

Conditions of Approval

The following Conditions of Approval shall apply:

Subdivision Services:

1. Dedication of all the environmental reserve and municipal reserve and payment of cash-in-lieu of reserves, shall be provided with the first subdivision application.
2. The applicant shall submit a land appraisal surcharge at the time of submission of the first subdivision application. An independent appraisal report will be performed to determine the value of the payment of lieu of reserve.
3. **Prior to endorsement of the first tentative plan**, the developer shall provide a cash payment in lieu of reserve dedication for 2.67 hectares, in accordance with the independent appraisal report, to the satisfaction of the Subdivision Authority. The payment must be in the form of a bank draft or certified cheque made payable to The City of Calgary.
4. **Prior to endorsement of the first subdivision application or prior to decision on stripping and grading (whichever occurs first)**, a Historical Resource Impact Assessment (HRIA) as required by provincial regulation, and any associated Historical Resource Act (HRA) response letters shall be submitted for the Outline Plan area. The HRA response letters shall provide Alberta Culture and Tourism's (ACT) decision and /or further work requirements.
5. All development adjacent to freight rail corridor must install and maintain a fence with a minimum of 1.83 metres along the property line of the development parallel to the rail corridor at the time of construction and must be maintained for the life of the development. Application of this shall not preclude the ability of a future industrial development to apply for a rail spur line.
6. The existing buildings shall be removed prior to subdivision endorsement.
7. The relocation of any electrical and telecommunications installations shall be at the Developer's expense to the appropriate standards.

Development Engineering:

8. **Prior to approval of any affected tentative plan** the Staged Master Drainage Report must be approved. The report is to include pond report and to be prepared by a qualified Professional Engineer under seal and permit to practice stamp to the satisfaction of the City of Calgary, Water Resources and Parks. For further information contact the Development Engineering Coordinator, Development Approvals, Water Resources, 403-268-2855 or for Parks/ER related issues contact the Parks Natural Area Specialist Dave Hayman at 403-268-1588 or Dave.Hayman@Calgary.ca for further information.

The SMDP should also quantify average annual runoff volume using either a water balance spreadsheet approach or computer modelling approach.

9. **Prior to endorsement of any affected tentative plan** the applicant shall provide documentation that all the recommendations outlined in: "Phase I Environmental Site Assessment 13818, 13920, 13971 and 14111 – 15 Street NE Calgary, Alberta" by Amec,

Conditions of Approval

dated November 2013, have been addressed. Specifically, the issues identified with the former airport beacon site.

10. **Prior to endorsement of any affected tentative plan or prior to decision on stripping and grading (whichever occurs first)**, the Applicant shall provide documentation confirming that the Plains Midstream pipeline has been abandoned and removed in accordance to Alberta Energy Regulatory (AER) requirements; and that the environmental conditions of the vacant pipeline right-of-way are suitable for the intended land uses. All documents and reports shall be prepared by a qualified professional and will be reviewed to the satisfaction of The City of Calgary (Environmental & Safety Management).
11. **Prior to the approval of the affected tentative plan**, provide a slope stability report showing pre and post development conditions for any slopes in excess of 15%.
12. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Slope Stability Report, prepared by McIntosh Lalani Engineering Ltd. (File No. ML 4904), dated January 18, 2011.
 - Geotechnical Report, prepared by McIntosh Lalani Engineering Ltd (File No ML 4940), dated February 2011.
 - Geotechnical Report, prepared by McIntosh Lalani Engineering Ltd (File No ML 4940), dated February 4, 2011.
13. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
14. The developer is required to enter into a Standard Development Agreement at the time of development. Contact the Subdivision Development Coordinator, Growth Management for further information.
15. 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 boundary of the plan area.
 - c) Construct the underground utilities and surface improvements within 144 AV NE along the north boundary of the plan area.
 - d) Construct the underground utilities and surface improvements within 15 ST NE along the west boundary of the plan area.

Conditions of Approval

- 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 a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the private parcels where they abut the TUC or the CPR tracks along the boundary of the plan area.
 - g) Construct the MR within the plan area.
 - h) Construct the regional pathway within and along the boundaries of the plan area, including the area shown in the TUC, to the satisfaction of the Director of Parks.
 - i) Rehabilitate any affected ER disturbed by development activities.
16. Rehabilitate the portions of the public and private lands along the boundaries of the plan area that are damaged as a result of this development, all to the satisfaction of the Director of Parks.

Transportation:

17. In conjunction with the Initial Tentative Plan, it must be demonstrated to the satisfaction of the Director, Transportation Planning that a regional transportation network is “available,” and connects the Outline Plan area (LOC2014-0107) with Stoney Trail, in accordance with the approved Calgary Transportation Plan (CTP) and Municipal Development Plan (MDP).

“Available” is defined as follows:

- A. The ability to construct or contribute towards construction of a regional road required to provide a connection to the Tentative Plan.
- B. The ability to construct or provide financial contribution for construction of a pedestrian / active modes system to service the Tentative Plan, or pedestrian / active to connect the pedestrian walkway system serving the Tentative Plan boundary.

