



## Project overview

### Chinook Centre land use amendment

In January 2017, The City of Calgary received an application for a land use amendment for Chinook Centre. The proposed land use redesignation (a Direct Control District) would equip the applicant, Cadillac Fairview, to move forward with a planned significant investment at CF Chinook Centre. This investment focuses on the redevelopment of the southeast corner of the site to a mixed use hub that could include retail, office, residential and hotel uses with structured parking.

As outlined in the applicant's submission (Appendix I) the proposed land use redesignation and supporting policy amendment would equip Cadillac Fairview to move forward with a planned significant investment at CF Chinook Centre. This investment focuses on the redevelopment of Site 2 as a mixed use hub that could include retail, office, residential and hotel uses.

### Chinook Station Area Plan

The Chinook Station Area Plan (SAP) is a non-statutory document that was adopted by resolution at Calgary Planning Commission (M-2008-026) in 2008. The purpose of the Chinook SAP was to respond to changing market conditions to develop a policy that would attract private sector development.

The Chinook SAP set out a long term vision for the future of the Chinook Station Area and establishes implementation actions to realize the plan's vision. While Chinook Centre, as one of the most productive shopping centres in North America, has been expanding, there has not been major redevelopment in the area east of Macleod Trail SW. Through this project, the Chinook Station Area Plan will be rescinded and replaced with the statutory Chinook Station Area Redevelopment Plan (SARP).

The new Chinook SARP will be aligned with the Developed Areas Guidebook. Additionally, policy will be examined and streamlined to provide enhanced readability. Policy-related barriers to redevelopment will be examined as part of this process.

This report covers input and decisions made on land use only, these findings will be presented at the Calgary Planning Commission. The new policy plan is expected to move forwards with the approvals process in Q1 2018.



### Engagement overview

A comprehensive engagement and communications strategy was developed to facilitate meaningful opportunity for engagement. The Engage Spectrum level for this project is Listen and Learn which is defined as “We will listen to stakeholders and learn about their plans, views, issues, concerns, expectations and ideas.”

The objectives of our engagement were to:

- Inform and engage the community about The City’s planning process and the proposed Chinook Land Use Application and Chinook SARP Answer questions about The City’s planning process, SARP and Land Use Application.
- Provide an opportunity for community members, transit users, area business owners, and property landowners to gather their input on SARP and Chinook Land Use Application and share their thoughts and concerns about the project (SARP and Chinook Land Use Application) with The City
- Listen to and Learn from the community about their ideas and concerns related to the specifics of the SARP and the Chinook Land Use application
- Gather feedback via a variety of engagement tactics (workshop, engage portal , open house, questionnaire(s))

### What we asked

This report back only includes decision made on the Chinook Centre Land use amendment. The decisions on policy will be made in Q1 of 2018. Questions below (Q11 to Q15) are related to the Chinook Centre land use amendment specifically, questions that came before and after the land use questions were policy related questions.

#### Questions asked as they pertain to land use amendment:

As an area landowner, what concerns (if any) do you have with the proposed land use amendment application for Chinook Centre, and why?

12.The maximum height in the previously approved DC range from 75m to 90m for Sites 2 to 5. A maximum height of 115m is proposed for Site 2, which combines the previous Sites 2 to 5. Do you feel that the increase in height is beneficial or detrimental to the area, and why?

13.The maximum FAR in the previously approved DC ranges from 2.75 to 5.0 for Sites 2 to 5. The weighted average by site area is 4.05. A maximum FAR of 7.1 (3.0 in parking, 4.1 in development) is proposed for the new Site 2, which combines the previous Sites 2 to 5. Do you feel that the cumulative increase in FAR is beneficial or detrimental to the area, and why?



14.As a pedestrian, cyclist and driver, what architectural details and public realm elements would you like to see to improve the Chinook Centre interface along Macleod Trail, and why?

15.A flyover from northbound Macleod into the second level of the future parkade is proposed. Do you have any concerns regarding this proposal? What are they and why?

### What we heard

- ▶ For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.
- ▶ For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

### What we heard, what we did

#### What we heard

**11. As an area landowner, what concerns (if any) do you have with the proposed land use amendment application for Chinook Centre, and why?**

- Worsening traffic (9\*)
- Property tax increases (2\*)
- Pedestrian-vehicle conflict concern (2\*)
- Parking overflow (1\*)
- Other (4\*)

#### What we did

- **Worsening traffic:** Construction of the grade-separated ramp will ease congestion on Macleod Trail SW from its current state.
- **Property tax increases:** Property tax rates are set by Council
- **Pedestrian-Vehicle conflict concern:** Setbacks will ensure there is sufficient space for pedestrians along Macleod Trail SW. The policy for the main site entrance, Glenmore Trail SE and Macleod Trail SW speaks to integrating the building with pedestrian retail street components.
- **Parking overflow:** The addition of structured parking would alleviate mall-goers parking elsewhere in the area.

**12. The maximum height in the previously approved DC range from 75m to 90m for Sites 2-5. A maximum height of 115m is proposed for Site 2, which combined the previous Sites 2 to 5. Do you feel that the increase in height is beneficial or detrimental to the area, and why?**

- **Beneficial to the area (8\*)**
  - Brings more people to work and live in the area
  - General benefit to the area
- **Detrimental to the area (1\*)**
  - Noise and congestion concerns
- **Benefits:** Stakeholders identified that the height increase is beneficial to the area, and that it would bring more people to live and work in the area. The proposed DC allows for a maximum height of 115 metres.
- **Noise and congestion concerns:** congestion along Macleod Trail SW will be improved through the construction of the grade-separated ramp.



