

# Proposed 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. Compensation for dedication of reserves in excess of 10% is deemed to be \$10.00.
2. 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.
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. 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.
5. Prior to affected Tentative Plan approval the proposed street names shall be approved by Council.
6. All existing utilities within the road closure area shall be protected by easement or relocated at the developer's expense.
7. Prior to the first tentative plan, provide an updated subdivision phasing diagram or indicate if only one subdivision will be pursued for the proposed LOC Plan area. If the LOC Plan area is phased, this will affect the proposed Landscape Concept designs which show connected and inter-related park spaces.
8. Prior to approval of the Tentative Plan, Landscape Concepts prepared at the Outline Plan stage shall be refined to add:

### General Comments:

- 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.

d) Proposed fencing.

Specific Comments:

a) Integrate mid-block crossings with MR's across road.

b) Ensure tree plantings are not in enclosed areas.

c) Confirm and co-ordinate programming elements by arranging a meeting with Park's Planner (curesha.moodley@calgary.ca) and Landscape Coordinator - Development (michael.nelson@calgary.ca). For example - Park 2 may require alternative programming (obstacle course, slackline/hammock posts or static fitness equipment, etc.) that complements the park to the south. Park 4 -A may require an additional Plan area for Kids 0-5 to complement playground to the east. Park 5 - orient basketball court north-south with an open play space on one side.

9. Prior to endorsement of the affected tentative plan, under separate cover, the developer shall submit Landscape Construction drawings, for all reserve lands (municipal reserve (MR)) within the Outline Plan area to Parks for review and approval. Landscape Construction Drawings shall follow the submission requirements outlined in the Parks Development Standard Specifications - Landscape Construction (current version).
10. The developer is responsible for constructing all MR parcels within the boundaries of the plan area according to the approved concept plans and built in accordance with the Parks' Development Guidelines and Standard Specifications - Landscape Construction (current version).
11. All landscape construction shall be in accordance with Calgary Parks' Development Guidelines and Standards Specifications: Landscape Construction (current version).
12. Fencing between the S-SPR (MR) and the M-1 and C-C1 lots will be further evaluated at Development Permit/Landscape Construction Drawing submittal in order to ensure a suitable interface is provided between the proposed parks and the multi-family/commercial development.
13. At Engineering Construction Drawings submission ensure a minimum clearance of 1.5m from proposed boulevard trees to streetlight cables.
14. Private residential lot drainage into MR parcels is not supported. Private lots shall include concrete swales within their own extents to direct rear lot drainage to the street.
15. Prior to the approval of the affected tentative plan, the developer shall confirm fencing requirements adjacent to MR parcels to the satisfaction of the Director, Parks and Open Spaces.
16. 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 environmental

- reserve (ER)), with all grading confined to the private property, unless otherwise approved by Parks.
17. Wetlands 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) 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).
  18. Until receipt of the Water Act approval by the applicant from Alberta Environment, the wetland(s) shall not be developed or disturbed in anyway and shall be protected in place.
  19. 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.
  20. 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: <http://www.calgary.ca/UEP/Water/Documents/Water-Documents/escguidelines2001-02-12.pdf>
  21. Construct all Regional Pathway routes within and along the boundaries of the plan area according to Parks' Development Guidelines and Standard Specifications - Landscape Construction (current version), including applicable setback requirements, to the satisfaction of Parks.
  22. Retaining walls within reserve lands are not permitted, unless otherwise authorized by Parks and Open Spaces. in writing.
  23. All public trees shall be planted in compliance with the approved Public Landscaping Plan.  
  
Any tree planting in City boulevards shall be performed and inspected in accordance with Parks' Development Guidelines and Standard Specifications - Landscape Construction (current edition).
  24. Backsloping from adjacent development sites into reserve lands (MR) is not permitted, unless otherwise authorized by Director Parks and Open Spaces. in writing.

## Utility Engineering

25. Prior to the endorsement of future tentative plans, execute a Development Agreement. Contact the Infrastructure Strategist, Mathew Lanz, Development Commitments for further information at 587-224-0054 or email [mathew.lanz@calgary.ca](mailto:mathew.lanz@calgary.ca).
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/onsite 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 the boundary 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, along the boundary of the plan area.
  - e) Construct the Municipal Schol Reserve (MSR)/MR within the plan area.
  - f) Construct the multiuse pathway within and along the boundaries of the plan area and along the north boundary of 80 Ave NE from Métis Trail to 52 Street NE, to the satisfaction of the Director of Parks Development.
  - g) Street lighting.
27. The developer shall make repayment arrangements with the City of Calgary (Real Estate and Development Services) for part cost of the Saddleridge Storm Pond (Cell D) SW ¼ 15-25-29-4, which was installed by Triovest Realty Advisors through their Saddleridge Industrial, Phase 01 (2014-044) subdivision and financed by The City of Calgary.
- The developer shall make repayment arrangements with the City of Calgary (Transportation Infrastructure) for part cost of the upgrades of the east half of Métis Trail NE, which was installed by Genstar Development Company Limited through their Saddle Ridge, Phase 02 (DA2016-0017) subdivision and financed by The City of Calgary.
- Make satisfactory cost sharing arrangements with Builder Investment Group Inc. for part cost of underground utilities and surface improvements in 84 Avenue NE which was paid for and/or constructed by Builder Investment Group Inc. under Saddle Ridge, Phase 01 DA2020-0015.

Make satisfactory cost sharing arrangements with TRIOVEST REALTY ADVISORS INC.. for part cost of Watermain in 80 Avenue NE which was paid for and/or constructed by TRIOVEST REALTY ADVISORS INC. under Saddle Ridge Industrial, Phase 01 DA2014-0044.

