

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.

If this Application is approved, 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 ten dollars (\$10.00).
2. Compensation for over-dedication of Municipal Reserve (MR) is deemed to be ten dollars (\$10.00).
3. 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 in accordance with the Area Structure Plan.
4. The intensity of development within the Neighbourhood Activity Centre shown on the approved Outline Plan shall be a minimum of 100 people and jobs per gross developable hectare.
5. All residential land use parcels abutting a lane shall only have direct vehicle access from the lane (no front drive garages) and a restrictive covenant be registered against the titles of those parcels to that effect.
6. 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.
7. Any existing buildings shall be removed prior to endorsement of the final instrument.
8. If the community name and street names were not approved by Council prior to approval of the outline plan, they shall be approved prior to approval of the first Tentative Plan.
9. Relocation of utilities shall be at the developer's expense and to the appropriate standards.
10. All existing and proposed overhead power lines shall be relocated or located underground to the standards and satisfaction of Enmax.

11. Upon registration of the first Tentative Plan a deferred reserve caveat shall be registered on title in accordance with the provision of the Municipal Government Act.
12. When a Community Association (CA) does not exist in a new community, Community Gardens are permitted in MR upon review and approval from Calgary Parks regarding their appropriateness and feasibility, otherwise community gardens are to be situated on CA sites.
13. All street cross-sections are to ensure that there is a minimum of 1.0m from the edge of the proposed Regional/Multi-Use Pathways, free of all obstructions and collision hazards.
14. Utilities are not permitted within ER/MR parcels and all stormwater related infrastructure (OGS [oil and grit separator], maintenance access roads, and emergency outflows, etc.) is to be located within Public Utility Lots (PUL) extents or to be designated PUL, with the exception of the agreed upon culverts and their utility right-of-ways as shown on the Outline Plan.
15. Proposed trapped lows or catch basins located within MR/ER parcels are not permitted for the purpose of facilitating adjacent private residential lot drainage unless otherwise approved by the Director of Parks.
16. Storm water or other drainage from privately-owned parcels onto adjacent ER parcels is not permitted, unless approved by Calgary Parks. Any unauthorized drainage from private parcels onto adjacent MR, ER or municipal school reserve parcels must be resolved to the satisfaction of the Director, Parks and any damage resulting from such drainage will require restoration at the developer's expense. Resolution of drainage issues must be approved by the Parks Development Inspector.
17. There shall be no retaining walls placed within the MR and ER lands, unless approved by Calgary Parks. Grade matching and slope stability is to be handled within the confines of private property boundaries.
18. Backsloping of private lots into ER and MR lands will not be permitted. Site grading on private lots shall match the grades of adjacent MR and ER lands with all grading confined to private property, unless otherwise approved by the Director of Parks.
19. At Engineering Design, for the proposed modified road cross-sections, ensure all shallow utilities, including the street light cable are to be set back a minimum of 1.5 metres from the City boulevard tree alignment in accordance with Section 4.1.3 of the Calgary Parks Development Guidelines and Standard Specifications for Landscape Construction (current edition): Park development guidelines (calgary.ca).
20. All landscape construction of parks (MR/ER) and Pathways (Regional, Local and Trails) are to be constructed by the developer according to approved drawings and Calgary Parks Development Guidelines and Standard Specifications: Landscape Construction (DGSS), current edition: <https://www.calgary.ca/csps/parks/construction/park-development-guidelines.html>

