

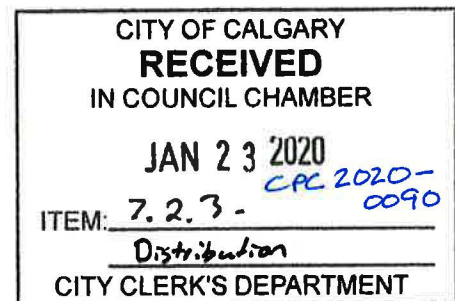
## Conditions of Approval

The following Conditions of Approval shall apply:

### Subdivision Services:

1. The community name and street names shall be approved by City Council prior to approval of the first tentative plan.
2. Existing buildings shall be removed prior to endorsement of the final instrument.
3. No stripping and grading permission shall be granted prior to land use approval.
4. Relocation of utilities shall be at the developer's expense and to the appropriate standards.
5. If the total area for Roads & Public Utility Lot dedication is over 30%, note that compensation in the order of \$1 for over dedication is deemed to be provided.
6. The standard City of Calgary Party Wall Agreement regarding the creation of the separate parcels for semi-detached dwellings or rowhouse dwellings shall be executed and registered against the titles concurrently with the registration of the final instrument.
7. To create attractive streetscapes, all R-Gm lots abutting a lane and fronting the following streets shall only have direct vehicular access from the lane (no front drive garages), and that a restrictive covenant shall be registered against the titles of those lots concurrent with each tentative plan to that effect:

- Beauvert Green
- Tekarra Manor
- Aquila View
- 69<sup>th</sup> Street NW
- Cavell Drive
- Aquila Grove
- Marmot Green
- Edith Gate
- Tonquin Gate
- Ashmore Hill
- Ashmore Heights
- 37<sup>th</sup> Street NW



8. All existing utilities within the road closure area shall be protected by easement or relocated at the developer's expense.
9. The applicant is responsible for all costs associated with the closure including all necessary physical construction, removal, rehabilitation, utility relocation, etc.
10. All costs associated with the road closure shall be borne by the applicant.
11. The closed road right-of-way is to be consolidated with the adjacent lands.
12. That protection and/or relocation of any utilities required for the road closure will be at the applicant's expense and to the appropriate standards.

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13. A Residents Association shall be formed. It should be comprised of all residents in the community and all impacted titles within the plan area shall have an encumbrance 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, **concurrent with registration of the final instrument.**
14. A public access easement shall be registered over the following parcels to the satisfaction of the subdivision authority:
  - The C-C2 parcel located to the northeast of the intersection of Sarcee Trail and 69<sup>th</sup> Street NW
  - The C-N2 parcel located to the northeast of the intersection of 144<sup>th</sup> Avenue NW and Sarcee Trail
15. **Prior to the approval of the relevant tentative plan**, ensure sufficient road dedication is provided on Beauvert Road NW at the boundary of Rocky View Country to ensure a proper road connection is possible in the future to lands to the north.

### Development Engineering:

16. **Prior to approval of the relevant tentative plan**, a pathway connection through the MR near Ashlar Walk will be required in order to provide adequate fire access to the proposed garden lots. In order to meet fire access standards, the pathway is, at minimum, to be equivalent in width to a standard city sidewalk. The pathway is also to be hard surfaced and be maintained year round to allow unobstructed access to the Primary Entrances of the proposed buildings.
17. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
  - Geotechnical Report (Glacier Ridge ASP Phase 1), prepared by McIntosh Lalani Ltd. (File No ML 7623), dated August 4, 2016.
  - Geotechnical Report (Glacier Ridge ASP Phase 2), prepared by McIntosh Lalani Ltd. (File No ML 7623), dated November 1, 2016.
18. Prior to approval of stripping and grading or the affected tentative plan, whichever comes first, the applicant must provide confirmation that the concerns identified in: *"Phase I Environmental Lands Assessment Glacier Ridge (formerly North Stoney Cell D Area), North Calgary, Alberta."* (Cirrus Environmental, 2017) have been addressed.

All information will be reviewed to the satisfaction of The City of Calgary (Environmental and Safety Management).

19. **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.

