

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”.
- 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™ 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.”
- 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”
- 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) In Section 3.5 entitled “Parking and Loading” add the following as a new policy 22 with a shopping bag icon “The visibility of on-site parking from the street should be mitigated through planting and landscaped walls that screen headlights.”.
- ff) 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.
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

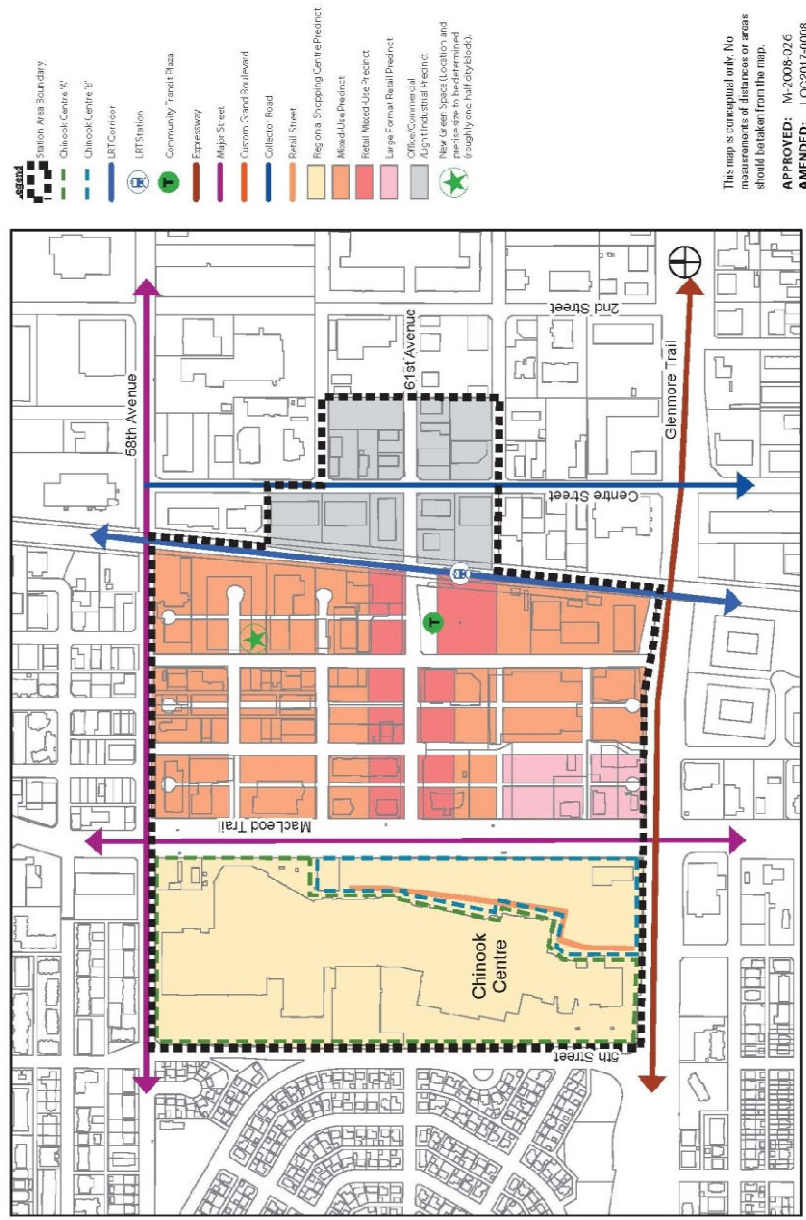
The intersection of Macleod Trail SW and 61 Avenue SW acts as the main entrance and gateway to the Regional Shopping Centre and should be inviting for pedestrians.

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:

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.

APPENDIX IV

PROPOSED MAP 3.1 - LAND USE PRECINCTS



APPENDIX V

PROPOSED MAP 3.2 – MAXIMUM DENSITIES

