

## Conditions of Approval

The following Conditions of Approval shall apply:

### Planning:

1. Compensation for over-dedication of reserves is deemed to be \$1.
2. Relocation of any utilities shall be at the developer's expense and to the appropriate standards.
3. Prior to affected Tentative Plan approval (and submission of construction drawings), the proposed community and street names shall be submitted to the satisfaction of the Subdivision Authority.

### Development Engineering:

4. The site is covered by "Jacksonport Staged Master Drainage Plan (IDEA Group, 2009)". A SWMR called "Jacksonport Commercial and Industrial Centre Phase 9 Private Lot Convenience & Retention Stormwater Management Report (IDEA Group, 2018)" provides volume targets for individual lots included in the area. Below are criteria:
  - Road and its right of way releases at 125L/s/ha and private lots (buildings) will release at 40L/s/ha;
  - The lots included in this outline plan will need to meet 119mm annual runoff volume target
  - Each lot needs to remove 85% sediment for parcels equal or larger than 50 microns
  - The drainage collected from the outline plan area will be directed to the existing pond WPA174.
5. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
6. Register on all affected titles, a utility easement for the proposed LID features (bioswales) within the subject site **concurrent with the registration of the final instrument**.
7. **Prior to Endorsement of the final instrument**, execute a Development Agreement / Indemnification Agreement. Contact the Infrastructure Strategist, Calgary Approvals Coordination for further information at 403-268-3509 or email <mailto:kyle.ross@calgary.ca>
8. 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.

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- c. Construct a wood screening fence, chain link fence, whichever may be required along the boundaries of the plan area.
  - d. Construct the onsite and offsite storm water management facilities (wet pond, wetlands, bioswales 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.
  - e. Construct the MR within the plan area.
  - f. Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
9. Make satisfactory cost sharing arrangements with Shepard Development Corporation for part cost of the existing underground utilities (sanitary sewers, storm sewers, water mains) and surface improvements installed/constructed in 104 Avenue NE that was paid for and/or constructed by Shepard Development Corporation under Jacksonport, Phase 01 DA2009-0031.
  10. Make satisfactory cost sharing arrangements with Shepard Development Corporation for part cost of the existing underground utilities (storm sewers, water mains) and surface improvements installed/constructed in 36 Street NE that was paid for and/or constructed by Shepard Development Corporation under Jacksonport, Phase 01 DA2009-0031.
  11. Make satisfactory cost sharing arrangements with Shepard Development Corporation for part cost of the existing underground utilities (sanitary sewers, storm sewers, water mains) and surface improvements installed/constructed in 42 Street NE that was paid for and/or constructed by Shepard Development Corporation under Jacksonport, Phase 01 DA2009-0031.
  12. Make satisfactory cost sharing arrangements with Shepard Development Corporation for part cost of the existing underground utilities (sanitary sewers, storm sewers, water mains) and surface improvements installed/constructed in 38 Street NE that was paid for and/or constructed by Shepard Development Corporation under Jacksonport, Phase 01 DA2009-0031.
  13. Make satisfactory cost sharing arrangements with Shepard Development Corporation for part cost of the existing storm pond constructed in Lots 4PUL and 3ER in Block 2 that was paid for and/or constructed by Shepard Development Corporation under Jacksonport, Phase 01 DA2009-0031.
  14. Make cost sharing arrangements with the City of Calgary, Transportation Infrastructure for part cost of Pond WP208A for the drainage of Metis Trail NE.

### Transportation

15. In conjunction with the applicable Tentative Plan or Development Permit, it must be confirmed to the satisfaction of the Director, Transportation Planning, that the proposed site grades are compatible with Airport Trail infrastructure at 36 and 38 Streets.
16. In conjunction with the applicable Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for 38 Street NE from Airport Trail to 104 Avenue NE, inclusive.