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20. **Prior to approval of applicable tentative plans/development permits**, submittal and approval of a Geotechnical Slope Stability Assessments will be required to the satisfaction of Development Engineering and the Geotechnical Engineer, Roads as per the City of Calgary July 2017 Geotechnical Report Guidelines for Land Development Applications.
21. **Prior to approval of applicable tentative plans/development permits**, submittal and approval of a Geotechnical Deep Fills Report will be required to the satisfaction of Development Engineering and the Geotechnical Engineer, Roads as per the City of Calgary July 2017 Geotechnical Report Guidelines for Land Development Applications.
22. 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 annual runoff volumes are limited to the values specified in the SMDP. Low Impact Development and stormwater source control is recommended.
23. **Prior to approval of the first tentative plan**, submit a detailed water network and hydrant plan to Water Resources for review.
24. Submit a Staged Master Drainage Plan (SMDP) to Water Resources that identifies the required capacity, alignments and land requirements for the storm water infrastructure. The report is 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. Before beginning the SMDP, it is recommended that the environmental significant areas be identified, to the satisfaction of the Manager of Parks Development, through the completion of a Biophysical Impact Assessment (BIA). For further information contact Water Resources – Development Approvals, 403-268-4993.  
  
**Note:** SMDP has been received and review comments have been provided. Approval of the SMDP is required **prior to approval of the first tentative plan**.
25. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
26. **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](mailto:urban@calgary.ca).
27. 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](mailto:urban@calgary.ca).
28. **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 sanitary sewer, storm sewer and watermain installed/constructed in 144 Av NW that was paid for and/or constructed by United Acquisition II Corp. under Sage Hill, Phase 01 (2007-053).

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29. **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 sanitary sewer, storm sewer and watermain installed/constructed in 144 Av NW that was paid for and/or constructed by United Acquisition II Corp. for under Sage Hill, Phase 07 (2010-023).
30. **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 sanitary sewer, storm sewer and watermain installed/constructed in 144 Av NW that was paid for and/or constructed by United Acquisition II Corp. under Sage Hill, Phase 08 (2010-060).
31. **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 sanitary sewer, storm sewer and watermain installed/constructed in 144 Av NW that was paid for and/or constructed by United Acquisition II Corp. under Nolan Hill, Phase 08 (2014-021).
32. **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 sewer installed/constructed in 144 Av NW that was paid for and/or constructed by Genesis Land Development Corp. under Sage Hill, Phase 08 (2018-0039).
33. 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 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.
  - c) Construct the underground utilities and surface improvements within the north two lanes of 144 Ave NW, along the south boundary of the plan area.
  - d) Construct the underground utilities and surface improvements full width of 69 St NW, along the west boundary of the plan area.
  - e) Construct the underground utilities and surface improvements full width of Sarcee Tr NW, along the west boundary of the plan area.
  - f) Construct the underground utilities and surface improvements full width of Shaganappi Tr NW, along the west boundary of the plan area.
  - g) Construct the underground utilities and surface improvements within the east two lanes of Symons Valley Rd NW, along the west boundary of the plan area.



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- h) Construct the underground utilities and surface improvements within and along the boundary of the plan area.
- i) Construct the MSR/MR within the plan area.
- j) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.

### Transportation:

- 34. 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 144 Avenue NW from Symons Valley Road NW to the east boundary of the Outline Plan, inclusive that accommodates the extension of 144 Avenue NW east across West Nose Creek.
- 35. 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 144 Avenue NW from 69 Street NW to Shaganappi Trail NW, inclusive.
- 36. In conjunction with the initial Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the full width of Shaganappi Trail NW from 144 Avenue NW to Marmot Green NW, inclusive.
- 37. In conjunction with the initial Tentative Plan, the Developer shall construct the boundary half of 144 Avenue NW (westbound three lanes to ultimate stage plan) between Sarcee Trail NW and Shaganappi Trail NW, inclusive. 144 Avenue 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.
- 38. In conjunction with the initial Tentative Plan, the Developer shall construct Edith Gate NW, between 144 Avenue NW and Cavell Drive NW, and construct Cavell Drive NW, between Edith Gate NW and Shaganappi Trail NW, inclusive. Edith Gate NW and Cavell Drive NW, and ancillary works (boulevard, 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. The Developer shall also provide an emergency access along the Cavell Drive and Sarcee Trail alignments, connecting Edith Gate and 144 Avenue via those alignments.
- 39. In conjunction with the second Tentative Plan, the Developer shall construct the full width of Sarcee Trail NW between Cavell Drive NW and 144 Avenue NW, inclusive. Sarcee Trail 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.
- 40. In conjunction with the second Tentative Plan, the Developer shall construct Cavell Drive NW between Edith Gate NW and Sarcee Trail NW, inclusive. Cavell Drive NW and ancillary works (boulevard, noise attenuation, etc) necessary to support the plan shall be

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designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.

