask for information about type of household or type of business, which can be analyzed to see if there are correlations between these types and their views on issues.
- g. Residents and business operators who also own their property should have the opportunity to state their interest in redeveloping their holdings.
- h. At the request of the Community Association, a question should be included which specifically addresses people's expectations of the Association.
- i. The surveys should be conducted in such a manner as to ensure that each residence, business, and absentee property owner receives one questionnaire, and that opportunities for "stuffing" returns are minimized.
- j. Questionnaire recipients should be informed of the imminent formation of a Community Planning Advisory Committee to work on the ARP, and should have the opportunity to express interest in serving on the Committee.

- k. Other City Departments and interested organizations should have the opportunity to have input to the questionnaires.

The three questionnaires were designed after consultation with other City Departments and in cooperation with a sub-committee of the Eau Claire Community Association, and were tested before distribution. Mailing lists were developed from the City's computer data banks for all residential and business addresses and property owners, and the appropriate questionnaire and an accompanying letter were mailed to each. Questionnaires were also mailed to residents, businesses and absentee property owners in the additional blocks outside the ARP area, but with a different letter, which did not invite participation in the Community Planning Advisory Committee.

Distribution of the surveys was timed to coincide with distribution of a newsletter and start of a membership drive by the Eau Claire Community Association. Both these activities drew attention to the surveys.

Analysis of the response was carried out in 1994 January and February, by the City Planning & Building Department, using the SAS statistical computer program.

Additional cross-tabulations of demographic data

against response to issues were also run, in order to find any correlations between types of households or businesses and their views on issues. These tabulations are too large for incorporation in this report; they are available for study in the City Planning & Building Department, provided that confidentiality of individual responses is maintained.

As the data is held on the City's computer system, it is possible to run additional tabulations to investigate specific issues.

6.3 Reliability of the Surveys

When the decision was made to survey the total population, it was recognized that the responses would not constitute a statistically valid sample i.e., a sample which could be inflated to represent the total population. From a mail-out questionnaire, the return rate is normally in the range of 10-20%, and certain types of people are more likely to respond than others.

In order to correctly interpret the results, it is important to know how the survey responses vary from the total population i.e., how the results are biased. This is accomplished in the following section by comparing information on types of people and businesses from the survey with the same information for the whole area taken from Census data and land use surveys. The assessment reveals that compared with the total population of Eau Claire, those who responded to the residential survey tend to be more middle-aged,

working in professional or technical jobs, have lived in the area longer, and own their own homes. For example, 50% of respondents owned their own homes, as opposed to Census figures of 19% for the Eau Claire ARP area. It should also be noted that some 36% of responding households are located in one building, which contains only 18% of the dwelling units.

The business survey seems to be reasonably representative of the types of businesses operating in Eau Claire, and also of the distribution of businesses throughout the major buildings, although there is higher than average representation from Eau Claire Market, and less than average from Canterra Tower.

The survey of non-resident property owners also appears reasonably representative, but detailed analysis is difficult, due to the small number of responses.

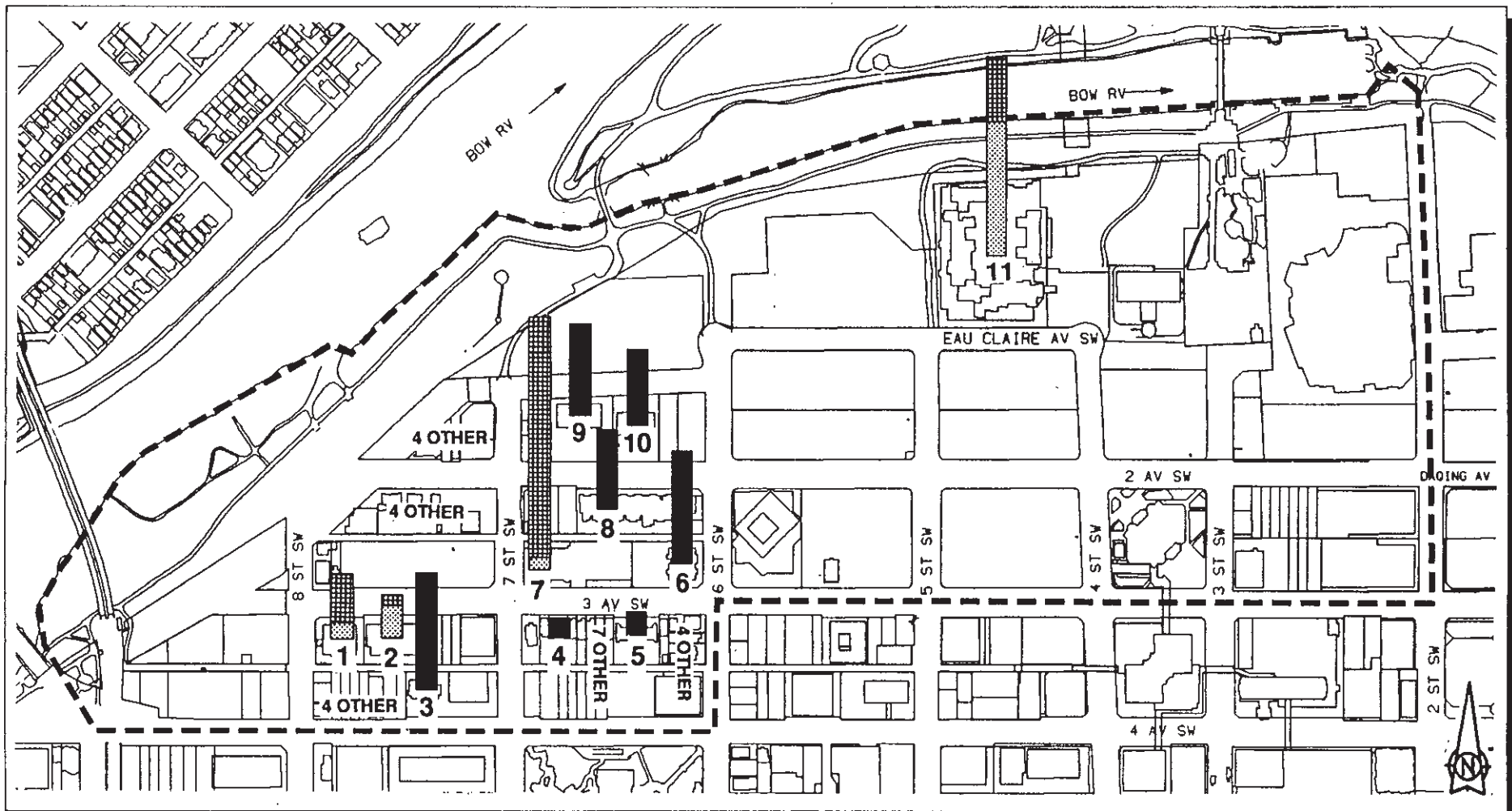
6.4 Characteristics of Respondents

6.4.1 Residential Survey

In the Residential Survey, questionnaires were distributed to nearly 900 dwelling units. The response, from 150, represents a return of 17%. Both the 1991 Census of Canada and the 1993 Civic Census indicate that there are only about 700 occupied dwelling units in the same area. The difference is believed to be vacant apartments, plus an apartment hotel complex with about 160 units, which caters primarily to short-term residents (and from which little response to the survey was obtained). Expressed as a percentage of Census dwellings, the response rate is 21%.

Information from the City's assessment and business records indicate the following distribution of dwelling types and ownerships in Eau Claire (see Fig.15 also):

Area east of 5th St.W.	162	condos (47 not owner-occupied (o-o))
Area bet. 6th & 7th St	207	condos (197 not o-o))
	163	apts in rental buildings
	160	apt. hotel
	11	other units
	541	total
Area west of 7th St.W.	93	condos (47 not o-o)
	92	apts in rental buildings
	8	other units
	193	
Total Eau Claire ARP	462	condos (291 not o-o)
	255	apts in rental buildings
	160	apt. in short term occupancy
	19	other units
	896	total



EAU CLAIRE ARP

BACKGROUND INFORMATION

**FIGURE 15:
LOCATION OF DWELLING UNITS
IN EAU CLAIRE ARP AREA**

LEGEND:

- OWNER-OCCUPIED CONDOS
- NOT OWNER-OCCUPIED CONDOS
- RENTED
- ARP BOUNDARY
- DWELLING UNITS
30
20
10
0

- 1 SONOMA PLACE
- 2 LIVINGSTON HOUSE
- 3 NEFF APARTMENTS
- 4 COMPTON APARTMENTS
- 5 MCDUGALL HOUSE
- 6 EXECSUITE
- 7 PRINCE'S CROSSING
- 8 EAU CLAIRE MANOR
- 9 CALHOME
- 10 BOW CLAIRE SENIORS
- 11 EAU CLAIRE 500



Question 12 of the questionnaires indicates that 128 of the responding households live in apartments in apartment buildings, 2 in apartments in converted houses, 1 in a townhouse, and 4 in single family dwellings.

a. Location (Q.10)

Examined by street or building (where given) in Eau Claire, there is some variation in response rates:

	response #	actual #	Resp. as % Actual	% Distrib. Resp.	% Distrib. Act.
1 Ave. S. (Bow Claire & Calhome)	17	132	13%	12%	15%
3 Ave. (Prince's Cr., Livingston, etc.)	58	442	13%	41%	49%
4 Ave. (Neff Apts. etc.)	3	92	3%	2%	10%
6 St. W. (Sonoma Pl.)	8	53	15%	6%	6%
Eau Claire 500	51	162	32%	36%	18%
Other	4	11			
Total giving a location	141	896	16%	100%	100%

It is evident from the above table that a disproportionately large response was received from Eau Claire 500, and a relatively low response from apartments on 4 Ave. (Neff Apartments) and from 1 Ave. (where a Calhome project and a seniors' residence are located). It should be borne in mind that 36% of the responses were from one building which represents only 18% of the total number of dwelling units.

b. Population by Age and Sex (Q.14)

Some 224 people were identified as living in the 150 responding households. The 1991 Census of Canada counted a total of 1120 people living in the same area.

Figure 16 and 17 indicates the age and sex composition of responding households, compared with the 1991 Canada Census data. About 60% of males and 51% of females in responding households were aged 35-49, as compared with 42% and 37% respectively in the general population. Correspondingly, responding households contained a smaller proportion of young adults than the total population.

