

**POLICY AMENDMENT AND LAND USE AMENDMENT
MEADOWLARK PARK (WARD 11)
GLENMORE TRAIL SW AND MACLEOD TRAIL SW
BYLAW 286D2017**

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EXECUTIVE SUMMARY

This application proposes to redesignate three parcels at Chinook Centre totalling approximately 21.82 hectares (53.92 acres). The subject site is bounded by 5 Street SW to the west, Macleod Trail SW to the east, 58 Avenue SW to the north, and Glenmore Trail SW to the south. The subject site consists of two parcels; the larger parcel is designated as a DC Direct Control District with five sites and the smaller parcel is designated as Commercial – Corridor 3 (C-COR3).

The proposed land use redesignation would create one DC District with two sites: Site 1 will maintain existing mall uses and Site 2 will allow for additional flexibility of uses and the provision of additional floor area ratio (FAR) of 3.0 to specifically allow for above-ground structured parking. The proposed redesignation requires amendments to the non-statutory Chinook Station Area Plan, which was adopted by resolution in 2008 (M-2008-026).

As outlined in the applicant's submission (APPENDIX I) the proposed land use redesignation and supporting policy amendment would equip Cadillac Fairview to move forward with a planned significant investment at CF Chinook Centre. This investment focuses on the redevelopment of Site 2 as a mixed use hub that could include retail, office, residential and hotel uses. The applicant has proposed to develop the site in phases, beginning with a phase that will include structured parking and at-grade retail.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S)

2017 July 13

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendments and Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council Adopt by Resolution, the Amendments to the Chinook Station Area Plan and hold a Public Hearing on Bylaw 286D2017; and

1. **ADOPT**, by Resolution, the proposed amendments to the Chinook Station Area Plan, in accordance with Administration's recommendation; and
2. **ADOPT** the proposed redesignation of 21.82 hectares \pm (53.92 acres \pm) located at 5919, 6101, and 6455 MacLeod Trail SW (Plan 1512789, Block 1, Lots 3 and 4; Plan 7100HB,

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Block D, Lots 1 and 2) from Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District and DC Direct Control District to DC Direct Control District to accommodate phased mixed use development, in accordance with Administration's recommendation; and

3. Give three readings to the proposed Bylaw 286D2017.

REASON(S) FOR RECOMMENDATION

The subject site is located within a Major Activity Centre (MAC) in the Municipal Development Plan (MDP). Approval of this land use amendment with the inclusion of additional FAR for structured parking would allow for continued intensification of this site to meet the objectives of a MAC and would also provide additional flexibility for mixed use development on Site 2 of the DC District.

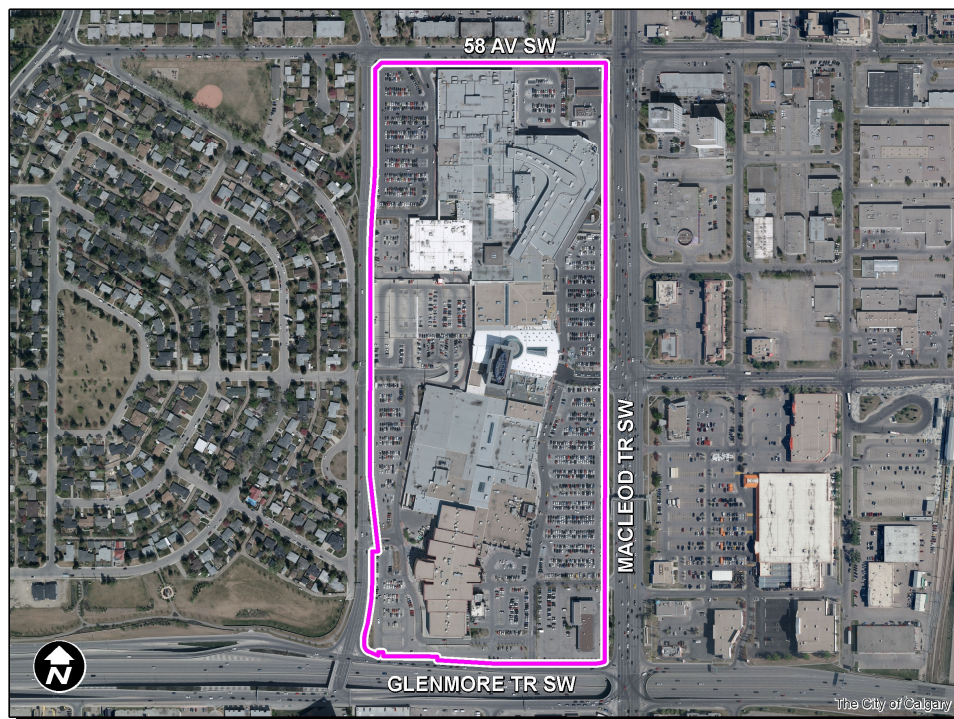
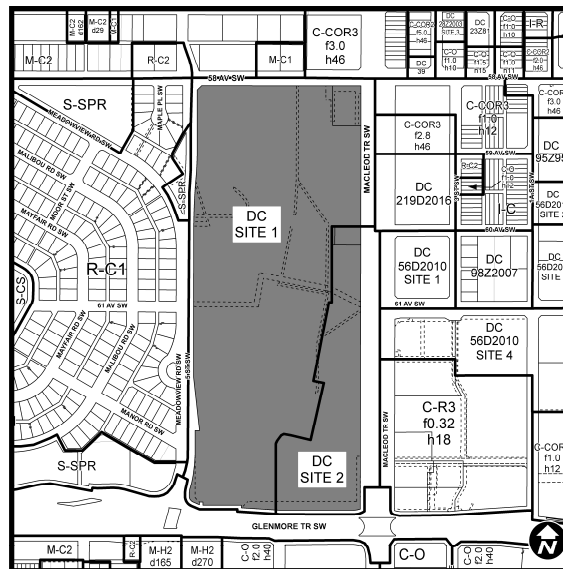
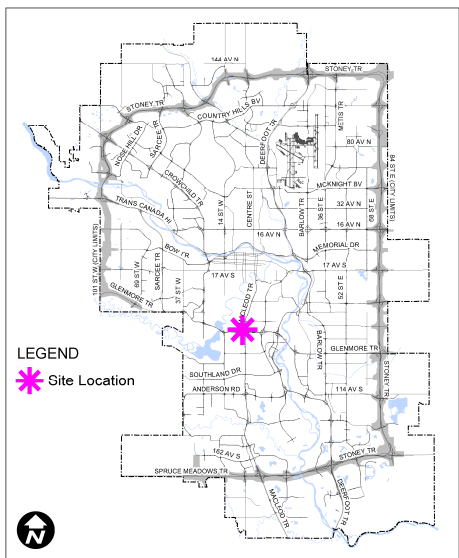
ATTACHMENTS

1. Proposed Amendments to the Chinook Station Area Plan.
2. Proposed Bylaw 286D2017
3. Public Submission

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LOCATION MAPS



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by resolution, the proposed amendments to the Chinook Station Area Plan (APPENDIX III).

Moved by: G.-C. Carra

Carried: 6 – 0

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 21.82 hectares \pm (53.92 acres \pm) located at 5919, 6101, and 6455 MacLeod Trail SW (Plan 1512789, Block 1, Lots 3 and 4; Plan 7100HB, Block D, Lots 1 and 2) from Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District and DC Direct Control District to DC Direct Control District to accommodate phased mixed use development with guidelines (APPENDIX II).

Moved by: G.-C. Carra

Carried: 6 – 0

Reasons for Approval from Mr. Foht:

- I supported the application for the following reasons:
 - The uses and density are appropriate in this location; being close to the LRT station as well as adjacent to Chinook Mall.
 - The addition of the parking structure will alleviate some concerns from the neighbouring communities (as indicated) as well as hurdling heavy parking requirement periods such as Christmas shopping period.
- The Developer is experienced in these types of development and have plans to develop similar projects in other cities in Canada.
- Good addition to the MacLeod Trail corridor in the vicinity of the LRT station.

