



AGENDA

COMMUNITY DEVELOPMENT COMMITTEE

June 26, 2024, 9:30 AM
IN THE COUNCIL CHAMBER

Members

Councillor C. Walcott, Chair
Councillor T. Wong, Vice-Chair
Councillor G-C. Carra
Councillor R. Dhaliwal
Councillor D. McLean
Councillor K. Penner
Councillor R. Pootmans
Mayor J. Gondek, Ex-Officio

SPECIAL NOTES:

*Public are encouraged to follow Council and Committee meetings using the live stream: calgary.ca/watchlive
Members of the Public who wish to speak at a Standing Policy Committee may request to do so using the form at calgary.ca/publicsubmissions
Members may be participating remotely.*

1. CALL TO ORDER
2. OPENING REMARKS
3. CONFIRMATION OF AGENDA
4. CONFIRMATION OF MINUTES
 - 4.1 Minutes of the Regular Meeting of the Community Development Committee, 2024 May 22
5. CONSENT AGENDA
 - 5.1 DEFERRALS AND PROCEDURAL REQUESTS
 - 5.1.1 Deferral Request – Response to IP2023-0501, from 2024 Q2 to 2024 Q4, CD2024-0768

6. POSTPONED REPORTS
(including related/supplemental reports)

None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

7.1 Response to the Noise Policy Notice of Motion, CD2024-0554

7.2 Community Entrance Sign Maintenance and Repair, CD2024-0522

8. ITEMS DIRECTLY TO COMMITTEE

8.1 REFERRED REPORTS

None

8.2 NOTICE(S) OF MOTION

None

9. URGENT BUSINESS

10. CONFIDENTIAL ITEMS

10.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

None

10.2 URGENT BUSINESS

11. BRIEFINGS

11.1 Extended Producer Responsibility Update, CD2024-0701

11.2 Free Transit for Children 12 and Under Update, CD2024-0794

11.3 Progress Update on Addressing Noisy Vehicles and Community Traffic Safety, CD2024-0549

12. ADJOURNMENT



MINUTES

COMMUNITY DEVELOPMENT COMMITTEE

**May 22, 2024, 9:30 AM
IN THE COUNCIL CHAMBER**

PRESENT: Councillor C. Walcott, Chair
Councillor T. Wong, Vice-Chair
Councillor G-C. Carra (Remote Participation)
Councillor R. Dhaliwal (Partial Remote Participation)
Councillor D. McLean
Councillor K. Penner (Partial Remote Participation)
Councillor R. Pootmans
Councillor A. Chabot
Councillor S. Sharp (Remote Participation)

ALSO PRESENT: Chief Financial Officer C. Male
General Manager K. Black
Senior Legislative Advisor A. de Grood
Legislative Advisor C. Doi

1. CALL TO ORDER

Councillor Walcott called the meeting to order at 9:32 a.m.

ROLL CALL

Councillor Wong, Councillor Carra, Councillor Dhaliwal, Councillor McLean, Councillor Penner, Councillor Pootmans, and Councillor Walcott

2. OPENING REMARKS

Councillor Walcott provided opening remarks and a traditional land acknowledgement.

3. CONFIRMATION OF AGENDA

Moved by Councillor Wong

That the Agenda for the 2024 May 22 Regular Meeting of the Community Development Committee be confirmed.

MOTION CARRIED

4. CONFIRMATION OF MINUTES

- 4.1 Minutes of the Regular Meeting of the Community Development Committee, 2024 May 1

Moved by Councillor Penner

That the Minutes of the 2024 May 1 Regular Meeting of the Community Development Committee be confirmed.

MOTION CARRIED

5. CONSENT AGENDA

Moved by Councillor Pootmans

That the Consent Agenda be approved as follows:

5.1 DEFERRALS AND PROCEDURAL REQUESTS

None

5.2 Summary of Current Regulatory Proceedings, CD2024-0417

MOTION CARRIED

6. POSTPONED REPORTS

None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

7.1 Home is Here: The City of Calgary's Housing Strategy 2024-2030 – 2024 Progress Update, CD2024-0225

Councillor Sharp (Remote Member) joined the meeting at 9:44 a.m.

A presentation entitled "PROLONGED and CONTINUING apparent HOUSING MARKET DYSFUNCTION in Calgary" was distributed with respect to Report CD2024-0225.

Anne Landry addressed Committee with respect to Report CD2024-0225.

Councillor Sharp (Remote Member) left the meeting at 10:31 a.m.

Councillor Sharp (Remote Member) joined the meeting at 10:37 a.m.

Moved by Councillor Penner

That with respect to Report CD2024-0225, the following be approved, **after amendment**:

That the Community Development Committee recommend **that** Council receive the 2024 Progress Update on Home is Here: The City of Calgary's Housing Strategy 2024-2030 for **the Corporate Record**.

For: (8): Councillor Walcott, Councillor Wong, Councillor Carra, Councillor Dhaliwal, Councillor Penner, Councillor Pootmans, Councillor Chabot, and Councillor Sharp

Against: (1): Councillor McLean

MOTION CARRIED

7.2 Bylaw to Establish the Council Advisory Committee on Housing, CD2024-0224

A presentation entitled "Have a "HART"!" was distributed with respect to Report CD2024-0224.

Anne Landry addressed Committee with respect to Report CD2024-0224.

Councillor Sharp (Remote Member) left the meeting at 11:42 a.m.

Councillor Sharp (Remote Member) joined the meeting at 11:46 a.m.

Moved by Councillor Wong

That with respect to Report CD2024-0224, the following be approved:

That the Community Development Committee recommend that Council:

1. Give three readings to the Council Advisory Committee on Housing Bylaw (Attachment 2); and
2. Direct Administration to recruit members through The City Clerk's Office Boards, Commissions and Committees annual recruitment campaign.

For: (8): Councillor Walcott, Councillor Wong, Councillor Carra, Councillor Dhaliwal, Councillor McLean, Councillor Penner, Councillor Pootmans, and Councillor Sharp

Against: (1): Councillor Chabot

MOTION CARRIED

7.3 Housing Accelerator Fund (Verbal), CD2024-0649

Councillor Sharp (Remote Member) left the meeting at 11:49 a.m.

Committee recessed at 11:59 a.m. and reconvened at 1:03 p.m. with Councillor Walcott in the Chair.

ROLL CALL

Councillor Wong, Councillor Carra, Councillor Dhaliwal, Councillor McLean, Councillor Penner, Councillor Pootmans, and Councillor Walcott

A presentation entitled "Have a "HART"!" was distributed with respect to Verbal Report CD2024-0649.

Anne Landry addressed Committee with respect to Verbal Report CD2024-0649.

Moved by Councillor Penner

That with respect to Verbal Report CD2024-0649, the following be approved:

That the Community Development Committee recommend that Council receive the Verbal Report and presentation for the Corporate Record.

For: (7): Councillor Walcott, Councillor Wong, Councillor Carra, Councillor Dhaliwal, Councillor Penner, Councillor Pootmans, and Councillor Chabot

Against: (1): Councillor McLean

MOTION CARRIED

7.4 Secondary Suite Incentive Program, CD2024-0661

Councillor Sharp (Remote Member) joined the meeting at 1:26 p.m.

Councillor Carra (Remote Member) left the meeting at 1:53 p.m.

Moved by Councillor Penner

That with respect to Report CD2024-0661, the following be approved, **after amendment**:

That the Community Development Committee forward these recommendations to the 2024 May 28 Regular Meeting of Council as an item of Urgent Business.

That the Community Development recommend that Council approve the Secondary Suite Incentive Program Terms of Reference as proposed in Attachment 2.

For: (5): Councillor Walcott, Councillor Dhaliwal, Councillor Penner, Councillor Pootmans, and Councillor Sharp

Against: (2): Councillor McLean, and Councillor Chabot

MOTION CARRIED

Councillor Sharp (Remote Member) left the meeting at 2:05 p.m.

7.5 Vehicle-for-Hire Transitional Strategy, CD2024-0660

Councillor Carra (Remote Member) joined the meeting at 2:06 p.m.

A package of Public Submissions was distributed with respect to Report CD2024-0660.

The following speakers addressed Committee with respect to Report CD2024-0660:

1. Pritpal Dhaliwal
2. Kurt Enders
3. Yanique Williams, Uber

Moved by Councillor Chabot

That with respect to Report CD2024-0660, the following be approved:

That the Community Development Committee recommend that Council:

1. Approve the Vehicle-for-Hire Transitional Strategy as outlined in Attachment 2; and
2. Direct Administration to draft proposed amendments to the Livery Transport Bylaw 20M2021 and report back to Council by Q4 2024.

For: (7): Councillor Walcott, Councillor Carra, Councillor Dhaliwal, Councillor McLean, Councillor Penner, Councillor Pootmans, and Councillor Chabot

MOTION CARRIED

7.6 Festival and Event Policy Update, CD2024-0272

By General Consent, Committee modified the afternoon recess to begin following the completion of Item 7.6.

Moved by Councillor Chabot

That with respect to Report CD2024-0272, the following be approved:

That the Community Development Committee recommend that Council approve the updated Festival and Event Policy (Attachment 2).

For: (6): Councillor Walcott, Councillor Carra, Councillor McLean, Councillor Penner, Councillor Pootmans, and Councillor Chabot

MOTION CARRIED

8. ITEMS DIRECTLY TO COMMITTEE

8.1 REFERRED REPORTS

None

8.2 NOTICE(S) OF MOTION

None

9. URGENT BUSINESS

None

10. CONFIDENTIAL ITEMS

Moved by Councillor Penner

That pursuant to Sections 24 (Advice from officials) and 27 (Privileged information) of the *Freedom of Information and Protection of Privacy Act*, Committee recess at 3:20 p.m. and reconvene in Closed Meeting, at 3:50 p.m. in the Council Boardroom, to discuss confidential matters with respect to Item 10.1.1 Regulatory Interventions and Municipally Owned Utilities, CD2024-0677.

For: (6): Councillor Walcott, Councillor Carra, Councillor McLean, Councillor Penner, Councillor Pootmans, and Councillor Chabot

MOTION CARRIED

Committee reconvened in Closed Meeting at 3:51 p.m.

Committee reconvened in public meeting at 4:25 p.m. with Councillor Walcott in the Chair.

ROLL CALL

Councillor Carra, Councillor Dhaliwal, Councillor McLean, Councillor Penner, Councillor Pootmans, Councillor Chabot, and Councillor Walcott

Absent from Roll Call: Councillor Wong

Moved by Councillor Pootmans

That Committee rise and report.

MOTION CARRIED

10.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

10.1.1 Regulatory Interventions and Municipally Owned Utilities, CD2024-0677

Administration in attendance during the Closed Meeting discussions with respect to Confidential Report CD2024-0677:

Clerks: A. Degroot and J. Phillips. Law: L. Bonnett. Advice: C. Male and K. Black.

Moved by Councillor McLean

That with respect to Confidential Report CD2024-0677, the following be approved:

That the Community Development Committee recommend that Council:

1. Adopt the policy position recommended in Confidential Attachment 2 regarding The City of Calgary's participation in Alberta Utilities Commission proceedings;
2. Direct that the Confidential Report, Confidential Attachments, and Closed Meeting discussions be held confidential pursuant to Section 24 (Advice from officials) of the *Freedom of Information and Protection of Privacy Act*, to be reviewed no later than 2028 April 30; and
3. Direct that, notwithstanding Recommendation 2, Confidential Attachment 2 be released publicly on 2024 June 30.

For: (4): Councillor Walcott, Councillor Carra, Councillor Penner, and Councillor Pootmans

Against: (3): Councillor Dhaliwal, Councillor McLean, and Councillor Chabot

MOTION CARRIED

10.2 URGENT BUSINESS

None

11. BRIEFINGS

11.1 Calgary Safer Mobility Plan 2024-2028, CD2024-0411

11.2 Hillhurst Sunnyside Community Amenity Fund Annual Update (2023), CD2024-0425

11.3 Q2 Industry Update on Electricity, Natural Gas and Telecommunications, CD2024-0418

12. ADJOURNMENT

Moved by Councillor McLean

That this meeting adjourn at 4:27 p.m.

MOTION CARRIED

The following Item has been forwarded to the 2024 May 28 Regular Meeting of Council:

URGENT BUSINESS

- Secondary Suite Incentive Program, CD2024-0661

The following Items have been forwarded to the 2024 June 18 Regular Meeting of Council:

CONSENT AGENDA

- Summary of Current Regulatory Proceedings, CD2024-0417
- Home is Here: The City of Calgary's Housing Strategy 2024-2030 – 2024 Progress Update, CD2024-0225
- Housing Accelerator Fund (Verbal), CD2024-0649
- Vehicle-for-Hire Transitional Strategy, CD2024-0660
- Festival and Event Policy Update, CD2024-0272
- Regulatory Interventions and Municipally Owned Utilities, CD2024-0677

ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

- Bylaw to Establish the Council Advisory Committee on Housing, CD2024-0224

The next Regular Meeting of the Community Development Committee is scheduled to be held on 2024 June 26 at 9:30 a.m.

CONFIRMED BY COMMITTEE ON

CHAIR

CITY CLERK

UNCONFIRMED

**Planning and Development Services Deferral Request to
Community Development Committee
2024 June 26**

Item # 5.1.1
**ISC: UNRESTRICTED
CD2024-0768**

Deferral Request – Response to IP2023-0501, from 2024 Q2 to 2024 Q4

PREVIOUS COUNCIL DIRECTION

On 2021 March 1, Council directed Administration, through Notice of Motion PFC2021-0222, to address and prevent the negative impacts of waste and recycling sites by establishing and hiring a new Waste Officer position, forming an inter-departmental working group and an enforcement strategy.

On 2021 July 5, through UCS2021-0903, Council approved a new one-time operating budget request of \$300,000 to fund Waste Officer for a 24-month period and directed Administration to report back no later than 2022 Q3 through the appropriate Standing Policy Committee to fulfill the remaining actions.

On 2022 July 26, through C2022-0896, Council approved amendments to the Land Use Bylaw 1P2007 to enable better regulations for Waste Management and Storage Uses.

On 2022 September 9, through IPC2022-0906, Administration requested a deferral of the report back on minimizing negative impacts of waste and recycling sites to no later than 2023 Q2 to align with proposed amendments to the Business License Bylaw that will further advance progress on these issues.

On 2023 July 4, through IP2023-0501, Council directed Administration to bring amendments to the Business Licence Bylaw 32M98 to address concerns around public health, safety and environmental impacts from the operations of waste and recycling sites by no later than 2024 Q2.

STATUS UPDATE

Administration continues to make progress on the Action Plan to Minimize Negative Impacts of Waste and Recycling sites.

Since the last update to Council in 2023, Administration has created and filled the permanent Waste Officer position.

The 2022 July amendment to Land Use Bylaw 1P2007 created concrete classifications and definitions related to waste operations. Administration is now better equipped with effective tools and has been successful in bringing known non-compliant private waste operations into compliance.

OUTSTANDING WORK

Through the inter-departmental working group, efforts continue to further evaluate any enforcement gaps that may remain. This will help definitively determine whether amendments to Business License Bylaw 32M98 would provide additional enforcement tools.

REPORT BACK TIMELINES

The report will be presented to the Community Development Committee on 2024 October 30.

Author: Brad Kalman, City and Regional Planning
Acting General Manager Debra Hamilton concurs with the information in this deferral request.



