



FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

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ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

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First name [required] Emily

Last name [required] Peden

How do you wish to attend?

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What meeting do you wish to comment on? [required] (if you Council

Date of meeting [required] (if you are providing input on service plans and budget mid-cycle adjustments, please select "November 18") Nov 18, 2024



What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here.](#))
(if you are providing input on service plans and budget mid-cycle adjustments, please write "budget" below.)

[required] - max 75 characters

Budget

Are you in favour or opposition of the issue? [required]

In opposition

ATTACHMENT_01_FILENAME

2024-11-13 - CFIB Calgary budget submission.pdf

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

November 13, 2024

Mayor Jyoti Gondek and Calgary City Councillors
The City of Calgary
P.O. Box 2100, Station M
Calgary, AB T2P 2M5

Re: CFIB submission to City of Calgary regarding its mid cycle budgetary adjustments

Dear Mayor and council,

On behalf of the Canadian Federation of Independent Business (CFIB) and our over 2,000 members in the City of Calgary, we are writing to share our perspective regarding the city's mid cycle budget adjustments.

Small businesses are the bedrock of Calgary's communities, yet a vast majority (92%) believe their city council has not paid enough attention to their issues. CFIB understands municipalities like Calgary are often left to fill critical service gaps and bear the brunt of financing essential services when other levels of government fall short. We also appreciate the city's modest estimated 1.4% tax increase on non-residential properties which reflects the impact of the ongoing tax shift compared to previous years.

However, cost pressures and low consumer demand continue to negatively impact Calgary small businesses. As of April 2024, 42% of Calgary small businesses reported weak or critical financial health, while only 26% rate their financial health as strong. Business property taxes were the most harmful tax/cost for over half (53%) of Calgary small businesses, helping contribute to the high cost of doing business.

This pressure is due in part to Calgary's disproportionately high property tax burden on businesses. Non-residential properties pay almost half (47%) of the city's property taxes despite only making up 17% of the assessed property value. This unfair distribution exacerbates the cost pressure and deters investment in the city.

As a result, small businesses in the city pay a property tax rate almost 4.5x higher than residents. This tax rate ratio of 4.37 is the highest of any major municipality in Western Canada. Cities of comparable size like Vancouver, Edmonton and Toronto have ratios of 3.4, 3.0 and 2.4 respectively. During last year's budgetary deliberations, CFIB recommended an 8% property tax shift over four years (2% per year) to decrease this disparity, something we reiterated in our latest [report](#) on property tax fairness in Alberta.

While Calgary's 1% annual property tax shift was a step in the right direction, CFIB data shows this will not substantially improve conditions for small businesses. In the aforementioned property tax report, we projected that the city's tax rate ratio would continue to increase despite the ongoing 1% property tax shift, eventually increasing to 4.3 in 2026 due to dwindling non-residential share of total property assessment. The fact that the increase in the ratio is already higher than expected this year puts the city more at risk of violating the maximum rate ratio of 5.0 established by the provincial government. Given this, we recommend increasing the size of the tax shift to 2% per year to reduce the disparity in what small businesses pay in property taxes. Doing so would lower the cost of doing business at a time when businesses need it and allow them to use those savings to reinvest in their business and employees.

There is also the issue of construction which is top of mind for Calgary small business owners. Last year, over half (53%) of small businesses in the city reported being negatively impacted by local construction projects over the preceding five years. This is particularly relevant for small businesses in Marda Loop who have endured years of construction and have recently seen the timeline for this project extended into next year. While the city's Main Streets Business Support Grant Pilot provided some level of assistance, the program has now ended.

In order to continue to assist small businesses with this ongoing problem we urge you to implement a permanent program available to all small businesses negatively impacted by construction in the city. This would bring Calgary in line with other major Canadian municipalities like Quebec City and Montreal.

As Calgary prepares for the mid cycle budget adjustment, it is essential to consider the needs of small businesses. With 70% of small business owners feeling that the services they receive do not align with the taxes they pay, there is an opportunity to ensure that the tax burden is more equitably distributed and that businesses will see tangible benefits from their contributions. Additionally, ensuring construction projects do not damage the communities they aim to improve will help small businesses keep performing their important role in the city. Taking these actions will strengthen the relationship between the city and business community, fostering trust and helping to create a foundation for future growth.

CFIB appreciates your attention to these important issues. If you wish to discuss it further, please do not hesitate to contact us directly at emily.peden@cfib.ca.

Sincerely,



Bradlee Whidden
Policy Analyst, Western Canada



Emily Peden
Policy Analyst, Alberta



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Last name [required] Reed

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[required] - max 75 characters

City of Calgary Mid-Cycle 2023-2026 Budget Adjustments (C2024-1097)

Are you in favour or opposition of the issue? [required]

In opposition

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Born in Calgary, it is my wholehearted wish that funds be kept and distributed within existing communities. If Calgarians are going to keep complaining about their taxes being raised then we can not afford to keep adopting new communities. Let developers venture forth and create townships. This city needs to build up and shake the NIMBY attitude.



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First name [required] Lisa

Last name [required] Kahn

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Budget

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Neither

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

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organizations such as the federation of Calgary communities that get funding from the city of Calgary serve absolutely no value to individual public citizens. As a lifelong calgarians who pays taxes I have never once felt represented by the federation of Calgary communities. Many years ago, I tried to interact with them but as a citizen who does not share their views, they've ignored me as a calgarians and community member. It is a waste of money to continue giving them our tax dollars as they don't represent community, only negative special interests groups that pretend to represent communities. In fact, I would ask that this council look at all community association funding to ensure this money isn't being used to leverage special interests. The average calgarians does not get value from this organization and is a waste of taxpayer dollars. Cut this funding and look at weather funding for individual community associations is actually going back into the community. If it's being used for special interests or to fight progress, cut.



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First name [required] Andy

Last name [required] Jung

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Public Submission

CC 968 (R2024-05)

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[required] - max 75 characters

Budget

Are you in favour or opposition of the issue? [required]

Neither

ATTACHMENT_01_FILENAME

2024-10-30 Municipal Pre-Budget Submission Calgary_Signed.pdf

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)



Written Submission for the 2024 Service Plans and Budget Mid-Cycle Adjustments

Submitted by: Dareesoft North America Inc.
November 6, 2024

November 6, 2024

Mayor Jyoti Gondek
The City of Calgary
P.O. Box 2100, Station M
Calgary, AB T2P 2M5

Subject: Introduction to Dareesoft and Municipal Budget Submission

Dear Mayor Gondek,

Dareesoft Inc. is a Korean founded company that has a North American office in Seattle, we are present in over five countries and have 48 employees with the goal of expanding our presence to Canada and are looking to move our head office to Calgary. The Dareesoft team has developed an innovative solution called RiaaS (Roadhazard Information as a Service) that would be beneficial for Calgary's ongoing efforts in managing infrastructure challenges, including pothole repairs while respecting the City's budgetary constraints.

As you are aware, the City's Administration has presented to Council's Infrastructure and Planning Committee on the poor conditions of Calgary roads as well as high levels of dissatisfaction with roadway surface conditions. The survey results further note that a vast majority of Calgarians are calling for budgetary decisions to prioritize road quality and improvements. Additionally, when considering that 38 per cent of the city's road network is in good condition, 36 per cent is in fair condition, 26 per cent is in poor condition and 3.2 per cent of the road network is considered below the acceptable threshold. Given these condition assessments, the City needs to find alternative ways to improve its road maintenance practices.

Dareesoft's solution, RiaaS (Roadhazard Information as a Service) can solve the city's infrastructure challenges more efficiently cost effectively. In most cities around the world, pothole repairs are done through manual inspections or citizen reporting. This results in reactive maintenance, increases the return on investment for municipalities' capital expenditures on roads, and decreases the risk of legal liabilities for municipalities related to vehicle damage. Our current technology can automatically detect road distress and hazards within the field of view to detect potholes, cracks, and even faded lane markings. Moreover, RiaaS is a plug-and-play solution that can be fitted on any city vehicle and fits essentially like a windshield phone mount. The results of the detection are sent back to the main dashboard almost instantly and provides a GPS location and image of the road hazard to road operations staff.

As such, **we are recommending that the City of Calgary adopt RiaaS as part of their infrastructure maintenance program.** This solution will allow for the increase in Calgarians satisfaction with overall road conditions, slow the rate of deterioration by fixing roads at a right time before they become even more damaged, and we can speed up the timeline requested by administration to meet the goal of 60% of arterial roads, 54% of collector roads, and 42% of local roads are in good condition in 10 years.



We thank you for taking the time to consider a potential collaboration with the City of Calgary. In the interim, please do not hesitate to reach out to me at andyjung@dareesoft.com or by phone at +1-780-340-1197 if you have any questions.

