



Calgary

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JUN 07 2018

ITEM: TT2018-0628
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TT2018-0628 SPC on Transportation & Transit Complete Streets Policy and Residential Street Design Policy – Three Year Update

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2018 June 7






Complete Streets Policy and Residential Street Design Policy

Background

Council approved;

- Residential Street Design Policy in November, 2012
- Complete Streets Policy and Guide in November, 2014



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Residential Street Design Policy

TT2015-0686
ATTACHMENT 3

COUNCIL POLICY

Policy Title: Residential Street Design Policy
Policy Number: TP018
Report Number: TT-2012-0322
Approved by: Council
Effective Date: 2012, November 5
Business Unit: Transportation Planning

BACKGROUND

Sustainable policy initiatives characterized by greater consideration of environmental impacts (air, water, and land use) and more efficient use of land have been a focus of the City of Calgary. This, in conjunction with sustainable street design, the recent sustainable policy has included green infrastructure in the neighborhood concept plan.

*defined as engineered green ecological systems (e.g. bio-swales)

PURPOSE

The intent of the Policy is to increase the quantity of trees and vegetation in the city.

The Industry and Council approved the C2011-70 containing general design, and process principles to replace the current residential application, and the approval.


POLICY & PROCEDURE

1.1 Design

1.1.1 Residential Street

Monowall will be contained in a Plan approval.

1



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Complete Streets Policy

TT2014-0307

COUNCIL POLICY

Policy Title: Complete Streets Policy
Policy Number: TP021
Report Number: TT2014-0307
Approved by: Council
Effective Date: 2014 November 03
Business Unit: Transportation Planning

BACKGROUND

1. In 2009 September, Council approved the Calgary Transportation Plan (CTP). Section 3.7 of the CTP includes 22 guiding policies for Complete Streets design. The CTP did not provide the detailed criteria to design, nor the process to implement Complete Streets, and several of the new design elements did not align with the current Design Guidelines for Subdivision Servicing, Section II: ROADS used by both the development industry and The City of Calgary staff. The Plan II Calgary Implementation Program (2010 February 17), therefore identified "developing and adopting complete street guidelines/handbook" as a key CTP implementation deliverable.
2. Complete Streets Policy aligns with CTP visions and policies for sustainable growth including a more compact city transportation network layout that promotes walking, cycling and transit, and preserving open space, parks and other environmental amenities. In addition, the Complete Streets Policy aligns with previous Council directions for Land Use and Mobility, Council priorities, and CTP Transportation Goals.
3. The Complete Streets Guide is one of the Transportation Department's action items approved by Council for the 2012-2014 BPC3 Business Cycle.

PURPOSE

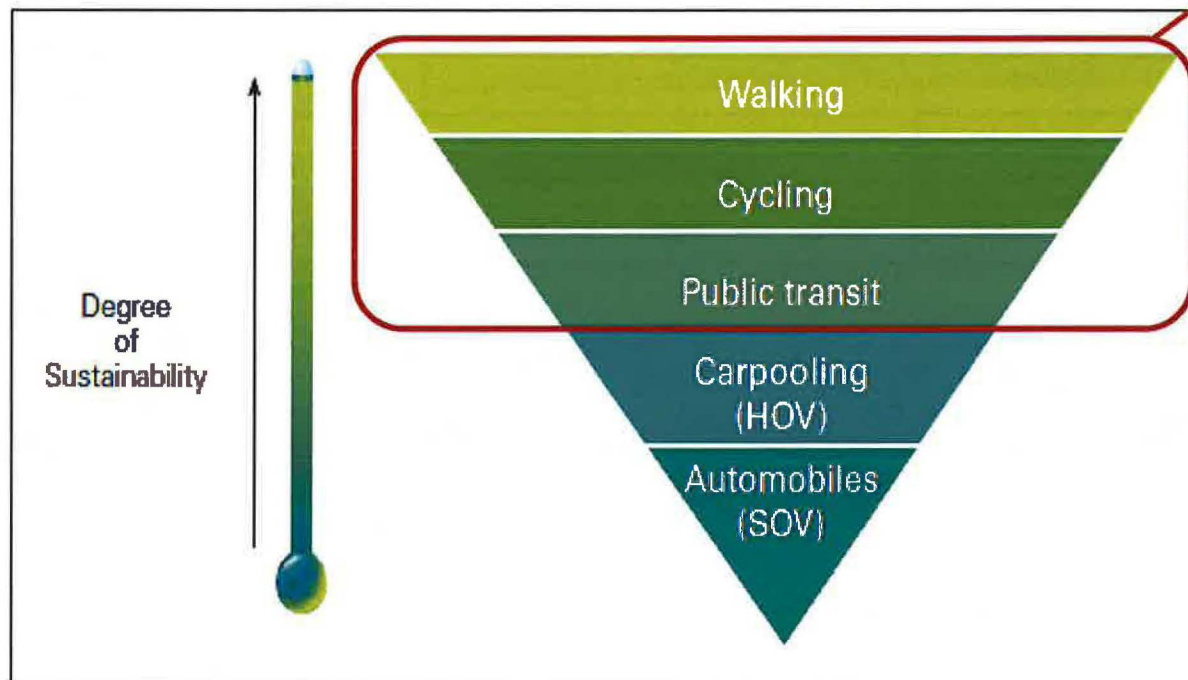
4. The purpose of this policy is:
 - a. To improve safety and accessibility for all road users. It provides comprehensive guidelines to The City of Calgary staff and the development industry on how to incorporate Complete Streets concepts into the planning (including engagement), design and construction of new streets, and reconstruction of existing streets. These guidelines better accommodate

