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Office Consolidation
2015 December

Chinook Station Area Plan

THE CITY OF CALGARY

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PHONE: FAX:	311 OR OUTSIDE OF CALGARY 403-268-2489 403-268-4615
WEB:	www.calgary.ca/planning
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NOTE: This office consolidation includes the following amending Council Items.

Amendment	Council Agenda	Date	Description
1	CPC2013-081	2013 July 26	a. Add Appendix to Table of Contents b. Replace Map 1.3 c. Change text in Section 2.1 d. Replace Map 3.1 e. Change text in Section 3.1.2 f. Add shopping icons to Section 3.1.3 g. Replace Map 3.2 h. Delete text in Section 3.2 i. Replace Map 3.3 j. Add shopping icons to Section 3.2 k. Add shopping icons to Section 3.3.1 l. Replace Map 3.4 m. Add shopping icon to Section 3.3.6 n. Replace text in Section 3.4.1 o. Add text to section 3.4.3 p. Replace Map 3.5 q. Replace Map 3.6 r. Add shopping icons to Section 3.4.2 s. Add shopping icons to Section 3.4.3 t. Replace Map 3.7 u. Add shopping icons to Section 3.5 v. Replace text in Section 3.5 w. Add text to Section 4.2.3 x. Add text to Section 4.3.3 y. Rename Appendix C z. Add Appendix F aa. Rename Appendix C
2	LOC2014-0211 CPC2015-216	2015 December 07	**ADOPT BY RESOLUTION** a. Replace Map 1.2. b. Replace Map 1.3. c. Replace Map 3.1. d. Replace Map 3.2. e. Replace Map 3.3.

Amendment	Council Agenda	Date	Description
2 cont'd	LOC2014-0211 CPC2015-216	2015 December 07	f. Replace Map 3.4. g. Replace Map 3.5. h. Replace Map 3.6. i. Replace Map 3.7. j. Replace Map 3.8. k. Section 4.2.3 Provision of Public Amenities through Bonus System in subsection 1. Provision of Community Amenity Space, in the first sentence, after the words "cultural facilities," add "integrated public transit facilities such as enhanced waiting areas and amenities and".

Amended portions of the text are printed in *italics* and the specific amending Council Item 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 amendments thereto are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

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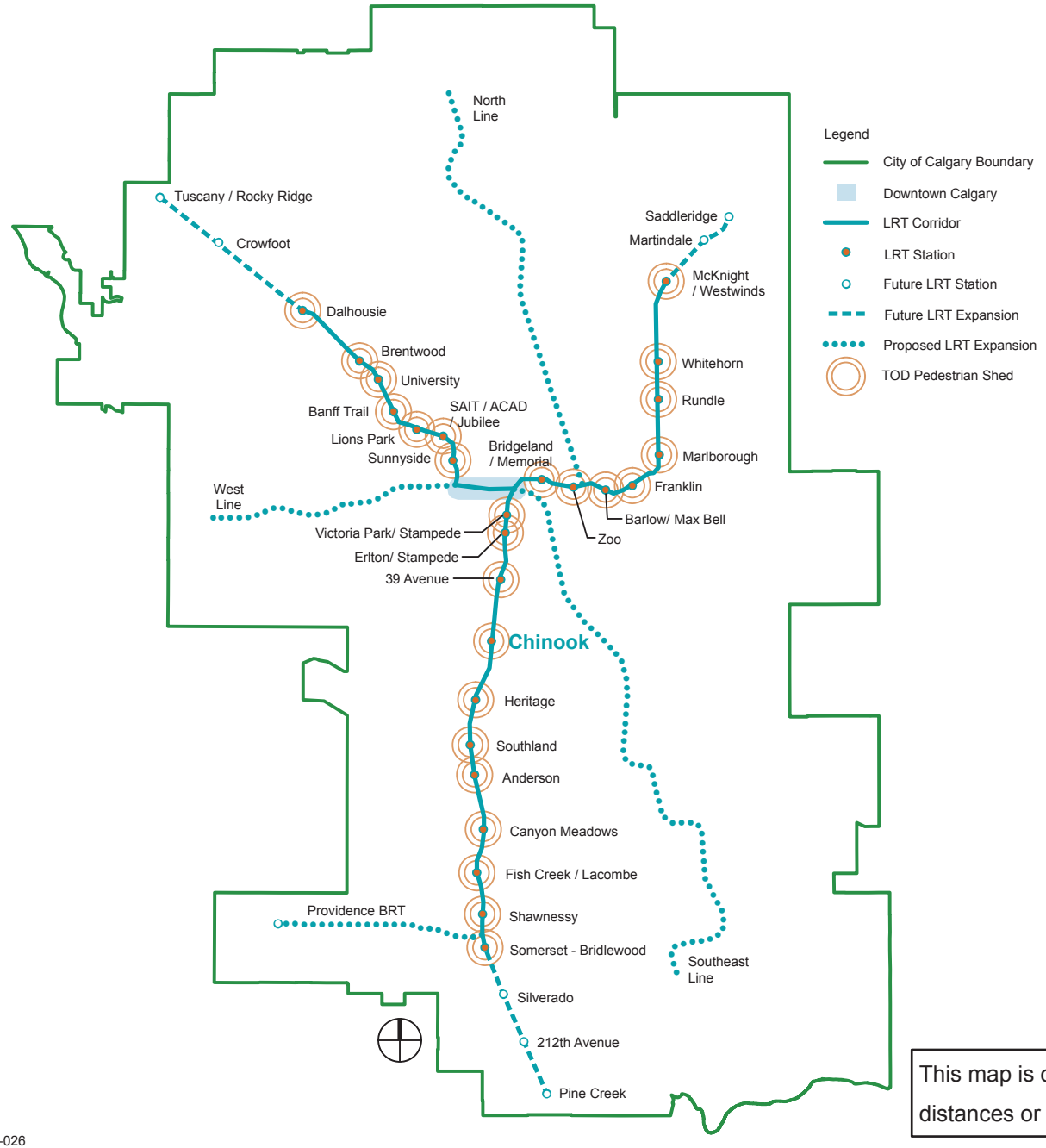


This map is conceptual only. No measurements of distances or areas should be taken from the map.

Approved:
2008 June CPC M-2008-026

"Ask not what the city can do for your building, but what can your building do for the city"

- Jan Gehl, Calgary February 2008

1.0 Introduction

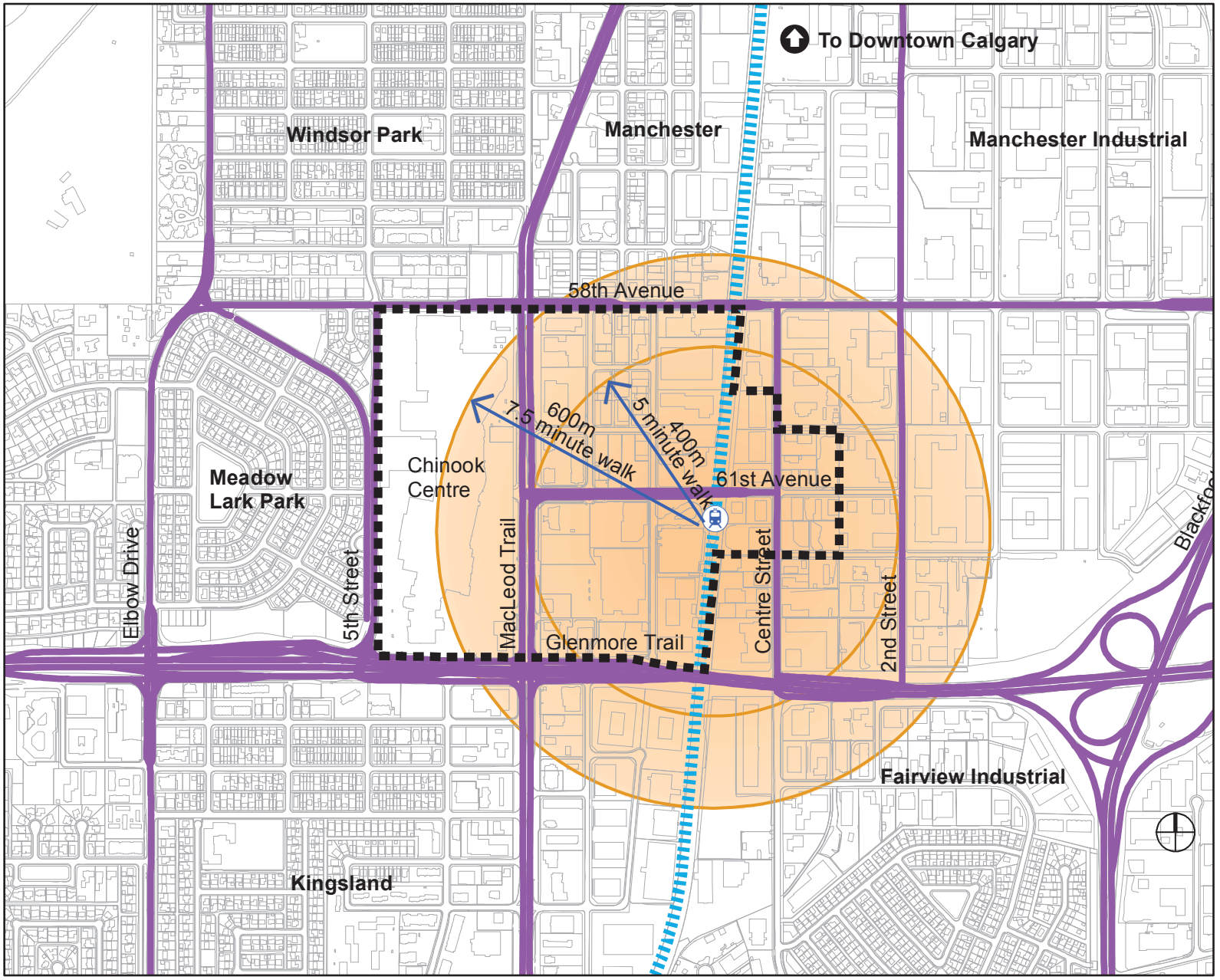
The Chinook Station Area is an exceptional candidate for Transit Oriented Development (TOD) since it is well located in relation to the desirable South Calgary market, it is part of the South Light Rail Transit (LRT) Corridor, encompasses a major regional retail shopping centre, and has a block and building pattern that can accommodate higher-density redevelopment. The area has attracted significant development interest, providing the opportunity to test TOD policies and principles on a neighbourhood scale and flagging the need to update existing policy for the area.

1.1 Purpose & Scope

The 1981 South Corridor Land Use Study envisioned Chinook Station Area as a focal point for a sub-regional centre of residential and employment uses. As the area developed, however, the vision of a high-density mixed-use district was lost to the development of low-intensity retail commercial, light-industrial and office uses, including significant big box retail development and an internally-oriented regional shopping centre. However, the context for growth and redevelopment has changed significantly since 1981 - creating the market conditions that will allow the transformation of Chinook Station Area into one similar to that imagined in 1981 but with some important modifications. The purpose of this plan is to refresh the 1981 vision by incorporating current City policies and future directions. As well, it is important to respond to changing market conditions and develop a policy which will attract private sector investment to the area. This plan sets out a long term vision for the future of the Chinook Station Area. More importantly, it establishes various implementation actions that will be instrumental in realizing the vision.

Map 1.2 Station Area Boundary

Chinook Station Area Plan



Legend

- Station Area Boundary
- LRT Station
- Street Network
- LRT Corridor
- TOD Pedestrian Shed

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

APPROVED: M-2008-026
AMENDED: LOC2014-0211

1.2 Project Context

The Chinook Station Area presents several key opportunities for the development of a successful TOD precinct. The area is centrally located in relation to the larger South Calgary area, and is linked by the LRT and regional roadways to the downtown (5.5 kilometres to the north) and other key employment and activity nodes. It also contains regional amenities and services including Chinook Centre shopping mall, has the potential for a TOD-friendly street and block structure and contains several immediate redevelopment opportunities.

The Chinook Station Area serves as a major transportation hub in the City's transportation network. It is bounded by Glenmore Trail - an expressway - and Macleod Trail, a major commercial corridor, bisects the area. The LRT station is also a keystone in the City's transit network which is supplemented by 11 bus routes connecting the station with nearby communities and regional institutions (e.g., Mount Royal College), and other major destinations.

Chinook LRT Station is typical of stations along the South Corridor. The station is physically separated from the surrounding area by a large surface parking lot and bus loop. The station itself is single-purpose and does not include usable public spaces. Visually the station is obstructed by a berm which has been placed at the corner of 61st Avenue SW and 1A Street SW. The centre loading platform reduces the potential to connect transit users more conveniently with new development. The station could represent a significant redevelopment opportunity if alternative parking and improved transit and passenger access can be implemented. Also, since the platform will require upgrading for lifecycle maintenance and the extension of the platform to accommodate four cars, there is an opportunity to revisit the design of the platform in conjunction with redevelopment of the station area itself.

The area surrounding the station has a relatively high number of employees and very few residents (in 2005 there were 17,712 employees and 204 residents living within 800 metres of the station platform). Within the station area boundaries there are approximately 7,000 employees and no residents. In 2006, there were over 15,000 daily boardings at the LRT station - making Chinook Station the busiest station on the south line.

1.2.1 Station Area Location & Boundaries

The boundaries for the Chinook Station Area are illustrated in Map 1.2 Station Area Boundary. To the west of the LRT tracks, the Station Area is bounded by 58th Avenue S to the north, Glenmore Trail to the south, and 5th Street SW to the west. The station area boundaries also extend east of the LRT tracks to an area generally bounded by 60th Avenue SE to the north, 62nd Avenue SE to the south and to the east by parcel boundaries that are generally in alignment with 1st Street SE. The boundaries for the station area have been determined by a number of factors:

- 600 m radii from the station platform;
- Physical obstacles to pedestrian flows (e.g., Glenmore Trail);
- Major destinations (i.e. Chinook Centre);
- Concentration of development opportunities;
- Landfill setbacks; and
- Protection of light industrial lands for industrial purposes.

The area is bisected by Macleod Trail and the south LRT corridor which includes the CPR right-of-way . The closest residential communities include Windsor Park, Meadow Lark Park, and Kingsland. Surrounding industrial areas include Manchester and Fairview. The Station Area is approximately 67 hectares in size.

1.2.2 Existing Land Use and Built Form

The area surrounding the Chinook LRT Station is typical of areas developed since the 1950s. Development patterns are characterized by a segregation of major use types with residential uses located west of Macleod Trail in low density neighbourhoods which lie beyond the 600 m radii. Industrial development lies to the east, north and south of the Station Area. Development within the Station Area is characterized by a mix of individual retail, office, commercial and light industrial developments that are not physically or functionally integrated with one another. Major retail uses include Chinook Centre west of Macleod Trail and large format retail development south of 61st Avenue SW between the LRT corridor and Macleod Trail. Retail uses are also

Figure 1.1 Existing Conditions

located throughout the remainder of the Station Area although not in a coherent pattern. Office uses are primarily located north of 61st Avenue SW where they are co-located with retail and specialized commercial uses. The light industrial uses and related commercial uses which characterize the area east of the LRT corridor are intensifying.

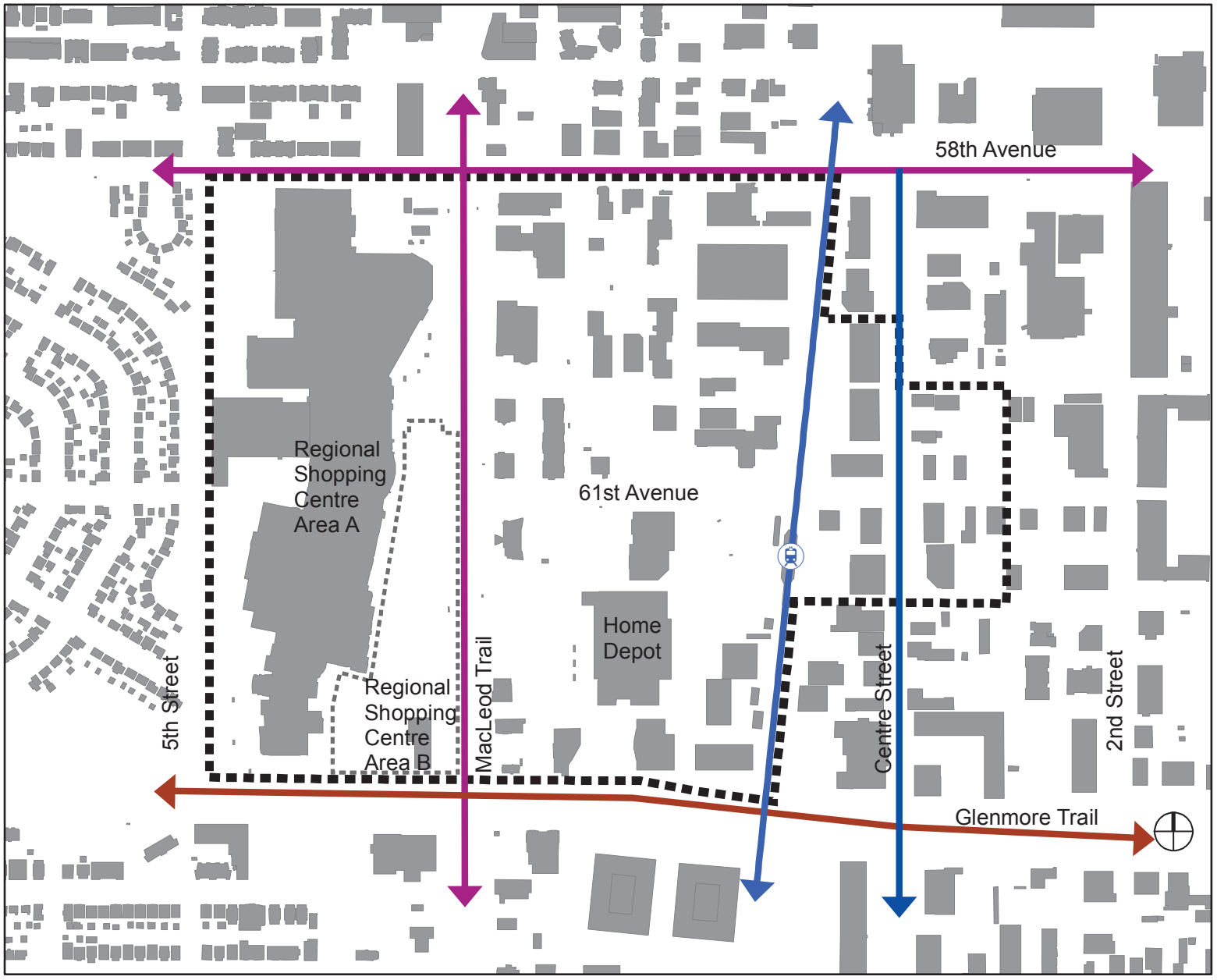
With a few notable exceptions, the area is primarily characterized by low-level (one to three storey) commercial and office buildings with low building to site ratios. This condition is illustrated in part by Map 1.3 Figure Ground, which emphatically shows the large amount of space between buildings (which is primarily used for surface parking or is undeveloped). The low ratio of building to area creates potential redevelopment opportunities within the Station Area.

The Station Area presently has a poor pedestrian environment due to the predominance of single use buildings, surface parking lots, the lack of buildings which are oriented to the street, inconsistent block pattern, discontinuous sidewalks, and the Macleod Trail corridor. On the other hand, the Station Area contains many strategic opportunities that could serve to support the transformation into a successful TOD district. In addition to locational advantages, established street grid network and the low-density character of existing development, strategic opportunities include:

- Major transportation linkages (Macleod Trail, Glenmore Trail, and the LRT station);
- Presence of a dual anchor (Chinook Centre and Chinook LRT Station) to serve as focal points for redevelopment;
- Substantial existing pedestrian traffic along the 61st Avenue SW corridor;
- Regional retail and entertainment attractors including Chinook Centre and related large format retail;
- Potential future expansion of Chinook Centre;
- City land ownership in the immediate vicinity of the Chinook LRT Station (Park-and-Ride site);
- Developer interest in redevelopment opportunities; and
- Retail trends favouring “High Street” development patterns.

Map 1.3 Figure Ground

Chinook Station Area Plan



Legend

- Station Area Boundary
- LRT Station
- LRT Corridor
- Expressway
- Major Street
- Collector Road
- Building Footprint

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

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Below,
Chinook Station Area parcel and public right-of-way.

1.3 Policy Context

This Station Area Plan seeks to implement numerous City policies aimed at creating a more sustainable approach to urban planning and land use. These include the Calgary Plan (1998), Council's Sustainability Principles (2006), the Transit-Oriented Development Policy Guidelines (2005)) and the Corporate Affordable Housing Strategy (2002). All of these policies are aimed at ensuring that development in Calgary will contribute to the achievement of a healthy Triple Bottom Line (TBL). That is, where environmental, economic and social objectives are in balance with one another and mutually supportive.

For example, this plan will help to achieve the following objectives:

- Greater mobility choice through improved walking, transit and cycling options;
- Increased housing, employment, and service choices within existing communities;
- Promoting a better jobs/housing balance;
- Health benefits of walkable communities;
- TOD as a catalyst for economic development;
- Reduced greenhouse gas emissions through reduced vehicle trips;
- Improved air quality through the provision of transportation alternatives;
- Reduced energy consumption resulting from efficient land use and transportation choices;
- Maximum use of transit infrastructure;
- Reduced traffic congestion-related costs; and
- Redevelopment of vacant or underutilized industrial and commercial sites.

2.0 Vision

The ultimate goal of the Plan is to create an attractive, walkable and complete urban precinct. The Area will contain a mixture of uses and have a variety of services within walking distance, buildings will be oriented to the street, pedestrian and bicycle connections will be safe and convenient, and the LRT station have greater prominence in the area as the public centre of a diverse, mixed-use TOD area. The vision for the Station Area includes the following key concepts:

1. Developing a mixed-use TOD area incorporating retail commercial, office, light-industrial and residential uses within a framework of pedestrian-friendly blocks and convenient access to open spaces, entertainment, active street life and regional transportation links (including bus and light rapid transit).

2. Improving the public realm throughout the Station Area to support higher density development and provide amenities for residents and workers. A new community/transit plaza will showcase the LRT station as an important civic facility and provide community open space and amenities for residents and transit users.

3. Strengthening the connection between the two major anchors (Chinook LRT Station and Chinook Centre) through the creation of a 'Custom Grand Boulevard' along 61st Avenue SW. This promenade will provide the focal point of a pedestrian-oriented retail "High Street" and will include a new pedestrian bridge which connects directly into the second level of Chinook Centre to allow pedestrians to bypass Macleod Trail and surface parking lots.

4. Allowing for an increased density of development to create a critical mass of activity, residential and employment opportunities to support an active street life and public transit use.

5. Balancing mobility choices by enhancing the opportunities to travel throughout the Chinook Station Area by foot, bicycle and transit. Construction of the pedestrian overpass across Macleod Trail will help to optimize vehicular traffic flows along this major transportation corridor.

6. Transforming low-intensity light industrial and auto-centric retail commercial areas to provide for a greater variety of workspace and employment options consistent with future economic development trends.

2.1 Guiding Principles

1. **Mixed-Use Development**: Having a mix of complementary land uses in a compact pattern provides vitality and interest and enables walking, cycling and transit as convenient travel modes for living and working. The Station Area is anticipated to develop predominantly as an employment and retail area, complemented by significant residential development.

2. **Development Density**: Development densities have been established on the principle of highest densities closest to the LRT station along 61st Avenue SW. Each site will have a minimum, maximum and bonus density. Developments may qualify for the bonus density through the provision of specific public goods and benefits.

3. **Retail "High Street"**: 61st Avenue will be refashioned as a 'Custom Grand Boulevard', evolving into a retail 'High Street' precinct with 24/7 activity, between Macleod Trail and Centre Street and linking Chinook Centre to the transit plaza at Chinook LRT Station. The regional shopping character of the Station Area is further supported by policies encouraging street-level retail uses throughout the area.

4. **Housing Diversity:** A diverse range of multi-family housing units and types will be encouraged - apartments, grade level townhouses and live-work units - in a range of sizes and configurations. Affordable housing units (non-market) will be promoted because living in an area that has many goods and services nearby provides real choice in non-car travel modes - reducing the need to own a car and thus improving the ability of a household to pay for housing costs.

5. **Urban Green Space:** Outdoor green spaces provide important community amenities and gathering spaces. New developments are encouraged to provide publicly accessible open space and contribute to the acquisition and development of new urban greenspaces within the Station Area. Private open space amenities are encouraged to provide an alternative to individualized private yards.

6. **Transition Strategy:** Over the long-term, policies will encourage the transition of auto-centric large format retail and industrial uses into more diverse, pedestrian-friendly mixed-use precincts accommodating retail, office and residential development. For example, new drive-through businesses will not be permitted. The large format retail precinct south of 61st Avenue and the industrial lands east of the LRT district will evolve over time into TOD typologies, including urban retail environments. The use of 'urban format' large floorplate retail is encouraged in this precinct. Office and employment-intensive developments will be encouraged to develop east of the LRT tracks.

7. **Public Realm Improvements:** Improving the public realm requires cooperation between private landowners and The City. The City needs to allocate funds for improvements to the LRT station while all new development is required to make improvements to the public realm. A formula for financial contributions will ensure that mobility improvements, community amenities, public space, public art and streetscape improvements can be accomplished. Policies will ensure monies are spent in the Station Area to add value for private developments.

8. **Pedestrian Bridge at 61st Avenue SW:** An outdoor, weather-protected pedestrian bridge crossing Macleod Trail SW *should* connect directly into the second storey of Chinook Centre. This bridge *should* lift pedestrians above the congested intersection and be designed as part of the 61st Avenue SW 'Custom Grand Boulevard' The new bridge *should* replace the existing pedestrian overpass, provide a better location and improved design, and assist in providing improved vehicular access into the Station Area.

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9. **Mobility Management:** Chinook Centre serves as a major regional shopping area that is auto-oriented in nature. This Plan will stimulate the transformation of the area into one that supports pedestrian, cycling and transit travel modes. Transportation impacts from new development will be balanced with strategies for reduced parking, Traffic Demand Management (TDM) strategies, transit prioritization, transportation choice, an interconnected street grid and other congestion management strategies. The proposed mix of land uses will support the mobility management approach by encouraging shorter and combined trips instead of longer, single-purpose trips.

10. **Street Grid Network:** Chinook Station Area has an established, flexible, and consistent grid-based street network, but street interruptions impair the key goal of interconnectivity. A guiding principle of the Plan is to recreate the street grid between the LRT tracks and Macleod Trail and to provide a complete secondary rear lane network to provide access to parking, loading facilities, and waste disposal facilities.

12. **Parking Strategy**: A parking strategy will encourage on-street parking, 'park once' approaches, shared parking and limit the total amount of parking. Parking will also be located and accessed in a manner which causes minimal disruption to the pedestrian environment. Above-grade parking will be required to be 'wrapped' by streetfront uses such as retail commercial, offices or residential development. Surface parking lots should be located behind buildings.

14. **Signature Buildings:** Opportunities to create dramatic landmarks should be pursued. The podium and tower model works to balance the need to create a well-defined pedestrian-oriented streetwall, while allowing for elegant towers that permit sunlight penetration and feature expressive rooftop design and nighttime accent lighting.

11. **Walking and Cycling:** Pedestrian and cycling-friendly environments allow walking and cycling to be a pleasant, safe and efficient alternatives to (or extension of) transit and the automobile. Creating a precinct that supports these transportation modes while accommodating vehicular and transit movements requires the provision of facilities and amenities designed specifically for pedestrians and cyclists. The key focus is on improving the at-grade environment (+15 bridges over public rights-of-way are not permitted).

13. **Fronting Buildings:** New development will use a mid-height podium that meets the sidewalk, creating a pedestrian-oriented streetwall that frames sidewalks and public spaces. Building façades will be friendly and punctuated by windows, entrances and lobbies. Drive-through and auto-oriented buildings will not be permitted.

15. **Sustainable Buildings:** Sustainable building features are encouraged. These features include tree planting, green roofs, housing diversity, use of renewable energy, re-use of existing structures, reduced construction waste, improved building energy efficiencies, efficient landscaping/water reduction, reduced development footprints and maintaining site porosity and stormwater retention. LEED certification is encouraged for all major new developments.

