

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. The developer shall pay cash-in-lieu of land for reserve dedication in the amount of 4.065 hectares, to the satisfaction of the City of Calgary.
2. The balance of reserves owing in the amount of 9.077 hectares shall be deferred by caveat pending future subdivision of the residual lands.
3. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
4. Existing buildings that are to be removed must be removed prior to endorsement of the legal plan of subdivision for the area 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, demonstrating compliance with the minimum required densities.
6. 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.
7. All existing utilities within the road closure area shall be protected by easement or relocated at the developer's expense.
8. Prior to submission of the tentative plan of subdivision, the developer shall enter into negotiations with Real Estate and Development Services for the purchase of the closed road right-of-way. Please contact the Coordinator, Real Estate Sales at realestateinquiries@calgary.ca to commence negotiations. Provide documentation to show that negotiations have commenced.

Provide a PDF of the registered road plan from the Land Title Office, with a plan number. Contact landadmin@calgary.ca at the City of Calgary Real Estate and Development Services at to obtain authorization to register the road closure plan at the Land Titles Office.
9. The developer is responsible for all costs associated with the closure including all necessary physical construction, removal, rehabilitation, utility relocation, etc.
10. The closed road right-of-way is to be consolidated with the adjacent lands

11. The developer shall provide payment in lieu of reserve dedication for 4.065 ha of municipal reserve. A land appraisal report performed by an independent appraiser, contracted by The City of Calgary, shall be prepared to determine the value of the payment in lieu of reserve.
12. The developer shall provide payment in lieu of reserve dedication. An appraisal report performed by an independent appraiser, contracted by The City of Calgary, shall be prepared to determine the value of the payment in lieu of reserve. The cost of the land appraisal is \$6346.00 and will be coordinated through the Real Estates & Development Services Team.
13. Rehabilitate all portions of the Municipal School Reserve/Municipal Reserve/Environmental Reserve/Public Utility Lot/Transportation Utility Corridor/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, Calgary 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, Calgary Parks.
15. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
16. Prior to endorsement of the tentative 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 for review and approval prior to construction.
17. 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).
18. 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.
19. 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 Calgary Parks and Open Spaces *Development Guidelines and Standard Specifications: Landscape Construction (current edition)*.
20. 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).

21. At the tentative plan of subdivision stage, cross-sections illustrating the interface between the proposed Environmental Reserve (ER) parcel (4.22 ha, northwest corner of the plan) and the proposed Public Utility Lot (PUL - Pond 6) shall be submitted for review to confirm that proposed grading and construction do not encroach into the ER. Where the cross-sections demonstrate potential encroachment, revisions to the anticipated parcel boundaries or design may be required to ensure compliance with ER requirements.
22. With the submission of Landscape Construction Drawings, the developer shall include a detailed Restoration Plan including a maintenance schedule for each Environmental Reserve 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 prior to Final Acceptance Certificate.
23. The developer shall minimize stripping and grading within the Environmental Reserve. 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.
24. The developer shall install and maintain a temporary construction fence on the private property line with the adjacent 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 to approve the location of the fencing prior to its installation.
25. Prior to approval of the related Stripping and Grading Permit or Engineering Construction Drawings, whichever submitted first, the developer shall install Environmental Reserve (ER) protection measures around the wetlands/ravines/Environmentally Significant Areas to be retained in order to prevent excessive overland drainage and siltation onto said areas during all phases of construction, in accordance with The City's Guidelines for Erosion and Sediment Control, to the satisfaction of the Director of Calgary Parks. Contact the Parks Development Inspector Annie Rodrigues (403-804-9397) to approve the location prior to commencement of Stripping and Grading activities.
26. Pursuant to Part 4 of the Water Act (Alberta), the applicant shall promptly provide a copy of the Water Act approval from Alberta Environment to The City of Calgary Parks department.
27. Until receipt of the Water Act approval by the applicant from Alberta Environment, the wetland(s) shall not be developed or disturbed in anyway and shall be protected in place.

28. Prior to Endorsement of the affected tentative plan of subdivision, the developer shall submit detailed Engineering Construction Drawings and Landscape Construction Drawings for the proposed wetland/storm pond to both Water Resources and Parks for review.
29. No disturbance of Environmental reserve lands is permitted without written permission from the Parks Planner for this area.
30. 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.
31. Any development or grading related to permanent disturbance which results from storm water infrastructure within lands designated as environmental reserve, requires approval from the Director of Parks.
32. Prior to the approval of the affected tentative plan of subdivision, the developer shall confirm fencing requirements adjacent to ER parcels to the satisfaction of the Director, Calgary Parks.
33. 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 existing grades of adjacent parks and open space (MR and/or ER), with all grading confined to the private property, unless otherwise approved by Parks.
34. Prior to approval of the tentative plan of subdivision or stripping and grading permit (whichever comes first), an onsite meeting shall be arranged to confirm that the surveyed boundaries of the environmental reserve area meet Parks approval. A plan illustrating the surveyed ER boundaries must be provided to Parks in advance of the onsite meeting.
35. Prior to endorsement of the legal plan of subdivision, a Wetland Management Plan is to be submitted for Wetlands E6 and H, as per requirements stated in the Staged Master Drainage Plan.
36. A Wetland Monitoring Plan for Wetlands E6 and H must be submitted and approved prior to development permit for stripping and grading of the development site.
37. Proposed municipal reserve amenities will require further refinement and negotiation at the tentative plan of subdivision and Landscape Construction Drawing process. These proposed amenities include, but are not limited to, half basketball courts, community gardens, and skate/seating walls.
38. Proposed 'South Central MR Concept' will require further refinement and design at the tentative plan of subdivision and Landscape Construction Drawing process.

