Proposed Chinook Station Area Redevelopment Plan

Chinook
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Proposed Chinook Station Area Redevelopment Plan

Chinook
Station Area Redevelopment Plan

Table of Contents

1 Introduction 5
1.1 Chinook & Manchester 6
1.2 Context 8
1.3 Attributes 10
2 Vision & Land Use Concept 12
2.1 Vision & Core Ideas 13
2.2 Land Use Concept 14
3 Land Use & Built Form 17
3.1 General Policies 18
3.2 Chinook Hub 20
3.3 High Street 22
3.4 CF Chinook Centre 24
3.5 Manchester West 26
3.6 Manchester Employment Area 28
3.7 Density & Density Bonus System 30
4 Open Space & Parks 35
4.1 Open Space Network 36
4.2 Parks 38
5 Mobility Network 40
5.1 Connectivity 41
5.2 Pedestrian Circulation 43
5.3 Cyclist Circulation 44
5.4 Transit Network 46
5.5 Street Network 48
5.6 Parking 50
6 Infrastructure & Environment 51
6.1 Water Servicing 52
6.2 Sanitary Servicing 53
6.3 Stormwater Management 54
6.4 Energy 55
7 Interpretation & Implementation 57
7.1 Policy Framework 58
7.2 Station Area Redevelopment Plan Interpretation 59
7.3 Station Area Redevelopment Plan Implementation 61
8 Abbreviations & Definitions 62
8.1 Abbreviations 63
8.2 Definitions 64
Appendicies
A Landfill Setback Area 65
B Application Requirements 66
C Community Enhancement Priorities 68

Table of Contents

Figures

Figure 1 | Mountain Spring Brewing Company, 1920 7
Figure 2 | Interior of Mountain Spring Brewing Company, 1920 7
Figure 3 | Rooftop amenity space 19
Figure 4 | Motorcycle courier 19
Figure 5 | Mixed-use development 21
Figure 6 | Large format retail in mixed-use development 21
Figure 7 | 61 Avenue SW Pedestrian Bridge 25
Figure 8 | Consolidated amenity space 26
Figure 9 | Solar panels on building façade 27
Figure 10 | Office use 29
Figure 11 | Manchester park 39
Figure 12 | Urban park space 39
Figure 13 | Covered bicycle parking 44
Figure 14 | Public bicycle parking 45
Figure 15 | Secure bicycle parking 45
Figure 16 | Safe pedestrian route in Chinook 46
Figure 17 | Water treatment plant 52
Figure 18 | Sewer infrastructure 53
Figure 19 | Stormwater outfall 54
Figure 20 | Solar panels on an industrial building 55
Figure 21 | Rooftop solar panels 56
Figure 22 | Potential intersection realignment 68
Figure 23 | Integrated park and residential development 70
Figure 24 | Conceptual design for potential new park space 70
Figure 25 | Potential phased park development 71

Maps

Map 1 | Plan Context 8
Map 2 | Plan Location 9
Map 3 | Attributes 11
Map 4 | Land Use Concept 15
Map 5 | Chinook Hub 20
Map 6 | High Street 22
Map 7 | Frontages 23
Map 8 | Chinook Centre 24
Map 9 | Manchester West 26
Map 10 | Manchester Employment Area 28
Map 11 | Density Areas 34
Map 12 | Open Space Network 37
Map 13 | Active Transportation Network 42
Map 14 | Transit Network 47
Map 15 | Street Network 49
Map 16 | Community Enhancement Priorities 72

Tables

Table 1 | Population & Jobs 14
Table 2 | Maximum Floor Area Ratio 33

1 Introduction

The Chinook **Station Area Redevelopment Plan** (the Plan) is a statutory document that provides the local area policy framework to guide redevelopment in Chinook-Manchester. The policies found within the Plan will guide transit oriented development (TOD) in the area surrounding the Chinook Primary Transit Hub which consists of the Light Rail Transit (LRT) station and bus hub.

Proposed Chinook Station Area Redevelopment Plan

1.1

Chinook & Manchester

Chinook, like the rest of Calgary and southern Alberta, lies within Treaty 7 territory, which opened non-indigenous settlement after the treaty was signed in 1877. At that time, indigenous peoples had lived in this region for at least 12,000 years, dating back to the last ice age. With its sheltering river flats, plentiful wood and water, and warm chinook winds in the winter, the Calgary area was a preferred seasonal campsite. Archaeological evidence of temporary campsites abound.

The near-extinction of the bison in the late 1870s set the context for Treaty 7, which the crown signed with leaders of the Kainai, Nakoda, Peigan, Siksika, and Tsuut'ina nations. Members of each nation moved to newly-established land reserves, and the highly complex cultures that served their survival came to an end.

Calgary began as a North-West Mounted Police post in 1875 and developed as an unincorporated settlement by the time the transcontinental Canadian Pacific Railway (CPR) arrived in 1883. The CPR laid out a new townsite on its own property in what is now downtown Calgary, and the settlement moved west from what is now the Inglewood district at the beginning of 1884. Calgary was incorporated as a town later that year, and in 1894 it became a city.

By 1911, Calgary had reached a population of over 43,000. Welsh families were living in the working class suburb of Manchester and at this time, residential uses were encouraged in manufacturing districts. In 1911, an industrial policy was passed, which resulted in the consolidation of manufacturing in specific locations that provided opportunities for expansion. Industry was located in Manchester and other areas southeast of the centre city.

In 1960, Chinook Centre opened and has expanded a number of times over the decades. In 1981, the Chinook LRT station opened as one of the first stations on the Red Line. Over time, the area has continued to develop, primarily with retail and industrial uses.

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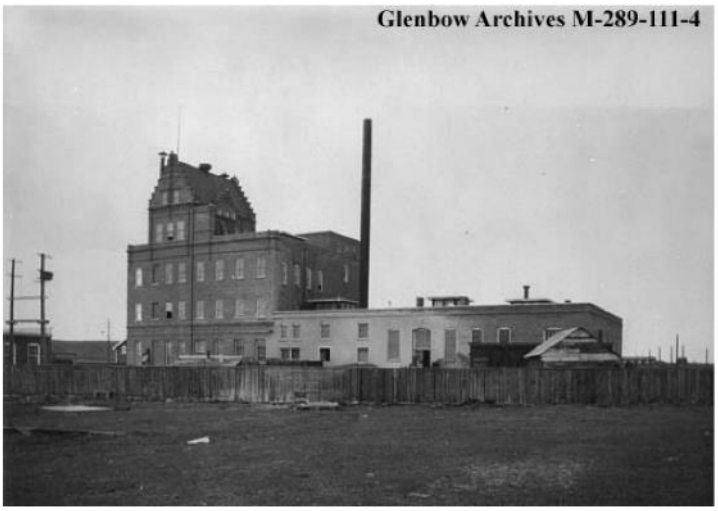


Figure 1 | Mountain Spring Brewing Company, located on MacLeod Trail near 1 Street SW, 1920

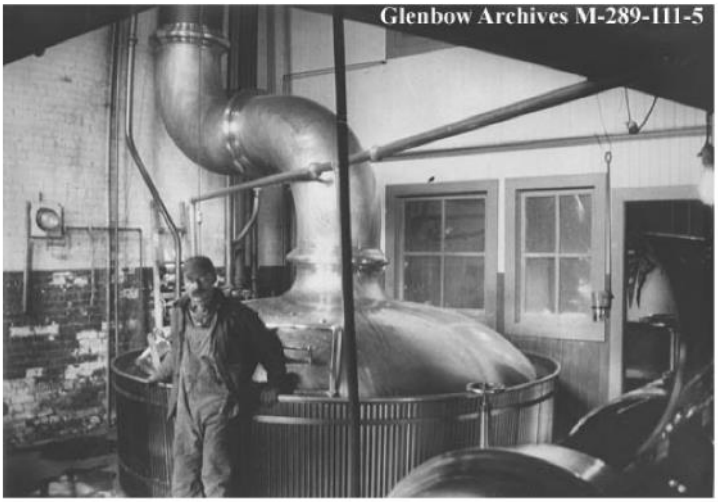


Figure 2 | Interior of Mountain Spring Brewing Company, 1920

Proposed Chinook Station Area Redevelopment Plan

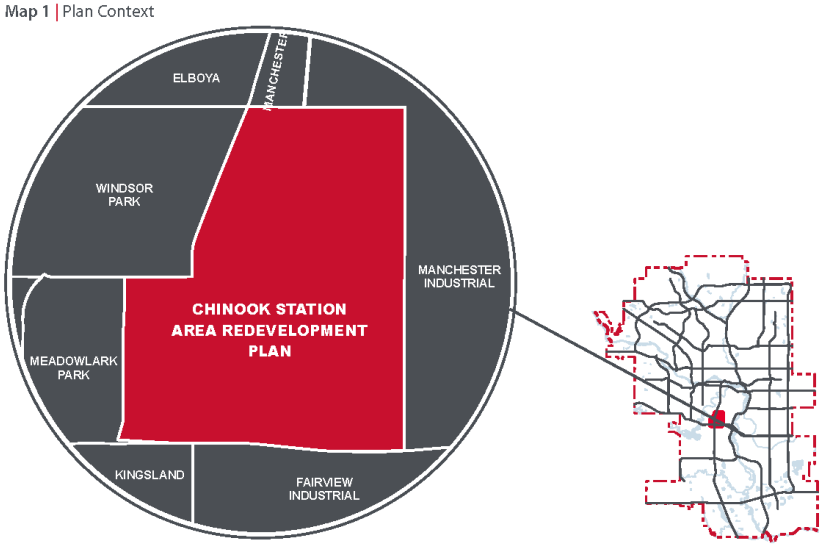
1.2
Context

The Plan Area, consisting of approximately 183.7 hectares (453.9 acres), is located in south Calgary north of Glenmore Trail S, south of 50 Avenue S, east of 4 Street SW and west of 2 Street SE. It is bisected by Macleod Trail SW. Chinook-Manchester refers to two areas: Chinook is the portion of the Plan Area located to the south of 58 Avenue SW and west of the LRT right-of-way. Manchester refers to the remainder of the Plan Area. CF Chinook Centre is located in the community of Meadowlark Park, which extends to the west of the Plan Area. The greater Manchester Industrial area continues to the north and east of the Plan Area. The residential communities of Windsor Park and Kingsland are located to the north and south, respectively. Fairview Industrial is located to the south, as shown in **Map 1: Plan Context** and **Map 2: Plan Location.**

The Plan Area is designated as a Major Activity Centre in the Municipal Development Plan (MDP) and contains a number of industrial and commercial buildings and a small number of diverse residential building types including mid-rise, high-rise and low-density development. Regional amenities and services located in the Plan Area include CF Chinook Centre, a regional shopping mall, and a number of mid to large-format retail developments.

A freight rail corridor and the LRT's Red Line runs north-south through the Plan Area. A portion of the non-operating Springbank Landfill is located in the southeast corner of the Plan Area.

