

Proposed Outline Plan Conditions of Approval

These conditions relate to the approval of the Outline Plan (Recommendation 1) where Calgary Planning Commission is the Approving Authority. Attachment for Council's reference only.

The following Conditions of Approval shall apply:

Planning:

1. The existing buildings shall be removed prior to subdivision endorsement.
2. 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.
3. If the total area for Municipal Reserve dedication is over 10%, note that this is considered a voluntary Municipal Reserve contribution, and compensation in the order of \$1 for over dedication is deemed to be provided.
4. 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**.
5. The Developer shall submit a density phasing plan with each Tentative Plan submission, showing the proposed phasing within the Tentative Plan area and the projected number of dwelling units within each phase. It is noted that each Tentative Plan may not meet density requirements on its own, as density is calculated for the Outline Plan as a whole.
6. **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 new street name will need Council approval prior to endorsement of the legal plan.
7. **Upon submission of first tentative plan**, a Deferred Reserve Caveat shall be registered on title concurrent with the registration of the final instrument. The City of Calgary will claim an interest in accordance with MGA provision.
8. A portion of this site is within the 1:100 flood risk area. Development should be flood resilient to the 1:100 flood elevation defined by The City and Government of Alberta's joint 2015 inundation mapping study. See Part 3, Division 3 of the Land Use Bylaw (www.lub.calgary.ca) for related rules.

Development Engineering

9. **Prior to first tentative plan approval or first development permit approval**, a Memorandum of Understanding (MOU) for the Fullerton wetland, signed by all landowner's that this wetland touches, must be submitted and reviewed to the satisfaction of Development Engineering, Parks, and Water Resources. The Memorandum of Understanding (MOU) must:
 - a) Provide a statement that all landowners will share the responsibility regarding the wetland collaboratively and identify who will be responsible for the final Wetland Management Report.

- b) Provide detail of the responsibilities involved with the wetland.
 - c) Accommodate sufficient setback for the Fullerton wetland.
10. Execute and register on all affected titles a geotechnical covenant by way of caveat prohibiting the development of the lands, except in strict accordance with the accepted Geotechnical Report, prepared by prepared by McIntosh Lalani Engineering Ltd. (File No. ML 7777), dated June 8, 2017. A copy of the above noted report should be attached to the covenant as Schedule A. **Prior to endorsement of any affected linen**, contact the Development Engineering Generalist to initiate work on the covenant.
 11. Execute and register on all affected titles a covenant by way of caveat prohibiting the development of the lands, within the 6m setback of the floodway boundary. A copy of the above noted setback should be attached to the covenant as Schedule A. **Prior to endorsement of any affected linen**, contact the Development Engineering Generalist to initiate work on the covenant.
 12. 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. ML 7777), dated June 8, 2017.
 13. **Prior to the first tentative plan approval**, 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. This report is required since the Outline Plan indicates that major grading is proposed to take place.

If required, a Development and Geotechnical Covenant may be registered against the affected lots concurrent with the registration of the final instrument/prior to release of the development permit, prohibiting the development of the lots, except in strict accordance with the development restriction recommendations in the Slope Stability Report.

NOTE: The report is to include all retaining walls.
 14. **Prior to the first tentative plan approval**, submit an electronic version of a Pond 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.
 15. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
 16. This subject plan area is within the boundary of the Pine Valley drainage catchment and subject to stormwater volume control measures. Based on the Watershed Management Plan stormwater discharge is limited to 0.08 L/s/ha for 1:2 year, 0.27L/s/ha for 1:5 year, 1.05 L/s/ha for 1:100 year and average annual runoff volume is limited to 17mm. Low Impact Development and stormwater source control is recommended. The allowable discharge condition for both flow rate and runoff volume shall be as per the approved Hybrid Master Drainage Plan / Staged master Drainage Plan for the subject area.

17. **Prior to the first tentative plan approval**, submit the final water network/hydrants covering Creekstone (LOC2016-0344, LOC2016-0172), Creekview (LOC2017-0068), Creekrise (LOC2017-0102) to Water Resources. If you wish to discuss with water resources for potential tie-ins please contact 403-268-5697 to arrange a meeting.
18. **Prior to the first tentative plan approval**, submit an erosion protection plan to the satisfaction of Water Resources for any portion of Storm Pond A (including the berm) that is located within the 50 meter setback or the 200 year meander belt.
19. **Prior to the affected tentative plan approval or Development Permit approval**, Submit two (2) copies of Structural Design Drawings and cross-sections for the retaining wall(s) prepared by a qualified Structural Engineer under seal and permit to practice stamp to the satisfaction of the Chief Structures Engineer, Roads. The intent of the drawings is to show the feasibility of the proposed retaining wall(s) at the location(s) indicated.

