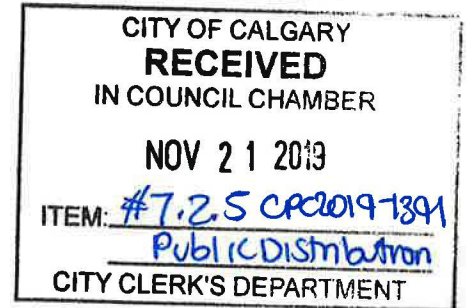


Conditions of Approval



The following Conditions of Approval shall apply:

Planning:

1. All residential development within the 25-30 Noise Exposure Forecast (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 and a NEF Restrictive Covenant shall be registered on all parcels to that effect;
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.

Conditions of Approval

Development Engineering:

10. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Geotechnical Evaluation Report, prepared by McIntosh-Lalani (File No ML2940.2), dated December, 2006, updated March 22, 2019.
11. **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.
12. 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 is limited to 1.257 L/s/ha and average annual runoff volume is limited to 90mm. Low Impact Development and stormwater source control is recommended.
13. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
14. **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 403-268-5706 or email galina.karadakova-mineva@calgary.ca.
15. Off-site levies, charges and fees are applicable. Contact the Public Infrastructure Coordinator, Calgary Approvals Coordination for further information at 403-268-5706 or email galina.karadakova-mineva@calgary.ca.
16. Make satisfactory cost sharing arrangements with LaCaille Group Inc. for part cost of the existing underground utilities and surface improvement installed/constructed in Country Hills Boulevard NE that was paid for and/or constructed by LaCaille Group Inc. under Skyview Ranch, Phase 01, DA2015-0018.

Conditions of Approval

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 in 60 Street NE, along the east boundary of the plan area.

Construct the interim at-grade intersection at Airport Trail and 60 Street NE.

c) Construct the underground utilities and surface improvements in Cityscape Drive NE, along the boundaries of the plan area.

d) Construct the underground utilities and surface improvements in Skyview Parkway NE, along the east boundary of the plan area.

e) 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.

f) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, along the boundary of the plan area.

g) Construct the MSR/MR within the plan area.

h) Construct the multiuse pathway and greenway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks.

i) Street lighting.

Transportation:

18. **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 60 Street NE (four lanes Arterial street + Blue Line LRT right-of-way) from 100 Avenue NE to the north boundary of the Outline Plan, inclusive.
19. **In conjunction with the initial Tentative Plan**, the Developer shall construct the boundary half of 60 Street NE (southbound two lanes to ultimate stage plan) from

Conditions of Approval

the north boundary of the Outline Plan (north of 100 Avenue NE) to Airport Trail NE, inclusive. 60 Street NE 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.

20. **In conjunction with the applicable Tentative Plan or Development Permit**, the Applicant shall submit construction drawings with cross sections and grading profiles to verify the ultimate grading requirements for the lands adjacent to 60 Street NE, Country Hills Boulevard NE, Metis Trail NE, and Airport Trail NE. **Prior to Approval of the Tentative Plan(s)**, the grading requirements adjacent to these streets shall be designed to the satisfaction of the Director, Transportation Planning.
21. **In conjunction with the applicable Tentative Plan**, the Applicant shall submit construction drawings with to verify the ultimate geometric design, bike lane treatments and associated right-of-way requirements for the primary collector to collector transition on Skyview Parkway, south of 108 Avenue NE. **Prior to Approval of the Tentative Plan(s)**, the geometric design and associated right-of-way requirements will be determined the satisfaction of Transportation.
22. **In conjunction with the applicable Tentative Plan**, detailed construction drawings with cross sections and grading profiles shall be submitted to verify the ultimate road right-of-way requirements for 100 Avenue, between 60 Street and Cityscape Drive NE. **Prior to Approval of the Tentative Plan**, the design for the abovementioned roadway and associated right-of-way requirements will be finalized to the Satisfaction of Transportation.
23. **In conjunction with the applicable Tentative Plan**, all residential street carriageway widths shall adhere to the requirements for emergency vehicles. For emergency vehicle access purposes, the 8.5m Residential M street carriageway width cannot be applied adjacent to lots with access to residential lanes; or adjacent to lot flankages.
24. **In conjunction with the applicable Tentative Plan**, the Developer shall enter into a Development Agreement for offsite improvements necessary to service the proposed development to the satisfaction of the Approving Authority.
25. **In conjunction with the applicable Tentative Plan**, the Developer shall register road plans for collector and residential standard streets 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 connecting to the arterial street network.

