

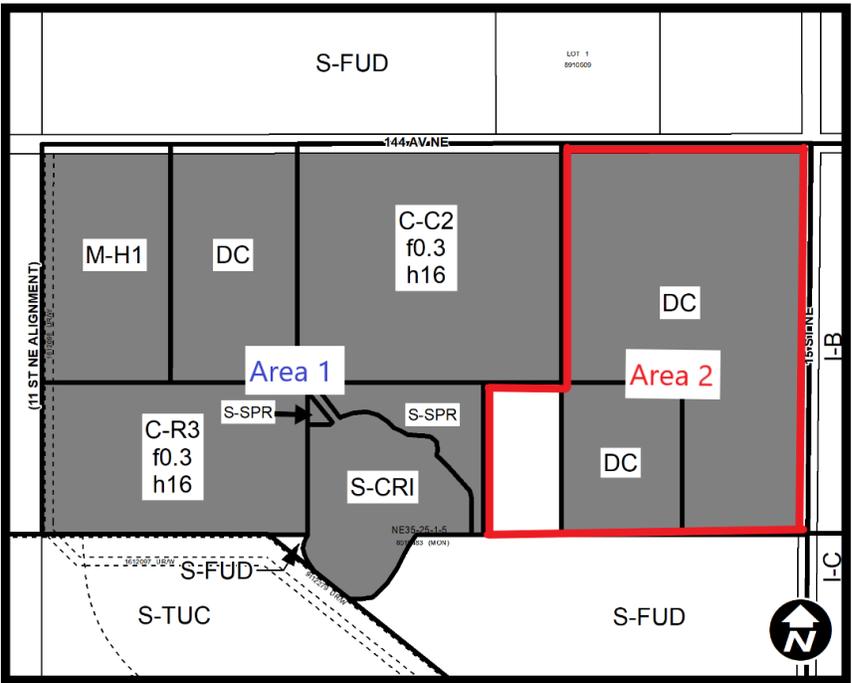
Conditions of Approval

Planning & Subdivision Services:

- 1. Upon submission of a subdivision application, a land appraisal surcharge shall be submitted. Refer to the subdivision fee schedule. An independent appraisal will be performed to determine the value of the land and the resultant value of the cash-in-lieu of reserve payment.
- 2. All lands included within the Area 1 subdivision boundaries, as per CPC Report CPC2019-1232, shall provide a land dedication of 0.811 ha of Municipal Reserve lands, as identified on the outline plan. Once this 0.811 ha Municipal Reserve land dedication is provided, the remaining municipal reserves fulfilling the 10% reserve dedication requirement, shall be provided by the developer as cash in lieu for land for reserve dedication for approximately 2.108 hectares. The payment amount will be determined upon review of the subdivision application. Payment shall be in the form of a certified cheque, payable to the City of Calgary. Note: Area 1 subdivision boundaries may be broken into sub-phases, as determined appropriate by the Subdivision Authority.

Upon subdivision of Area 1, outstanding Municipal Reserves for Area 2 (remnant lands) shall be deferred by caveat to Area 2.

Subdivision Approval of Area 2 subdivision boundaries, as per CPC Report CPC2019-1232 may not occur until the S-FUD parcel within Phase 2, has received land use approval from Council, and Municipal Reserves have appropriately been provided, to the full 10% owing, either in the form of land dedication or cash in lieu, to the satisfaction of the Subdivision Authority. If cash in lieu is provided, the payment amount will be determined upon review of the subdivision application. Payment shall be in the form of a certified cheque, payable to the City of Calgary.



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3. Relocation of utilities shall be at the developer's expense and to the appropriate standards.
4. All residential development within the 25-30 NEF contour zones of the Calgary International Airport shall conform to the special soundproofing requirements of the Alberta Building Code, and the standard City of Calgary NEF Restrictive Covenant shall be registered to that effect.
5. Prior to endorsement of the first subdivision application or prior to decision on stripping and grading (whichever occurs first), a Historical Resource Impact Assessment (HRIA) as required by provincial regulation, and any associated Historical Resource Act (HRA) response letters shall be submitted for the Outline Plan area. The HRA response letters shall provide Alberta Culture and Tourism's (ACT) decision and /or further work requirements.
6. The relocation of any electrical and telecommunications installations shall be at the Developer's expense to the appropriate standards.
7. With each development permit application, the developer shall submit a density phasing plan indicating the projected amount of retail development within each phase to demonstrate compliance with the maximum "intensities" in accordance with the Area Structure Plan.

Development Engineering:

8. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Slope Stability Report, prepared by McIntosh-Lalani (File No. ML4940), dated February 2011.
 - Geotechnical Report, prepared by McIntosh-Lalani (File No. ML4904), dated January 2011.
9. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
10. 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 average annual runoff volume shall be limited to the values approved in the Staged Master Drainage Plan (SMDP.) Low Impact Development and stormwater source control is recommended.

