

Conditions of Approval

The following Conditions of Approval shall apply:

Planning:

1. 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**.
2. The existing buildings shall be removed prior to subdivision endorsement.
3. 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.
4. If the total area for Roads & Public Utility Lot dedication is over 30%, note that this is considered a voluntary over dedication and compensation in the order of \$1 for over dedication is deemed to be provided.
5. 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.
6. Prior to approval of any affected Tentative Plan, the proposed street names shall be submitted and approved, to the satisfaction of the Subdivision Authority. The new street names will need Council approval prior to endorsement of the legal plan.

Development Engineering:

7. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Preliminary Geotechnical Evaluation Providence Outline Land Use Plan, prepared by Tetra Tech EBA Inc (File No 704-ENG.CGEO03041-01), dated May 25, 2016.
 - Deep Fill Report, Providence Stage 1, Calgary, Alberta, prepared by EXP Services Inc. (File CGY-00047002-01), dated August 20, 2018.
8. Overall density of land use/outline plan area will exceed 600 units and will need to have a third primary access in place before such time as the development hits 600 units. **Prior to approval of the affected tentative plan/development permit**, provide details of the overall access for the outline plan/tentative plan area that triggers the 600 units in the community and the proposed third access.

Note: The condition is in reference to the overall plan area and is as per Fire Department Access Standards (Section Three, Access).

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9. **Prior to endorsement of the initial tentative plan**, provide documentation from Alberta Transportation for approval to cross the Transportation Utility Corridor (TUC) for the sanitary main from the site to the existing stub that crosses the TUC.
10. **Prior to endorsement of the initial tentative plan**, provide documentation from Alberta Transportation for approval to cross the Transportation Utility Corridor (TUC) for the storm main from the site to the outfall at Fish Creek.
11. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
12. **Prior to approval of the initial tentative plan** provide preliminary water network hydrants design for review.
13. A capital-funded dual zone pump station will be required and designed to accommodate the ultimate servicing of the Providence ASP. The subject lands in this application require the first phase of this pump station to be in place to service the residential development portion of the proposed Outline Plan. As a result, the pump station is required to be operational **prior to endorsement of the initial tentative plan/prior to release of a development permit**.

Note that funding for the dual zone pump station has not yet been approved.

14. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit whichever is first/earliest**, execute a Development Agreement. Contact the Public Infrastructure Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
15. 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.
16. 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 37 Street SW, along the east boundary of the plan area.
 - c. Construct the underground utilities and surface improvements within the full width of 154 Avenue SW, along the south boundary of the plan area.
 - d. Construct the underground utilities and surface improvements within and along the boundaries of the plan area. Note that construction of underground utilities and

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surface improvements within and along 146th Avenue are excluded from this condition.

- e. 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.
 - f. Construct the MR/MSR 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.
17. As part of the Development Agreement, make a deposit with the City of Calgary for 50% of the total estimated cost of construction of future surface improvements and underground infrastructure in the full width of 146th Avenue along the north boundary of the plan area.

Contact the Infrastructure Strategist, Calgary Approvals Coordination to request an estimate at 403-268-3232 or email Taryn.Davis@calgary.ca.

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.

Transportation:

Transportation Network

19. **In conjunction with each Tentative Plan**, two connections from the affected tentative plan to the Regional Transportation Network must be constructed and open to the public and built to City standards. These connections are defined as:
- a. Connecting to Stoney Trail (TUC), east of the plan area
 - b. Connecting to Highway 22X, south of the plan area

Note the intent is that two accesses are available for each tentative plan. 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.

20. **In conjunction with each applicable Tentative Plan** offsite requirements to connect roadways within the plan area to the transportation system is required.
21. **In conjunction with each applicable Tentative Plan**, the tentative plan shall demonstrate that it provides a contiguous extension of development within the outline

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plan area. The intent is to ensure internal transportation connectivity for all modes (walking, cycling, transit, vehicles) and facilitate interim transit routing.

