

Updated Conditions of Approval

The following Conditions of Approval shall apply:

Planning:

1. Prior to approval of the first tentative plan and approval of construction drawings, an application for a community name and street names shall be approved by City Council.
2. With each Tentative Plan, the developer shall submit a density phasing plan indicating the intended phasing of Subdivision within the Outline Plan area and the projected number of dwelling units within each phase and demonstrating compliance with minimum required densities in accordance with the Area Structure Plan.
3. The Transportation and Utility Corridor (TUC) shall be permanently and prominently signed in accordance with Council's policy and it shall also be indicated on the land use sign for the area.
4. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
5. If the total area for roads and public utility lots (PUL) dedication is over 30%, note that compensation will not be provided by The City for this over-dedication.
6. The standard City of Calgary Party Wall Agreement regarding the creation of the separate parcels for semi-detached dwellings and rowhouse buildings shall be executed and registered against the titles concurrently with the registration of the final instrument.
7. Existing buildings that are to be removed are to be done so prior to endorsement of the instrument.
8. Showhomes and marketing information must contain maps identifying the proximity of the Foster landfill site and the 300 metre permanent landfill setback line shall be shown on the community land use signs containing affected lots.
9. A uniform screening fence compatible with other fences on the adjacent lands and with individual gates where required, of high quality materials requiring minimum maintenance, shall be provided at the Developer's expense inside the property line of the residential parcels abutting Enmax and Altalink utility sites to the south and southeast and Stoney Trail. The design of such fence shall be to the satisfaction of the Subdivision Authority.
10. Access to the Enmax substation site shall be maintained at all times. Prior to endorsement of the affected Tentative Plans, an alternative access road and access easement agreement shall be in place to provide access to Enmax.

Development Engineering:

11. **Prior to Approval of any development** (including but not limited to: Stripping and Grading, Tentative Plans, Construction Drawings, Development Permits, etc.), an approved Staged Master Drainage Plan (SMDP) is required for this area. The SMDP will provide evidence of the Alberta Environment and Parks' (AEP) decision regarding the Public Lands application for disturbance of the Crown-owned wetlands, and confirmation of the footprint for the stormwater management facilities based on the applicable design

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standards. Should AEP not approve the proposed disturbance of the Crown-owned wetland, a new Outline Plan application shall be required for any development to proceed.

12. **Prior to approval of the first Tentative Plan**, if the fire station to service this area is not in place, submit an interim solution that addresses timing of physical construction and occupancy, temporary and/or permanent fire hall construction, proposed location of fire halls, and any additional interim measures proposed. **Prior to endorsement of the first Tentative Plan**, obtain approval from the Corporate Planning Applications Group (CPAG) for the interim solution. All parties will endeavour to have the interim solution agreed to within 90 days of the initial submission and may seek the support of Calgary Approvals Coordination to facilitate the negotiations if required.
13. 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 a significant change is necessary.
14. This Outline Plan contains a stormwater management facility, however, the plan area cannot be developed until such time that all servicing is available. The required Staged Master Drainage Plan (SMDP) noted above, will have an expiry date of 5 years from the date of Outline Plan approval because guidelines, standards, and regulations may change from time to time. If subdivision of the first comprehensive phase and construction of the stormwater management facility does not commence prior to the expiry date, the Developer shall be required to update the SMDP as may be deemed appropriate, to the satisfaction of the Manager of Infrastructure Planning. If such an update impacts the layout or size of the stormwater management facility, 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 a significant change is necessary.
15. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Hotchkiss Hydrogeotechnical Assessment Report, prepared by Stantec Consulting Ltd. (File No. 116459581), dated November 29, 2016.
 - Preliminary Geotechnical Evaluation, prepared by McIntosh-Lalani Engineering Ltd. (File No M-L 6047), dated April 2016.
16. **Concurrent with the registration of the affected legal plans**, 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

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City of Calgary. The agreement and registerable access right of way plan shall be approved by the Manager, Infrastructure Planning and the City Solicitor.