2

CTP/MDP Direction:

- Safer, multi-modal accommodation, more attractive
- Universally accessible (all ages and abilities)
- More affordable to build, operate and maintain
- Function in the context of surrounding land-uses

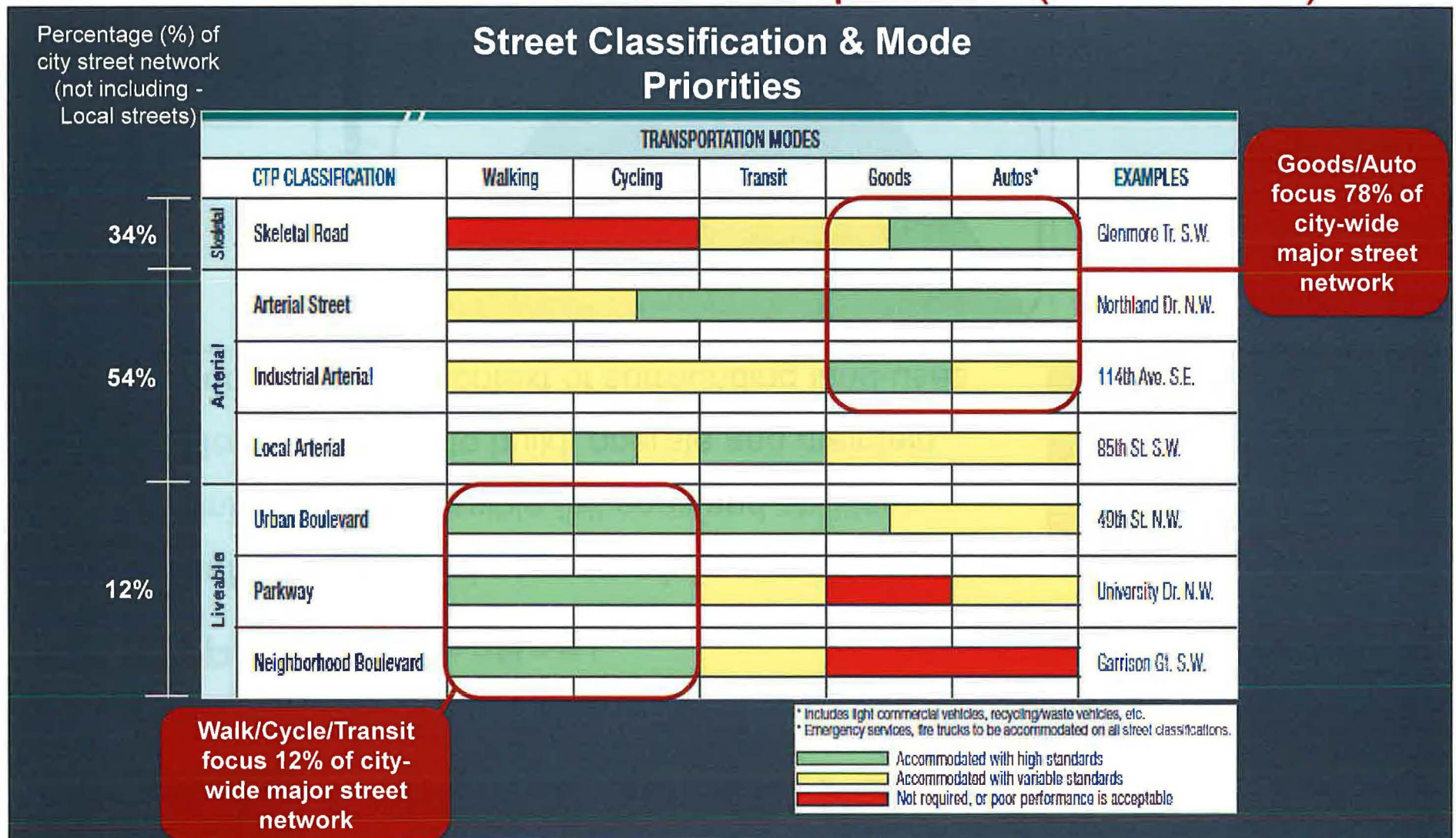
**Greater Emphasis
for 12% of City-wide
major street network**