Figure 16: Male Residents by Age Group (In percent)

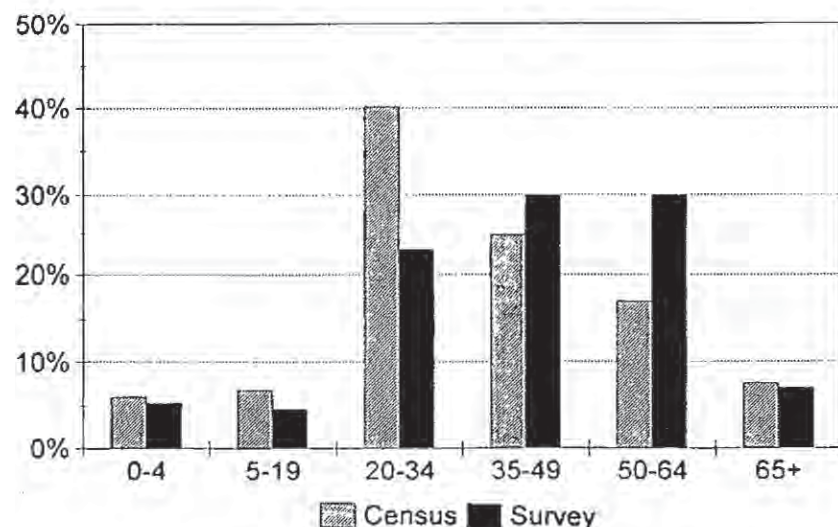
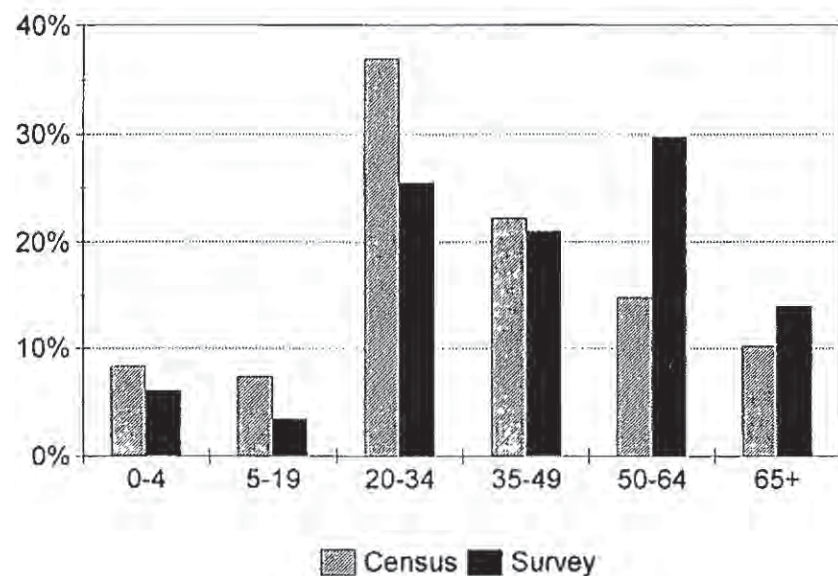


Figure 17: Female Residents by Age Group (In Percent)



c. Size of household (Q.14)

The average size of household in Eau Claire is 1.6 persons according to the 1991 Census of Canada. The average size of responding households is 1.5. Broken down into 1, 2 and 3 or more person households, it appears that in responding households, there were less 1-person and more 2-person households than normal in Eau Claire:

Household size	Census	Survey
1 person	56.4	45.5
2 person	32.1	44.0
3 + persons	10.7	10.5

d. Lone-parent families

Only five responding households could be identified as containing one adult and one or more children. This represents about 3% of responding households, and is a considerably lower percentage than the 9% found for Eau Claire in the 1991 Canada Census.

e. Ownership (Q.13)

The number of responding households who own and rent their homes was equal. This is very different from the Census information which indicates that only 19% of households own their places of residence in Eau Claire.

f. Occupations (Q.15)

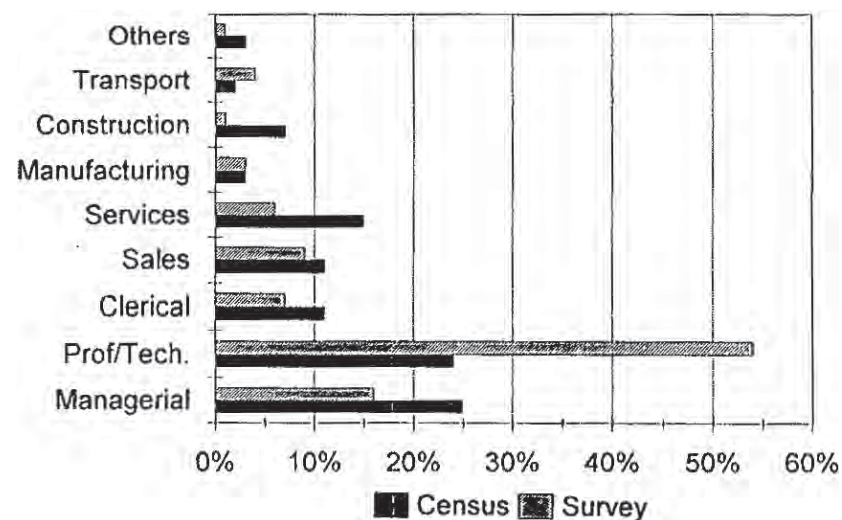
Some 270 persons in responding households were reported as having occupations (there is some double-counting due to people having more than one part-time occupation). Of these, the major occupations are:

	#	%
at school	15	6
at college/univ.	14	5
homemaker	25	9
retired	38	14
independent income	22	8
unemployed	9	3
employed full-time	132	49
employed part-time	15	6
Total	270	100

The participation rate of respondents (those in labour force as a percentage of those aged over 15) was about 49%, compared with 75% for the total population of the area given in the 1991 Canada Census.

Some 54% of those in the labour force in responding households considered themselves in professional or technical occupations, compared with 24% in similar occupations in Eau Claire according to the 1991 Canada Census (see Figure 18).

Figure 18: Distribution of Workers in Labour Force (In Percent)



g. Mobility (Q.11)

About 23% of responding households had resided in Eau Claire for less than a year, and 60% for less than 5 years. This appears to be a more settled segment than the total population, where, according to the 1991 Canada Census, 38% had lived at their current address in Eau Claire for less than a year, and 80% for less than 5 years.

h. Place of work (Q.17)

Some 55% of the 174 people whose place of work was given, work in the Downtown area.

i. Transport to work (Q.18)

Of the 169 persons described in the response to this question, 53% walk to work, 29% use private vehicles, 14% use transit, and 4% cycle. As might be expected, most of those walking to work are employed Downtown. However, households with occupants walking to work have a car ownership rate which is slightly above average.

j. Vehicle ownership (Q.19 & 20)

Some 163 cars and trucks were reported owned by the 150 responding households. Of these households, 59% owned one car, 17% owned two cars, 4% owned three or more, and 5% owned trucks. Only 22 households or 15% of responding households did not own at least one car or a truck. A detailed analysis of these 22 households revealed a greater than average percentage of seniors, renters and single people.

About 112 bicycles were reported owned by 79 households. Numbers of other means of transport, such as recreation vehicles and motor bikes, were each less than 10.

The majority of these vehicles are parked at the owners' places of residence. Only 23 vehicles were reported parked on the street and 5 on commercial parking lots.

k. Relationship between Household Characteristics

In order to investigate any correlation between the different household characteristics, cross-tabulations were run between broad groupings of each characteristic. From these comparisons it is evident that:

- Renters tend to have lived in the area for shorter periods than owners.
- Households comprising persons under 35 years old tend to rent, while households with persons over 35 years old and sharing accommodation (including couples and families) tend to own.
- Households were divided into three groups by location - Eau Claire 500 (52), Prince's Crossing (32) and others (57). Response from Eau Claire 500 is 96% from owners, from Prince's Crossing it is 91% renters, and from other locations it is 65% renters.
- Households in Eau Claire 500 tend to comprise two or more people, aged over 35, while younger singles and sharers are concentrated in Prince's Crossing.
- While responding households containing workers in professional and technical occupations are distributed throughout Eau Claire, half of the households containing managers are located in Eau Claire 500.

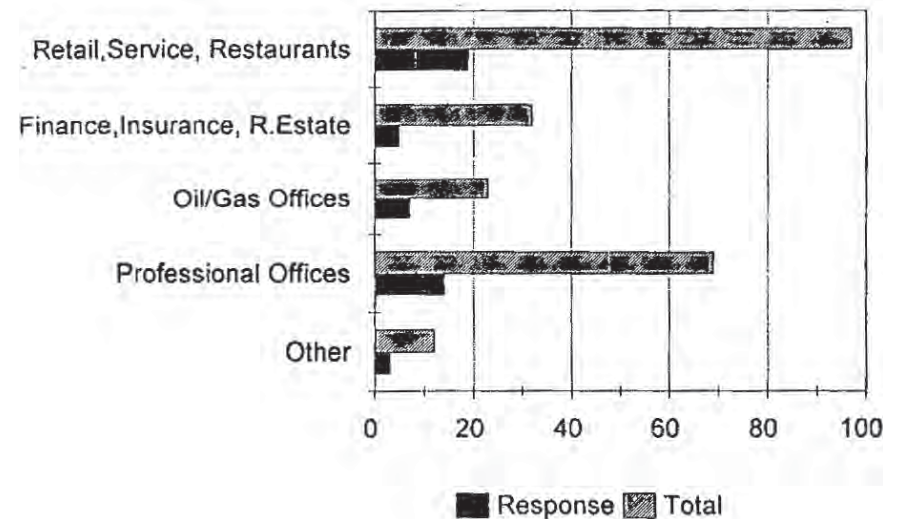
An analysis of the cross-tabulations indicates that there are two main types of households in Eau Claire: one type comprises more middle-aged couples and singles, who own their dwellings, have managerial or professional occupations and tend to locate in Eau Claire 500. The other type is younger, mainly renters, in a variety of occupations, who have lived in Eau Claire for a shorter period of time, and tend to live in Prince's Crossing. Each type comprises about one third of responding households.