Kind Regards,

Andy Jung

Andy Jung

Regional Director



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First name [required] MARY
Last name [required] BALFOUR CHUTE

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[required] - max 75 characters

BUDGET

Are you in favour or opposition of the issue? [required]

Neither

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I have a general comment - no new districts, no more people... our city is a mess... the homeless people is a huge issue and mental illness is a very serious problem ... put 6 million or more money into mental illness .. instead of decreasing it ...increase housing ...deal with the rents in the city ... people are living in campgrounds, on the streets because of the huge increase in rental costs, food costs, energy costs, insurance costs - it goes on and on...your current attention to these problems is a joke... you are there for the people and you are not handling the current problems right now ...stop growing... fix our current problems before you increase our population...I am not anti-immigration - but there is no point in bringing in more people until we look after our current and serious problems -only then are we able to increase the population and then be able to smoothly assimilate others into our city - we have no business supporting corporations who are more than capable of building their own businesses and stuctures... helping them just creates suspicions of graft and corruption...guess you already see that!!!!



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First name [required] Jennifer

Last name [required] Rempel

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budget

Are you in favour or opposition of the issue? [required]

In opposition

ATTACHMENT_01_FILENAME

Patio Fee Letter - November 14, 2024.pdf

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

On behalf of the 4th Street Business Improvement Area (BIA), I am writing to express our strong opposition to the proposed fees for outdoor patios. For the past four years, our member businesses have benefitted from operating outdoor patio spaces without additional fees, allowing them to create inviting, accessible spaces that enhance the vibrancy of our district and foster a positive community atmosphere. The reintroduction of these fees would create significant financial strain on businesses that have already faced economic hardships in recent years.

The fee-free period over the past four years has been instrumental in helping local businesses establish and sustain outdoor spaces, which contribute to the overall appeal of 4th Street as a lively, walkable destination for residents and visitors alike. These patios are not just extensions of business spaces; they are integral to the unique character and economic vitality of our area. Reinstating fees at this time would place a sudden financial burden on these businesses, potentially discouraging their continued investment in outdoor seating and negatively impacting the district as a whole.



fourth street

4th Street Business Improvement Area
201, 501 18th Ave SW
Calgary, AB T2S 0C7
info@4streetcalgary.com

November 14, 2024

RE: Opposition to Proposed Fees for Outdoor Patios

On behalf of the 4th Street Business Improvement Area (BIA), I am writing to express our strong opposition to the proposed fees for outdoor patios. For the past four years, our member businesses have benefitted from operating outdoor patio spaces without additional fees, allowing them to create inviting, accessible spaces that enhance the vibrancy of our district and foster a positive community atmosphere. The reintroduction of these fees would create significant financial strain on businesses that have already faced economic hardships in recent years.

The fee-free period over the past four years has been instrumental in helping local businesses establish and sustain outdoor spaces, which contribute to the overall appeal of 4th Street as a lively, walkable destination for residents and visitors alike. These patios are not just extensions of business spaces; they are integral to the unique character and economic vitality of our area. Reinstating fees at this time would place a sudden financial burden on these businesses, potentially discouraging their continued investment in outdoor seating and negatively impacting the district as a whole.

Thank you for considering the perspective of the 4th Street BIA and the businesses we represent. We are hopeful that you will recognize the value of these outdoor spaces and the importance of preserving their accessibility for the benefit of our community.

Sincerely,
Jennifer Rempel
Executive Director
4th Street Business Improvement Area



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Last name [required] Steiestol

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Budget-patio fees

Are you in favour or opposition of the issue? [required]

In opposition

ATTACHMENT_01_FILENAME

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For the past four years, the City of Calgary street use permit fees for seasonal cafes/patios have been waived. The 17th Avenue Retail & Entertainment District is not in favour of having these fees reinstated in 2025 or in the future. The extended patios have not just played a role in the economic support of businesses, they have created enhanced outdoor gathering spots for the community and have contributed to the vibrancy and energy of our neighbourhoods and BIAs.

The City of Calgary wants our downtown to be a place that encourages and inspires people to visit, live and set up businesses. A significant majority of the 200+ seasonal cafes and patios in Calgary are located in downtown. Our BIA believes in the importance of extended patios so much that we invested in the design, construction and supplying of safe, secure and consistent boardwalks that ensure pedestrians have a reliable and easy to navigate experience when extended patios are in place. This innovative approach to extended patios has been adopted by nearly 20 restaurants in our BIA corridor and has allowed for collaboration between the BIA and various departments at the City of Calgary to provide a welcoming and enhanced experience for the entire community with flower planters and artwork placed around the extended patios.

If on-street fees for seasonal patios are reinstated this will create an additional financial burden for our local businesses and this fee could discourage further investment in outdoor patios, which are a vital component to the vibrant, pedestrian-friendly atmosphere the 17th Avenue Retail & Entertainment District is striving to cultivate along 17th Avenue.

Additionally, the extended patios contribute not only to the aesthetic and social fabric of the area but also to the overall economic vitality by drawing customers and increasing foot traffic, which benefits all businesses and the community at large.



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First name [required] Yehonatan

Last name [required] Shabash

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Date of meeting [required] (if you are providing input on service plans and budget mid-cycle adjustments, please select "November 18") Nov 18, 2024



Public Submission

CC 968 (R2024-05)

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)
(if you are providing input on service plans and budget mid-cycle adjustments, please write "budget" below.)

[required] - max 75 characters

Mid-Cycle Adjustments to 2023-2026 Service Plans and Budgets, C2024-1097

Are you in favour or opposition of the issue? [required]

Neither

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

With the recent troubles of the Green Line, it's more important than ever for council to invest in transit.



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First name [required] George

Last name [required] Trutina

How do you wish to attend?

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Date of meeting [required] (if you are providing input on service plans and budget mid-cycle adjustments, please select "November 18") Nov 18, 2024



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(if you are providing input on service plans and budget mid-cycle adjustments, please write "budget" below.)

[required] - max 75 characters

2023-2026 Service Plans and Budgets: 2022 Open Business Cases in Belvedere

Are you in favour or opposition of the issue? [required]

In favour

ATTACHMENT_01_FILENAME

24.11.08 Truman Belvedere Letter + Growth Map.pdf

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)



November 7, 2024

ATTN: City of Calgary Council

RE: Budget Deliberations to Enable Development within the 2022 Open Business Case Area Truman East Belvedere lands at 2498 100 ST SE (116.4 acres)

Dear Mayor and Members of Council,

For over forty years, Truman has been developing and building properties of exceptional quality and distinguished craftsmanship in Calgary and surrounding areas with the core belief that everyone can Live Better[®]. As a large area landowner, Truman has actively participated in The City of Calgary's growth planning process in Belvedere for well over a decade, acting as key contributor in the creation of the Belvedere Area Structure Plan (approved in 2013). Truman's ongoing and substantial investments to front-end deep utility services underscore our commitment to the successful development of Belvedere.

Truman's East Belvedere Open 2022 Business Case / Growth Application will contribute to the ultimate build out of East Calgary—an area of strategic growth importance to The City and Council. In 2019 City of Calgary Council approved a Growth Management Overlay removal to unlock development on 40 acres of land within Truman's East Belvedere site. The Open 2022 Business Case/Growth Application represents the remaining quarter section of Truman's East Belvedere site, approximately 116 acres of land.

The Infrastructure and Planning Committee's recommendation of approval for the Open 2022 Business Case applications reflect years of collaboration between landowners and The City of Calgary, guided by the clear direction of Council to address mobility and stormwater management considerations along the high-priority 17 AV SE transit corridor. On May 15, 2024 the Infrastructure and Planning Committee voted to approve Administration's following recommendation:

"That the Infrastructure and Planning Committee recommend that Council direct Administration to consider the capital infrastructure and operating investments needed to enable these Belvedere 2022 open business cases alongside other potential investments in the Mid-Cycle Adjustment to the 2023-2026 Service Plans and Budgets."

The budget proposal before Council recommends the approval of \$31.9M of capital investment to support the construction of the Memorial Drive /Stoney Trail Flyover and the design of a future Max Purple BRT extension between Calgary and Chestermere. All proposed City investment in capital infrastructure will be matched by developer-funded levy contributions. The proposed capital investment in Belvedere benefits existing approvals, proposed development within the Open 2022 Business Case Areas, all future development in Belvedere, and regional connectivity to Chestermere.



