

Conditions of Approval

Planning

1. If a Residents Association is formed, it shall be comprised of all residents in the community and all impacted titles within the plan area shall have a restrictive covenant registered on title identifying the financial and maintenance responsibility of said parcels to the Residents Association, all to the satisfaction of the Subdivision Authority and the Director, Parks.
2. If applicable, prior to approval of the initial Tentative Plan, the special conditions addressing the formation and maintenance/financial responsibilities of the Residents Association shall be applied as a condition of subdivision approval to the satisfaction of the Approving Authority.
3. Existing buildings that are to be removed are to be done so prior to endorsement of the affected subdivision application.
4. With each Tentative Plan, the developer shall submit a density phasing plan indicating the intended phasing of Subdivision within the Outline Plan area and the projected number of dwelling units within each phase and demonstrating compliance with minimum required densities in accordance with the Area Structure Plan.
5. Prior to approval (and submission of construction drawings) of the first affected subdivision application, the proposed community and street names must be approved by City Council by Bylaw.
6. In conjunction with the applicable subdivision application, the Developer is responsible to ensure all infrastructure can be constructed in accordance with the applicable standards and regulations at the time of development.
7. A uniform screening fence (with gates where appropriate) of high quality material requiring minimum maintenance, be provided at the developer's expense where a development is adjacent to an MR area; the design of such fence shall be to the satisfaction of the Approving Authority.

Development Engineering

8. **Prior to approval of the first Tentative Plan or Development Permit**, finalize the Staged Master Drainage Plan (SMDP) by addressing any comments/details that may be outstanding to the satisfaction of the Manager of Infrastructure Planning (including any supporting documentation such as the hydrogeology report as may be required). The Developer is proceeding at their own risk and will be responsible for any additional conditions identified as part of the acceptance of the final report. In the event that the pond size is required to change, it is the Developer's responsibility to accommodate the required changes within their plan, or apply for an amendment to the Outline Plan for the affected portions if necessary.

Please note: Until the Master Drainage Plan is completed and the ultimate servicing for this area determined, development in this area will be restricted to zero discharge/release.

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9. **Prior to approval of the affected Tentative Plan(s) or Development Permit(s),** finalize the Developer shall provide confirmation that the recommendations outlined in the report titled: “Phase I Environmental Site Assessment of 10700 – 17 Avenue SE, Calgary, Alberta”. (Troy Environmental Consulting, 2018) were completed. All information submitted will be reviewed to the satisfaction of the City of Calgary (Environmental and Safety Management).
10. At the time of approval, this Outline Plan is located within an area that had a recent removal of the Growth Management Overlay (GMO). As a result there is currently no schedule or design confirmed to construct the required infrastructure to service the plan area (water feedermain loop, sanitary trunk mains, storm trunk mains and outfall, etc.); therefore, the Developer is proceeding at their own risk. Conditions of Approval may be added, removed, or modified at the Tentative Plan application stage to reflect the future servicing requirements.

If at the time of proposed development the required infrastructure required to service this area is not available, **prior to approval of the first Tentative Plan and/or Development Permit**, confirmation of a suitable plan/strategy to construct the required feeder mains and trunk mains to service this area is required, including acquisition of the necessary right-of-way (at the Developer's expense), and entering into a construction agreement.

Please note the following servicing requirements:

WATER

The 900mm Belvedere East Feedermain requires extension east along Memorial Drive from 68 Street NE to 100 Street SE (Phase 1), and south along 100 Street SE to 17 Avenue SE (Phase 2) This must also be supported by a 400mm developer constructed water main along 17 Avenue SE from 84 Street SE to complete a loop.

SANITARY

A sanitary trunk is required to be extended from 84 Street SE and Peigan Trail SE east to 100 Street and then north to 17 Avenue SE. A preliminary design is required to determine the alignment and grades, and to confirm it can service the Outline Plan area by gravity **prior to approval of the first Tentative Plan and/or Development Permit**.