Conditions of Approval

26. **In conjunction with the applicable Tentative Plan**, and prior to approval of construction drawings and permission to construct surface improvements, the Developer shall provide signed copies of backsloping agreements where private lands (including City of Calgary lands) are proposed to be impacted by the proposed development. Grading into City of Calgary road right-of-way to support proposed development is not permitted.
27. **In conjunction with the applicable Tentative Plan or Development Permit**, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
28. **In conjunction with the applicable Tentative Plan**, bus bays shall be provided along Country Hills Boulevard NE and 60 Street NE to the satisfaction of the Director, Transportation Planning.
29. **In conjunction with the applicable Tentative Plan or Development Permit** for the staged construction of the road network, transit stops shall be provided to the satisfaction of the Director, Transportation Planning. All bus zones shall be located:
 - 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.
30. **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.
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. No direct vehicular access shall be permitted to or from the sides of Cityscape Drive NE that contain a regional or multi-use pathway within the boulevard. A restrictive covenant shall be registered on all applicable titles **concurrent with the registration of the final instrument** to that effect at the applicable Tentative Plan stage.

Conditions of Approval

33. No direct vehicular access is permitted along 60 Street NE from the subject lands. A restrictive covenant shall be registered concurrent with the registration of the final instrument to that effect at the tentative plan stage.
34. No direct vehicular access is permitted along 96 Avenue (Airport Trail) NE from the subject lands. A restrictive covenant shall be registered concurrent with the registration of the final instrument to that effect at the tentative plan stage.
35. No direct vehicular access is permitted along Metis Trail NE from the subject lands. A restrictive covenant shall be registered concurrent with the registration of the final instrument to that effect at the tentative plan stage.
36. No direct vehicular access shall be permitted along the west side of Skyview Parkway for the DC(R-G) and R-G lots located between 108 Avenue and Skyview Road NE. A restrictive covenant shall be registered on all applicable titles **concurrent with the registration of the final instrument** to that effect at the applicable Tentative Plan stage.
37. No direct vehicular access shall be permitted to or from the south side of 100 Avenue between 60 Street and Cityscape Drive NE. Vehicular access shall be provided from rear lanes only. A restrictive covenant shall be registered on all applicable titles **concurrent with the registration of the final instrument** to that effect at the applicable Tentative Plan stage.
38. **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.
39. **In conjunction with the applicable Tentative Plan or Development Permit**, as well as in conjunction with any Land Use or Outline Plan amendments, further transportation analysis is required at the discretion and to the satisfaction of the Director, Transportation Planning.
40. **In conjunction with the applicable Tentative Plan** when the daily volumes reach 8,000 vehicles per day on Cityscape Boulevard NE, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the entirety (or remaining portions thereof) of Cityscape Drive NE from Cityscape Boulevard NE to 100 Avenue NE, inclusive. The Developer shall also construct the entirety of Cityscape Drive NE, from Cityscape Boulevard NE to 100 Avenue NE, inclusive. Cityscape Drive NE shall be designed and constructed at the Developer's sole expense.
41. **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,

Conditions of Approval

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.

- 42. **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.
- 43. **In conjunction with the applicable Tentative Plan**, sidewalks along a school site frontage shall be designed and constructed at the Developer's sole expense as mono-walks with a minimum width of 2.0 meters or mono-pathways with a minimum width of 3.5m. Note: the existing pathway along Country Hills Boulevard NE is exempt from this requirement.
- 44. For intersections adjacent to school sites and high-volume pedestrian crossing locations, curb extensions shall be provided to the satisfaction of the Director, Transportation Planning.
- 45. **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.
- 46. **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).
- 47. **In conjunction with the applicable Tentative Plan or Development Permit**, all community entrance features shall be located outside the public right-of-way.
- 48. **In conjunction with the initial Tentative Plan**, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the

Conditions of Approval

boundary half of Country Hills Boulevard (six lanes Arterial street) from Cityscape Gate to Skyview Parkway NE, inclusive.

