Conditions of Approval

The following issues must be addressed prior to a recommendation to Council.

Planning, Development Engineering, Transportation and Parks:

1. Prior to Council's first reading of the proposed land use amendment, a Pond Report including Dam Geotechnical Design is required to the satisfaction of Water Resources.

The following Conditions of Approval shall apply:

Planning:

2. Compensation for over-dedication of reserves is deemed to be $1.

3. 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 and labelled accordingly.

4. Prior to approval of any affected Tentative Plan and / or submission of construction drawings, the proposed street names shall be submitted and approved, to the satisfaction of the Subdivision Authority. The street names will need Council approval prior to endorsement of the legal plan.

5. The Standard City of Calgary Party Wall Agreement regarding the creation of separate parcels for semi-detached / townhouses / rowhouse units shall be executed and registered against the titles **concurrently with the registration of the final instrument**.

6. The existing buildings shall be removed prior to subdivision endorsement.

7. 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/Community Plan and Municipal Development Plan.

8. All R-G and R-Gm lots on collector streets or higher abutting a lane shall only have direct vehicular access from that lane (no front drive garages), and that a restrictive covenant be registered against the titles of those lots to that effect.

   Note: this condition will be amended to identify all street names once the street names have been finalized.

9. For development on the M-1 parcel, dwelling units must be provided immediately adjacent to the north and east sides of the NAC MR parcel and must front onto and be oriented to the MR.

10. For development on the C-C1 parcel, commercial units must be provided immediately adjacent to the south side of the NAC MR parcel (south of the public access easement) and must front onto and be oriented to the MR.

Conditions of Approval

Development Engineering:

11. **Prior to endorsement of the first tentative plan,** Environmental Protection and Enhancement Act (EPEA) registration and Dam Safety approval from Alberta Environment and Parks (AEP) are required.

12. **Prior to endorsement of the first tentative plan,** complete any follow up required by the Pond Report and Dam Geotechnical Design and ensure all pond report requirements are satisfied to the satisfaction of Water Resources.

13. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):

    - Geotechnical Report Providence Lands prepared by McIntosh Lalani Engineering Ltd (File No. ML8050), dated Oct. 23, 2017.
    - Deep Fills Report, prepared by McIntosh Lalani Engineering Ltd. (File No. ML8050), dated April 18, 2018.
    - Slope Stability Report, prepared by McIntosh Lalani Engineering Ltd. (File No. ML8050), dated November 8, 2018.
    - Hydrogeological Technical Assessment, Providence N1 Development Area, in Calgary, Alberta, prepared by Waterline Resources Inc. (File No. 2741-19-001), dated February 5, 2019.

14. **Prior to Approval of Pond Construction Drawings**, the slope stability analysis is to be reconfirmed by the geotechnical consultant and a letter signed and stamped by a Professional Engineering submitted for review once the pond water level and berm design and pond grading plan are finalized.

15. Separate service connections to a public main shall be provided for each proposed lot (including strata lots).

16. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.

17. Access is required around the pond with a 2.5m pathway. A 4m access for larger trucks is required to get access to the Oil/Grit Separator and pond control structure. This 4m access can be a loop into the site, a turnaround or a pathway around the entire pond.

18. Complete a development phasing plan with Dream Development as water connection will come from Dream Development to the east.

19. Fire access to Multifamily Developments - Multi-unit sites within the plan area may require additional access points depending on the final building layout and/or total number of units. Sites with over 100 dwelling units require a secondary access. A third access is required for sites in excess of 600 dwelling units two of which must be public.

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Note that achieving adequate fire access to the plan area may require that roads in adjacent plan areas are constructed and open to the public prior to approval of the affected tentative plan.

20. A capital-funded dual zone pump station will be required and designed to accommodate the ultimate servicing of the Providence ASP. The subject lands in this application require the first phase of this pump station to be in place to service the residential development portion of the proposed Outline Plan. As a result, the pump station is required to be operational **prior to endorsement of the initial tentative plan/prior to release of a development permit**.

21. **Prior to acceptance of any construction drawings in the plan area**, a Stormwater Management Report is required. The Stormwater Management Report is to illustrate the overall stormwater management plan for the entire plan area and should include areas upstream that currently drain to the area. Refer to Water Services' currently applied Stormwater Management and Design Manual for details.

22. Stormwater management facilities and required downstream infrastructure must be constructed prior to, or in conjunction with, construction of the first phase of development in the plan area. The facilities are to be constructed in accordance with City of Calgary policies. A continuous emergency overland escape route, to the satisfaction of Water Resources, is required. A design report is required for each facility. This report must be submitted and approved prior to acceptance of the construction drawings. Separate CCCs and FACs will be required for each stormwater management facility and required downstream infrastructure. Facility record drawings will be required prior to the issuance of a CCC.

23. **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.

24. 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.

