

Conditions of Approval

The following Conditions of Approval shall apply:

Planning:

1. Upon submission of the affected Tentative Plan, provide an updated Outline Plan Statistic table, and an overlay of the approved and proposed outline plans prior to decision.
2. The compensation for over-dedication of reserve in excess of 10% shall be deemed to be \$1.00.
3. A density phasing plan must be submitted with each tentative plan application.
4. The relocation of any electrical and telecommunications installations shall be at the Developer's expense to the appropriate standards.
5. The Standard City of Calgary Party Wall Agreement regarding the creation of separate parcels for semi-detached units shall be executed and registered against the titles concurrently with the registration of the final instrument;
6. The Land Use Signs for each phase shall show the location or proximity to any adjacent uses or constraint areas such as NEF contours, landfills, gravel pits, sour gas wells, wastewater treatment facilities, etc.
7. Vehicular driveway access will not be permitted from lots onto Yorkville Boulevard SW. Development on all R-G corner lots adjacent to Yorkville Boulevard SW must treat both façade frontages with equal treatment, and front doors must be oriented to Yorkville Boulevard SW.

Development Engineering:

8. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Geotechnical Report, prepared by McIntosh Lalani Engineering Ltd. (File No 4158), dated April 2009.
9. **Prior to approval of the tentative plan**, a sanitary tech memo is required to be submitted for review and approval.

Note: The proposed change will cause a sanitary flow increase. Please quantify the incremental flow and demonstrate that the existing sanitary pipe within project site can accommodate the increased flow. If the increase is significant, the CD with sanitary calculation table will need to be updated accordingly.

10. **Prior to approval of the tentative plan**, a stormwater tech memo is required to be submitted for review and approval.

Note: The proposed change may cause an imperviousness increase. Provide a tech memo to address the impact to the existing infrastructure, modify storm pond if needed.

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11. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
12. **Prior to endorsement of the final instrument**, execute a Development Agreement. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
13. 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.
14. The Developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to enter into an agreement to:
 - a. Install the offsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these offsite improvements.
 - b. Construct the underground utilities and surface improvements within and along the boundary of the plan area.
 - c. Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the residential lots along the boundary of the plan area.
 - d. Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.

Transportation:

15. The West Macleod Global TIA (prepared by Stantec June 2015) has been completed and the Regional Transportation network infrastructure required to support development throughout the plan area up to 7100 units and 200,000 SF commercial is defined as follows:
 - a) At-grade intersection of Macleod Trail and 210 Avenue S;
 - b) At-grade intersection of Macleod Trail and 194 Avenue S;
 - c) 210 Avenue SE – four (2-2) paved lanes from Macleod Trail to Sheriff King Street;
 - d) 194 Avenue SE – four (2-2) paved lanes from Macleod Trail to Sherriff King Street; and
 - e) Sherriff King Street – four (2-2) paved lanes from 210 Avenue to Stoney Trail.

Prior to endorsement of the first Tentative Plan, the Developer shall enter into an agreement to contribute to the cost to upgrade the intersections of Macleod Trail/210 Avenue S and Macleod Trail/194 Avenue S based on the Transportation Impact Assessment recommendations for the East and West Macleod area.

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16. **Prior to endorsement of the initial Tentative plan**, the Developer must enter into a Development Agreement for the offsite improvements necessitated by the development. It must be demonstrated that the regional transportation network infrastructure is “available” and connects the Outline Plan area with Macleod Trail and/or 22X, in accordance with the approved Calgary Transportation Plan (CTP) and Municipal Development Plan (MDP) and Area Structure Plan. Available is defined as follows:
 - a) The ability to construct or contribute towards construction of a Regional Transportation Network infrastructure required to provide a connection to the Tentative Plan; and
 - b) The ability to construct or contribute towards construction of a pedestrian / active modes system to service the Tentative Plan.
17. **Prior to the release of any permits or Permissions to Construct**, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
18. **Prior to the approval of affected Tentative Plan**, the developer shall ensure that all pathways from MR lands have a direct pedestrian connection by sidewalk or pathway to the desired crossings at the intersections.
19. **In conjunction with the Initial Tentative Plan application**, the Developer shall register road plans for any Collector and Arterial standard roadways within the subject lands to the satisfaction of the Director, Transportation Planning that provides continuous active mode and vehicle routing through the subject lands with two points of public access around the tentative plan boundary.

The continuous collector road network is required to ensure that efficient Transit routing through the plan area can be provided, while the two points of access to the subject lands ensures development traffic will have two routes into and out of the area, in the event of emergencies or road closures, and to ensure availability of capacity at the access points.
20. **In conjunction with the applicable Tentative Plan and Development Permit**, all access to parcels within the subject lands shall be located and designed to the satisfaction of the Director, Transportation Planning.
21. **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, Transit and 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.
22. **In conjunction with the applicable Tentative Plan or Development Permit**, Transit shelter(s) shall be provided as stipulated by the Director, Transportation Planning and shall be supplied and installed at the Developer's sole expense. The shelter(s) shall be installed by Transit upon receipt of satisfactory payment.