Complete Streets Policy/Guide

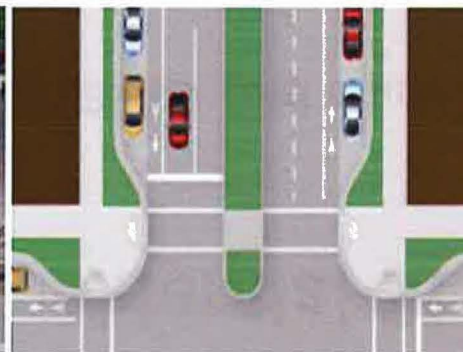
Different streets have different mode priorities (or functions)



Focus in on **SAFETY**

Design Improvements to slow speeds

- Narrower travel lane widths
- Tighter corner radii
- On-street parking
- Bicycle facilities
- Enhanced public realm (curb extensions, increased trees, wider sidewalk)





Residential Street Design Policy

Residential Streets (old standards)

- Separate, wide sidewalks both sides
- Wide blvd with public trees
- Continuous sidewalks
- Monolithic, narrow sidewalk, one side
- No boulevard or trees
- Driveways interrupting sidewalk

1950's, 1960's, 1970's



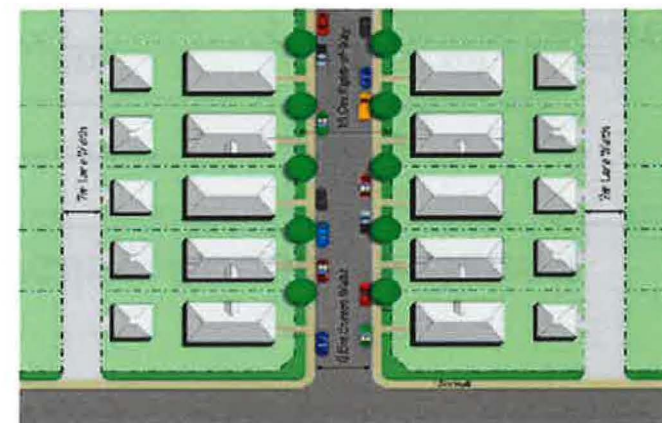
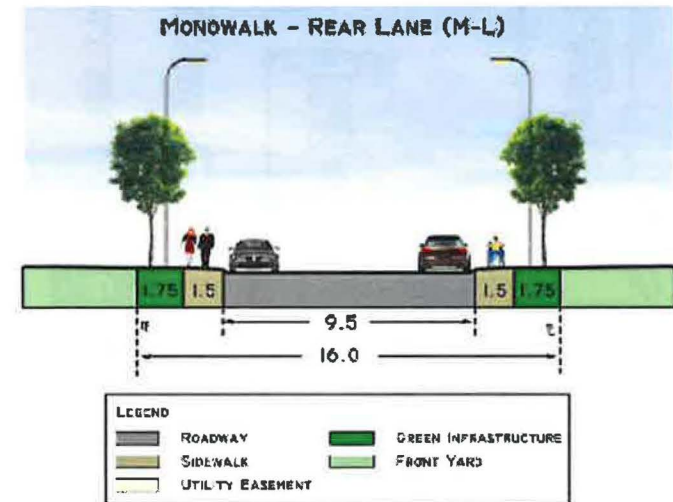
Prior to Policy



