

Conditions of Approval

The following Conditions of Approval shall apply:

Planning:

Road Closure

1. All existing utilities within the road closure area shall be protected by easement or relocated at the developer's expense.
2. The developer is responsible for all costs associated with the closure including all necessary physical construction, removal, rehabilitation, utility relocation, etc.
3. All costs associated with the road closure shall be borne by the applicant.
4. That protection and/or relocation of any utilities required for the road closure will be at the applicant's expense and to the appropriate standards.
5. Remove and/or relocate existing utilities located within 72 Street SE **OR** register an easement or utility right of way for the protection of the utilities, to the satisfaction of the affected utility owner(s).
6. The closed road right-of-way is to be consolidated with the adjacent lands.

Outline Plan Conditions:

7. A minimum density of 55 units per acre must be achieved on all M-2 Designated Sites. The Development Authority has the discretion to accept a lower density, where a Development Permit proposes development that enhances the public realm.
8. Corner parcel development on Rangeview Avenue SE should address both frontages, with equal treatment given to both elevations.
9. To create attractive streetscapes, with the exception of Bartlett Crescent, Bartlett Way, Sugarsnap Green, Sugarsnap Way, Savoy Landing, Lavendar Drive, Gala Lane, Gala Green and Gala Grove, all lots abutting a lane and fronting a street shall only have direct vehicular access from that lane (no front drive garages), and a restrictive covenant shall be registered against the titles of those lots to that effect.
10. In conjunction with the applicable tentative plan, the Developer is responsible to ensure all infrastructure can be constructed in accordance with the applicable standards and regulations at the time of development.
11. 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 Council.
12. 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.
13. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.

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14. If the total area for Roads and PUL dedication is over 30%, note that compensation will not be provided by The City for this over-dedication.
15. Access to lands that are only accessible via the 72 Street Right-of-Way 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 said lands.
16. If a Residents Association is formed, it shall be comprised of all residents in the neighbourhood and all impacted titles within the plan area shall have a restrictive covenant registered on title identifying the financial and maintenance responsibility of said parcels to the Residents Association, all to the satisfaction of the Subdivision Authority and the Director, Parks.
17. If applicable, prior to approval of the initial Tentative Plan, 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.
18. The standard City of Calgary Party Wall Agreement regarding the creation of the separate parcels for semi-detached dwellings shall be executed and registered against the titles concurrently with the registration of the final instrument.

Development Engineering:

19. At the time of approval, this Outline Plan is located within an area that had a recent removal of the Growth Management Overlay (GMO). As a result there is currently no budget/schedule approved to construct the required infrastructure to service the plan area (water feedermain loop, sanitary trunk mains, storm trunk mains and outfall, etc.). Conditions of Approval may be added, removed, or modified at the Tentative Plan application stage to reflect the future servicing requirements.

If any interim servicing strategies/reports are proposed and accepted to City of Calgary standards, the Developer is responsible for the construction and ongoing maintenance and operation of the interim servicing infrastructure until such time as the ultimate servicing has been constructed. The Developer is also responsible for making the connection to the feeder and trunk mains as soon as they become available and redirect the affected flows accordingly to the satisfaction of the Director of Water Resources. All costs associated with the ultimate connections along with the decommissioning and removal of the temporary infrastructure is the responsibility of the Developer. Interim servicing solutions must be reviewed and accepted to the satisfaction of the Manager of Infrastructure Planning **prior to approval of the affected Tentative Plans and/or Development Permits.**

- If the interim servicing strategy noted above includes a temporary sewer lift station and force main. The Developer will be responsible for:
- The construction and ongoing maintenance and operation of the temporary lift station (including emergency protocol / response) to the satisfaction of the Director of Water Resources until such time as the permanent connection to the