Utility Engineering

39. 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 is limited to 200mm. Low Impact Development and stormwater source control is recommended.
40. Servicing arrangements shall be to the satisfaction of the Manager, Development Engineering.
41. The Master Drainage plan has been approved. The staged master drainage report is accepted in principal. Prior to the first tentative plan the SMDP will need to be finalized.
42. Primary water network has been conditionally approved. Prior to the first tentative plan the applicant will need to finalize the water network.
43. One operating pipeline (License 7634) has been identified adjacent to the site. Prior to the first tentative plan the applicant shall provide documentation from the operator (Alberta Products Pipeline Ltd.) confirming that they do not object to the proposed lot size and distance to the existing pipeline right of way and have specified acceptable surface uses on the pipeline right of way. All documentation shall be reviewed to the satisfaction of The City of Calgary.
44. Execute a Development Agreement. Contact the Infrastructure Strategist, Development Commitments for further information at email Valerie.Gibbons@calgary.ca.
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/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 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.
 - 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 MR/ER/PUL within the plan area.

- f) Construct the multiuse pathways and regional pathways within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
46. Make satisfactory cost sharing arrangements with WAM Stoney Industrial GP for part cost of the existing underground utilities and surface improvements installed/constructed in 128 AV NE that was paid for and/or constructed by WAM Stoney Industrial GP under Northeast Industrial, Phase 2, DA2009-0004.
 47. Make satisfactory cost sharing arrangements with WAM Stoney Industrial GP for part cost of the existing underground utilities and surface improvements installed/constructed in Barlow CR NE and 128 AV NE that was paid for and/or constructed by WAM Stoney Industrial GP under Northeast Industrial, Phase 1, DA2010-0109.
 48. Make satisfactory cost sharing arrangements with WAM Stoney Industrial GP for part cost of the existing storm pond constructed in 28-25-29-4-NE that was paid for and/or constructed by WAM Stoney Industrial GP under Northeast Industrial, Phase 1, DA2010-0109.
 49. Make satisfactory cost sharing arrangements with the City of Calgary Transportation Infrastructure for part cost of the existing storm pond (Pond I) constructed in 27-25-29-4-SW.
 50. Make repayment arrangements with the City of Calgary for part cost of the existing storm pond (WP207) constructed in 27-25-29-4-NW, which was installed and financed by the City of Calgary.
 51. Make repayment arrangements with the City of Calgary for part cost of the underground utilities and surface improvements in Country Hills BV NE adjacent to the site, which was installed by Shepard Development Corporation through their Jacksonport, Phase 1, DA2009-0031, and financed by Calgary Roads - Program 204 (#432576).
 52. Prior to approval each subdivision or development permit, provide a letter of confirmation that the density proposed equals to or less than the anticipated density in the LOC and approved Sanitary servicing study.
 53. Prior to the approval of the first tentative plan, provide a phasing plan with anticipated timeline for the water network so we can evaluate the needs for future infrastructure to support a larger regional area.
 54. Prior to approval of each tentative plan/ development permit, submittal and acceptance of a geotechnical slope stability assessment will be required.

Prior to approval of each tentative plan/ development permit submittal and acceptance of a geotechnical deep fills report will be required.
 55. The existing ponds will need to be modified to accommodate the development. Prior to the first tentative plan an updated storm pond report will be required

Mobility Engineering

56. At the Phase 1 (1A and 1B) Tentative plan stage, equivalent to 2241 residential units, the following regional infrastructure network improvements, local infrastructure network improvements, and technical memorandum are required.
- a. No capital funded regional network infrastructure upgrades required at Phase 1.
 - b. Developer funded local Improvements:
 - Construct internal roadways and intersections associated with the phasing.
 - Construct sidewalks and pathways associated with the road cross-sections.
 - Regional pathways completed to the satisfaction of Development Engineering.
 - Install traffic signals along with associated pavement marking, signage and geometric changes at:
 - 128 Avenue/Barlow Trail/Stone Ridge Way NE intersection.
 - 128 Avenue/36 Street/Stone Haven Drive NE intersection.
 - 128 Avenue/Stone Ridge Blvd NE intersection.

At the Initial Tentative Plan associated with Phase 2 Development, a Technical Memorandum is required. The memorandum shall be prepared using updated traffic counts and assumptions on surrounding developments and the supporting roadway network to confirm the capacity available on the regional road network including the accommodation of active modes is provided. Recommendations of the Technical memorandum shall be implemented through at the Tentative plan stage and / or the City led capital infrastructure program.

