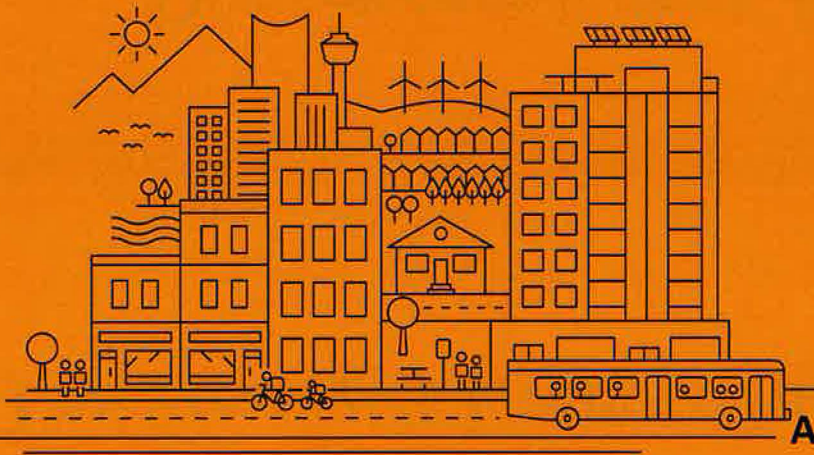


The Strategy's Urgency Must Be Commensurate with the Climate Emergency

Our concern is *that, in order to be palatable today, this Climate Strategy will fail to meet the clear and urgent needs of the future.*

Over 25 years monitoring, reporting, education research and action for a more sustainable Calgary