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11. **Prior to approval of any affected tentative plan** the Staged Master Drainage Report must be approved. The report is to include pond report and to be prepared by a qualified Professional Engineer under seal and permit to practice stamp to the satisfaction of the City of Calgary, Water Resources and Parks. For further information contact Jian Huang, Development Approvals Area Engineer, Water Resources, at jian.huang@calgary.ca or for Parks/ER related issues contact the Parks Natural Area Specialist Dave Hayman at 403-268-1588 or Dave.Hayman@Calgary.ca.

The SMDP should also quantify average annual runoff volume using either a water balance spreadsheet approach or computer modelling approach.

12. The developer is required to enter into a Standard Development Agreement at the time of development. Contact the Coordinator, Public Infrastructure, Calgary Approvals Coordination for further information at 403-268-6739.
13. A post-development Slope Stability Report will be required at the relevant subdivision/development permit stage.
14. 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.
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. **Prior to the approval of the affected tentative plan**, a maintenance access easement along the south boundary of the plan area between the S-SPR parcel and Keystone Avenue is required to be shown on the applicable tentative subdivision plans. A Maintenance Access Easement Agreement with the City of Calgary shall be executed and registered on all applicable land titles concurrent with the registration of the final instrument of the affected subdivision phase. Contact the Development Engineering Generalist for more information.
17. **Prior to the approval of the affected tentative plan**, an emergency access easement and right of way plan for the lands to the south of the easterly DC(C-C1) site is required to be shown on the applicable tentative subdivision plans. An Emergency Access Easement and right of way plan for the lands to the south of the easterly DC (C-C1) site shall be executed and registered on all applicable titles concurrent with the registration of the final instrument of the affected subdivision phase.
18. The developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries, if applicable, shall be required to enter into an agreement to:
- a) Construct the underground utilities and surface improvements within 144 Avenue NE along the north boundary of the plan area.

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- b) Construct the underground utilities and west half of the surface improvements within 15 Street NE along the east boundary of the plan area.
- c) Construct the underground utilities and north half of the surface improvements within Keystone Avenue NE along the south boundary of the plan area.
- d) Construct the underground utilities and surface improvements within 11 Street NE along the west boundary of the plan area.
- e) Construct the maintenance access road in the easement along the south boundary of the plan area in the DC(C-C1) lot up to, and in alignment with, the PUL maintenance access road.
- 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 lots/lane/walkway/roadway/(other) along the boundary of 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

19. 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 (LOC2016-0234) 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 11Street NE and 15 Street NE;
- 144 Avenue NE – minimum of two (1-1) paved lanes between 6 Street NE and Center Street NE, inclusive.

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- 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.

20. Prior to endorsement of the initial tentative plan, construction drawings shall be approved to the satisfaction the Director, Transportation Planning for-11 Street NE along the east west boundary of the Outline Plan.
21. Prior to endorsement of the applicable tentative plan, construction drawings shall be approved to the satisfaction the Director, Transportation Planning 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 east 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 11 Street to 15 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 construct the south half of 144 Avenue NE (3 lanes) between 11 Street NE and Keystone Way NE providing local and regional pedestrian, cyclist, and vehicle connection to the transportation network. 144 Avenue NE shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.

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25. In conjunction with the initial tentative plan, the Developer shall construct the east half of 11 Street NE between Stoney Trail and 144 Avenue NE, providing local and regional pedestrian, cyclist, and vehicle connection to the transportation network. 11 Street NE 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 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.
27. 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.
28. 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 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 of, Transportation Planning:
 - where regional pathways or multi-use pathways intersect with the street; and
 - at mid-block crossings
29. In conjunction with the applicable tentative plan, the Developer shall register road plans for all 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 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.
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. In conjunction with the applicable Tentative Plan, bus bays shall be provided for all transit stops along 144 Avenue and 11 Street NE.
32. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.

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33. Prior to approval of construction drawings and permission to construct surface improvements, the Developer shall provide signed copies of back sloping agreements (and Ministerial Consent, if applicable) for any back sloping that is to take place on adjacent lands.
34. 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.
35. Prior to approval 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.

36. 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.
37. 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.
38. No vehicular access shall be permitted to 144 Avenue, 11 Street, and Stoney Trail NE from the adjacent lands with the exception of the mid-block private road entrances shown on the plans. A restrictive covenant shall be registered **concurrent with the registration of the final instrument** of the affected subdivision phase.
39. One (1) access only, centred mid-block, will be permitted to 144 Avenue between 11 Street and Keystone Way NE. The access will be restricted to right turns-in and right turns-out only. A restrictive covenant to that effect shall be registered on all applicable titles **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
40. One (1) access only, centred mid-block, will be permitted to 144 Avenue between Keystone Way and Keystone Street NE. The access will be restricted to right turns-in and right turns-out only. A restrictive covenant to that effect shall be registered on all applicable titles **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.