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23. 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).
24. 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.
25. For R-G residential lots, no direct vehicular access shall be permitted to or from primary collector and other divided roadways. 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.**
26. **In conjunction with the applicable Tentative Plan**, public access easement agreement will required to be registered for all private roads located in subject lands. All private roads must conform to City of Calgary design standards. Public access easement will also be required for pathways located on private parcels.
27. **In conjunction with the applicable tentative plans**, the Developer shall provide signage within the road right-of-way or on city public land, indicating the future road extension of Yorkstone Green SW, Yorkstone Row SW, Yorkstone Hill SW, and Yorkville Boulevard SW into adjacent lands currently in the Municipal District of Foothills and/or adjacent landowners. Signage shall be designed and located to the satisfaction of the Director of Transportation Planning and the Director of Roads. All work will be at the Developer's expense.
28. **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
29. All intersection spacing shall be located, designed, and constructed to the satisfaction of the Director, Transportation Planning.
30. 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.
31. **In conjunction with the applicable Tentative Plan**, temporary oil and gravel bus turnaround / 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 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.

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Parks:

32. ER and MR dedication areas are to be as per approved LOC2014-0023. The MR – Municipal Reserve provided is to be 10% of the Net Developable area.
33. Prior to approval of the tentative plan, submit a new landscape concept for the revised MR totalling 0.23 ha as proposed in LOC2019-0129 as the MR has changed in terms of orientation and location.
34. 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 wetland disturbance.
35. Until receipt of the *Water Act* approval by the applicant from Alberta Environment, the wetland(s) affected by the development boundaries shall not be developed or disturbed in anyway and shall be protected in place.
36. **Prior to the endorsement of the affected tentative plan**, the developer shall submit a Wetland Management Plan(s) for the retained wetlands for the review and approval, to the satisfaction of the Director of Parks.
37. **Prior to approval of the tentative plan or stripping and grading permit** (whichever comes first), an onsite meeting shall be arranged to confirm that the surveyed boundaries of the environmental reserve area meet Parks' approval. A plan illustrating the surveyed ER boundaries must be provided to Parks in advance of the onsite meeting.
38. **Prior to approval of the tentative plan or stripping and grading permit**, all wetlands must be accurately delineated based on vegetation and soils at the appropriate time and Water Act authorization must be obtained from AEP - Alberta Environment and Parks. The values and functions of the wetlands to be removed must be evaluated according to the most recent BIA and by a qualified wetland specialist.
39. **Prior to approval of the first tentative plan or stripping and grading permit** (whichever comes first), it shall be confirmed that no disturbance or backslipping of private lots into ER lands will occur. Site grading on private lots and developed MR lands will match the existing grad grading of the development site will match the existing grades of adjacent ER, with all grading confined to the private property, unless otherwise approved by Parks.
40. **Prior to the approval of a stripping and grading permit, a Development Agreement or a subject area Tentative Plan**, Parks requires details pertaining to the total limit of disturbance resulting from the proposed development in its entirety.
41. No disturbance of Environmental Reserve lands is permitted, unless otherwise approved by the Director of Parks.
42. The developer shall restore, to a natural state, any portions of the environmental reserve lands within 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.

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43. No stockpiling or dumping of construction materials is permitted on the adjacent ER lands.
44. There shall be no retaining walls placed within the MR and ER lands, unless otherwise approved by the Director of Parks. Where a retaining wall is proposed, detailed cross-section drawings illustrating area slope, building and retaining wall placement are to be submitted to Parks for review and approval, **prior to approval of the affected Tentative Plan.**
45. **Prior to the commencement of any stripping and grading related to the site and during all phases of construction,** the developer shall install and maintain a temporary construction fence on the private property line with the adjacent Environmental Reserve to protect public lands and during all phases of construction.
46. **Prior to the commencement of any stripping and grading related to the site and during all phases of construction,** the developer shall install Environmental Reserve (ER) protection measures around the natural areas/wetlands to be retained in order to prevent excessive overland drainage and siltation onto said areas during all phases of construction, in accordance with The City's "*Guidelines for Erosion and Sediment Control*", to the satisfaction of the Manager of Urban Development and the Director of Parks.
47. Any Low Impact Development (LID) component drainage is not to conflict with the pathways in any part of the subdivision.
48. **Prior to the approval of the affected Tentative Plan,** it shall be demonstrated through concepts and cross-sections that the local and regional pathways around the wetland complex are located outside of the high water line.
49. 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 of Parks.
50. **Prior to the approval of the affected tentative plan,** finalized concept plans for all MR and MSR sites shall be submitted for Parks' review and approval.
51. **Prior to endorsement of the affected tentative plan,** the developer shall confirm fencing requirements adjacent to MR, MSR and ER parcels to the satisfaction of the Director, Calgary Parks.
52. **Prior to endorsement of the affected tentative plan,** Detailed Landscape Construction drawings that are reflective of the subject Tentative Plan for the proposed Municipal Reserve (MR) and Environmental Reserve (ER) lands are to be submitted to the Parks Landscape Construction Coordinator for review and approval prior to construction.

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53. **Prior to endorsement of the affected tentative plan**, with the submission of Landscape Construction Drawings, the developer shall include a detailed Restoration Plan including a maintenance schedule for the restoration and maintenance of any Environmental Reserve affected by construction. The restored area(s) shall be maintained by the developer until it is established and approved by Parks prior to Final Acceptance Certificate.
54. Construct all Municipal Reserve parcels within the boundaries of the plan area according to the approved concept plans and the *Parks' Development Guidelines and Standard Specifications – Landscape Construction* (current version).
55. Plant all public trees in compliance with the approved Public Landscaping Plan.