Administration's review of the Open 2022 Business Case areas confirmed Truman's land holdings to have the following characteristics:

- A significant opportunity to build-out east Calgary along an existing Primary Transit Route, in close proximity to Downtown and significant industrial employment hubs.
- Accommodates an active and committed development partner, with Truman owning/managing 890 acres of land within Belvedere
- Is located within the only sector where Administration noted that new supply benefits the market.
- Leverages capital infrastructure investments that are required to support the build out of previously approved lands and throughout the broader Belvedere ASP area, unlocking strategic growth and enabling comprehensive planning along the 17 Avenue SE transit corridor.
- Includes significant off-site levy generation and over annual property tax generation to fund upgrades to key strategic infrastructure.
- Where Truman is committed to delivering by way of a Construction Agreement the Belvedere Water Feedermain and Sanitary Trunk projects which are currently funded. Construction completion of the Water Feedermain is anticipated in 2024, and the Sanitary Trunk is anticipated in 2025.
- Includes comprehensive planning and infrastructure investment that unlocks strategic growth along the 17 AV MAX Purple BRT transit corridor. This approach can avoid long-term piecemeal build out and instead realize the building of the ultimate 17 AV transportation/transit right-of-way to be led by the landowner-developers who own most lands along 17 AV.
- The build out of 17 AV SE as a regional corridor and Max Purple BRT transitway is identified as the top priority of the Calgary Metropolitan Regional Board in the 2020 South and East Calgary Regional Transportation Study

Truman is committed to building a great Calgary and believe that providing more housing choices within Calgary's East Sector is crucial to promoting affordability and to mitigating market and property tax loss to communities outside of Calgary. We are excited to work together on servicing solutions that benefit East Calgary and believe growth management considerations can be addressed through a continuation of active collaboration with Administration as well as typical Outline Plan and Land Use and Development Permit processes.

Thank you to Administration and Council for your time and consideration.



George Trutina
President
Truman

BELVEDERE GROWTH & CHANGE

Further investment into key capital infrastructure projects through the 2025/2026 budget will unlock the development potential of additional lands in Belvedere to meet the City's targets for strategic growth. The benefitting areas can be described as lands where:

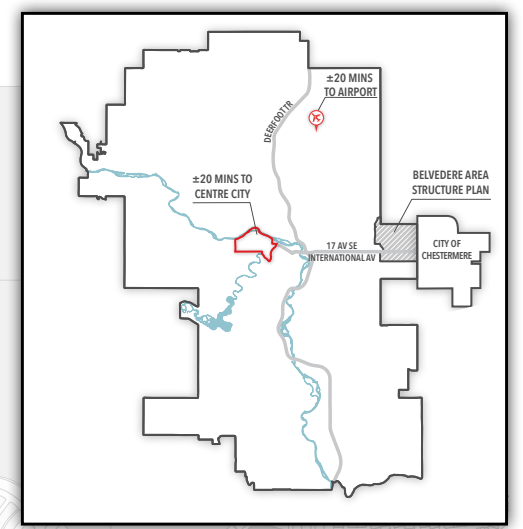
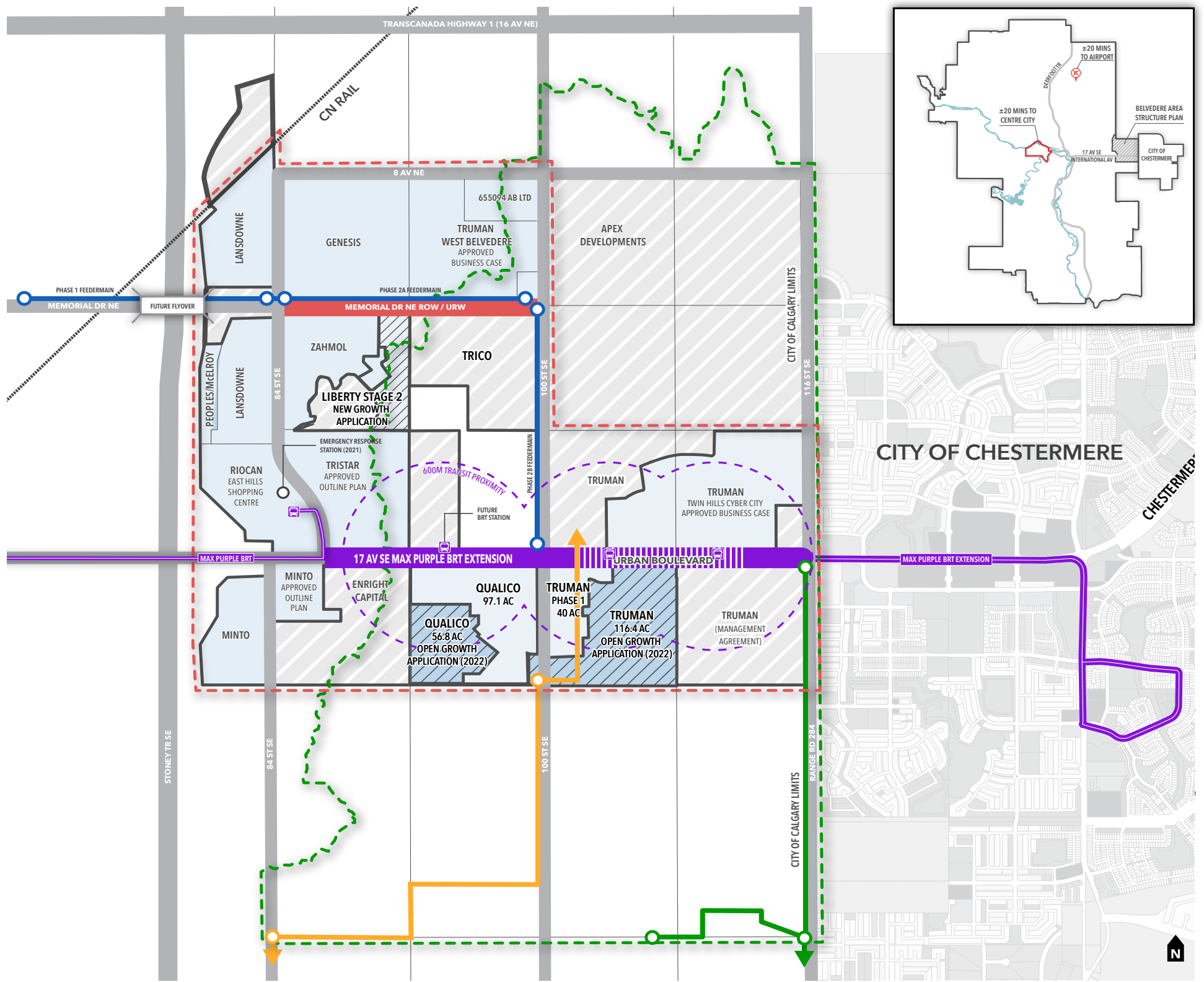
1. Growth Management Overlays (GMO) have been removed from the Belvedere Area Structure Plan and the Business Case process has been replaced by Growth Applications. The lands need additional deep servicing and/or mobility infrastructure to support growth;
2. Active Growth Applications and including two ongoing Business Cases noted as the "subject sites" on the adjacent map (per Council direction in 2022) have been submitted on lands that require deep servicing and/or mobility infrastructure; and
3. Future Growth Applications are needed on lands that will need and benefit from the identified deep servicing and/or mobility infrastructure investments.

2025/2026 CAPITAL INFRASTRUCTURE INVESTMENT

- **Stormwater Trunk & Staged CSMI East Belvedere Connection** (*100% Paid by Developer-Funded Levies*) - Benefitting Catchment Area: ±3,200 ac / 1,295 ha
- **Stoney Trail / Memorial Flyover** (*\$29.4M Budget Request for City Funds*) - Functional Design Already Completed
- **17 AV SE MAX Purple BRT Extension** - Design Only, CMRB Regional Priority (*\$2.5M Budget Request for City Funds*)

LEGEND

	Future Growth Application Required		Sanitary Trunk Upgrades
	Growth Management Overlay Removed		Water Feedermain Upgrades
	Subject Sites: Belvedere 2022 Open Business Cases		Storm Trunk Upgrades
	Surrounding Active Growth Application		Benefitting Area with Additional Investment:
	Memorial Drive NE ROW / URW	•	CSMI Storm Trunk Sewer (±3,200 ac / 1,295 ha)
	17 AV SE Transit Corridor Extension		Benefitting Area with Additional Investment:
	17 AV SE Urban Boulevard	•	Transportation/Transit Infrastructure





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First name [required] Odai

Last name [required] Alghebari

How do you wish to attend?

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Date of meeting [required] (if you are providing input on service plans and budget mid-cycle adjustments, please select "November 18") Nov 18, 2024



What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).) (if you are providing input on service plans and budget mid-cycle adjustments, please write "budget" below.)