← COMMUNITY LIVEABILITY

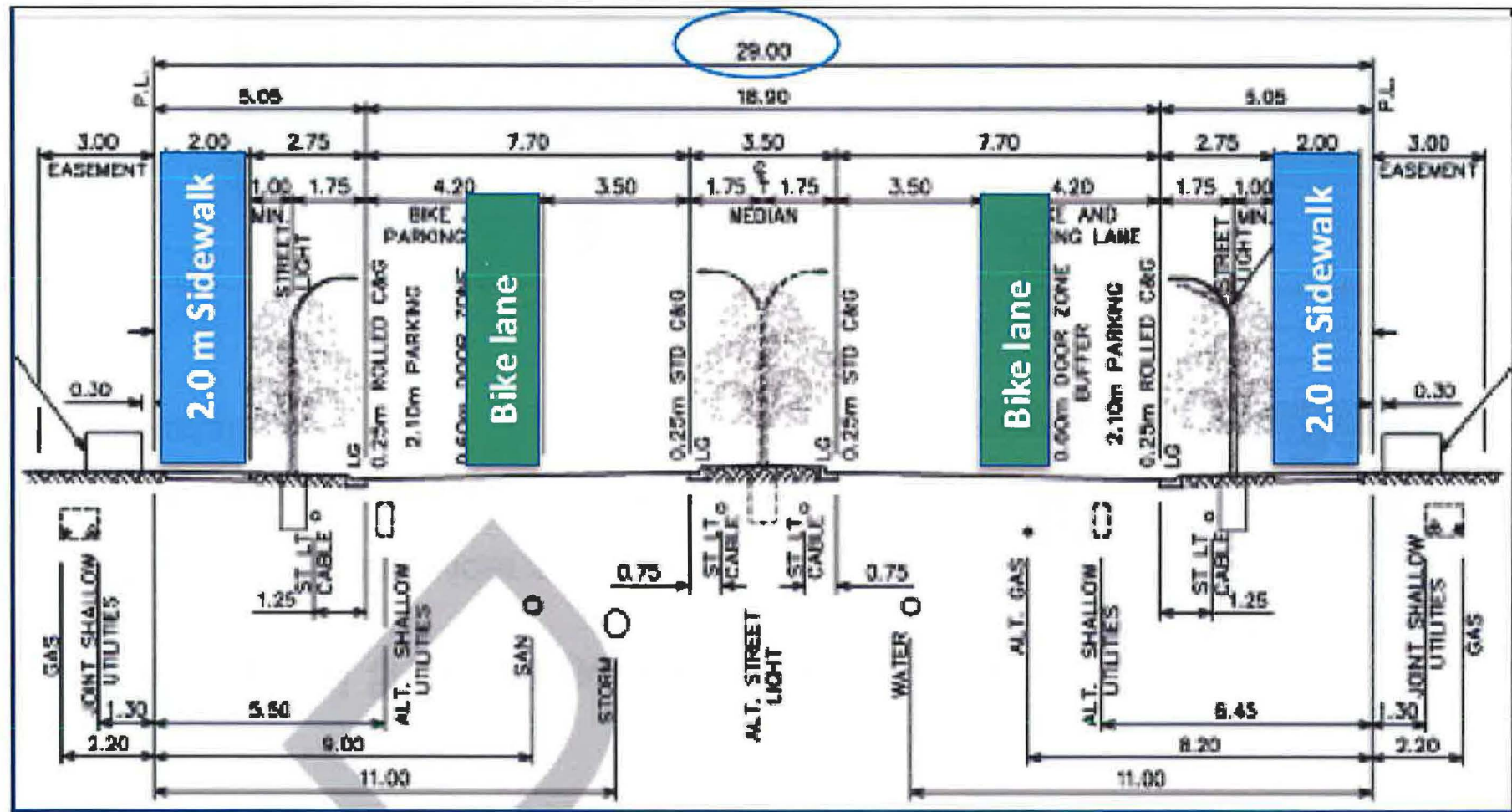
Residential Streets (New standards)

