

Conditions of Approval

The following Conditions of Approval shall apply:

Subdivision Services:

1. The existing buildings shall be removed prior to endorsement of the final instrument.
2. Relocation or removal of utilities shall be at the expense of the developer and to the appropriate standards.
3. The Standard City of Calgary Party Wall Agreement regarding the creation of separate parcels for semi-detached units shall be executed and registered against the titles **concurrently with the registration of the final instrument.**
4. The Developer shall submit a density phasing plan with each Tentative Plan submission, showing the proposed phasing within the Outline Plan area and the projected number of dwelling units within each phase to demonstrate compliance with the minimum required densities of the Area Structure/Community Plan and Municipal Development Plan.
5. Decorative street lighting (known as the McKenzie Towne Style or the 5 metre Traditional 17 Ave Style) shall be installed at the developer's expense. This style of street light is consistent with the lights installed in the development west of the plan area.

Development Engineering:

6. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Preliminary Geotechnical Evaluation – Proposed Residential Development – 17 Avenue & 77 Street SE – Calgary Alberta, prepared by Tetra Tech EBA (File No C12103479-01), dated March 2015.
 - Slope Stability Review, Springbank Hill – 17 Avenue and 77 Street – Calgary, Alberta, prepared by McIntosh Lalani Engineering Ltd. (File No. ML 9060), dated February 15, 2019.
 - Hydrogeological Investigation – Truman Springbank Hills Groundwater Seepage Near Community of Springbank Hills, Southwest Calgary, Alberta, prepared by Waterline Resources Inc. (File No. 3068-18-001) dated January 25, 2019.
7. **Prior to affected tentative plan/development permit approval**, submit a Post-Development Slope Stability Assessment (analyzing the plan under anticipated post-development conditions (anticipated grading, building surcharges, road surcharges etc. incorporated into analysis as per City of Calgary Geotechnical Report Guidelines for Land Development Applications). Alternatively, provide a letter signed and stamped by a professional geotechnical engineer for the development noting that no slopes in excess of 15% are proposed.
8. Multifamily sites within the plan area may require additional access points depending on the final building layout and/or total number of units to meet City of Calgary Fire Access Standards. Sites with over 100 dwelling units require a secondary public access. A third access is required for sites in excess of 600 dwelling units two of which must be public.

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Note: Restrictions on the location of public accesses to multi-family sites may be enforced at tentative plan/development permit by Transportation due to classification of adjacent roads and proximity of nearby intersections. As a result, permitted unit counts for multifamily sites may need be restricted **at tentative plan/development permit** to meet Fire Access Standards.

9. **Prior to the first tentative plan/development permit approval**, confirm if a Deep Fills Report is required. As per the review of the '*Preliminary Geotechnical Evaluation – Proposed Residential Development – 17 Ave and 77 ST SE – Calgary Alberta*' Prepared by Tetra Tech EBA (dated March 2015 – File C12103479-01), condition was to 'The developer/geotechnical consultant to confirm if a deep fills report is required as per City's guidelines'.

Submit an electronic version of a Deep Fills Report to the Development Engineering Generalist. 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.

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.

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

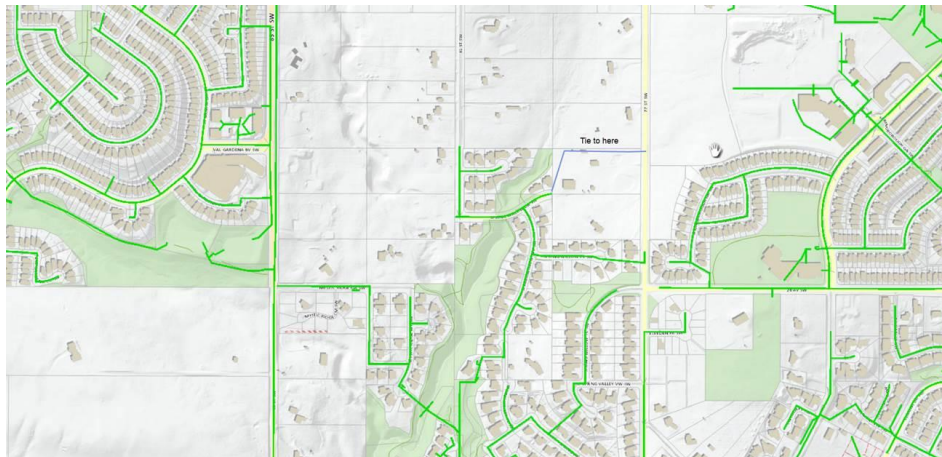
10. The Hydrogeological Investigation, prepared by Waterline Resources Inc., and dated January 25, 2019 notes that further groundwater monitoring and study are required to "determine the optimal groundwater control measure(s) required to construct and maintain the proposed development". **Prior to approval of the affected tentative plan/development permit**, submit a final (or supplementary) Hydrogeological Investigation for approval.

