

## Conditions of Approval

The following Conditions of Approval shall apply:

### Planning:

1. The existing buildings shall be removed prior to subdivision endorsement.
2. The Developer shall submit a density phasing plan with each Tentative Plan submission, showing the proposed phasing within the Outline Plan area and the projected number of dwelling units within each phase to demonstrate compliance with the minimum required densities of the Area Structure/Community Plan and Municipal Development Plan.
3. If the total area for Roads & Public Utility Lot dedication is over 30%, note that compensation in the order of \$1 for over dedication is deemed to be provided.
4. Municipal Reserves are required in the amount of 10% after dedication of Environmental Reserve as per Section 665 of the Municipal Government Act. Reserve dedication and allocation (cash-in-lieu) to be determined at the Joint Use Coordinating Committee (J.U.C.C.) as part of the Outline Plan review.
5. Compensation for over-dedication of reserves is deemed to be \$1.
6. The Standard City of Calgary Party Wall Agreement regarding the creation of separate parcels for semi-detached / townhouses / rowhouse units shall be executed and registered against the titles **concurrently with the registration of the final instrument**.
7. Prior to approval of any affected Tentative Plan and / or submission of construction drawings, the proposed street names shall be submitted and approved, to the satisfaction of the Subdivision Authority. The new street name will need Council approval prior to endorsement of the legal plan.
8. For development on the R-2M parcel, south of Creekstone Circle SE and west side of the MR parcel, all dwelling units must front onto and be oriented to the 5.0 metre walkway and MR parcel (not the lane). The northernmost dwellings unit on the aforementioned R-2M parcel must address the frontage along Creekstone Circle SE and the MR parcel frontage with equal treatment given to both elevations.

### Development Engineering:

9. The Phase I Environmental Site Assessment conducted by Stantec Consulting Ltd., Job No. 116500525, dated July 27, 2018 recommended that a Phase II Environmental Site Assessment be completed "in the areas of the AST and the suspected underground septic tank to assess the soil and groundwater quality". Where deemed necessary by City of Calgary Environmental and Safety Management, **prior to approval of the affected stripping and grading development permit and/or the affected tentative plan**, a Phase II Environmental Site Assessment will be required to the satisfaction of Environmental and Safety Management and Development Engineering.
10. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):

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- Deep Fills Report, prepared by McIntosh Lalani Engineering Ltd. (File No. ML8724), dated October 29, 2018.
  - Geotechnical Report, prepared by McIntosh Lalani Engineering Ltd. (File No ML 8724), dated July 9, 2018.
11. The phasing plan received on March 28, 2019 indicates several roads which may be considered overlong and may require turn-around bulbs/emergency access/secondary access. Please note the following criteria:
- Roads that are 90m to 120m in length require a turn-around bulb.
  - Roads that are 120m to 200m in length require an emergency access.
  - Roads that are greater than 200m in length require a secondary public access.
12. **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.
13. Prior to approval of the construction drawings, coordinate with the developer to the south to ensure that right-of-way and utilities are in alignment at the garden lot (R-2M) location.
14. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
15. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit (except for stripping and grading)**, execute a Development Agreement. Contact the Public Infrastructure Coordinator, Calgary Approvals Coordination for further information at 403-268-2493 or email [david.berge@calgary.ca](mailto:david.berge@calgary.ca).
16. **Prior to endorsement of the final instrument**, the Developer shall make payment to Mattamy (Burgess) Limited, United West Macleod I Lands Limited Partnership, and United Acquisition II Corp. for their share of the West Pine Creek Phase II Sanitary Trunk Construction Agreement.
17. Make satisfactory cost sharing arrangements with United Acquisition II Corp for part cost of the existing storm sewer and water main installed in 210 Avenue SE that was constructed by United Acquisition II Corp under Belmont Phase 1 (DA2017-0022)
18. Off-site levies, charges and fees are applicable. Contact the Public Infrastructure Coordinator, Calgary Approvals Coordination for further information at 403-268-3509 or email [kyle.ross@calgary.ca](mailto:kyle.ross@calgary.ca).
19. 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:
- a) Install the offsite sanitary sewers, storm sewers and water mains and construct the

