

## Conditions of Approval

If this Application is approved, the following Conditions of Approval shall apply:

### Planning:

1. **Prior to approval of the first tentative plan** and approval of construction drawings, an application for a community name and street names shall be approved by Council.
2. **With each Tentative Plan**, the developer shall submit a density phasing plan indicating the intended phasing of Subdivision within the Outline Plan area and the projected number of dwelling units within each phase, demonstrating compliance with minimum required densities in accordance with the Area Structure Plan.
3. **In conjunction with the applicable tentative plan**, the Developer is responsible to ensure all infrastructure can be constructed in accordance with the applicable standards and regulations at the time of development.
4. For R-G and R-Gm residential lots with residential lanes, no direct vehicular access shall be permitted to or from collector and higher standard roadways. Vehicular access shall be provided from rear lanes only. A restrictive covenant shall be registered on all applicable titles **concurrent with the registration of the final instrument** to that effect at the applicable Tentative Plan stage
5. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
6. If the total area for Roads and PUL dedication is over 30%, note that compensation will not be provided by The City for this over-dedication.
7. If a Residents Association is formed, it shall be comprised of all residents in the neighbourhood and all impacted titles within the plan area shall have a restrictive covenant registered on title identifying the financial and maintenance responsibility of said parcels to the Residents Association, all to the satisfaction of the Subdivision Authority and the Director, Parks.
8. The standard City of Calgary Party Wall Agreement regarding the creation of the separate parcels for semi-detached dwellings and rowhouse buildings shall be executed and registered against the titles concurrently with the registration of the final instrument.
9. Gated communities are not permitted in low density residential or multi-residential land use districts, in accordance with the General Rules for those districts in the Land Use Bylaw 1P2007.

### Development Engineering:

10. All technical details and reports associated with this Outline Plan have been accepted on a conditional basis referencing the guidelines and standards of the day. The Developer is responsible to update all such details and reports as may be required at the time of development/construction to reflect the applicable requirements at that time. The

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Developer is responsible to ensure all infrastructure can be constructed in accordance with the applicable standards and regulations at the time of development. If such an update impacts the layout during the review of the detailed engineering construction drawings, it is the Developer's responsibility to accommodate the required changes within their plan, or apply for an amendment to the Outline Plan for the affected portions if a significant change is necessary.

11. **Prior to Approval of any development** (including but not limited to: Stripping and Grading, Tentative Plans, Construction Drawings, Development Permits, etc.), the hybrid Master Drainage Plan / Staged Master Drainage Plan (SMDP) approval is required for this development. The SMDP shall provide evidence of the Alberta Environment and Parks' (AEP) decision regarding the Public Lands application for disturbance of the Crown-owned wetland, and confirmation of the final footprint for the stormwater management facilities based on the applicable future design standards. Provide the Development Engineering generalist with a copy of the SMDP approval letter.
12. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
  - Geotechnical Report, prepared by Almor Testing Services Ltd. (File No. 099-80-13), dated September 2013.
  - Furthermore, the statement in the above report indicating "The findings in the current geotechnical program did not indicate areas of uncontrolled fill materials" shall be confirmed.
13. **Prior to approval of any Tentative Plan or Development Permit**, submit an updated phasing plan with approximate construction timelines to assist The City with determining the timing and placement of the required Firehall to service this area. At the time of approval, this Outline Plan is located outside the Council Approved Standard for 7 & 11 minute Fire response and the 10 minute response criteria in the Building Code. Development of this area is dependent on the established interim fire services proposal and the construction timing of the associated temporary fire station. Any proposed development shall conform to the interim fire services strategy and any associated additional conditions that may arise through the detailed implementation of the strategy.
14. **Prior to endorsement of the affected legal plan** which creates the potential for a cumulative total of 600 or more residential units (including units in adjacent developments), execute and register on title an Emergency Access Agreement with the City of Calgary to provide the emergency access connection to Highway 22X as identified on the Outline Plan. The agreement and registerable access right of way plan shall be to the satisfaction of the Manager, Infrastructure Planning and the City Solicitor. A standard template for the agreement and an Instruction Document will be provided by the Development Engineering CPAG Generalist. Submit an original copy of the executed agreement and the certificate of title(s), indicating the agreement is registered on title, for all affected parcels. Furthermore, the applicant shall execute a Development Agreement for the construction of the emergency access.

