

Approved 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 **deferred reserve caveat** in the amount of 10% of the gross developable area shall be registered on title **concurrent with the registration** of the first legal plan of subdivision.
2. 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 amount of Environmental Reserve (ER) to be confirmed to the affected tentative plan of subdivision. Registered **concurrently with the registration** of the legal plan of subdivision.
3. The standard City of Calgary Party Wall Agreement regarding the creation of the separate parcels for semi-detached/row house dwellings shall be executed and registered against the titles **concurrently with the registration** of the final instrument.
4. Existing buildings that are to be removed are to be done so prior to endorsement of the instrument for where the building is located.
5. 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.
6. A private maintenance and access easement agreement shall be registered **concurrent with the registration** of the final instrument. This agreement, amongst other things, shall make provisions for 1.5 metres in perpendicular width, parallel to the proposed new property line and extending 1.2 metres beyond the building's rear face, to occupants of dominant lots with zero lot line, unrestricted access by occupants of servient lots for maintenance purposes, and that no planting, fencing or other structures that may present an obstacle to access will be placed in the aforementioned space. Such agreement shall not be discharged without written consent of the City of Calgary.
7. With each subdivision phase, provide an overlay of the proposed housing product on the tentative plan of subdivision.
8. Pursuant to Section 17 sub section (2) of Matters Related to Subdivision and Development Regulation, the Subdivision Authority will not approve an application for subdivision for school, hospital or residential use if the application would result in a property line of a lot created by subdivision for any of those uses being located within 300 metres of the disposal area of an operating or non-operating landfill unless variance is granted as stipulated in sub section (6) and (7) of the above noted regulation.

9. Relocation of any utilities shall be at the developer's expense and constructed to the appropriate standards.
10. Compensation for dedication of Municipal Reserve (MR) in excess of 10% is deemed to be \$1.00.
11. All mitigations described in the approved Biophysical Impact Assessment for LOC2024-0031 shall be adhered to throughout the development process.
12. With the submission of Landscape Construction Drawings, the developer shall include a detailed Restoration Plan including a maintenance schedule for each Environmental Reserve (ER) proposed to be affected by any construction. The Plan should indicate 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 and Open Spaces prior to Final Acceptance Certificate.
13. 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 prior to stripping and grading.
14. The developer shall install and maintain a temporary construction fence on the private property line with the adjacent Environmental Reserve (ER) 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 - 403-804-9417) to approve the location of the fencing prior to its installation.
15. Pursuant to Part 4 of the Water Act (Alberta), the applicant shall promptly provide Parks and Open Spaces with a copy of the Water Act approval, issued by Alberta Environment, for the proposed wetland disturbance.
16. Until receipt of the Water Act approval by the applicant from Alberta Environment, the wetland(s) affected within the development boundaries shall not be developed or disturbed in anyway and shall be protected in place.
17. At the tentative plan of subdivision stage, the developer shall submit detailed Engineering Construction Drawings and Landscape Construction Drawings for the proposed reconstructed wetland and storm pond to both Water Resources and Parks for review.
18. Prior to the approval of the affected tentative plan of subdivision, it shall be demonstrated through concepts and cross-sections that the local and regional pathways green corridor around the wetland complex are located outside of the high-water line.
19. No disturbance of Environmental Reserve (ER) lands is permitted without written permission from the Open Space Specialist for this area.

