

Outline Plan Conditions of Approval

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

Planning

1. If the total area for Roads and PUL dedication is over 30%, note that compensation will not be provided by The City for this over-dedication.
2. Compensation for over-dedication of reserves is deemed to be \$1.
3. Prior to affected Tentative Plan approval, an application for street names must be approved by City Council.
4. With each Tentative Plan the Developer shall submit a density phasing plan showing the proposed phasing within the Outline Plan area and the projected number of dwelling units within each phase to demonstrate compliance with the minimum required densities and variety of housing policies as required by the Belvedere Area Structure Plan and the Municipal Development Plan. The density phasing plan shall include a breakdown of the type of units anticipated within each land use district. If the number of units exceed the maximum number of units on the attached Outline Plan a revised TIA and / or staged master drainage plan may be required at the discretion of DART.
5. 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, Division 8.
6. All existing and proposed overhead power lines shall be relocated or located underground to the standards and satisfaction of Enmax.
7. All 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. One exception to this condition is lots fronting on Liberty Way SE.
8. With the submission of Landscape Construction Drawings, the developer shall include a detailed Habitat Restoration Plan including a maintenance schedule for each Environmental Reserve 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.
9. 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.
10. 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 (403-804-9417) to approve the location of the fencing prior to its installation.

11. 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 Protected Areas, 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.
12. Until receipt of the Water Act approval by the applicant from Alberta Environment and Protected Areas, the wetland(s) affected by the development boundaries shall not be developed or disturbed in anyway and shall be protected in place.
13. The developer shall submit detailed Engineering Construction Drawings and Landscape Construction Drawings for the proposed (re)constructed wetland/storm pond to both Water Resources and Parks for review. To achieve the ER designation, a reconstructed wetland must meet habitat function, depth, and water quality and quantity criteria as per the City's and Alberta Environment and Parks- requirements. Alternative water treatment options, such as Oil and Grit Separator (OGS), sediment traps, Low Impact Development (LID) buffering zones, berms, etc. shall be located outside of the ER extents.
14. 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.
15. 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.
16. 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.
17. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
18. No disturbance of Environmental reserve lands is permitted without written permission from the Parks Generalist for this area. The Parks Generalist can be reached at Karen.Moug@calgary.ca.
19. 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.

20. 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.
21. Prior to approval of the affected 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.
22. 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.
23. 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.
24. 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 Landscape Architect Michael.Nelson@calgary.ca for review and approval prior to construction.
25. 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.
26. All stormwater related infrastructure is to be located within Public Utility Lots (PUL) extents.

Utility Engineering

27. At the time of approval, this Outline Plan is located within an area that had a recent removal of the Growth Management Overlay (GMO). As a result, the required infrastructure to service the plan area (water feedermain loop, fire station, etc.) may not be fully constructed. Conditions of Approval may be added, removed, or modified at the Tentative Plan application stage to reflect the future servicing requirements.
28. 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 necessary.

29. Prior to approval of the applicable tentative plan(s) or stripping and grading development permit, the applicant shall provide documentation that confirms that the oil and gas pipelines have been abandoned or removed in accordance to their requirements and the environmental condition of the land is suitable for the intended uses.

Supporting documents include, but are not limited to: Alberta Energy Regulator Pipeline Removal License Amendments, environmental investigation reports, etc. All documentation shall be reviewed to the satisfaction of The City of Calgary.

The operator(s) of the abandoned pipelines must be notified of the subject application to address potential conflicts or concerns with the abandoned pipelines and future site development. Provide documentation confirming that the operator is aware of the development, that they do not object to the proposed work, and that the environmental condition of the land is suitable for the intended uses.

The operator(s) of the low-pressure operational pipeline(s) must be notified of the subject application to address potential conflicts or concerns with the pipeline(s) and future site development. Provide documentation confirming that the operator is aware of the development in proximity to their infrastructure, that they do not object to the proposed work, and that the environmental condition of the land is suitable for the intended uses.

Prior to approval of any construction work that includes ground disturbance activities on the pipeline right of way, the applicant must provide documentation from the operator confirming that they do not object to the proposed work. All documentation shall be reviewed to the satisfaction of The City of Calgary.