21. The developer shall restore, to a natural state, any portions of the environmental reserve lands along the boundaries of the plan area that are altered or 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.
22. With the submission of Landscape Construction Drawings, the developer shall include a detailed Habitat Restoration Plan including a maintenance schedule for each ER proposed to be affected by any construction. The Plan shall conform to requirements detailed in the City of Calgary Habitat Restoration Project Framework and specify 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.
23. All landscape rehabilitation on Parks land and assets shall be performed and inspected in accordance with Parks' Development Guidelines and Standard Specifications: Landscape Construction (current edition). The disturbed area shall be maintained until establishment and approved by the Parks Development Inspector. Contact the Parks Development Inspector Annie Rodrigues, 403-804-9397 or Annie.Rodrigues@calgary.ca to arrange an inspection.
24. Development activities must ensure that suitable erosion and sedimentation controls are being implemented to protect our environment and drainage systems. Please refer to The City of Calgary's Guidelines for Erosion and Sediment Control for more information.
25. Stockpiling or dumping of construction materials on ER lands is not permitted, unless otherwise authorized by Parks in writing.
26. Rehabilitate all portions of the ER, MSR, MR and PUL 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.
27. Prior to approval of the Tentative Plan, finalized Landscape Concepts as per Section 2.1 (page 39) of the Calgary Parks Development Guidelines and Standard Specifications for Landscape Construction (current edition). Park development guidelines (calgary.ca) shall be submitted for Parks review and approval for all MR/ ER (if applicable) sites and be refined to add:
 - a. A site plan showing general conformance to Outline Plan landscape concepts, intended park program, site layout, and preliminary planting.
 - b. 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.
 - c. 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.
28. Prior to Endorsement of the Tentative Plan Landscape Construction Drawings that are reflective of the subject Tentative Plan for the proposed MR and ER lands are to be submitted to parksapprovals@calgary.ca for the Coordinator, Landscape Construction Approvals for review and approval prior to construction.

29. 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 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).
30. Pursuant to Part 4 of the Water Act (Alberta), the applicant shall promptly provide Parks with a copy of the Water Act approval, issued by Alberta Environment for the proposed wetland disturbance.
31. Until receipt of the Water Act approval by the applicant from Alberta Environment and Parks, the wetland(s) affected by the development boundaries shall not be developed or disturbed in anyway and shall be protected in place.
32. Prior to approval of the first Tentative Plan or related Stripping and Grading Permit, the developer shall submit:
 - a. Detailed finalized concept drawings (including cross-sections) and a Restoration Plan for the ER wetland and storm water management facility, with the Restoration Plan to include a functional wetland edge (transitional zone) and an upland grassland;
 - b. Plans that clearly indicate specific stock piling locations for all salvaged wetland soils to be reused in the re-created wetland. These are not to be combined with other loam piles and it must be demonstrated how the soils will be kept viable; and
 - c. Cross-section details for the PUL infrastructure located adjacent to the ER and MR lands.
33. The developer shall submit detailed Engineering Construction Drawings and Landscape Construction Drawings for the proposed constructed wetland/storm pond to both Water Resources and Parks for review.
34. 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 wetland complex are located outside of the high water line.
35. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
36. 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 MR/ER extents or proposed ER extents resulting from the proposed development in its entirety.

37. 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.
38. Prior to the approval of the affected Tentative Plan, the developer shall confirm fencing requirements adjacent to MR and ER parcels to the satisfaction of the Director, Calgary Parks.
39. 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 existing grades of adjacent parks and open space (MR and/or ER), with all grading confined to the private property, unless otherwise approved by Parks.
40. Prior to approval of the first Tentative Plan or stripping and grading permit (whichever comes first), confirm that concrete swales where private residential lots back or side onto MR spaces will be provided at detailed design. All swales should be located wholly in private land.
41. 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.
42. Prior to approval of the affected Tentative Plan, coordinate a meeting through the Parks planner with Parks Pathways to field fit the pathways and/or trails.
43. Prior to Endorsement of the Tentative Plan, approval from Parks is required for all utility rights-of-ways proposed within existing or future Reserve (MR, MSR, ER) lands.
44. Throughout the development process, adhere to all recommendations and mitigation measures outlined in the approved Biophysical Impact Assessment report.

Utility Engineering

45. 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 and is expected to be in service by 2030. As delivery options are identified and confirmed, the City will complete ongoing reviews of water capacity limitations in the North Sector of the City with consideration to phased delivery and servicing where possible.

46. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report:

- Geotechnical Report (Cabana Lands ASP - Update), prepared by McIntosh Lalani Engineering Ltd. (File No ML 9334), dated June 25, 2021.
47. 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 copies of the agreement for the City's signature.
 48. 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.
 49. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
 50. Prior to endorsement of the final instrument, execute a Development Agreement/Indemnification Agreement. Contact the Infrastructure Strategist, Calgary Approvals Coordination for further information at 403-268-5782 or email jill.a.thomson@calgary.ca
 51. 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 14 Street NW along the east boundary of the plan area.
 - c) Construct the underground utilities and surface improvements within 144 Avenue NW along the south boundary of the plan area.
 - d) 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.
 - e) 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) where they abut 144 Avenue NW and 14 Street NW along the boundary of the plan area.
 - f) Construct the MSR/MR within the plan area.
 - g) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.

52. Prior to Endorsement of the final instrument, make satisfactory cost sharing arrangements with Qualico Developments West Ltd. for part cost of the existing (storm and sanitary) installed/constructed in (144 Avenue NW) that was paid for and/or constructed by Qualico Developments West Ltd under (DA2013-0029 Evanston Phase 24).
53. Following new construction of the new alignment of 144th Avenue from Collector Road A to 14th Street NW and as a condition of the affected Tentative Plan, the developer will be required to remove existing 144th Ave within the 1.11ha "existing road allowance to be closed" area and rehabilitate the area to the satisfaction of the City of Calgary. Note that rehabilitation of the area will include resolution of existing stormwater infrastructure (existing grass swale, 450 culvert, rip rap etc.) to the satisfaction of Calgary Parks and Water Resources.
54. As part of the closure of the existing road allowance at 144th Ave west of 14th Street and as part of the affected Tentative Plan wherein the 144th Ave realignment west of 14th Street is constructed, the developer is to coordinate to with existing utility owners impacted by the road closure to have existing impacted utilities protected with utility right-of-ways and/or moved into the new 144th Ave alignment.
55. Prior to decision of the first subdivision, an updated water network design shall be provided.
56. Prior to decision of the first subdivision, an updated phasing diagram shall be provided excluding the proposed M-1 site adjacent to the proposed Street Drive. Note: if the M-1 site is included in phases 1 through 5, the development permit may have a prior to release unit cap restriction applied.

Mobility Engineering

57. In conjunction with the applicable Tentative Plan, the cross section and right-of-way requirements for 160 Avenue NW shall comply with the 160 Avenue NW corridor study. Adjustments to the Tentative Plan boundary and impacted lots may be required to accommodate all necessary right-of-way changes due to the results of the 160 Avenue Corridor study. Prior to the approval of the affected Tentative Plan, the design and right-of-way for 160 Avenue NW will be determined to the satisfaction of Manager, Development Engineering.
58. In conjunction with the initial Tentative Plan, the Developer shall register a road plan to the satisfaction of the Manager, Development Engineering for the balance of 144 Avenue between 14 Street NW to the west boundary of the Outline Plan. Included will be the ultimate intersection of 144 Avenue and 14 Street NW.
59. In conjunction with the initial Tentative Plan, the Developer shall register a road plan to the satisfaction of the Manager, Development Engineering for the boundary half of 14 Street between 144 Avenue and 160 Avenue NW.
60. In conjunction with the applicable Tentative Plan(s), construct the west carriageway and boulevard of 14 Street NW adjacent to the associated phase or projection of associated

phase (in the case of 15151 14 Street NW and 15525 14 Street NW not in outline plan boundary) to the satisfaction of the Manager, Development Engineering.

