

Conditions of Approval

The following Conditions of Approval shall apply:

Planning:

1. The existing buildings shall be removed prior to subdivision endorsement.
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. All residential parcels along Creekrise Mount SE and Creekrise Boulevard SE abutting a lane shall only have direct vehicle access from the lane (no front driveways / front garages), and a restrictive covenant be registered against the titles of those parcels to that effect **concurrently with the registration of applicable Tentative Plan**.
5. 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**.
6. 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.
7. **Prior to endorsement of the final subdivision instrument**, discharge Easement (Caveat) 4198EU, also known as “the old coach road” alignment.
8. All development must conform to all requirements of the City, due to the proximity to the freight railway corridor, at the time of development.
9. Development that are within the Rail Proximity Envelope (Envelope) must conform to the requirements of the Development Next to Freight Rail Corridors Policy.
10. At the Development Permit stage:
 1. Noise mitigation is only required for Noise Susceptible Uses that directly face the freight rail corridor and are located within the Envelope.
 2. When located within the Envelope, noise levels should not exceed 35 dBA (Leq) in bedrooms and 40 dBA (Leq) in all other living spaces.
 3. The noise standards can be achieved either through the completion of a noise study or by employing enhanced construction methods.
11. New developments within the Envelope should be physically separated from the freight rail corridors by a fence or similar barrier with a minimum height of 1.83 metres along the property line of the development parallel to the freight rail corridor.

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Development Engineering:

12. **Prior to tentative plan approval and/or approval of any development permits** in the plan area east of Pine Creek, the number of units permitted in areas of the community will be limited depending on the number of accesses shown as per the following fire access requirements:
 - a) Up to 99 units one primary access is required;
 - b) 100 – 600 units, two (2) accesses are required, one of which may be an emergency access;
 - c) 600 + units, three (3) accesses are required, one of which may be an emergency access.
13. The proposed 6m temporary emergency accesses crossing the CP Rail at the south east corner of the plan requires permission from CP Rail prior to being accepted by The City. **Prior to tentative plan approval for lands east of Pine Creek**, submit a letter of consent from CP Rail indicating that this proposed access for emergency can be utilized. Registration of an Emergency Access Agreement for purpose of emergency vehicle access will be required **concurrent with the registration of the final instrument**.
14. Submit an electronic version of a Hydrogeological and Geological Report that includes a discussion on ground water/contaminant movement between the pond and the creek to the Development Engineering Generalist for approval by Water Resources as part of the SMDP approval requirements.

The purpose of the report is to address multiple issues, including the potential for contaminant movement between the storm ponds and the creek, and the hydraulic connectivity between the surface, groundwater/aquifer and the creek, which can also influence the ER setback.

Note: Hydrogeological and Geological Report was received and is currently under review.

15. Execute and register on all affected title(s) a geotechnical covenant by way of caveat prohibiting the development of the lands, except in strict accordance with the accepted "*Geotechnical Report*" & "*Confirmation of Post-Development Slope Stability*" reports, prepared by McIntosh Lalani Engineering Ltd. (File No. ML 8078), dated March 9, 2017 & January 9, 2018 (respectively). A copy of the above noted report should be attached to the covenant as Schedule A. At the tentative plan stage and **prior to endorsement of the linen**, contact the Development Engineering Generalist to initiate work on the covenant.
16. **Prior to the affected tentative plan**, for the multifamily sites, submit an electronic version of a Post Development Slope Stability Report to the Development Engineering Generalist. 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.

A Development and Geotechnical Covenant must be registered against the affected lot(s) **concurrent with the registration of the final instrument/prior to release of the development permit**, prohibiting the development of the lot(s), except in strict

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accordance with the development restriction recommendations in the Slope Stability Report.

17. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Geotechnical Report "Pine Valley Outline Plan – Stage 3, prepared by McIntosh Lalani Engineering Ltd. (File No ML8078), dated March 9, 2017.
 - Confirmation of Post-Development Slope Stability, prepared by McIntosh Lalani Engineering Ltd. (File No. ML 8078), dated January 9, 2018.
 - Hydrogeotechnical Report, prepared by Waterline Resources Inc. (File No. 2655-16-001), dated November 30, 2017.

18. **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.

19. **Prior to the first tentative plan approval**, a preliminary water network/hydrants design that aligns with the revised layout must be submitted to Water Resources for review and comment. The site is within the Glenmore pressure zone. It will be serviced from feedermain (already installed) and proposed 400mm water main along 210 AV SE.

If further information required, please contact Water Resources for potential tie-ins at 403-268-5697.

