

## Conditions of Approval

The following Conditions of Approval shall apply:

### Subdivision Services:

1. If the total area for Roads & Public Utility Lot dedication is over 30%, note that this is considered a voluntary dedication and compensation in the order of \$1 for over dedication is deemed to be provided.
2. If the total area for Municipal Reserve dedication is over 10%, note that this is considered a voluntary Municipal Reserve contribution, and compensation in the order of \$1 for over dedication is deemed to be provided.
3. The Standard City of Calgary Party Wall Agreement regarding the creation of separate parcels for semi-detached / townhouses / rowhouse 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 Plan and Municipal Development Plan.
5. Any portion of the bareland condominium that is not considered as a unit containing a dwelling shall be registered as common property.
6. Prior to approval of any affected Tentative Plan and / or submission of construction drawings, the proposed street names shall be submitted and approved, to the satisfaction of the Subdivision Authority. The new street name will need Council approval prior to endorsement of the legal plan.

### Development Engineering:

7. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
  - a) Geotechnical Report, prepared by Almor Testing Services Ltd (File No SW ¼, Sec 16, Twp 22, Rge 1, W5M), dated October 2007;
  - b) Geotechnical letter memo, prepared by Almor Testing Services Ltd. (File No 093-04-14.17), dated April 26, 2017;
  - c) Updated Slope Stability Assessment, prepared by Rangeland Conservation Service Ltd. (File No 14-3732), dated April 2018; and
  - d) Addendum to Updated Slope Stability Assessment, prepared by Geo-Slope Stability Services (File No 19-101), dated April 8, 2019.

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8. **Prior to approval of the first tentative plan or development permit**, submit an electronic version of a post-development Slope Stability Report (to analyze the site under anticipated post-development conditions with anticipated infrastructure and associated surcharge loads incorporated as per City of Calgary Geotechnical Report Guidelines for Land Development Applications dated July 2017) 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.

OR

If the proposed development does not have existing or proposed grades in excess of 15%, 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/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 Slope Stability Report.

9. **Prior to approval of the affected tentative plan**, submit a pond geotechnical report/slope stability report to confirm subsurface conditions in the location of the proposed pond and to provide recommendations for pond design and construction.
10. Multifamily sites within the plan area may require additional access points depending on the final building layout and/or total number of units. Sites with over 100 dwelling units require a secondary access. A third access is required for sites in excess of 600 dwelling units, minimum two of which must be public.
11. The existing culvert under 210 Avenue SW has been flagged as possibly being undersized and causing flooding overtop 210 Avenue SW in extreme rain events. The applicant's current phasing plan shows the section of 210<sup>th</sup> Avenue SW where the culvert is located, being used to provide primary access to the plan area in Phase 1 of development. As a result, the culvert will need to be repaired/ upgraded to the Satisfaction of River Engineering and Water Resources.

**Prior to approval of the affected construction drawings** the developer is to work with Water Resources to upgrade/replace the culvert below 210 Avenue. To facilitate the repair/upgrade, after the Transportation Targeted Functional Study for 210 Avenue SW has been submitted, submit a Technical Memo to Water Resources for approval.

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12. Section 5.1.2 of the approved Staged Master Drainage Plan (dated May 7, 2019) states that runoff from a small south external area will daylight to the existing 210 Avenue SW road ditch. Drainage to the existing 210 Avenue SW road ditch is to be on an interim basis only. The permanent drainage solution (in conjunction with the repair/upgrade of the 210 Avenue SW culvert) will be addressed with the future 210 Avenue functional study.
13. **Prior to endorsement of the tentative plan** for the subdivision of the bare land condominium for the R-1s site in the southwest corner of the plan, a Comprehensive Development Permit must be approved. The Comprehensive Development Permit must show residential building envelopes, private internal roadways, connections to public roadways, property lines and bare land unit boundaries, waste and recycling storage and staging areas, and routes for fire access and waste and recycling access.
14. **Concurrent with the registration of the final instrument**, execute and register on all parcels with double frontage lots that are adjacent to a collector road, a neighbourhood boulevard, an urban boulevard, an arterial road, a skeletal road, or a Transportation Utility Corridor, a Screening Fence Access Easement Agreement with the City of Calgary. The agreement and registerable access right of way plan shall be approved by the Manager, Infrastructure Planning and the City Solicitor **prior to endorsement of the final instrument**. A standard template for the agreement will be provided by the Development Engineering Generalist. Prepare and submit three (3) copies of the agreement for the City's signature.
15. The proposed water booster station in the southwest corner of the plan shall be designed and constructed to the satisfaction of Water Resources, at the developer's expense.
16. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
17. Water Resources has approved a 60 L/s flow rate from this development. If the flow rate changes from this approved flow rate, revise and resubmit a sanitary servicing study with the new flow rate.
18. The developer is required to enter into a Standard Development Agreement at the time of development. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information.
19. Acreage assessment charges, inspection fees and boundary costs are outstanding on the subject parcel(s). **Prior to release of any development/endorsement of tentative plans**, the applicant must agree to pay these charges by entering into an agreement with the City. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information.
20. 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:

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- a) Install the onsite and offsite sanitary sewers, storm sewers and water mains (including the booster station) 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) Install the underground improvements and the surface facilities in 210 Avenue SW (including the culvert repair/upgrade), Yorkville Drive SW, Spruce Meadows Way SW;
  - c) 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;
  - d) Construct the MSR/MR within the plan area; and
  - e) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
21. The Developer shall make payment to Mattamy (Burgess) Limited, United West Macleod I Lands Limited Partnership, and United Acquisition II Corp. for their share of the West Pine Creek Phase II Sanitary Trunk Construction Agreement.

### Transportation:

22. The West Macleod Global TIA (prepared by Stantec June 2015) has been completed and the Regional Transportation network infrastructure required to support development throughout the plan area up to 7100 units and 200,000 SF commercial is defined as follows:
- a) At-grade intersection of Macleod Trail and 210 Avenue S;
  - b) At-grade intersection of Macleod Trail and 194 Avenue S;
  - c) 210 Avenue SE – four (2-2) paved lanes from Macleod Trail to Sheriff King Street;
  - d) 194 Avenue SE – four (2-2) paved lanes from Macleod Trail to Sherriff King Street; and
  - e) Sherriff King Street – four (2-2) paved lanes from 210 Avenue to Stoney Trail.
23. **Prior to Endorsement of the initial Tentative Plan**, the Developer shall enter into a Payment Agreement to the satisfaction of the City Solicitor, and the Director, Transportation Planning to establish terms for the Developer's contribution for interim improvements of Macleod Trail / 210 Avenue S and Macleod Trail / 194 Avenue S based on the Transportation Impact Assessment recommendations for the East and West Macleod Area. The City may require additional security or Letter of Credit to secure payments. Contributions from this Outline Plan area are estimated to be \$496,000 (at maximum possible build-out).
24. **Prior to Endorsement of each Tentative Plan**, the developer shall contribute to the costs to upgrade the intersections of Macleod Trail / 194 Avenue S and Macleod Trail / 210 Avenue S based on the transportation impact assessment recommendations for the west and east Macleod area. The cost sharing contribution is estimated at \$496,000 and will be confirmed during Tentative Plan applications. The estimate is determined from the number of single family lots, multi-family units (based on Outline Plan maximums) and square footage of commercial space in the Tentative Plan area.

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The details of this requirement are defined by the “West Macleod Global Transportation Impact Assessment” – Stantec, June 25, 2015 and Authentication Page stamped by Dale Lynch August 28, 2015. The purpose is to facilitate interim improvements at Macleod Trail & 194th Avenue SW and Macleod Trail & 210 Avenue SW to support development in the West Macleod area.