[required] - max 75 characters

City of Calgary patio fees reinstated in 2025

Are you in favour or opposition of the issue? [required]

In opposition

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Why is the city always giving us barriers to operate our businesses. Expenses have already hit an all time low on restaurant products. Employee demanding higher wages, reduction of customer support due to life expenses. We already pay improvement tax why are you guys planning on imposing \$7.35 per square foot. Are we encouraging more businesses to open and hire more people or trying to close down places.



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First name [required] Jen

Last name [required] Hall

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What meeting do you wish to comment on? [required] (if you Standing Policy Committee on Infrastructure and Planning

Date of meeting [required] (if you are providing input on service plans and budget mid-cycle adjustments, please select "November 18") Nov 18, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)
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[required] - max 75 characters

9.3.1 Mid-Cycle Adjustments to 2023-2026 Service Plans and Budgets, C2024-1

Are you in favour or opposition of the issue? [required]

Neither

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am writing to express strong support for increased investments in Calgary Transit. Accessible, reliable, and efficient public transit is essential for our community, economy, and environment.

I urge City Council to prioritize funding for the following:

- Operating Investments: Public Transit Revenue Shortfall (\$13M), Low-Income Transit Pass Sustainment (\$19M for 2025).
- Capital Investments: Transit-Oriented Development initiatives (\$40M, \$4.5M), Blue Line Extensions, and MAX Purple Improvements (\$160M, Belvedere Infrastructure).

Additionally, please consider funding unfunded projects like lifecycle upgrades, bus fleet expansion, and the Accessibility Strategy.

Finally, I oppose the Country Hills Boulevard widening unless it includes dedicated bus lanes. Prioritizing transit over cars aligns with Calgary's sustainability and equity goals.

Investing in transit is an investment in Calgary's future. Please take these priorities to heart as you deliberate budget adjustments.

Thank you.



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First name [required] Tom

Last name [required] Grzesiak

How do you wish to attend?

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[required] - max 75 characters

2023-2026 Service Plans and Budgets

Are you in favour or opposition of the issue? [required]

Neither

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am writing to express my deep concern regarding the ongoing increases to property taxes and utility rates in Calgary, as well as the City's current budget priorities. As a taxpayer and resident, I believe it is vital for Council to take a more fiscally responsible approach in managing the City's finances, particularly in a time when the cost of living is becoming increasingly unaffordable for many Calgarians.

This year's proposed property tax increase of 3.6%, coupled with the additional \$5 per month proposed for water on utility bills, is yet another financial burden that many residents simply cannot continue to bear. These regular increases not only place significant strain on homeowners but also contribute to the growing financial pressure faced by renters and businesses. For many, Calgary is quickly becoming an increasingly expensive place to live, and the constant rise in taxes and fees exacerbates this problem.

While I understand the City faces challenges in maintaining essential services, it is crucial that Council prioritize fiscal responsibility and focus on the most critical infrastructure needs above all else. At this time, it is clear that our roads, water systems, and other essential infrastructure require urgent repair and maintenance. It is essential that these areas take precedence in the City's budget, as they directly impact the quality of life and safety of all Calgarians.

I urge Council to look at reducing unnecessary spending in non-essential areas, including social programs and enabling services, and to reallocate those funds towards immediate infrastructure needs. While these programs are important, the City should be able to tighten its belt and focus on the priorities that directly affect the day-to-day functioning of the City. I also urge Council to consider using any available surplus funds to address these urgent infrastructure repairs, rather than continuing to rely on ever-increasing property taxes and utility rates.

Calgarians should not be treated as a bottomless source of revenue. The City's continual reliance on property tax increases is unsustainable and burdensome. The financial well-being of residents must be a primary concern, and a balance must be struck between providing essential services and managing the fiscal health of the City without overburdening taxpayers.

I ask that Council take a hard look at how taxpayer dollars are being spent and make decisions that prioritize the needs of Calgarians.



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First name [required] William

Last name [required] Smith

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[required] - max 75 characters

Budget-NO MORE TAXES. GO BACK TO CITY MANAGERS AND DEMAND DECREASES.

Are you in favour or opposition of the issue? [required]

In opposition

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Council needs to hold city managers to be accountable. They have not as they keep increasing their expenditures for pet projects, like the mayor. No more money until they prove they need it. If they can't do their job, fire them with cause. Incompetence comes to mind. And hire people who will do the job,



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First name [required] Mark

Last name [required] Lipton

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[required] - max 75 characters

Budget

Are you in favour or opposition of the issue? [required]

In opposition

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Seems like every time a budget comes up, council is tasked with telling citizens to PAY MORE. And if anyone suggests looking at REDUCING the budget increase, they are immediately identified as someone that does not want essential services. The budget has line items on it, and it is up to council to ENSURE that every line item is looked at - possibly for savings ! I have watched my water and sewer rates climb . . . in fact, my sewer bill is HIGHER than my water bill !! The fees collected by water & sewer departments constitute a TAX on everyone that pays their utility bill. And simply stating the tax rate increase will remain low, yet have unfettered increases in fees, is disingenuous to citizens. And bringing in the stormwater fee - another way to increase revenue without increasing any service. It is time to realize that "legacy" building projects by council, need to be reined in . . . spending tax dollars on these instead of infrastructure just creates the situation we are in.

If you want to discuss affordable housing, look at yourselves in the mirror for causing unaffordable housing in Calgary. If you think a landlord will NOT pass along cost increases, that council does via tax and utility increases, you are living in a dream world. Each council member should be looking at how to SAVE this city money while allowing it to continue to thrive. However, it seems council members have only looked at how to SPEND money.

City of Calgary is addicted to tax dollars and ever increasing fees . . . perfect example is collecting WAY more monies than should, from access fees by Enmax. Then to state it is going to take years to change . . . that is just plain lying to citizens ! Enmax, as a City of Calgary corporation, can be requested to change it's fee structure, and a simple request to provincial utility rate board, should get things done quickly, not within years. Yet, City of Calgary continues to rake in the dollars from this ! And when suggested to GIVE the money back to citizens, council says no. The millions of dollars in City of Calgary "rainy day fund", is taken from every single citizens pocket ! Think about that, picking the pocket of seniors in this city, the working poor, etc.

I am sure that all councilors will take everyone's submission into account, and still vote to increase taxes and increase fees.



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First name [required] Nasir

Last name [required] Ahmed

How do you wish to attend?

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[required] - max 75 characters

budget

Are you in favour or opposition of the issue? [required]

Neither

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am writing to express my support for several critical investments in our transit system that are pivotal for enhancing public accessibility and sustainability. I would also like to outline my opposition to certain projects that do not align with our vision for a more connected and efficient city.

Support for Operating Investments:

Public Transit Revenue Shortfall: I support the allocation of \$13M to address the revenue shortfall, ensuring continued operation and maintenance of our public transit services.

Low Income Transit Pass Sustainment: I advocate for the one-time funding of \$19M for 2025 to sustain the Low Income Transit Pass, which is crucial for supporting our most vulnerable citizens.

Night Network: I urge funding for the currently unfunded Calgary Transit Night Network to enhance safe and reliable nighttime transportation options.

Support for Capital Investments:

Transit-Oriented Development (TOD): I support the \$40M investment for city-wide TOD initiatives and an additional \$4.5M for the TOD Design & Infrastructure Study to promote high-density, mixed-use development near transit facilities.

Belvedere Infrastructure: I back the \$195M investment for essential infrastructure developments, including the Stoney/Memorial flyover and design initiatives for Max Purple to bolster connectivity.

Blue Line Enhancements: I endorse the \$160M funding for additional design and early works to expedite the expansion and efficiency of the Blue Line services.

Support for Currently Unfunded Capital Projects: I advocate for the critical need to fund:

Calgary Transit's lifecycle upgrades to maintain and improve existing infrastructure. The purchase of additional buses as outlined in the RouteAhead Implementation Plan to expand service capacity.

The comprehensive Accessibility Strategy to ensure all citizens have equitable access to transit services.

Projects I Oppose: I oppose the Country Hills Widening project, which involves a proposed expenditure of \$16.1M, unless it includes dedicated bus lanes. Without this provision, the project contradicts our goals of promoting efficient public transit options over increased car traffic.

I believe that these investments and re-allocations are essential for building a resilient, accessible, and sustainable transit system in Calgary. I look forward to your support and commitment to advancing these critical projects for the betterment of our



community.

Sincerely,
Nasir Ahmed



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First name [required] Mary

Last name [required] Salvani

How do you wish to attend?

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[required] - max 75 characters

affordable transit

Are you in favour or opposition of the issue? [required]

In favour

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am a full time university student on AISH.

During the school year I use Calgary Transit Access to go to university, doctors appointments, see my family, attend programs run by Alberta Sports and Recreation Assoc. For The Blind (ASRAB).I use the University bus pass to go to those things during the school year. Please work with St. Mary University to keep the low income bus pass for all of us full time students. Without it we wouldn't be able to get an education, take care of ourselves and our love ones.

