

Conditions of Approval

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The following Conditions of Approval shall apply:

Subdivision Services:

1. No stripping and grading permission shall be granted prior to land use approval.
2. The land use sign shall note that the school site is for a potential Calgary Board of Education Elementary School and shall also indicate the location of the abandoned well sites.
3. Relocation of utilities shall be at the developer's expense and to the appropriate standards.
4. 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.
5. The standard City of Calgary Party Wall Agreement regarding the creation of the separate parcels for semi-detached dwellings shall be executed and registered against the titles concurrently with the registration of the final instrument.
6. To create attractive streetscapes, all R-Gm lots abutting a lane and fronting 140 Avenue NE shall only have direct vehicular access from the lane (no front drive garages), and that a restrictive covenant shall be registered against the titles of those lots concurrent with each tentative plan to that effect.
7. A community name and street names must be approved by Council prior to approval of the first tentative plan.
8. All existing utilities within the road closure area shall be protected by easement or relocated at the developer's expense.
9. The applicant is responsible for all costs associated with the closure including all necessary physical construction, removal, rehabilitation, utility relocation, etc.
10. All costs associated with the road closure shall be borne by the applicant.
11. That protection and/or relocation of any utilities required for the road closure will be at the applicant's expense and to the appropriate standards.
12. 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 and demonstrating compliance with minimum required densities in accordance with the Area Structure Plan.

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Development Engineering:

13. This subject plan area is within the boundary of the Nose Creek drainage catchment and subject to stormwater volume control measures. Based on the Watershed Management Plan stormwater discharge and annual runoff volumes are limited to the values specified in the SMDP or as otherwise agreed to by Water Resources. Low Impact Development and stormwater source control is recommended.
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**, execute a Development Agreement. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
16. Off-site levies, charges and fees are applicable. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
17. 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 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 the west half of 11 Street NE along the east boundary of the plan area.
 - c) Construct the underground utilities and surface improvements within the south half of 144 Avenue NE along the north boundary of the plan area.
 - d) Construct the underground utilities and surface improvements within 6 Street NE along the west boundary of the plan area.
 - e) Construct the underground utilities and surface improvements within the boundary of the plan area.
 - f) 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.
 - g) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the residential

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lots/lane/walkway/roadway/(other) where they about 6 Street NE, 11 Street NE, and 144 Avenue NE along the boundary of the plan area.

- h) Construct the MSR/MR within the plan area.
- i) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development

Transportation:

18. It must be demonstrated to the satisfaction of the Director, Transportation Planning that a regional transportation network is “available,” and connects the Outline Plan area (LOC2016-0311) with Stoney Trail, in accordance with the approved Calgary Transportation Plan (CTP) and Municipal Development Plan (MDP).

“Available” is defined as follows:

- A. The ability to construct or contribute towards construction of a regional road required to provide a connection to the Tentative Plan.
- B. The ability to construct or provide financial contribution for construction of a pedestrian / active modes system to service the Tentative Plan, or pedestrian / active to connect the pedestrian walkway system serving the Tentative Plan boundary.

The Regional Transportation Network required to support the Outline Plan required in conjunction with the completion of the 11 Street/Stoney Trail interchange are defined as follows:

- 144 Avenue NE – minimum of three (1-1-PLUS 1 interim median left turn lane) paved lanes along the boundary of the subject lands between 6 Street NE and 11 Street NE;
- 144 Avenue NE – minimum of two (1-1) paved lanes between 6 Street NE and Center Street NE, inclusive.
- Center Street N – four (2-2) paved lanes from Stoney Trail to 144 Avenue N; two NB + two southbound lanes across Center Street N bridge over Stoney Trail;
- 11 Street NE – minimum four (2-2) paved lanes from Stoney Trail to 144 Avenue NE; and at minimum the Right-in Right-out ramp connection at Stoney Trail NE.

Downgrading or removal of segments of the Regional Transportation Network would result in a reduction of the number of units that can be accommodated within the Keystone ASP lands. The design requirements for all other roadways will require review and reassessment, and any assumptions or analysis completed in support of this application would be invalid.

19. In conjunction with the initial tentative plan, the Developer must enter an agreement with the City of Calgary to construct the west half of 11 Street NE and the south half of 144 Avenue along the site boundaries in order to align the opening of the developer-responsibility arterial roadways with the opening of the 11 Street/Stoney Trail interchange.

