

Conditions of Approval

The following Conditions of Approval shall apply:

Planning:

1. The Developer shall submit a density phasing plan with each Tentative Plan submission, showing the proposed phasing within the Outline Plan area and the projected number of dwelling units within each phase to demonstrate compliance with the minimum required densities of the Area Structure/Community Plan and Municipal Development Plan.
2. If the total area for Roads & Public Utility Lot dedication is over 30%, note that compensation in the order of \$1 for over dedication is deemed to be provided.
3. If the total area for Municipal Reserve dedication is over 10%, note that this is considered a voluntary Municipal Reserve contribution, and compensation in the order of \$1 for over dedication is deemed to be provided.
4. The Standard City of Calgary Party Wall Agreement regarding the creation of separate parcels for (semi-detached / townhouses / rowhouse) units shall be executed and registered against the titles concurrently with the registration of the final instrument.
5. Prior to approval of any affected Tentative Plan and/or submission of construction drawings, the proposed street names shall be submitted and approved, to the satisfaction of the Subdivision Authority. The new street name will need Council approval prior to endorsement of the legal plan.

Development Engineering:

6. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Geotechnical Report, prepared by McIntosh-Lalani (File No ML7977), dated January 24, 2017
7. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
8. The offsite levy for Shepard stormwater catchment will be assessed for the development area.
9. In conjunction with the applicable tentative plan, the developer will be required to enter into an agreement with The City of Calgary to pay for the capital cost and operation/maintenance costs for pumping until the 'ultimate' stormwater solution becomes available. Such agreement may include a requirement for a letter of credit to be provided to the City in an amount to be determined by Development Engineering. Additionally, the developer will be responsible for paying for the decommissioning of the temporary infrastructure and the tying into the 'ultimate' solution.

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10. Prior to endorsement of any Tentative Plan/prior to release of a Development Permit, execute a Development Agreement. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
11. Off-site levies, charges and fees are applicable. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
12. 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 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.
 - c) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the residential lots/lane/walkway/roadway/(other) where they abut the boundary of the plan area.
 - d) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
13. The developer, at its expense, subject to normal oversize, but with no other recovery from The City of Calgary, shall be required to enter into an agreement to:
 - a) Construct the underground utilities within 84 Street NE which is along the east boundary of the plan area.
 - b) Construct the surface improvements within the westerly half of 84 Street NE, which is along the east boundary of the plan area.
14. Concurrent with the registration of the final instrument, execute and register on all parcels with double frontage lots that are adjacent to a collector road, a neighbourhood boulevard, an urban boulevard, an arterial road, a skeletal road, or a Transportation Utility Corridor, a Screening Fence Access Easement Agreement with the City of Calgary. The agreement and registerable access right of way plan shall be approved by the Manager, Infrastructure Planning and the City Solicitor prior to endorsement of the final instrument. A standard template for the agreement will be provided by the Development Engineering Generalist. Prepare and submit three (3) copies of the agreement for the City's signature.

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Transportation:

15. In conjunction with the initial Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the boundary half of 84 Street NE from Homestead Avenue NE (80 Avenue NE) to the south boundary of the Outline Plan.
16. In conjunction with the initial Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for Homestead Avenue NE (80 Avenue NE), from the TUC boundary to 84 Street NE, inclusive.
17. In conjunction with the applicable Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the boundary half of 84 Street NE from the north boundary of the Outline Plan to Homestead Avenue NE (80 Avenue NE).
18. In conjunction with the initial Tentative Plan, the Developer shall construct the boundary half of 84 Street NE (southbound two lanes plus boulevard, sidewalk, lighting, to the ultimate condition) along the east boundary of the Outline Plan, from Homestead Avenue NE (80 Avenue NE) to 64 Avenue NE (south boundary of the Outline Plan), inclusive. 84 Street NE and ancillary works to support the roadway shall be designed and constructed at the Developer's sole expense, subject to normal oversize but no other recoveries will be provided.
19. In conjunction with the initial Tentative Plan, the Developer shall construct interim surface improvements (asphalt surface overlay) of 84 Street NE, from 64 Avenue NE (south boundary of Outline Plan) to the City of Calgary boundary (approximately 54 Avenue alignment). 84 Street NE and ancillary works to support the roadway shall be designed and constructed at the Developer's sole expense.
20. In conjunction with the initial Tentative Plan, the developer shall coordinate with the relevant stakeholders (including but not limited to Rocky View County, the City of Calgary, and adjacent land-owners in the City and County, if required) regarding the improvements in Rocky View County that will be required for 84 Street NE from The City of Calgary Boundary to McKnight Boulevard NE, inclusive, including intersection upgrades at McKnight Boulevard/Range Road 290 (84 Street NE) in accordance with the applicable policy and technical studies.
21. In conjunction with the applicable Tentative Plan, the Developer shall construct the boundary half of 84 Street NE (southbound two lanes plus boulevard, sidewalk, lighting, to the ultimate condition), from Homestead Avenue NE (80 Avenue NE) to the north boundary of the Outline Plan to the satisfaction of the Director, Transportation Planning. 84 Street NE and ancillary works to support the roadway shall be designed and constructed at the Developer's sole expense, subject to normal oversize but no other recoveries will be provided.
22. In conjunction with the initial Tentative Plan, the Developer shall construct Homestead Avenue NE (80 Avenue NE), from the TUC boundary to 84 Avenue NE to the satisfaction of the Director, Transportation Planning.

