

Outline Plan Conditions of Approval

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

If this Application is approved, the following Conditions of Approval shall apply:

Planning

1. If applicable, prior to approval of the initial Tentative Plan, the special conditions addressing the formation and maintenance/financial responsibilities of the Residents Association shall be applied as a condition of subdivision approval to the satisfaction of the Approving Authority.
2. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
3. Existing buildings that are to be removed are to be removed prior to endorsement of the instrument for where the building is located.
4. With each Tentative Plan, the developer shall submit a density phasing plan indicating the intended phasing of Subdivision within the Outline Plan area and the projected number of dwelling units within each phase.
5. All existing access to the affected properties in the area shall be maintained or alternative access be constructed at the developers expense.
6. Prior to Stripping and Grading and during all phases of construction, the developer shall install and maintain a temporary construction fence to protect the existing tree stand to be retained within the proposed MR. Contact the Parks' Development Inspector Rob May at Robert.May@calgary.ca or (403) 804-9417 to: (1) approve the location of the fencing prior to its installation, and (2) review the fencing.
7. 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 adjacent to the future Municipal Reserve (MR) to protect the existing stand of trees located within the MR.
8. Construct all regional pathway routes within and along the boundaries of the plan area according to Calgary Parks- Development Guidelines and Standard Specifications - Landscape Construction (current version), including setback requirements, to the satisfaction of the Director, Parks.
9. Prior to approval of the Tentative Plan, Landscape Concepts prepared at the Outline Plan stage shall be refined to add:
 - A site plan showing general conformance to Outline Plan landscape concepts, intended park program, site layout, and preliminary planting;
 - Grading plans that are coordinated with engineering to show updated perimeter grades to confirm slope percentage and details of any other

- features, including (but not limited to) retaining structures, utility rights-of way, green infrastructure, trap lows, drainage from private lots, etc.; and
 - Storm-related infrastructure details above and below ground, including (but not limited to) access roads with required vehicle turning radii, inlets, outlets, retaining walls, control structures, oil grit separators, etc.
10. 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 Parks Coordinator - Development Nathan Grimson at Nathan.Grimson@calgary.ca or (403) 681-2718 for review and approval .
 11. At Development Permit/Building Permit, the applicant is to investigate planting trees within the City Road Rights-of-Way (boulevard) along 69 ST SW, subject to proposed servicing and driveway/walkway/pathway locations and gaining line assignment approval for the proposed planting. Please contact 3-1-1 to initiate this request. Tree species recommended are: American Elm, Green Ash, Bur Oak, and Dropmore Linden.

Utility Engineering

12. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Slope Stability Assessment Revision 1, prepared by E2K Engineering Ltd. (File No 2021-6424), dated April 18, 2022; and
 - Geotechnical Investigation, prepared by E2K Engineering Ltd. (File No 2021-6424), dated November 9, 2021.
13. 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.
14. Servicing arrangements shall be to the satisfaction of the Manager of Infrastructure Planning, Water Resources.
15. Separate service connections to a public main shall be provided for each proposed lot (including strata lots).
16. Prior to endorsement of any Tentative Plan, execute a Development Agreement. Contact the Infrastructure Strategist, Calgary Approvals Coordination for further information at 403-268-8223 or email Deborah.meili@calgary.ca.

NOTE: Prior to the execution of Development Agreement, Construction Drawing approval is required for proposed public infrastructure / building grade plans.

17. Off-site levies, charges and fees are applicable. Contact the Infrastructure Strategist, Calgary Approvals Coordination for further information at 403-268-8223 or email Deborah.meili@calgary.ca
18. Make repayment arrangements with the City of Calgary for part cost of the surface improvements in 69 ST SW adjacent to the site, which was installed by QuinnCorp holdings through their Aspen Woods, Phase 1,2 &3, DA2002-0056 and financed by (Calgary Roads - Program 204 project number 432540).

Contact the Infrastructure Strategist, Calgary Approvals Coordination for further information at 403-268-8223 or email deborah.meili@calgary.ca

19. Prior to approval of the tentative plan, submit an electronic version of a Deep Fills 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. 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.

If required, 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 Deep Fills Report.

20. In conjunction with the initial Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the roads located in the outline plan area.

Mobility Engineering

21. In conjunction with the applicable 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 69 St SW. Cross-sections shall indicate and provide dimensions for any proposed road widening.
22. In conjunction with the applicable Tentative Plan, detailed engineering drawings and turning templates shall be submitted and approved to the satisfaction of the Directors, Roads and Transportation Planning for:
 - a. Aspen Wood Gates;

- b. Median closure along 69 ST;
- c. At grade intersection of Aspen Woods Gates (Right in Right out only); and
- d. All remaining intersections and roads within the Plan area and boundary roads where appropriate.

All intersections shall be designed to appropriate City standards, complete with appropriate corner cuts, channelization, tapers, etc. and to the satisfaction of Roads.

23. In conjunction with the applicable Tentative Plan, provide a proposed Design Standards sheet for each proposed custom cross-section. The Design Standards sheet shall be stamped by a Registered Professional Engineer registered to practice in the Province of Alberta.

For each proposed custom cross-section, provide individual sheets with the following details:

- a. The base (standard) cross-section(s) used to develop the proposed custom cross-section extracted from The City of Calgary 2020 Design Guidelines for Subdivision Servicing. The intent is to identify, compare, and confirm the location, size, or standards of the custom elements within the proposed road right-of-way (or within easements, where required);
- b. Immediately below the standard cross-section, include the proposed custom cross-section, aligned on centre line to the standard for review;
- c. The proposed custom cross-section elements shall comply with applicable City standard and policies, including Complete Streets Policy. Applicant is to demonstrate on each sheet how the proposed custom cross-section meets or exceeds the Complete Streets policy and provide rationale for its use. A custom cross-section is a design exception to the standard and is to be used where standard sections cannot be made to work in a specific context; and
- d. Each individual sheet shall be stamped by a Registered Professional Engineer registered to practice in the Province of Alberta providing confirmation of the above.

Further comments may follow upon completion of the review. Additional work may be required including direction to use the Complete Streets standard cross-sections.

24. In conjunction with the applicable Tentative Plan, 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.

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.

25. In conjunction with the applicable Tentative Plan or Development Permit, phasing plans shall be submitted as a component of the Tentative Plan or Development Permit submission package to the satisfaction of Transportation Planning and Roads, for the staged development of Collector standard and above roadways, inclusive of the staged development of intersections to the satisfaction of the Director, Transportation Planning and Roads.
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. In conjunction with the applicable Tentative Plan, no direct vehicular access shall be permitted to or from 69 St SW and a restrictive covenant shall be registered concurrent with the registration of the final instrument to that effect
28. In conjunction with the applicable Tentative Plan, access to 69 St SW from Aspen Woods Gate SW is restricted to right turns in and out only and a restrictive covenant shall be registered concurrent with the registration of the final instrument to that effect
29. In conjunction with the applicable Tentative Plan or Development Permit, a noise attenuation study for the residential adjacent to 69 St 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 roadways, a uniform screening fence shall be provided, in accordance with the 2020 Design Guidelines for Subdivision Servicing.

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 at the Developer-s sole expense.

30. In conjunction with the applicable Tentative Plan or Development Permit, all community entrance features must be located outside the public right-of-way.
31. In conjunction with the applicable Tentative Plan, collector standard streets (and below) shall be built to their full width to the satisfaction of the Director, Transportation Planning.