

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 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. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
5. 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.
6. 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.
7. 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.
8. 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.
9. Reserve owing from the phasing of the plan area shall be deferred by caveat to the residual lands.

Development Engineering:

10. At the time of approval, this Outline Plan is located within an area that had a recent removal of the Growth Management Overlay (GMO). As a result, the required infrastructure to service the plan area (water feedermain loop, sanitary trunk mains, storm trunk mains and outfall, etc.) has not yet been constructed. Conditions of Approval may be added, removed, or modified at the Tentative Plan application stage to reflect the future servicing requirements.

If any interim servicing strategies/reports are proposed and accepted to City of Calgary standards, the Developer is responsible for the construction and ongoing maintenance

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and operation of the interim servicing infrastructure until such time as the ultimate servicing has been constructed. The Developer is also responsible for making the connection to the feeder and trunk mains as soon as they become available and redirect the affected flows accordingly to the satisfaction of the Director of Water Resources. All costs associated with the ultimate connections along with the decommissioning and removal of the temporary infrastructure is the responsibility of the Developer. Interim servicing solutions must be reviewed and accepted to the satisfaction of the Manager of Infrastructure Planning **prior to approval of the affected Tentative Plans and/or Development Permits.**

If this development is proposed to proceed ahead of adjacent developments that would provide some of the required service connections / main extensions, the Developer will be required to acquire the necessary right-of-ways and construct the off-site services at their expense.

11. At the time of approval, this Outline Plan is located within an area that had a recent removal of the Growth Management Overlay (GMO). As a result there is currently no schedule confirmed to construct the future Fire Station in this area. As a result, portion of the plan area may be located outside the Council Approved Standard for 7 & 11 minute Fire response.

The City of Calgary Fire Departments supports the future growth of the city with the New Community Growth Strategy. Longer emergency response times lead to negative citizen outcomes including larger fires and critical medical emergencies. If at the time of proposed development the required fire station(s) to service the affected portions of the plan is not available, **prior to approval of the affected Tentative Plans and/or Development Permits**, confirmation of a suitable plan/strategy to provide Fire Services for this area is required along with written rational identifying how the risks and building code requirements will be mitigated.

12. At the time of approval, this Outline Plan is located within an area that does not yet have any developed public roads. If this development is proposed to proceed ahead of adjacent developments that would provide the required roadway connections, the Developer will be required to acquire the necessary road right-of-ways and construct the off-site roadways at their expense.

Prior to Approval of the first Tentative Plan, the Developer shall demonstrate that a minimum of two separate off-site public road right-of-ways have been acquired to service the plan area. Note that a single public roadway connection may be considered if the first phase is less than 100 residential units and the length of the proposed single roadway connection is less than 200m in length.

Prior to Approval of the Tentative Plan which creates the potential for 600 or more residential units, the Developer shall demonstrate that a minimum of three separate off-site public road right-of-ways have been acquired to service the plan area.

13. 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 necessary.

14. This Outline Plan contains multiple ponds to manage stormwater, however, the plan area cannot be developed until such time that the ultimate servicing is available. 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, 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.

Please note that the subject plan area is within the Bow River drainage catchment. Based on the Rangeview Master Drainage Plan stormwater discharge is limited to 2.78 L/s/ha for sizing stormwater management facilities. At the time of Outline Plan approval, volume controls were voluntary in this catchment. Until City-wide volume control targets are finalized through the stormwater target studies, it is advised that the applicant be flexible with the design of the storm ponds to consider a 40 mm runoff volume target which may be applied in the future at the time of development of the affected ponds/wetlands.

15. The stormwater ponds and constructed wetlands included within this Outline plan will include Public Utility Lots (PUL) for the inlet and outlet pipes, control structures, pump houses, oil/grit separators, etc., as all utility components are to be within a PUL. 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.
16. **Prior to Approval of any affected Tentative Plan or Stripping and Grading Development Permit**, whichever comes first, the Applicant shall submit a report addressing the environmental concerns identified in the following report: "Phase I Environmental Site Assessment Section 14, Township 022, Range 29, West of the Fourth Meridian, Calgary, AB" by Stantec, dated November 21, 2017". All report(s) submitted shall be prepared by a qualified professional and be to the satisfaction of The City of Calgary (Environmental & Safety Management).