57. At the Phase 2 (2A and 2B) initial Tentative plan stage, equivalent to 6817 residential units, the following regional infrastructure network improvements, and local infrastructure network improvements will be required, subject to the findings of the Northeast Network Planning study, Technical Memorandum, and / or local Transportation Impact Assessment.
- a. Regional network capital funded infrastructure upgrades required:
 - Construct the interchange at Deerfoot Trail/128 Avenue NE, ramps and associated roadways (Deerfoot to Barlow Trail NE/Stone Ridge Way NE). Note that interchanges are subject to the findings of the Northeast Network Planning study. Further note that the widening of 128 AV NE to six (6) lanes will require additional right of way for 128 AV NE between Deerfoot Trail and Barlow Trail NE.
 - Widen Métis Trail NE to a six (6) lane cross section.
 - b. Developer funded Improvements:
 - Widen Country Hills Boulevard to six (6) lane cross-section
 - Construct internal roadways and intersections associated with the phasing
 - Regional pathways completed to the satisfaction of Development Engineering.

Construct 36 Street NE/Stone Spire Drive NE, including but not limited to the following:

- Construct north approach: Three northbound and two southbound through lanes, dual left turn lanes and a right turn lane (smart right turn)
- Construct south approach: Three northbound and two southbound through lanes, one left turn and one right turn lane (smart right turn)
- Construct east approach: Four (4) lane cross-section
- Install traffic signals along with associated pavement marking and signage
- Construct sidewalks and pathways associated with the road cross-sections

Construct 36 Street NE/120 Avenue NE intersection, including but not limited to the following:

- Construct north approach: Two northbound and two southbound through lanes, dual left turn lanes and a right turn lane (smart right turn)
- Construct south approach: Two northbound and two southbound through lanes, one left turn and one right turn lane (smart right turn)
- Construct east approach: Four (4) lane cross-section and one left turn lane
- Install traffic signals along with associated pavement marking and signage
- Construct sidewalks and pathways associated with the road cross-sections

Construct 36 Street NE/114 Avenue NE intersection, including but not limited to the following:

- Construct north approach: Two northbound and two southbound through lanes, one left turn and one right turn lane (smart right turn)
- Construct south approach: Two northbound and two southbound through lanes, one left turn and one right turn lane (smart right turn)
- Construct east approach: Four (4) lane cross-section and one left turn lane
- Install traffic signals along with associated pavement marking and signage
- Construct sidewalks and pathways associated with the road cross-sections

58. At the Phase 2 (2A and 2B) initial Tentative Plan stage, equivalent to 6817 residential units, the following local infrastructure network improvements and technical memorandum are required.

Developer funded Improvements:

Construct Country Hills Blvd NE/36 Street NE intersection, including but not limited to the following:

- Construct north approach: Two northbound and two southbound through lanes, dual left turn lanes and a right turn lane (smart right turn) and associated geometric changes

- Construct south approach: Two northbound lanes, one right turn lane (smart right turn) and associated geometric changes
- Construct east approach: Dual left turn lanes and associated geometric changes
- Construct west approach: Modifications to right turn island (smart right turn) and associated geometric changes
- Construct sidewalks and pathways associated with the road cross-sections

Construct Country Hills Blvd NE/38 Street NE intersection, including but not limited to the following:

- Construct north approach: Two northbound lanes, dual southbound left turn lanes and a shared southbound through with right turn lane and associated geometric changes
- Construct south approach: One left turn lane, a shared through and right turn lane and associated geometric changes.
- Construct east approach: Dual left turn lanes and associated geometric changes
- Construct west approach: Right turn island (smart right turn) and associated geometric changes
- Construct sidewalks and pathways associated with the road cross-sections.

Construct the roundabout at the intersection of 38 Street and 120 Avenue NE.

At the Initial Tentative Plan associated with Phase 3 Development, a Technical Memorandum is required. The memorandum shall be prepared using updated traffic counts and assumptions on surrounding developments and the supporting roadway network to confirm the capacity available on the regional road network including accommodation of active modes. The memorandum shall confirm the need for and timing of the interchanges at Métis Trail NE /128 Avenue NE and Country Hills Boulevard NE/128 Avenue NE. Subject to confirmation, secure funding for functional planning, detailed design, and construction of the required interchanges and associated roadway.