Map 1 | Plan Context



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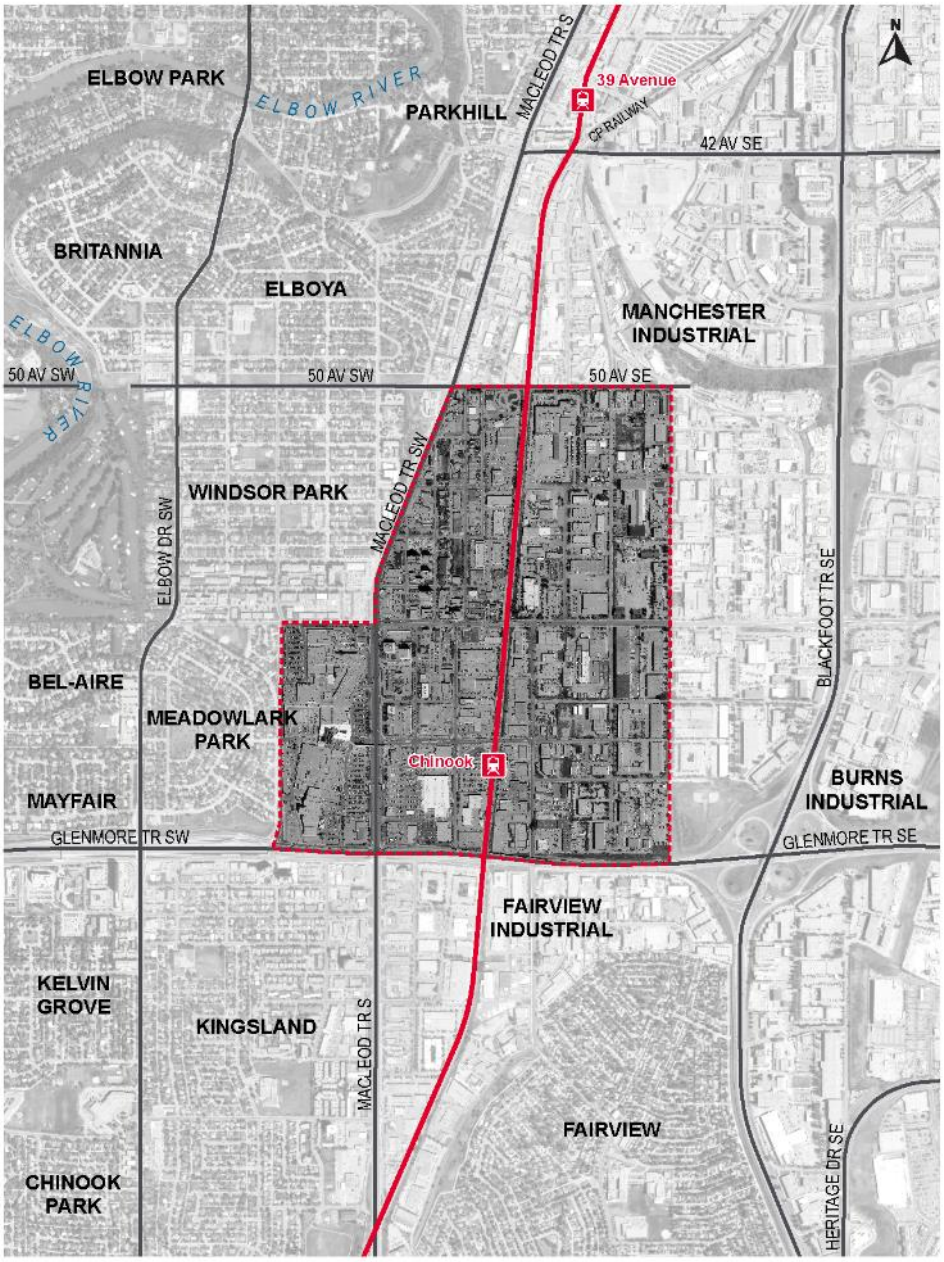
Map 2 | Plan Location



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1.3
Attributes

The Plan Area and surrounding land contain attributes that were considered as part of the development of this plan. These attributes must be considered throughout all subsequent phases of planning and development. Key attributes are shown on **Map 3: Attributes.**

Freight Corridor

A freight rail corridor bisects the Plan Area, running north-south. The freight rail policy included in this plan and other City policies will direct future development in proximity to the rail line(s).

Glenmore Trail Interchange

Glenmore Trail SW is classified as a skeletal road and Macleod Trail SW is classified as an urban boulevard. Glenmore Trail SW runs below the at-grade crossing at Macleod Trail SW. While this interchange includes a physical pedestrian connection to the Plan Area, the design limits access points for pedestrians and cyclists from the neighbouring communities of Fairview and Kingsland.

61 Avenue SW Pedestrian Bridge

This pedestrian bridge provides pedestrian and cycling connectivity across Macleod Trail SW between CF Chinook Centre and the Chinook LRT station.

Landfill Setback

A portion of the non-operating Springbank Landfill is located within the Plan Area. The Subdivision and Development Regulations of the Municipal Government Act prohibits specific uses, including hospitals, schools, residences and food establishments. See **Appendix A: Landfill Setback Area** for more information.

Parks, Open Space and Natural Features

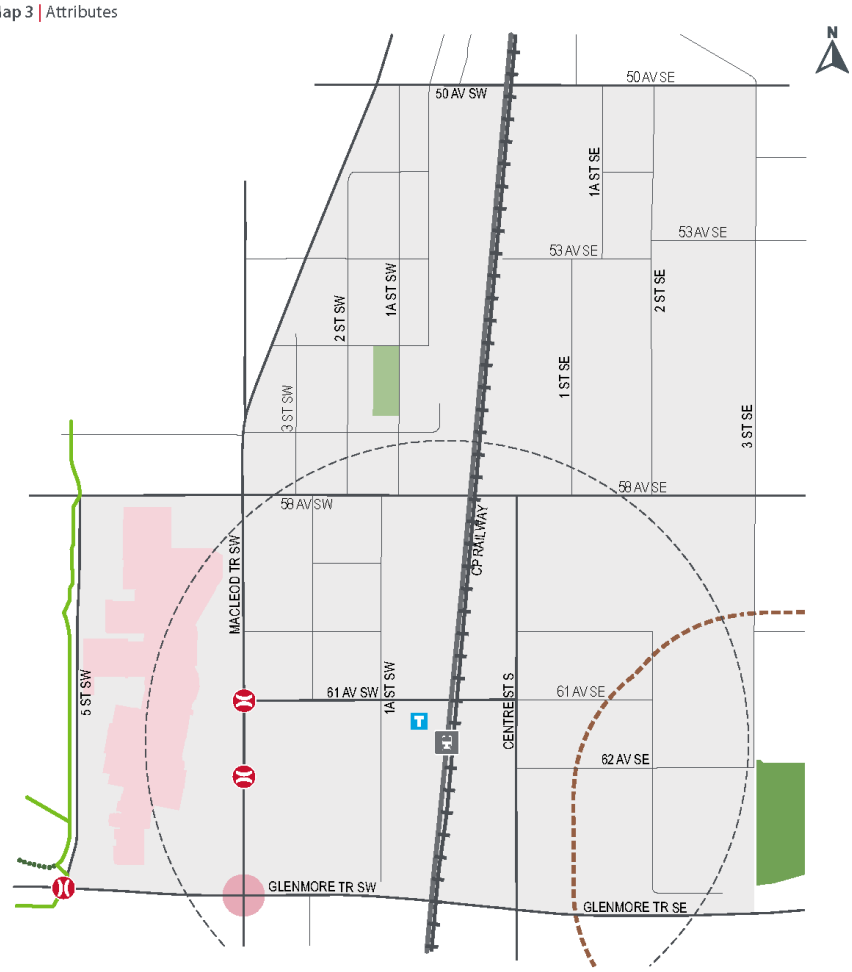
There are no significant natural features within the Plan Area. One designated park is located in the Plan Area, serving residents in Manchester. Several local parks and open spaces are located in the surrounding communities of Meadowlark Park, Windsor Park, and Kingsland including significant natural features including the Glenmore Reservoir and the Elbow River. Centennial Softball Park abuts the Plan Area to the east.

Community Amenities

Centennial Softball Park is located just east of the Plan Area. CF Chinook Centre, a major regional shopping centre is located in the western portion of the Plan Area. A Regional Pathway and the 5 Street SW Bikeway are located just west of the Plan Area. No schools are located in or planned for Chinook-Manchester.

Proposed Chinook Station Area Redevelopment Plan

Map 3 | Attributes



Park Space	Regional Pathway	Freight Corridor
Centennial Softball Park	Bikeway	Plan Area
Regional Shopping Centre	Glenmore / Macleod Interchange	LRT Alignment
Primary Transit Hub	Landfill Buffer	LRT Station
Pedestrian Overpass		600m from LRT Station

2 Vision & Land Use Concept

Proposed Chinook Station Area Redevelopment Plan

2.1
Vision & Core Ideas

The vision for Chinook-Manchester directed decision-making during the development of the Plan. The core ideas highlight key values that support achieving the vision. The vision and core ideas will continue to direct planning and development decisions in the Chinook-Manchester area through all subsequent planning stages.

Vision and Core ideas

Chinook-Manchester is a thriving, diverse and well-connected employment-focused Major Activity Centre with:

- pleasant and safe multi-modal mobility connections that emphasize and prioritize the link between Chinook and Manchester;
- development that respects an eclectic mix of uses while providing opportunities to re-green the public realm; and
- opportunities for flexible, **low-impact industrial** to enable small-scale innovation and production alongside residential and commercial development.

2.2

Land Use Concept

The general location of land use building blocks, the transportation network and the open space network is illustrated in **Map 4: Land Use Concept**. Refinements to their exact location may be made without an amendment to the Plan as part of a land use amendment application, provided the amendments achieve the vision and core ideas of the plan (see **Table 1**).

Table 1 | Population & Jobs

Population	27,500
Jobs	32,000

Chinook-Manchester will be a mixed-use Major Activity Centre anchored by the Chinook Primary Transit Hub. Residents, employees and visitors to Chinook-Manchester will be able to choose to safely walk, bike, take transit or drive within the area. Direct multi-modal connections will ensure mobility choices for individuals to downtown and the rest of Calgary.

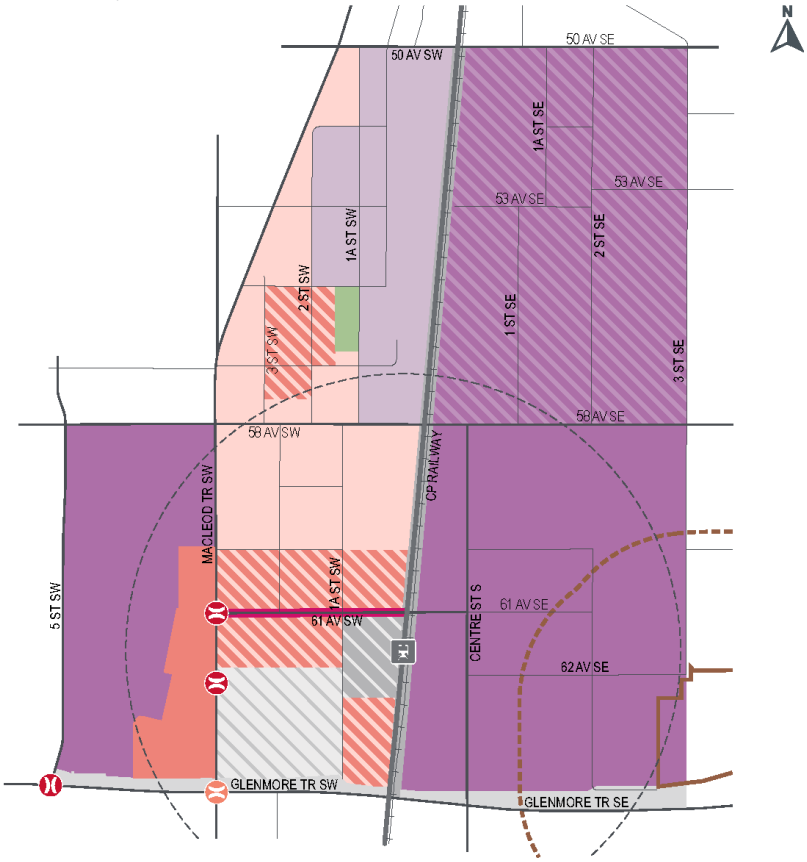
Development in Chinook-Manchester will include a broad range of retail, commercial, office, industrial and residential uses at higher intensities supported by the Plan Area's central location and proximity to downtown. The High Street along 61 Avenue SW will have street-oriented buildings with **active uses**, connecting CF Chinook Centre with the Chinook Primary Transit Hub. Strengthened pedestrian and bicycle connections from Manchester to the Chinook LRT station will enhance active modes connectivity within the Plan Area and facilitate transit oriented development (TOD).

Flexible **low-impact industrial** development in Manchester West will support innovation and economic growth in emerging sectors. Office industrial and general industrial uses will continue east of the LRT line, intensifying over time.

Redevelopment will support re-greening the area and facilitate opportunities for social interaction and foster community building in Chinook-Manchester through improvements to the public realm.

Proposed Chinook Station Area Redevelopment Plan

Map 4 | Land Use Concept



- Community - Centre
- Community - High Density
- Community - Centre / Community - High Density
- Employment - Industrial Flex
- Employment - Industrial / Employment - Intensive
- Employment - Intensive
- Future Comprehensive Plan Area
- Park Space
- Transit Plaza / Park and Ride
- Freight Corridor
- Glenmore Trail Right of Way
- High Street
- Pedestrian Overpass
- Potential Pedestrian Overpass
- Landfill Site Boundary
- Landfill 300m Buffer
- LRT Alignment
- LRT Station
- 600m from LRT Station

Proposed Chinook Station Area Redevelopment Plan

Building Blocks

The Plan uses building blocks established in the Developed Areas Guidebook (Municipal Development Plan, Volume 2, Part 3) adapted to the context of Chinook-Manchester. Each building block allows for a range of land use districts that can be applied to a parcel of land, subject to site context, area attributes and policy in the Plan. Policies in the Plan are to be applied in conjunction with those found in the Developed Areas Guidebook (see **Section 8: Interpretation & Implementation**).

2.2.1
The Community – Centre building block will allow for development from six to 10 storeys with opportunities for horizontally and vertically mixed-use. Development above 10 storeys is possible where allowed in a Direct Control District prior to approval of this plan or in accordance with **Section 3.7: Density and Density Bonus System.**

2.2.2
The highest densities in Chinook-Manchester will occur in the Community - High Density building block. Development will consist of buildings of 10 or more storeys and may include a wide range of uses including residential, retail, office and hotel.