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- 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 and/or make satisfactory cost-sharing arrangements for the underground utilities and surface improvements in the south two lanes of the four (4) lane divided major within 210 Avenue SE, along the north boundary of the plan area.
  - c) Construct and/or make satisfactory cost-sharing arrangements with United Acquisition II Corp for part cost of the construction of the underground utilities and surface improvements within the boundary half of Sheriff King Street S, along the west boundary of the plan area.
  - d) Construct and/or make satisfactory cost-sharing arrangements with United Acquisition II Corp for part cost of the construction of the underground utilities and surface improvements within the boundary half of Creekstone Drive SE, along the east boundary of the plan area.
  - e) Construct the underground utilities and surface improvements within and along the boundaries of the plan area.
  - f) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the residential lots where they abut 210 Avenue SE, Sheriff King Street S, and Creekstone Drive SE, along the boundaries of the plan area.
  - g) Construct the MR within the plan area.
  - h) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.

### Transportation:

20. The West Macleod Global TIA (prepared by Stantec June 2015) has been completed and the Regional Transportation network infrastructure required to support development throughout the plan area up to 7,300 units and 200,000 SF commercial is defined as follows:
- At-grade intersection of Macleod Trail and 210 Avenue S
  - At-grade intersection of Macleod Trail and 194 Avenue S
  - 210 Avenue SE – four (2-2) paved lanes from Macleod Trail to Sheriff King Street
  - 194 Avenue SE – four (2-2) paved lanes from Macleod Trail to Sherriff King Street
  - Sherriff King Street – four (2-2) paved lanes from 210 Avenue to Stoney Trail
21. **Prior to endorsement of the first Tentative Plan**, the regional transportation network infrastructure must be “available,” and connects the Outline Plan area with Macleod Trail and/or 22X, in accordance with the approved Calgary Transportation Plan (CTP) and Municipal Development Plan (MDP) and Area Structure Plan.

“Available” is defined as follows:

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- The ability to construct or provide a financial contribution for construction of the Regional Transportation Network infrastructure required to provide a connection to the Tentative Plan; and
- The ability to construct or provide financial contribution for construction of a pedestrian / active modes system to service the Tentative Plan.

Prior to endorsement of the first Tentative Plan, the Developer shall update the Development Agreement to reflect construction of or payment for required infrastructure to the satisfaction of the Director, Transportation Planning.

22. **Prior to Endorsement of each Tentative Plan**, the developer shall contribute to the costs to upgrade the intersections of Macleod Trail / 194 Avenue S and Macleod Trail / 210 Avenue S based on the transportation impact assessment recommendations for the west and east Macleod area. The cost sharing contribution is estimated at \$190,000 and will be confirmed during Tentative Plan applications. The estimate is determined from the number of single family lots, multi-family units (based on Outline Plan maximums) and square footage of commercial space in the Tentative Plan area.

The details of this requirement are defined by the “West Macleod Global Transportation Impact Assessment” – Stantec, June 25, 2015 and Authentication Page stamped by Dale Lynch August 28, 2015. The purpose is to facilitate interim improvements at Macleod Trail & 194th Avenue SW and Macleod Trail & 210 Avenue SW to support development in the West Macleod area.

23. **In conjunction with the first Tentative Plan and for any subsequent tentative plans**, two connections from the affected tentative plan to the Regional Transportation Network must be constructed and open to the public and built to City standards. These connections are defined as:
- a. 210 Avenue SE / Creekstone Drive SE
  - b. 210 Avenue SE / Sheriff King Street S

Offsite requirements to connect roadways within the plan area to the transportation system may be required and will be determined at each tentative plan and will be based upon City Access requirements. Further Transportation Analysis may be required.

24. **In conjunction with the Initial Tentative Plan**, the Developer shall dedicate and construct the boundary half of Sheriff King Street S along the west boundary of the Outline Plan, from the south boundary of the Outline Plan to 210 Avenue SE, inclusive. Sheriff King Street S 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.
25. **In conjunction with the Initial Tentative Plan**, the Developer shall dedicate and construct the boundary half of 210 Avenue SE along the north boundary of the Outline Plan, from Sheriff King Street S to Creekstone Drive SE, inclusive. 210 Avenue 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.

26. **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,

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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.