NOTICE OF MOTION

RE: Minimizing Negative Impacts of Waste and Recycling Sites

Sponsoring Councillor(s): COUNCILLOR KEATING

WHEREAS renowned publications such as Forbes Magazine, Maclean's, and many others have often ranked the city of Calgary as one of the cleanest cities in Canada, which is partly due to our waste and recycling programs within The City;

AND WHEREAS The City of Calgary has enacted numerous initiatives on strategic waste and recycling services, including the highly successful Blue Cart recycling program, and the Green Cart compost program; it is clear that The City prioritizes providing Calgarians a clean and environmentally responsible community;

AND WHEREAS for residential and non-residential waste services, there exists many companies in Calgary, and while these companies are often identified as recyclers, salvage yards, processing facilities, containerization and/or storage of goods and/or products or similar, there is a strong possibility that their stockpiles of waste and recycling and other off spec materials may not be compliant with the true purpose of the Land Use Bylaw approvals, especially when very little transferring, processing or recycling is being done;

AND WHEREAS many of these sites have amassed thousands of metric tons (M/t) of waste, recycling and other off spec materials stored on their sites, effectively operating unlicensed and unregulated landfills instead of operating as a temporary processing facility, and only maintaining operating inventory as opposed to large stockpiles of material;

AND WHEREAS these sites do not currently have clear operating standards enforced upon them by The Province or The City of Calgary, and have found a largely unregulated space in which to conduct their operations;

AND WHEREAS as found in the previous UCS2019-1520 report, at some of these sites, there is the possibility of operational practices that may increase exposure to the risk of fires; non-compliance with the Alberta Fire Code with regards to stockpiled content, height, and/or separation; and additional concerns for public safety, no less than three of these sites have been approved since this issue was last before Council, and the recommendations of UCS2019-1520 submitted;

AND WHEREAS the Ward 12 Councillor Office has fielded many complaints from citizens and businesses alike, regarding the debris and particulate that has blown onto their property from these large stockpiles of waste and recycling, and the unsightly aesthetics which impacts their frontage;

AND WHEREAS with the sheer volume of materials currently contained on these properties, Administration should consider applying bonds on existing sites not regulated by Environmental Protection and Enhancement Act (EPEA) to protect tax payers, from removal and remediation related expenses as currently these companies are not required to have them due to the stated nature of their activities, and represents a potential long term financial and environmental liability with potential adverse impacts on, but not limited to, surface water, run off, ground water, and soil, to The City;

NOW THEREFORE BE IT RESOLVED that Council direct Administration to appoint an Officer, be they internal or external, to lead an interdepartmental work group in addressing the resolutions below;

AND FURTHER BE IT RESOLVED that Administration present their internal Officer or present the job description and their recommendations for funding should they be external, to Utilities and Corporate Services Committee no later than Q2 2021;

AND FURTHER BE IT RESOLVED that the interdepartmental work group examine the financial and environmental liability The City would incur in the case of these companies abandoning their sites, (to say what potential liabilities and fees would be incurred by The City through 1,000 M/t increments), and the management of these sites;

AND FURTHER BE IT RESOLVED that the interdepartmental work group develop an enforceable strategy for bringing all sites, that store and process waste, recycling and other materials into better compliance (pile height, screening, fire code, environmental, LUB, etc.), minimizing the potential risks they pose;

AND FURTHER BE IT RESOLVED that the Officer combine the research in a report back through the Utilities and Corporate Services Committee no later than Q4 2021, outlining an initial set of recommendations for how to create enforceable development and operating standards and an enforcement strategy for targeting problematic sites that store and processes waste, recycling and other materials;

AND FURTHER BE IT RESOLVED that the Officer prepare a comprehensive list of recommendations, to submit with their report, on the tools available to Administration, should the enforcement strategy not be an adequate solution to managing the risk associated with these sites.

Action Plan to Minimize Negative Impacts of Waste and Recycling Sites Update

RECOMMENDATION(S):

That the Infrastructure and Planning Committee recommend that Council direct Administration to bring amendments to the Business Licence Bylaw 32M98 to address concerns around public health, safety, and environmental impacts from the operations of waste and recycling sites in Calgary by no later than Q2 2024.

HIGHLIGHTS

- On 2021 March 1, Council directed Administration to address and prevent the negative impacts caused by poorly managed operational practices at waste and recycling sites (PFC2021-0222).
- *Why does it matter?* Private waste and recycling businesses play an important role in Calgary's waste management ecosystem, increasing the efficiency of collections and reducing volume in landfills. Operating practices at certain types of waste and recycling sites are largely unregulated by The Province of Alberta or The City of Calgary. The City of Calgary must provide clear regulations to ensure waste and recycling businesses can operate successfully, while adhering to standards that prevent negative impacts to neighbours.
- *What does this mean to Calgarians?* Improved operating practices will help prevent unintentional public health and safety impacts; and will improve enforcement to resolve impacts more effectively, thus directly benefiting neighbouring businesses and residents.
- In 2021 July, as per Council direction, Administration appointed a temporary Waste Officer who advanced many actions to address improper operations of waste and recycling sites. Administration is in the process of creating a permanent Waste Officer position to continue with pending actions and to ensure ongoing cross-corporate coordination.
- Administration identified that amendments to the Business Licence Bylaw 32M98 are needed to regulate certain operational practices of waste and recycling sites. Support for new regulations was demonstrated through a 2022 survey of waste and recycling businesses and neighbouring properties, and additional dialogue on proposed regulation needs to be undertaken. Bringing amendments to the Business Licence Bylaw no later than Q2 2024 will allow this dialogue to take place and will ensure that we address concerns around public health, safety, and environmental impacts of these sites and avoid unintended consequences to the business community.
- Background and Previous Council Direction is included as Attachment 1.

DISCUSSION

Background

Provincial environmental legislation that applies specifically to the operation of waste and recycling sites is limited and varies by activities performed at sites. Municipal oversight is limited to land use approvals, development permits, business licensing and enforcement of the Alberta Fire Code. These processes are not always coordinated, which creates confusion as to which regulations apply to specific types of businesses.

Improper operations of some waste and recycling sites have become an increasing concern for The City of Calgary, as Councillors and Administration receive complaints about these issues

Action Plan to Minimize Negative Impacts of Waste and Recycling Sites Update

from nearby businesses and residents. To respond to these concerns, Council directed Administration, through a Notice of Motion (PFC2021-0222) on 2021 March 1, to appoint an internal Waste Officer to lead an inter-departmental working group and develop a strategy to address poor operational practices of waste and recycling sites and prevent potential negative impacts.

2023 Action Plan to Minimize Negative Impacts of Waste and Recycling Sites

Actions Administration has completed or is taking to address concerns around operating practices at waste and recycling sites and their consequent negative impacts are summarized below. More details are provided in the 2023 Action Plan to Minimize the Negative Impacts of Waste and Recycling Sites (Attachment 2).

Actions completed to-date include:

- Hired a temporary Waste Officer (up to 24 months) who initiated an inter-departmental working group (UCS2021-0903).
- Improved inter-departmental coordination of enforcement strategies that has led to nuisance issues being resolved on six out of the nine sites identified (PFC2021-0222).
- Examined financial and environmental liabilities and found no precedent for The City to have liability in circumstances where private companies abandon sites.
- Highlighted regulatory gaps for waste and recycling businesses.
- Created an informational booklet for residents and businesses that describes the role of private waste and recycling sites in Calgary's waste management ecosystem and highlights Administration's current and ongoing actions to address unregulated operating practices (Attachment 3).
- Addressed gaps in regulation through Land Use Bylaw amendments (IP2022-0503).

Administration will continue to work on the following actions:

- Fill the Waste Officer with a permanent position that will advance Administration's ongoing actions and ensure continued cross-corporate coordination.
- Conduct further assessment and dialogue with interested parties on the proposed Business Licence Bylaw amendments to address concerns around public health, safety, and environmental impacts of these sites and avoid unintended consequences to the business community.
- Continue advocacy efforts with Province of Alberta and coordinate regulations with regional municipal partners.
- Improve compliance of operations by preparing a guide for operators that explains all applicable provincial and municipal oversight.

Proposed amendments to the Business Licence Bylaw:

Amendments to the Business Licence Bylaw 32M98 will close current gaps in oversight that are sometimes exploited, resulting in public health, safety, and environmental impacts. Proposed amendments will seek to introduce a new Business Licence type that would apply to businesses operating as Storage Sites, as defined in the Waste Control Regulation, AR 192/96. These types of businesses are commonly licenced as a Salvage Yard/Auto Wrecker, which do not require a provincial licence or approval. This new licence type will allow for greater oversight by The City and allow The City to add requirements specific to these types of businesses. Administration has drafted proposed amendments that require further review with internal

Action Plan to Minimize Negative Impacts of Waste and Recycling Sites Update

partners and additional dialogue with waste and recycling operators. Returning with proposed amendments to the Business Licence Bylaw no later than Q2 2024 will provide Administration time to undertake this important work of confirming proposed amendments and developing a comprehensive implementation plan to bring the new regulations in-force.

EXTERNAL ENGAGEMENT AND COMMUNICATION

- | | |
|--|---|
| <input type="checkbox"/> Public engagement was undertaken | <input checked="" type="checkbox"/> Dialogue with interested parties was undertaken |
| <input type="checkbox"/> Public/interested parties were informed | <input checked="" type="checkbox"/> Public communication or engagement was not required |

Initial feedback from interested parties, including haulers, landfill and storage site operators, industry experts and neighbours was provided through an online survey launched in April 2022. Respondents were asked about their typical interactions with waste and recycling sites and their solutions to encourage healthy business practices at these sites. Responses showed the following major findings:

- Concerns were raised that a small number of operators give the entire industry a negative image.
- Desire to ensure businesses with stricter operating standards are not put at a competitive disadvantage was demonstrated, as operators who forego reporting activities and do not have operations or mitigation plans are able to offer more competitive rates.
- The potential for new regulations introduced by The City of Calgary to ensure stricter standards for all operators was supported by both neighbouring properties affected by impacts, and private waste and recycling businesses.

IMPLICATIONS

Social

Properly addressing poorly managed operations at waste and recycling sites will improve quality of life and reduce public health and safety risks for Calgarians by reducing the prevalence of odours and materials escaping sites. Preventing the stockpiling of waste and recycling materials will prevent these sites from becoming safety and environmental hazards.

Environmental

Properly addressing poorly managed operations at waste and recycling sites will reduce the prevalence of odours and materials escaping sites and prevent the stockpiling of waste and recycling materials from becoming safety and environmental hazards. Clear expectations and requirements will enable waste and recycling businesses to operate successfully and help The City achieve its waste diversion goals.

Economic

Poorly managed operations at waste and recycling sites can potentially affect the business activities of neighbouring properties, posing economic risks and financial liabilities. Clear expectations and requirements will improve operating standards and prevent unintended negative impacts, enabling the continued growth of the waste and recycling industry.

Action Plan to Minimize Negative Impacts of Waste and Recycling Sites Update

Service and Financial Implications

No anticipated financial impact

RISK

Failing to prevent or reduce the negative effects generated by poorly managed and unregulated operating practices risks continued exposure to public health and safety and environmental hazards. Administration’s actions to improve enforcement and update regulations mitigate this risk.

The City of Calgary’s Waste & Recycling Services team occupies a complex space within the waste and recycling industry, playing three important roles: industry regulator, service provider, and industry player/competitor. Increasing municipal oversight of private operators could be perceived as giving preference to The City over the private sector. Ensuring oversight is focused on a level playing field for businesses, regulatory compliance, reducing nuisances and environmental impacts is key to mitigating this perception. It is essential that additional regulation be transparent to the businesses community and be communicated with a detailed and intentional communications plan.

Moving forward with proposed amendments to the Business Licence Bylaw without further internal review and dialogue with the business community could expose The City to reputational risks and could result in inadequate implementation. Bringing Business Licence Bylaw amendments by no later than Q2 2024 will allow The City to conduct further communication with impacted parties, address risks identified above and develop an implementation strategy.

ATTACHMENT(S)

1. Background and Previous Council Direction
2. 2023 Action Plan to Minimize Negative Impacts of Waste and Recycling Sites
3. Informational Booklet: Minimizing Negative Impacts of Waste and Recycling Sites
4. Presentation-IP2023-0501

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Stuart Dalgleish	Planning and Development Services	Approve
David Mercer	Law	Inform
Brenda Desjardins	Development Business and Building Services	Inform
Kelly Cote	Government Relations	Inform
Julie Radke	Waste & Recycling Services	Inform

Community Services Report to
Community Development Committee
2024 June 26

ISC: UNRESTRICTED
CD2024-0554

Response to the Noise Policy Notice of Motion

PURPOSE

The purpose of this report is to fulfill Council's direction from Notice of Motion EC2023-0642, reporting back with information about excess noise, its effect on Calgarians' health, and possible approaches for The City's noise management role.

PREVIOUS COUNCIL DIRECTION

On 2023 September 12 Council directed Administration to report back in Q2 2024 with: a draft noise policy vision; a review of existing City of Calgary noise rules compared to health guidelines and leading practices in other jurisdictions; and reports that outline the scope and cost of: city-wide noise mapping, closing the gap between Calgary's current practice and that of leading jurisdictions, and a soundscape assessment pilot project.

RECOMMENDATION:

That the Community Development Committee recommends that Council direct Administration to provide interested researchers with data and information to further their understanding of Calgarians' exposure to noise.

CHIEF ADMINISTRATIVE OFFICER/GENERAL MANAGER COMMENTS

GM Katie Black concurs with the content of this report.

HIGHLIGHTS

- Environmental noise is an issue of public health. Exposure to traffic noise above 53 decibels throughout the day and 45 decibels at night increases the risk of adverse health effects.
- City-wide noise exposure has not been estimated or measured in Calgary. Supporting the collection of more data would allow for a better understanding of the scope and scale of noise in Calgary and would help The City evaluate whether noise policy should become an area of focus.
- The City of Calgary does not have the expertise or capacity to perform detailed acoustical engineering. Developing this expert capacity would require several years of effort and many hundreds of thousands of dollars of expenditure, in addition to any potential enforcement and infrastructure redesign costs.

DISCUSSION

The City of Calgary's Community Standards Bylaw 32M2023 is the primary tool by which noise is regulated within the city. The bylaw sets maximum sound levels for day and night times in residential, non-residential, and downtown areas and has different rules for different types and durations of sound. Enforcement of 32M2023 is the responsibility of the Community Safety team in the Emergency Management & Community Safety business unit. Additionally, target thresholds for sound levels near roads are provided by the Surface Transportation Noise Policy.

**Community Services Report to
Community Development Committee
2024 June 26**

**ISC: UNRESTRICTED
CD2024-0554**

Response to the Noise Policy Notice of Motion

Noise is measured using devices such as sound meters. When measured in decibels, sound pressure level is not linear, but logarithmic in scale. This means that people perceive 53 (dBA) as around twice as loud as 50 (dBA) and that 60 (dBA) feels ten times louder than 50 (dBA). Attachment 2 provides examples of the sound level of common indoor and outdoor sound sources.

Excessive environmental noise is an issue of public health. The World Health Organization has published recommended maximum average exposures for different types of noise including road traffic, railway noise, airplane noise, wind turbine noise, and others. People exposed to excess noise are likelier to develop ischemic heart disease, hypertension, and cognitive impairment.