6.4.2 Business Survey

Information from City tax records indicate that there are about 233 businesses operating in Eau Claire. Over 80% of these are located in four main buildings. About 42% of businesses are retail, personal services and restaurants. There are two non-profit organizations, the Trinity Lutheran Church and the YMCA, one industrial use, and the remainder are offices.

A comparison of responding businesses and total number of businesses in Eau Claire by location and type is shown below and in Figure 19. It indicates that response is reasonably evenly spread by location, but is higher than average for Eau Claire Market, and lower than average for the Canterra Tower. All types of business appear to be reasonably represented.

Figure 19: Survey Response Rate by Business Type



	Response #	in Eau Claire	% resp.
By location:			
Canterra Tower	4	43	9
McFarlane Tower & McDougall Place	13	79	16
Eau Claire Market	19	*67	28
Other	8	44	18
Total	48	233	21

By type:

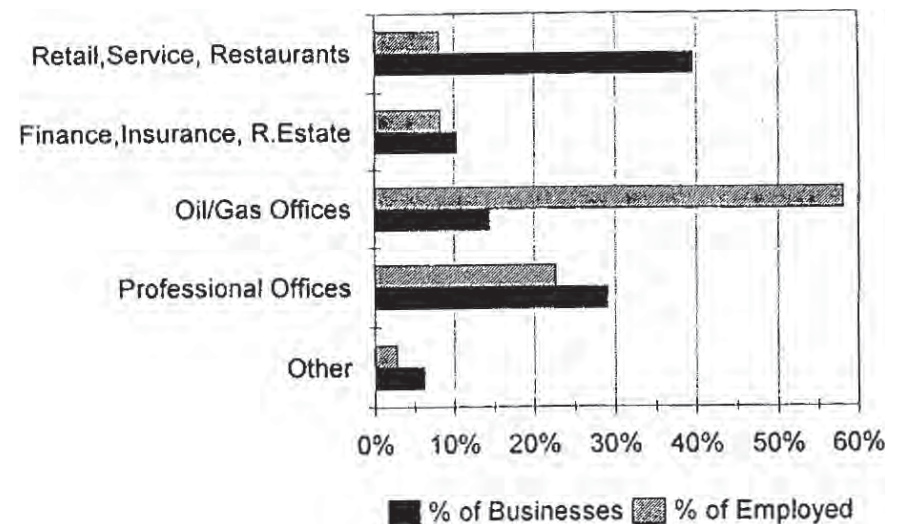
retail/service/restaur.	19	97	20
financial. insur., real est.	5	32	16
offices of oil, gas companies	7	23	16
professional offices	14	69	20
other	3	12	25
Total	48	233	21

* This figure may be incomplete, as the Market was opening during 1993, and tax records may not be up-to-date.

Almost half of the responding business owners have been located in Eau Claire for less than a year. This is no doubt related to the opening of Eau Claire Market during 1993.

In terms of business size, 54% of responding firms employ five or less full-time employees. At the other end of the range, is a company employing about 700 people. Responding firms employ nearly 1500 people full-time, and about 120 part-time; 63% of this employment is in oil and gas companies, and 23% is in professional offices. Retailing accounts for 33% of the number of responding businesses, and 5% of the employment (see Figure 20).

Figure 20: Distribution of Responding Businesses and Employees (In Percent)



From the estimates made by responding businesses about means of travel to work (see below), it appears that nearly 50% of workers travel by vehicle, 38% by transit, 5% by walking and 7% by cycling. However, care should be used in interpreting this data as it is based on some broad estimates.

	No. businesses	No. employees	%
>75% by vehicle	27	288	
50-75% by vehicle	14	121	
<50% by vehicle	7	*301	
subtotal		710	49%
>50% by transit	12	*482	
<50% by transit	20	62	
subtotal		544	38%
% walking	18	72	5%
% cycling	14	108	7%

* These figures are largely influenced by the modal split estimated for the firm with 700 employees.

Note: Due to multiple answers, the number of businesses in the above table is greater than the total number of responding businesses.

Most of the responding businesses in the Eau Claire ARP area do not themselves provide much parking for either employees or clients. In some cases, as at the Eau Claire Market and beneath certain office towers, public parking is provided by the building management. Otherwise, employees and clients use the many surface parking lots in the area. A comparison of number of parking spaces to number of employees per responding business indicates that about 34%

of businesses do not provide parking, about 55% of businesses satisfy between 20% and 50% of employee parking, and only 11% (and these are mostly smaller firms in office buildings), provide 100% of employee parking.

The number of clients visiting each business per week varies considerably, as follows:

	% of businesses
< 20 clients	20
20-99	41
100-499	14
500-2499	20
2500+	5
Total	100

The types of business attracting the greatest number of clients are an entertainment establishment and some restaurants and retail stores in Eau Claire Market.

Of those responding businesses that estimated the percentage of clients who visited their premises for various reasons, about 60% considered the major reason was because they offered a special service. Another 25% of businesses felt that offering a special service in combination with clients working in or visiting the area were the major reasons. About 8% of respondents felt visitors to the area were their major clients. Only one business, or 2%, considered that residents constituted more than 50% of its clientele.

Asked about suggestions to make Eau Claire a better place to do business, a number of comments were made about specific needs, parking problems and the need for better promotion.

6.4.3 Non-resident Property Owners

In order to allow absentee property owners an opportunity to respond to the survey, and be involved in the ARP process, a special questionnaire was mailed to all property owners on the City's assessment records whose address was different from the property address. This amounted to about 290 condominium owners, and about 20 owners of other property, including vacant land, parking lots and commercial and other residential property.

Responses were received from 15 condominium owners, 6 residential (which could include condos), and 5 commercial properties. This represents a response rate of 9%. In terms of location, 17 respondents are located on 3rd Ave. S. (and 5 specified Prince's Crossing in particular) and 2 on Eau Claire Ave. Some 13 respondents have owned their properties for less than a year. More detailed examination reveals that these are primarily condo owners on 3rd Ave. S., where it is known that Prince's Crossing was made into condominiums in the last two years.

The questionnaire included questions similar to the other two surveys about issues which owners who may not be familiar with the area might be able to answer, plus similar questions about their interest in redeveloping their properties. Questions about household or business type were not considered necessary for this survey.

6.5 Issues

The first eight questions in each survey were designed to give respondents opportunities to state their feelings about existing conditions in Eau Claire, how they would like the area to change in the future, and how they feel about a number of potential actions and policies. In the following subsections, the main conclusions to be drawn from each question are given, for each survey.

Cross-tabulations were also run, in order to establish any correlations between the types of households and businesses, and their views of major issues. Where pertinent, the findings of the cross-tabulations are included in this section. The cross-tabulations are too bulky to include in this report, but are available for study in the City Planning & Building Department, provided that confidentiality of individual responses is maintained.

6.5.1 Why Residents like living and Businesses like operating in Eau Claire (Q.1)

Residential respondents were asked to check up to 16 options, and also had the opportunity to state additional reasons. Those options most favoured by the 150 respondents are:

	#	%
• close to downtown	143	95
• close to riverbank	130	87
• good access to rest of City	129	86
• close to shopping	101	67
• close to entertainment	91	61
• close to work	91	61
• attractive area	91	61

Conversely, those with least support were:

• close to schools	4	3
• good parking	12	8
• close to relatives & friends	16	11

Analysis by type of household indicates that owners were more likely to favour “good investment potential,” and that those who have been in residence less than a year (and these are mostly renters) were more likely to regard the area as lively and vibrant.

Businesses were asked to check up to 10 options, and also had the opportunity to state additional reasons. Those checked most often by the 48 respondents are:

	#	%
• close to downtown	37	77
• atmosphere of area	33	69
• good access to rest of City	21	44
• close to businesses served	16	33

Those checked least often by business respondents are:

• inexpensive premises	5	10
• plenty of parking	7	15
• close to residents served	7	15

Note: Proximity to riverbank was not offered as an option in the Business Survey.

Cross-tabulation by types of business indicates that offices were more likely to favour “close to businesses you serve” than were retail and personal service businesses. Only 25% of retail/service businesses considered “proximity to residents you serve” important.

Non-resident property owners were not asked this question.

6.5.2 Satisfaction with Neighbourhood Services (Q.2)

Respondents to all three surveys were asked to indicate their level of satisfaction with 22 neighbourhood services. The five services most frequently counted are listed below. It is evident that there is a high consensus among all three survey responses as to the best and worst services.

The five services most often considered *good* in each survey were:

	Residents		Business		Absentee	
	#	%	#	%	#	%
total number of responses	150	100	48	100	28	100
• parks maintenance	106	71	34	71	13	46
• fire protection	95	63	25	52	14	50
• amenities in parks	89	59	28	58	12	43
• garbage collection	88	59			10	36
• street cleaning	67	45	27	56		
• public transit					11	39
• street maintenance			25	52		

The five services most often considered *poor* were:

• on-street parking	92	61	22	49	11	39
• traffic control	41	27			5	18
• sidewalk maintenance	33	22	8	17	6	21
• bicycle parking	29	19	9	17	5	18
• street maintenance	27	18				
• public transit			15	31		
• loading facilities			9	17		

In addition to the above, some 95 written comments were made in the residential survey, 40 of which concerned parking problems and 19 related to traffic problems. The business response contained 14 comments on parking problems, and 10 on other matters.

In terms of cross-tabulations, in the residential survey it appears that owners were more likely to be critical of neighbourhood facilities than renters. In the business survey, retail/personal services respondents were more likely than office respondents to consider public transit and on-street parking as poor.

6.5.3 Visions of Eau Claire in the Future (Q.3)

In an open-ended question, respondents commented freely on how they would like to see Eau Claire change in the future. Responses were also coded according to specific comments made. The most frequent comments in each survey are:

	Residents	Business	Absentee
Total number of responses	150	48	28
• protect/improve green area/riverbank/Prince's I.	57	10	5
• need more low/medium density residential	27	6	
• reduce development along the riverbank	14		
• need adequate parking	12		
• need high quality residential development	12	4	
• restrict development	11		
• like it the way it is	10		
• need mix of residential/commercial		7	6
• make it vibrant, lively		6	4
• need more shops, services, entertainment		5	

Protection of the riverbank and open spaces is most favoured in both residential and business surveys. Residents prefer actions to restrict development and build at lower densities, as opposed to some business people and absentee property owners who prefer more of a residential/commercial mix and a more lively area.