30. Prior to approval of the first tentative plan or stripping and grading development permit, the applicant shall provide confirmation that the applicable recommendations outlined in the Phase I Environmental Site Assessment, Zahmol Lands within Belvedere Development Area NW 18-24-28 W4M. (Athena Environmental Consultants Ltd. June 2, 2022) have been completed. All documentation shall be reviewed to the satisfaction of The City of Calgary.
31. Throughout the phased construction of the development, each construction phase must meet the minimum fire access standards. Any group of dwelling units of 100 or more requires two accesses, and 600 or more units requires three accesses. If a temporary dead-end is proposed to exceed 120m in length, a temporary emergency access road is required.
32. At the time of construction drawing submission for all subdivision applications, all road cross sections shall be reviewed to confirm they meet the minimum Fire Access Standards (including but not limited to a minimum of 6.0m clear pavement width that is unencumbered by parking or other obstructions). Any roads found to be deficient shall be amended accordingly.

33. This Outline Plan contains a stormwater management facility (pond). The Staged Master Drainage Plan (SMDP) developed for this Outline Plan has an expiry date of 5 years from the date of the Outline Plan approval because guidelines, standards, and regulations may change from time to time. If subdivision and construction of the stormwater management facility and its associated catchment area does not commence within 5 years of approval, the Developer shall be required to update the SMDP as may be deemed appropriate, to the satisfaction of the Manger of Development Engineering. If such an update impacts the layout or size of the stormwater management facility, 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 necessary.

Please note that the subject plan area is within the Forest Lawn drainage catchment. The site must conform to the Forest Lawn Creek Master Drainage and Implementation Plan which identifies a maximum unit area release rate of 2.5L/s/ha for sizing the stormwater management facilities. It is advised that the applicant be flexible with the design of the stormwater management facility to consider a runoff volume target which may be required in the future at the time of development.

The following conditions have been applied to the approved SMDP and shall be addressed at the time of development:

- There will be no retaining walls within the Stormwater retention facility / wetland.
 - Control Structure will be at the finished grade.
 - Wetland Distribution head/clean out and access will need be further detail and review prior to approval.
 - Pipe size from the manhole to the main pond body will need change to 450mm.
34. The stormwater management facility (pond) included within this Outline plan will include Public Utility Lots (PUL) for the 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 report shall be submitted to the satisfaction of Development Engineering and Calgary Parks and Open Spaces 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 adjustments to the Land Use boundaries as may be required, and if the adjusted PUL impacts a municipal reserve (MR) site, the loss of MR shall be reallocated elsewhere within the plan.
35. Prior to approval of the first Tentative Plan, submit and get approval on pond report and a wetland management report for the proposed stormwater management facility. The report shall conform to the Staged Master Drainage Plan and applicable standards and guidelines, all to the satisfaction of The City of Calgary.
36. At the subdivision stage and prior to the submission of Construction Drawings, submit a preliminary water network plan for review to WA-
ResourcesDevelopmentApprovals@calgary.ca and copy the area engineer from

Development Engineering Utility Specialists. The water network shall layout water main sizes and hydrants as per colour-coded city practice. Include the following with the submission: the Outline plan name, number, and date, adjacent land information if applicable, date of the water network submitted, previous versions and submission date if applicable, rough finished grade, pressure zone, and land use. For further information, contact Development Engineering Utility Specialists, at 403-268-5697.

With each subsequent subdivision application, submit an updated water servicing (including main sizes) and hydrant location design map as may be required for review and approval to the satisfaction of the City of Calgary, Development Engineering. The water network shall be reviewed with each phase as it may need to change depending on the timing of phases and availability of connections.

37. Submit an electronic version of a Deep Fills Report to the Utility Engineering Generalist for any 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's Geotechnical Engineer. 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.

38. Submit an electronic version of a Slope Stability Report to the Utility Engineering Generalist for any proposed subdivision applications that have proposed grades in excess of 15% (or adjacent to existing grades in excess of 15%), or if the proposed development will not have any grades in excess of 15%, 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's 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.

39. Prior to endorsement of the affected legal plans or issuance of affected construction permissions, submit evidence that Water Act approval has been obtained for any changes/disturbances of the existing natural wetlands (both on-site and off-site), including any proposed discharges into natural wetlands.
40. The parcels shall be developed in accordance with the development restriction recommendations outlined in the Zahmol Belvedere Geotechnical Report, prepared by Clifton Engineering Group Inc. (File No CG3575), dated December 10, 2021 (and any subsequent updates).

