

Proposed 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. If future subdivisions of the outline plan area are to be phased, **deferred reserve caveats** in the amount of 0.61 hectares (total) for the Municipal Reserve areas shown on the approved outline plan, shall be registered on the respective titles **concurrent with the registration of the legal plan of subdivision**.
2. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
3. 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.
4. With each tentative plan, the developer shall submit a density phasing plan indicating the intended phasing of Subdivision within the outline plan area and the projected number of dwelling units within each phase and demonstrating compliance with minimum required densities.
5. All existing utilities within the road closure area shall be protected by easement or relocated at the developer's expense.
6. The developer, at its sole cost and expense, shall be responsible for the construction of the Municipal Reserve (MR) 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).
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, Calgary Parks and Open Spaces.
8. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
9. **Prior to approval of the tentative plan of subdivision**, landscape concept drawings prepared at the outline plan stage shall be refined to add:
 - 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.; and

- 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.; and
 - programming that is reflective of community needs, including (but not limited to) sport courts such as basketball, tennis, pickleball and others
10. **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 (MR)) and/or Environmental Reserve (ER)) or proposed ER, with all grading confined to the private property, unless otherwise approved by Parks.
 11. **Prior to endorsement of the legal 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 parksapprovals@calgary.ca for review and approval prior to construction.
 12. All proposed parks (Municipal Reserve/Environmental Reserve) and Regional/Local Pathways and Trails must comply with the Calgary Parks and Open Spaces DGSS - Development Guidelines and Standard Specifications: Landscape Construction (current edition).
 13. Calgary Parks and Open Spaces 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.
 14. All stormwater related infrastructure is to be located within Public Utility Lots (PUL) extents.
 15. All shallow utility alignments, including street light cables, shall be set back 1.5 metre 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)*.
 16. Prior to a stripping and grading development permit, or the first tentative plan of subdivision, whichever comes first, the applicant shall promptly provide Parks with a copy of the Water Act approval and associated mapping, issued by Alberta Environment, for the proposed wetland disturbance.
 17. All mitigations in the approved Biophysical Impact Assessment for LOC2024-0127 shall be followed through all stages of the development process.

