

Proposed Conditions of Approval

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

Planning

1. If the total area for Roads and Public Utility Lot dedication is over 30 per cent, note that compensation in the order of \$1.00 for over dedication is deemed to be provided.
2. Upon registration of the first tentative plan of subdivision a **deferred reserve caveat** shall be registered on title in accordance with the provision of the Municipal Government Act, Division 8.
3. With each tentative plan, the developer shall submit a density phasing plan 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 and variety of housing policies as required by the Cornerstone Area Structure Plan and the Municipal Development Plan.

The density phasing plan shall include a breakdown of the type of units anticipated within each land use district.

If the number of units exceed the maximum number of units on the attached outline plan a revised Transportation Impact Assessment and / or staged master drainage plan may be required at the discretion of DART.

4. Prior to affected tentative plan approval, an application for street names shall be approved by City Council.
5. All existing and proposed overhead power lines shall be relocated or located underground to the standards and satisfaction of Enmax.
6. 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 those parcels to that effect.
7. 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.
8. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
9. 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 Landscape Architect through parksapprovals@calgary.ca for review and approval prior to construction.

10. Parks does not support point source drainage directed towards Municipal Reserve, Municipal School Reserve or Environmental Reserve extents. All drainage and storm related infrastructure catering to private property shall be entirely clear of Municipal Reserve, Municipal School Reserve and Environmental Reserve areas.
11. All shallow utility alignments, including street light cables, shall be set back 1.5 metres from the street tree alignment on all road cross sections in accordance with Section 4.1.3 of Calgary Parks' *Development Guidelines and Standard Specifications: Landscape Construction (current edition)*.
12. The developer, at its sole cost and expense, shall be responsible for the construction of the Municipal Reserve / Municipal School 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)*.
13. All mitigations in the approved Biological Impact Assessment addendum for this outline plan (LOC2023-0219) will be followed throughout the development process.
14. The developer shall minimize stripping and grading within the retained Environmental Reserve. Any proposed disturbance within the Environmental Reserve, including that for roadways, utilities, and storm water management infrastructure, shall be approved by Calgary Parks prior to stripping and grading.
15. The developer shall install and maintain a temporary construction fence on the private property line with the adjacent retained 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 (Annie Rodrigues 403-804-9397) to approve the location of the fencing prior to its installation.
16. The developer shall submit detailed engineering and landscaping drawings for the proposed constructed wetland to both Water Resources and Parks for review.
17. Until receipt of the Water Act approval by the applicant from Alberta Environment, the wetland(s) affected by the development boundaries shall not be developed or disturbed in anyway and shall be protected in place.
18. 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.
19. No disturbance of Environmental Reserve lands is permitted without written permission from the Parks Generalist for this area.
20. The developer shall restore, to a natural state, any portions of the retained 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.

21. Prior to the approval of a stripping and grading permit, a Development Agreement or a subject area tentative plan, Parks requires details pertaining to the total limit of disturbance resulting from the proposed development in its entirety.
22. Prior to approval of the first tentative plan or stripping and grading permit (whichever comes first), it shall be confirmed that grading of the development site will match the existing grades of adjacent parks and open space (Municipal Reserve and/or Environmental Reserve), with all grading confined to the private property, unless otherwise approved by Parks.
23. Prior to approval of the tentative plan or stripping and grading development permit (whichever comes first), an onsite meeting shall be arranged to confirm that the surveyed boundaries of the retained environmental reserve area meet Parks' approval. A plan illustrating the surveyed Environmental Reserve boundaries must be provided to Parks in advance of the onsite meeting.