**13. The maximum FAR in the previously approved DC ranges from 2.75 to 5.0 for Sites 2 to 5. The weighted average by site area is 4.05. A maximum FAR of 7.1 (3.0 in parking, 4.1 in development) is proposed for the new Site 2, which combines the previous Sites 2 to 5. Do you feel that the cumulative increase in FAR is beneficial or detrimental to the area, and why?**

- Beneficial to the area (11\*)
  - Mixed use and added density
  - Urban efficiency
  - Attract more people to the mall
  - Encourages comprehensive development
- Detrimental to the area (1\*)
  - Traffic Congestion
- Resulting in increase in taxes (1\*)
  - Tax increase
- **Beneficial:** the FAR in the DC specifically for parking was generally seen as a benefit to the area. The proposed DC allows for a maximum of 3.0 FAR specifically for the use of structured parking.
- **Traffic Congestion:** Congestion along Macleod Trail SW will be improved through the construction of the grade-separated ramp.
- **Property tax increases:** Property tax rates are set by Council

**14. As a pedestrian, cyclist and driver, what architectural details and public realm elements would you like to see to improve the Chinook Centre interface along Macleod Trail SW, and why?**

- Decreased traffic congestion (7\*)
- Wider sidewalks to encourage pedestrians and cyclists (5\*)
- More modern and green streetscape (4\*)
- Don't change/no opinion
- Safety; separate walkway from road (1\*)
- **Decreased traffic congestion:** Congestion along Macleod Trail SW will be improved through the construction of a grade-separated ramp.
- **Wider sidewalks to encourage pedestrians and cyclists:** to be finalized through Development Permit. Guidelines in the SAP speak to integrating the building with the pedestrian realm at the interface at the main site entrance at the corner of 61 Ave SW and Macleod Trail as well as along Glenmore Trail SW and Macleod Trail SW.



**15. A flyover from northbound Macleod Trail SW into the second level of the future parkade is proposed. Do you have any concerns regarding the proposal? What are they and why?**

- It might help traffic but conditions must be right (4\*)
- It might not help the traffic problem (4\*)
- It would help traffic and pedestrians (4\*)
- Construction issues (Added traffic, costs) (2\*)
- Other (1\*)
- The applicant provided a Transportation Impact Assessment and Function Planning Study for the proposed grade-separated ramp. City staff reviewed the Study and concluded that a ramp would alleviate congestion in this area.

*\* indicates a number of responses for each of the themes*

## Next steps

The feedback that was collected at engagement events in March of 2017 will be considered as The City drafts changes to the Direct Control District for Site 2 of the Direct Control District at Chinook Centre and the Chinook Station Area Plan. The proposed land use and policy amendments will strike a balance between community priorities, citizen input, technical feasibility, policy requirements and landowner rights.

Stakeholder feedback provides administration and Council with valuable local knowledge of the community and the proposed development area. The stakeholder input provided through engagement online and in person helped to inform Administration's review of the application. This input formed a portion of Administration's recommendation to Calgary Planning Commission (CPC). A summary of comments received is included in Administration's report to CPC. Commissioners and Councillors will be able to review this information as they deliberate their decision of the proposal.

Following Calgary Planning Commission on June 15, 2017, the application will be presented at a Public Hearing of Council on July 31, 2017 and members of the public will be able to speak in favour or opposition of the land use amendment. Ultimately, Council will decide whether to approval or refuse the land use redesignation.

As Administration moves forward in their review, stakeholders are encouraged to visit the project website at [calgary.ca/chinook](http://calgary.ca/chinook) or contact Administration if they have any questions.



### Summary of Input

The input below is inclusive of policy and land use application. Please note that Administration's recommendation for the land use has only been made at this time. Please see questions (and responses) eleven (11) to fifteen (15) as they are directly related to Chinook Centre land use application.

### Landowner Workshop Input Summary

Landowner workshop was attended by 54 landowners, 22 of whom completed the comment form at the time of the workshop. Additionally, three responses were collected via Fluid Survey by March 28, 2017. The summary below is conclusive of all landowner input collected via all engagement events for the Chinook SARP project and Chinook Land Use application between March 21 and 28, 2017.

After each question is the themed response for each of the questions asked.

#### 1. What aspects from the old vision would you want to see carried forward to the new plan, and why?

- No change to old vision
- Needs to address parking
- DC and uses
- Need to address density
- Improve street aesthetics
- Pedestrian friendly (connection)

#### 2. What you would like to see incorporated into the new vision that is not in the current vision, and why?

- More pedestrian friendly (re.access)
- Better local traffic
- Need to address parking
- More open/green space
- More commercial and retail mix (uses)
- Please clarify and other