STORM

Until the ultimate storm servicing for this area has been determined and is available, development in this area will be restricted to zero discharge/release. As the plan does not include a stormwater management facility that can accommodate zero discharge at full build-out, total area of development will be restricted to a size that can be accommodated by the proposed facility until such time as storm servicing is available.

If an interim stormwater strategy is proposed to expand the development area supported by the zero discharge pond by directing water to an alternate location, this must be reviewed and accepted to the satisfaction of the Director of Water Resources in accordance with City of Calgary standards and guidelines **prior to approval of the affected Tentative Plans and/or Development Permits**. The Developer is responsible

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for the construction and ongoing maintenance and operation of the interim infrastructure and shall enter into a long term maintenance and operation agreement with The City. Any offsite areas used for stormwater will require easements and agreements to be in place to protect the long term use of the land for stormwater disposal. If the interim solution requires a pump house or other infrastructure within the plan area, it shall be located within a road or public utility lot.

11. At the time of approval, this Outline Plan is located within an area that had a recent removal of the Growth Management Overlay (GMO). As a result there is currently no schedule confirmed to construct the required Fire Station to service the plan area and the Developer proceeds at their own risk. The plan area is located outside the Council Approved Standard for 7 & 11 minute Fire response and the 10 minute Alberta Building Code standard.

The City of Calgary Fire Departments supports the future growth of the city with the New Community Growth Strategy. Longer emergency response times lead to negative citizen outcomes including larger fires and critical medical emergencies. If at the time of proposed development the required fire station(s) to service this area is not available, **prior to approval of the affected Tentative Plans and/or Development Permits**, confirmation of a suitable plan/strategy to provide Fire Services for this area and manage building code requirements for the interim is required.

12. **Prior to approval of the first Tentative Plan or Development Permit**, finalize the Sanitary Servicing Study (SSS) by addressing any comments/details that may be outstanding to the satisfaction of the Manager of Infrastructure Planning. The Developer will be responsible for any additional conditions identified as part of the acceptance of the final report(s). The report is to be prepared by a qualified Professional Engineer, under seal and permit to practice stamp, and submitted for review and acceptance to WA-ResourcesDevelopmentApprovals@calgary.ca.

The study shall include the preliminary design to determine and demonstrate the ultimate sanitary servicing as proposed by Water Resources utilizing the 100 Street SE route to the south west of the plan area. The exact routing and the associated right-of-way/agreement requirements to connect this trunk main to the existing trunk near 84 Street SE and Peigan Trail SE shall also be determined in this study. The Outline Plan area must be able to drain by gravity to the 100 Street SE trunk main. For further information, contact Water Resources – Development Approvals, (403) 268-4993. The Developer is proceeding at their own risk and it is the Developer's responsibility to accommodate any required changes within their plan, or apply for an amendment to the Outline Plan for the affected portions if necessary.

13. **Prior to approval of the first Tentative Plan or Development Permit**, submit an updated conceptual water network servicing plan and conceptual site grading plan for the proposed Outline Plan to Water Resources for review and acceptance.

Please note: the 900mm Belvedere East Feedermain is required for the plan area based on the projected population and jobs submitted in the business case and the required fire flows. The feedermain requires extension east along Memorial Drive from 68 Street NE to 100 Street SE, and south along 100 Street SE to 17 Avenue SE. The feedermain extension is to be supported by a 400mm Developer supplied water main along 17 Avenue SE from 84 Street SE to complete the loop. The exact routing and the

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associated right-of-way/agreement requirements to extend these feeder mains shall also be determined with this submission. With each future phase of subdivision, the water network shall be reviewed again as it may need to change depending on the timing of phases and availability of connections.

