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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 It 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 BPBC3 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

pedestrians, cyclists, street trees, and low-impact development while striving to maintain existing right-of-way requirements; and

b. To create liveable neighborhoods by encouraging people to travel by walking, cycling, and taking transit. It will enhance the safety and security of streets for all users, promote attractive streetscapes, provide transportation options, reduce the total amount of paved lanes, promote the economic well-being of both businesses and residents, and increase civic space.

DEFINITIONS

5. In this policy:

   a. **"Calgary Transportation Plan"** (CTP) means the Calgary Transportation Plan approved by Council in 2009 September. The CTP provides policy direction on multiple aspects of the City's Transportation system;

   b. **"Complete Streets"** means a new selection of multi-modal streets that incorporate walking, cycling and transit, incorporate elements of green infrastructure and function in the context of surrounding land uses;

   c. **"Design Guidelines for Subdivision Servicing" (DGSS)** means the City of Calgary developed collection of engineering design standards and guidelines for subdivision development, site development and redevelopment;

   d. **"imagineCALGARY"** means the Plan for Long Range Sustainability, that includes a long-range visions and goals that reflect the diversity of aspirations and interests of the community now and into the future;

   e. **"Municipal Development Plan" (MDP)** means the City of Calgary Municipal Development Plan adopted by Council in 2009 September; and

   f. **"Plan It Calgary"** means the Plan It Calgary Implementation Program approved by Council in 2010 February. Plan It Calgary was the process for developing and integrated MDP and CTP.

POLICY

6. The Complete Streets Policy is detailed in the Complete Streets Guide, Schedule "A".

PROCEDURE

7. The following procedures guide the Complete Streets Policy:

7.1 **Design Standards for New Streets (Greenfield):** Right-of-way requirements and design concepts for new streets are provided in the Complete Street Guide. Detailed designs, such as cross-sections and intersection designs, surface and underground infrastructure designs, to facilitate new street construction, are provided in the latest DGSS (Section II: ROADS). All designs submitted to the City must conform to or exceed the design standards contained in the latest DGSS (Section II: ROADS).

7.2 **Alternative Design Standards for New Streets (Greenfield):**

7.2.1 A design not conforming to the latest DGSS, shall only be approved, at the discretion of the Director, Transportation Planning, where it is determined that:

a) topographic or other natural constraints require a narrower right-of-way and/or revised elements; or

b) specific conditions for pedestrians, cyclists, and/or transit require an alternate arrangement of the elements within the standard right-of-way; or

c) an alternative standard is proposed that:

i. meets or exceeds the new standard;
ii. creates an equivalent or, preferably, improved streetscape appearance over the standards that it replaces;
iii. results in a cost efficient design in terms of construction, long term maintenance and replacement; and
iv. allows for low impact development in its design

7.2.2 A written rationale for the alternative design must be submitted in conjunction with or in advance of development application submission.

7.2.3 An approved alternative design can only be applied to a specific geographic area for a specific application.

7.3 **Design Standards for Retrofit Streets:**

7.3.1 In established areas, all efforts shall be made to conform to the right-of-way requirements contained in the Complete Streets Guide and the standards of the latest DGSS;

7.3.2 Where existing constraints (such as existing buildings, or rights-of-way) prevent right-of-way compliance, an alternative design standard may be approved at the discretion of the Director, Transportation Planning;

7.3.3 Alternative designs must meet or exceed the minimum requirements for street elements as indicated in the Complete Streets Guide;

7.3.4 A written rationale for the alternative design must be submitted at the time of development application submission; and

7.3.5 An approved alternative design can only be applied to a specific geographic area for a specific development application.

7.4 **Implementation of the Complete Streets Policy and Complete Streets Guide:** The implementation of this policy and the Complete Streets Guide for all public road projects includes the following key actions:

7.4.1 Revision of the Transportation, Planning, Water Resources, and Urban Forestry standards, specifications, and processes so that there is alignment with this policy and the Complete Streets Guide;

7.4.2 Regular three (3) year review and update, in consultation with the development industry, of the Complete Streets Guide and Complete Streets Policy;

7.4.3 Education and promotion of the Complete Streets Guide to City of Calgary Business Units, the development industry, engineering consultant firms, and Calgary communities; and

7.4.4 Monitoring of city-wide Complete Streets progress through data collection and reporting.

AMENDMENTS

New Policy