25. **Prior to endorsement of any applicable Tentative Plan/prior to release of a Development Permit**, make satisfactory cost sharing arrangements with Mattamy (Burgess) Limited, United West Macleod I Lands Limited Partnership, and United Acquisition II Corp. for their share of the West Pine Creek Phase II Sanitary Trunk Construction Agreement.

26. 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.

Conditions of Approval

b) Construct the underground utilities and surface improvements within the full width of 53 Street SW, along the west boundary of the plan area.

c) Construct the underground utilities and surface improvements within the full width of 154 Avenue SW, along the south boundary of the plan area.

NOTE: If the full width is not required for traffic volumes, half of the width of 154 Avenue SW may only be required to be constructed.

d) Construct the underground utilities and surface improvements within the full width of 45 Street SW, along the east boundary of the plan area.

e) Construct the underground utilities and surface improvements within and along the boundaries of the plan area.

f) 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.

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

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

27. As part of the Development Agreement, make a deposit with the City of Calgary for 50% of the total estimated cost of construction of future surface improvements and underground infrastructure in the full width of 146th Avenue along the north boundary of the plan area.

Contact the Infrastructure Strategist, Calgary Approvals Coordination to request an estimate at 403-268-8223 or email mailto:Deborah.Meili@calgary.ca

28. **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.

29. **Prior to approval of the affected tentative plan or permission for construction in the plan area,** if Low Impact Development (LID) measures are proposed additional hydrogeology reports may be required to be submitted and reviewed by Water Resources. Percolation rates and regional groundwater analysis is required to demonstrate that the underlying soil can accommodate stormwater infiltration. Contamination of groundwater is prohibited. All reports are to be prepared by a qualified Hydrogeologist to the satisfaction of the Director, Water Resources.

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Transportation:

30. **In conjunction with the first Tentative Plan and for any subsequent tentative plans**, two connections from the affected tentative plan to the Regional Transportation Network must be constructed and open to the public. These connections are defined as:
    a. Connecting to Stoney Trail (TUC), east of the plan area
    b. Connecting to Highway 22X, south of the plan area

    Each tentative plan shall demonstrate that it provides a contiguous extension of development within the outline plan area. The intent is to ensures internal transportation connectivity for all modes (walking, cycling, transit, vehicles) and facilitate interim transit routing.

31. Construction/cost obligations for 146 Avenue adjacent to the outline plan area are to be confirmed with Transportation Planning **prior to the first Tentative Plan**. The Developer shall enter into an agreement as required.

32. **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 the tentative plan area.

33. **In conjunction with each Tentative Plan**, the Developer shall construct public roadways throughout 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.

34. **In conjunction with the affected Tentative Plan**, the developer is responsible for the full cost of constructing the full width of any roads which are shared with adjacent developments, cost sharing / reimbursement / endeavours to assist to be confirmed with Transportation Planning. In the case of a median separated boundary road, the developer is typically responsible for construction of their half of the median separated boundary road, unless traffic volumes warrant full width construction.

35. **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.

36. 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.

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Note: the outstanding items include:

- the provision of multi-use pathways for:
  - the north-south road from 154 Avenue SW north to the roundabout ; and
  - the east-west collector road adjacent to the school site (from the west to east edges of the plan area);
- the residential street proposed modified cross-sections.

37. **Prior to approval of the affected Tentative Plan**, the developer shall submit scale (1:500) drawings showing the geometry of and vehicle templating of all proposed roundabouts and bus route corners.

38. The Developer will coordinate Construction Drawings with the adjacent Outline Plan (LOC2017-0308) to ensure cross sections are in the correct orientation, i.e. utilities remain consistent throughout the ASP area, and intersections function appropriately. For example, cyclist transitions from multi-use pathways to roadways shall be coordinated and mirrored by each Developer.

39. A Mutual/Pathways/Emergency Access Easement Agreement and right of way plan shall be executed and registered on title **concurrent with the registration of the final instrument** at each applicable Tentative Plan.

40. No direct vehicular access is permitted to or from the intersection corner (or corner) curve tangents. Restrictive covenants shall be registered **concurrent with the registration of the final instrument** prohibiting vehicular access to or from the intersection (or corner) curve tangents.

    Note: A minimum of 5.0m of frontage is required between the intersection corner (or corner) curve tangent and the common property line to fit a residential single driveway. The driveway flares should be taken into consideration when allocating frontage to fit the residential single driveway. As per TAC standards flares are not permitted to encroach into intersection corner (or corner) curve tangents.

41. 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.

42. All roundabouts shall be designed and constructed to the satisfaction of the Director, Transportation Planning, as follows:
    a. All bus stops adjacent to roundabouts should be located outside the curb flares influence zone and along the curb lanes where there is on-street parking;
    b. A sight lines analysis for roundabouts, as well as truck and transit sweep and fastest path analysis through all roundabouts shall be provided. Transit buses shall not be required to mount the central truck apron in order to navigate the roundabout; and
    c. **In conjunction with the Tentative Plan**, all roundabouts in the plan area shall include bike ramps to facilitate cycling access through the roundabouts
    d. Turning movements should be provided as well for articulated buses.