- Public trees and wider sidewalks
- Improves community liveability & sustainability



Monowalk - Rear Lane (M-L)

2014 DGSS - Improved Pedestrian and Cycling Accommodation



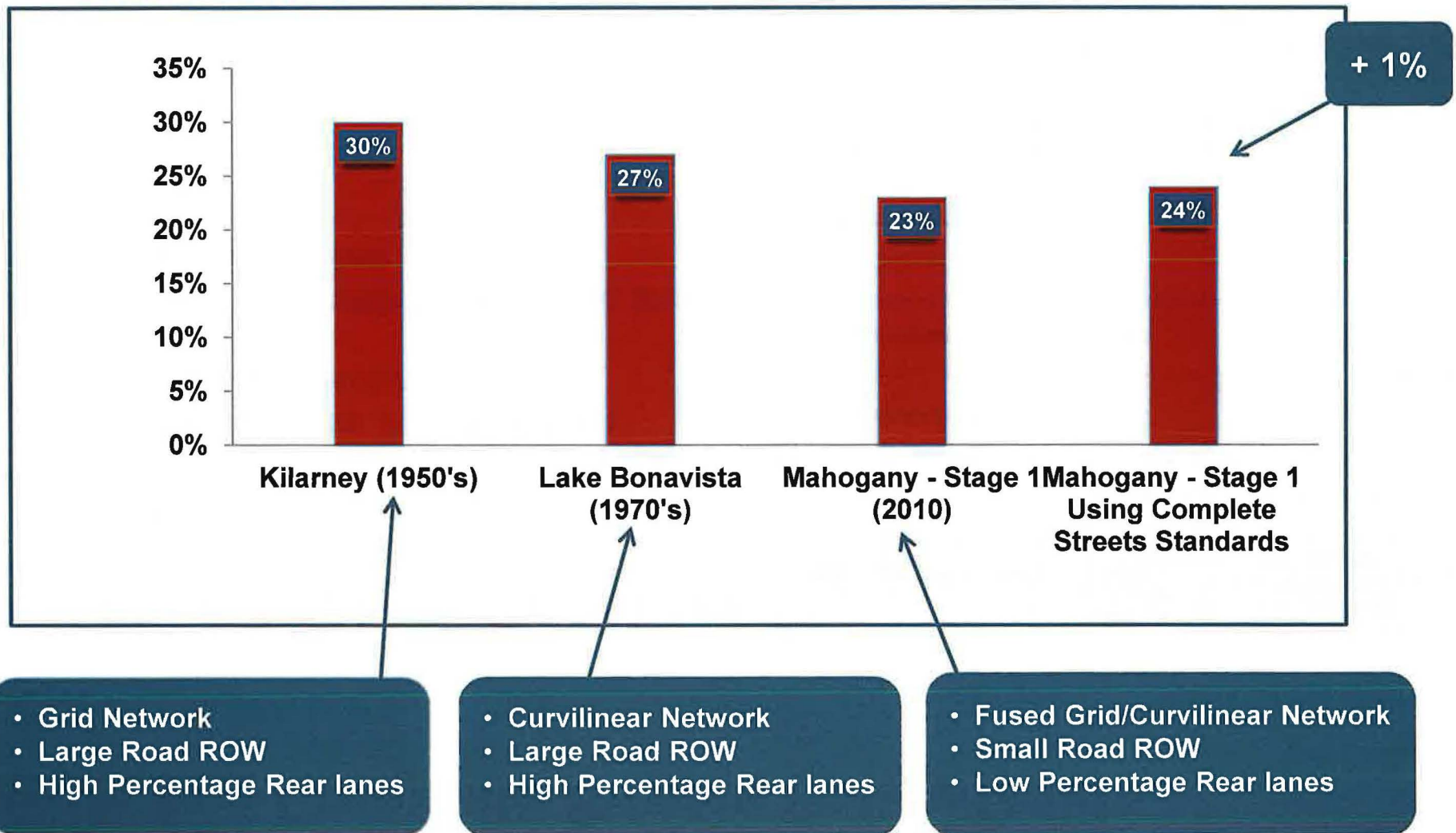


Street Capacity Guidelines

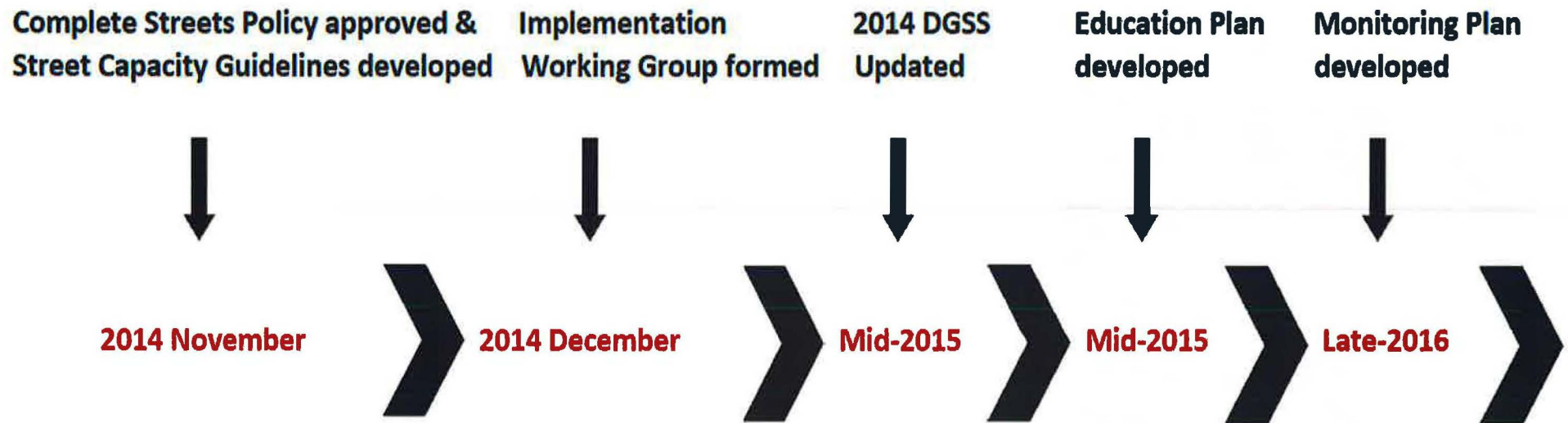
- Accommodate more traffic volumes
- More Collector Streets and less Primary Collectors
- More sustainable transportation and land use system

STREET CLASSIFICATION	EXISTING CAPACITY LIMITS (vehicles/day)	PROPOSED STREET CAPACITY RANGES (vehicles/day)
Arterial	30,000	20,000 – 35,000
Industrial Arterial	30,000	10,000 – 30,000
Local Arterial	15,000	15,000 – 20,000
Parkway	N/A	20,000 – 35,000
Urban Boulevard	N/A	17,500 – 25,000
Neighbourhood Boulevard	N/A	12,500 – 22,500
Primary Collector ¹	10,000 – 12,500	8,000 – 15,000
Activity Centre Street		3,000 – 15,000
Collector ¹	5,000 – 5,500	2,000 – 8,000
Industrial Collector	10,000	3,000 – 12,000
Residential ¹	1,000 – 1,500	2,000

Land dedication



Implementation



Complete Streets Policy/Guide Implementation

Education Plan

- **Presentations**
- **Workshops**
 - to support alignment across industry
 - Increase awareness of the policy
 - Understand differing perspectives



Complete Streets Policy/Guide Implementation

Monitoring program

Complete Streets Policy/Guide	<ul style="list-style-type: none"> • New street construction (Greenfield) • Capital corridor improvements (retrofit) • Local bikeway improvements, including Centre City Implementation projects
Residential Street Design Policy	<ul style="list-style-type: none"> • Wider sidewalks and tree planting (both sides)