59. At the Phase 3 initial Tentative Plan stage, equivalent to 3679 residential units, the following regional infrastructure network improvements, and local infrastructure network improvements will be required.
- a. Regional network capital funded infrastructure upgrades required
 - Construct the interchanges at Métis Trail NE/128 Avenue NE and Country Hills Blvd NE/128 Avenue NE, ramps and associated roadways
 - Update the offsite levy bylaw to incorporate the Country Hills BV / Métis Trail NE interchange.
 - Secure funding for design and construction of two interchanges: Country Hills BV / Métis Trail NE; and 128 AV / Métis Trail NE.
 - b. Developer funded Improvements:
 - Construct internal roadways and intersections associated with the phasing

- Construct sidewalks and pathways associated with the roads (cross sections).
 - Construct regional pathways completed to the satisfaction of Development Engineering.
 - Construct 128 Avenue/36 Street/Stone Haven Drive NE, including but not limited to the following:
 - Construct north approach.
 - Construct south approach: Two northbound and two southbound lanes, dual left turn lanes, one free flow right turn lane and associated geometric changes
 - Construct east approach: Add 3rd westbound lane and associated geometric changes
 - Construct west approach: 3rd eastbound through lane. Add free flow right turn lane and associated geometric changes
 - Construct sidewalks and pathways associated with the road cross-sections
60. At the Phase 4 (4 and 4B) initial Tentative Plan stage, equivalent to 3772 Residential Units, the following regional infrastructure network improvements, and local infrastructure network improvements will be required.

Developer funded Improvements:

- a. Construct internal roadways and intersections associated with the phasing.
 - b. Widen 128 Avenue NE to six (6) lanes east of Barlow Trail/ Stone Ridge Way NE
 - c. Construct 128 Avenue/Barlow Trail/Stone Ridge NE, including but not limited to the following:
 - Construct north approach: Improve to dual northbound left turn and one northbound through lane and associated geometric changes
 - d. Construct 128 Avenue/29 Street/Stone Ridge Road NE, including but not limited to the following:
 - Construct east approach: Westbound right turn lane, modifications to right turn island (smart right turn) and associated geometric changes.
 - Construct six (6) lanes along 128 AV NE.
 - e. Construct the Right in Right out intersection design at 40 Street and Country Hills Boulevard NE.
 - f. Construct the roundabout at 32 Street and Iron Grove NE
 - g. Multi-Use pathways and Regional pathways completed to the satisfaction of Development Engineering.
61. In conjunction with the Phase 2 Tentative Plan submission, or otherwise when deemed appropriate by Development Engineering, the Northeast Industrial Area Structure Plan shall be updated to reflect the intention to upgrade the intersections of Métis Trail & 128 AV NE and Métis Trial & Country Hills

Boulevard NE to interchange designs. Note that any proposed Transportation amendments to the Area Structure Plan are subject to the findings of the Northeast Network Planning study.

62. In conjunction with the Phase 2 Tentative Plan submission, or otherwise when deemed appropriate by Development Engineering, a Functional Planning study shall be accepted for the interchange designs at Métis Trail & Country Hills Boulevard NE, and at Métis Trail & 128 Avenue NE the latter including the LRT alignment and land requirements west of the interchange. The Functional Planning study shall be funded by the Developer.
63. In conjunction with the Initial Tentative Plan, or otherwise when deemed appropriate by Development Engineering, the Developer shall construct all necessary off-site transportation network connections to support the subdivision, to the satisfaction of the Manager, Development Engineering.
64. In conjunction with the Initial Tentative Plan, or otherwise when deemed appropriate by Development Engineering, the Developer shall dedicate land for the surface improvements to the satisfaction of the Manager, Development Engineering, as per the Functional Planning study, including but not limited to:
 - a. Dedicate full LRT right-of-way (ROW) for the LRT track infrastructure connecting from the existing LRT ROW.
 - b. Dedicate boundary half of 36 Street NE ROW
 - c. Dedicate ROW for Collectors and Primary Collectors, associated intersections and local widening.
 - d. Dedicate ROW for local widening:
 - Country Hills Boulevard for the Outline Plan area
 - Stone Ridge Road NE
 - 128 Avenue/32 Street NE
 - 128 Avenue/36 Street/Stone Haven Drive NE
 - 36 Street/Stone Spire Drive NE
 - 36 Street/120 Avenue NE
 - 36 Street/114 Avenue NE
 - 36 Street/Country Hills Boulevard NE
 - Country Hills Boulevard/38 Street NE
 - Country Hills Boulevard/40 Street NE
 - Stone Ridge Blvd/Shale Gate/Onyx Place
 - Stone Heaven Drive NE (between 128 Ave NE and Shale Gate NE)
 - Stone Ridge Blvd, between Shale Gate NE and the existing Stone Ridge ROW
 - Stone Ridge Blvd NE/Onyx Green NE (may require turning lane)
 - e. Dedicate 8.0m boulevard along north side of 128 Avenue to accommodate a minimum of 3.0 MUP/Regional pathway
65. In conjunction with the applicable Tentative Plan of subdivision, the Developer shall register a road plan for all roads and intersections within the phase to the satisfaction of the Manager, Development Engineering.