41. Servicing arrangements shall be to the satisfaction of the Manager of Development Engineering. Separate service connections to a public main shall be provided for each proposed lot (including strata lots). All main extensions and services are at the expense of the Developer.
42. Prior to endorsement of any Tentative Plan/prior to release of a Development Permit, execute a Development Agreement. Contact the Infrastructure Strategist, Development Commitments for further information at 587-216-2121 or email urban@calgary.ca.
43. Off-site levies, charges and fees are applicable. Prior to endorsement of any Tentative Plan/prior to release of a Development Permit, the applicant must agree to pay these charges by entering into an agreement with the City. Contact the Infrastructure Strategist, Development Commitments for further information at 587-216-2121 or email urban@calgary.ca.
44. At the subdivision stage, Prior to Endorsement of the final instrument, discuss cost sharing arrangements with Opengate Properties Ltd. (or whichever Developer that may assume the Construction Agreement) for part cost (costs not recovered by the developer from the City) of the applicable underground utilities to be installed/constructed by Opengate Properties Ltd. under a Construction Agreement dated Dec 17, 2020 for the East Belvedere (Twinhills Cybercity) development.
45. No trees, shrubs, buildings, permanent structures or unauthorized grade changes are permitted within the utility rights-of-way.
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, surface improvements, and streetlighting within and along the boundaries of the plan area (including, but not limited to, the Developer's share of Memorial Drive and 84 Street SE).
 - 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 the Municipal Reserve lots within the plan area.
 - e) Construct the Public Utility Lots within the plan area.
 - f) Construct the pathways within and along the boundaries of the plan area, to the satisfaction of the Director of Calgary Parks and Open Space.

- g) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, within and along the boundary of the plan area, where required by The City for lots backing onto public land.
 - h) Rehabilitate the portions of public or private lands (including future Environmental Reserve lands) and/or infrastructure that may be damaged as a result of this development, all to the satisfaction of The City of Calgary.
47. 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 Manager of Development Engineering. The report and drawings shall follow the latest version of The City of Calgary Guidelines for Erosion and Sediment Control.

Mobility Engineering

48. In conjunction with each tentative plan or Development Permit, a technical memorandum may be required that outlines the proposed phases' unit numbers, trip generation estimates, and required supporting roadway network to demonstrate, to the satisfaction of the Manager, Development Engineering, that a Regional Transportation Network Infrastructure is available, and connects the Outline Plan area, in accordance with the approved Calgary Transportation Plan (CTP) and Municipal Development Plan (MDP). Available includes any or all of the following:

- The ability to construct or contribute towards construction of a Regional Transportation Network infrastructure required to provide a connection to the Tentative Plan.

Required transportation Network Infrastructure and funding mechanism to support the development will be determined once the final Global TIA is submitted, reviewed, and accepted.

49. Prior to approval of the initial tentative plan, Stage 2 of the Belvedere Global TIA regarding Infrastructure Phasing is to be complete, to the satisfaction of Administration. Each subsequent tentative plan is to be evaluated against the findings of the Global TIA as it relates to the level of development that can be supported by available infrastructure at the time of tentative plan submission.
50. In conjunction with each Tentative Plan, each submission shall be subject to conditions based on findings from Stage 2 of the Belvedere Global TIA, related to Infrastructure Phasing. Conditions shall be provided on each application relating to the number of units that can be supported based on available transportation infrastructure at the time of submission. Available is defined as either constructed or funded with the ability to construct.
51. Memorial Drive - The expectation for any developer driven project is that the developer secures the road right of way (R.O.W) from the various parties (often called third parties offsites). In the Memorial Drive Extension instance the applicant/ developer will have to work with the adjacent landowners (including the Province) to have the lands ready to be placed into road right of way. Once they have that confirmation that the other owners are ready to have the lands secured and placed into road right of way, The City through Planning reaches out to the RE&DS acquisitions team and they prepare the 'dedication' agreements with each of the owners. If owners want to be compensated for the lands

the expectation is the developer needs to shoulder that cost, The City expects to have the lands at nominal.