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17. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Geotechnical Report, prepared by Amec Foster Wheeler Environment & Infrastructure (File No CG08940), dated June 2015.
18. **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.
19. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources. Separate service connections to a public main shall be provided for each proposed lot (including strata lots).
20. With each future subdivision application, submit an updated water servicing and hydrant location design map as may be required for review and approval to the satisfaction of the City of Calgary, Water Resources. The submission shall include an electronic file in .PDF format, as well as three (3) full size colour prints. The water network shall be reviewed with each phase as it may need to change depending on the timing of phases and availability of connections. The submission shall also include the land use, conceptual site grading plan, onsite and offsite tie-ins, and phasing plan for review. The outline plan area is within Ogden pressure zone. Ultimate servicing requires the Ogden feeder main loop.
21. **Prior to endorsement of any Tentative Plan and/or prior to release of a Development Permit**, execute a Development Agreement. Off-site levies, charges and fees are applicable and shall be paid as part of the Development Agreement. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
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:
 - 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 east two lanes of the four (4) lane divided 52 Street SE, along the west boundary of the plan area.
 - c) Construct the underground utilities and surface improvements within the north half of the divided 212 Avenue SE arterial, along the south boundary of the plan area.

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- d) Construct the underground utilities and surface improvements within the full width of Rangeview Avenue SE, along the north boundary of the plan area.
 - e) Construct the underground utilities and surface improvements within the full width of Rangeview Street SE, along the east boundary of the plan area.
 - f) Construct the underground utilities and full width surface improvements for all roads within the boundary of the plan area.
 - g) 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.
 - h) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of any lots where they abut a collector road, a neighbourhood boulevard, an urban boulevard, an arterial road, a skeletal road, Environmental Reserve, or Municipal Reserve within and along the boundary of the plan area.
 - i) Construct the Municipal Reserve (MR) and Municipal School Reserve (MSR) within the plan area.
 - j) Construct the regional pathways and green corridors within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
 - k) Rehabilitate the portions of public or private lands and/or infrastructure that are damaged as a result of this development, all to the satisfaction of The City of Calgary.
23. At the time of construction drawing submission for all subdivision applications, all road cross sections shall be reviewed to confirm they meet the minimum Fire Access Standards (including but not limited to a minimum of 6.0m clear pavement width that is unencumbered by parking or other obstructions). Any roads found to be deficient shall be amended accordingly.
24. 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.
25. The walkway between 52nd street SE and Pintail Place SE shall be constructed to an emergency access standard of 4.0m width and be capable of supporting an 85,000 lb load.

Transportation:

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26. 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 with Stoney Trail and Deerfoot Trail, in accordance with the approved Calgary Transportation Plan (CTP) and Municipal Development Plan (MDP).

“Available” is defined as follows:

- The ability to construct or contribute towards construction of a Regional Transportation Network infrastructure required to provide a connection to the Tentative Plan.
- 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 with a pedestrian.

The Regional Transportation Network infrastructure required to support development throughout the Subject lands is defined as follows:

- 52 Street SE – minimum of two (1-1) lanes from 196 Avenue to 212 Avenue SE
- 212 Avenue SE - four (2-2) paved lanes from Deerfoot Trail to east edge of subject site
- 88 Street SE- four (2-2) paved lanes from 196 Avenue SE to Rangeview Avenue
- Rangeview Avenue – minimum of two (1-1) lanes from 88 Street to Rangeview Street

Downgrading or removal of segments of the Regional Transportation Network would result in a reduction of the number of units that can be accommodated with the subject 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.

27. In conjunction with the applicable Tentative Plan, the Developer shall construct the northbound lanes of 52 Street from 212 Avenue to 196 Avenue to connect the plan area to existing road network. 52 Street and ancillary works to support the roadway shall be designed and constructed at the Developer’s sole expense, subject to normal oversize, endeavor to assist, and boundary cost recoveries.
28. In conjunction with the Initial Tentative Plan, the Developer shall construct the westbound lanes of 212 Avenue from Deerfoot Trail to 52 Street and 52 Street from 212 Avenue to 206 Avenue, to connect the plan area to existing road network. 212 Avenue and ancillary works to support the roadway shall be designed and constructed at the Developer’s sole expense, subject to normal oversize, endeavor to assist, and boundary cost recoveries.
29. In conjunction with the initial tentative plan: The Developer shall register a road plan or dedicate the east half of the ultimate right of way for 52 Street as per the outline plan cross sections from 212 Avenue to 202 Avenue to the satisfaction of the Director, Transportation Planning.

The dedication of 52 Street 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

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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.

30. In conjunction with the applicable tentative plan: The Developer shall register a road plan or dedicate the north half of the ultimate right of way for 212 Avenue as per the outline plan cross sections from 52 Street to east edge of the site boundary to the satisfaction of the Director, Transportation Planning.

