

MAR 24 2022

# Conditions of Approval

EM: 7.2.3-CPC2022-0338  
Distrib-Letter

CITY CLERK'S DEPARTMENT

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

## Planning

1. If the total area for Roads & Public Utility Lot dedication is over 30%, note that compensation in the order of \$1 for over dedication is deemed to be provided.
2. Vehicular access shall only be to or from the rear lane, where lots have a rear lane. Direct vehicular access shall not be permitted from R-G and R-Gm residential lots to the following roadways:
  - a) Collector roadway (Rangeview Drive SE, Sugarsnap Avenue SE, Rangeview Parade SE),
  - b) Modified Neighbourhood Boulevard (Rangeview Avenue SE), and
  - c) Rangeview Gardens SE.

A restrictive covenant registered against the titles of those parcels will be required at the time of the affected tentative plan.

3. Those portions of lanes running parallel to and abutting public roads shall be paved at the developer's expense, unless a screen or sound fence is constructed in between the lane and road.
4. The Developer shall submit a density phasing plan with each Tentative Plan submission, 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 of the Area Structure/Community Plan and Municipal Development Plan.
5. If the total area for Municipal Reserve dedication is over 10%, note that this is considered a voluntary Municipal Reserve contribution, and compensation in the order of \$1 for over dedication is deemed to be provided.
6. The Developer shall provide the full 10% dedication of Municipal Reserve lands and / or Environmental Reserve lands as indicated on the approved outline plan.
7. 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.
8. 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 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); and

9. 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.
10. 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.

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 OGS, sediment traps, LID buffering zones, berms, etc. shall be located outside of the wetland extents.

11. 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.
12. 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.
13. Rehabilitate all portions of the MSR/MR/ER/PUL/TUC/private (add details) lands along the boundaries of the plan area that are damaged as a result of this development, all to the satisfaction of the Director, Parks.
14. 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.
15. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
16. 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.
17. Prior to approval of the affected Tentative Plan, Landscape Concepts prepared at the Outline Plan stage shall be refined to add:
  - 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.
18. 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 with all grading confined to the private property, unless otherwise approved by Parks.
  19. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
  20. 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 Construction Coordinator (Name, phone number, email) for review and approval prior to construction.
  21. All proposed parks (MR) and Regional/Local Pathways and Trails must comply with the Calgary Parks- Development Guidelines and Standard Specifications: Landscape Construction (current edition).
  22. Parks does not support point source drainage directed towards MR/MSR . All drainage and storm related infrastructure catering to private property shall be entirely clear of MR/MSR areas.
  23. All stormwater related infrastructure is to be located within PUL extents.
  24. All shallow utilities alignments, including street light cables, shall be setback 1.5m from the street tree alignment on all road cross sections in accordance with Section 4.1.3 of Parks Development Guidelines and Standard Specifications (current edition).
  25. All mitigation measures outlined in the approved Biophysical Impact Assessment must be followed throughout the development process.

## **Engineering**

26. 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, sanitary trunk mains, storm trunk mains and outfall, 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.

If any interim servicing strategies/reports are proposed and accepted to City of Calgary standards, the Developer is responsible for the construction and ongoing maintenance and operation of the interim servicing infrastructure until such time as the ultimate servicing has been constructed. The Developer is also responsible for making the connection to the feeder and trunk mains as soon as they become available and redirect the affected flows

accordingly to the satisfaction of the Director of Water Resources. All costs associated with the ultimate connections along with the decommissioning and removal of the temporary infrastructure is the responsibility of the Developer. Interim servicing solutions must be reviewed and accepted to the satisfaction of the Manager of Infrastructure Planning prior to approval of the affected Tentative Plans and/or Development Permits.

If this development is proposed to proceed ahead of adjacent developments that would provide some of the required service connections / main extensions, the Developer will be required to acquire the necessary rights-of-way and construct the off-site services at their expense.

27. Prior to Approval of the first Tentative Plan, the Developer shall demonstrate that a minimum of two separate off-site public road rights-of-way have been acquired to service the plan area. Note that a single public roadway connection may be considered if the first phase is less than 101 residential units, and the length of the proposed single roadway connection is less than 120m in length.

Prior to Approval of the Tentative Plan which creates the potential for 601 or more residential units, the Developer shall demonstrate that a minimum of three separate off-site public road rights-of-way 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. The preliminary phasing plan submitted with the Outline Plan does not reflect all the access points that will be required for each phase, however that will be variable based on what connections are available from adjacent lands at the time of development, and the final phase boundaries and sequencing.

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. This Outline Plan contains a pond 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 the pond 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 Manager of Infrastructure Planning. If such an update impacts the layout or size of the pond(s), 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 to consider a 40 mm runoff volume target which may be required in the future at the time of development of the pond.

30. The stormwater 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 Water Resources 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.
31. 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, Water Resources. The submission shall include an electronic file in .PDF format, as well as three (3) full size colour prints. 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, PRV chamber locations, and phasing plan for review. Dead end mains are not permitted.