20. The previous submitted SMDP is no longer effective because of changes in the layout/pond locations. **Prior to the first tentative plan approval**, re-submit a hybrid Staged Master Drainage Plan to Water Resources that identifies the required capacity, alignments and land requirements for the storm water infrastructure.

21. Storm servicing in the southeast portion of the site is directed towards a proposed siphon which discharges to a future stormwater pond. The stormwater pond is included in an adjacent outline plan area (LOC2018-0068). **Prior to underground approval**, details regarding the stormwater pond in the adjacent outline plan will be required. The stormwater pond and siphon will be required to be operational **prior to release of building permits in the affected plan area**.

22. **Prior to acceptance of any construction drawings in the plan area**, a Stormwater Management Report is required. The Stormwater Management Report is to illustrate the overall stormwater management plan for the entire plan area and should include areas upstream that currently drain to the area. Refer to Water Services' currently applied Stormwater Management and Design Manual for details.

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23. **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.

24. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit**, the Developer shall make payment to Mattamy (Burgess) Limited, United West Macleod I Lands Limited Partnership, and United Acquisition II Corp. for their share of the West Pine Creek Phase II Sanitary Trunk Construction Agreement.

Note: If due to timing, any of the infrastructure noted above has already been completed by other developers, the developer for this site will be required to make cost sharing arrangements with the developer who completed the infrastructure.

25. **Prior to approval of the first tentative plan**, submit a Preliminary Design Report for the design of the proposed sanitary lift station to Water Resources for review and approval. The Preliminary Design Report must include the required building footprint and access to support the proposed land use designation as well as any phasing considerations based on the Wastewater Lift Station Design Guidelines. (<http://www.calgary.ca/UEP/Water/Documents/Water-Documents/Wastewater-Lift-Station-Design-Guidelines-Oct-2016.pdf>).

Note: A revised Technical Memo was received on July 13, 2018. The following items were noted during Water Resources review of the memo should be captured in the Preliminary Design Report:

- a) For lift station 1, all pumps and related equipment should be installed at the same time to avoid additional costs for later upgrades, including any upgrades required by changes to technical codes during intervening years.
- b) If there is a temporary water tank associated with the lift stations, details will be required in the technical memo.
- c) For lift station 2, all access to the wet well must be from within the lift station building.

It is recommended that the applicant have a pre-submission meeting with Water Resources, Development Approvals prior to submission of the Preliminary Design Report.

26. **Prior to endorsement of the affected tentative plan**, and after the preliminary design report has been approved by Water Resources, the applicant must submit a Technical Design Brief Memorandum and design drawings which contain more detailed information of the proposed sanitary lift station facility for review and approval by Water Resources.

27. Lots that back onto the floodway line must adhere to the 6m building setback from floodway (includes fences, decks, sheds).

28. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.

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29. This subject plan area is within the boundary of the Pine Creek/ WID drainage catchment and subject to stormwater volume control measures. Based on the Watershed Management Plan stormwater discharge is limited to 0.08 L/s/ha for 1:2 year, 0.27L/s/ha for 1:5 year, 1.05 L/s/ha for 1:100 year and average annual runoff volume is limited to 17mm. Low Impact Development and stormwater source control is recommended.
30. 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.
31. 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 full width of the four (4) lane divided major within 210 Avenue SE, along the north boundary of the plan area.
 - c. Construct the underground utilities and surface improvements within along the boundaries of the plan area.
 - d. 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.
 - e. Construct a wood screening fence, chain link fence, or sound attenuation fence, whichever may be required, inside the property line of the residential lots along the boundaries of the plan area.
 - f. Construct the MR within the plan area.
 - g. Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.

Transportation:

32. The West Macleod Global TIA (prepared by Stantec June 2015) has been completed and the Regional Transportation network infrastructure required to support development throughout the plan area up to 7100 units and 200,000 SF commercial is defined as follows:
 - At-grade intersection of Macleod Trail and 210 Avenue S
 - At-grade intersection of Macleod Trail and 194 Avenue S
 - 210 Avenue SE – four (2-2) paved lanes from Macleod Trail to Sheriff King Street
 - 194 Avenue SE – four (2-2) paved lanes from Macleod Trail to Sherriff King Street

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- Sherriff King Street – four (2-2) paved lanes from 210 Avenue to Stoney Trail

Prior to endorsement of the first Tentative Plan, the regional transportation network infrastructure must be “available,” and connects the Outline Plan area with Macleod Trail and/or 22X, in accordance with the approved Calgary Transportation Plan (CTP) and Municipal Development Plan (MDP) and Area Structure Plan.

“Available” is defined as follows:

- The ability to construct or provide a financial contribution for construction of the 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.

