

Refused 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. The proposal as submitted has an over-dedication of roadways/public utilities. The developer has the option to either re-design the subdivision to eliminate the over-dedication of public roadways/public utilities, or proceed with the processing of this plan on the understanding that compensation for said over-dedication be deemed to be \$1.00
2. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
3. The standard City of Calgary Party Wall Agreement regarding the creation of the separate parcels for semi-detached dwellings shall be executed and registered against the titles concurrently with the registration of the final instrument.
4. Existing buildings that are to be removed are to be done so prior to endorsement of the instrument for where the building is located.
5. 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 and demonstrating compliance with minimum required densities.
6. This Outline Plan approval covers an area in excess of the lands that are currently proceeding to Council for a land use redesignation under report CPC2023-0399. The Calgary Planning Commission Outline Plan approval does not constitute or guarantee land use amendment approval for any lands within the Outline Plan. The outside of the Land Use Redesignation Boundary on this Outline Plan will require a future separate approval from Council when the 650-unit (2000 population) water servicing capacity limit referenced in Policy 7.2.3 of the Glacier Ridge Area Structure Plan is resolved to the satisfaction of the City. At that time, if changes to road networks, utility configurations, or the proposed land uses necessitate, in the approving authority's opinion, changes to the approved Outline Plan, a new Outline Plan for the affected lands may be required.
7. Relocation of utilities shall be at the developer's expense and to the appropriate standards.
8. All existing and proposed overhead power lines shall be relocated or located underground to the standards and satisfaction of Enmax.
9. The wetland(s) identified within the Outline Plan area are subject to The City of Calgary's Calgary Wetland Conservation Plan (the "Plan") and its "no net loss" policy. All Class III and above wetland(s) (as defined by the Stewart and Kantrud Wetland Classification System) identified within the Outline Plan area qualify as Environmental Reserve ("ER") pursuant to the Municipal Government Act (Alberta)("MGA") and are to be dedicated to The City of Calgary as ER, pursuant to the MGA. Pursuant to the

Plan, the Subdivision Authority may permit an applicant to damage or destroy Class III and above wetland(s) provided that prior to the approval of the affected Tentative Plan and/or Development Permit, the applicant shall provide the City of Calgary Parks department with a copy of the agreement entered into with the Province of Alberta or its agent that provides for compensation for the loss or alteration of the Class III and above wetland(s).

10. Pursuant to Part 4 of the Water Act (Alberta), the applicant shall promptly provide a copy of the Water Act approval from Alberta Environment to The City of Calgary Parks department.
11. Until receipt of the Water Act approval by the applicant from Alberta Environment, the wetlands affected by the development shall not be developed or disturbed in any way and shall be protected in place.
12. Prior to approval of the tentative plan, arrange an onsite meeting to review the top of slope and the feasibility of the pathway in the proposed Environmental Reserve (ER). This meeting should be coordinated through the Parks Planner and Parks Ecologist.
13. 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. This meeting should be coordinated through the Parks Planner. A plan illustrating the surveyed ER boundaries must be provided to Parks in advance of the onsite meeting.
14. Prior to approval of the tentative plan, indicate the limit of disturbance for the pathway or any other disturbance related to the proposed development in the Environmental Reserve.
15. Prior to approval of the affected Tentative Plan, coordinate a meeting through the Parks Planner with Parks Pathways to field fit the pathways or trails.
16. No disturbance of Environmental reserve lands on the subject site is permitted without written permission from Parks for this area.
17. 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.
18. 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 natural areas to be retained to prevent excessive overland drainage and siltation onto or from 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 (Annie Rodrigues, 403-804-9397) to approve the location prior to commencement of Stripping and Grading activities.
19. 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.

