

## Conditions of Approval

The following Conditions of Approval shall apply:

### Planning:

1. If the total area for Roads & Public Utility Lot dedication is over 30%, note that this is considered a voluntary dedication, and compensation in the order of \$1 for over dedication is deemed to be provided.
2. The Standard City of Calgary Party Wall Agreement regarding the creation of separate parcels for townhouses / rowhouse units shall be executed and registered against the titles **concurrently with the registration of the final instrument**.
3. The existing buildings shall be removed prior to subdivision endorsement.
4. 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.
5. The Community boundary adjustment shall be approved at Council **prior to approval of the Tentative Plan** through an amendment to the West Macleod Area Structure Plan.  
  
An application for street names may be required if the boundary adjustment is approved and Belmont street types are no longer available. An application for street names can be submitted to Subdivision Services, Community Planning and shall be approved at Council **prior the approval of the affected Tentative Plan**.
6. **With each Development Permit application**, subject to the Authority's discretion based on the scale of the application, a comprehensive site development plan for the surrounding area may be required. The following information may be required: parcel areas, building envelopes, site access, parking, landscaping, amenity areas, public pathways, and other details as required.

### Development Engineering:

7. All parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
  - Hydrogeotechnical Report, prepared by Almor Testing Services Ltd. (File No 099-21-16), dated April, 2016.
  - Geotechnical Report, prepared by McIntosh Lalani Engineering Ltd. (File No ML7568), dated December, 2016.
8. Multi-family sites within the plan area may require additional access points depending on the final building layout and/or total number of units. Sites with over 100 dwelling units require a secondary access. A third access is required for sites in excess of 600 dwelling units, two of which must be public. Note that an emergency access route is also required if the primary fire access route is between 120m and 200m in length. A secondary access street is required if the primary fire access route is more than 200m in length.

## Conditions of Approval

9. **Concurrent with the registration of the affected final instrument**, execute and register on title an Access Agreement over the hardscaped areas in Belmont Plaza Park (0.46m wide area from top of rolled curb into Private Park on both sides of Belmont Plaza SE one-way roads) for the purpose of emergency vehicle access. The agreement and access right of way plan shall be approved by the Manager, Infrastructure Planning and the City Solicitor **prior to endorsement of the affected final instrument**. A standard template for the agreement will be provided by the Development Engineering Generalist. Submit an original copy of the executed agreement and the certificate of title(s), indicating the agreement is registered on title, for all affected parcels.  
  
**Note:** Signage indicating the heavy duty hardscaped access areas to emergency crews will be required. Signage details to be determined at the construction drawing stage to the satisfaction of the Development Engineering and Transportation Planning.
10. Access to the parcels east of Belmont Boulevard SE shall be from the intersection of Belmont Boulevard SE and Belmont Avenue SE (roundabout). **Concurrent with the registration of the final instrument**, execute and register on title an Access Agreement for the purpose of emergency vehicle access. The agreement and 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. Submit an original copy of the executed agreement and the certificate of title(s), indicating the agreement is registered on title, for all affected parcels.
11. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
12. Separate service connections to a public main shall be provided for each proposed lot.
13. **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](mailto:urban@calgary.ca).
11. **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.
15. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit**, the Developer shall make payment to applicable off-site levies, charges and fees. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email [urban@calgary.ca](mailto: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-

## Conditions of Approval

- way that may be required to facilitate these offsite improvements.
- b) Construct the underground utilities and surface improvements within the two northern lanes of the four (4) lane divided major within 210 Avenue SE, along the south boundary of the plan area.
  - c) Construct the underground utilities and surface improvements within the full width of Belmont Boulevard SE, along the north boundary of the plan area.
  - d) Construct the underground utilities and surface improvements within the full width of Belmont Boulevard SE, along the east boundary of the plan area.
  - e) Construct the underground utilities and surface improvements within the 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, or sound attenuation fence, whichever may be required, inside the property line of the residential lots along the boundaries of the plan area where required.
  - h) Construct the MR/MSR 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.
12. **Prior to endorsement of the Tentative Plan**, the developer shall make payment to the City of Calgary for their proportionate share of the cost to upgrade the existing 210<sup>th</sup> Avenue CP railway crossing to a temporary at grade crossing. This upgrade is a requirement of the West Macleod Global Transportation Impact Assessment recommendations for the west and east Macleod area.

### Transportation:

#### Regional Transportation Network

18. 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 7,300 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
  - Sherriff King Street – four (2-2) paved lanes from 210 Avenue to Stoney Trail

## Conditions of Approval

19. **Prior to endorsement of the initial 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.

20. **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. 210 Avenue SE / Belmont Boulevard SE
  - b. Belmont Drive SE or Sheriff King Street SE / Belmont Avenue SE

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.

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.

