

Conditions of Approval

The following Conditions of Approval shall apply:

Subdivision Services:

1. Prior to submission of a subdivision application (and submission of construction drawings), the street names shall be approved by City Council.
2. For buildings that are to remain on the site, at the time of subdivision application submission, the following must be provided:
 - a. Real Property Report, indicating the distance from the buildings to the proposed property lines;
 - b. Photographs of the buildings, where they face the proposed property lines;
 - c. Detailed elevation drawings, with calculations of the exposed building face and any unprotected openings (windows/doors) to the satisfaction of Calgary Building Services; and
 - d. Eave details (vented or non-vented soffits).

Further information may be required upon review and a building permit may be required in order for the buildings to conform to the Alberta Building Code.

3. The existing buildings and fences that are to be removed, shall be removed prior to endorsement of the final instrument.
4. Relocation of utilities shall be at the developer's expense and to the appropriate standards.
5. 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.
6. The Standard City of Calgary Party Wall Agreement regarding the creation of separate parcels for any semi-detached / townhouses / rowhouse units shall be executed and registered against the titles concurrently with the registration of the final instrument.

Development Engineering:

7. **Prior to tentative plan approval**, the bareland condo on the west side of the plan area at Wentwillow Lane SW will require that a concurrent development permit be submitted and released.
8. The Modified Street Detail 'B' showing Welcome Way SW near the intersection with 85 Street SW shows a 4.80m lane which does not meet Fire Department Access Standards (minimum 6.0m required). This cross section will need to be modified **prior to approval of the affected construction drawings** to the satisfaction of Development Engineering, Transportation, and Parks.

Note: This was discussed with Benjamin Lee of IBI Group on April 24, 2019.

Conditions of Approval

9. Post-development slope stability assessments will be required **prior to approval of Development Permit/Tentative Plan** once design grades are known to ensure that minimum required factors of safety are achieved.
10. This subject plan area is within the boundary of the 85th Street MDP drainage catchment and subject to stormwater volume control measures. Based on the Watershed Management Plan for Wentworth Pond (57 WPA) the stormwater discharge from Wentworth Pond is limited to a rate of 5 L/s/ha as per approved revised Aspen Woods stage 1 SMDP.

Prior to **approval of the first tentative plan/development permit**, the small format Staged Master Drainage Plan (SMDP) must be submitted and approved to the satisfaction of Water Resources.

11. Prior to endorsement of any Tentative Plan, register on all affected titles, a utility easement for the existing/proposed public underground utilities (water, storm) within the subject site concurrent with the registration of the final instrument. A draft of the easement area and agreement shall be submitted to the satisfaction of the Manager, Infrastructure Planning, prior to the endorsement of the final linen.

The required width of the easement is 9.0 m where both watermain and storm main utilities are parallel in the eastern region from the development to the north. A 6.0m easement is required for the watermain connection.

12. Ministerial consent will be required prior to approval of any tentative plan/development permit that requires encroachments into the TUC.
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.
14. Prior to endorsement of any Tentative Plan/prior to release of a Development Permit, make satisfactory cost sharing arrangements with United Inc. for part cost of the existing watermain installed in 85 Street SW, that was constructed by United Inc. under Strathcona, Phase 9 (2001-046).
15. 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.
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) In the event the Road Widening is not transferred to the City in accordance with the Agreement of Purchase and Sale between 2116162 Alberta Ltd. and the City

Conditions of Approval

of Calgary, construct the underground utilities and surface improvements within the north two lanes of 12 Avenue SW, and along the south boundary of the plan area.

- c) In the event the Road Widening is not transferred to the City in accordance with the Agreement to Purchase and Sale between 2116162 Alberta Ltd. and the City of Calgary, construct the underground utilities and surface improvements within the west two lanes of 85 Street SW, and along the east boundary of the plan area.
 - d) Construct the underground utilities and surface improvements within and along the boundaries of the plan area except where the Road Widening is transferred to the City in accordance with the Agreement to Purchase and Sale between 2116162 Alberta Ltd. and the City of Calgary.
 - 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) Where required, construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the residential lots along the boundaries of the plan area.
 - g) Construct the MR/ER/CR within the plan area.
17. The Developer shall make payment to the City for their share of the East Springbank Servicing Study.
18. Multifamily 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 second public access. A third access is required for sites in excess of 600 dwelling units two of which must be public.
- Note:** The proposed public accesses to the M-H1 parcel are near each other and would likely both be blocked if Welcome Place SW became inaccessible. They would therefore be considered a single public access as far as meeting Fire Department Access Standards. As a result, an additional access to Welcome Way SW or Bow Trail SW will be required at the Development Permit stage to the satisfaction of Development Engineering and the Calgary Fire Department.
19. The MU-1 parcels, the C-COR2 parcel, and the M-H1 parcel currently have two regional primary accesses proposed (one at Welcome Way SW and 85 Street SW and one at Welcome Way SW and Bow Trail SW). As a result, a maximum of 600 **total** units will be permitted at the MU-1, C-COR2 and the M-H1 parcels until a third access is proposed, to the satisfaction of Development Engineering and the Calgary Fire Department.
20. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.

