

Approved 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 & Subdivision Services:

1. Street naming application SN2020-0007 will need to go to the same CPC & Council meeting as the land use/outline plan and will need to be approved prior to approval of a subdivision application.
2. The proposal as submitted has an over-dedication of roadways/public utilities. The developer has the option to either re-design the subdivision to eliminate the over-dedication of public roadways/public utilities, or proceed with the processing of this plan on the understanding that compensation for said over-dedication be deemed to be \$1.00.
3. A Homeowner's or Resident's Association shall be formed and the Developer shall be required to enter into a separate agreement with this Association for the development, financial and maintenance responsibility for the reflecting pond elements such as (but not limited to): cantilevered grades seating platform, cantilevered walkway bridge and waterfall, shelter/shade pavilion/bandshell, stage, non-standard surface treatments etc. with said agreement to be registered **concurrent with the registration of the final instrument**. The Developer shall submit said agreement for review to the satisfaction of Community Planning and the City Solicitor.

Development Engineering:

4. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Pre-Grading Slope Stability Report, Upper Greenwich Calgary Alberta, prepared by McIntosh Lalani Engineering Ltd. (File No. ML 9194), dated July 29, 2020.
 - Preliminary Geotechnical Evaluation, Proposed Residential Subdivision Portion of NW1/4 33-024-02-01 W5M, 16 Avenue and Stoney Trail NW, Calgary, Alberta, prepared by EBB, A Tetra Tech Company, dated July 2011 (EBA File: C12101358)

Note: Through a 3rd Party Slope Stability Review and following discussions, the parcels are not permitted to develop any structures north of the Development Setback Line on the Outline Plan – in addition to restrictions recommended in the above reports.
5. **Prior to approval of the affected tentative plan(s) and/or development permit(s)**, 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 Pre- Grading Slope Stability Report.

Provide the following documentation to the Development Engineering Generalist to initiate work on the agreement:

- a. One (1) copy of the current Certificate of Title, and
- b. One (1) copy of a Corporate Search
- c. One (1) copy of a legal survey plan indicating the geotechnical stability setback line if required.

NOTE: Development setbacks are applicable. A restrictive covenant for all lots on back of setback line shall be implemented.

6. The developer must develop and use this site in accordance with the Development and Geotechnical Covenant that is registered on title by way of caveat.
7. **Prior to approval of the first tentative plan and/or development permit**, a Deep Fills Report is required by a qualified Geotechnical Engineer under seal and permit to practice stamp to the satisfaction of the Geotechnical Engineer, Roads. The report is to identify lots to be developed on fills in excess of 2.0m above original elevations within the Plan area. The report must also state whether the lots to be developed on these fills will require any specific development restrictions.

OR

If the proposed development will not have any fills in excess of 2.0m, submit a letter to that effect signed and sealed by a professional Geotechnical Engineer.

8. **Prior to approval of the affected tentative plan(s) and/or development permit(s)**, a slope stability report is required for post development condition.
9. **Prior to approval of the affected tentative plan(s) and/or development permit(s)**, a slope stability assessment report is required for each lot along the north property line adjacent to the site slope.
NOTE: Once the building location has been set, the geotechnical consultant is to confirm the slope stability analysis and setback limits are still valid and the stability analysis and results still comply with all the requirements of the City of Calgary guidelines for slope stability.
110. **Prior to approval of all tentative plans and all development permits**, the overall unit count will be reviewed to ensure Fire access is satisfied. Access to the site is sufficient for up to 100 units with the extension of Bowfort Rd NW and up to 600 units with the extension of Bowfort Rd NW and the emergency access from Stoney Trail. At the point in the development when the number of residential units proposed reaches 601 or more, a second public access street will need to be constructed to the satisfaction of Development Engineering.
NOTE: Consultation with neighbouring landowners may be required to ensure the second public access connects to an operational city road.
11. **Concurrent with the registration of the final instrument**, execute and register, on the M-2 parcel directly east of the storm pond, a blanket easement. The blanket easement will ensure connection from Greenwich Drive NW to the Public Access Street on the parcel to the east (SB2018-0335). This connection is required to meet Fire access standards, and will require to be within an access easement. The blanket easement can be discharged when a Development

Permit is approved on this M-2 site and satisfies the above requirements to the satisfaction of Development Engineering.

12. **Prior to approval of the affected tentative plan(s) and/or development permit(s)**, the applicant shall provide confirmation that the remedial work and recommendations outlined in the report titled: *“Addendum to 2006 Remedial Action Plan and Data Gap Analysis, Portion of NW1/4 33-024-02 W5M Calgary, Alberta”*. (Wood, 2019), have been undertaken.