6.5.4 Supply of Land Uses & Facilities (Q.4)

Asked about the supply of 22 land uses and facilities, the following categories in each survey were most frequently cited as "needing more":

	Residents		Business		Absentee	
	#	%	#	%	#	%
Total number of responses	150	100	48	100	28	100
• residential parking	97	65			12	43
• on-street parking	80	53	20	42	14	50
• townhouse type housing	76	51	27	56		
• medium-rise apartments	64	43	22	46	11	39
• parkland along riverbank	63	42			13	41
• retail stores					13	46
• restaurants					11	39
• apts. with comm. at grade					11	39
• business parking			27	56		

The following were most often considered "OK as is"

• hotels	97	65	23	56	13	46
• restaurants	85	57	22	46		
• City rec. opportunities	82	55	22	46	12	43
• offices	79	53	27	56		
• private leisure act's	79	53	21	44		
• high-rise apts.	98	39	58	39	12	43
• resid. parking					12	43
• child play areas	77	51	26	54	12	43
• parkland along riverbank	74	49	26	54		
• retail	70	47	19	40		
• personal services	74	49	20	42		

The following were most often given as "needing less"

• high-rise apartments	57	38	15	31		
• social housing	51	34	14	29	17	61
• offices	38	25			7	25
• surface parking lots	36	24	10	21		
• affordable housing for rent	34	23				
• townhouse type housing					8	28
• apts. with comm. at grade			10	21		

Note: In the case of surface parking lots and affordable housing for rent, although they ranked fourth and fifth of those “needing less” in the residential survey, more people were in favour of “needing more”. These are the only two cases of strongly divided opinion in this question in the residential survey.

In the absentee property owners’ survey, opinion was almost evenly divided for and against more townhouse type and high-rise apartments, affordable housing, and business parking.

The majority of the business respondents considered Eau Claire “Land and Facilities” to be “Ok as is” (16 out of 22). Residential respondents stated that all commercial uses were “Ok as is” (i.e., hotels, restaurants, offices, private leisure activities).

In terms of types of household, owners and longer-term residents tended to favour more low/medium residential density development and less social housing and affordable housing for rent. Conversely, renters and those relatively new to the area supported more affordable housing for sale and rent. Residents of buildings other than Eau Claire 500 and Prince’s Crossing favoured providing for more seniors’ accommodation.

An analysis by type of business indicates that office respondents tended to believe that most types of parking are “OK as is”, while retail/services businesses felt that more surface parking lots, on-street parking and business parking are needed.

6.5.5 Policies and Actions (Q.5)

Asked about their degree of agreement with 15 possible policies and actions, the most frequent responses in each survey were:

	Residents		Business		Absentee	
	#	%	#	%	#	%
(Total response	150	100	48	100	28	100)
Combined strongly/moderately agree:						
• decrease building heights to river	135	90	42	88	23	82
• protect from overshadowing	128	85			23	82
• strong control of urban design	122	81			23	82
• improve street lighting	120	80				
• provide trees & boulevards	119	79	40	83		
• increase crime prevention			38	79	23	82
• remove prostitutes			39	81	22	79
• preserve heritage buildings			40	83		
Combined strongly/moderately disagree:						
• reducing road widths to allow parking on one side only	56	37	19	40	5	18
• mix of resid. & comm. buildings	53	35	7	15	6	21
• concentrating res. close to river & comm. close to downtown	32	21	9	19	4	15

Note: The two latter policies were again contentious in all three surveys, as more people agreed with the policies than disagreed.

In terms of cross-tabulations, in the business survey, retail/service respondents are more likely to favour improved street lighting and removing the prostitutes' stroll, while office respondents are more likely to disagree with reducing road widths with parking on only one side.

6.5.6 Issue Priorities

Asked to give their priorities of land use and policies in achieving their visions of Eau Claire, the most frequent replies were:

	Priority 1	Priority 2	Priority 3	Total
Residential survey (150 responses):				
• parkland along riverbank	17	8	5	30
• protect from overshadowing	17	11	11	39
• concentrate res. by river & comm. by downtown	16	10	12	38
• remove prostitutes	10	3	8	21
• decrease building heights to river	7	21	14	42
Business survey (48 responses):				
• mix of res/comm. buildings	9	1	3	12
• concentrate res. by river & comm. by downtown	4	4		8
• remove prostitutes	4	3	6	13
• townhouse housing	3	1	2	6
• protect from overshadowing	3	8	1	12
Absentee property owners (28 responses):				
• concentrate res. to river & comm. by downtown	5	1	2	8
• protect from overshadowing	1	5	2	8
• increase crime prevention	4	-	2	6

6.5.7 Use of Recreation Facilities (Q.7)

The residential survey indicated that 75% of responding households use the riverbank walking path and 53% visit Prince's Island at least twice a week in summer. Between 9% and 23% make use of children's play areas, picnic areas, active ball-throwing areas, and the YMCA with the same frequency.

In the business survey, about 69% of respondents indicated that they or their employees use the riverbank walking path at least twice a week, and 56% visit Prince's Island. Only 20% to 40% of business respondents use other recreation facilities, with the exception of children's play areas.

Non-resident property owners were not asked this question.

A number of questions regarding degree of satisfaction with recreation opportunities were asked elsewhere in the surveys. It is worthy of note that parks maintenance and amenities in parks were amongst the five services most often considered "good" in all three surveys. In both the residential and business surveys, most respondents considered the options of "parkland along the river", "recreational opportunities provided by the City" and "leisure activities provided by private enterprise" as "OK as is".

6.5.8 Community Association Activities (Q.8)

In each survey, respondents were asked to indicate which of seven activities they considered the Eau Claire Community Association should undertake. The results indicate a high level of support for each option, except for “organizing leisure activities for the community”.

	Residents		Business		Absentee	
	#	%	#	%	#	%
Total response	150	100	48	100	28	100
• Presenting residents' views to City Council	117	78	27	56	15	54
• Presenting business people's views to City Council	29	19	33	69	9	32
• Lobbying for better City services	50	33	15	31	5	18
• Working with City & developers to achieve consensus on change	112	75	30	62	19	68
• Organizing leisure activities for community	25	17	6	12	3	11
• Polling members before taking stand on major issues	100	67	29	60	15	54
• Circulating info. on events etc.	87	58	26	54	12	43

6.5.9 Reasons for Moving (Q.9)

About 20% of residential respondents stated they are considering moving to live in another area. The most common reasons given were lack of housing choice in Eau Claire (8 instances), traffic & parking limitations (6), and too expensive (5).

About 15% of businesses indicated they are considering moving. Reasons include not enough customers (4 instances), and parking & traffic problems (3). Some five of the seven possible movers are retail/personal service type of businesses.

6.5.10 Other Comments About Living and Working in Eau Claire (Q.21)

An opportunity to make additional written comments produced a number of comments. Some 35 of these comments in the residential survey were complimentary to the area, while 7 advocated leaving the area as it is.

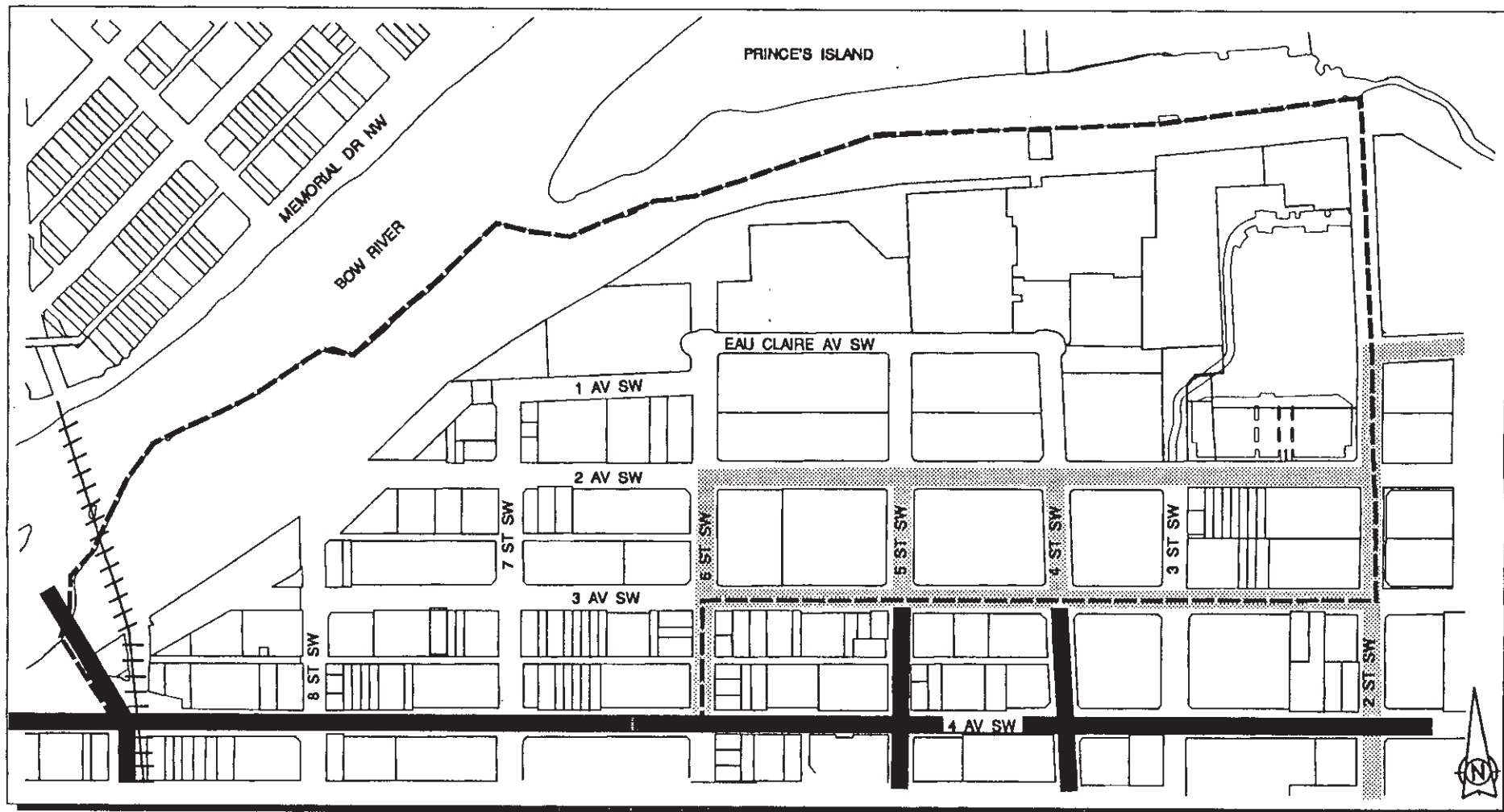
In the business survey a number of specific needs were identified, parking problems were mentioned by 8 respondents, and better promotion of the area by 5 respondents.