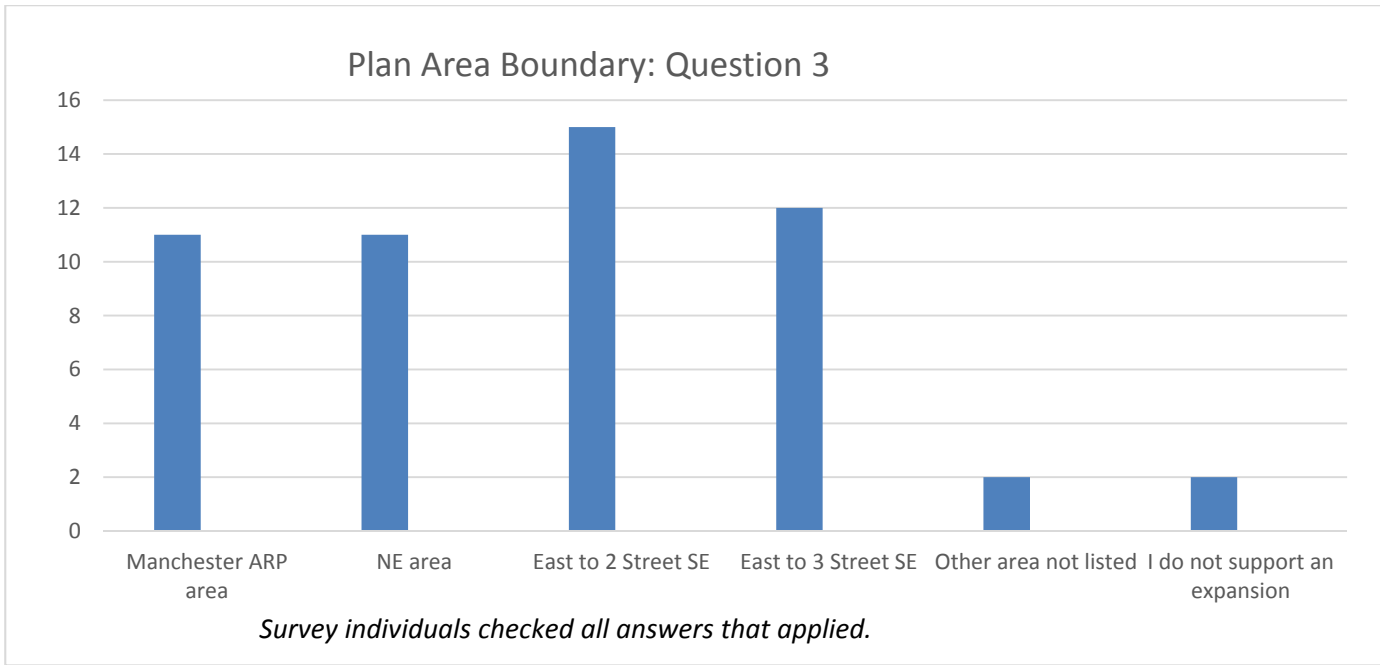
# Chinook SARP

Stakeholder Report Back: What we Heard-What we Did

June 19, 2017

**1. As part of the development of the new SARP, we are reviewing options for expanding the plan boundaries. What would you like to see included in the boundary? Check all that apply**

Participant response:



**2. Please provide the reasoning for your response to Question 3.**

- More attention and services to area
- More careful planning of land use
- Increased mixed-use development
- More efficient transportation and simpler access to rest of the city
- Other

**3. In your perspective, are there barriers to redevelopment in the in the current Station Area Plan?**

YES 16  
NO 3

**4. If yes, what are the barriers to redevelopment? Why are these barriers?**

- Rearrangement of planning/funds (landowner)
- Complicated and difficult transition (re.policy)



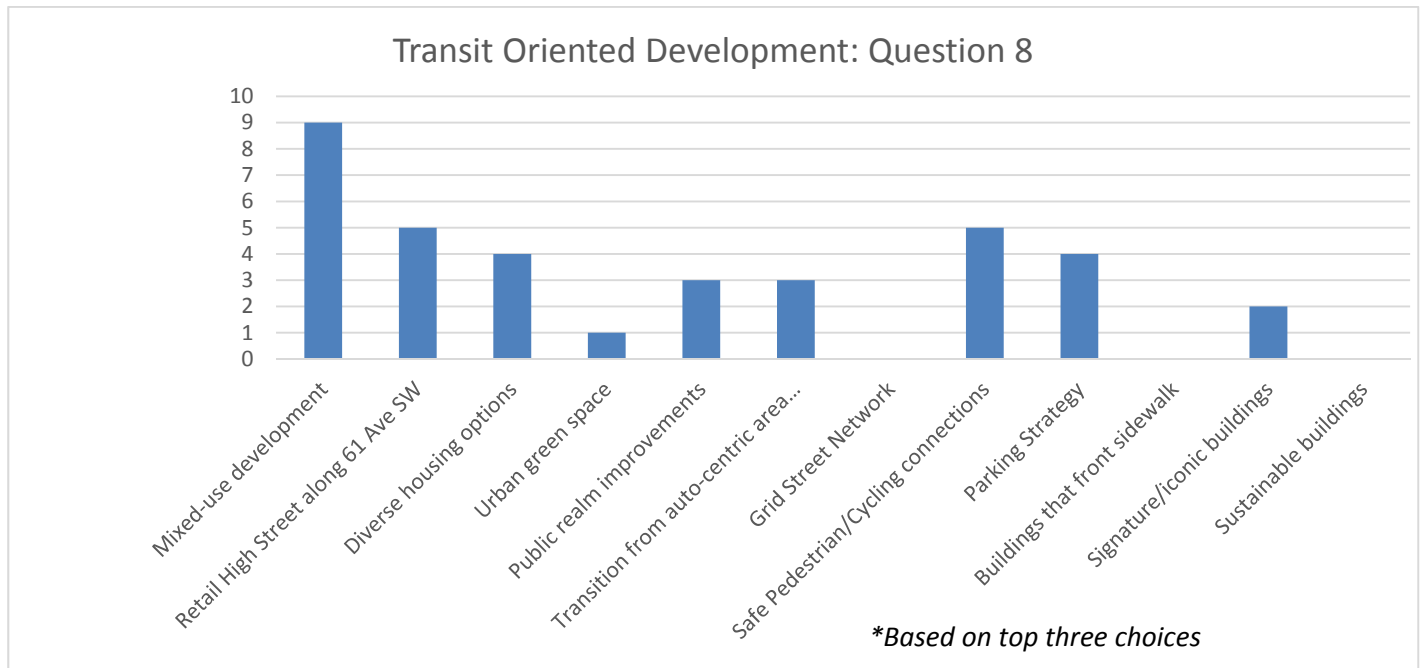
- Other
- Increased traffic/parking issues

**7. How can The City encourage more redevelopment to achieve the goals of a Transit Oriented Development (TOD) and the intensities (people/jobs per developable hectare) of a Major Activity Centre in this area?**

- More mixed-use/higher density
- Expand transit access
- More financial incentives
- More pedestrian friendly
- TOD/other

**8. What would have the biggest positive impact to your business in the Chinook area? Please pick up to three and explain why you chose these items.**

Participant response:



These themes (below) describe “Why” the participants think any particular topic (above) would be a positive impact on their business in the Chinook Area.

