

Conditions of Approval

The following Conditions of Approval shall apply:

Planning and Subdivision Services:

1. In conjunction with submission of application for the second phase tentative plan, provide a detailed Conceptual Design Report for the bridge connection to the town centre located south of the outline plan area, in accordance with the following direction provided by the City.

The Report will provide at least two (2) design options for the bridge: 1) a clear span without any piers in the ER; 2) a span that depends on a pier or piers located in the ER. The Report should also determine detailed implementation steps and bridge configuration. The Report is to present the two options, evaluate the options, and provide a justified recommendation for the preferred option.

This is a technical document, and should be stamped by a Professional Engineer from a consultant that is prequalified under the New Bridges category at the City (EXP meets this criteria).

The report should consider the following topics in comparing the two options:

- Structure type and configuration
- Disturbance area within the ER (including temporary staging requirements and permanent disturbance area)
- Class 5 construction cost estimate (including but not limited to structure costs, site remediation costs, and construction staging costs)
- lifecycle and maintenance cost estimate (should consider the differences between the two options)
- Geotechnical, hydrotechnical, and environmental considerations
- Regulatory and environmental approvals required (BIA, Water Act, etc.)
- Any design exceptions required
- Other relevant pros/cons of each option.

A scoping meeting is required with The City (CPAG) prior to embarking on this work to confirm the above noted scope, and clarify any other requirements.

2. Construct the pedestrian bridge over the ER, from the south boundary of the plan area to 150 Sage Hill BV NW in accordance with approved Conceptual Design Report and construction drawings approved by The City. Construction of the bridge shall be in conjunction with phasing and timing of construction of adjacent segments of Sage Hill Road NW and further described in the Development Agreement identified in Condition #10. Design and construction of the pedestrian bridge shall be at the Developer's sole expense.
3. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
4. 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 densities identified in the Outline Plan.

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5. Prior to affected Tentative Plan approval (and submission of construction drawings), the proposed community and street names be submitted to the satisfaction of the Subdivision Authority.
6. Prior to endorsement of the first tentative plan, provide architectural controls for review to ensure requirements for all buildings to be solar ready and have capacity to easily install electric vehicle charging equipment.

Development Engineering:

7. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Geotechnical Report, prepared by EBA-Tetratech (File No C12101328), dated February 2011.
 - Geotechnical Report, prepared by EBA-Tetratech (File No C12101328.001), dated March 2011.
8. **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.
9. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
10. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit**, execute a Development Agreement. Contact the Public Infrastructure Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
11. Off-site levies, charges and fees are applicable. Contact the Public Infrastructure Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
12. **Prior to release of the Development Permit or Prior to Endorsement of the final instrument**, make satisfactory cost sharing arrangements with United Acquisition II Corp. for part cost of the existing watermain and storm sewer installed/constructed in Sage Hill Boulevard NW that was paid for and/or constructed by United Acquisition II Corp. for under Sage Hill, Phase 02 (2008-002).
13. **Prior to release of the Development Permit or Prior to Endorsement of the final instrument**, make satisfactory cost sharing arrangements with United Acquisition II Corp. for part cost of the existing watermain installed/constructed in Sage Hill Boulevard NW that was paid for and/or constructed by United Acquisition II Corp. for under Sage Hill, Phase 04 (2008-023).

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14. **Prior to release of the Development Permit or Prior to Endorsement of the final instrument**, make satisfactory cost sharing arrangements with United Acquisition II Corp. for part cost of the existing storm water wet pond installed in Lot 67PUL in Block 2, which was constructed by United Acquisition II Corp. under Sage Hill, Phase 01 (2007-053).
15. 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 Sage Valley Boulevard NW and Sage Hill Drive along the north and east boundary 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 a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the residential lots/lane/walkway/roadway/(other) along the boundary of the plan area.
 - e) Construct the MR within the plan area.
 - f) Construct the pedestrian bridge over the ER, from the south boundary of the plan area to 150 Sage Hill BV NW.
 - g) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.

