

## PUD Report from November 5, 2018

Page 1 of 11  
Item #7.4

Planning & Development Report to  
SPC on Planning and Urban Development  
2018 November 05

ISC: UNRESTRICTED  
PUD2018-1178

### New Policy: Chinook Station Area Redevelopment Plan

#### EXECUTIVE SUMMARY

The purpose of this report is to recommend approval of the *Chinook Station Area Redevelopment Plan* (The Plan), a new statutory policy plan, guiding redevelopment in the Chinook-Manchester area. Policies found within The Plan will support 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.

The Plan will align the Plan Area boundary with the Major Activity Centre (MAC) boundary identified in the *Municipal Development Plan* (MDP) replacing the non-statutory *Chinook Station Area Plan* (2008) and the statutory *Manchester Area Redevelopment Plan* (2003). The Plan is to be read in conjunction with the *Developed Areas Guidebook*, contained in Volume 2, Part 3 of the MDP. The new Plan Area boundary also incorporates land that Council directed Administration to investigate incorporating in the *Chinook Station Area Plan* (CPC2008-067).

Administration is also proposing to bring forward City-initiated land use redesignations following adoption of The Plan. These redesignations would allow Administration to pilot a Direct Control District on limited properties within the new Employment – Industrial Flex building block, as standard districts in the Land Use Bylaw (1P2007) do not currently provide opportunities for a mix of residential, industrial and commercial uses within the same development.

Calgary Planning Commission provided input on the Plan on 2018 October 4 (CPC2018-1003).

Approval(s): Dalglish, Stuart concurs with this report. Author: Harder, Breanne

## PUD Report from November 5, 2018

Page 2 of 11  
Item #7.4

Planning & Development Report to  
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2018 November 05

ISC: UNRESTRICTED  
PUD2018-1178

### New Policy: Chinook Station Area Redevelopment Plan (Wards 9 and 11)

#### ADMINISTRATION RECOMMENDATION:

That the SPC on Planning and Urban Development recommend that Council hold a Public Hearing; and

1. Direct this report (PUD2018-1178) to the December 10 Regular Public Hearing Meeting of Council to the Public Hearing portion of the Agenda to accommodate the required advertising;
2. **RESCIND**, by resolution, the Chinook Station Area Plan;
3. **RESCIND**, by bylaw, the Manchester Area Redevelopment Plan;
4. **ADOPT**, by bylaw, the proposed Chinook Station Area Redevelopment Plan (Attachment 1);
5. **ADOPT**, by bylaw, the proposed Chinook-Manchester Community Enhancement Fund Terms of Reference (Attachment 2); and
6. Direct Administration to bring forward City-initiated land use redesignations for limited properties within the Employment – Industrial Flex building block no later than Q4 2019.

Approval(s): Dalglish, Stuart concurs with this report. Author: Harder, Breanne

## PUD Report from November 5, 2018

Page 3 of 11  
Item #7.4

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SPC on Planning and Urban Development  
2018 November 05

ISC: UNRESTRICTED  
PUD2018-1178

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#### PREVIOUS COUNCIL DIRECTION / POLICY

On 2008 June 09, at the Combined Meeting of Council, Council adopted CPC Recommendation 5 contained in Report CPC2008-067, which directed Administration to investigate and consult with land owners on the opportunity to extend the plan boundary to 2 Street SE, adjusting the east boundary to 2 Street SE between 58 Avenue and Glenmore Trail.

#### BACKGROUND

Land within The Plan is currently located in the non-statutory *Chinook Station Area Plan* (2008) and the statutory *Manchester Area Redevelopment Plan* (2003). The remainder of land in the proposed Plan Area, located primarily to the east of the freight rail corridor, has no local area plan. A number of land use amendments in this area have already redesignated land from general industrial development to uses with higher intensities such as industrial commercial and office uses.

Limited TOD redevelopment east of Macleod Trail SW has occurred since the *Chinook Station Area Plan* was approved in 2008. The new plan provides concise and clear, yet flexible policy guidance for redevelopment in the Chinook-Manchester area. The Plan will holistically guide redevelopment within the Major Activity Centre, which is expected to see significant intensification over time. The new Employment – Industrial Flex building block proposed to be added to the *Developed Areas Guidebook* (CPC2018-1002) (PUD2018-1022) will support innovative industrial practices.

Approval(s): Dalglish, Stuart concurs with this report. Author: Harder, Breanne

## PUD Report from November 5, 2018

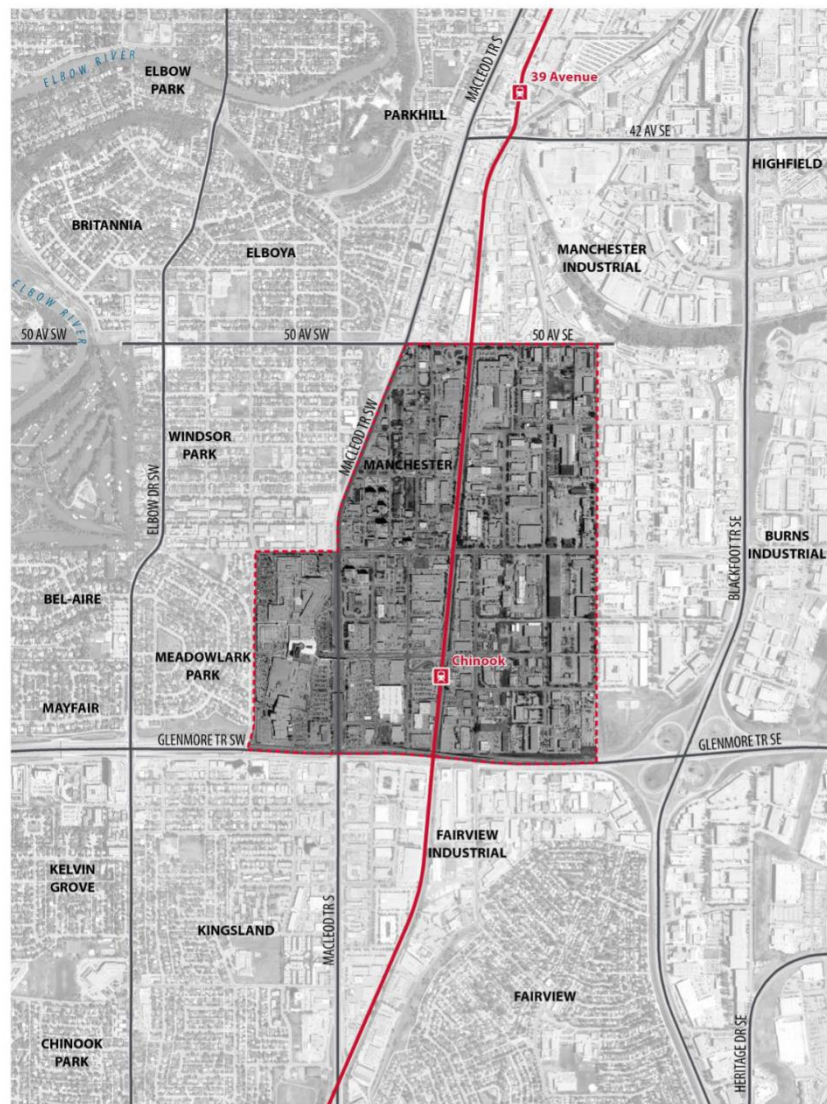
Page 4 of 11  
Item #7.4

Planning & Development Report to  
SPC on Planning and Urban Development  
2018 November 05

ISC: UNRESTRICTED  
PUD2018-1178

### New Policy: Chinook Station Area Redevelopment Plan (Wards 9 and 11)

#### Location Map



Approval(s): Dalglish, Stuart concurs with this report. Author: Harder, Breanne



## PUD Report from November 5, 2018

Page 5 of 11  
Item #7.4

Planning & Development Report to  
SPC on Planning and Urban Development  
2018 November 05

ISC: UNRESTRICTED  
PUD2018-1178

### New Policy: Chinook Station Area Redevelopment Plan (Wards 9 and 11)

#### Site Context

The Plan Area, consisting of approximately 183.7 hectares (453.9 acres) of land, 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 and Macleod Trail SW; Manchester refers to the remainder of the Plan Area.

CF Chinook Centre is located within the community of Meadowmark Park; the remainder of the area is located within Manchester Industrial. The greater Manchester Industrial area comprises the remainder of the Plan Area and continues to the north and east of the Plan Area. Residential communities of Windsor Park and Kingsland are located to the north and south, respectively. Fairview Industrial is located to the south.

A freight rail corridor and the LRT Red Line run north-south through the Plan Area. The Chinook LRT station and bus loop is located south of 61 Avenue SW.

The Plan Area boundary aligns with the boundary of the Major Activity Centre in the MDP. As of 2017, over 16,400 people are employed within the Plan Area and just over 900 people reside within the Plan Area; all residents are located in the Manchester West policy area, to the north of 58 Avenue S and west of the freight corridor.