The Regional Transportation Network required to support the Initial Tentative Plan is defined as follows:

- 144 Avenue NE – minimum of two (1-1) paved lanes between the subject lands (Initial Tentative Plan) and 11 Street NE, inclusive;
- 144 Avenue NE – minimum of two (1-1) paved lanes between 11 Street NE and Center Street NE, inclusive.
- Center Street N – four (2-2) paved lanes from Stoney Trail to 144 Avenue N; two NB + two southbound lanes across Center Street N bridge over Stoney Trail;
- 11 Street NE – minimum four (2-2) paved lanes from Stoney Trail to 144 Avenue NE; and at minimum the Right-in Right-out ramp connection at Stoney Trail NE.

Conditions of Approval

Downgrading or removal of segments of the Regional Transportation Network would result in a reduction of the number of units that can be accommodated within the Keystone ASP lands. The design requirements for all other roadways will require review and reassessment, and any assumptions or analysis completed in support of this application would be invalid.

18. In conjunction with the Initial Tentative Plan, 144 Avenue NE connecting 11 Street NE to 15 Street NE, and 11 Street NE connecting to Stoney Trail must be constructed and open to traffic. This connection provides regional access to the proposed development, in accordance with MDP and CTP policy and guidelines.

The Developer may explore the scenarios listed, below and identify the preferred scenario that satisfied the condition:

- a) Work with area Developers on an agreement to secure and register the Ultimate road right-of-way, and work to develop an agreement that defines design and construction cost responsibilities. Design and construction of the roadway at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries. At a minimum, two (1-1) paved lanes are required on 144 Avenue NE between 11 Street NE and 15 Street NE.

OR

- b) The Developer can wait until the road plans are registered by the area Developers, and then complete an agreement that defines timing of construction as well as defines design and construction cost responsibilities.

19. Prior to endorsement of the Initial Tentative Plan, construction drawings shall be approved to the satisfaction the Director, Transportation Planning for 144 Avenue NE from along the boundary of the Outline Plan.
20. 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 144 Avenue NE along the north boundary of the Outline Plan.
21. In conjunction with the initial Tentative Plan, the Developer shall construct the boundary half of 144 Avenue NE along the north boundary of the Outline Plan. 144 Avenue NE and ancillary works to support the roadway shall be designed and constructed at the Developer's sole expense, subject to normal oversize, but no other recoveries will be provided.
22. In conjunction with each Tentative Plan or Development Permit, traffic and transportation analysis (Transportation Impact Assessment) is required to demonstrate and confirm that capacity is available on the network to support the proposed application, that the application does not exceed the available network capacity or any development cap in place at that time, and that all travel modes are accommodated in a contiguous, consistent manner. Any upgrades to the local and regional transportation network required to support the proposed application shall be designed and constructed at the Developer's sole expense, to the satisfaction of the Director, Transportation Planning.

Conditions of Approval

23. No direct vehicular access shall be permitted to or from 144 Avenue NE for the I-B lands; and a restrictive covenant shall be registered on all applicable titles **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
24. One vehicular access (only) will be permitted to or from 144 Avenue NE for the I-G lands located to the east of the S-UN(ER) lands, at the location shown on the Outline Plan. A restrictive covenant shall be registered on all applicable titles **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
25. In conjunction with the applicable Tentative Plan, Industrial streets, Primary Collector streets, and the Arterial stub of 15 Street NE south of 144 Avenue NE, shall be built to their full width to the satisfaction of the Director, Transportation Planning.
26. In conjunction with each Tentative Plan, the Developer shall register road plans for all 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 road network is required to ensure that efficient Transit routing through the plan area can be accommodated, while the two points of access to the plan area ensures residents will have two routes into and out of the area, in the event of emergency or road closures, and the ensure availability of capacity at the plan area access points.
27. In conjunction with the applicable Tentative Plan, all roads and intersections within the plan area, including access to industrial parcels shall be located, designed, and constructed at the Developer's sole expense to the satisfaction of the Director, Transportation Planning.
28. In conjunction with the applicable Tentative Plan or Development Permit, it must be demonstrated to the satisfaction of the Director, Transportation Planning that minimum emergency access to the I-G lands located east of the S-UN(ER) can be provided.
29. 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.
30. 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 driveways over the bus loading area(s).
31. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.

Conditions of Approval

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. Prior to approval of construction drawings and permission to construct surface improvements, the Developer shall provide signed copies of back sloping agreements (and Ministerial Consent, if applicable) for any back sloping that is to take place on adjacent lands.
34. In conjunction with the applicable Tentative Plan, the developer shall provide a Letter of Credit for pedestrian-actuated crossing signals that are agreed upon by the developer and 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; and
 - at mid-block crossings;

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.
35. The Transportation/Utility Corridor (TUC) shall be permanently and prominently signed in accordance with City Councils' policy and it shall also be clearly identified on the Land Use Sign for the area.
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 satisfaction of the Director, Transit and the Director, Transportation Planning.

