

Conditions of Approval

The following Conditions of Approval shall apply:

Subdivision Services:

1. Upon submission of a subdivision application, the application shall submit a land appraisal surcharge (refer to the Subdivision Fee Schedule) to initiate an independent appraisal of land value for the payment in lieu of reserve owing.
2. The payment in lieu of reserve dedication, as approved by the Subdivision Authority, shall be received in full, prior to endorsement of the final instrument. Payment shall be in the form of a bank draft or certified cheque, made payable to The City of Calgary, and shall be submitted directly to the Subdivision File Manager.
3. Relocation of any utilities shall be at the developer's expense and to the appropriate standards.
4. As a condition of subdivision, the parcels on the west side of the power line r.o.w. will need to be on the same title as the parcels on the east side. For example, the ER lots may be Lot 1 ER in two parts.

Development Engineering:

5. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Geotechnical Report, prepared by Geotechnical Evaluation / Slope Stability Assessment, prepared by McIntosh Lalani Engineering Ltd. (File No ML 4617), dated June 2010.
6. 11 Street NE, as currently proposed in LOC2020-0011, may not provide sufficient fire access to the adjacent I-C parcels (fire access requirements will depend on a number of factors that will be determined at the Tentative Plan/Development Permit stage). The associated Tentative Plans/Development Permits will need to demonstrate how adequate fire access will be provided to the satisfaction of the Calgary Fire Department and Development Engineering. Depending on how/if the I-C parcels are subdivided, access easements to allow access through the future lots may be required at the Tentative Plan/Development Permit stage.

Note the following criteria which was detailed as part of the pre-application discussions:

- Where P-loops are used, the stem of the P-loop on 11 Street NE is to be less than 200m until a secondary access to 11 Street NE is provided.
 - The total parking stall count for all parcels along 11 Street NE is to be less than 1250 until a secondary access to 11 Street NE is provided.
7. Any future developments that include Child Care Service must not be located within a noted floodway and/or 1:100 flood fringe, to minimize exposure of those who may not be able to self-evacuate if needed due to the risks involved with this specific geographical hazard.

Conditions of Approval

8. **Prior to Approval of Construction Drawings**, submit an electronic version of a Post-Development Slope Stability Report 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.

OR

If the proposed development does not have existing or proposed grades in excess of 15%, submit a letter to that effect signed and sealed by a professional Geotechnical Engineer.

If required, a Development and Geotechnical Covenant may be registered against the affected lot(s) concurrent with the registration of the final instrument, prohibiting the development of the lot(s), except in strict accordance with the development restriction recommendations in the Slope Stability Report.

Note: The wetland concept plan provided as part of the pre-application documentation indicates several slopes in excess of 15% which are adjacent to current and future public infrastructure. Please provide a stability analysis to indicate that a minimum factor of safety of at least 1.5 will be maintained.

9. **Prior to Approval of the first Tentative Plan**, submit a Staged Master Drainage Plan (SMDP) to Water Resources for review and approval. 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.

Note: The SMDP has been received and several review iterations have been completed. All major issues have been resolved and as a result, final approval of the SMDP has been deferred to the tentative plan stage.

10. The SMDP currently proposes a constructed stormwater wetland with active storage depths and side slopes deeper than would usually be permitted. Water Resources has also approved the PUL and ER land uses as shown on the LOC plan understanding the unique circumstances of the plan. Approvals from Water Resources for the non-standard constructed wetland and the PUL and ER land uses as shown should not be considered precedent setting and are the result of the unique circumstances of this application.
11. The underground deep utility placements currently shown within the Country Hills Boulevard cross-sections are to be considered preliminary only and may require revisions at the detailed design (construction drawing) stage in order to avoid conflicts with other infrastructure. Final deep utility placements within Country Hills Boulevard are to be to the satisfaction of Water Resources.
12. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
13. Off-site levies, charges and fees are applicable upon any future development permit or subdivision application. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at urban@calgary.ca.