- Proximity to work
- Create safer community feel
- Improve streetscape





# Chinook SARP

Stakeholder Report Back: What we Heard-What we Did

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- Solve parking problem
- Other

**9. What public realm improvements would you like to see included in the new Chinook SARP policy, and why?**

- More walkable sidewalks
- More pedestrian/cyclist friendly
- Cleaner and greener streetscape
- More transit accessibility
- Building a community
- Other

**10. If public amenity space is provided in the plan area, where should it be located, and why?**

- Close to transit and parking
- Chinook Mall
- Somewhere safe and convenient
- Other

**11. As an area landowner, what concerns (if any) do you have with the proposed land use amendment application for Chinook Centre, and why?**

- Worsening traffic
- Property tax increases
- Pedestrian-vehicle conflict concern
- Parking overflow
- Other

**12. The maximum height in the previously approved DC range from 75m to 90m for Sites 2 to 5. A maximum height of 115m is proposed for Site 2, which combines the previous Sites 2 to 5. Do you feel that the increase in height is beneficial or detrimental to the area, and why?**

- Beneficial to the area (8)\*
  - Brings more people to work and live in the area
  - General benefit to the area
- Detrimental to the area (1)\*
  - Noise and congestion concerns
- No opinion/undecided (4)\*

*\* indicates a number of responses for each of the themes*



**13. The maximum FAR in the previously approved DC ranges from 2.75 to 5.0 for Sites 2 to 5. The weighted average by site area is 4.05. A maximum FAR of 7.1 (3.0 in parking, 4.1 in development) is proposed for the new Site 2, which combines the previous Sites 2 to 5. Do you feel that the cumulative increase in FAR is beneficial or detrimental to the area, and why?**

- Beneficial to the area (11)\*
  - Mixed use and added density
  - Urban efficiency
  - Attract more people to the mall
  - Encourages comprehensive development
- Detrimental to the area (1)\*
  - Traffic congestion
- Resulting in increase in taxes (1)\*
  - Tax increase

*\* indicates a number of responses for each of the themes*

**14. As a pedestrian, cyclist and driver, what architectural details and public realm elements would you like to see to improve the Chinook Centre interface along Macleod Trail, and why?**

- Safety; separate walkway from road
- Wider sidewalks to encourage pedestrians and cyclists
- More modern and green streetscape
- Decreased traffic congestion
- Don't change/no opinion

**15. A flyover from northbound Macleod into the second level of the future parkade is proposed. Do you have any concerns regarding this proposal? What are they and why?**

- It might not help the traffic problem (4)\*
- It would help traffic and pedestrians (4)\*
- Construction issues (added traffic, costs) (2)\*
- It might help traffic but conditions must be right (4)\*
- Other (1)\*

*\* indicates a number of responses for each of the themes*

### Summary of Input Received online (via engage portal), Land Use Application ONLY

**1. Do you feel that the cumulative increase in FAR is beneficial or detrimental to the area, and why?**

- No concerns identified



# Chinook SARP

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- FAR benefits development
- FAR is beneficial to the economy
- Parking concerns
- FAR cannot achieve desired end result
- FAR will improve connection between people, amenities and transit
- FAR is beneficial
- Some concerns noted

**2. As a pedestrian, cyclist and driver, what architectural details and public realm elements would you like to see to improve the Chinook Centre interface along Macleod Trail, and why?**

- Lighting
- Art
- Ease traffic flow
- Greenery
- Parking
- Pedestrian access
- Crossings with shorter light signals
- Narrower car lanes
- Noise reduction
- Biking transition between roadways and structures
- Ground level amenities
- Facades
- Absorb the circulation road

**3. A flyover from northbound Macleod into the second level of the future parkade is proposed. Do you have any concerns regarding this proposal? What are they and why?**

- Supportive (6)\*
- Concerned with traffic flow (5)\*
- Concerned with safety and security (3)\*
- No concerns (2)\*
- Pedestrian concerns (7)\*
- Does not reflect TOD (1)\*
- Concerns with redevelopment (1)\*
- Damage to streetscape (1)\*

*\* indicates a number of responses for each of the themes*



**4. What concerns (if any) do you have with the proposed land use amendment application for Chinook Centre, and why?**

- No concerns
- Cost analysis
- Consolidate Direct Control districts
- Pedestrian concerns
- Parking concerns
- Balance priority between cars, pedestrians, cyclists and transit
- Business access
- Interface with McLeod Tr
- Statutory vs non-statutory
- Partnerships/relationships

**5. Do you feel that the increase in height is beneficial or detrimental to the area, and why?**

- Beneficial
- Improved sound buffering
- No concerns
- Encourage Chinook as a destination and promote development
- Height measurements cannot achieve end result
- Promote TOD
- Improve access for pedestrians
- Precendent setting for other neighbourhoods

**6. If you have any additional comments, please share below.**

- Improve access for pedestrians, including bridges
- Review other municipalities
- Improved access to LRT
- Parking concerns
- Does not follow TOD
- Access to retail
- Timing of build
- Small developments vs. large development



# Chinook SARP

Stakeholder Report Back: What we Heard-What we Did  
June 19, 2017



## Verbatim Comment

### Chinook Station Area Plan Landowner Workshop, March 21, 2017

#### Comment Form

#### Vision

As part of the redevelopment of the Chinook Station Area Plan, we are looking to update the vision for the Chinook Station Area Plan to provide a concise vision to shape, define and guide-decision making in the Chinook area. Please review the provided handout on the vision and answer the following questions

11. What aspects from the old vision would you want to see carried forward to the new plan, and why?

- I have no issues with anything in the vision. My only concern currently is the lack of parking + high density of pple parking streetside + in alleys causing huge issues already for people living in the area.
- Change uses for DC-1
- All items
- Increased density & greater walkability
- The high density residential development 2<sup>nd</sup> Street between 57 Ave and 55 Ave is all directed toward subsidized housing (Calgary housing). I would like to see this addressed as it is ghettoizing the residential aspect.
- Street-oriented people use flow through the area, less emphasis on traffic
- Densification, mixed use , far increased
  - These help – *economics* of site development
- Convenient access to open spaces, entertainment, active street life and regional transportation links w/ bus and light rapid transit
- Not sure what the vision is? You didn't say what the old vision was.
- Attractive, walkable pedestrian & bicycle connections
  - Provide mobility opportunities
  - Strengthening connection Chinook LRT to mall
- Safe access walkable, retail lined streetscape, easy access from the LRT
- Increase in bicycle and pedestrian lines along 61<sup>st</sup> avenue at the expense of vehicle lanes will further gridlock 58<sup>th</sup> Ave.
- Manchester Area – needs consistent sidewalks to make them more pedestrian friendly
  - Vision is good
  - Existing landscaping is appalling
  - Between the station and Chinook Centre is very unattractive