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41. One (1) access only, centred mid-block, will be permitted to 144 Avenue between Keystone Street and 15 Street NE. The access will be restricted to right turns-in and right turns-out only. A restrictive covenant to that effect shall be registered on all applicable titles **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
42. No direct vehicular access will be permitted to or from 11 Street NE 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.
43. A Mutual Access and/or Access Easement Agreement and right of way plan for the access to the M-H1 site and the adjacent (westerly) DC (C-C1) site shall be executed and registered on all applicable titles **concurrent with the registration of the final instrument** at the Tentative Plan stage.

Parks:

44. **Prior to approval of the affected tentative plan**, the developer shall submit finalized concept plans for all Municipal Reserve lands within the Outline Plan area to Parks review and approval. Concept plans 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.
45. **Prior to endorsement of the affected tentative plan**, under separate cover, the developer shall submit Landscape Construction drawings, for all Municipal Reserve 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).
46. The developer is responsible for constructing all Municipal Reserve parcels within the boundaries of the plan area with relative compliance to the approved concept plans and built in accordance with the Parks' Development Guidelines and Standard Specifications: Landscape Construction (current version).
47. A 6.0m wide Public Access Easement Agreement with the City of Calgary spanning the length of the DC (C-C1) site connecting the S-CRI (PUL) parcel to Keystone AV NE shall be executed and registered on all applicable titles **concurrent with the registration of the final instrument** of the affected subdivision phase.
48. The developer shall submit Engineering Construction Drawings and Landscape Construction Drawings for the proposed storm pond to both Water Resources and Parks for review.
49. Any damage to Municipal Reserve lands as a result of this development shall be restored at the developer's expense, to the satisfaction of Parks.

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50. Any damage to Environmental Reserve lands as a result of this development shall be restored to natural state at the developer's expense, to the satisfaction of Parks.
51. Any damage to Environmental Reserve 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.
52. If disturbance occurs to Environmental Reserve lands, a Habitat Restoration Plan shall be submitted to Parks to the satisfaction of Parks, Urban Conservation Lead.
53. All mitigation measures and recommendations from the approved Biophysical Inventory Assessment (BIA) shall be adhered to throughout the development process.
54. Any damage to boulevards or public trees as a result of this development shall be restored at the developer's expense, to the satisfaction of Parks.
55. Any damage to the existing regional pathways as a result of this development shall be repaired at the developer's expense, to the satisfaction of 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 applicable setback requirements, to the satisfaction of Parks.
57. Plant all public trees in compliance with the approved Public Landscaping Plan.
58. 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.

No person shall plant trees or shrubbery on City Lands without prior written authorization from the Director, Calgary Parks and in the case of walkways, medians, boulevards, and road rights of way, without additional prior written authorization from the Director, Development Engineering.
59. Any tree planting in the City boulevard shall be performed and inspected in accordance with Parks' Development Guidelines and Standard Specifications: Landscape Construction (current version).
60. All proposed site fencing adjacent to or abutting reserve lands, including footings and other components, shall be installed completely within private property.
61. A 1.2m chain link fence (or Parks approved alternative) shall be maintained along the boundary of all Municipal Reserve lands for the duration of the development, unless otherwise authorized by Parks in writing.
62. A 1.2m chain link fence (or approved alternative) shall be maintained along the boundaries of the 6.0m wide Public Access Easement along the south extent of the DC (C-C1) site for the duration of the development, unless otherwise authorized at Development Permit stage by the Development Authority (CPAG).

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63. Drainage from the development site into reserve lands is not permitted, unless otherwise authorized by Parks in writing.
64. Construction access through reserve lands is not permitted, unless otherwise authorized by Parks in writing.
65. Stockpiling or dumping of construction materials on reserve lands is not permitted, unless otherwise authorized by Parks in writing.
66. Retaining walls within reserve lands is not permitted, unless otherwise authorized by Parks in writing.
67. **Prior to endorsement of the affected tentative plan or approval of the stripping and grading permit** (whichever occurs first), the grading of the development site adjacent to Municipal Reserve lands shall be confirmed by Parks, with all grading confined to the private property, unless otherwise approved by Parks in writing.
68. Backsloping from the development site into reserve lands is not permitted, unless otherwise authorized by Parks in writing.
69. Low Impact Development (LID) drainage components shall not to conflict with pathways.
70. Any unauthorized surface or subterranean encroachment from the development site into reserve lands will require removal and restoration at the developer's expense. Resolution of encroachment issues must be approved by the Parks Development Inspector. Contact the Development Inspector at 403-268-1358 for an inspection.
71. 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).