Conditions of Approval

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 boundaries of the plan area.
 - c) Construct a wood screening fence, chain link fence, or sound attenuation fence, whichever may be required along the boundaries of the plan area.
 - d) Construct storm water management facilities 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.
 - e) Construct the MR within the plan area where required by Parks.
 - f) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
15. Make satisfactory cost sharing arrangements with The City of Calgary for part cost less the payment for oversize of the existing surface improvements in Country Hills BV along the south boundary of the plan area.
16. Make satisfactory cost sharing arrangements with The City of Calgary for part cost less the payment for oversize of the existing storm main installed in Country Hills BV along the south boundary of the plan area.
17. Make satisfactory cost sharing arrangements with WAM Development Group for part cost less the payment for oversize of the existing water and storm mains installed in Country Hills BV NE under Stoney Industrial Phase 1 (2007-049).
18. The developer of the subject site shall make satisfactory cost sharing arrangements with WAM Development Group for part cost, less the payment for oversize, of the existing underground infrastructure and surface improvements installed as part of the Stoney Industrial, Phase 1 subdivision (2007-049) in 14th Street NE along the east boundary of the plan area.

Transportation:

19. In conjunction with the Initial Tentative Plan, the west leg of 14 Street and 115 Avenue NE will be dedicated as an intersection right-of-way stub to provide access into the C-COR3 lands to the south and the lands to the north.
20. A 10.0m wide mutual access easement over the C-COR3 lands to the south and the lands to the north will be provided, west of the intersection of 14 Street and 115 Avenue NE. Concurrent with the registration of the final instrument for the Initial Tentative Plan,

Conditions of Approval

the mutual access easement agreement and registerable access easement right-of-way plan will be approved and registered to the satisfaction of the Director, Transportation Planning.

21. In conjunction with the Applicable Tentative Plan, it must be confirmed to the satisfaction of the Director, Transportation Planning, that minimum a centreline spacing of 230m will be provided between Country Hills Boulevard and the 11 Street roundabout intersection.
22. In conjunction with the Applicable Tentative Plan and Development Permit, the 11 Street roundabout shall be designed and constructed to the satisfaction of the Director, Transportation Planning as follows:
 - a) 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;
 - b) All roundabouts shall include bicycle and active modes ramps to facilitate barrier-free access through the roundabouts; and
 - c) No driveway access is permitted within the functional area of roundabouts.
23. In conjunction with the applicable Tentative Plan, construction drawings shall be approved for roundabout(s) within the Tentative Plan boundary, to the satisfaction Transportation to ensure sufficient road right-of-way is reserved for potential design refinements as required.
24. In conjunction with the Applicable Tentative Plan a 10m wide access easement shall be registered over the C-COR3 parcel to provide secondary access connection for the I-C parcel to the intersection of 14 Street and 115 Avenue NE. An Access Easement Agreement and right of way plan shall be executed and registered on the applicable title(s) concurrent with the registration of the final instrument at the Tentative Plan stage.
25. In conjunction with each Tentative Plan it must be demonstrated to the satisfaction of the Director, Transportation Planning that capacity on the regional transportation network is available to accommodate the development-generated traffic demands. Additional transportation analysis will be required with each application to confirm that the proposed land use intensities can be supported by the transportation network expected to be in-place at that time.
26. The Regional Transportation Network required to support full development of the Stoney Industrial ASP area, Planning Cell 'C' includes:
 - a) Country Hills Boulevard NE – upgrade of Country Hills Boulevard NE, from Coventry Hills Boulevard NE to Deerfoot Trail NE, inclusive to the Ultimate Stage six (3-3) basic lanes (inclusive of six (3-3) basic lanes across Deerfoot Trail), plus auxiliary lanes, as required; and
 - b) 128 Avenue NE – design and construction of 128 Avenue NE to the Ultimate Stage six (3-3) basic lanes from Stoney Trail NE to Deerfoot Trail NE. This may include a new interchange connection at Deerfoot Trail NE, or components of the interchange connecting 128 Avenue NE to Deerfoot Trail NE. This may also

Conditions of Approval

include a connection of 128 Avenue NE (via 11 Street NE) connecting to Stoney Trail.

The projects noted, above required to support full development of the Stoney Industrial ASP area are currently unfunded within The City's ten-year Investing in Mobility capital plan.