Conditions of Approval

21. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Slope Stability Assessment, prepared by IBI Group (File No. 18-4674), dated July 2018.
22. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
23. 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.
24. If during construction of the development, the developer, the owner of the titled parcel, or any of their agents or contractors becomes aware of any contamination,
 - a. the person discovering such contamination must immediately report the contamination to the appropriate regulatory agency including, but not limited to, Alberta Environment and Sustainable Resource Development, the Alberta Health Services and The City of Calgary (311).
 - b. on City of Calgary lands or utility corridors, the City's Environmental Risk & Liability group must be immediately notified (311).

Transportation:

25. **In conjunction with each Tentative Plan**, access from the subject lands to the adjacent transportation network will be evaluated to ensure The City's minimum access standards are met. The affected roadways include:
 - a. Wentworth Drive SW
 - b. Wentworth Grove SW
 - c. Wentworth View SW
 - d. 85 ST SW
 - e. Bow Trail SW

Note the intent is that minimum access standard are satisfied for each tentative plan. It is understood that construction sequencing in the area is not certain and the roadways noted 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.

Conditions of Approval

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

26. In the event the Road Widening is not transferred to the City in accordance with the Agreement of Purchase and Sale between 2116162 Alberta Ltd. and the City of Calgary, construction and cost obligations for the northerly half of Bow Trail SW 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.
27. In the event the Road Widening is not transferred to the City in accordance with the Agreement of Purchase and Sale between 2116162 Alberta Ltd. and the City of Calgary, construction and cost obligations for the westerly half of 85 Street SW 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.
28. **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. 85 Street SW as a 4-lane divided Arterial-standard cross section, along the entire east boundary of the Outline Plan.
 - b. Bow Trail SW as a 4-lane divided Arterial-standard cross section, along the entire south boundary of the Outline Plan.
 - c. All remaining intersections and roads within the Plan area and boundary roads where appropriate.

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

Note that work completed or in process for completion on 85 Street SW and Bow Trail SW adjacent to the subject lands may be credited towards fulfillment of this requirement to the satisfaction of the Director, Transportation Planning.

29. **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 85 Street SW from the north plan boundary to the south plan boundary.

Note that work completed or in process for completion on 85 Street SW adjacent to the subject lands may be credited towards fulfillment of this requirement to the satisfaction of the Director, Transportation Planning.

30. **In conjunction with the initial Tentative Plan**, the Developer shall construct the boundary half of 85 Street SW from the north plan boundary to the south plan boundary. 85 Street SW 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, boundary cost recoveries and any other agreements in place.

Conditions of Approval

Note that work completed or in process for completion on 85 Street SW adjacent to the subject lands may be credited towards fulfillment of this requirement to the satisfaction of the Director, Transportation Planning.

31. **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 Bow Trail SW from the west plan boundary to the east plan boundary.

Note that work completed or in process for completion on Bow Trail SW adjacent to the subject lands may be credited towards fulfillment of this requirement to the satisfaction of the Director, Transportation Planning.

32. **In conjunction with the initial Tentative Plan**, the Developer shall construct the boundary half of Bow Trail SW from the west plan boundary to the east plan boundary. Bow Trail SW 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, boundary cost recoveries and any other agreements in place.

Note that work completed or in process for completion on Bow Trail SW adjacent to the subject lands may be credited towards fulfillment of this requirement to the satisfaction of the Director, Transportation Planning.

33. **In conjunction with each Tentative Plan**, the Developer shall register road plans to the satisfaction of the Director, Transportation Planning for all public roads throughout the tentative plan area.

34. **In conjunction with each Tentative Plan**, the Developer shall construct public roadways throughout the tentative plan area. Ancillary works to support the roadways shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist and boundary cost recoveries and any other agreements in place.

35. **Prior to approval of the initial Tentative Plan**, the Developer shall provide authorization (to the satisfaction of the Director, Transportation Planning) that the proposed extension of the private road "Wentwillow Lane SW" is acceptable to the owners of the private road. Subdivision cannot be accommodated until minimum access requirements are met.

36. 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.

37. **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). Note that a Ministerial Consent Letter is required for any proposed encroachments on Provincial lands.

Conditions of Approval

- 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.
38. **In conjunction with the applicable Tentative Plan or Development Permit**, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
39. **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.
40. 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).
41. **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.
42. **In conjunction with the applicable Tentative Plan or Development Permit**, all community entrance features must be located outside the public right-of-way.
43. **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.
44. **In conjunction with the applicable Tentative Plan or Development Permit**, a noise attenuation study is required for any residential uses adjacent to:
- 85 Street SW,
 - Bow Trail SW,
 - Transportation Utility Corridor (Alberta Transportation Right of Way).

