

## Proposed Amendment to the Glacier Ridge Area Structure Plan

1. The Glacier Ridge Area Structure Plan attached to and forming part of Bylaw 49P2015, as amended, is hereby further amended as follows:
  - (a) In section 3.2 under the heading 'POLICIES' and before the subheading "General", add the following:

"The following policies are to be read in conjunction with the Community Activity Centre policies located in the Municipal Development Plan, Volumes I and II."
  - (b) Delete policy 3.2.7 and replace with the following:

"7. The central CAC is encouraged to retain ties to its historical association as the site of Symons Valley Ranch through site or building design and/or naming references."
  - (c) After policy 3.2.12, insert the following policies and renumbering subsequent policies accordingly:
    - "13. Building and site design should support the development of a SW-NE pedestrian spine that links a series of public gathering spaces through the CAC with the central municipal reserve plaza space as the focal point. The pedestrian spine should be framed using a mixture of urban design elements such as landscaping and building form with active frontages (examples include outdoor cafes, frequent entries, transparent glazing) to help define key open space and edge treatments through the development sites with the objective of enhancing placemaking.
    14. The interface between properties and buildings should provide seamless integration of sites using design treatments such as pathways, plazas, trees, and/or shrubs. Where the transition is defined by an internal drive aisle, a streetscape design should be used and should prioritize pedestrian movement.
    15. For buildings with a frontage of over 60 metres in length along the street, the overall mass of the building should be broken up with changes in building depth, height and finishing materials along the façade.
    16. Cross-sections that illustrate the treatment of spaces between properties, buildings, or development sites should be provided as supporting information at the Development Permit stage to ensure permeability and pedestrian connectivity is maintained within the area.
    17. A fine grained street/block layout or structure should be provided to achieve a pedestrian-friendly walkable environment for every development parcel within the CAC. This should include:

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- a hierarchy of streets (private and/or public) that allows for distinguishable fronts and backs of proposed buildings blocks and/or units to be established;
  - minimum, or preferably no, vehicular access at the designated front of buildings/development; and
  - parking areas and building services preferably accessed from the backs of buildings/developments.
18. Underground and structured parking should be incorporated to allow for the development of courtyards and plaza spaces between buildings.
19. Shared parking throughout the CAC and transportation demand management programs should be applied to support a pedestrian-oriented development.
20. A minimum residential density of 50 units per hectare shall be provided across the central CAC to ensure the residential component is provided in this mixed use area. For this purpose, the central CAC area is defined by the boundary of 37 Street NW on the west, Symons Valley Road NW on the east and north, and 144 Avenue NW on the south.
21. Residential development should be distributed throughout the CAC within mixed-use buildings where possible.
22. A concept plan for the entire central CAC should be submitted with any Development Permit application for new buildings or site plan changes in order to ensure a mix of uses as well as a reasonable distribution of residential density (excepting the Development Permit for the Symons Valley Ranch Farmer's Market building).
- A concept plan for the central CAC site should show the following:
- properties and/or development sites and their proposed active street frontages;
  - internal street network (illustrating a street hierarchy (primary vs secondary streets, lanes, shared spaces));
  - open space/regional pathway system connections;
  - transit plaza/stops;
  - building locations within parcels;
  - approximate residential units counts and approximate floor area of commercial uses;
  - high level landscape plan;
  - pedestrian and cycling connectivity; and
  - utility services."