Reasons for Approval from Ms. Juan:

- I strongly support the intensification of the site and congratulate the Applicant on the plan and the Direct Control Guidelines. I also am pleased to see the opportunity for affordable housing units on the site, and would recommend the Applicant include affordable housing units within the development permit.

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Applicant:

B&A Planning Group

Landowner:

Ontrea Inc
Shell Canada Limited

PLANNING EVALUATION

SITE CONTEXT

The subject site, CF Chinook Centre, is located on the eastern edge of the community of Meadowlark Park between Macleod Trail SW to the east, 5 Street SW to the west, 58 Avenue SW to the north and Glenmore Trail SW to the south. The site is comprised of three parcels of approximately 21.82 hectares (53.92 acres) in size.

The subject site is located in community of Meadowlark Park. Development within the community to the west of the subject site consists of low density residential. The residential neighbourhoods of Windsor Park and Kingsland are located to the north and south, respectively. Commercial uses are located to the east of the site, across Macleod Trail SW.

The subject site is located within a Major Activity Centre, in the MDP, which is defined as an area designated for high job and population growth linked by the Primary Transit Network (PTN). A Primary Transit Hub, consisting of the Chinook LRT station and bus transit loop is located an approximately 500 metre walk to the east of the subject site's eastern boundary. A pedestrian bridge is currently under construction at 61 Avenue SW spanning Macleod Trail SW which will connect directly into Chinook Centre. This bridge was a requirement of a previous expansion of Chinook Centre (DP2007-1720).

LAND USE DISTRICTS

Existing Direct Control

In 2013, the subject site (excluding a Commercial –Corridor (C-COR3) parcel located at Macleod Trail SW and 60 Avenue SW) was redesignated from Commercial-Regional 2 (C-R2) District to a DC to provide for additional intensity on the site, with a maximum FAR of 1.0 for Site 1 and a weighted average FAR of 4.1 for Sites 2 to 5 with bonusing provisions that allow for an additional 1.0 FAR on Sites 2 to 5 (APPENDIX VIII).

A Development Permit was not submitted for redevelopment of Site 2 as a result of this land use redesignation. Other Development Permits for exterior renovations and related improvement on the existing mall have been submitted since the 2013 redesignation.

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Proposed Direct Control

As per Section 20 and 21 of the Land Use Bylaw, 1P2007, the proposal fits the requirements of a DC as a site with unique characteristics where future development would require specific regulation unavailable in other land use districts.

Site 1

Site 1 will continue to function as an enclosed mall and the DC will maintain all of the permitted and discretionary uses found in C-R2 in 1P2007. No changes to the FAR or maximum height are proposed from the existing DC.

Site 2

Site 2 will function as a mixed use, transit-adjacent area with at-grade retail, structured parking and opportunities for residential, hotel and office uses. The permitted and discretionary uses of C-COR1 will be maintained with the addition of the following discretionary uses: Community Recreation Facility, Food Kiosk, Market and Performing Arts Centre.

A publically accessible amenity space will be located within Site 2, providing a space accessible to the public that is designed for active or passive uses. The DC makes a provision for providing a smaller publically accessible amenity space through a cash contribution to a community enhancement fund to be used elsewhere in the SAP plan area.

The applicant has indicated that Site 2 will be redeveloped in phases, beginning with structured parking and at-grade retail along the eastern edge of the site. As such, the DC allows the Development Authority to relax the parking maximums to accommodate what is to be the initial phase of development. This would lead to a temporary excess of parking until additional mixed use tower development is constructed during later phases. At final build out, an excess of parking would no longer exist.

Floor Area Ratio

The proposed DC would allow for a maximum FAR of 1.0 for Site 1 and a FAR of 7.1 for Site 2, of which, a maximum of 3.0 FAR would be designated for the use of Parking Lot - Structure. The maximum FAR on Site 2 could be increased by 1.0 through bonusing provisions outlined in the DC: through the provision of affordable housing units and/or through a contribution to a community enhancement fund (See Maximum FAR table below).

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Maximum FAR (including bonusing)			
Current DC		Proposed DC	
Site 1	1.0	Site 1	1.0
Site 2	3.75	Site 2	8.1
Site 3	6.5		
Site 4	5.0		
Site 5	5.0		

Maximum Height

The current DC has a maximum height on Sites 2 - 5 ranging from 65 to 90 metres, depending on the use. The proposed DC has a maximum height of 115 metres on Site 2 (see Maximum Height table below). A shadow study provided by the applicant demonstrates that the increase in height would not shadow properties to the west of the subject site in Meadowlark Park). Approximately six parcels may be impacted by shadowing in December in Windsor Park to the north. Some of these parcels are currently impacted by shadowing due to existing mall development at the northern boundary of the subject site.

Maximum Height					
Current DC			Proposed DC		
	Base	Incentive		Base	Incentive
Site 1	46	None	Site 1	46	N/A
Site 2	65	90	Site 2	115	N/A
Site 3	55	75			
Site 4	55	75			
Site 5	55	75			

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the South Saskatchewan Regional Plan (SSRP).

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Municipal Development Plan (MDP)

The subject site is located within a Major Activity Centre (MAC), as designated on Map 1: Urban Structure in the MDP. Major Activity Centres are areas of high job and population growth located in strategic areas central to larger residential catchment areas and linked city-wide by the Primary Transit Network (PTN). A MAC should achieve a minimum intensity of 200 people and jobs per gross developable hectare. The subject site currently achieves an intensity of approximately 180 people and jobs per gross developable hectare. The site intensity at build out would be determined by the type of uses and amount of each use provided. Residential and/or office uses on this site would allow the minimum intensity target of 200 people and jobs per gross developable hectare to be achieved on this site.

Section 3.3 highlights key elements of a MAC including: building upon existing concentration of jobs and/or population, having the highest density and building heights outside the Centre City and possessing a wide range of land uses.

Chinook Station Area Plan (SAP)

The proposed land use redesignation requires multiple changes to the non-statutory Chinook Station Area Plan (APPENDIX III). The Chinook SAP was adopted by resolution in 2008 to guide transit oriented development (TOD) in the area surrounding the Chinook LRT station and bus transit loop. Policies amended through this land use application focus on policies specific to the subject site, a major transit-adjacent destination, which is referenced as 'Regional Shopping Centre' in the SAP. Proposed policy amendments provide additional flexibility at the design stage for the applicant to allow for innovative site and building design.

While the aim of TOD is to specifically create a walkable, transit-focused environment, the unique context of Chinook Centre as a regional retail centre that is located across Macleod Trail SW from the Chinook LRT instead offers transit as one mobility option, which is why the site is being referenced as a transit-adjacent development rather than a TOD.

A comprehensive revision of the Chinook Station Area Plan is underway; engagement began in spring 2017 responding to a recommendation related to CPC2008-067 to expand the Plan Area boundary. Following the adoption of the Chinook Station Area Plan, major redevelopment in the area did not occur. The recommendation was explored after the policy was approved; however, there was limited landowner interest in a potential expansion to 2 Street SE. At this time, the recommendation is being revisited again as a number of transportation infrastructure upgrades are underway in the area and Administration is currently exploring how the SAP can remove barriers to redevelopment in this area to make the best use of this investment. The comprehensive revision is anticipated to come forward in 2018.