Note: A maintenance easement will also be required with endorsement of affected tentative plan. If the retaining wall is not built by the developer at the time of the affected tentative plan, an instrument will be required on each title.
20. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit**, execute a Development Agreement. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
21. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit**, the Developer shall make payment to United Acquisition II Corp. for their share (on a per hectare basis) of the waterline constructed on 210 AV SW to service the subject lands - installed through Belmont Phase1 DA2017-0022.
22. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit**, the Developer shall make payment to 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.
23. 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.
24. 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 along and within the plan area.

- c) Install the underground utilities and construct the surface improvements in the east two lanes of the divided major, in Sheriff King St SW adjacent to the west boundary of the Land Use Amendment and Outline Plan.
 - d) 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.
 - e) Construct the MSR/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.
25. **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.

Transportation:

26. 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:
- At-grade intersection of Macleod Trail and 210 Avenue S
 - At-grade intersection of Macleod Trail and 194 Avenue S
 - 210 Avenue SE – four (2-2) paved lanes from Macleod Trail to Sheriff King Street
 - 194 Avenue SE – four (2-2) paved lanes from Macleod Trail to Sheriff King Street
 - Sheriff King Street – four (2-2) paved lanes from 210 Avenue to Stoney Trail

Prior to endorsement of the first Tentative Plan, the regional transportation network infrastructure must be “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:

- The ability to construct or provide a financial contribution for construction of the Regional Transportation Network infrastructure required to provide a connection to the Tentative Plan.
- The ability to construct or provide financial contribution for construction of a pedestrian / active modes system to service the Tentative Plan.

27. The developer shall contribute to the costs to upgrade the intersections of Macleod Trail S / 194 Avenue S and Macleod Trail / 210 Avenue S based on the transportation impact assessment recommendations for the west and east Macleod area. The cost sharing contribution is estimated at \$376,992 plus GST for the Outline Plan area. This estimate is determined from the number of single family lots, multi-family units (**based on Outline Plan maximums**) and square footage of commercial space in the Outline Plan area.

Prior to Endorsement of each Tentative Plan, a payment towards the total cost sharing contribution, estimated above, will be required. The payment will be specific to each tentative plan's mix of single family lots, multi-family units (based on Outline Plan maximums) and square footage of commercial space in the Tentative Plan area.

The details of this requirement are defined by the "West Macleod Global Transportation Impact Assessment" – Stantec, June 25, 2015 and Authentication Page stamped by Dale Lynch August 28, 2015. The purpose is to facilitate interim improvements at Macleod Trail & 194 Avenue SW and Macleod Trail & 210 Avenue SW to support development in the West Macleod area.

28. **In conjunction with the Applicable 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:
- 210 Avenue SW / Creekstone Drive SW
 - Sheriff King Street SW / Creekview Drive SW
29. **In conjunction with the Initial Tentative Plan**, the Developer shall dedicate and construct the boundary half of Sheriff King Street SW (36 m Arterial Street) along the west boundary of the Outline Plan, from the north boundary of the Outline Plan to Creekview Drive SW, inclusive. Sheriff King Street SW and ancillary works to support the roadway shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.
30. **In conjunction with the Applicable Tentative Plan**, the Developer shall dedicate and construct the boundary half of Pine Creek Road SW along the central boundary of the Outline Plan, from the north boundary of the Outline Plan to north boundary of the M-X1 lot on Creekview Drive SW. Pine Creek Road SW and ancillary works to support the roadway shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.
31. **In conjunction with the Tentative Plan**, functional-level plans shall be submitted as a component of the Tentative Plan submission package to the satisfaction of Transportation Planning and Roads, for the staged development arterial and collector standard roadways, inclusive of the staged development of the at-grade intersections and future grade separation, where applicable and to the satisfaction of the Director, Transportation Planning.
32. **Prior to endorsement of the first affected Tentative Plan**, detailed engineering drawings and turning templates shall be submitted and approved by Directors, Roads and Transportation Planning for:
- Sheriff King Street SW between 210 Avenue and its south limit.

