

BYLAW NUMBER 55P2017

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE SYMONS VALLEY
AREA STRUCTURE PLAN BYLAW 6P2001

WHEREAS it is desirable to amend the Symons Valley Area Structure Plan Bylaw 6P2001, as amended;

AND WHEREAS Council has held a public hearing as required by Section 692 of the Municipal Government Act, R.S.A. 2000, c.M-26, as amended:

NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

1. This Bylaw may be cited as the "Symons Valley Area Structure Plan Amendment Number 12 Bylaw."
2. The Symons Valley Community Plan attached to and forming part of Bylaw 6P2001, as amended, is hereby further amended as follows:

- (a) Delete Section 4.2 entitled "Policy Approach" and replace with revised Section 4.2 "Policy Approach" as follows:

"Section 5.0 of the Community Plan contains policies that apply to the areas and symbols shown on the Land Use Concept Map.

The remaining sections of the Community Plan include policies that address land use, transportation, servicing, growth management, community vitality and implementation. These policies apply throughout the Symons Valley area unless specifically noted."

- (b) In Section 5.10.2 delete policy (1)(a) in its entirety and replace with the following:

"(a) The predominant use of land within the Transit Oriented Planning Area shall be residential, commercial, civic, and mixed uses, as identified on Map 3A."

- (c) In Section 5.10.2 insert the following new section:

"(3) The policies of the New Community Planning Guidebook S.2.5 regarding Community Activity Centres shall apply to the following areas: Town Centre, Pedestrian Oriented Multi-residential, Mixed Use, Civic & Mixed Use Area."

- (d) In Section 5.12.2 delete policy (1)(c) in its entirety and replace with the following:

"(1)(c) Dwelling units should be located above grade, and may be considered appropriate at grade at the discretion of the development authority."

- (e) In Section 5.12.2 delete policy (1)(e) in its entirety and replace with the following:
- “(1)(e) The Town Centre Area may contain one or more sites for a retail community-scale food store.”
- (f) In Section 5.12.2(5)(c) delete policy (vii) in its entirety and replace with the following:
- “(vii) Dwelling units should be located above grade, and may be considered appropriate at grade at the discretion of the development authority.”
- (g) In Section 5.13 replace the heading “Employment Area” with “Civic and Mixed Use Area”.
- (h) In Section 5.13 delete 5.13.1 in its entirety and replace with the following:
- “5.13.1 Purpose
- The purpose of this area is to accommodate a variety of civic and mixed uses and facilities including a public library, a Transit Hub (BRT), and other complementary public and private uses. The site will provide a concentration of civic uses within the Transit Oriented Planning Area and will serve as a focal point for community services.”
- (i) Delete Section 5.13.2 in its entirety and replace with the following:
- “5.13.2 Policies
- (1) Composition of Civic and Mixed Use Area**
- (a) Subject to the policies of this plan:
- (i) civic and community service uses will be the defining use of land within the Civic and Mixed-Use Area and shall include a public library and Transit Hub (BRT);
- (ii) the Transit Hub (BRT) will provide express, cross-town and feeder bus services, and shall be provided along with a park and ride facility to be provided for transit users in this area; and
- (iii) other public and private uses, including but not limited to employment-related uses, multi-residential, recreational or institutional uses will be allowed within the Civic and Mixed-Use Area where the uses are determined to be:
- (A) complementary to the Civic uses on the site;
- (B) consistent with the purpose of this area; and
- (C) supportive of the vitality of the Community Activity Centre.
- (b) The general categories of uses identified under (a) above shall be refined through the land use districts applied within the Civic and Mixed-Use Area.

(2) Development within the Civic Area and Mixed Use Area

- (a) The BRT station area should:
 - (i) provide park and ride parking with the goal of accommodating approximately 15 percent of weekday peak period transit trips within the market area. Innovative approaches to providing shared Park and Ride parking that make more efficient use of land shall be investigated such as: shared parking, off-site parking, and structured parking serving multiple users;
 - (ii) include transit supportive facilities and amenities such as convenient and high-quality bicycle parking (meeting or exceeding the standard of Class 1 bike parking);
 - (iii) be a strong focal point for the neighbourhood;
 - (iv) provide convenient transit stops and a well-defined pedestrian pathway system providing efficient access for the immediate area; and
 - (v) accommodate temporary civic or recreational activities/events when appropriate.
- (b) Any retail and commercial uses should:
 - (i) be located on the ground floor within principal buildings; and
 - (ii) be small-scale and ancillary to the principal use within buildings.
- (c) Ultimate build-out of the Civic and Mixed-Use Area:
 - (i) shall achieve an overall minimum intensity of 150 (p+j/ha). Tracking and monitoring intensity shall take place in accordance with the Implementation Policies of this plan (Section 11.1.2) except that a Phase 1 Park and Ride facility may be excluded from the intensity calculation to allow logical phasing of regional-serving Bus Rapid Transit facilities; and
 - (ii) the progression to full build-out may occur in lower intensity phases as surface parking use will need to transition to a configuration that is more land efficient and optimized. The Master Concept Plan will demonstrate how ultimate build-out will be achieved through successive phases of development.
- (d) Innovative green building technology, renewable energy sources, and district energy approaches should be considered in support of Outline Plan/Land Use Amendment, and Development Permit applications, where feasible.