25. **In conjunction with each Tentative plan**, two connections from the affected tentative plan to the Regional Transportation network infrastructure must be constructed and open to the public. These connections are:
  - a) Spruce Meadows Way SW/Yorkbury Drive SW;
  - b) Yorkbury Hill SW between site and Sheriff King Street SW; and
  - c) Other regional connections if supported by Foothills County and an acceptable design is developed.
26. **Prior to affected Tentative Plan** - Submit scaled (1:500) drawings showing the geometry and vehicle templating of all proposed roundabouts. All roundabouts shall be designed and constructed to the satisfaction of the Director, Calgary Roads.
27. **Prior to endorsement of the applicable Tentative Plan**, the Developer shall design and upgrade Spruce Meadows Way between its intersection with Yorkbury Drive SW and the south limit of City of Calgary improvement project (at 194 Avenue SW). The improvement should match the cross section Spruce Meadows Way SW north of 194 Avenue based up the approved design which is anticipated to be constructed by the end of 2017. The Developer is required to submit the detailed design plans to the MD of Foothills and City of Calgary for approval. The Developer shall provide the City of Calgary with a letter that indicates acceptance of this section of Spruce Meadows Way. Approval of the Tentative Plan is contingent on receiving MD Foothills approval.
28. All roundabouts shall be designed and constructed to the satisfaction of the Director, Transportation Planning, as follows:
  - a. All bus stops adjacent to roundabouts should be located outside the curb flares influence zone and along the curb lanes where there is on-street parking;
  - b. A sight lines analysis for roundabouts, as well as truck and transit sweep and fastest path analysis through all roundabouts shall be provided. Transit buses shall not be required to mount the central truck apron in order to navigate the roundabout;
  - c. **In conjunction with the Tentative Plan**, all roundabouts in the plan area shall include bike ramps to facilitate cycling access through the roundabouts;
  - d. Turning movements should be provided as well for articulated buses;
  - e. Ensure the centre circle island has proper clear sight lines (i.e. no objects to block vehicle’s sight lines), and chevron patterns shall be imbedded upon the concrete pad on the inner side of the roundabout; and
  - f. No driveway accesses are permitted within the functional area of roundabouts.
  - g. Detailed design confirmation that issues with the MD of Foothills and adjacent plan areas can be addressed.

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29. **In conjunction with the Tentative Plan**, functional-level plans shall be submitted as a component of the Tentative Plan submission package to the satisfaction of Transportation Planning and Roads, for the staged development arterial and collector standard roadways, inclusive of the staged development of the at-grade intersections and future grade separation, where applicable and to the satisfaction of the Director, Transportation Planning.

Note that for 210 Avenue SW and Spruce Meadows Way SW, the intent is to confirm the ultimate alignment of those two arterial roadways and the extent they form adjacent boundary conditions for the proposed development, to the satisfaction of the Director, Transportation Planning.

30. **Prior to the release of any permits or Permissions to Construct**, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
31. **Prior to the approval of affected Tentative Plan**, the developer shall ensure that all pathways from MR lands have a direct pedestrian connection by sidewalk or pathway to the desired crossings at the intersections.
32. All community entrance features must be located on a private site.
33. **Prior to affected Tentative Plan** - Submit a scaled drawing of the creek crossing showing existing ground, creek elevations, grades, sideslopes, etc. and tie-ins ; no retaining walls will be permitted within the right-of-way.
34. **Prior to affected Tentative Plan** - Ensure that the bridge cross section includes appropriate barriers for pedestrians and vehicles.
35. **Prior to affected Tentative Plan** - Show pond access road.

36. **In conjunction with the Initial Tentative Plan application**, the Developer shall register road plans for Collector and Arterial standard roadways within the subject lands to the satisfaction of the Director, Transportation Planning that provides continuous active mode and vehicle routing through the subject lands with two points of public access around the tentative plan boundary.

The continuous collector road network is required to ensure that efficient Transit routing through the plan area can be provided, while the two points of access to the subject lands ensures development traffic will have two routes into and out of the area, in the event of emergencies or road closures, and to ensure availability of capacity at the access points.

37. **In conjunction with the applicable Tentative Plan and Development Permit**, all access to parcels within the subject lands shall be located and designed to the satisfaction of the Director, Transportation Planning.

38. **In conjunction with the applicable Tentative Plan or Development Permit** for the

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- staged construction of the road network, transit stops shall be provided to the satisfaction of the Director, Transit and the Director, Transportation Planning. All bus zones shall be located:
- A. Where commercial areas are concentrated;
  - B. Where the grades and site lines are compatible to install bus zones; and
  - C. Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.
39. **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 Transit upon receipt of satisfactory payment.
40. No direct vehicular access shall be permitted to or from 210 Ave SW and a restrictive covenant shall be registered on all applicable lot(s) **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
41. No direct vehicular access is permitted to or from Yorkbury Drive SW to the parcels located adjacent to roundabout influence area. A restrictive covenant shall be registered on all applicable lot(s) **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
42. For R-G residential lots, no direct vehicular access shall be permitted to or from primary collector and other divided roadways. Vehicular access shall be provided from rear lanes only. A restrictive covenant **shall be registered on all applicable titles concurrent with the registration of the final instrument to that effect at the applicable Tentative Plan stage.**
43. 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).
44. **In conjunction with the applicable Tentative Plan**, curb extensions to be designed and constructed at the Developer's sole expense. Curb extensions are required at all mid-block crossings, including those of residential streets.
45. **In conjunction with the applicable Tentative Plan**, public access easement agreement will required to be registered for all private roads located in subject lands. All private roads must conform to City of Calgary design standards. Public access easement will also be required for pathways located on private parcels.
46. **In conjunction with the Tentative Plan and Development Permits**, a noise attenuation study is required for the development adjacent to all arterial roadways, certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Transportation Planning for approval. Note that where sound attenuation is not required adjacent to Arterial roadways, a uniform screening fence shall be provided, in accordance with the City of Calgary 2014 Design Guidelines for Subdivision Servicing.
47. All noise attenuation features (noise walls, berms, etc.), screening fence, and ancillary facilities required in support of the development shall be constructed entirely within the