Complete Streets Policy/Guide Implementation

Monitoring program

Complete Streets Policy/Guide	<ul style="list-style-type: none"> • 148 subdivision plans submitted to-date • CCC issued for 56 subdivision phases • Approximately 13 km of new streets constructed
Residential Street Design Policy	<ul style="list-style-type: none"> • 161 subdivision plans submitted to-date • Over 35 km of new residential streets constructed • Over 70 km of new wider sidewalks constructed • Over 600 public trees planted • CCC issued for 16 subdivision phases



Residential Street Design Policy Implementation

Redstone, Phase 52



Residential Street Design Policy Implementation

Walden, Phase 18



Residential Street Design Policy Implementation

Rocky Ridge, Phase 6 – Under Construction

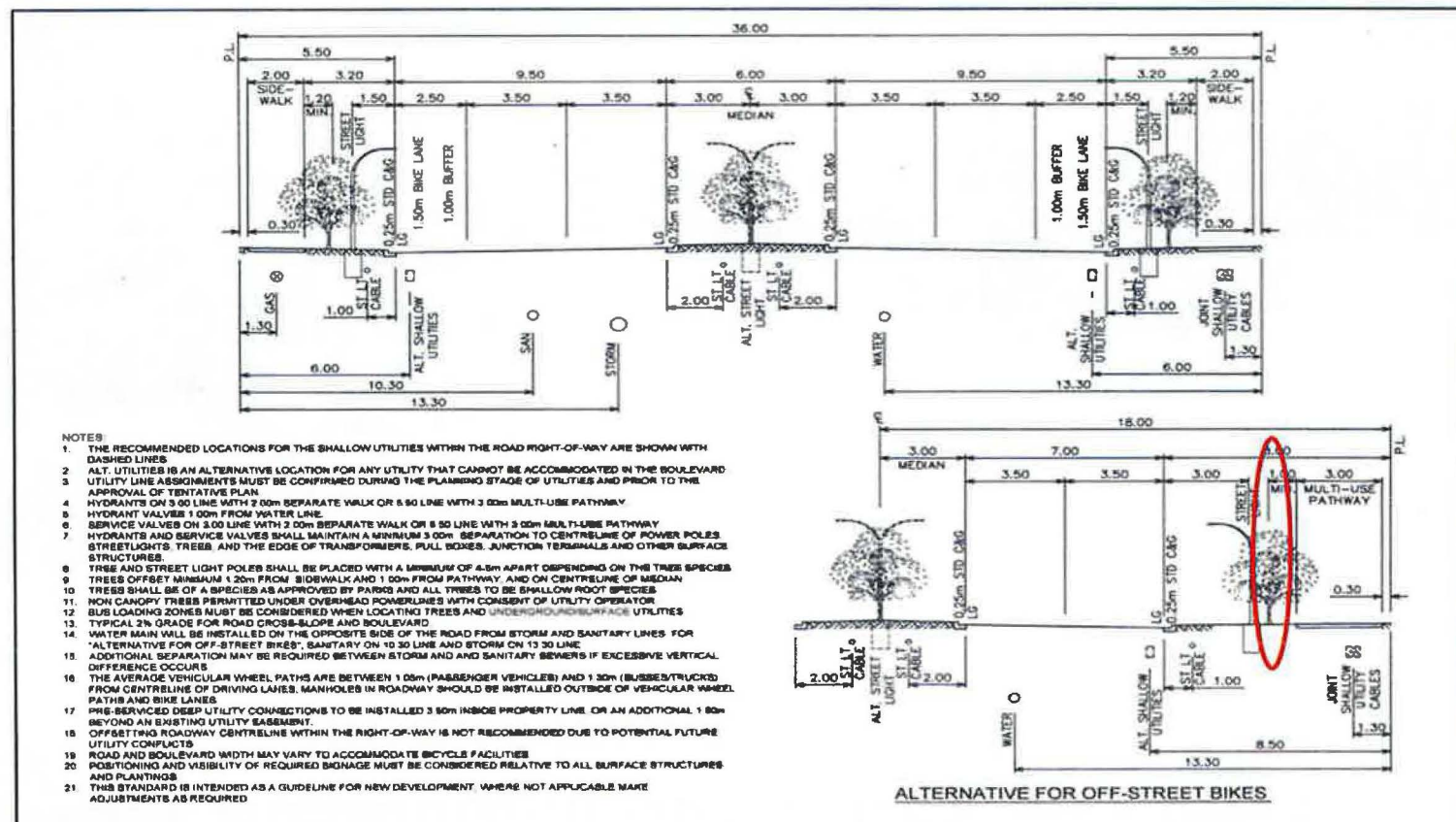




Complete Streets Policy/Guide Implementation

Emerging issues

Burying existing overhead power lines – Arterial Streets

