

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. 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. 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.

Utility Engineering

4. Servicing arrangements shall be to the satisfaction of the Manager, Development Engineering.
5. Separate service connections to a public main shall be provided for each proposed lot (including strata lots).
6. 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.
7. Off-site levies, charges and fees are applicable.
8. This subject plan area is within the boundary of the Fish Creek drainage catchment and subject to stormwater unit area release rate of 70 L/s/ha in accordance with the Staged Master Drainage Plan for this area.
9. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Preliminary Geotechnical Evaluation Providence Outline Land Use Plan, prepared by Tetra Tech EBA Inc (File No 704-ENG.CGEO03041-01), dated May 25, 2016.
 - Deep Fill Report, Providence Stage 1, Calgary, Alberta, prepared by EXP Services Inc. (File CGY-00047002-01), dated August 20, 2018.

10. 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 and 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 the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.

Mobility Engineering

11. All roads and intersections (including roundabouts) shall be designed and constructed at the expense of the developer and to the satisfaction of the Manager, Development Engineering.
12. In conjunction with the construction of the road network, transit stops shall be provided to the satisfaction of the Manager, Development Engineering, and as per the Standard Specifications for Road Construction, Standard Drawings 454.1012.001-008.
13. Prior to approval of any applicable Multi-Family Development Permit applications, a noise analysis is to be submitted to and approved by Development Engineering for the residential developments adjacent to 154th Avenue SW.
14. The construction of driveways and/or vehicular access over a bus stop patron waiting areas is prohibited. Concurrent with Registration of any applicable Tentative Plan, Restrictive Covenants must be registered on the affected lots to prohibit vehicular access across bus zone areas. The lot sizes shall be designed to provide sufficient width to accommodate for both driveways and bus pad.
15. Wheel chair (curb) ramps are to be constructed at each end of a cross walk, as per the Complete Streets Policy, section 3.2.4. Each crosswalk should have a curb ramp at each end and not be shared (e.g., two per corner for standard intersections). Ramps must be entirely contained within a crosswalk (the crosswalk can be flared to capture a ramp that cannot be easily relocated). Where possible, align the ramp run with the crosswalk, as ramps angled away from the crosswalk may lead some users into the intersection.