Note that a peer review of the Hydrogeological Report may be required prior to acceptance of the report (to be determined by the Development Engineering Generalist following submittal of the report). If so, a certified cheque made payable to The City of Calgary will be required for completion of the peer review. Contact the Development Engineering Generalist for more information.

11. Servicing for this site is not yet fully resolved. As a result, **prior to approval of the first tentative plan/development permit**, water, sanitary, and storm servicing for the Outline Plan area is to be fully resolved to the satisfaction of Water Resources.

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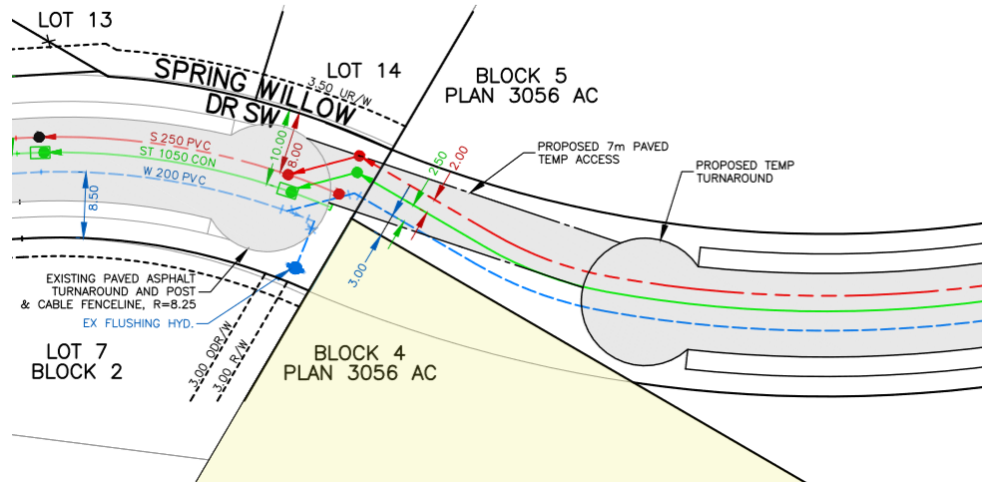
12. Stormwater discharge is to be less than or equal to 41L/s/ha with a tie in to the existing pipe at Spring Willow Drive SW (see below). Note that the pipe needs to be oversized to accommodate others. Work with Ambrose and Church sites to determine their tie in point and the allowable release rate from their sites.



Should the criteria indicated above not be met, approval of the Staged Master Drainage Plan (SMDP), will be required **prior to approval of the first tentative plan.**

13. **Prior to approval of the first tentative plan**, submit a phasing plan such that utility servicing timelines are known.
14. Register on all affected titles, a utility easement (or the ultimate road right of way if applicable must be dedicated) for any proposed public underground utilities **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 endorsement of the tentative plan.**
15. An 8.0m S-CRI UROW is indicated on the plans. Depending on the depth of the utilities, a 9.5m utility right of way may be required. If a 9.5m right of way is deemed required by water resources and cannot be achieved to the satisfaction of Water Resources and Parks, then encasement may be required.
16. It is understood that a temporary access road complete with temporary underground utility line assignments may be required to connect this plan area to existing Spring Willow Drive SW (see figure below). Any servicing (water/sanitary/storm) shifted out of the regular line assignment will be considered interim and won't be eligible to receive a CCC or FAC until such time as the ultimate infrastructure in the correct line assignment is in place. All interim services must be a minimum of 3.0m offset from private property lines to ensure installation and maintenance can occur without impacting adjacent property.