41. In conjunction with the third Tentative Plan, the Developer shall construct the interim full width (northbound outside two lanes and southbound outside two lanes) of Shaganappi Trail NW between Cavell Drive NW and 144 Avenue NW, inclusive. Shaganappi Trail 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.
- 42. In conjunction with the first Tentative Plan east of Shaganappi Trail NW, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the boundary half of 144 Avenue NW from Shaganappi Trail NW to 37 Street NW, adjacent to the Outline Plan boundary.**
- 43. In conjunction with the initial Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the full width of Shaganappi Trail NW from Marmot Green NW through to 160 Avenue NW, adjacent to the Outline Plan boundary.**
- 44. In conjunction with the applicable Tentative Plan that triggers the need for Shaganappi Trail NW north of Marmot Green to support the proposed development, or where the applicable Tentative Plan bounds Shaganappi Trail NW north of Marmot Green, the Developer shall design and construct the interim full width (northbound outside two lanes and southbound outside two lanes) of Shaganappi Trail NW from Marmot Green to the north boundary of the Outline Plan.**
- 45. In conjunction with the applicable Tentative Plan that triggers the closure of Symons Valley Road NW at Highway 772 (i.e. the tentative plan whereby Shaganappi Trail is constructed through the existing Symons Valley Road alignment), the Developer shall submit transportation capacity analysis to determine the need for regional transportation connections to support the proposed development.**
46. In conjunction with the applicable Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the full width of Sarcee Trail NW from 144 Avenue NW to 69 Street NW, inclusive.
- 47. In conjunction with the applicable Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the eastern half of 69 Street NW from 144 Avenue NW to Sarcee Trail NW, inclusive.**
48. In conjunction with the applicable Tentative Plan, the Developer shall construct the boundary half of 144 Avenue NW (westbound three lanes to ultimate stage plan) between Sarcee Trail NW and the west boundary of the Outline Plan, inclusive. 144 Avenue 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.



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- 49.** In conjunction with the applicable Tentative Plan, the Developer shall construct the boundary half of 144 Avenue NW (westbound three lanes to ultimate stage plan) between Shaganappi NW and the east boundary of the Outline Plan, adjacent to the Outline Plan boundary. 144 Avenue 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.
50. In conjunction with each applicable Tentative Plan, the Developer shall construct the full width of Shaganappi Trail NW and Sarcee Trail NW bounding the Tentative Plan. Sarcee Trail NW and Shaganappi Trail 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.
51. In conjunction with each Tentative Plan, the Developer shall demonstrate that the plan area provides contiguous extension of development with the Outline Plan area, to the satisfaction of Transportation Development Services. The intent is to ensure transportation connectivity for all modes within and adjacent to the plan area, as well as facilitate transit routing.
- 52.** In conjunction with the applicable Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for Symons Valley Road NW from 144 Avenue NW to the north boundary (at Mountain View Road) of the Outline Plan, inclusive.
53. In conjunction with the applicable Tentative Plan, the Developer shall construct the boundary half of Symons Valley Road NW from 144 Avenue NW to the north boundary (at Mountain View Road) of the Outline Plan, inclusive. Symons Valley Road 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.
- 54.** In conjunction with the applicable Tentative Plan, the Developer shall submit detailed construction drawings, for all adjacent intersections on Sarcee Trail, Shaganappi Trail and 144 Avenue NW adjacent to and within the outline plan boundary. The intersection designs shall demonstrate and provide dimensions for any proposed road widening; including the parallel and/or slotted left-turn bays or dual 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 the Director, Transportation Planning.
55. In conjunction with the applicable Tentative Plan, the Developer shall submit detailed construction drawings with cross-sections, for the interim and ultimate grades for Sarcee Trail, Shaganappi Trail, Symons Valley Road, and 144 Avenue NW adjacent to and within 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

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requirements. **Prior to the approval of the affected tentative plan**, the design and right-of-way for the subject roads will be determined to the satisfaction of Transportation.

56. 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, subject to normal oversize, endeavours to assist, and boundary cost recoveries, and to the satisfaction of the Director, Transportation Planning.
57. 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, subject to normal oversize, endeavours to assist, and boundary cost recoveries, to the satisfaction of the Director, Transportation Planning.
58. In conjunction with the applicable Tentative Plan, the Developer shall enter into a Development Agreement for the offsite improvements identified in these conditions as necessary to service the proposed development to the satisfaction of the Approving Authority.
59. In conjunction with each Tentative Plan, the Developer shall register road plans for collector 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.

The continuous collector street 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 resident will have two routes into and out of the plan area.