2.2.3
The Community – Centre / Community – High Density hatched area allows for a combination of the two building blocks, with development ranging from six to greater than 10 storeys. Adjacent development shall be taken into consideration. Development above 15 storeys may be accommodated at the discretion of the Approving Authority.

2.2.4
In Chinook-Manchester, the highest proportion of jobs will be located in the Employment - Intensive building block, contributing to the intensification of the Plan Area through both retail jobs at CF Chinook Centre and office and industrial jobs to the east of the LRT line and freight corridor.

2.2.5
The Employment – Industrial / Employment – Intensive hatched area allows for a combination of the two building blocks. General industrial and office uses will continue to develop and the area will intensity over a longer timeframe.

2.2.6
The Employment - Industrial Flex building block will provide opportunities for industrial working spaces and living spaces in a **low-impact industrial** setting. Development in the Employment - Industrial Flex building block consists of office, **low-impact industrial**, residential and small and medium format local retail. A minimum of 25 per cent of at-grade development is required to be industrial on each block.

2.2.7
The Future Comprehensive Plan Area will require future planning work that includes a comprehensive plan submission detailing land use and development patterns for the area. At such time that this land is redeveloped, an amendment to this Plan is required.

3 Land Use & Built Form

This section provides direction for development in Chinook-Manchester that supports the vision and core ideas of the Plan and is organized by policy area. There are five unique policy areas in Chinook-Manchester.

Proposed Chinook Station Area Redevelopment Plan

3.1

General Policies

Policies found within this section apply to all areas within the Plan and must be applied in conjunction with the policies for each specific policy area, found in **Section 3.2** through **Section 3.6**. Opportunities for density bonusing are found in **Section 3.7**.

Composition

3.1.1
Chinook-Manchester shall be comprised of a mix of uses including residential, office, retail and industrial. Other uses including institutional may be considered if they comply with the overall vision and core ideas of the Plan.

3.1.2
The Plan Area is designated as a Major Activity Centre and will meet a minimum intensity target of 200 people and jobs per gross developable hectare, as per the MDP (see **Table 1**).

3.1.3
Within the Plan Area, general industrial uses should be concentrated east of the freight corridor and north of 58 Avenue SE.

3.1.4
There shall be no new drive throughs in the Plan Area.

Design

3.1.5
Parcels adjacent to the freight corridor should avoid blank walls along the façade facing the freight corridor.

3.1.6
Development of new buildings and major additions should incorporate site design that improves the public realm and contributes to re-greening Chinook-Manchester.

3.1.7
Development adjacent to public parks, plazas and the transit plaza should include uses that activate these spaces, such as cafes, shops and day cares.

3.1.8
Dwelling units shall not be located at-grade fronting onto Macleod Trail SW.

3.1.9
Functional and accessible rooftops that accommodate roof-top gardens, urban agriculture or outdoor meeting spaces are encouraged (see **Figure 3**).

3.1.10
Primary building entrances should be located along the public street and not an internal parking lot.

3.1.11
Buildings should step back after three to four storeys to enhance the pedestrian-scale at-grade.

3.1.12
Temporary community spaces such as pop-up venues and community gardens on undeveloped parcels are encouraged.

3.1.13
Driveways accessed from the street should:

a. be shared between adjacent private properties; and
b. be spaced to allow room for tree and shrub planting in setback areas.

3.1.14
Loading activities should be:

a. located at the rear of buildings with access provided from a rear lane; or
b. screened from public view through the use of soft and hard landscaping.

Proposed Chinook Station Area Redevelopment Plan

Figure 3 | Rooftop amenity space

Figure 4 | Motorcycle courier

3.1.15
Waste and recycling storage and collection facilities should:

a. be located within buildings;

b. have minimal negative visual impacts on the public and private pedestrian environment; and

c. have minimal outside surface area for on-site waste and recycling collection.

3.1.16
New development is encouraged to provide flexible loading options that can accommodate deliveries using small vehicles and bicycles (see **Figure 4**).

3.1.17
Publicly-accessible private amenity space should:

a. be designed to serve employees which reflects the employment-centric focus of the area;

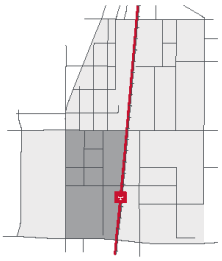
b. be designed for social interaction and passive recreation;

c. be located at-grade;

d. have clear and legible public access; and

e. contribute to re-greening Chinook-Manchester through soft landscaping.

Proposed Chinook Station Area Redevelopment Plan



Map 5 | Chinook Hub

3.2

Chinook Hub

Chinook Hub is the heart of the Major Activity Centre and TOD in Chinook-Manchester. The Primary Transit Hub which comprises the Chinook LRT station and bus hub is located in Chinook Hub. Mixed-use development including retail, residential and office uses will be located in the Hub; the High Street along 61 Avenue SW will provide pedestrians with a direct and convenient link from the LRT station to CF Chinook Centre. Re-greening of the area will be facilitated through soft landscaping and a public or publicly-accessible park space.

Composition

3.2.1
New development in Chinook Hub should incorporate a vertical and horizontal mix of residential, retail and office uses (see **Figure 5**).

3.2.2
Supermarkets, pharmacies and other uses that provide daily amenities for residents and employees are encouraged.

3.2.3
There shall be no new automobile sales and/or service centres.

3.2.4
There shall be no new stand-alone single use mid and/or large format retail; new mid and large format retail may only be located in a mixed-use building (see **Figure 6**).

Design

3.2.5
New development should contribute to the creation of pedestrian-oriented streets by:

a. providing transparent glazing for a minimum of 70 per cent of non-residential windows at-grade;
b. providing canopies or other forms of shelter for pedestrians and bicycle parking; and
c. designing buildings to have varied building widths and heights along a street.

3.2.6
Rear building façades should be designed and constructed with attention to detail and a similar quality of finished materials as other façades on the building.

3.2.7
Upon redevelopment, mid and/or large format retail should orient the primary building entrance to the street and not to private surface parking at the rear of the building.

3.2.8
Development adjacent to a park shall be designed to minimize daytime and summer shadow impacts on the park.

3.2.9
Redevelopment of the Future Comprehensive Plan Area will require a comprehensive plan submission and an amendment to this Plan (see **Policy 2.1.7**).

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Figure 5 | Mixed-use development

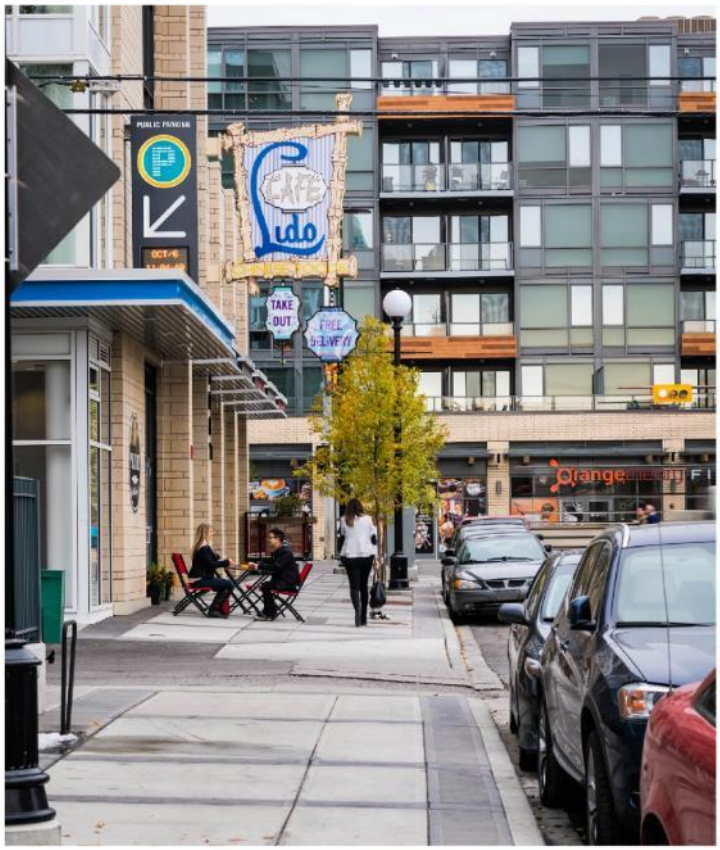

Figure 6 | Large format retail in mixed-use development

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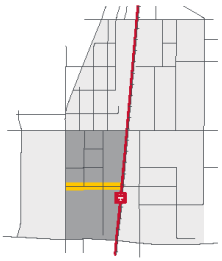


Map 6 | High Street

3.3

High Street

The High Street, located along 61 Avenue SW, provides a direct connection from CF Chinook Centre to the Chinook Primary Transit Hub and employment uses to the east of Chinook Hub. Active street frontages with mixed-use development that provides small spaces to sit and gather will activate the High Street. Policies in **Section 3.2: Chinook Hub** also apply.

Composition

3.3.1
There shall be no new stand-alone retail developments fronting onto the High Street.

3.3.2
Buildings with frontages along the High Street shall have active frontages as shown in **Map 7: Frontages.**

3.3.3
Floor area on the ground floor occupied by **active uses** along the High Street shall not count towards the maximum floor area ratio (FAR) for a development, unless otherwise specified in a Direct Control District.

Design

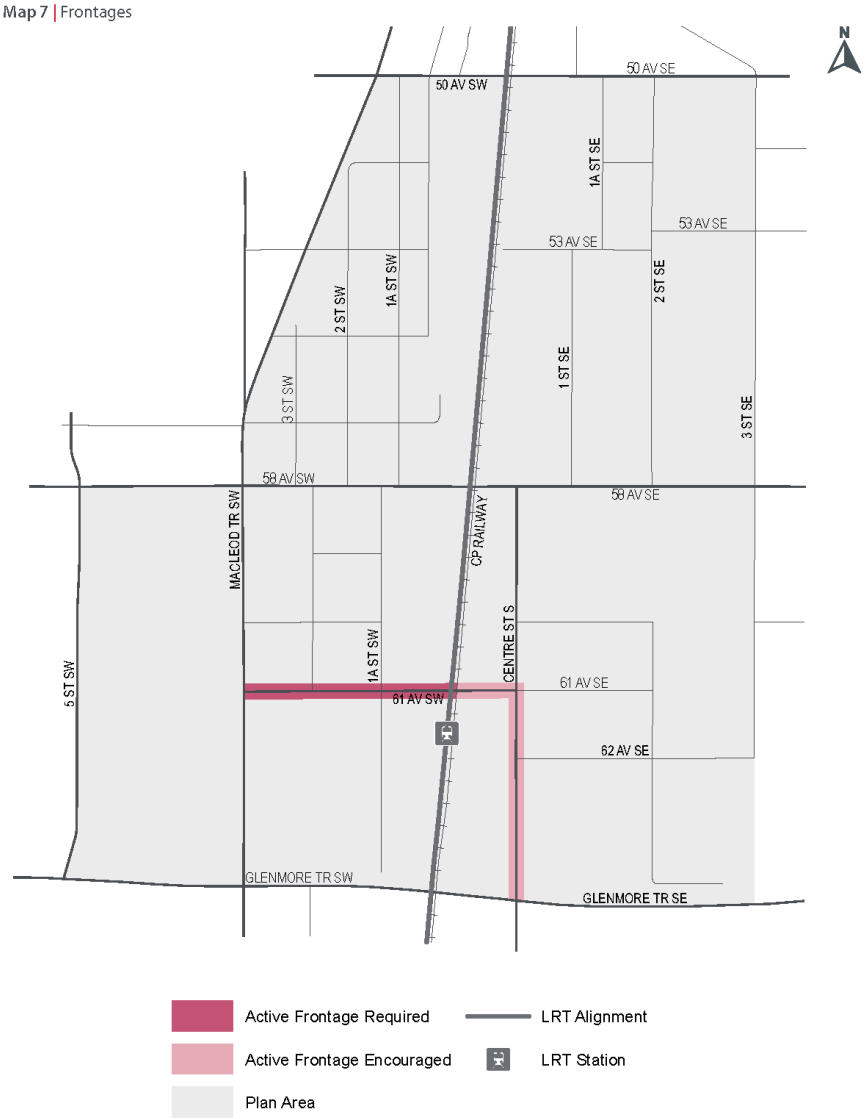
3.3.4
Canopies, porticoes, colonnades and/or arcades should be provided to shelter pedestrians from the elements.

3.3.5
Public amenity spaces along the High Street should incorporate public art.

3.3.6
Lobbies for residential development may be located at-grade along the High Street, provided the frontage does not exceed 12 metres.