27. In conjunction with the Initial Tentative Plan, the Developer shall dedicate the right-of-way required to accommodate widening of Country Hills Boulevard NE to three westbound lanes, a 3m wide multi-use pathway in the north boulevard and auxiliary lanes as required from 14 Street NE to the west boundary of the Outline Plan, to the satisfaction of the Director, Transportation Planning.
28. In conjunction with the Initial Tentative Plan, the Developer shall dedicate the right of way required to accommodate widening of the southbound carriageway of 14 Street NE plus a 7m wide boulevard (accommodating a 1.4m sidewalk), from 115 Avenue NE to Country Hills Boulevard NE, to the satisfaction of the Director, Transportation Planning.
29. In conjunction with the Initial Tentative Plan, the Developer at its sole expense, subject to normal oversize, endeavours to assist and boundary cost recoveries shall upgrade the following Arterial Roadways to the satisfaction of the Director, Transportation Planning: Country Hills Boulevard NE – widening of the westbound lanes (one additional lane) + multi-use pathway from 14 Street NE to the west boundary of the Outline Plan + auxiliary lanes as required, inclusive.
30. In conjunction with the Applicable Tentative Plan, the Developer at its sole expense, subject to normal oversize, endeavours to assist and boundary cost recoveries shall upgrade the following Arterial Roadways to the satisfaction of the Director, Transportation Planning: 14 Street NE – widening of the roadway between 115 Avenue NE and Country Hills Boulevard NE to accommodate dual left-turn lanes southbound to eastbound direction, transit bus lay-by south of 115 Avenue NE (southbound), and a 1.4 sidewalk within the southbound boulevard from 115 Avenue NE to Country Hills Boulevard NE.
31. In conjunction with the Applicable Tentative Plan, the Developer at its sole expense, subject to normal oversize, endeavours to assist and boundary cost recoveries, shall upgrade the intersection of Country Hills Boulevard NE at 14 Street NE to the satisfaction of the Director, Transportation Planning as follows:
 - A. Design and construction of dual left-turn eastbound to northbound as per the ultimate Country Hills Boulevard design;
 - B. Design and construction of right-turn lane southbound to westbound direction and
 - C. Any auxiliary works necessary as part of the intersection upgrades

Conditions of Approval

32. If the upgrades noted, above cannot be accommodated, development within the subject lands (applicable Tentative Plan or Development Permit) may be limited, or additional upgrades to the network may be required, to the satisfaction of the Director, Transportation Planning.
33. In conjunction with the Initial Tentative Plan the Developer shall dedicate the right-of-way, or register a road plan to the satisfaction of the Director, Transportation Planning for the entirety of 11 Street NE, from Country Hills Boulevard NE to the north outline plan boundary; and the at-grade roundabout intersection, inclusive in accordance with the Outline Plan. The dedication of 11 Street NE is required to ensure that regional network access to adjacent lands is available, and to ensure that if conditions or needs for the road network in the area change, construction of the road by the Developer, or adjacent Developers (or The City of Calgary) can occur in a contiguous and timely manner.
34. In conjunction with the Applicable Tentative Plan the Developer at its sole expense shall design and construct the entirety of 11 Street NE, from Country Hills Boulevard NE to the north outline plan boundary; inclusive to the satisfaction of the Director, Transportation Planning.
35. In conjunction with the Applicable Tentative Plan the Developer is responsible for design and construction of all roadways and intersections within the plan area, to the satisfaction of the Director, Transportation Planning. Design and construction of the roadways and ancillary infrastructure shall be at the Developer's sole expense, subject to normal oversize and endeavours to assist.
36. In conjunction with the applicable Tentative Plan or Development Permit, all access to parcels within the subject lands shall be located and designed to the satisfaction of the Director, Transportation Planning.
37. In conjunction with the applicable Tentative Plan, transit stops shall be provided to the satisfaction of the Director, Transportation Planning.
38. 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 driveways or access to the subject lands over the bus loading area(s).
39. In conjunction with the applicable Tentative Plan, bus bays shall be provided along Country Hills Boulevard NE to the satisfaction of the Director, Transportation Planning.
40. 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.
41. Direct vehicular access to 11 Street between Country Hills Boulevard and the roundabout intersection is restricted to right turns-in and right turns-out only.
42. Vehicular and pedestrian access for the subdivided parcels will be designed and located to the satisfaction of the Director, Transportation Planning.