During the months of May to Aug. I use the low income bus pass to get around. Please keep that affordable for people on AISH and other forms of social assistance! That would be much appreciated. It is hard for folks like me, who is on a limited income to pay for everything especially now since the price of everything has gone up.

One way Calgary Transit Access can save money, is to make their routes, especially their subscribed routes more direct. It should not cost \$110 for a Calgary Transit Access cabs to take me home from school every day. It should cost no more than \$60 like it does if I booked a cab directly to take myself home. If there are others going from my school to my community Inglewood on booking rides with CTA around the time I am riding on it, they should be riding together with me. Not have 5 vehicles take 5 people frm my school to my community. That is a lot of gas money wasted.



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First name [required] Peter

Last name [required] Koning

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[required] - max 75 characters

Mid-Cycle Adjustments to 2023-2026 Service Plans and Budgets

Are you in favour or opposition of the issue? [required]

In favour

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

As a member of More Neighbours Calgary, Strong Town Calgary, Calgary Transit Riders and the Calgary Climate Hub, and a long time resident of Sundance, I want to express my enthusiastic support for the following:

- Public Transit Revenue Shortfall (\$13M)
- Low Income Transit Pass Sustainment (\$19M one-time funding for 2025)

Maintaining public transit is essential to Calgary's climate ambition. Given the very challenged affordability context, Calgary ought to maintain its support for the Low Income Transit Pass.

Likewise, Calgary ought to strongly consider supporting the Calgary Transit Night Network.

Calgary is demonstrating the value of investments in Transit Oriented Development as a key enabler of more energy efficient city design, and at the same time making the city more walkable with easy access to amenities. I fully support the following:

- City-Wide Transit Oriented Development (\$40M)
- TOD – Design & Infrastructure Study (\$4.5M)
- Belvedere Related Infrastructure (\$195M)
 - Includes Stoney/Memorial flyover
 - Design for Max Purple
- Blue Line – Additional Design and early works (\$160M)

If Calgary is to make further progress towards its ambitions for climate, I strongly recommend consideration for investments in currently unfunded capital projects as follows:

- Calgary Transit Critical Lifecycle Upgrades
- Capital for Buses (RouteAhead Implementation Plan)
- Accessibility Strategy



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First name [required] Dave

Last name [required] Sclanders

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Date of meeting [required] (if you are providing input on service plans and budget mid-cycle adjustments, please select "November 18") Nov 18, 2024



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[required] - max 75 characters

Budget

Are you in favour or opposition of the issue? [required]

Neither

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

In the 30 years I have lived in Calgary my taxes are the highest and the condition of our roads and lighting is abysmal, it is like we live in a 3rd world country the condition of basic city needs roads and lighting broken. Calling to report a block of street lights out on Macleod Trail took 30 days to replace. Roads that have huge potholes have been filled so many times that road is unsafe to drive. City recreation facilities pools and gyms are closed or restricted on statutory holidays when MOST tax payers are off and want use them but open when most citizens are at work - the business model for this city is broken and elected officials need to hold city management accountable.



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First name [required] Michelle

Last name [required] Jaroch

How do you wish to attend?

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[required] - max 75 characters

Budget

Are you in favour or opposition of the issue? [required]

In opposition

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I live in a townhome and after last year's budget my property taxes increased 29%. I live simply and budget but my fixed costs from 2023 to 2024 increased 59% (the property tax increase is included in this amount).
As a senior living on a fixed income I cannot bear the cost of further property tax increases. Especially when you are going to increase the taxes on multi residences so much more than single family residences.
As far as utilities increases are concerned we already pay much more than many locations for utilities.
I wish you would budget the city expenses to the penny like I have to do with mine. (I could even provide you with my spreadsheet!!) I'm sure you could find many savings before burdening the tax payers again.



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First name [required] Lothar

Last name [required] Wiwjorra

How do you wish to attend? In-person

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[required] - max 75 characters

Condo tax increase of 10%

Are you in favour or opposition of the issue? [required]

In opposition

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

A 10% condo tax increase is unfair and does not appreciate that there is evidence (i.e. Urban Land Institute) that condo buildings are far more efficient in water, energy and public infrastructure (parking, street frontage, school financing) than single family properties. Just to factor in the market value is short-sighted and does not reflect these facts.



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First name [required] Dana

Last name [required] Huggard

How do you wish to attend?

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[required] - max 75 characters

Budget

Are you in favour or opposition of the issue? [required]

Neither

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Our taxes are continually raised, yet our basic infrastructure is failing. With such rapid growth in calgary we must devote money and resources to not only maintaining our city infrastructure but upgrading and improving. Wish list and feel good projects need to be on the back burner. Get back to basic sustainable operation of a large city.



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First name [required] Chad

Last name [required] McCormick

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[required] - max 75 characters

"Budget"

Are you in favour or opposition of the issue? [required]

In opposition

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I would like to stress the recovery from construction and Covid19 is still ongoing at our restaurant. The outdoor patio and patio extension program has allowed us to take advantage of some extended evening and weekend sales. This however is not every day and certainly does not make up for the slow customer return. I am asking on behalf of our restaurant and so many others, that the city continue to postpone and not reinstate any additional tax/fees on outdoor patios in 2025.



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First name [required] Bernadett

Last name [required] Maxwell

How do you wish to attend?

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[required] - max 75 characters

Budget

Are you in favour or opposition of the issue? [required]

Neither

ATTACHMENT_01_FILENAME

2024 Nov City Budget 20th St Safety .pdf

ATTACHMENT_02_FILENAME

Dear Calgary Mayor and City Council,

I am writing to request review and consideration in the current budget cycle to address a long outstanding issue affecting safety and convenient mobility in my neighborhood. This same item was previously presented for budget review in 2022 along with a presentation and a petition, hand signed by about 150 nearby residents. At that time this item was approved for partial funding but to date, absolutely nothing has been done.

20th street towards 33rd Avenue from the north is the entrance to Marda Loop business area for many pedestrians from 3 nearby communities — Richmond, South Calgary, and Bankview. This street needs to be safe and welcoming for pedestrians with families and pets walking to Marda Loop, and cyclists, scooters and wheelchairs, rather than the current speedway it became when the new bike lanes removed parking and created more space for speeding vehicle traffic.

As full budget funds may not be readily available, at least some minimum actions must be taken immediately, in the order of priority outlined below, before a serious accident occurs. 20th Street SW between 33rd and 26th Avenues URGENTLY REQUIRES:

1. Implementation of speed reduction to 40 kph
2. Moving/repainting bike lane lines to be next to the sidewalk instead of next to the speeding traffic lane
3. Upgrading the outdated speed reminder signs to automated signs showing cars their actual speed
4. Hill and speed reduction signs before the blind hill at 29th Ave
5. A signed pedestrian crossing at 30th Ave and 20th St

This street especially near the blind hill cresting at 29th Ave desperately needs to be reviewed for safety. Further steps to fully implement appropriate traffic calming on this street should also be considered including:

6. Adding small traffic calming circles across 20th Street at 30th and 28th Aves approaching the blind hill.
7. Adding barriers between the bike lane and the traffic lane

The attached document provides further detail of the issues on this street and proposed solutions to address them. Thank you for your consideration to provide funding to address the issues in this area.

Thank you.

Comments - please refrain from providing personal information in this field (maximum 2500 characters)



20th Street SW (from 33 to 26 Ave) Traffic Safety Concerns

Traffic on 20th street has been an ongoing problem for many many years. The safety issues continue to get worse every year with more development in the area and requires immediate attention from the City.

At a minimum, 20th Street between 33rd and 26th Avenues SW urgently requires:

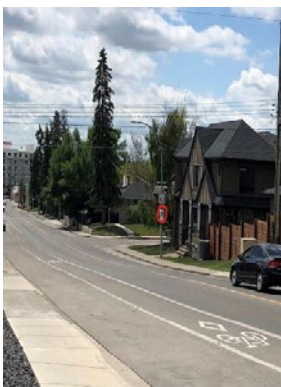
1. Implementation of speed reduction to 40 kph
2. Upgrading speed reminder signs to automated signs showing vehicles their actual speed
3. Moving/repainting bike lane lines to be next to the sidewalk instead of next to the traffic lane

20th Street Traffic Overview

The roadway along 20th Street between 33rd Ave and 26th Ave SW connects portions of South Calgary, Richmond and Bankview to the Marda Loop business area. This street is an important access point from these communities to Marda Loop BA. With the growth in traffic and the current configuration of 20th Street in this area, this roadway has become a freeway escape route for motorists in and out of Marda Loop. **This street desperately needs traffic safety improvements**, especially with the additional traffic once the Marda Loop Mainstreet project is completed.