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20. In conjunction with the initial tentative plan the Developer must pave (using asphalt or other material to the satisfaction of Transportation) the remaining unpaved/rural sections of 144 Avenue between Centre Street and 6 Street NE. Paving of these section is required to service the initial phase of Development.
21. Prior to endorsement of the applicable tentative plan, construction drawings shall be approved to the satisfaction the Director, Transportation Planning for arterial roadways to be constructed in conjunction with the 11 Street/Stoney Trail interchange including 11 Street NE along the east boundary of the Outline Plan and for 144 Avenue NE along the north boundary of the Outline Plan.
22. In conjunction with the initial tentative plan application (Phase 1) of development: The Developer shall register a road plan or dedicate the west half of the ultimate right of way for 11 Street (51.0m, 6-lane divided arterial with dual slotted left-turn bays) from Stoney Trail to 144 Avenue NE to the satisfaction of the Director, Transportation Planning.

The dedication of 11 Street NE is required to ensure that regional network access to adjacent lands is available, and to ensure that if conditions or needs for the road network in the area change, construction of the road by the Developer, or adjacent Developers (or The City of Calgary) can occur in a contiguous and timely manner.

23. In conjunction with the Initial Tentative Plan application (Phase 1) of development: The Developer shall register a road plan or dedicate the south half of the ultimate right of way for 144 Avenue (46.5m, 6-lane divided arterial with dual parallel left-turn bays) from 6 Street to 11 Street NE to the satisfaction of the Director, Transportation Planning.

The dedication of 144 Avenue NE is required to ensure that regional network access to adjacent lands is available, and to ensure that if conditions or needs for the road network in the area change, construction of the road by the Developer, or adjacent Developers (or The City of Calgary) can occur in a contiguous and timely manner.

24. In conjunction with the applicable Tentative Plan, the Developer shall submit cross-sections, for the interim and ultimate grades for 11 Street and 144 Avenue NE adjacent to the outline plan boundary. Cross-sections shall indicate and provide dimensions for any proposed road widening to accommodate grades. Adjustments to the tentative plan boundary may be required to accommodate all necessary right-of-way requirements.
25. In conjunction with the applicable Tentative Plan, the Developer shall submit cross-sections, for Stoney Trail (TUC) adjacent to the outline plan boundary. Cross-sections shall indicate the existing grades for Stoney Trail (TUC) and how the grades for the proposed adjacent residential development are to tie in. Any back-sloping or other encroachment into the Stoney Trail (TUC) right-of-way will require ministerial consent from the Province of Alberta.
26. Prior to endorsement of the applicable tentative plan: to the satisfaction of the Director of Transportation Planning remit payment (certified cheque, bank draft) OR provide a Letter of Credit for the pedestrian-actuated crossing signals for the proposed crossing at the following locations:
 - 6 Street / 140 Avenue NE;

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27. No direct public vehicular access shall be permitted to 144 Avenue, 11 Street, and Stoney Trail NE from the adjacent lands, with the exception of emergency access for the M-2 site as shown on the Outline Plan. A restrictive covenant shall be registered **concurrent with the registration of the final instrument** of the affected subdivision phase.
28. One vehicular access (only) will be permitted to or from 140 Avenue NE for the C-C1 lands located between 11 Street NE and Lewisburg Cove, at the location shown on the Outline Plan. A restrictive covenant shall be registered on all applicable titles **concurrent with the registration of the final instrument** of the affected subdivision phase.
29. No direct vehicular access shall be permitted to or from 140 Avenue between 6 Street and Lewisburg Cove NE for all R-G and R-Gm lots. A restrictive covenant shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
30. In conjunction with each tentative plan after which the overall development within the outline plan boundary has exceeded 99 units, the Developer shall register relevant road plans 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 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 to ensure availability of capacity at the plan area access points.
31. 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).
32. In conjunction with the applicable Tentative Plan, bus bays shall be provided for all transit stops along 144 Avenue and 11 Street NE.
33. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
34. Prior to permission to construct surface improvements, the Developer shall provide signed copies of back sloping agreements (and Ministerial Consent, if applicable) for any back sloping that is to take place on adjacent lands.
35. 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.