Proposed Chinook Station Area Redevelopment Plan

Map 7 | Frontages



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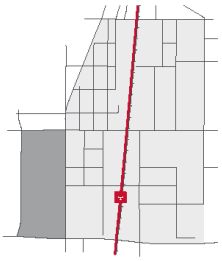

Map 8 | Chinook Centre

3.4

CF Chinook Centre

CF Chinook Centre is a major transit-adjacent regional shopping centre within the Plan. Its scale, unique context and opportunity for site intensification through retail, office, hotel and residential development requires site-specific policy. **Appendix B: Application Requirements** provides additional guidance on land use and development permit application requirements for CF Chinook Centre.

Composition

3.4.1
The enclosed mall at CF Chinook Centre shown on **Map 4: Land Use Concept** as Employment - Intensive will continue to operate as a regional shopping centre, with opportunities for limited residential development.

3.4.2
The southeast portion of the CF Chinook Centre, shown on **Map 4: Land Use Concept** as Community – High Density, shall intensify over time with a mix of uses that may include retail, office, hotel and residential uses.

3.4.3
Within the Community – High Density building block, new mid and large format retail and commercial development may only be located in a mixed-use building.

3.4.4
The provision of a broad range of multi-residential units is encouraged, including:

a. a mix of one, two and three bedrooms units; and

b. affordable housing units in accordance with the bonusing provisions found in **Section 3.7**.

3.4.5
West of Macleod Trail SW, the pedestrian bridge at 61 Avenue SW should connect to the second level of CF Chinook Centre, the internal street and the second level of development at CF Chinook Centre adjacent to Macleod Trail SW (see **Figure 7**).

Proposed Chinook Station Area Redevelopment Plan

Design

3.4.6
Where structured parking is provided in the Community – High Density building block, dwelling units or hotel guest rooms are encouraged to wrap around the parking to activate the façade.

3.4.7
At-grade retail fronting onto Macleod Trail SW should provide entrances at the street level.

3.4.8
There shall be no new standalone automobile sales and service centres.

3.4.9
Residential development within the Employment – Intensive building block shall be:

a. located only in a mixed-use building; and

b. designed to provide a contextually appropriate interface with low-density residential development to the west and north through lower building heights for development fronting 5 Street SW with building stepbacks to limit shadowing.

3.4.10
New development should contribute to the creation of pedestrian-oriented streets by:

a. providing transparent glazing for a minimum of 70 per cent of non-residential windows at-grade;

b. providing canopies or other forms of shelter for pedestrians and bicycle parking; and

c. designing buildings to have varied building widths, heights and finishing materials to break up large façades.

Figure 7 | 61 Avenue SW Pedestrian Bridge

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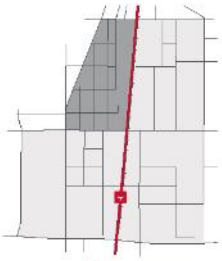


Map 9 | Manchester West

3.5

Manchester West

Manchester West is a small residential area with existing low, medium and high density residential. Over time, the residential population in this area will expand as new multi-residential development occurs.

The eastern edge of Manchester West will act as a transition area between residential to the west and industrial to the east, across the LRT and freight rail corridor. Development in this area will include opportunities to combine industrial working spaces and living spaces in a **low-impact industrial** setting that includes office and small and medium format local retail. This could include spaces for artists and small-scale industrial fabrication and manufacturing as well as indoor vertical farming that has minimal nuisances on neighbouring development. Soft landscaping will contribute to re-greening the area.

Composition

3.5.1
New industrial development in Manchester West shall be limited to industrially-based office and **low-impact industrial**

3.5.2
Within the Industrial-Employment Flex building block, there shall be a minimum of 25 per cent of at-grade, **low-impact industrial** development per block.

3.5.3
Development along 1A Street SW and 2 Street SW should include uses that contribute to an active street such as retail, food service, and **low-impact industrial** uses.

3.5.4
Development in Manchester West should not include large format retail or large format commercial uses.

3.5.5
Low-impact industrial development should include smaller parcels and bays to encourage artisanal and small-scale manufacturing or studio spaces.

3.5.6
There shall be no stand-alone retail developments or new automobile sales or service uses.

Figure 8 | Consolidated amenity space

Proposed Chinook Station Area Redevelopment Plan

Figure 9 | Solar panels on building façade

Design

3.5.7
Low-impact industrial operations:

a. shall be fully enclosed in a building with no outside storage, materials or products; and

b. shall not produce noise, odour, heat, dust, vibration, high illumination levels, or waste that are disruptive to adjacent uses.

3.5.8
Low-impact industrial development should include building elements that contribute to an active street along 1A Street SW including:

a. roll-up doors;

b. transparent glazing; and

c. distinct primary entrances along the public street.

3.5.9
Buildings with frontages along 1A Street SW and 2 Street SW should be designed to enhance the public realm through:

a. wider sidewalks;

b. integrated fascia and/or canopy signage;

c. street furniture;

d. public art; and

e. soft landscaping features.

3.5.10
Loading and deliveries for low-impact industrial:

a. should be accessed via a lane; and

b. should not occur on a major or minor pedestrian or cycling connections as identified on **Map 13: Active Transportation Network.**

3.5.11
The primary entrance to residential development shall be accessed from the public street.

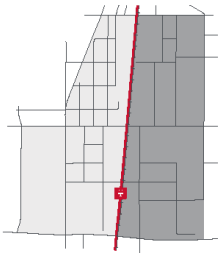
3.5.12
Multi-residential and mixed-use development may consolidate a portion of required amenity space to provide publicly-accessible private amenity space along 1A Street SW in the form of an at-grade plaza, park or open space (see **Figure 8**).

3.5.13
Low-impact industrial development is encouraged to incorporate innovative building materials and façade treatments (see **Figure 9**).

3.5.14
Development adjacent to the Manchester-West park shall provide a human-scale transition from development to the park.

3.6

Manchester Employment Area



Map 10 | Manchester Employment Area

The Manchester Employment Area provides Chinook-Manchester with opportunities for a variety of jobs, both office and industrial. Limited opportunities for residential development will be considered in key locations along Centre Street S and 61 Avenue SW. Supportive commercial and retail uses will connect the High Street with the community of Fairview to the south of the Plan Area.

Intensification in the Manchester Employment Area will be aimed at providing industrially-based office within walking distance of the Chinook LRT and Primary Transit Hub, south of 58 Avenue SE. Close access to transit and goods movement routes will make this an ideal location for clustering of emerging economic drivers. Development within the landfill setback, shown on **Map: 4 Land Use Concept**, must comply with the Subdivision and Development Regulations of the Municipal Government Act (see **Appendix A: Landfill Setback Area**).

North of 58 Avenue SE, redevelopment will take the form of general industrial and office. Intensification will take place over the longer term as industrial uses evolve over time; an active industrial land base will remain to the north and east of the Plan Area in the greater Manchester Industrial area.

Composition

3.6.1
Office uses should be concentrated south of 58 Avenue SE (see **Figure 10**).

3.6.2
A functional ground floor that could enable industrial uses should be provided in buildings with office uses north of 58 Avenue SE through the provision of ground floor ceiling heights of at least 6 metres.

3.6.3
Multi-storey industrial development is encouraged to facilitate intensification over time.

3.6.4
Ancillary commercial uses that provide services and amenities to employees in Manchester Employment Area may only be located within mixed-use office buildings. The gross floor area for ancillary commercial should not exceed 10 per cent of the gross floor area of the development.

3.6.5
Supportive commercial and retail uses that activate the street should be concentrated along the frontages of:

a. 61 Avenue SW; and
b. Centre Street S, south of 61 Avenue SW (See **Map 6: Frontages**).

3.6.6
The following uses shall not be located in the Manchester Employment Area:

a. new stand-alone retail development; and
b. stand-alone self-storage facilities.

Proposed Chinook Station Area Redevelopment Plan

Design

3.6.7
Residential development in the Manchester Employment Area should be limited to mixed-use development along:

a. 61 Avenue SW, west of Centre Street SW; or

b. Centre Street S, south of 61 Avenue SW.

3.6.8
There shall be no new stand-alone automobile sales and service centres south of 58 Avenue SE.

3.6.9
New automobile sales and services centres north of 58 Avenue SE shall incorporate other employment-intensive uses.

3.6.10
Development along 61 Avenue SE east of Centre Street S is encouraged to incorporate slope-adaptive design, where appropriate.

3.6.11
Buildings with frontages along 61 Avenue S and Centre Street S should be designed to enhance the public realm through elements such as:

a. wider sidewalks;

b. integrated fascia and/or canopy signage;

c. street furniture;

d. primary entries that are architecturally emphasized from the rest of the building;

e. public art; and

f. soft landscaping features.

Figure 10 | Office use

3.7

Density & Density Bonus System

Chinook-Manchester is identified as a Major Activity Centre in the MDP. Areas within the Plan, west of the freight corridor, have been assigned a maximum density to ensure new development will contribute activity to the area. To encourage mixed-use development, maximum densities for residential and commercial development have been identified.

A bonus system for sites west of the freight corridor is available, and was designed to balance higher density development with the provision of appropriate community benefits and amenities. The bonus system may be used to build additional development in accordance with **Section 3.7.2**.

Density or scale of development and the mix of residential and non-residential uses are expressed as floor area ratio (FAR). Maximum densities are applied by parcel and are intended to regulate the following variables:

Base density: establishes a density threshold up to that which a parcel may be developed without providing public amenities.

Commercial (C) and residential (R) density: intensity of commercial (C) and residential (R) density is regulated by limiting the amount of non-residential and residential development that can occur on a parcel. The distribution of commercial and residential densities are intended to support the land use concept.

Maximum allowable density: overall density to which a parcel may be developed. It may be a combination of commercial and residential density and includes provision for bonus density earned by providing public amenities (see **Section 3.7.2: Methods for Increasing Density**).

Proposed Chinook Station Area Redevelopment Plan

General Policies

3.7.1
The maximum FAR for Areas A, B, C and D vary as shown in **Map 11: Density Areas** and **Table 2: Maximum Floor Area Ratio.**

3.7.2
Sites may be developed up to the base density as shown in **Table 2: Maximum Floor Area Ratio.**

3.7.3
The Approving Authority may consider density up to the maximum allowable density as shown in **Table 2: Maximum Floor Area Ratio**, where a development provides, in perpetuity, a public amenity in exchange for density. For details, refer to Section 3.7.2: Methods for Increasing Density.

3.7.4
Within Area D, or where allowed within a land use district, commercial density may include low-impact industrial uses.

3.7.5
Above-grade parking structures shall be included in the calculation for the total gross floor area.

3.7.6
Where customized bonusing provisions are contained within a Direct Control District prior to approval of this plan, those provisions shall take precedence and policies in Section 3.7.1.1 through 3.7.1.5 do not apply.

Methods for Increasing Density

Base density may be exceeded up to the maximum allowable density by employing the following methods for increasing density: publicly accessible private open space, contribution to the community enhancement fund, affordable housing units and community amenity space.

3.7.7
Density bonuses should only be established for features or amenities that provide a perpetual benefit to Chinook-Manchester.

3.7.8
Density bonuses should not be granted for elements of building and site design that can be achieved or are required through other means.

3.7.9
The additional floor area granted though density bonus should be calculated 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.

3.7.10
Average land value used to calculate the additional floor area or cash contribution for the bonus means the average land value per a square metre in Chinook-Manchester at the time of development permit application as approved by Council and reviewed annually. Expert analysis prepared by a Professional Quantity Surveyor may be used to determine average land value if Council has not approved a value.

3.7.11
Where necessary, legal agreements may be required to secure the long-term maintenance and operation of the features used to acquire bonus density.

3.7.12
A combination of items found within policies 3.7.2 may be used to earn additional density, subject to the discretion of the Approving Authority and the site context.

3.7.13
Bonus density may only be implemented through a Direct Control Land Use District.

Proposed Chinook Station Area Redevelopment Plan

Publicly Accessible Private Open Space

Publicly accessible private open space is defined as a portion of a private development on a site that is made available to the public through a legal agreement acceptable to The City of Calgary, which is in a location, form and configuration acceptable to The City of Calgary. As publicly accessible private open space has the potential to contribute to the re-greening of Chinook-Manchester, emphasis should be placed on landscaping elements in the design of any space.

3.7.14
Publicly accessible private open space eligibility:

a. any development that can provide a space that is in a location, form, configuration and quality acceptable to The City of Calgary.

3.7.15
The bonus rate is based on the cost of construction (excluding land costs) of the proposed space as follows:

Total construction cost / (average land value x 75%) = **Allowable bonus floor area (m^2) ***

Community Enhancement Fund

A Community Enhancement Fund (CEF) is a fund to be used to provide public realm enhancements that benefit pedestrians and cyclists and can include streetscape improvements and public art on public land. See **Appendix C: Community Enhancement Priorities** for more information on the key enhancements to support the greater activity and increased population that will come as Chinook-Manchester is redeveloped.

CEF eligibility is defined as any development proposing to build above the maximum density allowed for the subject site. The contribution may be one component of a larger package of bonus items.