Each tentative plan shall demonstrate that it provides a contiguous extension of development within the outline plan area. The intent is to ensure internal transportation connectivity for all modes (walking, cycling, transit, vehicles) and facilitate interim transit routing

21. Construction and cost obligations for the northerly half of 210 Avenue adjacent to the outline plan area are 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.
22. **Prior to Endorsement of the initial Tentative Plan**, the Developer shall enter into a Payment Agreement to the satisfaction of the City Solicitor, and the Director, Transportation Planning to establish terms for the Developer’s contribution for interim improvements of Macleod Trail S/ 210 Avenue S and Macleod Trail S/ 194 Avenue S based on the Transportation Impact Assessment recommendations for the East and West Macleod Area. The City may require additional security or Letter of Credit to secure payments. Contributions from this Outline Plan area are estimated to be \$1.2 million (at maximum possible build-out).
23. **Prior to Endorsement of each Tentative Plan**, the developer shall contribute to the costs to upgrade the intersections of Macleod Trail S/ 194 Avenue S and Macleod Trail S/ 210 Avenue S based on the transportation impact assessment recommendations for the west and east Macleod area. The cost sharing contribution is estimated at \$1.2 million (at maximum possible build out) and will be confirmed during each Tentative Plan application. The estimate is determined from the number of single family lots, multi-

## Conditions of Approval

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 S & 194 Avenue S and Macleod Trail S & 210 Avenue S to support development in the West Macleod area.

### Design and Construction Requirements

24. **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:
- 210 Avenue S as a 4-lane divided Arterial-standard cross section, along the entire south boundary of the Outline Plan.
  - At grade intersection of 210 Avenue SE – Belmont Boulevard SE.
  - Roundabout located at the intersection of Belmont Boulevard SE and Belmont Avenue SE.
  - All remaining intersections and roads within the plan area and boundary roads where appropriate.

All intersections on 210 Avenue S shall be designed to City standards, complete with appropriate corner cuts, channelization, tapers, etc to the satisfaction of the Director, Transportation Planning.

25. **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 210 Avenue SE from the west plan boundary to the east plan boundary.
26. **In conjunction with the initial Tentative Plan**, the Developer shall construct the boundary half of 210 Avenue SE from the west plan boundary to the east plan boundary. 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.
27. **In conjunction with the initial Tentative Plan**, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for Belmont Boulevard SE throughout the plan area.
28. **In conjunction with the applicable Tentative Plan**, the Developer shall construct Belmont Boulevard SE. Belmont Boulevard 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.
29. 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.
30. All roundabouts shall be designed and constructed to the satisfaction of the Director, Transportation Planning, as follows:

### Conditions of Approval

- a. 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;
  - b. 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; and
  - c. **In conjunction with the Tentative Plan**, all roundabouts in the plan area shall include bike ramps to facilitate cycling access through the roundabouts
  - d. Turning movements should be provided as well for articulated buses.
  - e. 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.
  - f. No driveway accesses are permitted within the functional area of roundabouts.
31. **In conjunction with the applicable Tentative Plan**, detailed design of any proposed roundabouts shall be approved prior to approval of the Tentative Plan, ensuring sufficient road right-of-way is reserved for potential design adjustments as required.
32. **Prior to approval of the affected Tentative Plan, Construction Drawings (detailed design) and Permissions to Construct Surface Improvements:**
- a. 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).
  - b. Adjustments to the tentative plan boundary may be required to accommodate all necessary Right-Of-Way requirements for appropriate roadway and intersection design at the discretion of the Director, Transportation Planning.
33. **In conjunction with the applicable Tentative Plan or Development Permit**, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
34. **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.
35. 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).
13. **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.
14. **In conjunction with the applicable Tentative Plan or Development Permit**, all community entrance features must be located outside the public right-of-way.

## Conditions of Approval

15. **In conjunction with the applicable Tentative Plan**, the developer shall provide a Letter of Credit 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 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.

39. **In conjunction with the applicable Tentative Plan or Development Permit**, a noise attenuation study is required for the residential adjacent to 210 Avenue or the CP Railway or the LRT, 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.

40. 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 rights-of-way).
41. Temporary oil and gravel bus turnaround / cul-de-sac with a minimum radius of 15.25 metres 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 metres. 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. Post and cable fence is required where the temporary turnaround is anticipated to be required for a period greater than 1 year.

### Modified and Custom Cross Sections

42. The Developer for the majority of the plan area (Domain Apartments) has provided a letter, under corporate seal, acknowledging that approval of the proposed custom or modified road cross sections is deferred prior to **approval of the initial Tentative Plan**.

The Developer for the remainder of the plan area (Anthem United) for the portions of the plan bounded by Belmont Boulevard SE and the Assumed Site Access to the LRT Station Area has not provided a letter acknowledging the deferment of approval for modified cross sections. Regardless, approval of the custom or modified cross sections is deferred prior to **approval of the initial Tentative Plan**.