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23. In conjunction with the applicable Tentative plan or Development Permit, the Developer shall register public access easement agreements for pedestrian access through the R-MH lands, to the satisfaction of the Director, Transportation Planning.
24. In conjunction with the applicable Tentative Plan, the regional pathway (3m regional pathway) along Homestead Link, shall be designed to the satisfaction of the Director, Transportation Planning.
25. Prior to the Endorsement of the applicable Tentative Plan, the Developer shall provide a Letter of Credit for pedestrian-activated crossing signals at the intersection of Homestead Avenue and Homestead Drive, and the intersection of Homestead Drive/R-MH access. road Note that 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.
26. In conjunction with the applicable tentative plan, the following bus zones (not shown on the Outline Plan drawings) must be provided to the satisfaction of Transportation:
 - Westbound 80 Av NE/Homestead Ln @ Homestead Dr NE
 - Eastbound Homestead Li @ Homestead Dr NE
 - Northbound and southbound Homestead Dr NE @ entrance to R-MH site
 - Northbound Homestead Dr @ Homestead Bv NE, and Eastbound Homestead Bv @ Homestead Dr NE (relocation of the pair shown at the south leg of Homestead Cr NE)
27. In conjunction with the applicable Tentative Plan or Development Permit for the staged construction of the road network, transit stops shall be provided to the satisfaction of the Director, Transportation Planning. All bus zones shall be located:
 - Where commercial areas are concentrated;
 - Where the grades and site lines are compatible to install bus zones; and
 - Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.
28. 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).
29. No direct vehicular access shall be permitted to or from Stoney Trail (TUC) or 84 Street NE; and a restrictive covenant shall be registered on all applicable titles concurrent with the registration of the final instrument to that effect at the Tentative Plan stage.
30. In conjunction with the applicable Tentative Plan, no direct vehicular access shall be permitted to collector roadways for all R-G 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 to that effect at the Tentative Plan stage.

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31. No direct vehicular access shall be permitted to residential streets containing a regional pathway within the boulevard. Restrictive covenant shall be registered on all applicable titles concurrent with the registration of the final instrument to that effect at the Tentative Plan stage.
32. In conjunction with the applicable Tentative Plan or Development Permit, a noise attenuation study is required for the residential adjacent to 84 Street and Stoney Trail NE, 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.

If a screening fence is a required, concurrent with the registration of the final instrument, execute and register on all parcels with double frontage lots that are adjacent to a collector road, a neighbourhood boulevard, an urban boulevard, an arterial road, a skeletal road, or a Transportation Utility Corridor, a Screening Fence Access Easement Agreement with the City of Calgary. The agreement and registerable access right of way plan shall be approved by the Manager, Infrastructure Planning and the City Solicitor prior to endorsement of the final instrument. A standard template for the agreement will be provided by Development Engineering.

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.

33. 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.
34. In conjunction with the applicable Tentative Plan, sidewalks along the school site frontages shall be designed and constructed as mono-walks, with a minimum width of 2.0 meters.
35. 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.
36. In conjunction with each Tentative Plan, the Developer shall register road plans for Collector standard roadways within the subject lands to the satisfaction of the Director, Transportation Planning that provides 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 tow 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.