Parks:

49. **Prior to endorsement of the affected tentative plan**, under separate cover, the developer shall submit Landscape Construction drawings, for all reserve lands (ER, MR, MSR) within the Outline Plan area to Parks for review and approval. Landscape Construction Drawings shall follow the submission requirements outlined in the Parks' Development Standard Specifications: Landscape Construction (current version).

With the submission of Landscape Construction Drawings, the developer shall include a detailed Habitat Restoration Plan, including a maintenance schedule for all Environmental Reserve lands proposed to be affected by construction activity. The plan should indicate how it will be rehabilitated and restored. The restored area(s) shall be maintained by the developer until it is established and approved by Parks prior to Final Acceptance Certificate.

50. **Prior to endorsement of the first tentative plan or prior to release of the stripping and grading permit (whichever comes first)**, protection fencing must be installed completely within the subject site along the shared property line with adjacent Environmental Reserve (ER) lands. An onsite meeting shall be arranged to confirm that the fencing has been installed to the satisfaction of Parks Development Inspector. The protection fencing shall be maintained along shared property line until construction activity of the subject site has been completed.
51. **Prior to approval of the first 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 to Parks satisfaction. A plan illustrating the surveyed environmental reserve boundaries must be provided to Parks in advance of the onsite meeting.
52. Any damage to Municipal Reserve (MR/MSR) lands as a result of this development shall be restored at the developer's expense, to the satisfaction of Parks.
53. 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.

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

Conditions of Approval

54. 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.
55. 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.
56. Any damage to the existing regional pathways within and along the boundaries of the plan area must be repaired at the developer's expense, to the satisfaction of Parks.
57. All impacts to pathways including Regional Pathways required for project execution shall adhere to the Pathway Closure and Detour Guidelines. Coordinate with Parks Pathways Lead, Ian Tucker at ian.tucker@calgary.ca or 403-573-7504, prior to the start of construction that impacts to the existing pathway system.
58. All landscape rehabilitation on Parks land and assets shall be performed and inspected in accordance with Parks' Development Guidelines and Standard Specifications: Landscape Construction (current edition). The disturbed area shall be maintained until establishment and approved by the Parks Development Inspector.
59. All landscape construction shall be in accordance with Parks' Development Guidelines and Standards Specifications: Landscape Construction (current version).
60. 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.
61. 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 for more information.
62. The Streets Bylaw (20M88) and the Tree Protection Bylaw (23M2002) contain clauses intended to protect trees growing on Public Land. No person shall remove, move, cut, or prune a Public Tree or cause a Public Tree to be removed, moved, cut or pruned without prior written authorization from the Director, Parks.
63. The applicant shall provide compensation to the City of Calgary for any Public Trees that are removed or damaged as a result of development activity.

Conditions of Approval

- 64. Plant all public trees in compliance with the approved Public Landscaping Plan.
- 65. 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

- 66. 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).
- 67. Low Impact Development (LID) drainage components shall not to conflict with pathways.
- 68. All proposed site fencing adjacent to or abutting reserve lands (ER, MR, MSR), including footings and other components, shall be installed completely within private property.
- 69. A 1.2 m fence (or Parks approved alternative) shall be maintained along the boundary of the adjacent reserve lands (ER, MR, MSR), where applicable, for the duration of the development.
- 70. Drainage from the development site into adjacent reserve lands (ER, MR, MSR) is not permitted, unless otherwise authorized by Parks in writing.
- 71. Construction access through Environmental Reserve lands is not permitted, unless otherwise authorized by Parks in writing.
- 72. Stockpiling or dumping of construction materials on Environmental Reserve lands is not permitted, unless otherwise authorized by Parks in writing.
- 73. Retaining walls within reserve lands (ER, MR, MSR) are not permitted, unless otherwise authorized by Parks in writing.
- 74. Site grading of the development site shall match the grades of adjacent Environmental Reserve lands with all grading confined to private property, unless otherwise authorized by Parks in writing.
- 75. Backsloping from the development site into adjacent reserve lands (ER, MR, MSR) is not permitted, unless otherwise authorized by Parks in writing.