14. **Prior to approval of the first Tentative Plan or Development Permit**, submit documentation demonstrating that the required rights-of-way have been acquired for the above mentioned water feeder main and the sanitary trunk sewer, all to the satisfaction of the Manager of Infrastructure Planning. Prior to acquisition, the proposed alignment details are to be reviewed and approved by the Manager of Infrastructure Planning.
15. All technical details and reports associated with this Outline Plan have been accepted on a conditional basis referencing the guidelines and standards of the day. The Developer is responsible to update all such details and reports as may be required at the time of development/construction to reflect the applicable requirements at that time. The Developer is responsible to ensure all infrastructure can be constructed in accordance with the applicable standards and regulations at the time of development. If such an update impacts the layout during the review of the detailed engineering construction drawings, it is the Developer's responsibility to accommodate the required changes within their plan, or apply for an amendment to the Outline Plan for the affected portions if a significant change is necessary.
16. This Outline Plan contains a pond to manage stormwater, however, the plan area cannot be developed until such time that the ultimate water and sanitary servicing is available. The Staged Master Drainage Plan (SMDP) developed for this Outline Plan has an expiry date of 5 years from the date of the Outline Plan approval because guidelines, standards, and regulations may change from time to time. If subdivision and construction of the pond and a portion of the catchment area does not commence within 5 years of approval, the Developer shall be required to update the SMDP as may be deemed appropriate, to the satisfaction of the Manager of Infrastructure Planning. If such an update impacts the layout or size of the ponds, it is the Developer's responsibility to accommodate the required changes within their plan, or apply for an amendment to the Outline Plan for the affected portions if necessary.

Please note that the subject plan area should be subject to stormwater volume control measures. At the time of Outline Plan approval, volume controls were voluntary in this catchment. Until City-wide volume control targets are finalized through the stormwater target studies, it is advised that the applicant be flexible with the design of the storm ponds to consider a 40 mm runoff volume target which may be applied in the future at the time of development of the affected ponds/wetlands. Low Impact Development and stormwater source control is recommended.

17. **Prior to approval of the first tentative plan**, provide a letter, for review and acceptance, under seal and permit to practice stamp, from a qualified Geotechnical Engineer that verifies the existing Geotechnical Report prepared by McIntosh-Lalani (File No. M-L 8436), dated January 29 2018 remains valid based on the latest information/details for the proposed development, OR, submit an updated report.

Prior to approval of any tentative plan, submit a geotechnical assessment and recommendations of the damp-proofing and/or waterproofing requirements for the

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underground structures. The entire content of Report Limitations contained in the Section 5.3 of the City of Calgary Geotechnical Report Guidelines for Land Development Applications should be included in the report.

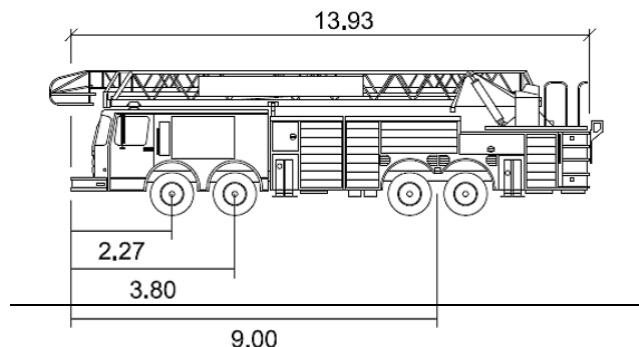
Prior to approval of any tentative plan, submit a slope stability report if any existing or final design slopes on or adjacent to the development exceed 15%.

If required, a Development and Geotechnical Covenant may be registered against the affected lot(s) concurrent with the registration of the final instrument/prior to release of the development permit, prohibiting the development of the lot(s), except in strict accordance with the development restriction recommendations in the Geotechnical Reports.