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15. Throughout the phased construction of the development, each construction phase must meet the minimum fire access standards. Any group of dwelling units of 100 or more require 2 accesses, and 600 or more require 3 accesses. Furthermore, if the road to access the plan area is longer than 120m, an emergency access road is required. If the road to access the plan area is longer than 200m, a secondary public access street is required.
16. This Outline Plan contains one or more ponds/wetlands to manage stormwater. The Staged Master Drainage Plan (SMDP) developed for this Outline Plan has an expiry date of 5 years from the date of the Outline Plan approval because guidelines, standards, and regulations may change from time to time. If subdivision and construction of any given pond and its associated catchment area does not commence within 5 years of approval, the Developer shall be required to update the SMDP as may be deemed appropriate, to the satisfaction of the Manager of Infrastructure Planning. If such an update impacts the layout or size of the ponds/wetlands, it is the Developer's responsibility to accommodate the required changes within their plan, or apply for an amendment to the Outline Plan for the affected portions if necessary.
17. The stormwater pond(s) included within this Outline Plan will include Public Utility Lots (PUL) for the inlet and outlet pipes, control structures, and oil/grit separators. Any large oil/grit separators are required to be located within a PUL to avoid conflict with other utility (or tree) line assignments within the road and to ensure regular maintenance activities will be safe for the operators and not impact traffic flow. **Prior to approval of the affected Tentative Plan(s)**, a preliminary design and report shall be submitted to the satisfaction of Water Resources and Parks for the proposed infrastructure to determine the exact PUL size and configuration. The PUL shall be sized to allow for adequate space around all underground infrastructure for the required excavation. The Developer is responsible for making the adjustments to the Land Use boundaries as may be required, and if the adjusted PUL impacts a municipal reserve (MR) site, the loss of MR shall be reallocated elsewhere within the plan.
18. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
19. **Prior to the endorsement** of any Legal Plan and/or **prior to release** of a Development Permit, the developer is required to execute a Development Agreement. Off-site levies, charges and fees are applicable to all development within the plan area. Contact the Infrastructure Strategist, Calgary Approvals Coordination for further information at 403-268-2493 or email [urban@calgary.ca](mailto:urban@calgary.ca)
20. **Prior to approval of the first tentative plan**, submit a Design Brief Memo (DBM) prepared by a qualified Professional Engineer under seal and permit to practice stamp for the lift station for review and acceptance by the City of Calgary, Water Resources.
21. **Prior to the endorsement** of any Legal Plan and/or prior to release of a Development Permit, the developer is required to execute a Maintenance Agreement for the operation and maintenance of the sanitary lift station.
22. The developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to enter into an agreement to:

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- a) Install the offsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these offsite improvements.
  - b) Construct the underground utilities and surface improvements within and along the boundaries of the plan area.
  - c) Construct the onsite and offsite storm water management facilities (wet pond, wetlands, etc) to service the plan area according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing.
  - d) Construct the offsite transportation improvements to service the plan area as identified in transportation Conditions of Approvals.
  - e) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the residential lots, roadways, or laneways where they abut boundary roadways, municipal reserves, utility corridors, and/or environmental reserves.
  - f) Construct the MSR/MR within the plan area.
  - g) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
  - h) Rehabilitate the portions of any public or private lands or infrastructure that are damaged as a result of this development, all to the satisfaction of The City of Calgary.
23. Locate, protect, or relocate all existing utilities to the satisfaction of the utility owner at the expense of the Developer.
24. Submit an electronic version of a Deep Fills Report to the Development Engineering Generalist for any proposed subdivision applications that have fills in excess of 2.0m, or if the proposed development will not have any fills in excess of 2.0m, submit a letter to that effect signed and sealed by a professional Geotechnical Engineer.

The report must be prepared by a qualified Geotechnical Engineer under seal and permit to practice stamp to the satisfaction of the Geotechnical Engineer, Roads. The report is to identify lots to be developed on fills in excess of 2.0m above original elevations within the Plan area. The report must also state whether the lots to be developed on these fills will require any specific development restrictions.

If required, a Development and Geotechnical Covenant may be registered against the affected lot(s), prohibiting the development of the lot(s), except in strict accordance with the development restriction recommendations in the Deep Fills Report.