Conditions of Approval

76. Surface or subterranean encroachment from the development site into the adjacent Environmental Reserve lands is not permitted. Any unauthorized encroachment will require removal and restoration at the developer's expense, to the satisfaction of Parks.
77. The alteration of any water body (including Class 1 – 6 wetlands) is subject to a *Water Act* approval from the Province. 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.
78. Municipal Reserve lands in proximity to or abutting Environmental Reserve lands may require the use of native planting species only. Subject to further review and sole discretion of Parks at the Landscape Construction drawing stage.
79. Prior to any disturbance or construction activity within the Outline Plan area, a nesting and breeding bird survey may be required, should the removal of trees or other vegetation take place during the nesting period of migratory bird species (April 15 to August 20). Sweeps for active nests or other sensitive wildlife features should be conducted at least 6 days prior to start of construction, and appropriate mitigation measures taken as per direction from Alberta Environment wildlife division, where applicable, to be in compliance with the Wildlife Act and the Migratory Birds Convention Act.

Applicant's Submission

22 October 2019

Cityscape Stage 3 - Land Use Redesignation

APPLICANT'S SUBMISSION

Mattamy is submitting an Outline Plan & Land Use amendment application for the development of a new neighbourhood located in the northeast sector of the City of Calgary. The subject site is 184 acres in size and comprises the remaining lands owned by Mattamy in the community of Cityscape. Cityscape a thriving and connected residential community with abundant open space amenities and a unique approach to housing and streetscapes.

The proposed land use redesignation includes R-G for low density residential uses, and S-UN, S-CRI and S-SPR for environmental reserve, public utility lot and municipal reserve respectively. Two Direct Control Districts are proposed which is based on the existing DC District approved in Cityscape Stages 1 & 2, which allows for Mattamy's unique Street-Oriented Laned Row Housing as well as another for multi-residential development.

At the heart of the community is an existing scenic 115 acre wetland. This wetland is integrated into the community through the connected open space and pathway network. Stage 3 will connect to and improve upon the existing pathway network including the Rotary/Mattamy Greenway which is a 138 km multi-use pathway around the city of Calgary. Stage 3 of Cityscape will build upon and expand the existing range of amenities in the community, providing open space in excess of the required 10% municipal reserve. A Joint- Joint Use School Site (JJUS) is located in the north portion of the plan near a future transit station. This site includes two school buildings with shared playfields and a cricket pitch. There are also three sub-neighbourhood parks spread throughout the plan area, as well as a reconstructed wetland and stormwater management pond in the southeast portion of the plan.

The plan area employs a rectilinear road network comprised of interconnected streets, supported by walkways and linear green spaces to provide connectivity through the community. In keeping with Cityscape Stages 1 & 2, the plan will include architectural and design elements that enhance the streetscape. Laned housing types are placed along collector roads, with uniform and minimal housing setbacks to create a consistent streetscape. Park spaces are centrally located adjacent to major routes and garden lots front onto two of them to highlight them as public gathering spaces.

Mattamy offers a range of unique housing products to the Calgary market and a distinctive development philosophy. Mattamy recognizes that density and efficient use of land are important, but also that the market demand for multi-residential is lower in the northeast sector. By providing a range of single detached, semi-detached and townhome products on smaller and more efficient lots, Cityscape caters to consumers who want fee-simple ownership with greater affordability and reduced maintenance. Multi-residential housing is also proposed, strategically located close to open space within the plan area and to future commercial, recreation and transit in the anticipated Major Activity Centre to the northeast.

The proposed concept plan requires an amendment to the Northeast Community 'A' ASP due to the relocation of the two school sites within the plan area to a single Joint-Joint Use Site. This JJUS is located in close proximity to the future MAC and transit planning area to the east of the plan area, and is surrounded on all sides by regional pathways. The ASP shows one of these two school sites in the south portion of the plan area, but Administration expressed concerns about its proximity to the operating natural gas pipeline corridor; relocating this school to the north portion of the plan will alleviate these concerns. In addition, relocation of the schools to this proposed JJUS location allows for more efficient sharing of playfields including the proposed cricket pitch, which allows for other Municipal Reserve to be distributed more equitably about the plan area as other types of park space. The proposed relocation of the JJUS was supported by Site Planning Team in June 2019.

Overall, the proposal aligns with overarching policies in the Calgary Municipal Development Plan and New Community Design Guidebook and specific policies of the Northeast Community 'A' Area Structure Plan. At a projected density of 9.3 units per acre, the proposal exceeds density thresholds. Additionally, the plan area aligns with the existing vision for a unique and attractive community as set out in Cityscape Stages 1 & 2.