(3) Design of Civic and Mixed Use Area

- (a) The Civic and Mixed-Use Area should be designed to provide an environment that favours street level activity, supports pedestrian connection, gathering and circulation, in accordance with the Design Guidelines contained in Appendix 1. The design shall provide:
- (i) a well-defined outdoor public area or community gathering place such as a plaza and/or main street as a focal point within the area;
 - (ii) strong and direct internal pedestrian routes connecting buildings and BRT transit facilities with the community gathering place or focal point;
 - (iii) street furniture, landscaping and amenities to provide a comfortable and enhanced environment for pedestrians and cyclists; and
 - (iv) parking design, traffic calming and traffic management measures to ensure pedestrian safety and the pedestrian oriented character of the area are maintained.
- (b) A Master Concept Plan shall guide development of the Civic and Mixed Use Area and will be required in support of initial Outline Plan/Land Use and/or Subdivision applications. The Master Concept Plan shall provide information regarding:
- (i) the mix of uses considered for the area;
 - (ii) details of the anticipated built form;
 - (iii) the design objectives identified in (a); and
 - (iv) information regarding phasing of development and how the MDP intensity targets will be achieved.

(4) Evaluation of Civic and Mixed Use Area

- (a) Prior to Outline Plan/Land Use and Development Permit application approval, the Applicant shall demonstrate that any proposed development within the Civic and Mixed Use Area complies with:
- (i) the policies of this section;
 - (ii) the Design Guidelines identified in Appendix 1; and
 - (iii) the Master Plan for the Civic and Mixed Use Area.”
- (j) Delete Section 5.14 in its entirety and replace with revised Section 5.14 as follows:

“5.14 Mixed Use Area

5.14.1 Purpose

The purpose of this area is to accommodate comprehensively planned mixed use development including opportunities for retail, commercial, office and residential uses. The Mixed Use area will feature pedestrian oriented pathways and a public realm that support pedestrian movement and comfort, and facilitates connection to adjacent lands.

5.14.2 Policies

(1) Composition of the Mixed Use Area

(a) Subject to the policies of this plan:

- (i) development provided within this area should be in a mid-rise built form, between 4 and 10 stories;
- (ii) retail and commercial uses should be the predominant ground floor use within the Mixed Use Area;
- (iii) multi-residential development should be provided in the Mixed Use area as the complementary use in buildings with ground floor retail, commercial and office uses;
- (iv) ground floor residential and live-work uses may be considered appropriate within the Mixed Use area where they:
 - are determined to be subordinate to the ground floor retail, commercial and office uses; and
 - take their primary access from grade.
- (v) institutional uses may be allowed where deemed compatible and appropriate to the satisfaction of the Approving Authority;
- (vi) public open space and amenities shall be provided within this area and integrated with the portion of the Conservation Area along the southern boundary of the site, and in accordance with the Parks and Pathways policies in Section 6.2.2(6);
- (vii) innovative green building technology, renewable energy sources, and district energy approaches should be considered in support of Outline Plan/Land Use Amendment, and Development Permit applications, where feasible; and
- (viii) the Mixed Use Area shall achieve an overall minimum intensity of 150 (p+j/ha). Tracking and monitoring intensity shall take place in accordance with the Implementation Policies of this plan (Section 11.1.2).

(2) Design of Mixed Use Area

- (a) The Mixed Use Area shall be comprehensively-designed in accordance with the Design Guidelines contained in Appendix 1 and the policies in Section 6.5.2.(3) (excepting out policies 3(a)(ii) & 3(b)(iv)); and

- (b) The Mixed Use Area should contain as part of its design, well-defined pedestrian-oriented features in accordance with the Design Guidelines in Appendix 1; these features are to achieve strong and direct connectivity to adjacent areas and internally throughout the site.

(3) Application Requirements for the Mixed Use Area

- (a) A Master Concept Plan shall be prepared for development of the Mixed Use Area in accordance with 5.14.2(2) and be required prior to the approval of initial development. The Master Concept Plan shall be required in support of Outline Plan/Land Use and/or Subdivision applications and shall describe the following:
 - (i) overall site design and urban design attributes;
 - (ii) the anticipated built form and interface of development with the public realm;
 - (iii) the interface of development with adjacent properties, streets, natural features, illustrating smooth integration of development; and
 - (iv) how slope adaptive design approaches will be used to manage elevation changes across the site.
- (b) As part of the submission of an Outline Plan/Land Use application within the Mixed Use Area the following information shall be provided:
 - (i) the Master Concept Plan noted in (a) above;
 - (ii) a Transportation Impact Analysis;
 - (iii) a Transportation Connectivity Analysis; and
 - (iv) any additional information determined necessary by the Approving Authority.