The dedication of 212 Avenue 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.

31. In conjunction with the applicable Tentative Plan where the developed units are at 75% of the outline plan, the network connection of Rangeview Avenue from Rangeview Street to 88 Street and 88 Street from Rangeview Avenue to 196 Avenue shall be in place. If the infrastructure is not in place, the developer may conduct additional transportation analysis to evaluate infrastructure in place at the time to determine its ability to accommodate additional units, to the satisfaction of the Director, Transportation Planning.
32. 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.
33. In conjunction with the applicable Tentative Plan or Development Permit, a noise attenuation study is required for the residential units adjacent 212 Avenue SE and the arterial portion of 52 Street SE, 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.

If a screening fence is required, 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 Development Engineering.

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.

34. In conjunction with the applicable tentative plan, Rangeview Street at Rangeview Avenue shall be constructed to its full cross section including portions on lands outside of the subject outline plan.
35. In conjunction with each Tentative Plan, functional-level plans shall be submitted as a component of the Tentative Plan submission package to the satisfaction of Transportation Planning and Roads, for the staged development arterial and collector

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standard roadways, inclusive of the staged development of the at-grade intersections and future grade separation, where applicable and to the satisfaction of the Director, Transportation Planning.

36. No direct vehicular access shall be permitted to or from 52 Street SE, Rangeview Way SE, Rangeview Avenue SE, Rangeview Street SE, Hummingbird Row SE, Blackbird Parade SE, 202 Avenue SE, 206 Avenue SE, and 212 Avenue from all R-G and R-GM residential properties. A restrictive covenant shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
37. 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).
38. In conjunction with the construction of the road network, transit stops shall be provided to the satisfaction of the Director, Transportation Planning.
39. In conjunction with the applicable Tentative Plan or Development Permit, the developer shall provide, at their cost, a standard/architecturally compatible transit patron waiting amenity at the bus zone.
40. In conjunction with the applicable Tentative Plan or Development Permit, sidewalks or pathways shall be provided on both sides of transit route(s) and on one side of the residential streets connecting to the transit route(s). If a sidewalk or pathway cannot be accommodated within the road right-of-way, additional road right-of-way or an easement must be provided.
41. No direct vehicular access shall be permitted from all S-R lots. A restrictive covenant shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
42. In conjunction with the applicable Tentative Plan, curb extensions shall be provided at the following intersections to increase safety at the adjacent schools:
 - Rangeview Avenue and Rangeview Green SE
43. 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.

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44. In conjunction with the applicable Tentative Plan, proper transitions from/to bike lanes to/from regional pathways/multi-use pathways shall be provided to the satisfaction of the Directors of Roads and Transportation Planning.
45. 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.
46. 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.
47. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
48. In conjunction with the applicable Tentative Plan or Development Permit, all community entrance features must be located outside the public right-of-way.

Parks:

49. 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); and
50. Pursuant to Part 4 of the *Water Act* (Alberta), the applicant shall promptly provide a copy of the *Water Act* approval from Alberta Environment to The City of Calgary Parks department.
51. Until receipt of the *Water Act* approval by the applicant from Alberta Environment, the wetland(s) shall not be developed or disturbed in anyway and shall be protected in place.
52. The developer shall submit detailed Engineering Construction Drawings and Landscape Construction Drawings for the proposed naturalized storm pond to both Water Resources and Parks for review.
53. When a Regional Pathway is also to be used as a service vehicle access road, the pathway is to be constructed to a Residential Road standard so that the pathway can support the weight of maintenance vehicles.

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54. Prior to the approval of the affected Tentative Plan, it shall be demonstrated through concepts and cross-sections that the local and regional pathways around the wetland complex are located outside of the high water line.
55. Rehabilitate all portions of the MSR/MR lands along the boundaries of the plan area that are damaged as a result of this development, all to the satisfaction of the Director, Parks.
56. 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.
57. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
58. 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.
59. Any development or grading related to permanent disturbance which results from storm water infrastructure within lands designated as environmental reserve, requires approval from the Director of Parks.
60. 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. The proposed concepts for the MR lands will need to be updated with the submission of 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.
61. **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.
62. **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 future environmental reserve area meet Parks' approval. A plan illustrating the surveyed ER boundaries must be provided to Parks in advance of the onsite meeting.
63. 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 will 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.

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64. Utility easements within Reserve extents are not supported by Parks. All proposed utility easements shall be confirmed with Parks at Construction Drawing stage where all efforts to avoid any easements through Reserve extents shall be made.
65. The pump station shall be placed outside of the MR extents and located within PUL.