State of Our City 2020

An Urgent Call for a Just Transition

Sustainability Indicator Reporting

Kids Re-imagining Streets

Low-Carbon Cities

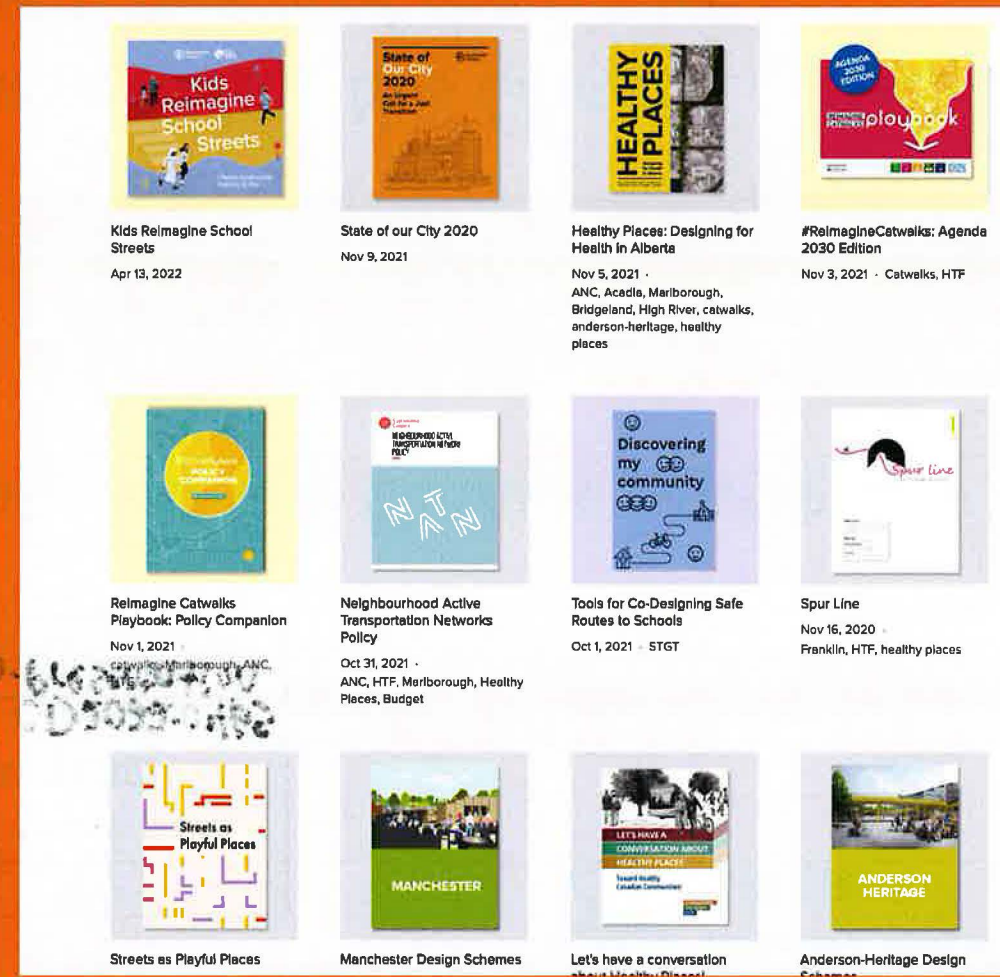
Reimagining Catwalks

Urban Design for Healthy Cities

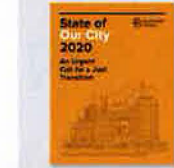
Circular Economy

Active Modes Main Streets

Housing-Transportation-Food Nexus



Kids Reimagine School Streets
Apr 13, 2022



State of our City 2020
Nov 9, 2021



Healthy Places: Designing for Health in Alberta
Nov 5, 2021 · ANC, Acadia, Marlborough, Bridgeland, High River, catwalks, anderson-heritage, healthy places



#ReimagineCatwalks: Agenda 2030 Edition
Nov 3, 2021 · Catwalks, HTF



Reimagine Catwalks Playbook: Policy Companion
Nov 1, 2021 · Catwalks, Marlborough, ANC, HTF



Neighbourhood Active Transportation Networks Policy
Oct 31, 2021 · ANC, HTF, Marlborough, Healthy Places, Budget



Tools for Co-Designing Safe Routes to Schools
Oct 1, 2021 · STGT



Spur Line
Nov 16, 2020 · Franklin, HTF, healthy places



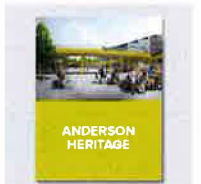
Streets as Playful Places



Manchester Design Schemes



Let's have a conversation about Healthy Places



Anderson-Heritage Design Schemes



- As one of the most affluent cities on the planet, and one of the largest per capita emitters of carbon we have a moral duty to citizens of the global village





Cities can only achieve net zero or near net zero GHG emissions through **deep decarbonisation and systemic transformation**

Share of emissions from cities in developed countries: 72%

Important considerations NOT accounted for in the current strategy

1. Health benefits of active transportation
2. The carbon emissions associated with our consumption habits
3. Transportation equity and the burden of car ownership

1. Health benefits of active transportation

“In the Netherlands, 6,500 deaths are prevented annually and the population has a life expectancy of half a year longer because of cycling. These benefits translate into economic benefits of about €19 billion per year, representing more than 3% of their gross domestic product.”

*Cycling For Sustainable
Cities, Buehler and Pucher, 2011, MIT Press*

2. The Carbon Emissions associated with our Consumption Habits

A [2015 study](#) found that the production and use of household goods and services was responsible for 60 percent of global greenhouse gas emissions.