Plan Area	
Population	920
Jobs	16,477

Source: The City of Calgary 2017 Census

Approval(s): Dalglish, Stuart concurs with this report. Author: Harder, Breanne

## PUD Report from November 5, 2018

Page 6 of 11  
Item #7.4

Planning & Development Report to  
SPC on Planning and Urban Development  
2018 November 05

ISC: UNRESTRICTED  
PUD2018-1178

### New Policy: Chinook Station Area Redevelopment Plan (Wards 9 and 11)

#### INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposed policy plan will guide TOD redevelopment in Chinook-Manchester. Further information on how this proposal aligns with applicable policies is found in the Strategic Alignment section of this report.

In 2008, Council directed Administration to investigate and consult with landowners on the opportunity to extend the plan boundary of the *Chinook Station Area Plan* east to 2 Street SE in the area between 58 Avenue SE and Glenmore Trail SE. A number of recent land use redesignations to intensify industrial land to the east of the *Station Area Plan* boundary, lead Administration to determine this was the opportune time to update the *Station Area Plan* policy and plan boundary.

As part of Administration's initial review, it was determined that expanding the boundary of the Station Area Plan to match that of the Major Activity Centre would provide a consistent policy framework for the entire Major Activity Centre, rather than areas with a statutory plan, areas with a non-statutory plan and area in the Major Activity Centre without any local area plan. In 2017 March, landowners were engaged regarding a number of boundary options and supported an expansion of the boundary to match the Major Activity Centre.

The creation of a new statutory policy to guide redevelopment in Chinook-Manchester will provide a consistent policy framework for the Major Activity Centre that aligns with the *Developed Areas Guidebook*. The proposed plan will also clearly identify existing industrial land within Manchester that is appropriate for intensification.

Administration is also recommending that Council direct Administration to bring forward City-initiated land use redesignations for limited properties within the Employment – Industrial Flex building block area of The Plan. As no standard district in the Land Use Bylaw (1P2007) would allow for this innovative combination of residential, commercial, and low-impact industrial uses, a Direct Control District would need to be developed to support this building block. City-initiated land uses would allow Administration to work internally as well as with landowners and industry groups to develop a Direct Control District that considers multiple parcels and different contexts within the area. Once established, the Direct Control District could eventually be adapted into a new Industrial Flex stock district. Administration will investigate appropriate locations for redesignation and engage with landowners throughout the process.

#### Planning Considerations

##### *Policy Overview*

The Plan Area includes a portion of the Manchester Industrial area, the land around the Chinook Primary Transit Hub and CF Chinook Centre, as such the area is referred to in the policy plan as Chinook-Manchester. Chinook-Manchester will be an employment focused, 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 proximity to

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## PUD Report from November 5, 2018

Page 7 of 11  
Item #7.4

Planning & Development Report to  
SPC on Planning and Urban Development  
2018 November 05

ISC: UNRESTRICTED  
PUD2018-1178

### **New Policy: Chinook Station Area Redevelopment Plan (Wards 9 and 11)**

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.

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

#### ***Policy Areas***

Land use policy in *The Plan* is organized geographically by policy areas, unique areas that each contribute to the Major Activity Centre in Chinook-Manchester.

Chinook Hub is the heart of the Major Activity Centre and TOD in Chinook-Manchester. 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 vibrant area with active uses, and a direct and convenient link from the LRT station to CF Chinook Centre.

Manchester West is currently a small residential area with existing low, medium and high density residential that will grow over time as new multi-residential development occurs. The eastern edge of Manchester West will act as a transition area between residential and industrial development, providing opportunities to combine industrial working spaces and living spaces in a low-impact industrial setting. This could include spaces for artists and small-scale industrial fabrication and manufacturing that creates minimal nuisance on neighbouring development. Makerspaces that provide workspace, tools and support for emerging businesses have been successful in cities such as Vancouver, San Francisco and Los Angeles. These makerspaces contribute to the evolution of industrial areas by providing lower-cost opportunities for emerging businesses to develop their ideas and products within a shared space.

The Manchester Employment Area provides opportunities for a variety of industrial and office jobs with supportive commercial and retail uses along Centre Street S. Opportunity for limited residential development is available along 61 Avenue SE and Centre Street S.

A density bonus system for designated areas west of the LRT and freight corridor has been included to balance higher density development with the provision of appropriate public benefits and amenities. Density can be voluntarily increased through the provision of publicly accessible private open space, contributions to a Community Enhancement Fund (Attachment 2), the provision of Affordable Housing Units, or the provision of Community Amenity Space. Without the use of the bonusing provisions, land within the Plan Area can be developed economically and meet the MDP target for a Major Activity Centre without the necessity of bonusing.

#### ***Land Use***

Development in Chinook-Manchester will include a variety of building types and vertical and horizontal mixed uses. Buildings blocks found within The Plan are based on those established in the *Developed Areas Guidebook*. Each building block has a range of land use districts that can be applied at the land use amendment stage, depending on site context, attributes and development desires. Policies within The Plan provide direction as to appropriate land use and built form.

Approval(s): Daigleish, Stuart concurs with this report. Author: Harder, Breanne

## PUD Report from November 5, 2018

Page 8 of 11  
Item #7.4

Planning & Development Report to  
SPC on Planning and Urban Development  
2018 November 05

ISC: UNRESTRICTED  
PUD2018-1178

### **New Policy: Chinook Station Area Redevelopment Plan (Wards 9 and 11)**

The following building blocks are found in The Plan:

Community – Centre: allows 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 at the time of approval of the Plan or in accordance with density bonusing found in the plan.

Community – High Density: allows a wide range of uses including residential, retail, office and hotel of 10 or more storeys.

Community – Centre / Community – High Density: this area allows for a combination of the two building blocks, with development ranging from six to greater than 15 storeys. Development above 15 storeys can be accommodated at the discretion of the Approving Authority.

Employment – Intensive: this building block will contribute to the intensification of the Plan Area through retail jobs at CF Chinook Centre and office and industrial jobs to the east of the LRT line.

Employment – Industrial / Employment – Intensive: this area allows for a combination of the two building blocks, allowing for general industrial and office uses that will intensify over a longer timeframe.

Employment – Industrial Flex: provides opportunities for industrial working spaces and residential in a low-impact industrial setting.

#### ***Transportation Networks***

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.

The Chinook LRT Station and bus hub together form the Chinook Primary Transit Hub, a major transfer point between two modes of transit. Direct and convenient access to light rail and busses will support residents, employees and employers in the area. The High Street along 61 Avenue SW has recently been upgraded; future pedestrian-oriented development will be supported by wider sidewalks and landscaping along that street.

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

Transportation modelling was completed as part of the development of The Plan.

#### ***Utilities and Servicing***

Policies regarding utility infrastructure can be found in the *Developed Areas Guidebook*.

#### ***Calgary Planning Commission Review***

On 2018 October 04, Administration presented The Plan to Calgary Planning Commission (CPC) (CPC2018-1003). CPC provided general positive comments in regards to The Plan, in particular for the Employment – Industrial Flex land use building block and the policy direction to enable intensification of Chinook-Manchester. CPC had questions and comments regarding the rationale for the plan boundary, extending the High Street east of the freight rail corridor, the process for variances to the landfill setback and how the setback can be removed, and the cash contribution formula included in the density bonusing system. CPC received the report for

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## PUD Report from November 5, 2018

Page 9 of 11  
Item #7.4

Planning & Development Report to  
SPC on Planning and Urban Development  
2018 November 05

ISC: UNRESTRICTED  
PUD2018-1178

### **New Policy: Chinook Station Area Redevelopment Plan (Wards 9 and 11)**

information. Please see Attachment 4 for more details of the review and Attachment 5 for Administration's response.

As a result of CPC's input, Administration made edits to clarify policy regarding the density bonus system. Changes included defining average land value and clarifying that cost estimates for publicly accessible private open space shall be prepared by a Professional Quantity Surveyor.

#### **Stakeholder Engagement, Research and Communication**

In keeping with Administration's standard practices, landowners were circulated information about the policy project when the process started. A project page for The Plan, located on The City's Engage Portal throughout the planning process.

Landowners and residents of Chinook-Manchester along with internal and external stakeholders were engaged through pop up events, meetings, an open house and online engagement throughout the project.

In March 2017, two pop-up, in-person events were held: one at CF Chinook Centre and one at the Chinook LRT station. An open house and a landowner meeting were also held in March 2017 to inform the plan vision and boundary. Online engagement was conducted in November 2018 to solicit feedback on the draft vision, and in April/May 2018 to gather input on the draft plan.

Public engagement response has been minimal, with the exception of the pop-up events. Various advertising methods were used to make landowners and residents aware of engagement events including mail drops, social media advertisements, bold signs, targeted advertising at Calgary Housing complexes and communication with the area Councillor.

Additional engagement included meetings with Calgary Economic Development, researchers and students from the Faculty of Environmental Design at the University of Calgary, and the Industrial Working Group which is comprised of members of industry and Administration. Meetings with individual landowners were held upon request to discuss the draft policy and its implications to their land. Please see Attachment 3 for a summary of the engagement that occurred during the planning process.