Calgarians' environmental noise exposure has not been collected or calculated. This absence of data is typical of the North American approach to municipal environmental noise management, where it is assumed that a suburban built form provides sufficient protection from excess environmental noise. In colder climates, thermal insulation in homes is also thought to provide enough protection from outside noise to make additional investigation unnecessary.

In the past few years, The City has undertaken some noise analysis as part of city-building. Calgary has traditionally required noise studies when developers propose roadways in new communities, has measured noise as part of responding to requests for noise walls next to homes, and for bylaw enforcement. More recently, sound levels have been estimated or collected in targeted situations as part of evaluating park space activations and recreation planning.

Spikes in sound level that disturb peaceful enjoyment of a home or outdoor space tend to be more noticeable than consistently high levels of background noise. The establishment of a team tasked with noisy vehicle enforcement is underway in Community Safety. The briefing note to the Community Development Committee on 2024 June 26 provides information about noise monitoring's proposed use to improve officer deployment and the feasibility of using automated systems to enforce noisy vehicle regulations in Calgary.

Investigation into the population-level environmental noise exposure of Calgarians and its impact on health is not an activity The City could undertake directly due to a lack of expertise and capacity. However, many of the datasets required for a third party to generate a sound model are already collected by The City. Administration could provide support to interested researchers by lending The City's authority and providing access to data and asset inventories.

The Noise Policy Notice of Motion directed Administration to investigate and report back on several possible projects. The following table outlines the work performed and where additional detail about each investigated project can be found.

Response to the Noise Policy Notice of Motion

Deliverable	Attachment #	Expected Cost	Recommended City Action
Draft Noise Policy Vision	3	Absorbed in existing budget	Complete – adoption not recommended
Noise Mapping Scoping Report	4	\$150K* (if City-led)	Support researchers
Noise Management Gap Analysis	5	Absorbed in existing budget	Provided for information
Noise Strategy Scoping Report	6	\$450K*	Not recommended
Soundscape Assessment Pilot Project Scoping Report	7	\$50K*	Not recommended

*Deliverables requiring further work would require staff to be redirected from existing priorities.

During the noise management gap analysis, it became apparent that The City of Calgary has not extensively considered the growing tension between the goals of becoming a vibrant, year-round cultural destination and Calgarians’ wellness and housing needs. If further research is conducted, Council will need to contemplate the trade-offs between the nighttime vibrancy and related economic sustainability of entertainment-focused districts, and the health and wellness of nearby residents.

EXTERNAL ENGAGEMENT AND COMMUNICATION

- Public engagement was undertaken
- Dialogue with interested parties was undertaken
- Public/interested parties were informed
- Public communication or engagement was not required

Initial conversations about the interaction between the Culture + Entertainment District and the surrounding residential developments were held with the Calgary Municipal Land Corporation, the Calgary Stampede, and the Event Centre project team.

IMPLICATIONS

Social

It is possible that Calgary is typical of many North American cities in that historically disadvantaged communities are particularly exposed to excess levels of noise. The City is not well-positioned to directly undertake the research to determine whether this is the case but could provide information and support to interested researchers.

Environmental

Response to the Noise Policy Notice of Motion

Excess environmental noise is an issue of public health. Investigation into the degree to which Calgarians are exposed to unhealthy sound levels would help define the scope and severity of the problem.

Economic

As Calgary positions itself as more of an entertainment and nightlife-focused destination, particularly with the development of the Culture + Entertainment district, there will likely be more tension between vibrant, noisy entertainment venues and nearby residents. If faced with restrictive times and levels at which venues can generate noise, businesses may be less economically sustainable, but the nearby residents' quality of sleep and overall health could be improved. The City will need to determine the appropriate balance between these competing priorities.

Service and Financial Implications

No anticipated financial impact

Administration will not require additional funding to deliver on the recommendation. If approved, datasets and information that are relevant to noise mapping will be made available to interested researchers using existing staff capacity.

RISK

By not investigating possible excess noise levels while championing data-driven decision-making, The City could face some reputational risk. This is mitigated by supporting researchers interested in investigating sound levels in Calgary. Funding the development of a Noise Strategy could raise public expectations that The City would begin regulating noise in a coordinated way. A future decision not to prioritize noise policy could expose The City to reputational risk.

ATTACHMENTS

1. Previous Council Direction, Background
2. Common Noise Sources and Levels
3. Draft Noise Policy Vision
4. Noise Mapping Scoping Report
5. Noise Management Gap Analysis
6. Noise Strategy Development Scoping Report
7. Soundscape Assessment Pilot Project Scoping Report
8. Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Katie Black	Community Services	Approve
Michael Thompson	Infrastructure Services	Consult
Debra Hamilton	Planning & Development Services	Inform
Doug Morgan	Operational Services	Inform

**Community Services Report to
Community Development Committee
2024 June 26**

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Response to the Noise Policy Notice of Motion

Carla Male	CPFS	Inform
Jill Floen	Law & Legislative Services	Inform
Chris Arthurs	People, Innovation & Collaboration	Inform

Author: Policy & Bylaw Development Team, Community Strategies

Background and Previous Council Direction

Background

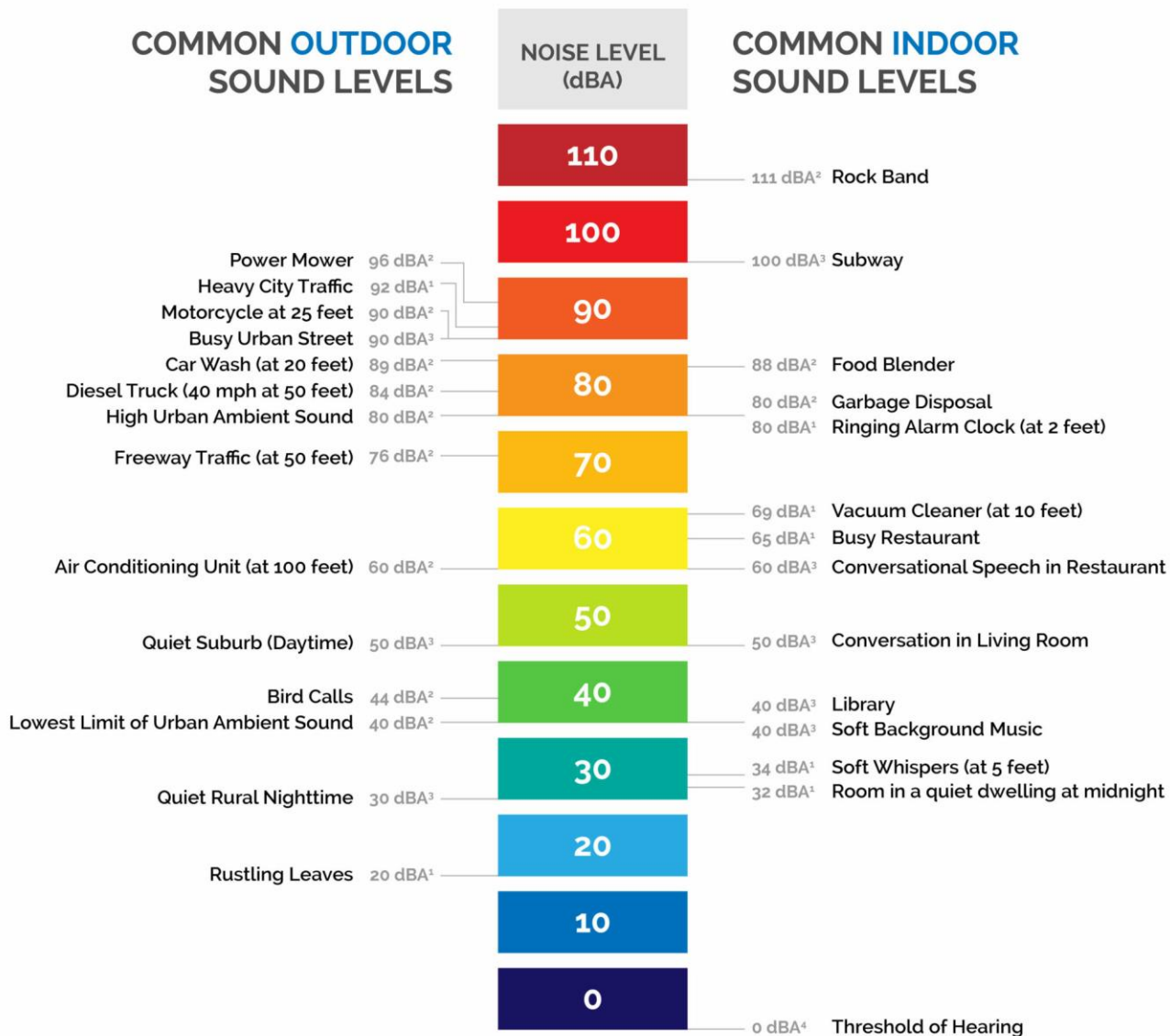
On 2023 September 12 Council directed Administration to report back in Q2 2024 with: a draft noise policy vision; a review of existing City of Calgary noise rules compared to health guidelines and leading practices in other jurisdictions; and reports that outline the scope and cost of: city-wide noise mapping, closing the gap between Calgary’s current practice and that of leading jurisdictions, and a soundscape assessment pilot project.

Previous Council Direction

DATE	REPORT NUMBER	DIRECTION/DESCRIPTION
2023 September 12	EC2023-0642	<p>Noise Policy to Protect the Health and Quality of Life of Calgarians</p> <p>That Council direct Administration to return to Council in Q2 of 2024 with:</p> <ol style="list-style-type: none"> 1. A draft noise policy vision that includes the protection of public health and the importance of sound and acoustics in creating liveable and engaging urban spaces; 2. A review of existing noise-related bylaws: <ol style="list-style-type: none"> a. evaluating their alignment with existing national and international health guidelines; and, b. surveying best practices in other municipalities, including mitigation measures related to weather events, entertainment events, and construction in or near residential areas; 3. A scoping report that identifies potential funding sources, a workplan, and budget request to support: <ol style="list-style-type: none"> a. city-wide information collection (noise mapping) and public disclosure of noise exposure information, and plans for mitigation measures, to be updated at a regular interval; b. recommendations for applicable bylaw changes based on the above review; and c. a pilot project that engages Calgarians in soundscape assessment, drawing from existing local engagement methods and other community engagement work.

Common Noise Sources and Levels

Comparative Noise Levels (dBA)



1 Aviation Noise Effects, FAA, AEE, March, 1985 (FAA-EE-85-2), Table 1.1
 2 Federal Agency Review of Selected Airport Noise Analysis Issues (Federal Interagency Committee on Noise), August 1992, Table B.1
 3 Children's health and the environment, A Global Perspective, World Health Organization, 2005, Table 15.1
 4 OSHA Technical Manual, TED 01-00-015, Section III (Health Hazards), Chapter 5 (Noise, Updated 8/15/2013)

Draft Noise Policy Vision for The City of Calgary

Administration is not recommending that The City make a commitment to coordinated noise policy at this time. Depending on the outcome of researcher-driven noise modeling and Council direction, the Noise Policy Vision below could be considered in the future.

Preamble:

Living in a city of over a million people, Calgarians are exposed to noise from many sources, both in their homes and as they move around the city. As noise affects a person's ability to enjoy their surroundings and interact with others, and can affect one's physical and mental wellbeing, The City of Calgary and other orders of government have established policies and regulations to moderate some of the most significant sources of noise in the environment. Even with these controls in place, the noise experience of Calgarians can vary significantly depending on where in the city they live, work, and play.

Noise Policy Vision:

The City of Calgary will enact policies that protect Calgarians from the harmful effects of noise while encouraging a vibrant and sustainable city.

Noise Mapping Scoping Report

Why should Calgary map noise?

A visual representation of the sound levels experienced around Calgary (noise map) would allow residents, researchers, and policy makers to better understand noise exposure, raising awareness of the relative and absolute excess noise sound levels that Calgarians are exposed to at home and around the city.

Both short-duration noise spikes and long-duration periods of elevated sound levels (environmental noise) can cause health issues in individuals. A better understanding of the sound levels experienced by residents will shed light on the scope and scale of the population-level public health impacts caused by excess environmental noise in Calgary.

How would the data be collected and compiled?

Measuring actual sound levels across all the whole of Calgary is not a realistic approach to understanding noise exposure. Thousands of noise monitoring devices would be required and would not provide a level of granularity useful for city-wide analysis. Instead, the preferred approach to calculating sound levels at the city scale is to use software-based noise modeling. By making use of data inputs such as roadway alignment and traffic, land use zoning, building data, land topography, railway alignment and airport information, the average noise exposure of a given location in Calgary can be calculated. Modeling noise can provide a cost-effective and easy-to-understand map of sound exposure across the city that, when combined with population data, will allow a better understanding of what portion of Calgary's population is at risk for negative health impacts due to excess noise.

Though not practical for city-wide use, sound level monitoring is useful in targeted situations. By acquiring several dozen monitoring devices, The City could verify some of the assumptions made in noise modeling, learn more about noise issues in high-complaint areas, and actively monitor sound levels at live events. Monitoring would also allow for improved scheduling and resource assignment for noise enforcement activities. Sound level monitoring devices do not make recordings of conversations or sounds. They record sound pressure level - the energy of sound waves in the environment, often thought of the volume of a noise.

Who would undertake the work?

City-wide noise modeling could be undertaken by interested researchers. Many of the datasets required are already in The City's data repositories. Requiring less collection of new data will

allow for a higher quality noise map (more detail, using more data sources) for the same effort. If The City decided to lead the work and hire an external vendor, the costs would be approximately \$150K.

The acquisition and management of an initial stock of noise monitoring devices, many of which can also collect other types of data, has already been budgeted for by Information Technology, and can be delivered using existing resources. These devices are expected help improve the deployment of officers tasked with noise enforcement as described in 2024 June 26 briefing “Progress Update on Addressing Noisy Vehicles and Community Traffic Safety” CD2024-0549. A preliminary collaboration with a research team at the University of Calgary’s Schulich School of Engineering will also be pursued, allowing The City early access to new methods of analysis and data collection.

Noise Management Gap Analysis

This document outlines recommended health guidelines related to sound exposure, current approaches to mitigate and prevent excess noise in Calgary, examples of practices in other jurisdictions and a preliminary list of opportunities that require further investigation and feasibility assessments.