3.0 Plan Concept

At a basic level, TOD is about land use with real transportation choice - providing convenient and efficient access to transit, walking, bicycling, and driving. To achieve this balance, streets are designed as multi-functional spaces designed for the safe, convenient and efficient mobility of all users. Sidewalks and other elements of the pedestrian network are to be improved to encourage walkability - not just safe but enjoyable pedestrian travel. The entire transportation system is built upon an interconnected network allowing a variety of routes and serving all properties. It is designed as the centre of the public realm with streets and sidewalks serving as outdoor rooms - a primary social space within the community - and where transit service and stations serve as major community amenities.

This Plan seeks to create something new and very different from the existing situation. Creating a transit village where it is possible to live, work, shop and play without needing to use a car in an area that presently is auto-oriented, not attractive for residential development, and where developments do not form part of a cohesive whole but stand alone, unrelated to one another, requires a very concerted effort on many fronts. One of the most important concepts to understand is that the approach to redevelopment must be coordinated amongst various City departments and must also encourage and facilitate private sector investment that is aimed at achieving the vision set out in this Plan.

The land use strategy for this Plan is based on the following premises:

- Employment-Intensive: This is one of the prime areas in the city to accommodate a significant number of new jobs. The Plan favours employment-intensive development along Macleod Trail which benefits from high exposure and east of the tracks in the existing industrial area. Employment-intensive uses, primarily offices, are also allowed throughout the Plan area.
- Residential: One of the key objectives of the Plan is to stimulate the establishment of a residential community. Residential development is favoured on four blocks which are removed from high traffic areas and industrial development. Residential development is also allowed in other parts of the Plan area with the exception of the existing industrial lands to the east of the LRT corridor.
- Retail and Mixed-Use: The Plan builds upon the strength of Chinook Centre as a major retail destination by proposing a new retail 'High Street' linking the Centre to the LRT Station. The potential for new street-oriented retail mixed-use development within the Plan area offers the most significant opportunity for early redevelopment activity. Retail development may also be accommodated throughout the

- Land Use: Mixed-use developments that support pedestrian activity.
- Built Form & Site Design: Buildings must front the street and be multi-storied.
- Public Realm: Will be a primary social space within the station area - the community's outdoor living room.
- Mobility: Will be balanced with an emphasis on pedestrian, transit and cycling travel modes.
- Parking: Will be on-street, behind buildings or underground.
- Investment: Improvements to the area will occur as a result of a combination of public sector and private sector investments.

plan area as a complementary component to a primary employment-intensive or residential development. One area has also been identified for large urban format retail which may accommodate free-standing retail buildings. This opportunity recognizes the demand to continue to accommodate large format retail development within the Plan area but in a manner which will contribute to the achievement of the vision for the area.

- Public Open Space: New and enhanced public open spaces are essential elements in supporting the objectives of the Plan to transform the area into an attractive place to live, work, shop and play.

Transforming the existing environment into one that is a lively, pedestrian-oriented, attractive, mixed-use community requires the seamless integration of six key elements:

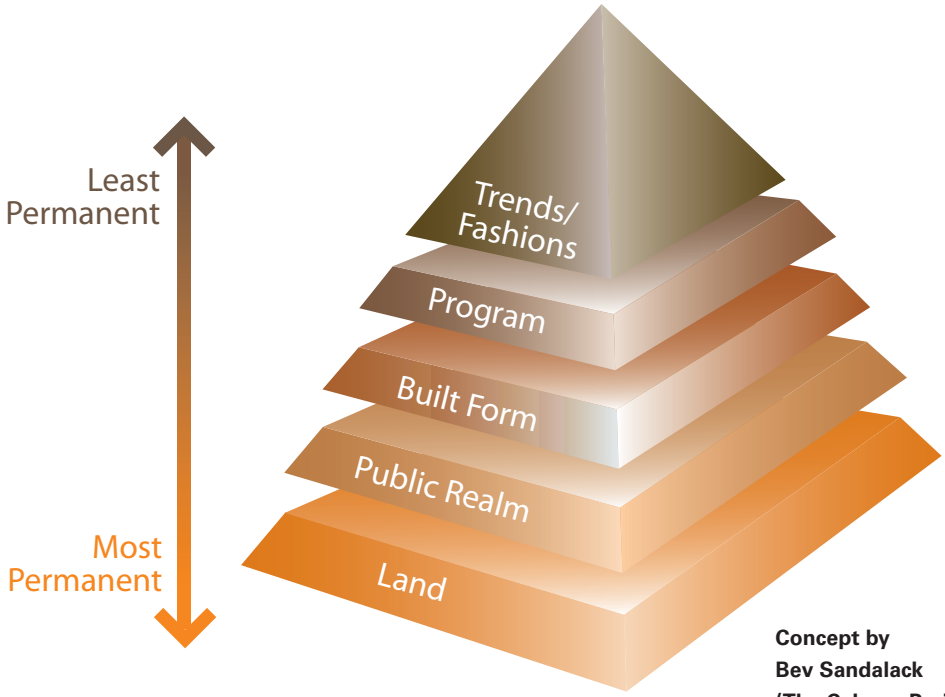
- Land Use: Land use policies need to clearly lay out a structure for the area that will allow individual sites to evolve over time. The land use structure needs to establish priorities for each of the precincts set out in this Plan, so that as a whole, the area will be host to a residential population, be a centre for jobs, and offer a wide array of retail, restaurant and entertainment opportunities.
- Built Form: How buildings address the street is a key factor in determining the physical character of an area. Building location, orientation, and mass define the spatial qualities between buildings which in turn influences the quality of the walking experience. Building articulation and detailing create another layer in the experience of place - buildings which are articulated and finely detailed provide more interest to the eye and help improve the walking experience.
- Public Realm: The design of the public realm plays a key role in determining the character of an area. It is essential to the success of this Plan that each street be redesigned and constructed to support an attractive pedestrian environment. Tree-lined streets, wide sidewalks, cycle lanes and pedestrian-friendly intersection design are necessary to create an environment which has a unique sense of place and which is pleasurable to experience as a pedestrian or cyclist.
- Mobility: One of the key objectives of this Plan is to balance the choice in mobility options so that it is convenient, safe and feasible to walk, cycle or take transit in the conduct of daily activities within the Station Area boundaries and beyond. Ultimately, Chinook Station Area should evolve into a place where it is possible to live without owning a car. This being said, it is also important to ensure that roads which serve major network functions, such as Macleod Trail will continue to function efficiently.
- Parking: Parking must be addressed strategically and with purpose in order to ensure that the goals and objectives of this plan are not undermined by the provision of too much parking and/or poorly located and designed parking. The demand for parking should be reduced through the use of Transportation Demand Management (TDM) practices. Secondly, parking must be located and designed so that the pedestrian environment is not compromised.
- Investment: The best laid plans do not come to fruition without significant investment. The success of this Plan depends upon the ability to attract private sector investment to the area. To accomplish this requires that the land use policy allow an appropriate range of redevelopment opportunities. It also requires public sector investment in order to ensure 61st Avenue SW becomes a pedestrian-friendly street in a timely manner and in order to change the image of the area so that developers see the benefits of abiding by the various land use, built form and public realm requirements set out in this Plan.

Finally, the element of time must be considered. The most enduring elements of citymaking

include the response to the natural landscape, the design of the public realm and built form. These elements are also the most significant in establishing the physical qualities of the urban environment and particularly the pedestrian environment. Since in this case the natural landscape has already been developed, the public realm and built form become the most significant factors to get right in the next phase of redevelopment activity. A key initial step will be the redevelopment of 61st Avenue SW as a pedestrian-friendly mixed-use retail street connecting the LRT station with Chinook Centre.

Land use is also an important element in determining the character of an area but is much more amenable to change over time. That is, land use adapts more readily to changes in trends and fashion than does building location or public realm design. This is a long-term plan - it is expected to unfold over the next few decades. The objectives for the first redevelopment phase are to redesign the public realm and ensure that new buildings are properly placed and designed for the pedestrian scale. Within this structure, it is anticipated that retail trends can be accommodated as they change over time. While small format stores and restaurants will be encouraged to locate along 61st Avenue SW in order to enhance pedestrian activity, it is important to allow flexibility so that private sector investment is drawn to the area.

Figure 3.1 City-Making Pyramid



Concept by
Bev Sandalack
(The Calgary Project , 2006)

- **Land Use: Mixed-use developments that support pedestrian activity**
- Built Form & Site Design: Buildings must front the street and be multi-storied.
- Public Realm: Will be a primary social space within the station area - the community's outdoor living room.
- Mobility: Will be balanced with an emphasis on pedestrian, transit and cycling travel modes.
- Parking: Will be on-street, behind buildings or underground.
- Investment: Improvements to the area will occur as a result of a combination of public sector and private sector investments.

3.1 Land Use & Density

This Plan sets out a land use structure for the Chinook Station Area which clearly defines specific land use objectives for five distinct precincts. (see Map 3.1 Land Use Precincts). While each precinct is distinct, together they will create a whole which is greater than the sum of the parts by reinforcing each other. For example, one of the objectives of the plan is to establish a residential community in an area that presently has no residential amenities. To remedy this situation, a public park is being proposed. Perhaps as important as the provision of green space is the redevelopment of 61st Avenue SW into a successful mixed-use retail commercial street which could offer amenities such as a supermarket, a drug store and so on. As the area becomes a more attractive place to live and more pedestrian traffic occurs on 61st Avenue SW, the street will become attractive for small stores to locate on, creating a finer-grained and more interesting pedestrian environment.

3.1.1 General Policies

1. Land use redesignations must be consistent with the general land use classifications identified on Map 3.1 Land Use Precincts.

2. Uses appropriate in the Retail Mixed-Use, Mixed-Use and Large Format Retail Precincts include but are not limited to:

    - Care and health facilities
    - Cultural and leisure facilities
    - Eating and drinking establishments
    - Financial institutions
    - Live work units
    - Multi-residential dwelling units
    - Offices
    - Parking facilities
    - Parks, pathways and open space
    - Personal service establishments
    - Retail stores
    - Supermarkets
    - Teaching and learning facilities

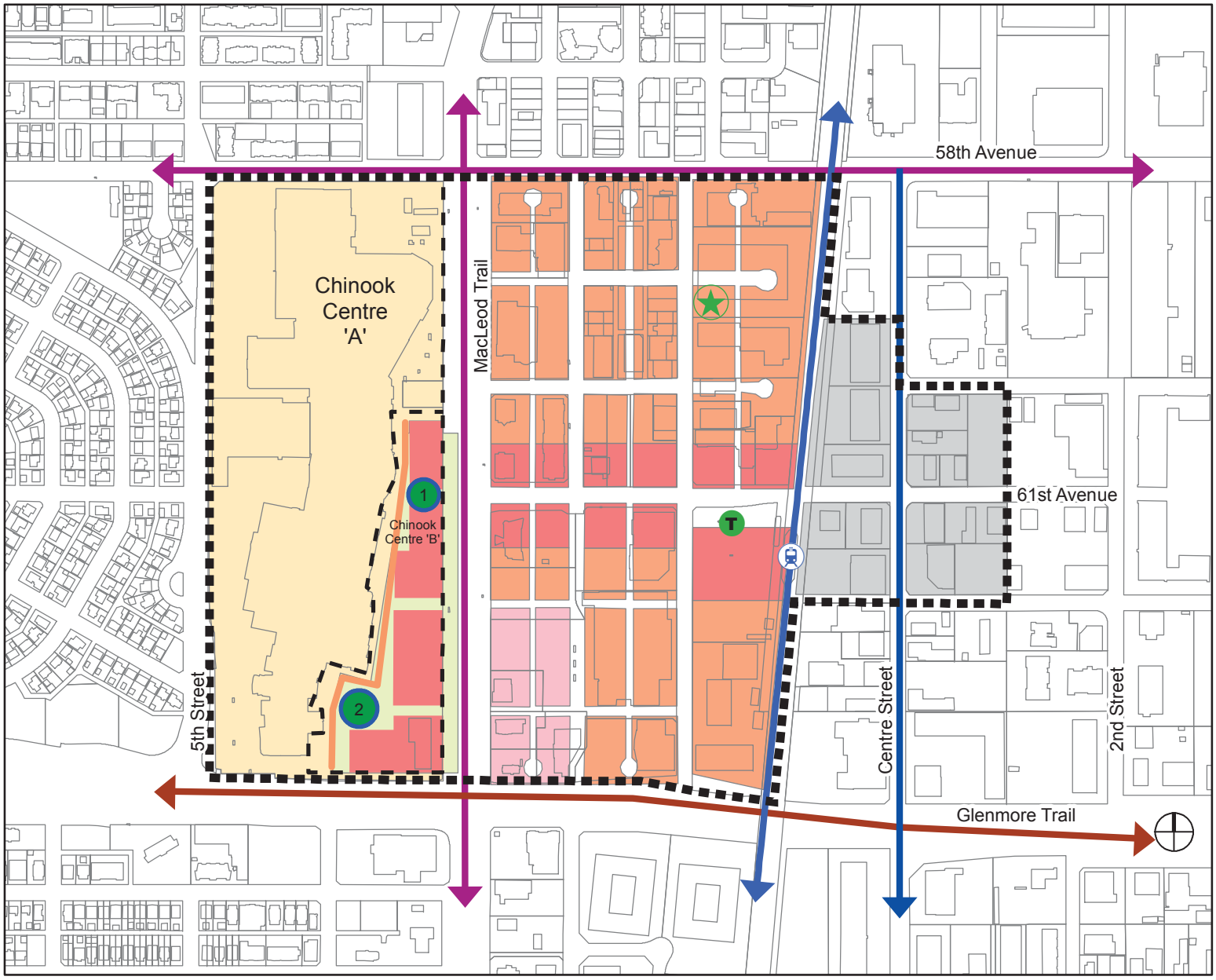
3. Uses appropriate in the Office Commercial/ Light Industrial Precinct must be contained within a building and include but are not limited to:

    - Health service laboratories
    - Industrial design and testing
    - Industrial repair and service manufacturing
    - Medical clinics
    - Offices
    - Printing, publishing and distributing
    - Post-secondary teaching and learning facilities

4. Automobile sales and service centres, drive-through businesses and service stations are not permitted within the Station Area.

5. The minimum required and maximum allowable densities for each site shall be in accordance with Table 3.1 Minimum and Maximum Densities. Residential development

Map 3.1 Land Use Precincts



Legend

- Station Area Boundary
- LRT Corridor
- LRT Station
- Community Transit Plaza
- Chinook Centre Area B
- Expressway
- Major Street
- Custom Grand Boulevard
- Collector Road
- Retail Street
- Regional Shopping Centre Precinct
- Mixed-Use Precinct
- Retail Mixed-Use Precinct
- Large Format Retail Precinct
- Office/Commercial /Light Industrial Precinct
- New Green Space (Location and precise size to be determined (roughly one-half city block).
- Publicly Accessible Outdoor Amenity Space

This map is conceptual only. No meausrements of distances or areas should be taken from the map.

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will be required as a component of a development in order to achieve the maximum Floor Area Ratio (FAR) density within the Retail Mixed-Use, Mixed-Use, and Large Format Retail Precincts.

6. The minimum required and maximum allowable building heights for a development should be in accordance with Table 3.2 Minimum and Maximum Building Heights.

7. The provision of affordable housing units for low income households is encouraged wherever residential development is allowed. Developers receiving incentives for affordable housing in accordance with the provisions of Section 4.2.3 must demonstrate units provided will be occupied by qualified residents with appropriate low/moderate income levels established in the Corporate Affordable Housing Strategy or as defined by City Council and establish mechanisms to ensure long-term affordability for a minimum of 20 years. The establishment of partnerships with private and/or non-profit housing providers is encouraged.

8. Residential development located within 75 metres of the CPR right-of-way should be designed to mitigate the impacts of heavy rail traffic to the satisfaction of the Approving Authority.

3.1.2 Regional Shopping Centre

The Regional Shopping Centre is defined by two distinct sub-areas as follows:

- *Area 'A' will allow for the continued operation of this portion of the Regional Shopping Centre as an enclosed mall facility. At this time, area 'A' is not anticipated to undergo significant transformation in either character or land use. While the policies within the Chinook Station Area Plan are relevant, they should be applied in consideration of the purpose and intent for this area.*
- *Area 'B' is envisioned as a diverse hub that will allow for a variety of uses including retail, restaurants, residences, office space and hotel and conference facilities. Key defining elements associated with this area will be a multi-modal street and at least two publicly accessible plazas. In addition to policies contained throughout the Plan, specific policies for this area are contained in Appendix F: Regional Shopping Centre Urban Design Guidelines.*

This icon denotes specific policies throughout the Plan that should be considered applicable for development applying within the Regional Shopping Area 'B'.

POLICIES

1. *Provide for the continued use of the Regional Shopping Centre Area A*

2. *Encourage Regional Shopping Area 'B' to improve the physical and visual connections with Macleod Trail and the proposed Retail Mixed-Use Precinct on 61st Avenue SW by constructing a direct connection from the second level of the Shopping Centre to the pedestrian bridge across Macleod Trail which will terminate on the east side of the Macleod Trail carriageway.*

3. *If feasible, the pedestrian bridge entering into the second level of the shopping centre should be designed to incorporate retail development along its length.*

4. *Refer to the section 3.1.3 for precinct policies applicable to the Regional Shopping Centre Area 'B'.*

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3.1.3 Retail Mixed-Use Precinct

This precinct is anticipated to be the focus of substantial change early in the redevelopment process. The transformation of 61st Avenue SW is essential to realizing the objectives of this plan to create a vibrant, pedestrian-friendly TOD area. The retail mixed-use precinct will be characterized by retail commercial development at-grade within mixed-use buildings fronting onto a tree-lined 'Custom Grand Boulevard' with wide sidewalks which comfortably accommodate outdoor cafés, benches, transit shelters, bike racks, and other street furniture necessary to meet the needs of pedestrians and cyclists. This area is very suitable for office and residential development and will accommodate the highest densities for each land use.

POLICIES

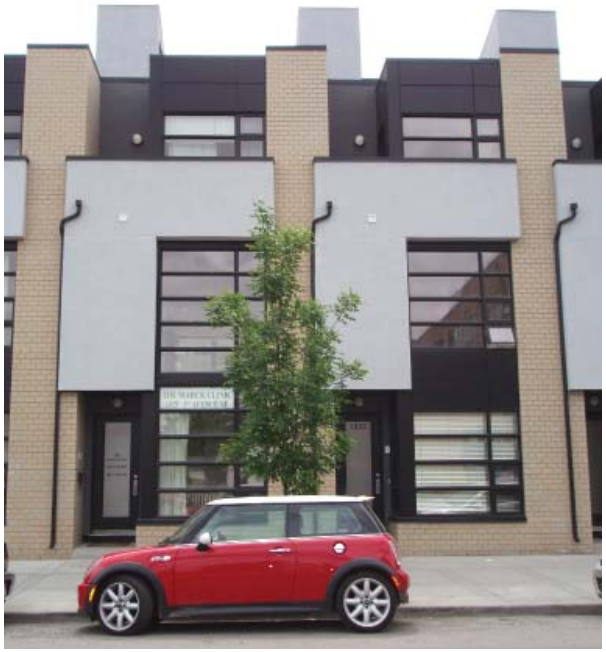
1. The Retail Mixed-Use Precinct shall accommodate a mix of land uses in accordance with the provisions of Policy 3.1.1.2.

2. New development shall incorporate a mix of land uses within a single building. The mix of uses shall include at-grade retail commercial development, and a minimum of one of the following uses: office commercial and/or multi-family residential located above the retail commercial development.

3. Small-scale retail commercial establishments are encouraged to be located in this precinct especially fronting onto 61st Avenue SW.

4.  Mid-large format retail and commercial establishments in mixed-use buildings may be allowed in order to bring active uses to the area. In particular, supermarkets, pharmacies and other similar uses which provide various amenities for residents are encouraged.

5.  Commercial uses that do not generate significant pedestrian activity, such as financial institutions, may also locate on the ground floor provided store



frontages do not exceed 12 metres (40 feet). The remainder of the commercial area may locate on a second floor, basement or wrapped behind adjacent retail units. Lobbies for residential developments may also locate on the ground floor provided the street frontage does not exceed 12 metres (40 feet).

6. The provision of a broad range of housing units is encouraged. In particular, affordable housing units are encouraged in accordance with the provision set out in Section 4.2.3

7. Allow a diverse range of retail and commercial establishment sizes provided they are integrated with the larger building, maintain a pedestrian orientation, and the development contributes to active street frontages.

8. Existing large format retail businesses are encouraged to orient the front entrance to the public street and to incorporate other active retail uses along the public street.

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3.1.4 Mixed-Use Precinct

The primary purpose of this precinct is to accommodate a mix of land uses comprised of office commercial, residential and retail commercial development. Two key objectives of this Plan are to accommodate a significant number of new jobs and to achieve a sufficient amount of residential development to support community life. To encourage residential development, higher densities may be achieved compared to office commercial only development.

POLICIES

1. Office commercial and multi-family residential developments are the primary land uses allowed within this precinct.

2. Developments containing only one of either office commercial or multi-family residential uses are allowed in this precinct.

3. Small-scale retail commercial establishments are encouraged to locate in office and/or residential buildings and should be limited to the ground floor except for development on Block D and H. Development in Block D and H may include larger format retail commercial and may have retail commercial development above the first storey.

4. The provision of a broad range of housing units is encouraged. In particular, affordable housing units are encouraged in accordance with the provision set out in Policy 3.1.1.7 and Section 4.2.3.

5. Dwelling units are not permitted at-grade fronting onto Macleod Trail. Lobbies for residential developments may be front onto Macleod Trail.

3.1.5 Large Format Retail

The area south of 61st Avenue SW is most likely to develop over the longer-term. Development opportunities within the Large Format Retail Precinct will allow for intensification of the large

format retail uses along Macleod Trail and the continuation of the mixed-use TOD pattern south to Glenmore Trail, allowing for live, work, and shop activities within an easy walking distance from the Chinook LRT Station.

Beginning with a reestablished street grid (see Map 3.5 Vehicle Circulation and Section 3.4.2) and improved pedestrian connections through the district, large-format retailers will be encouraged to redevelop their stores into two-storey urban formats (a big box typology already developed in several, more intensified, urban districts throughout North America) fronting the high-visibility Macleod Trail. This is the only precinct in which stand alone retail development may occur. However, mixed-use development is also encouraged in this area - particularly retail and office mixed-use developments fronting onto Macleod Trail and/or Glenmore Trail.

1. Free-standing retail buildings may be allowed in this precinct. Mixed-use buildings are encouraged, especially retail and office developments.

2. New large format free-standing retail uses (greater than 4,500 square metres) should be designed as buildings which are a minimum of two storeys, with primary frontages along Macleod Trail, and structured parking accessed from the rear of the building. These buildings must be designed in accordance with the provisions of Section 3.2 Built Form and Site Design.

3. Commitments for the provision of additional road rights-of-way south of 61st Avenue SW, as set out in Section 3.4.2, including 62nd and 63rd Avenues and 3rd Street SW must be in place to the satisfaction of the Approving Authority prior to the approval of a Land Use Amendment or Development Permit application which increases the intensity of development in the Large Format Retail Precinct.

4. When residential development is proposed, the developer is encouraged to provide a broad range of housing units. In particular, affordable housing units are encouraged in accordance with the provision set out in Policy 3.1.1.7 and Section 4.2.3 .

5. Dwelling units are not permitted to locate at-grade fronting onto Macleod Trail. Lobbies for residential developments may be allowed to front onto Macleod Trail.

3.1.6 Office Commercial/Industrial Precinct

Lands that have traditionally been used as light industrial and warehouse/distribution uses east of the LRT corridor, have been transitioning to commercial uses including office and retail commercial. The opportunity to have large floorplates and a convenient location can be an attractor for a variety of businesses that do not require the high visibility of Macleod Trail or Chinook Centre. The challenge will be to transition this area to a TOD orientation while retaining the unique, employment-centric character of the district.

This area is very appropriate for a wide range of employment-intensive uses. Parking and loading should be accessed through rear lanes or by driveways located to the sides of buildings to maintain the visibility along Centre Street. Residential development is not appropriate in this precinct given the nature of the surrounding uses.

POLICIES

1. Employment-intensive uses should be the predominant land use in the Office Commercial/Industrial Precinct in accordance with Policy 3.1.1.3.

2. Support commercial uses which provide goods and services to employees and business clients and which are complementary to the primary employment-intensive uses may also be allowed within a mixed-use building containing employment-intensive uses. The gross floor area for support commercial uses should not exceed 10% of the gross floor area for the development.

3. Residential development is prohibited in the Commercial/Industrial Precinct.

4. Support commercial uses should front onto 61st Avenue SW or Centre Street.

5. Light industrial operations are only permitted under the following conditions:

   - The operation can be fully enclosed within a building with no outside storage of materials or products; and
   - Noise, odour, heat, high illumination levels or waste that are caused by the business are not disruptive to adjacent uses and are, to the extent possible, mitigated through development permit approval requirements.

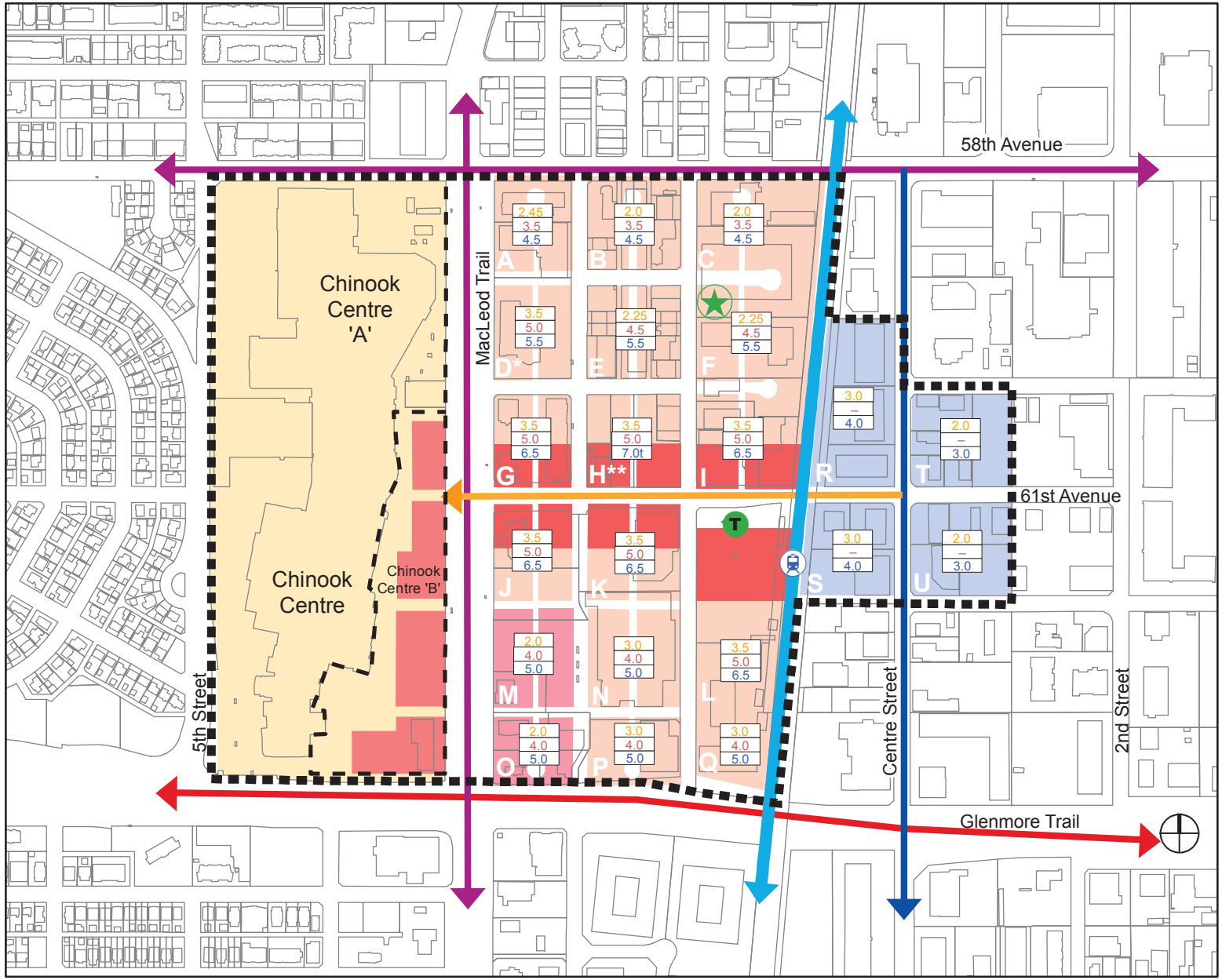
6. Land use or development permit applications for free-standing retail commercial developments should not be approved.