The SPC on Planning and Urban Development's recommendation and the date of the Public hearing will be advertised.

#### **Strategic Alignment**

The Plan is to be read in conjunction with the MDP Volume 1 and the MDP Volume 2, Part 3: *Developed Areas Guidebook*, the *Calgary Transportation Plan*, the *South Saskatchewan Regional Plan* and other City of Calgary policy and guiding documents.

Land within The Plan will be aligned with the Established Area Growth and Change Strategy and Industrial Initiative of the Industry/City Work Plan.

#### ***South Saskatchewan Regional Plan (Statutory, 2014)***

The sites are located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan (SSRP)*. While the

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## PUD Report from November 5, 2018

Page 10 of 11  
Item #7.4

Planning & Development Report to  
SPC on Planning and Urban Development  
2018 November 05

ISC: UNRESTRICTED  
PUD2018-1178

### **New Policy: Chinook Station Area Redevelopment Plan (Wards 9 and 11)**

SSRP makes no specific reference to these sites, the proposal is consistent with policies on Land Use Patterns.

#### ***Municipal Development Plan (Statutory, 2009)***

The Plan Area is identified as a Major Activity Centre on Map 1: Urban Structure in the MDP. Major Activity Centres provide a major mixed-use destination centre and are located along the Primary Transit Network. Major Activity Centres will have the highest density and building heights outside of the Centre City, with the broadest range of land uses, to achieve a minimum intensity threshold of 200 jobs and people per gross developable hectare. Major Activity Centres should be developed to provide opportunities for people to work, live, shop, recreate, be entertained and meet their daily needs. Development must create a high-quality environment with amenities for a comfortable street environment.

#### ***Chinook Station Area Plan (Non-statutory, 2008)***

If Council were to approve Recommendation 1 of this report, the *Chinook Station Area Plan* will be rescinded and replaced with The Plan.

#### ***Manchester Area Redevelopment Plan (Statutory, 2003)***

If Council were to approve Recommendation 2 of this report, the *Manchester Area Redevelopment Plan* will be rescinded and replaced with The Plan.

### **Social, Environmental, Economic (External)**

The proposed plan will guide development in the Chinook-Manchester area towards the creation of a thriving Major Activity Centre.

#### ***Social***

The Plan aims to create a thriving Major Activity Centre with opportunities to live, work and play. The policy will better connect residents of Manchester with the Chinook LRT Station, providing more social cohesion for current and future residents of the area.

#### ***Economic***

Chinook-Manchester is an employment focused Major Activity Centre in close proximity to downtown, providing opportunities for economic development through intensification.

The new Employment – Industrial Flex building block will allow for a combination of industrial working spaces and living space in a low-impact industrial setting. Opportunities for artisan and small-scale industrial fabrication and manufacturing will support emerging technology and local start-up business.

#### ***Environmental***

Energy policies in The Plan provide opportunities to achieve policy objectives of the *MDP* to expand renewable and low carbon energy generated in Calgary. Policy speaks to opportunities for low carbon energy technologies including solar energy and district energy opportunities.

The southeast portion of the Plan Area is located within the setback for The City of Calgary's non-operating Springbank Landfill. The Subdivision and Development Regulation prohibits certain uses (residences, food establishments, schools and hospitals) from being located within 300 metres of the parcel boundary from a landfill site without a variance to the setback.

Approval(s): Dalglish, Stuart concurs with this report. Author: Harder, Breanne

## PUD Report from November 5, 2018

Page 11 of 11  
Item #7.4

Planning & Development Report to  
SPC on Planning and Urban Development  
2018 November 05

ISC: UNRESTRICTED  
PUD2018-1178

### **New Policy: Chinook Station Area Redevelopment Plan (Wards 9 and 11)**

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.

The City has developed a setback variance protocol to guide the review and processing of applications that propose restricted uses with legislated setbacks. The setback variance process helps to assess the actual risks of a potential development.

#### **Financial Capacity**

##### ***Current and Future Operating Budget:***

There are no known impacts to the current and future operating budget at this time.

##### ***Current and Future Capital Budget:***

The proposed plan does not trigger capital infrastructure investment at this time.

#### **Risk Assessment**

The Plan should not be approved until updates to the *Developed Areas Guidebook* related to the Employment – Industrial Flex building block are approved. A delay or lack of support of the Employment – Industrial Flex building block would require a deferral of The Plan. The updates to the *Developed Areas Guidebook* were presented at Calgary Planning Commission (CPC2018-1002) on 2018 September 20 for information and at the Standing Policy Committee for Planning and Urban Development on 2018 October 1 (PUD2018-1022) with a recommendation of approval.

#### **REASON(S) FOR RECOMMENDATION(S):**

The new Chinook Station Area Redevelopment Plan would provide statutory policy to guide redevelopment in the Chinook-Manchester area in order to meet the required intensity of a Major Activity Centre over time and allow for a broad mix of uses.

Bringing forward City-initiated land use redesignations within the Employment – Industrial Flex building block would allow Administration to pilot a Direct Control District within The Plan and would encourage redevelopment, as the barrier of obtaining a land use redesignation would be removed.

#### **ATTACHMENT(S)**

1. Proposed Chinook Station Area Redevelopment Plan
2. Chinook-Manchester Community Enhancement Fund Terms of Reference
3. Engagement Summary Report
4. Calgary Planning Commission Review
5. Calgary Planning Commission Review – Administration's Written Response

Approval(s): Dalglish, Stuart concurs with this report. Author: Harder, Breanne

**PUD Report from November 5, 2018**

PUD2018-1178  
Attachment 1

**Proposed Chinook Station Area Redevelopment Plan**



# Chinook

Station Area Redevelopment Plan



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Page 1 of 73



**PUD Report from November 5, 2018**

PUD2018-1178  
Attachment 1



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Calgary, Alberta T2P 2M5  
**Phone**  
311 or outside of Calgary 403-268-2489  
**Fax**  
403-268-4615  
**calgary.ca**  
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## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

3

# Chinook

## Station Area Redevelopment Plan

### Table of Contents

1 Introduction.....	5	6 Infrastructure & Environment.....	51
1.1 Chinook & Manchester.....	6	6.1 Water Servicing.....	52
1.2 Context.....	8	6.2 Sanitary Servicing.....	53
1.3 Attributes.....	10	6.3 Stormwater Management.....	54
2 Vision & Land Use Concept.....	12	6.4 Energy.....	55
2.1 Vision & Core Ideas.....	13	7 Interpretation & Implementation.....	57
2.2 Land Use Concept.....	14	7.1 Policy Framework.....	58
3 Land Use & Built Form.....	17	7.2 Station Area Redevelopment Plan Interpretation.....	59
3.1 General Policies.....	18	7.3 Station Area Redevelopment Plan Implementation.....	61
3.2 Chinook Hub.....	20	8 Abbreviations & Definitions.....	62
3.3 High Street.....	22	8.1 Abbreviations.....	63
3.4 CF Chinook Centre.....	24	8.2 Definitions.....	64
3.5 Manchester West.....	26	<b>Appendices</b>	
3.6 Manchester Employment Area.....	28	A Landfill Setback Area.....	65
3.7 Density & Density Bonus System.....	30	B Application Requirements.....	66
4 Open Space & Parks.....	35	C Community Enhancement Priorities.....	68
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		

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

4

Chinook Station Area Redevelopment Plan | PROPOSED

## 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

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

5

# 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.



ISC: UNRESTRICTED

Page 5 of 73

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



Chinook Station Area Redevelopment Plan | PROPOSED

### 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.

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

7

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

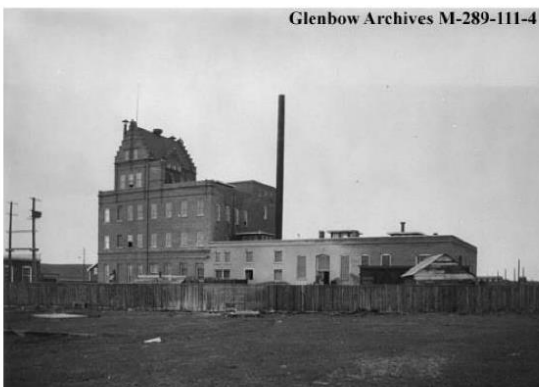


Figure 2 | Interior of  
Mountain Spring Brewing  
Company, 1920



ISC: UNRESTRICTED

Page 7 of 73

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

8

Chinook Station Area Redevelopment Plan | PROPOSED

### 1.2

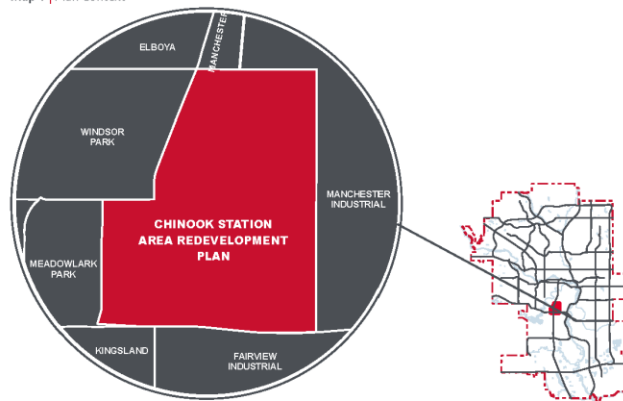
#### Context

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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Page 8 of 73