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17. **Prior to tentative plan approval**, a stormwater management report (SWMR) will be required to be submitted to Water Resources, Development Approvals. Prior to starting the preparation of the SWMR report, please discuss with Water Resources for the preferred approach. Please contact Development Approvals at 403-268-5697.
18. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
19. Several R-G lots on the south side of the plan will likely require waste and recycling pickup to come directly off of 77th Street SW or Spring Willow Drive SW. Depending on the results of the ongoing TIA and the final road classifications of 77th Street SW and Spring Willow Drive SW, waste and recycling trucks may not be permitted to stop on 77th Street SW or Spring Willow Drive SW for safe waste and recycling pickup. As a result, **at tentative plan**, a reconfiguration of the R-G parcels and/or a lane may be required to allow for safe waste and recycling pickup as per City of Calgary standards. **Note that this may require a non-conforming tentative plan.**
20. **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.
21. 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.

NOTE for cost sharing conditions below - Cost sharing obligations to be refined/resolved at the first tentative plan from this outline plan area – The details of servicing are still being resolved (Sanitary & Storm).

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22. There are currently two regional sanitary service options available to landowners in this area of Springbank Hill. A meeting will be held with affected landowners in July 2019 to determine which regional Option will be selected. Since this site is expected to connect to existing infrastructure at Spring Willow Drive SW regardless of the regional option that is selected, only the cost-sharing and payment obligations will be impacted by the regional option that is selected.

Option A – A developer funded extension to connect some sites to 85 Street SW.

If Option A is selected, the developer of this site will be required to upgrade/construct required infrastructure with standard cost-sharing, payments, and endeavours to assist. **Associated cost-sharing obligations and endeavours for Option A will be refined at the tentative plan stage if Option A is selected as the regional sanitary option.**

Option B – City of Calgary Water Resources front-ended pilot project which will upgrade several segments of existing infrastructure.

If Option B is selected, the developer of this site will be required to pay for their share of the upgrade as per documentation submitted to affected landowners by Water Resources. **Associated cost-sharing obligations for Option B (including reimbursement of the City for front-ended sanitary upgrades) will be refined at the tentative plan stage if Option B is selected as the regional sanitary option.**

23. **Prior to release of the Development Permit or Prior to Endorsement of the final instrument**, make satisfactory cost sharing arrangements for part cost of the 69 Street SW Storm pond contribution.
24. **Prior to release of the Development Permit or Prior to Endorsement of the final instrument**, make satisfactory cost sharing arrangements with Springbank Lands Company Ltd. for part cost of the existing storm sewer, sanitary sewer and watermain in 17 Avenue SW that was paid for and/or constructed by Springbank Lands Company Ltd. under Aspen Woods, Phase 01 (2004-025).
25. **Prior to release of the Development Permit or Prior to Endorsement of the final instrument**, make satisfactory cost sharing arrangements with Springbank Lands Company Ltd. for part cost, on a per hectare basis, less the payment for oversize, for the existing storm 85 Street S.W. Private Storm Trunk, by Springbank Lands Company Ltd. under Aspen Woods, Phase 01 (2004-025).
26. **Prior to release of the Development Permit or Prior to Endorsement of the final instrument**, make satisfactory cost sharing arrangements with Springbank Lands Company Ltd. for part cost of the existing storm water wet pond constructed in Lot 2PUL in Block 1, that was paid for and/or constructed by Springbank Lands Company Ltd. under Aspen Woods, Phase 01 (2004-025).

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27. **Prior to release of the Development Permit or Prior to Endorsement of the final instrument**, make satisfactory cost sharing arrangements with Springbank Lands Company Ltd. for part cost of the private utilities in 17 Avenue SW, constructed by Springbank Lands Company Ltd. under the 17th Avenue SW Upgrading – Springbank Land Company Ltd. Special Development Agreement.
28. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit**, make repayment arrangements with the City of Calgary for part cost of the existing, paving (5.75 metres), sidewalk, curbs and gutters and street lighting installed in 17 Avenue SW that were constructed by Springbank Lands Company Ltd. under Aspen Woods, Phase 01 (2004-025) subdivision (and financed through Roads Program 204 (432695).

Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email 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 the full width of 77 Street SW, along the east boundary of the plan area.
 - c) Construct the underground utilities and surface improvements within the full width of 19th Avenue SW in the area south of the M-U1 parcel. Construction the underground utilities and surface improvements within the south lanes of 19th Avenue SW west of the M-U1 parcel along the north plan boundary.
 - d) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required along the boundaries of the plan area.
 - e) Construct the onsite and offsite storm water management facilities (wet pond, wetlands, etc.) to service the plan area according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing.
 - f) Construct the MR within the plan area.
 - g) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
 - h) The Developer shall make payment to the City for their share of the East Springbank Servicing Study.

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Transportation:

30. **In conjunction with the Initial Tentative Plan**, the Developer shall construct Spring Willow Drive, from 77 Street SW to the west boundary of the plan area (connecting to existing stub) to the satisfaction of the Director, Transportation Planning. Spring Willow Drive shall be designed and constructed at the Developer's sole expense.
31. **In conjunction with the applicable Tentative Plan** that includes the parcels bounding 17 Avenue SW and 77 Street SW, the Utility right-of-way along 17 Avenue SW shall be dedicated to the satisfaction of the Director, Transportation Planning. The Utility right-of-way shall include lands to accommodate the future West LRT extension, including any ancillary features (retaining wall structures, operations and maintenance access easement, and grading) necessary to accommodate Utility requirements.
32. **In conjunction with the applicable Tentative Plan** that includes the parcels bounding 17 Avenue SW and 77 Street SW, transportation analysis and functional planning for the intersection of 17 Avenue SW and 77 Street SW shall be completed to the satisfaction of the Director, Transportation Planning. The transportation analysis shall include review and assessment of access to the subject lands for all travel modes and shall include widening necessary to accommodate westbound to southbound lanes, eastbound to southbound lanes, as well as pedestrian and active modes connection to the pathway system north of 17 Avenue SW (along 77 Street SW alignment).
33. **In conjunction with the applicable Tentative Plan**, the Developer shall construct 17 Avenue SW to accommodate upgrades necessary to service the proposed development to the satisfaction of the Director, Transportation Planning. The upgrades shall accommodate all modes of travel, including pathway(s) that connect to the regional system north of 17 Avenue SW, and any road widening necessary to service the ASP lands.
34. **In conjunction with each Tentative Plan**, transportation analysis to support the proposed development shall be completed and approved to the satisfaction of the Director, Transportation Planning.
35. **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 77 Street SW from 17 Avenue SW to the south plan boundary.

It is noted that the proposed cross section for 77 Street SW must be agreed to prior to dedication, registration and construction work. The cross-section shall accommodate all modes of travel and is necessary to support development within the Springbank Hill ASP lands. Phased construction may be used where applicable when final cross-sections are determined to the satisfaction of the Director, Transportation Planning. It is further noted that area developers shall work together to establish a right-of-way that meets the needs of the ASP lands.

36. **In conjunction with the applicable Tentative Plan**, the Developer shall construct 77 Street SW from 17 Avenue SW to the south plan boundary. 77 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 and boundary cost recoveries.

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37. **In conjunction with the applicable Tentative Plan**, a road plan shall be registered along the boundary of 77 Street SW along the proposed RG lands that is required to accommodate future road widening to the satisfaction of the Director, Transportation Planning.
38. **In conjunction with the applicable Tentative Plan, or in conjunction with the applicable Tentative plan for the lands west (LOC2017-0386) of this Outline Plan boundary**, the cross-section of 19 Avenue SW shall be determined to the satisfaction of the Director, Transportation Planning.

The Developer has proposed a cross section for 19 Avenue SW that is different from the cross section for 19 Avenue SW proposed by the Applicant directly to the west. These two differing cross-sections proposals must be resolved such that the cross-sections match and that they accommodate sidewalks, cycling facilities and vehicular lanes. The consolidated cross-section should be planned to function in a phased construction environment where all adjacent landowners are not aligned.

39. **In conjunction with the applicable Tentative Plan**, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for 19 Avenue SW throughout the plan area.
40. **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 intersections and roads within the Plan area and boundary roads where appropriate.