All intersections on Sheriff King Street SW, Creekview Drive SW and Creekview Street SW shall be designed to appropriate City standards, complete with appropriate corner cuts, channelization, tapers, etc. as required and to the satisfaction of Roads.

33. **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 roadways within the plan area, as well as boundary roads. Construction drawing review may require changes to proposed right-of-way to meet the approved design.
34. **Prior to affected Tentative Plan** - Submit scaled (1:500) drawings showing the geometry and vehicle templating of all proposed roundabouts. All roundabouts shall be designed and constructed to the satisfaction of the Director, Calgary Roads.
35. 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;
 - 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;
 - 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; and
 - f) No driveway accesses are permitted within the functional area of roundabouts.
 - g) Detailed design confirmation that issues with the Foothills County and adjacent plan areas can be addressed.
36. **In conjunction with the affected Tentative Plan**, the developer is responsible to construct the full width of Sheriff King Street SW. Cost sharing/reimbursement/endeavours to assist to be discussed with Transportation Planning.
37. Construction cost/obligations for all roads adjacent to the outline plan area to be confirmed with Transportation Planning, prior to the first Tentative Plan. The Developer shall enter into an agreement as required.
38. All roads and intersections shall be designed to Calgary Complete Street Guideline standards, constructed at the expense of the Developer, and to the satisfaction of Directors, Roads and Transportation Planning.

39. **In conjunction with the applicable Tentative Plan or Development Permit**, accesses for multi-family sites and commercial sites shall be designed to the satisfaction of the Director, Transportation Planning.
40. **In conjunction with the construction of the street network for this development**, transit stops shall be provided to the satisfaction of the Director, Calgary Transit.
41. **Prior to the release of any permits or Permissions to Construct**, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
42. **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.
43. **In conjunction with the applicable Tentative Plan or Development Permit**, all community entrance features must be located on a private site.
44. The intersection of Creekstone DR SW / Creekview Street SW / Creekview Drive SW shall be designed to generally conform to Primary Collector Street standards as outlined in the Sheriff King Street Functional Alignment Study.
45. Graveled and oiled turnarounds are required for all temporary dead-end streets. Post and cable fence is required where the temporary turnaround is anticipated to be required for a period greater than 1 year.
46. 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, Transit and the Director, Transportation Planning.
47. **At tentative plan / subdivision stage**, all parcels that are adjacent to the 25.00m bus zone shall have caveats registered on title informing of the adjacent bus zone. Where any parcel is adjacent to the 9.0m bus pad to be constructed at each zone, the caveat shall further prohibit the construction of a driveway or any other site access across the bus pad.
48. A 36.0 metre of ROW is to be preserved for Sheriff King Street SW.
49. **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 Creekview Street SW into adjacent lands currently in the Foothills County. Signage shall be designed and located to the satisfaction of the Director of Transportation Planning and the Director of Roads. All work associated with the supply and installation of the signage will be at the Developer's expense.
50. **In conjunction with the Applicable Tentative Plan**, the Developer shall register road plans for Collector and Arterial standard roadways within the subject lands to the satisfaction of the Director, Transportation Planning that provides continuous active modes and vehicle routing through the community.

The continuous collector road network is required to ensure that efficient Transit routing through the plan area can be accommodated. Additional points of access will be required as necessary based on proposed unit counts to ensure residents will have the appropriate number of routes into and out of the area, in the event of emergency or road closures, and the ensure availability of capacity at the plan area access points.

51. **In conjunction with the applicable Tentative Plan**, all roads and intersections within the plan area shall be located, designed, constructed and dedicated at the Developer's sole expense, subject to normal oversize and boundary cost recoveries, to the satisfaction of the Director, Transportation Planning.
52. **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.
53. **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.
54. 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).
55. No direct vehicular access shall be permitted to or from Sheriff King Street SW (except for one (1) lane access), Creekview Drive SW (except for one (1) elementary school driveway access) and Creekview Street SW. Restrictive covenants shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
56. For R-G and R-Gm 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. The lots along Creekrise Mount are exempt from this Condition as a lane is not feasible.**
57. All residential parcels along the existing or proposed alignments of Sheriff King Street SW abutting a lane shall only have direct vehicle access from the lane (no front driveways or front garages), and a restrictive covenant be registered against the titles of those parcels to that effect **concurrent to the applicable Tentative Plan.**