- I was head of TOD for the City between 2008-2012. I would like to see the old & outdated criteria for what defines TOD updates to reflect certain development trends and work much more closely with the Keyland owners on what is their vision is for them card holding development in next 2 decades.
- All, define “future economic trends” better

### 12. What you would like to see incorporated into the new vision that is not in the current vision, and why?

- Local bus transport into the expansion areas and in particular the Manchester area
- Traffic gridlock caused by trains along 58<sup>th</sup> Ave as well as 61<sup>st</sup> Ave
  - More greenspace
  - More sidewalks in area. Example – green space given new playground on 1A St. in 5600 Block, but no sidewalks!
- Additional Retail (coffee shop, lifestyle retail), longer sidewalk, better lit, hotel and residential, Ped bridge that takes you directly to the LRT. It would be great to have the ped bridge act as a +15 that would connect everything in the area. Areas to gather.
- Renew buildings or building fronts, architecture control, more pedestrian bridges, better traffic flow, maybe less traffic flow.
  - More pedestrian friendly. Better access from LRT Station to Chinook Mall
- Following through and implementing the vision
  - Utilizing the LRT ROW for a north-south pedestrian & cycling corridor
    - eg. 50 Ave ->Chinook LRT
  - Adding sidewalks on streets where non exist. Current has pedestrian and vehicle conflicts
  - Parking: city owned & operated low income housing towers has significantly reduced our street parking. Private pkg. stalls often filled w/ illegal parkers. Was not the case before the towers.
  - Include 50 Ave. LRT station considerations
- Like high-density development
  - Walk friendly
  - Multiuse buildings (commercial + residential) in same building
- Parking
  - Retain (or expand) residential
  - Transit accessibility should be expanded
  - Address what will happen to low-income housing residents
- Much better transition from pre- and post-TOD uses
  - Grandfathering of (illegible)
  - Check out Adventure Zone -> crazy Monday
    - 250,000 lost rent, 18 month delay
    - 25,000 in consulting costs
  - The process is for transition is very deficient
  - Less prescriptive policy – with localized adjustments (not just successful (illegible))
  - Open up and remove FAR restrictions
- More integrated: 1) Office/Business, 2) Commercial, 3) Residential\
  - To create a vibrant people use for 1,2,3 vs. concentrate on transporting people through the area
  - People living, shopping, working in the area
- Vehicle parking is a required reality – the vision downplays or discards that reality. It must be dealt with.



# Chinook SARP

## Stakeholder Report Back: What we Heard-What we Did

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- Current vision – speaks to open space
- What about more dedicated green space?
- Need to ensure winter time considerations – snow removal, etc.
  - As nice to have an area like this but if city doesn't do a better job of snow removal, wintertime will be a bust.
  - Handicap people can't maneuver at present in area in winter
  - Burial of above ground power lines
  - Paving of alleys in the area as now some are gravel, some are old broken asphalt
  - Not easy to traverse, esp. for people in wheelchairs
- Some more recreation areas or attractions
- Sufficient parking
  - Better street lights
- Not sure what your current vision is!! Not explained – just indefinite loose ideas – this is tough to give feedback!
- I live on 57<sup>th</sup> + 2<sup>nd</sup> street across from the city's affordable housing where there are a number of empty parkades and people opt for street parking + parking in the alley. I would want to see something addressed in the vision for dealing with these parking issues.
  - Bringing higher density + businesses to the area will increase this issue.
- Chinook Centre is a major anchor, but it has always operated without the context of really large land holdings. It is necessary to include a complimentary uses (and creating uses) that would further entail Chinook's position as large entertainment centre/region.
- 1) Incorporate statement re: "addressing landfill setback creatively!"
  - 2) Clearer definition of "station area"; for example, does it make sense to obliquely include lands in the boom zone south of Glenmore Trail?
  - 3) Better definition of "future economic trends" in point #6
  - 4) Include Centre Street north of Glenmore Trail as a focus – not just 61 Avenue
  - 5) Conceptually extend Boulevard concept on 61 Avenue to 2<sup>nd</sup> Street E.

### Plan Area Boundary

Please reference the Plan Area boundary map when answering the following two questions.

13. As part of the development of the new SARP, we are reviewing options for expanding the plan boundaries. What would you like to see included in the boundary? Check all that apply
- Manchester ARP area    **11**
  - NE area                    **10**
  - East to 2 Street SE       **13**





# Chinook SARP

Stakeholder Report Back: What we Heard-What we Did

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- East to 3 Street SE      11
- Other area not listed (please indicate) \_\_\_\_1\_\_\_\_\_
- I do not support an expansion    1

