



## **Residential Street Design Cross Section Update** *(M-L Mono-walk with rear lane)*

On November 5, 2012 City Council approved the Residential Street Design Policy (TP018) which includes four different cross-sections for the Residential Streets applicable to new greenfield developments. These Residential Street Design cross-sections, design elements and intersection design details are included in the City of Calgary 2014 Design Guidelines for Subdivision Servicing (2014 DGSS) and are aligned with the City's Complete Streets Policy/Guide.

The roadway cross-section for the Residential Street (M-L Mono walk with Rear lane - 454.1008.070 DGSS 2014) cross-section, as designed does not allow for adequate spacing between the street light cable and public trees. Within the approved roadway cross-section there has been conflict with public tree placement and street light cable alignment that has resulted in residential trees not being installed in residential developments within public Road Right-of-Way. This conflicts with both City Policy and with development industry and public desire for treed streets. To resolve the conflict and allow for both public tree plantings and street light infrastructure the City will allow two alternative design options for the Residential Street (M-L Mono-walk with Rear lane - File Number 454.1008.070 2014 DGSS) only.

### **Design Option 1**

The streetlight cable requires a minimum of 1.5m of setback from public trees; and 0.25m from property line. A minimum of 1.5m easement from property line is required within private property for street light cable installation and to allow for adequate spacing between public trees and street light cable. This is City's preferred design option. [Click here to access Design Option 1.](#)

### **Design Option 2**

In cases, where the above option for the easement is not possible/feasible, the City will allow for the street light cable to be installed under the mono-sidewalk, 0.9m below grade, at a minimum of 1.0m from lip of gutter, and minimum of 1.5m from center of public tree planting. A written rationale is required if this option is proposed by the development industry. A written rationale is required to be submitted as part of Outline Plan and/or Tentative Plans/Construction Drawings package. [Click here to access Design Option 2.](#)

The above alternative design options will replace the existing Residential Street roadway cross-section (M-L Mono walk with Rear lane) effective October 30, 2020. There may be a transition time for these new cross-sections to be applied to subdivision plans in progress. A Tentative Plan/Landscape Plan that is submitted after October 30, 2020 (and was part of an Outline Plan approved prior to October 30, 2020) must conform to the new design configuration for the



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Residential Street (M-L Mono walk with Rear lane). During the transition period, subdivision plans approved prior to September 30 that have not yet been submitted for Utility Line Assignment (ULA) approval can submit designs to ULA with the streetlight cable under the mono-sidewalk, without requiring written approval from the Director of Transportation Planning.

If you have any questions regarding this update, please contact:

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