All intersections shall be designed to meet complete streets guidelines for all modes of travel, complete with appropriate corner cuts, channelization, tapers, etc. to the satisfaction of the Director, Transportation Planning.

41. **In conjunction with the applicable Tentative Plan**, the applicant shall provide cross-sections, drawn to scale and dimensioned from property line and lip-of-gutter showing existing, interim and ultimate grades for 17 Avenue SW and 77 Street SW. Cross-sections shall indicate and provide dimensions for any proposed road widening and utility rights-of-way.
42. **In conjunction with the applicable Tentative Plan**, the Developer shall construct 19 Avenue SW to the satisfaction of the Director, Transportation Planning. 19 Avenue 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 and boundary cost recoveries.
43. **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.

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44. **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.
45. **In conjunction with the applicable Tentative Plan, Construction Drawings (detailed design) and Permissions to Construct Surface Improvements:**
- a. The developer shall provide signed copies of backsloping agreements for any backsloping that is to take place on adjacent lands (whether owned privately or owned by the City).
 - b. Adjustments to the tentative plan boundary may be required to accommodate all necessary Right-Of-Way requirements for appropriate roadway and intersection design at the discretion of the Director, Transportation Planning.
46. **In conjunction with the applicable Tentative Plan or Development Permit**, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
47. **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.
48. 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
Concurrent with Registration of the affected Tentative Plan.
49. **In conjunction with the applicable Tentative Plan**, bus zones are required at the following locations:
- a. SB 77 Street SW @ 17 Avenue SW;
 - b. SB 77 Street SW @ 19 Avenue SW;
 - c. SB 77 Street SW @ Spring Willow Drive SW;
 - d. WB Spring Willow Drive SW @ 77 Street SW;
 - e. NB 77 Street SW @ Spring Willow Drive SW;
 - f. NB 77 Street SW @ 19 Avenue SW; and
 - g. WB modified activity centre street @ 77 Street SW (adjacent to the M-U1 site).
50. **In conjunction with the applicable Tentative Plan or Development Permit**, Transit shelter(s) shall be provided as stipulated by the Director, Transportation Planning and shall be supplied and installed at the Developer's sole expense. The shelter(s) shall be installed by Calgary Transit upon receipt of satisfactory payment.
51. **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.

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52. **In conjunction with the applicable Tentative Plan or Development Permit**, all community entrance features must be located outside the public right-of-way.
53. **In conjunction with the applicable Tentative Plan** that propose mid-block crossings, the Developer shall design and construct infrastructure at its sole expense, as follows:
- Curb bump outs shall be built, at a minimum, at all proposed mid-block crossing locations to the satisfaction of the Director, Transportation Planning.
 - Approach grades for all proposed mid-block crossing locations shall be no more than 4%.
 - In conjunction with the affected Tentative Plan**, the Developer shall perform a warrant analysis for pedestrian activated crossing signals at all proposed mid-block crossing locations to the satisfaction of the Director, Transportation Planning. Should pedestrian activation crossing signals be required, the Developer shall provide a Letter of Credit for these signals. 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.
54. **In conjunction with the applicable Tentative Plan or Development Permit**, a noise attenuation study is required for residential parcels adjacent to 17 Avenue SW and 77 Street SW as outlined in the Springbank Hill ASP, and adjacent to the LRT extension, certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Transportation Planning for approval.
- Note that where sound attenuation is not required adjacent to Arterial roadways or Utility ROW containing LRT, a uniform screening fence shall be provided, in accordance with the latest version of the Design Guidelines for Subdivision Servicing.
55. **In conjunction with the applicable Tentative Plan**, 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 or utility rights-of-way).
56. **In conjunction with the applicable Tentative Plan**, 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.
57. Approval of the proposed custom or modified road cross-sections is deferred **prior to approval of the initial Tentative Plan**.