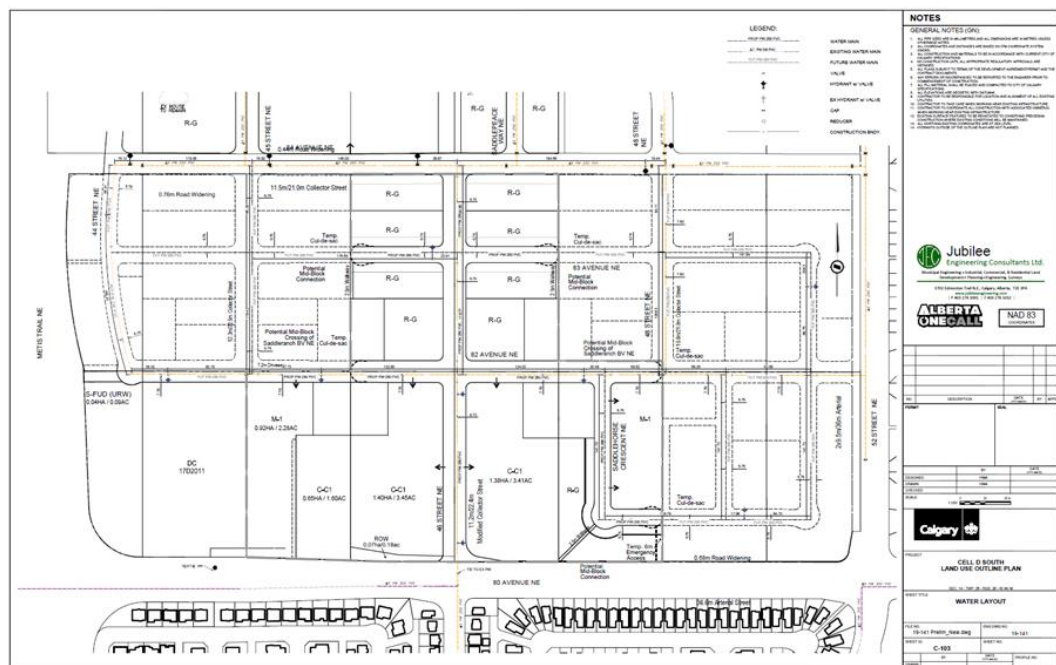
Utility Engineering

18. If during construction of the development, the developer, the owner of the titled parcel, or any of their agents or contractors becomes aware of any contamination,
 - a) the person discovering such contamination must immediately report the contamination to the appropriate regulatory agency including, but not limited to, Alberta Environment and Protected Areas and The City of Calgary (311).
 - b) on City of Calgary lands or utility corridors, the City of Calgary, Climate and Environment (Contaminated Sites Section) must be immediately notified (311).
19. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Geotechnical Report, prepared by Jasa Engineering Inc (File No 223-012G), dated May 2023.
 - Geotechnical Report, prepared by Jasa Engineering Inc (File No 224-049G), dated August 2024.
20. This subject plan area is within the boundary of the Nose Creek drainage catchment and subject to stormwater volume control measures. Based on the Watershed Management Plan stormwater discharge is limited to an average annual runoff volume of 90mm. Low Impact Development and stormwater source control is recommended.
21. Servicing arrangements shall be to the satisfaction of the Manager, Development Engineering.
22. Separate service connections to a public main shall be provided for each proposed lot (including strata lots).
23. **Prior to endorsement of any Tentative Plan or prior to release of a Development Permit**, execute a Development Agreement. Contact the Infrastructure Strategist, Development Commitments for further information at 587-224-0054 or email mathew.lanz@calgary.ca.
24. Off-site levies, charges and fees are applicable. Contact Development Commitments, Development Engineering for further information.
25. 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 48 Street NE (Saddleacre Way NE), 52 Street NE, and Saddleranch Boulevard NE, 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 (as required).
 - d) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, along the boundary of the plan area (as required).
 - e) Construct the Municipal Reserve (MR) within the plan area (as required).
 - f) Construct the multi-use pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development (as required).
26. The site layout has changed from that in the approved overall Cell D south water network/hydrant plan (see the below image), update it accordingly, no later than the first tentative plan or Development Permit.

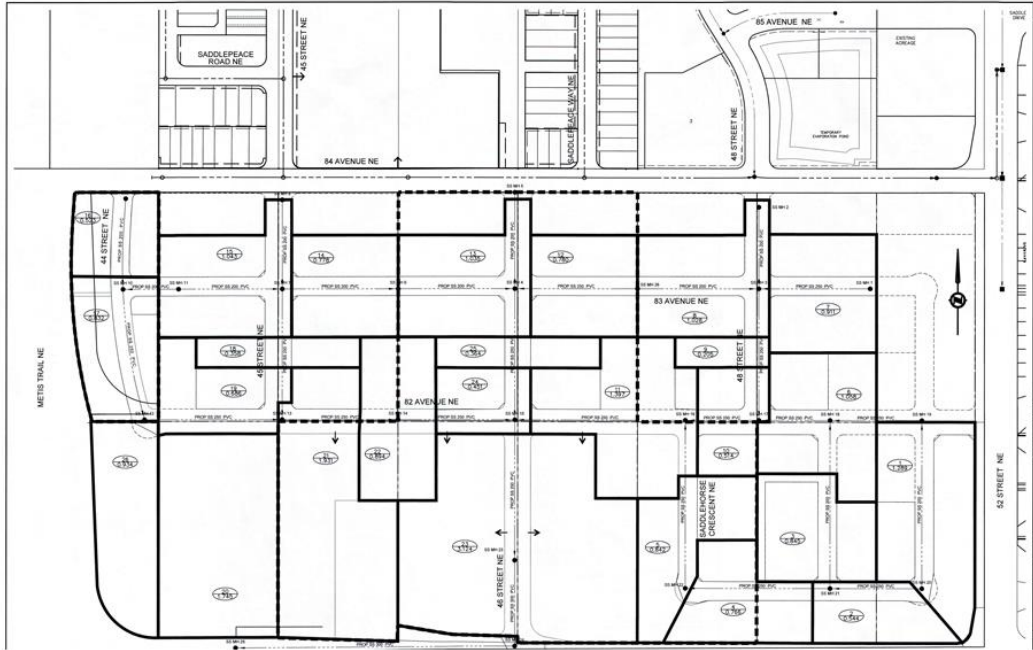
Submit revised water network/hydrant through WA-Resources Development Approvals WA-ResourcesDevelopmentApprovals@calgary.ca



