

## Conditions of Approval

The following Conditions of Approval shall apply:

### Planning:

1. The existing buildings shall be removed prior to subdivision endorsement.
2. The Developer shall submit a density phasing plan with each Tentative Plan submission, showing the proposed phasing within the Outline Plan area and the projected number of dwelling units within each phase to demonstrate compliance with the minimum required densities of the Area Structure Plan.
3. At time of first tentative plan submission, an appraisal report performed by an independent appraiser, contracted by The City of Calgary, shall be prepared to determine the value of the payment in lieu of reserve. Refer to the Subdivision Fee Schedule for the Land Appraisal Surcharge fee.
4. Reserve dedication in the amount of 10% of the plan area will be required. This will be provided by a combination of Municipal Reserve dedication and a cash payment in lieu of reserves.
5. Decorative street lighting (known as the McKenzie Towne Style or the 5 metre Traditional 17 Ave Style) shall be installed at the developer's expense.
6. The closed rights-of-way (excluding the portion to be dedicated as LRT ROW and any necessary construction and maintenance easement areas, that will consolidate lands back into Lot 31, Plan 2747HB and Lot 16, Plan 3056AC should be removed from the City's ownership and sold to the Developer and consolidated into adjacent parcels. Prior to Tentative Plan submission, the developer shall enter into negotiations with Corporate Properties and Buildings for the purchase of the closed road right-of-way. Please contact the Coordinator, Real Estate and Development Services (RE&DS) at 403-268-2276 or 403-993-9157 to commence negotiations.
7. Proposed street names, other than numbered streets, shall be approved by City Council prior to approval of the first subdivision application.
8. Relocation of utilities shall be at the developer's expense and to the appropriate standards.

### Development Engineering:

9. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
  - The Geotechnical Evaluation for Willowhurst Commercial Report, prepared by McIntosh Lalani Engineering Ltd (File No. ML7645), dated May 2016.
  - Springbank Hill Commercial: Site Concept & Slope Adaptive Design Report, prepared by Zeidler.
  - Slope Stability Report, prepared by McIntosh Lalani Engineering Ltd. (File No. ML 7645), dated March 21, 2018.
  - Deep Fill Report, prepared by McIntosh Lalani Engineering Ltd. (File No. ML 7645), dated May 16, 2019.

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- Post Development Slope Stability Analysis, prepared by McIntosh Lalani Engineering Ltd. (File ML 7645), dated June 5, 2019 (To be revised at tentative plan stage to incorporate revised road alignment)
10. Prior to approval of the applicable tentative plan/development permit, submit a revised electronic version of the Post Development Slope Stability Analysis to the Development Engineering Generalist. The report must be prepared by a qualified Geotechnical Engineer under seal and permit to practice stamp to the satisfaction of the Geotechnical Engineer, Roads. The revision is required as the alignment of 19 Avenue SW has changed and the associated grading/retaining wall/backsloping requirements have been removed or changed since the report was completed.

\*Note – The Post Development Slope Stability Analysis, prepared by McIntosh Lalani Engineering Ltd., (File ML 7645), dated June 5, 2019 was reviewed by The City and the following is required to be addressed **prior to approval of the tentative plan**:

“The slopes and cross-sections at or near the MR/Open Space to be impacted by the MR/Open Space Fills (refer to the Deep Fills Report prepared for Springbank Village dated May 16, 2019) need to be reassessed by incorporating respective fill materials and associated thicknesses and strength parameters as well as the anticipated worst case piezometric and loading conditions. The retaining wall design should be performed and reviewed by qualified professional engineers.”

11. **Prior to approval of the first tentative plan/development permit**, the Staged Master Drainage Plan (and MDP amendment if applicable) must be submitted and approved to the satisfaction of Water Resources. Cost-sharing/payments/endeavours to assist will be updated at the tentative plan stage when servicing for this site is resolved.
12. The plans show stormwater discharging stormwater discharging onto Truman property south of future 19 Avenue SW. **Prior to affected tentative plan/development permit approval**, the stormwater infrastructure (including the portion on Truman property) must be protected with either a Public Utility Lot (PUL designation or a Utility right of way (URW) and Overland Drainage easement.

NOTE – There is an S-CRI parcel provided to accommodate storm pipe within the MR, at tentative plan or development permit stage, please provide more information including the size of pipe/invert of pipe and width of parcel for review. If the PUL accommodates multiple pipes, please provide separation details.

