

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 area for roads and Public Utility Lots in excess of 30%, is deemed to be \$10.00.
2. Compensation for dedication of Municipal Reserve (MR) in excess of 10% is deemed to be \$10.00.
3. Upon registration of the first tentative plan of subdivision, a comprehensive **deferred reserve caveat** shall be registered on titles of 4;29;22;14;NE and 4;29;22;14;SE in accordance with the provision of the Municipal Government Act, Part 17, Division 8, Section 661. Below is the website for reference
<http://www.qp.alberta.ca/documents/Acts/m26.pdf>

Reserve dedication is 10% of area on titles less Environmental Reserve dedication. Gross Area on Titles is ±129.40 ha, less Environmental Reserve of ±10.83 ha is the Gross Developable Area of ±118.57 ha, multiplied by 10% is Comprehensive Deferred Reserve Caveat of ±11.857 ha.

4. A legal agreement shall be entered into between the City and the developer, to the satisfaction of the City Solicitor, deferring the provision of an undetermined amount of the Environmental Reserve when applicable. Said agreement is to be registered against the title of the residual of 4;29;22;14;NE by Caveat **concurrent with registration** of the legal plan of subdivision.
5. If applicable, **prior to approval** of the initial tentative plan of subdivision, the special conditions addressing the formation and maintenance/financial responsibilities of the Residents Association shall be applied as a condition of subdivision approval to the satisfaction of the Approving Authority.
6. With each tentative plan of subdivision, 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.
7. 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.
8. 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 **concurrent with the registration** of the legal plan of subdivision.

9. 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.
10. Existing buildings that are to be removed are to be done so **prior to endorsement** of the legal plan of subdivision for where the building is located.
11. All existing access to the affected properties in the area shall be maintained or alternative access be constructed at the developer's expense.
12. Relocation of utilities shall be at the developers' expense and to appropriate standard.
13. All existing and proposed overhead power lines shall be relocated or located underground to the standards and satisfaction of ENMAX.
14. **Prior to endorsement** of the first tentative plan of subdivision, provide confirmation and assurance that dwelling units shall be 'solar ready' and able to accommodate panels for solar photovoltaics. For solar PV at least 2.5 cm (1") nominal diameter constructed of rigid or flexible metal conduit, rigid PVC conduit, liquid tight flexible conduit or electrical metallic tubing (as per Section 12 of the Canadian Electrical Code Part 1 concerning "raceways") should be installed.
15. Zero lot line is prohibited on parcels whose property line is adjacent to municipal reserve and public utility land.
16. The applicant should consider the use of drought tolerant, local species that are adapted to future and projected climate conditions, as a way to reduce climate risk and reduce maintenance costs.
17. Green infrastructure and low impact development in public open space areas and boulevards is encouraged and must be shown on tentative and legal plans of subdivision, Municipal Reserve concepts, and landscape drawings.
18. The developer, at its sole cost and expense, shall be responsible for the construction of the Municipal Reserve (MR)/ Municipal School Reserve (MSR) parcels within the boundaries of the plan area according to the approved Landscape Construction Drawings and the Calgary Parks and Open Spaces Development Guidelines and Standard Specifications: Landscape Construction (current version).
19. Prior to approval of the first Tentative Plan or related Stripping and Grading Permit, the developer shall submit:
 - a. Detailed finalized Landscape Concept Plans (including cross-sections) and a Habitat Restoration Plan for the Environmental Reserve wetland and storm water management facility, with the Restoration Plan to include a functional wetland edge (transitional zone) and an upland grassland;
 - b. Details on how construction to expand/change the boundaries of an existing wetland will impact existing soils, water level fluctuations, vegetation (including aquatic) and habitat zones;