27. This site is covered by the "Saddle Ridge Cell D South Land (LOC2017-0382) SSS (Jubilee, 2022)". However, the layout is different from the approved concept (image below).

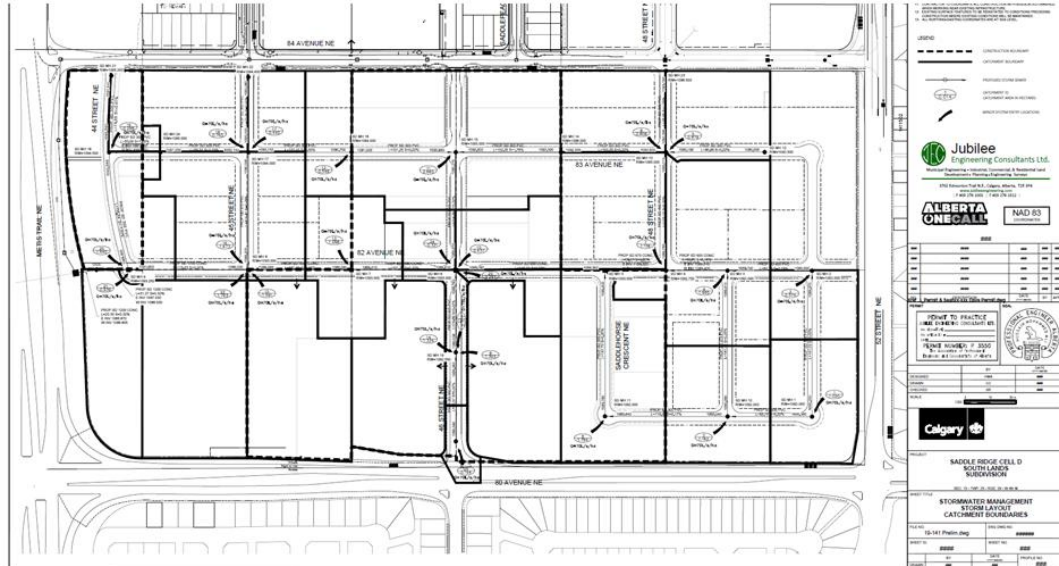
Update report to account for pipe alignment /layout /density change, no later than the first tentative plan or Development Permit.

The report should submit through Poseidon Online.



28. This site is covered by the "Saddle Ridge Cell D South Lands SMDP (LOC2017-0382) (Jubilee, 2022)". Update the report since the layout/pipe alignment is different from the approved report, no later than the first tentative plan or Development Permit. (see image below)

Submit revised report through WA-Resources Development Approvals WA-ResourcesDevelopmentApprovals@calgary.ca