17. **Prior to endorsement of the affected legal plan** (which creates the potential for a cumulative total of 600 or more residential units), execute and register on title an Emergency Access Agreement with the City of Calgary over S.E.1/4 SEC.36, TWP.22, RGE.29, W.4M (Servient Lands) in favor of Hotchkiss Road SE. (Dominant Lands). The agreement and registerable access right of way plan shall be to the satisfaction of the Manager, Infrastructure Planning. A standard template for the agreement and an Instruction Document will be provided by the Development Engineering CPAG Generalist. Submit an original copy of the executed agreement and the certificate of title(s), indicating the agreement is registered on title, for all affected parcels.
18. **Prior to endorsement of the first legal plan**, submit a Design Brief Memo (DBM) prepared by a qualified Professional Engineer under seal and permit to practice stamp for the lift station for review and acceptance by the City of Calgary, Water Resources.
19. **Prior to approval of the first tentative plan**, execute an agreement with the adjacent landowner to dedicate the required land, easements, and/or right-of-ways for the proposed lift station and emergency access easement.
20. **Prior to the endorsement of the first Tentative Plan and/or prior to release of a Development Permit**, the developer is required to provide a copy of all registered titles, easements, and right-of-ways necessary to protect the sanitary lift station and associated utilities to the satisfaction of the Manager Infrastructure Planning, Water Resources.
21. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
22. Locate, protect, or relocate all existing utilities to the satisfaction of the utility owner at the expense of the Developer.
23. **Prior to the endorsement of any Tentative Plan** and/or prior to release of a Development Permit, the developer is required to execute a Development Agreement. Off-site levies, charges and fees are applicable to all development within the plan area. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@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 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 the south two (2) lanes of 146 Avenue SE along the north boundary of the plan area.

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- c) Construct the underground utilities and surface improvements for all roadways within the boundary of the plan area.
 - d) Construct the sanitary lift station. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate the offsite improvements. The maintenance period for the lift station shall be 2 years from the date the Construction Completion Certificate has been issued.
 - e) Construct the offsite transportation improvements to service the plan area as required by The City of Calgary Transportation Department. The extent of the improvements will be determined after the Outline Plan and Transportation Impact Study details are finalized.
 - f) Construct the emergency access to Highway 22x in the southeast corner of the plan area. The emergency access is required when the cumulative number of residential units is greater than 600 within the plan area.
 - g) 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.
 - h) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the residential lots, roadways, or laneways where they abut boundary roadways, municipal reserves, utility corridors, and/or environmental reserves.
 - i) Construct the MSR/MR within the plan area.
 - j) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
 - k) Rehabilitate the portions of any public or private lands or infrastructure that are damaged as a result of this development, all to the satisfaction of the Manager, Infrastructure Planning.
25. **Prior to construction of any development**, submit an Erosion and Sediment Control Report and Drawings for the development site following the latest version of the submission guidelines. Review and approval of ESC Reports and Drawings is the responsibility of Water Resources. Development of the site must adhere to The City of Calgary Erosion and Sediment Control Guidelines.

Transportation:

26. 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

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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 a significant change is necessary.

27. **Prior to approval of the first tentative plan**, it must be demonstrated to the satisfaction of the Director, Transportation Planning 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.
- b. The ability to construct or provide financial contribution for construction of a pedestrian / active modes system to service the Tentative Plan, or pedestrian / active to connect the pedestrian walkway system serving the Tentative Plan with a pedestrian.
- c. The ability to provide financial contribution for Transit to service the Tentative Plan area.

The "Regional Transportation Network Infrastructure" that must be "available" to support development throughout the Hotchkiss Outline Plan is as follows:

- d. A dual lane roundabout 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 S
 - f. A northbound dual left turn at the intersection 84 Street SE and 114 Avenue S as per Global TIA
 - g. Hotchkiss Road SE, Sora Passage, Sora Gate and Sora Boulevard SE are the necessary internal roadways to complete a public road connection between 104 Street SE and Hotchkiss Outline Plan. To connect to Highway 22x, the portion of 104 Street from Highway 22x to Sora Gate is also required.
 - h. Emergency Fire access from Marquis of Lorne Trail SE (Highway 22x)
28. The developer at its expense, but subject to endeavours to assist, shall be required to:
- Construct a dual lane roundabout at the intersection of marquis of Lorne Trail SE (Highway 22x) and 104 Street SE and roadway to support the roundabout;
 - Construct a single lane roundabout at the intersection of 84 Street SE and 146 Avenue SE; and
 - Construct dual northbound left turn lanes at the intersection of 84 Street SE and 114 Avenue SE.
29. **Prior to endorsement of the first Tentative Plan**, the geometric design of the functional planning study for the roundabout at Highway 22x and 104 Street must be approved by Alberta Transportation and land must be available for construction of the roundabout.