60. In conjunction with the applicable Tentative plan and Development Permit, all roundabouts shall be designed and constructed to the satisfaction of the Director, Transportation Planning as follows:
  - a) All bus stops adjacent to roundabouts shall be located outside the curb flares influence zone and along the curb lanes where there is on-street parking;
  - b) A sight line analysis for roundabouts, as well as truck and transit sweep path analysis, and fastest path analysis shall be provided. Transit buses shall not be required to mount the central truck apron in order to navigate the roundabout;
  - c) All roundabouts shall include bicycle and active modes ramps to facilitate barrier-free access through the roundabouts; and
  - d) No driveway access is permitted within the functional area of roundabouts.
61. Prior to endorsement of the applicable Tentative Plan, construction drawings shall be approved for roundabout(s) within the Tentative Plan boundary, to the satisfaction of the Director, Transportation Planning to ensure sufficient road right-of-way is reserved for potential design refinements as required.
62. 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 (and Ministerial consent, if applicable) where private lands (including City of Calgary lands) are impacted by the proposed development.

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63. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
64. 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.
65. In conjunction with the applicable Tentative Plan or Development Permit, all community entrance features must be located outside the public right-of-way.
66. 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.
67. 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).
68. In conjunction with the applicable Tentative Plan, transit stops along 144 Avenue NW, Shaganappi Trail NW, Sarcee Trail NW, and Symons Valley Road NW are to be developed as bus bays to the satisfaction of the Director, Transportation Planning.
69. In conjunction with the applicable Tentative Plan, no direct vehicle access is permitted to collector standard roadways, or along regional and multi-use pathways for all R-G residential lots to the satisfaction of the Director, Transportation Planning. Vehicular access shall be provided by rear lanes. Restrictive covenants shall be registered on all applicable titles concurrent with the registration of the final instrument to that effect at the Tentative Plan stage.
70. No direct vehicular access is permitted along 144 Avenue NW from the subject lands. Restrictive covenants shall be registered concurrent with the registration of the final instrument to that effect at the tentative plan stage.
71. No direct vehicular access is permitted along Sarcee Trail NW from the subject lands with the following exceptions:
  - a) S-CRI (EMS) site;
  - b) One access to the C-N2 site north of 144 Avenue NW, located approximately mid-block between 144 Avenue NW and Cavell Drive NW, and no closer than 120m from 144 Avenue NW

Restrictive covenants shall be registered concurrent with the registration of the final instrument to that effect at the tentative plan stage.

72. No direct vehicular access is permitted along Shaganappi Trail NW from the subject lands with the exception of one access to the C-N2 site, to be designed as a curb return



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right-in/out access in conjunction with the applicable tentative plan stage. Restrictive covenants shall be registered concurrent with the registration of the final instrument to that effect at the tentative plan stage.

73. No direct vehicular access, with the exception of maintenance access to the S-CRI(PUL) site, is permitted along Symons Valley Road NW from the subject lands. Restrictive covenants shall be registered concurrent with the registration of the final instrument to that effect at the tentative plan stage.
74. The intersection of Marmot Green and Markham Hill to be restricted to right-turns only.
75. 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.
76. In conjunction with the applicable Tentative Plan or Development Permit, shared access is required for multi-family, mixed-use, and commercial sites to the satisfaction of the Director, Transportation Planning. For these sites, a Mutual Access Easement Agreement for parcels that use the same access shall be executed and registered on title concurrent with the registration of the final instrument.
77. 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. Pedestrian-actuated crossing signals shall be located 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.

78. 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.
79. 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.
80. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall provide curb extensions along streets adjacent to school sites (entire parcel) to the satisfaction of the Director, Transportation Planning.
81. In conjunction with the applicable tentative plan, the Developer shall provide corner cuts for all locations where lanes cross regional and multi-use pathways.

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82. 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.
83. 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).
84. 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:**

85. **Prior to endorsement of the affected tentative plan**, the developer shall submit under separate cover, Landscape Construction Drawings for all Reserve parcels (MR, ER, MSR) within the boundaries of the plan area for Parks review and approval. 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).
86. The developer shall submit Engineering Construction Drawings and Landscape Construction Drawings for the proposed storm pond to both Water Resources and Parks for review.
87. The developer shall restore, to a natural state, Environmental Reserve lands within and along the boundaries of the plan area that are damaged in any way as a result of this development. The restored area is to be maintained until established and approved by the Park Development Inspector.
88. Any development or grading related to storm water infrastructure resulting in permanent disturbance within Environmental Reserve lands, requires approval from the Director, Parks.
89. **Prior to endorsement of the affected tentative plan OR prior to release of the stripping and grading permit** (whichever occurs first), submit a Habitat Restoration Plan for all natural areas to Parks for review and approval. See the City's Habitat Restoration Project Framework for guidance.