- c. Plans that clearly indicate specific stockpiling 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
 - d. Cross-section details for the sedimentation forebay (Public Utility Lots - PUL) adjacent to the Environmental Reserve and Municipal Reserve lands.
20. 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 & Open Spaces prior to Final Acceptance Certificate.
21. 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 & Open Spaces prior to stripping and grading.
22. 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 wetlands/ravines/Environmentally Significant Areas to be retained in order to prevent excessive overland drainage and siltation onto said areas during all phases of construction, in accordance with The City's *Guidelines for Erosion and Sediment Control*, to the satisfaction of the Director of Water Services and the Director of Calgary Parks & Open Spaces. Contact the Parks Development Inspector (Contact the Parks Development Inspector Ania Verrey at ania.verrey@calgary.ca or (403) 804-9417 for an inspection to approve the location prior to commencement of Stripping and Grading activities.
23. 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 Ania Verrey at ania.verrey@calgary.ca or (403) 804-9417 to approve the location of the fencing prior to its installation.
24. 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 Parks, 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.
25. 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 of subdivision 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).

26. 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.
27. 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 Environmental Reserve (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.

28. When a regional pathway is also to be used as a service vehicle access road, the pathway is to be constructed to a lane standard so that the pathway can support the weight of maintenance vehicles.
29. **Prior to approval** of the affected tentative plan of subdivision, the developer must demonstrate, through concepts and cross-sections, that the local and regional pathways around the wetland complex are located outside of the high water line.
30. 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, Calgary Parks.
31. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
32. No disturbance of environmental reserve lands is permitted without written permission from Parks & Open Spaces. The DART Planning Parks Specialist can be reached at brad.bevill@calgary.ca/abigail.mason-thompson@calgary.ca.
33. 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.
34. Prior to the approval of a stripping and grading permit, a Development Agreement or a subject area Tentative Plan, Calgary Parks requires details pertaining to the total limit of

disturbance adjacent to existing municipal reserve/environmental reserve extents or proposed municipal reserve/environmental reserve extents resulting from the proposed development in its entirety.

35. 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 & Open Spaces.
36. At the affected tentative plan of subdivision, the play fields and building envelope parcels within the Municipal School Reserve sites shall remain separated to facilitate proper ownership over each parcel.
37. **Prior to approval** of the tentative plan of subdivision, 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.
38. **Prior to approval** of the first tentative plan of subdivision 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 (Municipal Reserve and/or Environmental Reserve (ER)) or proposed ER, with all grading confined to the private property, unless otherwise approved by Calgary Parks & Open Spaces.
39. **Prior to approval** of the tentative plan of subdivision 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 Calgary Parks & Open Space's approval. A plan illustrating the surveyed ER boundaries must be provided to Calgary Parks & Open Spaces in advance of the onsite meeting. Please contact Parks Ecologist, Tanya Hope at tanya.hope@calgary.ca and Parks Planner, Abigail Mason-Thompson at abigail.mason-thompson@calgary.ca to coordinate this meeting.
40. Prior to approval of the affected Tentative Plan, coordinate a meeting through the DART - Development Applications Review Team, Planning Parks Specialist with Pathways to field fit the trails.
41. **Prior to endorsement** of the tentative plan of subdivision, Landscape Construction Drawings that are reflective of the subject tentative plan of subdivision for the proposed Municipal Reserve lands are to be submitted to the Parks Coordinator, Landscape Construction Approvals Michael Nelson at michael.nelson@calgary.ca for review and approval prior to construction.
42. All proposed parks (Municipal Reserve/Environmental Reserve) and regional/local pathways and trails must comply with the Calgary Parks - Development Guidelines and Standard Specifications: Landscape Construction (current edition).