13. Register on all affected titles, a utility easement for the proposed offsite and onsite public underground utilities (or the ultimate road right of way must be dedicated if applicable) **concurrent with the registration of the final instrument**. A draft of the easement area and agreement shall be submitted to the satisfaction of the Manager, Infrastructure Planning, **prior to the endorsement of the final instrument**.
14. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.

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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](mailto:urban@calgary.ca).
16. **Prior to release of a Development Permit or Prior to Endorsement of the final instrument**, make satisfactory cost sharing arrangements with Springbank Lands Company Ltd. for a portion of the cost, on a per hectare contributing basis, of the existing 85 Street SW Private Storm and Sanitary Trunk that was paid for and/or constructed by Springbank Lands Company Ltd. under Aspen Woods, Phase 1 DA2004-0025.
17. **Prior to release of the Development Permit or Prior to Endorsement of the final instrument**, as per the Springbank Hill Landowner Report the Developer will be required to provide security for the future sanitary upgrades through the south Springbank area regarded as Option 'B'. This will be dependent on whether Option 'A' is a viable route with a sanitary sewer line running west to 85 Street SW through the Springbank area and will also include cost sharing arrangements for the future storm pond and potentially the land to accommodate the pond and storm line to 85 Street SW.
18. **Prior to release of the Development Permit or Prior to Endorsement of the final instrument**, the Developer is to make cost sharing with Springbank Land Company Ltd. for the shallow utilities in 17 Avenue SW.
19. 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](mailto:urban@calgary.ca).
20. **Prior to release of a Development Permit or Prior to Endorsement of the final instrument**, make satisfactory cost sharing arrangements with Springbank Land Company Ltd. for part cost of the existing surface, sanitary, storm and watermain installed/constructed 17 Avenue SW that was paid for and/or constructed by Springbank Land Company Ltd. under Aspen Woods, Phase 01 (2004-025).
21. **Prior to release of a Development Permit or Prior to Endorsement of the final instrument**, make satisfactory cost sharing arrangements with Springbank Land Company Ltd. for part cost of the existing storm water wet pond (89WPA) that was installed/constructed in Lot 2PUL in Block 1, that was paid for and/or constructed by Springbank Land Company Ltd. under Aspen Woods, Phase 01 (2004-025).
22. Make repayment arrangements with the City of Calgary for part cost of the surface improvements in 17 Avenue SW adjacent to the site, which was installed by Springbank Land Company Ltd. through their Aspen Woods, Phase 01 (2004-025) subdivision (and financed by Calgary Roads through Program 204).
23. The Developer shall make payment to the City for their share of the East Springbank Servicing Study.

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24. 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 surface improvements in the full width of 19 Avenue SW along the south 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 the Municipal Reserve (MR) within the plan area.
  - e) Construct regional pathway(s) within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.

### Transportation:

25. **In conjunction with the applicable Tentative Plan** that includes the parcels bounding 17 Avenue SW, the Public Utility right-of-way along 17 Avenue SW shall be dedicated to the satisfaction of the Director, Transportation Planning. The Utility right-of-way shall include lands to accommodate the future West LRT extension, including any ancillary features (retaining wall structures, operations and maintenance access easement, and grading) necessary to accommodate utility requirements.
26. **In conjunction with the applicable Tentative Plan** that includes the parcels bounding 17 Avenue SW, a construction and maintenance access easement shall be registered adjacent to the Utility right-of-way to allow for the construction and maintenance of the public facilities.
27. **In conjunction with the applicable Tentative Plan**, the Developer shall register a road plan for road widening required for 17 Avenue SW, to the satisfaction of the Director of Transportation Planning.
28. **In conjunction with the applicable Tentative Plan** that includes the parcels bound by 17 Avenue SW, transportation analysis and functional planning for the intersection of 17 Avenue SW and 80 Street SW shall be completed to the satisfaction of the Director, Transportation Planning. The transportation analysis shall include review and assessment of access to the subject lands for all travel modes and shall include widening necessary to accommodate vehicular movements as well as pedestrian and cycling connections within and adjacent to the plan area.

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29. **In conjunction with the affected Tentative Plan**, the Developer shall construct 17 to the satisfaction of the Director, Transportation Planning. The upgrades shall accommodate all modes of travel, including pathway(s) that connect to the regional system north of 17 Avenue SW, and any road widening necessary to service the ASP lands.  
  