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TRANSPORTATION NETWORKS

The Chinook LRT Station and bus transit loop, which are part of the Primary Transit Network (PTN) are located within a 500 metre walking distance from the eastern boundary of the site. The 61 Avenue SW Greenway Corridor and new pedestrian bridge across Macleod Trail SW are currently under construction with the Greenway to be completed in Q2 2017 and the bridge to be completed in Q1 2018. The pedestrian bridge is being constructed as a result of a previous expansion to CF Chinook Centre. The bridge is jointly funded by Cadillac Fairview and The City of Calgary and provides improved pedestrian accessibility and connectivity between 61 Avenue SW and CF Chinook Centre.

Transit access to Site 2 is provided via the Chinook LRT Station, the Chinook Centre Shuttle bus and several bus routes along Macleod Trail SW. Vehicular access to Site 2 is currently provided by a traffic signal at Macleod Trail SW and 61 Avenue SW, a right-in-right-out access from Macleod Trail SW and a right-in-right-out from the Glenmore Trail SW access road on the south side of the site.

A Transportation Impact Assessment (TIA) was submitted as part of the land use amendment application. Due to limited vehicular access, the analysis recommends a direct connection to the Site 2 proposed parking structure via a grade-separated northbound to westbound ramp from Macleod Trail SW. This grade-separated ramp is required to support parking for proposed future intensities of Site 2. A feasibility assessment was conducted and determined that a ramp is viable. The precise location, design, and interface of the ramp will be detailed as part of a future Development Permit.

UTILITIES & SERVICING

Site servicing is available. Servicing specifications will be determined at the time of Development Permit.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment (ESA) was not required as a part of this application. An ESA may be required at the time of Development Permit.

ENVIRONMENTAL SUSTAINABILITY

As it related to the subject site, policy in the Chinook Station Area Plan encourages LEED® or LEED® equivalent building forms for new development including practices such as renewable energy, building performance optimization and green roofs.

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GROWTH MANAGEMENT

The proposed land use amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

PUBLIC ENGAGEMENT

Meadowlark Park Community Association

Administration and the applicant attended a meeting with the Meadowlark Park Community Association (CA) on April 11, 2017 to discuss the application, provide clarification and answer any questions. Following the meeting, a letter was received (APPENDIX VII) from the Meadowlark Park CA which stated “overall enthusiasm was shown by MCPA for proposed land use changes”... however “significant concerns” were expressed:

- proposed allowable heights causing shadowing in community homes and green spaces;
- the transportation impact analysis focused on Macleod Trail SW but not Glenmore Trail SW, Elbow Drive SW and Macleod Trail SW;
- a lack of planning, forethought and proposed enhancement to existing community infrastructure with the addition of new residents as part of the redevelopment; and
- a lack of access for community residents to new infrastructure and services that may only be available for employees or residents of the site.

Cadillac Fairview sent a written response to the Meadowlark Park CA:

- providing a shadow study demonstrating the maximum building heights;
- indicating that the surrounding road network will generally operate within acceptable City of Calgary standards with the proposed transportation network improvements;
- indicating that Cadillac Fairview is invested in the surrounding community and is contributing to infrastructure improvements, citing joint funding of a pedestrian bridge spanning Macleod Trail SW at 61 Avenue SW as an example of this investment;
- indicating that CF Chinook Centre currently provides a wide variety of retail and with new development, there will be opportunities to work closer to home with the addition of office at the sites as well as opportunities for new housing options and access to the publically accessible space and amenities available to all customers; and
- indicating that amenity spaces specifically required for residents or office employees would not be available for use by the general public for security reasons.

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Kingsland Community Association

Kingsland CA submitted a letter to The City (APPENDIX VII). The letter states that the CA “generally look[s] forward to the new development”. The CAs main concerns are regarding traffic congestion and parking as well as potential noise impacts.

Administration and the applicant attended a meeting with the Kingsland CA on 2017 May 25 to discuss the proposal and concerns mentioned in the letter submitted.

Citizen Comments

One comment was received via PD Map regarding incorporating Fairview into the development of the SAP area. A letter was also received from an adjacent landowner citing opposition to the flyover ramp being located on the east side of Macleod Trail SW. The final location of the ramp and public realm interface will be decided at the Development Permit stage through a collaborative process that will include engagement with adjacent landowners.

Landowner Meeting

Administration hosted a landowner meeting on March 21, 2017 to provide an overview of the land use amendment and to better understand landowner’s concerns. In total, 54 landowners attended and 22 comment forms were submitted. Key concerns are summarized as follows:

- site access, traffic and congestion;
- vehicle and pedestrian conflicts;
- potential for future development of land in remainder of Chinook area; and
- potential increases in property tax.

Landowners at the meeting were supportive of the proposed height increase and flyover to ease congestion.

Open House

Administration hosted an open house on 2017 March 21 to provide the public with an overview of the land use amendment and to solicit the public’s opinion on the proposal (See APPENDIX VIII). Thirty three individuals attended and ten survey responses were collected. Key concerns are summarized as follows:

- development perpetuates car-oriented nature of area;
- not consistent with TOD principles;
- constrains significant redevelopment east of Macleod Trail SW; and
- large size of building footprint.

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Survey respondents were supportive of the increased maximum height for Site 2 and some were supportive of conditioning structured parking to additional mixed use construction.

Public engagement informed decisions throughout the development of the DC. Examples of concerns addressed through the process include:

- a required grade-separated ramp that will ease congestion along Macleod Trail SW;
- additional structured parking will alleviate overflow parking in the community of Meadowlark Park;
- increasing the maximum height for Site 2 as stakeholders generally identified it as being beneficial to draw additional residents and/or employees to the area; and
- guidelines in the Chinook SAP that speak to interface treatments along Macleod Trail SW, 61 Avenue SW and Glenmore Trail SW to provide a more desirable interface for pedestrians and cyclists. The DC outlines setbacks that ensure there is sufficient pedestrian space along these interfaces.

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APPENDIX I

APPLICANT'S SUBMISSION

Cadillac Fairview (CF) has requested B&A Planning Group to prepare a land use redesignation for CF Chinook Centre located at 5919, 6101, and 6455 Macleod Trail SW. The site presently accommodates the existing enclosed shopping centre, Kal-Tire and Shell Service Station.

The City of Calgary has made significant infrastructure investments into the Chinook Station area including LRT Station upgrades and the 61 Avenue Greenway. In addition, there is Joint City and CF funding for the Macleod Trail pedestrian overpass at 61 Avenue SW which will be extended into the shopping centre. This investment puts in place necessary infrastructure to realize the vision of the Chinook Station Area Plan. Cadillac Fairview wishes to add to the City investment initiatives by building necessary infrastructure to realize the vision for CF Chinook Centre articulated in the Station Area Plan (SAP). This infrastructure includes:

- Ongoing CF Chinook Centre upgrades to attract new retailers like the Saks Fifth Avenue Western Canada flagship store;
- Proposed construction of an aesthetically appealing above grade parkade with retail at grade and a 2 acre rooftop amenity space to replace lost surface parking and provide parking for retail at grade and future office/residential development;
- Proposed Macleod Trail flyover to alleviate the congestion at Macleod/61 Avenue by providing direct access into the proposed parkade from north bound Macleod Trail; and
- Proposed construction of the internal 'High Street' and Macleod Trail pedestrian environments.

This significant investment by Cadillac Fairview will provide the foundation to quickly respond to future demand for future office, hotel or residential mixed use intensification at CF Chinook Centre, and as experienced in other cities throughout Canada, will be the catalyst for other redevelopment to occur in the Station Plan area.

To enable the opportunity for this investment and vision, some of the existing Direct Control District and Chinook Station Area Plan prescriptive elements need to be amended or removed to accommodate Cadillac Fairview's plan for a phased approach to realize the transit oriented development vision of the Station Area Plan. As such, our application proposes a more simplified Direct Control District and amendments to the Chinook Station Area Plan that would enable CF to initiate the phased redevelopment of its existing vision for the CF Chinook Centre and be a catalyst for the ambitious long term intensification vision for the Chinook Station area.