3.7.16
The bonus rate is calculated at time of development permit approval as follows:

Average land value x proposed bonus floor area (m2) = **Contribution**

3.7.17
The CEF will be established by Council and administered by a Committee with a Terms of Reference and membership approved by Council. At the time that the CEF is established, a list of priority projects will be finalized and reviewed on a yearly basis.

Provision of Affordable Housing Units

Additional density may be achieved through the provision of affordable housing units are defined as units owned and operated by The City of Calgary or by a housing provider approved by The City of Calgary to provide non-market housing.

3.7.18
Affordable housing unit eligibility is defined as any new development providing affordable housing units within a proposed development that has a number of units, location, design and operating plan approved by The City of Calgary or any provided bona fide non-market housing.

3.7.19
The bonus rate is based on the total construction cost of the affordable housing units to a standard acceptable to The City of Calgary.

Total construction cost / (average land value x 75%) = **Allowable bonus floor area (m^2) ***

Proposed Chinook Station Area Redevelopment Plan

Community Amenity Space

Community Amenity Space is defined as floor area made available in perpetuity to The City of Calgary in a form acceptable to The City of Calgary for not-for-profit community proposes. This includes, but is not limited to: offices, meeting rooms, gathering spaces, recreation facilities, educational and cultural facilities, integrated public transit facilities, day cares and other social services. Cost estimates shall be prepared by a Professional Quantity Surveyor.

3.7.20
Community Amenity Space provision eligibility:

a. the project shall provide physical space with location, size and configuration acceptable to The City of Calgary and proposed user group; and

b. the space must be secured by The City in perpetuity through ownership or other acceptable means and The City will contract the space to the user group.

3.7.21
The allowable bonus floor area shall be calculated as follows:

Total construction cost / (average land value x 75%) = **Allowable bonus floor area (m2)** *

Table 2 | Maximum Floor Area Ratio

Area	Base Density (FAR)	Maximum Commercial (C) Density (FAR)	Maximum Residential (R) Density (FAR)	Maximum Allowable Density[1] (FAR)[2 3]
A	5.0	3.5	5.0	7.0
B	5.0	3.5	5.0	5.5
C	5.0	2.0	4.0	6.0
D	2.5	2.0	2.0	3.5

[1] Site constraints and/or design policies may prevent maximum allowable densities from being achieved.

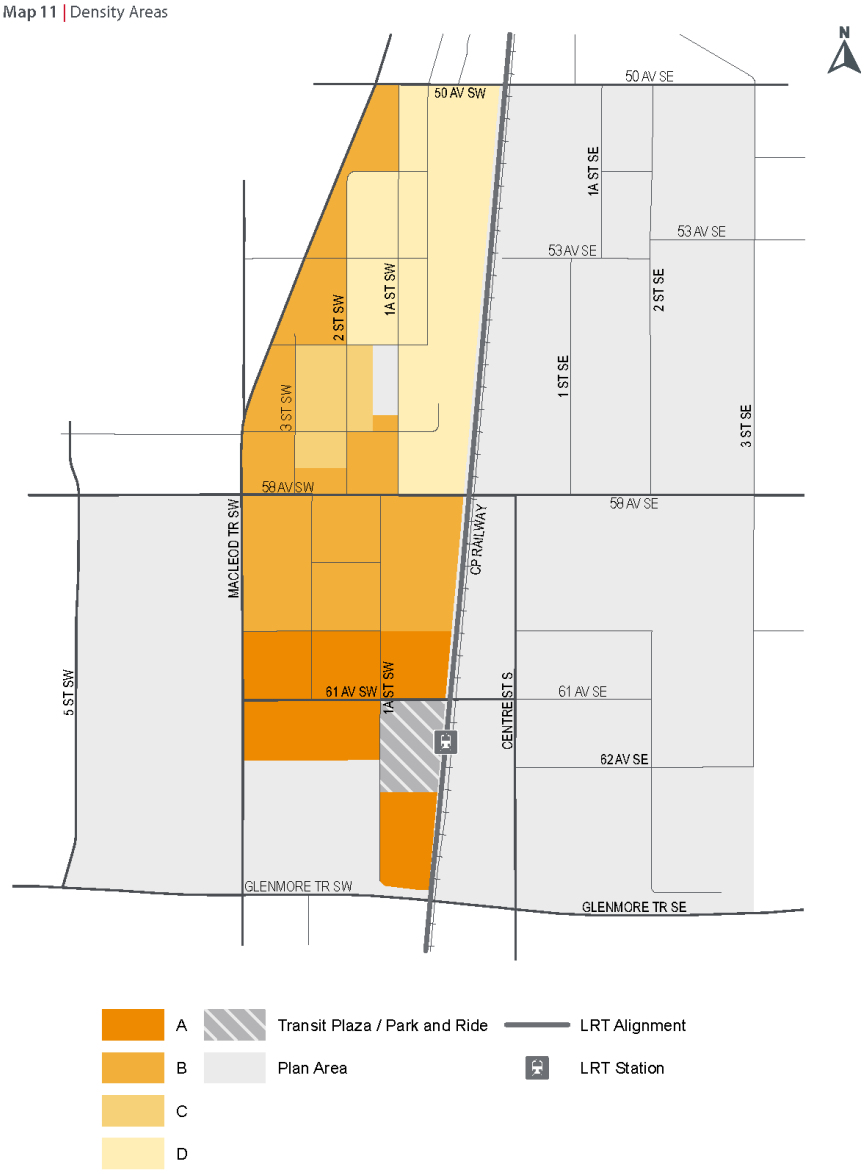
[2] Maximum allowable densities include gross floor area, as defined in the Land Use Bylaw.

[3] Floor area on the ground floor occupied by active uses along the High Street does not count towards this maximum.

* 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

Proposed Chinook Station Area Redevelopment Plan

Map 11 | Density Areas



4 Open Space & Parks

Open space and parks contribute to an individual's health and wellbeing. Given the minimal existing open space and parks within Chinook-Manchester, redevelopment will contribute to re-greening the area.

Proposed Chinook Station Area Redevelopment Plan

4.1

Open Space Network

The open space network in Chinook-Manchester currently consists of one park located along 1A Street SW, north of 57 Avenue SW. A regional pathway and improved pedestrian and cycling connections will link Chinook-Manchester to the regional open space network including destinations such as Glenmore Reservoir and the Elbow River valley.

Composition

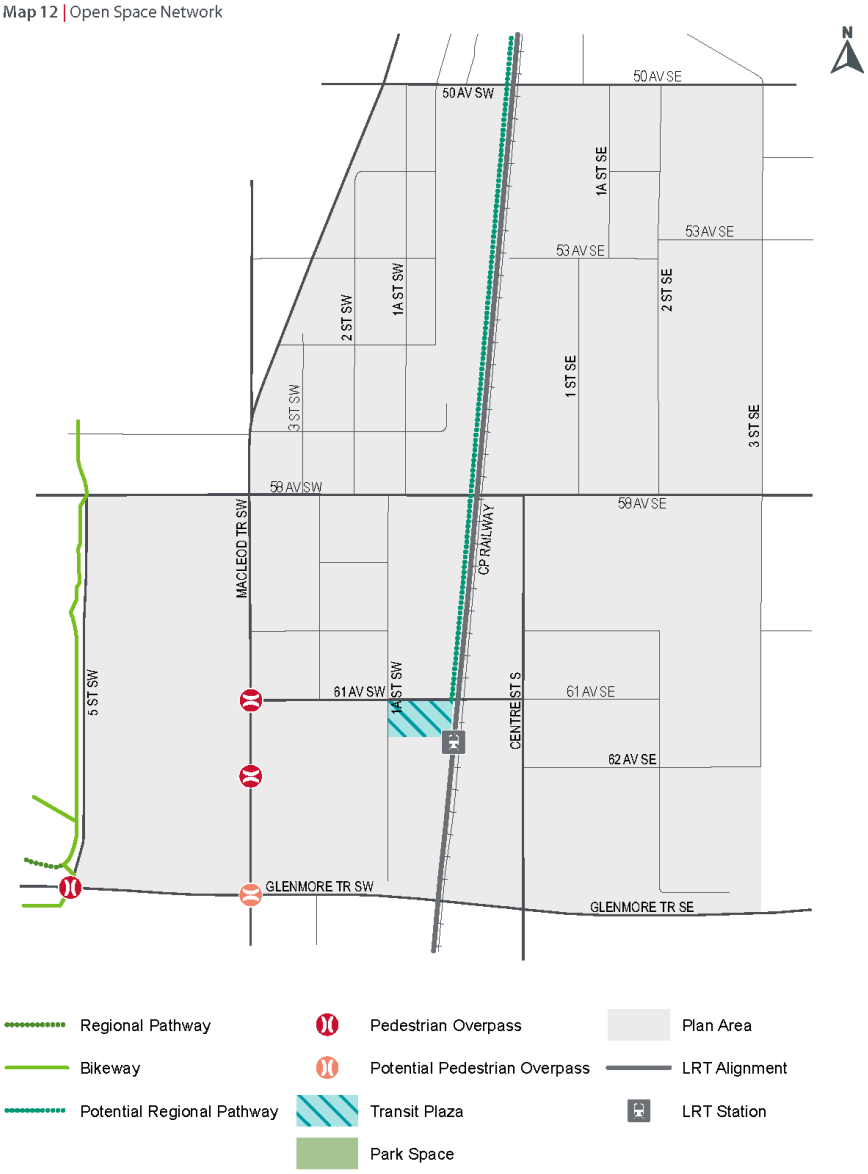
4.1.1
A regional pathway along the LRT corridor, linking to the city-wide pathway network should be provided utilizing City-owned lands adjacent to the right-of-way and through access easements on private site where City owned lands cannot accommodate the pathway (See **Map 12: Open Space Network**).

Design

4.1.2
Fencing to limit pedestrian access to open spaces and parks should be avoided. Alternatives, including soft and hard landscaping, should be used to delineate open space boundaries.

Proposed Chinook Station Area Redevelopment Plan

Map 12 | Open Space Network



Proposed Chinook Station Area Redevelopment Plan

4.2

Parks

The existing sub-neighbourhood park located in Manchester West serves residents in Manchester (see **Figure 11**). As Chinook-Manchester intensifies, this park may require improvements. An additional public or publicly-accessible park space in Chinook Hub would serve the increased residential and employment population in the area.

Composition

4.2.1
Parks in Chinook-Manchester shall be linked to the pedestrian and cycling network.

4.2.2
A new public or publicly-accessible park space should be provided in the Chinook Hub area at the 6000 block of between 1A Street SE and 2 Street SE through the following mechanisms:

a. Administration should investigate, on an opportunity basis, the acquisition of private land, or the usage of existing City-owned lands for the purpose of the provision of additional park space; and/or

b. through the density bonusing provisions in accordance with Section 3.7.

4.2.3
A new public or publicly-accessible park space may be phased over time as redevelopment occurs in order to create a north-south connection from 59 Avenue to 60 Avenue SE (See **Appendix C: Community Enhancement Priorities**).

Design

4.2.4
New park spaces shall be designed to primarily include soft landscaping elements, contributing to re-greening Chinook-Manchester.

4.2.5
New parks should be designed in a manner that:

a. accommodates both passive and active recreation; and

b. includes areas of soft and hard landscaping (see **Figure 12**).