6.6 Conclusions

The community surveys of residents, businesses, and non-resident property owners in Eau Claire have provided substantial information about the concerns and views of people living and working in the area.

Of particular significance is the consensus from respondents to all three surveys that Eau Claire is a good place to live, work, and own property. There is a high level of satisfaction with existing neighbourhood services, considerable support for protecting the riverbank and open spaces, an interest in lower and medium density residential development, a feeling that the area has adequate commercial and recreational facilities, and a consensus that strong control of urban design is necessary. The major concern in the area appears to be provision of adequate parking.

Further analysis of the surveys can be carried out, as required, in order to respond to particular issues identified as part of the ARP process.



EAU CLAIRE ARP

BACKGROUND INFORMATION

FIGURE 21:
ROAD NETWORK

LEGEND:

- STUDY AREA BOUNDARY
- LOCAL ROAD
- SECONDARY ROAD
- ▬ PRIMARY ROAD
- ▬ LRT CORRIDOR



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7.0 PUBLIC SYSTEMS

7.1 Transportation

7.1.1 Road Hierarchy

As defined in the **Downtown Street Network (1988)**, the road hierarchy consists of three classes of roadway:

- a. primary roads that are high traffic corridors for commuter and truck “cross-city” traffic;
- b. secondary roads designed to distribute traffic between primary roads and local roads; and,
- c. local roads designed to accommodate local traffic demands.

In Eau Claire, 2 and 3 Avenues S. east of 6 St. W. and 4 and 5 Streets W. south of 2 Ave. S. are classified as secondary roads and serve the existing and proposed commercial development on the Eau Claire Estates C lands (**Figure 21: Road Network**). Fourth Ave. S. is a primary road with one way traffic westbound throughout the Downtown core. The remaining roads are classed as local roads and typically have reduced carriage widths.

7.1.2 Automobile Traffic Volumes

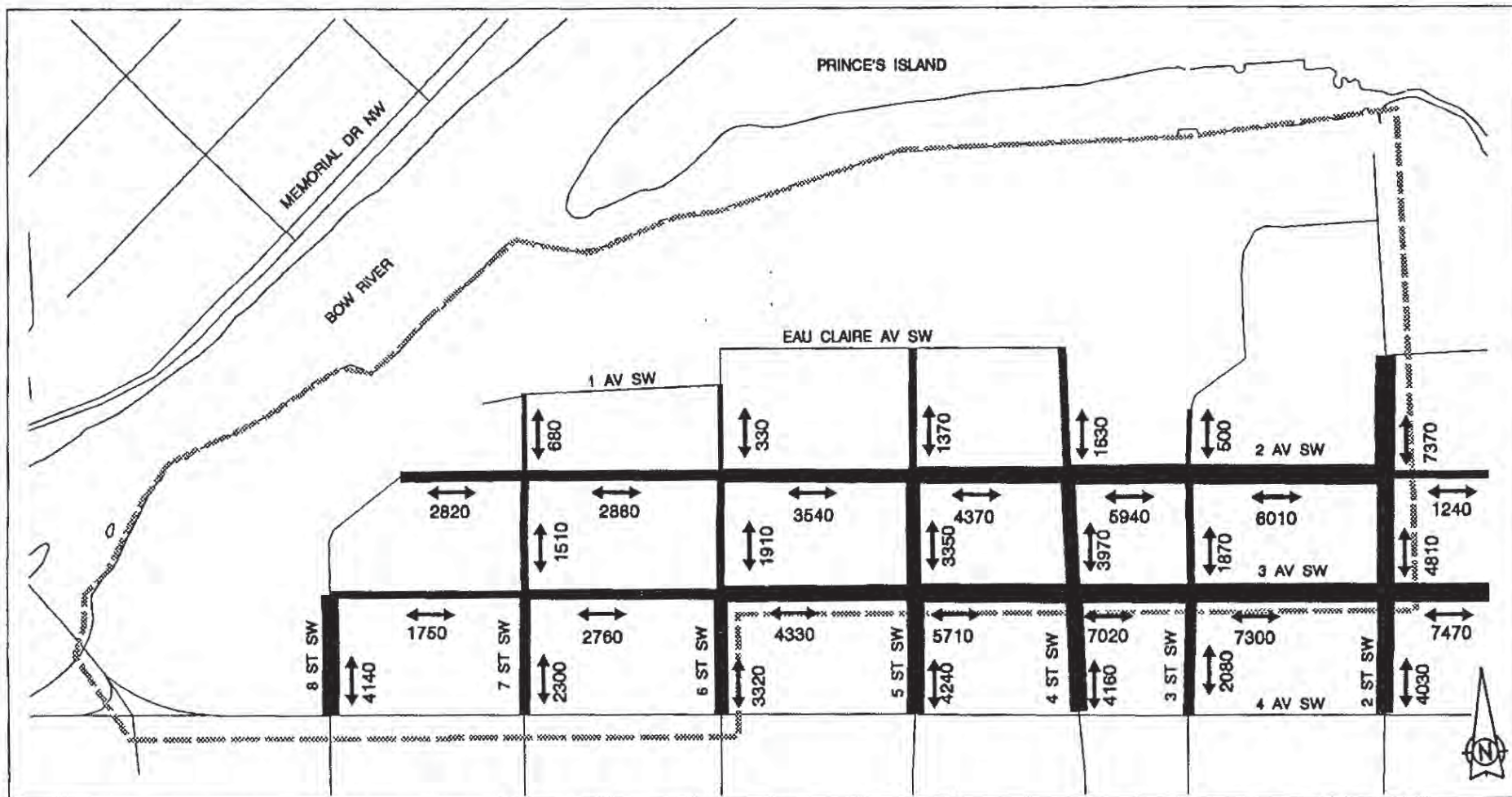
Cumulative traffic flow over a twenty-four hour period is indicated in **Figure 22: 24 Hour Traffic Volumes**. Traffic increases eastward along both 2 and 3 Avenues S. to approximately 7,000 vehicles per day, as the commercial core area is approached.

7.1.3 Traffic Controls

The traffic control devices used to regulate automobile traffic in Eau Claire are indicated in **Figure 23: Traffic Controls**. Traffic signals are utilized along 4 Ave. S. and on the heavily used intersections of 3 Ave. S. between 2 and 5 Streets W. On local roads, stop signs are used to regulate traffic flow.

7.1.4 Parking

A total of 5,023 parking stalls are available in the Eau Claire area. This includes curb side stalls (638) and surface or structured off-street parking stalls (4,385). **Figure 24: On- and Off-Street Parking Areas** maps parking stall location.



EAU CLAIRE ARP

BACKGROUND INFORMATION

FIGURE 22:
24 HOUR TRAFFIC VOLUMES

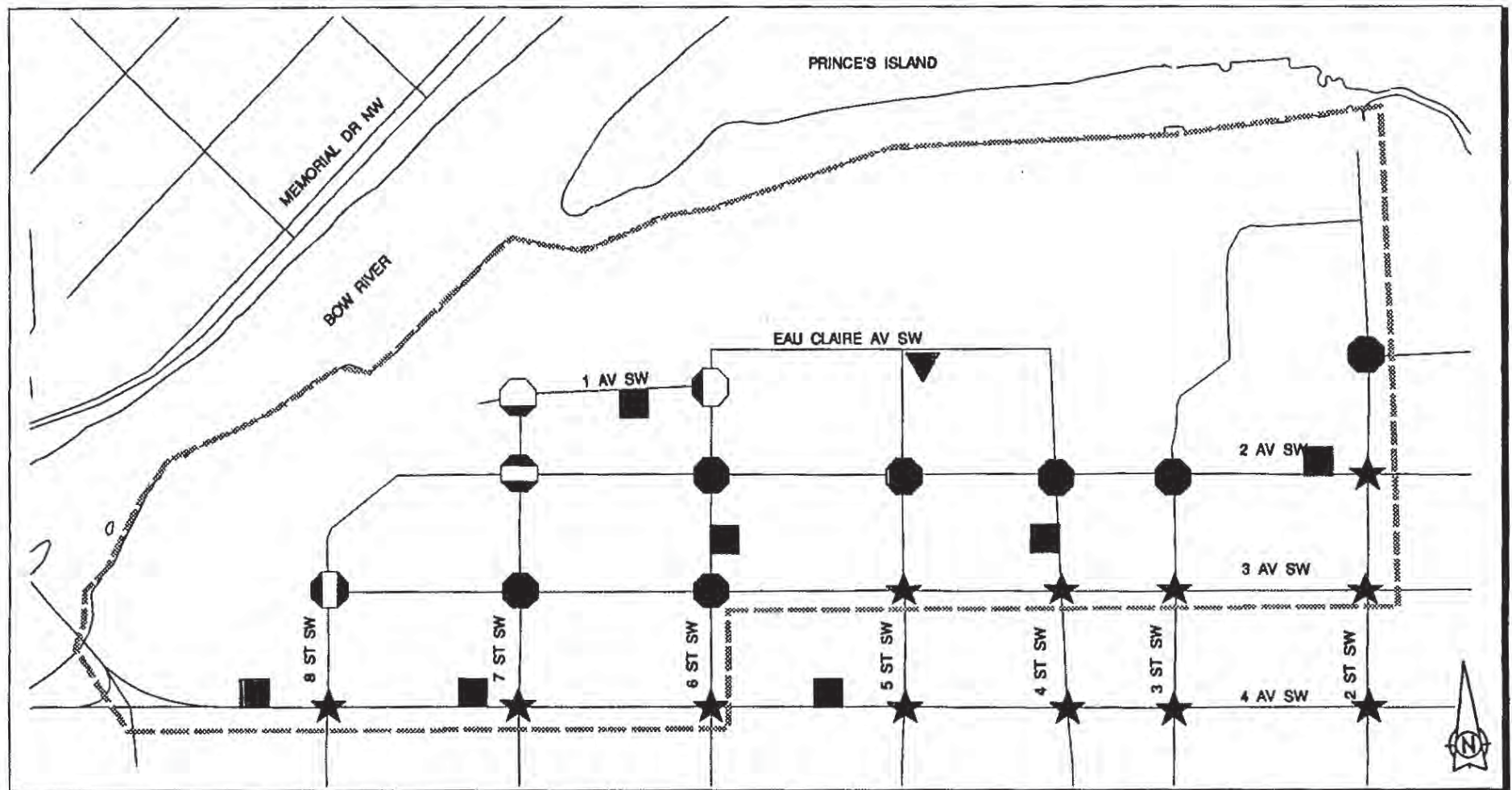
LEGEND:

- STUDY AREA BOUNDARY
- 0 - 1000
- 1000 - 2000
- 2000 - 3000
- 3000 - 4000
- 4000 - 5000
- 5000 +



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EAU CLAIRE ARP BACKGROUND INFORMATION

**FIGURE 23:
TRAFFIC CONTROL DEVICES**



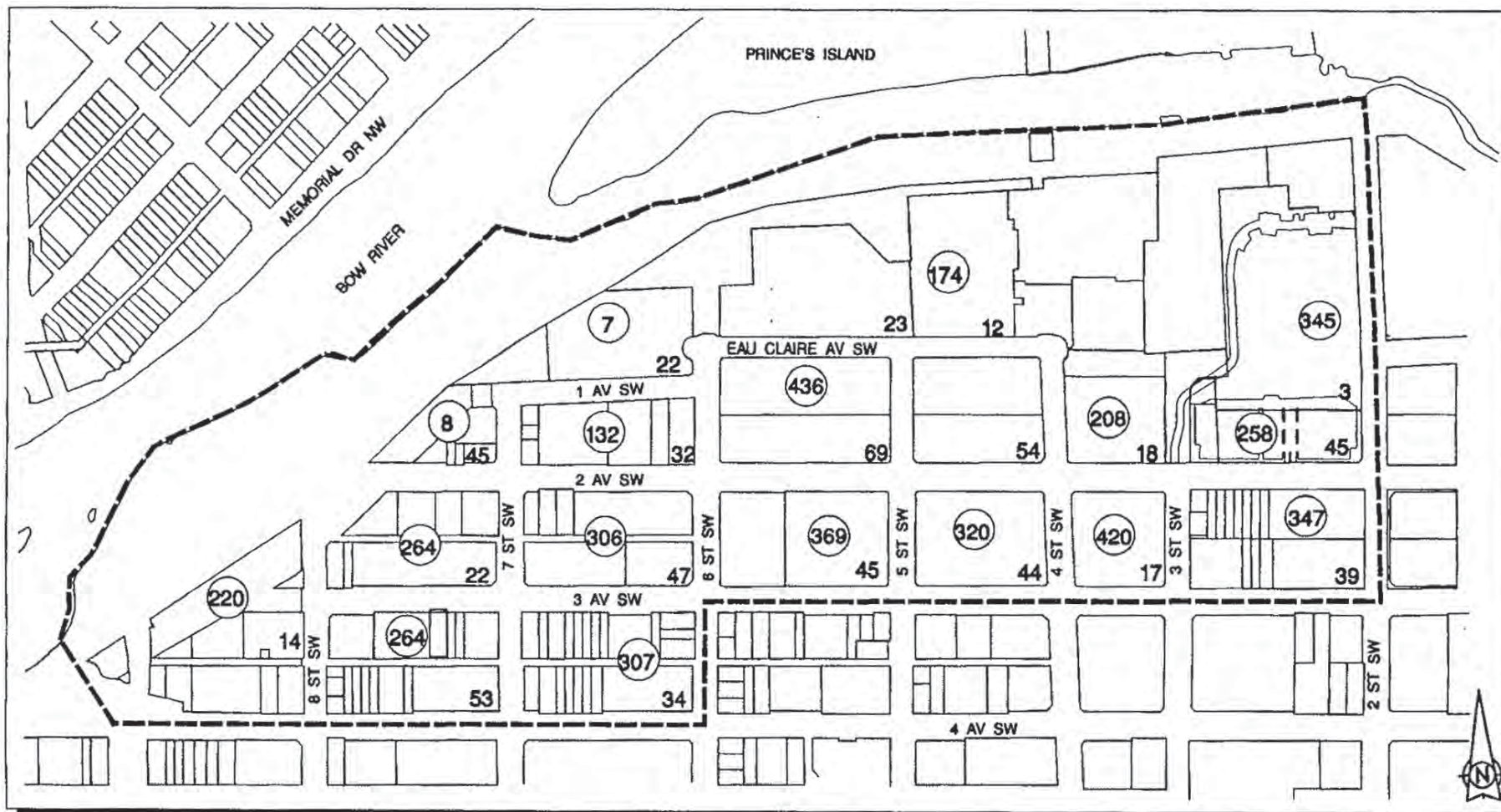
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LEGEND:

- STUDY AREA BOUNDARY
- MULTI-WAY STOP
- EAST-WEST STOPS
- NORTH-SOUTH STOPS

- SOUTH STOP
- WEST STOP
- TRAFFIC SIGNAL
- YIELD
- TRANSIT STOP



EAU CLAIRE ARP

BACKGROUND INFORMATION

**FIGURE 24:
ON- AND OFF-STREET PARKING**

LEGEND:

--- STUDY AREA BOUNDARY

34 ON-STREET PARKING TOTAL = 638

307 OFF-STREET PARKING TOTAL = 4,385

5,023



7.1.5 Transit

Current bus stops are indicated in **Figure 23: Traffic Controls**. The Downtown Shuttle (#31) is the only bus that stops in the Eau Claire district. The shuttle runs on a one-hour schedule, from 9:00 a.m. until 4:00 p.m. on weekdays and Saturday. Commuter transit service is thus lacking in Eau Claire for peak work hours (7:30-9:00 a.m. and 4:00-5:30 p.m.).

7.1.6 Pedestrian Traffic Systems

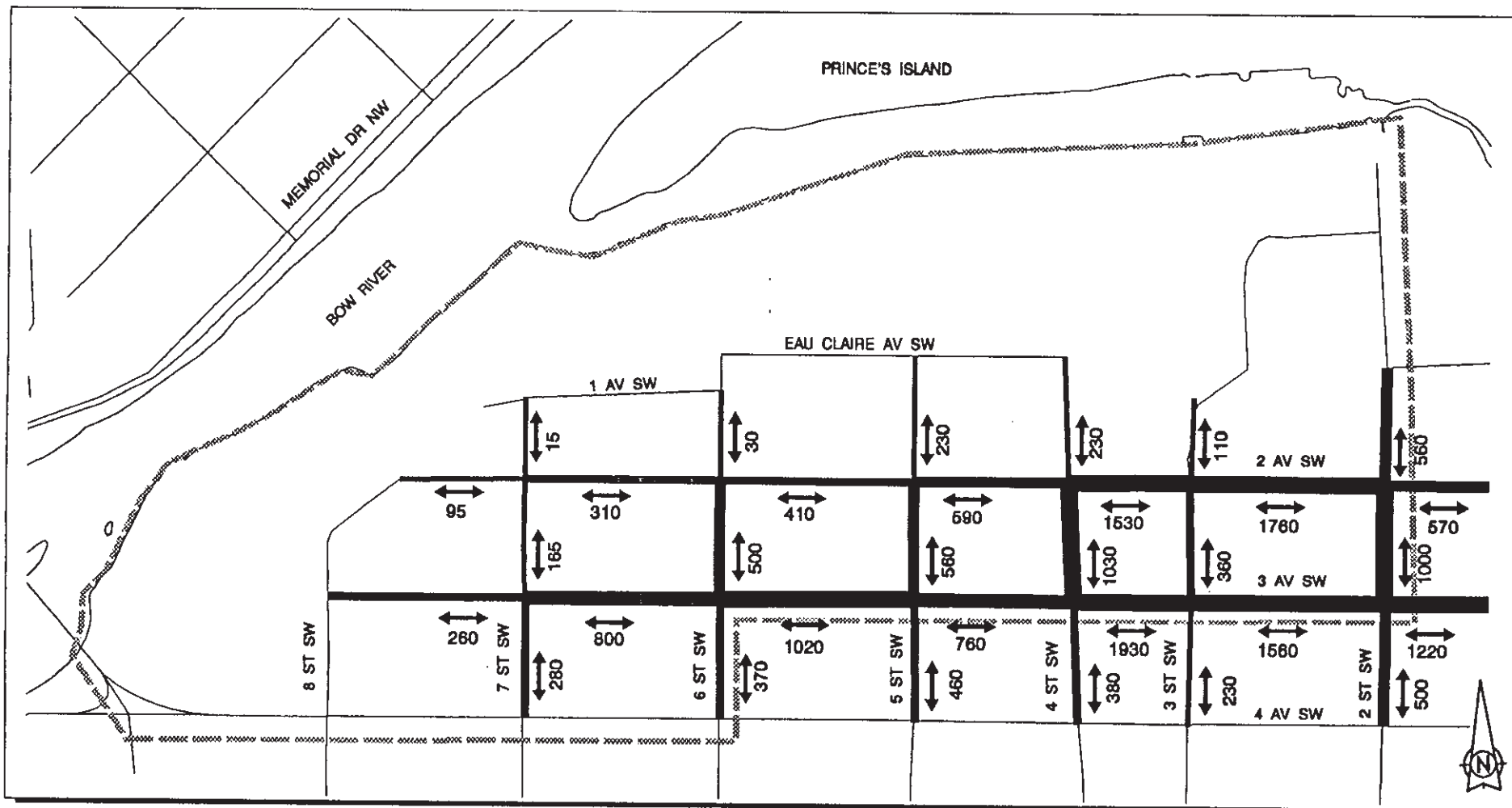
Eau Claire streets have traditionally provided pedestrian access, principally along 3 St. W. (Barclay Mall), to Prince's Island and the riverbank pathway system for downtown commercial core employees. Other major pedestrian traffic areas include the Eau Claire Market area, and east-west traffic to and from Chinatown.