20th Street is a wider residential street with a steep hill between about 30th Ave and 28th Ave, with the crest of the hill at 29th Avenue. This street became even wider for vehicles in 2018 when 1 lane of parking was removed and bike lanes were introduced. The bike lanes are located next to the vehicle traffic lanes on a steep hill which is very unsafe. Although many cyclists and scooters etc. still do make good use of the bike lanes, the bike lanes are not in constant use and this now gives motorists and larger construction vehicles an even wider unimpeded roadway, which allows and encourages ever faster speeds. Also, because of the steep hill, not many vehicles park in the one remaining parking lane on this stretch of roadway which again allows faster speeding vehicles, and vehicles passing others, as there is generally a free lane (although it is the parking lane).

There are also no playground or school zones to reduce speed on this stretch of roadway. When vehicles see the "Maximum 50" signs near 32nd and 28 Avenues, they typically speed up even more to go over the hill. There are no marked pedestrian crossings at either 30th or 28th Avenues. The pedestrian crossing at 29th Avenue is hidden by the blind hill and does not allow enough time for vehicles to react at the speeds they are often travelling.



20th St looking South towards 33rd Ave from 30 Ave. Speed reminder sign lit up.



20th St looking North from 31st Ave. Speed reminder sign not lit up.



20th St looking North from almost 31 Ave. School bus stop there.



20th St looking North approaching 29th Ave



Typical daily usage on 20th Street has many construction vehicles, passenger vehicles, bikes, pedestrians all on the street all at once and all moving at various speeds.

There is a lot of speeding vehicle traffic late afternoon and early evening, at same time as increased pedestrian and bicycle traffic.

The bike lanes along 20th Street are used by cyclists, scooters, ebikes, hoverboards, and even people with electric wheelchairs. These users are totally unprotected from directly adjacent speeding traffic in the current bike lane configuration.



The sidewalks along 20th Street are heavily used by pedestrians of various types going to and from Marda Loop including: seniors with walkers; people with kids and strollers, people walking their dogs, groups of people walking together.

In winter snow currently gets plowed onto the sidewalks and many pedestrians (and wheelchairs) use the parking lane as there are very few cars usually parked there because it is on a hill.

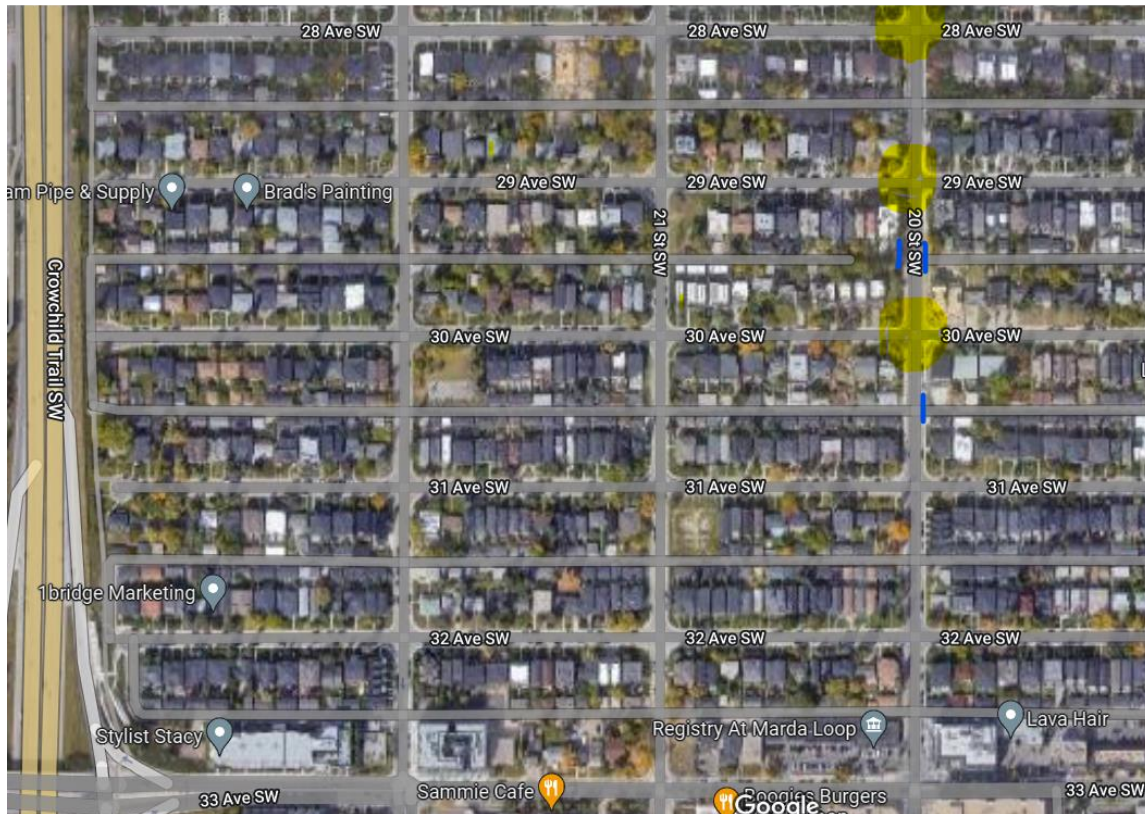
Having the walking and biking lanes adjacent to each other would provide overflow space for pedestrians rather than an additional lane for speeding cars to pass vehicle turning in front of them.

Improvements this street leading to the Marda Loop main street would greatly improve mobility for ALL users.

Blind hill

29th Avenue is the crest of the hill.

- Because of the hill there are deadend back alleys on the east side of the street between 31st and 30th Avenues and 30th and 29th Avenues and also on the west side of the street between 30th and 29th Avenues (dead-end alleys shown with blue line below). Also a long rock retaining wall is between 30th and 29th Avenues on both west and east side of the street.
- The single parking lane switches to other side of the street at the crest of the hill at 29th Avenue
- The intersections up and over the blind hill at 30th, 29th and 28th Avenues are problem areas for crossing 20th Street, and are prime candidates for traffic calming circles (highlighted in yellow).
- A yellow school bus stops daily at 20th St and 30 Avenue facing north for pick up and drop off. Some parents walk and others drive to pick up their kids there.



20th Street Safety Upgrades Urgently Needed

At a minimum:

1. The overall speed limit on 20th Street between 33rd and 26th Avenues should be reduced to 40 kph, similar to connector roads in Mount Royal and Elbow Park such as Premier Way and Council Way.
2. The bike lanes along 20th Street between 33rd and 26 Avenues should be next to the sidewalk and have barriers from the traffic similar to how they were done in other areas of the city, as pictured below.



3. The automatic speed reminder signs that light up to remind motorists that speed limit is 50 should be upgraded to inform motorists of their actual speed. The current signs are no deterrent to speeding.



Sign simply lights up when car is speeding down the hill.

4. There should be hill and speed reduction signs going up and down on each side of the blind hill that crests at 29th Avenue, as done on 19th Street as pictured below.



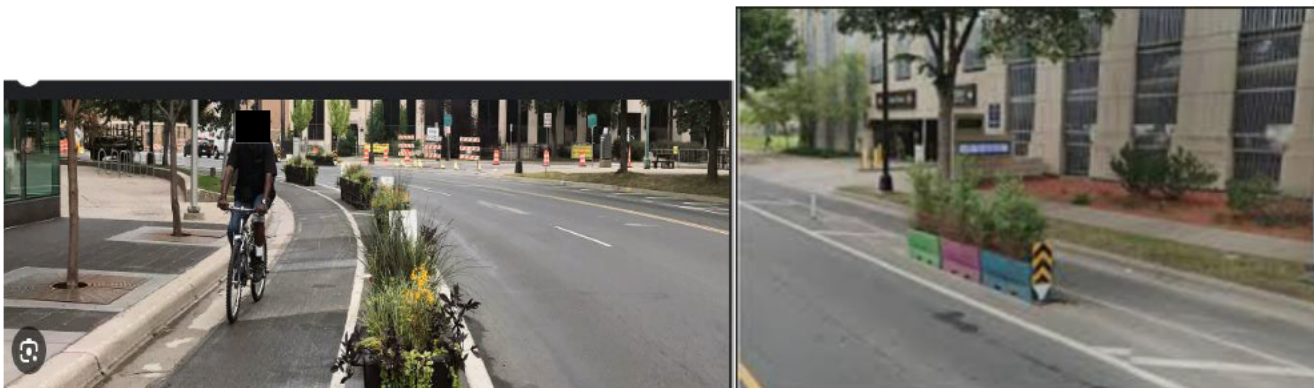
Full Traffic Calming on 20th Street

Marda Loop is becoming more and more congested with traffic and 20th Street from the hill at 29th Ave to 33rd Ave is another entrance for many communities to that business area. 20th Street should be updated to provide proper traffic calming which could also add to the aesthetic of the area.