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36. Prior to approval of tentative plan for fee simple residential lots and prior to approval of development permits for multi-family sites, a noise attenuation study is required for the development adjacent to all skeletal and arterial roadways, including 11 Street, 144 Avenue and Stoney Trail NE, 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 and Skeletal roadways, a uniform screening fence shall be provided, in accordance with the 2014 Design Guidelines for Subdivision Servicing.

37. 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.
38. A 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. The mid-block crossing of 9 Street; and the intersection corners of 9 Street and 140 Avenue NE shall be designed with curb-extensions to the satisfaction of the Director, Transportation Planning.

Parks:

40. **Prior to approval of the affected tentative plan**, the developer shall submit finalized open space concept plans for all Municipal Reserve (MR) and Municipal School Reserve (MSR) lands within the outline plan area to Parks for review and approval. Open space concept plans at tentative plan stage shall follow the submission requirements outlined in Parks' Development Guidelines and Standard Specifications: Landscape Construction (current version), Chapter 2: General Guidelines, Section 2.1 Concept Plan Requirements.
41. **Prior to endorsement of the affected tentative plan**, under separate cover, the developer shall submit Landscape Construction drawings for all Municipal Reserve (MR) and Municipal School Reserve (MSR) lands within the outline plan area to Parks for review and approval. Irrigation drawings, if required, are to be submitted as part of the same landscape construction drawing package. Landscape Construction Drawings shall follow the submission requirements outlined in the Parks' Development Standard Specifications: Landscape Construction (current version).
42. The developer shall submit Engineering Construction Drawings and Landscape Construction Drawings for the proposed storm pond to both Water Resources and Parks for review.

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- 43. Any damage to Municipal Reserve (MR) and Municipal School Reserve (MSR) lands within and along the boundaries of the plan area as a result of this development shall be restored at the developer's expense, to the satisfaction of Parks.
- 44. Any damage to Environmental Reserve (ER) lands along the boundaries on adjacent lands of the plan area as a result of this development shall be restored to natural state at the developer's expense, to the satisfaction of Parks.

If disturbance occurs to Environmental Reserve (ER), a Restoration Plan shall be submitted to Parks to the satisfaction of the Urban Conservation Lead.

- 45. Any damage to Environmental Reserve (ER) along the boundaries of the plan on adjacent lands as a result of drainage or storm water infrastructure shall be restored to natural state at the developer's expense, to the satisfaction of Parks.
- 46. Any damage to public boulevards or public trees within and along the boundaries of the plan as a result of this development shall be restored at the developer's expense, to the satisfaction of Parks.
- 47. Plant all public trees in compliance with the approved Public Landscaping Plan.
- 48. The developer shall submit under separate cover, Utility Line Assignment Construction Drawings for trees installed within City of Calgary boulevards and/or right of ways to Utility Line Assignment and Parks for review and approval.
- 49. **Prior to approval of the affected tentative plan or stripping and grading permit** (whichever occurs first), the grading of the development site adjacent to reserve (MR/MSR) lands shall be confirmed by Parks.
- 50. 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 applicable setback requirements, to the satisfaction of Parks.
- 51. A 1.2 m fence (or Parks approved alternative) shall be maintained along the boundaries of all reserve (MR/MSR) lands for the duration of the development, unless otherwise authorized by Parks in writing.
- 52. All proposed site fencing required adjacent to Reserve (MR/MSR) lands, including footings, shall be installed completely within private property, unless otherwise authorized by Parks in writing.
- 53. Construction access through Environmental Reserve (ER) lands is not permitted.
- 54. Stockpiling or dumping of construction materials on Environmental Reserve (ER) lands is not permitted.
- 55. Retaining walls placed within reserve (MR/MSR/ER) lands is not permitted, unless otherwise authorized by Parks in writing.

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56. Drainage from the development site into reserve (MR/MSR/ER) lands is not permitted, unless otherwise authorized by Parks in writing.
57. Backsloping from the development site into reserve (MR/MSR/ER) lands is not permitted, unless otherwise authorized by Parks in writing.
58. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
59. All landscape construction and landscape rehabilitation shall be in accordance with the City of Calgary Parks' Development Guidelines and Standards Specifications: Landscape Construction (current version).