Type of Sound	Health Organization Guidelines	Existing Legislation & Practices to Manage Noise	Practices in Other Jurisdictions to Prevent/Mitigate Sound Exposure	Calgary Opportunities for Management of Sound and Resources
<p>All Sound Types</p>	<p>World Health Organization¹ (WHO) reports noise above 140 dB for adults and 120 dB for children can immediately cause harm to the ears.</p> <p>WHO² recommends no more than 30 dBA(Leq) of continuous background noise to avoid sleep disturbances. Individual events over 45 dB(LAmax) should be avoided.</p>	<ul style="list-style-type: none"> • <i>City of Calgary (CoC):</i> The Community Standards Bylaw prohibits continuous (over 3 minutes) sound exceeding 65 dBA(Leq) during the daytime (7 am-10 pm weekdays and 8 am-10 pm on weekends) and 50 dBA(Leq) during night-time in residential developments. Downtown, continuous sound is prohibited at 75 dBA(Leq) at daytime and 60 dBA(Leq) at night-time. • <i>CoC:</i> Bylaw officers investigate bylaw infractions when they receive complaints. Fines for noise-related offenses range from \$125 to \$500. • <i>CoC:</i> Noise Exemption Permits can be applied for, free of charge when an activity is expected to exceed sound level or timeframe limits (ex: construction, concrete finishing, festivals, and events). • <i>CoC:</i> Planning policy and implementation consider sound when designing communities and assessing developments. 	<ul style="list-style-type: none"> • <i>European Union:</i> All European Union urban areas over 100,000 people need to have noise models that get updated every 5 years. Amsterdam, Madrid and Paris have a lot of experience with noise modeling and mapping. • <i>Canton of Geneva, CHE:</i> Uses noise monitoring to update their noise calculated noise model, especially with traffic noise. • <i>London, UK:</i> Influences and provides advice on the design and layout of new developments at pre-application stages as part of improved acoustic design. • <i>Vancouver:</i> Noise Bylaw incorporates different zones (e.g.: activity, event, intermediate, and quiet zones) with different noise restrictions enabling more choices related to sound /vibrancy. • <i>Edmonton:</i> Investments in the Urban Forest Management Plan aim to reduce or mask noise (among other environmental benefits). 	<ul style="list-style-type: none"> • Calculate noise levels in Calgary using sound modeling. • Launch a noise monitoring pilot to identify problematic areas. • Publish sound level exposure data to help raise public awareness. • Explore advocacy opportunities for the National Research Council Canada to improve acoustic regulations in the design and layout of residential developments (e.g.: improve acoustic performance of windows, increase insulation, and develop regulations that would require “quiet sides’ of homes in relevant locations). • Review the Land Use Bylaw for opportunities to reduce the impact of noise.

¹ World Health Organization (1999); Guidelines for Community Noise. Source: [Guidelines for community noise \(who.int\)](https://www.who.int/publications/m/item/guidelines-for-community-noise)

² ibid

Type of Sound	Health Organization Guidelines	Existing Legislation & Practices to Manage Noise	Practices in Other Jurisdictions to Prevent/Mitigate Sound Exposure	Calgary Opportunities for Management of Sound and Resources
	<p>WHO recommends that average noise exposure levels should not exceed 70 dBA(Leq) over a 24-hour period, and 85 dBA(Leq) over a 1-hour period to avoid hearing impairment.³</p>	<ul style="list-style-type: none"> • <i>Government of Canada:</i> National Building Code 2019 Alberta Edition outlines requirements related to limiting the transmission of sound from both inside and outside of buildings (reducing impacts of many forms of noise exposure). 		<ul style="list-style-type: none"> • Identify equity considerations in exposure to sound (based on location or housing type) and assess existing or new opportunities for noise mitigation with an equity lens. • Investigate increased access to space for trees and layers/composition of species to reduce or mask noise.
<p>Road Traffic</p>	<p>WHO⁴ recommendations for road traffic sound levels:</p> <ul style="list-style-type: none"> • Below an average of 53 dBA(Lden)⁵; • Below an average of 45 dBA(Lnight)⁶ at night 	<ul style="list-style-type: none"> • <i>CoC:</i> Surface Transportation Noise Policy specifies a target noise level of 60 dBA Leq (24) in most residential areas. The policy also specifies design expectations and responsibility for providing noise attenuation. • <i>CoC:</i> The Noise Barrier Retrofit program prioritizes upgrades based on the areas that would most benefit from barriers. • <i>CoC:</i> New roads are tested for smoothness using the International Roughness Index. Smoother roads last longer and contribute 	<ul style="list-style-type: none"> • <i>London, UK:</i> Has integrated noise management considerations into the policy, planning, and design of the City’s transport, cleaning, planning, highway management, and improvement activities. • <i>Canton of Geneva, CHE:</i> Produced noise maps to measure and understand traffic noise. • <i>Malmo, Sweden:</i> Paved roads with noise-dampening asphalt & reduced speeds to 40km in the City Centre. • <i>Amsterdam, Netherlands:</i> Experimented with closing major traffic routes to private cars to 	<ul style="list-style-type: none"> • Investigate the impacts and costs associated with a potential reduction in road noise target levels to WHO-recommended levels. • Explore increased noise barriers and trees around noisy roads. • Continue upholding smoothness standards and balance road surface/roughness with noise and safety considerations.

³ World Health Organization (1999); Guidelines for Community Noise. Source: [Guidelines for community noise \(who.int\)](https://www.who.int/publications/m/item/guidelines-for-community-noise)

⁴ Environmental noise. In: Compendium of WHO and other UN guidance on health and environment, 2022 update. Geneva: World Health Organization; 2022 Source: [who_compendium_noise_01042022.pdf](https://www.who.int/publications/m/item/compendium-noise-01042022.pdf)

⁵ L_{den} is an average sound pressure level over all days, evenings and nights in a year.

⁶ L_{night} is the equivalent continuous sound pressure level when the reference time interval is the night.

Type of Sound	Health Organization Guidelines	Existing Legislation & Practices to Manage Noise	Practices in Other Jurisdictions to Prevent/Mitigate Sound Exposure	Calgary Opportunities for Management of Sound and Resources
		<p>less noise but are more susceptible to slippery winter conditions.</p> <ul style="list-style-type: none"> • <i>CoC</i>: Community Standards Bylaw prevents waste collection vehicles during nighttime hours (except downtown which allows 6 am to 10 pm). 	<p>reduce traffic flow and noise and to encourage public/active transport.</p> <ul style="list-style-type: none"> • <i>Barcelona</i>: Created “superblocks” road and building forms that reduce vehicle traffic within the neighborhood and in turn reduce traffic noise. 	
Noisy Vehicles	<ul style="list-style-type: none"> • World Health Organization⁷ (WHO) reports noise above 140 dBA for adults and 120 dBA for children can immediately cause harm to the ears. • Nighttime disturbances: Individual events over 45 dB(LAmax) should be avoided. 	<ul style="list-style-type: none"> • <i>CoC</i>: Traffic Bylaw states vehicles must not exceed 96 dBA at the point of reception (e.g.: squealing tires, roaring engine, stereo). • <i>CoC</i>: Community Standards Bylaw prohibits loud revving and stereo noise on a property. • <i>CoC</i> Community Peace Officers to support enforcement of the Traffic Safety Bylaw with a new team being trained in Q2 2024. • <i>CoC</i>: Traffic Safety Bylaw amendments to better address vehicle noise are being assessed with a report coming in Q3 2024. • <i>Government of Alberta (GoA)</i>: Vehicle Equipment Regulation requires mufflers without excessive noise and prohibits mufflers that increase the noise made by the expulsion of gasses from the engine. • <i>GoA</i>: The Traffic Safety Act allows municipalities to define what is objectionable noise from a vehicle, methods of measuring noise, and prohibit operating a vehicle where objectional noise is produced. 	<ul style="list-style-type: none"> • <i>Toronto</i>: The Noise Bylaw states a vehicle can have a maximum level of 92 dBA. • <i>Edmonton</i>: Bylaws were amended to increase fines to \$1000 for the emission of loud and unnecessary noise from a vehicle. Peace Officers and Police Service enforce City bylaws and Traffic Safety Act regulations. • <i>Winnipeg</i>: Neighborhood Livability Bylaw prohibits repairing, rebuilding, modifying, or testing vehicles within 150m of a residential property. It also prohibits idling a vehicle for more than 10 minutes during quiet hours within 150 meters of a residential property. • <i>Saskatoon</i>: Traffic Noise Sound Attenuation Policy and Noise Bylaw enforce vehicle noise through a graduated fine structure, allowing officers to increase fines with repeat offenses. Fines are different for an individual versus a corporation. 	<ul style="list-style-type: none"> • Opportunities will be described in an update to the Community Development Committee on Automated Systems in June 2024 and in amendments to the Traffic Safety Bylaw in Q3 2024. • Advocacy efforts related to Noise Attenuation could be explored with Alberta Transportation to allow for a more holistic approach across municipalities.

⁷ World Health Organization (1999); Guidelines for Community Noise. Source: [Guidelines for community noise \(who.int\)](https://www.who.int/publications/m/item/guidelines-for-community-noise)

Type of Sound	Health Organization Guidelines	Existing Legislation & Practices to Manage Noise	Practices in Other Jurisdictions to Prevent/Mitigate Sound Exposure	Calgary Opportunities for Management of Sound and Resources
		<ul style="list-style-type: none"> • <i>Government of Canada: Motor Vehicle Safety Regulations</i> require testing of vehicles to ensure they are within specific sound limits. 		
<p>Leisure and Events</p>	<ul style="list-style-type: none"> • WHO⁸ suggests limiting sound exposure to 100 dBA averaged over 15 minutes in entertainment venues. 	<ul style="list-style-type: none"> • <i>CoC:</i> The Community Standards Bylaw limits the level of sound emitted from an outdoor concert (65 dBA and 85 dBC over 1 hour at the point of reception of a residence). • <i>CoC:</i> Noise Exemption Permits are available for outdoor major events. The CoC evaluates events on a case-by-case basis and works to mitigate noise complaints. • <i>CoC:</i> Outdoor events in Tomkins Park were evaluated for noise impacts on the adjacent community in 2023. New practices, including live monitoring, are being considered based on study findings in Tomkins Park and some findings will inform courses of action for other outdoor venues. • <i>CoC:</i> Restrictions of certain events in Riley Park due to adjacent hospice. • <i>CoC:</i> Has completed a noise study around some outdoor recreation court-related activities (i.e., pickleball). • <i>CoC:</i> Maintains a distance between new court developments and residential areas based on 	<ul style="list-style-type: none"> • <i>Edmonton:</i> Limit types of activities in certain venues based on impact on the community (ex: outdoor venues with adjacent residential would assess specific noise-generating events e.g.: electronic dance music). • <i>London, UK:</i> Resists the introduction of noise-generating activities such as leisure and entertainment into areas with strong residential character. • <i>Victoria:</i> Developed guidance documents and strategies to reduce noise for retrofitting and developing new recreational courts and spaces for activities (reflecting the existing noise level of communities). 	<ul style="list-style-type: none"> • A review was completed in 2023 to begin to assess sound levels near outdoor music venues and to explore potential improvements to manage sound at high-impact locations. Work is underway related to report recommendations including: <ul style="list-style-type: none"> • Create sound limits unique to the venue and impacts. • Ensure resources are available to support enforcement. • Build permanent sound monitoring stations at outdoor venues. • Expand the use of new monitoring based on the Event Sound Management Pilot. • Develop a strategy to manage noise related to all recreation

⁸ Environmental noise. In: Compendium of WHO and other UN guidance on health and environment, 2022 update. Geneva: World Health Organization; 2022 Source: [who_compendium_noise_01042022.pdf](#)

Type of Sound	Health Organization Guidelines	Existing Legislation & Practices to Manage Noise	Practices in Other Jurisdictions to Prevent/Mitigate Sound Exposure	Calgary Opportunities for Management of Sound and Resources
		the types of courts and the amount of noise the sport generates.		types (e.g.: soccer, basketball, tennis).
Railway	WHO ⁹ recommendations for railway noise levels: <ul style="list-style-type: none"> • Average below 54 dBA(Lden)¹⁰ over a year; • Below 44 dBA(Lnight)¹¹ overnight 	<ul style="list-style-type: none"> • <i>CoC</i>: The City has a <i>Freight Rail Corridors Policy</i> and implementation plan to reduce new developments' sound exposure to rail lines in residential areas. This policy states noise levels should not exceed 35 dBA in bedrooms and 40 dBA in all other living areas. • <i>CoC</i>: C-trains crossing bells in residential areas are adjusted to balance both safety and noise impacts on the community. • <i>CoC</i>: Maintenance of C-Train rails is regularly completed to reduce noise. 	<ul style="list-style-type: none"> • <i>Burnaby</i>: Building noise attenuation fence around light rail lines in targeted/residential areas. 	<ul style="list-style-type: none"> • Investigate opportunities and costs of additional sound abatement in residential areas.
Aircraft	World Health Organization ⁵ recommendations for aircraft noise levels: <ul style="list-style-type: none"> • Average over a year below 45 dBA(Lden); • Nighttime below 40 dBA(Lnight) 	<ul style="list-style-type: none"> • <i>Government of Alberta and CoC</i>: Compliance with GoA's Airport Vicinity Protection Areas Regulation in CoC planning processes. The regulation outlines uses that are prohibited within certain locations in Calgary, identified as Noise Exposure Forecast areas, due to potential noise impacts from aircraft flying over communities as they arrive or depart. Sensitive uses were evaluated and reduced in 2020. 	<ul style="list-style-type: none"> • <i>GoA</i>: Airport Vicinity Protection Areas Regulations prevent new subdivisions/redevelopment of residential areas (e.g.: higher density dwelling units) and restrict some land uses (e.g.: schools) based on noise exposure from airplanes flying over communities. 	<ul style="list-style-type: none"> • Continue to coordinate with YYC Airport Authority and the Government of Alberta.

⁹ Environmental noise. In: Compendium of WHO and other UN guidance on health and environment, 2022 update. Geneva: World Health Organization; 2022 Source: [who_compendium_noise_01042022.pdf](#)

¹⁰ L_{den} is an average sound pressure level over all days, evenings and nights in a year.

¹¹ L_{night} is the equivalent continuous sound pressure level when the reference time interval is the night.

Type of Sound	Health Organization Guidelines	Existing Legislation & Practices to Manage Noise	Practices in Other Jurisdictions to Prevent/Mitigate Sound Exposure	Calgary Opportunities for Management of Sound and Resources
Construction	See all sound types.	<ul style="list-style-type: none"> • <i>CoC</i>: The Community Standards Bylaw does not apply to construction in residential developments during the day-time, work on a City street or public utility, or its contractors. • <i>CoC</i>: Applicants for Noise Exemption Permits are encouraged to use noise-dampening boxes on equipment like generators. 	<ul style="list-style-type: none"> • <i>Vancouver</i>: Construction on private property can be completed between 7:30 am and 8 pm on any weekday that is not a holiday, and between 10 am to 8 pm on any Saturday that is not a holiday. Construction is not permitted on Sundays. • <i>London (UK)</i>: Limits noise and vibration from construction activities through the planning consent process¹² (e.g.: Contractor and the City must agree on the working hours and methods used which may generate noise and vibration before starting work). • <i>Toronto</i>: Noise monitoring may be a requirement to receive a noise permit. This is completed by Bylaw Enforcement Officers at an additional charge. 	<ul style="list-style-type: none"> • Explore opportunities to encourage builders and developers to achieve the lowest practical noise levels.
Residential Noise (e.g.: pets, air conditioners, power tools)	See all sound types.	<ul style="list-style-type: none"> • <i>CoC</i>: The Community Standards Bylaw: <ul style="list-style-type: none"> • Prohibits use of power tools or motorized garden tools, and powered snow clearing during nighttime hours 10 pm to 7 am. (exceptions apply) • Prohibits use of air conditioner, fan, central vacuum system or generator that causes a continuous sound over 70 dBC during the day and 60 dBC at night (at point of reception). 	<ul style="list-style-type: none"> • <i>Vancouver</i>: Use of leaf blowers is regulated (i.e.: can only be operated in specific hours and within 50 meters of residential properties; cannot be used in some areas of the City; and must be “low-noise”). • <i>Ottawa and Toronto</i>: Air conditions cannot exceed 50 dBA at the point of reception. • <i>Toronto</i>: Prohibits use of powered tools from 7 pm to 8 am. • <i>Zurich, CHE</i>: Bylaws include a mid-day quiet hour on weekdays from 12 pm-1 pm. Quiet 	<ul style="list-style-type: none"> • Engage with the public to collect opinions about use of power tools at various hours.