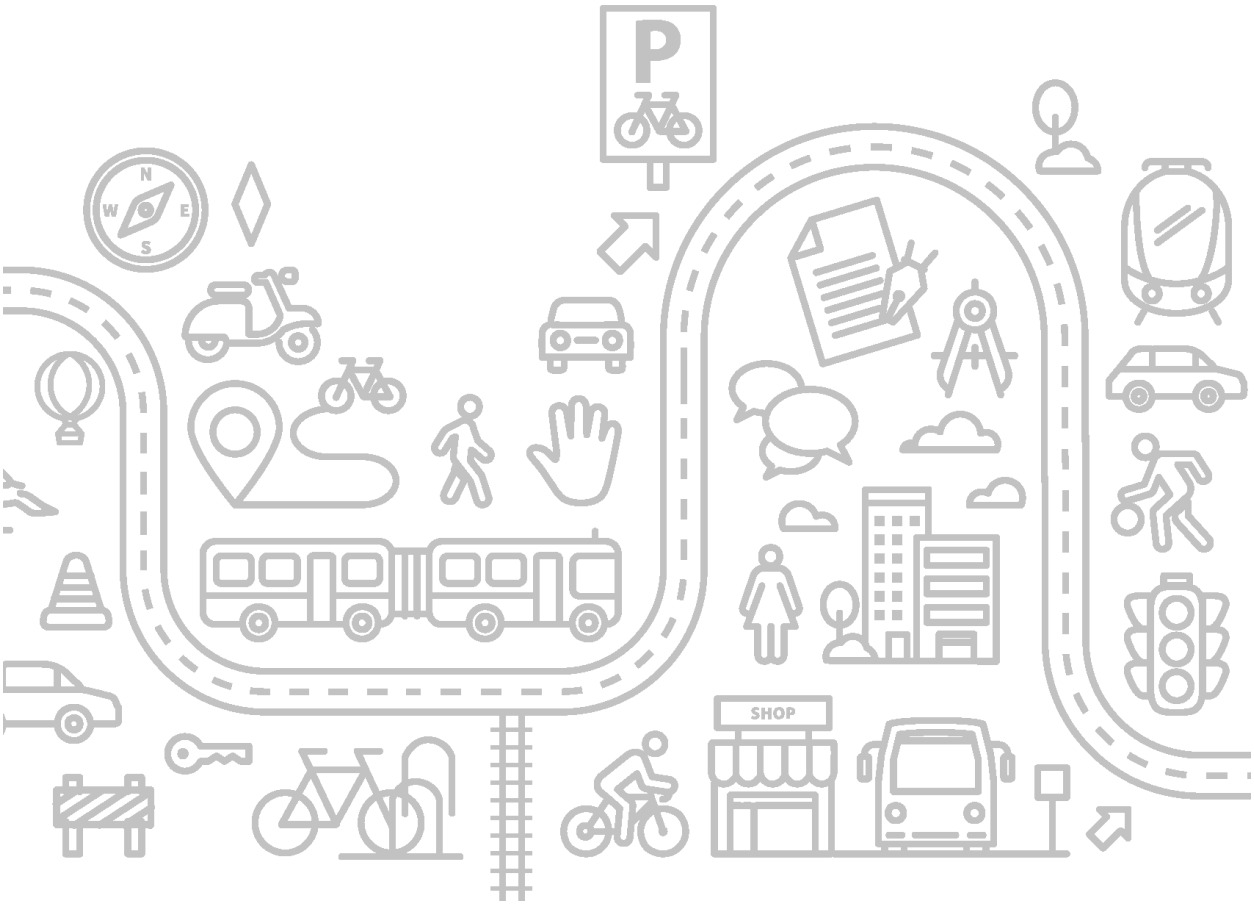
Proposed Chinook Station Area Redevelopment Plan

Figure 11 | Manchester park

Figure 12 | Urban park space

5 Mobility Network

Safe and accessible mobility choices in Chinook-Manchester will support a thriving Major Activity Centre. Goods movement will be maintained while providing pedestrians and cyclists with direct and accessible connections within and beyond Chinook-Manchester.



5.1

Connectivity

Mobility connections in the Plan Area will provide street and pathway users with access to areas within Chinook-Manchester and to other surrounding communities.

Composition

5.1.1
The mobility network for pedestrians and cyclists will be located as shown on **Map 13: Active Transportation Network.**

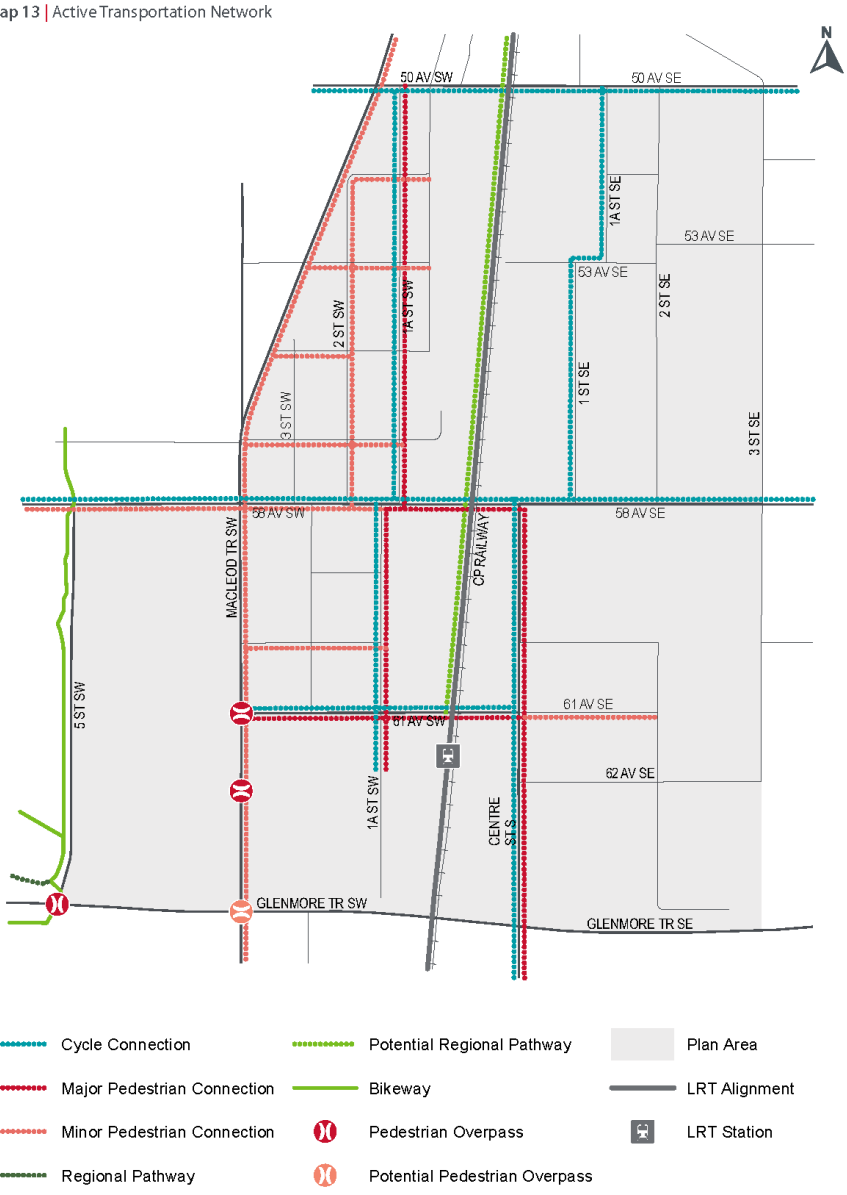
5.1.2
Pedestrian and cyclist connectivity throughout the Plan Area and to the communities of Kingsland, Windsor Park, Meadowlark Park, Fairview and Manchester Industrial should be established through cycling infrastructure and new sidewalks that complete missing links.

5.1.3
A safe and convenient pedestrian and cycling overpass should be provided for north-south movement on the west side of Macleod Trail SW crossing Glenmore Trail SW.

5.1.4
Goods movement should be facilitated along 58 Avenue SE and Centre Street S by providing separated cycling and separated pedestrian infrastructure.

Proposed Chinook Station Area Redevelopment Plan

Map 13 | Active Transportation Network



Cycle Connection
Major Pedestrian Connection
Minor Pedestrian Connection
Regional Pathway
Potential Regional Pathway
Bikeway
Pedestrian Overpass
Potential Pedestrian Overpass
Plan Area
LRT Alignment
LRT Station

Proposed Chinook Station Area Redevelopment Plan

5.2

Pedestrian Circulation

Pedestrian connectivity from the Chinook LRT station to other areas of Chinook-Manchester is crucial to creating a vibrant TOD. A focus on establishing safe north-south pedestrian connections to link Chinook Hub with Manchester West will provide residents in Manchester West with enhanced mobility to access to the Chinook LRT.

Composition

5.2.1
New above-grade pedestrian bridges over public streets shall not be constructed with the exception of:

a. a pedestrian and cyclist bridge north of Glenmore Trail SW at Macleod Trail SW that should be designed to integrate with development to the east and west of Macleod Trail SW; and

b. a pedestrian and cyclist bridge west of Macleod Trail SW at Glenmore Trail SW.

5.2.2
The realignment of the intersection of 58 Avenue and 1A Street SW to remove the existing staggered intersection should be explored (See **Appendix C: Community Enhancement Priorities**).

Design

5.2.3
Road improvements in the Plan Area shall include the provision of sidewalks on both sides of the street.

5.2.4
Enhanced pedestrian crossing safety should be considered at the following locations:

a. along 58 Avenue SW from 1A Street SW to 2 Street SW;

b. the intersection of 61 Avenue S and Centre Street S; and

c. along 61 Avenue SW from the freight corridor to Centre Street S.

5.2.5
Pedestrian crossings should be designed in a manner that increases visibility of pedestrians to drivers.

5.2.6
Pedestrian-scale lighting should be incorporated as redevelopment occurs along Major Pedestrian Connections as identified on **Map 13: Active Transportation Network.**

5.2.7
East-west mid-block internal pedestrian connections are encouraged within larger parcels undergoing comprehensive redevelopment to re-establish the grid network in Chinook-Manchester.

Proposed Chinook Station Area Redevelopment Plan

5.3

Cyclist Circulation

Key cycling links in Chinook-Manchester will provide safe and convenient connections within and beyond the Plan Area.

Composition

5.3.1
Bicycle parking should be provided at destinations throughout the Plan Area including at the Primary Transit Hub, CF Chinook Centre, retail sites and entrances to parks.

5.3.2
Secure bicycle parking facilities should be provided at the Primary Transit Hub.

5.3.3
Cycling infrastructure in the Plan Area should connect directly to the larger pathway network and connect missing links in the area.

5.3.4
Cycling infrastructure should be provided along the following streets:

a. Centre Street S;
b. 58 Avenue S; and
c. 1A Street SW.

Design

5.3.5
Covered public bicycle parking for year-round cyclists is encouraged (see **Figure 12**).

5.3.6
All new developments should make provisions for public bicycle parking and storage in visible areas with pedestrian-scale lighting (see **Figure 14**).

5.3.7
Secure bicycle parking facilities are encouraged in all developments, regardless of the number of dwelling units (see **Figure 15**).

Figure 13 | Covered bicycle parking

Proposed Chinook Station Area Redevelopment Plan

Figure 14 | Public bicycle parking

Figure 15 | Secure bicycle parking

Proposed Chinook Station Area Redevelopment Plan

5.4

Transit Network

The Chinook LRT station and bus hub together make up the Chinook Primary Transit Hub, a major transfer point between two modes of transit. Direct and convenient access to light rail and busses at the Chinook Primary Transit Hub and at bus stops throughout Chinook-Manchester will support the residents and employees in the area.

5.4.1
The Primary Transit Network (PTN) and transit-supportive streets are located as shown on **Map 14: Transit Network.**

5.4.2
Direct and convenient transit connections should be provided within the Plan Area to Kingsland, Windsor Park, Meadowlark Park, Fairview and Manchester Industrial.

5.4.3
New transit priority intersections are indicated on **Map 14: Transit Network.** Future upgrades to these intersections should incorporate transit priority signalization and/or infrastructure to improve transit reliability and connections.

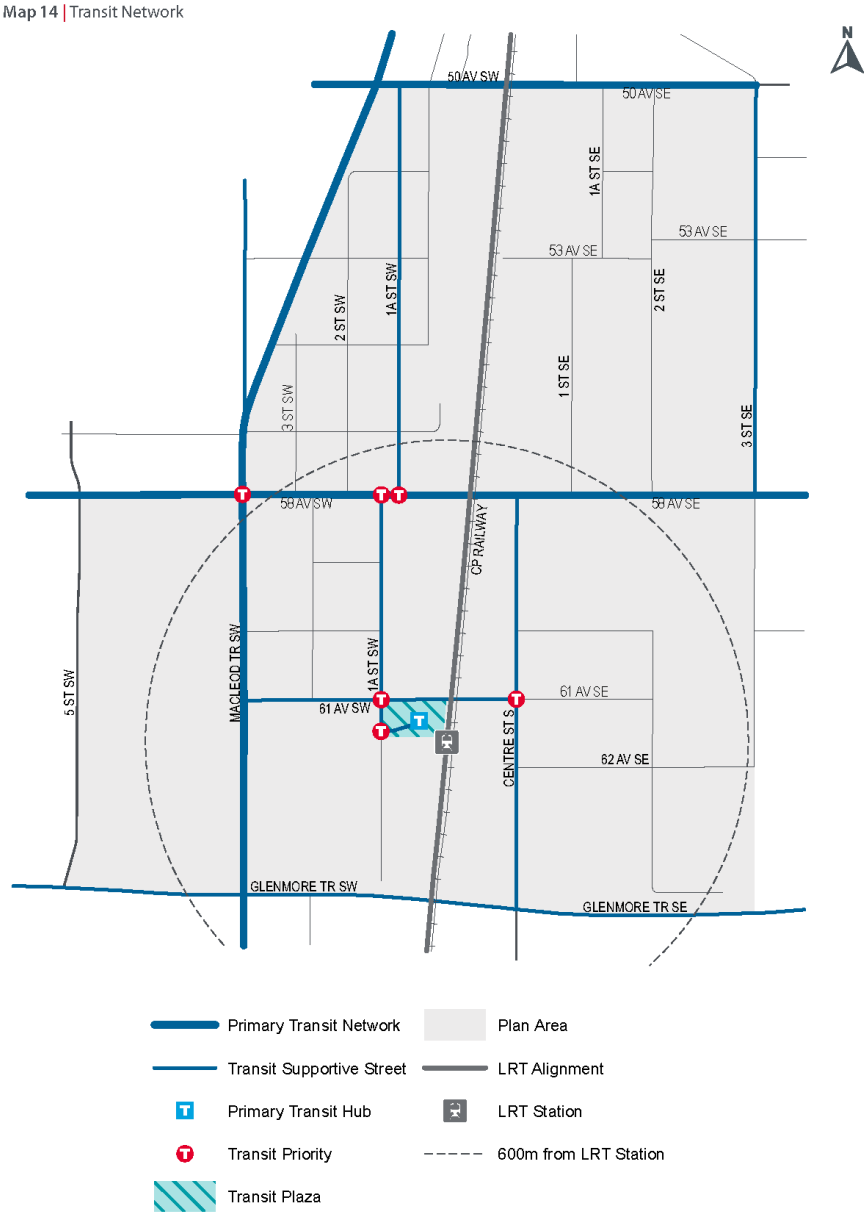
5.4.4
Direct and safe pedestrian and cycling routes from transit stops to the PTN shall be provided (see **Figure 16**).