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- trunk main is constructed. At the time of Outline Plan approval, there is no confirmed budget or timeline identified for the construction of the trunk main.
- Providing continuous flow monitoring at the Mahogany Lift Station and the Cranston Chamber for the life of the interim servicing to confirm the anticipated flows in the model.
 - If flows exceed anticipated values, take additional measures as necessary to reduce the potential of trunk surge (including but not limited to a cap on sanitary discharge volumes).
 - Making the connection to the trunk main as soon as it becomes available and redirect the affected sewer flows accordingly to the satisfaction of the Director of Water Resources. All costs associated with the ultimate connection to the trunk main along with the decommissioning and removal of the temporary infrastructure is the responsibility of the Developer.
20. At the time of approval, this Outline Plan is located within an area that had a recent removal of the Growth Management Overlay (GMO). As a result there is currently no budget/schedule approved to construct the required Fire Station to service a portion of the plan area located outside the target for 7 & 11 minute fire response. **Prior to approval of the affected Tentative Plans and/or Development Permits**, if the required fire station(s) to service the portion of the plan area is not within the current budget to construct and operate, submit an interim solution for review and acceptance by CPAG prior to endorsement.
21. The Staged Master Drainage Plan (SMDP) developed for this Outline Plan has an expiry date of 5 years from the date of the Outline Plan approval because guidelines, standards, and regulations may change from time to time. If subdivision and construction of any given pond and its associated catchment area does not commence within 5 years of approval, the Developer shall be required to update the SMDP as may be deemed appropriate, to the satisfaction of the Manager of Infrastructure Planning. If such an update impacts the layout or size of the ponds, it is the Developer's responsibility to accommodate the required changes within their plan, or apply for an amendment to the Outline Plan for the affected portions if necessary.
- Please note that the subject plan area is within the Bow River drainage catchment. Based on the Rangeview Master Drainage Plan stormwater discharge is limited to 2.78 L/s/ha for sizing stormwater management facilities and should be subject to stormwater volume control measures. At the time of Outline Plan approval, volume controls were voluntary in this catchment. Until City-wide volume control targets are finalized through the stormwater target studies, it is advised that the applicant be flexible with the design of the storm ponds to consider a 40 mm runoff volume target which may be applied in the future at the time of development of the affected ponds/wetlands. Low Impact Development and stormwater source control is recommended.
22. **Prior to approval of the first Tentative Plan**, the Rangeview Master Drainage Plan (MDP) must be amended to the satisfaction of the Manager of Infrastructure Planning. The Developer will be responsible for any additional conditions identified as part of the acceptance of the final report and the ultimate storm trunk design. Drainage to the ultimate storm trunk shall be by gravity therefore the design of all stormwater infrastructure within this Outline Plan must accommodate the ultimate connection.

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23. **Prior to approval of the first Tentative Plan**, finalize the Staged Master Drainage Plan (SMDP) by addressing any comments/details that may be outstanding to the satisfaction of the Manger of Infrastructure Planning. The finalized SMDP must adhere to the approved amended Master Drainage Plan noted above. The Developer will be responsible for any additional conditions identified as part of the acceptance of the final report. In the event that the pond / wetland sizes are required to change, it is the Developer's responsibility to accommodate the required changes within their plan, or apply for an amendment to the Outline Plan for the affected portions if necessary.
24. **Prior to approval of the first Tentative Plan**, finalize the Sanitary Servicing Study by addressing any comments/details that may be outstanding to the satisfaction of the Manger of Infrastructure Planning. The Developer will be responsible for any additional conditions identified as part of the acceptance of the final report(s).
25. **Prior to approval of the first Tentative Plan**, provide written evidence of an agreement with the adjacent landowner(s) to dedicate the required land, easements, and/or right-of-ways for the proposed stormwater discharge (including emergency escape routes).
26. **Prior to the endorsement of the first Legal 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 provide for the off-site stormwater discharge onto adjacent private lands (including emergency escape routes) to the satisfaction of the Manager Infrastructure Planning, Water Resources.
27. The stormwater pond(s) included within this Outline Plan will include Public Utility Lots (PUL) for the inlet and outlet pipes, control structures, and oil/grit separators. Any large oil/grit separators are required to be located within a PUL to avoid conflict with other utility (or tree) line assignments within the road and to ensure regular maintenance activities will be safe for the operators and not impact traffic flow. **Prior to approval of the affected Tentative Plan(s)**, a preliminary design and report shall be submitted to the satisfaction of Water Resources and Parks for the proposed infrastructure to determine the exact PUL size and configuration. The PUL shall be sized to allow for adequate space around all underground infrastructure for the required excavation. The Developer is responsible for making the adjustments to the Land Use boundaries as may be required, and if the adjusted PUL impacts a municipal reserve (MR) site, the loss of MR shall be reallocated elsewhere within the plan.
28. **Prior to endorsement of the affected legal plans**, submit a copy of the certificate of title and other documentation as needed to demonstrate that the existing utility rights-of-way instruments 1015GB and 761071289 have been discharged and affected utilities have been removed and/or relocated. All submitted documentation shall be to the satisfaction of the Development Engineering Generalist.
29. **Prior to endorsement of any legal plans or release of development permits** that create the potential for more than 100 residential units within the Outline Plan boundary, or if the access route length is greater than 200m, the applicant shall execute a Development Agreement to the satisfaction of the Manger of Infrastructure Planning for the construction of a second access to the plan area (including the associated internal and off-site roadways as required). The developer is responsible to secure the necessary right-of-way for the access **prior to approval** of the affected application. Note