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development boundary (location of noise walls, berms, screening fence, etc) and associated ancillary works shall not infringe onto the road right-of-ways. Noise attenuation features and screening fences shall be at the Developer's sole expense.

48. **In conjunction with the applicable tentative plans**, the Developer shall provide signage within the road right-of-way or on city public land, indicating the future road extension of both Yorkbury View SW, Yorkville Rise SW and Yorkville Drive SW into adjacent lands currently in Foothills County and/or adjacent landowners. This applies for any roads not specifically noted above which will extend in the future beyond the plan area. Signage shall be designed and located to the satisfaction of the Director of Transportation Planning. All work will be at the Developer's expense.
49. **In conjunction with the applicable tentative plans**, the Developer shall provide signage within the road right-of-way or on city public land, indicating specific accesses to the plan area which are interim/temporary in nature and subject to change as phasing progresses. Signage shall be designed and located to the satisfaction of the Director of Transportation Planning. All work will be at the Developer's expense.
50. **In conjunction with each Tentative Plan**, the Developer shall demonstrate that the plan area provides contiguous extension of development with the Outline Plan area, to the satisfaction of Transportation Development Services. The intent is to ensure transportation connectivity for all modes within and adjacent to the plan area, as well as facilitate transit routing
51. All intersection spacing shall be located, designed, and constructed to the satisfaction of the Director, Transportation Planning.
52. 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.
53. **In conjunction with the applicable Tentative Plan**, temporary oil and gravel bus turnaround / cul-de-sac with a minimum radius of 15.25 metres is required at the terminus of each construction phase. Where the developer intends to fence the turnaround, the minimum radius shall be increased to 16.25 metres. If road construction 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.
54. The Developer is responsible for all off-site requirements to construct Spruce Meadows Way SW south from 194 AV SW to the Plan Area to the satisfaction of the Director, Transportation Planning and Foothills County; and provide all other standard boundary requirements which will be reflected in the Development Agreement necessary to service the proposed development.

### Parks:

55. **Prior to the approval of the affected tentative plan**, finalized concept plans for all MR and MSR sites shall be submitted for Calgary Parks' review and approval.
56. **Prior to tentative plan approval**, if 210 Avenue SW is to be altered/reconstructed, indicate if any changes to the existing culvert will be required. If a new culvert is



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required, provide a cross-section for Calgary Parks and Water Resources approval and identify any backsloping implications on the proposed ER extents to the north and potential ER to the south of the existing road right of way.

57. At Development Permit, the Conceptual Booster Station Plan is to include building (design, colors and materials), landscaping and interface details to be reviewed and approved by Calgary Parks to ensure that the building is contextually appropriate to the adjacent MR lands.
58. **Prior to Stripping and Grading**, provide cross-sections between development parcels and the existing trees to be retained within ER extents to ensure adequate protection.
59. At detailed design (Engineering Construction Drawings), ensure that the street light cable is 1.0 metres from the proposed boulevard trees.
60. At detailed design (Engineering Construction Drawings), ensure that there are no utilities, retaining walls or transformers located within park (MR/ER) parcels.
61. All landscaping within ER extents is to be naturalized. Calgary Parks does not support manicured landscapes, and non-native trees or shrubs within ER extents.
62. **Prior to approval of the affected Tentative Plan**, provide details of any interpretive panels (if proposed) at the Interpretive Lookouts as these may possibly require an Optional Amenities Agreement.
63. All private property grades to match existing grades at the ER property line.
64. **Prior to Stripping and Grading**, provide details regarding the disturbance for installation of the pedestrian bridge and creek crossings which is required to stay within the Road right-of-way. All proposed backsloping in ER extents is to be reviewed and approved by Calgary Parks.
65. Any MR that is adjacent to ER that will require stripping and grading must be sensitive to adjacent ER, not impact the ER and grades must match ER.
66. 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, is only allowed if approved by the Parks Generalist (listed above) **prior to stripping and grading**.
67. **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 Calgary Parks' approval. A plan illustrating the surveyed ER boundaries must be provided to Calgary Parks in advance of the onsite meeting. Please provide a preliminary plan prior to the meeting. The meeting can be coordinated through the Parks Generalist.
68. **Prior to approval of the affected tentative plan**, provide a cross-section for Calgary Parks review of the culvert crossings at Yorkbury Hill SW and Yorkbury Way SW.
69. 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**