5.4.5
There shall be no vehicular access to private parcels through existing or future bus zones.

Figure 16 | Safe pedestrian route in Chinook

Proposed Chinook Station Area Redevelopment Plan

Map 14 | Transit Network



Proposed Chinook Station Area Redevelopment Plan

5.5
Street Network

The street network, as shown on **Map 15: Street Network**, will continue to support goods movement while taking advantage of opportunities to improve the street network for all modes.

5.5.1
Strategic opportunities to improve the street network include:

a. a required grade-separated vehicular access for vehicles travelling northbound along Macleod Trail SW into CF Chinook Centre;
b. realigning the intersection of 58 Avenue SW and 1A Street SW (See **Appendix C: Community Enhancement Priorities**);
c. providing turning bays at 61 Avenue S and Centre Street S; and
d. exploring operational enhancements including limited turning movements at the intersection of 50 Avenue SW and 1A Street SW and at the intersection of 61 Avenue SW and 1A Street SW.

5.5.2
Road widening may be required to achieve street classifications as shown on **Map 15: Street Network.**

5.5.3
A grade-separated vehicular access for vehicles travelling northbound along Macleod Trail SW entering CF Chinook Centre should:

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

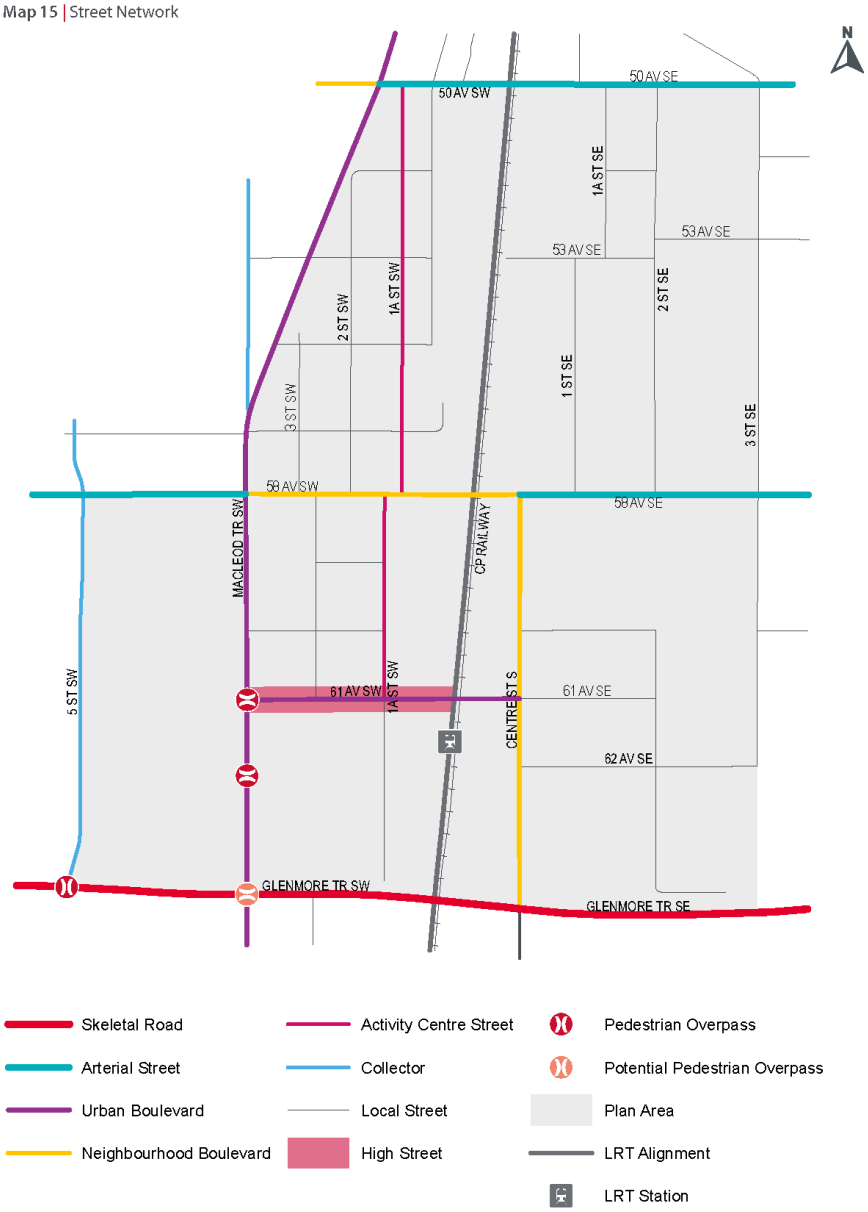
5.5.4
Opportunities to strengthen the street grid by establishing new street connections as redevelopment occurs are encouraged.

5.5.5
There shall be no vehicular access for servicing, loading and/or waste and recycling removal along the High Street.

5.5.6
There should be no vehicular access to parkades along the High Street.

Proposed Chinook Station Area Redevelopment Plan

Map 15 | Street Network



Proposed Chinook Station Area Redevelopment Plan

5.6
Parking

Parking policies aim to provide adequate parking for residents, employees and visitors to Chinook-Manchester in a form that minimizes negative streetscape impacts for pedestrians.

Composition

5.6.1
Parking provided for development should be minimized, and parking demand should be offset through Travel Demand Management measures.

5.6.2
A 10 per cent relaxation to the maximum parking requirement should be applied to buildings within 600 metres of the Chinook Primary Transit Hub.

5.6.3
Parking rates may be further reduced on parcels, determined through a parking study:

a. to zero for residential units less than 45 square metres;
b. to zero for at-grade **active frontages** along 61 Avenue SW; and
c. up to 50 per cent for other uses.

Design

5.6.4
Surface parking west of the LRT and freight corridor, along 61 Avenue S and for parcels adjacent to a lane should be:

a. provided at the rear of buildings; and
b. accessed via the lane.

5.6.5
The visual impact of new at-grade on-site parking should be mitigated through planting and/or landscaped walls.

5.6.6
Above-grade parking structures shall be integrated into the development by using the same quality of architectural treatment as the rest of the building façade.

5.6.7
Shared loading and parking facilities between developments are encouraged.

5.6.8
The area for above ground parking structures shall be included in the calculation of the total gross floor area permitted.

6 Infrastructure & Environment

The intent of policies in this section is to ensure utility infrastructure needs in the Plan Area are provided to serve the build-out of the Plan Area.

Proposed Chinook Station Area Redevelopment Plan

6.1

Water Servicing

Water servicing policies ensure suitable and efficient fire flow network and potable water system.

6.1.1
Any proposed water distribution system for a land use amendment or development permit application shall be reviewed and, if required, modelled by The City of Calgary's Water Resources Business Unit as part of an application submission.

6.1.2
To service the full build-out of the land use within the Plan Area, local and/or offsite water distribution, upgrades may be required.

Figure 17 | Water treatment plant

Proposed Chinook Station Area Redevelopment Plan

6.2

Sanitary Servicing

Sanitary servicing policies ensure that suitable and efficient sanitary sewer collection system is provided to service the Plan Area.

6.2.1
Any proposed sanitary servicing for a land use amendment or development permit application shall be reviewed and, if required, modelled by The City of Calgary's Water Resources Business Unit as part of an application submission.

6.2.2
To service the full build-out of the Plan Area, local and/or downstream sanitary collection, upgrades may be required.

Figure 18 | Sewer infrastructure

Proposed Chinook Station Area Redevelopment Plan

6.3

Stormwater Management

Stormwater management policies provide for the design and development of a sustainable and efficient stormwater management system to service redevelopment within the Plan Area

6.3.1
Stormwater runoff from the Plan Area should be minimized through careful site design and best management practices including, but not limited to, reducing impervious areas, maximizing open spaces, and managing stormwater runoff with a range of Low Impact Development (LID) source control practices.

6.3.2
The filtration and treatment of surface run-off on-site should be maximized.

6.3.3
Use drought-resistant and regionally-appropriate plant species in the design of parks and all other landscaped areas.

6.3.4
Redevelopment must adhere to the respective unit area release rates for this catchment. Coordination with Water Resources to obtain this information is required.

6.3.5
A Stormwater Management Plan, abiding by all current City of Calgary requirements, should be submitted for review by Water Resources prior to Development Permit approval.

6.3.6
Opportunities for community retrofits of LID projects on public land, or enhancement of green space in public areas with LID infrastructure, may be explored.

Figure 19 | Stormwater outfall

Proposed Chinook Station Area Redevelopment Plan

6.4

Energy

Redevelopment in Chinook-Manchester provides an opportunity to achieve policy objectives of the MDP to expand renewable and low carbon energy generated in Calgary. The diverse land uses, the significant energy load of the regional shopping centre, and the existence of large parcels anticipated for redevelopment are all assets in Chinook-Manchester to build upon to reduce greenhouse gas (GHG) emissions. Partnerships between landowners, utility providers, and The City of Calgary will play a key role in ensuring opportunities are not missed to increase the supply of renewable low carbon energy at the neighbourhood and building scale in Chinook-Manchester.

6.4.1

Opportunities to deploy low carbon energy technologies and the potential to serve multiple sites within the Plan Area should be investigated.

a. A Renewable and District Energy Feasibility Screening Assessment should be completed by an applicant in advance of the submission of a development permit application for buildings with a floor area over 5,000 square metres on the regional shopping centre site.

b. A Renewable and District Energy Feasibility Screening Assessment should be provided in accordance with a scope and terms of reference to be provided by The City of Calgary.

c. Where studies exhibit strong economic and environmental benefit, applicants will be strongly encouraged to proceed with renewable and district energy technologies.

d. Renewable and low carbon energy technologies may be privately implemented and not part of a district energy arrangement.

Figure 20 | Solar panels on an industrial building

Proposed Chinook Station Area Redevelopment Plan

6.4.2
New industrial buildings or major additions to existing industrial buildings with large flat roofs within the Manchester Employment Area should incorporate solar energy equipment. A Solar Energy Feasibility Assessment examining the viability of solar photovoltaic technologies should be provided in accordance with a scope and terms of reference to be provided by The City of Calgary. The feasibility assessment should be provided as part of the development permit application for buildings or additions with a floor area over 5,000 square meters and suitable flat roof designs. Where studies exhibit strong economic and environmental benefit, applicants will be strongly encouraged to proceed with solar energy installations.

6.4.3
Renewable and low carbon energy technologies should be included in new buildings for multi-residential or mixed-use development within Chinook-Manchester.

a. A Technology Feasibility Assessment should be completed by an applicant in advance of a development permit application being accepted for buildings with a floor area over 10,000 square meters.

b. A Technology Feasibility Assessment should be provided in accordance with a scope and terms of reference to be provided by The City of Calgary.

c. Where studies exhibit strong economic and environmental benefit, applicants will be strongly encouraged to proceed with these technologies.

6.4.4
Owners of large parcels in the Manchester Employment Area north of 58 Avenue SE are encouraged to work with utility providers to leverage redevelopment in the area to deploy renewable and low-carbon energy strategies.

Figure 21 | Rooftop solar panels

7 Interpretation & Implementation

This section highlights key attributes applicable to the Chinook **Station Area Redevelopment Plan.**

7.1

Policy Framework

The Municipal Government Act (MGA) outlines the purpose and scope of powers for municipalities. The Chinook **Station Area Redevelopment Plan** (the Plan) is a type of Area Redevelopment Plan (ARP), a statutory document that designates an area within the city for redevelopment. The Chinook Station Area Redevelopment Plan must be applied in conjunction with the Municipal Development Plan (MDP), both Volume 1 and Volume 2, Part 3: Developed Areas Guidebook; the Calgary Transportation Plan (CTP), the South Saskatchewan Regional Plan and other City of Calgary policy and guiding documents, unless otherwise indicated. The provisions of the Developed Areas Guidebook apply; in the event of a discrepancy between the Plan and the Developed Areas Guidebook, the policy of the Plan will prevail.