(4) Evaluation of Mixed Use Area

- (a) Prior to approval of an Outline Plan/Land Use or Development Permit application, an Applicant shall demonstrate that any proposed development within the Civic Area complies with:
 - (i) the Design Guidelines identified in Appendix 1; and
 - (ii) the Master Concept Plan for the Mixed Use Area.”
- (k) In Section 5.16.2(1) delete references to Site A and Site D in the table.
- (l) Renumber Section 5.16 entitled “Density Bonus” to 5.17 entitled “Density Bonus”
- (m) Insert a new Section 5.16 as follows:

“5.16 Pedestrian Oriented Multi-Residential Area

5.16.1 Purpose

The purpose of the Pedestrian Oriented Multi-Residential Area is to accommodate multi-residential development where the design of buildings, roadways and the public realm provides an overall neighbourhood design that is distinctive, encourages walking and cycling, and includes a network of mobility connections serving both the neighbourhood and linking to the Civic and Mixed Use Area, Town Centre Area and Conservation area.

5.16.2 Policies

(1) Composition of the Pedestrian Oriented Multi-Residential Area

- (a) The predominant use of land within the Pedestrian Oriented Multi-Residential Area, as identified on Map 3A, shall be multi-residential development in a variety of building forms that contributes to achieving the overall population and jobs intensities as outlined in 5.16.1(g).
- (b) Innovative green building technology, renewable energy sources, and district energy approaches should be considered in support of Outline Plan/Land Use, and Development Permit applications, where feasible.
- (c) The introduction by the developer of traffic demand management measures is encouraged in order to support the pedestrian character and orientation of the neighbourhood.
- (d) Open space, consisting of soft and / or hard landscaped areas, should be provided within the Pedestrian Oriented Multi-Residential Area to meet the active and/or passive recreational needs of residents, within sites or through more neighbourhood scale amenity areas, as explored through the Outline Plan and Land Use application process.
- (e) A pedestrian overpass should be provided across the coulee between the Pedestrian Oriented Multi-Residential Area and the Town Centre.
- (f) Local and ancillary commercial uses could be accommodated within this area to:
 - (i) meet the needs of the residents; and
 - (ii) be comprehensively designed within a pedestrian oriented environment, consisting predominantly of smaller scale supportive businesses and shops.
- (g) Live/work development is encouraged within this area to provide accessible small scale services within the neighbourhood and to integrate with the residential character of the neighbourhood and adjacent residential development.

- (h) The Pedestrian Oriented Multi-Residential shall achieve an overall minimum of intensity of 150 (p+j/ha). Tracking and monitoring intensity shall take place in accordance with the Implementation Policies of this plan, (Section 11.1.2).

(2) Design of the Pedestrian Oriented Multi-Residential Area

- (a) Development within the Pedestrian Oriented Multi-Residential Area shall be designed in accordance with the Design Guidelines contained in Appendix 1 and the Master Concept Plan supporting Outline Plan and Land Use Amendments.
- (b) Development parcels identified through Outline Plan should target 1 ha (2.5 acres) in order to provide for a fine grained network of streets and blocks supporting enhanced pedestrian connectivity and site permeability.
- (c) Where parcel sizes identified by Outline Plan exceed 1 ha, publically accessible, private pathways should be provided through the sites to ensure a high degree of connectivity and site permeability. The general configuration of these sub-block connections will be identified through the Outline Plan, and further detailed and implemented through the development process.
- (d) Development should front directly on streets and be designed to include front door entrances, and patios that establish an active edge.
- (e) Sound walls should not be required or accommodated within the Pedestrian Oriented Multi-Residential Area.
- (f) The highest intensity multi-residential development should be located closest to the Civic and Mixed Use Area and the Transit Hub.
- (g) Low-density residential development shall not be provided within this area. Certain low-density, ground oriented forms may be considered in limited areas, if they can demonstrate strong examples of design innovation and sustainability.

(3) Open Space within the Pedestrian Oriented Multi-residential Area

- (a) As Municipal Reserve for this area has been provided through previous off-site dedication, endeavour to provide publically accessible open space features to serve the Area, where feasible.
- (b) Provision of publically accessible open-space within the residential neighbourhood shall be explored through the Outline Plan and Land Use process. The following mechanisms should be investigated and considered where feasible and appropriate:

- (i) voluntary over dedication of Municipal Reserve;
- (ii) provision of publically accessible, private open space;
- (iii) design approaches to consolidate private amenity space along interface with public lands or streets;
- (iv) dedication of reserve from other locations; and
- (v) City land purchase.