61. In conjunction with applicable Tentative Plan(s) north of Street Drive, road plans for the ultimate west carriageway and boulevard of 14 Street NW shall be registered adjacent with the associated phase or projection of associated phase (in the case of 15151 14 Street NW and 15525 14 Street NW not included in the outline plan boundary) to the satisfaction of the Manager, Development Engineering.
62. In conjunction with the applicable Tentative Plan, the Developer shall submit detailed construction drawings with cross-sections, for the interim and ultimate grades for 14 Street, 144 Avenue and 160 Avenue NW adjacent to and within 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. Prior to the approval of the affected Tentative Plan, the design and right-of-way for the subject roads will be determined to the satisfaction of the Manager, Development Engineering.
63. In conjunction with the applicable Tentative Plan, the Developer shall submit detailed construction drawings, for all adjacent intersections on 14 Street, 144 Avenue and 160 Avenue NW adjacent to and within the outline plan boundary. The intersection designs shall demonstrate and provide dimensions for any proposed road widening; including the parallel and/or slotted left-turn bays at the intersections. Adjustments to the Tentative Plan boundary may be required to accommodate all necessary intersection right-of-way requirements. Prior to the approval of the affected tentative plan, the design and right-of-way for the subject intersections will be determined to the satisfaction of the Manager, Development Engineering.
64. 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 14 Street NW to the west boundary of the Outline Plan; and the intersection of 144 Avenue and 14 Street 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.
65. 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, Development Engineering.
66. 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, Development Engineering 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.

67. 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.
68. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall enter into a Construction Access Roads Agreement with Mobility.
69. In conjunction with the applicable Tentative Plan or Development Permit, all community entrance features must be located outside the public right-of-way.
70. In conjunction with the applicable Tentative Plan or Development Permit for the staged construction of the road network, transit stops shall be provided to the satisfaction of the Manager, Development Engineering. All bus zones shall be located:
 - a) Where commercial areas are concentrated;
 - b) Where the grades and site lines are compatible to install bus zones; and
 - c) Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.
71. 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).
72. In conjunction with the applicable Tentative Plan, transit stops along 144 Avenue NW, 14 Street and 160 Avenue NW are to be developed as bus bays and/or bus facilities to the satisfaction of the Manager, Development Engineering.
73. In conjunction with the applicable Tentative Plan, 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 Manager, Development Engineering. Vehicular access shall be provided by rear lanes. 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.
74. No direct vehicular access is permitted along 144 Avenue, 14 Street and 160 Avenue NW from the subject lands. A restrictive covenant shall be registered concurrent with the registration of the final instrument to that effect at the tentative plan stage.
75. 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 Manager, Development Engineering.
76. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall provide a Letter of Credit or payment for pedestrian-actuated crossing signals. Pedestrian-actuated crossing signals shall be located to the satisfaction of the Manager, Development Engineering as follows:
 - a) where regional pathways or multi-use pathways intersect with a street;
 - b) at mid-block crossings; and
 - c) at intersections or pedestrian crossings adjacent to joint use sites.

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 or payment, and is required to submit payment in support of the Tentative Plan or Development Permit.

77. In conjunction with the applicable Tentative Plan, sidewalks along a school site frontage shall be designed and constructed at the Developer's sole expense as mono-walks with a minimum width of 2.0 meters. Where a multi-use or regional pathway is adjacent to a school site frontage, it shall be developed as a 3.5 metre wide monolithic pathway.
78. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall provide curb extensions along streets adjacent to school sites (entire parcel) to the satisfaction of the Manager, Development Engineering.
79. In conjunction with the applicable Tentative Plan or Development Permit, a noise attenuation study is required 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 Development Engineering 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, Development Engineering.
80. 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).
81. 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 metres 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 metres. 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 Manager, Development Engineering. Post and cable fence is required where the temporary turnaround is anticipated to be required for a period greater than one year.
82. In conjunction with the applicable Tentative Plan or Development Permit, as well as in conjunction with any Land Use or Outline Plan amendments, further transportation analysis is required at the discretion and to the satisfaction of the Manager, Development Engineering.