17 Avenue SW including LRT lands and ancillary works to support the roadway shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist and boundary cost recoveries.
30. **In conjunction with the initial Tentative Plan**, the Developer shall confirm the cross section for 19 Avenue SW adjacent to the subject lands and register a road plan for 19 Avenue SW to the satisfaction of the Director of Transportation Planning.
31. **In conjunction with the applicable Tentative Plan**, the Developer shall construct the portion of 19 Avenue SW adjacent to the subject lands along with any offsite work necessary to tie the roadway to existing public rights of way. 19 Avenue SW and ancillary works to support the roadway shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist and boundary cost recoveries.
32. **In conjunction with the initial Tentative Plan**, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for 80 Street SW.
33. **In conjunction with each Tentative Plan**, the Developer shall register road plans to the satisfaction of the Director, Transportation Planning for all public roads throughout and adjacent to the tentative plan area.
34. **In conjunction with each Tentative Plan**, the Developer shall construct all public roadways throughout and adjacent to the tentative plan area. Ancillary works to support the roadways shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist and boundary cost recoveries and any other agreements in place.
35. **In conjunction with each Tentative Plan**, two accesses are to be constructed and open to the public for each tentative plan. It is understood that construction sequencing between all land owners and developers in the area is not certain and the connections may change at tentative plan.  
  
Each tentative plan shall demonstrate that it provides a contiguous extension of development within the outline plan area and connects to the Regional Transportation Network. The intent is to ensure transportation connectivity for all modes (walking, cycling, transit, vehicles) and facilitate interim transit routing.
36. **In conjunction with the applicable Tentative Plan**, the Developer shall provide a Letter of Credit for installing traffic signals and that are agreed upon by the Developer and the Director, Transportation Planning. Note that 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, and is required to submit payment in support of the proposed Tentative Plan applications.

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37. **In conjunction with the applicable Tentative Plan**, detailed engineering drawings and turning templates shall be submitted and approved to the satisfaction of the Director, Transportation Planning for all intersections and roads within the Plan area and boundary roads where appropriate.

All intersections shall be designed to meet complete streets guidelines for all modes of travel, complete with appropriate corner cuts, channelization, tapers, etc. to the satisfaction of the Director, Transportation Planning.

38. **In conjunction with the applicable Tentative Plan, Construction Drawings (detailed design) and Permissions to Construct Surface Improvements:**

- a. The developer shall provide signed copies of backsloping agreements for any backsloping that is to take place on adjacent lands (whether owned privately or owned by the City).
- b. Adjustments to the tentative plan boundary may be required to accommodate all necessary Right-Of-Way requirements for appropriate roadway and intersection design at the discretion of the Director, Transportation Planning.

39. Approval of the proposed custom or modified road cross-sections is deferred **prior to approval of the initial Tentative Plan**.

The Construction Drawing package will require a separate sheet for modified and custom cross-sections. This sheet will be updated through the review process (as needed) and will form the final approval cross sections upon acceptance of the detailed design.

It is noted that at this time, no cross sections for 17 Avenue SW have been provided by the Applicant. These sections are requested prior to Council and shall be confirmed **in conjunction with the initial tentative plan** to the satisfaction of the Director, Transportation Planning.

40. **In conjunction with the applicable Tentative Plan or Development Permit**, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.

41. **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:

- Where commercial areas are concentrated;
- Where the grades and site lines are compatible to install bus zones; and
- Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.

42. Where lots exist adjacent to bus zones as shown in the approved Outline Plan, caveats must be registered on the subject lots that restrict driveways or other vehicle accesses from encroaching upon the bus zone **Concurrent with Registration of the affected Tentative Plan**.

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43. New bus stops are required to serve the proposed development for this site at:
- a) Eastbound 17 Avenue SW at 80 Street SW; and
  - b) Eastbound 19 Avenue SW at 81 Street SW
- In conjunction with the construction of the road network for this development, transit stops shall be provided to the satisfaction of the Director, Transit and the Director, Transportation Planning.
44. **In conjunction with the applicable Tentative Plan or Development Permit**, Transit shelters shall be provided as stipulated by the Director, Transportation Planning and shall be supplied and installed at the Developer's sole expense. The shelters shall be installed by Calgary Transit upon receipt of satisfactory payment.
45. **In conjunction with the applicable Tentative Plan**, the developer shall ensure that all pathways from MR lands have a direct pedestrian connection by sidewalk or pathway, to the desired crossing locations at intersections to the satisfaction of the Director, Transportation Planning.
46. **In conjunction with the applicable Tentative Plan or Development Permit**, all community entrance features must be located outside the public right-of-way.
47. **In conjunction with the applicable Tentative Plan** that propose mid-block crossings, the Developer shall design and construct infrastructure at its sole expense, as follows:
- a. Curb bump outs shall be built, at a minimum, at all proposed mid-block crossing locations to the satisfaction of the Director, Transportation Planning.
  - b. Approach grades for all proposed mid-block crossing locations shall be no more than 4%.
  - c. **In conjunction with the affected Tentative Plan**, the Developer shall perform a warrant analysis for pedestrian activated crossing signals at all proposed mid-block crossing locations to the satisfaction of the Director, Transportation Planning. Should pedestrian activation crossing signals be required, the Developer shall provide a Letter of Credit for these signals. 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.
48. **In conjunction with the applicable Tentative Plan or Development Permit**, a noise attenuation study is required for residential parcels adjacent to 17 Avenue SW as outlined in the Springbank Hill ASP, and adjacent to the LRT extension, 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 roadways or Public Utility ROW containing LRT, a uniform screening fence shall be provided, in accordance with the latest version of the Design Guidelines for Subdivision Servicing.