We look forward to Administration's and Council's support of these proposals

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APPENDIX II

PROPOSED DIRECT CONTROL GUIDELINES

Purpose

- 1 This Direct Control District is intended to accommodate:
- (a) the existing enclosed mall;
 - (b) mixed-use **development** opportunities in accordance with local area plans;
 - (c) the opportunity to earn additional **floor area ratio**, over and above the maximum base **floor area ratio** as identified in this Direct Control District; and
 - (d) phased **development** of the site in a manner that allows **development** within each phase to operate independently as a standalone phase as well as comprehensively with future phases.

Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply.

Reference to Bylaw 1P2007

- 3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

General Definitions

- 4 In this Direct Control District:
- (a) “**affordable housing units**” means non-market **Dwelling Units** provided within the **development** that are owned and operated by the **City** or a bonafide non-market housing provider recognized by **Council**.
 - (b) “**average land value**” means the average land value per square metre of buildable floor area for the area, as established by **Council**.
 - (c) “**community enhancement fund**” means a fund approved by **Council** to be used for projects within the Chinook Station Area Plan related to public realm and streetscape improvements; and
 - (d) “**publicly accessible amenity space**” means open space located on a privately owned **parcel** that is accessible to the public through a registered public access agreement acceptable to the Approving Authority

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and designed for active or passive uses which are generally open area spaces that are not fully enclosed, and are in a location, form and configuration acceptable to the **Development Authority**.

Relaxation of this Direct Control District

- 5 (1) The **Development Authority** may relax the required **motor vehicle parking stalls** and **visitor parking stalls** for a **development** where a parking study submitted as part of a **development permit** application demonstrates that the **motor vehicle parking stall** requirement or **visitor parking stall** requirement should vary provided that the relaxation test of Bylaw 1P2007 is met.
- (2) The **Development Authority** may relax the required **building setback**.

Landscaped Area Rules

- 6 (1) **Landscaped areas** must be provided in accordance with a landscape plan approved by the **Development Authority**.
- (2) **Landscaped areas** shown on the landscape plan approved by the **Development Authority** must be maintained on the **parcel** for so long as the **development** exists.
- (3) No other landscaping requirements in Bylaw 1P2007 apply in this Direct Control District.

Motor Vehicle Parking Stalls

- 7 (1) The **motor vehicle parking stall** requirements for Site 1 are the **motor vehicle parking stall** requirements of the Commercial – Regional 2 (C-R2) District of Bylaw 1P2007.
- (2) Unless otherwise specified in subsections (3) and (4), the **motor vehicle parking stall** requirements for Site 2, are the **motor vehicle parking stall** requirements of the Commercial – Corridor 1 (C-COR1) District of Bylaw 1P2007.
- (3) **Motor vehicle parking stalls** required for **uses** on Site 1 may be supplied on Site 2.
- (4) The minimum **motor vehicle parking stall** requirements for each **use** is the maximum **motor vehicle parking stall** requirement provided for each **use** except for **units** and as provided for in subsections (5) and (6).
- (5) For the **uses** on Site 2, the maximum number of **motor vehicle parking stalls** is reduced by 10.0 per cent when the **use** is located in a **building** that is located within 600.0 metres of an existing **LRT platform**.

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- (6) The **Development Authority** may increase the number of **motor vehicle parking stalls** allowed on Site 2 to allow for phased **development**.

Site 1 (± 43.24 acres (17.5 hectares))

Application

- 8 The provisions in sections 9 through 12 apply only to Site 1.

Permitted Uses

- 9 The **permitted uses** of the Commercial – Regional 2 (C-R2) District of Bylaw 1P2007 are the **permitted uses** of this Direct Control District.

Discretionary Uses

- 10 The **discretionary uses** of the Commercial – Regional 2 (C-R2) District of Bylaw 1P2007 are the **discretionary uses** of this Direct Control District.

Bylaw 1P2007 District Rules

- 11 Unless otherwise specified in this Direct Control District, the rules of the Commercial Regional 2 (C-R2) District of Bylaw 1P2007 apply to Site 1 in this Direct Control District.

Floor Area Ratio

- 12 The maximum **floor area ratio** is 1.0.

Site 2 (± 10.64 acres (4.3 hectares))

Application

- 13 The provisions in sections 14 through 24 apply only to Site 2.

Permitted Uses

- 14 The **permitted uses** of the Commercial – Corridor 1 (C-COR1) District of Bylaw 1P2007 are the **permitted uses** of this Direct Control District.

Discretionary Uses

- 15 The **discretionary uses** of the Commercial – Corridor 1 (C-COR1) District of Bylaw 1P2007 are the **discretionary uses** of this Direct Control District with the addition of:

- (a) **Community Recreation Facility;**
- (b) **Food Kiosk;**
- (c) **Market; and**
- (d) **Performing Arts Centre.**

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Bylaw 1P2007 District Rules

- 16** Unless otherwise specified in this Direct Control District, the rules of the Commercial-Corridor 1 (C-COR1) District of Bylaw 1P2007 apply to Site 2 in this Direct Control District.

Floor Area Ratio

- 17** (1) The maximum **floor area ratio** for the **use** of **Parking Lot – Structure** is 3.0.
- (2) The maximum **floor area ratio** for all other **uses** is 4.1, unless otherwise referenced in subsection (3).
- (3) The **floor area ratio** specified in subsection (2) may be increased to a maximum of 5.1 as identified in accordance with section 23.

Building Height

- 18** The maximum **building height** is 115.0 metres.

Floor Plate Restrictions

- 19** The maximum **floor plate area** of the portion of a **building** higher than 26.0 metres above **grade** or above a **Parking Lot – Structure** is:
- (a) 850.0 square metres, for a floor of a **building** that contains **units**.
- (b) 1000.0 square metres, for a floor of a **building** that contains a **Hotel**; and
- (c) 2500.0 square metres, for a floor of a **building** that does not contain **units** or a **Hotel**.

Use Area

- 20** There is no maximum **use area** requirement for **uses** in this Direct Control District.

Location of Uses within Buildings

- 21** The following **uses** must not be located on the ground floor of **buildings**:
- (a) **Assisted Living**;
- (b) **Catering Service – Minor**;
- (c) **Counselling Service**;
- (d) **Dwelling Unit**;
- (e) **Health Services Laboratory – With Clients**;
- (f) **Instructional Facility**;
- (g) **Place of Worship – Small**;
- (h) **Post-secondary Learning Institution**;
- (i) **Residential Care**; and
- (j) **Social Organization**.

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Building Setbacks

- 22 (1) The minimum **building setback** along Macleod Trail SW is 3.0 metres.
- (2) The minimum **building setback** along Glenmore Trail SW is 1.5 metres.

Bonus Floor Area Ratio Amenity Items

23 The following may be used to earn a **density** bonus:

- (a) provision of **affordable housing units** where the allowable bonus floor area in square metres is equal to the total construction cost (excluding land costs) of the **affordable housing units**, divided by the **average land value** multiplied by 0.75, such that:
$$\text{Allowable bonus floor area} = \text{total construction cost} / (\text{average land value} \times 0.75); \text{ and}$$
- (b) contribution to a **community enhancement fund**, where the allowable bonus floor area in square metres is equal to the contribution to the **community enhancement fund**, divided by the **average land value** such that:
$$\text{Allowable bonus floor area} = \text{contribution} / (\text{average land value}).$$

Publicly Accessible Amenity Space

- 24 (1) The minimum number of **publicly accessible amenity spaces** on Site 2 is 1.0.
- (2) A **publicly accessible amenity space** must:
- (a) be publicly accessible at all times, subject to subsection (3);
- (b) have a combined total area of not less than 4000.0 square metres, subject to subsection (3); and
- (c) have an average width of no less than 25 per cent of the average length.
- (3) **Special Function – Class 1, Special Function – Class 2** and outdoor **Market uses** may be temporarily located within the minimum required **publicly accessible amenity space** but must not take up any more than 25.0 per cent of the total constructed **publicly accessible amenity space**.
- (4) **Special Function – Class 1** and **Special Function – Class 2 uses** identified in subsection (3) are only allowed on a temporary basis, for a maximum of:
- (a) 15 consecutive days; and
- (b) 30 cumulative days in a calendar year.