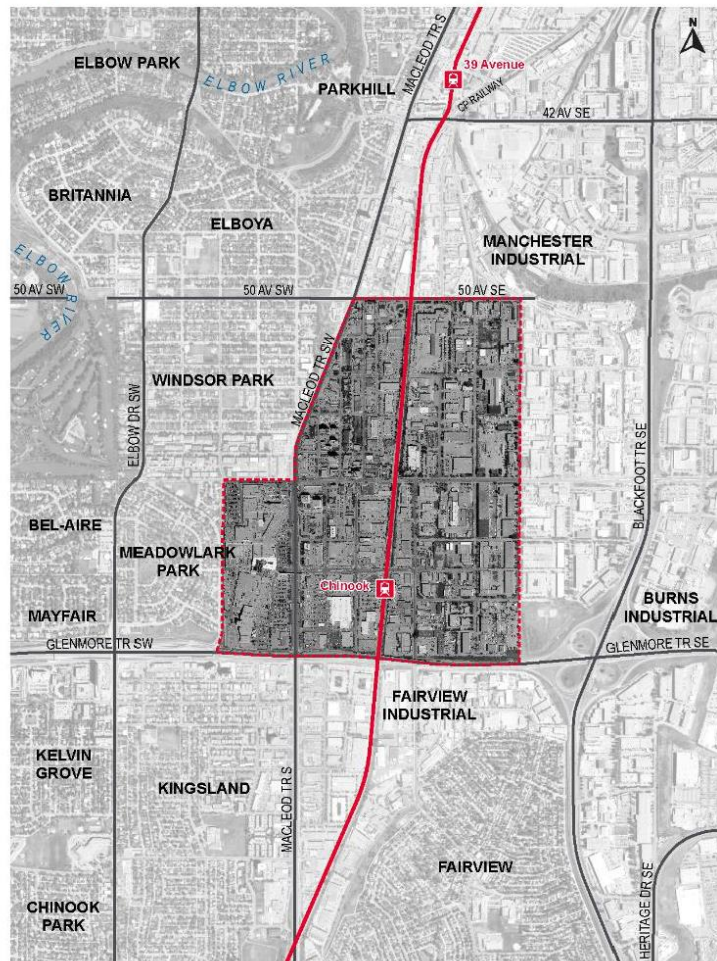
PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

9

Map 2 | Plan Location





## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



Chinook Station Area Redevelopment Plan | PROPOSED

### 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.





## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

13

## 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.

PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



Chinook Station Area Redevelopment Plan | PROPOSED

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**).

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.

Table 1 | Population & Jobs

Population	27,500
Jobs	32,000



## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

16

Chinook Station Area Redevelopment Plan | PROPOSED

### 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 intensify 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.

**PUD Report from November 5, 2018**

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

17

# 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.



ISC: UNRESTRICTED

Page 17 of 73



## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



Chinook Station Area Redevelopment Plan | PROPOSED

### 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.

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

19



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.

PUD Report from November 5, 2018

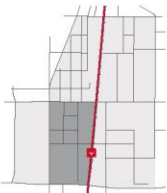
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Attachment 1



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3.2

Chinook Hub



Map 5 | 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).

PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

21

Figure 5 | Mixed-use development



Figure 6 | Large format retail in mixed-use development



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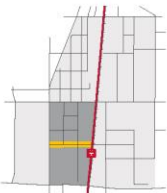
Page 21 of 73

PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

3.3

High Street



Map 6 | 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.

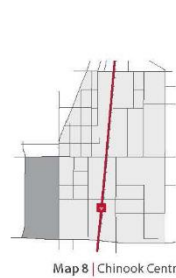


## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



Chinook Station Area Redevelopment Plan | PROPOSED



### 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 should 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**).



## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

25

### 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

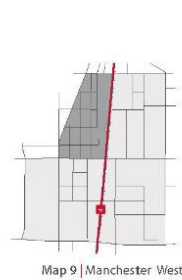


## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



Chinook Station Area Redevelopment Plan | PROPOSED



### 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



## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

27

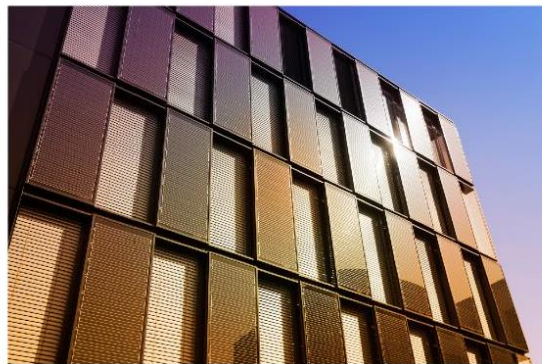


Figure 9 | Solar panels on building façade

### 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

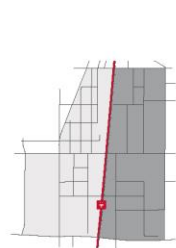
Development adjacent to the Manchester-West park shall provide a human-scale transition from development to the park.

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



Chinook Station Area Redevelopment Plan | PROPOSED



Map 10 | Manchester  
Employment Area

### 3.6

#### 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.

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

29

### 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

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



Chinook Station Area Redevelopment Plan | PROPOSED

### 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**).

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

31

### 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 through 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 means the average land value per a square metre in Chinook-Manchester at the time of development permit approval as approved by Council and reviewed annually. Expert analysis submitted by an applicant acceptable to The City of Calgary 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.



## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

32

Chinook Station Area Redevelopment Plan | PROPOSED

### 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. Cost estimates shall be prepared by a Professional Quantity Surveyor.

#### 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<sup>2</sup>) \***

### 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  
(m<sup>2</sup>) = **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<sup>2</sup>) \***

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

33

### 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 purposes. 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 <sup>1</sup> (FAR) <sup>2,3,4</sup>
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

<sup>1</sup> Site constraints and/or design policies may prevent maximum allowable densities from being achieved.

<sup>2</sup> Maximum allowable densities include gross floor area, as defined in the Land Use Bylaw.

<sup>3</sup> Floor area on the ground floor occupied by active uses along the High Street does not count towards this maximum.

<sup>4</sup> Floor area for affordable housing units and associated parking stalls provided as a bonus item 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



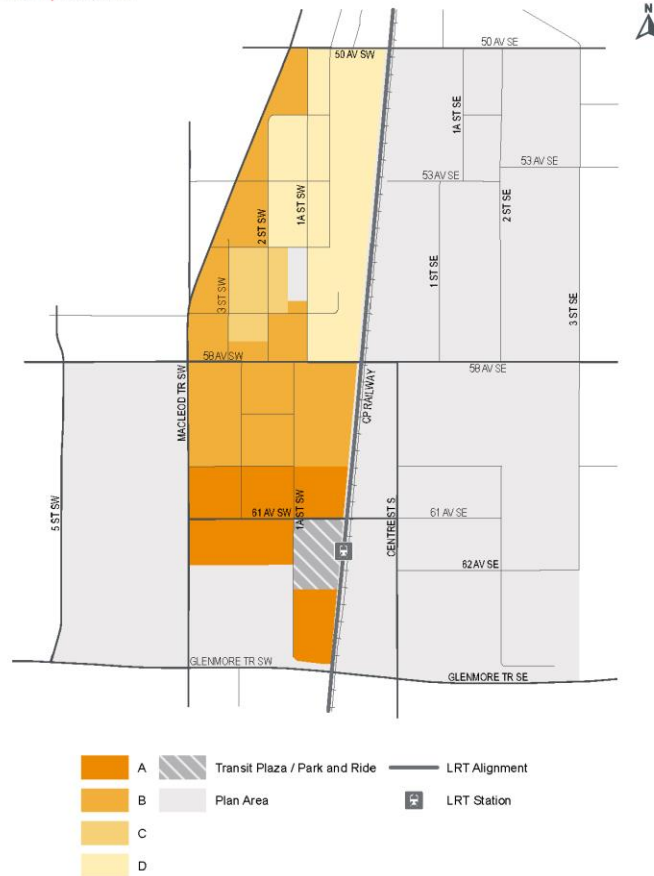
PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