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25. Submit an electronic version of a Slope Stability Report to the Development Engineering Generalist for any proposed subdivision applications that have proposed grades in excess of 15%, or if the proposed development will not have any grades in excess of 15%, submit a letter to that effect signed and sealed by a professional Geotechnical Engineer. The report must be prepared by a qualified Geotechnical Engineer under seal and permit to practice stamp to the satisfaction of the Geotechnical Engineer, Roads.

If required, a Development and Geotechnical Covenant may be registered against the affected lot(s) prohibiting the development of the lot(s), except in strict accordance with the development restriction recommendations in the Slope Stability Report.

26. **Concurrent with the registration of the final instrument**, execute and register on all parcels with double frontage lots that are adjacent to a collector road, a neighbourhood boulevard, an urban boulevard, an arterial road, a skeletal road, or a Transportation Utility Corridor, a Screening Fence Access Easement Agreement with the City of Calgary. The agreement and registerable access right of way plan shall be approved by the Manager, Infrastructure Planning and the City Solicitor **prior to endorsement of the final instrument**. A standard template for the agreement will be provided by the Development Engineering Generalist. Prepare and submit three (3) copies of the agreement for the City's signature.
27. **Prior to approval of any development**, submit an Erosion and Sediment Control Report and Drawings for the development site to Urban Development. Review and approval of ESC Reports and Drawings is the responsibility of Water Resources (Water Quality Services Division, Water Quality & Compliance Monitoring Section). Development of the site must adhere to The City of Calgary Erosion and Sediment Control Guidelines. Questions can be directed to the Erosion Control Coordinator, Water Resources at 403-268-2655.

### Transportation:

28. **In conjunction with the Initial Tentative Plan**, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the boundary half of 104 Street SE along the entire east boundary of the Outline Plan.
29. **In conjunction with the Initial Tentative Plan**, the Developer shall construct 2 lanes of the arterial cross section of 104 Street SE along the east boundary of the Outline Plan, from the Highway 22x Roundabout to Sora Gate, inclusive. At the Highway 22x roundabout, support laning as per roundabout final approved detailed design. 104 Street SE and ancillary works to support the roadway shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.
30. **In conjunction with the Initial Tentative Plan**, construct the off-site improvement of the dual lane roundabout at the intersection of Marquis of Lorne Trail SE (Highway 22x) and 104 Street SE. This roundabout is required as a result of the proposed development and will be the responsibility of the developer with no oversize or boundary recoveries; endeavours may apply. Subsequent Tentative Plans may be withheld if the roundabout is not operational in two years after the approval of the first tentative plan, to the satisfaction of Director Transportation Planning.

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31. **In conjunction with the initial Tentative Plan**, the developer is required to execute a Maintenance and operations agreement between Alberta Transportation, The City of Calgary and the Developer for the long term operations of the dual lane roundabout at Marquis of Lorne Trail SE (Highway 22x) / 104 Street.
32. **In conjunction with each Tentative Plan or Development Permit**, the developer shall submit an inventory of the number of lots/units approved in the entire Cell A area (Hotchkiss, Sora, and/or Rosetree/Kutryk lands) to date using access to the Marquis of Lorne Trail (Highway 22x) / 104 Street roundabout, whereby a maximum threshold of 3200 units and 30,000 square feet of commercial retail accumulative will be allowed to use the proposed accesses unless otherwise approved by the Director of Transportation Planning. Traffic monitoring devices shall be installed on Highway 22x to monitor actual traffic growth. Further subdivision or development will not be permitted until alternative access solutions are identified and funded or an updated Transportation Impact Assessment can be provided to show excess capacity is available on the road network to Alberta Transportation Standards.
33. **In conjunction with the applicable Tentative Plan or Development Permit**, where development in the Hotchkiss, Sora and/or Rosetree/Kutryk areas or a combination of the three areas exceed 1500 units, improvements of northbound dual left turn lanes at the intersection of 114 Avenue and 84 Street SE along with shoulder upgrades to 84 Street from 114 Avenue to 146 Avenue shall be constructed as part of the affected tentative plan under the corresponding subdivision development agreement.
34. **In conjunction with the applicable Tentative Plan or Development Permit**, where development in the Hotchkiss, Sora and/or Rosetree/Kutryk areas or a combination of the three areas exceed 1500 units, the single lane roundabout at 146 Avenue / 84 Street shall be constructed as part of the affected tentative plan under the corresponding subdivision development agreement.
35. **In conjunction with the applicable Tentative Plan**, detailed engineering drawings and turning templates shall be submitted and approved to the satisfaction of the Director, Transportation Planning for all roadways within the plan area, as well as boundary roads. Construction drawing review may require changes to proposed right-of-way to meet the approved design.
36. **In conjunction with the applicable Tentative Plan**, the design and right-of-way requirements for roundabouts shall be approved to the satisfaction of the Director, Transportation Planning. The design requirements shall include, but not be limited to:
  - a) Bus stops adjacent to roundabouts should be located outside the curb flares influence zone and along the curb lanes where there is on-street parking;
  - b) A fastest path analysis;
  - c) A sight lines analysis for roundabouts, as well as truck and transit sweep paths through all roundabouts shall be provided. Transit buses shall not be required to mount the central truck apron in order to navigate the roundabout.