7. Accommodate retention or development of larger floorplate commercial or light-industrial building typologies.

8. Privately provided publicly accessible open spaces should reflect the employment-centric orientation of the area and be designed for social interaction and passive recreation.

Map 3.2 Maximum Densities

Chinook Station Area Plan



Legend

- Station Area Boundary
- LRT Corridor
- LRT Station
- Community Transit Plaza
- Expressway
- Major Street
- Custom Grand Boulevard
- Collector Road
- Regional Shopping Centre Precinct
- Mixed-Use Precinct
- Retail Mixed-Use Precinct
- Large Format Retail Precinct
- Office/ Commercial/ Light Industrial Precinct
- New Green Space (Location and precise size to be determined (roughly one-half city block).
- Maximum FAR (no Residential)
  Maximum FAR (with Residential)
  Maximum FAR (with Bonus)

* Block D reflects land use provisions negotiated with the landowner in conjunction with preparation of this plan.

** Block H reflects Council approved land use designation for this site.

t +1.0 FAR above-grade parking.

This map is conceptual only. No meausrements of distances or areas should be taken from the map.

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3.1.7 Density and the Bonus System

Each block has been assigned a minimum, a maximum and a bonus density. A minimum density has been set in order to ensure that new development will contribute sufficient activity to the area and to ensure that the building mass will be large enough to contribute to an appropriate streetwall. In order to encourage a true mixed-use area, residential development is required to achieve the maximum density for all areas except in the Regional Shopping Centre and Office Commercial/Industrial Precincts. The area covered by above-grade parking structures is to be included in the calculation for the total gross floor area permitted for a development, except for developments on Block H. A bonus system may also be used by the developer and has been designed to balance the higher density development with the provision of appropriate public benefits and amenities based on the provision of Section 4.2.3. The bonus system may be used to build additional residential and/or office commercial development.

TABLE 3.1 – MINIMUM & MAXIMUM DENSITIES

Block	Minimum FAR	Maximum FAR		Bonus FAR	Maximum FAR Total including Bonus
		Office Commercial Only	Residential with/without Office Commercial		
A	2.0	2.45	3.5	1.0	4.5
B, C	2.0	2.0	3.5	1.0	4.5
D*	2.0	3.5	5.0	0.5	5.5
E, F	2.0	2.25	4.5	1.0	5.5
G, I J, K, L	2.0	3.5	5.0	1.5	6.5
H**	2.0	3.75	5.0	2.0	7.0***
M, O	0.25	0.5 Retail 3.0 Retail / Office	4.0	1.0	5.0
N, P, Q	2.0	3.0	4.0	1.0	5.0
R, S	1.0	3.0	N / A	1.0	4.0
T, U	1.0	2.0	N / A	1.0	3.0

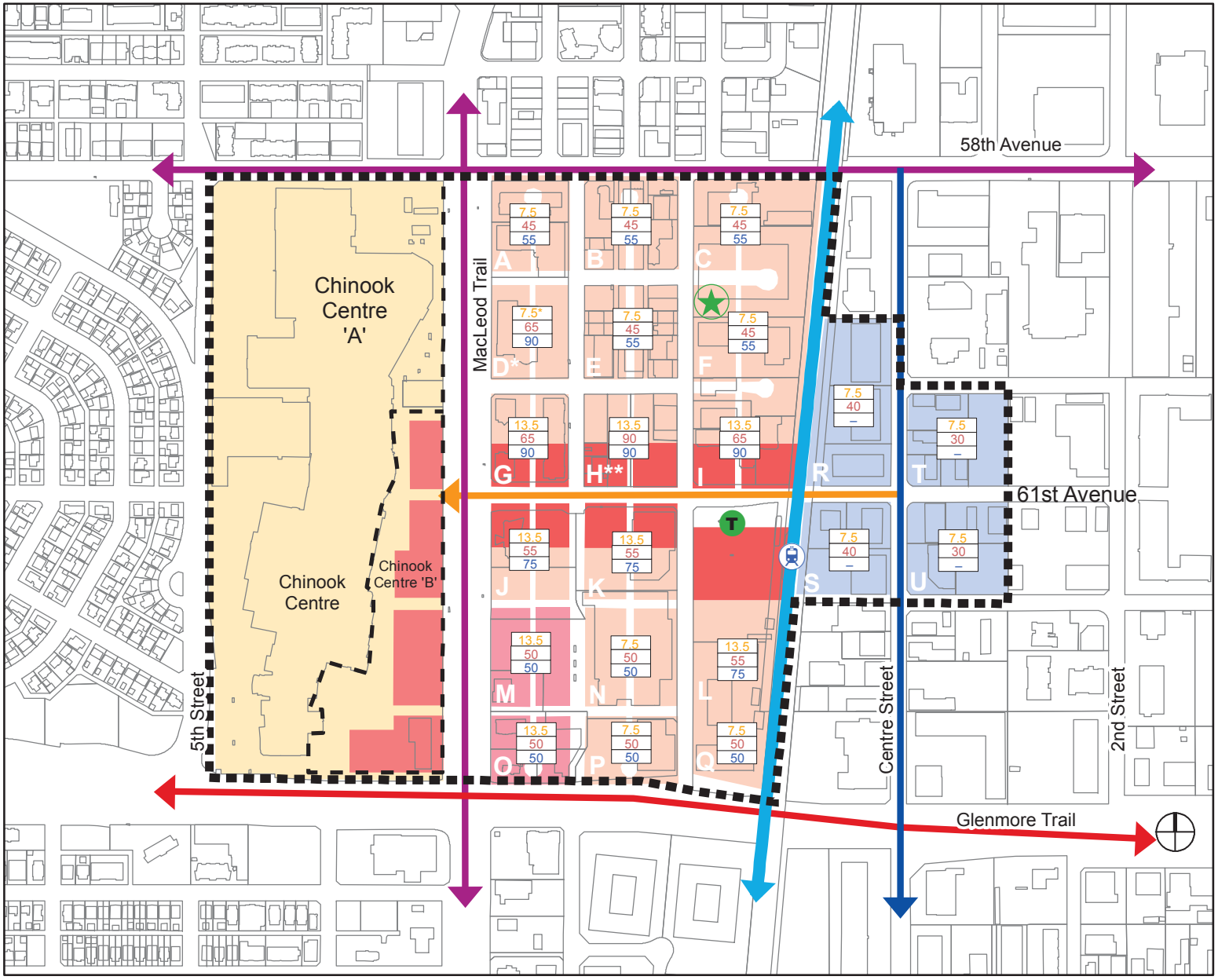
* Block D reflects land use provisions negotiated with the landowner in conjunction with preparation of this Plan.

** Block H reflects Council approved land use designation for this site.

*** Plus 1.0 FAR to accommodate above-grade structured parking.

Map 3.3 Building Heights

Chinook Station Area Plan



Legend

- Station Area Boundary
- LRT Corridor
- LRT Station
- Community Transit Plaza
- New Green Space (Location and precise size to be determined (roughly one-half city block).
- Expressway
- Major Street
- Custom Grand Boulevard
- Collector Road
- Regional Shopping Centre Precinct
- Mixed-Use Precinct
- Retail Mixed-Use Precinct
- Large Format Retail Precinct
- Office/ Commercial/ Light Industrial Precinct
- Minimum Height (metres)
  Maximum Height - Office (metres)
  Maximum Height - Residential (metres)

* Except 13.5 metres on 60th Avenue

This map is conceptual only. No meausrements of distances or areas should be taken from the map.

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3.2 Built Form & Site Design

New development within the Station Area should be designed and sited to contribute to the creation of pedestrian-oriented TOD precinct. While architectural variety is strongly encouraged, the Plan is concerned with ensuring individual sites and buildings work together as an urban ensemble. In general, buildings should relate well to the street and to each other, foster a vital and active pedestrian-oriented street life, maintain sunlight penetration to streets and open spaces, and contribute to a fine-grained, pedestrian-oriented urban form.

Individual buildings are encouraged to be located adjacent to the sidewalk to create a uniform 'streetwall' and to enclose the street, forming a 'public room'. Exceptions are made where there are opportunities to create outdoor seating areas or café spaces. An example of the desired streetwall effect is illustrated in Figure 3.2.

The provisions of this section apply to all precincts within the Chinook Station Area. Future development within the Regional Shopping Centre Precinct should, however, be designed to be pedestrian-friendly to the extent practicable.

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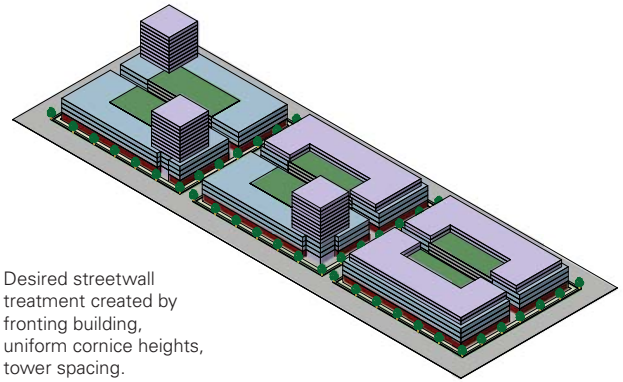
TABLE 3.2 – MINIMUM & MAXIMUM BUILDING HEIGHTS (IN METRES)

Block	Minimum Height	Maximum Height		
		Office Commercial	Residential without Office Commercial	Hotel
A, B, C	7.5	45	55	50
D	7.5 (except 13.5m on 60th Avenue)	65	90	72
E, F	7.5	45	55	50
J, K, L	13.5	55	75	65
G, H, I	13.5	65 (except N/A on H)	90	90
M, O	13.5	50	50	50
N, P, Q	7.5	50	50	50
R, S	7.5	40	N / A	N/A
T, U	7.5	30	N / A	N/A

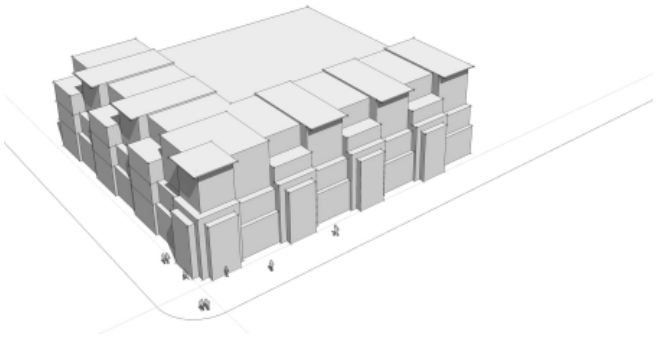
- Land Use: Mixed-use developments that support pedestrian activity.
- **Built Form & Site Design: Buildings must front the street and be multi-storied.**
- Public Realm: Will be a primary social space within the station area - the community's outdoor living room.
- Mobility: Will be balanced with an emphasis on pedestrian, transit and cycling travel modes.
- Parking: Will be on-street, behind buildings or underground.
- Investment: Improvements to the area will occur as a result of a combination of public sector and private sector investments.

Figure 3.2 -Streetwall



Desired streetwall treatment created by fronting building, uniform cornice heights, tower spacing.

Figure 3.3 Large Format-articulated façade



POLICIES

1. New development should contribute to the creation of pedestrian-oriented streetfronts through the following:
   - Locating active uses at-grade along all major pedestrian frontages;
   - Aligning buildings to relate directly with the primary pedestrian frontage with lobbies and building entries oriented toward the sidewalks;
   - Modulating building faces in width, height, and finishing materials to visually break up large building walls. The inclusion of smaller commercial retail units (CRUs) into the building façades of large retail tenants is encouraged;
   - A minimum of 70% of non-residential building façades at-grade should have transparent glazing (doors and windows); and
   - Providing canopies or other forms of shelter for pedestrians and bicycle parking.
2. Maximum building setbacks are recommended as follows:
   - Commercial (Office/Retail): 0–3 metres
   - Residential: 1.5–3.0 metres
   - Industrial: 0–4 metres
3. The area between the maximum building setback and the property line should be occupied by building entryways, outdoor seating areas for restaurants, seasonal display, bicycle parking, and residential front porches or yards.
4. Residential buildings shall be designed based on the following:
   - At-grade residential units that front a public sidewalk or publicly accessible private sidewalk are required to have individual, primary entrances (e.g., front doors) providing direct access to and from that public sidewalk or publicly accessible private sidewalk.
   - All at-grade residential units should be designed to provide visual privacy from any public or internal sidewalk without the need for high or non-transparent privacy fences or walls that detract from the active street edge.
   - Front yard gardens with low fences or hedges should be provided for each dwelling unit.
   - Balconies should be inset into the façade of the building.
   - All new residential units shall be provided with private outdoor amenity space, either exclusive to an individual unit or as a common amenity available to all units within a development. Common amenity space may be provided at or above grade,

within courtyards, behind façades, or on rooftops, terraces or ground level patios that may be completely or partially visible from the street or other buildings.

5. Where a significant number of affordable housing units are being provided in accordance with the provisions of Policy 3.1.1.7, the Approving Authority may allow a building to exceed the maximum height limits set out in Table 3.2 Minimum and Maximum Building Heights provided such variance is minor in nature.

6. Buildings, including large format retail buildings, should occupy a minimum of 80 percent of primary pedestrian frontages. Building elements greater than 4 storeys are encouraged at corner locations and should be setback from a building podium.

7. The primary entrance of a building should be located along the pedestrian street and not an internal parking lot.

8. The rear façades of buildings should be designed and constructed with attention to detail and a similar quality of finishing materials as is found on the front façade of the building.

9. Mid-large format retail establishments should be designed with highly articulated façades which incorporate architectural elements that suggest a rhythm of narrower business frontages.

10. Individual storefronts that are greater than 30 metres in width should provide multiple entrances at the street level, which may include incorporating separate individual retail units that have entrances oriented to the street.

11. To create consistent streetwalls, cornice lines of the principle façades should be consistent with the following standards:

- 61st Avenue SW: 13.5 metres;
- Macleod Trail South of 62nd Avenue: 13.5;
- 60th Avenue SW between Macleod Trail and 3rd Street SW: 13.5 metres; and
- all other streets 7.5 metres.

12. Maximum floorplate size of the portion of a building higher than 26.0 metres and designed as a tower should be:

- 700 square metres gross floor area for residential uses;
- 850 square metres gross floor area for hotel uses; and
- 2000 square metres gross floor area for office uses.

Figure 3.4 Four + Storey Corner

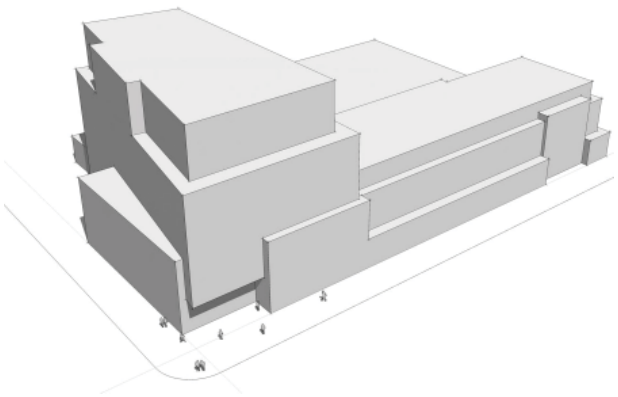
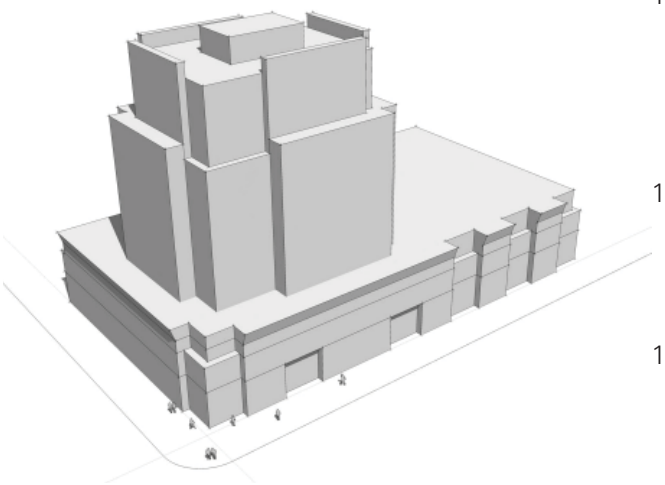


Figure 3.5 Tower Stepped-Back



13. The maximum number of towers built on each block should be:

- two, if office only towers;
- three, if office and either residential or hotel towers; or
- four, if all residential or hotel towers.

14. Minimum and maximum building heights are set out in Table 3.2 Minimum and Maximum Building Heights.

15. Upper storey building elements, including penthouse floors and mechanical rooms should be treated with expressive architectural forms to contribute to a distinctive skyline. Nighttime accent lighting is encouraged on building elements above 15 storeys.

16. Tall building elements and massing should be organized in a way that maintains sunlight access, indirect daytime lighting, and sky exposure through the majority of the day.

17. Towers should be stepped-back or located on the building podium in a manner that allows sunlight to filter to the street level.

18. Shadow studies may be required at the development permit stage to determine shadow impacts on significant public open spaces and the 'Custom Grand Boulevard.'

19. New buildings should be designed in accordance with the Access Guidelines to ensure universal access for all citizens. Where feasible, buildings should be designed to eliminate the need for access ramps. Where this is not feasible, the ramps should be designed to have minimal impact on the sidewalk and should not intrude into the pedestrian throughway as described in Policy 3.4.3.3.

20. All new development shall make provision for the collection and pick-up of recyclable materials.

21. New development is encouraged to strive for a LEED TM rating through consideration of sustainable built forms and an integrated approach to building infrastructure systems. The following design concepts, development practices, and technologies are encouraged:

- Construction waste management: recycling to divert material from landfill sites;
- Optimizing building energy performance;
- Use of renewable energy sources;
- Use of innovative wastewater technologies;
- Stormwater management: reduction of quantity;
- Collection, filtering, reuse;
- Provision of water efficient landscaping;

- Provision of building recycling facilities;
- Provision of occupant transportation alternatives;
- Provision of a high quality of indoor air quality and thermal comfort;
- Maximizing day lighting and views;
- Use of building materials with a high recycled component;
- Use of durable and rapidly renewable materials;
- Encouragement of innovation in the design of buildings, their systems, and their site considerations; and
- Provision of green roofs.

22.  Design outdoor lighting to prevent light intrusion beyond the site, e.g., by applying down-lighting and low reflectance ground covers, selecting lighting locations that contain light within the site and employing lamp fixtures that do not allow direct-beam illumination to leave the site.

23.  Tree planting intentions and opportunities should be indicated at the Subdivision and/or Land Use Amendment application stage.

24.  Stormwater management facilities should:

    Function year round and protect the landscape from contamination; and

    Be incorporated into streetscape design elements such as landscaped medians, sidewalk planters, and pervious paving.

25.  New buildings will be required to use low flow fixtures in accordance with the provisions of the Alberta Building Code.

26.  The flow rate or run-off volume entering the storm sewer system should not exceed the 1 in 100 year rain event. This can be achieved by trap low storage, roof top storage, and increasing the amount of pervious area on site through soft landscaping, or other suitable methods. The use of the Low Impact Development approach to drainage is strongly encouraged.

27.  A Stormwater Management Report will be required.

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- Land Use: Mixed-use developments that support pedestrian activity.
- Built Form & Site Design: Buildings must front the street and be multi-storied.
- **Public Realm: Will be a primary social space within the station area - the community's outdoor living room.**
- Mobility: Will be balanced with an emphasis on pedestrian, transit and cycling travel modes.
- Parking: Will be on-street, behind buildings or underground.
- Investment: Improvements to the area will occur as a result of a combination of public sector and private sector investments.

3.3 Urban Design & Public Realm

Ensuring a quality public realm that encourages walking and community activity, while creating private property value, is essential to the success of a TOD area. The Chinook Station Area proposes a series of public realm improvements to create a lively, walkable, and attractive precinct. Beginning with street and sidewalk improvements to improve the pedestrian experience on all streets with special treatment along 61st Avenue SW and Macleod Trail SW, public realm improvements also include a new urban green space, new pedestrian and bicycling linkages, and a community/transit plaza at Chinook LRT Station that improves the physical relationship of the station with the surrounding environment. Design of the public realm should also take into account the need to create safe and secure environments and environments that respond to climatic factors to optimize comfort.

The physical layout and design of a TOD neighbourhood can contribute to safety and security for residents, workers, visitors, and transit users. Crime Prevention Through Environmental Design (CPTED) techniques should be considered at all stages of TOD development. These techniques involve designing the built environment to reduce the opportunity and the fear of random crime in the public realm. Basic principles include defining a boundary between public and private space, improving natural surveillance (by reducing blind spots and encouraging 'eyes on the street'), and controlling access to private space.

Designing for safety is particularly important in transit areas where citizens are occasionally required to wait, particularly in evening hours. By ensuring that the public realm, especially transit waiting areas are well-defined, active, and well-lit with clear sight lines, the built environment will discourage unwanted activity and increase perceptions of safety and security.

Calgary is a winter city and the public realm should provide protection and comfort to pedestrians and consider the impact of harsh weather on public spaces. Weather protection should be built into all projects, particularly in areas where pedestrians are encouraged to gather and wait. Transit stations and stops in particular, require care to provide comfort for waiting riders in harsh winter conditions (including wind and snow).

The key to enjoying winter in the city is to have comfort and escape from cold, a visually stimulating environment, clear sidewalks for safe pedestrian travel and landscape design that incorporates changing seasons . With a little planning and design, winter can be equally accommodating to outdoor pedestrian activity.

Public art is an important element in the creation of great civic spaces and offers an opportunity to contribute to a unique sense of place within the Chinook Station Area. Prime locations within the Station Area for public art installations include along the 'Custom Grand Boulevard' (61st Avenue SW) and in the community/transit plaza.

This Plan envisions active City participation in the early stages of plan implementation to 'front end' the cost of some key public realm improvements. As more high-density development is attracted to the area, development levy payments and contributions to a Community Enhancement Fund will allow recovery of some, if not all, costs and may also fund future improvements.

3.3.1 General

Design that enhances the safety and security of public spaces and that responds to the conditions of a winter city should be prime considerations in the design of the public realm. In addition, one of the most important elements of creating attractive streetscapes is the presence of street trees. Calgary has a particularly harsh climate for the survival of street trees and therefore it is essential that tree planting be conducted properly so that they can thrive over many years.

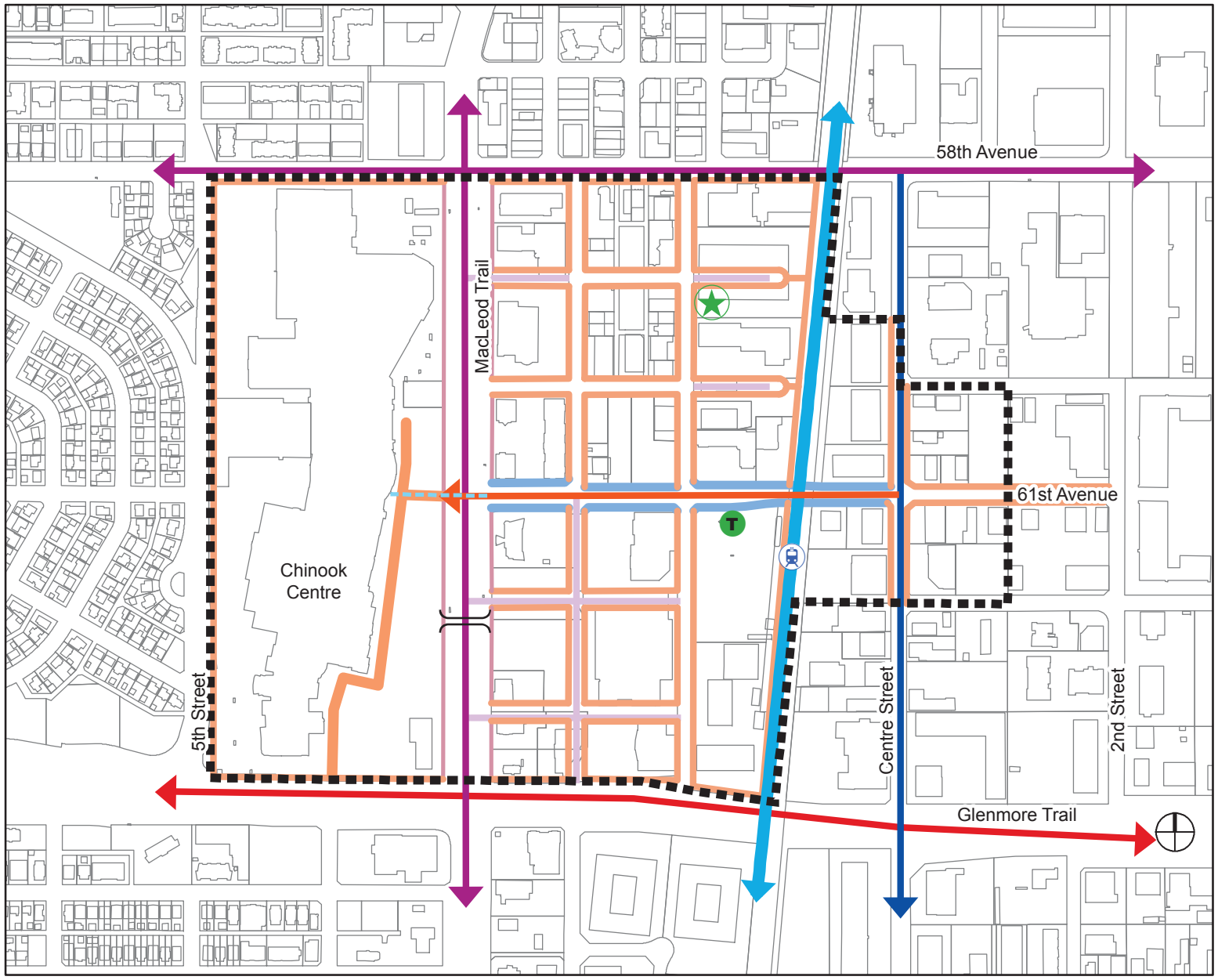
1. New development should be designed in accordance with the principles of Crime Prevention Through Environmental Design. In particular, the following factors should be considered in the evaluation of Development Permit applications:

   - Clear distinction between the public and semi-private realms;
   - Clear sight lines along public pathways and in public spaces;
   - Opportunities for natural surveillance of lanes, sidewalks, streets, and other public spaces;

Figure 3.6 CPTED Principles

Map 3.4 Urban Design & Public Realm

Chinook Station Area Plan



Legend

- Station Area Boundary
- LRT Corridor
- LRT Station
- Community Transit Plaza
- Expressway
- Major Street
- Custom Grand Boulevard
- Future Pedestrian Overpass
- Collector Road
- Potential New Street
- Retail Street
- Primary Pedestrian Linkage
- Secondary Pedestrian Linkage
- Local Pedestrian Linkage
- New Green Space (Location and precise size to be determined (roughly one-half city block).
- Existing Pedestrian Overpass

This map is conceptual only. No meausrements of distances or areas should be taken from the map.

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- Provision of adequate security lighting of pedestrian and cycling routes, car parking areas, and other public spaces; and
- Ensuring that landscaping does not compromise security by preventing clear views from streets to pathways, open space or car parking areas.

2. Weather protection should be incorporated into streetscape design. This can be achieved with use of canopies, shelters, and street trees.

- Maximizing sun exposure for waiting areas (especially in winter months) by careful location of seating, plantings, building elements, and limiting the heights of adjacent buildings (if necessary). Providing protection from wind, rain, and snow with plant screens, walls, and canopies.
- Avoiding wind tunnels and large barren expanses in design of the station and surrounding area.

3. Pedestrian connections and waiting areas should incorporate durable paving that is resistant to salt and snowplow damage.