34

Chinook Station Area Redevelopment Plan | PROPOSED

Map 11 | Density Areas



ISC: UNRESTRICTED

Page 34 of 73



## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



Chinook Station Area Redevelopment Plan | PROPOSED

### 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).

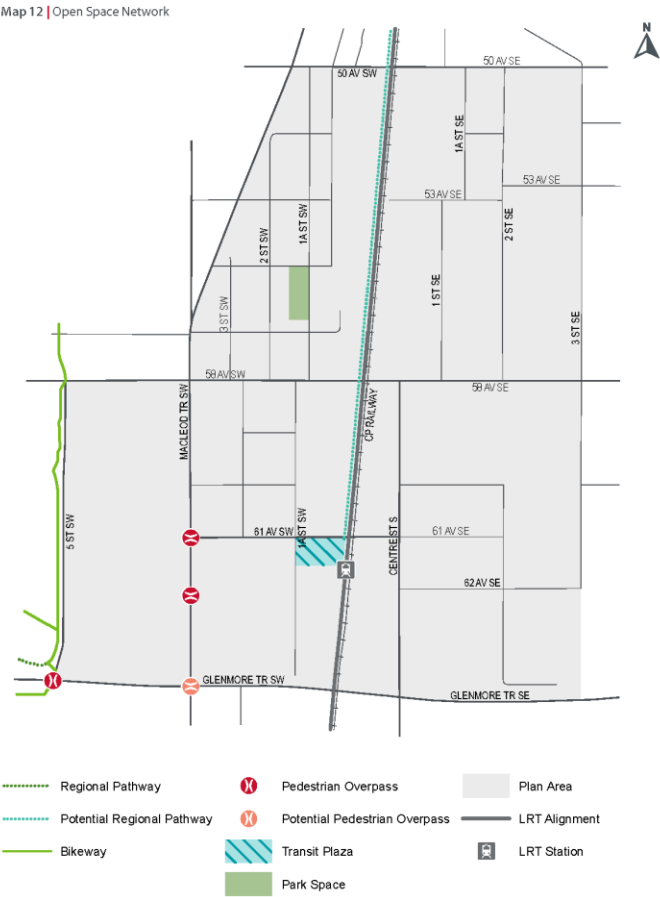
##### Design

###### 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.

PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



Chinook Station Area Redevelopment Plan | PROPOSED

### 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**).

**PUD Report from November 5, 2018**

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

39



Figure 11 | Manchester park



Figure 12 | Urban park space

ISC: UNRESTRICTED

Page 39 of 73

PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



Chinook Station Area Redevelopment Plan | PROPOSED

# 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.



ISC: UNRESTRICTED

Page 40 of 73

PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

41

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.





PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

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

Design

- 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).
- 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.

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



Chinook Station Area Redevelopment Plan | PROPOSED

### 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. SB 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

**PUD Report from November 5, 2018**

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

45



Figure 14 | Public  
bicycle parking



Figure 15 | Secure  
bicycle parking

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



Chinook Station Area Redevelopment Plan | PROPOSED

### 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

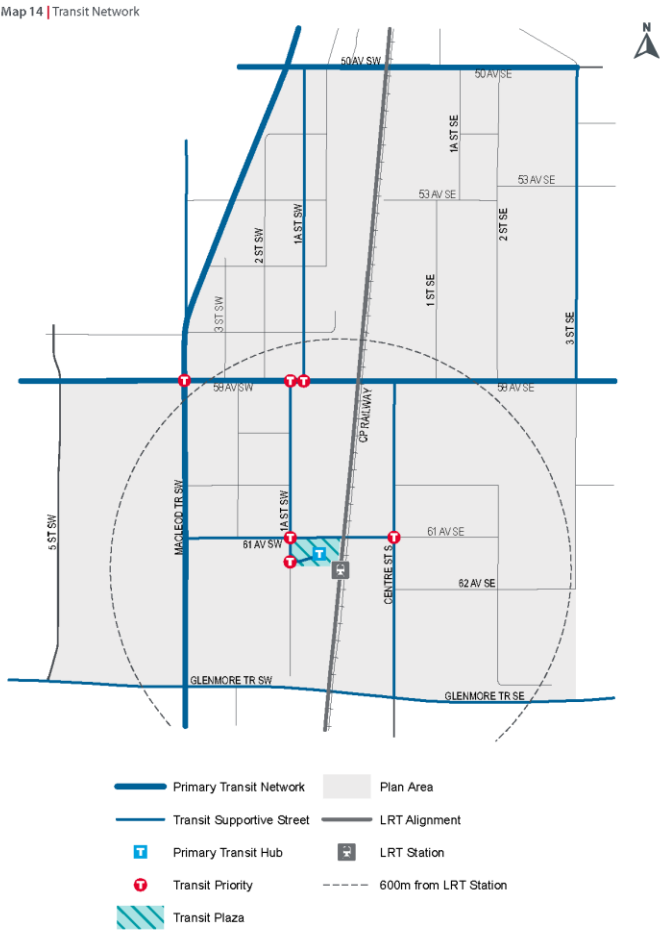
There shall be no vehicular access to private parcels through existing or future bus zones.



Figure 16 | Safe pedestrian route in Chinook

PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



Chinook Station Area Redevelopment Plan | PROPOSED

### 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.





PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



Chinook Station Area Redevelopment Plan | PROPOSED

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.

PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

# 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.



## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

52

Chinook Station Area Redevelopment Plan | PROPOSED

### 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

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

53

## 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

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



Chinook Station Area Redevelopment Plan | PROPOSED

### 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

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

55

### 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



## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

56

Chinook Station Area Redevelopment Plan | PROPOSED

### 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





## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



Chinook Station Area Redevelopment Plan | PROPOSED

### 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. Where the policies within the Developed Areas Guidebook and this policy plan are different, the difference is intentional and not an inconsistency, because policy has been tailored to the Chinook-Manchester area. But where there is an absence of a specific policy within this policy plan, the Developed Areas Guidebook prevails.

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

59

## 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.

PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



Chinook Station Area Redevelopment Plan | PROPOSED

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.

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

61

### 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**.

PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



Chinook Station Area Redevelopment Plan | PROPOSED

# 8 Abbreviations & Definitions



ISC: UNRESTRICTED

Page 62 of 73

PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

8.1

Abbreviations

ARP	PTN
Area Redevelopment Plan	Primary Transit Network
CTP	SDR
Calgary Transportation Plan	Subdivision and Development Regulations
MDP	TOD
Municipal Development Plan	Transit oriented development
MGA	
Municipal Government Act	

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



Chinook Station Area Redevelopment Plan | PROPOSED

## 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.

**PUD Report from November 5, 2018**

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

65



## 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.



## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1



Chinook Station Area Redevelopment Plan | PROPOSED

# 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 with-  
in 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 with-  
in 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.

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

67

### 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.

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

68

Chinook Station Area Redevelopment Plan | PROPOSED

# 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



## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

69

### 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.

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

70

Chinook Station Area Redevelopment Plan | PROPOSED

### 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

PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

Chinook Station Area Redevelopment Plan | PROPOSED

71



Figure 25 | Potential phased  
park development

Phase 1



Phase 2



Phase 3

ISC: UNRESTRICTED

Page 71 of 73

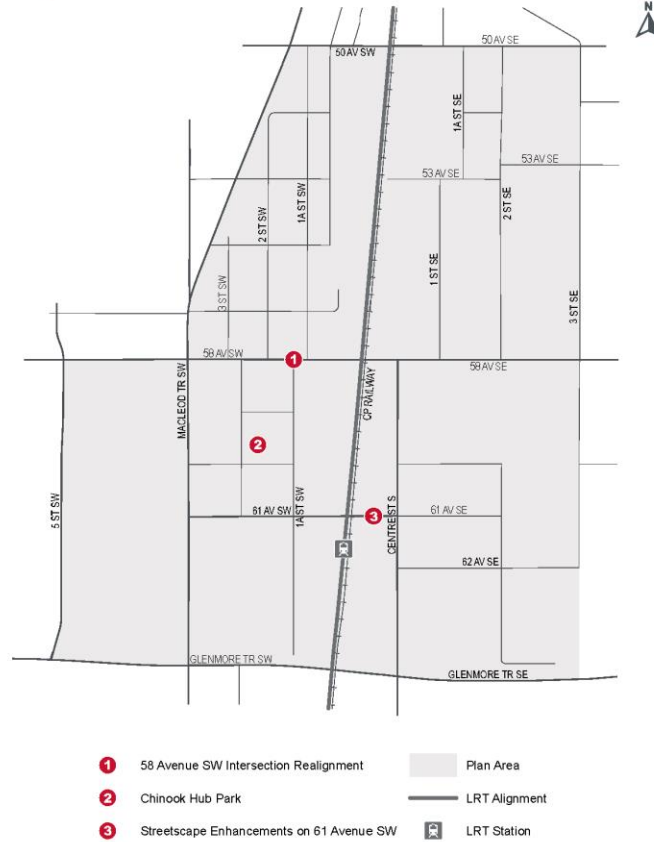
PUD Report from November 5, 2018

PUD2018-1178  
Attachment 1

72

Chinook Station Area Redevelopment Plan | PROPOSED

Map 16 | Community Enhancement Priorities



**PUD Report from November 5, 2018**

PUD2018-1178  
Attachment 1



ISC: UNRESTRICTED

Page 73 of 73



**PUD Report from November 5, 2018**

PUD2018-1178  
Attachment 2

**Chinook-Manchester Community Enhancement Fund Terms of Reference**

**Chinook-Manchester Community Enhancement Fund  
Terms of Reference  
September 2018**

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 2

### Table of Contents

<b>1. Introduction</b>	<b>4</b>
1.1 Chinook and Manchester	4
1.2 Purpose	4
<b>2. Terms of Reference</b>	<b>4</b>
2.1 Area of Applicability	4
2.2 Purpose of the Chinook-Manchester Community Enhancement Fund	6
2.3 Acceptance of these Terms	6
2.4 Administration	6
2.4.1 Administrative Committee	6
2.4.2 Appointment to the Committee	6
2.4.3 Term of Committee Members	7
2.4.4 Committee Responsibilities	7
2.4.5 Administrative Committee Meetings	7
2.4.6 Project Decisions and Recommendations to City Council	7
2.4.7 Dialogue with Business Units	8
2.4.8 Administrative Staff	8
2.5 Eligible Projects	8
2.5.1 Public Improvement Projects	8
2.6 Application Process	9
2.6.1 Requirements	9
2.6.2 Timelines	9
2.7 Fund allocation	9
2.7.1 Approval Authority Allocation	9
2.8 Payment Agreement	9
2.9 Contribution Calculation	10
2.10 Handling of Monies	10
2.10.1 Deposit Fund	10
2.10.2 Interest	10
2.10.3 Accounting	10
2.10.4 Payment of Funds to Receiving Projects	10
2.10.5 Minimum Balance	11