¹² City of London (2019) Code of Practice for Deconstruction and Construction Sites, Ninth Edition. Source: [Code of Practice for Deconstruction and Construction Sites \(cityoflondon.gov.uk\)](https://www.cityoflondon.gov.uk/~/media/2019/07/16/Code_of_Practice_for_Deconstruction_and_Construction_Sites.pdf)

Type of Sound	Health Organization Guidelines	Existing Legislation & Practices to Manage Noise	Practices in Other Jurisdictions to Prevent/Mitigate Sound Exposure	Calgary Opportunities for Management of Sound and Resources
		<ul style="list-style-type: none"> • <i>CoC</i>: Responsible Pet Ownership Bylaw requires animal owners to supervise their pets so they do not cause nuisance behaviour including barking. Public education on responsible pet ownership is ongoing. 	time also includes Sundays and holidays (ex: no power tool use).	

Noise Strategy Development Scoping Report

Milestone or Deliverable	Scope	Expected Duration	Cost (class 3 estimate)	Benefit	Lead Business Unit
Calculate Calgary-wide Noise Exposure (Noise Modeling)	Calculation of noise exposure based on data set including topography, road traffic noise, and buildings (Could include airplane and rail noise for additional cost).	6 months	\$150K (using external vendor)	<ul style="list-style-type: none"> Allows City to understand whether Calgary's noise levels are problematic and require further action. City and residents can view differences in noise levels across Calgary. Allows comparisons to other cities' noise levels. 	Community Strategies (if only mapping) or City & Regional Planning (if strategy development is approved)
Targeted Measurement of Noise Exposure (Noise Measurement)	Includes installing and maintaining a network of sound level monitor devices around Calgary. Locations influenced by weighted 311 complaint volume and known high-use areas.	6 months	Existing budget and staff time	<ul style="list-style-type: none"> Opportunity to verify the calculated noise model. Informs which types of noise are problematic (e.g.: is it barking dog or road noise or both?) Provides objective source of noise issue data. (Likelihood to complain to 311 varies based on cultural and socioeconomic factors.) 	Information Technology + University of Calgary
Soundscape Assessment Pilot Project	Engagement activities including community walks and public feedback as participants experience neighbourhood and community sounds, both positive and negative.	3 months	\$50K (includes both communications and engagement)	<ul style="list-style-type: none"> Raises public awareness of soundscapes and community noise. Gives a qualitative lens on how Calgarians feel about sound. 	Engage + same BU as Strategy development
Develop and Present for Approval a City of Calgary Noise Strategy	If above projects demonstrate a need, development of the strategy could include goals, actions, timelines, and evaluation methodology spanning the entire organization. Would include actions and plans from 12 months to 20+	18 months	\$450K (does not include implementation costs)	<ul style="list-style-type: none"> Allows The City to reduce the public effects of excess noise through a comprehensive and coordinated plan. Makes recommendations about how to navigate the trade-offs between community vibrancy and sleep quality. Proposes an approach to long-term noise measurement; mitigation and prevention 	City & Regional Planning

	years. Also includes “quick wins” on simpler changes to bylaws, procedures, and practices in alignment with health benefits and based on lessons from noise mapping and soundscape project.			techniques impacting many areas of City service as well as businesses and residents’ conduct.	
Develop and Present for Approval a Noise Bylaw	A bylaw that establishes rules for noise generation, mitigation, and enforcement across Calgary. Requires significant public and industry engagement.	18 months	Existing staff time	<ul style="list-style-type: none"> Provides The City with the legislative tools to implement the Noise Strategy. 	Community Strategies
Implementation of Strategy	Make process, rule, and built form changes to implement stated goals and actions of the Strategy. Would have both operational and capital cost implications.	20+ years	TBD – depends on the approved scope of the strategy and the desired pace of implementation.	<ul style="list-style-type: none"> Improve the health of Calgarians. Become a municipal leader in noise management. Could include community and transport design changes which would take place as part of gradual and incremental redevelopment over decades. 	City & Regional Planning – City-wide impacts

Soundscape Assessment Pilot Project Scoping Report

Introduction:

In responding to Notice of Motion EC2023-0642, it is recognized that The City of Calgary can influence a range of environmental noise, potentially reducing the long-term cumulative impacts of noise on health. This summary outlines the approach of a pilot project focused on engaging a subset of the Calgary community in soundscape assessment and evaluating the perceived impact of sound on residents' mental and physical well-being. Administration is not recommending that The City make pursue this soundscape assessment pilot project at this time. Depending on the outcome of researcher-driven noise modeling and Council direction, this pilot project could be considered in the future.

Purpose:

The pilot project's main purpose is to demonstrate the viability of an approach to actively involve the public in assessing and addressing positive and negative noise in their communities and its potential impact on their mental and physical well-being. It would leverage existing local engagement methods and insights from other jurisdictions' community engagement efforts. The pilot would target high-usage areas, community gathering spaces, and special interest groups, selected through data analysis and previous research/findings. The Engage Resource Unit would prioritize resources and tailor engagement strategies to specific community contexts to maximize pilot project participation.

Goals & Objectives:

1. Use research and leading practices to identify three locations within the city suitable for a soundscape assessment pilot project. Target high-usage areas, community gathering spaces and special interest groups.
2. Develop tailored engagement strategies informed by local data and experience and best practices from other jurisdictions.
3. Encourage the public to actively participate in the soundscape assessment pilot project.
4. Provide a What We Heard Report with the feedback collected from the soundscape pilot assessment project.

Methodology:

Targeted engagement activities would be developed for gathering spaces such as parks, recreation centers, and cultural venues, as well as special interest groups including but not limited to [CNIB](#), [Deaf and Hear Alberta](#), [Alberta Health Services](#),

[Autism Calgary](#), [Alzheimer Association of Calgary](#). Locations would be selected based on usage and population data, historical data, geographical variations, accessibility, safety and security, and technical feasibility.

Budget:

\$50,000 for a four-week outreach and engagement period. This budget also includes the design and delivery of communications and advertising tactics.

Implementation:

Implementation of a pilot project would involve collaboration between City departments, community organizations, and the public. Engagement activities would be tailored to suit the needs and user preferences of each target area, utilizing a combination of in-person events and online platforms, potentially including sound walks to facilitate feedback from participants.

Evaluation:

Evaluation of the pilot project would focus on assessing the effectiveness of engagement strategies in reaching and getting residents in high-usage areas, community gathering spaces and special interest groups to participate. Key performance indicators would include participation rates, quality of data collected, and community satisfaction with the engagement process. Feedback from participants would be presented in a final What We Heard Report to the Project Team. This report would be used to determine the next steps in a larger, city-wide soundscape assessment and/or planning for civic noise mitigation. The feedback collected as part of this pilot project could also influence the development of goals and objectives of the Noise Strategy outlined in Attachment 6.

Conclusion:

A soundscape assessment pilot project would represent a new-to-Calgary approach to collecting residents' feedback about sound in high-usage areas, community gathering spaces, and from special interest groups that would allow The City to effectively allocate resources and improve residents' awareness of sound and noise impacts.



Response to the Noise Policy Notice of Motion

2024 June 26 – Community Development Committee

Previous Council Direction

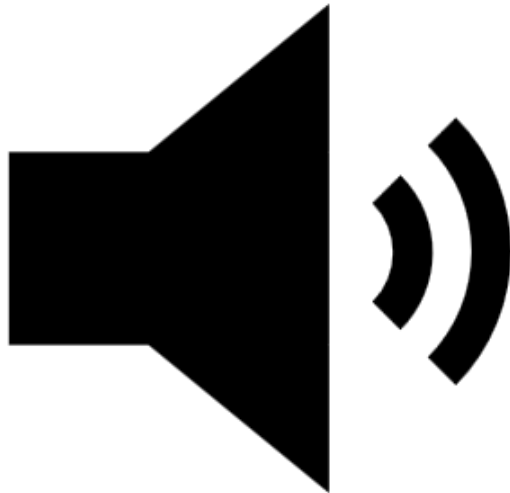
2023 September 12

Admin to report back in Q2 2024 with:

- a draft noise policy vision;
- jurisdictional scan;
- reports that outline the scope & cost of:
 - city-wide noise mapping,
 - closing the gap between Calgary's current practices & leading jurisdictions, and,
 - a soundscape assessment pilot project.



Recommendation



That the Community Development Committee recommends that Council direct Administration to provide interested researchers with data and information to further their understanding of Calgarians' exposure to noise.

Highlights

- Excess environmental noise increases adverse health risks.
- City-wide noise has never been estimated or measured in Calgary.
- Developing internal capacity would require several years and new costs.





Draft Noise Policy Vision

- *Enact policies that protect Calgarians from harmful effects of noise while encouraging a vibrant and sustainable city.*
- Not recommended for adoption.

-Attachment 3

Gap Analysis

- Calgary is typical of many US/Can cities other than New York & Toronto.
- Sound level limits are present, but no coordinated noise strategy exists.

-Attachment 5



Bylaw Amendments

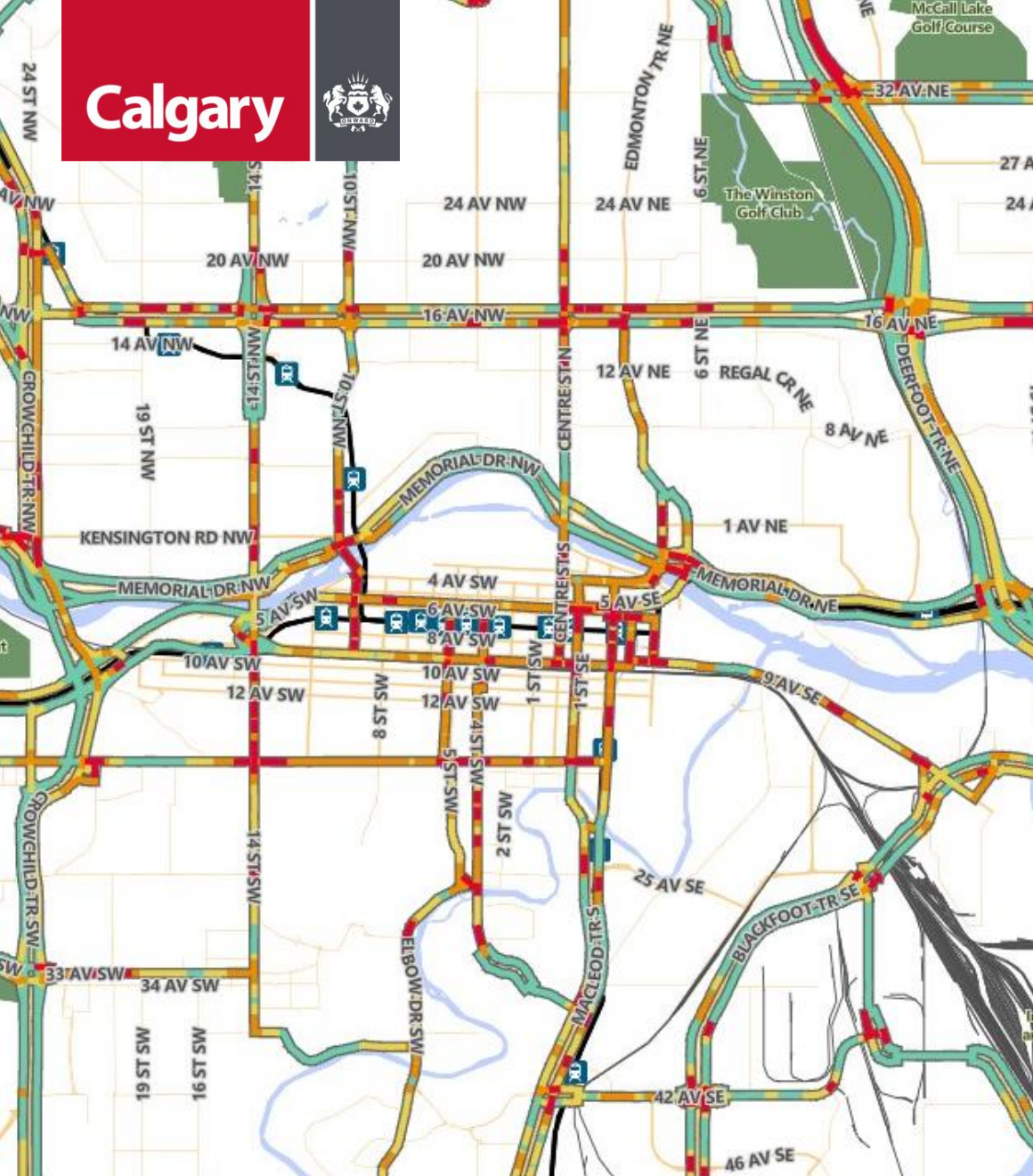
- Would require a Noise Strategy.
- New area of work, new funding needed.
- Not recommended.

-Attachment 6

Soundscape Engagement Pilot

- In-person sound walks, online surveys & organization feedback.
- \$50K for engagement & communications.
- Not recommended.

-Attachment 7



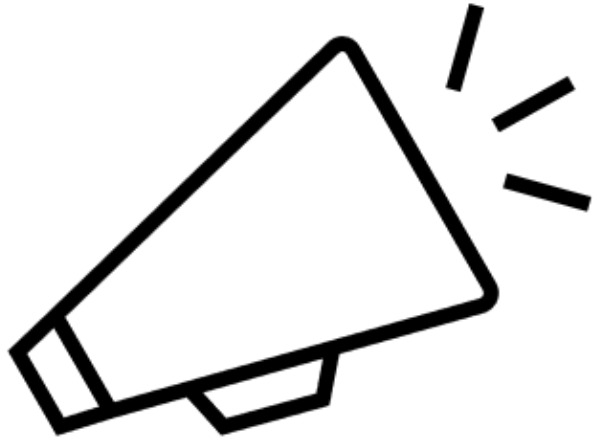
Deliverables

Noise Mapping

- Extent of noise exposure in Calgary is not known.
- Noise mapping improves understanding.
- Many modeling inputs already available.
- Admin recommends supporting interested researchers.

Noise Monitoring will be targeted.

-Attachment 4



That the Community Development Committee recommends that Council direct Administration to provide interested researchers with data and information to further their understanding of Calgarians' exposure to noise.

Operational Services Report to
Community Development Committee
2024 June 26

ISC: UNRESTRICTED
CD2024-0522

Community Entrance Sign Maintenance and Repair

PURPOSE

The purpose of this report is to provide Council with information regarding the number of community entrance signs on public lands and their condition. It also provides an overview of the current approval processes for these types of installations, and how the responsibility for maintenance of entrance signage does change over time.

PREVIOUS COUNCIL DIRECTION

On 01 June 2023, Council approved the Notice of Motion on Community Sign Repair (EC2023-0643). Concerns were raised about the condition of many community name signs throughout the city. Administration was directed to determine the number of existing signs and complete a review of their condition. An estimate of the costs to both repair those signs and provide ongoing maintenance to all existing entrance signs on public property was requested. Administration was also directed to assess the current rules and approval processes governing the placement community entrance signs (Attachment 1).