14. Please provide the reasoning for your response to Question 3.

- Logical extension along 61 Avenue Grand Boulevard to natural terminal at 3 Street E.
  - City/Province/polluter could address Springbank Landfill setback as part of ARP with exp. Area
  - Balances land area east and west of cp rail/LRT
- I believe that the Chinook area (the area immediately next to Chinook Centre) should be viewed as unique, and the focal part should shift from the station (LRT) and should be replaced by the mall
- Planning has been very poor
  - Re-designate then get out of the way
  - Put a LRT station on 50<sup>th</sup> Ave SE
  - Good use of this area
  - Proximity to the station
  - Will likely increase my land value
- Manchester ARP area <- Most important to tie in north area with low income housing
  - Currently the city doesn't repair backlanes or move any snow from roads. People struggle to move around the area (esp. low income housing/handicap people). Taxes will increase in future, if are current high taxes can't service area, what is point of beautifying an area that won't be serviced or maintained
- Impact of Chinook development would have greatest impact on these 2 areas. So coordination would be imperative.
- Create a growing core based on Macleod Tr North & South to be a living growing urban link into urban centre & the south
  - Also: NB to improve all transportation to, from, around the new residential
- Experience w/ 1<sup>st</sup> TOD @ Chinook
  - Problems w/ transition (real life issues)
  - Needless *persuption* (sp?) uses
- Already in existing plan area boundary so it doesn't affect me
- For residential/commercial areas mixed use is good
  - For NE in particular there are many contaminated sites and you can't build residential
- Need to consider 50 Ave LRT station in Manchester & NW expansion planning
  - Effective planning & policy development ultimately should save taxpayers money
- Area is already very congested
- I think there is a huge opportunity to create this area to be the best place to live, work, shop and play in the city
- Cannot commit to expansions when we are not privy to what these changes entail
- Logical expansion based on geography of the area and proximity to LRT station
- I represent the owner of the Southern Alberta Eye Center – it has plans to expand
  - Major issue in public transportation as this medical centre is a destination. Bus or train service would be fantastic.
  - Improved pedestrian walkways will be welcome

## Barriers to Redevelopment



15. In your perspective, are there barriers to redevelopment in the in the current Station Area Plan?

Yes **16**

No **3**

16. If yes, what are the barriers to redevelopment? Why are these barriers?

- Pedestrian network, vehicle control versus strictly transported thru the open
- Existing developments
  - Relocating business
  - Disruption for businesses in the redevelopment area
- This is difficult to answer, when there are not enough answers given. Lots of talk about 'plans' and 'future policy document' but not enough substance about what these plans are.
  - A decent walkway from LRT to Chinook Station is understandable, but not at the expense of vehicular movement as well.
- Lack of funding to implement improvements based on inability to affect prior plan aspects
- Contamination (may properties in green area contaminate)
  - City regulations + timelines to provide feedback & usage requirements for new tenants and redevelopments
- Upset residents and landowners
- A new plan changes zoning/land use making it difficult, if not impossible, to make continued use of a property feasible. (Old buildings not suited to new use and not in a position to redevelop).
  - Not enough attention payed to transition from old to new
- 1) Transition process
  - 2) beauracratc and uncertain timelines
  - 3) risk of approach w/ 500 (illegible)
  - 4) showed pre-approve subject to (illegible)
- More Chinook Centre development has already pushed (Chinook employees) parking on street into Manchester
  - Street parking is an issue
  - More is going to cause greater problems unless more parking is going to be created
  - Transit won't solve this!
  - Transit works for customers more than employees
- New policy will restrict landowners who bought land for reasons that may not align with new policy directives. Hence the landowners will lose value or incur future costs not originally budgeted for.
- A LRT station at 50<sup>th</sup> Ave would be good
- City meddling, excessive controls
- The biggest issues in the area are road network, traffic congestion and parking
  - I'm speaking mostly for the Manchester area. I fully support TOD + upgrading to a new area like Bridgeland or other areas.
  - There just needs to be consideration for people who live in the area.
- It's been discussed at the meeting. The plan should allow for transit only uses until such thing as money and opportunity allows for the development of the ultimate vision.
- i) Potential barrier in cp Rail proximity (ie. Current policy review/30M setback)
  - ii) Springbank landfill setback/ City (ES&M) approach to risk management of disused landfills



### Transit Oriented Development (TOD)

17. How can The City encourage more redevelopment to achieve the goals of a Transit Oriented Development (TOD) and the intensities (people/jobs per developable hectare) of a Major Activity Centre in this area?
- Encourage people living along the transit corridor
  - The city should redefine the terms and principles of what constitutes TOD + also expand the areas of TOD considerations
  - Change the land use designation then stop trying to change small details, social issues and make life easier to landlords
  - Add the LRT station at 50<sup>th</sup> AVE, create some more residential areas
  - Reduce property taxes; reducing cost of building permits and other city add-on fees/taxes with any new development
  - Create free parking at transit hubs to enable transit use to make a successful TOD here\
  - Decrease taxes, increase tax benefits
  - Another train station would be great
  - Need for info – need to know what this means to the properties
  - Ensure compatible land uses can co-exist in the same neighborhood. Current has flammable/combustible/explosive near playgrounds and daycares. Pick one and relocate the non-compatible land use
  - Refer to Question 2, all around better access
  - Change policy in this area, build infrastructure that would support residential, retail, restaurants, grocery stores
  - How is 50<sup>th</sup> Avenue to LRT walking distance?
    - City bus runs from LRT to 58 Ave only. You must walk up to Macleod Tr (and cross) to catch a bus from 50 Ave to LRT station.
    - To make it even more difficult, there is Major Eye Centre on 1<sup>st</sup> St and 53 Ave – no bus and few sidewalks to get to 58 Avenue
  - 1) Encourage mixed use – residential, commercial, industrial institution
    - 2) Encourage densification – zoning, taxation
    - 3) Urban landscaping
  - Change C of C corporate approach to landfill setbacks
    - To encourage consideration of expanded options and best practises on development near disused landfills.
    - Encourage / invest in infrastructure (potential CRL)
18. What would have the biggest positive impact to your business in the Chinook area? Please pick up to three and explain why you chose these items.
- a. Mixed-use development **9**
  - b. Retail High Street along 61 Ave SW **5**
  - c. Diverse housing options (multi-family; apartments, at-grade, live-work) **4**
  - d. Urban green space **1**



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- e. Public realm improvements **3**
- f. Transition from auto-centric area to pedestrian/cycling/transit focused **3**
- g. Grid street network
- h. Pleasant and safe pedestrian and cycling connections **5**
- i. Parking Strategy **4**
- j. Buildings that front the sidewalk; parking in the rear
- k. Signature/iconic buildings **2**
- l. Sustainable buildings **0**

- 1) \_\_\_\_\_ Why? \_\_\_\_\_
- 2) \_\_\_\_\_ Why? \_\_\_\_\_
- 3) \_\_\_\_\_ Why? \_\_\_\_\_