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

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58. **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.
59. No direct vehicular access is permitted to or from 17 Avenue SW; restrictive covenants shall be registered against the subject lots **concurrent with registration** of the affected Tentative Plan. Exceptions may apply for accesses to pre-existing sites on an interim basis, if necessary and at the discretion of the Director, Transportation Planning.
59. **In conjunction with the applicable Tentative Plan**, access to 77 Street SW is restricted to one right-in right-out only for the parcel located between 17 Avenue SW and 19 Avenue SW.
601. **In conjunction with the applicable Tentative Plan** for parcels located south of 19 Avenue SW, access will be determined subject to the Transportation Analysis outlined above to the satisfaction of the Director, Transportation Planning.
61. **In conjunction with the applicable Tentative Plan** for parcels that front both 77 Street SW and Spring Willow Street SW, access shall be taken from Spring Willow Street SW only.
62. No direct vehicular access shall be permitted to crosswalk/wheelchair ramp locations for any proposed T intersections. 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.
63. A minimum building setback of 10m from the centreline of the Utility (LRT) ROW to the edge of building footing is required in order to allow for an LRT tunnel. Further, an easement into the property beyond this minimum building setback is required to accommodate stay-in-place underground anchors for the tunnel excavation. **In conjunction with the initial tentative plan**, the Utility ROW and setback/easement are to be registered.
64. **In conjunction with the applicable Tentative Plan**, 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 Springbank Hill ASP policy.
66. **In conjunction with the applicable Tentative Plan**, 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.
65. **In conjunction with the applicable tentative plans** and prior to construction permission, the Developer shall provide signage within the road right-of-way or on city public land at the terminus of roads that are intended to continue with future planning. Signage shall be designed and located to the satisfaction of the Director of Transportation Planning. All work associated with the supply and installation of the signage will be at the Developer's expense.

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

Parks:

66. **Prior to approval of the first tentative plan or the stripping and grading permit (whichever comes first)**, provide the results of the water monitoring identified within the January 25, 2019 Waterline Hydrogeological Report and indicate the mitigation strategies that are required.
69. MR is to be dedicated at 10% of the Net Developable area as per Section 666 (2) of the Municipal Government Act.
670. **Prior to approval of the affected tentative plan**, arrange a meeting through the Parks CPAG Generalist to “field fit” the Regional Pathway and Regional Pathway tie-in.
68. During Construction drawing review phase, ensure that the street light cable has a 1.0 metre minimum offset from the proposed boulevard trees.
69. **Prior to approval of the first tentative plan or the stripping and grading permit (whichever comes first)**, provide a plan that shows the extent (dimension) of backsloping on ER/MR areas including the existing and proposed grades and cross-sections (including the proposed Regional Pathway) showing the transition from the east west road to the proposed ER/MR for review and approval by Calgary Parks. Note that typically this area is usually road right of way and a relaxation from this standard practice is being considered. This is also not to be viewed as precedent setting and is due to the unique circumstances of this plan. Parks has accepted the proposed backsloping with the condition that the developer will provide tree planting above the normal standard in this area. Working with the Parks Generalist and Calgary Parks Urban Forestry, the developer should increase the urban tree canopy and enhance the planting with plugs and whips to ultimately create a forest. A finalized Landscape Concept indicating the enhanced tree planting will be required as per condition 81 (re: Landscape Concepts) below for Calgary Parks review and approval.
70. A revised Biophysical Impact Assessment (BIA) has been conditionally approved. **Prior to approval of the first tentative plan or the stripping and grading permit (whichever comes first)**, address the outstanding comments with Parks Natural Areas Specialist: Marta Sudyk: (403) 369-1376 or Marta.Sudyk@calgary.ca and provide a final BIA to the Parks CPAG Generalist (Curesha Moodley).
71. **Prior to approval of the first tentative plan or the stripping and grading permit (whichever comes first)**, provide plans for the two PUL – Public Utility Lots with the proposed MR and ER extents identifying the dimensions, area, depth, and how they are to be constructed to minimize the impacts to the ER/MR areas, etc. Scope the information required with the Parks CPAG Generalist prior to submitting.
72. **Prior to approval of the first tentative plan or the stripping and grading permit (whichever comes first)**, provide a written explanation on the access protocol for access/maintenance of the two public utilities within MR extents.