33. **Prior to endorsement of each Tentative Plan**, the developer shall contribute to the costs to upgrade the intersections of Macleod Trail / 194 Avenue S and Macleod Trail / 210 Avenue S based on the transportation impact assessment recommendations for the west and east Macleod area. The cost sharing contribution is estimated at \$342,000 and will be confirmed during Tentative Plan applications. The estimate is determined from the number of single family lots, multi-family units (based on Outline Plan maximums) and square footage of commercial space in the Tentative Plan area.

The details of this requirement are defined by the “West Macleod Global Transportation Impact Assessment” – Stantec, June 25, 2015 and Authentication Page stamped by Dale Lynch August 28, 2015. The purpose is to facilitate interim improvements at Macleod Trail & 194th Avenue SW and Macleod Trail & 210 Avenue SW to support development in the West Macleod area.

34. **In conjunction with the first Tentative Plan** and for any subsequent tentative plans, two connections from the affected tentative plan to the Regional Transportation Network must be constructed and available when the total units served by the public connection exceeds 99 units. These connections are defined as:
- 210 Avenue SE
 - Sheriff King Street SW / Pineview Drive SW
 - Emergency access, location to be coordinated with Transportation Planning

Note: the intent is that two accesses are available for each tentative plan when the total number of dwellings serviced by a single public access exceeds 99 units. It is understood that construction sequencing between all land owners and developers in the area is not certain and the connections above may change at tentative plan.

35. **In conjunction with the applicable Tentative Plan and Development Permit**, further transportation analysis (TIA) is required to the satisfaction of the Director, Transportation Planning to confirm that the application can be supported by infrastructure in-place at that time. Offsite requirements to connect roadways within the plan area to the transportation system may be required and will be determined at each tentative plan. Further Transportation Analysis may be required.

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36. **In conjunction with the applicable 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(s) can be accommodated, while the two points of access to the plan area(s) ensures residents will have two routes into and out of the area, in the event of emergencies or road closures, and to ensure availability of capacity at the plan area access points.

37. **In conjunction with the initial Tentative Plan**, the Developer shall construct the boundary half (two lanes + intersections) of 210 Avenue SE along the north boundary of the plan area, inclusive. 210 Avenue SE and ancillary works to support the roadway shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.

38. **Prior to endorsement of the affected Tentative Plan**, detailed engineering drawings and turning templates shall be submitted and approved by Directors, Roads and Transportation Planning for:

- 210 Avenue as a 4-lane divided major cross section, from the west limit of the Outline Plan area to the east limit of the Outline Plan
- All remaining intersections and roads within the Plan area and boundary roads where appropriate.

Due to timing, some of the above noted work may have been done by others and those conditions will be waived.

Construction Drawing review may require changes to proposed ROW to meet the approved design.

39. All roads and intersections shall be located, designed and constructed at the expense of the Developer to the satisfaction of the Director, Transportation Planning.

40. **In conjunction with the Development Permit**, accesses for multi-family sites shall be located and designed to the satisfaction of the Director, Transportation Planning.

41. **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.

42. **Prior to the release of any permits or Permissions to Construct**, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.

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43. **Prior to the approval of affected Tentative Plan**, the developer shall ensure that all pathways from MR lands have a direct pedestrian connection by sidewalk or pathway to the desired crossings at the intersections.
44. All community entrance features must be located outside of the public right-of-way.
45. No direct vehicular access shall be permitted to or from 210 Avenue and a restrictive covenant shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
46. No direct vehicular access shall be permitted from the street to the parcels abutting a lane, to the satisfaction of the Director, Transportation Planning.
47. 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).
48. Vehicular access to parcels located along Creekrise Lane SE shall be from the lane and a restrictive covenant shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
49. **Prior to approval of Construction Drawings and Permissions to Construct Surface improvements**, the developer shall provide signed copies of backsloping agreements for any backsloping that is to take place on adjacent lands (owned privately or owned by the City).
50. **Prior to approval of the affected Tentative Plan**, the applicant shall provide cross-sections, drawn to scale and dimensioned from property line and lip-of-gutter showing existing, interim and ultimate grades for 210 Avenue. Cross-sections shall indicate and provide dimensions for any proposed road widening.
51. **Prior to approval of the applicable Tentative Plan**, a noise attenuation study for the development adjacent to 210 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 and Skeletal roadways, a uniform screening fence shall be provided, in accordance with the 2014 Design Guidelines for Subdivision Servicing.
52. **Prior to approval of the applicable Tentative Plan**, the developer shall confirm appropriate fencing along freight railway right of way property line to the satisfaction of the Director, Transportation Planning.
53. 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 designed in accordance with City standards to accommodate a transit bus. 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, Transportation Planning.