RECOMMENDATION(S):

That the Community Development Committee recommend that Council receive this report for the Corporate Record.

CHIEF ADMINISTRATIVE OFFICER/GENERAL MANAGER COMMENTS

GM Doug Morgan concurs with the content of this report.

HIGHLIGHTS

- Community or neighbourhood entrance signs are not installed by The City of Calgary, however more than half of all city communities do have one. Most were created by the property developer at the time the subdivision was built.
- 90% of more than five hundred community entrance signs on public property are currently in excellent to fair condition, with 10% of the signs being in poor or very poor condition.
- When community entrance signs or features on public property become neglected or damaged, The City will remove the sign and repair the surface it was on. The City does not provide a repair or maintenance service for these signs and features.

DISCUSSION

Why do we have Community Entrance Signs?

These entrance or 'gateway' signs are typically placed near the roadway entrance to a residential community and are usually installed at the development stage of new subdivisions. For property developers, the entrance feature is often the first thing people notice, making it an essential piece in creating an inviting and positive first impression of their brand and vision. In competitive real estate markets, distinguishing one's development from others is crucial.

Community Entrance Sign Maintenance and Repair

Many of these entrance features are placed on private property at the time of the subdivision development, and therefore are the responsibility of those owners to maintain. There are approximately 180 locations with such signs. However, going back to the mid-1970's, hundreds of these features have been placed on Calgary's road rights-of-way or park spaces as the city began its major residential expansions.

Some established communities have also installed community entrance signs to identify a historical district, to celebrate a community's character, or to inform and welcome visitors. The cost of such signs is often managed through grant applications and local fundraising. They have been installed on Community Association leased-lands, park spaces and road right-of-way.

Number of Community Entrance Signs

Administration conducted a physical count of the number of features or structures that could be described as a "community entrance sign" on public lands. 511 entrance signs were documented. There are also hundreds of other decorative community features that are installed on public property as well, ranging from planters to concrete obelisks to metal sculptures. Administration has produced a map showing the city-wide distribution of the signs that were inspected, which were in 115 communities out of the city's total of 206 (Attachment 2).

Condition

Administration inspected all entrance signs on public property and assigned them a rating based upon their physical condition. There was a wide variety of materials used in the construction of these signs, including lumber, plastic, concrete, brick, natural stone, and metals (Attachment 3). Signs with condition ratings of excellent (1) and good (2) may have exhibited some general wear-and-tear due to exposure but appeared to be structurally sound. Signs with ratings of fair (3) may have faded lettering, paint finishes that have cracked and peeled away, or minor damage including graffiti. Signs with poor (4) or very poor (5) ratings had missing letters, visible structural damage, and the lack of maintenance noted would have impacted both the readability of the sign and the aesthetics. Most of the inspected signs were found to be in good or excellent condition (80%), while another 10% were rated as fair. However, fifty-one entrance signs on public property were given condition ratings of poor to very poor (4-5), which is approximately 10% of the total number of signs.

Responsibility

Any structures or amenities, like community entrance signs, built with permission upon public lands are viewed as belonging to The City. The entity responsible for the maintenance and repair of these amenities can change over time (Attachment 1). The two types of legal agreements The City uses to approve the installation and maintenance of non-standard structures on public land are the Optional Amenities Agreement (OAA) and the License of Occupation (LOC).

An OAA is only used where park land is part of the installation plan. For subdivision construction, the OAA confirms a five-year commitment by the Developer to maintain the amenity after the Final Acceptance Certificate (FAC) for the development is released. The current OAA agreement does require the Developer to maintain the structure and to provide The City with one-time funds to cover costs for the eventual removal of the structure and rehabilitation of the surface of the land used. These funds are kept separate from any other

Community Entrance Sign Maintenance and Repair

administrative use. Of the over 500 signs on public land only 18 (less than 4%) have or had an Optional Amenity Agreement.

A License of Occupation (LOC) is used for structures or signage to be placed on other public lands, like city road right-of-way. This includes community entrance signs for Community Associations, Resident Associations, and societies. The LOC is managed by Calgary Partnerships, though some reside with Calgary Mobility or Calgary Real Estate and Development Services. Currently, there are fifteen Community Associations with an OAA or LOC agreement in place. However, most of the community signs do not have an agreement at all, as they were installed prior to the licensing requirement.

Current Sign Management Practices

For community or neighbourhood entrance signs or features on public lands that do not have an active agreement in place, the responsibility for them falls to The City. This scenario represents most of the signs installed prior to 2015. When these signs deteriorate over time, or become damaged, the current practice of Administration is to remove the sign and repair the surface of the public land. Administration will use existing operating budget when there is no specific OAA with funding identified for the sign. The City does not currently perform preventative maintenance on community entrance signs, nor replace them once they have been removed.

Administration received cost repair estimates for several signs in poor condition, and the average repair and restoration cost was \$12,495 per sign. This figure does not include the required permitting and mobility accommodation expenditures for a contractor to conduct the work safely near the roadway. The estimated costs to restore the 51 signs in poor or very poor conditions would be \$830,000 to \$945,000 (Attachment 2).

There have been recent studies from the City of Edmonton, AB (2021) and City of Markham, ON (2020) on the issue of maintaining subdivision entrance signs and features. Edmonton estimates they are responsible for about 100 signs on public property. These signs were likely placed prior to 2000, when Edmonton still allowed entrance features on city road right-of-way or other public lands. Currently, all entrance feature signs in developing communities in Edmonton must be placed entirely on private property. The City of Markham estimates they are responsible for about 144 entrance signs. They had a consultant determine the replacement value of these signs and features, having a wide variety of material types and sizes. The average replacement value per location was \$30,765 with the total replacement costs estimated to be \$4.4 million. Like Calgary, Markham removes damaged or hazardous entrance features on public property and does not replace them (Attachment 1).

Next Steps

Through this current-state review, Administration has identified opportunities to streamline and better communicate the approval process for new signs or amenities that are initiated by community associations, societies, or groups. Existing records and agreements will also be consolidated and the mapping of these amenities and features will be updated to improve accessibility to the information. Administration will undertake this work and will share information about the improvements when the Council Policy on Enhanced Maintenance Agreements and Infrastructure Agreements (CSPS007) update and the related bylaw amendments are presented in 2025.

Operational Services Report to
Community Development Committee
2024 June 26

ISC: UNRESTRICTED
CD2024-0522

Community Entrance Sign Maintenance and Repair

EXTERNAL ENGAGEMENT AND COMMUNICATION

- | | |
|--|---|
| <input type="checkbox"/> Public engagement was undertaken | <input checked="" type="checkbox"/> Dialogue with interested parties was undertaken |
| <input type="checkbox"/> Public/interested parties were informed | <input type="checkbox"/> Public communication or engagement was not required |

IMPLICATIONS

Social

Community identification signs may foster a sense of pride and belonging among residents. These signs do serve as symbols of local identity and history, reinforcing community cohesion. Neglected or damaged signs can impact this sense of comfort and 'welcome' to the area.

Environmental

None

Economic

Clear and well-maintained community identification signs can enhance the city's attractiveness to newcomers and investors.

Service and Financial Implications

Existing operating funding - base

Currently, there is no base budget to specifically provide repair or removal services for community entrance signs and amenities that are not included in a specific agreement. The average repair estimates provided by contractors was \$12,450 per sign. Administration will utilize existing operating funding to remove signs that are in a very poor condition to ensure any risks to public safety are addressed. The information gathered on removal costs will be tracked and reviewed so Administration can determine if operational budget adjustments would be necessary to maintain this level of service in the future.

RISK

There are no risks or impacts to priorities, service delivery or policies identified with the recommendation of this report.

ATTACHMENT(S)

1. Background and Previous Council Direction
2. Community Entrance Sign Locations and Estimated Repair Costs
3. Examples of Community Entrance Sign Materials
4. Presentation

Operational Services Report to
Community Development Committee
2024 June 26

ISC: UNRESTRICTED
CD2024-0522

Community Entrance Sign Maintenance and Repair

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Doug Morgan, GM	Operational Services	Approve
Deborah Hamilton, GM	Planning & Development Services	Consult
Troy McLeod, Director	Operational Services	Approve
Campbell Berry, Director	Infrastructure Services	Inform
Kyle Ripley, Director	Operational Services	Inform
Jeff Chase, Director	Partnerships	Inform

Author: Andrew Bissett, Mobility, Operational Services

Background and Previous Council Direction

Background

What is a Community Entrance Sign?

While they display a wide variety of materials, design, and scale, they are features or structures that mark the primary entrance into a community. These signs are either built by the original developers of the community or installed by Community Associations or other community-led parties later on.

Developer-installed Community Entrance Signs

Community entrance signs and features are usually installed at the development stage of new subdivisions. The entrance feature is often the first thing people notice, making it an essential piece in creating an inviting and positive first impression. For property developers, community entrance signs act as a visual representation of their brand and vision. In competitive real estate markets, distinguishing one's development from others is crucial. Distinctive entrance signs and features promote a level of quality, detail, and style that developers hope will attract more potential buyers to their area. Memorable entrances also become landmarks that serve a practical purpose by providing wayfinding information to residents and visitors. Administration did reach out to the Building Industry and Land Development Association of the Calgary Region (BILD) for their local perspective on the reasons to build community entrance signage in new developments, however they declined the offer to submit information for this report.

These sign features are approved as an "Optional Subdivision Amenity" (OSA) within The City of Calgary's standard Development Agreements. They may be installed on parcels of private property or on lands that will become part of The City's public rights-of-way or park spaces. OSA's on private property are to be maintained by the developer in accordance with the established time-periods of the agreement, and then the responsibility is assumed by the property owner or transferred via an agreement with a Resident's Association (RA) or Homeowner's Association (HOA), if one exists. When entrance signs or other features on private property require maintenance, repair, or removal it is the property owner who is responsible.

The City has two types of agreements for non-standard amenities placed on public land. Where the amenity is located on parks land, the developer and The City enter into an Optional Amenities Agreement (OAA). This commits the developer to maintain the amenity for a period of five (5) years after The City has approved the Final Acceptance Certificate (FAC) for the development. In general terms, an OAA is a legal agreement that allows for non-standard infrastructure to be placed on public parks or road rights-of-way if parks are part of the overall plan. It includes more than just entrance signage, as The City has agreements for items such as ornamental fencing, gazebos, decorative fixtures, sculptures, etc. The OAA requires payment to The City for the estimated costs of the eventual removal of the amenity and the anticipated landscape rehabilitation needs. These funds are linked to the specific amenities listed in the OAA and are held by The City in a separate account until needed. Prior to the expiration of the OAA, if there has been an association established, the developer shall make reasonable efforts to have the association assume the ongoing maintenance responsibilities of the signage by facilitating a new OAA between the association and the City. Of the over 500 community signs identified, 18 have associated OAAs.

However, for optional amenities on public lands where there is no association available or interested to enter into an agreement with The City, the amenities become the responsibility of The City once the developer's five-year maintenance period has ended. Once this occurs, The City's practice is to remove any features that become damaged or have reached the end of their functional "life span". The City does not refresh or replace these community entrance features.

Community-initiated Community Entrance Signs

Community Associations or other interested groups in established communities may also apply to build entrance signs and features on public lands. These features often incorporate the local history, heritage, or natural surroundings of the area in the design. They strive to celebrate the community's character and hope to create a lasting impression and sense of connection that resonates with residents. The application process can go through several City channels, depending on the applicant and type of land they wish to use, including Real Estate and Development, Partnerships, Mobility and Law.

Community Associations that wish to add an identification sign or feature on the lands they already lease from The City can do so with approval. A second agreement is not needed, as the new infrastructure would be added to the existing lease conditions. Community Entrance or Identification signs with a LOC are typically for a term of 15 years. The Community Associations are responsible for all maintenance and repairs and must carry general liability insurance of \$5 million for the term of the LOC.

Currently, there are fifteen Community Associations with either an OAA or a License of Occupation (LOC) for such signs or features: Bonavista Downs, Bridgeland Riverside, Capitol Hill, Cliff Bungalow Mission, Deer Run, Douglas Quarry, Edgemont, Haysboro, Kingsland, Lake Bonavista, Millican Ogden, Northern Hills (Country Hills Estates), Queensland, Varsity, and Woodcreek. Two other community groups – Bowness Historical Society and the Prestwick Residents Association – also have LOCs with The City for similar features.

Background Research Links

City of Edmonton, AB. Developer Installed Neighbourhood Entrance Signs

Urban Planning and Economy (UPE00449)

Date: 2021 May 25

Purpose of Report

Review the design regulations during initial construction of these entrance feature signs, which are designed and constructed by the developer typically during the early stages of the overall neighbourhood development. Review options to restore or remove signs that are in disrepair. [City of Edmonton Report Link](#)

City of Markham, ON. Subdivision Entrance Features

Development Services

Date: 2020 May 19

Purpose of Report

Provide an inventory of the city of Markham's existing subdivision entrance features. Identify condition, operating, and lifecycle costs, and future servicing impacts of existing subdivision entrance features. Identify community sentiments obtained through "Your Voice Markham" survey of Markham residents and recommend next steps for the future programs. [City of Markham Report Link](#)

Bylaws, Regulations, Council Policies

Enhanced Maintenance Agreement and Infrastructure Agreements Policy (CSPS 007)

Business Unit: Parks Effective Date: 2004 September 13, amended 2009 February 10

BACKGROUND

In 2002, The City recognized a need to review and develop consistent corporate policies and procedures and templates for the use of Enhanced Maintenance Agreement and Infrastructure Agreements and Optional Amenities Agreements. This was due to a proliferation of requests from the public and development industry.

PURPOSE

This policy is a tool used for the development industry (landscape architects, engineers, and consultants), and Resident and Community Associations for the management and administration of enhanced park features and amenities. More specifically addresses the issues of lifecycle, ongoing maintenance, financial concerns, and legal implications. <https://www.calgary.ca/council/policies/os.html>

Previous Council Direction

DATE	REPORT NUMBER	DIRECTION/DESCRIPTION
2023 June 01	EC2023-0643	Notice of Motion – Community Sign Repair Concern raised that community name signs are in various states of disrepair in communities throughout the city. Administration directed to return in Q2 2024 with assessment of signs, estimated costs, and current approval processes.



Report Number: EC2023-0643

Meeting: Executive Committee

Meeting Date: 2023 June 01

Item # 8.2.1

NOTICE OF MOTION

RE: Community Sign Repair

Sponsoring Member(s) of Council: Councillor Jasmine Mian

WHEREAS community name signs are in various states of disrepair in communities throughout the city;

AND WHEREAS community sign upkeep is the responsibility of a variety of entities (including, homeowners, community associations and others), many of whom do not have the financial means to repair them;

AND WHEREAS community signs give a sense of place and pride to community residents, and their degradation and neglect may tarnish those sentiments;

AND WHEREAS under-maintained or vandalized signs exist in all quadrants of the city;

NOW THEREFORE BE IT RESOLVED that City Council direct Administration to:

- 1) conduct an assessment of the number and location of community signs and features, and the entity responsible for upkeep and maintenance of each;
- 2) identify the community signs that require repair, the estimated cost including ongoing maintenance, and a proposal to address the issue;
- 3) assess the current legislative tools governing community sign maintenance and identify any gaps and proposed solutions to reduce vandalism and disrepair in the future;
- 4) Assess the process of creating or approving signage through the planning approvals and construction process;
- 5) and report back to the Community Development Committee by Q2 2024.