66. In conjunction with the applicable Tentative Plan of subdivision, the developer shall dedicate and construct to its ultimate cross section as a modified primary collector as per the approved outline plan to the satisfaction of the Manager, Development Engineering for the following:
- a. 32 Street NE between 128 Ave NE and Iron Grove NE
 - b. Stone Haven Drive NE between Shale Gate NE and 32 Street NE
 - c. Shale Gate NE between Stone Haven Drive NE and Stone Ridge Blvd NE
 - d. Stone Spire Drive NE between 36 Street NE and Shale Mews NE
 - e. 120 Ave NE between 36 Street NE and 38 Street NE
 - f. 114 Ave NE between 36 Street NE and 38 Street NE
 - g. 38 Street NE between Country Hills Boulevard and 120 Ave NE

The roadways and ancillary works to support the roadways shall be designed and constructed at the Developer's sole expense.

67. In conjunction with the Applicable Tentative Plan of subdivision, the Developer shall dedicate land and construct turn lanes at all intersections as shown on the Outline Plan or identified as part of the Transportation Impact Assessment.
68. In conjunction with the applicable Tentative Plan of subdivision, collector standard roads (and below) shall be built to their full width to the satisfaction of the Manager, Development Engineering.

The roadways, intersections and ancillary works to support the roadways shall be designed and constructed at the Developer's sole expense.

69. In conjunction with each Tentative plan of subdivision, two connections from the affected tentative plan to the Regional Transportation network must be constructed and open to the public.
70. In conjunction with the applicable Tentative Plan of subdivision, Construction 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. Construction drawing review may require changes to proposed right-of-way to meet the approved design.
71. In conjunction with the applicable tentative plan of subdivision, the Developer shall register road plans for Collector standard roadways within the subject lands to the satisfaction of the Manager, Development Engineering, that provide 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 into and out of the area, in the event of emergency or road closures, and the ensure availability of capacity at the plan area access points.

72. In conjunction with the applicable tentative plan of subdivision, all roads and intersections within the plan area shall be located, designed, and constructed at the Developer's sole expense to the satisfaction of the Manager, Development Engineering.
73. In conjunction with the applicable Tentative plan(s) of subdivision, intersections shall be designed to the satisfaction of Development Engineering. Local widening and lane transitions may be required on roadways stemming from the intersection. Geometrical adjustments to the roads may require additional right of way.
74. In conjunction with the applicable Tentative plan stage, an appropriate road right of way will be provided for the potential accommodation of Traffic Signals at the following intersections:
- Stone Spire Drive & 38 ST NE.
 - Stone Ridge BV NE & Shale GA NE.
 - 32 ST NE & Shale CO NE.
75. In conjunction with the applicable Tentative Plan of subdivision, the developer shall provide a Letter of Credit for pedestrian-actuated crossing signals that are agreed upon by the developer and the Manager, Development Engineering. Pedestrian-actuated crossing signals shall be considered to the satisfaction of the Manager, Development Engineering:
- a. Stone Ridge Road NE/Public Access Easement for Transit access
 - b. Stone Ridge Way NE and LRT Crossing
 - c. Approach legs at Iron Grove NE and 32 Street Roundabout
 - d. Stone Ridge Drive NE and 38 Street/Onyx Link NE
 - e. Stone Spire Drive NE and 38 Street NE
 - f. 38 Street NE and Iron Heath NE
 - g. 38 Street NE and 120 Ave NE
 - h. Approach legs at 120 Ave NE and 38 Street NE Roundabout
 - i. Other locations as determined at the Tentative plan stage.
- 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.
76. In conjunction with the applicable tentative plan of subdivision that proposes midblock crossings, the Developer shall design and construct infrastructure at its sole expense, as follows:
- Curb bump outs shall be built, at a minimum, at all proposed mid-block crossing locations to the satisfaction of the Director, Transportation Planning.
 - Approach grades for all proposed mid-block crossing locations shall be no more than 4 per cent.
77. Prior to approval of the applicable Tentative Plan of subdivision, the design and right-of-way requirements for roundabouts shall be designed and constructed to the satisfaction of the Manager, Development Engineering. Submit scaled

- (1:500) drawings showing the geometry and vehicle templating of all proposed roundabouts. The design requirements shall include, but not be limited to:
- a. Bus stops adjacent to roundabouts should be located outside the curb flares influence zone and along the curb lanes where there is on-street parking;
 - b. A fastest path analysis.
 - c. A sight line analysis for roundabouts
 - d. Truck and transit sweep paths through all roundabouts (including articulated buses). Transit buses shall not be required to mount the central truck apron in order to navigate the roundabout.
 - e. The inscribed circle diameter (ICD).
 - f. Sight lines through centre of circle must be clear (i.e. no objects to block vehicle's sight lines), and chevron patterns shall be embedded upon the concrete pad on the inner side of the roundabout.
 - g. All roundabouts in the plan area shall include bike ramps to facilitate cycling access through the roundabouts.
 - h. No accesses are permitted within the functional area of roundabouts.
78. At the applicable Tentative Plan stage(s) of subdivision, Active Modes and Pathways will be provided to the satisfaction of Development Engineering. These will include (but may not be limited to):
- a. Plans shall indicate the regional pathway along the south boulevard of 128 AV NE, including a future connection toward the east.
 - b. Plans shall indicate the regional pathway on the west side of Métis Trail NE.
 - c. A regional pathway is required along 120 Ave east of 36 Street NE and a pathway connection to Métis Trail along the south side of M-1 site.
 - d. To the satisfaction of Development Engineering, provide a 3.0m pathway alignment from 38 ST NE to 40 ST NE (in lieu of the previously proposed 114 AV NE connection).
 - e. Pathways connecting near corner knuckles may be located away from the knuckle, with street crossings designed to the satisfaction of Development Engineering.
 - f. Indicate 3.0m Multi-use pathways on both sides of Stone Haven Drive between Shale Gate NE and 32 Street NE.
79. In conjunction with the applicable Tentative plan, the First access/intersection along collectors, primary collectors (RI/RO, all turns, limited turns, etc.) shall be located 120m from the arterial streets or otherwise located to the satisfaction of the manager of Development Engineering.
80. At the applicable Tentative Plan stage(s) of subdivision, confirm that the residential lane located north of the Future Regional Retail site does not connect to Stone Ridge BV NE. To avoid a dead end, the lane may include a turnaround or a connection to Shale Gate NE (to shorten the dead-end portion of the lane).
81. In conjunction with the applicable Tentative Plan, curb extensions to be designed and constructed at the Developer's sole expense and to the satisfaction of the Manager, Development Engineering. Curb extensions are required at all mid-block crossings, including those of residential streets, along collector roadways to replace parking lanes, and wherever possible at all other intersection crossings.