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30. **Prior to endorsement of the first Tentative Plan**, the developer is required to execute a Maintenance and operations agreement between Alberta Transportation, The City of Calgary and the Developer for the long term operations of the dual lane roundabout at Marquis of Lorne Trail SE (Highway 22x) / 104 Street.
31. As a requirement of the first subdivision development agreement, construct the off-site improvement of the dual lane roundabout at the intersection of Marquis of Lorne Trail SE (Highway 22x) and 104 Street SE. This roundabout is required as a result of the proposed development and will be the responsibility of the developer with no oversize or boundary recoveries; endeavours may apply. Subsequent Tentative Plans may be withheld if the roundabout is not operational in two years after the approval of the first tentative plan, to the satisfaction of Director Transportation Planning.
32. With each tentative plan, the developer shall submit an inventory of the number of lots/units approved in the entire Cell A area (Hotchkiss, Sora, and/or Rosetree/Kutryk lands) to date using access to the Marquis of Lorne Trail (Highway 22x) / 104 Street roundabout, whereby a maximum threshold of 3200 units and 30,000 square feet of commercial retail accumulative will be allowed to use the proposed accesses unless otherwise approved by the Director of Transportation Planning. 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 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.
33. Where development in the Hotchkiss, Sora and/or Rosetree/Kutryk areas or a combination of the three areas exceed 1500 units, improvements of northbound dual left turn lanes at the intersection of 114 Avenue and 84 Street SE along with shoulder upgrades to 84 Street from 114 Avenue to 146 Avenue shall be constructed as part of the affected tentative plan under the corresponding subdivision development agreement.
34. Where development in the Hotchkiss, Sora and/or Rosetree/Kutryk areas or a combination of the three areas exceed 1500 units, the single lane roundabout at 146 Avenue / 84 Street shall be constructed as part of the affected tentative plan under the corresponding subdivision development agreement.
35. **In conjunction with each Tentative Plan**, functional-level plans shall be submitted as a component of the Tentative Plan submission package to the satisfaction of Transportation Planning and Roads, for the staged development arterial and collector standard roadways, inclusive of the staged development of the at-grade intersections, and to the satisfaction of the Director, Transportation Planning and Roads.
36. **Prior to approval of the associated tentative plan**, following requirements for roundabouts shall apply to the satisfaction of the Director, Transportation Planning:
 - All 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.
 - In conjunction with the Tentative Plan, a sight lines analysis for roundabouts, as well as truck and transit sweep paths through all roundabouts shall be provided. Transit buses shall not be required to mount the central truck apron in order to navigate the roundabout.

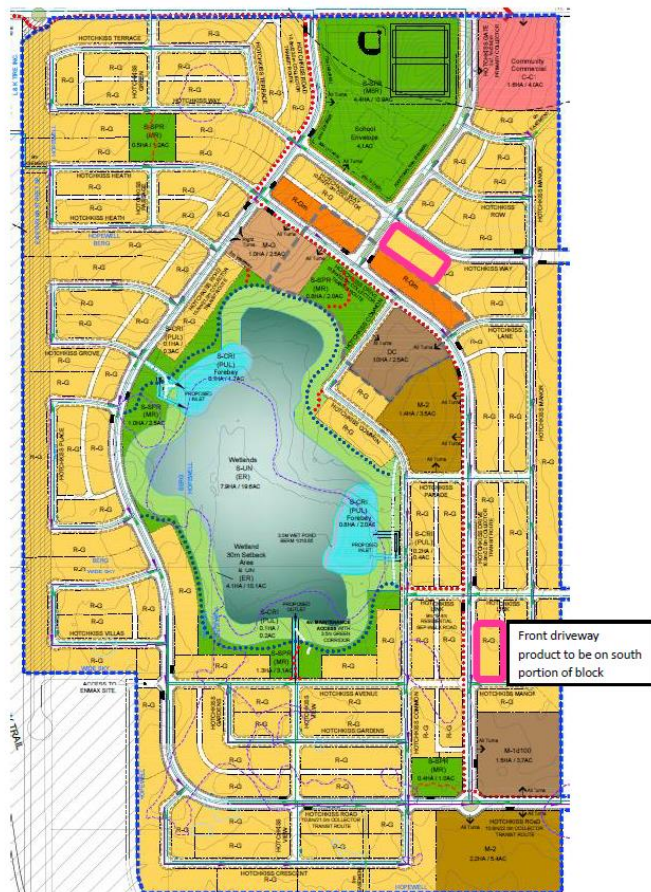
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- In conjunction with the Tentative Plan, all roundabouts in the plan area shall include bike ramps to facilitate cycling access through the roundabouts.
37. A restrictive covenant shall be registered against the specific lot(s) identified by the Director, Transportation Planning **concurrent with the final instrument** prohibiting the construction of front driveways over the bus loading area(s), when the tentative plan is presented for approval.
38. Direct vehicular access shall not be permitted from R-G and R-Gm residential lots to the following roadways. Vehicular access shall only be to or from the rear lane, where lots have a rear lane.
- Primary collector roadway (Hotchkiss Gate),
 - Collector roadway (Hotchkiss Way between Hotchkiss Road and Hotchkiss Manor), and
 - "Modified collector roadways" (Hotchkiss Road and Hotchkiss Drive),