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- d) All roundabouts in the plan area shall include bike ramps to facilitate cycling access through the roundabouts.
37. **In conjunction with the applicable Tentative Plan or Development Permit** for the staged construction of the road network, transit stops shall be provided to the satisfaction of the Director, Transportation Planning. All bus zones shall be located:
- Where commercial areas are concentrated;
  - Where the grades and site lines are compatible to install bus zones; and
  - Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.
38. **In conjunction with the applicable Tentative Plan**, the developer shall provide a Letter of Credit for pedestrian-actuated crossing signals that are agreed upon by the developer and the Director, Transportation Planning. Pedestrian-actuated crossing signals shall be considered to the satisfaction of the Director, Transportation Planning:
- where regional pathways or multi-use pathways intersect with the street;
  - at mid-block crossings; and
  - at intersections or pedestrian crossings adjacent to Joint Use sites
- The Developer shall also provide a letter, under Corporate Seal, indicating that they are responsible for any additional costs of signalization that could be in excess of the amount identified in the Letter of Credit, and is required to submit payment in support of the proposed Tentative Plan applications.
39. **In conjunction with the applicable Tentative Plan**, a restrictive covenant shall be registered against the specific lot(s) identified by the Director, Transportation Planning concurrent with the final instrument prohibiting the construction of front driveways over the bus loading area(s).
40. **In conjunction with the applicable Tentative Plan**, no direct vehicular access shall be permitted to or to Marquise of Lorne Trail (Highway 22x) and 104 Street; and a restrictive covenant shall be registered on all applicable titles concurrent with the registration of the final instrument to that effect at the Tentative Plan stage.
41. **In conjunction with the applicable Tentative Plan**, a restrictive covenant shall be registered on the C-C1 commercial parcel restricting all-turns movement at the identified Right-in/Right-out access on 104 Street SE once the full width of an arterial roadway is constructed; and a restrictive covenant shall be registered on all applicable titles concurrent with the registration of the final instrument to that effect at the Tentative Plan stage. All-turns access onto 104 Street is permitted until full width of arterial roadway is constructed.
42. **In conjunction with the applicable Tentative Plan**, no direct vehicular access shall be permitted to streets containing a regional pathway within the boulevard. Restrictive covenant shall be registered on all applicable titles concurrent with the registration of the final instrument to that effect at the Tentative Plan stage.

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43. In conjunction with the applicable Tentative Plan or Development Permit, a noise attenuation study is required for the residential adjacent to 104 Street SE and Highway 22x, certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Transportation Planning for approval.

Note that where sound attenuation is not required adjacent to Arterial roadways, a uniform screening fence shall be provided, in accordance with the 2014 Design Guidelines for Subdivision Servicing.

All noise attenuation features (noise walls, berms, etc.), screening fence, and ancillary facilities required in support of the development shall be constructed entirely within the development boundary (location of noise walls, berms, screening fence, etc) and associated ancillary works shall not infringe onto the road right-of-ways. Noise attenuation features and screening fences shall be at the Developer's sole expense.

44. In conjunction with the applicable Tentative Plan, collector standard roads (and below) shall be built to their full width to the satisfaction of the Director, Transportation Planning.
45. In conjunction with each Tentative Plan, the Developer shall register road plans for Collector standard roadways within the subject lands to the satisfaction of the Director, Transportation Planning that provides continuous active modes and vehicle routing through the community with at least two points of public access around the Tentative Plan boundary to the arterial road network.