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at the time of Outline Plan approval, there are no developed roads available to access the plan area.

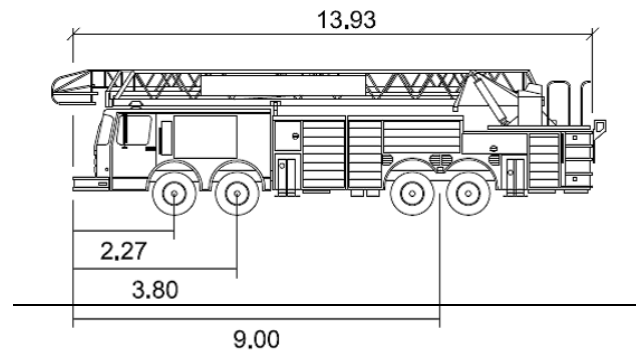
30. **Prior to endorsement of any legal plans or release of development permits** that create the potential for more than 600 residential units within the Outline Plan boundary, the applicant shall execute a Development Agreement to the satisfaction of the Manager of Infrastructure Planning for the construction of a third access to the plan area (including the associated internal and off-site roadways as required). The developer is responsible to secure the necessary right-of-way for the access **prior to approval** of the affected application. Note at the time of Outline Plan approval, there are no developed roads available to access the plan area.
31. Throughout the phased construction of the development, each construction phase must meet the minimum fire access standards. Any group of dwelling units of 100 or more require 2 accesses, and 600 or more require 3 accesses. Furthermore, if the road to access the plan area is longer than 120m, an emergency access road is required. If the road to access the plan area is longer than 200m, a secondary public access street is required.
32. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
33. Geotechnical Report, prepared by McIntosh-Lalani Engineering Ltd. (File Number M-L7642), dated October 30, 2017.
34. Submit an electronic version of a Deep Fills Report to the Development Engineering Generalist for any proposed subdivision applications that have fills in excess of 2.0m, or if the proposed development will not have any fills in excess of 2.0m, submit a letter to that effect signed and sealed by a professional Geotechnical Engineer.
35. The report must be prepared by a qualified Geotechnical Engineer under seal and permit to practice stamp to the satisfaction of the Geotechnical Engineer, Roads. The report is to identify lots to be developed on fills in excess of 2.0m above original elevations within the Plan area. The report must also state whether the lots to be developed on these fills will require any specific development restrictions.
36. If required, a Development and Geotechnical Covenant may be registered against the affected lot(s), prohibiting the development of the lot(s), except in strict accordance with the development restriction recommendations in the Deep Fills Report.
37. Submit an electronic version of a Slope Stability Report to the Development Engineering Generalist for any proposed subdivision applications that have proposed grades in excess of 15%, or if the proposed development will not have any grades in excess of 15%, submit a letter to that effect signed and sealed by a professional Geotechnical Engineer. The report must be prepared by a qualified Geotechnical Engineer under seal and permit to practice stamp to the satisfaction of the Geotechnical Engineer, Roads.
38. If required, a Development and Geotechnical Covenant may be registered against the affected lot(s) prohibiting the development of the lot(s), except in strict accordance with the development restriction recommendations in the Slope Stability Report.