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17. In conjunction with the applicable Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for Jacksonport Road NE from 36 Street NE to 104 Avenue NE, inclusive.
18. In conjunction with the applicable Tentative Plan, the Developer shall construct 38 Street NE from Airport Trail to 104 Avenue NE, inclusive. 38 Street NE and ancillary works necessary to support the plan shall be designed and constructed at the Developer's sole expense, subject to normal oversize.
19. In conjunction with the applicable Tentative Plan, the Developer shall construct Jacksonport Road NE from 36 Street NE to 104 Avenue NE, inclusive. Jacksonport Road NE and ancillary works necessary to support the plan shall be designed and constructed at the Developer's sole expense, subject to normal oversize.
20. In conjunction with the applicable Tentative Plan, the Developer shall submit detailed construction drawings, for all intersections on 36 Street NE, 104 Avenue NE, Jacksonport Road, and Airport Trail NE, adjacent to and within the outline plan boundary. The intersection designs must include the adjacent (far-side) bus zones, and downstream roadway transitions, and shall demonstrate and provide dimensions for any proposed road widening. 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.
21. In conjunction with the applicable Tentative Plan, the Developer shall submit detailed construction drawings with cross-sections, for the interim and ultimate grades for 38 Street NE and Jacksonport Road NE adjacent to and within the outline plan boundary. Cross-sections shall indicate and provide dimensions for any proposed road widening to accommodate grades and shall demonstrate that the proposed profiles and interim intersections with Airport Trail and 36 Street allow for the ultimate profiles for those roadways. Adjustments to the tentative plan boundary may be required to accommodate all necessary right-of-way 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.
22. 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 where private lands (including City of Calgary lands) are impacted by the proposed development.
23. In conjunction with each Tentative Plan, the Developer shall register road plans for industrial 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 industrial 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.

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24. 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.
25. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
26. 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.
27. In conjunction with the applicable Tentative Plan or Development Permit, all community entrance features must be located outside the public right-of-way.
28. Restrictive covenant(s) 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).
29. No direct vehicular access will be permitted from the development parcels to Métis Trail NE. Restrictive covenants shall be placed on title at the applicable tentative plan stage.
30. No direct vehicular access will be permitted from the development parcels to 36 Street NE. Restrictive covenants shall be placed on title at the applicable tentative plan stage.
31. No direct vehicular access from the development parcels to Airport Trail NE (skeletal road) shall be permitted. Restrictive covenants shall be placed on title at the applicable tentative plan stage.
32. Vehicular access within the Plan Area shall be located, designed and constructed to the satisfaction of the Director, Transportation Planning.
33. 36 Street NE shall be designed as a divided arterial road; therefore, the intersections shall be designed to accommodate exclusive left turn bays.
34. The interim (at-grade) intersection of 38 Street NE and Airport Trail NE is to be restricted to right-turns only.
35. In conjunction with the applicable Tentative Plan or Development Permit, access for all industrial and commercial sites shall be designed and located to the satisfaction of the Director, Transportation Planning.
36. 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.

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37. 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

38. All mitigation measures and recommendations from the approved BIA must be adhered to throughout the development process.
39. **Prior to the approval of the affected Tentative Plan**, finalized concept plans for all Municipal Reserve (MR) sites shall be submitted for Parks' review and approval.
40. The developer is responsible for constructing all MR parcels within the boundaries of the outline plan area in accordance with the Parks' Development Guidelines and Standard Specifications – Landscape Construction (current version). Finalized programming and detail design of the MR shall be determined through the landscape construction drawing review process.
41. Plant all public trees in compliance with the approved Public Landscaping Plan.
42. All mitigation measures and recommendations from the BIA must be adhered to throughout the development process.
43. Any damage to MR lands as a result of this development shall be restored at the developer's expense, to the satisfaction of Parks.
44. Any damage to boulevards or public trees as a result of this development shall be restored at the developer's expense, to the satisfaction of Parks.
45. No backsloping from private lots onto adjacent Municipal Reserve (MR) lands will be permitted.
46. Drainage from proposed lots onto adjacent Municipal Reserve (MR) lands will not be permitted unless otherwise approved by the Director, Parks and Director, Water Resources.
47. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
48. Until receipt of the Water Act approval by the applicant from Alberta Environment, the wetland(s) shall not be developed or disturbed in anyway and shall be protected in place.
49. Prior to any disturbance or 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

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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.

50. 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>
51. 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 applicable setback requirements, to the satisfaction of Parks.
52. 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.

53. 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 Landscape Construction Drawing (LCD) submission process with submitted LCD showing general conformance to Outline Plan landscape concepts.