The continuous collector road network is required to ensure that efficient Transit routing through the plan area can be accommodated, while the two points of access to the plan area ensures residents will have two routes into and out of the area, in the event of emergency or road closures, and the ensure availability of capacity at the plan area access points.

46. In conjunction with the applicable Tentative Plan, all roads and intersections within the plan area shall be located, designed, and constructed at the Developer's sole expense to the satisfaction of the Director, Transportation Planning.
47. In conjunction with the applicable Tentative Plan or Development Permit, access to multi-family and commercial sites shall be located and designed to the satisfaction of the Director, Transportation Planning.
48. **In conjunction with the applicable Tentative Plan**, demonstrate a standard roadway turnaround can be accommodated in the road Right-of-way or provide agreement from the adjacent land owner for temporary accommodation of turnaround.

Temporary oil and gravel bus turnaround / cul-de-sac with a minimum radius of 15.25 meters is required at the terminus of each construction phase. Where the developer intends to fence the turnaround, the minimum radius shall be increased to 16.25 meters. If road construction and/or construction phasing affects the operations of transit service, the Developer is required to provide an interim transit route replacement, to the satisfaction of the Director, Transit and the Director, Transportation Planning.



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49. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
50. In conjunction with the applicable Tentative Plan or Development Permit, all community entrance features must be located outside the public right-of-way.
51. In conjunction with the applicable Tentative Plan, backsloping to support 104 Street shall be accommodated within public right-of-way.
52. Prior to approval of construction drawings and permission to construct surface improvements, the Developer shall provide signed copies of back sloping agreements (and Ministerial Consent) for any back sloping that is to take place on adjacent lands.
53. The Transportation/Utility Corridor (TUC) shall be permanently and prominently signed in accordance with City Councils' policy and it shall also be clearly identified on the Land Use Sign for the area.

#### Parks:

54. The wetland(s) identified within the Outline Plan area are subject to The City of Calgary's Calgary Wetland Conservation Plan (the "Plan") and its "no net loss" policy. All Class III and above wetland(s) (as defined by the Stewart and Kantrud Wetland Classification System) identified within the Outline Plan area qualify as Environmental Reserve ("ER") pursuant to the Municipal Government Act (Alberta) ("MGA") and are to be dedicated to The City of Calgary as ER, pursuant to the MGA. Pursuant to the Plan, the Subdivision Authority may permit an applicant to damage or destroy Class III and above wetland(s) provided that prior to the approval of the affected Tentative Plan and/or Development Permit, the applicant shall provide the City of Calgary Parks department with a copy of the agreement entered into with the Province of Alberta or its agent that provides for compensation for the loss or alteration of the Class III and above wetland(s).
55. Pursuant to the Water Act (Alberta) and the Public Lands Act (Alberta), the applicant shall obtain all necessary Water Act and Public Lands Act approvals from Alberta Environment and Parks (AEP) prior to disturbance of any wetland on the site, including those that are crown-owned. Wetlands are to remain undisturbed until copies of the aforementioned approvals are provided to the City of Calgary Parks Department and need to be submitted prior to the approval of the affected tentative plan or stripping and grading application, whichever comes first.
56. Until receipt of the *Water Act* approval by the applicant from Alberta Environment and Parks, the wetland(s) shall not be developed or disturbed in anyway and shall be protected in place.
57. The developer shall submit detailed Engineering Construction Drawings and Landscape Construction Drawings for the proposed wetland/storm pond (reconstructed wetland) to both Water Resources and Parks for review and approval. The following requirements must be satisfied:
  - a. The reconstructed wetland follows the latest guidelines under Alberta Environment and Parks.  
The depth of water shall not exceed 1.5m measured from the NWL.