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- (5) **Market uses** identified in subsection (3) are only allowed on a temporary basis, for a maximum of 90 cumulative days in a calendar year.
- (6) The size of the **publicly accessible amenity space** may be decreased through a contribution to a **community enhancement fund** at the time of the **development permit** application, such that:
 - (a) Cash Contribution Amount = Cash Contribution Rate x total square metres below the 4000.0 square metres; and
 - (b) for the purposes of this Direct Control District, the Cash Contribution Rate is \$865 per square metre.

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APPENDIX III

PROPOSED AMENDMENTS TO THE CHINOOK STATION AREA PLAN

- (a) Delete the existing Map 3.1 entitled “Land Use Precincts” and replace with revised Map 3.1 entitled “Land Use Precincts” [APPENDIX IV].
- (b) In Section 3.1.2 entitled “Regional Shopping Centre”, delete the first paragraph and two bullet points and replace with:

“Chinook Centre is a major transit-adjacent destination within the Chinook Station Area Plan. Its scale, unique context and opportunity for site intensification through office, hotel and residential development in addition to retail uses requires site specific policy. As shown in Map 3.1 Land use Precincts, 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.
 - Area ‘B’ will allow for a variety of uses including retail, restaurants, residences, office space and hotel and conference facilities.”
- (c) In Section 3.1.2 entitled “Regional Shopping Centre”, delete policies 2 through 4 and replace with “2. Encourage Regional Shopping Area B to be an intensive, and mixed-use hub.”.
- (d) In Section 3.1.3 entitled “Retail Mixed-Use Precinct”, under policy 4, delete the words “Mid-large format” and replace with the words “Mid and large format”.
- (e) In Section 3.1.3 entitled “Retail Mixed-Use Precinct”, remove the shopping bag icon for policy 5.
- (f) In Section 3.1.3 entitled “Retail Mixed-Use Precinct”, remove the shopping bag icon for policy 8.
- (g) Delete the existing Map 3.2 entitled “Maximum Densities” and replace with revised Map 3.2 entitled “Maximum Densities” [APPENDIX V].
- (h) Delete the existing Map 3.3 entitled “Building Heights” and replace with revised Map 3.2 entitled “Building Heights” [APPENDIX VI].
- (i) In Section 3.2 entitled “Built Form & Site Design”, under policy 1 delete the words “(CRUs) into the building façades of large retail tenants”.

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- (j) In Section 3.2 entitled “Built Form & Site Design”, under policy 3 delete the words “The area between the maximum building setback” and replace with the words “The area between the building setback”.
- (k) In Section 3.2 entitled “Built Form & Site Design”, under policy 4 delete the words “Balconies should be inset into the façade of the building” and replace with the words “Balconies should be integrated with the building façade.”.
- (l) In Section 3.2 entitled “Built Form & Site Design”, remove the shopping bag icon for policy 6.
- (m) In Section 3.2 entitled “Built Form & Site Design”, delete policy 9 and replace with “Mid and large format retail should be designed with articulated façades.”.
- (n) In Section 3.2 entitled “Built Form & Site Design”, remove the shopping bag icon for policy 10.
- (o) In Section 3.2 entitled “Built Form & Site Design”, remove the shopping bag icon for policy 12.
- (p) In Section 3.2 entitled “Built Form & Site Design”, under policy 21 delete the words “LEED TM rating” and replace with the words “LEED® rating, or LEED® equivalent”.
- (q) In Section 3.2 entitled “Built Form & Site Design”, delete policy 23 and replace with a shopping bag icon and “At-grade retail fronting on Macleod Trail SW should provide entrances at the street level.”.
- (r) In Section 3.3.1 entitled “General”, remove the shopping bag icon for policy 11.
- (s) In Section 3.4.2 entitled “Street Network”, delete policy 1 and replace with:
 - “Strategic opportunities to improve the transportation network include:
 - a required grade-separated vehicular access for vehicles travelling northbound along Macleod Trail SW into Regional Shopping Area B; and
 - the potential for a pedestrian bridge north of Glenmore Trail S at Macleod Trail SW. The bridge should be designed to integrate with development to the east and west of Macleod Trail SW.”

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- (t) In Section 3.4.2 entitled “Street Network” add a new policy 12 with a shopping bag icon, as follows:

“A grade-separated vehicular access for vehicles entering the Regional Shopping Centre should:

- consider at-grade pedestrian and cyclist movement and experience along Macleod Trail SW; and
- be designed to limit the negative visual impact to adjacent properties and users of Macleod Trail SW.”

- (u) In Section 3.4.3 entitled “Pedestrian & Bicycle Network”, remove the shopping bag icon for policy 3.

- (v) In Section 3.4.3 entitled “Pedestrian & Bicycle Network”, remove the shopping bag for policy 9 and delete the words “and on the internal multi-modal street in the Regional Shopping Centre Area B”.

- (w) In Section 3.4.3 entitled “Pedestrian & Bicycle Network”, add a shopping bag icon to policy 11.

- (x) In Section 3.4.3 entitled “Pedestrian & Bicycle Network”, delete policy 15 and replace with a shopping bag icon and the following:

“All new office developments should make provisions for common private bicycle parking and storage in visible areas with adequate lighting. A secure area with showers and lockers for use by active modes commuters should also be provided.”.

- (y) In Section 3.4.3 entitled “Pedestrian & Bicycle Network”, insert the following as policy 16 and renumber the remaining policies accordingly: “All new retail developments should make provisions for common bicycle parking and storage in visible areas with adequate lighting”.

- (z) In Section 3.5 entitled “Parking and Loading”, delete policy 10 and replace with a shopping bag icon and the words “The visibility of new on-site parking at grade from the street should be mitigated through planting and/or landscaped walls that screen headlights.”

- (aa) In Section 3.5 entitled “Parking and Loading”, under policy 11, delete the words “that make the parking areas indistinguishable from” and replace with the words “to integrate the parking areas with”

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- (bb) In Section 3.5 entitled “Parking and Loading”, remove the shopping bag icon for policy 12.
- (cc) In Section 3.5 entitled “Parking and Loading”, delete policy 18 ii. and replace with “underground or screened from view of a public street.”.
- (dd) In Section 3.5 entitled “Parking and Loading” add the following as a new policy 21 with a shopping bag icon:

“Above-grade parking structure façades should be integrated into development by incorporating treatments such as recesses and canopies or other architectural openings, varied building materials, decorative screening, climbing vines or green walls.”

- (ee) Delete Guidelines E1 through E10 including all images in Appendix E, entitled “Regional Shopping Centre Urban Design Guidelines” and replace with the following new Guidelines:

“E1. Regional Shopping Centre B Application Requirements

The Regional Shopping Centre B is envisioned as a mixed-use hub with at-grade retail. For the purposes of development implementation of the site’s unique context, additional application materials beyond those found in the Complete Application Requirement List (CARL) are required as follows for any future development applications.