All information submitted will be reviewed to the satisfaction of The City of Calgary (Environmental and Safety Management).

13. **Prior to approval of the affected tentative plan**, provide confirmation from Water Resources on the approved operations of the reflecting pool. A maintenance agreement shall be determined and appropriate signage demonstrated on the subdivision construction drawings in regards to seasonal access for the skating pond. The maintenance agreement with the City will need to include the portions of the community-maintained stormwater recirculation system located on public land. Stormwater quality is variable and uncontrolled, therefore its use is entirely at the risk of the facility owner.
14. **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.
15. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
16. **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.
17. 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.
18. **Prior to release of the Development Permit or Prior to Endorsement of the final instrument**, make satisfactory cost sharing arrangements with Crestmont Development Inc. for full cost of the existing water main installed by Crestmont in the TUC, as part of their Crestmont, Phase 1, 1999-047 Development Agreement, along the west boundary of the plan area.
19. The developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to enter into an agreement to:

- a) Install the offsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these offsite improvements.
- b) Construct the underground utilities and surface improvements within and along the boundary of the plan area.
- c) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required along the boundaries of the plan area.
- e) 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.
- f) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.

Transportation:

20. **In conjunction with each Tentative Plan or Development Permit**, a technical memorandum will be required to the satisfaction of Director, Transportation Planning. The memorandum will outline the proposed phases' unit / square footage numbers, trip generation, and required regional and local roadway network to demonstrate and confirm the capacity that is available on the regional and local road network and recommend infrastructure improvements where required. It is also, to ensure all travel modes are accommodated in a contiguous and consistent manner.

The regional transportation infrastructure necessary to service this development may include:

- Interchange improvements at Trans-Canada Highway / Stoney Trail.

21. **In conjunction with each Tentative Plan**, functional-level plans shall be submitted as a component of the Tentative Plan submission package to the satisfaction of the Director of Transportation Planning. The package shall include staged development of local arterial, neighbourhood boulevard and collector standard roadways, inclusive of the staged development of at-grade intersections, where applicable. Additional road Right-of-way may be required to accommodate transitions and local widenings at intersections.

The above improvements and ancillary works to support the roadway shall be designed and constructed at the Developer's expense, subject to normal oversize, endeavours to assist and boundary cost recoveries.

22. **In conjunction with the Initial Tentative Plan**, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning along the entire north boundary of the Outline Plan to facilitate the ultimate Right-of-Way requirement of Greenwich Drive NW as per the Outline Plan cross section.

23. **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 the grades and site lines are compatible to install bus zones; and
 - Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.
24. **In conjunction with the applicable Tentative Plan**, 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).
25. **In conjunction with the applicable Tentative Plan**, no direct vehicular access shall be permitted to Bowfort Road NW and Greenwich Drive NW containing a multi-use 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.
26. 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.
27. **In conjunction with the applicable tentative plans** and prior to construction permission, the Developer shall provide signage within the road right-of-way or on city public land at the terminus of roads that are intended to continue with future planning. Signage shall be designed and located to the satisfaction of the Director of Transportation Planning. All work associated with the supply and installation of the signage will be at the Developer's expense.
28. **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.
29. **In conjunction with each Tentative Plan**, the Developer shall register road plans for Collector 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 with at least two points of public access around the Tentative Plan boundary to the arterial road network.
- The continuous collector road network is required to ensure that efficient Transit routing through the plan area can be accommodated, while the tow points of access to the plan area ensures residents will have two 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.
30. **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.

31. **In conjunction with the applicable Tentative Plan**, all roads and intersections within the plan area shall be located, designed, and constructed at the Developer's sole expense to the satisfaction of the Director, Transportation Planning.
32. **In conjunction with the applicable Tentative Plan or Development Permit**, access to multi-family and commercial sites shall be located and designed to the satisfaction of the Director, Transportation Planning.
33. **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 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.
34. **In conjunction with the applicable Tentative Plan or Development Permit**, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance
35. **In conjunction with the applicable Tentative Plan or Development Permit**, all community entrance features must be located outside the public right-of-way.
36. **In conjunction with the applicable Tentative Plan**, prior to approval of construction drawings and permission to construct surface improvements, the Developer shall provide signed copies of back sloping agreements (and Ministerial Consent, if applicable) for any back sloping that is to take place on adjacent lands.
37. **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. Pedestrian-actuated crossing signals shall be considered to the satisfaction of the Director, Transportation Planning:
 - at mid-block crossings on Collector roads at the regional pathway;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, and is required to submit payment in support of the proposed Tentative Plan applications.
38. **In conjunction with the applicable Tentative Plan or Development Permit**, a noise attenuation study is required for residential development adjacent to all Arterial standard and higher streets, certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Transportation Development Services for approval. Note that where sound attenuation is not required adjacent to an Arterial or higher standard streets, a uniform screening fence shall be provided to the satisfaction of the Director, Transportation Planning.