- Remove/address landfill setback – Restricts uses (food service, etc.)
- H – make easier to employees to get to work from LRT station
  - C – give employee option to live close to work
- Green space – Manchester lacks entirely
  - Parking – TOD is supposed to solve this. It hasn't
  - Mix use – Diversity is good
- I – Calgary is very vehicle reliant
  - B- more people in area
  - H – Safety in "industrial" areas is vital
- H – clients from Downtown to Chinook LRT could better walk to my laboratory/offices
  - F – Increased fitness and decreased parking problems
  - I – Parking is huge problems since low-income towers were built. City should require tenants to park on site rather than on adjacent streets
- B – enhance area
  - A – diversify
  - E – Area looks tired
- A – would enhance the shopping/living/working environment in the area
  - B – would be great additional to the shopping in the area
  - C – create a community that would work/shop/live in the area
- A – bring life to an otherwise sterile urban
  - B – awaken people activity
  - C – allow comprehensive injection of people and use to activity into lifeless area
- A – designation are far too narrow
  - F – Don't need cycle tracks, no no no
  - C – Put in high rise options
- A – good use of land
  - B – good for pedestrians and local residents
  - F – good for local residents
- E – Area is rundown and unkempt



- I – Tough to find parking
- K - Improve look of area – has rundown look
- A – Flexible mixed use (...? +15 from our *Haverston* site?)
  - M? – connection to Chinook Centre

### Public Realm Improvements

19. What public realm improvements would you like to see included in the new Chinook SARP policy, and why?

- Sidewalks (by City, NOT local developer @ dp stage) on Centre Street
- Improved bus stop zones (funded by Transit, NOT developer on ad-hoc basis @ dp stages)
- Urban landscaping to be improved
- Making/converting the LRT ROW to a north-south pedestrian/cyclist corridor
  - Easy to function as LRT/ROW + ped/cyclist corridor
  - Not expensive & highly value added to improve access/egress/connectivity to/from Chinook LRT station
- Need for info – what does this mean to the industrial area
- Green space expansions and improvement
- Public friendly “quiet” spaces
  - Small group gathering spaces
  - Public art
  - More pedestrian controlled crossings on 58 Ave
- Greenery
  - City workers who actually keep things tidy and clean
  - Snow removal
- LRT station at 50<sup>th</sup>, because it is close to building
- Another LRT station at 50<sup>th</sup> to encourage residential usage
- Cleaned up and more community feel. Less industrial feel.
- Has there been a consideration of moving the Chinook LRT station further west?
  - Has there been a consideration of putting McLeod Trail (between 58 and Glenmore) underground?
- City plans and bylaws to encourage population next with transport

20. If public amenity space is provided in the plan area, where should it be located, and why?

- Close the transit and in an area where adequate parking would accommodate an influx of people
- Nowhere, stop spending money!
- Close to Chinook Centre or LRT stations to make it accessible
- Should be maybe spread to three or four different geographic areas to give different areas the benefit
- Pedestrian route adjacent, separate vehicle traffic & pedestrian
- Near the LRT station. Convenient and accessible for everyone.
- Chinook Mall b/c far away from my property so you can't force me to give away my land for green space
- Not sure but location must not encourage crime, homeless camping and similar activities



- Close to Chinook mall
- Close to CF Chinook Centre and LRT Station. That's where the most amount of traffic would occur.
- Enhance existing Centennial Park/ Springbank Landfill site
  - Interface along north side Glenmore Trail: Fairmont -> park
  - Chinook Centre LRT(may need to deal with parking)
  - Chinook Centre parkade roof. Small parks on city-owned parcels
- Close to Chinook Centre or LRT stations to make it accessible

### CHINOOK CENTRE LAND USE AMENDMENT

Please reference the printed handouts or project panels should you require further detail to help inform your answers to the below questions. If you have any questions please do not hesitate to ask.

21. As an area landowner, what concerns (if any) do you have with the proposed land use amendment application for Chinook Centre, and why?

- Just access in and out of the centre, as traffic would increase significantly.
- Property tax
- Ensure that vehicle & pedestrian conflicts are minimized by proper planning
- I am concerned that new parkade may increase conflicts with pedestrians
- Very concerned because you cant answer my questions and you can't tell me what it means for my property and property taxes
- Traffic congestion (especially at high retail times in year – Christmas and Back to School)
- Offsite parking overflow
- Macleod Trail is already congested @ Chinook Mall and new pedestrian bridge won't help as much.
  - With increased density @ Chinook Mall, traffic will be worse and one new, one lane flyover off Macleod won't do it.
- Traffic volume increase, how would it be handled?
- Traffic flow especially on McLeod Tr.
- That the City of Calgary spends money unnecessarily
- I have no issue with Chinook expanding except again the road/traffic infrastructure surrounding the building can't support more traffic congestion
- There should be applicability of the precedent agreed to here (this applicant) to offer land owners within the orange area, through their own DC applications
- Need comprehensive approach for all land use, transportation

22. The maximum height in the previously approved DC range from 75m to 90m for Sites 2 to 5. A maximum height of 115m is proposed for Site 2, which combines the previous Sites 2 to 5. Do you feel that the increase in height is beneficial or detrimental to the area, and why?

- No objection
- Beneficial, the development of Chinook will benefit the entire area.
- Beneficial, given adequate access



- Depends on setback from pedestrian movements
- Increase even higher. If you want high density then build higher.
- Detrimental. Reduce noise and congestion with large semi-trucks
- Macleod Place is similar, yes?
- It is probably an improvement to build above grade – cheaper parking – but still expensive for parking
- Beneficial if it is for residential, add customers and employees to area
- Beneficial
- No opinion
- Beneficial
- Yes, beneficial

23. The maximum FAR in the previously approved DC ranges from 2.75 to 5.0 for Sites 2 to 5. The weighted average by site area is 4.05. A maximum FAR of 7.1 (3.0 in parking, 4.1 in development) is proposed for the new Site 2, which combines the previous Sites 2 to 5. Do you feel that the cumulative increase in FAR is beneficial or detrimental to the area, and why?