20. 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 adjacent parks (MR and/or ER), with all grading confined to the private property, unless otherwise approved by Parks.
21. 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 stormwater pond are located outside of the high water line.
22. Prior to Endorsement of the tentative plan, approval from Parks is required for all utility rights-of-way proposed within existing or future Reserve (MR, MSR, ER) lands.
23. The developer shall submit detailed Engineering Construction Drawings and Landscape Construction Drawings for the proposed storm pond to both Water Resources and Parks for review.
24. 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.
 - 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.
25. 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 Coordinator, Landscape Construction Approvals for review and approval prior to construction.
26. With the submission of Landscape Construction Drawings, the developer shall include a detailed Habitat Restoration Plan, including a maintenance schedule for all Environmental Reserve lands to be affected by construction activity, such as the area impacted due to 144 Ave project (for work performed by the developer), ER to be disturbed due to pathway construction, etc. 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.
27. Any damage to Environmental Reserve lands shall be restored to a natural state at the developer's expense, to the satisfaction of Parks. If disturbance occurs to Environmental Reserve, a Restoration Plan shall be submitted to the satisfaction of Parks Ecologist. The restored area is to be maintained until established and approved by the Park Development Inspector (Annie Rodrigues, 403-804-9397).
28. Any development or grading related to permanent disturbance which results from storm water infrastructure within lands designated as Environmental Reserve, requires approval from the Director of Parks.

29. Prior to the approval of the affected tentative plan, the developer shall confirm fencing requirements adjacent to MR, MSR and ER parcels to the satisfaction of the Director, Calgary Parks.
30. Construction access through Environmental Reserve lands is not permitted, unless otherwise authorized by Parks in writing.
31. Stockpiling or dumping of construction materials on Environmental Reserve lands is not permitted, unless otherwise authorized by Parks in writing.
32. 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.
33. 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.
34. 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).
35. A restrictive covenant shall be registered against the lands 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.

36. 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.
37. The developer shall install and maintain a temporary construction fence on the private property line with the adjacent Environmental Reserve (ER) 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.
38. All relevant recommendations and mitigation measures identified in the approved Biophysical Impact Assessment (BIA) shall be adhered to throughout the development process. Any changes to the outline plan / land use amendment for which the BIA was prepared may trigger requirements to update the BIA and/or complete additional studies.

Utility Engineering

39. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Post Grading Slope Stability Assessment, prepared by Englobe Corp. (File No. 020M9338.003), dated January 31, 2023.
 - Geotechnical & Pre-Grading Slope Stability Assessment, prepared by Englobe Corp. (File No. ML 020M9338.003), dated December 14, 2022.
40. **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.
41. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
42. Separate service connections to a public main shall be provided for each proposed lot (including strata lots).
43. This subject plan area is within the boundary of the Nose Creek drainage catchment and subject to stormwater volume control measures. Customer applications will be reviewed and discussed at the Land Use stage for the potential to retain open space, reduce the potential effects of increased imperviousness, and implement green Infrastructure systems into the overall development plan. Please refer to the April 2019 Industry bulletin Interim Runoff Volume Control for additional information.
44. Prior to Endorsement of the final instrument, execute a Development Agreement. Contact the Infrastructure Strategist, Development Commitments for further information.
45. Pursuant to Bylaw 2M2016, off-site levies are applicable.
46. 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 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, sound attenuation fence, whichever may be required, inside the property line of the residential lots/lane/walkway/roadway/(other) along the boundary of the plan area.
- e) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
47. Make repayment arrangements with the City of Calgary for part cost of the surface and underground improvements in 144 AV NW adjacent to the site, which were installed and financed by City of Calgary 144 AV SVR Improvements Project.
48. As noted in the 2023 amendment to the Glacier Ridge Area Structure Plan (Bylaw Number 7P2023) - due to water servicing limitations, the development is capable of supporting a maximum population of up to 2,000 people/650 units (whichever is less) until planned increases in utility capacity become available. Land Use Amendments/Subdivisions/Development Permits that propose to increase the density above 2,000 people/650 units will not be approved until such time that required water infrastructure is available to the satisfaction of Development Engineering.

