

# Proposed Outline Plan Conditions of Approval

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

## Planning

1. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
2. All existing access to the affected properties in the area shall be maintained or alternative access be constructed at the developer's expense.
3. Existing buildings that are to be removed are to be done so prior to endorsement of the instrument for where the building is located.
4. Prior to the approval of the affected Tentative Plan or Stripping and Grading, whichever comes first, the developer shall provide a Comprehensive Detailed Tree Report outlining retention/removal recommendations on a tree by tree basis for any tree that is located on land that will become part of the City inventory. This report should be completed by a Registered Consulting Arborist who is familiar with both tree risk assessment and tree protection plans.
5. Any utility rights-of-way are to be provided to the satisfaction of the Development Authority and the City Solicitor.
6. Utility easements are to be provided as required, with a utility Right-of-Way plan and an accompanying easement document is to be registered concurrently with the subdivision.
7. Relocation of any electrical and telecommunication installation are to be at the applicants expense and to the appropriate standards.
8. If the total area for Roads & Public Utility Lot dedication is over 30%, note that compensation in the order of \$1.00 for over dedication is deemed to be provided.
9. At the affected subdivision/tentative plan stage, a cash payment in lieu of municipal reserve dedication shall be provided.
10. 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.
11. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.

12. The public street cross sections should be revised to address the following:

All shallow utilities alignments, including street light cables, shall be setback 1.5m from the street tree alignment on all road cross sections in accordance with Section 4.1.3 of Parks Development Guidelines and Standard Specifications (current edition).

Consult the September 2021 and October 2020 City of Calgary Calgary Approvals Coordination Bulletins which provides alternative streetlight cable alignments that do not encumber or prevent the street trees from being planted.

In street cross section A-A and C-C , the distance from the planted trees and the proposed sidewalk is less than 1.0m: consider dripline and root encroachment concerns and ensure that at least a 1.0 m setback is met.

13. To develop a complete regional pathway system, public access easement or public (walkway) road right-of-way will be required to accommodate the proposed pathway alignments and to meet their clearance requirements on development sites. If an easement agreement is decided by Mobility to be the approach, the agreement is to be finalized and signed prior to the endorsement of the affected tentative plan or concurrent with the approval of the affected site development application (DP), whichever comes first.

### Utility Engineering

14. All technical details and reports associated with this Outline Plan have been accepted on a conditional basis referencing the guidelines and standards of the day. The Developer is responsible to update all such details and reports as may be required at the time of development/construction to reflect the applicable requirements at that time. The Developer is responsible to ensure all infrastructure can be constructed in accordance with the applicable standards and regulations at the time of development. If such an update impacts the layout during the review of the detailed engineering construction drawings, it is the Developer's responsibility to accommodate the required changes within their plan, or apply for an amendment to the Outline Plan for the affected portions if a significant change is necessary.
15. The parcels shall be developed in accordance with the development restriction recommendations outlined in the Geotechnical Report, prepared by Englobe Corp (File No. 02200068.000), dated February 18, 2022 (and any subsequent updates) and the following requirements:
- Provide the laboratory test results to The City when available.
  - The Geotechnical Engineer is to provide recommendations for concrete type based on results of the sulphate testing.
  - A site specific geotechnical investigation is required for all future development.
  - If conditions other than those reported are noted during subsequent phases of the project, Englobe shall be notified and given the opportunity to review their current recommendations in light of new findings.
16. All development within the plan area shall follow the applicable recommendations outlined in the following reports:

- "RE: Remedial Options Evaluation Letter, 8919 Barlow Trail SE, Calgary, Alberta". Pinchin File: 269149.0036. Pinchin Ltd. May 28, 2020.
- "File Review and Supplementary Investigation for 8919 Barlow Trail SE, Calgary, Alberta." Millennium EMS Solutions Ltd. April 2022.

17. Prior to approval of any tentative plan, submit an electronic version of a Slope Stability Report to the Utility Engineering Generalist. The report must be prepared by a qualified Geotechnical Engineer under seal and permit to practice stamp to the satisfaction of The City of Calgary.

OR

If the proposed development does not have existing or proposed grades in excess of 15%, submit a letter to that effect signed and sealed by a professional Geotechnical Engineer.

If required, a Development and Geotechnical Covenant may be registered against the affected lot(s) prohibiting the development of the lot(s), except in strict accordance with the development restriction recommendations in the Slope Stability Report.

Please note that all reports are to be submitted through POSEIDONOnline. For further information regarding submission requirements, refer to:  
<http://www.calgary.ca/UEP/Water/Pages/Specifications/Water-developent-resources/E-Geotech.aspx>

18. Prior to approval of any Tentative Plan or Stripping and Grading Development Permit, submit an electronic version of a Deep Fills Report to the Utility Engineering Generalist if the proposed subdivision applications that have fills in excess of 2.0m, 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.

The report must be prepared by a qualified Geotechnical Engineer under seal and permit to practice stamp to the satisfaction of The City of Calgary. 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.