- Could be beneficial with the mixed use and added density
  - The detriment here is potential traffic congestion in the area
- In order to increase densification and urban efficiency, new FAR is way to go.
- Beneficial as the area will be developed for what is required for the site.
- Beneficial – but within issue presented in my sketch accompanying #12 above
- Beneficial for C-F but bad for traffic and bad for an increase in property taxes since it can be told how all this is being paid for (ex: road changes-overpass into mall)
- Beneficial. Attract shoppers to mall
- Anything that increase ground level green public space is good.
- Beneficial, increase value and use of land
- Beneficial
- Beneficial
- Yes, beneficial. Could encourage more comprehensive development

24. As a pedestrian, cyclist and driver, what architectural details and public realm elements would you like to see to improve the Chinook Centre interface along Macleod Trail, and why?

- Driving traffic congestion is an issue and always has been. Would beneficial to seek alternatives to relieve traffic congestion in this area.
- I avoid shopping malls but pathways for cyclists and pedestrians are to be welcomed.
- I think a modern streetscape could match the bridge and LRT.
- This is a silly question. Pedestrians and cyclists should be kept apart from Macleod Trail. This is because Macleod Trail to downtown corridor is very important for vehicle movements. Therefore, keep these movements separated.
- The current walking overpass is good for all





- Good to be bright and green, so pleasing
- Driver = need good flow
- Continuous sidewalks for pedestrians
- Wide pathways made for both bicycle use and pedestrian use at the same time.
  - Benches, pergolas for shaded areas, picnic areas for general public use.
  - Variety of topography (not just flat), trees/ornamental grasses
  - East Village is a great example
- Bike path
- Wider sidewalks to create separation from the roadway
- None. The city has been incredibly bad at planning/architectural guidelines on Macleod Trail. You have failed – don't make it worse!
- Bike lanes would be detrimental – already huge parking issues. Better road access and better ways to move people
- What exists? 1950s provisions now? Very low level of provisions now.

25. A flyover from northbound Macleod into the second level of the future parkade is proposed. Do you have any concerns regarding this proposal? What are they and why?

- Will it relieve traffic in the area? If not, don't see the point of building this structure.
- Provided engineering standards can be maintained, no objection.
- No, the flyover would assist with the traffic control entering into Chinook.
- Non, need it now
- Good idea. Ensure southbound Macleod Trail traffic has same opportunity to enter parkade. Also, how will northbound traffic leave the parkade? Can't just loop around mall and make left on 58 Ave!
- Traffic congestion during construction
- Yes – cost!
- Sufficient to not backlog. What is already a congested stretch of Macleod immediately is front of Chinook
- It won't handle to proposed increase in traffic. Need two lanes on the flyover then would work okay.
- Great idea, should have one for the other direction and exits as well
- Having a large flyover run over a sidewalk could negatively impact sidewalk experience
- They are doing this anyway! Why the question?
- No – will help alleviate pedestrian traffic
- Bandaid?

### GENERAL

26. Are there any other additional comments that you would like to share?

- Rather than rezoning the front of Chinook Centre's land (frontage to MacLeod Trail), what about re-development in the back area (frontage to 5<sup>th</sup> street) and close off access from MacLeod Trail?
  - Make a major accesses along 5<sup>th</sup> street, plus 1 off 58<sup>th</sup> avenue and 1 off Glenmore Trail link





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- This would greatly assist regular traffic along MacLeod Trail
- The more new development the better in this area. Buildings are looking tired and need to be re-thought for the uses.
- Better audio
- Convert LRT Row to north-south pedestrian/cyclist corridor to Chinook LRT station
- Need to provide information on how this affect my property. How do you expect to get buy-in when you can't communicate what effects in has on people and their properties
- Yes, just change use designation and then get out of the way!
- I fully support re-development to improve this area – make it more of a community versus so industrial
- Further to your presentation of possibl new large parkling streucture on Macleod Trail on Chinook Side -> Has any consideration been given to a new parking structure spanning over Macleod Trail.
  - C/W Walkways, park space, etc.

### ABOUT THE SESSION

How satisfied are you with today's session?

	Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Not Applicable
• Clarity of information provided	<input type="checkbox"/> 2	<input type="checkbox"/> 6	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/>
• Project team's response to my questions	<input type="checkbox"/> 2	<input type="checkbox"/> 6	<input type="checkbox"/> 1	<input type="checkbox"/> 3	<input type="checkbox"/>
• Opportunity to provide my input	<input type="checkbox"/> 8	<input type="checkbox"/> 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Opportunity to hear others' input	<input type="checkbox"/> 6	<input type="checkbox"/> 8	<input type="checkbox"/>	<input type="checkbox"/> 1	<input type="checkbox"/>
• Session location	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Session time	<input type="checkbox"/> 6	<input type="checkbox"/> 6	<input type="checkbox"/> 1	<input type="checkbox"/> 1	<input type="checkbox"/>

What worked for you about the session format and feedback opportunities today? Is there anything could we do differently to make it better?

- Differentiate up front between existing vision and other potentialities. It was consuming at the start of the meeting to sort out the various scopes of the presentation.
- Hear questions and answers from property owners and city reps
- Room, snack, drink and Q+A
  - Not presented very clear and couldn't answer questions\
- Nothing. Thank you for the informative question.
- 1<sup>st</sup> time attending something like this and I was impressed
- Good to get your info out of the landlords in this area. BUT I do not trust your motives. City planners have their own agendas and proceed anyway!



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- More information on a presentation before jumping right into policy – ppl don't always understand. People want to know more about what's the personal impact

Please reference the Plan Area boundary map when answering the following question. Please indicate which area your land is located in (check all that apply):

- Existing plan boundary **3**
- Manchester ARP area **5**
- NE area **4**
- Between existing plan boundary and 2 Street SE
- Between 2 Street SE and 3 Street SE