18. The stormwater pond(s) included within this Outline Plan will include Public Utility Lots (PUL) for the inlet and outlet pipes, control structures, and oil/grit separators. Any large oil/grit separators are required to be located within a PUL to avoid conflict with other utility (or tree) line assignments within the road and to ensure regular maintenance activities will be safe for the operators and not impact traffic flow. **Prior to approval of the affected Tentative Plan(s)**, a preliminary design and report shall be submitted to the satisfaction of Water Resources and Parks for the proposed infrastructure to determine the exact PUL size and configuration. The PUL shall be sized to allow for adequate space around all underground infrastructure for the required excavation. The Developer is responsible for making the adjustments to the Land Use boundaries as may be required, and if the adjusted PUL impacts a municipal reserve (MR) site, the loss of MR shall be reallocated elsewhere within the plan.
19. This Outline Plan includes overland flow channels for the conveyance of natural drainage. As per the supporting details provided, the maximum side slopes for the channels shall be 4H:1V.
20. **Prior to endorsement of the affected legal plans or issuance of affected construction permissions**, submit evidence that Water Act approval has been obtained for any changes/disturbances of the existing natural wetlands (both on-site and off-site), including any proposed discharges into natural wetlands.
21. Throughout the phased construction of the development, each construction phase must meet the minimum fire access standards. Any group of dwelling units of 100 or more require 2 accesses, and 600 or more require 3 accesses. Furthermore, if the road to access the plan area is longer than 120m, an emergency access road is required. If the road to access the plan area is longer than 200m, a secondary public access street is required.
22. This Outline Plan includes customized road cross sections with the possibility of curb extensions and other special intersection geometry. **Prior to approval of the affected Tentative Plan(s)** (any plan that includes a custom / non-standard road cross section), subdivision application submissions shall include detailed plans indicating the vehicle sweeps and all turning movements (templating) for the below fire truck as well as the City standard waste and recycling vehicle. All intersections shall be designed to safely and comfortably accommodate these vehicles (no conflicts with curbs, medians, opposing traffic, etc.). All roads, intersections, and traffic islands shall be designed to

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meet the minimum Fire Access Standards and provide a minimum clear space of 6.0m. The Developer shall provide any additional road right-of-way space as may be required.



CFD_Bronto_Skylift

meters

Width	: 2.57
Track	: 2.57
Lock to Lock Time	: 6.0
Steering Angle	: 47.5
Turning Radius	: 10.18

Furthermore, some cross sections have less than 6.0m clear road width requiring a custom detail for a mountable curb /sidewalk / cycle track to meet the required minimum Fire Access standard. **Prior to approval of the affected Tentative Plans and/or Development Permits**, the applicant shall submit the custom design details for the narrow roads to the satisfaction of the Manager of Infrastructure Planning and the Director of Roads demonstrating it meets both the fire and road design standards. All portions of the Access Route shall be designed to carry the minimum load of 38,556kg (85, 000lbs) and be able to support the National Fire Protection Association 1901 point load of 517kPa (75 psi) over a 2'-0" x 2'-0" (4 sq. ft.) area. No street furniture (including street signs) can be placed within the designated Fire Access Route space. Curbs shall be designed to be easily mountable similar to the "low profile rolled curb crossing A" detail (spec 454.1003.002 or comparable). Mountable sidewalks shall be uniquely designed to be clearly/visibly distinguishable from standard sidewalks.

At the time of construction drawing submission for all subdivision applications, all road cross sections shall be reviewed to confirm they meet the minimum Fire Access Standards. Any roads found to be deficient shall be amended accordingly.

23. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Geotechnical Report, prepared by McIntosh-Lalani (File No. M-L 8436), dated January 29 2018 and the associated damp-proofing and/or waterproofing requirements for the underground structures.
24. **Prior to approval of any Tentative Plan**, submit an electronic version of a Deep Fills Report to the Development Engineering Generalist if the proposed subdivision applications that have fills in excess of 2.0m, or if the proposed development will not have any fills in excess of 2.0m, submit a letter to that effect signed and sealed by a professional Geotechnical Engineer.

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The report must be prepared by a qualified Geotechnical Engineer under seal and permit to practice stamp to the satisfaction of the Geotechnical Engineer, Roads. The report is to identify lots to be developed on fills in excess of 2.0m above original elevations within the Plan area. The report must also state whether the lots to be developed on these fills will require any specific development restrictions.

If required, a Development and Geotechnical Covenant may be registered against the affected lot(s), prohibiting the development of the lot(s), except in strict accordance with the development restriction recommendations in the Deep Fills Report.

25. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources. All lots shall have direct access to public mains located within a public road. This plan includes some large blocks of land that may require additional public roads and utilities if further subdivision is proposed.
26. The Outline Plan includes a proposal for a private lake. **Prior to approval of the affected tentative plan(s)**, the Developer shall demonstrate a viable water source to fill and maintain the lake. The Developer may make application to The City of Calgary at the time of development for a Water Servicing Agreement for the proposed lake, however, the approval of the Outline Plan in no way guarantees that The City will be able to supply the requested water. The Developer is responsible to secure an alternate water source/supply if necessary.
27. The Developer shall provide utility rights-of-way within private land for all required shallow utilities servicing the plan area.
28. The developer is required to execute a Standard Development Agreement at the time of development **prior to endorsement of any subdivision Legal Plan** and/or **prior to release of a Development Permit**. Off-site levies, charges and fees are applicable. Contact the Infrastructure Strategist, Calgary Approvals Coordination for further information at 403-268-2493 or email david.berge@calgary.ca or urban@calgary.ca.
29. 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 and along the boundary of the plan area.
 - c) Construct the underground utilities and surface improvements within the north two lanes of the divided urban boulevard within 17 Avenue SE, along the south boundary of the plan area.
 - d) Construct the underground utilities and surface improvements within the west two lanes of the four (4) lane divided arterial within 116 Street SE, along the east boundary of the plan area.

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- e) Construct the underground utilities and surface improvements within the full width of TwinHills Ridge SE, along the north boundary of the plan area.
 - f) Construct the underground utilities and surface improvements within the full width of TwinHills Way SE, along the west boundary of the plan area.
 - g) 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.
 - h) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the residential lots where they abut Municipal Reserve, Environmental Reserve, neighborhood/urban boulevards, arterial roads, primary collectors, etc. within and along the boundary of the plan area.
 - i) Construct the Municipal Reserve and Municipal School Reserve within the plan area.
 - j) Construct/rehabilitate the Environmental Reserve as may be required within the plan area.
 - k) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
 - l) Rehabilitate any portions of public and/or private land or infrastructure that are damaged as a result of this development, all to the satisfaction of the City of Calgary.
30. **Prior to endorsement of the affected legal plans or issuance of affected construction permissions**, submit evidence that Water Act approval has been obtained for any changes/disturbances of the existing natural wetlands (both on-site and off-site), including any proposed discharges into natural wetlands.
31. **Prior to issuance of any construction permissions**, an Erosion and Sediment Control Report and Drawings for the development site shall be submitted to the satisfaction of the Manager of Infrastructure Planning. The report and drawings shall follow the latest version of The City of Calgary Guidelines for Erosion and Sediment Control.

Transportation

32. In conjunction with each Tentative Plan or Development Permit, a technical memorandum will be required to the satisfaction of Director, Transportation Planning. The memorandum will outline the proposed phases' unit / square footage numbers, trip generation, and required regional and local roadway network to demonstrate and confirm the capacity that is available on the regional and local road network and recommend infrastructure improvements where required. It is also, to ensure all travel modes are accommodated in a contiguous and consistent manner.

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The regional transportation infrastructure necessary to service this development may include:

- Interchange improvements at 17 Avenue SE/Stoney Trail
- Highway 1 interchange at 116 Street SE
- Highway 1 bridge structure over CP rail improvement for the westbound direction
- 116 Street SE upgrade connecting to regional road network

33. In conjunction with each Tentative Plan, functional-level plans shall be submitted as a component of the Tentative Plan submission package to the satisfaction of the Director of Transportation Planning. The package shall include staged development of arterial and collector standard roadways, inclusive of the staged development of at-grade intersections and future grade separation, where applicable. Additional road Right-of-way may be required to accommodate transitions and local widenings at intersections.
34. In conjunction with the applicable Tentative Plan, the Developer shall enter into a Development Agreement for the offsite improvements necessary to service the development. The offsite improvements include:
- o 17 Avenue SE 4 lane cross section as per the 17 Avenue Corridor Study from 100 Street SE to 84 Street SE
 - o Signalized intersections on 17 Avenue SE along the south boundary of the development as per 17 Avenue Corridor Study
 - o Intersection improvements at 17 Avenue SE / 100 Street SE
 - o Intersection improvements at 17 Avenue SE / 116 Street SE

The above improvements and ancillary works to support the roadway shall be designed and constructed at the Developer's expense, subject to normal oversize, endeavours to assist and boundary cost recoveries.