82. In conjunction with the applicable tentative plan of subdivision, 3.0m residential lane corner cuts shall be provided from parcels adjacent to lane and street intersections.
83. Vehicular access to the future LRT station shall be provided to the satisfaction of Development Engineering. At the applicable Tentative Plan stage, a public roadway connector from Stone Ridge Boulevard NE to the S-CRI site (LRT station) will be investigated.
84. In conjunction with the applicable tentative plan of subdivision, Stone Ridge BV NE and its intersection with Iron Crescent NE shall be designed to accommodate Transit buses and their turning movements. TAC standard turning templates will be required to confirm an appropriate design. Although a standard Transit route is not currently planned on Stone Ridge BV NE, it may be needed as an alternate route under certain circumstances.
85. In conjunction with the applicable tentative plan of subdivision, the Developer shall provide signage within the road right-of-way or on city public land, indicating specific accesses to the plan area which are interim/temporary in nature and subject to change as phasing progresses. Signage shall be designed and located to the satisfaction of the Manager, Development Engineering. All work will be at the Developer's expense.
86. At each tentative plan of subdivision, if the developer intends to use any road subject to load restrictions (as indicated on the City of Calgary Load Bans Map), they must obtain a valid load ban permit before using that road. For more details, please refer to the link below: <https://www.calgary.ca/roads/permits/overweight-load-bans.html>
87. In conjunction with the applicable tentative plan of subdivision, public access easement agreement will be required to be registered for all private roads located in subject lands. All private roads must conform to City of Calgary design standards. Public access easement will also be required for pathways located on private parcels.
88. At the applicable Tentative plan stage(s) of subdivision, turning templates will be required to confirm the proposed geometry for corner knuckles on roads with the plan area. Adjustments to the road rights of way may be required in response to this investigation.
89. In conjunction with the Applicable Tentative Plan of subdivision, Transit routes and bus stop pad locations will be finalised. Where the approved Outline plan disagrees with the Tentative plan, the Tentative plan shall prevail. We note that no Transit routes are currently planned in the area east of 36 ST and south of 128 AV NE.
90. In conjunction with the Applicable Tentative Plan of subdivision, roadways and intersections adjacent to the school site shall be designed to accommodate Transit buses and their turning movements. These roads include Stone Spire DR NE, 38 ST NE, 40 ST NE, and 120 AV NE. Although a Transit route is not

currently planned adjacent to the school, the geometry of these roads including intersections must be designed for potential Transit access.

91. At the applicable Tentative plan stage, Stone Ridge BV NE and its intersection with Iron Crescent NE shall be designed to accommodate Transit buses and their turning movements. TAC standard turning templates will be required to confirm an appropriate design. Although a standard Transit route is not currently planned on Stone Ridge BV NE, It may be needed as an alternate route under certain circumstances.
92. In conjunction with each Tentative Plan for subdivision, Transit service shall be provided to the satisfaction of the Director, Transit and the Manager, Development Engineering.
93. In conjunction with the Applicable Tentative Plan of subdivision or Development Permit for the staged construction of the road network, transit zone locations shall be confirmed as per the Outline plan or otherwise provided to the satisfaction of the Manager, Development Engineering. Transit zones are typically located:
 - a. Where commercial areas are concentrated;
 - b. To service High schools and post-secondary institutions.
 - c. Where the grades and site lines are compatible to install bus zones; and
 - d. Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.
94. In conjunction with the applicable Development Permit for multi-family or commercial sites, Transit shelter(s) shall be provided as identified 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.
95. In conjunction with each Tentative Plan for subdivision, all pedestrian walkways identified for achieving Transit walking distances shall be 3 meters wide and be paved and lighted.
96. 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 final instrument prohibiting the construction of front driveways over the bus loading area(s).
97. In conjunction with each Tentative Plan for subdivision, lane-less lots adjacent to transit loading areas shall be a minimum width of 11.0m to avoid conflicts with front driveways
98. In conjunction with each Tentative Plan for subdivision, Custom cross-sections shall be designed to meet or exceed the standards of the Design Guidelines for Subdivision Servicing.
99. In conjunction with the applicable Tentative Plan of subdivision, the cross-sections approved as part of the Outline Plan shall apply. However, if new

standards or priorities are introduced by the City prior to or during subsequent tentative plan submissions, the approved cross-sections may be required to be modified to meet the standards of the day.