1. A phasing plan which provides detailed development sequencing information for the entirety of the Regional Shopping Centre Area B. The plan shall identify which site elements including publicly accessible privately owned amenities will be provided with each stage of development.
2. A comprehensive site master plan for the entire Regional Shopping Centre Area B shall be provided. This plan should include all publically accessible privately-owned amenities, pedestrian areas, internal streets, and edge/interface conditions and a landscape plan. Future on-site building footprints should be identified within this plan and the master plan should demonstrate how each phase of the project will function independently.
3. A Transportation Impact Assessment (TIA) will be required to the satisfaction of the General Manager of Transportation Planning.

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4. A shadow study accurately depicting shadow impacts associated with proposed on-site development is required. Proposed developments should be sited and designed in a manner that optimizes sunlight exposure and minimizes overshadowing of key outdoor amenity spaces and pedestrian areas. Consideration of shadowing impact should be given to residential areas to the west of the Regional Shopping Centre.
5. A comprehensive illumination plan is required and should contain the following information:
 - a. All outdoor lighting standards and light fixture specifications.
 - b. A site plan which identifies lighting locations and measured illumination intensity.
 - c. Evening renderings which depict illumination of key outdoor and pedestrian areas and prominent building facades.
6. A street furniture and lighting standard handbook is required and should identify:
 - a. All street furniture including waste and recycling container specifications;
 - b. Light standard specifications;
 - c. Transit shelters; and
 - d. Wayfinding signage and details.
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: Main Entranceway, Glenmore Trail SW and Macleod Trail SW Interfaces

The intersection of Macleod Trail SW and 61 Avenue SW acts as the main entrance and gateway to the Regional Shopping Centre and should be inviting for pedestrians.

The interface of the entrance to the Regional Shopping Centre at the intersection of Macleod Trail SW and 61 Avenue SW, along Glenmore Trail SW and along Macleod Trail SW should consider the following built form guidelines:

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1. Buildings should be integrated with the pedestrian retail street components.
2. Detailed architectural articulation such as canopies, recesses, projections, lighting features, colours, and pedestrian-oriented façades should be included in the building design.
3. Transparent glazing should be used at street level.
4. High quality and durable building materials should be considered.
5. Priority alignment and placement for shallow utilities infrastructure should be located within the right-of-way under the roadway.
6. Sidewalks should be designed with adequate widths to provide space for street furniture, patios, outdoor display areas, street trees and lighting.”

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APPENDIX IV

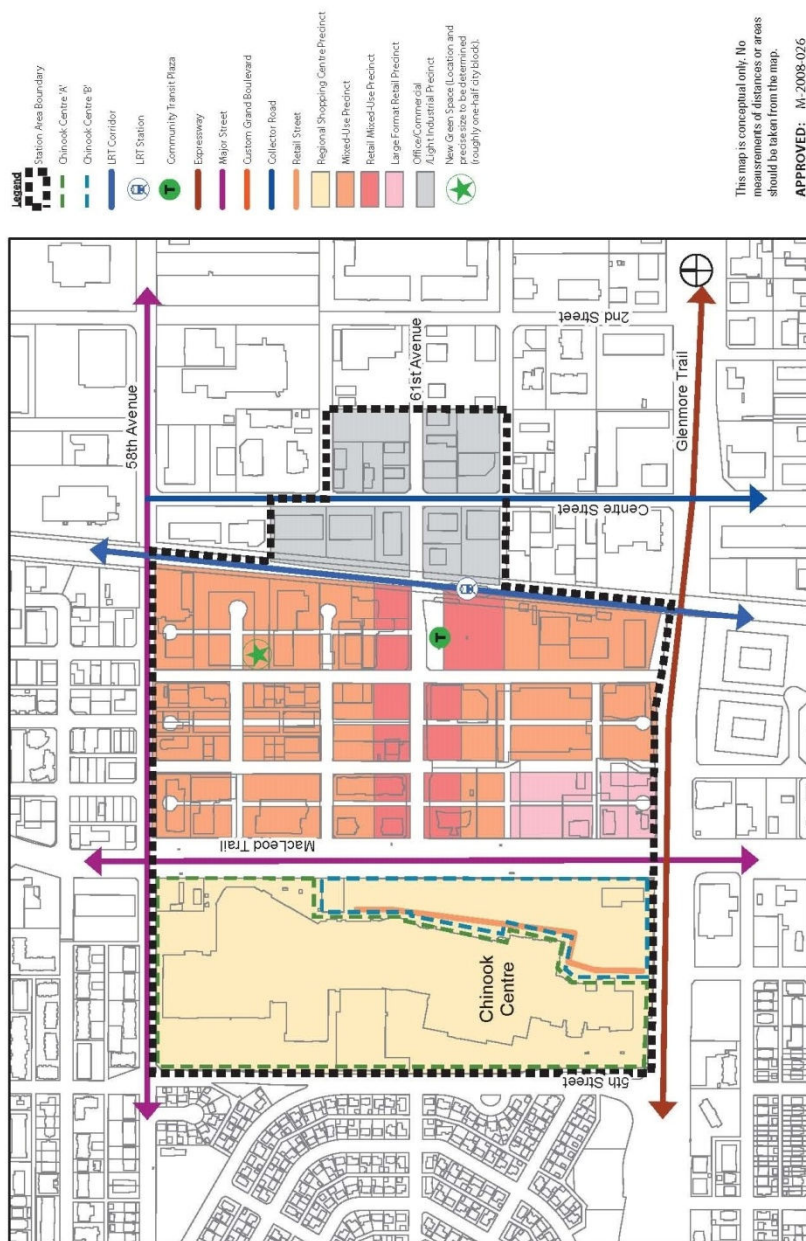
PROPOSED MAP 3.1 - LAND USE PRECINCTS



PLANNING FOR TRANSIT-ORIENTED DEVELOPMENT (TOD)

Chinook Station Area Plan

Map 3.1 Land Use Precincts



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

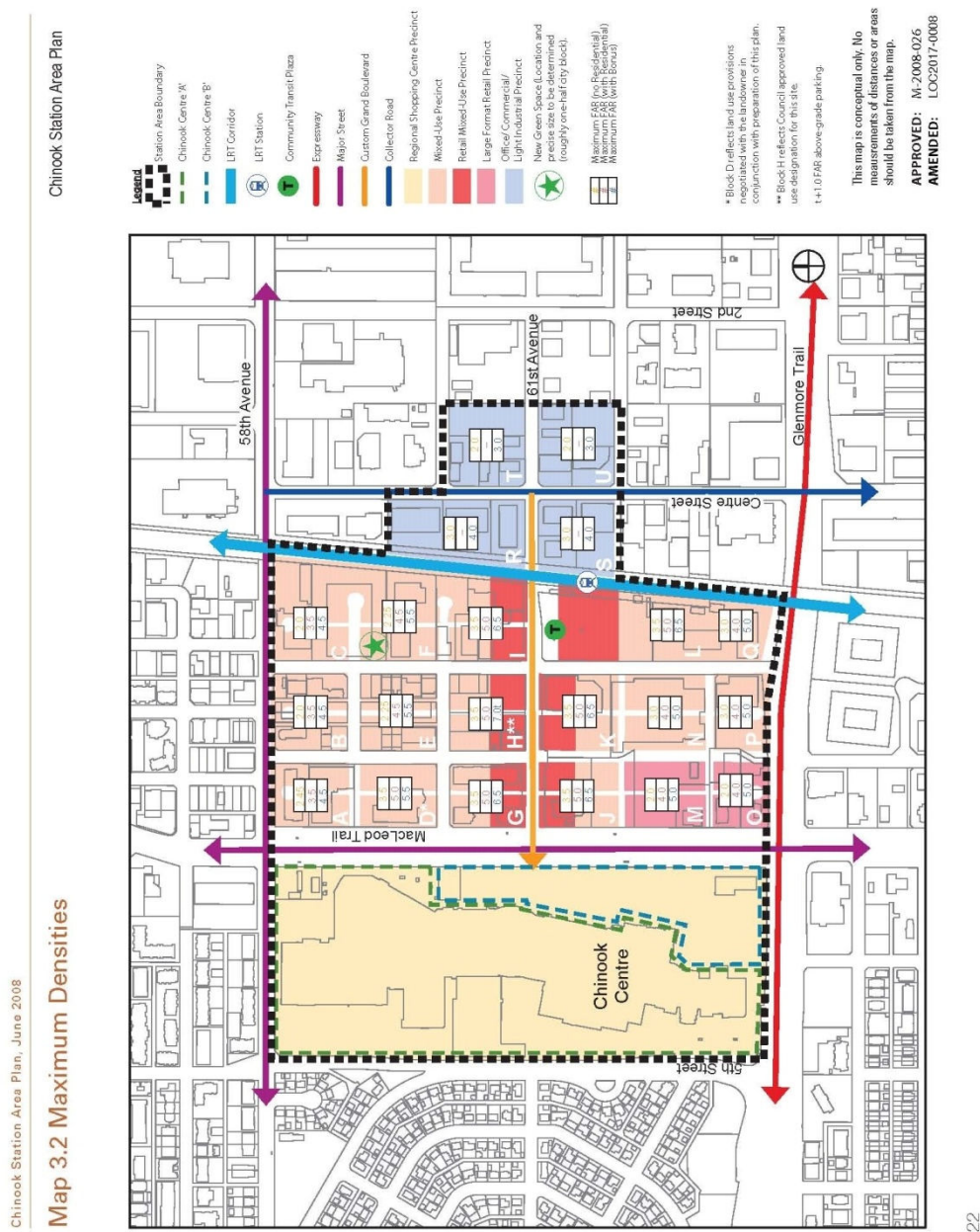
APPROVED: M-2008-026
AMENDED: LOC2017-0008