22. Construction and cost obligations for 146 Avenue SW adjacent to the outline plan area is to be confirmed with Transportation Planning **prior to the endorsement of the initial Tentative Plan**. The Developer shall enter into an agreement as required to the satisfaction of the Director, Transportation Planning.

For the proposed plan, it is anticipated the Developer shall contribute boundary cost obligations only for 146 Avenue SW. That is, there will be no construction obligations, excepting any work required at intersections from the plan area to 146 Avenue SW.

Design and Construction Requirements

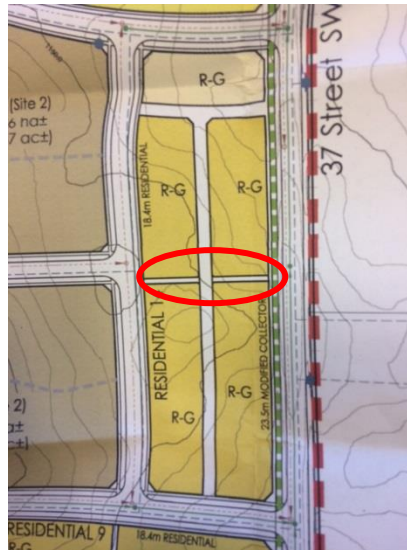
23. **In conjunction with the applicable Tentative Plan**, detailed engineering drawings and turning templates shall be submitted and approved to the satisfaction of the Director, Transportation Planning for:
- a. 154 Avenue SW as a 4-lane divided Arterial-standard cross section.
 - b. Roundabout located at 154 Avenue SW and North/South Green Spine.
 - c. All remaining intersections and roads within the Plan area and boundary roads where appropriate.

All intersections on 154 Avenue SW shall be designed to City standards, complete with appropriate corner cuts, channelization, tapers, etc. to the satisfaction of the Director, Transportation Planning.

24. **In conjunction with the initial Tentative Plan**, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for 154 AV SW that is a logical extension of the proposed 154 AV SW alignment from the west plan boundary to 37 ST SW (ties into the interchange connection provided by the Southwest Ring Road).
25. All roads, intersections, driveways and intersection spacing shall be designed and constructed at the Developer's sole expense and to the satisfaction of the Director, Transportation Planning.

This includes intersections of pedestrian/cyclist facilities with lanes (see picture below). Visibility of vulnerable users utilising these lane crossings is paramount and shall be resolved to the satisfaction of the Director, Transportation Planning. The Developer has proposed 1 m by 1 m corner cuts and the installation of staggered offset rails.

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26. All roundabouts shall be designed and constructed to the satisfaction of the Director, Transportation Planning, as follows:
- 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;
 - A sight lines analysis for roundabouts, as well as truck and transit sweep and fastest path analysis through all roundabouts shall be provided. Transit buses shall not be required to mount the central truck apron in order to navigate the roundabout;
 - In conjunction with the Tentative Plan**, all roundabouts in the plan area shall include bike ramps to facilitate cycling access through the roundabouts;
 - Turning movements should be provided as well for articulated buses;
 - Ensure the centre circle island has proper clear sight lines (i.e. no objects to block vehicle's sight lines), and chevron patterns shall be imbedded upon the concrete pad on the inner side of the roundabout; and
 - No driveway accesses are permitted within the functional area of roundabouts.

Note that the Land Use and Outline Plan boundaries may require adjustment to accommodate appropriate roundabout design at the discretion of the Director, Transportation Planning.

27. **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 (whether owned privately or owned by the City).
 - Adjustments to the tentative plan boundary may be required to accommodate all necessary right-of-way requirements.
28. **In conjunction with the applicable Tentative Plan or Development Permit**, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.

