



## Chinook Station Area Plan

### Current 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 autocentric retail commercial areas to provide for a greater variety of workspace and employment options consistent with future economic development trends.