Note: There are capacity limitations for water servicing in the North Sector of the City. To improve the water system capacity, major water capital infrastructure referred to as the "North Water Servicing Option" (NWSO) is in the planning stages. As delivery options are identified and confirmed, the City will complete ongoing reviews of water capacity limitations in the North Sector of the City and may consider, in the City's sole discretion, phased delivery and servicing where possible.

Mobility Engineering

49. In conjunction with the applicable Tentative Plan(s), the Applicant shall submit construction drawings with cross sections and grading profiles to verify grading requirements for the lands adjacent to 144 Avenue NW. Prior to Approval of the Tentative Plan(s), the grading requirements for lots adjacent to 144 Avenue NW will be determined the Satisfaction of Transportation.
50. In conjunction with the applicable Tentative Plan(s), the Applicant shall submit construction drawings with turning templates for the applicable intersections along 144 Avenue NW to verify the ultimate intersection geometric design and associated right-of-way requirements. Specifically, the intersection of Panorama Road and 144 Avenue NW will be widened and designed to include an exclusive southbound to westbound right-turn lane and channelized right-turn at the intersection corner. Prior to Approval of the Tentative Plan(s), the designs for the intersections and their associated right-of-way requirements will be determined the satisfaction of Transportation.
51. In conjunction with the applicable Tentative Plan, the developer shall provide a Letter of Credit for pedestrian rapid flashing beacons at the intersection of Roads Q and V. Note that the Developer shall also provide a letter, under Corporate Seal, indicating that they are responsible for any additional costs of signalization that could be in excess of the amount identified in the Letter of Credit, and is required to submit payment in support of the proposed Tentative Plan applications.

52. In conjunction with the initial Tentative Plan, the applicant shall register a road plan for the north half of 144 Avenue between the ER boundary and Panorama Road NW. The road plan will include the right-of-way for the back sloping and retaining walls to accommodate 144 Avenue NW over the escarpment.
53. No direct vehicular access shall be permitted to or from Panorama Road and 144 Avenue NW. A restrictive covenant shall be registered on all applicable titles concurrent with the registration of the final instrument to that effect at the applicable Tentative Plan stage.
54. For residential lots along collector roadways, access shall be only permitted to and from the adjacent residential lanes. A restrictive covenant shall be registered on all applicable titles concurrent with the registration of the final instrument to that effect at the applicable Tentative Plan stage.
55. 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).
56. In conjunction with the applicable Tentative Plans and/or Development Permits, noise attenuation studies are required for the residential developments adjacent to 144 Avenue NW. The noise attenuation studies are to be completed by a certified 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 or Skeletal roadways, a uniform screening fence shall be provided, in accordance with the City of Calgary 2014 Design Guidelines for Subdivision Servicing.

57. 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.
58. 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.
59. Sidewalks along the school site frontages shall be designed and constructed as monowalks.
60. Regional and/or multi-use pathways along the school site frontages shall be designed and constructed as mono-pathways, 3.5m wide.
61. For intersections adjacent to school sites and high-volume pedestrian crossing locations, curb extensions shall be provided to the satisfaction of the Director, Transportation Planning.

62. In conjunction with the applicable Tentative Plan, no direct vehicular access shall be permitted to or from Road B between Roads C and E and a restrictive covenant shall be registered concurrent with the registration of the final instrument to that effect. Vehicular access will be from the residential lane only.
63. In conjunction with each Tentative Plan, Transit service shall be provided to the satisfaction of the Director, Transit and the Director, Transportation Planning.
64. In conjunction with the applicable Tentative Plan or Development Permit, all community entrance features must be located outside the public right-of-way.
65. In conjunction with the applicable Tentative Plan, construction drawings with vehicle templating and fastest path analysis shall be submitted for roundabout(s) within the Tentative Plan boundary. Prior to the approval of the affected tentative plan, the design and right-of-way for the subject roundabout intersections will be determined to the satisfaction of the Director, Transportation Planning.

REFUSED BY CPC