Adding small traffic circles at the crest of the hill at 29th Ave along with the crosswalk across 20th Street, and also adding a small traffic circle at 30th Ave and another signed crosswalk would provide a significant enhancement to safety for pedestrian and other mobilities around the blind hill. This would also enhance the appearance of the area and designate another more pedestrian friendly entrance to the Marda Loop Main Street from the surrounding communities. The examples shown below are in Mount Royal. This is also needed in Marda Loop.



The bikes lanes must be moved beside the sidewalk which will also provide overflow space for the many pedestrians and families with children and pets that often walk to the Marda Loop business area. The bikes lanes also need to be separated from the traffic and parking lanes at a minimum. A nice aesthetic would be to have planter protected bike lanes, which would encourage more pedestrians vs speeding vehicle traffic.



Some trials were done in the area closing off traffic on 22nd and 21st streets. The result of this was simply more speeding traffic on other streets from frustrated motorists. Please do not close off our streets. People need access to and from their community. However, people do not need access to residential areas at speeds above 40 kph or more.

20th Street Use vs Classification

Another issue impacting traffic safety on 20th Street (especially between 33rd and 26th Avenues) is how this street is regularly used by construction vehicles. While 20th Street is designated as a Collector street—for which poor performance for goods transfer is acceptable -- this street easily accommodates construction traffic (gravel trucks, cement trucks etc.) and is regularly used as such given it's wide width since bike lanes were added and parking was removed.

CHAPTER 1

New Street Classifications

Although individual street designs are dependent on the particular context in which they are designed, all streets in any one classification share a common purpose within the transportation network. That common purpose is best articulated in Table 1.4-14: Road and Street Palette, where different priorities, or levels of accommodation, are assigned to that particular street classification.

Table 1.4-14: Road and street palette

		TRANSPORTATION MODES					
CTP CLASSIFICATION		Walking	Cycling	Transit	Goods	Autos*	EXAMPLES
Skeletal	Skeletal Road	Accommodated with high standards		Accommodated with variable standards		Accommodated with high standards	Glenmore Tr. S.W.
Arterial	Arterial Street	Accommodated with variable standards		Accommodated with high standards			Northland Dr. N.W.
	Industrial Arterial	Accommodated with variable standards			Accommodated with high standards	Accommodated with variable standards	114th Ave. S.E.
	Local Arterial	Accommodated with high standards	Accommodated with variable standards	Accommodated with high standards	Accommodated with variable standards	Accommodated with high standards	85th St. S.W.
Liveable	Urban Boulevard	Accommodated with high standards			Accommodated with variable standards	Accommodated with high standards	49th St. N.W.
	Parkway	Accommodated with high standards		Accommodated with variable standards	Not required, or poor performance is acceptable	Accommodated with variable standards	University Dr. N.W.
	Neighborhood Boulevard	Accommodated with high standards		Accommodated with variable standards	Not required, or poor performance is acceptable	Accommodated with high standards	Garrison Gt. S.W.
Local	Primary Collector	Accommodated with high standards			Accommodated with variable standards	Not required, or poor performance is acceptable	Fifth Ave. N.W.
	Activity Center Street	Accommodated with high standards			Not required, or poor performance is acceptable	Accommodated with variable standards	33rd Ave. S.W.
	Collector	Accommodated with high standards		Accommodated with variable standards	Not required, or poor performance is acceptable	Accommodated with variable standards	24th Ave. N.W.
	Industrial Street	Accommodated with high standards	Accommodated with variable standards	Accommodated with high standards	Accommodated with variable standards	Accommodated with high standards	53rd Ave. S.E.
	Residential Street	Accommodated with high standards		Not required, or poor performance is acceptable	Accommodated with variable standards	Accommodated with high standards	Kensington Cl. N.W.
	Lanes (Alleys)	Accommodated with variable standards		Not required, or poor performance is acceptable	Accommodated with high standards	Accommodated with high standards	

* Includes light commercial vehicles, recycling/waste vehicles, etc.

* Emergency services, fire trucks to be accommodated on all street classifications.

- Accommodated with high standards
- Accommodated with variable standards
- Not required, or poor performance is acceptable

Prior to the main street construction work, this street sees a lot of construction traffic. With new condo developments on 26th Ave under construction there can be gravel trucks, cements trucks and other larger construction vehicles at times every 3-5 minutes travelling here to and from a construction site.



Implementing delimiters for the bike lanes from the vehicle and construction traffic, and also adding traffic calming circles would greatly improve the safety of this street and ensure it is used more appropriately as it is classified. A collector street should accommodate high standards for walking and cycling, and variable standards for auto and transit.

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]

Ráz

Last name [required]

Londoloz

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person? (If you are speaking at the service plans and budget mid-cycle adjustments, translation services may be available, please indicate if you will require these by writing the required language and "Budget" in the space below).

What meeting do you wish to comment on? [required] (if you

Council

Date of meeting [required] (if you are providing input on service plans and budget mid-cycle adjustments, please select "November 18")

Nov 18, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)
(if you are providing input on service plans and budget mid-cycle adjustments, please write "budget" below.)

[required] - max 75 characters

budget

Are you in favour or opposition of the issue? [required]

Neither

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

E-Biking must become more appealing than other modes of transit, in order for it to have significant impact on a city. In the book Toll Bridge Troll by Patricia Rae Wolff, Trigg solved the riddle of six cents to cross the bridge, making it a modern day lesson of how to creatively solve the challenges of financing active transportation.

City Council controls the budget funded in part by the toll placed on property taxes where 1.37% goes to sidewalks and pathways, however, greater than the budget is the Bylaw permit.

According to Bylaw 26M96, only children under the age of 14 years, an Officer while on duty and a person delivering newspapers are permitted to cycle on a sidewalk. It also states that "the Traffic Engineer may designate those portions of sidewalks or boulevards where bicycles may be ridden by other persons who are not carriers of newspapers delivering copies thereof."

E-Wheelers requests the city conduct a sidewalk cycling pilot in Ward 5 that has a 9 km/hr limit on under-utilized sidewalks, the speed of a light jog, as this has long been a common practice especially amongst our seniors, and is a way more practical metric for safe cycling than using age and job description. Additionally, E-Wheelers requests the Traffic Engineer designate crosswalks at intersections controlled by traffic signals in Ward 5 as multi-use crossings in this sidewalk cycling pilot, as it allows cyclists to clear dangerous roadways more quickly.

The city can use signage at minimal cost, to quickly expand mobility opportunities, and seamlessly connect homes in Ward 5 to multi-use pathways via sidewalks, thus encourage low cost sustainable travel, and help solve the housing crisis.

According to a study conducted by Canada Mortgage and Housing Corporation; if a household was able to avoid the purchase of an automobile, the number of available rental units within an affordable range increased over 1000%. Additionally, Stats Canada reports that the average Canadian could save \$50,000.00 in 4-5 years if they gave up a car. E-bikes allow people to reduce the number of cars they own, even going from 2 cars to 1 is just as big a saving!

Finally, E-Wheelers proposes that since there are zero dedicated bicycle lanes in Ward 5 which connects communities, that the sidewalk cycling pilot also provide free last mile travel within Ward 5 on the CTrain to cyclists, similar to the TD Free Fare Zone, as this would significantly help E-Biking become more appealing than other modes





November 18, 2024

Calgary City Council

800 MacLeod Trail SE,
Calgary, Alberta, T2P 2M5

Sent via electronic mail

RE: Calgary Chamber 2025 mid-cycle adjustment submission to City Council

Mayor and Council,

On behalf of the Calgary Chamber of Commerce and our member businesses, I am writing to provide you with our formal submission regarding the 2023-2026 Service Plans and Budgets mid-cycle adjustments.

The City of Calgary's [2023-2026 Service Plans and Budgets](#) have, in many ways, proven successful in fostering economic growth across all sectors and sizes of business. With noticeable improvements and key investments moving forward across the city – including the recent opening of the new BMO center, the rise in LRT ridership and a moderate improvement in perceptions of downtown safety – it's apparent the City's budgetary planning is yielding positive results. Moreover, City Council's commitment to shifting the non-residential to residential tax split by one percent annually between 2024 and 2027 continues to support businesses by providing much-needed cost pressure relief.