20. The developer shall restore, to a natural state, any portions of the Environmental Reserve (ER) land 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 development permit for stripping and grading, a Development Agreement or a subject area tentative plan of subdivision, Parks requires details pertaining to the total limit of disturbance resulting from the proposed development in its entirety.
22. Any development or grading related to permanent disturbance which results from storm water infrastructure within lands designated as Environmental Reserve (ER), requires approval from the Director of Parks and Open Spaces.
23. Prior to the approval of the affected tentative plan of subdivision, the developer shall confirm fencing requirements adjacent to Municipal Reserve (MR), Municipal School Reserve (MSR) and Environmental Reserve (ER) parcels to the satisfaction of the Director, Calgary Parks.
24. Prior to approval of the first tentative plan of subdivision or development permit for stripping and grading (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 (MR) and/or Environmental Reserve (ER)), with all grading confined to the private property, unless otherwise approved by Parks and Open Spaces.
25. At the tentative plan of the tentative plan of subdivision or development permit for stripping and grading (whichever comes first), an onsite meeting shall be arranged to confirm that the surveyed boundaries of the Environmental Reserve (ER) area meet Parks' approval.
26. At the development permit for stripping and grading stage, ensure that plans that clearly indicate specific stock piling 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.
27. 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 (MR) lands are to be submitted to the Coordinator, Landscape Construction Approvals: parksapprovals@calgary.ca for review and approval prior to construction.
29. 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 and Open Spaces.
30. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.

31. 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 and Open Spaces Development Guidelines and Standard Specifications: Landscape Construction (current edition).
32. 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).
33. Any storm water utility infrastructure must be contained within a public utility lot (PUL).

Utility Engineering

34. 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.
35. A portion of the site is located within the setback of a Landfill. As outlined in the Subdivision and Development Regulation (AR 84/2022), no school, hospital, or residence shall be located within 300 metres of the disposal area of an operating or non-operating landfill. At the time of the affected subdivision or development application, a variance request can be made to the subdivision or development authority if the applicant submits a report from a professional engineer that addresses the criteria for a variance stipulated in the Guideline for Setback Reviews published by the Department of Environment and Parks in May, 2022, as may be amended from time to time.

Note that while information, including a risk assessment, was provided to support a variance with the outline plan application, variances cannot be granted at the land use stage. The developer proceeds at their own risk with this plan should a future variance request not be supported after a detailed review of the available current information at the time of development application.

36. This outline plan contains a pond(s)/wetland(s) 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/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 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.

Note: the subject plan area is within the Bow River drainage catchment and shall conform to the area drainage plans. It is advised that the applicant be flexible with the design of the storm ponds/wetlands to consider a 40 millimetres runoff volume target which may be required in the future at the time of development of the affected ponds/wetlands.

37. 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 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.
38. 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 Development Engineering. 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, Pressure Reducing Valve (PRV) chamber locations (if applicable), and phasing plan for review. Dead end mains are not permitted.

Note: two or more feeds (as may be required) will be required to service each phase 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 and show the required off-site extensions.

Furthermore, the proposed water network, utilizing the existing two feeds across Stoney Trail SE, can support up to 10,000 litres/minute fire flow at full build out. This flow level is suitable for low density development, typically up to 4-unit building and/or 500 square metres in size. If a proposed development exceeds this size, the Developer must submit a Fire Flow Letter demonstrating the required fire flow calculations as per the Fire Underwriters Survey (FUS) guide, do not exceed the available flow of 10,000 litres/minute. If a proposed development and/or land use change requires more than 10,000 litres/minute, it will require further modelling and possible upgrades to the water network, such as adding a third feed across Stoney Trail SE.

39. **Prior to approval** of any tentative plan of subdivision or development permit, submit a phasing plan with approximate construction timelines to assist The City with determining the timing and placement of the required fire station to service this area. At the time of approval, this outline plan is located outside the Council Approved Standard for 7 & 11 minute fire response and the 10 minute response criteria in the Building Code. Development of this area is dependent on the construction timing of the associated Hotchkiss temporary fire station, combined with providing adequate road connections to meet the Fire Access requirements. Any proposed development ahead of the new temporary fire station being operational will require the submission of an interim fire services strategy to be implemented to support development based on the currently available response times. Additional conditions may arise through the detailed implementation of the proposed strategy.
40. Throughout the phased construction of the development, each construction phase must meet the minimum fire access standards. Any group of dwelling units of 100 or more require 2 accesses, and 600 or more require 3 accesses. Furthermore, if the road to access the plan area is longer than 120 metres, an emergency access road is required. If the road to access the plan area is longer than 200 metres, a secondary public access street is required.
41. 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 metres clear pavement width that is unencumbered by parking or other obstructions). Any roads found to be deficient shall be amended accordingly.
42. 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.
43. 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.

44. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report (and any subsequent updates):
 - Shallow Geotechnical Subsoil Investigation - NE Hotchkiss Lands, prepared by Almor Testing Services Ltd. (File No 099-56-21), dated June 2021.
45. **Prior to endorsement** of the affected legal plans 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.
46. **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 Development Engineering and the City Solicitor prior to endorsement of the final instrument. 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.
47. Servicing arrangements shall be to the satisfaction of 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). 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.
48. **Prior to endorsement** of any legal plan of subdivision/prior to release of a development permit, execute a Development Agreement. Contact the Infrastructure Strategist, Development Commitments for further information at 587-216-3390 or email urban@calgary.ca.
49. Off-site levies, charges and fees are applicable. **Prior to endorsement** of any legal plan of subdivision/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 587-216-3390 or email urban@calgary.ca.
50. 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 (including streetlighting) for all streets and lanes within and along the boundaries of the plan area (including, but not limited to, 146 Avenue SE, 104 Street SE, and Sora Avenue SE);
 - 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 (MR), Municipal School Reserves (MSR), Public Utility Lots (PUL), and Environmental Reserves (ER) within the plan area;
 - e) Construct the pathways within and along the boundaries of the plan area, to the satisfaction of The City;
 - 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; and
 - 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.
51. 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

52. **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 Infrastructure is available, and connects the outline plan area with Marquis of Lorne Trail SE (Highway 22x), in accordance with the approved Calgary Transportation Plan (CTP) and Municipal Development Plan (MDP). Available is defined as follows:

- a) 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;
- b) The ability to construct or provide financial contribution for construction of a pedestrian / active modes system to service the tentative plan of subdivision, or pedestrian / active to connect the pedestrian walkway system serving the tentative plan of subdivision with a pedestrian; and

- c) The ability to provide financial contribution for Transit to service the tentative plan of subdivision area.

The Regional Transportation Network Infrastructure that must be available to support development throughout the NE Hotchkiss outline plan is as follows:

- d) A traffic signal with dual eastbound left turn lane at the intersection of Marquis of Lorne Trail SE (Highway 22x) and 104 Street SE;
- e) A single lane roundabout at the intersection 84 Street SE and 146 Avenue SE;
- f) A northbound dual left turn at the intersection 84 Street SE and 114 Avenue SE as per Global TIA; and
- h) Emergency Fire access from Marquis of Lorne Trail SE (Highway 22x).

53. **Prior to endorsement** of a legal plan of subdivision, two access points (defined as intersections or roundabouts that provide direct access into or out of an area for vehicular traffic) are to be provided to an available regional transportation network infrastructure for any new residential, commercial or industrial areas. '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 of subdivision; and
- The ability to construct or contribute towards construction of a pedestrian/active modes system to service the tentative plan of subdivision.

54. With each tentative plan of subdivision, the developer shall submit an inventory of the number of lots/units approved in the entire Cell A area (Hotchkiss, Sora, NE Hotchkiss) to date using access to the Marquis of Lorne Trail (Highway 22x) / 104 Street SE intersection, whereby a maximum threshold of 2,800 to 4,300 units and 30,000 square feet of commercial retail accumulative will be allowed to use the proposed accesses unless otherwise approved by the Manager, Development Engineering. Traffic monitoring devices shall be installed on Highway 22x to monitor actual traffic growth. Further subdivision or development will not be permitted until alternative access solutions such as Stage 2 upgrades to the traffic signal are identified and funded or an updated Transportation Impact Assessment can be provided to show excess capacity is available on the road network to Alberta Transportation Standards.