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GLENMORE TRAIL SW AND MACLEOD TRAIL SW
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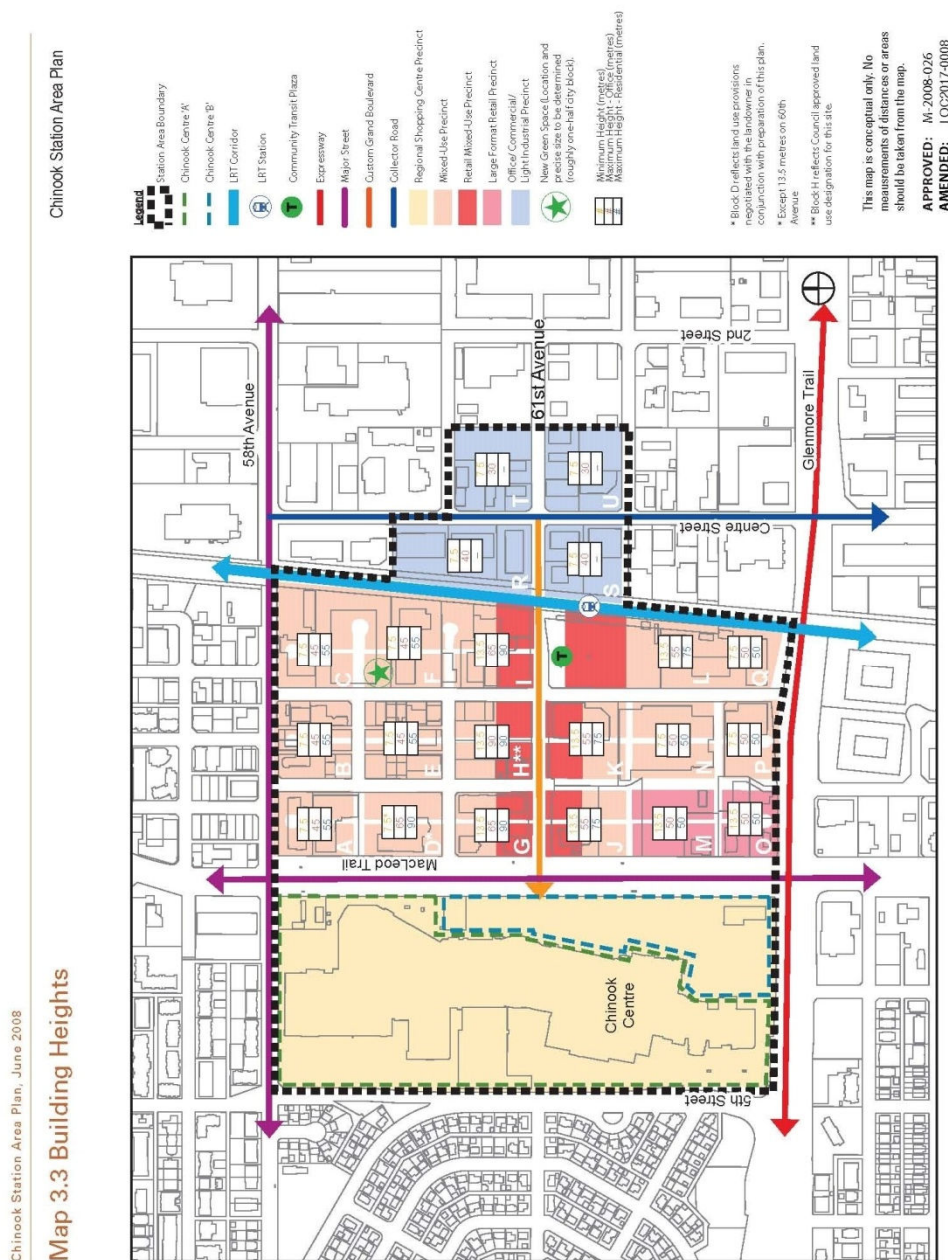
APPENDIX V

PROPOSED MAP 3.2 – MAXIMUM DENSITIES



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PROPOSED MAP 3.3 – BUILDING HEIGHTS



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APPENDIX VII

LETTERS SUBMITTED

To: City of Calgary File Manager

April 22, 2017

Re: File Number: LOC2017-0008

The Meadowlark Park Community Association (MPCA) recently met for an presentation by Cadillac Fairview (CF) regarding the potential development and land use amendment / rezoning of the Commercial corridor 3 f1.0h12 (C-COR3 f1.0h12)- (AKA: Chinook Centre).

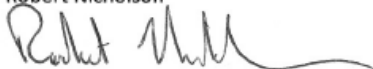
While general overall enthusiasm was shown by MPCA for the proposed Land Use Changes by CF, there were also significant concerns expressed by MPCA and its residents – which remained unclear or unanswered by CF.

Specific, concerns were expressed by MPCA around the following issues:

- The proposed allowable heights of the building structures and the “shadowing” this will surely cause to homes and greenspaces in Meadowlark Park – especially during the morning hours.
- The seeming lack of impact studies and proposed solutions to traffic flow for surrounding roadways (Glenmore Trail, Elbow Dr. 5th St, 58th Ave) with focus only given to Macleod Trail.
- With the potential for as many as 20000 new residents to the community of Meadowlark Park, of which Chinook Centre is a part, the ultimate impact and seeming lack of planning, forethought, proposed enhancements, or tangible improvements to the existing community infrastructure – including existing facilities and parks, surrounding roadways, pathways, over/underpasses, etc., which will surely be utilized by the occupants of the new proposed buildings in the community of Meadowlark Park, and for which the building occupants will be a major beneficiary.
- The lack of beneficial access for current MPC residents to proposed new building infrastructure and/or services and facilities within the community of Meadowlark Park (in which Chinook Centre resides), in which any development will ultimately occur.

The MPCA welcomes the opportunity to have a voice and be part of the planning process for any proposed development of the area in question. We encourage Cadillac Fairview and the City of Calgary to consider the unaddressed concerns and comments outlined above during any proposed land use amendment process or award.

