

Approved Amended 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. A development permit for stripping and grading will require the issuance of a development completion permit that also ensures for the replacement of any removed or damaged public trees that have been designated to be retained within the outline plan area.
2. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00
3. 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 these parcels to that affect with the registration of the affected legal plan of subdivision.
4. 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 City.
5. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
6. 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. Parks would like to see more amenities provided.
 - 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.
7. **Prior to endorsement** of the affected tentative plan of subdivision, Landscape Construction Drawings for the proposed Municipal Reserve lands are to be submitted to the Parks Coordinator - Development at 403-804-9417 for review and approval prior to construction.

8. 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).
9. The developer, at its sole cost and expense, shall be responsible for the construction of the Municipal Reserve parcels within the boundaries of the plan area according to the approved Landscape Construction Drawings and the Parks' Development Guidelines and Standard Specifications: Landscape Construction (current version).
10. Non-credit Municipal Reserve shall be planted with trees and shrubs to comply with Parks and Open Spaces' minimum standards but not conflict with utilities and applicable setbacks.

Utility Engineering

11. Servicing arrangements shall be to the satisfaction of the Manager, Development Engineering.
12. Separate service connections to a public main (water, sanitary, and storm) shall be provided for each proposed lot (including strata lots), and all lots shall have direct access to public mains located within a public road. Underground services and surface drainage may not cross the property line or be shared between other private parcel(s).

A bare land condominium subdivision will be treated as one lot, and therefore can only have one set of services.

13. Off-site levies, charges and fees are applicable.

Note:

For further details, contact the Infrastructure Strategist, Development Commitments, at joseph.ma@calgary.ca OR 587-229-7368 OR offsitelevy@calgary.ca.

14. The developer is required to execute a Development Agreement, as to construct any / all on-site and off-site public infrastructure necessary to service the plan area, as required by The City.

The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these improvements.

Note:

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15. 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 plan area and along the boundary of the plan area.
- c. Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, along the boundary of the plan area.
- d. Construct the Municipal Reserve/Environmental Reserve within the plan area.
- e. Construct the multiuse pathway within and along the boundaries of the plan area, to the satisfaction of the City.
- f. Street Lighting

Note:

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16. The developer shall make satisfactory repayment and/or cost sharing arrangements for:
- a. Part cost of the underground utilities (sanitary sewers, storm sewers, watermains) and surface improvements (paved roads, sidewalks, curbs & gutters, streetlighting) in 24 Street SE adjacent to the site from 86 Avenue SE to the southern boundary of the development area which was installed by Remington Development Corporation through Riverbend Business Park, Phase 01 (DA2004-0086) and financed by Calgary Roads Program 204 (Project 432552).
 - b. Part cost of the existing underground utilities (sanitary sewers, storm sewers, watermains) and surface improvements (paved roads, sidewalks, curbs & gutters, streetlighting) in 24 Street SE adjacent to the site from 86 Avenue SE to the northerly boundary of the development area.
 - c. Part cost of the 24 Street SE Dry Pond (253DPA) south of the site, which was installed and financed by the City of Calgary.

Note:

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17. The developer shall rehabilitate any public and/or private lands, or infrastructure damaged as a result of this development, all to the satisfaction of The City of Calgary.
18. No trees, shrubs, buildings, permanent structures or unauthorized grade changes are permitted within utility rights-of-ways OR easements.

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19. Prior to issuance of any construction permissions, Erosion and Sediment Control Report and/or Drawings shall be submitted, for review and acceptance, to the satisfaction of the Manager, Development Engineering. The report and drawings shall follow the latest version of The City of Calgary Guidelines for Erosion and Sediment Control.

Note: For further details, contact esc@calgary.ca or contact 3-1-1.

20. The parcels shall be developed in accordance with the development restriction recommendations in the Geotechnical Investigation, prepared by Clifton Engineering Group Inc. (File No. CG3556), entitled The City of Calgary c/o Situated, South Hill (Riverbend TOD), Geotechnical Investigation, Calgary, Alberta, dated December 8, 2022.

Mobility Engineering

21. In conjunction with the applicable tentative plan of subdivision or development permit, phasing plans shall be submitted as a component of the tentative plan of subdivision or development permit submission package, for the staged development of Collector standard and above roadways, inclusive of the staged development of intersections to the satisfaction of the Manager, Development Engineering.