43. Parks does not support point source drainage directed towards Municipal Reserve (MR), Municipal School Reserve (MSR) or Environmental Reserve (ER) extents. All drainage and storm related infrastructure catering to private property shall be entirely clear of MR/ER/MSR areas.
44. All stormwater related infrastructure outside roadways is to be located within Public Utility Lots (PUL) extents.
45. All shallow utility alignments, including street light cables, shall be set back 1.5m from the street tree alignment on all road cross sections in accordance with Section 4.1.3 of Calgary Calgary Parks and Open Spaces *Development Guidelines and Standard Specifications: Landscape Construction (current edition)*.
46. Stormwater or other drainage from privately-owned parcels onto adjacent Municipal Reserve (MR), Environmental Reserve (ER) or Municipal School Reserve (MSR) parcels is not permitted unless approved by the Director of Parks. 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. Contact the Development Inspector at (name/phone#/email) for an inspection.
47. A permanent 1.2 metre chain link fence (or equivalent to the satisfaction of Calgary Parks & Open Spaces) fully within private property is required along all shared boundaries with Municipal Reserve.
48. **Prior to approval** of the tentative plan of subdivision or stripping and grading permit (whichever comes first), arrange a site visit to discuss detailed design options and ensure that back sloping into the retained wetland and buffer area is minimized at detailed design. Considerations to minimize back sloping could include but not limited to, accommodating more back sloping on the adjacent private lots, or increasing the slope of the disturbance into the wetland.
49. Ensure that all the mitigations in the approved BIA LOC2022-0186 are fulfilled.
50. Site grading of the development site shall match the grades of adjacent Municipal Reserve and Environmental Reserve lands with all grading confined to private property, unless approved by the Director, Calgary Parks & Open Spaces.
51. Any landscape rehabilitation on public parks and Environmental Reserve lands shall be performed and inspected in accordance with Parks' *Development Guidelines and Standard Specifications - Landscape Construction (current edition)*. Applicant is to contact the Parks Development Inspector Ania Verrey at ania.verrey@calgary.ca or (403) 804-9417.

UTILITY ENGINEERING

52. 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.

53. This outline plan contains ponds and a wetland to manage stormwater. 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 any given pond or wetland 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 Development Engineering. If such an update impacts the layout or size of the ponds, 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 Bow River drainage catchment. Based on the Rangeview Master Drainage Plan, stormwater discharge is limited to 2.78 L/s/ha for sizing stormwater management facilities. It is advised that the applicant be flexible with the design of the storm ponds/wetlands to consider a 40 mm runoff volume target which may be required in the future at the time of development of the affected ponds or wetland.

54. The stormwater ponds and constructed wetlands 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) of subdivision, a preliminary design and report shall be submitted to the satisfaction of Development Engineering and Parks 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.
55. With each future 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. The submission shall also include the land use, conceptual site grading plan, onsite and offsite tie-ins, Pressure Reducing Valve chamber locations (if applicable), and phasing plan for review. Dead end mains are not permitted.

Note that the outline plan area is within Ogden pressure zone. Two or more feeds will be

required to service each phase as may be required to provide the required fire flow. The Developer is responsible to work with adjacent land owners to extend the required watermains to service the plan area.

56. **Prior to approval** of the first tentative plan of subdivision, submit an updated Sanitary Servicing Study (SSS) reflecting the final layout and densities of the approved outline plan and land use. The SSS shall be prepared by a qualified Professional Engineer under seal and permit to practice stamp for review and acceptance to WA-ResourcesDevelopmentApprovals@calgary.ca. Include a preliminary sanitary network, catchment outlines, peak weather flow rate, tie in location, and approximate invert.

57. **Prior to approval** of the first tentative plan of subdivision, the Developer shall demonstrate that a minimum of two separate off-site public road right-of-ways will be available to service the plan area. If development is proposed in advance of adjacent roads being dedicated and constructed (no roads available at the time of outline plan approval), the Developer will be responsible for acquiring and constructing the off-site road allowances. Note that a single public roadway connection may be considered if the first phase is less than 100 residential units and the length of the proposed single roadway connection is less than 120 metres in length.

Prior to approval of the tentative plan of subdivision, which creates the potential for 600 or more residential units, the Developer shall demonstrate that a minimum of three separate off-site public road right-of-ways have been acquired to service the plan area.

Throughout the phased construction of the development, each construction phase must meet the above minimum fire access standards.