4. Consider use of heat tracing in sidewalks and ice resistant surfacing to keep areas clear of dangerous snow and ice buildups.

5. Consider use of color, light, urban furniture, and natural materials to counter dreary effects of long winter nights.

6. Incorporate coniferous trees into landscape design to provide natural color in winter and a valuable wind-screen.

7. Design and position buildings to minimize wind tunneling and the creation of uncomfortable microclimates.

8. A highly integrated development pattern with careful spacing of taller building elements is encouraged to ensure wind movements are kept at higher levels and 'smoothed' over low densely-built areas.

9. Designs for tree planting on public land should accommodate and facilitate an average 50 year life span for trees in groomed parks and roadways and an average 25 year life span for sidewalk vaults.

10. The species diversity for trees in groomed parks and roadways should be that no more than 15% of trees represent any one genus, no more than 10% of trees represent any one species, and no more than 7% of trees represent any one cultivar.

11. The average species rating for trees planted in groomed parks and roadways should be 80%.

12. Driveway crossings are to be aligned to allow space for tree planting.

13. The preferred locations for public art installations are along 61st Avenue SW and/or at the community/transit plaza.

14. Funding for public art installations should be identified in any City projects in accordance with the Public Art Policy. In addition, the Community Enhancement Fund may be used to fund public art installations.

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3.3.2 'Custom Grand Boulevard' - 61st Avenue SW

The Plan envisions an improved and pedestrian-friendly 61st Avenue SW as a dramatic 'grand boulevard' linking the two anchors of Chinook LRT Station and Chinook Centre. The improved street is intended to include a widened sidewalk system with distinctive paving linking an open public plaza at Chinook LRT Station with a new pedestrian bridge at Macleod Trail connecting into the second storey of Chinook Centre. The length of the boulevard will be accented with coordinated street trees and furnishing plan, and sidewalk bulb-outs at intersections. 61st Avenue will be improved as a pedestrian street to Centre St in order to stimulate TOD east of the tracks and to provide better pedestrian and cycling facilities for the significant number of employees who work in that location. The new 61st Avenue SW will function as the spine of a new street-oriented retail district. The retail district will further the goal of ensuring a continuous, active, and pedestrian-friendly streetscape that strengthens the relationship between the LRT system and the regional retail shopping anchor of Chinook Centre.

POLICIES

1. Improve 61st Avenue SW between Centre Street and Macleod Trail to include the following design features:

    - Expanded sidewalk with a minimum 1 metre wide planting strip that includes sustainable high canopy street tree plantings, coordinated furnishings including benches and waste bins, and wayfinding signage;
    - Distinctive concrete patterning in the throughway zone (Figure 3.10) designed with consideration for the need of those requiring mobility aids for smooth walking surfaces;
    - Sufficient space along the building edge to accommodate outdoor seating areas, seasonal displays, etc.;
    - On-street parking to be provided with curb extensions provided at intersections to narrow the crossing distance for pedestrians. Curb extensions are to be coordinated with the sidewalk design;
    - Cycle tracks on both sides of the carriageway which are physically separated from vehicular travel lanes; and
    - Four travel lanes with left-turn lanes at intersections.

2. Prepare a detailed urban design and public realm for the proposed 'Custom Grand Boulevard' in consultation with affected landowners.

3. New developments located along 61st Avenue SW between Centre Street and Macleod Trail will be required to set aside sufficient land in order to achieve the urban design public realm plan prepared in accordance with Policy 3.3.2.2.

4. Landscaping should be provided along the length of the 'Custom Grand Boulevard' with street trees planted at regular intervals (approximately 9 metres on centre).

3.3.3 Macleod Trail

Macleod Trail is one of the primary regional roads traversing through the Station Area and provides substantial high-visibility retail frontage. However, in its current configuration, the street does not provide a welcoming pedestrian experience and is a hard edge dividing Chinook Centre from the remainder of the Station Area.

The Plan envisions significant pedestrian improvements along Macleod Trail through the Station Area and provision for a future cycle track. A widened and improved sidewalk will accommodate a more pleasurable pedestrian experience than currently exists. Street trees in a landscape corridor will green the street, shelter pedestrians from the vehicular traffic and announce to the traveling public there is 'something special' happening in this precinct. The street itself will retain its eight-lane configuration (plus center turning lane) without on-street parking. The end result will be a revitalized Macleod Trail with the potential of serving as the 'front door' for new retail, hotel and office uses, including a redeveloped large urban format retail precinct.

Cyclists will benefit from cycle tracks on both sides of Macleod Trail. Provision should be made to ensure sufficient lands are available for the future construction of cycle tracks that will be comfortably separated from vehicle and pedestrian travel.

POLICIES

1. Improve Macleod Trail to include the following design features:
   - treed street edge with coordinated street tree planting program;
   - wide sidewalks; and
   - provision for a future cycle track.
2. Prepare a detailed urban design and public realm plan for Macleod Trail throughout the Chinook Station Area.

3.3.4 Streetscape Design

Streets are an essential part of the public realm in the TOD precinct and lively streetscapes comprised of a variety of design elements are key to a pleasurable pedestrian experience. Streetscapes are the total result of many smaller components: streets, sidewalks, building frontages, and other elements. Collectively, these design elements are the physical infrastructure of placemaking throughout the pedestrian realm.

POLICIES

1. A coherent design theme specific to the Chinook Station Area should be applied to all streetscape elements along all streets.
2. Street furniture, lighting, signage, and landscaping should be oriented towards the pedestrian.
3. Opportunities for public art should be incorporated throughout the pedestrian realm as part of the streetscape design, especially along 61st Avenue SW.

4. Investigate the feasibility of providing public open space through a broad range of methods, including innovative design and use of public rights of way (e.g. sPARKS, a street park or portion of a street right-of-way that doubles as park space) and publicly accessible open spaces on private lands.
5. Shallow underground utilities may be required to relocate to allow for street trees within the road right-of-way and to allow buildings to be close to the street property line.
6. The planting of deciduous street trees is encouraged wherever it is possible.
7. Facilities for street trees are to be sustainable and allow trees to achieve a 25 year lifespan in sidewalk plantings and 50 years in tree lawns. Designs must include sufficient root and branching space and should include a means of supplying supplementary water, fertilizer and air as well as protection against snow clearing and de-icing activities. Design should

also accommodate removal of stumps and planting of replacement trees. Facilities should function 12 months of the year, 24 hours a day.

3.3.5 Parks and Open Space

In this Station Area, emphasis is being placed on the quality of the pedestrian environment to provide a minimum level of public amenity that will satisfy the need for public social space and amenity. However, a mixed-use TOD designed to attract new residents and employers should also provide a diversity of attractive and functional open spaces and parks. These spaces comprise a critical part of the precinct's 'green infrastructure' and provide valuable spaces for social interaction and community participation. Further, these spaces can take many forms, including park space but also urban plazas and linear greenways.

Currently, the Station Area has no formal open spaces or parks, which will create a deficit of park space to population as residential uses are added to the area. To address this deficit, the Plan calls for a community/transit plaza in front of the LRT station, a new public greenspace west of the LRT corridor, and will seek to establish smaller-scale publicly-accessible open spaces throughout the Station Area through a density bonus program. Other opportunities to add open space to the area will be sought on a per-development basis.

1. Community/Transit Plaza: Redevelop the existing bus loop as a community/transit plaza to provide focal open space at the eastern end of the 'Custom Grand Boulevard'.
2. Mixed-Use Public Greenspace: A new half-block greenspace to be located north of 61st Avenue SW.
3. Plazas & Places: To be created in conjunction with a development project, these publicly accessible open spaces consist of portions of blocks throughout the Station Area and provide breaks in the urbanized built landscape. The smaller size of these places will allow for some seating, attractive landscaping, and possibly small play areas. These spaces may be pre-dominantly hardscaped and their location determined as part of the site design of individual parcels.

POLICIES

1. Seek a centrally located, convenient site for the development of a major public greenspace for City purchase with funds from the Joint Use Reserve Fund and/or Redevelopment Levy program. This greenspace should include the following:
   - Sufficient size to accommodate a variety of active and passive recreational opportunities;
   - Recommended size is approximately one-half block;
   - Grassy area for informal recreation comprising the majority of the site;
   - Possibility for shade trees, and small play lot;
   - Design which reflects the identity or character of the planned precinct;

- Design which incorporates Crime Prevention Through Environmental Design principles; and
- Incorporation of weather protection elements such as shading for summer days and wind breaks and solar access for winter days.

2. Public parks, plazas and other publicly used open space should be surrounded by development that contains active ground-floor uses, such as cafés, shops and day care centres.

3. Pursue new smaller open spaces, including public plazas and places, on portions of blocks throughout the Station Area. Privately provided publicly accessible open spaces may qualify for a density bonus pursuant to Section 4.2.3.

4. Small public plazas and places should have clear and legible public access, either through signage or through inviting design elements and be designed for social interaction and passive recreation.

5. Investigate the feasibility of creating sPARKS (a street park or portion of a street right-of-way that doubles as park space) on minor streets. sPARKS should be designed as flexible eco-friendly places that create places for localized civic celebrations and events. sPARKS should:

   - Be located on north-south oriented streets that have low traffic volumes (e.g. less than 5,000 vehicles per day);
   - Be located in areas that have active at-grade uses or have the potential for redevelopment or significant improvement of existing building edges;
   - Accommodate slow-moving vehicular traffic and on-street parking in winter and various active/passive pedestrian activities in summer;
   - Ensure through-cycling;
   - Consider distinctive eco-paving (e.g. full or partial water retention or permeability), textures and colour treatments;
   - Provide distinctive, movable and multi-purpose street furniture to accommodate various pedestrian activities; and
   - Provide special lighting, water, landscaping or public art features.

6. Require private common open space as part of all residential or mixed-use developments that includes residential development.

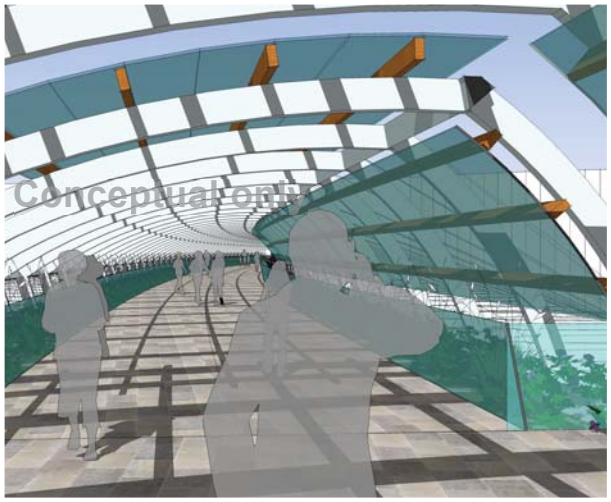
7. Investigate the feasibility of redeveloping and landscaping the public right-of-way adjacent to the LRT corridor to create a safe, convenient pedestrian and bicycling pathway.

3.3.6 Pedestrian Bridge

A major centrepiece of the urban design plan for the Chinook Station Area is a dramatic new pedestrian bridge at Macleod Trail and 61st Avenue SW. The proposed bridge needs a dramatic design to encourage pedestrian use and

Figure 3.7 Pedestrian Bridge Concept

Figure 3.8 Views on Potential Pedestrian Bridge



create a notable connection between Chinook Centre and the proposed Retail Mixed-Use Precinct and LRT station. The bridge will be funded through contributions by Chinook Centre, The City, and the redevelopment levy program detailed in Section 4.2.

POLICIES

1.  Incorporate a new pedestrian bridge as part of the 61st Avenue SW road improvement plan. The proposed above-grade pedestrian crossing at 61st Avenue SW and Macleod Trail shall be designed to create a dramatic and convenient crossing. The pedestrian crossing should be designed based on the following principles:

- Connect to both the second level of Chinook Centre and to the internal multi-modal street between areas A and B;
- Provide shelter from inclement weather (e.g. covered elements along the top and north side);
- Ramp, elevator, and/or stair access to the public sidewalk on the west and east sides of Macleod Trail;
- Elevator access, as well as stairs, east of Macleod Trail to ensure easy access for all users;
- Ramps should be designed to optimize the safety and convenience of people using mobility devices;
- Design for personal security by using Crime Prevention Through Environmental Design principles;
- Consideration of retail development leading into the shopping centre;
- Potential to connect into the second level of a future development on the east side of Macleod Trail south of 61st Avenue SW;
- 24 hour access 7 days a week; and
- Designed to be contained within the existing right-of-way on the east side of Macleod Trail.

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3.4 Mobility

At a basic level, TOD is about transportation choice providing convenient and efficient access to transit, walking, bicycling, and driving. To achieve this balance, streets are designed as multi-functional spaces designed for the safe, convenient and efficient mobility of all users. Sidewalks and other elements of the pedestrian network need to be improved to encourage walkability not just safe but enjoyable pedestrian travel.

This Plan identifies a number of strategic improvements to the transportation network, as well as general standards and guidelines for the street and sidewalk network improvements. Key improvements include:

- Redesign of the 61st Avenue SW corridor to improve pedestrian amenities, creating a 'Custom Grand Boulevard' and a desirable 'address' and anchor for a retail 'High Street';
- Provision of an improved pedestrian environment including sidewalks with treed boulevards on both sides of all roads within the plan area;
- A new landscaped Macleod Trail with an improved pedestrian environment and space for a potential future cycle track; and
- A reconnected street grid including an improved network of rear lanes or internal vehicle access routes.

The Transportation Department acknowledges that there will be a degree of congestion in the precinct. However, with the need to place pedestrian and bicycle priorities first, followed by transit, some limitations of automobile mobility should be considered. Further, this section outlines Transportation Demand Management (TDM) strategies that will reduce the demand for auto travel.

3.4.1 Mobility and the Station Area

The Chinook station area has a regional draw, and is well-served by the Chinook LRT station. Vehicular access to the Regional Shopping Centre is gained via 5th Street SW, Glenmore Trail, Macleod Trail and 58 Avenue SW.

Opportunities to accommodate new expansions may be limited by vehicular capacity in the surrounding road network. However, further options to accommodate the transportation demand associated with additional development in the area include:

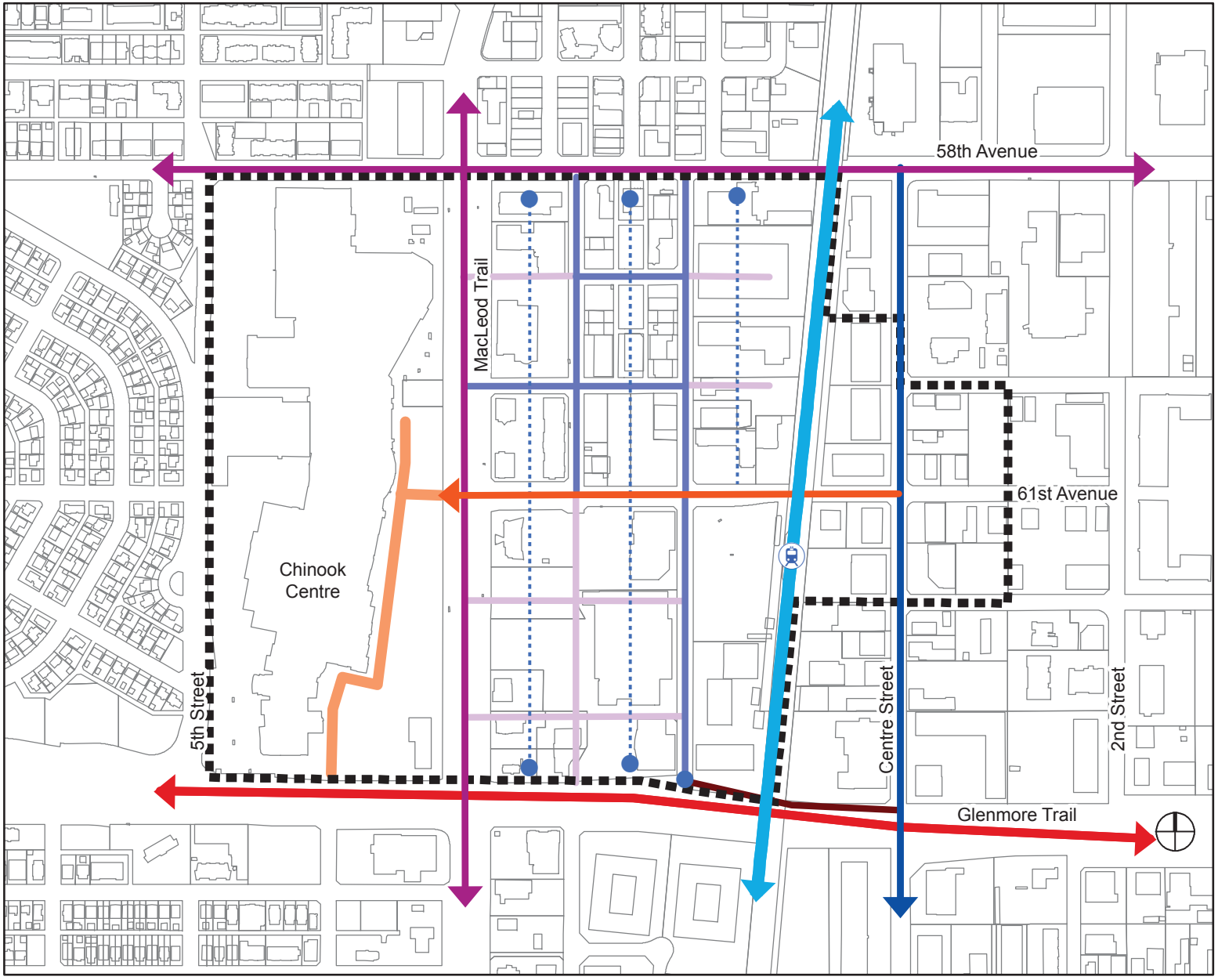
- *An efficient mix of land uses;*
- *A Transportation Demand Management (TDM) program;*
- *Restricted parking supply;*
- *Enhanced transit service; and*
- *Infrastructure to ensure connectivity and enhanced mobility of pedestrians, cyclists and transit users.*

The following improvements have been identified as options with significant potential to achieve the target modal splits for TOD areas while facilitating pedestrian mobility. Timing of their

- Land Use: Mixed-use developments that support pedestrian activity.
- Built Form & Site Design: Buildings must front the street and be multi-storied.
- Public Realm: Will be a primary social space within the station area - the community's outdoor living room.
- **Mobility: Will be balanced with an emphasis on pedestrian, transit and cycling travel modes.**
- Parking: Will be on-street, behind buildings or underground.
- Investment: Improvements to the area will occur as a result of a combination of public sector and private sector investments.

Map 3.5 Vehicle Circulation

Chinook Station Area Plan



Legend

- Station Area Boundary
- LRT Corridor
- LRT Station
- Expressway
- Major Street
- Custom Grand Boulevard
- Collector Road
- Minor Street
- Rear Lane
- Potential New Street
- Multi-modal Street
- Bus Only Connector
- Cul-de-Sac

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implementation will be determined with a phasing plan of the site. Most of the proposed improvements will be developer funded, as they are required to fulfill the needs of future expansions and re-development. Additional improvements may also be identified during future Subdivision and/or Development Permit stages.

Endeavours to assist may be considered by the Approving Authority. Front ending of infrastructure costs will be discouraged for infrastructure required for the Regional Shopping Center. However, cost-sharing (between the City and Regional Shopping Centre) may be considered for portions of projects that are deemed key to complete missing links or required facilities for pedestrians, cyclists and transit users, or signal optimization projects in the area.

The proposed infrastructure improvements are as follows:

- *A new pedestrian bridge at 61st Avenue SW and Macleod Trail SW which may link directly into the second level of the Regional Shopping Centre.*
- *Suppressed or elevated parkade entrances off of Macleod Trail that do not conflict with infrastructure for pedestrians and/or compromise vehicular operations along Macleod Trail.*
- *Traffic Signalization Improvements along MacLeod Trail as required to reduce delays and queues on Macleod Trail.*
- *61st Avenue Redesign and Construction.*
- *A pedestrian overpass to facilitate access to the shopping centre from the communities south of Glenmore Trail, and one additional pedestrian/cycling overpass to connect the shopping centre with the commercial lands east of Macleod Trail. This overpass may be in addition to the overpass at 61 Avenue, and may be located closer to Glenmore Trail.*
- *Enhancements to the existing Shuttle Service provided by the Regional Shopping Centre, including increased frequencies, revised routes, and alternate transit technologies.*
- *Cycling network enhancements.*
- *Transit Plaza.*
- *Alternative options to move people from the Station to the shopping centre that does not compete with the intent of the 61 Avenue Urban Boulevard Concept or interfere with the pedestrian overpass at 61 Avenue.*

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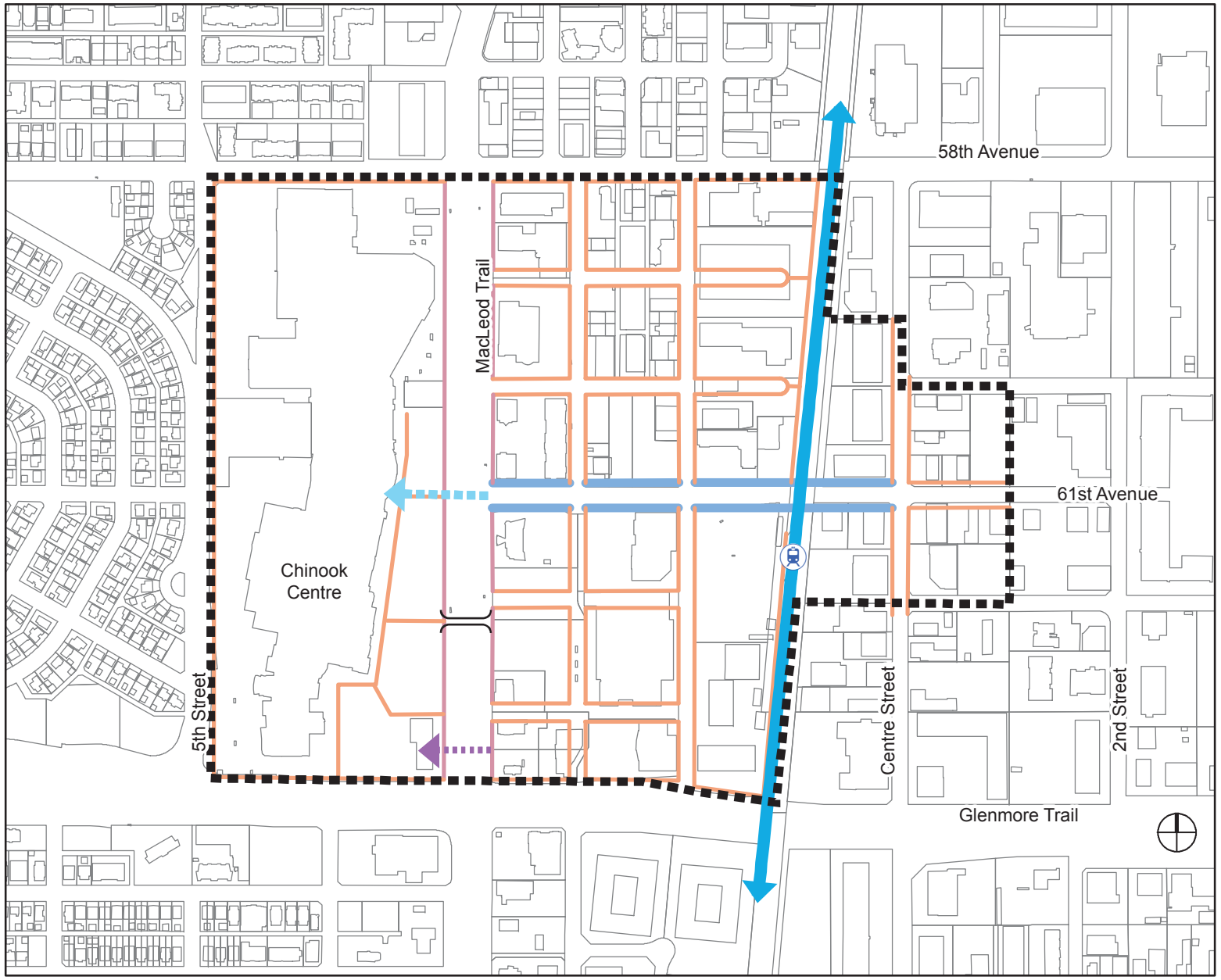
3.4.2 Street Network

The street network is the basic framework for the TOD precinct (the 'bones' of the area). In the Chinook Station Area, the bones are good, with an orthogonal street grid with typical block lengths between 90 and 120 metres providing a variety of routes throughout the area, easy wayfinding and a flexible development pattern. However, the street grid is frequently interrupted and necessitates

Figure 3.9 Public Realm Hierarchy

Map 3.6 Pedestrian Circulation

Chinook Station Area Plan



Legend

- Station Area Boundary
- LRT Corridor
- LRT Station
- Future Pedestrian Overpass
- Primary Pedestrian Linkage
- Secondary Pedestrian Linkage
- Local Pedestrian Linkage
- Existing Pedestrian Underpass
- Existing Pedestrian Overpass

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strategic reconnections to provide an interconnected network. Further, with the intent to create a network of complete streets, opportunities to integrate streets with the pedestrian, bicycle, and transit infrastructure should be capitalized upon. In addition to improving sidewalks throughout the Station Area, this Plan envisions the addition of bicycle tracks, including a potential future cycle track adjacent to Macleod Trail and extension of the pedestrian realm across intersections to further encourage walking as a primary travel mode.

POLICIES

1.  The following strategic opportunities to improve the transportation network should be undertaken:

   - Improvement of 61st Avenue SW to create a 'Custom Grand Boulevard' linking the two anchors of the Station Area - Chinook LRT Station and Chinook Centre and extending to Centre Street. This street should be designed based on the principles established in Section 3.3.2; and
   - Construction of an above-grade pedestrian bridge at 61st Avenue SW and Macleod Trail. This bridge should be designed based on the principles established in Section 3.3.6.

2. Re-establish an interconnected street grid by establishing new connections at:

   - 59th Avenue SW between Macleod Trail SW and 3rd Street SW;
   - 59th Avenue SW between 1A Street SW and the LRT Corridor Right-of-Way;
   - 60th Avenue SW between 1A Street SW and the LRT Corridor Right-of-Way;
   - 3rd Street SW between 61st Avenue SW and Glenmore Trail;
   - 62nd Avenue between Macleod Trail and 1A Street SW; and
   - 63rd Avenue between Macleod Trail and 1A Street SW.

3. Full or partial street closures by new buildings, utilities, ramps, or transportation improvements are not permitted. The only allowable use enabled through a street closure is park or open space. Where a street closure to vehicular traffic may be essential, access for pedestrians and bicycles must be maintained.

4. Rear lanes are encouraged throughout the Station Area in locations identified in Map 3.5 Vehicle Circulation. They may be provided as public access easements registered against title or dedicated as public lanes. For comprehensive developments that encompass an entire block, rear access may be provided through private internal vehicle access routes.

5. Development at the +15 level is not permitted over public rights-of-way except for over a rear lane or a private internal vehicle access route.

6. Encourage and support the development of uses and built forms, other than loading and vehicle access, that create activity in and provide natural surveillance of the rear lanes in accordance with the design principles of Crime Prevention Through Environmental Design. Portions of a building adjacent to rear lanes should be designed and constructed to a similar quality and level of detail as the front of the building.

7. Wherever possible, vehicular access to parking areas should be from a rear lane.

8. Direct vehicular access from Macleod Trail to a property will not be permitted.

9.  Developers are responsible for street and sidewalk improvements adjacent to their site in accordance with the detailed design of various street types that will be developed following approval of this Plan.

10.  Pedestrian crossings at intersections need to be designed in a manner to increase visibility between pedestrians and drivers. Design features to be provided at key intersections include:

    - Sidewalk bulb-outs to reduce the width of crossings and improve visibility;
    - Extension of sidewalk finishes through the intersection; and
    - Signalization should be timed to allow pedestrians sufficient time to cross streets.

11.  Where possible, building setbacks should be modulated at intersections to create plazas that improve visibility at intersections.