Transportation:

16. In conjunction with all Tentative Plan(s) and Development Permit(s), all roads, intersections, driveways, and intersection spacing shall be designed and constructed at the Developer's sole expense and to the satisfaction of the Director, Transportation Planning.
17. In conjunction with each Tentative Plan, collector standard streets (and below) shall be designed and constructed at the Developer's sole expense to their full width, to the satisfaction of the Director, Transportation Planning.

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18. 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:
 - a) Where commercial areas are concentrated;
 - b) Where the grades and site lines are compatible to install bus zones; and
 - c) Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.
19. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall provide a Letter of Credit or payment 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 as follows:
 - a) where regional pathways or multi-use pathways intersect with a street;
 - b) at mid-block crossings; and
 - c) 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 or payment, and is required to submit payment in support of the Tentative Plan or Development Permit.
20. In conjunction with the applicable Tentative Plan, the Developer shall ensure that all pathways from MR lands have direct pedestrian connection by sidewalk or pathway to crossing locations at intersections to the satisfaction of the Director, Transportation Planning.
21. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
22. In conjunction with the applicable Tentative Plan or Development Permit, access for all multi-family, mixed-use, and commercial sites shall be designed and located to the satisfaction of the Director, Transportation Planning.
23. 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 Sage Valley Boulevard NW from Sage Valley Road NW to Sage Hill Drive NW, inclusive.
24. In conjunction with the initial Tentative Plan, the Developer shall construct the boundary half of Sage Valley Boulevard NW from Sage Valley Road NW to Sage Hill Drive NW, inclusive. Sage Valley Boulevard NW and ancillary works (boulevard, noise attenuation, etc) necessary to support the plan 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 register a road plan to the satisfaction of the Director, Transportation Planning for the boundary half of Sage Hill Drive NW from Sage Valley Boulevard NW to Sage Hill Rise NW, inclusive.

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26. In conjunction with the initial Tentative Plan, the Developer shall construct the boundary half of Sage Hill Drive NW from Sage Valley Boulevard NW to Sage Hill Rise NW, inclusive. Sage Hill Drive NW and ancillary works (boulevard, noise attenuation, etc) necessary to support the plan shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.
27. In conjunction with the applicable Tentative Plan or Development Permit, a noise attenuation study is required for residential development adjacent to all Arterial standard streets, certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Transportation Development Services for approval. Note that where sound attenuation is not required adjacent to Arterial streets, a uniform screening fence shall be provided to the satisfaction of the Director, Transportation Planning.
28. In conjunction with the applicable Tentative Plan or Development Permit, all noise attenuation features (noise walls, berms, etc) and ancillary facilities required in support of the development shall be constructed entirely within the development boundary (location of noise walls, berms, etc and associated ancillary works shall not infringe into the road right-of-way).
29. In conjunction with the applicable Tentative Plan or Development permit, all community entrance features shall be located outside the public right-of-way.
30. **Prior to approval of the affected tentative plan**, provide typical cross-sections for review and approval showing existing and proposed grades, including interim future and ultimate road grades and proposed lot grading adjacent to Sage Hill Drive NW, Sage Valley Boulevard and Sage Hill Boulevard NW. The cross-sections are to be drawn to scale and dimensioned to property lines and lip of gutter.
31. In conjunction with the applicable Tentative Plan, the Developer shall submit detailed construction drawings, for Sage Valley Boulevard NW and Sage Hill Drive NW, as well as all streets within the outline plan boundary inclusive of all intersections. The intersection designs shall demonstrate and provide dimensions for any proposed street widening; including the parallel and/or slotted left-turn bays at the intersections. Adjustments to the tentative plan boundary may be required to accommodate all necessary intersection right-of-way requirements. **Prior to the approval of the affected tentative plan**, the design and right-of-way for the subject intersections will be determined to the satisfaction of Transportation.
32. No direct vehicular access shall be permitted to or from Sage Hill Drive NW and restrictive covenant(s) shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
33. No direct vehicular access shall be permitted to or from Sage Valley Boulevard NW with the exception of the shared access to the C-C1 and M-2 site. Restrictive covenant(s) shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.