35. In conjunction with the initial Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning along the entire south boundary of the Outline Plan to facilitate the ultimate Right-of-Way requirement of 17 Avenue SE as per the Outline Plan cross section.
36. In conjunction with the Initial Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for 16 m of Right-of-way on 116 Street SE along the entire east bound of the Outline Plan. The Inter municipal Interface Policy Project is underway between City of Calgary and City of Chestermere, pending the outcome of this project, the right-of-way requirement for 116 Street SE may be greater than the 36m Arterial roadway as shown in the Outline Plan. Additional public realm elements may need to be accommodated with the landscape buffer along 116 Street SE to be determined at the applicable Tentative Plan.
37. 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:
- o Where commercial areas are concentrated;
 - o Where the grades and site lines are compatible to install bus zones; and
 - o Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.

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38. In conjunction with the applicable Tentative Plan, 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).
39. In conjunction with the applicable Tentative Plan, no direct vehicular access shall be permitted to Twinhills Boulevard SE and Twinhills Lake Drive SE for all R-G residential lots. Vehicular access shall be provided via rear lanes. 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.
40. In conjunction with the applicable Tentative Plan, no direct vehicular access shall be permitted to residential streets containing a regional pathway within the boulevard. 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.
41. In conjunction with the applicable Tentative Plan, collector standard roads (and below) shall be built to their full width to the satisfaction of the Director, Transportation Planning.
42. In conjunction with each Tentative Plan, the Developer shall register road plans for Collector standard roadways within the subject lands to the satisfaction of the Director, Transportation Planning that provides continuous active modes and vehicle routing through the community with at least two points of public access around the Tentative Plan boundary to the arterial road network.

The continuous collector road network is required to ensure that efficient Transit routing through the plan area can be accommodated, while the tow 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.

43. 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 all roadways within the plan area, as well as boundary roads. Construction drawing review may require changes to proposed right-of-way to meet the approved design.
44. In conjunction with the applicable Tentative Plan, all roads and intersections within the plan area shall be located, designed, and constructed at the Developer's sole expense to the satisfaction of the Director, Transportation Planning.
45. In conjunction with the applicable Tentative Plan or Development Permit, access to multi-family and commercial sites shall be located and designed to the satisfaction of the Director, Transportation Planning.
46. In conjunction with the applicable Tentative Plan or Development Permit, 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

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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.

47. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
48. In conjunction with the applicable Tentative Plan or Development Permit, all community entrance features must be located outside the public right-of-way.
49. In conjunction with the applicable Tentative Plan, 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.
50. 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;
 - at mid-block crossings on Twinhills Boulevard SE at the local pathway adjacent to the Overland Flow Channel crossing;
 - at mid-block crossings on Twinhills Ridge SE at the local pathway adjacent to the Overland Flow Channel crossing;
 - 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.

51. In conjunction with the applicable Tentative Plan, a Public Access Easement and right of way plan shall be executed and registered on title concurrent with the registration of the final instrument at the Tentative Plan stage between the M-1 area 2.57ha parcel and the C-O area 3.83 parcel to accommodate pedestrian connection from TwinHills Crescent SE to the local pathway along the overland flow channel.
52. In conjunction with the applicable Tentative Plan or Development Permit, a Mutual Access Easement Agreement and right of way plan shall be executed and registered on title concurrent with the registration of the final instrument at the Tentative Plan stage on the C-C1 area 1.3 parcel along 116 Street to provide access to the parcel south of the outline plan area.

Parks

53. 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

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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 provide the City of Calgary Parks department with a copy of the agreement entered into with the Province of Alberta or its agent that provides for compensation for the loss or alteration of the Class III and above wetland(s).