58. 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 6.0 metre clear pavement width that is unencumbered by parking or other obstructions). Any roads found to be deficient shall be amended accordingly.

59. 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 2.0 metres, or if the proposed development will not have any fills in excess of 2.0 metres, 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 of Calgary. The report is to identify lots to be developed on fills in excess of 2.0 metres 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.

60. 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 per cent (or adjacent to existing grades in excess of 15 per cent), or if the proposed development will not have any grades in excess of 15 per cent, submit a letter to that effect signed and sealed by a Professional Engineer. The report must be prepared by a qualified Geotechnical Engineer under seal and permit to practice stamp to the satisfaction of The City of Calgary.

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.

61. **Prior to endorsement** of the affected legal plan of subdivision 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.
62. The parcels shall be developed in accordance with the development and restriction recommendations outlined in the Trafford Lands Due Diligence Assessment Geotechnical Report, prepared by Englobe (File No 02206776.000), dated November 17, 2022 (and any subsequent updates).
63. **Concurrent with the registration** of the legal plans of subdivision, 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 Development Engineering and the City Solicitor prior to endorsement of the legal plan of subdivision. A standard template for the agreement will be provided by the Utility Engineering Generalist. Prepare and submit three (3) copies of the agreement for the City's signature.
64. Servicing arrangements shall be to the satisfaction of the Manager, Development Engineering and in accordance with the approved reports. Separate service connections to a public main shall be provided for each proposed lot (including strata lots). Servicing shall not be shared or cross other private lots. All downstream local and capital infrastructure must be in place to support any proposed development. All main extensions are at the expense of the Developer.

Note that the servicing concept for the large M-H1 site in the northwest corner of the plan does not anticipate this site to be subdivided (other than a possible bare land condominium). If a subdivision is proposed that involves more than one parcel in this location, it must be demonstrated how each parcel can be serviced separately for storm with direct connection to a public system (water and sanitary are to be serviced to the north from Rangeview Avenue SE).

65. **Prior to endorsement** of any tentative plan of subdivision or prior to release of a development permit, execute a Development Agreement. Contact the Infrastructure Strategist, Development Commitments for further information at 587-229-7368 or email urban@calgary.ca.

66. Off-site levies, charges and fees are applicable. **Prior to endorsement** of any tentative plan of subdivision or 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 587-229-7368 or email urban@calgary.ca.
67. 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 for all streets and lanes 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 Municipal Reserves, Municipal School Reserves, Public Utility Lots, and Environmental Reserves within the plan area.
 - e) Construct the pathways within and along the boundaries of the plan area, to the satisfaction of Calgary Parks.
 - f) 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.
 - g) Rehabilitate the portions of public or private lands and/or infrastructure that may be damaged as a result of this development, all to the satisfaction of The City of Calgary.
68. 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 Development Engineering. The report and drawings submission shall follow the latest version of The City of Calgary Guidelines for Erosion and Sediment Control.

MOBILITY ENGINEERING

69. **Prior to approval** of the first tentative plan of subdivision, it must be demonstrated to the satisfaction of the Manager, Development Engineering that a regional transportation network is 'available' and connects the outline plan area with Stoney Trail S and Deerfoot Trail S, in accordance with the approved Calgary Transportation Plan (CTP) and Municipal Development Plan (MDP).

'Available' is defined as follows:

- The ability to construct or contribute towards construction of a Regional Transportation Network infrastructure required to provide a connection to the tentative plan of subdivision.
- The ability to construct or provide financial contributions for the construction of a pedestrian/active modes system to service the tentative plan of subdivision, or to connect the pedestrian walkway system serving the tentative plan of subdivision with a pedestrian/modes network.