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- b. Wetland and upland soils are stockpiled in an appropriate manner and salvaged for the reconstructed wetland.
  - c. The constructed wetland optimizes habitat to encourage biodiversity of native flora and fauna, with specific attention to creating habitat for Sora, other species of nesting shorebirds, amphibians, bats and pollinators in the riparian and upland buffer zones.
  - d. The proposed trees in the ER should be replaced with native shrubs. This was a prairie wetland prior to construction, the placement of trees changes this community, especially for birds. See Parks' advisory comments for further clarification. Parks may be open to further discussion on this condition at the construction drawing stage.
  - e. Materials used for matting shall ensure that it is safe for protected species in Alberta. See Parks' advisory comments for further clarification.
  - f. A wetland (natural area) management plan should be included in the construction drawings.
58. The reconstructed wetland must adhere to Provincial Standards and ER Wetland Standards. Monitoring of the wetland will be required and a Wetland Management Plan completed for CCC and FAC. The ER wetland designation must meet habitat function, depth, water quality and quantity criteria as per City and AEP requirements.
59. With the submission of Landscape Construction Drawings, the developer shall include a detailed Restoration Plan including a maintenance schedule for each Environmental Reserve proposed to be affected by any construction. The Plan should indicate how it will be rehabilitated and restored. The restored area(s) shall be maintained by the developer until it is established and approved by Parks prior to Final Acceptance Certificate.
60. Any development or grading related to permanent disturbance which results from storm water infrastructure within lands designated as environmental reserve or municipal reserve, requires approval from the Director of Parks.
61. Infrastructure is not allowed in ER. All treatment, control structures and access routes must be outside of ER lands. The water entering the wetland will require treatment, such as OGS and additional filtration methods (for example, plantings and increased topsoil levels); all affected areas will have at least 300mm of topsoil applied.
62. No point source drainage from back of residential lots shall be permitted into ER or MR extents. Sheet flow drainage towards Reserve extents shall be reviewed on a case by case basis. In the case when sheet flow is allowed into Reserve extents caused by grading constraints, additional conditions may apply, for example, increasing the depth of loam in the backyards, roof water to be drained to the front, etc. Catch basins required for collecting storm water or other surface run-off from private development sites shall be accommodated within PULs or Road Right of Ways or on private lands.
63. The developer shall install and maintain a temporary construction fence on the private property line with the adjacent Environmental Reserve to protect public lands **prior to the commencement of any stripping and grading related to the site** and during all phases of construction. Contact the Parks Development Inspector (Mobile 403- 804 - 9417) to approve the location of the fencing prior to its installation.

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64. Prior to the approval of the affected tentative plan, **finalized concept plans for all MR and ER sites shall be submitted for Parks' review and approval.**  
The proposed concepts for the ER or MR lands will need to be updated with the submission of the Tentative Plan for each phase, at which time Parks will comment further and confirm support for what is proposed. PULs accommodating the entirety of the storm water pipe and UROW shall be correctly reflected on all the concept plans and construction drawings.
65. Landscape Construction drawings that are reflective of the subject Tentative Plan for the proposed Municipal and Environmental Reserve (MR) lands are to be submitted to the Parks Development Coordinator for review and approval prior to construction.
66. An Optional Amenities Agreement or its equivalence will be required for each park or Natural Area that is designed with standards above what are listed in Parks development Guidelines and Standard Specifications (current version).
67. The developer shall restore, to a natural state, any portions of the environmental reserve lands along the boundaries of the plan area that are damaged in any way as a result of this development. The restored area is to be maintained until established and approved by the Park Development Inspector.
68. **Prior to the approval of the affected tentative plan**, the developer shall confirm fencing requirements adjacent to MR, MSR and ER parcels to the satisfaction of the Director, Calgary Parks.
69. **Prior to approval of the first tentative plan or stripping and grading permit** (whichever comes first), it shall be confirmed that grading of the development site will match the existing grades of adjacent parks and open space (MR and/or ER), with all grading confined to the private property, unless otherwise approved by Parks.
70. **Prior to approval of the tentative plan or stripping and grading permit** (whichever comes first), an onsite meeting shall be arranged to confirm that the surveyed boundaries of the environmental reserve area meet Parks' approval. A plan illustrating the surveyed ER boundaries must be provided to Parks in advance of the onsite meeting.
71. The Low Impact Development (LID) component drainage is not to conflict with the pathways in any part of the subdivision.
72. Prior to the approval of the affected Tentative Plan, it shall be demonstrated through concepts and cross-sections that the local and regional pathways ("Green Corridor") around the wetland complex are located outside of the high water line.
73. Construct all regional pathway routes within and along the boundaries of the plan area according to Parks' **Development Guidelines and Standard Specifications – Landscape Construction** (current version), including setback requirements, to the satisfaction of the Director, Parks.
74. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.