(4) Outline Plan/Land Use application review within the Pedestrian Oriented Multi-Residential Area

- (a) As part of the submission of an Outline Plan/Land Use Amendment application within the Pedestrian Oriented Multi-Residential Area the following information shall be provided:
 - (i) a Master Concept Plan for the application area that does the following:
 - identifies the proposed land uses and configuration;
 - provides information on the anticipated built form;
 - provides information regarding design characteristics or theming of any neighbourhood precincts;
 - provides approaches to slope adaptive design, as required; and,
 - addresses interface conditions with roads, natural features and illustrates integration with adjacent mixed use areas.
 - (ii) a Transportation Impact Analysis;
 - (iii) a Transportation Connectivity Analysis; and
 - (iv) any additional information determined necessary by the Approving Authority.

(5) Evaluation of Pedestrian Oriented Multi-Residential Area

- (a) Applicants shall demonstrate that any proposed development within the Pedestrian Oriented Multi-Residential Area complies with:
 - (i) the Design Guidelines identified in Appendix 1, and
 - (ii) the Master Concept Plan for the Pedestrian Oriented Multi-Residential Area.”

- (n) After Section 6.2.2(5) insert the following new section:

“(6) Parks and Pathways Within Transit Oriented Planning Area

- (a) The following policies apply to the areas on Map 3A identified as: Town Centre, Pedestrian Oriented Multi-residential, Mixed Use, Civic & Mixed Use Area.
 - (i) Where applicable and appropriate, provide a Municipal Reserve dedication that provides connectivity with Environmental Reserve sites.

- (ii) Municipal Reserve lands should explore opportunities for design integration with adjacent private sites.
- (iii) Municipal Reserve lands should provide programming that will consider density, age demographics, and community need.
- (iv) Provide pathway connections for north-south and east-west pedestrian circulation within the community. This may include pathways within Municipal Reserve and Environmental Reserve lands, at Calgary Parks' discretion.
- (v) For all lands adjacent to Environmental Reserves details shall be provided to Calgary Parks to determine suitability of interface and design integration.

(o) After Section 7.3, insert the following new section:

“7.4 Mobility – Transit Oriented Planning Area

7.4.1 Purpose

The following policies apply to portions of the Transit Oriented Planning Area: Pedestrian Oriented Multi-residential Area, Mixed Use Area, Civic and Mixed Use Area, Town Centre Area. The mobility system envisioned for these areas will encourage sustainable modes of transportation and provide a highly connected network of paths, streets and transit routes as measured through the use of the Connectivity Index assessment tool.

7.4.2 Policies – Active Modes

The intent of these policies is to provide a safe and accessible pedestrian environment for people of all ages and abilities, and to provide mobility infrastructure and connections that will encourage local trips by foot and bicycle, and longer trips linked to the larger pathway network with destinations throughout Calgary.

(1) Location and Features

- (a) The pedestrian and cycling circulation network should serve the areas described in 7.4.1 above and achieve a connectivity index that either meets or exceeds an active modes connectivity index score of 1.9.
- (b) Cycling facilities should be provided at a wide variety of destinations throughout the plan area at entrances to parks and open spaces.

(2) Public Realm

- (a) The crossings for pedestrians and cyclists should incorporate the use of distinctive pavement treatments that may include enhanced paint markings and differentiated paving materials to enhance crossing visibility.
- (b) Wayfinding and signage for pedestrians and cyclists shall be provided throughout the plan area to destinations within and beyond the Plan Area. This signage may be required as part of Outline Plan and Development Permit application where the site location is ideal for such signage.

(3) Circulation

- (a) In addition to recognizing the networks for Active Modes shown on Map 4: Transportation Concept, special consideration for pedestrian and cyclist safety and provision of direct pedestrian connections shall be made at the following locations:
 - (i) The central traffic circles crossing on Sage Hill Boulevard;
 - (ii) At the transit hub; and
 - (iii) At points where the active modes infrastructure connects with major road infrastructure.
- (b) In order to support mobility and connectivity for active modes, mid-block crossings will be evaluated at Outline Plan and Development Permit stages of development. Evaluation criteria will be used to ensure pedestrian and cyclist safety and function of the mobility network.

7.4.3 Policies – Street Network

The intent of these policies is to establish a street network that is pedestrian and transit-oriented and supports development, while allowing some components to adapt in response to changes in the wider transportation network. The street network for the Plan Area is well integrated with regional network connections and balances the needs of pedestrians, cyclists, transit and automobiles, using street cross-sections compliant with the *Complete Streets Policy*.

(1) Location and Features

- (a) The street network should be located as shown on Map 4: Transportation Concept.
- (b) Any new streets established as a part of a redevelopment application should be well connected to the existing network.
- (c) New local streets will be established as part of a Land Use Amendment and/or Outline Plan process without requiring an amendment to this Plan.