Parks:

37. **Prior to approval of the first Tentative Plan or Stripping and Grading Permit (whichever comes first)**, an onsite meeting shall be arranged with Parks Urban Conservation to confirm that the surveyed boundaries of the Environmental Reserve (ER) lands area conform with the approved outline plan. A plan illustrating the surveyed ER boundaries must be provided to Parks in advance of the onsite meeting. Contact Parks' Ecologist Dave Hayman at 403-268-1588 to initiate this work.
38. **Prior to approval of the first Tentative Plan or Stripping and Grading Permit (whichever comes first)**, an onsite meeting shall be arranged with Parks Development Inspector to confirm the location of Environmental Reserve protection fencing. The developer shall install and maintain a temporary construction fence within private property along the shared property line with the adjacent Environmental Reserve until all construction activity has been completed. Contact Parks' Development Inspector Annie Rodrigues at 403-268-1358 for an inspection.
39. A 1.2 m fence (or Parks approved alternative) shall be maintained along the boundary of reserve (ER/MR) lands for the duration of the development.

Conditions of Approval

40. All proposed site fencing adjacent to or abutting reserve (ER/MR) lands, including footings and other components, shall be installed completely within private property.
41. **Prior to endorsement of the affected Tentative Plan**, under separate cover, the developer shall submit Landscape Construction drawings, for all Municipal Reserve lands within the Outline Plan area to Parks for review and approval. Landscape Construction Drawings shall follow the submission requirements outlined in the Parks' Development Standard Specifications: Landscape Construction (current version).

As a required component of the of Landscape Construction Drawing submission, the developer shall include a Natural Area Management Plan and a Restoration Plan, including a maintenance schedule, for the restoration and maintenance of any disturbed Environmental Reserve lands within this development. The restored area(s) shall be maintained by the developer until establishment and approved by Parks prior to Final Acceptance Certificate.
42. Development activities must ensure that suitable erosion and sedimentation controls are being implemented to protect our environment and drainage systems. Please refer to The City of Calgary's Guidelines for Erosion and Sediment Control: <http://www.calgary.ca/UEP/Water/Documents/Water-Documents/escguidelines2001-02-12.pdf>
43. Any damage to Environmental Reserve lands as a result of this development shall be restored to natural state at the developer's expense, to the satisfaction of Parks.

If disturbance occurs to Environmental Reserve lands, a Habitat Restoration Plan shall be submitted to Parks to the satisfaction of the Urban Conservation Lead.
44. Any damage to Environmental Reserve lands as a result of drainage or storm water infrastructure shall be restored to natural state at the developer's expense, to the satisfaction of Parks.
45. Any damage to boulevards or public trees as a result of this development shall be restored at the developer's expense, to the satisfaction of Parks.
46. Any damage to the existing regional pathways within and along the boundaries of the plan area must be repaired at the developer's expense, to the satisfaction of Parks.
47. All landscape rehabilitation on Parks land and assets shall be performed and inspected in accordance with Parks Development Guidelines and Standard Specifications: Landscape Construction (current edition). The disturbed area shall be maintained until establishment and approved by the Parks Development Inspector.
48. All recommendations and mitigation measures identified in the Biophysical Impact Assessment (BIA) completed for the subject lands shall be adhered to for the duration of the development.
49. Drainage from the development site into Reserve (ER/MR) lands is not permitted, unless otherwise authorized by Parks.

Conditions of Approval

50. Construction access through Environmental Reserve lands is not permitted.
51. Stockpiling or dumping of construction materials on Environmental Reserve lands is not permitted, unless otherwise authorized by Parks.
52. Retaining walls placed within Reserve (ER/MR) lands is not permitted, unless otherwise authorized by Parks.
53. Site grading of the development site shall match the grades of adjacent Environmental Reserve lands with all grading confined to private property.
54. Backsloping from the development site into adjacent reserve (ER/MR) lands is not permitted, unless otherwise authorized by Parks.
55. Private property abutting all Environmental Reserve lands shall have a minimum 300mm depth of development topsoil applied.
56. Construct all Municipal Reserve parcels within the boundaries of the plan area according to Parks' Development Guidelines and Standard Specifications: Landscape Construction (current version).
57. Construct all regional pathway routes, pathway connections and trails within and along the boundaries of the plan area, including the regional pathway link within the TUC, according to Parks' Development Guidelines and Standard Specifications: Landscape Construction (current version), including setback requirements, to the satisfaction of the Director, Parks.
58. The developer shall submit detailed Engineering Construction Drawings and Landscape Construction Drawings for the proposed Stormwater Management Facilities to both Water Resources and Parks for review.
59. Plant all public trees in compliance with the approved Public Landscaping Plan.
60. Any Low Impact Development (LID) component drainage proposed shall not conflict with the pathways in any part of the subdivision.
61. All local and regional pathways shall be located outside of the high water line of storm ponds.