39. **In conjunction with the applicable Tentative Plan or Development Permit**, 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 into the road right-of-way).
40. **In conjunction with the applicable Tentative Plan**, the Developer shall amend the plans to remove the non-standard surface elements along One-way Couplet roads from within the City right-of-way, and use approved elements- Broom finished, stamped or lightly sandblasted concrete (colored concrete is accepted), with tooled or saw cut joints.

OR

Submit product sample(s), manufacturer's information and detailed drawings (stamped and signed by a qualified structural engineer) for the applicant requested non-standard surface element(s) located in the road right-of-way to the Materials and Research Engineer, Roads at (403) 268-4935, for review and acceptance. Roads department will determine if the element(s) are suitable and safe for the intended usage. **If accepted**, the applicant will be required to execute and register a Perpetual Maintenance Agreement on the development site's land title(s) and agree to maintain the non-standard surface element(s) in perpetuity.

41. Provide an Engineering stamped and authenticated plan for the intersections (with proposed road marking and signage) where the cycle paths meet/are accessed listed below:
1. Greenwich Park and Greenwich Drive
 2. Greenwich Park and lane connection
 3. Greenwich Green and Greenwich Drive
 4. Greenwich Green and lane connection
 5. Greenwich Common and Greenwich Drive (roundabout)
 6. Greenwich Common and lane connection
 7. Greenwich Heath and Greenwich Drive (roundabout)
 8. Greenwich Heath and lane connection

42. Emergency Access from Stoney Trail:

This access will be required to be constructed and operational when either the unit count requires it or when the adjoining portion of Greenwich Drive NW is being subdivided and constructed.

In conjunction with the applicable tentative plan, the Developer is to:

- provide formal confirmation of the location and design of the proposed emergency access from Alberta Transportation if it has not yet been built
- design and construct remaining portions of the proposed emergency access to connect from Stoney Trail to Greenwich Drive NW to the satisfaction of the Director, Transportation Planning.

43. No front driveways will be permitted for lots along Greenwich Green and Greenwich Park NW that have lane access. Restrictive covenants shall be registered against the subject lots **concurrent with registration** of the affected Tentative Plan.
44. **In conjunction with the applicable Tentative Plan or Development Permit**, the developer is to provide directional curb extensions with wheelchair ramps wherever parking is present to delineate parking area and ensure pedestrian safety.
45. **In conjunction with the applicable Tentative Plan**, applicant to provide turning templates indicating that the intersection of Greenwich Green and Greenwich Park on Greenwich DR will operate safely. Signage and parking restrictions to be further evaluated to minimize potential conflicts.
46. **In conjunction with the applicable Tentative Plan**, the Developer shall, in coordination with the City of Calgary, connect the development to the Stoney Trail overpass. Design and Construction of the Stoney Trail overpass will be completed by the City of Calgary. Through the Design and Construction process, The City of Calgary will coordinate with the Developer to finalize interface with the development.
47. The Transportation and Utility Corridor (TUC) must be permanently and prominently signed in accordance with Council's policy and must be indicated on the land use sign for the area.
48. The Transportation and Utility Corridor (TUC) must be screened from a 4.0 metre height above the road, using a line of sight drawn 1.5 metres above the main floor balcony of the adjacent residential lands. The developer is responsible to provide visual screening using berms, fencing, etc. during the construction of the subdivision. Any screening that is required in the future must be accommodated by the current design. Any proposed back-sloping or surface disturbance of TUC lands requires Ministerial Consent from the Province of Alberta. Ministerial consent must be acquired prior to approval of Tentative Plans.