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39. 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, requires a Screening Fence Access Easement Agreement with the City of Calgary to be registered on title to the satisfaction of the Manager, Infrastructure Planning.
40. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
41. The developer is required to execute a Standard Development Agreement at the time of development **prior to endorsement of any subdivision Legal Plan and/or prior to release of a Development Permit**. Off-site levies, charges and fees are applicable. Contact the Public Infrastructure Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
42. 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 boundary of the plan area.
 - c) Construct the underground utilities and surface improvements within the full width of Rangeview Avenue SE along the south boundary of the plan area.
 - d) Construct the underground utilities and surface improvements within the south two lanes of Rangeview Boulevard SE (196 Avenue SE), along the north boundary of the plan area.
 - e) Construct the underground utilities and surface improvements within the west two lanes of 88 Street SE, along the east boundary of the plan area.
 - f) 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.
 - g) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the residential lots where they abut Municipal Reserve, Environmental Reserve, neighborhood/urban boulevards, arterial roads, etc. within and along the boundary of the plan area.
 - h) Construct the MSR/MR within the plan area.
 - i) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.

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- j) Rehabilitate any portions of public and/or private land or infrastructure that are damaged as a result of this development, all to the satisfaction of the City of Calgary.
43. This Outline Plan includes several customized road cross sections with the possibility of curb extensions and other special intersection geometry. **Prior to approval of the affected Tentative Plan(s)** (any plan that includes a custom / non-standard road cross section), subdivision application submissions shall include detailed plans indicating the vehicle sweeps and all turning movements (templating) for the below fire truck. All intersections shall be designed to safely and comfortably accommodate this vehicle (no conflicts with curbs, medians, opposing traffic, etc.). The Developer shall provide any additional road right-of-way space as may be required.



CFD_Bronto_Skylift

meters

Width	: 2.57
Track	: 2.57
Lock to Lock Time	: 6.0
Steering Angle	: 47.5
Turning Radius	: 10.18

44. Furthermore, some cross sections have less than 6.0m clear road width requiring a custom detail for a mountable sidewalk to meet the required minimum Fire Access standard. **Prior to approval of the affected Tentative Plans and/or Development Permits**, the applicant shall submit the custom design details for the narrow roads to the satisfaction of the Manager of Infrastructure Planning and the Director of Roads demonstrating it meets both the fire and road design standards. All portions of the Access Route shall be designed to carry the minimum load of 38,556kg (85, 000lbs) and be able to support the National Fire Protection Association 1901 point load of 517kPa (75 psi) over a 2'-0" x 2'-0" (4 sq. ft.) area. No street furniture (including street signs) can be placed within the designated Fire Access Route space. Curbs shall be designed to be easily mountable similar to the "low profile rolled curb crossing A" detail (spec 454.1003.002 or comparable). Mountable sidewalks shall be uniquely designed to be clearly/visibly distinguishable from standard sidewalks.
45. At the time of construction drawing submission for all subdivision applications, all road cross sections shall be reviewed to confirm they meet the minimum Fire Access Standards. Any roads found to be deficient shall be amended accordingly.