With the exception of:

- 6 lots on Hotchkiss Way, east of Hotchkiss Gate; **and**
- the 6 lots on Hotchkiss Drive, north of Hotchkiss Manor (see pink highlighted circled area on the plan below)

A restrictive covenant registered against the titles of those parcels will be required at the time of the affected tentative plan.



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39. Prior to approval of the first tentative plan, demonstrate a standard roadway turnaround can be accommodated in the road Right-of-way or provide agreement from the adjacent land owner for temporary accommodation of turnaround.
40. All crosswalks where Regional Pathways or Multi-use pathways intersect with the street shall be designed to the satisfaction of the Director, Transportation Planning. In general terms, at-grade mid-block crossings are not permitted, but may be considered for site specific conditions, at the discretion of Transportation Development Services and Roads.
41. Prior to approval of the Tentative Plan, a noise analysis is to be submitted to and approved by Transportation Planning for the residential development adjacent to Marquis of Lorne Trail SE (Highway 22X) and Stoney Trail SE.

Note: All noise attenuation features (noise walls, berms, visual screening etc.) and ancillary facilities required in support of the development shall be constructed entirely within the development boundary (location of noise walls, berms, etc and associated ancillary works shall not infringe onto the road right-of-ways).

42. **Prior to approval of any development**, the developer shall provide a statement on the condition of those roads and their ability to handle the construction and development traffic that will be generated by the development. Confirm maintenance requirements with the Calgary Roads Maintenance Section. Where development will cause excess wear and tear on adjacent rural or existing roads directly attributable from the subject site for construction traffic, the developer will be responsible for the additional maintenance and/or upgrade of the roads, or pay to the City the costs caused by excess wear and tear. The developer shall enter into a Construction Access Roads Agreement with Roads Maintenance provided that the proposed access roads are either unimproved or subject to a load ban. Contact the Planning and Infrastructure Engineer, Roads at 403-268-1033.
43. The developer, at its expense, shall be required to relocate any affected utilities.
44. All intersections shall be designed to the appropriate City standard and to the satisfaction of Calgary Roads. Refer to TIA for appropriate sizing and intersection treatment. Parking shall be restricted on eastbound 146 Avenue between the 84 Street roundabout and the eastern edge of the Hotchkiss lands. Parking shall be restricted on northbound Hotchkiss Road and Hotchkiss Gate for 60 m approaching the intersection with 146 Avenue for intersection operations.
45. Any proposed community entrance features shall be located on private sites, not within rights-of-way or roadways.

Parks:

46. The wetland(s) identified within the Outline Plan area are subject to The City of Calgary's Calgary Wetland Conservation Plan (the "Plan") and its "no net loss" policy. All Class III and above wetland(s) (as defined by the Stewart and Kantrud Wetland Classification System) identified within the Outline Plan area qualify as Environmental Reserve ("ER") pursuant to the Municipal Government Act (Alberta)("MGA") and are to be dedicated to The City of Calgary as ER, pursuant to the MGA. Pursuant to the Plan, the Subdivision

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Authority may permit an applicant to damage or destroy Class III and above wetland(s) provided that prior to the approval of the affected Tentative Plan and/or Development Permit, the applicant shall provide the City of Calgary Parks department with a copy of the agreement entered into with the Province of Alberta or its agent that provides for compensation for the loss or alteration of the Class III and above wetland(s).