Note that the outline plan area is within Ogden pressure zone. Pressure Reducing Valves (PRV) are required to service the site. The location and number of PRV chambers must receive prior approval by Water Resources as part of the submission to ensure they are warranted. Two or more feeds will be required to service each phase as may be required to provide the required fire flow.

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. Submit an electronic version of a Deep Fills Report to the Development 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 Geotechnical Engineer, Roads. 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.

34. Submit an electronic version of a Slope Stability Report to the Development 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 Geotechnical Engineer, Roads.

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.

35. 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.
36. The parcels shall be developed in accordance with the development restriction recommendations outlined in the Danube Outline Plan Geotechnical Report, prepared by McIntosh-Lalani Engineering Ltd. (File No M-L 02005687.000), dated March 23, 2021 (and any subsequent updates).
37. 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.
38. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources. Separate service connections to a public main shall be provided for each proposed lot (including strata lots).
39. Prior to endorsement of any Tentative Plan/prior to release of a Development Permit, execute a Development Agreement. Contact the Public Infrastructure Coordinator, Calgary Approvals Coordination for further information at 403-268-5706 or email [urban@calgary.ca](mailto:urban@calgary.ca).
40. 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 Public Infrastructure Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email [urban@calgary.ca](mailto:urban@calgary.ca).
41. Prior to endorsement of the affected Tentative Plan, make satisfactory cost sharing arrangements with Section 23 Development Ltd. for part cost of the existing underground utility and surface improvement installed/constructed in Rangeview Boulevard SE that

were paid for and/or constructed by Section 23 Development Ltd. under Rangeview, Phase 01, DA2020-0021.

42. Prior to endorsement of the affected Tentative Plan, make satisfactory cost sharing arrangements with Hopewell Residential Communities Inc. for part cost of the existing stormwater facility that was constructed by Hopewell Residential Communities Inc. under Mahogany, Phase 17, DA2011-0021.
43. Prior to endorsement of the affected Tentative Plan, make satisfactory cost sharing arrangements with Brookfield Residential (Alberta) LP. for part cost of the storm pond(s) that provide stormwater management for 52 ST SE.
44. Prior to endorsement of the affected Tentative Plan, make satisfactory cost sharing arrangements with Brookfield Residential (Alberta) LP. for part cost of the existing underground utilities installed in Seton Drive SE and 52 Street SE that were paid for and/or constructed by Brookfield Residential (Alberta) LP. under Seton, Phase 06, DA2011-0043.
45. 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 the surface improvements within 52 Street SE and Rangeview Boulevard SE, along the boundaries of the plan area.
  - c) Construct the underground utilities and surface improvements within and along the boundaries of the plan area.
  - d) Construct the onsite and offsite storm water management facilities (wet pond, 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.
  - e) Construct the MR/MSR/ER within the plan area.
  - f) Construct the regional pathways within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
  - 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) Street lighting.
  - i) 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.

Note: It is understood from the applicant that the Developer has made a cost sharing arrangement outside of the Development Agreement with Genstar Development Company for the landscaping/surface construction costs for the boundary Public Utility Lot (closed portion of former 72 ST SE between Rangeview AV and 202 AV SE). The details and timing of this item will be resolved between the two Developers as may be appropriate.

46. 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 Infrastructure Planning. The report and drawings shall follow the latest version of The City of Calgary Guidelines for Erosion and Sediment Control.

### **Transportation**

47. In conjunction with the applicable Tentative Plan, the applicant shall provide cross-sections for the boundary roads 52 Street SE and Rangeview Boulevard SE, 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.
48. In conjunction with the applicable Tentative Plan or Development Permit, phasing plans shall be submitted as a component of the Tentative Plan or Development Permit submission package to the satisfaction of Transportation Planning and Roads, for the staged development of Collector standard and above roadways, inclusive of the staged development of intersections to the satisfaction of the Director, Transportation Planning and Roads.
49. Prior to the release of any permits or Permissions to Construct, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
50. In conjunction with the applicable Tentative Plan, no direct vehicular access shall be permitted to or from 52 Street SE or Rangeview Boulevard SE. and a restrictive covenant may be required for registration concurrent with the registration of the final instrument to that effect. No direct access from all R-G, R-GM, M-1, M-2, CN-1, and SP-R lands will be permitted.
51. In conjunction with the applicable Tentative Plan, a restrictive covenant shall be registered against the specific lot(s) identified by the Director, Transportation Planning concurrent with the final instrument prohibiting the construction of front driveways over the bus loading area(s).
52. In conjunction with the applicable Tentative Plan or Development Permit, a noise attenuation study for the residential units adjacent to 52 Street SE (arterial portion) and Rangeview Boulevard (arterial portion), 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 2020 Design Guidelines for Subdivision Servicing.

If a screening fence is required, concurrent with registration of the final instrument, execute and register on all parcels with double frontage lots that are adjacent to a collector road, a neighborhood boulevard, urban boulevard, arterial road, skeletal road, or 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 Development Engineering.

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 rights-of-way. Noise attenuation features and screening fences shall be at the Developers sole expense.