29. The developer shall make repayment arrangements with the City of Calgary (Real Estate and Development Services) for part cost of the Saddleridge Storm Pond (Cell D) SW ¼ 15-25-29-4, which was installed by Triovest Realty Advisors through their Saddleridge Industrial, Phase 01 (2014-044) subdivision and financed by The City of Calgary.
30. The developer shall make repayment arrangements with the City of Calgary (Transportation Infrastructure) for part cost of the upgrades of the east half of Metis Trail NE, which was installed by Genstar Development Company Limited through their Saddle Ridge, Phase 02 (DA2016-0017) subdivision and financed by The City of Calgary.
31. Make repayment arrangements with the City of Calgary for part cost of the existing storm sewer and surface improvements in 80 Avenue NE adjacent to the site, which was installed and financed the City of Calgary.
32. Make satisfactory cost sharing arrangements with Klair Holding Inc. for part cost of the existing surface improvements constructed in 84 Avenue NE that was paid for and/or constructed by Klair Holding Inc. under Saddle Ridge, Phase 01, DA2024-1029.
33. Make satisfactory cost sharing arrangements with Urban Avas Corp. for part cost of the existing surface improvements constructed in 84 Avenue NE that was paid for and/or constructed by Urban Avas Corp. under Saddle Ridge, Phase 01, DA2022-0068.
34. Make satisfactory cost sharing arrangements with Builder Investment Group Inc. for part cost of the existing underground utilities (sanitary sewer, storm sewer, and watermain) installed in 84 Avenue NE that was paid for and/or constructed by Builder Investment Group Inc. under Saddle Ridge, Phase 1, DA2020-0015.

35. Make satisfactory cost sharing arrangements with Builder Investment Group Inc. for part cost of the existing underground utilities (storm sewer and watermain) installed in 84 Avenue NE that was paid for and/or constructed by Builder Investment Group Inc. under Saddle Ridge, Phase 2, DA2020-0040.
36. Make satisfactory cost sharing arrangements with MACALGARY DEVELOPMENTS (SADDLERIDGE) INC. for part cost of the existing storm pond constructed in Lot 1PUL in Block 2 of Plan 0213997 that was paid for and/or constructed by MACALGARY DEVELOPMENTS (SADDLERIDGE) INC. under Saddle Ridge, Phase 7, DA2002-0029.
37. A portion of this site is proposed to drain to Saddle Ridge Lake (28WL). Update the pond report since the layout/pipe alignment is different from the approved report, no later than the first tentative plan or Development Permit.

Submit revised report through WA-Resources Development Approvals WA-ResourcesDevelopmentApprovals@calgary.ca

Mobility Engineering

38. In conjunction with the applicable tentative plan of subdivision, the developer shall submit detailed construction drawings with cross-sections, for the interim and ultimate grades for 80 Avenue NE and 52 Street NE adjacent to and within the outline plan boundary. Cross-sections shall indicate and provide dimensions for any proposed road widening to accommodate grades. Adjustments to the tentative plan boundary may be required to accommodate all necessary right-of-way requirements. **Prior to the approval of the affected tentative plan**, the design and right-of-way for the subject roads will be determined to the satisfaction of Mobility Engineering.
39. The design of 52 Street NE as a Collector standard roadway is subject to the following considerations:
 - Approval of an Area Structure Plan (ASP) amendment.
 - The Collector standard cross section of 52 Street NE will be constructed from 80 Avenue to 88 Avenue NE.
 - Approval of Construction Drawings. Note that the cross section review does not consider all geometrics and details. The CD submission is expected to address detailed geometry as per City standards and specifications.
 - Intersection designs will review Bus turning movements in conjunction with geometrical design priorities, such as curb extensions. Geometrical designs to be approved through the construction drawings.
 - It is the Developer's responsibility to Construct 52 Street NE adjacent to Block 24, which is not participating in the current outline plan.
 - It is the Developer's responsibility to lead and coordinate with the developer of 8607 and 8825 52 Street NE (Plan 6778AW, Blocks 8 and 9) for the proposed reclassification. As the neighbouring developer is ahead with their development, the street reclassification would require changes to their portion of 52 Street NE such as redesign and approval of Construction Drawings, changes to subdivision and land transfer, DA, et cetera. The City will not be held liable or responsible for any impacts including the time taken for redesign, review, cost, but will provide support as necessary and appropriate.