58. In conjunction with the applicable Tentative Plan, no direct vehicular access shall be permitted to roadways for all residential lots that have lane access. Vehicular access shall be provided via rear lanes. 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.
59. In order to minimize impact to pedestrian and the public realm, curb cuts shall not be permitted on residential streets with rolled curb and monolithic sidewalk. 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.
60. No direct vehicular access shall be permitted to residential streets containing a regional pathway within the boulevard. 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.
61. **In conjunction with the applicable Tentative Plan or Development Permit**, all noise attenuation features (noise walls, berms, etc.), screening fence, and ancillary facilities required in support of the development shall be constructed entirely within the development boundary (location of noise walls, berms, screening fence, etc) and associated ancillary works shall not infringe onto the road right-of-ways. Noise attenuation features and screening fences shall be designed and constructed at the Developer's sole expense.
62. **In conjunction with the applicable Tentative Plan**, collector standard roads (and below) shall be built to their full width to the satisfaction of the Director, Transportation Planning.
63. **Prior to approval of construction drawings and permission to construct surface improvements**, the Developer shall provide signed copies of back sloping agreements for any back sloping that is to take place on adjacent lands.
64. No direct vehicular access shall be permitted to crosswalk/wheel chair ramp locations for any proposed T intersections.
65. Any front drive access shall avoid wheelchair ramps and crosswalks.
66. Access for R-Gm sites shall be designed to the satisfaction of the Director, Transportation Planning.
67. Mid-block Crossings:
- 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 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.

68. **Prior to affected Tentative Plan** - Show pond access road.
69. **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.
70. In conjunction with the applicable Tentative Plan, curb extensions to be designed and constructed at the Developer's sole expense. Curb extensions are required at the following locations:
 - At all mid-block crossings, including those of residential streets
71. **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.
72. 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.
73. In conjunction with the applicable tentative Plan, the Developer shall work with The City to confirm plans to extend Sheriff King ST SW south, as it relates to work within the Outline Plan boundary. In the event that the Sheriff King St SW is extended south of the plan area prior to the approval of the affected tentative plan, the Developer will work with the City to facilitate the creek crossing within the boundaries of the Outline Plan.

Parks:

74. **Prior to approval of the affected Tentative Plan**, provide a Habitat Restoration Plan (Landscape Construction Drawing) for the Class IV Semi-Permanent Marsh (Fullerton Wetland), with cross-sections between the R-G and M-X1 lots that interface with the Fullerton Wetland showing the mechanisms to capture private back lot drainage. Submit this Plan to the Parks Coordinator – Development, Nathan Grimson, at 403.681.2718 or nathan.grimson@calgary.ca.
75. **Prior to approval of the affected Tentative Plan**, where residential lots encroach into the slope modifier, top/toe of slope provide plans and cross-sections showing no encroachments into ER (during construction) and how grades will be matched at the boundary of the ER, etc.) Submit this Plan to the Parks CPAG Generalist.
76. **Prior to approval of the affected Tentative Plan**, provide a Habitat Restoration Plan (Landscape Construction Drawing) for any areas adjacent to the proposed stormwater pond that are disturbed including a cross-section between the stormwater pond and ER interface. Submit this Plan the Parks Coordinator – Development, Nathan Grimson, at 403.681.2718 or nathan.grimson@calgary.ca.