The noise attenuation study shall be certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning and shall be submitted to Transportation Planning for approval.

Conditions of Approval

Note that where sound attenuation is not required adjacent to Arterial roadways, a uniform screening fence shall be provided, in accordance with the latest Design Guidelines for Subdivision Servicing.

45. 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).
46. 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, Transportation Planning. Post and cable fence is required where the temporary turnaround is anticipated to be required for a period greater than 1 year.
47. Outline Plan submitted since 2015 are to follow Complete Streets Policy and the latest version of the Design Guidelines for Subdivision Servicing (2014 edition as of this writing). Consideration for modified cross sections shall be given as per Section 7.2 of the Policy.

The proposed modified cross sections have not been approved as part of this Outline Plan and this approval is deferred prior to **approval of the initial tentative plan**.

Note that the Construction Drawing package (detailed design) will require a separate sheet for modified and/or custom cross-sections. This sheet will be updated through the review process (as needed) and will form the final approval for cross sections upon acceptance of the detailed design.

48. **In conjunction with the initial Tentative Plan**, the Developer shall submit cross-sections, for the interim and ultimate grades for Bow Trail SW and 85 Street SW adjacent to the outline plan boundary. Cross-sections shall indicate and provide dimensions for any proposed road widening at the intersections. Adjustments to the tentative plan boundary may be required to accommodate all necessary right-of-way requirements.

Note that work completed or in process for completion on Bow Trail SW and 85 Street SW adjacent to the subject lands may be credited towards fulfillment of this requirement to the satisfaction of the Director, Transportation Planning.

49. **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.
50. No direct vehicular access is permitted to or from 85 Street 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.

Conditions of Approval

51. No direct vehicular access is permitted to or from Bow Trail 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.
52. 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**.
53. 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.
54. 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.

Parks:

55. **Prior to construction, arrange an on-site meeting through the Parks Generalist to “field fit” proposed pathways and trails through Environmental Reserve (ER)/Conservation Reserve (CR).**
56. **Prior to endorsement of the final instrument, enter into a legal agreement with the City of Calgary for compensation of the Conservation (CR) lands as per the Municipal Government Act (MGA) and to the satisfaction of the City of Calgary Parks and Law and Legislative Services Department.**
57. Compensation for dedication of Conservation Reserve (CR) is deemed to be \$1.
58. Compensation for dedication of Municipal Reserve (MR) in excess of 10% is deemed to be \$1.00.
59. With the submission of Landscape Construction Drawings, the developer shall include a detailed a Habitat Restoration Plan including a maintenance schedule for each ER/CR proposed to be affected by any construction (of pathways, stormwater infrastructure, etc.). 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.
60. With the submission of the Landscape Construction Drawings, provide a detail of the outfall within the ER as well as a detail of how the land below it will be treated to disperse the water – i.e. type of vegetation, riprap, etc. for Calgary Parks review and approval
61. As part of the Tree Protection Bylaw, a Tree Protection Plan will be required when a development, construction activity, or a disturbance is occurring on future parks properties (ER/CR). For more information about submitting your tree protection plan visit www.calgary.ca and search “protecting trees during construction and development;” alternatively, call 311.

Conditions of Approval

62. **Concurrent with the registration of the final instrument**, the developer shall register a restrictive covenant to protect the existing tree stands within private lots.
63. The developer is required to enter into a Landscape Maintenance Agreement or appropriate agreement as determined by Parks for clearing of snow and ice for the local pathways within the ER/CR if extra clearing of these pathways are requested by the Developer. Contact the Parks Landscape Construction Coordinator at Mary Quinlan at (403) 542-1900 or Mary.Quinlan@calgary.ca for details.
64. In order to support private back of lot drainage to MR or ER areas, 300 to 600mm of topsoil is recommended in the back of lots.
65. **Prior to approval of stripping and grading or the first tentative plan**, the developer shall ensure the boundaries of the Environmental Reserve/Conservation Reserve are surveyed. An onsite meeting shall be arranged to ensure the boundaries are approved by Parks. This meeting should be coordinated through the Parks Planning Generalist (403-268-5635).
66. The developer shall minimize stripping and grading within the Environmental Reserve/Conservation 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**.
67. The developer shall install and maintain a temporary construction fence on the private property line with the adjacent Environmental Reserve/Conservation 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 (403-620-3216) to approve the location of the fencing prior to its installation.
68. 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.
69. The developer shall restore, to a natural state, any portions of the Environmental Reserve/Conservation 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.
70. 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.
71. **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.
72. **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.

Conditions of Approval

73. **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 Jacqueline Swartz - Jacqueline.Swartz@calgary.ca (403) 620-3216 to approve the location prior to commencement of Stripping and Grading activities.
74. **Prior to the approval of the affected tentative plan**, the developer shall confirm fencing requirements adjacent to ER and CR parcels to the satisfaction of the Director, Calgary Parks.
75. **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 (ER/CR), with all grading confined to the private property, unless otherwise approved by Parks.