Utility Engineering

24. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Geotechnical Reliance Letter, prepared by Englobe (File No 02301445.000), dated April 23, 2024; and
 - Geotechnical Evaluation, prepared by McIntosh Lalani Engineering Ltd. (File No. ML6015), dated February, 2023.
25. Servicing arrangements shall be to the satisfaction of the Manager, Development Engineering.
26. Execute a Development Agreement. Contact the Infrastructure Strategist, Development Commitments for further information at 587-224-0054 or email mathew.lanz@calgary.ca.
27. Prior to first tentative plan submit the final Stormwater Master Drainage Plan for review and approval.
28. Any future proposed applications that include Emergency Services as part of this Outline plan may require additional review. Emergency Services' developments are considered Critical Infrastructure, as described by Public Safety Canada, and therefore will require additional design considerations to mitigate a potential failure or disruption. These buildings are defined as Post-disaster buildings in Division A, Part 1 of the National Building Code (Alberta Edition) (NBC (AE)). The NBC (AE) contains specific provisions for Post-disaster buildings and Division B Table 4.1.2.1. for structural design requirements as stated in Division B, Part 4. Safety Codes Officers should be consulted with any questions about these requirements.
29. Due to the unknown risk exposure for urban development surrounding the high pressure pipeline, please be advised that a Risk Assessment conducted by a qualified professional will be required, as per Section 6.6 of the Cornerstone Area Structure Plan. A risk assessment is needed to better understand the potential

risks associated with the hazard source to confirm that the risk is at a level that is acceptable for the proposed development, as well as the community at large.

All documentation shall be reviewed to the satisfaction of The City of Calgary.

30. Concurrent with the registration of the legal plan 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 the Manager, Infrastructure Planning and the City Solicitor prior to endorsement of the legal plan of subdivision. 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.

Mobility Engineering

31. In conjunction with the applicable tentative plan, or development permit, a further Transportation Impact Analysis may be required to the satisfaction of the Manager, Development Engineering to confirm proposed land use intensities can be supported by infrastructure in-place at that time. Based on the Transportation Impact Assessment submitted for the greater Cornerstone ASP area, 65 per cent of the proposed land use intensity within the Cornerstone Area Structure Plan lands can be supported by the regional network expected to be in-place.

In general terms, the Regional Network necessary to support 65 per cent of the proposed development within the Cornerstone Area Structure Plan lands is defined as follows:

1. 60 Street NE: Two (1-1) paved lanes between Stoney Trail NE and 128 Avenue NE. Four paved (2-2) lanes between 128 Avenue NE and Airport Trail NE, inclusive. Right-in, right-out (eastbound to southbound; northbound to eastbound) connection to Stoney Trail NE.
 2. Country Hills Boulevard NE: Four (2-2) paved lanes between 60 Street NE and Stoney Trail NE, inclusive. Two (1-1) lanes across Stoney Trail NE along Country Hills Boulevard NE.
 3. 96 Avenue NE (Airport Trail NE): Two (1-1) paved lanes between Metis Trail NE and Stoney Trail NE. Eastbound to southbound, and northbound to westbound access only at Stoney Trail NE.
32. In conjunction with the initial tentative plans, the Developer shall construct the following Arterial roadways:
- 60 Street NE two lanes and intersections from Cornerstone Way NE to 96 Avenue NE (Airport Trail NE).
 - 60 Street NE and ancillary works to support the roadways, shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries. Additional improvements

required to the network will be assessed through further transportation analysis.