Robert Nicholson



Director of Community Development,
Meadowlark Park Community Association

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505 78th Avenue SW
Calgary, Alberta T2V 0T3
Bus: 403.255.1400
Fax: 403.255.1407
Email:
admin@kingslandcommunity.ca

Feb 20, 2017

Angelique Dean
File Manager - City of Calgary
Angelique.dean@calgary.ca
403.268.1087

Re: DP2017-0008 - 5919 MacLeod Tr SW DC for Chinook Mall Development

Dear Angelique,

The Kingsland Community Association (KCA) thanks you for the notification of the plans for the Chinook Mall land use amendment. We generally look forward to the new development and see it as a net positive for the general area.

The new pedestrian bridge (under construction) and proposed northbound left turn flyover will help ease traffic congestion so we are pleased to see these features. In the past (Circa 2010) Chinook Mall assigned Bunt & Associates to work with Kingsland on traffic studies and we would appreciate clarification as to whether the upcoming TIA will include Kingsland and specifically for 67 to 69 Av SW between MacLeod Tr and Elbow Dr.

KCA will work with the City and Chinook Centre to monitor and manage parking overflow and traffic related issues should these arise within our community during construction and operational phases. We hope to see shared parking between the mall and Chinook Station since a lack of parking currently limits the use of this station. We are hopeful that there will be sufficient parking provided by the proposed above ground parkade as noted in the Chinook Centre TOD brochure.

KCA would appreciate clarification as to whether the outdoor venues will generate noise impacts for residents in Kingsland and specifically for 67 to 69 Av SW between MacLeod Tr and Elbow Dr.

Thanks again for providing this opportunity to comment on this significant application. We look forward to seeing this application proceed to the next stages.

Best Regards,
Darren MacDonald
Planning Director
Kingsland Community Association
darrenmmacdonald@gmail.com
403 889 9175

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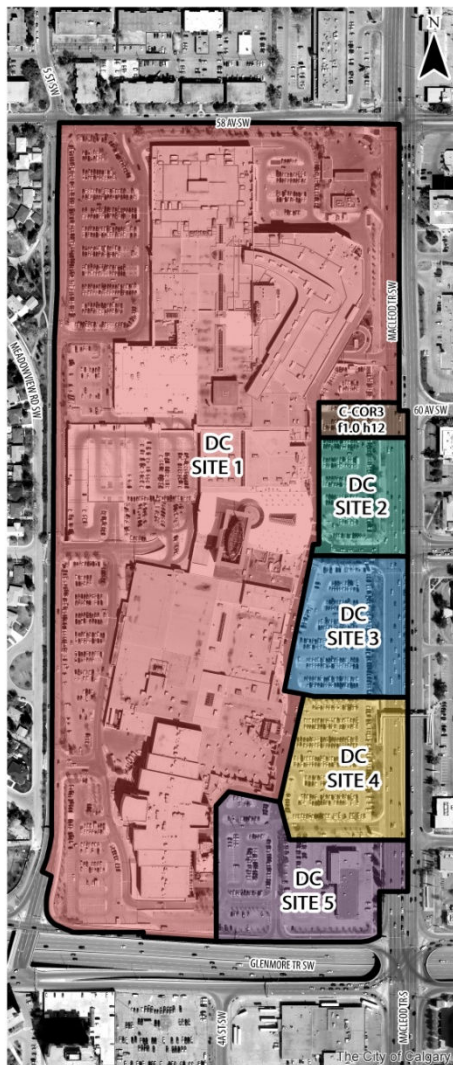
APPENDIX VIII

SITE MAP

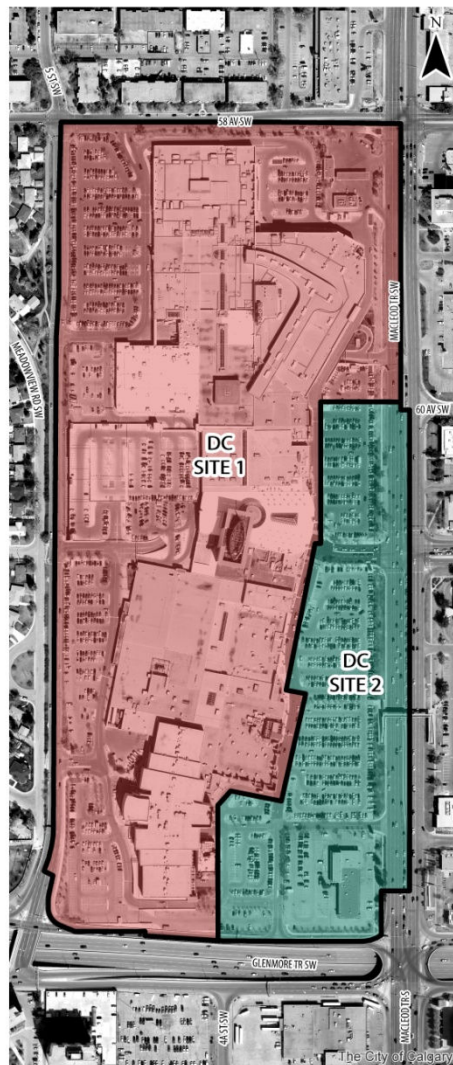


Existing and Proposed Land Uses

Existing DC: 72D2013 & C-COR3 f1.0 h12



Proposed DC



0 50 100 200
Metres

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APPENDIX XI

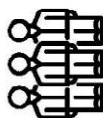
ENGAGEMENT SUMMARY

Chinook Centre Land Use Amendment



Engagement Events Comments Summary

In March 2017, the first phase of public engagement process was carried out for the Chinook Centre Land Use Amendment application LOC2017-0008. An open house, landowner workshop, and online questionnaire were conducted focusing on feedback for the Chinook Centre Land Use Amendment application.



54

landowners attended workshop



25

comment forms collected from landowners only



10

questionnaire responses collected via engage website



33

people attended the open house

What did people say?

What concerns (if any) do you have with the proposed land use amendment application for Chinook Centre, and why?
Key concerns relate to access, traffic congestion, safety, and oversupply of parking. Property taxes, shadowing and active modes of transportation were also raised.

Do you feel that the increase in height is beneficial or detrimental to the area, and why?
Beneficial aspects of the application relate to increased density and diversity in redevelopment in surrounding areas, and sound buffering. Detrimental aspects relate to pedestrian realm, traffic congestion and lack of redevelopment in surrounding areas.

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

It was noted that increased floor area ratio (FAR) could encourage more comprehensive development, urbanization, walkability, job creation, and sense of community. This development would encourage people to live and work near amenities, near transit and major roads. However, traffic congestion, property tax increases, poor public and amenity spaces, integration of transportation modes and variation in building types were noted as detrimental outcomes. It was also noted that the end result should be form oriented and not dependent on FAR, and that structured parking should not be eligible for FAR bonusing.

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

Key features that were noted include cyclist infrastructure, wide sidewalks for pedestrians, safe crossings, interesting facades for above-grade parking structure, modern streetscapes, landscaping, lighting, public art, narrower car lanes, noise-reducing elements, active uses and protection from vehicles (including grade separation). Public seating, pergolas and picnic areas were also mentioned. One commenter noted that underground parking is preferable to structured above-grade parking.

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

Concerns relating to safety, pedestrian experience, traffic backup, noise, development constraints on east side of Macleod Trail SW, and the loss of the old pedestrian bridge at 65 Avenue were raised. As well, it was mentioned that the future parkade proposal would perpetuate the car-oriented nature of the area and is not consistent with Transit Oriented Development (TOD) principles.

Additional Comments:

Additional pedestrian bridges are desired. Strong connections to the LRT should be maintained. Parkade should be below grade or the towers should be built at the same time as the parkade. Building footprint may be too large.

2017/11/01