- (d) Residential street network classifications shall comply with the *Residential Street Design Policy*.
- (e) Principles of the *Complete Streets Policy* shall be applied when reconfiguring existing streets and designing new ones.

(2) Street Network Study Area

- (a) Streets within the Street Network, as shown on Map 4: Transportation Concept, are potentially subject to classification change without requiring an amendment to this Plan, pursuant to the following requirements:
 - (i) a demonstrated need based on regional network adjustments is documented in a transportation analysis; and
 - (ii) affected landowners have been consulted.

(3) Access Management

- (a) Individual parcels' access points to the street network should be minimized and preferably taken from lanes.

7.4.3 Policies - Parking Framework

(1) Location and Features

- (a) Minimum and maximum parking requirements may be evaluated on a site-by-site basis without a precedent-setting implication.
- (b) Reductions to parking requirements may be considered where impacts to overall parking demand can be demonstrated to be minimal and are supported by a parking study and the Parking Policy Framework for Calgary and any subsequent parking policies.
- (c) Areas dedicated to surface parking should be minimized. Underground parking for multi-residential uses and mixed uses is preferred.
- (d) Rear lane access to both commercial and residential properties will be allowed and encouraged.
- (e) Front yard parking and front drive garages in new developments should not be permitted as they are disruptive to a pedestrian-oriented streetscape."

- (p) In Section 11.0 entitled "Implementation Policies" add the following text to the end of 11.1.1:

"Monitoring development to insure intensity targets are achieved for the portions of the Transit Oriented Planning Area identified on MDP Map 1 as Community Activity Centre, will require review of development and building permit information."

(q) After Section 11.1.2(1)(b) insert the following new sections:

- “(c) Prior to Development Permit approval for lands within the Town Centre Area, the Pedestrian Oriented Multi-Residential Area, the Mixed Use Area, and the Civic and Mixed Use Area, information will be assessed regarding overall intensity of approved development within these areas in order to ensure MDP intensity targets are achieved.
- (d) Where the overall minimum development intensity is not being achieved for a an area noted in 11.1.2.(1)(c), and Development Permits have been approved for more than 50% of an area (as noted in ‘c’ above), proposals shall be required to provide additional development intensity in the form of people or jobs.”

(r) Delete Section 8.0 – Servicing Policies, in its entirety, and replace with new Section 8.0 – Servicing Policies:

“8.0 SERVICING POLICIES

8.1 Utility Infrastructure

8.1.1 Purpose

The purpose of these policies is to ensure that adequate utility infrastructure is provided to service urban development throughout the Symons Valley Community Plan area. This infrastructure includes water, sewer and stormwater utilities, as well as shallow utilities.

8.1.2 Policies

(1) Municipal Utilities

- a) Urban development shall be serviced with municipal water, sanitary sewer and stormwater utilities.
- b) The alignment and capacity of water distribution mains, sanitary sewer trunks, and stormwater trunks should be determined by The City, based upon utility servicing studies and analyses.
- c) The location of proposed utility rights-of-way for water distribution, sanitary collection, and stormwater drainage must be identified at the Outline Plan/Land Use Amendment stage.
- d) Any proposed water distribution or sanitary collection systems for an Outline Plan/Land Use Amendment area will be reviewed and, if required, modeled by The City of Calgary’s Water Resources Business Unit as part of an Outline Plan/Land Use Amendment application.

- e) Utility rights-of-way and easements, and road rights-of-way, may be required to be pre-dedicated across undeveloped land as determined necessary to facilitate orderly and sequential urban development.

(2) Shallow Utilities

- a) Urban development shall be serviced with shallow utilities.
- b) The location of shallow utilities and the related line assignments, easements and rights-of-way, should be determined to the satisfaction of the utility companies.

8.2 Water Servicing

8.2.1 Purpose

These policies are intended to ensure that a suitable and efficient water distribution system is provided to service the full build-out of the plan area.

8.2.2 Policies

- a) Coordination of the installation of feeder mains with The City of Calgary's Water Resources Business Unit should occur to ensure that water feeder mains may be installed in conjunction with surface works within, and outside of, the plan area.
- b) Water distribution utility alignment should minimize impact to retained Environmental Open Space (EOS).
- c) Any proposed land use or transportation network changes to what is shown in this ASP may require re-evaluation or modification of water infrastructure.

8.3 Sanitary Servicing

8.3.1 Purpose

These policies are intended to ensure that a suitable and efficient sanitary sewer collection system is provided to service the full build-out of the plan area.

8.3.2 Policies

- a) At the Outline Plan/Land Use Amendment stage, a Sanitary Servicing Study may be required to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewer system for the area.
- b) Any major land use or transportation network changes to this ASP may require re-evaluation and modification of sanitary infrastructure.