**PUD Report from November 5, 2018**

PUD2018-1178  
Attachment 2

2.10.6 Refund of Contributions .....	11
2.10.7 Cancellation and Delay of Funded Projects .....	11
2.11 Monitoring .....	11
2.11.1 Regular Monitoring Report .....	11
2.11.2 Project Accountability .....	11
2.12 Lifespan of the CMCEF .....	11
2.13 Review and Amendments .....	12
2.14 Effective Date .....	12

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 2

### 1 Introduction

#### 1.1 Chinook and Manchester

The Chinook Station Area Redevelopment Plan (SARP) allows for the earning of bonus density through cash contributions to a community enhancement fund, the Chinook-Manchester Community Enhancement Fund (CMCEF). The Fund was created and approved by Council (CPC2018-1003) in conjunction with the density bonusing policies outlined in the Chinook Station Area Redevelopment Plan. At the discretion of the Approving Authority, any development desiring to utilize the density bonus provisions of a Direct Control Bylaw is eligible to make a contribution to the CEF. The collected monies can be used to facilitate and finance improvements to the public realm in the Chinook SARP plan boundary, in accordance with this Terms of Reference.

#### 1.2 Purpose

The purpose of this document is to define the Terms of Reference for the Chinook-Manchester Community Enhancement Fund (CMCEF).

### 2 Terms of Reference

#### 2.1 Area of Applicability

The regulations of the CMCEF apply in the area as defined in the Chinook Station Area Redevelopment Plan (see Map 1).



## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 2

specifically pedestrians and cyclists. These enhancements will focus on streetscape improvements and the provision of additional publicly-accessible park spaces. The CMCEF is to be used for projects that help realize the core ideas and vision of the Chinook SARP.

Where possible, projects will be funded through multiple sources, including general revenue support, or other public or private funding sources.

### 2.3 Acceptance of these Terms

By applying for, and accepting, a development permit utilizing the density bonus instrument through a contribution to the CMCEF, the applicant accepts these Terms of Reference.

### 2.4 Administration

#### 2.4.1 Administrative Committee

The Administrative Committee for the CMCEF must at all times be fully aware of the development priorities and policies as developed by The City's business units and as directed by Council. Intimate knowledge of the planning context of the Chinook-Manchester area from the perspective of the development industry and area residents and businesses is equally important; achieving a high level of interdisciplinary integration is key to ensuring CMCEF monies are allocated most effectively.

In light of this, the CMCEF shall be managed by an Administrative Committee that will be chaired by the Manager of Community Planning - South. The Committee shall be composed of a representative from each of the following City business units and key stakeholder groups:

1. Chair: Manager of Community Planning - South (Planning & Development);
2. Planner, Community Planning - South;
3. Transportation Development Services (Transportation);
4. Strategic Service (Calgary Parks, Community Services);
5. Local resident;
6. Local contributing developers; and
7. Ward 9 Councillor.

The Committee composition is intended to ensure that the Administrative Committee is fully aware of any proposed projects at The City that have the most direct bearing on the public realm, while also incorporating knowledge of the priorities of community and industry. If a Community Association is established for Chinook-Manchester, the local resident role will be held by a member of the Community Association.

#### 2.4.2 Appointment to the Committee

The three City representatives shall be appointed by their respective business units. The two stakeholder representatives shall be appointed by their respective organizations. Given that currently there is no Community Association in Chinook-Manchester, the local representative may be appointed upon recommendation from the Federation of Calgary Communities or The City of Calgary. It is at the respective organizations' discretion to determine the appropriate method for selecting their representatives.

## **PUD Report from November 5, 2018**

PUD2018-1178  
Attachment 2

### **2.4.3 Term of Committee Members**

The term of Chair of the Committee shall be for as long as the person holds the position of the Manager Community Planning - South. The terms of the Administrative Committee members representing City business units shall be determined by the respective business units. The term of the Administrative Committee members representing the public stakeholders shall be determined by their respective organizations.

### **2.4.4 Committee Responsibilities**

The Committee is responsible for:

Consultation with business units and community stakeholders;

- Reviewing applications for funding;
- Recommending projects for funding through the CMCEF for Council's approval;
- Funding decisions up to an amount of \$200,000.00 total per project;
- Financial oversight of the CMCEF;
- Review and amend Terms of Reference, where necessary;
- Monitoring of projects; and
- Reporting to Council.

### **2.4.5 Administrative Committee Meetings**

The Committee should strive to meet once per year, or as deemed necessary by the members, to discuss ongoing and planned developments, relevant issues and possible public realm improvement projects and to examine potential project opportunities. Once contributions to the fund have been made the Committee should meet on an annual basis to ensure annual reporting on the balance of the Fund. In the event that a member cannot attend a meeting in person, he/she may appoint a delegate to attend in his/her stead. Written minutes of the meetings shall be kept.

The Chair should strive to set the meeting dates and venues such that all members can attend. Meetings should be announced 10 business days in advance.

The Committee shall determine its meeting protocols and method of decision making.

### **2.4.6 Project Decisions and Recommendations to City Council**

The Administrative Committee will decide by majority vote which projects it shall approve for funding and/or recommend to Council for funding approval. In the event of a tie, the proposal shall be considered defeated. No member is entitled to vote on approval of a project for which they have a pecuniary interest (as defined by the Municipal Government Act).

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 2

### 2.4.7 Dialogue with Business Units

The Administrative Committee must be well aware of various business units' planning activities, such as those of Transportation, Roads, Transit, etc. in order to ensure public realm development activities occur in an integrated, comprehensive and mutually supportive manner. Dialogue with the other business units will be managed by Community Planning Administrative Staff as required. Dialogue may occur by inviting representatives of business units or other stakeholders to the Committee meetings.

Therefore, the Administrative Staff should consult with other business units as required on ongoing and planned projects and potential unit priorities and constraints. The business units' recommendations should be taken into consideration by the Committee when it compiles the list of Strategic Projects for the CMCEF and determines fund allocations. In so doing, the Committee must ensure that the CMCEF is not used to substitute City budgets where these can and should be used to finance a project.

### 2.4.8 Administrative Staff

The daily operation of the Fund and support to the Administrative Committee will be undertaken by staff of the Community Planning business unit

The Administrative Staff is responsible for:

- Supporting the Administrative Committee;
- Liaising with business units and key stakeholder groups;
- Allocation of funds to receiving projects;
- Financial tracking of Fund monies;
- Monitoring of projects and development;
- Reporting to the Administrative Committee; and
- Organizational matters of committee meetings, e.g. minutes.

## 2.5 Eligible Projects

### 2.5.1 Public Realm Improvement Projects

The CMCEF is to be used for projects on public lands or within public rights-of-way within the Chinook-Manchester Station Area related to public realm improvements, in accordance with the SARP, including but not limited to:

- 58 Avenue SW and 1A Street SW Intersection Realignment;
- Chinook Hub Park; and
- Streetscape enhancements on 61 Avenue SW.

Projects to be funded in whole or in part by the CMCEF should, where required, be included within the approved capital budget. Where possible, projects will be funded through multiple sources, including general revenue.



## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 2

### 2.6 Application Process

#### 2.6.1 Requirements

To be considered for funding through the CMCEF a letter describing the project must be submitted to the Administrative Committee for review. This applies both to projects that are initiated by City business units as well as projects proposed by external, community stakeholders. It is at the discretion of the Administrative Committee to determine the information required for the application; however, as a guideline, letters should include the following:

- a project description;
- an explanation of the project's benefit to the public realm
- alignment with the SARP policies and other relevant City policies and plans;
- a description of the necessary works required, i.e. text, maps, sketches, drawings, schedules; and
- a work schedule/project overview and cost estimate/quote verifying that the proposed project budget is feasible.

The Administrative Committee may also invite applicants to attend a Committee meeting to discuss the proposal or provide a presentation of its contents.