27. **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.
28. **In conjunction with the applicable Tentative Plan**, all roads and intersections within the plan area shall be located, designed, constructed and dedicated at the Developer's sole expense to the satisfaction of the Director, Transportation Planning.
29. **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.
30. 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).
31. No direct vehicular access shall be permitted to or from 210 Avenue SE, Sheriff King Street S and Creekstone Drive SE; 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.
32. In order to minimize impact to pedestrians and the public realm, curb cuts shall not be permitted on residential streets with rolled curb and monolithic sidewalk.
33. No direct vehicular access shall be permitted to residential streets containing a regional pathway within the boulevard. Restrictive covenants shall be registered on all applicable titles **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
34. **In conjunction with the applicable Tentative Plan or Development Permit**, a noise attenuation study for the residential adjacent to 210 Avenue SE and Sheriff King Street S, 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.

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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.

35. 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.
36. **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.
37. **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.
38. 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.
39. **In conjunction with the applicable Tentative Plan or Development Permit**, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
40. **In conjunction with the applicable Tentative Plan or Development Permit**, all community entrance features must be located outside the public right-of-way.
41. **Prior to approval of construction drawings and permission to construct surface improvements**, the Developer shall provide signed copies of back sloping agreements for any back sloping that is to take place on adjacent lands.
42. Construction cost/obligations for all roads adjacent to the outline plan area to be confirmed with Transportation Planning, prior to the first Tentative Plan. **Prior to endorsement of the first Tentative Plan**, the Developer shall update the Development Agreement to reflect confirmed construction cost/obligations as required by the Director, Transportation Planning.
43. No direct vehicular access shall be permitted to crosswalk/wheel chair ramp locations for any proposed T intersections. 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.
44. Access for R-GM sites shall be designed to the satisfaction of the Director, Transportation Planning.

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45. Prior to the approval of affected Tentative Plan, the developer shall ensure that all pathways from S-SPR (MR) land have a direct pedestrian connection by sidewalk or pathway to the desired crossing at the intersections.
46. Mid-block Crossings:
  - a. Curb bump outs shall be built, at a minimum, at all proposed mid-block crossing locations to the satisfaction of the Director, Transportation Planning.
  - b. Approach grades for all proposed mid-block crossing locations shall be no more than 4%.
  - c. **In conjunction with the affected Tentative Plan**, the Developer shall perform a warrant analysis for pedestrian activated crossing signals at all proposed mid-block crossing locations to the satisfaction of the Director, Transportation Planning. Should pedestrian activation crossing signals be required, the Developer shall provide a Letter of Credit for these signals. 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.

### Parks:

47. During Engineering Construction Design and **prior to endorsement of the affected tentative plan** ensure that the street light cable has a 1.0 metre minimum offset from the proposed boulevard trees.
48. Fencing adjacent to Park parcels (MR) shall be 1.2 metre chain link and will be confirmed during the landscape construction drawing process.
49. **Prior to Endorsement of the tentative plan**, submit detailed landscape construction drawings for the proposed development on municipal reserve / Parks parcel to the Parks Development Coordinator for review and approval. Please contact the Parks Development Coordinator at 403-268-1334 or 403-268-1376 for further information.
50. At Development Permit of the R-2M Residential – Low Density Multiple Dwelling District site, submit a Development Permit to the City of Calgary for the wayfinding sign (located within the 0.97 ha/2.41 ac MR – Municipal Reserve) as identified within LOC2018-0176 for Calgary Parks review and approval.
51. Utility Right of Ways will not be permitted in any proposed MR parcels.
52. 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.
53. Street trees within boulevards should be provided according to The City of Calgary's Complete Streets Guide.
54. Further comments on the proposed local pathway connections and alignments may follow at the landscape construction drawing submission phase.

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55. Proposed community gardens will require a license of occupation.
56. Pursuant to Part 4 of the *Water Act* (Alberta), the applicant shall promptly provide Parks with a copy of the *Water Act* approval, issued by Alberta Environment and Parks, for the proposed wetland disturbance.
57. Until receipt of the *Water Act* approval by the applicant from Alberta Environment and Parks, the wetland(s) affected by the development boundaries shall not be developed or disturbed in anyway and shall be protected in place.
58. **Prior to the approval of the affected tentative plan**, finalized concept plans for all MR and MSR sites shall be submitted for Parks' review and approval.
59. There are no HRV's (Historic Resource Value) sites associated with this land however any development in subject to Section 31 of the Historical Resources Act. A person who discovers an historic resource in the course of making an excavation for a purpose other than for the purpose of seeking historic resources shall forthwith notify the Minister of the discovery: <https://www.alberta.ca/report-archaeological-find.aspx>