

# Approved 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. All Conditions of Approval for the approved outline plan LOC2017-0368 shall be adhered to this application. In the case of any conditions that contradict one another, the conditions from LOC2022-0075 will apply.
2. The developer shall minimize stripping and grading within the Environmental Reserve (ER). 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.
3. 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 Annie Rodrigues (403-804-9397) to approve the location of the fencing prior to its installation.
4. 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 wetlands/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 Water Resources and the Director of Calgary Parks. Contact the Parks Development Inspector Annie Rodrigues (403-804-9397) to approve the location prior to commencement of Stripping and Grading activities.
5. A restrictive covenant shall be registered against the titles 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.

6. 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.
7. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
8. No disturbance of Environmental Reserve lands is permitted without written permission from Calgary Parks.
9. 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. The associated restoration plan shall conform to requirements detailed in the City of Calgary Habitat Restoration Project Framework and be approved by Parks.
10. 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 existing Municipal Reserve/Environmental Reserve extents or proposed Environmental Reserve extents resulting from the proposed development in its entirety.
11. 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.
12. 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.
13. 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.

## Utility Engineering

14. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.

## Mobility Engineering

15. In conjunction with the initial Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the north half of 144 Avenue between 37 Street and Ashlar Gate NW. Included will be the ultimate intersections of 144 Avenue and 37 Street; and 144 Avenue and Ashlar Gate NW.
16. In conjunction with the applicable Tentative Plan, the Developer shall submit detailed construction drawings with cross-sections, including the interim and ultimate grades for the north half of 144 Avenue between 37 Street and Ashlar Gate NW. Included will be the ultimate intersections of 144 Avenue and 37 Street; and, 144 Avenue and Ashlar Gate NW. Cross-sections shall indicate and provide dimensions for any proposed ROW widening to accommodate ROW elements and grades. Adjustments to the tentative plan boundary may be required to accommodate all necessary right-of-way requirements. Prior to the approval of the affected tentative plan, the design and right-of-way for the subject roads and intersections will be determined to the satisfaction of Transportation.
17. In conjunction with the initial Tentative Plan, the Developer shall construct the boundary half of 144 Avenue NW (westbound three lanes to ultimate stage plan) between 37 Street and Ashlar Gate NW. Included will be the ultimate intersections of 144 Avenue and 37 Street; and 144 Avenue and Ashlar Gate NW, inclusive. 144 Avenue NW and ancillary works (boulevard, noise attenuation, etc) necessary to support the plan shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.
18. In conjunction with the Tentative Plan for the M-G site, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the full cross section of 37 Street, between 144 Avenue and Ashlar Road NW. Included will be the ultimate intersection of 37 Street Ashlar Road NW.
19. In conjunction with the Tentative Plan for the C-C1 site, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the full cross section of Ashlar Gate, between 144 Avenue and Ashlar Heath NW. Included will be the ultimate intersection of Ashlar Gate and Ashlar Heath NW.
20. In conjunction with the applicable Tentative Plan or Development Permit, access for all multi-family, mixed-use, and commercial sites shall be designed and located to the satisfaction of the Director, Transportation Planning.
21. No direct vehicular access is permitted along 144 Avenue NW from the subject lands. An exception may be granted for the C-C1 in conjunction with the applicable development permit if it can be shown to have adequate spacing from Ashlar Gate and an appropriate configuration and design, to the satisfaction of the Director, Transportation Planning. Restrictive covenants shall be registered

concurrent with the registration of the final instrument to that effect at the tentative plan stage.

22. Primary access to the C-C1 site is to be taken from Ashlar Gate and/or Ashlar Heath. Any access proposed for 144 Avenue is subject to review in conjunction with the applicable development permit, and must be shown to have adequate spacing from Ashlar Gate and an appropriate configuration and design, and must be to the satisfaction of the Director, Transportation Planning.
23. Access to Ashlar Gate NW is restricted to right turns-in and right turns-out only. A restrictive covenant shall be registered concurrent with the registration of the final instrument to that effect at the tentative plan stage.
24. In conjunction with the applicable Tentative Plan, with the exception of the laneless lots along Drystone Way, no direct vehicle access is permitted to collector standard roadways, or along regional and multi-use pathways for all R-G residential lots to the satisfaction of the Director, Transportation Planning. Vehicular access shall be provided by rear lanes where available. Restrictive covenants shall be registered on all applicable titles concurrent with the registration of the final instrument to that effect at the Tentative Plan stage.
25. In conjunction with the applicable Tentative Plan, and prior to approval of construction drawings and permission to construct surface improvements, the Developer shall provide signed copies of backsloping agreements (and Ministerial consent, if applicable) where private lands (including City of Calgary lands) are impacted by the proposed development.
26. In conjunction with each Tentative Plan, the Developer shall register road plans for collector standard streets 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 connecting to the arterial street network.  
  
The continuous collector street 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 resident will have two routes into and out of the plan area.
27. In conjunction with all Tentative Plan(s) and Development Permit(s), all roads, intersections, driveways, and intersection spacing shall be designed and constructed at the Developer's sole expense and to the satisfaction of the Director, Transportation Planning.
28. In conjunction with the applicable Tentative Plan or Development Permit, a noise attenuation study for residential development adjacent to all Arterial standard 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 Arterial streets, a uniform screening fence shall be provided to the satisfaction of the Director, Transportation Planning.

29. 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).
30. 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 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. Post and cable fence is required where the temporary turnaround is anticipated to be required for a period greater than one year.