52. 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 the south half of the complete cross-section of the ultimate Memorial Drive NE between 84 Street East intersection and East plan area.
 - Construct the east half of 84 ST NE along the boundaries of the plan area, including the intersections of 84th Street with Memorial Drive.
53. In conjunction with each Tentative Plan, functional-level plans shall be submitted as a component of the Tentative Plan submission package to the satisfaction of Development Engineering and Roads, for the staged development of major and collector standard roadways, inclusive of the staged development of the at-grade intersections, and to the satisfaction of the Manager, Development Engineering. Additional road right-of-way may be required to accommodate transitions and local widenings at intersections.
54. Prior to approval of the first applicable tentative plan, the applicant must dedicate the required road widening for the construction of half of the ultimate cross-section of 84th Street NE. The applicant is to dedicate the full width of Memorial Drive.
55. All crosswalks where Regional Pathways or Multi-use pathways intersect with the street shall be designed to the satisfaction of the Manager, Development Engineering. At the effected tentative plan, the installation of pedestrian-actuated crossing signals or other treatments such as a rapid flash beacon may be required if warranted, at the expense of the developer.

Locations where RRFB are required include:

- School Crossings at Liberty Drive SE and Belvedere Blvd SE
- School Crossing at Liberty Drive SE and Liberation Terrace
- School Crossing at Belvedere Boulevard and future Liberation Manor
- Memorial Drive at 3.0m walkway
- Liberty Drive at mid-block crossing
- Crossing where pathways meet collector roads or higher classification roads.

Prior to the Endorsement of the applicable Tentative Plan, the Developer shall provide a Letter of Credit for pedestrian-activated crossing signals (RRFB) within the tentative plan area. 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.

56. 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).
57. No direct vehicular access shall be permitted to or from Memorial Drive and/or 84 Street SE; 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.

58. No direct vehicular access shall be permitted to or from Liberty Drive; 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.
59. No direct vehicular access shall be permitted to or from Belvedere Boulevard 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.
60. All R-Gm parcels adjacent to 84th Street NE and Memorial Drive NE must have frontage to these roads; 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.
61. A Mutual Access Easement may be required at the applicable tentative plan for shared access between the M-2 site located on the Southwest boundary area of the outline plan and the R-2m site on the Tristar Outline Plan (LOC2016-0189). If required, the Mutual Access Easement is to be registered concurrent with the registration of the applicable tentative plan.
62. At the affected tentative plan, guard rails may be required along Liberty Drive NE surrounding the wetland. Guard rail and warrant calculations will be required for each applicable tentative plan.
63. In conjunction with the applicable Tentative Plan, sidewalks along the school site frontages shall be designed and constructed as mono-walks, with a minimum width of 2.0 meters.
64. The Liberty Phase 2 area has not been officially reviewed and upon future submission, the area will be formally assessed and further comments will be provided as required. Under the Liberty Phase 2 application, the green corridor exact alignment and design will be reviewed.
65. In conjunction with the applicable Tentative Plan, collector standard roads (and below) shall be built to their full width to the satisfaction of the Manager, Development Engineering.
66. In conjunction with each Tentative Plan, the Developer shall register road plans for Collector standard roadways within the subject lands to the satisfaction of the Manager, 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 to the major road network.
67. 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.
68. In conjunction with the applicable Tentative Plan, all roads and intersections within the plan area shall be located, designed, and constructed at the Developer's sole expense to the satisfaction of the Manager, Development Engineering.

69. Any proposed community entrance features shall be located on private sites, not within public land or rights-of-way.
70. 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 Manager, Development Engineering.
71. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
72. 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) for any back sloping that is to take place on adjacent lands.
73. In conjunction with the applicable tentative plan, the Developer is responsible to ensure all infrastructure can be constructed in accordance with the applicable standards and regulations at the time of development.
74. In conjunction with the applicable Tentative Plan, the developer shall provide a 4.5m by 4.5 m corner cuts at any road intersection, as directed by the Manager, Development Engineering, for road widening purposes.
75. No direct vehicular access shall be permitted to or from 84 Street SE 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.

An exemption may be granted for additional access points from the M-2 site to 84 Street SE if the access aligns with an opposing all-turns access (median break required) to the site directly to the west. The M-2 access point is to be coordinated with the future outline plan application to the west.

76. At the tentative plan stage, Mutual Access Easements are required on the M-2 and M-G sites to allow the shared access shown on the Outline Plan.
77. The 84 Street SE lane geometry and right of way is to be finalized via the Memorial Drive Functional Study currently underway.