Attachment

1. Notice of Motion Checklist

Inspection Results for Community Entrance Signs

Number of Community Entrance Signs

Administration conducted a physical count of the number of features or structures that could be described as a “community entrance sign” on public lands. 511 entrance signs were documented. There were also hundreds of other decorative community features installed on public property as well, ranging from planters to concrete obelisks to metal sculptures. A map was generated (below) to show the city-wide distribution of the signs that were inspected, which were in 115 communities out of the city’s total of 206.

According to Community Planning records, there are approximately 180 locations with entrance features that were installed on private property at the time of the subdivision development. These signs are the responsibility of those private property owners to maintain.

Condition

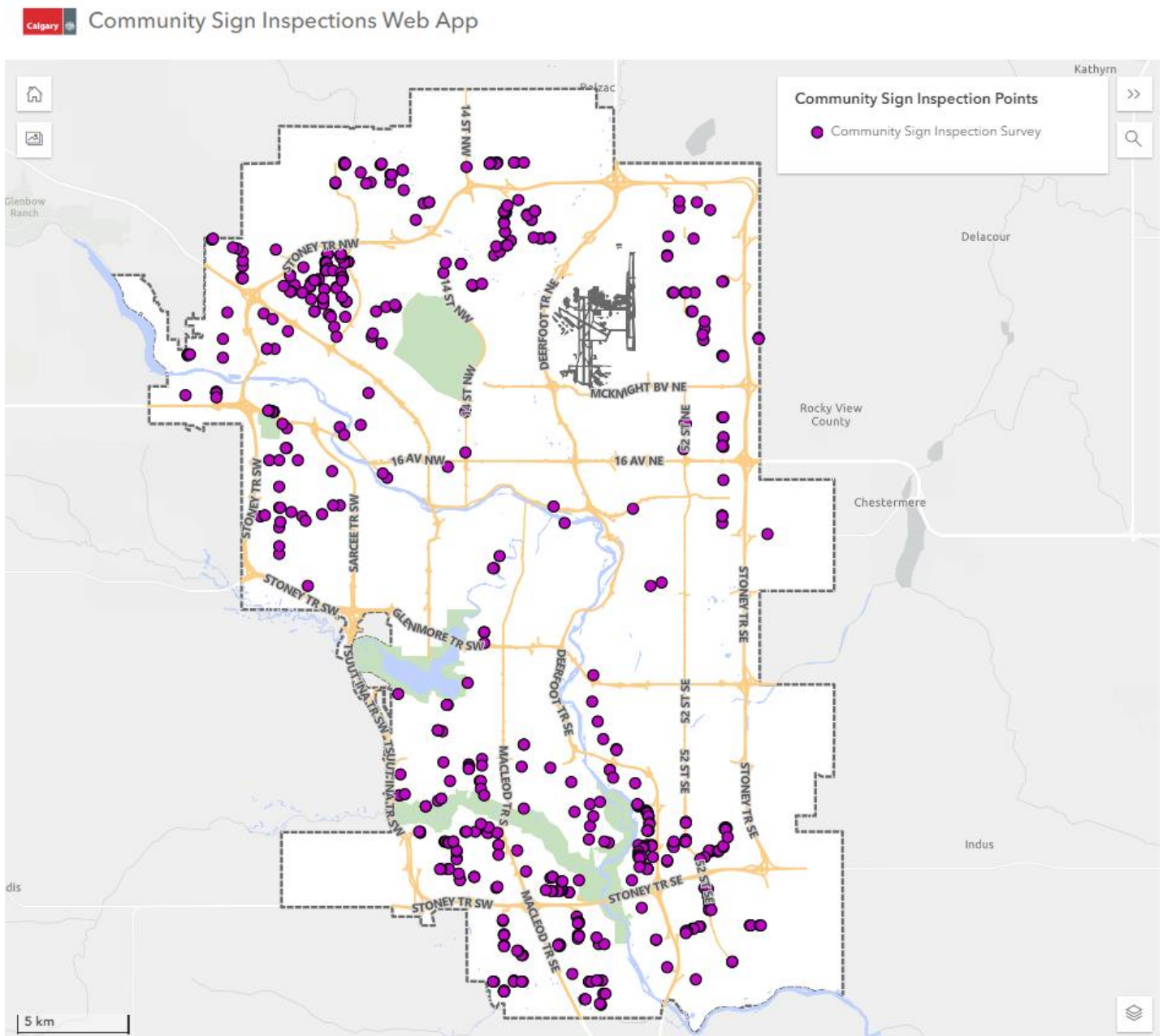
Administration inspected all entrance signs on public property and assigned them a rating based upon their physical condition. There was a wide variety of materials used in the construction of these signs, including lumber, plastic, concrete, brick, natural stone, and metals (Attachment 3). Signs with condition ratings of excellent (1) and good (2) may have exhibited some general wear-and-tear due to exposure but appeared to be structurally sound. Signs with ratings of fair (3) may have faded lettering, paint finishes that have cracked and peeled away, or minor damage including graffiti. Signs with poor (4) or very poor (5) ratings had missing letters, visible structural damage, and the lack of maintenance noted would have impacted both the readability of the sign and the aesthetics. Most of the inspected signs were found to be in good or excellent condition (80%), while another 10% were rated as fair. However, 51 entrance signs on public property were given condition ratings of poor to very poor (4-5), which is approximately 10% of the total number of signs.

Community Entrance Sign Condition Survey			
Condition Rating	Description	Number of Signs	Percentage of Total
Excellent or Good	Exhibited some general wear-and-tear due to exposure but appeared to be structurally sound	401	80%
Fair	Had faded lettering, paint finishes that have cracked and peeled away, or minor damage including graffiti	59	10%
Poor or Very Poor	Missing letters, visible structural damage, and the lack of maintenance noted would have impacted both readability and aesthetics	51	10%

Responsibility

As referenced in Attachment 1, less than 4% of the community entrance signs on public lands have an active maintenance agreement or license in place: 18 out of 511.

Inspection Locations of Community Entrance Signs



Repair and Maintenance Cost Estimates

Administration received estimates from external contractors to repair and restore several community entrance signs that had deteriorated since their installation. The six signs that were selected for review were made of varied materials, including brick, stone, slate, stucco, concrete, metal, and wood. Where there was existing landscaping, the vegetation was to be maintained and protected. The estimates do not include costs associated with street use permits, temporary road closures or pedestrian accommodations that would be required to safely carry out any construction work. Roadway permissions and traffic control set-ups would likely increase the overall costs by 25-35% based on the typical intersection locations.

Description of Materials and Work	Average Cost Estimate
Restore brick wall; supply and install missing brass lettering	\$7925
Repair and restore stucco wall; supply and install metal signage	\$14,250
Repair and restore concrete and stucco wall; supply and install metal lettering	\$12,700
Repair and restore stone and concrete wall; supply and install metal lettering	\$20,100
Repair wood structure; replace slate and stone tiles (colour match)	\$8250
Restore and seal wood and stone; supply and install composite lettering	\$10,750
Average Estimate per Sign	\$12,495

Using the average cost per sign estimate, plus 30% for mobility accommodations, Administration could forecast an expenditure range of \$830,000 to \$945,000 for the repair and restoration of the fifty-one signs currently identified as being in poor or very poor condition. This assumes that the structural components of each sign are acceptable to conduct such repair. Applying this estimate to the total number of community entrance signs currently on public property with no licence or agreement (493) would produce a restoration cost estimate of **\$8.0M to \$9.1M** to extend the 'life span' of these entrance signs. Based on this estimate, the annual restoration expenditure, over an expected 15-year period, would equate to \$533,000 - \$610,000.

This restoration expenditure would be for the existing entrance signage. It does not include maintenance costs for the hundreds of other amenities currently installed on public land or any future entrance features, nor for the eventual removal and surface rehabilitation costs for the amenities once they are no longer repairable.

Examples of Community Entrance Sign Materials



Montgomery



Applewood



Copperfield



Deer Ridge



Edgemont



Inglewood



Greenwood / Greenbriar



Haskayne



Mountain Park



McKenzie Lake



Silverado



Woodlands



Temple

Operational Services Briefing to

Community Development Committee

2024 June 26

ISC: UNRESTRICTED

CD2024-0701

Extended Producer Responsibility Update

PURPOSE OF BRIEFING

This briefing provides an update on the status of the Extended Producer Responsibility (EPR) transition. The briefing outlines the roles and responsibilities of different groups under this new recycling framework, including how Waste & Recycling Services plans to continue delivering front-line services to ensure that Calgarians experience a seamless transition. Calgarians are highly satisfied with the Waste & Recycling service. With our experience, infrastructure and service-first philosophy, we are well-positioned to continue providing the integrated cart programs and service levels Calgarians expect.

SUPPORTING INFORMATION

Extended Producer Responsibility is a provincial policy that shifts responsibility and cost for collecting, sorting, processing, and recycling certain materials to producers, such as manufacturers and retailers, and away from local governments. The City has advocated for this provincial policy for many years because of the anticipated environmental and financial benefits. Specifically, EPR should motivate producers to design and produce less packaging waste, choose materials that are less toxic and easier to recycle, and take advantage of economies of scale to make recycling more effective and efficient.

Starting in April 2025, producers will be responsible for managing two distinct material categories: Packaging and Paper Products (material collected in blue carts and community recycling depots), and Hazardous and Special Products (some of what we call household hazardous waste). The roles and responsibilities of interested and obligated parties will change accordingly.

The **Alberta Recycling Management Authority ('the Authority')** is responsible for regulatory oversight of EPR in Alberta. The Authority engaged with interested parties, including The City of Calgary, to develop the bylaws and policies that define the obligations of system participants. Their focus has now shifted to registering communities, producers, producer responsibility organizations, and processing facilities into the system.

Since the last update to Council (C2023-1363), **The City of Calgary** has voluntarily registered as a 'community' within the system, as did other municipalities representing 94 per cent of Alberta's population. Registration as a 'community' allows responsibility for recycling programs to be transferred to producers, resulting in lower municipal user fees and taxes associated with managing materials covered under EPR legislation.

Producers of Packaging and Paper Products and Hazardous and Special Products are responsible for collecting and managing the materials they sell or supply to Alberta residents. The City was obligated to register as a 'producer' because we produce and distribute paper products such as tax assessments, notices, and door hangers. Costs to fulfill our producer responsibilities are expected to be minimal.

Producer Responsibility Organizations are non-profit organizations that help producers meet their regulatory obligations. They set up and operate collection systems and, in collaboration with local governments, educate residents on proper recycling practices. Producer Responsibility Organizations are also tasked with submitting reports to the Authority regarding producer compliance with regulations. Currently, three Producer Responsibility Organizations are registered in the province:

- Circular Materials (Blue Cart materials)
- Product Care (Hazardous and Special Products)
- Call2Recycle (single-use and rechargeable batteries)

Working Together

Producers and Producer Responsibility Organizations don't directly manage collection systems; instead, they contract service providers for this task. For Calgarians, it makes sense that Waste & Recycling Services continue as the collection service provider for EPR materials. Waste & Recycling Services operates in alignment with The City's broader environmental, financial, and customer service objectives. With our expertise, infrastructure, and alignment with City Council's values, we deliver high-quality service, serving 345,000 households weekly with a satisfaction rate of 93 per cent. We successfully operate the three cart services in an integrated manner, allowing us to take advantage of efficiencies (e.g. systems and communications that support all three cart programs) and manage performance (e.g. addressing cart contamination).

Producer Responsibility Organizations have indicated their intention to negotiate directly with Waste & Recycling Services for service provision. Administration anticipates these negotiations will occur through the remainder of 2024. The outcome of negotiations will inform future decisions on service levels, design, and associated fees.

Risk

Producers and Producer Responsibility Organizations are focused on meeting regulated recycling targets and other requirements specified by the Regulation and by the Authority. Uncertainties remain about the implications of the transition for service levels, service results and costs. To mitigate this risk, Waste & Recycling Services plans to continue as the collections service provider and is advocating with provincial authorities for the best system possible. We are also negotiating with Producer Responsibility Organizations to achieve the best service and financial outcomes for Calgarians, including a seamless service transition.

Engagement

We continue to coordinate with Alberta Municipalities and the City of Edmonton and to work closely with Alberta Environment and Protected Areas, the Alberta Recycling Management Authority, and Producer Responsibility Organizations to enable a successful transition.

Internally, Waste & Recycling Services continues to be supported by Intergovernmental Relations, Climate & Environment, Law, and Enterprise Risk Management. Waste & Recycling Services is communicating with employees and internal partners about the EPR framework as it takes shape and will continue to engage with them on the steps being taken to support a seamless transition to EPR for Calgarians and employees.

Waste & Recycling Services will return to Community Development Committee no later than Q1 2025 with updates related to negotiations with Producer Responsibility Organizations including anticipated implications for The City and Calgarians. An interim update to Council on negotiations may be needed in Q4 2024.

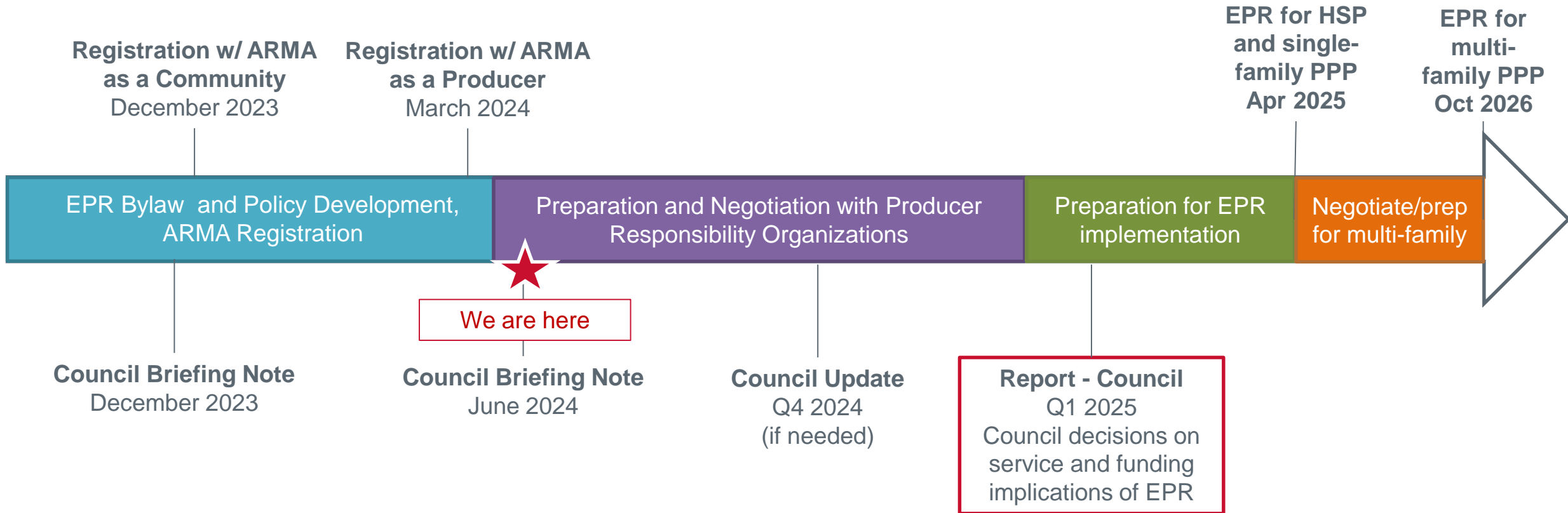
ATTACHMENT

1. Attach 1 – Extended Producer Responsibility Timeline – C2024-0701

Author: Jason London, Lee-Anne Bell, Waste & Recycling Services

General Manager Doug Morgan concurs with the information in this Briefing.