#### 2.6.2 Timelines

Letters requesting CMCEF expenditures should be submitted to the Administrative Staff in advance of a scheduled Committee meeting. The Committee will strive to complete its assessment and make its decision known to the applicant in a timely manner, ideally within a month of receiving the request.

### 2.7 Fund allocation

#### 2.7.1 Approval Authority Allocation

To facilitate operation of the Fund, the Administrative Committee shall have the authority to decide upon projects and allocate funds to a total amount of \$200,000.00 per individual project without previous approval by Council. This supports the timely allocation of funds and the implementation of these as illustrated above.

All projects and allocations to receiving projects that exceed \$200,000.00 out of the Fund in total per project must be approved by Council and must be identified in the relevant City business unit's Capital Budget.

### 2.8 Payment Agreement

The development permit grants specific development rights in the form of additional Floor Area Ratio above the base density when density bonusing is applied. The calculated financial contribution shall be paid in full at the time of release of the development permit. Once a development permit is released, a contribution will not be refunded to the contributor. The contributor cannot determine how the contribution will be spent.

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 2

It is at the contributor's discretion to use the CMCEF rather than utilizing other bonusing options, or to remain within the base density allowed in the Land Use Bylaw. Therefore, the contribution to the Fund is a voluntary decision on the part of the developer for the purpose of receiving floor area above the base density.

### 2.9 Contribution calculation

Contributions to the CMCEF are calculated during the development permit approval process. The method of calculation is established in the Chinook Station Area Redevelopment Plan.

The amount of contribution is calculated based on the Average Land Value (ALV) per square metre of buildable floor area as approved by Council multiplied by the proposed amount of bonus space.

$$\text{average land value} \times \text{proposed bonus floor area (m}^2\text{)} = \text{contribution}$$

The contribution amount represents what the developer would, on average, have to pay for the additional land within the Plan Area necessary to support the additional floor area. The Average Land Value is approved by Council and updated on a regular basis. Expert analysis submitted by an applicant acceptable to The City may be used to determine average land value if Council has not approved a value. Community Planning shall apply the Average Land Value applicable at the time the application for development permit is approved by The City.

### 2.10 Handling of Monies

#### 2.10.1 Deposit Fund

Contributions to the CMCEF shall be deposited into a liability account of the Community Planning business unit of The City of Calgary. Unless stated otherwise in the following, The City's regulations and guidelines pertaining to interest-bearing funds apply to the CMCEF.

#### 2.10.2 Interest

Accrued interest will be allocated to the CMCEF

#### 2.10.3 Accounting

Accounting of the funds occurs internally through the Administrative Staff, which tracks the liabilities against the balance in the deposit fund. Staff will keep a schedule for the commitments, received funds and non-allocated monies. When the decision has been made to allocate funds to a specific project, the Administrative Staff and the manager of the receiving project shall establish a payment schedule. The Administrative Staff will place liabilities against the required funds as per the payment schedule. This ensures that the monies are properly reserved for the project. It may also be required in order for the receiving project to meet potential grant eligibility requirements.

#### 2.10.4 Payment of Funds to Receiving Projects

Upon authorization from the Administrative Committee Chair, allocated monies from the deposit fund will be transferred to the receiving project as per established Finance business practice. This can entail either the entire funding amount or incremental amounts until the full allocation

## **PUD Report from November 5, 2018**

PUD2018-1178  
Attachment 2

has been achieved. Payments should be made upon completion of the agreed upon works or project stages.

### **2.10.5 Minimum Balance**

The Fund is to be used to improve the public realm in conjunction with increased densities. As such, funds should be allocated to projects as deemed appropriate by Council and the Administrative Committee. Therefore, there is no minimum balance requirement for the CMCEF fund.

### **2.10.6 Refund of Contributions**

The contribution to the CMCEF is a condition of the development permit and is non-refundable once the development permit has been released.

### **2.10.7 Cancellation and Delay of Funded Projects**

In the event that a CMCEF-funded project is cancelled, the Administrative Committee, with the Chair's approval, will remove the liability placed against the Fund and make the funds available for other projects.

If a CMCEF-funded project is substantially delayed, i.e. by more than two years, or put on hold indefinitely, the Administrative Staff shall consult with the project manager to determine how long the liability against the allocated funds will be maintained.

Over time, The City's strategic priorities may change. Therefore, at its discretion Council may rescind its approval for previously approved projects if a payment schedule has not been established with the receiving project.

## **2.11 Monitoring**

### **2.11.1 Regular Monitoring Report**

The Administrative Committee will report to Council on the status of the CMCEF, implemented projects, allocated funds and any changes proposed to the contribution calculation method on a regular basis. The Administrative Committee will determine the report intervals and format of the report and the report may be contained within other regular or annual reports.

### **2.11.2 Project Accountability**

At its discretion, the Administrative Committee may require that a project account for its expenditures. If the expenditure does not comply with the project contents and terms agreed upon, the Administrative Committee may refuse any further payment of the allocated funds.

## **2.12 Lifespan of the CMCEF**

Cities and their communities are dynamic organisms that grow and change over time. The public realm must be maintained, modified and enhanced in step with the community as it grows and changes. The CMCEF and these Terms of Reference remain in effect until such time as Council decides their termination.

## **PUD Report from November 5, 2018**

PUD2018-1178  
Attachment 2

### **2.13 Review and Amendments**

The successfulness of the processes defined in these terms should be monitored for the first three years of their implementation. As it is deemed necessary, the terms should be reviewed and either confirmed or amended as required.

Amendments to the Terms of Reference shall be reviewed by the Administrative Committee and must be approved by Council to become effective.

### **2.14 Effective Date**

These Terms of Reference are effective on the date that they are adopted by Council.

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 3

### Engagement Summary Report

## Chinook Station Area Plan Final Engagement Summary Report

### Engagement

#### Program overview

A multi-phased engagement and communications strategy was developed to facilitate meaningful opportunity for engagement with in-person and online opportunities. The Engage Spectrum level for this project is Listen and Learn which is defined as "We will listen to stakeholders and learn about their plans, views, issues, concerns, expectations and ideas."

Based on feedback received and participation in the first phase of engagement for this project it was decided to continue with an engagement program that focused primarily online with a targeted and comprehensive communications effort for landowners, businesses and residents in the Manchester and Chinook area to drive participation.

The purpose of phase one engagement was to inform the plan vision and boundary, phase two was to review to draft vision created and phase three was to review the draft plan created.

Between March 2017 and May 2018 we offered the following engagement opportunities:

- Phase One: March 12 – 28 2017
  - Included two pop-up events, landowner workshop, open house and online survey
- Phase Two: November 20 – December 4, 2017
  - Included an online survey
- Phase Three: April 16 – May 6, 2018
  - Included an online survey

Over the course of The City's engagement program we collected over 500 comments and ideas from approximately 250 citizens.

Additional consultation included meetings with Calgary Economic Development, researchers and students from the Faculty of Environmental Design at the University of Calgary, and The City's Industrial Working Group. Meetings with individual landowners were held upon request to discuss the draft policy and its implications to their land.

#### What we heard/ what we did

Citizens provided a diversity of comments through all phases of engagement and the main themes identified by citizens across all phases have been highlighted in the chart below including a response in how this feedback was used by The City to inform the draft policy plan.

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 3

What we heard (Issue or opportunity identified)	What changes were made
Desire for flexibility to enable development	Flexibility in the policy has been provided by removing overly prescriptive policy from the SAP including policy related to the range of appropriate uses, built form, and required density.
Desire for more open space and landscaping	Opportunities for re-greening the area are emphasized and encouraged throughout the plan including policy related to new park space in the Chinook Hub area.
Desire for higher density mixed-use development and integration of different uses	The plan area is a Major Activity Centre, which have the highest target intensity outside of the centre city in the MDP. Mixed-use development is required in areas west of the LRT, with a range of employment uses east of the LRT including limited opportunities for residential. Manchester West allows for full mixed-use development in the Employment- Industrial Flex area.
Desire for more opportunities for residential development east of the LRT	Policy allowing for limited opportunities for residential development along 61 Ave SE and Centre Street S are included in the plan. Currently there is a lack of amenities for existing residents and residents are isolated from the LRT station. Allowing for dispersed residential development across the plan area may further exacerbate this isolation and make it difficult to efficiently and effectively provide improved amenities as redevelopment occurs.
Concern regarding pedestrian and cyclist safety	Opportunities for improving pedestrian and cycling safety are identified in the plan at key intersections, including separated cycling infrastructure. Cycling routes will connect to the existing pathways and bikeways.
Desire for improved pedestrian and cycling connectivity	Improvements to the pedestrian and cycling network are identified in the plan.
Concerns regarding traffic congestion	Opportunities for improving the street network are identified in the plan.
Desire for a new LRT station at 50th Avenue	A future station has not been approved by Council or included in the capital plan, thus is not identified in the plan. Further engagement by Transportation would be required in order to identify the station in the Calgary Transportation Plan and the SARP.
Concerns regarding general safety within the plan area	Building and site design that is pedestrian-oriented is required in certain areas, contributing to improved safety.