- c) Sanitary collection utility alignment should minimize impact to retained EOS.
- d) Coordination of the installation of sanitary trunks with The City of Calgary's Water Resources Business Unit should occur to ensure that sanitary trunks may be installed in conjunction with surface works within, and outside of, the plan area.
- e) To service the full build-out of the plan area, downstream sanitary trunk upgrades and wastewater treatment plant expansions may be required.

8.4 Stormwater Management

8.4.1 Purpose

The purpose of these policies is to provide for the appropriate development of stormwater management facilities required to service urban development within Symons Valley Community Plan area. A Master Drainage Plan has been prepared for this area, which proposes an extensive network of facilities to manage storm drainage, and direct it into West Nose Creek. These facilities will need to be evaluated in relation to the relevant policies, guidelines and standards of The City, as well as the specific policies of this section that address stormwater management facilities on reserve land.

8.4.2 Policies

- (1) A Staged Master Drainage Plan, referencing and remaining consistent with all relevant stormwater management policies, regulations, guidelines, bulletins, and plans at the time of application, must be submitted as part of an Outline Plan/Land Use Amendment application.
- (2) The Ecological Inventory or Biophysical Impact Assessment may identify requirements for the monitoring of natural drainage systems at, or prior to, Outline Plan/Land Use Amendment stage.
- (3) Integrated low impact development (LID) stormwater management practices, such as directing runoff from impervious areas to pervious areas, and installing absorbent landscaping and bioretention swales, should be explored at the Outline Plan/Land Use Amendment stage to improve stormwater quality and to mitigate the potential impacts of urban development.
- (4) Lands Utilized for Stormwater Facilities
 - a) A stormwater facility shall be located on a public utility lot.
 - b) Notwithstanding a) and subject to any applicable policies, guidelines, bulletins, or standards in effect and, in particular, Policy (5), (6), and (7) below:

- (i) if determined essential, a dry pond may be allowed to locate on lands to be dedicated as municipal reserve, and;
- (ii) if determined essential, a stormwater wetland may be allowed to locate on lands to be dedicated as ER.

(5) Dry Ponds on Municipal Reserve (MR) Land

A dry pond may be allowed to locate on lands to be dedicated as MR if:

- a) the dry pond is determined essential in that location to the operation of the stormwater management system;
- b) no other reasonable or workable alternative location for the dry pond exists. If determined essential:
 - (i) the quantity of MR land that may be encumbered by dry ponds shall be determined by the Approving Authority;
 - (ii) shall be designed and managed in a manner satisfactory to the Approving Authority.

(6) Stormwater Wetlands on Environmental Reserve (ER) Land

A Stormwater Wetland may be allowed to locate on lands dedicated as ER if:

- a) the stormwater wetland is determined essential in that location to the operation of the stormwater management system;
- b) no other reasonable or workable alternative location for the stormwater wetland exists. If determined essential, the stormwater wetland:
 - (i) shall be designed and managed in a manner satisfactory to the Approving Authority;
 - (ii) shall be determined to qualify as Environmental Reserve in accordance with the Municipal Government Act;
 - (iii) should provide a quality wildlife habitat that balances function with the provision of habitat;
 - (iv) should be located and configured to enhance and support the natural open space system;
 - (v) shall be subject to an evaluation of the technical, financial, and planning merits of the proposal.

(7) Evaluation of Stormwater Facilities on MR and/or ER Land

Prior to Outline Plan/Land Use approval, where a stormwater facility is proposed to locate on MR and/or ER land, a developer should submit the following:

- (a) biophysical impact assessment report;
- (b) stormwater management report;
- (c) wetland compensation proposal;
- (d) conceptual design plan;
- (e) preliminary grading plan;
- (f) restoration/landscape plan; and,
- (g) other applicable information where determined necessary by the Approving Authority."

- (s) Delete existing Map 3 entitled "Land Use Concept" and replace with revised Map 3 entitled "Land Use Concept" attached hereto as Schedule A.
- (t) Delete existing Map 3A entitled "Transit Oriented Planning Area" and replace with revised Map 3A entitled "Transit Oriented Planning Area" attached hereto as Schedule B.
- (u) Delete existing Map 4 entitled "Transportation Concept" and replace with revised Map 4 entitled "Transportation Concept" attached hereto as Schedule C.

3. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME THIS ____ DAY OF _____, 2017.

READ A SECOND TIME THIS ____ DAY OF _____, 2017.

READ A THIRD TIME THIS ____ DAY OF _____, 2017.