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- the commencement of any stripping and grading related to the site** and during all phases of construction. Contact the Parks Development Inspector contact the Parks Development Inspector Rob May at (403) 804-9417 or [robert.may@calgary.ca](mailto:robert.may@calgary.ca) to approve the location of the fencing prior to its installation.
70. **Prior to the approval of a stripping and grading permit, a Development Agreement or a subject area Tentative Plan (whichever comes first)**, Calgary Parks requires details pertaining to the total limit of disturbance resulting from the proposed development in its entirety.
  71. **Prior to stripping and grading or tentative plan approval (whichever comes first)**, all limits of disturbance within proposed MR/ER extents must be delineated and fenced in consultation with Calgary Parks.
  72. **Prior to approval of the related Stripping and Grading Permit or Engineering Construction Drawings**, whichever submitted first, the developer shall install Environmental Reserve (ER) protection measures around the ravines/Environmentally Significant Areas to be retained in order to prevent excessive overland drainage and siltation onto said areas during all phases of construction, in accordance with The City's "Guidelines for Erosion and Sediment Control", to the satisfaction of the Manager of Urban Development and the Director of Calgary Parks. Contact the Parks Development Inspector Rob May at (403) 804-9417 or [robert.may@calgary.ca](mailto:robert.may@calgary.ca) to approve the location prior to commencement of Stripping and Grading activities.
  73. The developer shall restore, to a natural state, any portions of the environmental reserve lands along the boundaries of the plan area that are damaged in any way as a result of this development. The restored area is to be maintained until established and approved by the Park Development Inspector Rob May at (403) 804-9417 or [robert.may@calgary.ca](mailto:robert.may@calgary.ca).
  74. **Prior to approval of the affected 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 Calgary Parks.
  75. **Prior to stripping and grading or tentative plan approval (whichever comes first)**, submit conceptual engineering & landscape drawings (including backsloping extents and mitigation measures) for the proposed constructed pond to both Water Resources and Calgary Parks for review and approval. Detailed Engineering of the ponds will be reviewed at the subdivision stage.
  76. The developer shall submit detailed Engineering Construction Drawings and Landscape Construction Drawings for the proposed storm pond to both Water Resources and Calgary Parks for review.
  77. 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 Calgary Parks.
  78. **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, please contact the Mary Quinlan at

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- (403) 268-2367 or Mary.Quinlan@calgary.ca for review and approval prior to construction.
79. With the submission of Landscape Construction Drawings, the developer shall include a detailed Habitat Restoration Plan including a maintenance schedule for each Environmental Reserve proposed to be affected by any construction (including but not limited to disturbances for construction of any stormwater outfalls and stormwater ponds) The Plan should indicate how it will be rehabilitated and restored. The restored area(s) shall be maintained by the developer until it is established and approved by Parks prior to Final Acceptance Certificate.
  80. Pursuant to Part 4 of the *Water Act* (Alberta), the applicant shall promptly provide Calgary Parks with a copy of the *Water Act* approval, issued by AEP - Alberta Environment and Parks, for the proposed wetland and creek disturbance.
  81. Until receipt of the *Water Act* approval by the applicant from AEP, the wetland(s) affected by the development boundaries shall not be developed or disturbed in anyway and shall be protected in place.
  82. 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, Calgary Parks.
  83. Plant all public trees in compliance with the approved Public Landscaping Plan.
  84. No point source drainage allowed to ER unless approved by Calgary Parks.