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34. No direct vehicular access shall be permitted to or from Sage Hill Boulevard NW. Restrictive covenants shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
35. For R-Gm lots along Sage Hill Road NW, no direct vehicular access shall be permitted to or from Sage Hill Road NW. Restrictive covenants shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
36. 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).
37. A Public Access Easement and right of way plan shall be executed and registered on title for the C-C1 and M-2 sites located between Sage Hill Passage and Sage Valley Boulevard **concurrent with the registration of the final instrument** at the applicable Tentative Plan stage.
38. In conjunction with the applicable Tentative Plan or Development Permit, 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 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, Transportation Planning. Post and cable fence is required where the temporary turnaround is anticipated to be required for a period greater than one year.

Parks:

39. The developer shall submit under separate cover, Landscaping Construction Drawings for all reserve lands within the Outline Plan area to Parks for review. Irrigation drawings, if required, are to be submitted as part of the same landscape construction drawing package and shall follow the submission requirements outlined with the Parks Development Standard Specifications for Landscape Construction (current edition).
40. The developer shall include a Habitat Restoration Plan (following the City of Calgary Habitat Restoration Project Framework), including a maintenance schedule, if Environmental Reserve lands are proposed to be affected by the development.
41. Tree plantings within City of Calgary boulevards and/or right of ways are subject to approval from Utility Line Assignment and Parks. The developer shall submit under separate cover, Utility Line Assignment Construction Drawings for review.
42. Disturbance of Environmental Reserve lands is not permitted without written permission from the Parks. 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.
43. Construct all 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 Parks.

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44. The developer is responsible for constructing all Environmental Reserve and Municipal Reserve parcels within the boundaries of the plan area in accordance with the Parks' Development Guidelines and Standard Specifications: Landscape Construction (current version).
45. Construction access through Municipal Reserve and/or Environmental Reserve lands is not permitted, unless otherwise approved by Parks
46. Stockpiling or dumping of construction materials on Municipal Reserve and/or Environmental Reserve lands is not permitted, unless otherwise approved by Parks.
47. Drainage from the development site into Municipal Reserve and/or Environmental Reserve lands is not permitted, unless otherwise approved by Parks.
48. Development activities must ensure that suitable erosion and sedimentation controls are being implemented to protect our environment and drainage systems.

Please refer to The City of Calgary's Guidelines for Erosion and Sediment Control:
<http://www.calgary.ca/UEP/Water/Documents/Water-Documents/escguidelines2001-02-12.pdf>
49. Backsloping from the development site into Municipal Reserve and/or Environmental Reserve lands is not permitted, unless otherwise approved by Parks.
50. Retaining walls placed within Municipal Reserve and/or Environmental Reserve lands is not permitted, unless otherwise approved by Parks.
51. Site grading of the development site shall match the grades of the adjacent future Municipal Reserve and/or Environmental Reserve lands, with all grading confined to private property, unless otherwise approved by Parks.
52. Any damage to public parks, boulevards or trees resulting from development activity, construction staging or materials storage, or construction access will require restoration at the developer's expense.
53. Any damage to the existing pathways along and within the boundaries of the plan area shall be repaired at the developer's expense, to the satisfaction of Parks.
54. Any landscape rehabilitation on public parks shall be performed and inspected in accordance with Parks' Development Guidelines and Standard Specifications: Landscape Construction (current edition).
55. Plant all public trees in compliance with the approved Public Landscaping Plan.
56. **Prior to the approval of the affected tentative plan**, finalized concept plans, including cross sections **OR** Landscape Construction Drawings for all Environmental Reserve and/or Municipal Reserve lands within the Outline Plan area shall be submitted for Parks' review and approval.

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57. **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.
58. **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 lands for Parks' approval.
59. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
60. All impacts to pathways including the regional and local pathways required for project execution shall adhere to the Pathway Closure and Detour Guidelines. A permit is required for all activities within 5m of a pathway. Coordinate with Calgary Parks, Pathways – pathways@calgary.ca prior to the start of construction regarding proposed changes and impacts to the existing pathway system in the area.