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 3

Desire for increased clarity in the information provided and the use of plain language in the plan	The plan has been reviewed and edited to improve clarity.
Concerns with challenges posed by landfill	Appendix A speaks to the process for development proposals within the landfill setback in accordance with standard City business practice.
Support for an expanded plan area boundary	The plan area has been expanded based on feedback received as part of the development of the SARP.
Potential for urban agriculture focused industrial development in the area	Included in policy in Manchester West area.
Concerns regarding transition from existing development to future redevelopment envisioned in the plan	Existing land use districts will remain in place until a land use amendment application is submitted.
Concern regarding plan policy conflicting with existing Direct Control Districts	Specific policies are included in the plan which speak to existing Direct Control Districts to ensure there is no conflict.

### Communications overview

A communications plan was developed to inform the community about the project and the engagement opportunities. The tactics used to inform the public included:

- Project specific website ([calgary.ca/chinook](http://calgary.ca/chinook)) that shares information about the project and engagement opportunities.
- Project specific engage portal page ([engage.calgary.ca/chinook/sarp](http://engage.calgary.ca/chinook/sarp))
- A project email newsletter, where interested parties could subscribe for project updates. There are 129 subscribers.
- Communication with the local area Councillor
- Facebook advertisement to area residents
- Letters mailed to surrounding area residents, businesses and landowners
- Road signs located at high-traffic intersections sharing engagement details
- Targeted communications and posters distributed in nearby residential buildings in Manchester (including the Calgary Housing Complex)

### Full engagement reports

The full What We Heard Reports from each phase with verbatim comments can be found here:

- Phase one engagement: [What We Heard Report](#)
- Phase two engagement: [What We Heard Report](#)
- Phase three engagement: [What We Heard Report](#)

## **PUD Report from November 5, 2018**

PUD2018-1178  
Attachment 4

### **Calgary Planning Commission Review**

#### **Plan Boundary**

- Rationale as to Plan Area boundary (boundary in MDP vs 3 Street SE; north of 50 Avenue SW for example)

#### **High Street**

- Rationale as to why the High Street does not extend east of the freight rail corridor
- Consider policy that supports High Street east of the freight rail corridor.

#### **Landfill setback**

- Could The City request blanket variance for the landfill?
- Does each development require a separate application to the Province?
- What is the role of the Province vs The City in granting a variance?
- How often does The City address the boundary with the Province; how often are the setbacks and landfill classification updated?
- Is remediation always required for a variance?
- Were further proactive measures considered to reduce barriers to redevelopment?

#### **Density Bonusing**

- Redevelopment success and increased densification is dependent on effectiveness of bonusing provisions
- Cash contribution calculations are key
- Two recommendations:
  - o Establish and publish industry-vetted average land value amount to reduce uncertainty, time to approval
  - o Apply a discount to the density bonusing formula for initial CEF contributions
    - Suggestion of a 50 per cent discount initially; Council can update in a year or two after it's been tested

#### **Employment - Industrial Flex Building Block**

- Is there a timeline for pilot of Direct Control District?
- Ongoing engagement for developing Direct Control District with landowners and industry
- Direct Control District boundary – can others outside of the investigation area proceed/join?

#### **General comments**

- Positive comments regarding policy plan; Employment-Industrial Flex building block
- General support for intensification of Chinook-Manchester area



## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 5

### Calgary Planning Commission Review – Administration's Written Response

#### Plan Boundary

The Plan Area boundary for the *Chinook Station Area Redevelopment Plan* (The Plan) was chosen to be consistent with the boundaries of the Major Activity Centre in the *Municipal Development Plan*. Macleod Trail SW and Glenmore Trail S are natural boundaries. On the east side, the land slopes up moving to the east and the eastern boundary is roughly 600 metres from the train station, which is an ideal maximum walking distance for employees working in future employment –intensive development.

#### High Street

The location of the High Street was chosen to link the two primary anchors of the Plan Area: CF Chinook Centre and the Chinook Primary Transit Hub. Recent streetscape improvements along 61 Avenue SW that provided wider sidewalks and a new pedestrian bridge across Macleod Trail SW provide a foundation for pedestrian-oriented mixed use development over time. Active uses are required at-grade along the High Street, requiring direct pedestrian access and uses that encourage frequent walk up activity. This area will be a focus for mixed-use redevelopment in Chinook-Manchester.

61 Avenue SW extends to the east of the rail tracks; this area is proposed to have future streetscape improvements through Community Enhancement Priorities. Active frontages are encouraged, but not required, in the block from the freight rail corridor to Centre Street. Over the longer term, this could expand eastward, however based on the limited redevelopment along 61 Avenue during the life of the Chinook Station Area Plan, the High Street and High Street policies were limited to the three blocks from the Chinook Primary Transit Hub and CF Chinook Centre to strategically concentrate these uses.

Future updates to The Plan could consider extension of the High Street, based on the build-out of the targeted active frontage between CF Chinook Centre and the Chinook Primary Transit Hub and based on the build out of the residential population in the Chinook Hub area.

#### Landfill Setback

The Springbank Landfill is located to the east of the Plan Area and is currently classified as closed. The landfill is being monitored and maintained as per Alberta Environment and Parks regulations. 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.

A variance to the SDR can be requested by an applicant and Administration will undergo a review as per the *Waste Management Facilities: Setback Variance Protocol* to determine if it is appropriate to apply to the Province of Alberta (the Province) for consent to vary the setback. As

## PUD Report from November 5, 2018

PUD2018-1178  
Attachment 5

different uses may have different requirements, The City of Calgary (The City) does not pursue blanket variances for land.

The City's role as the landowner of the Springbank Landfill is to provide a letter of consent to the Province, consenting to the setback variance. The Province will consider the application based on their application requirements and their Provincial Public Health Regulations. A variance comes into effect after the Province consents to it. Remediation may be required for a variance, but not in all cases. Appendix A of The Plan outlines appropriate uses within the landfill setback and information regarding variance requests.

The City does not regularly approach the Province to revisit the setback distances (300 metre permanent setback and 450 metre setback from an operating landfill). The setback distances are set out in the SDR. Similar to the Municipal Government Act, the frequency of reviewing such legislation is at the discretion of the Province.

The City submits annual reports for operating City-owned landfills (which is not the case for the Springbank Landfill), as a condition of their operating approval. The reports can result in adjustments to the landfill operating boundaries and to the setbacks. As the owner of several closed landfills, The City continues to look for improvements for how these sites are managed, including refining the extent of waste and waste footprint boundaries. Over the past decade, historical reviews and investigations have resulted in refined management plans and maps for closed landfills, and landfill setbacks have been adjusted accordingly.

### Density Bonusing

The density bonusing system for The Plan was adapted from the system in the Chinook Station Area Plan and takes into consideration existing Direct Control Districts in the area. There are four methods included in The Plan for increasing density, and the contribution formulas for all of them are consistent with other existing density bonusing systems in Calgary, including the *Beltline Area Redevelopment Plan* and the *Brentwood Station Area Redevelopment Plan*.

The four methods for increasing density are:

- the provision of publicly-accessible private open space;
- a contribution to the Community Enhancement Fund;
- the provision of affordable housing units; and
- the provision of community amenity space, which is floor area for not-for-profit community purposes.

The proposed bonus system relies on the determination of average land value in order to ensure that bonus floor area granted is equivalent in value to the bonus item provided, including cash contributions to the Community Enhancement Fund. The relationship between land value and bonus item cost is used to ensure choice among the bonus methods (i.e. providing a community amenity space should be similar in cost to providing a cash contribution).

## **PUD Report from November 5, 2018**

PUD2018-1178  
Attachment 5

A 25 per cent discount is given to bonusing that involves land or floor area, recognizing the complexity of negotiating and securing the bonus. For example transaction costs, extra design costs, cost estimates and negotiations with The City. This discount is given to all methods for increasing density, with the exception of the Community Enhancement Fund contribution.

Providing a discount to for cash contributions to the Community Enhancement Fund could disrupt the land value to bonus method relationship and equality amongst the four bonus methods. In a well-functioning market, any discount provided by The City will very quickly be captured in prevailing land values, and the benefit of a discount would flow to the land vendor, not to the developer to whom The City is trying to incentivize.

In an effort to remove barriers for the initial contributions to the Community Enhancement Fund, for those developers who select this bonus method, Administration's recommendation to the Standing Policy Committee on Planning and Urban Development includes recommending adoption of the Chinook-Manchester Community Enhancement Fund Terms of Reference.

### **Employment - Industrial Flex Building Block**

Administration will be moving forward with a Direct Control District for portions of the Employment – Industrial Flex building block area and will come forward to Council with city-initiated land use redesignations no later than Q4 2019.

Administration met with internal and external stakeholders including the Industrial Working Group, University of Calgary, and Calgary Economic Development during the development of the building block. The development of the new Direct Control District will be in conjunction with stakeholders and landowners in the area.

Administration has identified an investigation area to pilot the Direct Control District. Landowners outside this area, but within the Employment – Industrial Flex building block that may be interested in the Direct Control can participate in the process.