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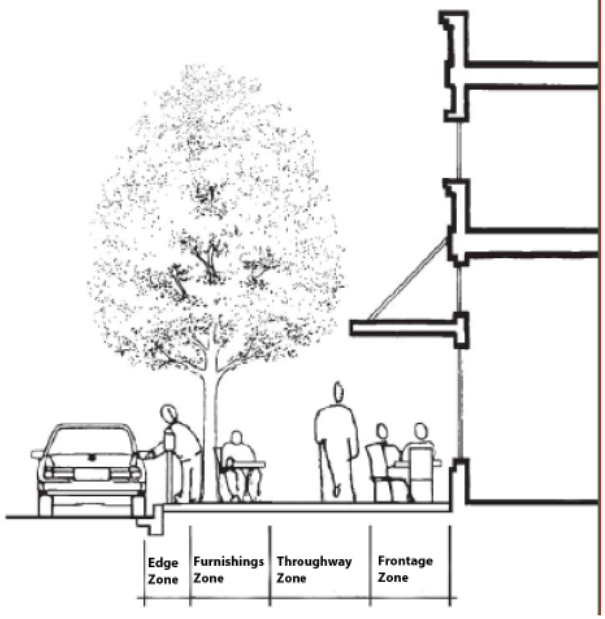
Figure 3.10 Pedestrian Realm



3.4.3 Pedestrian & Bicycle Network

One of the main attractions of the TOD model is the ability to move freely and accomplish everyday tasks without a car. To enable a variety of travel modes, particularly walking and bicycling, the transportation network must ensure these modes are convenient, safe, efficient, and pleasant. Further, the increased densities provided by the Plan will both require and enable an improved pedestrian and bicycling infrastructure. Finally, it should be emphasized that pedestrian networks and spaces serve more than simple mobility. Sidewalks and pathways are also public spaces, providing valuable opportunities for social interaction and passive recreation. Therefore, the pedestrian and bicycle network should have a prominent role in the transportation system. To achieve this goal, the Plan emphasizes a number of design strategies. The sidewalk network will be completed throughout the Station Area and designed to accommodate and encourage walking. Pedestrian and bicycle routes will connect the areas to the east and west of the LRT corridor. Street trees and other streetscape improvements will create an attractive pedestrian realm with sheltering elements for inclement weather.

The pedestrian network emphasizes at-grade connections in order to encourage high levels of pedestrian activity along key routes such as 61st Avenue SW. Grade separated facilities are strongly discouraged as they dilute the potential pedestrian vitality of an area. Two exceptions to this approach are being recommended in order to provide safe pedestrian crossings of Macleod Trail that will not impact vehicular flows. The first is a future pedestrian overpass at 61st Avenue SW and Macleod Trail due to the existing high pedestrian volumes in this area as well as anticipated growth in volume as a result of the implementation of this Plan. Secondly, there is an existing pedestrian underpass on Macleod Trail north of Glenmore Trail. Due to the lack of natural surveillance afforded such a facility, it should be replaced with a grade separated crossing of Macleod Trail in order to provide safe pedestrian access across Macleod Trail at the south end of the Station Area.

POLICIES

1. A continuous network of pedestrian sidewalks, should be provided throughout the Station Area in accordance with Map 3.6 Pedestrian Circulation.

2. Opportunities to improve the pedestrian crossings across the LRT tracks at 61st Avenue SW should be pursued.

3. The pedestrian realm should have three distinct zones as follows:

   - Street Edge and Furnishings – Used for street trees, furnishings, bus stops, lighting, and wayfinding;
   - Throughway – Used for pedestrian travel, must be kept clear of obstructions, and can be used for underground utilities; and

- Frontage –Used for outdoor seating, canopies, building and entrance projections, building signage, planting boxes, and bicycle racks. In residential areas may be used for front porches or yards.

4. Pedestrian scale lighting should be incorporated at regular intervals in areas of high pedestrian activity and at crosswalks, bus stops, and corners.

5. Sidewalks, crosswalks, and signalized intersections should be designed to provide appropriate cues to the hearing and visually impaired. Corner curb cuts should also be provided for wheelchair bound individuals and parents with strollers, etc.

6. Mid-block driveways should be minimized except for the provision of rear lane accesses as indicated on Map 3.5 Vehicle Circulation.

7. Pedestrian pathways connecting through mid-block spaces are encouraged.

8. Special paving and materials, such as coloured concrete and/or 'stamped' concrete, should be used to identify high pedestrian traffic zones or community elements such as plazas and open spaces.

9 Along 61st Avenue SW and on the internal multi-modal street in the Regional Shopping Centre Area B, heat tracers and sheltering elements should be incorporated into sidewalk design to ensure usability throughout cold weather months.

10. Above-grade pedestrian crossings are not permitted over public rights-of way, with the exception of the:

    - Proposed pedestrian bridge at Macleod Trail and 61st Avenue SW; and
    - Potential replacement of the existing Macleod Trail pedestrian underpass with an above grade pedestrian crossing.

11. *Above-grade pedestrian connections (+15 connections) within the Regional Shopping Centre are not necessarily encouraged as a focus on pedestrian connectivity throughout the site at grade level is desired. However, if above-grade connections (+15 connections) are proposed, the following design elements should be considered:*

    (a) provision of a minimum unobstructed width of 4.5 metres;

    (b) Provision of a maximum unobstructed width of 6.0 metres;

    (c) Provision of a minimum height clearance of 4.75 metres;

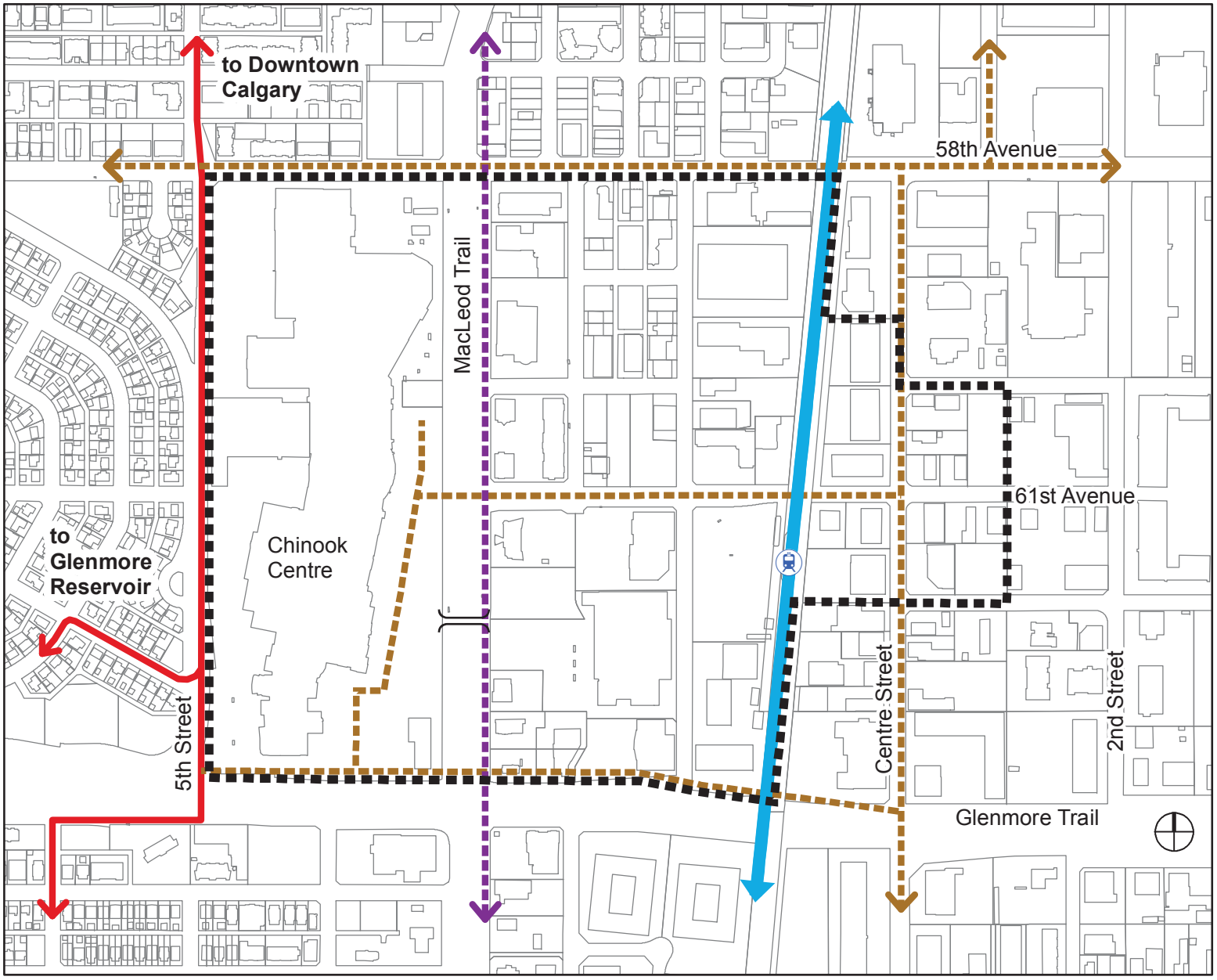
    (d) provision of magnetically controlled doors;

    (e) provision of downcast lighting on the underside of the bridge deck;

    (f) no air conditioning or other equipment should be located on the roof of the +15 connection; and

Map 3.7 Bicycle Circulation

Chinook Station Area Plan



Legend

- Station Area Boundary
- LRT Corridor
- LRT Station
- Existing Bicycle Route
- Proposed Bicycle Route
- Future Potential Bicycle Route

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(g) a minimum of 75 per cent of the total wall surface should be clear glazed between 0.5 and 2.5 metres above the floor for the total length of the +15 connection.

12. Preserve opportunities to enhance and/or retain existing pedestrian and cycling crossings of Glenmore Trail including those at Centre Street and the LRT underpass.

13. All major and minor streets in the Station Area will welcome bicycle travel. 61st Avenue SW, Macleod Trail, 58th Avenue and Centre Street are links in the regional bicycle network and should include cycle tracks with a minimum width of 1.5 metres on both sides of the carriageway.

14. At intersections, bicycle stop lines should be located ahead of the automobile stop line to allow motorists to more easily see cyclists.

15. All new non-residential developments should make provisions for common private parking and storage of bicycles, as well as showers and lockers for use by active mode commuters. Bike racks should be located in visible areas with adequate night-time lighting in accordance with the provisions of the Bicycle Parking Handbook and Land Use Bylaw 1P2007.

16. Conduct a feasibility study for bicycle improvements, including the potential for a custom cross-section (one lane of traffic per direction with a central two-way left turn lane and bicycle lanes on both sides), along

    - Centre Street from 58th Avenue to south of Glenmore Trail; and
    - 58th Avenue S from 5th Street to 2nd Street SE.

17. Conduct a study on how to enhance the feeling of safety and security for pedestrians and cyclists along the north side of Glenmore Trail from Centre Street to 5 Street SW.

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3.4.4 Transportation Demand Management

Transportation Demand Management (TDM) is an umbrella term for a variety of strategies to reduce automobile trips and parking requirements. These include providing subsidized transit passes to employees or residents (in place of subsidized parking spaces), rideshare or car/vanpool programs, car co-op programs, flextime and telecommuting programs for local businesses.

POLICIES

1. Encourage developers and employers within the Station Area to adopt TDM measures such as transit reimbursement, van/car pool programs, car co-ops, showers and lockers for active mode commuters, and telecommuting.

2. Permit reductions in required parking areas with the adoption of TDM measures.

3. Require a percentage of the total parking area to be dedicated for car-pooling and car co-op purposes and work with program managers to identify need and priority locations.

- Land Use: Mixed-use developments that support pedestrian activity.
- Built Form & Site Design: Buildings must front the street and be multi-storied.
- Public Realm: Will be a primary social space within the station area - the community's outdoor living room.
- Mobility: Will be balanced with an emphasis on pedestrian, transit and cycling travel modes.
- **Parking: Will be on-street, behind buildings or underground.**
- Investment: Improvements to the area will occur as a result of a combination of public sector and private sector investments.

3.5 Parking and Loading

Although TOD is designed to reduce dependence on the automobile, many people will still choose to make trips in personal vehicles. Accommodating automobiles also means finding sufficient and convenient places to park - at home, the shop, the office or to access the LRT system. This Plan recognizes the need to supply and manage parking effectively, while maintaining a balance with other travel modes and urban design goals.

POLICIES

1. The total amount of parking provided for a development should be minimized by employing various measures to reduce parking demand for a particular project. These may include provision of car-pooling stalls, shared parking with complementary developments, provision of share cars, provision of cycling facilities including showers and lockers, etc.
2. Investigate the potential for 'in-lieu' of fees for new development that may be used to fund public parking instead of requiring individual facilities to provide off-street parking.
3. Parking requirements may be further reduced, up to 50 percent, subject to City approval, by provision of parking facilities that serve multiple uses to enable efficient use of space over the course of the day and for car co-op provision.
4. Surface parking may be permitted behind buildings.
5. Temporary surface parking may be allowed as part of a phased plan for a comprehensive development scheme. Any portion of the parking lot which is adjacent to a pedestrian route must provide adequate edge conditions allowing for screening and natural surveillance of the parking area.
6. On-street parking is encouraged on all local streets except where transit needs dictate otherwise.
7. The area for above ground parking structures is included in the calculation for the total gross floor area permitted for a development.
8. Maximize on-street parking efficiency by managing time limits to correspond with daily activity patterns and through the use of pay machines.
9. On-site parking is not permitted in front of buildings and interior parking areas should be accessed via rear lanes.
10. At grade, all permanent parking areas shall be separated from public streets with active uses such as commercial or residential development.

11. Above-grade parking structures shall be screened from public streets by active uses to at least the first storey and architectural treatments above that make the parking areas indistinguishable from the rest of the building façade. They should also be screened from adjacent developments to the satisfaction of the Approving Authority.

12. Above-grade parking structures shall not be higher than the cornice line of the building.

13. Where parking structures have exhaust vents, such vents shall be directed away from any public street frontage and adjacent residential uses.

14. Investigate the potential to use on-street parking revenues within the Station Area for public realm improvements identified in Section 3.3 Urban Design & Public Realm.

15. Investigate the potential for the Calgary Parking Authority to manage parking comprehensively in the area.

16. All new development shall make provisions for common private parking and storage of bicycles.

17. *Seek to reduce the number of stalls on the basis of a per square metre of retail floor area within the station area as the overall retail floor area increases.*

18. *Loading activities should occur:*
    i. at the rear of buildings with access provided from a rear lane, or
    ii. Underground within the Regional Shopping Centre Area A and B.

19. Waste and recycling should be stored within buildings in order to avoid waste disposal facilities being located in rear lanes.

20. Encourage innovative solutions for waste and recycling collection that minimize negative impacts on the pedestrian environment and minimize the outside surface area required for on-site garbage and recycling collection.

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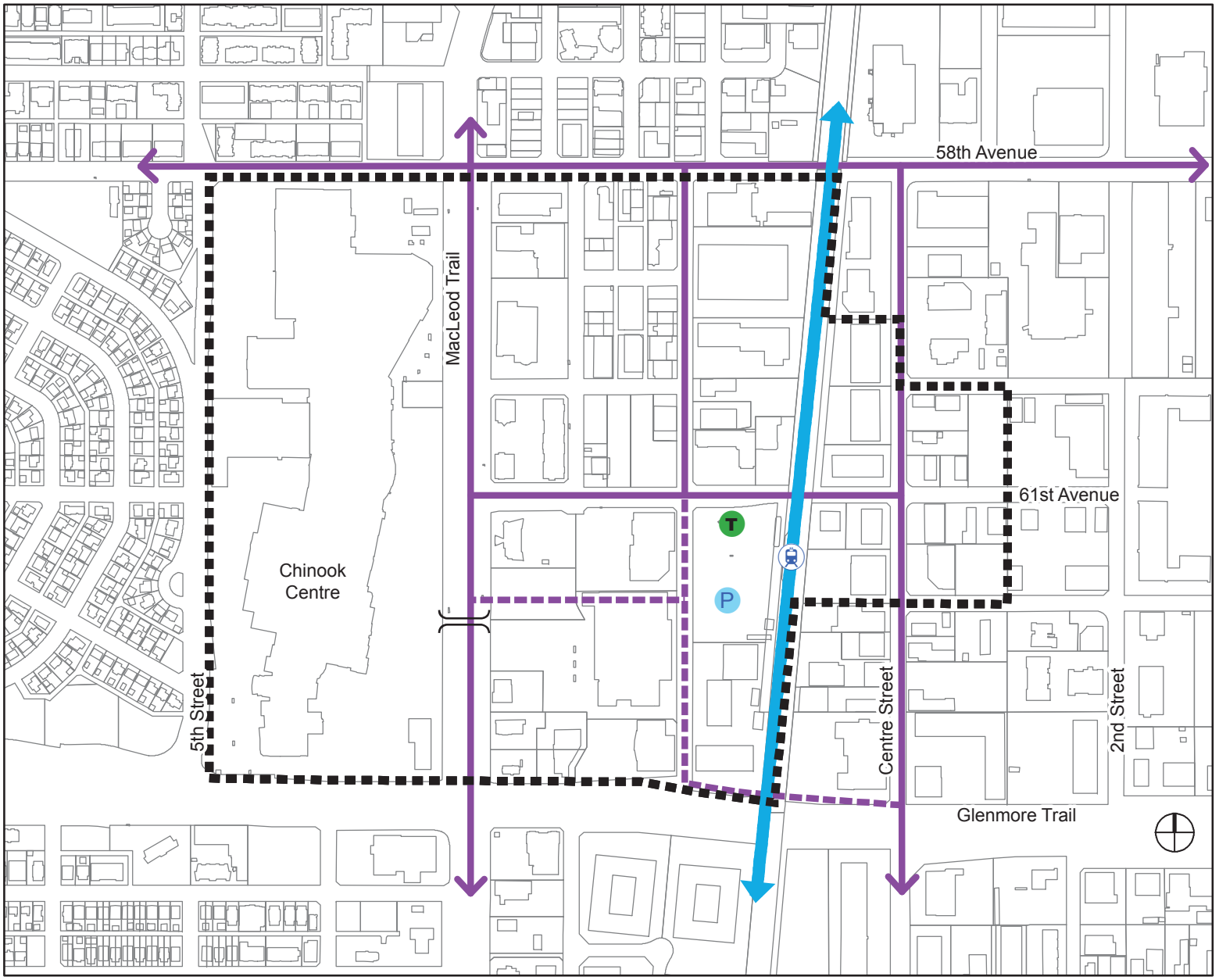
Map 3.8 Transit Circulation

Chinook Station Area Plan



Legend

- Station Area Boundary
- LRT Corridor
- LRT Station
- Community Transit Plaza
- Park and Ride
- Bus Route
- Proposed Bus Route

This map is conceptual only. No meausrements of distances or areas should be taken from the map.

APPROVED: M-2008-026
AMENDED: LOC2014-0211

3.6 Transit Service & LRT Station Investments

3.6.1 Transit Service

Chinook Station sees over 15,000 daily LRT passengers and is also a high volume transit hub for local and regional bus routes. In the future, Chinook Station will become increasingly important with the expansion of high frequency Bus Rapid Transit services that will link developing higher density activity centres throughout Calgary. Critical to providing reliable and frequent bus connections at this station is ensuring that buses are able to navigate with minimal delay through the high density station area. The Chinook Station Area Plan requires a transportation strategy that achieves a balance between transit priority, a high quality pedestrian environment, connections for cyclists, commercial vehicles and the private automobile.

POLICIES

1. Provide transit priority measures to minimize delay for bus access in and out of the Chinook Station area. These measures can include queue jumps, signal priority and dedicated bus lanes.
2. Key roadways for bus routings are:
   - 1A Street SW between 58th Avenue and Chinook Station entrance.
   - Centre Street between 61st Avenue and Glenmore Trail.
   - 58th Avenue from Macleod Tr to Centre Street.
   - 61st Avenue SW between 1A Street SW and Centre Street.
   - Future 62nd Avenue between Macleod Trail and 1A Street SW.
   - An easement should be protected on an opportunity basis along the north edge of the Glenmore Trail right-of-way between Centre Street and 1A Street SW. This would allow for a future at-grade transit-only connection across the tracks.

3.6.2 Transit Plaza & Station Area

Good transit service and related facilities for passengers and pedestrians are critical for a successful TOD. The challenge is to design these facilities as distinct 'places' by creating human scale elements in a high density environment.

The area adjacent to the Chinook LRT station represents a premium location for mixed-use development. Redevelopment of this land will provide a tremendous opportunity to create an active place featuring a bus terminal, park and ride spaces and pedestrian plaza incorporated within a range of, high density uses. It is expected that this area will offer ground floor retail and plazas to create a vibrant and active area where people choose to live, work and play. The site will balance access by bus passengers, pedestrians, cyclists and park and ride users. Replacement of the roughly 300 Park and Ride stalls can be achieved in a structure that can offer joint use opportunities.

- **Land Use: Mixed-use developments that support pedestrian activity.**
- **Built Form & Site Design: Buildings must front the street and be multi-storied.**
- **Public Realm: Will be a primary social space within the station area - the community's outdoor living room.**
- **Mobility: Will be balanced with an emphasis on pedestrian, transit and cycling travel modes.**
- **Parking: Will be on-street, behind buildings or underground.**
- **Investment: Improvements to the area will occur as a result of a combination of public sector and private sector investments.**

POLICIES

Redevelopment of the station area lands will include a major bus terminal and park and ride facility located in close proximity to the station entrance. The area will feature a mix of land uses including a plaza / open space to provide passenger and community amenities.

1. The LRT station and bus terminal including park and ride shall be developed with the following elements:

    - Transit passenger and pedestrian access oriented towards a platform that will be extended for future four and five car train operation;
    - Maintain short and convenient passenger access between the platform and a revised bus terminal;
    - Include passenger amenities such as shelters and seating areas;
    - The bus terminal entrance should be aligned with the future 62nd Avenue roadway connection;
    - Bus terminal and park and ride facilities (equivalent to current numbers) can be incorporated within the development by way of air rights arrangements;
    - Surround the station and bus terminal with active uses, such as retail and commercial; and
    - CPTED principles will be used to create areas of high activity and natural surveillance, good lighting, maintenance of clear sight lines, and multiple access and exit routes.

2. Consider a future revision to the north end of the platform to allow for at-grade access to 61st Avenue SW. The right-of-way required for the 'Custom Grand Boulevard' would require the dismantling of the existing station head.

3. A community plaza at the station entrance should be have the following elements:

    - Passenger amenities including information kiosks;
    - Ground floor uses in adjacent development that are oriented towards the plaza and bus terminal;
    - Accentuated connections between the LRT station and the 61st Avenue SW sidewalk using a consistent tree palette and design details such as distinctive pavings; and
    - Minimized walking distances and grade changes between the station, plaza and bus terminal.

4.0 Implementation

4.1 Future Projects

Successful implementation is key to realizing the potential of the Chinook Station Area as envisioned in the Plan. The approval of this Plan is only the first step. Appendix D outlines some key projects and studies that will have to be undertaken.

In no way is this list final or comprehensive. Timing for these projects will depend upon City work programs and priorities as well as on the priorities of other stakeholders in the Chinook Station Area. Specific timing for projects identified in Appendix D will in some cases be set by Council either through reporting on specific projects or studies or through approval of corporate work programs. The list in Appendix D should serve as a guide in the preparation of future work programs.

4.2 Financing the Public Realm

Creating a high quality TOD requires appropriate development on individual sites and in the public realm. Financing the public realm improvements requires a partnership between the City and private development interests.

In achieving such a partnership, the City needs to play the following roles:

- Be prepared to 'front end' the costs of key public realm improvements and undertake appropriate improvements to public infrastructure such as the revitalization of 61st Avenue SW and the refurbishment of the station.
- Establish clear expectations with respect to the responsibilities of individual developments for upgrading of adjacent public rights of way.
- Establish an equitable method to enable all new development to contribute to public realm improvements that serve the entire area.

4.2.1 Publicly Funded Improvements

Rationale: The redevelopment of the Chinook Station Area in the manner proposed in this Plan contributes to the achievement of Council's sustainability principles and is serving a greater public interest.

Approach: City Council will be requested in future capital budgets to allocate funds for projects such as:

- 'Front ending' the costs of the reconstruction of 61st Avenue SW as a Grand Boulevard. This improvement is considered essential to signal to the private sector the intent to change the character of this area into a pedestrian friendly transit oriented environment. The City is the only agent which can undertake this scale of work in a comprehensive, cohesive manner. This will also reduce risk and uncertainty and should help stimulate private sector investment.

- Land Use: Mixed-use developments that support pedestrian activity.
- Built Form & Site Design: Buildings must front the street and be multi-storied.
- Public Realm: Will be a primary social space within the station area - the community's outdoor living room.
- Mobility: Will be balanced with an emphasis on pedestrian, transit and cycling travel modes.
- Parking: Will be on-street, behind buildings or underground.
- **Investment: Improvements to the area will occur as a result of a combination of public sector and private sector investments.**

- Participating with the owners of Chinook Centre in the creation of an appropriate pedestrian overpass at 61st Avenue SW and Macleod Trail.
- Undertaking improvements to the transit facilities within and adjacent to the Chinook LRT Station. These improvements could be undertaken and financed as part of the redevelopment of the City-owned land with a suitable high density mixed-use project. Potential recommended improvements include creation of a community/transit plaza and the redesign of the station platform which could be timed with lifecycle upgrades and extension of the platform to accommodate four cars.

4.2.2 Development Funded Improvements

Rationale: Lands within the Chinook Station Area will benefit from enhanced development opportunities and an improved physical environment. Such development should contribute to the creation of this environment.

Approach: New developments will be required to contribute to the creation of the public realm in the following ways:

- Upgrading of adjacent public rights of way: All new development regardless of density will be required to reconstruct the public right of way adjacent to the development incorporating the appropriate sidewalk, landscaping and street lighting and furniture.
- Utility obligations: All new development will be responsible for paying for any necessary upgrades to underground utilities including any improvements required to handle the increased intensity of development.
- Development Levies: All new development will be required to pay a development levy or levies based on each square metre of building towards the cost of public improvements that serve the entire area.

The following is a preliminary list of improvements that should be considered in the establishment of an Off Site Development Levy:

- A portion of the costs of creating 61st Avenue SW as a 'Custom Grand Boulevard';
- A portion of the costs of constructing the pedestrian overpass at 61st Avenue SW and Macleod Trail; and
- Traffic management features such as signals, traffic circles, etc.

Implementation of such a levy will require:

- Preparation of detailed designs, including cost estimates;
- Further consultation with all stakeholders; and
- Preparation and approval by Council of appropriate bylaws, procedures and policies.

The Plan also proposes the creation of a new community open space in the area north of 60th Avenue SW, which will require the assembly and development of land. Options that exist for creating such an open space include:

- Acquisition of land through the subdivision process and/or use of the Joint Use Reserve Fund;
- Imposition of a Redevelopment Levy on new development in the area. This would require preparation of an Area Redevelopment Plan and accompanying Redevelopment Levy Bylaw; and/or
- Use of funds received under the proposed Bonus System.

Following Council approval of this Plan a consultation process will be set up with all stakeholders to explore these options and a separate report will be presented to Council.

4.2.3 Provision of Public Amenities through Bonus System

Rationale:
*Excluding the Regional Shopping Centre**, a bonus system may also be used by the developer and has been designed to balance the higher density development with the provision of appropriate public benefits and amenities and amenities based on the following principles:

- Density Bonuses should only be established for items of features that provide a perpetual or enduring benefit to the community in which the density is being accommodated.
- Density Bonuses should not be granted for elements of building or site design that can

be achieved or required through other means.

- The amount of floor area granted through a bonus should be based on the additional monetary value added to the land as a result of the bonus and the cost to the developer of providing the bonus item.

**The Regional Shopping Centre has customized bonusing provisions contained within the Direct Control District in place for that property.*

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Approach:
Development sites can be developed up to the maximum density without providing any bonus items. In order to develop above the maximum density and up to the bonus density, developments may provide one or more bonus items in exchange for a defined amount of additional density. Any combination of items can be used to earn additional density, subject to the discretion of the Approving Authority and the local context of the proposed development site. Details of each item are as follows:

1. Provision of Community Amenity Space

Description:
Community Amenity Space is defined as floor area made available within the proposed development, in perpetuity to The City of Calgary, in a form acceptable to The City of Calgary for not-for-profit community purposes including but not limited to: offices, meeting rooms, assembly spaces, recreation facilities, educational facilities, cultural facilities, *integrated public transit facilities such as enhanced waiting areas and amenities and* daycares and other social services.

