

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.

The following Conditions of Approval shall apply:

Planning

1. A legal agreement shall be entered into between the City and the developer, to the satisfaction of the City Solicitor, deferring the provision of an undetermined amount of Environmental Reserve which may be required upon further subdivision of the residual lands. Said agreement is to be registered against the residual lands by Caveat concurrent with the final instrument.
2. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
3. Prior to affected Tentative Plan approval the proposed community and street names shall be submitted.
4. A Mutual/Pathways/Emergency Access Easement Agreement and right of way plan shall be executed and registered on title concurrent with the registration of the legal plan
5. All existing access to the affected properties in the area shall be maintained or alternative access be constructed at the developer-s expense.
6. At the time of the first Development Permit submission for a cell or a portion of a cell, a concept plan shall be submitted to articulate the concept / vision for the particular cell to the satisfaction of the development authority.
7. Pursuant to Part 4 of the Water Act (Alberta) and the Public Lands Act (Alberta), the applicant shall provide the City of Calgary Parks Department with a copy of the Water Act approval, issued by Alberta Environment and Parks, for the proposed wetland disturbance. If a wetland is crown-owned, both Public Lands Act approvals and Water Act Approval will be required prior to the disturbance of the wetland.
8. The developer, at it's sole cost and expense, shall be responsible for the construction of the Municipal Reserve / Municipal School Reserve parcels within the boundaries of the plan area according to the approved Landscape Construction Drawings and the Parks' Development Guidelines and Standard Specifications: Landscape Construction (current version).
9. This condition requires municipal reserve dedication for the entire outline plan area, encompassing both (LOC2022-0009) and (LOC2016-0234). This includes a total land area of 32.37 ha (80.00 acres). Municipal Reserve is to be dedicated by land for 1.99 ha (+/- 4.92 acres). This also requires a a cash in lieu payment

for additional reserve dedication for 1.25 ha (+/- 3.08 ac), totalling 10% of the gross land area.

10. After public engagement, re-submission of updated landscape concept plans for the MR site to Parks for review and approval. Landscape Concepts shall consist of (but not be limited to) the following:
 - Rendered plans showing the relationships of the major functions/spaces/constructed features with respect to the site and to each other.
 - Preliminary grading info with minimum and maximum slopes, and conceptual contours.
 - Playfield dimensions with required buffers.
 - Coordination with the Staged Master Drainage Plan (SMDP) and overlay of all storm-related infrastructure above and below ground, including but not limited to access roads, inlets, outlets, etc.
 - Existing and proposed utility right-of-way locations.
 - Conceptual planting locations.
 - The proposed linear park must have a minimum width of 10m and up to a maximum width of 20m.
11. Prior to approval of the affected Tentative Plan, finalized Landscape Concepts shall be submitted to Parks for review and approval with the following:
 - A site plan showing general conformance to preliminary 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.
 - 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.
12. 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 storm pond complex are located outside of the high water line.
13. 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 grades of existing adjacent parks and open space (MR and/or ER) or proposed ER, with all grading confined to the private property, unless otherwise approved by Parks.
14. 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, Dan Borslein at 403-268-1376 or Dan.Borslein@calgary.ca for review and approval prior to construction.
15. 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.

16. When a Regional Pathway is also to be used as a service vehicle access road, the pathway is to be constructed to a Residential Road standard so that the pathway can support the weight of maintenance vehicles.
17. All proposed parks (MR/ER) and Regional/Local Pathways and Trails must comply with the Calgary Parks- Development Guidelines and Standard Specifications: Landscape Construction (current edition).
18. Rehabilitate all portions of the MSR/MR/ER/PUL/TUC 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.
19. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
20. 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.
21. All stormwater related infrastructure is to be located within Public Utility Lots (PUL) extents.
22. All mitigations outlined in the approved Preliminary Natural Site Assessment (PNSA) shall be followed.

Utility Engineering

23. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
24. Separate service connections to a public main shall be provided for each proposed lot (including strata lots).
25. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit**, execute a Development Agreement. Contact the Infrastructure Strategist, Calgary Approvals Coordination for further information.
26. Off-site levies, charges and fees are applicable. Contact the Infrastructure Strategist, Calgary Approvals Coordination for further information.
27. 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 the boundary 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, sound attenuation fence, whichever may be required.

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.

28. The Staged Master Drainage Plan (SMDP) proposes a staged pond wherein full development of the pond will be completed in two stages. Stage One will be constructed with the first subdivision within the plan area. Stage Two will be required when triggered by Development or when required by the City of Calgary. The first subdivision within the plan area will also require a utility right of way over all parts of the ultimate pond that are not included in Stage One. Further pond details and requirements will be resolved via future subdivision applications.