100. In conjunction with the applicable Tentative Plan of subdivision, provide cross-sections for streets west of 36 ST NE (Ronmor lands). These cross sections may inform how the intersections are designed in the future.
101. In conjunction with the applicable Tentative Plan of subdivision, indicate that the 8.5m pavement width associated with Cross section `A' will only be applied to streets adjacent to lane-less lots with front driveways.
102. In conjunction with the applicable Tentative Plan of subdivision indicate that the 9.0m pavement width associated with Cross section `B' will only be applied to streets where the adjacent lots also abut a rear lane.
103. In conjunction with the applicable Tentative Plan of subdivision, indicate the following with respect to Cross section `S':
 - This road is an existing Arterial, not a Skeletal Road.
 - The existing cross section is 4 lanes not 6 lanes. Six lanes is a future condition.
 - The Transportation Impact Assessment recommends a 6 lane cross section, not an 8 lane cross section.
 - Add 3.0m Regional pathway on both sides as per the 5A pathway network (Always Available for All Ages and Abilities). The pathway location shall comply with clear zone requirements in the Alberta Transportation Roadside Design Guide.
104. In conjunction with the applicable Tentative Plan of subdivision, indicate the following with respect to Cross section `T':
 - The existing cross section is 4 lanes not 6 lanes.
 - The cross-section shows 3.0 m regional pathway both sides of 128 AV NE.
 - The south side pathway would be 'new' or 'proposed' given the current condition, which is a 1.4m separate sidewalk.
 - The north side pathway would be 'modified' or proposed as the current width varies between 2.5m wide and 3.5m wide.
105. In conjunction with the applicable Tentative Plan of subdivision, indicate the following with respect to Cross section `U,' adjacent to the site boundary:
 - A minimum boulevard width of 8.0m.
 - A minimum 2.5m Regional Pathway on the north boulevard per the 5A pathway network (Always Available for All Ages and Abilities).
 - A minimum 3.5m travel lane width per the Arterial classification in the Design Guidelines for Subdivision Servicing.
106. In conjunction with the applicable Tentative Plan of subdivision stage(s) add cross-sections where left-turn lanes are proposed and local widening is required, in accordance with the Conceptual Functional Plans. For example, cross

sections are required along 38 Street NE immediately north of Country Hills Boulevard. Additional right of way may be required, both on the north and south sides, to retain and match the existing median.

107. In conjunction with the applicable Tentative Plan of subdivision, provide a cross-section north of 128 Ave along Stone Ridge Blvd NE.
108. In conjunction with the applicable Tentative Plan of subdivision or Development Permit, access to each parcel within the subject lands shall be located and designed to the satisfaction of the Manager, Development Engineering.
109. In conjunction with the applicable Tentative Plan of subdivision, for low density residential lots adjacent to a lane, register a restrictive covenant to prevent vehicular access to the street.
110. In conjunction with the applicable Tentative Plan of subdivision, or Development Permit, access from 36 ST to the C-N1 parcel shall be limited to Right in access only. Transportation analysis will be required to support Right in / Right out access.
111. In conjunction with the applicable Tentative Plan of subdivision, provide an access easement agreement along the shared property line between the S-CRI parcel and the MU-1 parcel accessing Shale Court NE.
112. In conjunction with the applicable Tentative Plan of subdivision, no vehicular access shall be permitted to collector (and higher order) roadways for low density residential lots. Vehicular access shall be provided via rear lanes. Restrictive covenant shall be registered on all applicable titles concurrent with the registration of the final instrument.
113. In conjunction with the applicable Tentative Plan of subdivision, no vehicular access shall be permitted to residential streets with lane products. Vehicular access shall be provided via rear lanes. Restrictive covenant shall be registered on all applicable titles concurrent with the registration of the final instrument.
114. In conjunction with the applicable Tentative Plan of subdivision or Development Permit, no vehicular access shall be permitted from parcels to the following roadways:
 - a. Stoney Trail NE
 - b. Métis Trail NE
 - c. Country Hills BV NE
 - d. 128 Avenue NE other than the intersections and RI/RO shown on the OP
 - e. 36 Street NE other than the intersections and RI/RO shown on the OP
 - f. 32 Street other than access locations shown on the OP
 - g. Stone Haven Drive NE other than the RI/RO shown on the OP
 - h. Stone Ridge Blvd NE other than the intersections and RI/RO shown on the OP

A restrictive covenant regarding this access restriction shall be registered concurrent with the registration of the legal plan of subdivision.