54. Pursuant to Part 4 of the Water Act (Alberta), the applicant shall promptly provide a copy of the Water Act approval from Alberta Environment to The City of Calgary Parks department.
55. Until receipt of the Water Act approval by the applicant from Alberta Environment, the wetland(s) shall not be developed or disturbed in anyway and shall be protected in place.
56. The developer shall minimize stripping and grading within the Environmental Reserve. Any proposed disturbance within the ER, including that for roadways, pathways, utilities, and storm water management infrastructure, shall be approved by Calgary Parks **prior to stripping and grading**.
57. The developer shall install and maintain a temporary construction fence on the private property line with the adjacent Environmental Reserve to protect public lands **prior to the commencement of any stripping and grading related to the site** and during all phases of construction. Contact the Parks Development Inspector (Mobile 403-804-9417) to approve the location of the fencing prior to its installation.
58. 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.
59. When a Regional Pathway is also to be used as a service vehicle access road, the pathway is to be constructed to a Residential Road standard so that the pathway can support the weight of maintenance vehicles.
60. Prior to the approval of the affected Tentative Plan, it shall be demonstrated through concepts and cross-sections that the local and regional pathways around the wetland complex are located outside of the high water line.
61. Construct all regional pathway and Green Corridor 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.
62. Plant all public trees in compliance with the approved Public Landscaping Plan.
63. **Prior to approval of the tentative plan or stripping and grading permit** (whichever comes first), an onsite meeting shall be arranged to confirm that the surveyed boundaries of the environmental reserve area meet Parks' approval. A plan illustrating the surveyed ER boundaries must be provided to Parks in advance of the onsite meeting.

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64. **Prior to the approval of the affected tentative plan**, the developer shall confirm fencing requirements adjacent to MR and ER parcels to the satisfaction of the Director, Calgary Parks.
65. **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.
66. Rehabilitate all portions of the MSR/MR lands within or along the boundaries of the plan area that are damaged as a result of this development, all to the satisfaction of the Director, Parks.
67. The developer shall restore, to a natural state, any portions of the environmental reserve lands within or 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.
68. Any development or grading related to permanent disturbance which results from storm water infrastructure within lands designated as environmental reserve, requires approval from the Director of Parks.
69. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
70. The developer shall register a Deferred Reserve Caveat in the amount of 4.79 hectares on the title of 4;28;24;17;NW to ensure the provision of Municipal and Municipal School Reserve in the area at such time as a future subdivision of the site takes place. To allow for this deferred reserve. As per JUCC's decision, **prior to approval of the affected subdivision application**, the applicant must provide written consent letter(s) to the City, signed by all owners registered on the aforementioned title, that the registration of the deferral of reserve is acceptable to the owners.
71. This application includes a provision for deferring reserve to the parcel of 4;28;24;17;NW. Should the Land Titles Office not allow a Deferred Reserve Caveat to be registered, all reserves shall be provided in the subject outline plan area.
72. **Prior to the approval of the affected tentative plan**, finalized concept plans for all MR sites and ER lands (where pathways are proposed in the ERs) shall be submitted for Parks' review and approval. The concept plans will need approval from Parks prior to proceeding with preparing construction drawings, as the plans submitted at the outline plan stage may be subject to changes as per Parks' requirements.
73. Agreements will be required for each park that is designed with standards above what are listed in Parks development Guidelines and Standard Specifications (current version).
74. Optional Amenities Agreement is required for the following features on MR lands: splash pad, central bell Tower entrance arches, central coniferous tree features, etc. Fruit trees proposed on MR lands will need a License of Occupation.

Conditions of Approval

75. Point source drainage shall not be permitted into ER or MR/MSR extents. Sheet flow drainage or its equivalent towards Reserve extents shall be reviewed on a case by case basis, and will only be accepted if the runoff is required to supplement wetland habitats.
76. All stormwater related infrastructure that is required to handle drainage from private lots (including pipes, catch basins and concrete swales, etc) shall be located in PUL, road right of way(s) or on private property and not on MR or ER lands throughout the entire Outline Plan area.
77. The applicant must contact Alberta Environment and Parks if Water Act Approval is required for relocating the man-made drainage channels and, if so the applicant must obtain relevant approvals from the Province.