

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:

1. 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.
2. 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.
3. 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.
4. The developer shall submit a density phasing plan with each Tentative Plan submission, indicating the intended phasing of Subdivision within the Outline Plan area and the projected number of dwelling units within each phase and demonstrating compliance with minimum required densities in accordance with the Area Structure Plan. 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.
5. All development must conform to all requirements of the City, due to the proximity to the freight railway corridor, at the time of development.
6. Development that are within the Rail Proximity Envelope (Envelope) must conform to the requirements of the Development Next to Freight Rail Corridors Policy.

Development Engineering:

7. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Geotechnical Report "Pine Valley Outline Plan – Stage 3, prepared by McIntosh Lalani Engineering Ltd. (File No ML8078), dated March 9, 2017.
 - Confirmation of Post-Development Slope Stability, prepared by McIntosh Lalani Engineering Ltd. (File No. ML 8078), dated January 9, 2018.
 - Hydrogeotechnical Report, prepared by Waterline Resources Inc. (File No. 2655-16-001), dated November 30, 2017.
8. Execute and register on all affected title(s) a geotechnical covenant by way of caveat prohibiting the development of the lands, except in strict accordance with the accepted "*Geotechnical Report*" & "*Confirmation of Post-Development Slope Stability*" reports, prepared by McIntosh Lalani Engineering Ltd. (File No. ML 8078), dated March 9, 2017 & January 9, 2018 (respectively). A copy of the above noted report should be attached to the covenant as Schedule A. At the tentative plan stage and **prior to endorsement of**

the linen, contact the Development Engineering Generalist to initiate work on the covenant.

9. **Prior to the affected tentative plan**, for the multifamily sites, 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.

A Development and Geotechnical Covenant must be registered against the affected lot(s) **concurrent with the registration of the final instrument/prior to release of the development permit**, prohibiting the development of the lot(s), except in strict accordance with the development restriction recommendations in the Slope Stability Report.

10. **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.
11. **Prior to the first tentative plan approval**, a preliminary water network/hydrants design that aligns with the revised layout must be submitted to Water Resources for review and comment. The site is within the Glenmore pressure zone. It will be serviced from feedermain (already installed) and proposed 400mm water main along 210 AV SE.

If further information required, please contact Water Resources for potential tie-ins at 403-268-5605.
12. **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.
13. **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 debbie.meili@calgary.ca.
14. Lots that back onto the floodway line must adhere to the 6m building setback from floodway (includes fences, decks, sheds).
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 Creek/ WID 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.
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. 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 along the boundaries of the plan area.
 - c. 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.
 - d. Construct a wood screening fence, chain link fence, or sound attenuation fence, whichever may be required, inside the property line of the residential lots along the boundaries of the plan area.
 - 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.

Transportation:

19. 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:
 - 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 Sherriff King Street
 - Sherriff 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.

20. **Prior to endorsement of each Tentative Plan**, the developer shall contribute to the costs to upgrade the intersections of Macleod Trail / 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 for the units within this application is estimated at \$19,120 and will be confirmed during Tentative Plan applications. The 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 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 & 194th Avenue SW and Macleod Trail & 210 Avenue SW to support development in the West Macleod area.

21. **In conjunction with the applicable Tentative Plan and Development Permit**, further transportation analysis (TIA) may be required to the satisfaction of the Director, Transportation Planning to confirm that the application can be supported by infrastructure in-place at that time. Offsite requirements to connect roadways within the plan area to the transportation system may be required and will be determined at each tentative plan. Further Transportation Analysis may be required.

22. **In conjunction with the applicable 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(s) can be accommodated, while the two points of access to the plan area(s) ensures residents will have two routes into and out of the area, in the event of emergencies or road closures, and to ensure availability of capacity at the plan area access points.

23. **Prior to endorsement of the affected Tentative Plan**, detailed engineering drawings and turning templates shall be submitted and approved by Directors, Roads and Transportation Planning for:
- All remaining intersections and roads within the Plan area and boundary roads where appropriate.

Due to timing, some of the above noted work may have been done by others and those conditions will be waived.

Construction Drawing review may require changes to proposed ROW to meet the approved design.

24. All roads and intersections shall be located, designed and constructed at the expense of the Developer to the satisfaction of the Director, Transportation Planning.
25. **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.
26. **Prior to the release of any permits or Permissions to Construct**, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
27. **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.
28. All community entrance features must be located outside of the public right-of-way.
29. No direct vehicular access shall be permitted to or from 210 Avenue and a restrictive covenant shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
30. 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).
31. **Prior to approval of Construction Drawings and Permissions to Construct Surface improvements**, the developer shall provide signed copies of backsloping agreements for any backsloping that is to take place on adjacent lands (owned privately or owned by the City).
32. **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 210 Avenue. Cross-sections shall indicate and provide dimensions for any proposed road widening.
33. **Prior to approval of the applicable Tentative Plan**, a noise attenuation study for the development adjacent to 210 Avenue SW, certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Transportation Planning for approval. Note that where sound attenuation is not required adjacent to Arterial and Skeletal roadways, a uniform screening fence shall be provided, in accordance with the 2014 Design Guidelines for Subdivision Servicing.

34. **Prior to approval of the applicable Tentative Plan**, the developer shall confirm appropriate fencing along freight railway right of way property line to the satisfaction of the Director, Transportation Planning.
35. 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 designed in accordance with City standards to accommodate a transit bus. 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.
36. **Prior to tentative plan approval and approval of any development permits** in the plan area, the total number of units will be verified. The maximum number of units supported by the proposed access configuration is 238 units.

Units in excess of 238 will require an additional public access to be located and designed to the satisfaction of the Director, Transportation Planning.

Parks:

37. Municipal Reserve (MR) and Environment Reserve (ER) are to remain as previously approved under LOC2017-0102.
38. **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. This meeting should be coordinated through the Parks CPAG Generalist listed above.
39. 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.
40. 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**.
41. 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 Robert May – Robert.May@calgary.ca (Office 403-268-1348 or Mobile 403-804-9417) to approve the location of the fencing prior to its installation.
42. **Prior to approval of the related Stripping and Grading Permit or Engineering Construction Drawings**, whichever submitted first, the developer shall install

Environmental Reserve (ER) protection measures around the ravines/Environmentally Significant Areas to be retained in order to prevent excessive overland drainage and siltation onto said areas during all phases of construction, in accordance with The City's "Guidelines for Erosion and Sediment Control", to the satisfaction of the Manager of Urban Development and the Director of Calgary Parks. Contact the Parks Development Inspector Robert May – Robert.May@calgary.ca (Office 403-268-1348 or Mobile 403-804-9417) to approve the location prior to commencement of Stripping and Grading activities.

43. 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, Calgary Parks.
44. 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, Calgary Parks.
45. Generalist for this area. The Parks Generalist can be reached at 403-268-5635.
46. 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.
47. 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.
48. Any development or grading related to permanent disturbance which results from storm water infrastructure within lands designated as ER, requires approval from the Director of Calgary Parks.
49. **Prior to the approval of the affected tentative plan**, the developer shall confirm fencing requirements adjacent to MR, and ER parcels to the satisfaction of the Director, Calgary Parks.
50. **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.
51. No point source drainage allowed to ER unless approved by Calgary Parks.