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Eligibility:
Projects must provide physical space of a location, size and configuration that is acceptable to The City and the proposed user group when the proposed user group is not directly affiliated with The City of Calgary. The space must be secured by The City in perpetuity through ownership or other acceptable means. The City will then contract the space to specific user groups. Developers are encouraged to develop their own relationships with possible users or consult with The City of Calgary on potential users for community amenity space within their project.

Bonus Rate:
The allowable bonus floor area will be based on the construction cost of the raw floor space and, where provided, any improvements to the space required by the proposed user. It does not include operating costs. Cost estimates shall be prepared by a Professional Quantity Surveyor. For example, if the cost to the developer to provide the space is $500,000 and the average land value per square metre of buildable floor area for the area is $ **X**, then the amount of the bonus floor area will be calculated as follows:

Total construction cost / (average land value x 75%) = Allowable Bonus Floor Area

$500,000 / ($ **X** x 75%) = **Y** m²

Note: The average land value is discounted at a rate of 25% to account for transactional costs associated with the provision and negotiation of the bonus.

2. Provision of Publicly Accessible Private Open Space

Description:
Publicly accessible private open space is defined as a portion of a private development site that is made available to the public through a legal agreement acceptable to The City, that is in a location, form and configuration and is constructed in a way that is acceptable to The City.

Rationale:
Actual acquisition of park and open space by The City should not be relied on to build the entire open space network over time. Opportunities often exist to utilize private lands for public purposes that can benefit both the private development and the public. Such arrangements can help mitigate density impacts on both an individual site or the cumulative impact of density in a broader area.

Eligibility:
Any development that can provide a publicly accessible private space that is in a location, form and configuration that is acceptable to The City is eligible for this bonus.

Bonus Rate:
The bonus is based on the cost of construction (excluding land costs) of the proposed space to be accessible by the public. Cost estimates shall be prepared by a Registered Landscape Architect or Professional Quantity Surveyor. For example, if the cost to the developer to construct the space is $500,000 and the average land value per square

metre of buildable floor area for the area is $ **X** then the amount of the bonus floor area will be calculated as follows:

Total construction cost / (average land value x 75%) = Allowable Bonus Floor Area

$500,000 / ($ **X** x 75%) = **Y** m²

Note: The average land value is discounted at a rate of 25% to account for transactional costs associated with the provision and negotiation of the bonus.

3.  Provision of Affordable Housing Units

Description:
Affordable housing units, as per Council's approved definition, are owned and operated by The City of Calgary or any bona fide non-market housing provider recognized by The City of Calgary, provided within the proposed development. This is the only bonusing option available for development within the Regional Shopping Centre Area B.

Rationale:
As allowable densities increase, so does the likelihood that smaller, affordable rental apartment buildings will be redeveloped to higher density uses. Providing for some affordable housing units within new developments will help increase the supply of existing affordable housing in the city.

Eligibility:
Any new development that can provide affordable housing units for a minimum of twenty years, within a proposed development in a number, operating plan, location and of a design acceptable to The City or other bona fide non-market housing provider recognized by The City, is eligible for this bonus.

Bonus Rate:
The allowable bonus floor area will be based on the total construction cost of the units to a standard acceptable to The City. Cost estimates shall be prepared by a Professional Quantity Surveyor. For example, if the cost to the developer to provide the units and associated parking stalls is $500,000 and the average land value per square metre of buildable floor area for the area is $ **X**, then the amount of the bonus floor will be calculated as follows:

Total construction cost / (average land value x 75%) = Allowable Bonus Floor Area

$500,000 / ($ **X** x 75%) = **Y** m²

Note: The average land value is discounted at a rate of 25% to account for transactional costs associated with the provision and negotiation of the bonus.

Further, the provided affordable housing units and associated parking stalls shall not be included in the calculation of gross floor area.

4.  Contribution to a Community Enhancement Fund (CEF)

Description:
A CEF is a fund to be used for projects within the Chinook Station Area related to public realm improvements, including but not limited to: park acquisition, park design, redevelopment or enhancement, streetscape design and improvements within City rights-of-way, implementation of urban design strategies and public art on public land. Projects to be funded in whole or in part with CEF monies should, where possible, be included within the approved Capital Budget. Where possible, projects will be funded through multiple sources including mill rate support. It is an objective of the Fund to implement projects throughout the Chinook Station Area.

Rationale:
As development intensity increases, there is an increased demand for public parks and open spaces, sidewalks, lanes and roads. In order to provide future residents with a quality public environment, new park space should be provided. Upgrading the public environment will make the Chinook Station Area a more attractive residential and business location and as a result will assist in the Chinook Station Area reaching its full potential.

Eligibility:
Upon creation of the CEF, any development proposing to build above the maximum density

allowed for the subject site is eligible to make a contribution to the CEF. The contribution may be one component of a larger package of bonus items.

Bonus Rate:
The amount of the contribution will be calculated at the time of the development permit approval based on the average land value per square metre of buildable floor area, as established by The City. For example, if the average land value per square metre of buildable floor area for the area is $ **X**, and the developer is proposing to build 1,000 m2 of floor area, then the amount of the contribution will be calculated as follows:

Average land value x Proposed amount of bonused floor area = Contribution

$ **X** x 1,000 m2 = **Y**

This contribution amount represents what a developer would, on average, have to pay for the additional land within the Chinook Station Area necessary to support the additional floor area

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4.2.3 Administration of the Community Enhancement Fund

The CEF will be established by Council and administered by a Committee with a Terms of Reference and membership to be approved by Council. The Committee should have a core membership from the following City Business Units: Land Use Planning and Policy, Parks, Recreation, Urban Development, and Transportation and Transit. Additional membership could include other stakeholders within the Chinook Station Area who have an interest, such as businesses and landowners. Each year, or as is necessary, the Committee will prepare a list of priority projects for funding that will be approved by Council and, where possible, through the Capital Budget.

4.2.4 Establishing the Average Land Value per Square Metre of Buildable Floor Area

The actual dollar amount used to represent the average land value per square metre of buildable floor area in the bonus floor area calculations will be approved by Council, reviewed annually and updated as necessary in order to represent changing market conditions, i.e. the amount could be increased or decreased. Where appropriate, the dollar amount may be different for different areas of the Chinook Station Area where market conditions are significantly different.

4.3 Review of Development Applications

1. All development applications with the Chinook Station Area Plan boundaries are subject to the provisions of this Plan.

2. Provide opportunities for development to contribute to community enhancement through the bonus system.

4.3.1 Land Use Amendments

1. Following Council's approval of the Plan, land use amendments will be initiated by The City for properties fronting onto 61st Avenue SW. Properties that are zoned I-G under the provisions of Land Use Bylaw 1P2007 should also be included in The City initiated land use redesignation process in order to ensure that future development will be consistent with the objectives of this Plan. Land use redesignations will be landowner initiated elsewhere in the Plan area and must be in conformance with the Plan. Direct Control districts may be required in some circumstances in order to implement the land use and urban design requirements specific to the Plan. Where feasible, land use districts established in Land Use Bylaw 1P2007 will be used to implement the policies set out in this Plan.

2. The exact land use district boundaries will be determined at the land use redesignation stage, using the land use policy area boundaries on Map 3.1 Land Use Precincts as a guide.

4.3.2 Environmental Site Assessments

No major environmental concerns are noted within the Plan area, however environmental information will be required to demonstrate that the site is suitable for the intended use. Due to the historical uses in the area, some proposed uses such as residential may not be suitable without adequate remediation or mitigation measures.

1. Prior to Land Use approval, a developer should:

   (i) Submit a Phase I Environmental Site Assessment for the subject site that identifies any actual or potential soil and groundwater contamination and determines if the site is suitable for the intended use;

   (ii) If the Phase I ESA identifies any actual or potential site contamination, submit a Phase II ESA to determine if there is a requirement for remediation or risk management on the site; and

   (iii) If the Phase II ESA determines a need for site remediation or risk management, submit a Remedial Action Plan or Risk Management Plan to address the manner and extent that the site will be remediated or managed to render it suitable for the intended use.

All ESA information submitted shall be prepared by a qualified professional in accordance with accepted guidelines, practices and procedures that include but are not limited to those of the Canadian Standards Association. In addition, all Phase I and II ESA's submitted to The City that have been commissioned on or after November 1, 2005 must conform to The City of Calgary Phase I and II Environmental Site Assessment Terms of Reference. Please visit **www.calgary.ca** for the latest version. Any Phase I and Phase II Environmental Site Assessments that do not conform will require additional work to meet the standard.

4.3.3 Development Permit Applications

1. The evaluation of Development Permit applications shall have particular regard to the policies contained in Section 3.1 Land Use and Density and Section 3.2 Built Form and Site Design.

2. Ways of ensuring that the urban design requirements can be effectively applied in the Plan area will be explored, including all significant projects be reviewed by the Urban Design Review Panel, including all Development Permit applications for all sites fronting onto 61st Avenue SW and/or Macleod Trail SW. *In addition, all development application (except for changes of use) within the Regional Shopping Centre Area B are to be reviewed by the Urban Design Review Panel and the Calgary Planning Commission.*

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4.4 Affordable Housing

1. In support of the Plan's objective to create more choices for housing, City departments, including Corporate Properties & Buildings, Calgary Housing Company, and relevant social agencies should work together to explore the opportunity of providing affordable housing units where feasible. Partnerships between The City and non-profit housing providers and/or the private sector to develop affordable housing is encouraged.

2. In order to facilitate the delivery of affordable housing within the Station Area, the Approving Authority is encouraged to consider the following:

   - Support relaxation to bylaw regulations where it is demonstrated that the relaxation is appropriate for the development and that the development is secured through an agreement to ensure long term affordability for low-income households.
   - Consider parking relaxations for proposed affordable housing development where it is demonstrated that the proposed development would have a reduced automobile ownership rate and that the development is secured through an agreement to ensure long-term use for low-income households.

4.5 Plan Monitoring

1. The policies of this Plan will be monitored for their effectiveness and adaptation to changing conditions. Amendments arising from the monitoring program will be brought forward for City Council's consideration where appropriate. City-wide sustainability indicators will be used to monitor the effectiveness of the Station Area Plan policies over time.

4.6 Stakeholder Involvement

1. During the course of the Plan preparation, opportunities were provided for stakeholder input. The City will continue to engage affected businesses, property owners and other affected stakeholders regarding ongoing implementation processes, including amendments to the Station Area Plan and to the Land Use Bylaw, and applications for subdivision and development permits.

Appendices

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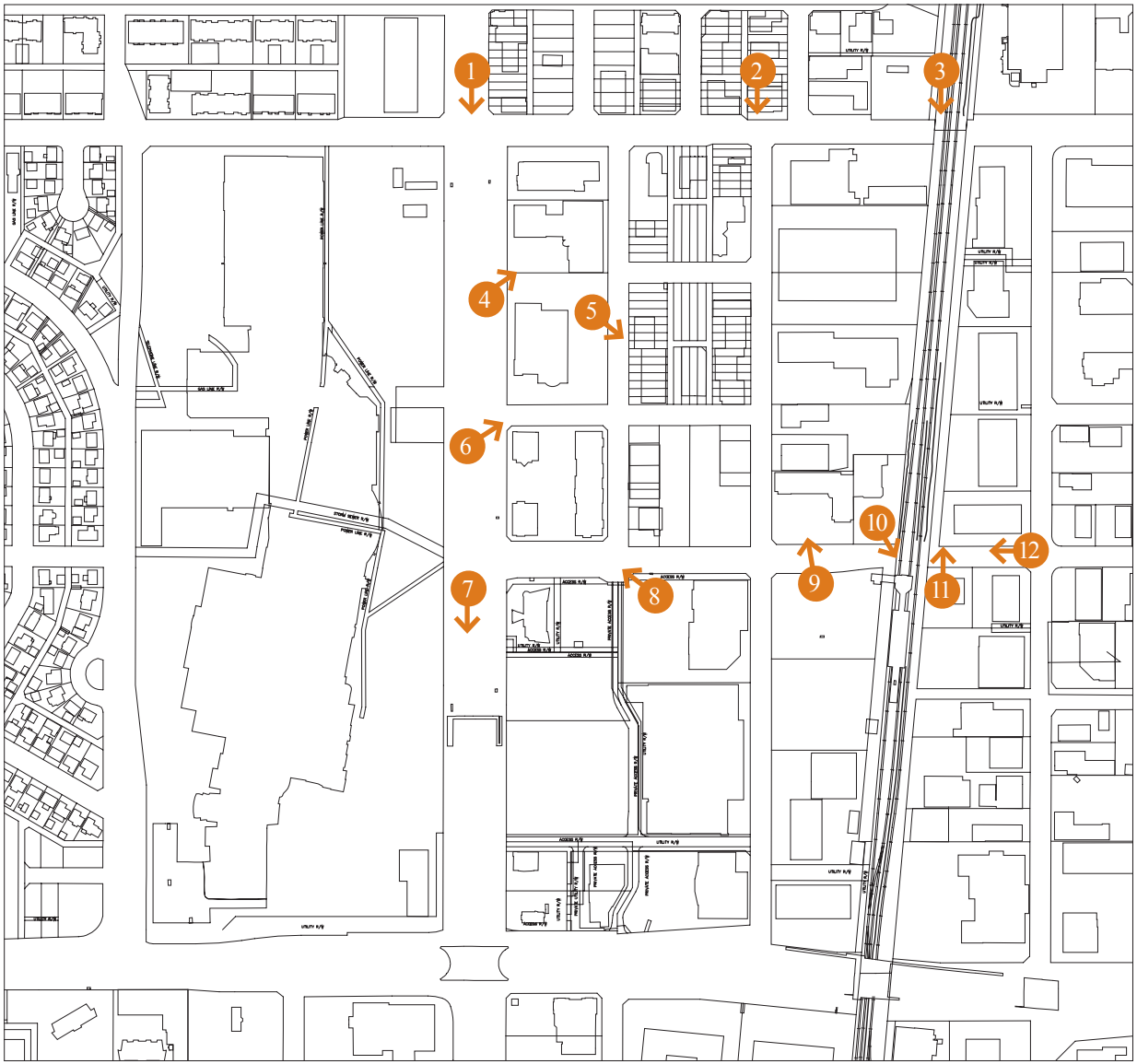
Appendix A

Chinook Station Area Plan Site Study – Existing Conditions



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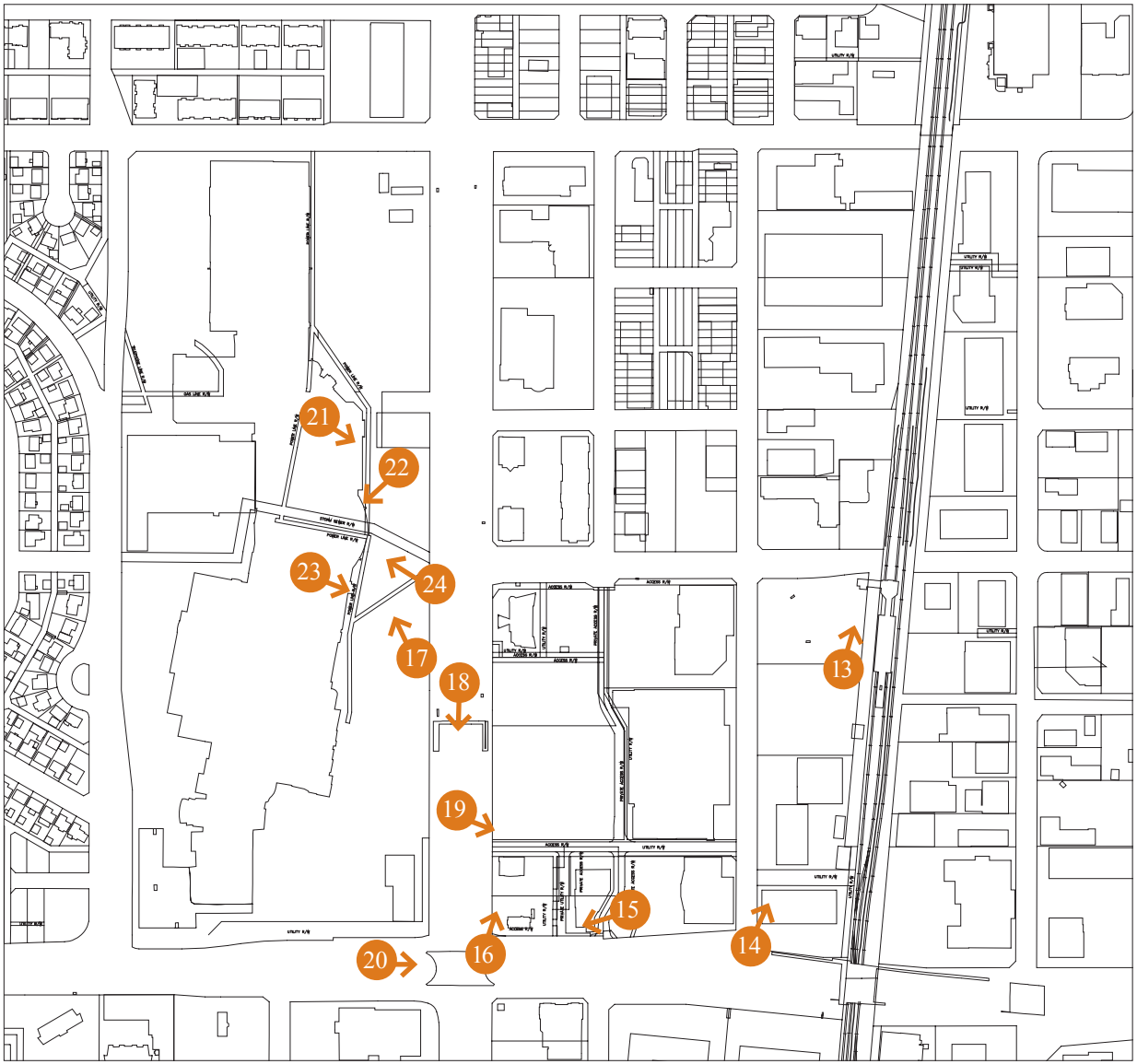

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Appendix B

Summary of Existing City of Calgary Policy

The following is a summary of existing City policy relevant to the Chinook Station Area.

The Calgary Plan

The Calgary Plan is the Municipal Development Plan for the City. A key objective of the Calgary Plan is to encourage the use of alternatives to the private automobile particularly for the journey to work. It sets out the overall framework for land use and transportation planning in Calgary, including the following policies that set the context for planning the Chinook Area.

POLICY 2–1.1A

Protect and improve atmospheric air quality by developing and supporting complementary programs such as:

- Monitoring and review of policies and strategies that encourage less automobile use and the need to commute, and that encourage transit use, walking and cycling;
- Review of options or mechanisms that reduce emissions from City-owned and operated vehicles;
- Reduction of emissions from City facilities;
- Educational programs which increase public awareness of individual choices that can improve air quality and promote energy management both locally and globally; and
- Protection and enhancement of the urban forest.

POLICY 2–2A

Improve the jobs/population balance in all areas of the city to reduce travel distances by:

- Encouraging most housing development in the North, South, Northeast and Southeast growth corridors;
- Increasing job opportunities in the North, South, West, Northwest and Southwest sectors;
- Focusing new suburban jobs in mixed-use, higher density centres that work well for pedestrians and transit;
- Locating compatible jobs within and close to residential neighbourhoods to support walking, cycling and shorter vehicle trips;
- Using industrial lands for industrial purposes which require separation from other uses and/or rail access; and
- Endeavouring to ensure that land uses and commercial activities in industrial areas are compatible with the capacity of the road systems designed for the area.

POLICY 2–2.2.2E

Increase the efficiency of land use in the inner city (eg. increased use of vacant and under-used land, infill and selective redevelopment).

POLICY 2 – 2.2.3B

Enhance the quality of commercial and industrial areas by:

- Creating viable, diverse commercial areas throughout the city, that provide opportunities for working, shopping and entertainment activities close to one another; and
- Improving public environments and the ease of accessibility to existing and future employment areas, especially the Downtown and major shopping districts.

POLICY 2–2.3.1G

Increase the proportion of persons using public transit, relative to the private car, particularly for the journey to work, by implementing traffic and parking measures that provide a speed advantage for transit vehicles relative to private vehicles.

POLICY 2–2.3.3E

Strategically manage congestion in the system to encourage other modes of transportation such as transit, walking or cycling.

POLICY 2–2.3.3F

Incorporate all feasible traffic management techniques and modest construction improvements before major construction improvements are implemented.

POLICY 2–2.3.4C

Encourage the use of public transit as a means to address resource consumption and emissions of private auto use.

POLICY 2–2.3.4E

Involve citizens in planning processes in order to reflect community objectives and promote mutual transit/community benefits.

POLICY 2–2.3.4F

Provide a transit system that offers Calgarians a reasonable alternative to auto travel by:

- Providing a level of service competitive with auto travel;
- Using a range of transit service types (eg. LRT, express buses, cross-town routes, feeder routes, community shuttles, etc.);
- Minimizing transit travel times;
- Ensuring the fare system is simple and equitable, providing comfortable and safe environments in transit vehicles, stations, and shelters;
- Facilitating access to transit for seniors and persons with disabilities; and
- Integrating transit with other modes of travel.

POLICY 2–2.3.4G

Provide a high standard of public transportation service within congested areas such as the inner city, Downtown and in major travel corridors.

POLICY 2–2.3.4H

Locate light rail transit stations to optimize service to communities and potential transit supportive development.

POLICY 2–2.3.6A

Encourage walking by including the pedestrian environment as a design element in all land uses and plans for roads, LRT and transit facilities.

POLICY 2–2.3.6B

Encourage the provision of pedestrian facilities that are safe, direct, continuous and barrier free for all existing, expanded and new developments regardless of the type of land use or intensity of development.

POLICY 2–3.3.2E

Avoid causing speculation and instability in communities abutting LRT stations. Through appropriate planning processes such as a station area plan, area redevelopment plan and/or area structure plan preparation, provide the public with an indication of Council's intention with respect to the level of development opportunity.

POLICY 4–1.2A

Consider the following three options when proposed development would lead to transportation demands that exceed road network threshold capacities in any sector of the city:

- Approval of the additional development and, also, of improvements to the existing transportation system to accommodate it;
- Not approving additional development, thereby forestalling the need for any improvements; and
- Approval of the development but deferral of any decision on improvements, thereby accepting a lower standard of transportation service for that sector.

LRT South Corridor Land Use Study 1981

The LRT South Corridor Land Use Study provides a long-term vision for Station Area and Transit-Oriented Development planning around LRT Stations in South Calgary which encourages residential and employment-related land uses around LRT Stations.

The goals and objectives of the 1981 Study are:

1. Optimizing Transit Orientation & Ridership: By focusing medium and high-density development within an easy walking distance of LRT Stations, future residents have easy access to transit, encouraging higher use of the LRT and shifting trips off of city roads. Adding a mix of uses will expand LRT use beyond peak-hour commuting times and provide more diverse and liveable neighbourhoods.
2. Minimizing Adverse Impacts on Surrounding Neighbourhoods: As development around LRT Stations increase, it needs to benefit, not impact surrounding neighbourhoods. Higher-density development near LRT Stations will transition down to low-rise medium density

development near established communities. Urban design criteria will ensure that new development is compatible with the character of surrounding areas and comprehensive station area plans will detail strategies.

Overall Policy

The Study establishes some key policies which are then implemented through specific proposals for each station.

The key policies include:

- Encouraging the creation of high density mixed-use development nodes at the LRT Stations–generally within 400 metres of a Station;
- Within the mixed-use nodes, residential is the preferred land use;
- In Station Areas the highest development densities are recommended for sites closest to the stations with densities diminishing further from the stations;
- Convenient, safe and comprehensive pedestrian systems in Station Areas are vital to the success of the Plan;
- Use of mandatory and bonus items to ensure the provisions of movement related features (eg. pedestrian corridors, shared use of parking, encouragement of underground parking, etc.), and additional amenities (eg. open space and public facilities within the development); and
- Optimization of development opportunities on City owned land in Station Areas.

The report also provides urban design performance standards for the public realm including pedestrian rights of way improvements, wall planes, etc. The report proposes a bonus system which enables a development to develop above a base up to a maximum allowable density. Bonuses may be granted for movement related features including:

- Provision of at-grade walkways, arcades, malls, bridges, elevated streets and other grade-separated connections;
- Provision of underground parking;
- Integration of development with transit facilities and operations; and
- Development related features including provision of public services, public open space and other amenities.

Transit-Oriented Development Policy Guidelines

In 2005 Calgary City Council approved a series of guidelines to be used in the development of areas within 600 metres of a transit station. The six key policy objectives are:

1. Ensure Transit-Supportive Land Uses: Ensure land uses around Transit Stations support ridership by generating high levels of transit use and provide a mixed-use activity node for the local community and city-wide transportation network benefits. This provides the local community with increased services, employment, and housing options within their community.
2. Increase Density Around Transit Stations: Increase density around all Transit Stations to support high frequency, rapid transit service and provide a base for a variety of housing, employment, local services and amenities that support a vibrant station area community.
3. Create Pedestrian-Oriented Design: Create convenient, comfortable, direct and safe pedestrian linkages to and from all Transit Stations in order to support a walkable station area and promote the use of transit.
4. Make Each Station Area a "Place": Each station area should be developed as a unique environment, transforming a utilitarian transit node into a community gateway and a vibrant mixed-use hub of activity.
5. Manage Parking, Bus & Vehicular Traffic: Accommodate transit bus and private automobile circulation and parking needs, while creating a comfortable pedestrian environment.
6. Plan In Context With Local Communities: TOD should benefit the local community. Through consultation with local communities, TOD should provide a wide range of supporting benefits for local communities, including increased uses and services, a variety of housing, increased transportation options and

a more walkable environment and community amenities.

Corporate Affordable Housing Strategy

The Corporate Affordable Housing Strategy (CPS2002-57) is a Council Policy that was approved unanimously in July 2002. The policy defines Affordable Housing and identifies the following eight City of Calgary roles in housing by establishing goals and policies for each role:

1. Management & Operation of Non-Market (Social) Housing
2. Administration of Resources from other governments
3. Direct Funding and Development
4. Strategic Partnerships
5. Planning & Regulation
6. Community Development & Education
7. Research
8. Advocacy

Planning and regulation including the enforcement of development and building standards to encourage affordable housing is identified in the plan as a unique strength of the City. The plan identifies goals and policies related to this role such as but not limited to:

- Relaxation of development fees and standards for affordable housing where it enhances the viability and affordability of the project;
- Development of regulatory incentives to encourage the private sector to provide and protect lower cost housing;
- Encourage the development of new rental housing and the protection and enhancement of existing rental housing stock; and,
- Where appropriate on a site specific basis facilitate the provision and retention of affordable housing by supporting changes to land and building development standards and land use by-law regulations.

Appendix C

Proposed Implementation Projects and Studies

The following is a list of key projects and studies that should be undertaken in order to implement the policies of the Chinook Station Area Plan.

Projects to be identified by Land Use Planning & Policy and other business units in future work programs include:

- Prepare land use redesignations for properties fronting 61st Ave SW and I-G properties
- Undertake a detailed urban design streetscape plan for 61st Avenue from Centre Street to Macleod Trail (in collaboration with Transportation Planning)
- Undertake a detailed design for Macleod Trail overpass and negotiate funding with Chinook Shopping Centre (in collaboration with Transportation Infrastructure)
- Prepare off-site development levy bylaw
- Report to Council on the establishment, membership and operation of the Chinook Station Area Community Enhancement Fund
- Undertake a detailed urban design streetscape plan for Macleod Trail from Glenmore Trail to 58th Avenue SW (in collaboration with Transportation Planning)
- Undertake a detailed urban design streetscape plan for pedestrian and cycling improvements for all local streets within the Station Area (in collaboration with Transportation Planning)
- Investigate funding options for acquisition and development of proposed park land
- Prepare bylaw to rename 61st Avenue 'Chinook Boulevard'
- Prepare report on the potential role of Calgary Parking Authority to manage parking within the Station Area.