47. The site contains crown-owned and non-crown-owned wetlands, pursuant to the *Water Act* (Alberta) and the *Public Lands Act* (Alberta), the applicant shall provide copies of the *Water Act* and *Public Lands Act* approvals from Alberta Environment and Parks (AEP) to the City of Calgary Parks Department prior to the disturbance of the wetland(s).
48. 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.
49. The developer shall submit detailed Engineering Construction Drawings and Landscape Construction Drawings for the proposed wetland/storm pond (reconstructed wetland) to both Water Resources and Parks for review and approval.
 - a. The ER wetland designation must meet habitat function, depth, and water quality and quantity criteria as per City and AEP requirements.
 - b. Alternative water treatment options, such as OGS, sediment traps, LID buffer zones, berms, etc. shall be located outside of ER lands.
50. 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.
51. A natural area management plan shall be completed for lands protected as ER.
52. 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 (Office 403-268-1348 or Mobile 403- 804-9417) to approve the location of the fencing prior to its installation.
53. **Prior to approval of the first tentative plan or stripping and grading permit** (whichever comes first), it shall be confirmed that grading of the development site will match the existing grades of adjacent parks and open space (MR and/or ER), with all grading confined to the private property, unless otherwise approved by Parks.
 - c. The MR lands should not be used to accommodate back slope from the residential lots. Grade matching or development disturbance shall occur only outside of the ER lands, unless otherwise approved by Parks.
54. The developer shall restore, to a natural state, any portions of the environmental reserve lands within or 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.

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55. Any development or grading related to permanent disturbance which results from storm water infrastructure within lands designated as environmental reserve & municipal reserve, requires approval from the Director of Calgary Parks.
56. **Prior to the approval of the affected tentative plan**, the developer shall confirm fencing requirements adjacent to MR, MSR and ER parcels to the satisfaction of the Director of Calgary Parks.
57. The maximum credit MR (0.4 hectare) in the landfill setback is 10% of the developable land (4 hectares) in the setback area; Cash-in-lieu of the rest of the proposed MR (1.5 hectares) in the landfill setback is required in the event that there is no relaxation/variance to the setback requirement on the landfill at the time when the affected tentative plan is approved.
58. **Prior to the approval of the affected tentative plan**, finalized concept plans for all MR and MSR sites shall be submitted for Parks' review and approval.
59. The developer shall submit detailed landscape construction drawings for all MR and MSR sites Parks for review and approval.
60. The Low Impact Development (LID) component drainage shall not conflict with the pathways in any part of the subdivision.
61. Prior to the approval of the affected Tentative Plan, 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.
62. Construct all regional pathway routes within and along the boundaries of the plan area according to Parks' **Development Guidelines and Standard Specifications – Landscape Construction** (to the applicable standards at the time of development), including setback requirements, to the satisfaction of the Director of Calgary Parks.
63. When a 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.
64. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
65. Storm water or other drainage from privately-owned parcels onto adjacent municipal reserve, environmental reserve or municipal school reserve parcels is not permitted **unless otherwise approved by Parks**. Any unauthorized drainage from private parcels onto adjacent municipal reserve, environmental reserve or municipal school reserve parcels must be resolved to the satisfaction of the Director, Parks and any damage resulting from such drainage will require restoration at the developer's expense. Resolution of drainage issues must be approved by the Parks Development Inspector. Contact the Development Inspector at 403-268-4760 for an inspection.
66. Point source drainage (including pipes, splash pad, etc) from development sites shall not be permitted into ER or MR/MSR extents. Sheet flow drainage or its equivalent towards Reserve extents shall be reviewed on a case by case basis, and will only be accepted if

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the run off is required to supplement the wetland habitat, or unless sufficient mitigation measures are implemented to the satisfaction of the Director of Calgary Parks.

67. All stormwater related infrastructure that is required to handle drainage from private lots (including pipes, catch basins and concrete swales, etc) shall be located in PUL, road right of way(s) or on private property and not on MR or ER lands throughout the entire Outline Plan area.
68. When a regional pathway/green corridor is located adjacent to residential walkout lots, overland drainage from the residential lots over the pathway is prohibited unless roof water drainage to front street(s) is guaranteed and when appropriate mitigation measures approved by Parks are applied. Concrete swale or its equivalent at the back of residential lots may be required to prevent overland drainage if the aforementioned requirements cannot be met.
69. A restrictive covenant shall be registered against the walkout lot(s) backing onto a regional pathway or green corridor, as identified by the Director of Calgary Parks **concurrent with the final instrument** prohibiting roof water drainage over the pathway or green corridor by directing at least 80% of roof water to the front street(s), at the time the tentative plan is presented for approval.
70. An Enhanced Maintenance Agreement and/or Optional Amenities Agreement will be required for public park that is designed above the standards listed in Parks' Development Guidelines and Standard Specifications.