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29. **In conjunction with the applicable Tentative Plan**, the Developer shall build the full width of Collector 1 and Residential 1.
30. **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.
31. **In conjunction with the applicable Tentative Plan**, the developer shall ensure that all pathways from MR lands have a direct pedestrian connection by sidewalk or pathway, to the desired crossing locations at intersections to the satisfaction of the Director, Transportation Planning.
32. **In conjunction with the applicable Tentative Plan or Development Permit**, all community entrance features must be located outside the public right-of-way.
33. **In conjunction with the applicable Tentative Plan**, the developer shall provide a Letter of Credit to the satisfaction of the Director, Transportation Planning, for pedestrian-actuated crossing signals that are required by the Director, Transportation Planning. Pedestrian-actuated crossing signals shall be considered to the satisfaction of the Director, Transportation Planning:
- where regional pathways or multi-use pathways intersect with the street;
 - at mid-block crossings; and
 - at intersections or pedestrian crossings adjacent to Joint Use sites
- The developer is responsible for any additional costs of signalization in excess of the letter of credit. The Developer shall also provide a letter, under Corporate Seal, indicating that they are responsible for any additional costs of signalization that could be in excess of the amount identified in the Letter of Credit, and is required to submit payment in support of the proposed Tentative Plan applications.
34. **In conjunction with the applicable Tentative Plan or Development Permit**, a noise attenuation study is required for the residential parcels adjacent to 154 Avenue SW, certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, to be submitted to Transportation Planning for approval.
35. All noise attenuation features (noise walls, berms, 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).
36. 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

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satisfaction of the Director, Transportation Planning. Post and cable fence is required where the temporary turnaround is anticipated to be required for a period greater than 1 year.

37. For all streets where bus zones are identified (37th Street, East-West Green Spine, School Collector 1, Collector 1), curb extensions to accommodate bus stops are to be provided during detailed design for **the affected tentative plan**.

Modified and Custom Cross Sections

38. This Outline Plan does not constitute approval of the proposed modified cross sections. Approval of the proposed custom or modified road cross sections is deferred to detailed design and prior to **approval of the initial Tentative Plan**.
- a. The Construction Drawing package (detailed design) will require a separate sheet for modified and custom cross-sections. This sheet will be updated through the review process (as needed) and will form the final approved cross sections upon acceptance of the detailed design.
 - b. 154 AV SW shall have off-street cycling facilities.
 - c. Collector 2 south of East-West Green Spine to provide on-street cycling lanes (due to higher volume of traffic forecast for this street).
 - d. A cross section for the proposed garden lots (MR fronting lots) will be utilised for addressing and a cross section shall be developed to the satisfaction of the Director, Transportation Planning at the timing indicated above.

It is noted that review of the latest proposed modified cross sections by Transportation did not indicate any red flag items. Detailed design review of the sections is intended to be a refinement of what has been shown and every effort will be made to facilitate solutions within the proposed ROW.

Access, Easements and Covenants

39. **In conjunction with the applicable Tentative Plan or Development Permit**, accesses for all multi-family sites and commercial sites shall be designed and located to the satisfaction of the Director, Transportation Planning.
40. No direct vehicular access is permitted to or from 154 Avenue SW; restrictive covenants shall be registered against the subject lots **concurrent with registration** of the affected Tentative Plan. Exceptions may apply for accesses to pre-existing sites on an interim basis, if necessary and at the discretion of the Director, Transportation Planning.
41. Public Access Easements for the entirety of all DC/R-G (Site 2) parcels, as indicated on the Approved Outline Plan, shall be executed and registered on title **concurrent with the registration of the final instrument** for the affected Tentative Plan.

This condition is to ensure connectivity through the large parcels, which will be planned in detail at the Development Permit stage. It is understood that the Public Access Easement will be refined at the Development Permit stage to the satisfaction of the Director, Transportation Planning. The City will be a party to these easements.

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42. No direct vehicular access to the adjacent street is permitted for residential parcels that are adjacent to a lane as access is to come from the lane, except as outlined in condition 43 below. A restrictive covenant shall be registered on the affected parcels to that effect, **concurrent with registration** of the affected tentative plan to the satisfaction of the Director, Transportation Planning.
43. A maximum of five (5) percent of residential parcels designated R-G that have an adjacent lane may have direct vehicular access to the adjacent street. These parcels will be identified as part of the **affected Tentative Plan** to the satisfaction of the Director, Transportation Planning and will not require the noted caveats in Condition 42.
44. 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 or other vehicles accesses over the bus loading area(s).