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54. **In conjunction with the applicable tentative plans**, the Developer shall provide signage within the road right-of-way or on city public land, indicating the future road extension of Creekrise Boulevard SE into adjacent lands currently in the Municipal District of Foothills. Signage shall be designed and located to the satisfaction of the Director of Transportation Planning. All work associated with the supply and installation of the signage will be at the Developer's expense.

55. **Prior to tentative plan approval and approval of any development permits** in the northern development cell that is accessed directly from 210 AV SE and bounded by Pine Creek to the south, the total number of units will be verified. The maximum number of units supported by the proposed access configuration is 238 units.

Units in excess of 238 will require an additional public access to be located and designed to the satisfaction of the Director, Transportation Planning.

56. **In conjunction with the application Tentative Plan** that triggers the need for the emergency-only access to the southern development cell (bounded by the CP tracks to the east, Pine Creek to the west and north, and the City Limits to the south) the Developer shall design and construct a 6.0m wide paved roadway to the satisfaction of the Director, Transportation Planning.

57. All collector standard roads (and below) shall be built to their full width at the affected Tentative Plan. This includes Creekrise Blvd SE.

58. No direct vehicular access shall be permitted along Creekrise Mount SE, and a restrictive covenant shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.

59. Cross sections:

Section B 15.0m/26.20m Modified Primary Collector with Multi-Use Pathway

This section is agreed to in terms of ROW. Additional work remains to achieve appropriate line assignments for trees and street lighting. **Prior to approval** of the affected tentative plan, the cross section shall be designed to the satisfaction of the Director, Transportation Planning.

5.0m Fronting Promenade Creekrise Lane SE

This section is agreed to in principle. Additional work remains to achieve consensus between The City and the Applicant. Minor changes to ROW may be required. **Prior to approval** of the affected tentative plan, the cross section shall be designed to the satisfaction of the Director, Transportation Planning.

Parks:

60. Proposed pond locations, inlets/outlets, siphons and the approximate emergency escape location are subject to Alberta Environment and Parks (AEP) approval.

61. The revised Landscape Concepts have been reviewed. Based on the review, **prior to tentative plan approval**, further discussions will be required with the applicant regarding the design of MR#9.

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62. **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 if there are significant changes to the Outline Plan concepts.
63. **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 area meet Parks' approval. A plan illustrating the surveyed ER boundaries must be provided to Parks in advance of the onsite meeting. This meeting should be coordinated through the Parks Natural Areas Specialist Marta Sudyk – Marta.Sudyk@calgary.ca or 403-369-1376.
64. **Prior to approval of the tentative plan**, the locations of pathways, trails (Green Corridor) and Regional Pathways are to be field fit with Parks to determine the best alignment due to the sensitive natural areas and Creek.
65. **Prior to endorsement approval of the tentative plan**, provide pathway Creek crossing details as part of the Landscape Construction Drawing submission.
66. 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.
67. 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**.
68. 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 Robert May – Robert.May@calgary.ca (Office 403-268-1348 or Mobile 403-804-9417) to approve the location of the fencing prior to its installation.
69. **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 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 Manager of Urban Development and the Director of Calgary Parks. Contact the Parks Development Inspector Robert May – Robert.May@calgary.ca (Office 403-268-1348 or Mobile 403-804-9417) to approve the location prior to commencement of Stripping and Grading activities.
70. The applicant shall promptly provide Parks with a copy of the *Water Act* approval, issued by Alberta Environment, for the proposed wetland disturbance.

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71. 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 anyway and shall be protected in place.
72. **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.
73. A restrictive covenant shall be registered against the titles of SE 10-22-1-W5M prohibiting construction, erection or placement of any building or structure within 18 metres of the top of the escarpment (Setback Area) as determined by the Subdivision Authority and providing that the owners of the Servient Tenement shall not permit, construct, erect, place or allow to remain within the Setback Area any building or structure except surface parking lots, roadways or sidewalks which may be allowable at the discretion of the Approving Authority. The Restrictive Covenant shall be registered **concurrent with the registration of the final instrument**.

Where the Approving Authority allows surface parking lots, roadways or sidewalks within the 18 metre setback, the Developer shall rehabilitate and replant the lands within the balance of the Setback Area with appropriate vegetation to the satisfaction of the Parks Department.
74. Rehabilitate all portions of the ER lands along the boundaries of the plan area that are damaged as a result of this development, all to the satisfaction of the Director, Parks.
75. 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.
76. No disturbance of Environmental reserve lands is permitted without written permission from the Parks Generalist for this area. The Parks Generalist (listed above) can be reached at 403-268-5635
77. 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.
78. **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.
79. 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.
80. **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.

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81. **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.
82. No point source drainage allowed to ER unless approved by Parks.