Conditions of Approval

43. Vehicular access to 14 Street NE is restricted to the following:
- A. No direct (driveway) vehicular access to 14 Street NE C-COR3 sites be permitted; and
 - B. One right-in / right-out driveway may be considered for vehicular access to 14 Street NE for the I-C site, subject to clear demonstration of need, and design of the access, including right-turn channelization to the satisfaction of the Director, Transportation Planning; and
 - C. A single (one) all-turns intersection to 14 Street will be permitted located 215m centreline spacing from Country Hills Boulevard NE.
 - D. A single (one) all-turns access to the intersection of 14 Street and 115 Avenue NE will be permitted. This access shall be designed as an intersection road right-of-way stub to the satisfaction of the Director, Transportation Planning.
44. Restrictive covenants shall be registered concurrent with the registration of the final instrument to that effect at the Tentative Plan stage.
45. No direct vehicular access shall be permitted to or from Country Hills Boulevard NE and a restrictive covenant shall be registered on all applicable lot(s) concurrent with the registration of the final instrument to that effect at the Tentative Plan stage.
46. 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.
47. Should DC(I-C) Sites 1 and 2 be further subdivided, minimum 7.2m wide private road rights-of way are required connecting between the parcels to provide each with 3 public accesses east of 11 St and 2 public accesses west of 11 Street NE. An Access Easement Agreement and right of way plan for the private roads shall be executed and registered on the applicable title(s) concurrent with the registration of the final instrument at the Tentative Plan stage. See updated condition.
48. At the applicable tentative plan for the I-C and C-COR3 sites, minimum 7.2m wide private road rights-of way are required connecting between the parcels to provide each with 2 public access locations. An Access Easement Agreement and right of way plan for the private roads shall be executed and registered on the applicable title(s) concurrent with the registration of the final instrument at the Tentative Plan stage.
49. A 6.0m wide public access easement is required over the DC (I-C) Site 1 parcel. A Public Access Easement Agreement and right of way plan shall be executed and registered on the applicable title(s) concurrent with the registration of the final instrument at the Tentative Plan stage.

Conditions of Approval

Parks:

50. Prior to approval of the first tentative plan or stripping and grading permit (whichever comes first), a Biophysical Impact Assessment update will need to be submitted and approved by Parks.
51. Rehabilitate all portions of the MR/ER lands along the boundaries of the plan area that are damaged as a result of this development, all to the satisfaction of the Director, Parks.
52. The design and construction of the wetland shall adhere to all parameters of the Alberta Guide to Wetland Construction in Stormwater Management Facilities (2018).
53. 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.
54. 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.
55. The developer shall restore to a natural state any portions of the Environmental reserve lands within the plan area that are disturbed in any way from this development. The restored area is to be maintained until established and approved.
56. As per the Open Space and Municipal Development Plan, a building setback zone of 18 metres is required from the top of all escarpments in the plan area. At development permit stage, a relaxation of up to 9 metres maybe granted, pending a shadow study to determine that there is no excess shadow on the Environmental Reserve, and a post-development Slope Stability Report.
57. Prior to approval of the related Stripping and Grading Permit or Engineering Construction Drawings, whichever submitted first, the developer shall, in accordance with The City's "Guidelines for Erosion and Sediment Control" and to the satisfaction of the Manager of Urban Development and the Director of Calgary Parks, install appropriate protection measures around the Environmental reserve lands to be retained, to prevent excessive overland drainage and siltation onto said areas during all phases of construction. Contact the Parks Development Inspector (Annie Rodrigues 403-804-9397) to approve the location prior to commencement of Stripping and Grading activities.
58. 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.
59. Prior to approval of the first tentative plan or stripping and grading permit it shall be confirmed that grading of the development site will match the existing grades of adjacent parks and open space (ER), with all grading confined to the private property, unless otherwise approved by Parks.

Conditions of Approval

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 setback requirements, to the satisfaction of the Director, Parks
61. Plant all public trees in compliance with the approved Public Landscaping Plan.
62. Public access easements shall be registered on any regional pathway routes located on private lands concurrent with the registration of the final instrument at the Tentative Plan stage.
63. Prior to the approval of the affected tentative plan, the developer shall confirm fencing requirements adjacent to MR, CR and ER parcels to the satisfaction of the Director, Calgary Parks.