Projects requiring further consultation and collaboration with other City Business Units.

1. Undertake a feasibility study for the redesign of the LRT station platform in conjunction with a redevelopment of the Park-and-Ride parking lot, the future extension of the platform to accommodate four car trains, and the design of the Custom Grand Boulevard as it affects the station bulkhead.
2. Undertake a detailed development and urban design plan for City-owned lands immediately adjacent to the LRT station platform in order to:
   - Identify a mixed use redevelopment site on the Park-and-Ride parking lot site
   - Develop a strategy for the provision of future Park-and-Ride parking stalls in close proximity to the station
   - Provide a detailed landscape and urban design plan for a community transit plaza
   - Prepare a redevelopment pro forma.
3. Undertake a Stormwater Management Report for the Chinook Station Area.

Appendix D

Stakeholder Engagement

Preparation of the Chinook Station Area Plan involved opportunities for input from and consultation with landowners, nearby communities, various City business units, utility companies and other external agencies.

Two open houses were held, November 26, 2007 and February 11, 2008 and were attended by dozens of landowners from the plan area.

Mail-outs informed stakeholders of open house events and other opportunities to receive information and provide input. In addition, a website contained current information regarding the planning process and opportunities to provide input.

Appendix E

Regional Shopping Centre Urban Design Guidelines

E1: Regional Shopping Centre Area B Policy Overview

The Regional Shopping Centre will redevelop as two distinct areas. Area A will continue to operate and provide for shopping, food, and entertainment services.

Area B is envisioned to become a mixed-use hub, with a multi-modal street that extends from 61st Avenue through the centre of the Regional Shopping Centre site.

For the purposes of development implementation, key urban design guidelines are identified in policies F3 through F10. These guidelines are provided in addition to the applicable policies identified in Section 3 of the Chinook Station Area Plan.

Application evaluation methodology

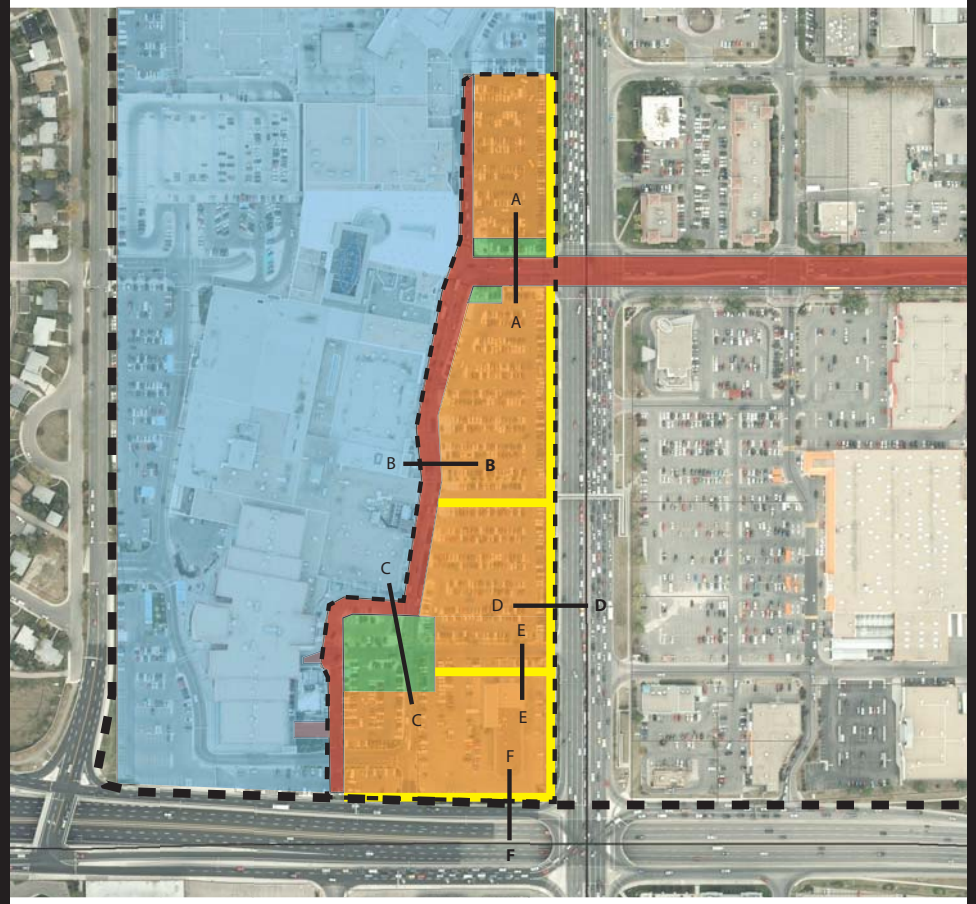
Applications in Chinook Centre Area B should be evaluated with a focus on:

Adherence to the Direct Control District.

An Application's ability to respond to policies required for key elements (streets, amenity spaces, podium heights, etc) as identified in sections F3-F10.

Adherence to existing policies.

Development Overview



Additional application materials

In addition to the materials required in the Complete Application Requirement List (CARL), information must be provided with all future development applications within the Regional Shopping Centre Area B, including studies that require updating with each subsequent phase of development. This additional information includes

(1) A phasing plan which provides detailed development sequencing information for the entirety of the Regional Shopping Centre Area B. This plan should clearly identify which site elements including publicly accessible privately owned amenities will be provided with each stage of development in order to ensure that a continuous public realm component within and between each development site is realised.

(2) A public amenity and connectivity plan should be provided in the form of a comprehensive site masterplan for the entire Regional Shopping Centre Area B. All publicly accessible privately owned amenities, pedestrian areas, the internal multi-modal street, and edge/interface conditions with surrounding public right-of-ways should be identified at detailed design scale. Future on-site building/development footprints should be identified within this plan.

(3) A Transportation Impact Assessment (TIA) will be required in accordance with Transportation Planning's 'Guidelines for Transportation Impact Assessments, and be to the satisfaction of the General Manager of Transportation Planning.

(4) A shadow study which accurately depicts shadow impacts associated with proposed on-site developments between the hours of 10:00 a.m. and 4:00 p.m. measured at various times of the year (specifically between March 21 and September 21) is required. Proposed developments should be sited and designed in a manner that optimizes sunlight exposure and minimizes overshadowing of key outdoor amenities spaces and pedestrian areas.

(5) A comprehensive illumination (site lighting) plan should contain the following information:

i) All outdoor lighting standards and light fixture specifications.
ii) A site plan which identifies lighting locations and measured illumination intensity.
iii) Evening renderings which depict illumination of key outdoor and pedestrian areas and prominent building facades.

(6) A street furniture and lighting standard handbook should identify:

ii) All street furniture including waste and recycling container specifications;
iii) Light standard specifications;
iiii) Transit shelters; and
iiv) Wayfinding signage and details.

Proposed street furniture should be complementary to street furniture design along 61 Avenue SE.

(7) A wind study which evaluates the on-site wind environment associated with proposed development in terms of pedestrian comfort and safety throughout the site. Design solutions (wind control measures) to mitigate any potential wind impacts determined to be beyond acceptable pedestrian comfort levels should be included with the study and implemented in proposed designs.

E2: Public Realm Plan

Key Elements of the Public Realm

Five key elements are necessary for the redevelopment of the Regional Shopping Centre Precinct Area 'B'. These five elements include:

1. A main entrance gateway onto the site at 61 Avenue SE and MacLeod Trail SE.
2. Publicly accessible amenity spaces.
3. A multi-modal 'complete street' between the existing shopping centre and new development.
4. Appropriate setbacks and building separations.
5. Appropriate edge conditions along MacLeod Trail SE and Glenmore Trail SE.

In order to achieve these five key elements this Appendix provides policies which apply to development applications. In addition, a Public Realm Plan is provided in Figure 2 which illustrates the intent for future development of this area.

Public Realm Plan

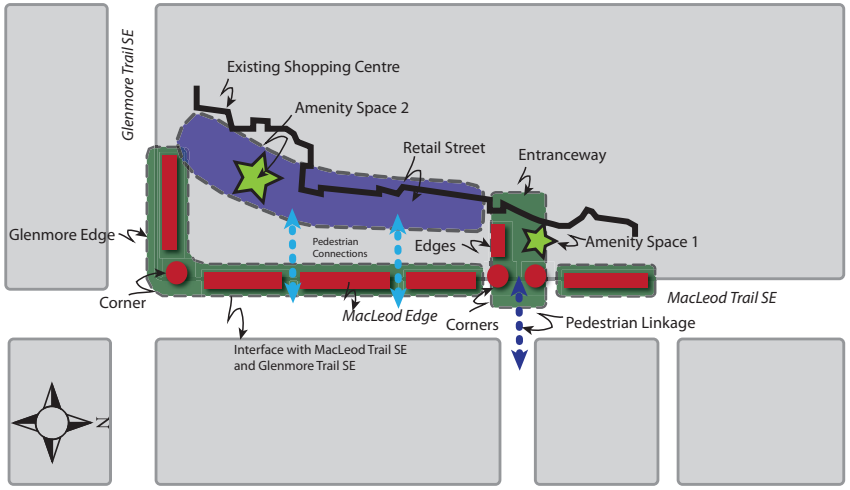


Figure 2

Phasing

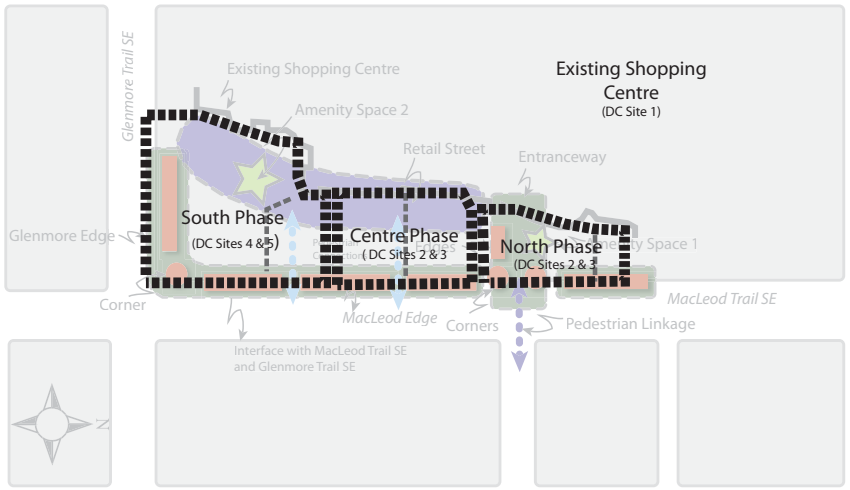


Figure 3

Phasing

The Regional Shopping Centre Area 'B' is envisioned as developing in three phases (Figure 3). Each phase will be required to provide some of the key elements identified in the public realm plan.

As Area B will develop in separate phases over time, each phase should be designed as a complete development with connectivity to the shopping centre and public streets.

North Phase should include:

- MacLeod Trail edge/interface improvements north of main entranceway
- Amenity Space 1
- Entrance Gateway and Multi-Modal Street
- Underground Parkade Access

Centre Phase should include:

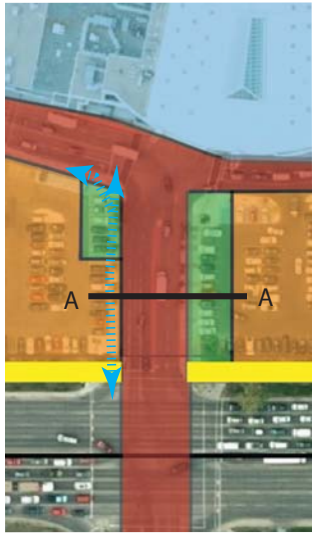
- Continuation of the multi-modal street extension
- MacLeod Trail Improvements south of main entranceway
- Building separations to establish a grid
- Underground Parking

South Phase should include:

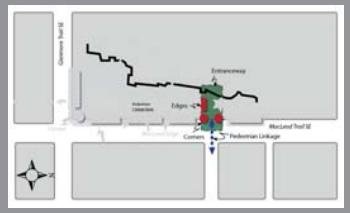
- Amenity Space 2
- Completion of the multi modal street
- Glenmore and MacLeod Trail improvements
- Building separations to establish a grid

E3: Main Entranceway

The intersection of MacLeod Trail and 61st Avenue will act as the main entrance and gateway to the Regional Shopping Centre. It will be the focal point for the western termination of the 61st Avenue Grand Boulevard. The main entranceway should function as the main pedestrian entrance, and may also provide for other modes of transportation.



Location Map



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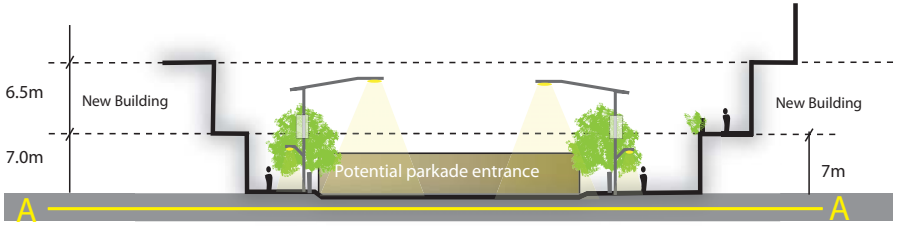
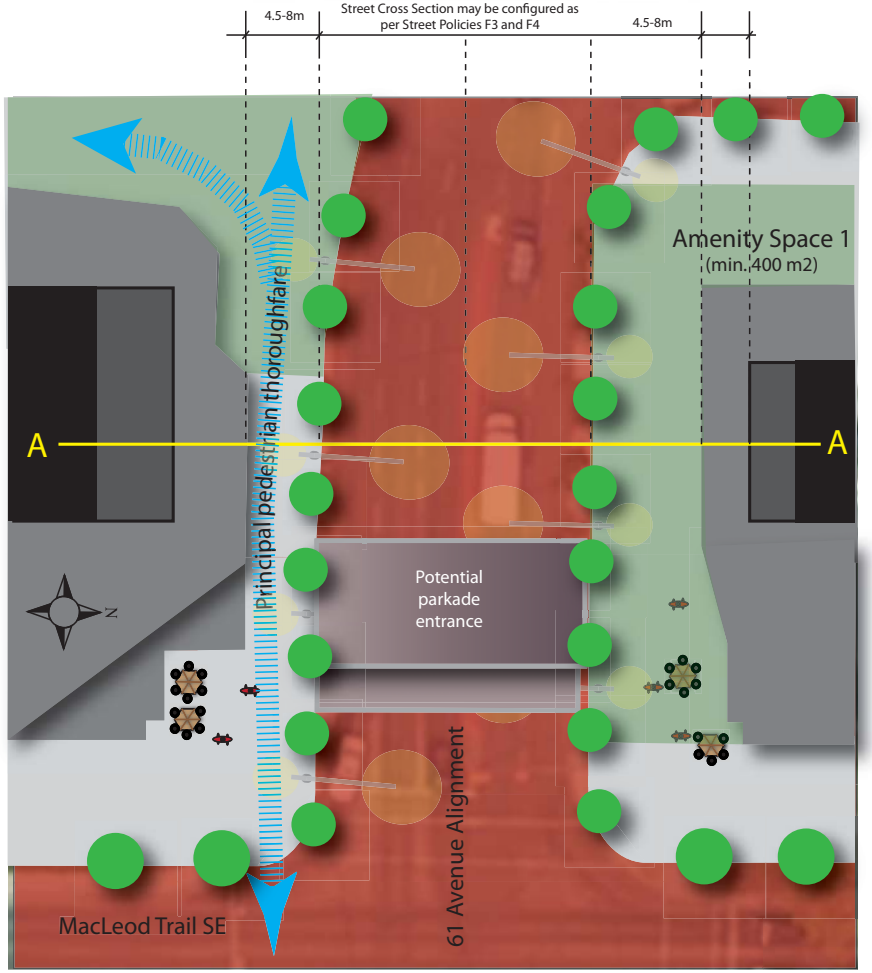


Main Entranceway



The design of the main entranceway should be distinct and unique. with generous pedestrian thoroughfares, distinct architectural landmarks, street furniture, trees, and lighting. Building corners should be designed to function as one of the defining elements of the area.

Policies

1 Building corners should be located a minimum distance of 4.5 metres and a maximum of 8 metres from the 61st Avenue alignment.

2 Building edges should provide a minimum 4.5 metre setback and a maximum of 8 metres when there is a need to create places for outdoor seating areas or outdoor displays.

3 The design of the setback areas should be integrated with the public boulevard components (i.e. sidewalk, tree zone, multi use pathway) to create an inviting public realm at the entranceway.

4 The podium height of the building(s) should be 13.5 metres high. The podium height may be lowered to 7.0 metres when transitioning toward the edges.

5 Buildings adjacent the amenity space should have a maximum podium height of 7.0 metres.

6 The façades should be designed to provide detailed architectural articulation with elements such as canopies, recesses, projections, fascia signage, and lighting fixtures.

7 Any new underground parkade entrances/egresses should be designed in a manner that does not compromise the quality of the public realm for pedestrians and cyclists. (See image on policy F6: Amenity Spaces)

8 The principal pedestrian thoroughfare should provide unobstructed access at grade (minimum 4.5m sidewalk) and through a pedestrian overpass which provides access to both the existing shopping centre and the new multi-modal street.

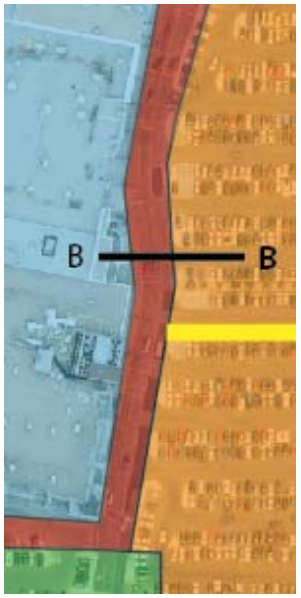
Illustration of building placement is conceptual.

Street Cross Section dimensions are from the City of Calgary Complete Streets Handbook.

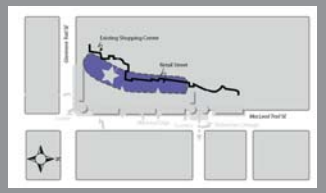
Map not to scale.

E4: Multi-Modal Street - Option A

A new multi-modal street (Option A) should provide a high quality pedestrian environment with access for private vehicles and on-street parking in select locations. Active building frontages are envisioned along the street, with opportunities for patios and outdoor display areas, trees, lighting, and street furniture.



Location Map



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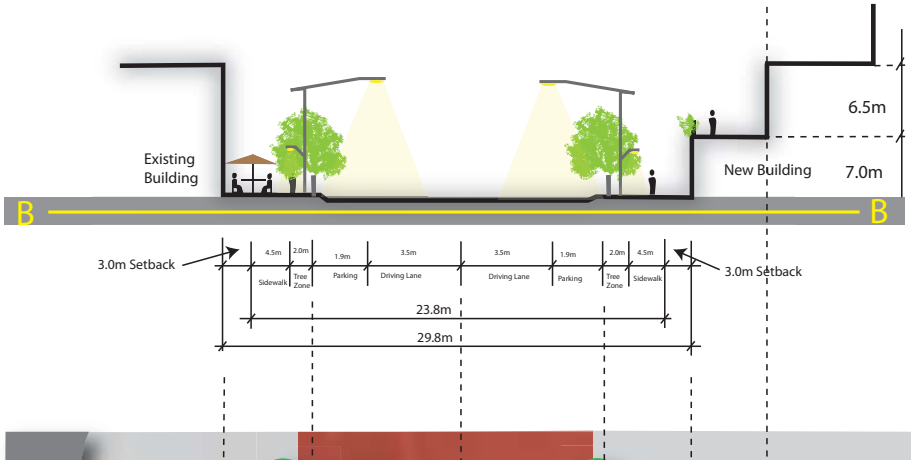
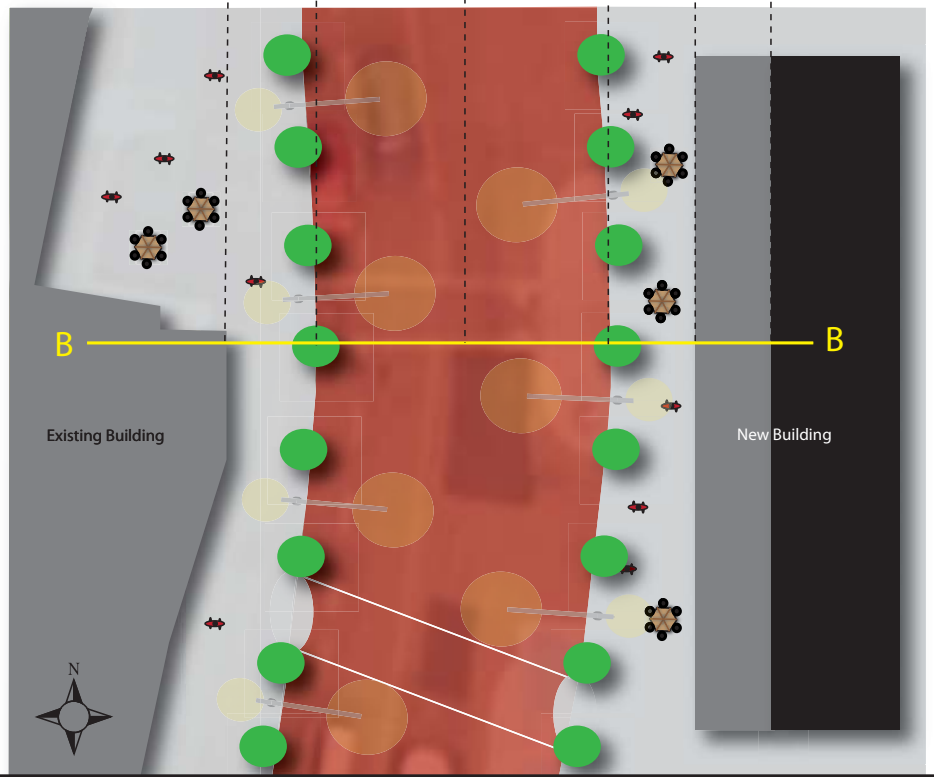


Retail Street



Policies

Building setback

1 The building setback from the sidewalk zone will be a minimum of 3.0 metes.

2 The design of the building setback areas design should be integrated with the high street components (sidewalk, tree zone, pedestrian and emergency zone).

Built form

3 All at-grade main entries should be oriented toward the multi-modal retail street .

4 Detailed architectural articulations such as (canopies, recesses, projections, lighting features, colours, fascia signage) should be part of the at grade façade.

5 Transparent glazing should be utilized at grade.

6 High quality and durable building material including: stone, wood, glass, and brick should be considered.

7 The podium height of buildings facing the multi-modal retail street should be a maximum of 7.0 metres.

8 There should be public access opportunities to upper level seating areas from the multi-modal street.

Multi-Modal Street

9 The public boulevard should provide a minimum 4.5 metre side walk.

10 The tree zone should be a minimum of 2.0 metres, and should provide street furniture, waste, and recycling bins.

11 There may be on street parking in some locations with a minimum width of 1.9 metres.

12 There may be one driving lane (2 in total) located on each side of the street, with a minimum of 3.0 metres per lane.

13 The total Right-of-way will be 23.8 metres from the building setback to the building setback.

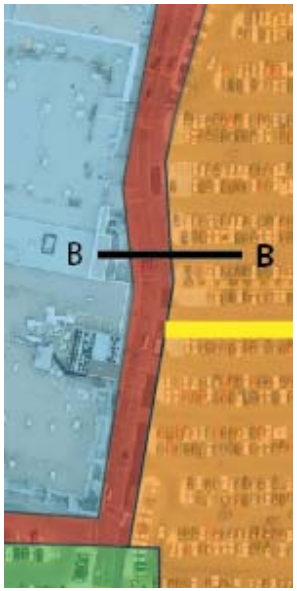
Illustration of building placement is conceptual.

Street Cross Section dimensions are from the City of Calgary Complete Streets Handbook.

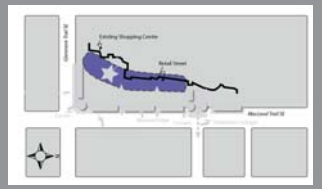
Map not to scale.

E5: Pedestrian Street - Option B

A new internal pedestrian street (Option B) will provide for a high quality pedestrian environment with access for emergency vehicles. Active building frontages are envisioned along the street, with opportunities for patios, outdoor display areas, trees, lighting, and street furniture.



Location Map



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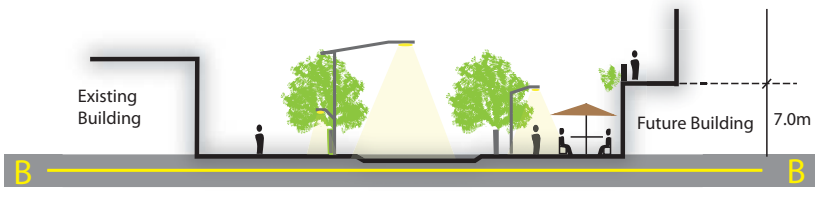
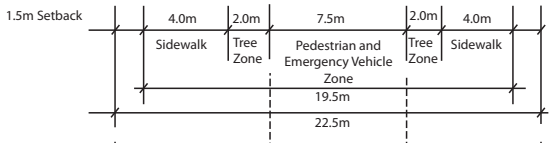
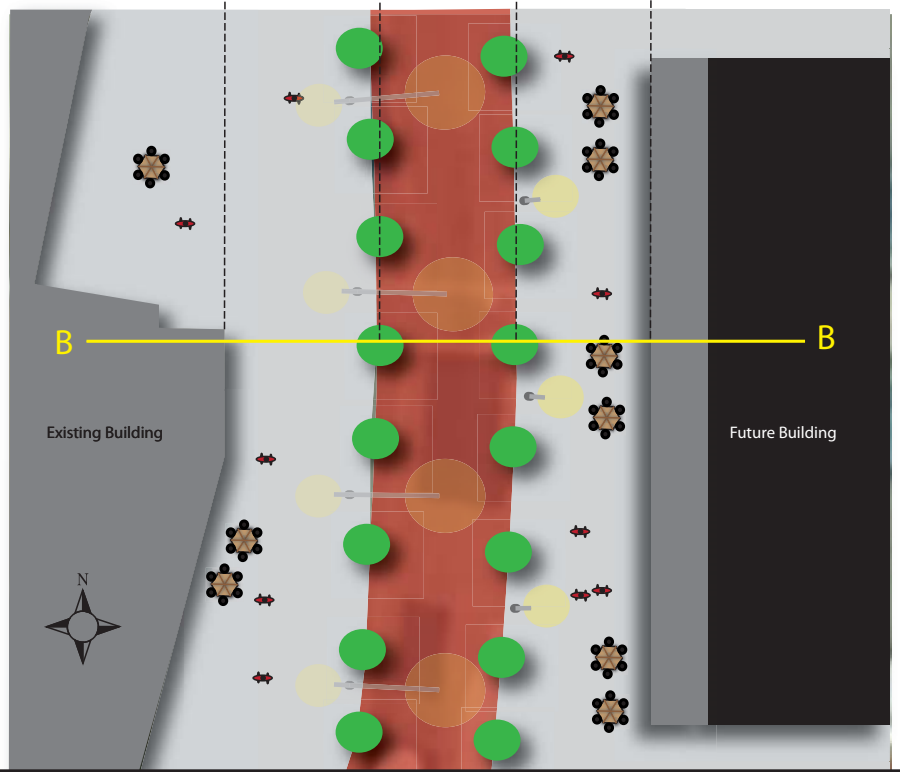




Retail Street



Policies

Building setback

1 The building setback should be a minimum of 1.5 metres.

2 The design of the building setback areas should be integrated with the pedestrian retail street components (sidewalk, tree zone, pedestrian and emergency vehicle zone).

Built form

3 All at-grade entries should be oriented toward the pedestrian retail street.

4 Detailed architectural articulations such as (canopies, recesses, projections, lighting features, colours, pedestrian oriented fascia signage) should be part of the at-grade façade.