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49. **In conjunction with the applicable Tentative Plan**, 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 onto the road or utility rights-of-way).
50. **In conjunction with the applicable Tentative Plan**, temporary oil and gravel bus turnaround or cul-de-sac with a minimum radius of 15.25 metres 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 metres. 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, Transportation Planning. Post and cable fence is required where the temporary turnaround is anticipated to be required for a period greater than 1 year.
51. **In conjunction with the applicable Tentative Plan or Development Permit**, accesses for all multi-family sites and commercial sites shall be designed and located to the satisfaction of the Director, Transportation Planning.
52. **In conjunction with the applicable Tentative Plan**, future revisions, addendums, or submissions within the development area are subject to further Transportation review and analysis, at the discretion and satisfaction of the Director, Transportation Planning and in accordance with the Springbank Hill ASP policy.
53. **In conjunction with the applicable Tentative Plan**, the road and pedestrian network for future development in the area is subject to further review and analysis in conjunction with future outline plan revisions and Tentative Plan submissions.
54. No direct vehicular access is permitted to or from 17 Avenue SW, excepting the potential for one right-in right-out only commercial access to the commercial site subject to transportation analysis and review to the satisfaction of the Director, Transportation Planning; restrictive covenants shall be registered against the subject lots **concurrent with registration** of the affected Tentative Plan. Exceptions may apply for accesses to pre-existing sites on an interim basis, if necessary and at the discretion of the Director, Transportation Planning.
55. No direct vehicular access is permitted to or from the extension of 80 Street SW through the Plan Area, excepting the potential for an access on the west side of 80 Street SW and an access on the east side of 80 Street SW subject to transportation analysis and review to the satisfaction of the Director, Transportation Planning; restrictive covenants shall be registered against the subject lots **concurrent with registration** of the affected Tentative Plan. Exceptions may apply for accesses to pre-existing sites on an interim basis, if necessary and at the discretion of the Director, Transportation Planning.
56. No direct vehicular access shall be permitted to crosswalk/wheelchair ramp locations for any proposed T intersections. 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.



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57. **In conjunction with the applicable tentative plans** and prior to construction permission, the Developer shall provide signage within the road right-of-way or on city public land at the terminus of roads that are intended to continue with future planning. Signage shall be designed and located to the satisfaction of the Director of Transportation Planning. All work associated with the supply and installation of the signage will be at the Developer's expense.
- Show homes and marketing information must contain maps identifying the proximity of the future road and LRT extensions and shall be shown on the community land use signs containing affected lots.
58. A mutual access easement, to the satisfaction of the City solicitor, shall be registered concurrent with the final instrument. Such easement shall make provisions for access between the proposed commercial multi-residential sites on the east side of 80 ST SW and shall not be discharged without the written consent of the City of Calgary.
59. **In conjunction with the applicable tentative plan**, mutual access easement agreements shall be registered on the titles for the appropriate parcels for the proposed shared access to from Lot 32, Plan 2747HB (Slokker Lands) to Block 31, Plan 2747HB (Willowhurst Lands). The agreement shall be submitted to and approved by the City Solicitor. The City of Calgary shall be named party to the agreement to ensure landowners shall not amend, terminate or discharge the agreement without the written consent of The City of Calgary.
60. **In conjunction with the applicable tentative plan**, a Caveat shall be registered on title indicating the right-in/right-out access from 17 Avenue SW is temporary and is to be removed at the direction of The City to accommodate the planned extension of the Blue Line LRT. This work shall be performed at the Owners sole expense.