55. In conjunction with the applicable tentative plan of subdivision or development permit, where development in the Hotchkiss, Sora and/or NE Hotchkiss areas or a combination of the three areas exceed 1500 units, improvements of northbound dual left turn lanes at the intersection of 114 Avenue SE and 84 Street SE along with shoulder upgrades to 84 Street SE from 114 Avenue SE to 146 Avenue SE shall be constructed as part of the affected tentative plan of subdivision under the corresponding subdivision development agreement.

56. In conjunction with the applicable tentative plan, 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 and roads necessary to service the development. Construction drawing review may require changes to proposed right-of-way or property lines to meet the approved design. Further street cross-section review may be required at tentative plan or detailed design stage.

57. 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.
58. In conjunction with the applicable tentative plan of subdivision, provide a proposed Design Standards sheet for each proposed custom cross-section. The Design Standards sheet shall be stamped by a Registered Professional Engineer registered to practice in the Province of Alberta.

For each proposed custom cross-section, provide individual sheets with the following details:

- a) The base (standard) cross-section(s) used to develop the proposed custom cross-section extracted from The City of Calgary 2020 Design Guidelines for Subdivision Servicing. The intent is to identify, compare, and confirm the location, size, or standards of the custom elements within the proposed road right-of-way (or within easements, where required);
- b) Immediately below the standard cross-section, include the proposed custom cross-section, aligned on centre line to the standard for review;
- c) The proposed custom cross-section elements shall meet the needs of Complete Streets stakeholders and shall comply with applicable City standard and policies. Applicant is to demonstrate on each sheet how the proposed custom cross-section meets or exceeds the Complete Streets policy and provide rationale for its use. A custom cross-section is a design exception to the standard and is to be used where standard sections cannot be made to work in a specific context; and
- d) Each individual sheet shall be stamped by a Registered Professional Engineer registered to practice in the Province of Alberta providing confirmation of the above.

Further comments may follow upon completion of the review. Additional work may be required including direction to use the Complete Streets standard cross-sections.

59. In conjunction with the applicable tentative plan of subdivision or development permit, a noise attenuation study for the residential adjacent to 146 Avenue SE and 104 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.

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 right-of-ways. Noise attenuation features and screening fences shall be at the Developer's sole expense.

60. In conjunction with the applicable tentative plan of subdivision or the construction drawing, guardrail warrant analysis on 146 Avenue SE & 104 Street SE adjacent storm pond will be required.
61. **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 146 Avenue SE and 104 Street SE. Cross-sections shall indicate and provide dimensions for any proposed road widening. Also, vehicle turn templating shall be provided for all intersections and corner bulbs.
62. In conjunction with the applicable tentative plan of subdivision, no direct vehicular access shall be permitted to or from 104 Street SE, 146 Avenue SE, Sora Avenue SE, Hazel Drive SE, Hazel Gate SE, and Hazel View SE, and a **restrictive covenant shall be registered** concurrent with the registration of the final instrument to that effect.
63. In conjunction with the applicable tentative plan, a restrictive covenant shall be registered against the specific lot(s) identified by the Manager, Development Engineering concurrent with the final instrument prohibiting the construction of driveways over the bus loading area(s). Where a bus zone is shown adjacent to single family homes, the covenant shall encompass the 9m bus zone apron; for all other cases (eg - multi-family, commercial, etc.) the covenant shall encompass the entire bus zone length (25m).
64. In conjunction with the applicable tentative plan of subdivision, functional-level plans shall be submitted as a component of the tentative plan of subdivision submission package to the satisfaction of the Manager, Development Engineering, for the staged development of arterial and collector streets, inclusive of the staged development of the at-grade intersections and/or future grade separation, where applicable.
65. In conjunction with the applicable tentative plan of subdivision or development permit, Transit shelter(s) shall be provided as stipulated by the Manager, Development Engineering and shall be supplied and installed at the Developer's sole expense. The shelter(s) shall be installed by Transit upon receipt of satisfactory payment.
66. 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.

67. In conjunction with the applicable tentative plan of subdivision, collector standard streets (and below) shall be built to their full width to the satisfaction of the Manager, Development Engineering.

APPROVED BY CPC