5 Transparent glazing should be utilized for the at-grade level.

6 High quality and durable building material including: stone, wood, glass, and brick should be considered.

7 The podium height of buildings facing the pedestrian pedestrian street should be 7.0 metres.

8 There should be public access opportunities to upper level seating areas from the pedestrian retail street.

Pedestrian Retail Street

9 The pedestrian street should provide a minimum 4.0 metre sidewalk.

10 The tree zone should be a minimum of 2.0 metres, and should provide street furniture, waste, and recycling bins.

11 The emergency vehicle access area should be a minimum width of 7.5 metres.

12 The total right-of-way should be 19.5 metres from the building setback.

Illustration of building placement is conceptual .

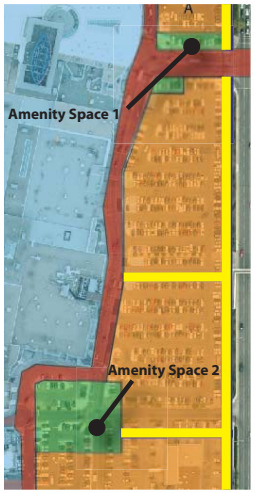
Street Cross Section dimensions are from the City of Calgary Complete Streets Handbook.

Map not to scale.

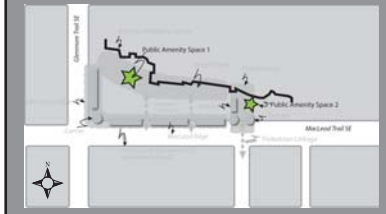
E6: Amenity Spaces

Amenity spaces and features serve to cater to the pedestrian and local residents beyond the basics of a sidewalk. They are places that, whether contained on the site or immediately adjacent, serve as pleasant areas that are accessible to the public.

Amenity spaces can come in a wide variety of designs and vary in function depending on size, components and adjacent uses. Opportunities that contribute to a unique pedestrian experience should be capitalized on throughout the site.



Location Map



Amenity Spaces

As Area B of the Regional Shopping Centre develops, two amenity areas will be created to accomodate a variety of all-season activities for people. The amenity spaces are seen as both gathering places and locations where activities or entertainment may be programmed.

Policies

1. Ground floor spaces of use areas fronting onto the amenity space should be designed and constructed to accommodate retail units.

2. Building infrastructure, such as HVAC vents, should be concealed. In the event they must be located on the amenity space, they must be integrated into the design of the space such that they do not reduce the space's function or amenity value.

3. Pedestrian lighting must be provided to a minimum level of 30 LUX.

4. The amenity spaces must not be used for parking or vehicular access to a use.

5. The amenity spaces should be primarily pedestrian oriented with limited vehicular access for emergency purposes.

6. A transit drop-off zone may be incorporated along the edges of the amenity spaces.

7. Amenity spaces should be directly connected to the main entrances of the surrounding buildings especially the at-grade level.

8. The amenity space should provide a central feature that will act as a landmark such as water feature, a clock, or a sculpture.

Public realm

9. A public gathering place should create opportunities for outdoor seating areas, display areas, and other activities.

10. Street furniture and illumunation design should be unique and defined in the street furniture handbook for Chinook Centre.

11. There should be areas for tree planting, planters and other vegetation. Special treatment and details for tree planting will be applied where there is an underground parkade below.

12. Overall pedestrian connectivity should be safe and clear to all pedestrians.

13. Amenity spaces should be designed to emote a sense of place and act as a destination.

14. Highly visible pedestrian crossings should be provided.

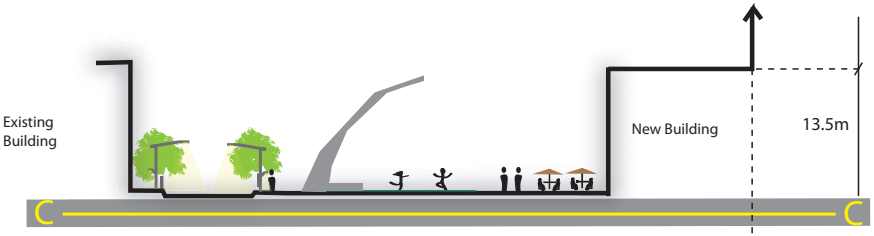
15. Parkade entrances should not compromise the public realm and overall aesthetic quality of the main entranceway or amenity spaces.

E7: Amenity Space 2

This gathering place will provide the opportunity for a variety of programmed and unprogrammed multi-seasonal activities. The amenity space should be flexible in nature, and should be able to adapt for a variety of different functions. Opportunities for music or other forms of performance and gathering are encouraged.

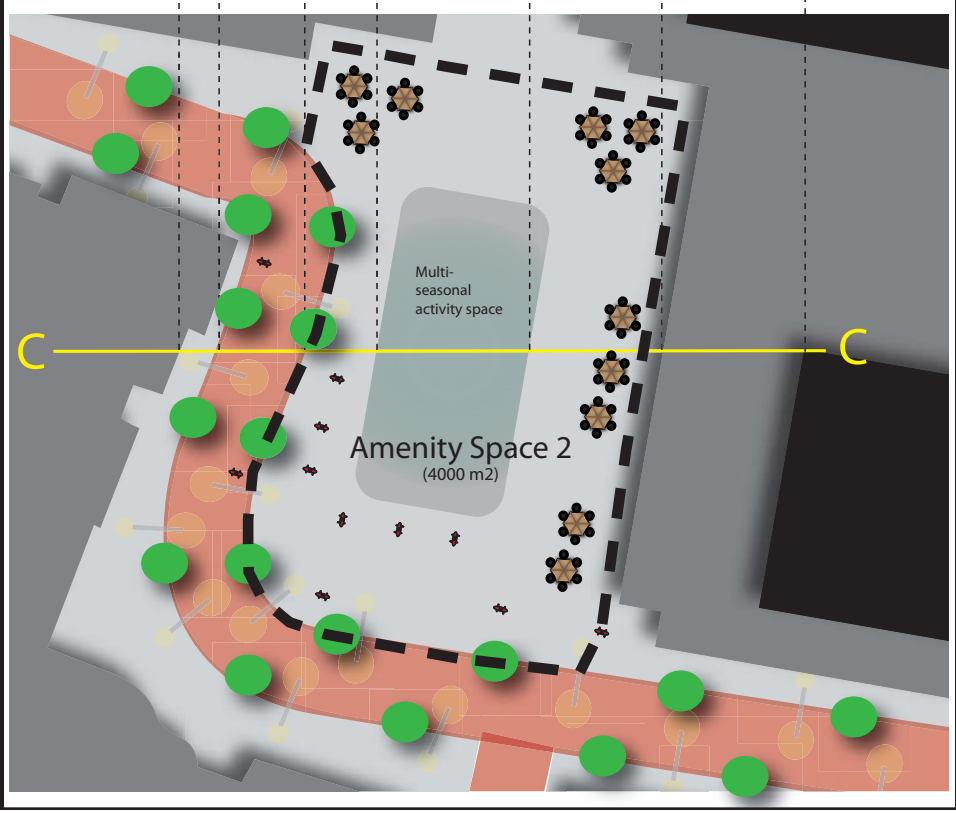
Location Map

Height



Street Cross Section may be configured as per Street Policies F4 and F5

Amenity Space



Policies

Size and Location

1. The location of this amenity space is at the southern end of Area B.

2. The amenity space should be a minimum of 4000 square metres.

3. The amenity space should be located, oriented and designed to maximize sunlight exposure.

4. 70 percent of the facade of the ground floor forming the perimeter of the amenity space should be clear glazed or otherwise allow visibility into the use from the amenity space.

5. All at-grade development facing the amenity space should have individual entrances with direct access to the space.

Built Form

6. Detailed architectural articulation should be applied to the building facade at-grade such as canopies, recesses, projections, lighting features, fascia signage.

7. The built form should maximize solar exposure to Amenity Space 2.

Public Realm

8. The setbacks of the buildings located around this amenity space should be a minimum of 1.5 metres.

9. Special features should be provided to function as a landmark for the gathering place, such as a water feature, and sculptures.

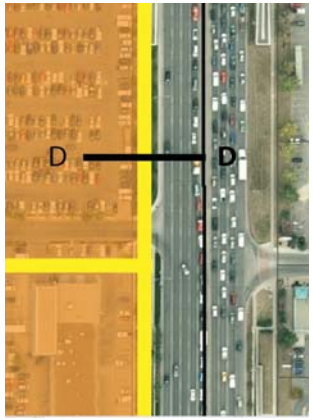
Illustration of building placement is conceptual only.

Street Cross Section dimensions are taken from the City of Calgary Complete Streets Handbook.

Map not to scale.

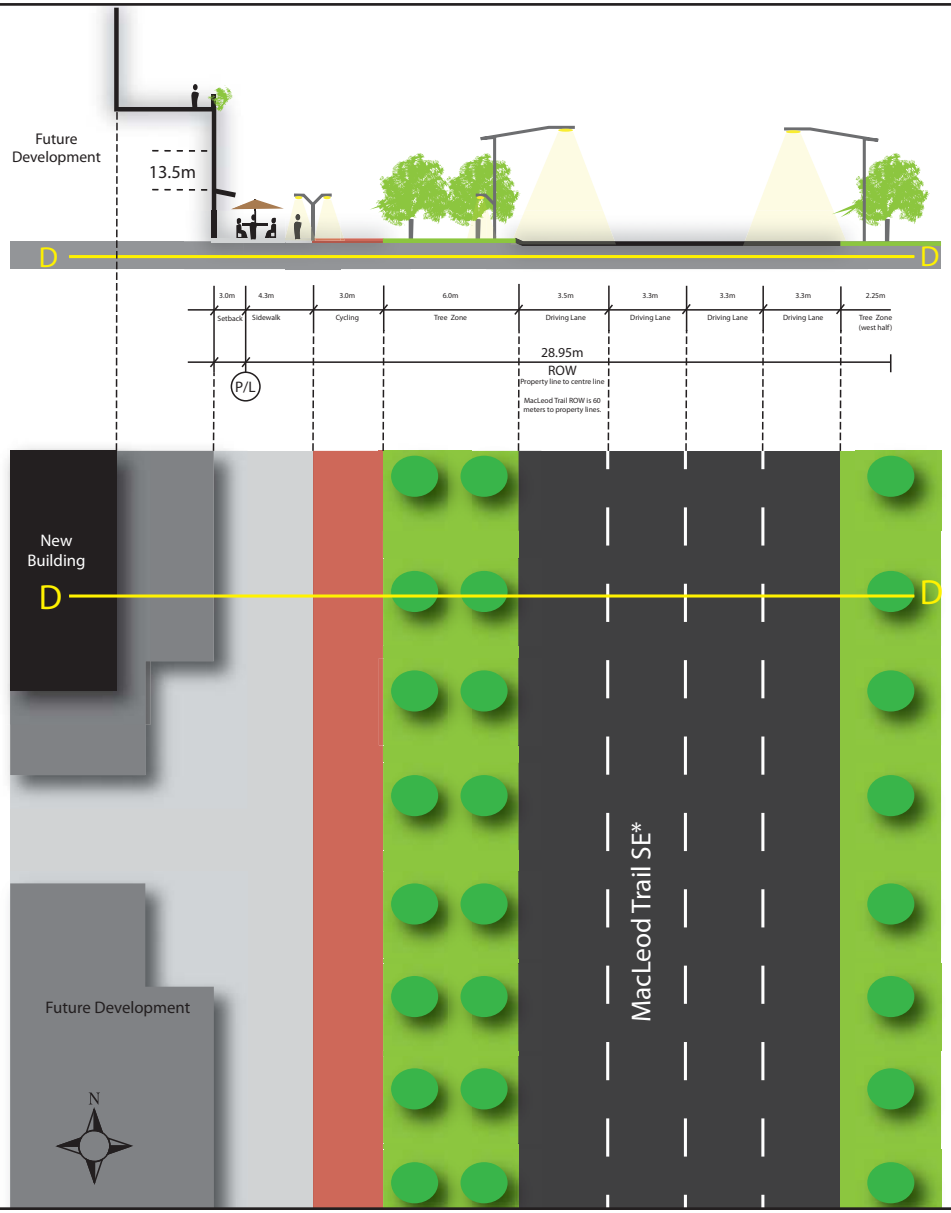
E8: MacLeod Trail Interface

This area will provide public amenity features to activate the street and make for a comfortable engaging pedestrian environment.



Location Map

Height



MacLeod Trail

Policies

Building setbacks

1. Up to 75 percent of building frontage may provide zero setback. For the remaining 25 percent, buildings should include setback areas at least 3.0m in depth.

Built form

2. All commercial-retail units and lobbies at grade should have entries oriented toward the MacLeod Trail sidewalk.

3. Detailed architectural articulations such as canopies, recesses, projections, lighting features, colours, fascia signage should be part of the podium and at-grade façade.

4. Transparent glazing should be applied at-grade.

5. High quality building material such as stone, wood, glass, and brick should be considered.

6. The podium height of the buildings facing MacLeod Trail should be 13.5m.

Street Interface

7. The building setback area should be designed to integrate with the design of MacLeod Trail SE*.

8. The priority alignment and placement for shallow utilities infrastructure (trenches and above-ground equipment) should be located within the right-of-way under the roadway.

Illustration of building placement is conceptual.

*MacLeod Trail Design subject to change resulting from outcome of an ongoing functional study

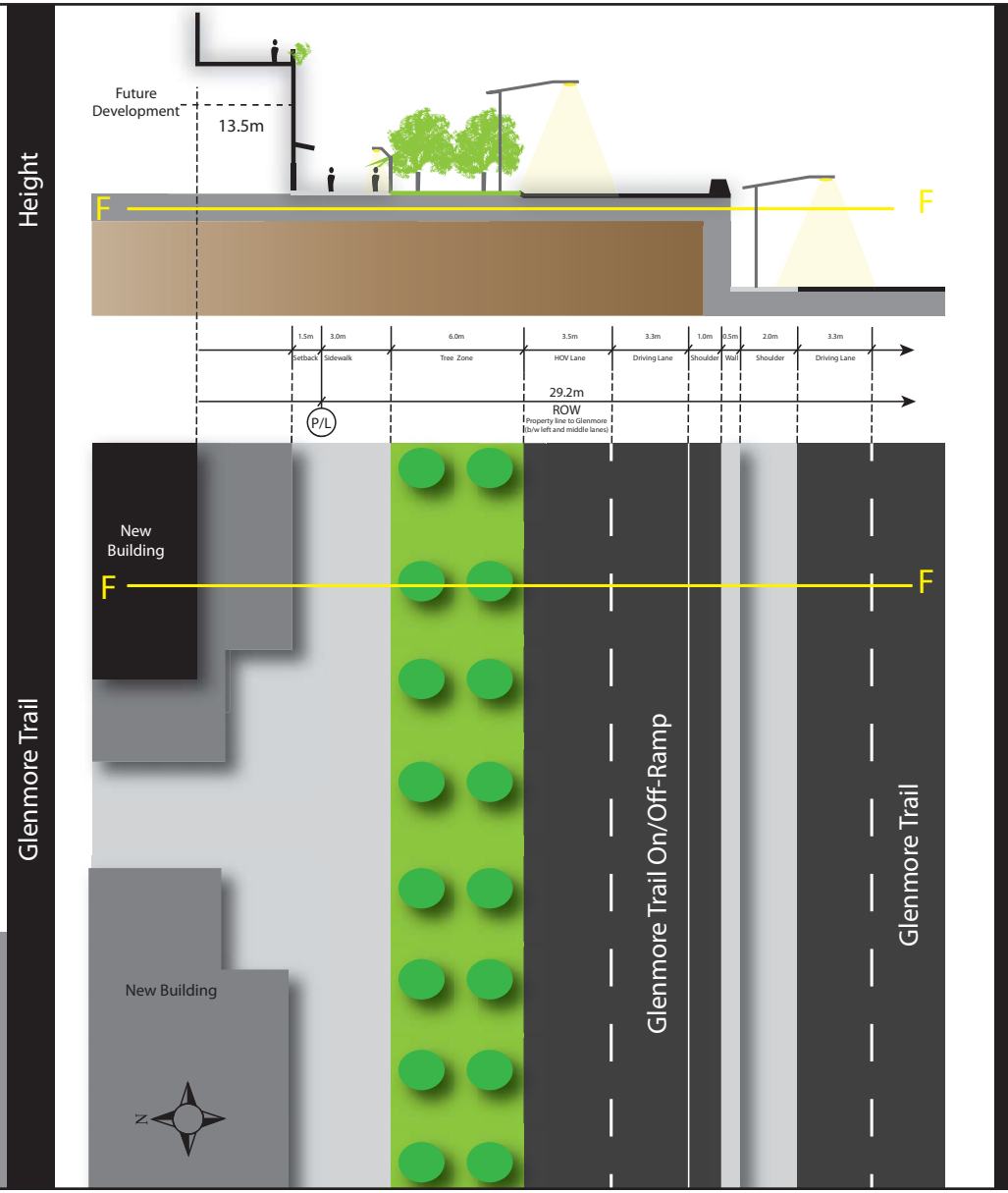
Map not to scale.

(P/L) Property Line

E9: Glenmore Trail Edge

This area will provide public amenity features to activate the street and make for a comfortable engaging pedestrian environment.

Location Map



Policies

Building setbacks

1. Up to 80 percent of building frontage may provide zero setback. For the remaining 20 percent , buildings should include setback areas at least 1.5m in depth.

Built form

2. All commercial-retail units and lobbies at grade level should have entries oriented toward the Glenmore Trail sidewalk.

3. Detailed architectural articulations such as canopies, recesses, projections, lighting features, colours, fascia signage should be part of the podium and at grade façade.

4. Transparent glazing should be applied to the at grade level.

5. High quality building material such as stone, wood, glass, and brick should be considered.

6. The podium height of the buildings facing Glenmore Trail should be 13.5m.

Street Interface

7. The building setback areas design should be integrated with Glenmore Trail SE.

8. The priority alignment and placement for shallow utilities infrastructure (trenches and above-ground equipment) should be located within the right-of-way under the roadway.

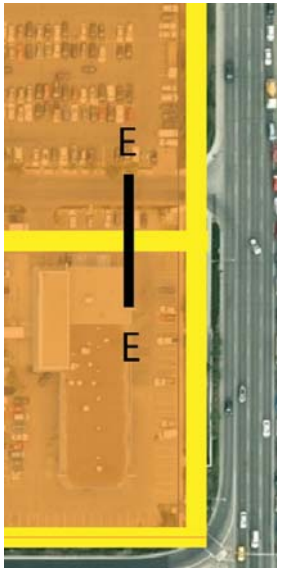
Illustration of building placement is conceptual.

Map not to scale.

(P/L) Property line

E10: Pedestrian Connectivity

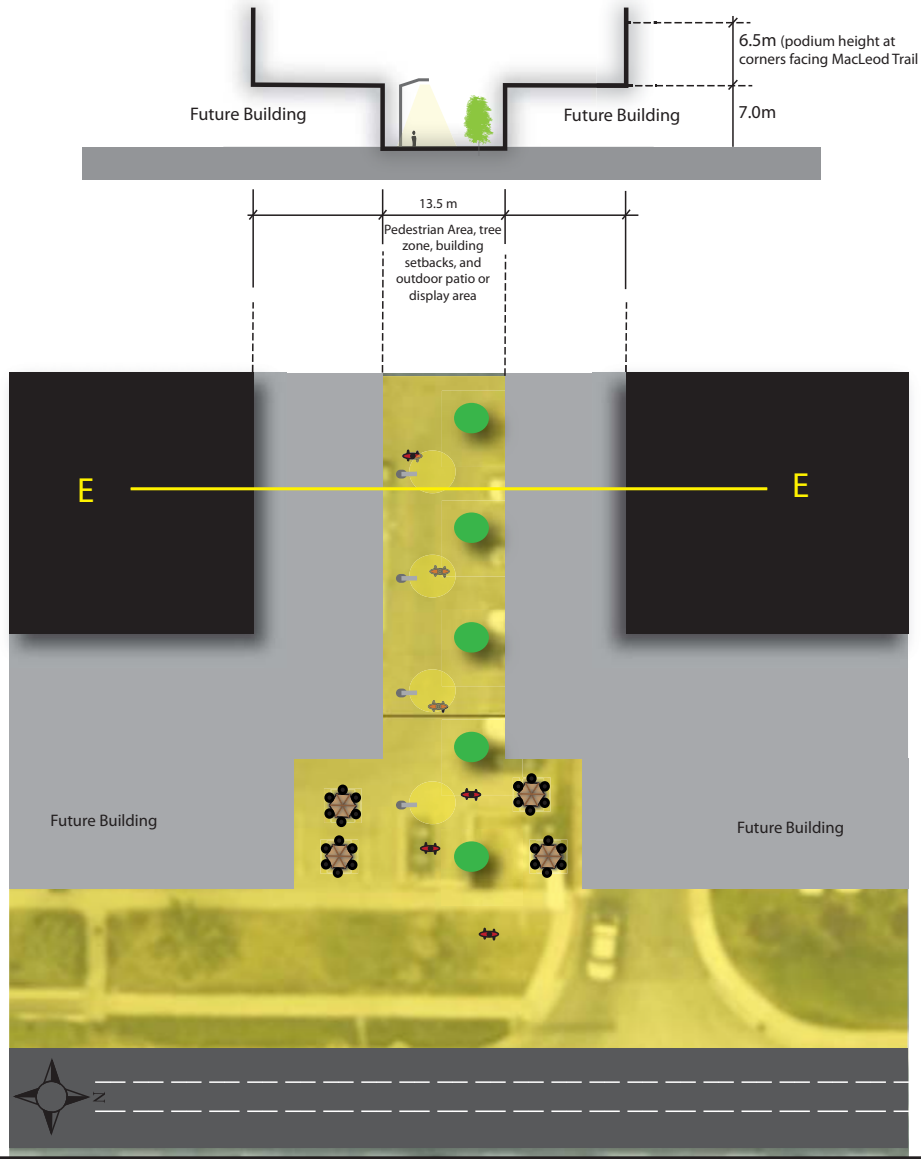
The introduction of new pedestrian connections from MacLeod Trail to the interior of the site will ensure connectivity that enables ease of access from Macleod Trail. These connections will occur between buildings at the locations identified by the blue lines on policy F1: Regional Shopping Centre Area 'B' Overview.



Location Map

Height

Retail Street



Policies

Pedestrian link

1 The overall pedestrian area should be 13.5 metres wide, within which the following components should be provided:

a) A 1.5 metre setback;
b) A 1.5 metre tree zone;
c) A 7.5 metre hard surfaced pedestrian/emergency vehicle access zone;
d) A 1.5 metre tree zone; and
e) A 1.5 metre setback.

2 The design of the building setback areas should be integrated with the multi-modal street components (sidewalk, tree zone, pedestrian and emergency zone).

Built form

4 Detailed architectural articulations such as (canopies, recesses, projections, lighting features, colours, pedestrian oriented fascia signage) should be part of the at grade façade.

5 Transparent glazing should be utilized for the at-grade level.

6 High quality building materials including stone, wood, glass, and brick should be considered.

7 The podium height of buildings facing the multi-modal street should be 7.0 metres, and may transition to 13. 5 metres at the corner facing Macleod Trail SE.

Illustration of building placement is conceptual .

Street Cross Section dimensions are from the City of Calgary Complete Streets Handbook.

Map not to scale.

Glossary of Terms

The following explanations are intended to provide a general understanding of terms used in this document. The reader. A number of terms have legal definitions as well, the reader is referred to the appropriate legislation.

CPC

Calgary Planning Commission a committee appointed annually by City Council to make recommendations to City Council on land use planning matters in Calgary, to act as the Development Authority on all subdivision matters and to act as Development Officer on some development matters.

CPTED

Crime prevention through environmental design is a multi-disciplinary approach to deterring criminal behavior. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts.

Custom Grand Boulevard

The Custom Grand Boulevard will have a streetscape design which have been customized in order to respond to the unique conditions and future intentions for this area.

Cycle Lanes

Cycle lanes are located within vehicle carriageways, and are marked painted diamond. Cyclists share the road with vehicles on cycle lanes.

Cycle Tracks

Cycle tracks are dedicated lanes on sidewalk, outside of a carriageway. The tracks are often constructed of a different material from adjacent pedestrian sidewalk.

Development Authority

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

Green Roof

A green roof is a roof of a building that is partially or completely covered with vegetation and soil, or a growing medium, planted over a waterproofing membrane. Green roofs and gardens may also provide improved storm water management, smog reduction, energy efficiency, cost savings and an attractive amenity space.

HOV Lane

A High Occupancy Vehicle Lane (HOV) is a lane designated for the use of Calgary Transit and other buses, and for vehicles with two or more occupants.

Infrastructure

The urban facilities that are required to service land for its subsequent development and use, usually referring to roads, bridges and utilities.

Land Use Bylaw

The bylaw that divides the city into land use districts and establishes procedures for processing and deciding upon development applications. It sets out rules which affect how each parcel of land in the city may be used and developed. It also includes zoning maps.

Land Use District

An area of the city designated for a particular type of use contained in the Land Use Bylaw.

Land Use

The legal control on the use and intensity of development on a parcel of land (not on the design of a project).

LEED

The Leadership in Energy and Environmental Design (LEED) Green Building Rating System, developed by the U.S. Green Building Council (USGBC), provides a suite of standards for environmentally sustainable construction.

Pedestrian-Oriented

An environment designed to make travel on foot convenient, attractive and comfortable for various ages and abilities (i.e., visual and hearing impaired, mobility impaired, developmentally challenged). Considerations include directness of the route, interest along the route, safety, amount of street activity, separation of pedestrian and auto circulation, street furniture, surface material, sidewalk width, prevailing wind direction, intersection treatment, curb cuts, ramps and landscaping.

Podium

The platform or base of a building.

Precinct

A specific group of parcels and roads.

Promenade

A place to take a leisurely walk.

Public Amenity Space

Areas of open space such as gardens, plazas, and small urban spaces accessible to the public.

Public Realm

The Public Realm is a combination of special public places, linkages, interfaces and the building form which are fundamental to the creation of a functional, visually attractive place.

Transportation Demand Management

Transportation Demand Management (TDM) is a wide variety of measures and initiatives used to reduce the amount of travel and traffic congestion and to promote the efficient use of the existing transportation facilities (infrastructure). The primary goal is to influence travel choices with respect to reduced travel, travel during off-peak hours and shifting to energy efficient modes of travel (e.g., high occupancy vehicle lanes, telecommuting, flex-time).

Urban Design Review Panel

The Urban Design Review Panel (UDRP) is comprised of nine (9) members appointed by Council, for a term of one (1) year, of which any three (3) can constitute a quorum. It was established for the purpose of providing non-binding advice through the application review process. Specifically, advice regarding urban design considerations is to be provided to the Corporate Planning Applications Group (CPAG), applicants and the Calgary Planning Commission (CPC).

Urban Design

Deals with the overall spatial and visual quality of the urban environment. It has traditionally been regarded as a disciplinary subset of urban planning, landscape architecture, and architecture.

Chinook Station Area Plan Preparation

Planning Team

Gary Andrishak	IBI Group
Kevin Barton	Project Leader, Land Use & Policy Planning
Paul Donker	Coordinator, Land Use & Policy Planning
Ryan Hall	Planner, Land Use & Policy Planning
Angela Kui	Planner, Land Use & Policy Planning
Susan Palmer	Sustainable Development Coordinator, Development & Building Approvals
Richard Parker	RKP Consulting
Wilf Richter	Manager, Land Use & Policy Planning

Interdepartmental Team

Wesley Andreas	Land Use & Policy Planning
Blanka Bracic	Transportation Planning
Susan Chow	Parks
Lorraine Grant	Development & Building Approvals
Stephen Kay	Roads
Brad Larson	Water Resources
Grace Lui	Corporate Properties
Jen Malzer	Transit
Carol McClary	Development & Building Approvals
Neil McKendrick	Transit
Glen Radway	PlanIt
Mark Sasges	Development & Building Approvals
Gail Sokolan	Corporate Properties
Darryl Schwarz	Environmental and Safety Management
Ryan Vanderputten	Transportation Optimisation
Karen Wilkie	Environmental and Safety Management
Sarah Woodgate	Corporate Properties

Design Team

Deb Abbenbroek	Business & Technical Services
Chunlee Jackson	Business & Technical Services
Carmen Kirk	Business & Technical Services

Consultants

IBI Group
RKP Consulting
Coriolis Consultants