Moreover, while data released as part of the [Q3 2024 Canadian Survey on Business Conditions](#) shows business optimism Calgary has stabilized, specific challenges remain. The cost of inputs continues to rise, and while inflation may be cooling, businesses remain concerned about the future. Confidence in our nation's supply chains has plummeted, restricting access to essential inputs. Persistent labour shortages continue to limit business growth and dissuade investment in across sectors – for example, the postal strike that began November 15 will disproportionately affect smaller businesses. Stemming from these challenges, 43 per cent of Calgary businesses anticipate an increase in their operating expenses in the next quarter, and at the same time 28 per cent expect a decrease in profitability. While 78 per cent of Calgary businesses are optimistic about the future, many continue to struggle; small businesses (1 to 4 employees) are 11 per cent less optimistic than larger businesses across Calgary. Small businesses are the backbone of our economy – making up more than 95 per cent of businesses in the Calgary area, and there are specific targeted measures the City can take to support their continued success across Calgary.

For this mid-cycle adjustment, we are calling on the City to prioritize fiscal responsibility and red tape reduction to support businesses and Calgarians more broadly. We also call on the City to continue investing in infrastructure to support our growing population, including water and transit, and develop contingency plans for future emergency situations. This will provide the

City with predictability in revenue, as well as support businesses by stabilizing municipal taxes and eliminating unnecessary costs.

Through engagement with our diverse membership, representing more than 400,000 employees across sectors and sizes of firm, we have identified priority amendments for the Service Plans and Budgets that would support businesses through the upcoming year. Based on this input, we encourage City Council and City Administration to implement the recommendations included below.

Thank you in advance for your consideration. We look forward to working with you and your colleagues to accelerate a sustainable and prosperous future for all Albertans.

Sincerely,



Deborah Yedlin

President & CEO

Calgary Chamber of Commerce

Cc:

Mayor Jyoti Gondek

Councillor Sonya Sharp, Ward 1

Councillor Jennifer Wyness, Ward 2

Councillor Jasmine Mian, Ward 3

Councillor Sean Chu, Ward 4

Councillor Raj Dhaliwal, Ward 5

Councillor Richard Pootmans, Ward 6

Councillor Terry Wong, Ward 7

Councillor Courtney Walcott, Ward 8

Councillor Gian-Carlo Cara, Ward 9

Councillor Andre Chabot, Ward 10

Councillor Kourtney Penner, Ward 11

Councillor Evan Spencer, Ward 12

Councillor Dan McLean, Ward 13

Councillor Peter Demong, Ward 14

Mr. David Duckworth, Chief Administrative Officer, City of Calgary

Recommendations for the 2025 Mid-cycle adjustments to the 2023-2026 Service Plans and Budgets

TAX FAIRNESS & FISCAL RESPONSIBILITY

- **Continue to rebalance residential and non-residential property taxes, adopting an annual incremental shift** until the City achieves a 60-40 split between residential and non-residential tax burden. This will lower operational costs for businesses, ensuring that businesses in Calgary can grow and scale with the resources they need. Calgary's non-residential to residential tax ratio is among the least business friendly in Canada, particularly across major metro regions, nearby municipalities and comparative jurisdictions. By continuing with the tax shift approved in November 2023, the City of Calgary can support small businesses, attract further investment in the city, boost tax revenue, stimulate economic growth and drive community development.
- **Direct administration to find further efficiencies in an effort to decrease duplicative or growing costs.** Noting the work already completed – where administration located approximately \$1 million in cost savings – we would ask that administration is directed to continue this initiative to lower costs and increase productivity in the public service.
- **Advocate to other levels of government to prioritize closing municipal revenue gaps.** Addressing the significant \$436 million municipal fiscal gap for both capital and operating grants, ensuring municipal priorities are adequately funded. Secure provincial and federal funding where appropriate for projects critical to Calgary's success to reduce cost burden on city finances. Additionally seek alternative revenue generation methods where feasible.

RED TAPE REDUCTION & BUSINESS SUPPORTS

- **Simplify, clarify and accelerate the process to obtain municipal licenses and permits.** Promote and expand the Business Experience Improvement Program to help businesses navigate licensing and permitting processes. The City must also provide certainty and adhere to consistent and predictable response timelines so businesses can plan for the length of time expected for various approvals.
- **Create user-friendly and customized tools to support engagement with local businesses and other stakeholders.** The use of an app to contact your councillor, 311, find your estimated time to speak to Council, and receive updates on various permits, approvals, and safety reports would be valuable, and align with small business' limited capacity and flexibility. Additionally, the City should consider implementing an online feedback mechanism that enables businesses to share input with the City regarding processes or regulations.
- Based on the procurement thresholds agreed to in the [*New West Partnership Trade Agreement*](#), **develop clear and measurable targets for the percentage of procurement contracts awarded to local businesses for goods, services and construction** (i.e., 15 per cent of all contracts for goods under \$75,000 must be awarded to a local business). Similarly, the City should **create a specialized procurement unit within City Administration dedicated to supporting early-**

stage companies with navigating the procurement process. This unit should proactively engage early-stage businesses to gain an understanding of their operations, working with them to identify procurement opportunities where they would be a competitive applicant.

- **Continue to support civic partners in Calgary’s economic development by ensuring their access to predictable and sustainable funding.** This will require the City of Calgary to work with civic partners to find tangible and measurable key performance indicators for the allocation of funding, ensuring all civic partners’ funding requests are evaluated equally.

PUBLIC SAFETY & CIVIC VIBRANCY

- **Fund the complete implementation of the initiatives outlined in the Downtown Safety Leadership Table report** with a particular focus on recommendations to immediately support a state of good repair and community safety improvements that enhance cleanliness and physical safety infrastructure, review the current state of assets, safety, useability, accessibility and the economic and operational feasibility of the Plus 15 network.
- Utilizing existing CPS funding, **develop a police report tracking application** that can provide businesses and Calgarians with relevant, up-to-date information on the status of police reports they have filed.
- **Continue to promote positive engagement and interactions in public spaces** – including transit stations – by collaborating with local businesses to activate public spaces through events such as reoccurring markets, retail pop-ups, art installations or musical and theatrical performances.
- **Address systemic issues driving public and social disorder**, working in conjunction with both federal and provincial governments. Public drug use, violent crime and social disorder are issues across Alberta and Canada – the City should look to collaborate with other jurisdictions and governments to find best practices for addressing these challenging problems.

INFRASTRUCTURE & GROWTH

- **Continue to action the Calgary Housing Strategy in efforts to address housing affordability.** Consider actions to increase and accelerate the supply of housing, such as lowering the direct and indirect costs of new builds and reducing government charges where appropriate. Work with housing developers to find regulatory and permitting efficiencies to fast-track housing development. Additionally, expand the building conversions program to include a fast-track program for conversions that include affordable housing.
- **In alignment with Outcome Two of the Housing Strategy, support affordable housing providers financially to deliver on their mandates.** Noting the need for increased affordable housing, which will remove pressure across the housing spectrum, and improve Calgary’s competitive advantage in supporting our labour force.
- **Work with all necessary stakeholders to develop stronger supply chain infrastructure, such as the Prairies Economic Gateway.** Calgary, Alberta and

Canada's economies are export driven and trade reliant. We need all orders of government to collaborate in the development of innovative, robust and efficient supply chains connecting our city to the markets our businesses need to grow and scale.

- **Immediately begin development of the [Foothills Multisport Fieldhouse project](#)** approved by Council in July 2023, recognizing investments in civic spaces are a competitive advantage in talent attraction by enhancing Calgary's livability and community vibrancy, as well as improving Calgary's ability to host sporting events.
- **Continue supports for office to post-secondary conversion in the city's downtown core.** This should include additional financial and tax-based incentives that will support the expansion or relocation of post-secondary institutions and residence buildings to Calgary's downtown, recognizing additional funding mechanisms will be required to successfully advance these projects.
- **Continue working collaboratively with other levels of governments to invest in new transportation infrastructure**, including rail connecting southeast Calgary, the Calgary Airport to downtown and beyond, and to enhance Calgary as an international convention and event centre.
- Work with businesses to review grant and funding programs to **ensure their application and fund dispersion timelines are aligned with common business operating schedules.** This will ensure available supports are both useful and can be accessed by businesses.

Implementing these recommendations during the 2025 Service Plan and Budget adjustments offers the City an actionable plan for sustainable growth by reinforcing and building upon the optimism and strength of our business community. As the voice of Calgary's business community, the Calgary Chamber is committed to working collaboratively with City Council, City Administration, other orders of government and key stakeholders to advance these priorities.

ABOUT THE CALGARY CHAMBER OF COMMERCE

The Calgary Chamber of Commerce exists to help businesses reach their potential. As the convenor and catalyst for a vibrant, inclusive and prosperous business community, the Chamber works to build strength and resilience among its members and position Calgary as a magnet for talent, diversification and opportunity. As an independent, non-profit, non-partisan organization founded in 1891, we build on our history to serve and advocate for businesses of all sizes, in all sectors across the city.