

Approved Conditions of Approval

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

Planning

1. 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, demonstrating compliance with the minimum required densities.
2. **Prior to approval** of the affected tentative plan of subdivision, the proposed community and street names shall be submitted to the City for review and approval by City Council.
3. All residential land use parcels abutting a lane shall only have direct vehicle access from the lane (no front drive garages) and a **restrictive covenant** shall be registered against the land title certificates of those parcels to that effect.
4. **Prior to approval** of the tentative plan of subdivision, 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., and
 - 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.
5. 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 Pathways & Trails in the Department of Parks and Open Space.
6. If applicable, **prior to approval** of the initial tentative plan of subdivision, the special conditions addressing the formation and maintenance/financial responsibilities of the Residents Association shall be applied as a condition of subdivision approval, to the satisfaction of the Approving Authority.
7. Zero lot line is prohibited on parcels whose property line is adjacent to Municipal Reserve or public lands.
8. Compensation for dedication of Municipal Reserve in excess of 10% is deemed to be \$1.00.

9. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
10. **Prior to endorsement** of a 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 the Coordinator, Landscape Construction Approvals (parksapprovals@calgary.ca) for review and approval prior to construction.
11. 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.
12. The developer, at its sole cost and expense, shall be responsible for the construction of the Municipal Reserve (MR) parcel 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).
13. 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.
14. Rehabilitate all portions of the Environmental Reserve/Public Utility Lot/Transportation Utility Corridor lands along the boundaries of the plan area that are damaged as a result of this development, all to the satisfaction of the Director, Calgary Parks.
15. 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.
16. No disturbance of Environmental Reserve lands is permitted without written permission from Parks and Open Space. The Parks Specialist can be reached at 587-216-8073
17. **Prior to the approval** of a development permit for excavation, stripping and grading, a development agreement or a subject area tentative plan of subdivision, Calgary Parks requires details pertaining to the total limit of disturbance adjacent to existing Environmental Reserve extents.
18. **Prior to approval** of the first tentative plan of subdivision or stripping and grading development 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 (Environmental Reserve (ER)) or proposed ER, with all grading confined to the private property, unless otherwise approved by Parks.

19. All proposed parks (Municipal 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).
20. All stormwater related infrastructure is to be located within Public Utility Lots (PUL) extents.
21. 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)*.
22. All ground disturbances are subject to Section 31 of the Historical Resources Act (HRA), including those projects that have received HRA approval. Section 31 states a "person who discovers a historic resource in the course of making an excavation for a purpose other than for the purpose of seeking historic resources shall forthwith notify the Minister of the discovery." The chance discovered of historic resources is to be reported to the contacts identified within Standard Conditions under the Historical Resources Act: Standard requirements under the Historical Resources Act : reporting the discovery of historic resources - Open Government.

Utility Engineering

23. Execute a Development Agreement. Contact the Infrastructure Strategist, Development Commitments for further information at 587-224-0054 or email mathew.lanz@calgary.ca.
24. 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 Eston Road SE (formerly Old 84 Street SE) and 17 Avenue SE 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.

- d) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, along the boundary of the plan area.
 - e) Construct the Municipal Reserve/Public Utility Lot within the plan area.
 - f) Construct the multiuse pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
25. Make satisfactory cost sharing arrangements with Riotrin Properties (Calgary East) for part cost of the existing underground utilities (sanitary sewer, storm sewer, and watermain) and surface improvements installed/constructed in Eston Road SE (formerly Old 84 Street SE) that was paid for and/or constructed by Riotrin Properties (Calgary East) under East Hills, Phase 01 (DA2010-0110).
 26. Make satisfactory cost sharing arrangements with Riotrin Properties (Calgary East) for part cost of the existing watermain installed/constructed along the south boundary of the site that was paid for and/or constructed by Riotrin Properties (Calgary East) under East Hills, Phase 01 (DA2010-0110).
 27. Make satisfactory cost sharing arrangements with Riotrin Properties (Calgary East) for part cost of the existing storm pond installed/constructed in Lot 1ER in Block 1 (Plan 181 1560) that was paid for and/or constructed by Riotrin Properties (Calgary East) under East Hills, Phase 01 (DA2010-0110).
 28. Make repayment arrangements with the City of Calgary for part cost of the surface improvements in 17 Avenue SE, including levies, within the Transportation & Utility Corridor (TUC) adjacent to the site as per the TUC policy.
 29. **Prior to endorsement** of the legal plan of subdivision, discuss cost sharing arrangements with 1154592 Alberta Ltd. for part cost (costs not recovered by the developer from the City) of the existing underground utilities installed/constructed by 1154592 Alberta Ltd. under East Belvedere Water Feedermain and Sanitary Sewer Trunk at Memorial Drive SE (between 84 Street SE and 100 Street SE) and 17 Avenue SE along 100 Street SE pursuant to the Amended and Restated Construction Agreement, dated Jan. 5, 2024.