If required, a Development and Geotechnical Covenant may be registered against the affected lot(s), prohibiting the development of the lot(s), except in strict accordance with the development restriction recommendations in the Deep Fills Report.

Please note that all reports are to be submitted through POSEIDONOnline. For further information regarding submission requirements, refer to:  
<http://www.calgary.ca/UEP/Water/Pages/Specifications/Water-developent-resources/E-Geotech.aspx>

19. Servicing arrangements shall be to the satisfaction of the Manager of Development Engineering. All proposed lots shall have direct access to public mains located within a public road. In association with an approved Development Permit, each lot (including

strata lots) shall install separate service connections directly to the public mains. Servicing and drainage cannot be shared with other lots or cross property lines.

20. The stormwater management facility (pond) included within this Outline plan will include Public Utility Lots (PUL) for the pond, inlet and outlet pipes, control structures, pump houses, oil/grit separators, etc., as all utility components are to be within a PUL. Any large oil/grit separators are required to be located within a PUL to avoid conflict with other utility (or tree) line assignments within the road and to ensure regular maintenance activities will be safe for the operators and not impact traffic flow. Prior to approval of the affected Tentative Plan(s), a preliminary design and pond report shall be submitted to the satisfaction of Development Engineering and Parks for the proposed infrastructure to determine the exact PUL size and configuration. The PUL shall be sized to allow for adequate space around all underground infrastructure for the required excavation. The Developer is responsible for making the minor adjustments to the Outline Plan and Land Use boundaries as may be required. The pond report and design shall conform to the Staged Master Drainage Plan and applicable standards and guidelines, all to the satisfaction of The City of Calgary.
21. Prior to approval of any tentative plan or development, submit an updated Staged Master Drainage Plan (SMDP) to Development Engineering as may be required to get final approval on the report. Note that this includes providing the required third-party permissions for the proposed discharge to the irrigation canal. In the event that the direct discharge to the canal is not supported by the canal authorities, the Developer is responsible to update the SMDP to reflect an alternate pumped discharge solution to the public storm sewer system. Provide updated road cross sections and adjust utility alignments as may be necessary to accommodate the additional discharge pipe.

If the additional pump station is required, submit a Design Brief Memo (DBM) prepared by a qualified Professional Engineer under seal and permit to practice stamp for review and acceptance by the City of Calgary, Development Engineering. This will be used to verify the design details for sizing, layout, location, and access road for the storm lift station in order to confirm the sizing of the required Public Utility Lot. The Developer shall provide any additional space that may be required by making minor adjustments to the Outline Plan and Land Use boundaries based on the final design details. The storm lift station capacity/design flow will be dependent on the final design parameters to be approved by The City.

Contact Victoria Pryce at 403-268-4344 for further details. The submissions are to be prepared by a qualified Professional Engineer under seal and permit to practice stamp to the satisfaction of the City of Calgary, Development Engineering.

22. Prior to approval of any tentative plan or development, submit an updated Sanitary Servicing Study (SSS) to Development Engineering as may be required to get final approval on the report. The report shall be prepared by a qualified Professional Engineer under seal and permit to practice stamp for review and acceptance and submitted to [WA-ResourcesDevelopmentApprovals@calgary.ca](mailto:WA-ResourcesDevelopmentApprovals@calgary.ca). Contact Victoria Pryce at 403-268-4344 for further details. All details and requirement within the final report shall be addressed through the lift station design and construction drawings for the development area.

23. With the first subdivision, submit a Design Brief Memo (DBM) prepared by a qualified Professional Engineer under seal and permit to practice stamp for the sanitary lift station for review and acceptance by the City of Calgary, Development Engineering. This will be used to verify the design details for sizing, layout, and location of the sanitary lift station in order to confirm the sizing of the required Public Utility Lot. The Developer shall provide any additional space that may be required by making minor adjustments to the Outline Plan and Land Use boundaries based on the final design details. The sanitary lift station capacity/design flow will be dependent on the final design parameters to be approved by The City.
24. With the first subdivision, submit a Design Brief Memo (DBM) prepared by a qualified Professional Engineer under seal and permit to practice stamp for the storm pump station for review and acceptance by the City of Calgary, Development Engineering. This will be used to verify the design details for sizing, layout, and location of the storm pump station in order to confirm the sizing of the required Public Utility Lot. The Developer shall provide any additional space that may be required by making minor adjustments to the Outline Plan and Land Use boundaries based on the final design details. The storm lift station capacity/design flow will be dependent on the final design parameters to be approved by The City.
25. Prior to endorsement of any subdivision Legal Plan or prior to release of a Development Permit, the developer is required to execute a Standard Development Agreement for the construction of the required infrastructure. Off-site levies, charges and fees are applicable. Contact the Infrastructure Strategist, Development Commitments for further information at 403-333-6895 or email [urban@calgary.ca](mailto:urban@calgary.ca).

Note that at the time of Outline Plan approval, pursuant to Bylaw 2M2016 this site is located within the Established Area. Therefore, levies will be calculated and collected at the time of Development Permit for each parcel, or as otherwise identified within the Bylaw which may be updated from time to time.