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46. Submit a revised conceptual water network servicing plan for the proposed Outline Plan to Water Resources for review and acceptance. The submission shall address all previous comments as well as any additional comments that may be provided.
47. Please note: Prior to the construction of the feeder main, the offsite connections and onsite network need to be further reviewed. With each future phase of subdivision, the water network shall be reviewed again as it may need to change depending on the timing of phases and availability of connections. The Developer shall submit the land use and conceptual site grading plan for review for each subdivision phase, and if necessary, update the overall water network design accordingly and resubmit to The City for the record; this includes keeping the water network plan from the north (Ollerenshaw) up to date as may be required.
48. **Prior to endorsement of the affected legal plans or issuance of affected construction permissions**, submit evidence that Water Act approval has been obtained for any changes/disturbances of the existing natural wetlands (both on-site and off-site), including any proposed discharges into natural wetlands.
49. **Prior to issuance of any construction permissions**, an Erosion and Sediment Control Report and Drawings for the development site shall be submitted to the satisfaction of the Manager of Infrastructure Planning. The report and drawings shall follow the latest version of The City of Calgary Guidelines for Erosion and Sediment Control.

Transportation:

50. The Developer shall enter into a Development Agreement for the offsite improvements necessitated by the development, as determined in the sole discretion of the approving authority, by the approval of the Globe TIA study.

In conjunction with each Tentative Plan, network capacity analysis and 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 of arterial roadways, inclusive of the staged development of the at-grade intersections and future grade separation, where applicable and to the satisfaction of the Director, Transportation Planning.

51. **Prior to endorsement of initial 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, in accordance with the approved Calgary Transportation Plan (CTP) and Municipal Development Plan (MDP).

“Available” is defined as follows:

- The ability to construct or contribute towards construction of a Regional Transportation Network infrastructure required to provide a connection to the Tentative Plan.
- 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.

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The Regional Transportation Network infrastructure required to support the full development of the Section 23 Outline Plan is defined as follows:

- 88 Street SE- six (3-3) paved lanes from Stoney Trail to Rangeview Avenue SE
- 196 Avenue SE - six (3-3) paved lanes from 52 Street SE to 88 Street SE
- Rangeview Avenue – four (2-2) paved lanes from the Section 23's west boundary to 88 Street SE

At 75% of the Section 23 buildout of the OP will require 196 Avenue SE to be 6-lane (3-3) facilities with auxiliary turn lanes at intersections, as outlined in the Rangeview Global TIA. The applicant is responsible for the construction of the southern half of 196 Avenue SE and the western half of 88 Street SE along the outline plan boundary areas. Construction of facilities above a Collector standard by the Applicant is eligible for oversized recoveries. It should be noted that construction of the eastern half of 88 Street SE between 196 Avenue SE and Rangeview Avenue SE will be the responsibility of the property owners on the east side of 88 Street SE.

Additional technical comments will be provided after the Globe TIA review has been completed and the applicant's obligations, financial and other, have been identified.

52. **Concurrent with the first phase of development**, 196 Avenue between 52 Street and west outline plan boundary or 88 Street between Stoney Trail to 196 Avenue, must be constructed to an arterial standard to the satisfaction of director of Transportation Planning and Roads to provide access to the outline plan area.
53. **In Conjunction with each tentative plan or Development Permit**, a technical memorandum will be required that outlines the proposed phases' unit numbers, trip generation estimates, and required supporting regional and local roadway network to demonstrate and confirm that capacity is available on the regional and local road network and that all travel modes are accommodated in a contiguous and consistent manner.
54. **In conjunction with the applicable Tentative Plan or Development Permit**, a Noise Attenuation Study is required for the residential development adjacent to 88 Street SE and 196 Avenue SE, certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Transportation Planning 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 2014 Design Guidelines for Subdivision Servicing.
55. All noise attenuation features (noise walls, berms, etc.), screening fence, and ancillary facilities required in support of the development shall be constructed entirely within the development boundary (location of noise walls, berms, screening fence, etc) and associated ancillary works shall not infringe onto the road right-of-ways. Noise attenuation features and screening fences shall be at the Developer's sole expense.
56. No direct vehicular access shall be permitted to or from 88 Street SE, Rangeview Boulevard SE (196 Avenue SE), and Rangeview Avenue SE. A restrictive covenant shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.