The developer shall make repayment arrangements with the City of Calgary for part cost of the surface improvements and the Storm Sewer Main in 80 Avenue NE adjacent to the site.

28. Off-site levies, charges and fees are applicable.
29. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):  
  
Geotechnical Report, prepared by E2K Engineering Ltd. (File No 2018-4091), dated April 26, 2019.
30. 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.
31. Update the approved "Saddle Ridge Cell D south lands" (LOC2017-0382) Sanitary Servicing Study dated November 24, 2021 at the subsequent subdivision or development permit submission within the outline plan area due to the increased density of the proposed parcels.
32. Update the SMDP to capture previously identified outline plan changes at the subsequent subdivision or development permit submission.  
  
Note: This site is covered in the Saddle Ridge Cell D South Land SMDP (Jubilee, 2022).
33. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.

### **Mobility Engineering**

34. In conjunction with the applicable Tentative Plan, the Developer shall submit detailed construction drawings with cross-sections, for the interim and ultimate grades for Métis Trail NE and 80 Avenue NE 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 Mobility Engineering.

35. In conjunction with the applicable Tentative Plan, the Developer shall enter into a Development Agreement for the offsite improvements identified in these conditions as necessary to service the proposed development to the satisfaction of the Approving Authority.
36. 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, subject to normal oversize, endeavours to assist, and boundary cost recoveries, and to the satisfaction of the Manager, Development Engineering.
37. 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 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 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.
38. 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 where private lands (including lands owned by the City of Calgary) are impacted by the proposed development.
39. In conjunction with the tentative plan(s) the Developer(s) shall provide payment their proportionate share of the costs for the upgrades to Métis Trail; and the intersection with 88 Avenue NE.
40. In conjunction with the applicable Tentative Plan, the collector street adjacent to Block 29 on Saddleranch Boulevard NE (82 Avenue), west of Saddlehaven Drive (46 Street NE) shall be dedicated and built to its full width to the satisfaction of the Manager, Development Engineering.
41. The 3.0m Multi Use pathway shall be constructed on the north boulevard of 80 Avenue NE from the intersection of Métis Trail and 80 Avenue NE to the intersection of 52 Street and 80 Avenue NE. The pathway shall be designed and constructed to the satisfaction of the Manager, Development Engineering in conjunction with the first Tentative plan associated with this Outline plan.
42. In conjunction with the applicable Tentative plan, the proposed Emergency Access connection from 80 Avenue NE to Saddlehorse Crescent NE shall be designed to the satisfaction of Mobility Engineering.
43. In conjunction with the applicable Tentative plan, any required Mid-Block crossing will be designed and constructed to the satisfaction of Mobility Engineering, including curb extensions and possible RRFB crossing beacons.

44. In conjunction with the applicable Tentative Plan, the Developer shall ensure that all pathways from MR lands have direct pedestrian connection by sidewalk or pathway to crossing locations at intersections to the satisfaction of the Manager, Development Engineering.
45. In conjunction with the applicable Tentative Plan(s), developer shall dedicate 0.68m of additional right-of-way to the north boulevard along 80 Avenue NE. The wider boulevard shall accommodate the construction of a 3.0m multi-use pathway and burial of the overhead power lines. The northerly boulevard along 80 Avenue NE will be completed to its ultimate cross section to the satisfaction of the Manager, Development Engineering.
46. In conjunction with the applicable Tentative Plan, laneless lots adjacent to transit loading areas shall be a minimum width of 11.0m to avoid conflicts with front driveways.
47. 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).
48. In conjunction with each Tentative Plan, Transit service shall be provided to the satisfaction of the Director, Transit and the Manager, Development Engineering.
49. 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.
50. In conjunction with the applicable tentative plan, vehicular access to Lot 30 shall be designed as follows:
  - a) One right in only access point from 80 Avenue shall be permitted, located at the shared property line with Lot 29.
  - b) Access through Lot 29, connecting to Saddlehaven Drive NE shall be provided, subject to an Access Easement agreement with an Access Right of way as depicted as the dashed line on the Outline Plan.
  - c) Potential access from the temporary cul de sac of Saddleranch Boulevard NE (82 Avenue NE) shall be designed to the satisfaction of Mobility Engineering. The design may involve a publicly accessible or emergency only accessible driveway.
51. No direct vehicular access shall be permitted to 80 Avenue NE from Lots 29 and 30. In conjunction with the applicable Tentative Plan, 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.
52. In conjunction with the applicable Tentative Plan, a temporary Access / Emergency Access Easement Agreement and right of way plan benefitting Block 30 via Block 29 shall be executed and registered on title concurrent with the registration of the final instrument.

53. No direct vehicular access shall be permitted to or from 80 Avenue NE with respect to Lot 27, 28. 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. In conjunction with the applicable Tentative Plan, access to the Utility Right of Way associated with Lot 32 shall be located, designed, and constructed to the satisfaction of PDS Mobility Engineering.
55. In conjunction with the applicable Tentative Plan or Development Permit, a noise attenuation study for the residential development adjacent to 80 Avenue NE, certified by 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 roadways, a uniform screening fence shall be provided, in accordance with the 2014 Design Guidelines for Subdivision Servicing.

56. In conjunction with the applicable Tentative Plan, 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.
57. In conjunction with the applicable Tentative Plan or Development Permit, all community entrance features must be located outside the public right-of-way.
58. 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 Manager, Development Engineering.

59. In conjunction with the applicable Tentative Plan, vehicular access to proposed R-G parcels shall be designed and located to the satisfaction of Mobility Engineering.

Note that shared lane access to R-G units may require a Bareland Condominium Subdivision, with common property, or a shared access easement agreement.