26. 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 90 AV SE, as may be required to accommodate the interim and ultimate designs, along the south boundary of the plan area.
  - c) Construct the underground utilities and surface improvements (including streetlighting) within all roads and lanes within and along the boundaries of the plan area.
  - d) Construct the Sanitary Lift Station and associated infrastructure to service the plan area.

- e) Decommission the existing Watermains and Sanitary Sewers that are no longer required within and adjacent to the plan area.
  - f) 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.
  - g) Construct the Stormwater Lift Station and associated infrastructure to service the plan area.
  - h) Construct a wood screening fence, sound attenuation fence, or chain link fence, whichever may be required, inside the property line of the industrial lots where they abut Public Utility Lots or arterial roadways within and along the boundary of the plan area.
  - i) Construct the Public Utility Lots within the plan area.
  - j) Construct the pathways within and along the boundaries of the plan area.
  - k) Rehabilitate the portions of public or private lands and/or infrastructure that may be damaged as a result of this development, all to the satisfaction of the City of Calgary.
27. Coordinate with the utility owner(s) for the removal and/or relocation of existing utilities located within the subject parcel OR the registration of an easement, or utility right of way for the protection of the utilities. Prior to endorsement of any subdivision Legal Plan or prior to release of a Development Permit, the applicant shall provide documentation for the removal or protection of the existing utilities within the affected lands. All of the above is contingent to the satisfaction of the affected utility owner(s).
- Any existing utility right-of-ways (such as 4194HK, 2496JO, 831147677, 9710928, etc.) that are not discharged in advance of development of the affected parcels, and any new utility right-of-ways that are required to service the lands at the time of subdivision, shall be located and protected to the satisfaction of the utility owners. No trees, shrubs, buildings, permanent structures or unauthorized grade changes are permitted within the utility right-of-ways.
28. Prior to issuance of any construction permissions, an Erosion and Sediment Control Report and Drawings for the development site shall be submitted to the satisfaction of The City of Calgary. The report and drawings shall follow the latest version of The City of Calgary Guidelines for Erosion and Sediment Control.

## **Mobility Engineering**

29. 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.

30. In conjunction with the applicable Tentative Plan, a restrictive covenant shall be registered against the specific lot(s) identified by the Manager, Development Engineering concurrent with the final instrument prohibiting the construction of front driveways over the bus loading area(s).
31. In conjunction related tentative plan, provide a support letter from the owner of rail track to confirm the proposed pathway crossing the rail line and update the existing access easement agreement to accommodate the proposed pedestrian crossing.
32. In conjunction with the applicable Tentative Plan, industrial streets shall be built to their full width to the satisfaction of the Manager, Development Engineering. The developer, at its expense, but subject to normal oversize, endeavors to assist and boundary cost recoveries shall be required to enter into an agreement with the City to:
- Construct and dedicate the full cross-section of the ultimate 31st Street SE
  - Construct and dedicate the full cross-section of the ultimate 33rd Street SE
  - Construct and dedicate the full cross-section of the ultimate 87th Avenue SE
  - Construct and dedicate the full cross-section of the ultimate 90th Avenue SE
33. In conjunction with the applicable Tentative Plan, detailed engineering drawings and turning templates shall be submitted and approved to the satisfaction of the Manager, Development Engineering 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.
34. In conjunction with each Tentative Plan, Transit service shall be provided to the satisfaction of the Director, Transit and the Manager, Development Engineering.
35. In conjunction with each Tentative Plan, the Developer shall register road plans for industrial streets within the subject lands to the satisfaction of the Manager, Development Engineering that provides continuous active modes and vehicle routing through the plan area with at least two points of public access around the Tentative Plan boundary to the adjacent 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 people 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.

36. No direct vehicular access shall be permitted to or from Barlow Trail and Glenmore Trail; 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.
37. In conjunction with the first tentative plan in the Outline Plan area, provide Functional Designs to confirm land requirements (including required Road Widening and property lines) for:
  - Glenmore Trail Interchange
  - Barlow Trail ultimate cross section
  - The intersection design (including proposed dual lefts and storage lengths as required in the approved TIA) for Barlow Trail at 90 Avenue.
38. In conjunction with the first tentative plan, provide functional designs to confirm the ultimate design and land requirement for the widening of 90 Avenue. The applicant shall acquire the full cross-section of 90 Avenue, dedicate and construct the roadway.
39. In conjunction with the first tentative plan in the Outline Plan area, provide functional designs to confirm the design of the Right-in and Right-out onto Barlow Trail. Notes:
  - The 2016 Functional Plan for the interchange shows a widening of the southbound ramp merge termination from Glenmore Trail, that could conflict with the right in/out proposed location. Functional designs should be prepared to demonstrate and confirm the layout of the right in/out and proposed dual lefts at 90 Avenue as identified in the updated TIA.
  - The acceleration/deceleration lanes required with the new right-in/right-out access to Barlow Trail, should accommodate the future Barlow Trail widening.
40. All regional pathways shall be 3 meters wide and be paved and lighted.