53. All pedestrian walkways identified for achieving Transit walking distances shall be 3 meters wide and be paved and lighted.
54. In conjunction with the applicable Tentative Plan, the developer shall provide a Letter of Credit for pedestrian-actuated crossing signals that are required by the Director, Transportation Planning. Pedestrian-actuated crossing signals shall be considered to the satisfaction of the Director, Transportation Planning:
  - a. where regional pathways or multi-use pathways intersect with the street;
  - b. at mid-block crossings; and
  - c. at intersections or pedestrian crossings adjacent to Joint Use sites.

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 applications.

55. In conjunction with the applicable Tentative Plan that propose mid-block crossings, the Developer shall design and construct infrastructure at its sole expense, as follows:
  - a. Curb extensions shall be built, at a minimum, at all proposed mid-block crossing locations to the satisfaction of the Director, Transportation Planning.
  - b. Approach grades for all proposed mid-block crossing locations shall be no more than 4%.
56. In conjunction with the applicable Tentative Plan, collector standard streets (and below) shall be built to their full width to the satisfaction of the Director, Transportation Planning.
57. All accesses shall be designed and located to the satisfaction of the Director, Transportation Planning.
58. In conjunction with the adjacent tentative plan, the Developer shall register a road plan or dedicate the east half of the ultimate right of way for 52 Street SE. as per the outline plan cross sections from Rangeview Boulevard to 202 Avenue SE to the satisfaction of the Director, Transportation Planning.

The dedication of 52 Street 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.

59. In conjunction with the applicable Tentative Plan, the Developer shall construct the eastbound lanes of Rangeview Boulevard from 52 Street SE to the plan boundary to connect the plan area to existing road network. Rangeview Blvd and ancillary works to support the roadway shall be designed and constructed at the Developers sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.
  60. In conjunction with the adjacent tentative plan, the east half of 52 Street SE shall be constructed to its full cross section including portions on lands outside of the subject outline plan. In conjunction with the applicable tentative plan Rangeview Blvd SE shall be constructed to its full cross section including portions on lands outside of the subject outline plan.
  61. In conjunction with the applicable Tentative Plan where the developed units are at 75% of the outline plan, the network connection of 52 Street SE. from 202 Ave SE to 212 Avenue SE. and 212 Avenue SE. from 52 Street SE. to Deerfoot Trail S. 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 its ability to accommodate additional units, to the satisfaction of the Director, Transportation Planning.
  62. 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 Transportation Planning, for the staged development arterial and collector standard roadways, inclusive of the staged development of the at-grade intersections and future grade separation, where applicable and to the satisfaction of the Director, Transportation Planning.
  63. Prior to approval of construction drawings and permission 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.
  64. Prior to endorsement of a Tentative Plan, it must be demonstrated to the satisfaction of the Director of Transportation Planning, that a regional transportation network is 'available', and connects the Outline plan area with Stoney Trail, and Deerfoot Trail, in accordance with the approved Municipal Development Plan (MDP) and the Calgary Transportation Plan (CTP). 'Available' is defined as follows:
    - The ability to construct or contribute towards construction of a regional transportation network infrastructure required to provide connection to the Tentative Plan; and
    - The ability to construct or contribute towards construction of a pedestrian/active modes system to connect the pedestrian walkway system serving the Tentative Plan area with the pedestrian.
- 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.
65. In conjunction with the applicable Tentative Plan or Development Permit, sidewalks or pathways shall be provided on both sides of transit route(s), and on one side of the residential streets connecting to the transit route(s). If a sidewalk or pathway cannot be accommodated within the road right-of-way, additional road right-of way or an easement must be provided.

66. In conjunction with the applicable Tentative Plan, the Developer shall construct the northbound lanes of 52 Street SE from Rangeview Boulevard to 202 Avenue SE. to connect the plan area to the existing road network. 52 Street SE and ancillary works to support the roadway shall be designed and constructed at the Developers sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.
67. In conjunction with the applicable Tentative Plan, additional road right-of-way may be required to accommodate any back sloping and intersection grades for roads.
68. In conjunction with the applicable Tentative Plan, all roads and intersections within the plan area shall be located, designed, and constructed at the Developers sole expense to the satisfaction of the Director, Transportation Planning.
69. In conjunction with the applicable Tentative Plan, proper transitions from/to bike lanes to/from regional pathways/multi-use pathways shall be provided to the satisfaction of the Directors of Roads and Transportation Planning.
70. At the Tentative Plan stage, a Restrictive covenant shall be registered on all applicable titles concurrent with the registration of the final instrument to restrict direct vehicular access to streets containing a regional pathway within the boulevard.
71. In conjunction with the applicable tentative plan: The Developer shall register a road plan or dedicate the south half of the ultimate right of way for Rangeview Boulevard. The dedication of Rangeview Boulevard 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.
72. 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 Director, Transportation Planning, 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 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 in and out of the area, in the event of emergency or road closures, and to ensure availability of capacity at the plan area access points.
73. In conjunction with the applicable Tentative Plan or Development Permit, all community entrance features must be located outside the public right-of-way.
74. In conjunction with the applicable Tentative Plan or Development Permit, access to multi-family and commercial sites shall be located and designed to the satisfaction of the Director, Transportation Planning.