Mobility Engineering

30. **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.

In conjunction with the affected tentative plan of subdivision, two connections from the outline plan to the regional road network must be constructed and open to the public. These connections are defined as intersections with Eston Road SE (formerly (Old) 84 Street SE).

31. **Prior to approval** of any applicable tentative plan of subdivision for single detached lots and/or multi-family development permit applications and subsequent to finalizing lot and building grades, a noise analysis is to be submitted to and approved by Development Engineering for the residential developments adjacent to Stoney Trail S and 17th Avenue SE.
32. **Prior to approval** of any applicable tentative plan of subdivision or development permit for residential developments adjacent to the Transportation Utility Corridor (TUC), a visual screening cross-section shall be submitted for review and approval. The cross-sections are to be drawn to scale and shall demonstrate how vehicles on the TUC or Stoney Trail can be screened from the adjacent residential development.
33. At the applicable tentative plan of subdivision stage, submit construction drawings for surface improvements. Include vehicle templating to confirm corner knuckles (road width) on Eston Road SE (formerly Old 84 Street SE) are large enough to accommodate travel and parking lanes.
34. **Prior to endorsement** of a legal plan of subdivision, the developer shall provide a letter of credit for pedestrian-actuated crossing signals or half signal as required by the Manager, Development Engineering. Pedestrian-actuated crossing signals or half signal shall be considered to the satisfaction of the Manager, Development Engineering at:
 - a. Eston Road SE (formerly Old 84 Street SE) & 21 Avenue SE
35. The construction of driveways and/or vehicular access over bus stop patron waiting areas is prohibited. **Concurrent with registration** of any applicable tentative plan of subdivision, **restrictive covenants** must be registered on the affected land title certificates to prohibit vehicular access across bus zone areas. The parcel sizes shall be designed to provide sufficient width to accommodate both driveways and bus pads.
36. **Concurrent with the registration** of the applicable legal plan of subdivision or release of a development permit, the developer shall register a Public Access Easement for any portion of Transit amenity pads located on private property.
37. **Concurrent with the registration** of the applicable legal plan of subdivision or release of a development permit, the developer shall register an access easement for vehicular and pedestrian access through the Multi-Residential – Medium Profile (M-2) District from Eston Circle SE; providing potential site

access to the east property line of the parcel allowing access to the future "triangular" parcel that will be created by realignment of 84 Street SE.

38. Wheel chair (curb) ramps are to be constructed at each end of a cross walk, as per the Complete Streets Policy, section 3.2.4. Each crosswalk should have a curb ramp at each end and not be shared (e.g., two per corner for standard intersections). Ramps must be entirely contained within a crosswalk (the crosswalk can be flared to capture a ramp that cannot be easily relocated). Where possible, align the ramp run with the crosswalk, as ramps angled away from the crosswalk may lead some users into the intersection.
39. **Prior to release** of any permits or Permission to Construct, the developer shall enter into a Construction Access Road Agreement with Roads Maintenance. Contact Stephanie Barbario at stephanie.barbario@calgary.ca to enter into the agreement and provide executed agreement to the Mobility Generalist **prior to endorsement** of a legal plan of subdivision.
40. No direct vehicular access shall be permitted to or from Stoney Trail SE (Transportation Utility Corridor (TUC)) and a **restrictive covenant** shall be registered on all applicable land title certificates **concurrent with the registration** of the legal plan of subdivision to that effect.
41. No direct vehicular access shall be permitted to or from 17 Avenue SE (Transportation Utility Corridor (TUC)) and a **restrictive covenant** shall be registered on all applicable land title certificates **concurrent with the registration** of the legal plan of subdivision to that effect.
42. No direct vehicular access shall be permitted to Eston Road SE (formerly Old 84 Street SE) from the Multi-Residential – Medium Profile (M-2) District parcels and a **restrictive covenant** shall be registered **concurrent with the registration** of the legal plan of subdivision to that effect.