- a. The Construction Drawing package will require a separate sheet for modified and custom cross-sections. This sheet will be updated through the review process (as

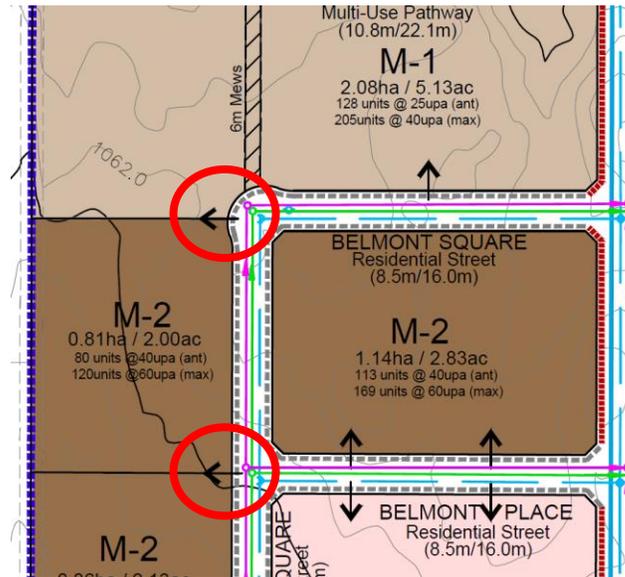
## Conditions of Approval

needed) and will form the final approval cross sections upon acceptance of the detailed design.

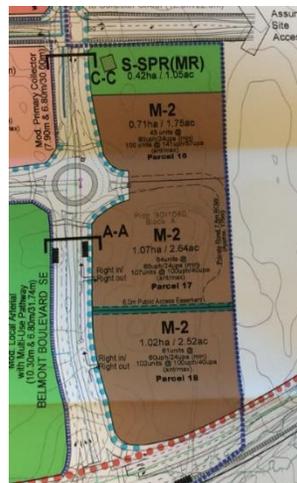
### Access, Easements and Covenants

43. **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.
44. No direct vehicular access is permitted to or from 210 Avenue S; 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.
45. Public Access Easements for all proposed Public Access Easement Areas (“Mews”), the DC(S-R) parcels (Belmont Square Park and Belmont Plaza Park), and the private pathway within the 4.5m Public Access Easement along the sanitary servicing easement, 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.
46. Access to parcels east of Belmont Boulevard SE shall be from the intersection of Belmont Boulevard SE and Belmont Avenue SE (roundabout). In conjunction with the affected Tentative Plan, a Mutual Access Easement Agreement for the purpose of parking access / vehicular access / pedestrian access / an access route for the waste & recycling collection vehicle(s) to the storage facilities shall be executed and registered on title **concurrent with the registration of the final instrument** for all affected parcels at the Tentative Plan stage, to the satisfaction of the Director, Transportation Planning.
47. No direct vehicular access is permitted for the parcels directly adjacent Belmont Boulevard SE, specifically the portions of Belmont Boulevard SE that are classified as modified primary collector (section C-C) and modified activity centre (section D-D). A restrictive covenant shall be registered on the affected parcels to that effect, **concurrent with registration** of the affected tentative plan.
48. Shared Access is required for a number of the proposed multi-family sites in the plan area. For these sites, a Mutual Access Easement for multi-family parcels that use the same access shall be executed and registered on title **concurrent with the registration of the final instrument** at the Tentative Plan stage. An example of two of these sites is shown below.

**Conditions of Approval**



49. **In conjunction with the applicable Tentative Plan**, Mutual Access Easement(s) for the parcels shown below, and as indicated on the Approved Outline Plan, shall be executed and registered on title. The Mutual Access Easement(s) are to facilitate public and emergency vehicle access to the sites through the indicated Private Road.



50. Where lots exist adjacent to bus zones, caveats must be registered on the subject lots that restrict driveways or other vehicle accesses from encroaching upon the bus zone apron **Concurrent with Registration of the affected Tentative Plan**.

Miscellaneous

51. 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.

## Conditions of Approval

52. 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.
53. **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 and adjacent to the future LRT station. 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 LRT extensions and shall be shown on the community land use signs containing affected lots.

### Parks:

54. **Prior to endorsement of the tentative plan**, the Developer shall enter into a land purchase agreement with The City of Calgary to acquire a portion of the High School site that exceeds 10% MR.
55. 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.
56. **Prior to the approval of the affected tentative plan**, finalized concept plans for all MR sites shall be submitted for Parks' review and approval.
57. **Prior to endorsement of the final instrument**, landscape construction drawings that are reflective of the subject tentative plan for the proposed Municipal Reserve lands are to be submitted to Parks for review and approval prior to construction.
58. Throughout the development process, adhere to the mitigation measures as outlined in the *Belmont Station Biophysical Impact Assessment* as prepared by Stantec Consulting Ltd., approved by the City of Calgary on 8 June, 2017.
59. **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.
60. A Homeowner's or Resident's Association shall be formed and the Developer shall be required to enter into a separate agreement with this Association for the development, financial and maintenance responsibility of the private parks (Belmont Square Park and Belmont Plaza Park) as identified within LOC2016-0335 and zoned DC S-R – Special Purpose – Recreation District, with said agreement to be registered concurrent with the registration of the final instrument. The Developer shall submit said agreement for review to the satisfaction of Calgary Parks and the City Solicitor.