The Regional Transportation Network infrastructure required to support development throughout the subject lands is defined as follows:

- 212 Avenue SE - six (3-3) paved lanes from Deerfoot Trail S to 88 Street SE
- 88 Street SE – six (3-3) paved lanes from Rangeview Avenue SE to 212 Avenue SE
- Rangeview Avenue SE - four (2-2) lanes from 88 Street SE to Rangeview Street SE

Downgrading or removal of segments of the Regional Transportation Network would result in a reduction of the number of units that can be accommodated with the subject lands. The design requirements for all other roadways will require review and reassessment, and any assumptions or analysis completed in support of this application would be invalid.

70. In conjunction with each tentative plan of subdivision, a technical memorandum will be required that outlines the proposed phases' unit numbers, trip generation estimates, and required supporting roadway network to demonstrate and confirm that capacity is available on the regional road network and that all travel modes are accommodated in a contiguous, consistent manner. Contact the Senior Transportation Engineer (carlos.pirela@calgary.ca) for the Scope of Work.
71. In conjunction with each tentative plan of subdivision, Construction Drawings shall be submitted as a component of the tentative plan of subdivision submission package to the satisfaction of the Manager, Development Engineering. Additional road right-of-way may be required to accommodate any necessary transitions and local widenings at intersections.
72. **Prior to approval** of the first applicable tentative plan of subdivision, the applicant must dedicate the required road widening for the construction of the west half of the full cross-section of 88 Street SE, from Rangeview Avenue SE to 212 Avenue SE, to the satisfaction of the Manager, Development Engineering. This shall include the lands required for the cross-section of 88 Street SE and 212 Avenue SE.
- The dedication of 88 Street SE is required to ensure that regional network access to adjacent lands is available, and to ensure that if conditions or needs for the road network in the area change, construction of the road by the Developer, or adjacent Developers (or the City of Calgary) can occur in a contiguous and timely manner.
73. **Prior to approval** of the first applicable tentative plan of subdivision, the applicant must dedicate the required road widening for the construction of the north half of the full cross-section of 212 Avenue SE, from the west limit of the outline plan area to 88 Street SE, to

the satisfaction of the Manager, Development Engineering.

The dedication of 212 Avenue SE is required to ensure that regional network access to adjacent lands is available, and to ensure that if conditions or needs for the road network in the area change, construction of the road by the Developer, or adjacent Developers (or the City of Calgary) can occur in a contiguous and timely manner.

74. In conjunction with the applicable tentative plan of subdivision, the Developer shall construct the southbound lanes of the ultimate 88 Street SE, from 212 Avenue SE to Rangeview Avenue SE, including the intersection of 88 Street SE and 212 Avenue SE. 88 Street SE and ancillary works to support the roadway shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.
75. In conjunction with the initial tentative plan of subdivision, at the discretion of the Manager, Development Engineering, the Developer shall construct the westbound lanes of the ultimate 212 Avenue SE, from the west limit of the outline plan to 88 Street SE. 212 Avenue SE and ancillary works to support the roadway shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.
76. In conjunction with the applicable tentative plan of subdivision where the developed units are at 75% of the outline plan, the network connection of Rangeview Avenue SE from Rangeview Street SE to 88 Street SE and 88 Street SE from Rangeview Avenue SE to 212 Avenue SE shall be in place. If the infrastructure is not in place, the developer may conduct additional transportation analysis to evaluate infrastructure in place at the time to determine it's ability to accommodate additional units, to the satisfaction of the Manager, Development Engineering.
77. **Prior to approval** of the applicable tentative plan of subdivision, the applicant shall provide cross-sections, drawn to scale and dimensioned from property line and lip-of-gutter showing existing, interim and ultimate grades for 212 Avenue SE and 88 Street SE. Cross-sections shall indicate and provide dimensions for any proposed road widening. Also, vehicle templating shall be provided for all intersections and corner bulb.
78. In conjunction with the applicable tentative plan of subdivision or development permit, a noise attenuation study is required for the residential uses adjacent to 212 Avenue SE and 88 Street SE, certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Community Planning for approval.

