

## **RESIDENTIAL STREET DESIGN POLICY UPDATE – DEFERRAL REPORT**

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### **EXECUTIVE SUMMARY**

Administration is recommending deferral of the planned Residential Street Design Policy Update in September 2017. Administration is planning to update Council on the Complete Streets Policy in 2018, and it would be beneficial to bring both items to Council at the same time in order to avoid duplication of efforts.

### **ADMINISTRATION RECOMMENDATION**

That the SPC on Transportation and Transit recommends that Council defer the Residential Street Design Policy Update to come as part of the Complete Streets Policy Update report no later than Q2 of 2018.

### **RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2017 JULY 19:**

That the Administration Recommendation contained in Report TT2017-0592 be approved.

### **PREVIOUS COUNCIL DIRECTION / POLICY**

On 2015 November 18 Council adopted the Committee Recommendations contained in Report TT2015-0686 (Residential Street Design Policy – 3 Year Update):

1. Receive this Report for information
2. Direct Administration to report back to the SPC on Transportation and Transit no later than November 2017 on the implementation and effectiveness of the Residential Street Design Policy as part of the Complete Streets Policy Update.

### **BACKGROUND**

Council approved the Residential Street Design Policy on 2012 November 05.

The Policy ensures to improve community liveability including increased quantity and variety of street trees and improved pedestrian facilities along residential streets in new communities while providing the development industry flexibility in the housing product they choose to build. Council also approved recommendations to continue working with the Urban Development Institute (UDI), now BILD Calgary, to finalize two outstanding issues related to Public Tree Final Acceptance Certification and Transitory Designs.

### **INVESTIGATION: ALTERNATIVES AND ANALYSIS**

There has been progress made with implementation of the policy in terms of more and wider sidewalks, public tree planting, more efficient use of land due to a narrower utility easement, and solutions to the Public Tree Final Acceptance Certification process and transitional issues. Most implementation issues such as urban forestry requirements and resolution around transitions and Shallow utility location details were resolved with the affected stakeholders.

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Administration continued to work with UDI to resolve the outstanding issue related to Public Tree Final Acceptance Certification (FAC) through revisions of the development agreement conditions in 2014. A revised Construction Completion Certificate (CCC)/FAC procedure has been developed to resolve these issues around the public tree approval process. Some minor issues remain. However, Administration and the development industry are working towards the satisfactory resolution of these issues.

Administration has also been working with the development industry on a case by case basis to resolve transitional design issues (transitioning from old to new street design standard). Transitioning from the old to new design standards have been successfully implemented in a number of locations.

The Complete Streets Guide includes details for a number of street types, including residential streets. Administration is planning to update Council on the Complete Streets Policy in 2018, and it would be beneficial to bring updates on both residential street design and complete streets to Council at the same time in order to avoid duplication of efforts.

### **Stakeholder Engagement, Research and Communication**

There is no stakeholder engagement required for the deferral request.

### **Strategic Alignment**

The deferral request will not impact strategic alignment.

### **Social, Environmental, Economic (External)**

There are no social, environmental or external economic impacts associated with the deferral request.

### **Financial Capacity**

Current and future capital budgets are not impacted by the deferral request.

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Current and future capital budgets are not impacted by the deferral request.

### **Risk Assessment**

There are no significant risks associated with the deferral request.

### **REASONS FOR RECOMMENDATIONS:**

A deferral for the Residential Street Design Policy Update Report will provide an opportunity for discussion as part of the Complete Street Policy Update.