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90. **Prior to endorsement of the affected tentative plan OR prior to release of the stripping and grading permit** (whichever occurs first), protection fencing must be installed along surveyed boundaries of Environmental Reserve (ER) lands within the Outline Plan area. An onsite meeting shall be arranged to confirm that the surveyed boundaries of the ER lands meet Parks' approval. A plan illustrating the surveyed ER boundaries must be provided to Parks in advance of the onsite meeting. The protection fencing shall be maintained along the confirmed surveyed boundaries of the ER lands until construction activity of the subject site has been completed. Contact the Parks Development Inspector at 403-268-1358.
91. All landscape rehabilitation on the Environmental Reserve lands resulting from development activity 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 planting is established and approved by the Parks Development Inspector.
92. The developer shall minimize stripping and grading within Environmental Reserve lands. Any proposed disturbance within Environmental Reserve lands, including that for roadways, utilities, and storm water management infrastructure, shall be approved by Parks **prior to stripping and grading permit**.
93. The proposed sanitary and storm lines located within Public Utility Lots running through the Environmental Reserves shall be constructed such that they are located subsurface, below the existing ground in all locations, unless otherwise approved in writing by Calgary Parks.
94. **Prior to stripping and grading permit or commencement of 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.
95. Plant all public trees in compliance with the approved Public Landscaping Plan.
96. 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
97. Any tree planting in the City boulevard shall be performed and inspected in accordance with Parks' Development Guidelines and Standard Specifications: Landscape Construction (current edition).

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98. 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. A copy of the bylaw can be found at [www.calgary.ca](http://www.calgary.ca).
99. **Prior to approval of the affected first tentative plan OR stripping and grading permit** (whichever occurs first), it shall be confirmed that grading of the development site will match the grades of adjacent open space (MR and/or ER) established by Parks and the Applicant, with all grading confined to the private property, unless otherwise approved by Parks.
100. For Municipal Reserve lands abutting Environmental Reserve lands, only native planting species shall be used.
101. Low Impact Development (LID) drainage components shall not to conflict with pathways.
102. **Prior to approval of the first tentative plan or stripping and grading permit** (whichever occurs first), the grading of the development site(s) adjacent to Municipal Reserve and Environmental Reserve lands shall be confirmed by Parks.
103. 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>
104. 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 applicable setback requirements, to the satisfaction of Parks.
105. **Prior to the approval of the affected tentative plan**, the developer shall confirm fencing requirements adjacent to Municipal Reserve and Environmental Reserve lands to the satisfaction of Parks.
106. All proposed site fencing required adjacent to Municipal Reserve and Environmental Reserve lands, including footings, shall be installed completely within private property, unless otherwise approved by Parks.
107. Construction access through Environmental Reserve lands is not permitted.
108. Stockpiling or dumping of construction materials on Environmental Reserve lands is not permitted.
109. Retaining walls placed within Environmental Reserve lands is not permitted, unless otherwise authorized by Parks.
110. Site grading of the development site shall match the grades of adjacent Municipal Reserve and Environmental Reserve lands with all grading confined to private property, unless otherwise authorized by Parks.



### Conditions of Approval

111. Drainage from the development site onto the adjacent Environmental Reserve lands is not permitted, unless otherwise authorized by Parks.
112. Backsloping from the development site into adjacent Municipal Reserve and Environmental Reserve lands is not permitted, unless otherwise authorized by Parks.
113. 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. The disturbed area shall be maintained until planting is established and approved by the Parks Development Inspector.
114. Any landscape rehabilitation on public parks shall be performed and inspected in accordance with Parks' Development Guidelines and Standard Specifications: Landscape Construction (current edition).
115. All proposed planting within the private lands abutting Environmental Reserve and naturalized Municipal reserve lands may be required to use native species of planting only. Approval of proposed species is at the discretion of Parks at Development Permit stage.
116. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
117. All landscape construction shall be in accordance with the City of Calgary Parks' Development Guidelines and Standards Specifications: Landscape Construction (current version).
118. Acceptance of concept plans provided through the Outline Plan is an agreement to the overall landscape concept with the understanding by the Developer and Calgary Parks that construction details including – but not limited to – irrigation, plantings, and structures are not known at the time of concept submission, but that best efforts will be made to represent the future intended use of the MR/ER and other Open Spaces. Construction details are addressed through the LCD submission process with submitted LCD showing general conformance to Outline Plan landscape concepts.
- 119. A regional pathway will be required from the northern boundary of the southern storm pond to the corner of 144 AV NW and Symons Valley Road NW. This pathway may be constructed as a component of the maintenance access road for the storm pond.**