Extended Producer Responsibility Transition Timeline



Acronyms

ARMA – Alberta Recycling Management Authority
 EPR – Extended Producer Responsibility
 HSP – Hazardous and Special Products
 PPP – Packaging and Paper Products

Operational Services Briefing to
Community Development Committee
2024 June 26

ISC: UNRESTRICTED
CD2024-0794

Free Transit for Children 12 and Under Update

PURPOSE OF BRIEFING

This briefing presents Council with an initial findings of offering free transit to children aged 12 and under, who have been eligible for free transit since January 2023. Administration recommends maintaining free transit for this age group while conducting a thorough evaluation. Administration will return to Council with a detailed analysis as part of an overarching Fare Strategy to guide decisions for the 2027-2030 budget cycle.

SUPPORTING INFORMATION

Background

As part of an amendment to the 2023-2026 Service Plans and Budgets, Council approved one-time budget to eliminate fares for children aged 12 and under in 2023. During the budget adjustments in 2023, Council approved \$3 million in permanent base budget for the initiative in 2024. At that time, through a Motion Arising, Council directed Administration to evaluate the initiative and provide recommendations for potential amendments by the end of Q2 2024 to align with the goal of increasing transit ridership.

The goals of this initiative were to save families money, increase access to affordable transportation, and encourage early adoption of public transit for children. The following outlines Administration's preliminary assessment of this initiative and subsequent steps to be taken.

Findings

Since introducing free transit for children aged 12 and under in January 2023, Administration conducted a survey this year targeting adults, youth, and children. The goal was to better understand transit usage and behaviours among children and youth aged 6 to 18, as well as overall attitudes towards using transit. Here are the key findings from the report:

For children and youth:

- 53 per cent use transit regularly.
- 80 per cent feel more independent when using transit.
- 75 per cent feel comfortable asking the bus operator for help if needed.
- 74 per cent feel safe when using transit.
- 72 per cent report that using transit saves them money.
- 61 per cent enjoy taking transit, compared to 36 per cent of adults.
- 61 per cent who use transit are aware that those aged 12 and under ride free, compared to 41 per cent of adults.

For adults:

- 61 per cent felt uncomfortable with their child/ren taking transit on their own.
- 74 per cent believe that promoting children's use of public transportation will encourage continued use as they grow older.
- 89 per cent agree that allowing children aged 12 and under to ride for free is a great idea.
- Lower fares rank the lowest among various options that could potentially increase their transit usage.

The survey findings show that children and youth have a positive view of transit. They feel independent and safe while using it, and many are aware that they can ride for free. While adults expressed some safety concerns, they strongly support encouraging transit use among children and free fares for them. However, when compared to other factors like reliability, frequency, and safety, free fares are the least influential in increasing overall transit usage.

Additionally, Administration gathered feedback from bus operators regarding the initiative allowing children 12 and under to ride transit for free. Operators expressed mixed sentiments about the initiative. Some operators observed an increase in fare evasion since the initiative began, negatively impacting job satisfaction. While there is recognition that it addresses affordability concerns and aims to increase access to transit, it is unclear if these goals are being met. Affordability is already addressed through low-income fare products, and the lack of a fare product attached this pilot hinders the ability to measure ridership directly. There is no clear evidence that the free fare initiative is boosting ridership or encouraging long-term transit use.

Finally, the current estimated annual cost of providing free transit to children 12 and under is approximately \$3 million, which is covered by Council's permanent base budget allocation. However, to align Calgary Transit's long-term RouteAhead goals for an intuitive, safe, accessible, and welcoming transit system, alongside sustainable financing, ongoing analysis is necessary. This ensures Administration fulfills Council's vision of public transit as a pillar in shaping Calgary's best future.

Next Steps

Calgary Transit will continue to assess the initiative's effectiveness as part of a broader effort to increase ridership and address fare evasion. A comprehensive strategy is under development, which will include the following measures:

- Utilizing technology to analyze fare evasion patterns and identify hotspots and peak times;
- Targeting enforcement and interventions based on data and operator observations to maximize effectiveness;
- Implementing a fare payment system that allows passengers to pay fares quickly and conveniently while providing immediate data to inform decisions and allow for timely adjustments to services and products;
- Conducting a public awareness campaign to educate passengers on how fare revenue supports transit services, maintenance, and improvements;
- Reviewing fare products to ensure affordability and offer a range of options to meet diverse passenger needs utilizing a means based approach; and,
- Collaborating with school boards and organizations to understand the underlying reasons for fare evasion and developing targeted interventions.

As part of the overall strategy, Administration will provide recommendations to ensure Council has an innovative approach to fare compliance and fare products for the 2027-2030 budget cycle.

Author: Steven Snell, Calgary Transit

General Manager Doug Morgan concurs with the information in this Briefing.

Community Services Briefing to

**Community Development Committee
2024 June 26**

**ISC: UNRESTRICTED
CD2024-0549**

Progress Update on Addressing Noisy Vehicles and Community Traffic Safety

PURPOSE OF BRIEFING

- As directed by the Community Development Committee (CD2023-0582) this briefing provides a progress update on the creation of The City of Calgary’s Traffic Safety Team that will enforce vehicle noise and other community traffic safety issues. An overview of automated systems that can be used for vehicle noise enforcement is also provided.
- This work has been undertaken in response to a Notice of Motion from Council to address noisy vehicles through Calgary Traffic Bylaw enforcement (EC2022-1098).

SUPPORTING INFORMATION

Progress update on the creation of The City’s Traffic Safety Team

- During the Community Development Committee meeting on 31 May 2023, the creation of The City’s Traffic Safety Team was recommended (then approved by Council 4 July 2023) as part of a comprehensive program to address vehicle noise and community traffic safety.
- Administration received \$1.3M operating base budget and \$350K capital budget during mid-cycle adjustments in November 2023. To date, 94 per cent of operating budget has been allocated to staffing with the remaining for fleet operating leases and information technology support. Capital budget has been allocated to equipment such as dashboard and body cameras, with purchasing to be completed by the end of 2024.
- For this initiative, the goals are to improve quality of life and community traffic safety for Calgarians, keep officers safe, advance shared traffic safety objectives, increase collaboration, and reduce service pressures on Calgary Police Service.
- The team will seek to educate Calgarians on vehicle noise and traffic legislation, establish an enforcement presence through joint enforcement operations, reduce vehicle noise levels in areas identified as hot spots, support awareness and enforcement of school zone safety, and address other moving vehicle violations.
- The operationalization of the Traffic Safety Team is on schedule with an expected launch in Q3-Q4 2024. A workplan update is included in Table 1 below:

TABLE 1: Workplan progress for The City of Calgary’s Traffic Safety Team

Type of Work	Description	Progress Update
Staffing	• Traffic Safety Team (2 Sergeants, 8 Peace Officers)	Hired Q2 2024
	• Administrative Support	Hiring in process
Collaboration	• Regular meetings with Calgary Police Service • Support from Alberta Sheriffs Highway Patrol	Continued collaboration based on best practices
Training	• Enhanced training with Calgary Police Service • Provincial traffic enforcement training requirements	Training scheduled for Q3 2024
Policy	• Updating policies & procedures for traffic stops • Updating provincial appointments & authorizations	Updates on track for Q3 2024
Procurement	• Vehicles & vehicle lights for traffic stops • Sound meters, body worn & dashboard cameras	Delivery Q2-Q3 2024
Public Awareness	• Education & compliance for vehicle noise • Education & compliance for community traffic safety	Media launch Q3 2024
Data & Reporting	• Identifying hot spots & creating performance measures • Understanding vehicle noise with noise monitoring	Data collection in progress

Automated systems for vehicle noise

- As a part of the Notice of Motion to address noisy vehicles Administration was directed to review automated systems.
- A scoping review revealed two types of automated systems that could potentially help with the enforcement of vehicle noise: (1) Noise Ticketing, and (2) Noise Monitoring. A detailed overview is included in Attachment 1. A summary is included in Table 2 below. As a result of the review, Administration is moving forward with a noise monitoring pilot project.

TABLE 2: Summary of automated systems for vehicle noise

System Type	Summary	Status
Noise Ticketing NOT RECOMMENDED	How? Uses street-level microphone and camera on the 4G network to identify and ticket vehicles for noise violations. Where? Implemented in two jurisdictions (London, New York), & piloted in multiple other jurisdictions (no Canadian locations). Resources & Readiness? Requires initial investment, monthly subscription, dedicated power supply, & third party data processing. Requires precise data & legislation on acceptable decibel levels. Technology is new & success in courts is unclear.	Not ready yet Amendments to bylaw need to come first Will monitor court challenges & technology
Noise Monitoring RECOMMENDED	How? Uses wireless street-level sensors on City-owned LoRaWAN network to measure & report ambient noise levels. Devices can be set to specific thresholds to measure vehicle noise & send alerts in real time. Where? Implemented worldwide to monitor & analyze noise. Piloted by The City of Calgary Information Technology with other business units. Resources & Readiness? Required resources are in place with The City of Calgary Information Technology for a collaborative pilot. This is a cost-effective first step into automated noise systems & can act as a bridge toward potential adoption of ticketing systems in the future.	Start with noise monitoring pilot Will collect data to help deploy peace officers, & understand noise levels

Next Steps for addressing vehicle noise & community traffic safety

- **Noise monitoring pilot:** Collaboration with The City of Calgary Information Technology on street-level vehicle noise monitoring will begin Q3 2024. Devices will collect baseline data throughout the summer at identified vehicle noise hot spots and will be used to make data-driven deployment decisions and measure change during enforcement operations.
- **Bylaw amendments:** Proposed amendments to the Calgary Traffic Bylaw are scheduled to be presented at the Community Development Committee Q3 2024. In the interim, the Traffic Safety Team will be trained to enforce the provincial Traffic Safety Act for vehicle noise.
- **Public awareness campaign:** A media launch is planned for Q3 2024 and will include education about vehicle noise, school zone safety, and the Traffic Safety Team.
- **Launch of The City’s Traffic Safety Team:** The team is on schedule to launch in late Q3 or early Q4 2024. In the meantime, operational staff have been preparing for training and collaborating with Calgary Police Service on best practices. After the launch of the team, the initial focus will be on school zone safety and other select moving vehicle violations. After the collection of baseline noise data and amendments to the Calgary Traffic Bylaw, the team’s focus will turn to vehicle noise enforcement in spring 2025.

ATTACHMENT

1. Overview of automated systems for vehicle noise

Author: Anita Blackstaffe, Emergency Management & Community Safety
 General Manager Katie Black concurs with the information in this Briefing.

Overview of Automated Systems for Vehicle Noise

A scoping review revealed two types of automated systems that could potentially help with enforcement of vehicle noise: (1) Noise Ticketing, and (2) Noise Monitoring. An overview of findings is included below.

Type of System	How does it work?	Where is it being used?	Technical and Legal Viability	Resources and Readiness
<p>Vehicle Noise Ticketing</p> <p>NOT RECOMMENDED</p>	<ul style="list-style-type: none"> • Vehicle noise ticketing systems use technology to detect and issue tickets for violations at the street level. • Devices include a class one microphone combined with an array of smaller microphones, & two dedicated cameras for video recording & license plate recording. • Artificial intelligence & algorithms are used to trigger the system to record the offending vehicle’s audio & visual data. • Data is sent to a secure cloud server by 4G cellular for review & action against noisy vehicles through an issued ticket. 	<p>Operating locations:</p> <ul style="list-style-type: none"> • London, UK • New York, USA <p>Testing locations / Interested locations:</p> <ul style="list-style-type: none"> • Miami, USA • California, USA • Chicago, USA • Knoxville, USA • Iowa, USA • Sydney, Australia • Israel • Dubai • Brunei • Interest in 30 other territories <p>Canadian locations:</p> <ul style="list-style-type: none"> • None to date 	<p>Technical:</p> <p>Technology is new and still being tested:</p> <ul style="list-style-type: none"> • Automated noise ticketing is in its infancy with only one company at a level of interest, • Equipment has not been tested in a climate comparable to Calgary. <p>Legal:</p> <p>Success in courts is unclear:</p> <ul style="list-style-type: none"> • Current bylaws do not meet the requirements to enforce an automated system. • Amendments are required to target specific decibel sound level limits at set distances, • Data captured may not be sufficient in a court setting, • No example court cases within Canada & limited examples in other jurisdictions, • Need to better understand privacy implications. 	<p>Resources required:</p> <ul style="list-style-type: none"> • Initial cost & a monthly subscription, • Dedicated power supply, • Annual calibration, • 4G cellular, • Third party data processing, • Requires strategic placement as devices are 20kg. <p>Readiness:</p> <ul style="list-style-type: none"> • Bylaw amendments on acceptable decibel levels need to come first, • Requires further monitoring of technology as well as effectiveness of ticketing & court challenges.

Type of System	How does it work?	Where is it being used?	Technical and Legal Viability	Resources and Readiness
<p>Noise Monitoring</p> <p><i>RECOMMENDED</i></p>	<ul style="list-style-type: none"> • Noise monitoring systems are outdoor wireless sensors developed to work within the internet of things ecosystem. The sensors measure and report ambient noise levels in real time using the LoRaWAN network. • Devices can be set to specific thresholds to measure vehicle noise & send alerts in real time. • Data can be viewed on a dashboard or integrated app for a smartphone. • Devices have been piloted by City of Calgary Information Technology & other business units (e.g., to monitor noise for events). 	<p>Operating locations: Devices are used worldwide by municipalities:</p> <ul style="list-style-type: none"> • Geneva, Switzerland • Amsterdam, Netherlands • Over 10 North American municipalities as part of a Smart City solution • Multiple other international locations <p>Note: Devices are used for a variety of noise monitoring purposes.</p> <p>Canadian locations:</p> <ul style="list-style-type: none"> • Noise monitoring systems are used in Canada but not for the application of vehicle noise. 	<p>Technical: The technology is established & already used at The City:</p> <ul style="list-style-type: none"> • Uses City-owned LoRaWAN network, • Battery operated, • Real-time noise measurement with an integrated dashboard & app, • Devices can be set to specific noise thresholds that send alerts once triggered. <p>Pilot-testing required for vehicle noise application:</p> <ul style="list-style-type: none"> • Has not been specifically verified for vehicle noise, • Device only records decibel levels. <p>Legal:</p> <ul style="list-style-type: none"> • Not intended for use in courts or for violation tickets, • No privacy concerns because devices log decibel levels rather than specific sounds. 	<p>Resources required:</p> <ul style="list-style-type: none"> • City-owned LoRaWAN network is already established in Calgary. • Other required resources are in place with The City of Calgary Information Technology & Emergency Management & Community Safety business units for a collaborative pilot. <p>Readiness:</p> <ul style="list-style-type: none"> • Pilot can be used to collect baseline data to help deploy The City's Traffic Safety Team & understand vehicle noise in Calgary. • This is a cost-effective first step into automated noise systems & can act as a bridge toward potential adoption of ticketing systems in the future.