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57. No direct vehicular access shall be permitted to or from Rangeview Drive, Heirloom Street, Heirloom Boulevard (between Rangeview Drive and Heirloom Way), and Lavender Road from all R-G and R-GM residential properties. A restrictive covenant shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
58. 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).
59. In conjunction with the construction of the road network, transit stops shall be provided to the satisfaction of the Director, Transportation Planning.
60. At the Development Permit application stage, the developer of multifamily developments shall provide bus shelters at their cost at the bus zone.
61. No direct vehicular access shall be permitted from all DC2 (S-R) lots. A restrictive covenant shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
62. Any proposed community entrance features shall be located on private sites, not within public land or rights-of-way.
63. To increase safety at schools, curb extensions shall be provided at the following intersections (as shown on the Outline Plan):
 - Heirloom Boulevard and Rangeview Drive
 - Heirloom Boulevard and Heirloom Green & Heirloom Way (one-way Streets)
 - Heirloom Way and Savoy Landing
 - Heirloom Way and Heirloom Drive
 - Bartlett Street SE and Rangeview Avenue SE
64. **Prior to the Endorsement of the applicable Tentative Plan**, the Developer shall provide a Letter of Credit for pedestrian-activated crossing signals (Rectangular Rapid Flashing Beacons) at the intersection of Rangeview Drive and Heirloom Boulevard, and the intersection of Rangeview Avenue and Bartlett Street.
65. The 3m Walkway between Heirloom Way and Sugarsnap Way shall line up with the east sidewalk along Heirloom Boulevard.
66. Proper transitions from/to bike lanes to/from regional pathways/multi-use pathways shall be provided to the satisfaction of the Directors of Roads and Transportation Planning.
67. All pedestrian walkways identified for achieving Transit walking distances shall be 3 meters wide and be paved and lighted.
68. Angle parking stalls along Heirloom Link and Heirloom Way shall be 5 meters away from the adjacent cross-walk.
69. In conjunction with the applicable Tentative Plan, collector standard roads (and below) shall be built to their full width to the satisfaction of the Director, Transportation Planning.

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70. In conjunction with the applicable Tentative Plan, detailed engineering drawings and turning templates shall be submitted and approved to the satisfaction of the Director, Transportation Planning 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. All roads and intersections (including roundabouts) shall be designed and constructed at the expense of the developer and to the satisfaction of Directors, Roads and Transportation Planning.
72. Prior to approval of construction drawings and permission to construct surface improvements, the Developer shall provide signed copies of back sloping agreements (and Ministerial Consent) for any back sloping that is to take place on adjacent lands.

Parks:

73. 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 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); and
74. 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.
75. 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.
76. 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.
77. The ER wetland designation must meet habitat function, depth, and water quality and quantity criteria as per City and AEP requirements.
78. Alternative water treatment options, such as OGS, sediment traps, LID buffer zones, berms, etc. shall be located outside of ER lands.
79. 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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80. 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 Parks.
81. **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, Calgary Parks.
82. **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.
83. Construct all regional pathway routes within and along the boundaries of the plan area according to Parks' **Development Guidelines and Standard Specifications – Landscape Construction** (current version), including setback requirements, to the satisfaction of the Director, Parks.
84. When a Regional Pathway or Green Corridor 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.
85. The Low Impact Development (LID) component drainage is not to conflict with the pathways in any part of the subdivision.
86. Prior to the approval of the affected Tentative Plan, it shall be demonstrated through concepts and cross-sections that the local and regional pathways around the wetland complex are located outside of the high water line.
87. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
88. An Enhanced Maintenance Agreement or its equivalence will be required for each park that is designed with standards above what are listed in Parks development Guidelines and Standard Specifications.
89. Point source drainage 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 the runoff is required to supplement the wetland habitat.
90. 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.
91. 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.

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92. A restrictive covenant shall be registered against the walkout lot(s) backing onto a regional pathway or green corridor, as identified by the Director, 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.