Note: Noise attenuation studies will only be required adjacent to roads classified as arterial roads. Where sound attenuation is not required adjacent to arterial roadways, a uniform screening fence shall be provided, in accordance with the 2020 Design Guidelines for Subdivision Servicing.

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.

79. The access to the parcel on the southeast corner of the intersection of Rangeview Street SE and Rangeview Avenue SE will be reviewed at the development permit stage.

Access along Rangeview Avenue SE will be restricted to emergency only access unless a formalized Stop Controlled T-intersection is provided to formalize the pedestrian crossing from the pathway provided on the north side of Rangeview Avenue SE as per the approved outline plan (LOC2017-0345).

80. 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 of subdivision, the installation of pedestrian-actuated crossing signals or other treatments such as a rectangular rapid flashing beacon (RRFB) may be required if warranted, at the expense of the developer.

Locations where RRFBs **are required** include:

- Rose Ranch Boulevard SE @ 206 Avenue SE

Locations where RRFBs **may be required** include:

- Rose Ranch Boulevard SE @ Rosebud Link SE
- Rose Ranch Boulevard SE @ Rose Ranch Avenue SE
- Rose Ranch Boulevard SE @ Rosemary Link SE
- Rose Ranch Boulevard SE @ Rossetta Avenue SE
- Rose Ranch Street SE @ 202 Avenue SE
- Rose Ranch Street SE @ 206 Avenue SE
- Rose Ranch Street SE @ Rossetta Avenue SE
- Midblock Crossing @ Rose Ranch Drive Between 202 Avenue SE and 206 Avenue SE
- Rose Ranch Street SE and Rosebush Heath SE Boulevard SE @ 206 Avenue SE

Prior to the endorsement of the applicable tentative plan of subdivision, the Developer shall provide a Letter of Credit for pedestrian-activated crossing signals (RRFB). 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.

81. A **restrictive covenant** shall be registered against the specific lot(s) identified by the Manager, Development Engineering, concurrent with the legal plan of subdivision prohibiting the construction of front driveways over the bus loading area(s).
82. In conjunction with the applicable tentative plan of subdivision, sidewalks along the school site frontages shall be designed and constructed as mono-walks, with a minimum width of 2.0 meters.
83. No direct vehicular access shall be permitted to or from 88 Street SE, Rangeview Avenue SE, Rangeview Street SE, 202 Avenue SE, 206 Avenue SE, 212 Avenue SE, and other additional roads to be added as needed on subsequent plan reviews, from all

R-G and R-GM residential properties. A **restrictive covenant** shall be registered concurrent with the registration of the legal plan of subdivision to that effect at the subdivision stage.

84. At the affected tentative plan of subdivision, guardrails may be required along Rangeview Street SE and Rangeview Avenue SE, as well as 88 Street SE and 212 Avenue SE, surrounding the wetland. Guardrail and warrant calculations will be required for each applicable tentative plan of subdivision.
85. In conjunction with the applicable tentative plan of subdivision, collector standard roads (and below) shall be built to their full width to the satisfaction of the Manager, Development Engineering.
86. In conjunction with each tentative plan of subdivision, 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 of subdivision boundary to the arterial road network.

The continuous collector road 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 residents will have two routes into and out of the area, in the event of emergency or road closures, and the ensure availability of capacity at the plan area access points.
87. In conjunction with the applicable tentative plan of subdivision, 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.
88. In conjunction with the applicable tentative plan of subdivision or development permit, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
89. In conjunction with the applicable tentative plan of subdivision, the Developer is responsible to ensure all infrastructure can be constructed in accordance with the applicable standards and regulations at the time of development.
90. In conjunction with the applicable tentative plan of subdivision, 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.
91. **Prior to approval** of Construction Drawings and Permissions to Construct Surface improvements: The developer shall provide signed copies of backsloping agreements for any backsloping that is to take place on adjacent lands (owned privately or owned by the City).
92. Any proposed community entrance features shall be located on private sites, not within public land or rights-of-way.

93. 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.