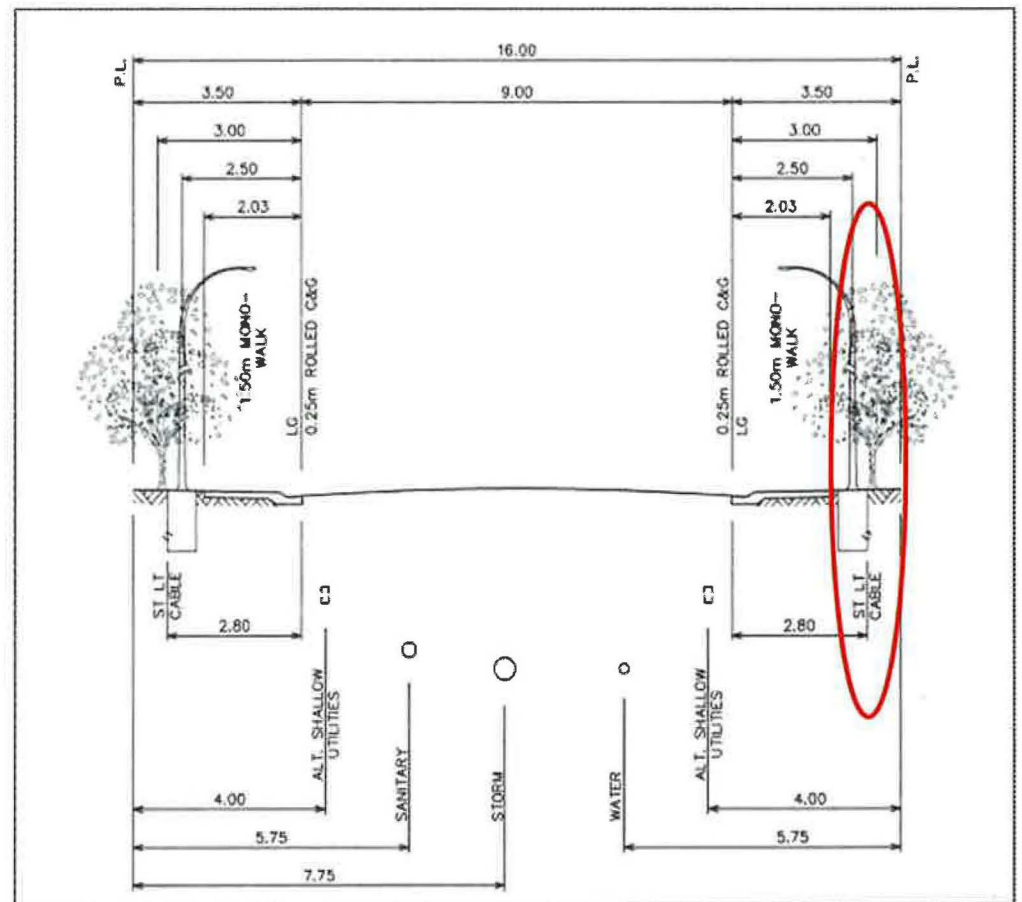


Residential Street Design Policy Implementation

Emerging issues

Public tree planting

- Tree planting conflicts with street light cable line
- Housing products and resulting narrower lot widths



Complete Streets Policy and Residential Street Design Policy

Summary:

- New complete streets including residential streets wider sidewalks and tree planting being constructed.
- The majority of new communities are still at early stages of the development.
- Education Plan is in place to support alignment across industry
- Some emerging issues related to burying overhead power lines and tree planting have been identified. Administration and development industry will continue to work towards satisfactory resolution
- This report is for information. Administration will report back to Council no later than Q4 2023 on the effectiveness and implementation of the policies

Thank you