Mobility Engineering

29. Prior to endorsement of the initial tentative plan, construction drawings shall be approved to the satisfaction the Director, Transportation Planning for 11 Street NE along the west boundary of the Outline Plan.
30. Prior to endorsement of the applicable tentative plan, construction drawings shall be approved to the satisfaction the Director, Transportation Planning for 144 Avenue NE along the north boundary of the Outline Plan.
31. In conjunction with the initial tentative plan application (Phase 1) of development: The Developer shall register a road plan or dedicate the east half of the ultimate right of way for 11 Street (51.0m, 6-lane divided arterial with dual slotted left-turn bays) from Stoney Trail to 144 Avenue NE to the satisfaction of Administration. The dedication of 11 Street NE is required to ensure that regional network access to adjacent lands is available, and to ensure that if conditions or needs for the road network in the area change, construction of the road by the Developer, or adjacent Developers (or The City of Calgary) can occur in a contiguous and timely manner.
32. In conjunction with the Initial Tentative Plan application (Phase 1) of development: The Developer shall register a road plan or dedicate the south half

of the ultimate right of way for 144 Avenue (46.5m, 6-lane divided arterial with dual parallel left-turn bays) from 11 Street to 15 Street NE to the satisfaction of Administration. The dedication of 144 Avenue NE is required to ensure that regional network access to adjacent lands is available, and to ensure that if conditions or needs for the road network in the area change, construction of the road by the Developer, or adjacent Developers (or The City of Calgary) can occur in a contiguous and timely manner.

33. In conjunction with the applicable tentative plan, the Developer shall construct the south half of 144 Avenue NE (3 lanes) between 11 Street NE and Keystone Way NE providing local and regional pedestrian, cyclist, and vehicle connection to the transportation network. 144 Avenue NE shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.
34. In conjunction with the initial tentative plan, the Developer shall construct the east half of 11 Street NE between Stoney Trail and 144 Avenue NE, providing local and regional pedestrian, cyclist, and vehicle connection to the transportation network. 11 Street NE shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.
35. In conjunction with the applicable tentative plan, the Developer shall submit cross-sections, for the interim and ultimate grades for 11 Street and 144 Avenue NE adjacent to the outline plan boundary. Cross-sections shall indicate and provide dimensions for any proposed road widening to accommodate grades. Adjustments to the tentative plan boundary may be required to accommodate all necessary right-of-way requirements.
36. In conjunction with the applicable tentative plan, the Developer shall submit cross-sections, for Stoney Trail (TUC) adjacent to the outline plan boundary. Cross-sections shall indicate the existing grades for Stoney Trail (TUC) and how the grades for the proposed adjacent residential development are to tie in. Any back-sloping or other encroachment into the Stoney Trail (TUC) right-of-way will require ministerial consent from the Province of Alberta.
37. Prior to endorsement of the applicable tentative plan: to the satisfaction of Administration remit payment (certified cheque, bank draft) OR provide a Letter of Credit for the pedestrian-actuated crossing signals that are agreed upon by Administration. Pedestrian-actuated crossing signals shall be considered to the satisfaction of the director of, Transportation Planning:
 - where regional pathways or multi-use pathways intersect with the street; and
 - at mid-block crossings.
38. In conjunction with the applicable tentative plan, the Developer shall register road plans for all roadways within the subject lands to the satisfaction of Administration 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 road network is required to

ensure that efficient Transit routing through the plan area can be accommodated, while the two points of access to the plan area ensures 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.

39. A restrictive covenant shall be registered against the specific lot(s) identified by Administration concurrent with the final instrument prohibiting the construction of front driveways over the bus loading area(s).
40. In conjunction with the applicable Tentative Plan, bus bays shall be provided for all transit stops along 144 Avenue and 11 Street NE.
41. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
42. 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.
43. The Transportation/Utility Corridor (TUC) shall be permanently and prominently signed in accordance with City Councils policy and it shall also be clearly identified on the Land Use Sign for the area.
44. Prior to approval development permits for multi-family sites, a noise attenuation study is required for the development adjacent to all skeletal and arterial roadways, including 11 Street, 144 Avenue and Stoney Trail NE, 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.
45. 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.
46. A 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 Administration.
47. No vehicular access shall be permitted to 144 Avenue, 11 Street, and Stoney Trail NE from the adjacent lands with the exception of the mid-block private road

entrances shown on the plans. A restrictive covenant shall be registered concurrent with the registration of the final instrument of the affected subdivision phase.

48. One (1) access only, centred mid-block, will be permitted to 144 Avenue between 11 Street and Keystone Way NE. The access will be restricted to right turns-in and right turns-out only. A restrictive covenant to that effect shall be registered on all applicable titles concurrent with the registration of the final instrument to that effect at the Tentative Plan stage.
49. One (1) access only, centred mid-block, will be permitted to 144 Avenue between Keystone Way and Keystone Street NE. The access will be restricted to right turns-in and right turns-out only. A restrictive covenant to that effect shall be registered on all applicable titles concurrent with the registration of the final instrument to that effect at the Tentative Plan stage.
50. No direct vehicular access will be permitted to or from 11 Street NE and a 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.
51. Should the C-R3 and DC(C-C2) blocks be further subdivided, Mutual Access and/or Access Easement Agreements and right of way plans for the private road accesses shall be executed and registered on all applicable titles, concurrent with the registration of the final instrument at the Tentative Plan stage.