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e. Ensure the centre circle island has proper clear sight lines (i.e. no objects to block vehicle's sight lines), and chevron patterns shall be imbedded upon the concrete pad on the inner side of the roundabout.
f. No driveway accesses are permitted within the functional area of roundabouts.

Note that the Land Use and Outline Plan boundaries may require adjustment to accommodate appropriate roundabout design at the discretion of the Director, Transportation Planning.

Detailed design of any proposed roundabouts to take priority over final approval of tentative subdivision plans. Ensure sufficient road right-of-way is reserved for potential design adjustments as required. Right of way requirements for roundabouts shall be reassessed in conjunction with **the applicable Tentative Plan**.

43. **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.

44. **In conjunction with the applicable Tentative Plan or Development Permit,** accesses for all multi-family sites and commercial sites shall be designed and located per applicable standards and to the satisfaction of the Director, Transportation Planning in conjunction with the affected subdivision or Development Permit application.

45. **Prior to endorsement of any Tentative Plan** for single detached lots and/or prior to approval of Development Permit applications for Multi-residential developments adjacent to arterial roadways, and subsequent to finalizing lot and building grades, a noise analysis is to be submitted to and approved by Transportation Planning.

46. **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).

47. No direct vehicular access is permitted to or from 154 Avenue, except for commercial sites where designed through engineered controls with volume and operational considerations, subject to the approval of Transportation Planning; restrictive covenants shall be registered against the subject lots **concurrent with the final instrument** to that effect at the Tentative Plan stage.

48. **Prior to approval of the affected Tentative Plan**, the applicant shall provide cross-sections, drawn to scale and dimensioned from property line and lip-of-gutter showing existing, interim and ultimate grades for 45 Street. Cross-sections shall indicate and provide dimensions for any proposed road widening.

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49. **In conjunction with the applicable Tentative Plan**, transit stops shall be provided to the satisfaction of the Director, Transit and shall generally be located as shown on the Outline Plan. Confirm final location with Transportation Planning with each tentative plan.

50. **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.

51. **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 Calgary Transit upon receipt of satisfactory payment.

52. Where lots exist adjacent to bus zones, caveats must be registered on the subject lots that restrict driveways or other vehicle accesses from encroaching upon the bus zone apron **prior to the approval of the affected Tentative Plan**.

53. **Prior to Release of any permits or Permissions to Construct**, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.

1. **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 crossing locations at intersections.

55. **In conjunction with the applicable Tentative Plan or Development Permit**, all community entrance features must be located outside the public right-of-way.

56. **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 all roadways that exit the plan area and do not currently connect to an existing roadway. 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.

57. **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

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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.

58. All crosswalks where Regional Pathways or Multi-use pathways intersect with the street shall be designed to the satisfaction of the Director, Transportation Planning.

59. **In conjunction with the applicable Tentative Plan**, the developer shall provide a Letter of Credit for pedestrian-actuated crossing signals that are agreed upon by the developer and the Director, Transportation Planning, particularly where Regional Pathways or multi-use pathways intersect with the street.

60. **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 Providence Area Structure Plan policy.

61. **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.

62. **In conjunction with the applicable Tentative Plan**, 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 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.

Parks:

63. No surface or sub-surface encroachments (i.e. retaining walls, utilities, etc.) are permitted into within (MR) park parcels without approval from Calgary Parks.

64. **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.

65. Modified cross-sections are to ensure that a 1.0m minimum offset from tree is maintained.

66. 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.

67. **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.

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68. Submit detailed landscape construction drawings for the proposed development on municipal reserve to the Parks Development Coordinator for review and approval – Nathan Grimson at 403.681.2718 or nathan.grimson@calgary.ca.

69. A Developer is responsible to construct in accordance with the minimum and maximum landscape development standard as identified in the *Development Guidelines and Standard Specifications: Landscape Construction current version – Calgary Parks.* If a Developer wishes to develop parks beyond the maximum standards they are required to enter into a Maintenance Agreement.

70. The developer shall submit a Concept Plan and detailed Engineering Construction Drawings and Landscape Construction Drawings for the proposed storm pond to both Wastewater & Drainage and Parks for review and approval.

71. **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 proposed stormwater pond are located outside of the high water line.

72. **Prior to the approval 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.

73. **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 and/or ER), with all grading confined to the private property, unless otherwise approved by Parks.

74. Plant all public trees in compliance with the approved Public Landscaping Plan.

75. Drainage from development parcels will not be permitted to cross into adjacent MR parcels or pathways, as reviewed and approved by Calgary Parks. Provide details on how drainage will be captured in order to ensure it does not cross onto reserve parcels or pathways.

76. Backsloping into MR extents will not be permitted.

77. 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.

78. 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.

79. Historical Resources - clearance granted for the west ½ of Section 36-22-02 W5M subject to Section 31 of the Historical Resources Act.