22. In conjunction with 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. Cross-sections shall indicate and provide dimensions for any proposed road widening.

23. In conjunction with the applicable tentative plan of subdivision, 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, Calgary Transit and the Manager, Development Engineering.

24. Prior to the release of any permits or permissions to construct, the developer shall enter into a Construction Access Roads Agreement with Roads, Mobility Maintenance.
25. Prior to approval of construction drawings and permissions to construct surface improvements: The developer shall provide signed copies of back sloping agreements for any back sloping that is to take place on adjacent lands (owned privately or owned by the City).
26. In conjunction with the applicable tentative plan of subdivision, no direct vehicular access shall be permitted to or from Glenmore Trail SE and 24 Street SE and a

restrictive covenant shall be registered concurrent with the registration of the legal plan of subdivision.

27. In conjunction with the applicable tentative plan of subdivision, 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).
28. In conjunction with the applicable tentative plan of subdivision (for R-CG parcels) or development permit (for MU-1 parcels), a noise attenuation study for the residential adjacent to Glenmore Trail SE and 24 Street SE certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Development Engineering for approval.

Notes:

- where sound attenuation is not required for Glenmore Trail SE, a uniform screening fence shall be provided, in accordance with the 2020 Design Guidelines for Subdivision Servicing.
 - Where sound attenuation is required for 24 Street SE, noise mitigation may be attained through material and building design, to the satisfaction of the Manager, Development Engineering.
 - For development permits, 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-way. Noise attenuation features and screening fences shall be at the developer's sole expense.
 - A noise attenuation study for the MU-1 multi-family developments will be required at development permit stage.
29. In conjunction with the applicable tentative plan of subdivision or development permit for the staged construction of the road network, transit stops shall be provided to the satisfaction of the Manager, Development Engineering. All bus zones shall be located:
 - a. Where commercial areas are concentrated;
 - b. Where the grades and site lines are compatible to install bus zones; and
 - c. Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.
 30. In conjunction with the applicable tentative plan of subdivision or development permit, all community entrance features must be located outside of the public right-of-way.
 31. In conjunction with the applicable tentative plan of subdivision, the developer shall provide a Letter of Credit for pedestrian-actuated crossing signals at the intersection of

Riverstone Road SE and 24 Street SE that are required by the Manager, Development Engineering.

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, and is required to submit payment in support of the proposed tentative plan of subdivision applications.

32. Access must be provided and remain open to the existing site (future MU-1) at all times.
33. In conjunction with the applicable tentative plan of subdivision and construction drawing review process, the developer shall construct a 2.0 metre mono sidewalk on the north side Riverstone Road SE in front of 2460, 2464, and 2468 Riverstone Road SE to connect with the existing public sidewalk network, to the satisfaction of the Manager, Development Engineering.
34. In conjunction with the first tentative plan of subdivision and construction drawing review process, the westbound to northbound slip lane at the 24 Street SE roundabout is to be closed at the cost of the developer, to the satisfaction of the Manager, Development Engineering.
35. In conjunction with the applicable tentative plan of subdivision, a 5.0 metre Public Access Easement Agreement and right of way plan through the MU-1 parcel between Riverstone Green SE and 24 Street SE, as shown on the outline plan, for the purpose of pedestrian access shall be executed and registered on title. The agreement and registerable access right-of-way plan shall be to the satisfaction of the Manager, Development Engineering. Submit an original copy of the executed agreement and the certificate of title, indicating the agreement is registered on title.
36. In conjunction with the applicable tentative plan of subdivision, a 6.0 metre Mutual Access Easement Agreement and right-of-way plan along the southern edge of Glenmore Trail SE, through the MU-1 parcel from Rivercrest Crescent SE for the purpose of mutual access shall be executed and registered on title. The agreement and registerable access right-of-way plan shall be to the satisfaction of the Manager, Development Engineering. Submit an original copy of the executed agreement and the certificate of title, indicating the agreement is registered on title.
37. No direct vehicular access shall be permitted from the MU-1f2.0h16 parcel to the north of the central park onto Riverstone Green SE, and a **restrictive covenant** shall be registered concurrent with registration of the legal plan of subdivision.