115. 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).
116. At the applicable Tentative plan stage of subdivision or Development Permit stage, all turns vehicular access to the C-R3 sites on 114 AV NE shall be located a minimum of 120m from 36 ST NE.
117. At the applicable Tentative plan stage of subdivision or Development permit stage, vehicular access for the C-C2 lot between 120 Ave and Stone Spire Drive NE shall meet the following parameters:
- RI/RO access shall be located 120m from 36 Street arterial.
 - All turn access immediately east of the RI/RO does not meet the access spacing, review and locate the access in accordance with the access standards. Removal of the RI/RO access may be required.
 - Provide a cross section for the private street, meeting the intention of a complete street design.
 - A public access easement will be required for the private street.
118. At the applicable Tentative Plan stage of subdivision or Development Permit stage, for the MU-1 site located adjacent to Slate Green NE and Shale Mews NE, vehicular access shall be taken to Shale Mews NE (Collector), not Slate Green NE (Residential). A restrictive covenant regarding this access restriction shall be registered concurrent with the registration of the legal plan of subdivision.
119. At the applicable Tentative Plan stage of subdivision and Development Permit stage, vehicular access to the 'Future Regional Retail' parcel, east of Stone Haven DR NE, shall meet the following parameters:
- Access arrows to this site appearing on the Outline plan should be considered 'potential access locations.'
 - Access from Shale Gate NE shall be received with a road stub design, allowing for potential signalization.
 - All turns access from Shale Gate NE will require Transportation analysis to consider traffic signals, intersection geometry, and associated right of way requirements.
 - All turns access from Stone Haven DR NE shall be considered, in conjunction with Transportation analysis for the traffic signals, intersection location and geometry, and associated right of way requirements.
120. At the applicable Tentative Plan stage of subdivision or Development Permit stage, vehicular access to the M-G parcel north of Iron Link NE and west of Stone Ridge BV NE shall be designed, located and constructed to the satisfaction of Development Engineering. All turns access from Stone Ridge BV NE is available in alignment with Slate Heath NE. Conversion of Stone Ridge BV NE to a Collector standard will be investigated to support this access configuration.

121. At the applicable Tentative Plan stage of subdivision or Development Permit stage, vehicular access to the M-1 parcel north of Shale Court NE/Stone Heaven Drive NE and west of Slate Manor NE shall be designed, located and constructed to the satisfaction of Development Engineering. Since all turns access should be taken to a Collector standard road, conversion of Slate Manor NE to a Collector standard will be investigated to support this access configuration.
122. In conjunction with the Applicable Tentative Plan of subdivision and associated Construction Drawing submission, driveways shall not conflict with crosswalks/wheelchair ramp locations.
123. In conjunction with the Initial Tentative Plan of subdivision, the Transportation/Utility Corridor (TUC) shall be permanently and prominently signed in accordance with City Council's policy and it shall also be clearly identified on the Land Use Sign for the area.
124. In conjunction with the applicable Tentative Plan of subdivision or Development Permit, a noise attenuation study is required for any residential development adjacent to Arterial roadways and the LRT alignment. Arterial roads to consider include Métis Trail NE, 128 AV NE, Stoney Trail NE, and 36 ST NE. The study is to be completed by certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning and submitted to Mobility 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.
125. At the applicable Tentative Plan of subdivision stages, 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.
126. 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.
127. At each tentative plan of subdivision, if the developer intends to use any road subject to load restrictions (as indicated on the City of Calgary Load Bans Map), they must obtain a valid load ban permit before using that road. For more details, please refer to the link below: <https://www.calgary.ca/roads/permits/overweight-load-bans.html>
128. Prior to approval of Construction Drawings and Permissions 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 (owned privately or owned by the City).

129. In conjunction with each Tentative Plan of subdivision, the Developer shall demonstrate that the plan area provides contiguous extension of development with the Outline Plan area, to the satisfaction of the Manager, Development Engineering. The intent is to ensure transportation connectivity for all modes within and adjacent to the plan area, as well as facilitate transit routing.
130. In conjunction with the applicable Tentative Plan of subdivision or Development Permit, the Developer shall register public access easement agreements for pedestrian access through lands as indicated on the Outline Plan, to the satisfaction of the Manager, Development Engineering.
131. In conjunction with the applicable Tentative Plan of subdivision, curb extensions to be designed and constructed at the Developer's sole expense and to the satisfaction of the Manager, Development Engineering. Curb extensions are required at all mid-block crossings, including those of residential streets, along collector roadways to replace parking lanes, and wherever possible at all other intersection crossings.
132. 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.
133. In conjunction with the applicable Tentative Plan of subdivision, no retaining walls, stairs or similar structures will be permitted in road right of way.
134. 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.
135. In conjunction with the applicable Tentative Plan, the Developer shall ensure that all pathways from MR lands have direct pedestrian connection by sidewalk or pathway to crossing locations at intersections to the satisfaction of the Manager, Development Engineering.