33. 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 Manager, Development Engineering that provides continuous active modes and vehicle routing through the community with two points of public access around the tentative plan boundary to the arterial road network.
34. The continuous collector road network is required to ensure that efficient Transit routing through the plan area(s) can be accommodated, while the two points of access to the plan area(s) ensures residents will have two routes into and out of the area, in the event of emergencies or road closures, and to ensure availability of capacity at the plan area access points.
35. In conjunction with the applicable tentative plan, the Developer shall submit cross-sections, for the interim and ultimate grades for 60 Street NE, north of the first intersection with Cornerstone Way NE from the south limit of the outline plan. Cross-sections shall indicate and provide dimensions for any proposed road widening, including the addition of a third northbound lane through the intersection of Cornerstone Way NE. Cross sections shall also be submitted through the Environmental Reserve lands to determine and mitigate any possible disturbances resulting from road right-of-way requirements. Adjustments to the tentative plan boundary may be required to accommodate all necessary right-of-way requirements.
36. There shall be crosswalks in all instances where regional pathways or multi-use pathways intersect with the street. There shall be crosswalks in all instances where regional pathways or multi-use pathways intersect with the street, shall be designed to the satisfaction of the Manager, Development Engineering. In general terms, at-grade mid-block crossings are not permitted, but may be considered for site specific conditions, at the discretion of the Manager, Development Engineering and Roads.
37. 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, the installation of pedestrian-actuated crossing signals or other treatments such as a rapid flash beacon (i.e. RRFB) may be required if warranted, at the expense of the developer.

Locations where pedestrian-activated crossing signals (i.e. RRFB) are required include:

- Crossings at Cornerstone Way NE and Cornerview Link NE.
- Crossing where pathways meet collector roads or higher classification roads.

Prior to the Endorsement of the applicable tentative plan, the Developer shall provide a Letter of Credit for pedestrian-activated crossing signals (i.e. RRFB) within the tentative plan area. 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.

38. All intersection spacing shall be located, designed, and constructed to the satisfaction of the Manager, Development Engineering.
39. 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 Development Engineering and Public Spaces Delivery Design, 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 and Manager, Public Spaces Delivery Design.
40. No direct vehicular access shall be permitted to 60 Street NE from the adjacent lands. Further transportation analysis is required in support of additional vehicular access to 60 Street NE between both intersections of Cornerstone Way NE and at the discretion of the Manager, Development Engineering. A **restrictive covenant** shall be registered concurrent with the registration of the legal plan of subdivision.
41. A separation of 5 metres shall be provided between driveway flares and the tangents of the curve radii for lots around corners, coming off of arterial and higher volume roadways. Restrictive covenants 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 5 metres from the curve tangent.
42. 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).
43. In conjunction with each tentative plan, Transit service shall be provided to the satisfaction of the Director, Transit and the Manager, Development Engineering. In cases where Transit does not have necessary budget to provide transit service to plan areas, The City of Calgary and the Developer shall come to an agreement on funding for Transit service until such time as The City of Calgary is prepared and able to assume cost responsibility for providing Transit service.
44. In conjunction with the applicable tentative plan or development permit for the staged construction of the road network, transit stops shall be provided to the satisfaction of the Director, Transit and the Manager, Development Engineering. All bus zones shall be located:
 - Where commercial areas are concentrated;
 - Where the grades and site lines are compatible to install bus zones;
 - Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.
45. In conjunction with the applicable tentative plan or development permit, bus bays shall be provided on roadways identified by Calgary Transit and Development Engineering.

46. In conjunction with the tentative plan, 95% of all units within the outline plan area shall be oriented within 400 meters walking distance of transit stops. Additional pedestrian walkways shall be provided if the walking distance to transit exceeds 400 meters. For site specific conditions and at the discretion of the Manager, Development Engineering and Director of Transit, this condition may be exceeded and a compromise solution may be considered.
47. In conjunction with the tentative plan and development permits, a noise attenuation study is required for the development adjacent to all skeletal and arterial roadways, including 60 Street NE, and 96 Avenue NE (Airport Trail NE), certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Transportation Planning for approval.

Note that where sound attenuation is not required adjacent to Arterial and Skeletal roadways, a uniform screening fence shall be provided, in accordance with the 2014 Design Guidelines for Subdivision Servicing.

48. 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.
49. Future revisions, addendums, or submissions within the development area are subject to further Transportation review and analysis, at the discretion and satisfaction of the Manager, Development Engineering and in accordance with the Area Structure Plan policy.
50. The road and pedestrian network for future development in the area is subject to further review and analysis in conjunction with future outline plan revisions and tentative plan submissions.
51. 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.