The most significant enhancements to the pathway system to date include the Barclay Mall improvements at the termination of Barclay Plaza/Mall and intersection with the riverbank pathway system. Further enhancements, as contained in the Urban Parks Program Master Plan, are currently proposed for a Riverbank Promenade area between 3 St. and 7 St. W. Generally under construction are components of the pedestrian connections between Eau Claire Market and Barclay Plaza and the riverbank. Further pathway improvements are required because of increasing pedestrian and cycle traffic along the pathway system, and proposed residential developments adjacent to the pathway.

The Plus 15 system provides climate-controlled above-grade access to the Canterra Tower. The Shell Court building has provisions for Plus 15 connections in the future and a Plus 15 easement on the second floor, but is currently not linked into the Plus 15 network. Further enhancements will occur to the Plus 15 system as redevelopment occurs throughout the remaining commercial area.

Current land use designations require three Plus 15 bridges connecting the Oxford C blocks and one of two bridges connecting the C1 and C2 blocks with land to the south or an equivalent cash-in-lieu payment. A 1992 amendment to the Oxford land use designation replaced the option of cash-in-lieu payments to the Plus 15 fund, with cash-in-lieu payments to a public improvements fund for Eau Claire applicable to four bridges connecting the B and C blocks.

The results of pedestrian traffic counts during the summer of 1994 are indicated in **Figure 25: Six Hour Pedestrian Volumes**. Numbers vary from approximately 310 pedestrians per six hour interval at 7 St. W. and 2 Ave. S. to over 1,900 pedestrians at 4 St. W. and 3 Ave. S. Generally, pedestrian traffic increases in the commercial core area in eastern Eau Claire, with the highest traffic levels along 2 and 3 Ave. S. between 2 and 4 St. W.



EAU CLAIRE ARP

BACKGROUND INFORMATION

FIGURE 25:
6 HOUR PEDESTRIAN VOLUMES

LEGEND:

- STUDY AREA BOUNDARY
- 0 - 250 TOTAL PEDESTRIANS PER 6 HOUR PERIOD
- 250 - 500
- 500 - 750
- 750 - 1000
- 1000 +



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7.2 Public Utilities: Storm, Sanitary, Waterworks and Floodway/Floodplain

7.2.1 Storm Sewer

Major storm sewer outfalls exist at the termination of 8, 7, 5, and 2 Streets W. and flow into the Bow River or the Prince's Island lagoon (**Figure 26: Storm Sewer System**). The storm outfalls are sealed off in winter months to prevent ice buildup, and opened in the spring to allow for rainwater based flow drainage.

7.2.2 Sanitary Sewer

The sanitary system services the Eau Claire area as indicated in **Figure 27: Sanitary Sewer System**, with the primary sanitary collector for the area located under 3 Ave. S.

Portions of the sanitary sewer mains as shown in Figure 27 are to be upgraded at developers' expense when the adjacent parcels are developed.

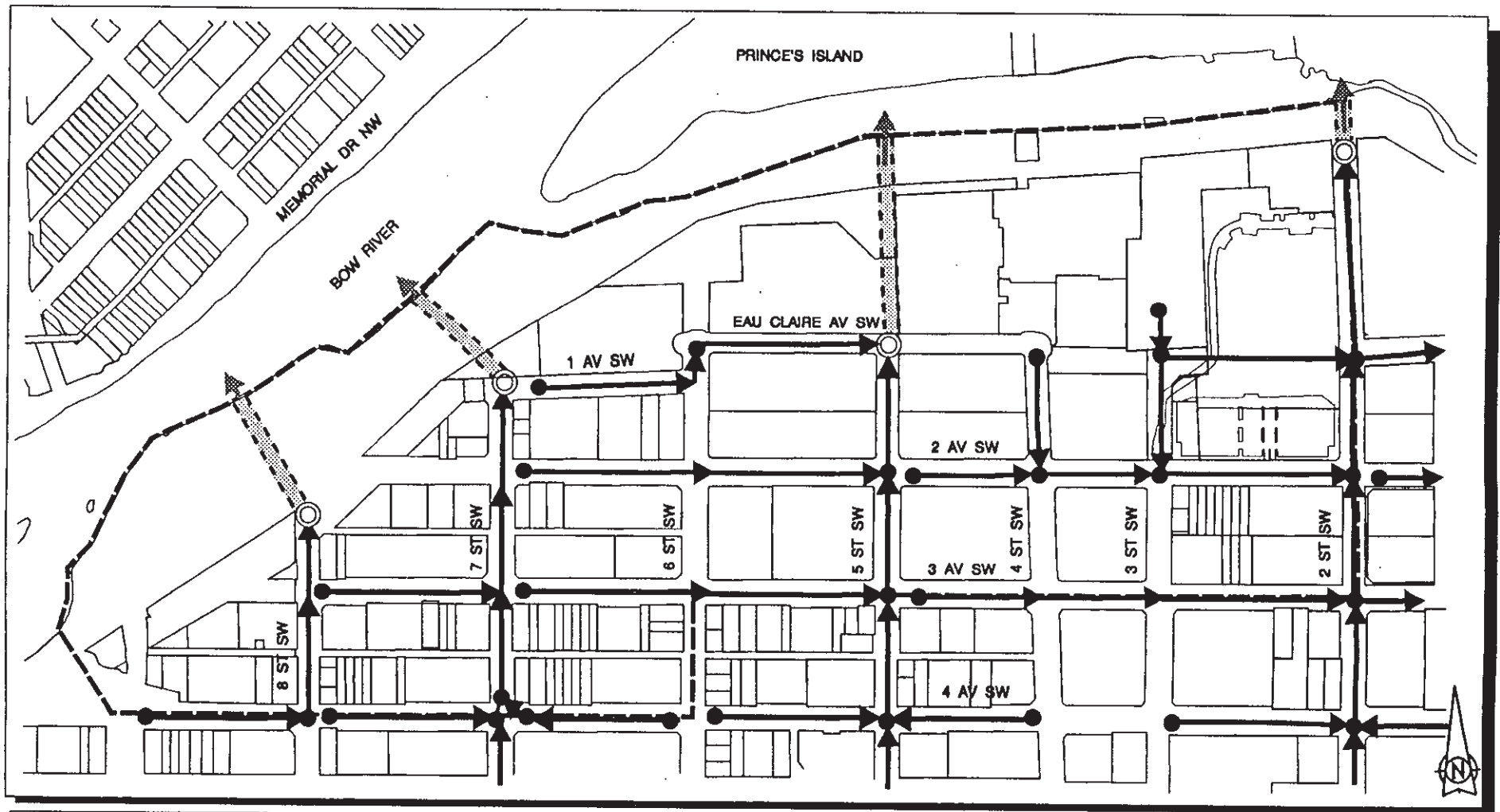
7.2.3 Waterworks

All developable blocks within Eau Claire are serviced with watermain (**Figure 28: Waterworks**). The existing 150 mm watermain on 3 Ave. S.W. between 6 and 8 St. S.W. is to be upgraded at the developers cost when the adjacent lands are developed.

7.2.4 Floodway/Floodplain

Figure 29: Floodway/Floodplain shows the floodway and the floodplain designations as contained in Land Use Bylaw 2P80. The floodway is largely restricted to the river channel, while the floodplain includes the entire Eau Claire area north of 3 Ave. S. and east of 7 St. W. Sections of Eau Claire Ave. and 2 Ave. S. have already been raised to floodplain elevations, within the Oxford lands.

Development in the floodplain is regulated. This includes the requirement that all buildings, and habitable floors of residential dwellings, be built at or above designated flood elevations. The difference between existing elevations and the designated flood elevations is indicated in **Figure 29**.