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37. 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.
38. In conjunction with the applicable Tentative Plan, 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 Director, Transportation Planning.
39. In conjunction with the applicable Tentative Plan or Development Permit, access to multi-family and commercial sites shall be located and designed to the satisfaction of the Director, Transportation Planning.
40. 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 Director, Transportation Planning.
41. In conjunction with the applicable Tentative Plan, the Developer shall provide signage within the road right-of-way or on city public land, indicating the future road extension of 84 Street NE and Homestead Avenue NE into adjacent lands. Signage shall be designed and located to the satisfaction of the Director, Transportation Planning. All work associated with the supply and installation of the signage will be at the Developer's sole expense.
42. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
43. In conjunction with the applicable Tentative Plan or Development Permit, all community entrance features must be located outside the public right-of-way.
44. 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, if applicable) for any back sloping that is to take place on adjacent lands.
45. The Transportation/Utility Corridor (TUC) shall be permanently and prominently signed in accordance with City Councils' policy and it shall also be clearly identified on the Land Use Sign for the area.

Parks:

46. All landscape construction shall be in accordance with the City of Calgary Parks Development Guidelines and Standards Specifications: Landscape Construction (current version).

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47. The developer shall submit Landscape Construction Drawings for all reserve lands (MR/ER/MSR) to Parks for review. For further information, contact Parks Development Coordinator at 403-268-2367.

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.

48. **Prior to the approval of the affected tentative plan**, the developer shall submit Landscape Concepts for all reserve lands (MR/ER/MSR) to Parks for review. Refer to the City of Calgary Parks Development Guidelines and Standards Specifications for Landscape Construction (current version), Section 2.1 Concept Plan Requirements for more information.

OR

Prior to the approval of the affected tentative plan, the developer shall submit Landscape Construction Drawings for all reserve lands (MR/ER/MSR) to Parks for review.

49. **Prior to the approval of the affected tentative plan**, the developer shall confirm fencing requirements adjacent to reserve lands (MR/ER/MSR) to the satisfaction of Parks.
50. **Prior to approval of the 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 Environmental Reserve lands, with all grading confined to the private property, unless otherwise authorized by Parks.
51. **Prior to approval of the tentative plan or stripping and grading permit** (whichever comes first), an onsite meeting shall be arranged to confirm that the surveyed boundaries of the Environmental Reserve lands, to the satisfaction of Parks. A plan illustrating the surveyed Environmental Reserve boundaries must be provided to Calgary Parks in advance of the onsite meeting.
52. **Prior to the approval of the affected tentative plan**, any proposed disturbance within the Environmental Reserve, including that for roadways, utilities, and storm water management infrastructure, shall be identified and approved by Parks.
53. **Prior to release of the stripping and grading permit**, the developer shall install protection fencing completely within private property along the shared property line with adjacent Environmental Reserve lands. An onsite meeting shall be arranged to confirm that the fencing has been installed to the satisfaction of Parks Development Inspector. The protection fencing shall be maintained along shared property line until construction activity of the subject site has been completed. Contact the Parks Development Inspector at 403-268-1358.

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54. In alignment with the Environmental Reserve Setback Guidelines, the crown-claimed Class V wetland located along the SW border of the subject site shall have a 30m Environmental Reserve (ER) setback applied, with no encroachments permitted.
55. Pursuant to Part 4 of the *Water Act* (Alberta), the applicant shall promptly provide Parks with a copy of the *Water Act* approval, issued by Alberta Environment, for the proposed wetland disturbance.
56. Until receipt of the *Water Act* approval by the applicant from Alberta Environment, the wetland(s) affected by the development boundaries shall not be developed or disturbed in any way and shall be protected in place.
57. 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 Parks.
58. Plant all public trees in compliance with the approved Public Landscaping Plan.
59. The developer shall restore, to a natural state, any portions of the Environmental Reserve lands 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.
60. Any development or grading related to permanent disturbance which results from storm water infrastructure within lands designated as Environmental Reserve, requires approval from Parks.
61. Drainage from the development site onto reserve lands (MR/ER/MSR) and is not permitted, unless otherwise authorized by Parks.
62. Construction access through Environmental Reserve lands is not permitted, unless otherwise authorized by Parks.
63. Stockpiling and/or dumping of construction materials on Environmental Reserve lands is not permitted.
64. Retaining walls placed within reserve lands (MR/ER/MSR) is not permitted, unless otherwise authorized by Parks.
65. Backsloping of private lots into reserve lands (MR/ER/MSR) is not permitted, unless otherwise authorized by Parks.