77. All proposed Pathways - Regional/Local Pathways, Green Corridors and Trails are to comply with the Calgary Parks (*current edition*), *Development Guidelines and Standard Specifications: Landscape Construction*. Pathway locations are to be field fit and coordinated with Parks Pathways – contact Vlair Allan (403) 808-3743 or Vlair.Allan@calgary.ca and Parks Urban Conservation – contact Dave Hayman (403) 268-1588 or Dave.Hayman@calgary.ca and are to be located outside the slope stability setback line (where possible) with only trails within ER extents.
78. **Prior to the approval of the affected tentative plan**, provide additional details and cross-sections for Calgary Park's review showing specific treatments of residential back of lot drainage and the mechanisms to control stormwater into ER extents as this is dependent on the slope of the back yards.
79. **Prior to endorsement of the affected Tentative Plan**, provide a Wetland Management Report for the Class IV Semi-Permanent Marsh (Fullerton Wetland) for Calgary Parks review and approval.
80. All proposed parks (MR/ER) are to comply with the Calgary Parks (*current edition*), *Development Guidelines and Standard Specifications: Landscape Construction*.
81. Calgary Parks does not support point source drainage directed towards MR/MSR or ER extents. All drainage and storm related infrastructure catering to private property shall be entirely clear of MR/ER/MSR areas.
82. All stormwater related infrastructure is to be located within PUL extents.
83. **Prior to the approval of the affected tentative plan**, finalized Landscape Concept Plans for all MR/MSR and ER sites shall be submitted for Parks' review and approval.
84. **Prior to Endorsement of the tentative plan**, Landscape Construction Drawings that are reflective of the subject Tentative Plan for the proposed Municipal Reserve lands and ER disturbances, the Class IV wetland partial removal and reconstruction are to be submitted to the Parks Development Coordinator, Nathan Grimson at (403) 403.681.2781 or Nathan.Grimson@calgary.ca for review and approval prior to construction.
85. Prior to Stripping and Grading, provide cross-sections between development parcels and the existing trees to be retained within ER extents to ensure adequate protection.
86. Any development or grading related to permanent disturbance which results from storm water infrastructure within lands designated as environmental reserve, requires approval from the Director of Parks.
87. With the submission of Landscape Construction Drawings, the developer shall include a detailed Habitat Restoration Plan including a maintenance schedule for each Environmental Reserve proposed to be affected by any construction (including but not limited to disturbances for construction of any stormwater outfalls and stormwater ponds) The Plan should indicate how it will be rehabilitated and restored. The restored area(s) shall be maintained by the developer until it is established and approved by Parks prior to Final Acceptance Certificate.

88. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
89. All proposed backsloping in ER extents is to be reviewed and approved by Calgary Parks.
90. **Prior to stripping and grading or tentative plan approval (whichever comes first)**, submit conceptual engineering & landscape drawings (including backsloping extents and mitigation measures) for the proposed stormwater pond to both Development Engineering and Calgary Parks for review and approval. Detailed engineering of the stormwater pond will be reviewed at the subdivision stage.
91. Plant all public trees in compliance with the approved Public Landscaping Plan.
92. No point source drainage allowed to ER unless approved by Calgary Parks.
93. Throughout the development process, adhere to the mitigation measures as outlined in the final version of the Creekview Biophysical Impact Assessment as prepared by Stantec Consulting Inc.
94. A restrictive covenant shall be registered against the titles of Portions of Section 10 TWP. 22 RGE. 1 W5M prohibiting construction, erection or placement of any building or structure within 18 metres of the top of the escarpment (Setback Area) as determined by the Subdivision Authority and providing that the owners of the Servient Tenement shall not permit, construct, erect, place or allow to remain within the Setback Area any building or structure except surface parking lots, roadways or sidewalks which may be allowable at the discretion of the Approving Authority. The Restrictive Covenant shall be registered **concurrent with the registration of the final instrument**.

Where the Approving Authority allows surface parking lots, roadways or sidewalks within the 18 metre setback, the Developer shall rehabilitate and replant the lands within the balance of the Setback Area with appropriate vegetation to the satisfaction of the Parks Department.
95. The developer shall install and maintain a temporary construction fence on the private property line with the adjacent Environmental Reserve to protect public lands **prior to the commencement of any stripping and grading related to the site** and during all phases of construction. Contact the Parks Development Inspector Rob May (403) 804-9417 or Robert.May@calgary.ca) to approve the location of the fencing prior to its installation.
96. **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.
97. **Prior to the approval of the affected tentative plan**, the playfield and building envelope parcels within MSR lands shall be consolidated.
98. **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.

99. **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.
100. **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.
101. 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 AEP - Alberta Environment and Parks, for the proposed wetland disturbance.
102. Until receipt of the *Water Act* approval by the applicant from AEP - Alberta Environment and Parks, the wetland(s) affected by the development boundaries shall not be developed or disturbed in anyway and shall be protected in place.
103. The developer shall submit detailed Engineering Construction Drawings and Landscape Construction Drawings for the proposed stormwater pond to both Development Engineering and Calgary Parks for review.
104. 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.
105. No disturbance of Environmental Reserve lands is permitted without written permission from the Parks Generalist for this area. The Parks Generalist (listed above) can be reached at 403-268-5635.
106. The developer shall restore, to a natural state, any portions of the environmental reserve lands 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.
107. **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.