Miscellaneous

45. Future revisions, addendums, or submissions within the development area are subject to further Transportation review and analysis, at the discretion and satisfaction of the Director, Transportation Planning and in accordance with the Area Structure Plan policy.
46. The road and pedestrian network for future development in the area is subject to further review and analysis in conjunction with future outline plan revisions and Tentative Plan submissions.
47. **In conjunction with the applicable tentative plans** and prior to construction permission, the Developer shall provide signage within the road right-of-way or on city public land at the terminus of roads that are intended to continue with future planning areas. 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.

Show homes and marketing information must contain maps identifying the proximity of the future road and shall be shown on the community land use signs containing affected lots.

Parks:

48. Programming of the triangular MR park (0.35 ha/0.87 ac) is to be determined **prior to tentative plan approval** in consultation with the City of Calgary Parks Planning.
49. The developer will be required to enter into a Perpetual Maintenance Agreement or Optional Amenities Agreement for the triangular MR park (0.35 ha/0.87 ac) if it proposed as an Off-Leash Dog Park. Contact the Parks Landscape Construction Coordinator Mary Quinlan at (403) 542-1900 or Mary.Quinlan@calgary.ca for details.
50. The developer will be required to enter into a Landscape Maintenance Agreement or Optional Amenities Agreement for the landscaping of the any Municipal Reserve parcels that contain elements above Park's standards. Construction Coordinator Mary Quinlan at (403) 542-1900 or Mary.Quinlan@calgary.ca for details.

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51. A Developer is responsible to construct in accordance with the minimum and maximum landscape development standards as identified in the *Development Guidelines and Standard Specifications: Landscape Construction 2017 – Calgary Parks*. If a Developer wished to develop parks beyond the maximum standards they are required to enter into a Maintenance Agreement for items such as: the geographic wall, sculpted rolling grass mounds, elevated landforms, iconic and play follies, water quality garden, boulder garden, etc.
52. 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:

- a. Execute a *Wetland Compensation Agreement* to the satisfaction of The City of Calgary Parks department and The City of Calgary Law department, to provide compensation for the loss or alteration of the Class III and above wetland(s); and
- b. Strictly comply with the provisions of the *Wetland Compensation Agreement*. Each obligation therein shall constitute: (i) a condition of subdivision or development approval which shall be enforceable under the MGA and (ii) a condition of the Water Act approval which shall be enforceable under the *Water Act* (Alberta).

Note that the Plan can be viewed online at:

http://www.calgary.ca/CSPS/Parks/Documents/Planning-and-Operations/Natural-Areas-and-Wetlands/wetland_conservation_plan.pdf or by searching 'Calgary Wetland Conservation Plan' on the City's official website (www.calgary.ca).

53. 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.
54. 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.
55. The developer shall submit detailed Engineering Construction Drawings and Landscape Construction Drawings for the proposed storm pond to both Water Resources and Parks for review.
56. **Prior to approval of the tentative plan**, provide a public access easement agreement for review to the CPAG Functional Generalists - City of Calgary Planning and Parks for the private green spaces (DC/R-G, Site 2) - green courts and pathways to ensure they will be publicly accessible with registration on all applicable titles prior to endorsement of the tentative plan. (REVISED)

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57. **Prior to the approval of the affected Tentative Plan**, it shall be demonstrated through concepts and cross-sections that the local pathway around the stormwater pond is located outside of the high water line.
58. 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.
59. Plant all public trees in compliance with the approved Public Landscaping Plan.
60. **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.
61. **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.
62. **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. There shall be no point source or sheet drainage directed towards parks parcels (MR or MSR) sites. All drainage infrastructure including concrete swales shall be located on private property.