EAU CLAIRE ARP

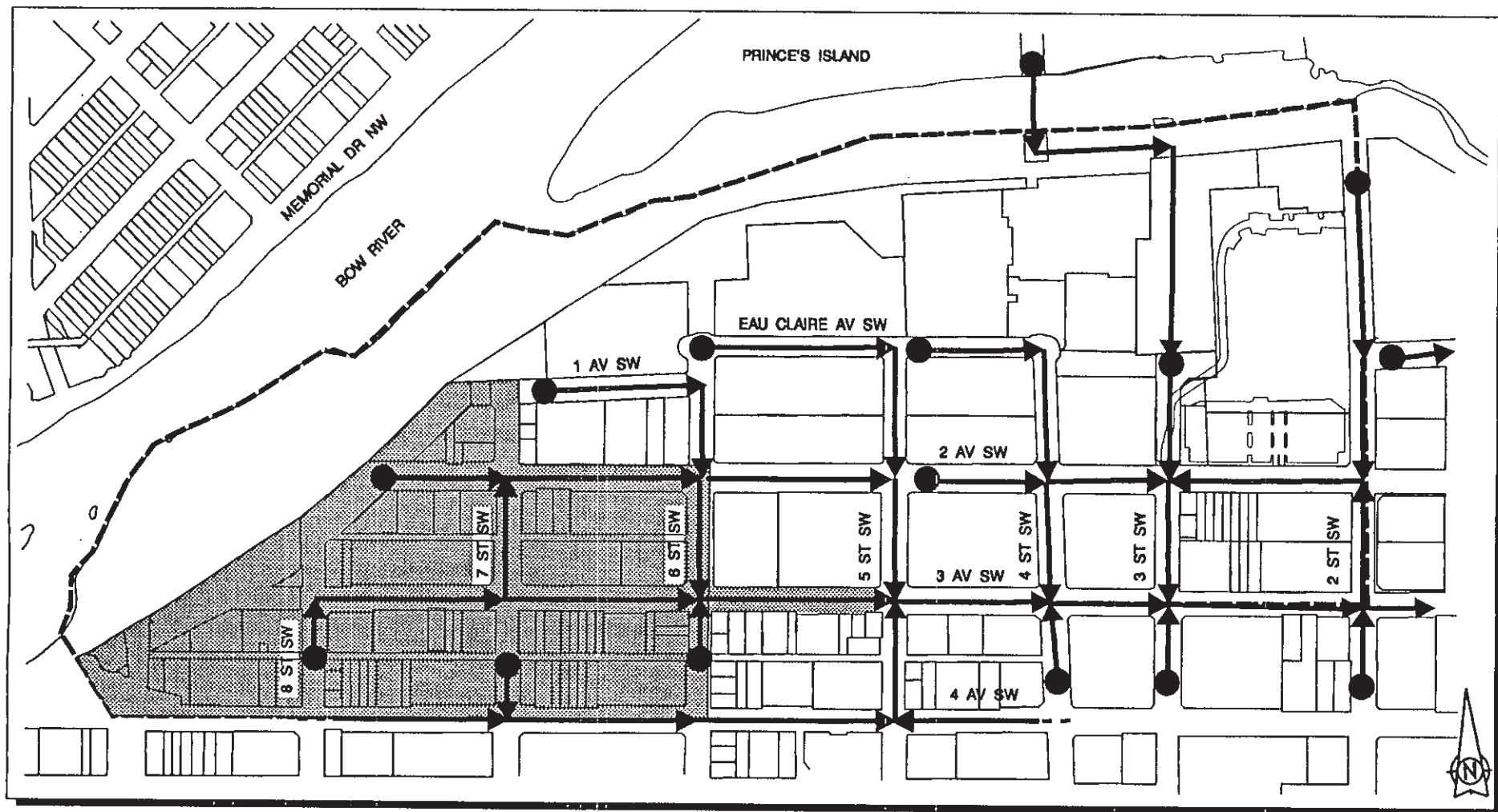
BACKGROUND INFORMATION

FIGURE 26:
STORM SEWER

LEGEND:

- STUDY AREA BOUNDARY
- START
- ⊙ END
- WATERFLOW
- OUTFALL





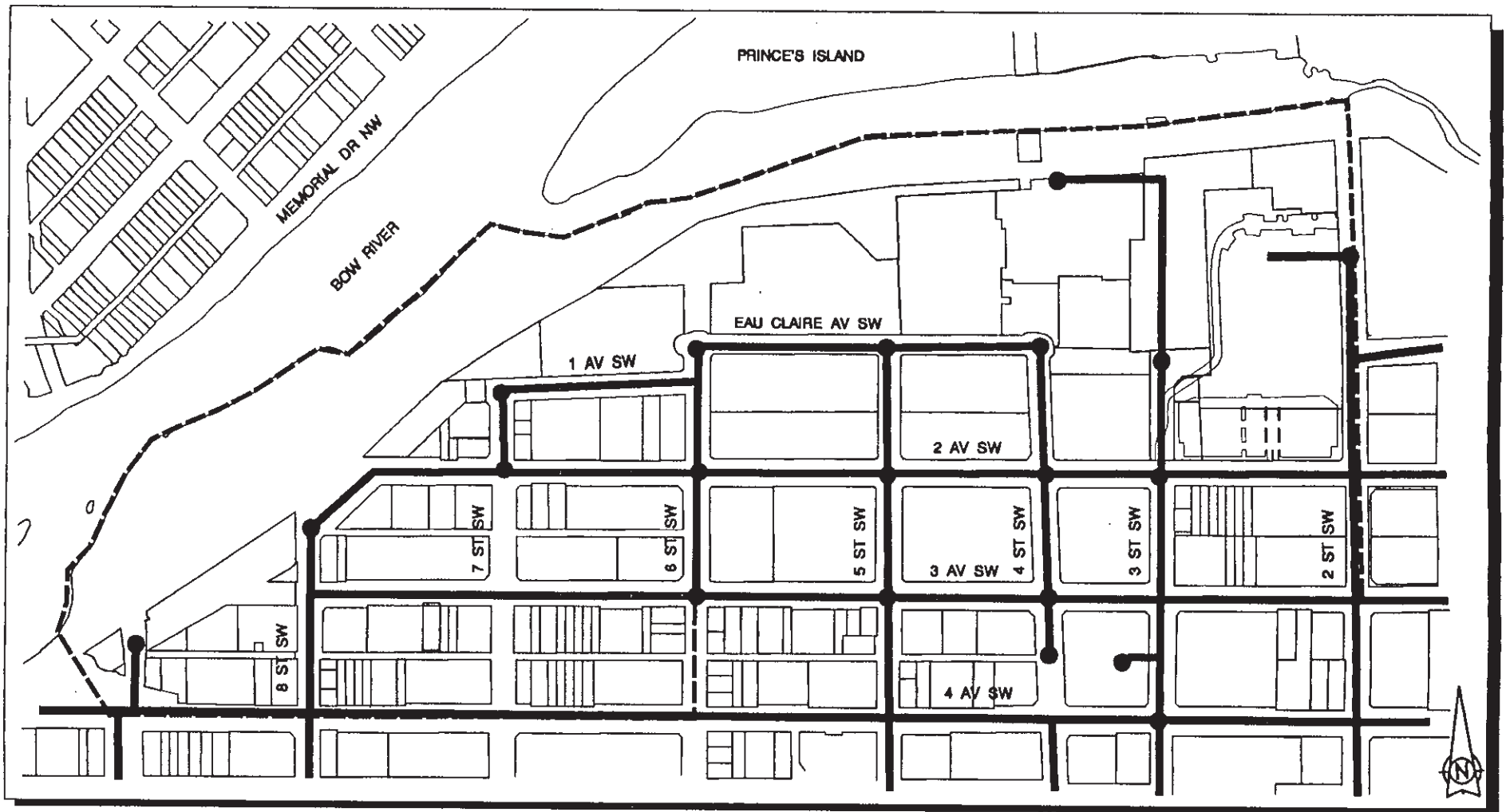
EAU CLAIRE ARP BACKGROUND INFORMATION

FIGURE 27:
SANITARY SEWER



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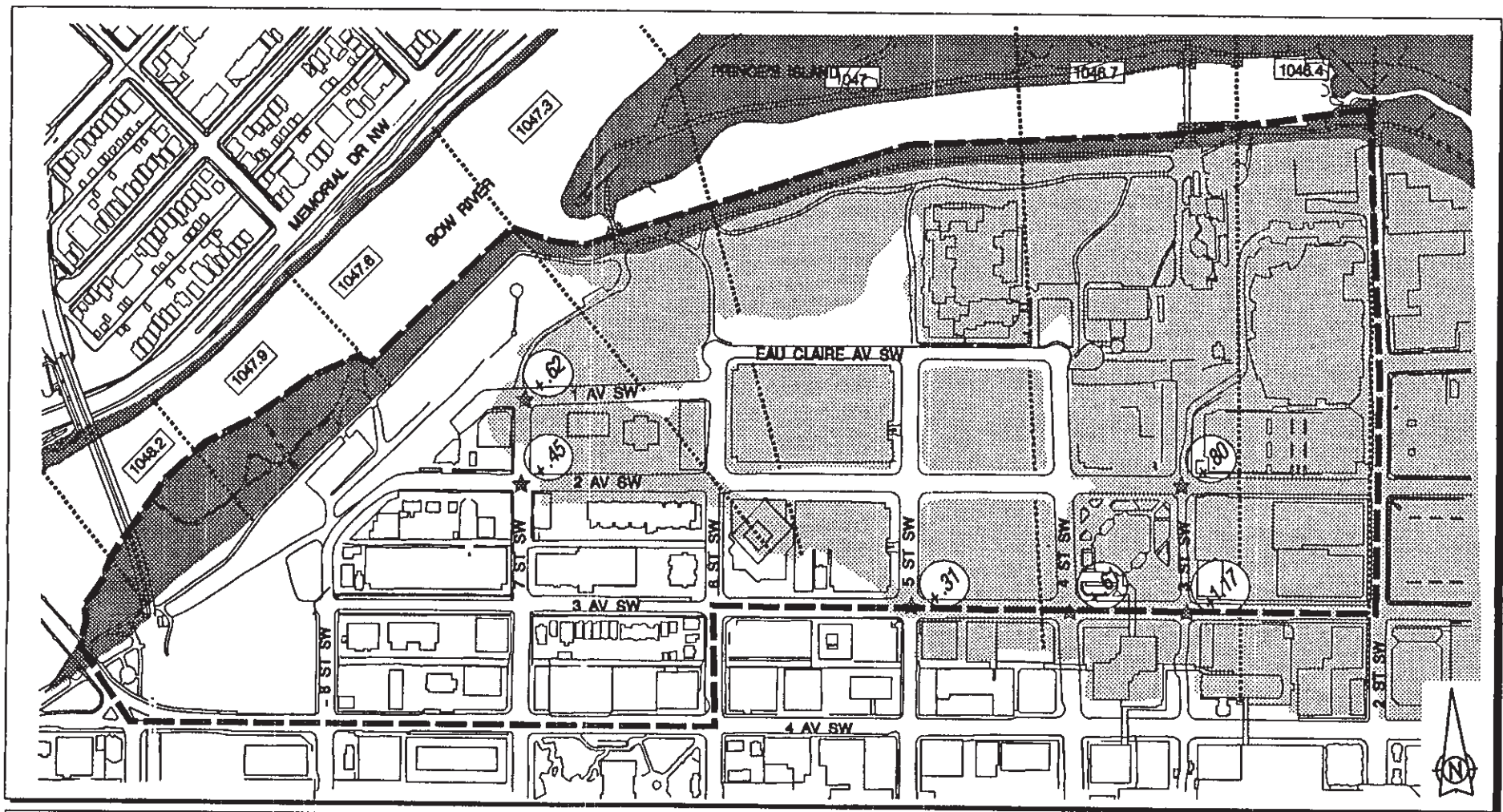
**FIGURE 28:
WATER SYSTEM**

LEGEND:

--- STUDY AREA BOUNDARY

● LOCATION OF WATER LINES





EAU CLAIRE ARP

BACKGROUND INFORMATION

**FIGURE 29:
FLOODWAY/FLOODPLAIN**



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LEGEND:

- STUDY AREA BOUNDARY
- FLOODWAY
- FLOODPLAIN
- STEP ELEVATION IN METRES
- STEP ELEVATION BOUNDARY
- APPROXIMATE DIFFERENCE BETWEEN FLOODPLAIN ELEVATION AND EXISTING ROAD HEIGHT