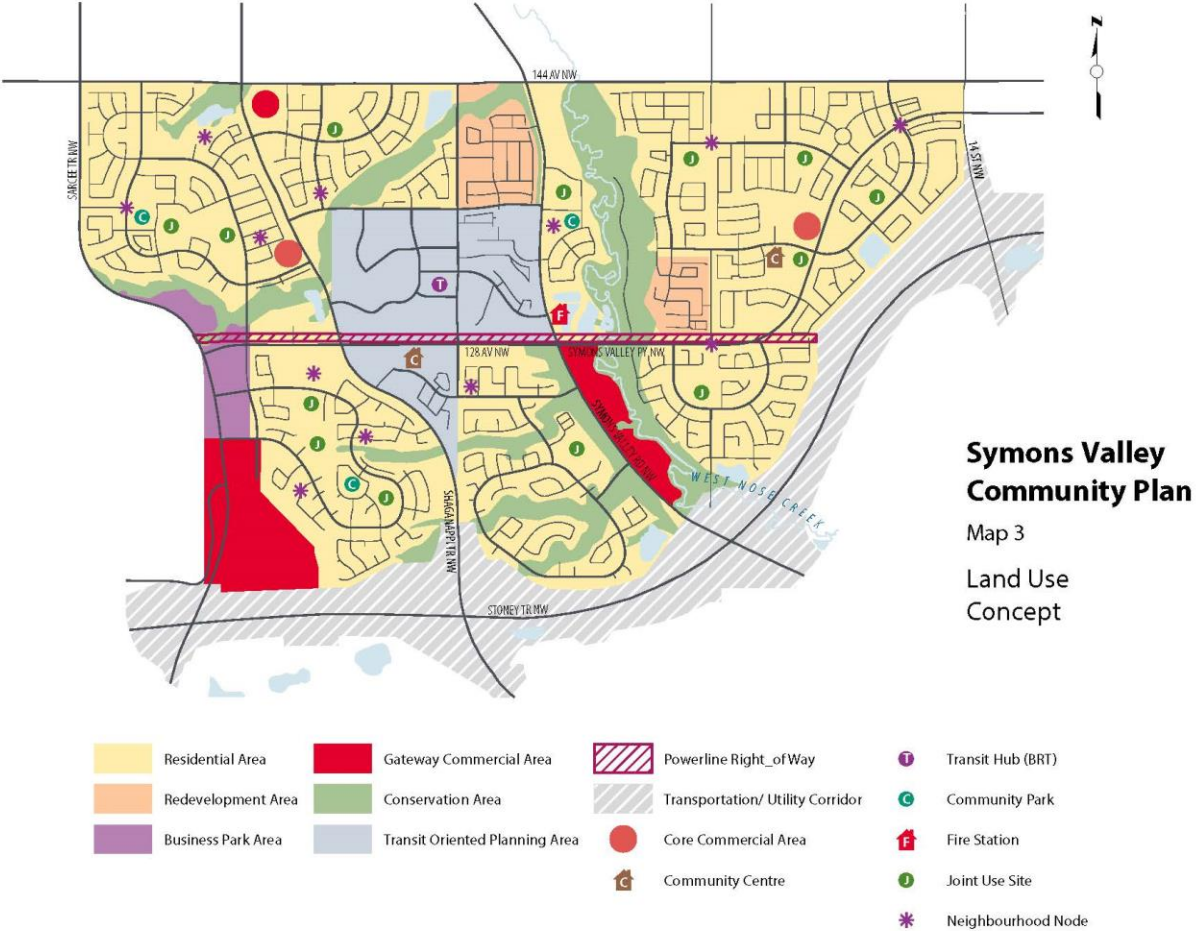
MAYOR

SIGNED THIS ____ DAY OF _____, 2017.

CITY CLERK

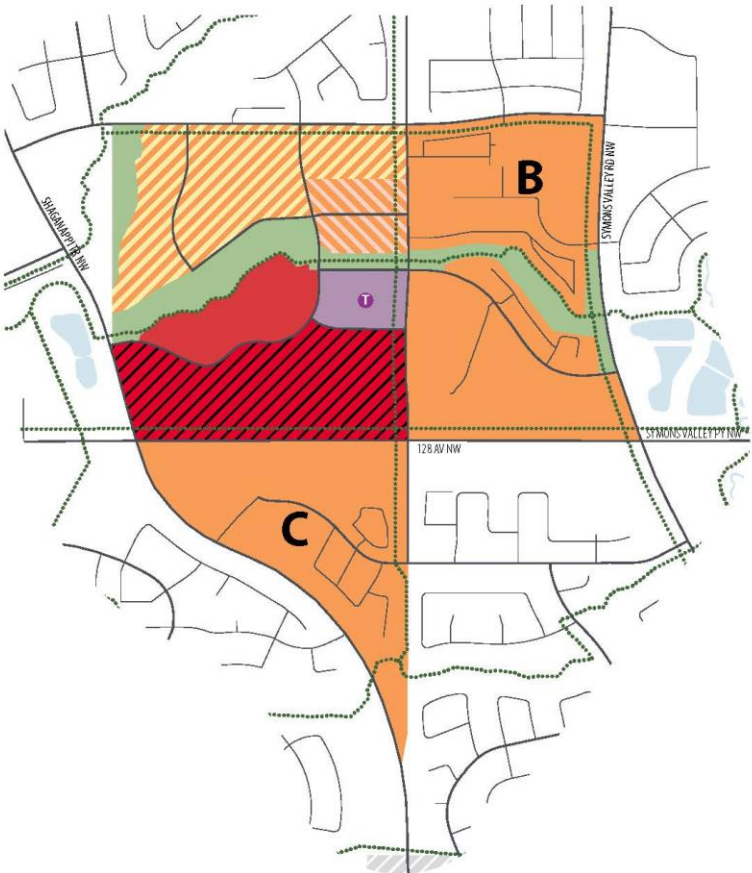
SIGNED THIS ____ DAY OF _____, 2017.