Parks:

49. A Restrictive Covenant shall be registered against the lands prohibiting the construction, erection or placement of any building or structure within 18 meters of the top of the escarpment (Setback Area) as determined by the Calgary Planning Commission or the Subdivision Authority of the City of Calgary and providing that the owner of the Servient Tenement shall not permit, construct, erect, place or allow to remain within the Setback Area any building or structure except decks, patios, balconies and bay windows which shall not extend more than 1.5 meters in the Setback Area if construction at any level other than at grade level of the Setback Area.
50. The following Bowness ARP policies apply to the development:
 - a. Major natural areas, including the banks of the Bow River and adjacent escarpments within the community should be protected, rehabilitated or re-established to support the natural landscape and ecosystem. (Section 3.3 - 1 – Page 11)

- b. The owners of privately held land (Map 3) that has been identified as natural habitats in the Calgary Parks & Recreation Natural Areas Management Plan, the Calgary River Valleys Plan or the Urban Parks Master Plan should be encouraged to preserve and protect those lands. Publicly owned lands that are disturbed should be rehabilitated. Management of the City owned land should follow the guidelines of the Natural Areas Management Plan. (Section 3.3 - 3 – Page 12).
- c. Any new development or redevelopment adjacent to an existing escarpment (for example, development above the 33 Avenue escarpment) should provide the 60 foot (18 metre) development setback from the top of the escarpment, or a slope stability setback line as determined by a qualified engineering consultant and approved by the City, whichever setback is greater. The setback area should apply to parking areas as well as buildings. Appropriate measures should be employed by the applicant to prevent erosion or seepage impacts on slope stability, to the satisfaction of the Approving Authority. (Section 3.3 4 – Page 12).
51. All proposed Parks (MR/ER), Regional and Local Pathways and Trails are to comply with the Calgary Parks *Development Guidelines and Standard Specifications: Landscape Construction* (current edition).
52. All proposed Multi-Use Pathways are to comply with City of Calgary specifications in terms of width and material.
53. **Prior to endorsement of the Tentative Plan**, Landscape Maintenance Agreements or Optional Amenity Agreements and endowment funds will be required for all non-standard Park items such as (but not limited to): stepped access, outdoor fitness stations, splash pad/civic fountain, picnic pavilion and pickleball court, etc. Contact Calgary Park's Contract Coordinator Shirley Bibo at (403) 200-6779 or Shriley.Bibo@calgary.ca
54. During Engineering Construction Design for the proposed Road Cross-sections:
- All shallow utilities alignments, including the street light cable, shall be setback a minimum of 1.5m from the street tree alignment in accordance with Section 4.1.3 of Parks Development Guidelines and Standard Specifications (DGSS).
 - All public trees require a minimum of 1.0m setback from hard surfaces on all sides.
 - Label MR on the appropriate Cross-sections and remove above ground pedestals.
 - Provide road tree planting details for 11.2 metre custom one-way couplet to ensure viability of proposed trees. If these are not viable, they are to be removed from the design.
- No below ground utilities or above ground utility pedestals are permitted within MR or ER extents. This applies to all road cross sections that are adjacent to MR.
55. MR – Municipal Reserve is to be dedicated dedication in the amount of 10% of the developable land as per Section 666 of the Municipal Government Act (MGA). ER is to be provided as per Section 664 of the MGA.

56. With the submission of Landscape Construction Drawings, the developer shall include a detailed Restoration Plan including a maintenance schedule for each Environmental Reserve proposed to be affected by any construction. 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.
57. The developer shall minimize stripping and grading within the Environmental Reserve. Any proposed disturbance within the ER, including that for roadways, utilities, and storm water management infrastructure, shall be approved by Calgary Parks **prior to stripping and grading**.
- 58.. 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 Jacqueline Swartz - Jacqueline.Swartz@calgary.ca (403) 620-3216 for an inspection to approve the location of the fencing prior to its installation.
59. Rehabilitate all portions of the 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.
60. No disturbance of ER lands is permitted without written permission from the CPAG Parks Generalist for this area.
61. The developer shall restore, to a natural state, any portions of the ER 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.
62. **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.
63. 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.
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. **Prior to endorsement of the tentative plan**, Landscape Construction Drawings that are reflective of the subject Tentative Plan for the proposed Municipal Reserve lands are to be submitted to the Calgary Parks Coordinator - Development, please contact Nathan Grimson 403.681.2718 or nathan.grimson@calgary.ca for review and approval prior to construction.
66. **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.

67. **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.
68. The developer shall submit a detailed Restoration Plan including a maintenance schedule for each Environmental Reserve proposed to be impacted by any construction. 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.
69. The developer shall ensure the boundaries of the Environmental Reserve are surveyed. An onsite meeting shall be arranged to ensure the boundaries are approved by Parks. This meeting should be coordinated through the Parks CPAG Generalist.

APPROVED BY CIC