40. In conjunction with the applicable tentative plan of subdivision, the developer shall enter into a Development Agreement for the offsite surface improvements as necessary to service the proposed development to the satisfaction of the Approving Authority.
41. In conjunction with the applicable tentative plan of subdivision, and prior to approval of construction drawings and permission to construct surface improvements, the Developer shall provide signed copies of backslipping agreements where private lands (including lands owned by the City of Calgary) are impacted by the proposed development.
42. In conjunction with the applicable tentative plan of subdivision, no direct vehicular access shall be permitted to 80 Avenue NE and a **restrictive covenant shall be registered concurrent with the registration of the legal plan of subdivision** to that effect.
43. In conjunction with the applicable tentative plan of subdivision, access to 52 Street NE is restricted to right turns in and out only and a **restrictive covenant shall be registered concurrent with the registration of the legal plan of subdivision** to that effect.
44. Vehicular access to Block 23 shall be located, designed and constructed to the satisfaction of Mobility Engineering. Vehicular access to Saddleranch Boulevard NE shall align centreline to centreline with Saddlehorse Crescent NE.
45. Vehicular access to Block 22 shall be located, designed and constructed to the satisfaction of Mobility Engineering. R-G sites adjacent to a lane shall take access to the lane only.
46. In conjunction with the applicable tentative plan(s) of subdivision, developer shall dedicate 0.68 metres of additional right-of-way to the north boulevard along 80 Avenue NE. The wider boulevard shall accommodate the construction of a 3.0 metre multi-use pathway. The northerly boulevard along 80 Avenue NE will be completed to its ultimate cross section to the satisfaction of the Manager, Development Engineering.
47. At the applicable tentative plan of subdivision stage, indicate a turnaround opportunity at the west end of the residential lane between 84 Avenue NE and Saddleacre Way NE. Note: this turnaround could come in the form of a turnaround bulb, or a temporary connection of the lane to Saddleacre Way NE at the west end of the lane. If the latter is chosen, ensure an SU-9 TAC vehicle is able to turn the corner of the lane.
48. 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).

49. In conjunction with the applicable tentative plan of subdivision or development permit, a noise attenuation study for the residential adjacent to 80 Avenue NE and 52 Street NE 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.

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.

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 Developer's sole expense.

50. In conjunction with the applicable tentative plan of subdivision, 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 developer's sole expense.
51. In conjunction with the applicable tentative plan of subdivision that proposes mid-block crossings, the developer shall design and construct infrastructure at its sole expense, as follows:
- a) Curb bump outs 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 per cent.
52. In conjunction with the applicable tentative plan of subdivision, laneless lots adjacent to transit loading areas shall be a minimum width of 11.0 metres to avoid conflicts with front driveways.
53. In conjunction with each tentative plan of subdivision, Transit service shall be provided to the satisfaction of the Director, Transit and the Manager, Development Engineering.
54. In conjunction with the applicable tentative plan of subdivision or development permit, all community entrance features must be located outside the public right-of-way.
55. In conjunction with each tentative plan of subdivision, the developer shall register road plans for collector standard streets 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 boundary connecting to the arterial street network.

The continuous collector street 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 resident will have two routes into and out of the plan area.

56. In conjunction with the applicable tentative plan of subdivision, the developer shall ensure that all pathways from Municipal Reserve (MR) lands have direct pedestrian connection by sidewalk or pathway to crossing locations at intersections to the satisfaction of the Manager, Development Engineering.
57. In conjunction with all tentative plan(s) of subdivision and development permit(s), all roads, intersections and accesses, driveways, and intersection spacing shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries, and to the satisfaction of the Manager, Development Engineering.
58. 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, Transit and the Manager, Development Engineering.

Definitions:

Developer: The "Developer" is the Tentative Plan (Subdivision) applicant. The scope of the Developer's obligations laid out in the above Outline Plan Conditions refers to the Developer's Tentative Plan area, not the Outline Plan area, unless specifically identified or as required to servicing the Tentative Plan area.