7.2

Station Area Redevelopment Plan Interpretation

Map Interpretation

7.2.1
Unless otherwise specified in this Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and will be interpreted as such. The maps are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the Approving Authority at the time of application.

7.2.2
No measurements of distances or areas should be taken from the maps in this Plan.

7.2.3
All proposed land use areas, road and utility alignments and classifications may be subject to further study and may be further delineated at the outline plan or land use amendment stage in accordance with applicable policies. Any major changes may require an amendment to this Plan.

7.2.4
Any change to the text or maps within this Plan shall require an amendment to the Plan that includes a Public Hearing of Council.

Policy Interpretation

7.2.5
The South Saskatchewan Regional Plan establishes a long-term vision for the region using a cumulative effects management approach to guide local decision-makers in land use management to achieve Alberta's economic, environmental and social goals. This Plan allows The City to encourage and incentivize more progressive policies related to sustainability and the environment.

7.2.6
Where an intent statement accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the subsequent policies. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.

7.2.7
The word "should" is explicitly used to further clarify the directional nature of the statement. Policies that use active tense or "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives will comply with MDP and CTP policies, intent and guidelines to the satisfaction of The City of Calgary with regard to design and performance standards.

7.2.8
Policies that use the words "shall," "will," "must" or "require" apply to all situations, without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.

Proposed Chinook Station Area Redevelopment Plan

Illustration, Photo and Figure Interpretation

7.2.9
All illustrations and photos are intended to illustrate concepts included in the Plan and are not exact representations of an actual intended development. They are included solely as examples of what might occur after implementation of this Plan's policies and guidelines.

7.2.10
Unless otherwise specified within this Plan, the boundaries or locations of any symbols or areas shown on a figure are approximate only, not absolute, and shall be interpreted as such. Figures are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way.

7.2.11
Unless otherwise specified within this Plan, where actual quantities or numerical standards are contained within the figure, these quantities or standards shall be interpreted as conceptual only and will be determined at the detailed design stage.

Appendix Interpretation

7.2.12
The appendices do not form part of the statutory portion of this Plan. The intent of the appendices is to provide information and guidelines to support the policies of this Plan.

Plan Limitations

7.2.13
Policies and guidelines in this Plan are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose. Detailed site conditions or constraints must be assessed on a case-by-case basis as part of an Outline Plan, Land Use Amendment, Subdivision or Development Permit application.

Proposed Chinook Station Area Redevelopment Plan

7.3
Station Area Redevelopment Plan Implementation

Monitoring, Review and Amendments

7.3.1

New concepts and ideas may arise that are constrained by or contradictory to certain policies within this Plan. Where such new concepts and ideas respond to and meet the intent of the vision and core ideas of the Plan, or offer a creative solution to a particular problem, amendments may be supported. To make any change to the text or maps within this Plan, an amendment that includes a public hearing of Council shall be required.

7.3.2

The policies within this Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary by Administration, these policies shall be updated through the plan amendment process either generally or in response to a specific issue in accordance with the Municipal Government Act. Where an amendment to the Plan is requested, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the MDP and other relevant policy documents.

Freight Corridor

7.3.3

Any development in proximity to a railway property must conform to all requirements of The City of Calgary at the time of application due to the proximity to the railway right-of-way.

Former Springbank Landfill Site

7.3.4

The southeast corner of the Plan Area is located within setback from The City of Calgary's Springbank former landfill site. This non-operating landfill is in post-closure care. A 300 metre setback is applied from the disposal area of the landfill. Prohibited uses within the setbacks are legislated by the SDR.

7.3.5

For any prohibited use proposed within the setback, a variance is required. Please see **Appendix A: Landfill Policy Review Area** for more information. The setback area is depicted on **Map 3: Attributes**.

8 Abbreviations & Definitions

Proposed Chinook Station Area Redevelopment Plan

8.1
Abbreviations

ARP
Area Redevelopment Plan

CTP
Calgary Transportation Plan

MDP
Municipal Development Plan

MGA
Municipal Government Act

PTN
Primary Transit Network

SDR
Subdivision and Development Regulations

TOD
Transit oriented development

Proposed Chinook Station Area Redevelopment Plan

8.2
Definitions

Active uses

At-grade retail, commercial and institutional uses that are oriented to the public street, have direct pedestrian access and encourage frequent walk-up pedestrian activity. They do not include any use whose primary function is good storage, vehicle storage, office space or uses that require non-transparent walls or glazing facing a public street.

Low-impact industrial

Small-scale industrial operations that are fully enclosed within a building with no outside storage of materials or products and do not produce noise, odour, heat, dust, vibration, high illumination levels, or waste that are disruptive to adjacent uses.

Station Area Redevelopment Plan

A form of an Area Redevelopment Plan that provides comprehensive guidance for transit oriented development, focusing on policies that guide land use, built form and transportation to support strategic redevelopment opportunities.

Proposed Chinook Station Area Redevelopment Plan

A Landfill Setback Area

A.1

Subdivision & Development Regulation

The Subdivision and Development Regulation (SDR) prohibits certain uses including residences, food establishments, schools and hospitals from being located within a prescribed setback distance from a landfill site without a variance to the setback. At the Outline Plan and Land Use Amendment stage, this setback boundary must be precisely defined.

Where a variance to the SDR is requested by an applicant, the request will undergo a review by Administration to determine if it is appropriate to apply to the Province for consent to vary the setback. Since there may be challenges or complicated issues with these types of applications, it is strongly recommended that landowners speak with Administration prior to submitting a formal application.

B Application Requirements

B.1

CF Chinook Centre

Over time, CF Chinook Centre will become 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 are required, as follows:

B.1.1

The initial comprehensive development permit application within the Community – Centre building block requires:

a. a phasing plan which provides detailed development sequencing information for the entirety of CF Chinook Centre. The plan shall identify which site elements including publicly accessible privately owned amenities will be provided with each stage of development; and

b. a comprehensive site master plan for the entire CF Chinook Centre shall be provided. This plan should include all publicly 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.

B.1.2

All comprehensive development permit applications within the Community – Centre building block require:

a. a Transportation Impact Assessment (TIA);

b. a shadow study accurately depicting shadow impacts associated with proposed on-site development. 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 and north of CF Chinook Centre; and

c. 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.

Proposed Chinook Station Area Redevelopment Plan

B.2

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 CF Chinook Centre and should be inviting for pedestrians.

B.2.1

The interface of the entrance to CF Chinook 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:

a. buildings should be integrated with the pedestrian retail street components;

b. detailed architectural articulation such as canopies, recesses, projections, lighting features, colours, and pedestrian-oriented façades included in the building design;

c. incorporating transparent glazing at street level;

d. incorporating high quality and durable building materials;

e. priority alignment and placement for shallow utilities infrastructure located within the right-of-way under the roadway; and

f. sidewalks designed with adequate widths to provide space for street furniture, patios, outdoor display areas, street trees and lighting.

Proposed Chinook Station Area Redevelopment Plan

C Community Enhancement Priorities

C.1

Framework

A Community Enhancement Fund (CEF) is a fund to be used to provide public realm enhancements that benefit pedestrians and cyclists. These enhancements may include streetscape improvements and additional publicly-accessible park space. Contribution to the CEF will be in accordance with **Section 3.7.2: Methods for Increasing Density**. Enhancement priorities may be implemented through the CEF or as a result of development applications.

Figure 22 | Potential intersection realignment

C.2

Priorities

Guidelines for the community enhancement priorities below aim to identify key elements that will contribute to creating a vibrant Major Activity Centre in Chinook-Manchester. Priorities for public realm enhancements are identified on **Map 16: Community Enhancement Priorities.**

58 Avenue SW and 1A Street SW Intersection Realignment

The staggered intersection at 58 Avenue SW and 1A Street SW provides mobility challenges for pedestrians and cyclists travelling north-south along 1A Street SW. The realignment of the intersection to a typical four-leg intersection would better facilitate pedestrian and cyclists movements between Manchester West and Chinook Hub.

C.2.1
Realign the staggered intersection at 58 Avenue SW and 1A Street SW (see **Figure 22: Potential intersection realignment**).

C.2.2
Incorporate facilities for safe pedestrian and cyclist crossing.

C.2.3
Combine functional and aesthetic elements in intersection design.

Chinook Hub Park

A new park space in Chinook Hub would provide residents and employees in the area with space for recreation in Chinook-Manchester, strengthen the connection between Manchester West and Chinook Hub and support the re-greening within the Plan Area. (See **Figure 23: Integrated park and residential development** and **Figure 24: Conceptual design for potential new park space**).

C.2.4
Establish a new park space between 59 Avenue SW and 60 Avenue SW.

C.2.5
Develop and expand the park space over time as land and/or funds become available (See **Figure 25: Potential phased park development**).

C.2.6
Accommodate phased development by incorporating varying sizes of land over time.

C.2.7
Incorporate programmed spaces of a variety sizes as park space become available.

C.2.8
Create a north-south connection that facilitates pedestrian and cyclist movement throughout the park space.

Proposed Chinook Station Area Redevelopment Plan

Streetscape Enhancements on 61 Avenue SW

C.2.9
Extend streetscape enhancements east of the freight corridor along 61 Avenue S towards Centre Street S, connecting to existing streetscape between Macleod Trail SW and the freight rail corridor.

C.2.10
Over time, extend the streetscape east of Centre Street S, incorporating slope adaptive design.

Figure 23 | Integrated park and residential development

Figure 24 | Conceptual design for potential new park space

Proposed Chinook Station Area Redevelopment Plan

Figure 25 | Potential phased park development

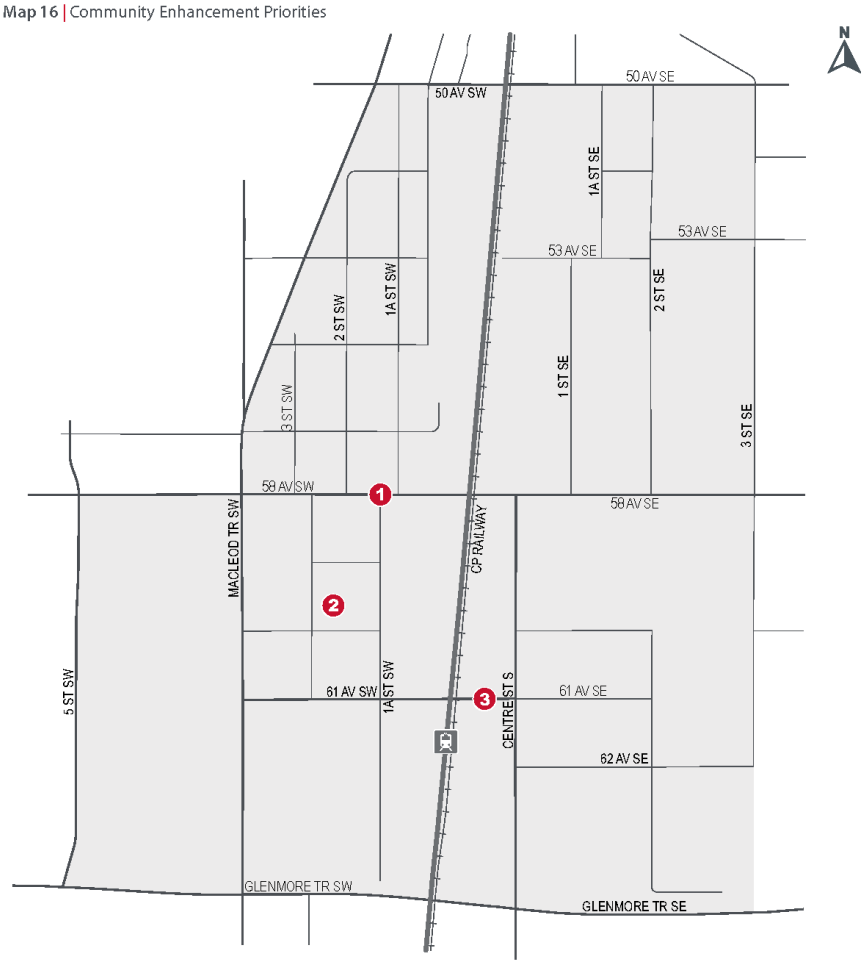
Phase 1

Phase 2

Phase 3

Proposed Chinook Station Area Redevelopment Plan

Map 16 | Community Enhancement Priorities



1 58 Avenue SW Intersection Realignment
2 Chinook Hub Park
3 Streetscape Enhancements on 61 Avenue SW

Plan Area
LRT Alignment
LRT Station

Proposed Chinook Station Area Redevelopment Plan