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73. There shall be no underground or above ground utilities or retaining walls within proposed MR/ER parcels without approval from Calgary Parks.
74. Pursuant to Part 4 of the *Water Act* (Alberta), the applicant shall promptly provide Parks with a copy of the *Water Act* approval, issued by Alberta Environment, for the proposed wetland disturbance.
75. Until receipt of the *Water Act* approval by the applicant from Alberta Environment, the drainage, wetland(s) or other water bodies affected by the development boundaries shall not be developed or disturbed in anyway and shall be protected in place.
79. At Development Permit for the M-H1 Multi-Residential – High Density Low Rise District building, provide a sun/shadow study (June 21, September 21 and December 21 at 10 am, noon and 4pm) to determine impact on the adjacent MR/ER.
76. **Prior to the approval of the affected tentative plan**, finalized concept plans for all MR sites shall be submitted for Parks' review and approval. Landscape Concepts at the Tentative Plan submission stage shall be refined to add:
 - a. A site plan showing general conformance to Outline Plan landscape concepts, intended park program, site layout, and preliminary planting.
 - b. Grading plans that are coordinated with engineering to show updated perimeter grades to confirm slope percentage and details of any other features, including (but not limited to) retaining structures, utility rights-of way, green infrastructure, trap lows, drainage from private lots, etc.
 - c. Storm-related infrastructure details above and below ground, including (but not limited to) access roads with required vehicle turning radii, inlets, outlets, retaining walls, control structures, oil grit separators, etc.
 - d. Identify trees stands to be retained within MR/ER parcels.
77. **Prior to Endorsement of the tentative plan** Landscape Construction Drawings that are reflective of the subject Tentative Plan for the proposed Municipal Reserve lands are to be submitted to the Parks Development Coordinator, Mary Quinlan at (403) 268-2367 or Mary.Quinlan@calgary.ca for review and approval prior to construction.
78. **Prior to Endorsement of the tentative plan** provide a Habitat Restoration Plan that are reflective of the subject Tentative Plan for the proposed Environmental Reserve lands are to be submitted to the Parks Development Coordinator, Mary Quinlan at (403) 268-2367 or Mary.Quinlan@calgary.ca for review and approval prior to construction.
79. **Prior to the approval of the affected tentative plan**, the developer shall ensure the boundaries of the Environmental 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 CPAG Generalist Curesha Moodley at 403-268-5635. A plan illustrating the surveyed ER boundaries must be provided to Parks in advance of the onsite meeting.
80. No disturbance of Environmental reserve lands is permitted without written permission from the Parks Generalist for this area. The Parks CPAG Generalist can be reached at 403-268-5635.

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81. **Prior to the approval of the affected tentative plan**, the developer shall confirm fencing requirements adjacent to MR, MSR and ER parcels to the satisfaction of the Director, Calgary Parks.
82. **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.
83. The developer shall minimize stripping and grading within the Environmental 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**.
84. Rehabilitate all portions of the MR/ER lands along the boundaries of the plan area that are damaged as a result of this development, all to the satisfaction of the Director, Parks.
89. The developer shall submit a detailed Restoration Plan including a maintenance schedule for each Environmental Reserve proposed to be impacted by any construction. 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.
85. 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 Jackie Swartz - Jackie.Swartz@calgary.ca or (403) 476-8317/(403) 620-3216 to approve the location of the fencing prior to its installation.
86. 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.
87. 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 drainage/ravine 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 Parks Development Inspector Jackie Swartz - Jackie.Swartz@calgary.ca or (403) 476-8317/(403) 620-3216 for an inspection to approve the location prior to commencement of Stripping and Grading activities.
88. Stormwater or other drainage from privately-owned parcels onto adjacent municipal reserve, environmental reserve or municipal school reserve parcels is not permitted without prior approval from Calgary Parks. **Prior to approval of the affected tentative plan**, provide a cross-section identifying back of lot drainage conditions to any applicable MR/ER extents for Calgary Parks review and approval. This should show 300 to 600mm topsoil in back of lots, a vegetated swale within private lots, roof leaders of houses to the front of lots and no point source drainage to MR/ER extents. Any unauthorized drainage

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from private parcels onto adjacent municipal reserve, environmental reserve or municipal school reserve parcels must be resolved to the satisfaction of the Director, Parks and any damage resulting from such drainage will require restoration at the developer's expense.

89. 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.
95. Plant all public trees in compliance with the approved Public Landscaping Plan.