### Parks:

61. **Prior to Tentative Plan approval** and coordinated through Planning, a cash payment shall be made in lieu of Municipal Reserve (MR) dedication in the amount of 0.04 hectares (0.11 acres).
62. **Prior to Tentative Plan approval or stripping and grading (whichever comes first)**, provide north/south and east/west cross-sections identifying the amount of fill to be placed in the ravine, the size, treatment (pipe) and alignment of the piped drainage, the proposed road, and proposed backsloping extents (including the proposed slope/grade) on the proposed MR, etc. for Calgary Parks review and approval.
63. Municipal Reserve (MR) is to be provided as per Section 666 of the MGA – Municipal Government Act.
64. If any additional LRT R.O.W is contemplated along 17 Avenue SW in the future which will impact/reduce the amount of MR to less than 10% of the net developable area, cash in lieu will be required to make up for the shortfall.

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65. **Prior to the affected Tentative Plan approval**, provide further information regarding the proposed MR as follows:
  - Type of engineering fill and where it is coming from.
  - Depth required to achieve a base material suitable for programmable MR.
  - How will water movement of the existing drainage be addressed so it will not undermine the base layers of the MR and result in slumping?
  - Mitigation of contamination of the ravine further downstream due to fill.
  - The maximum depth of the borrow pit shall be 2.5 metres.
66. No underground or above ground utilities and retaining walls are permitted within proposed MR extents.
67. During Engineering Construction Design, ensure that the street light cable has a 1.0 metre minimum offset from the proposed boulevard trees.
68. **Prior to Tentative Plan approval**, enter into a legal agreement with Calgary Parks for a FAC – Final Acceptance Certificate with:
  - a) a 5 year extended FAC; or
  - b) a 3 year extended FAC with extra securities for another 2 years.
69. **Prior to the affected Tentative Plan approval**, provide a written commitment to Calgary Parks that development/construction of the proposed MR will be:
  - As per the Calgary Parks “*Development Guidelines and Standards Specifications: Landscape Construction, current edition*”, compact the finished subgrade and all fill material to 85% Standard Proctor Maximum Dry Density (SPMDD) for areas under turf or planting to the satisfaction of Calgary Parks.
  - The proposed MR area shall have fill that meets 98% SPMDD. The composition of engineering fill to be specified to ensure that it is free of contamination and is to the satisfaction of Calgary Parks.
  - Compaction reporting is required at every lift (300mm) for the entire MR parcel and this information to be provided to Parks prior to CCC – Construction Completion Certificate.
70. **Prior to the approval of the affected tentative plan**, the developer shall confirm fencing requirements adjacent to MR parcels to the satisfaction of the Director, Calgary Parks.
71. **Prior to stripping and grading or tentative plan approval, whichever comes first** and pursuant to Part 4 of the *Water Act* (Alberta), the applicant shall promptly provide Parks with a copy of the *Water Act* approval, issued by Alberta Environment, for the proposed drainage/stream disturbance.
72. Until receipt of the *Water Act* approval by the applicant from Alberta Environment, the drainage/stream affected by the development boundaries shall not be developed or disturbed in any way and shall be protected in place.
73. 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.

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74. A Public Access Easement Agreement and right of way plan shall be executed and registered on title **concurrent with the registration of the final instrument** at the Tentative Plan stage to provide public access to the MR from the west.
75. **Prior to the approval of the affected tentative plan**, finalized concept plans for all MR sites shall be submitted for Parks' review and approval. Landscape Concepts at the Tentative Plan submission stage shall be refined to add:
- a. A site plan showing general conformance to Outline Plan landscape concepts, intended park program, site layout, and preliminary planting.
  - b. Grading plans that are coordinated with engineering to show updated perimeter grades to confirm slope percentage and details of any other features, including (but not limited to) retaining structures, utility rights-of way, green infrastructure, trap lows, drainage from private lots, etc.
  - c. Storm-related infrastructure details above and below ground, including (but not limited to) access roads with required vehicle turning radii, inlets, outlets, retaining walls, control structures, oil grit separators, etc.
  - d. The interface and proposed stormwater drainage of the DC (M-2) parcel to the west. Parks does not support overland drainage directed towards Reserve extents. All drainage and storm related infrastructure catering to private property shall be entirely clear of MR land. Ensure that grade from DC (M-2) matches grade at S-SPR/MR property line and not actively draining into MR space.
76. **Prior to Endorsement of the tentative plan** Landscape Construction Drawings that are reflective of the subject Tentative Plan for the proposed Municipal Reserve lands are to be submitted to the Parks Development Coordinator at (403) 268-2367 for review and approval prior to construction.
77. **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), with all grading confined to the private property, unless otherwise approved by Parks.