SCHEDULE A



PROPOSED

SCHEDULE B



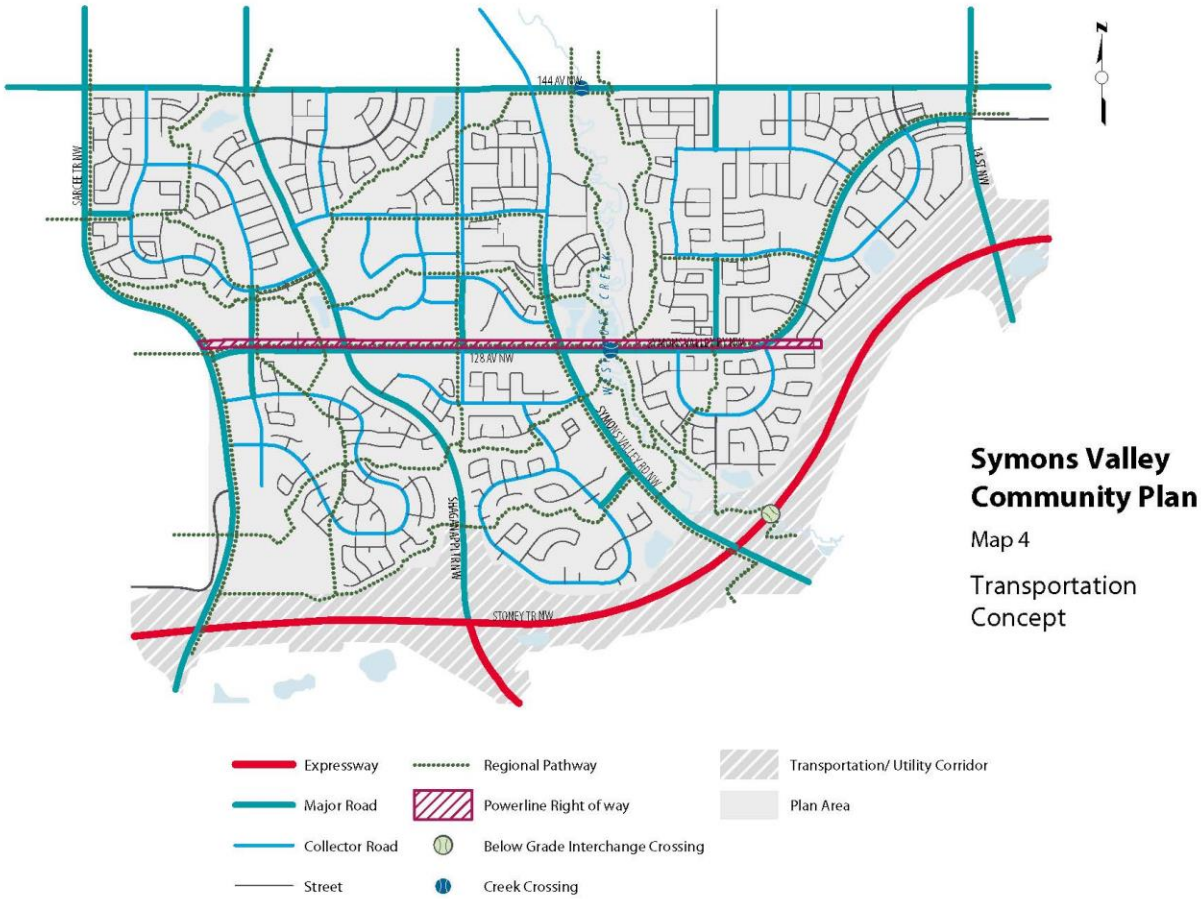
**Symons Valley
Community Plan**

Map 3A
Transit Oriented
Planning Area

- Regional Commercial Area
- Town Centre Area
- Mixed Use Area
- Civic and Mixed Use Area
- Pedestrian Oriented Multi-Residential Area
- Higher Density Residential Area
- Conservation Area
- Regional Pathway
- Transit Hub (BRT)

PROPOSED

SCHEDULE C



PROPOSED