JOURNAL OF
INDUSTRIAL ECOLOGY



International Society
for Industrial Ecology

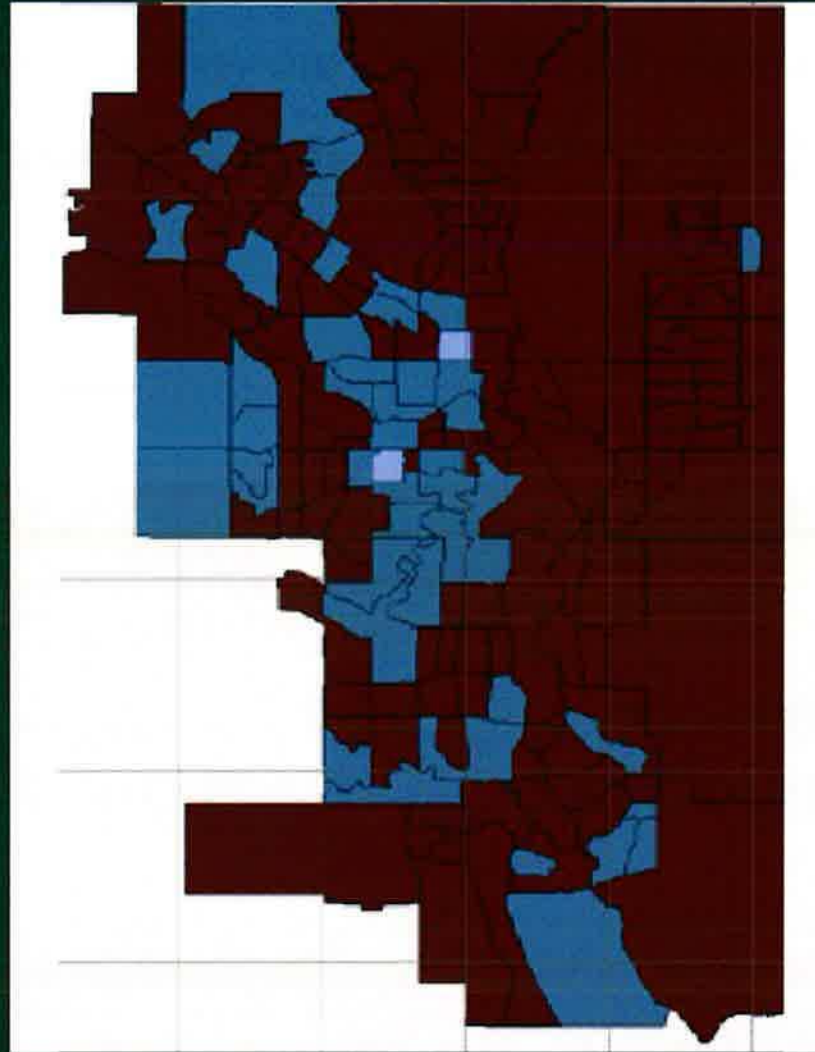
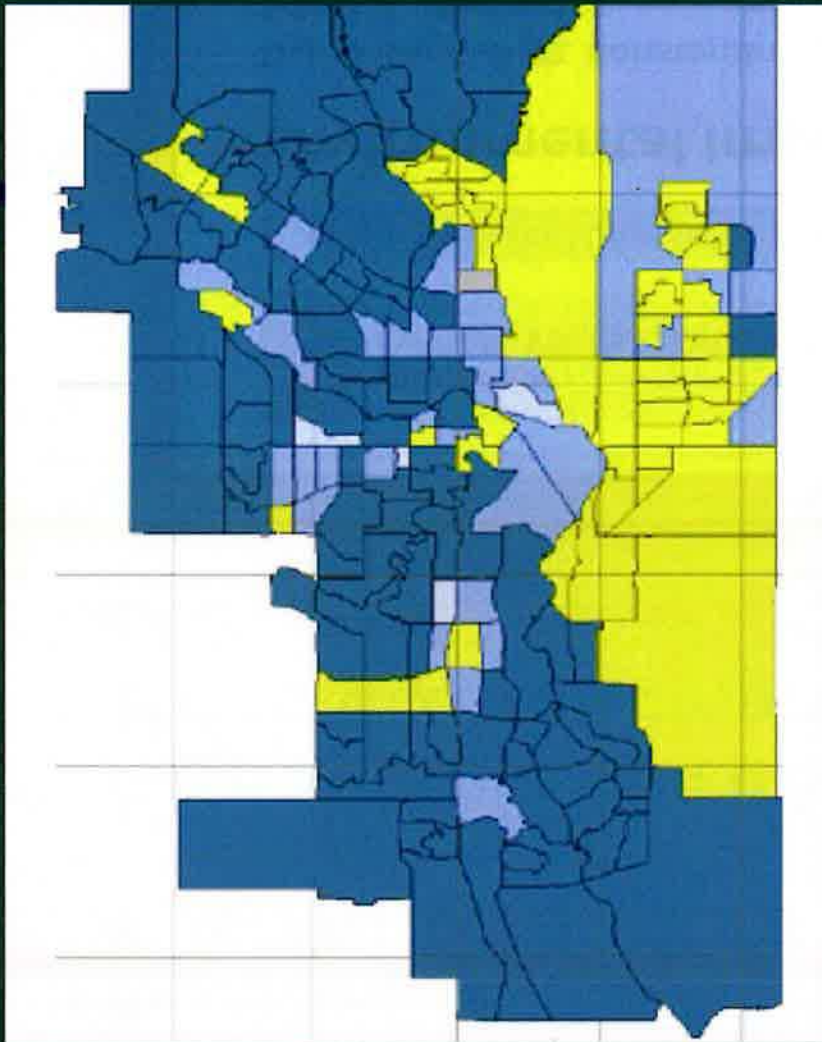
Journal of Industrial Ecology homepage

Environmental Impact Assessment of Household Consumption

Diana Ivanova ✉, Konstantin Stadler, Kjartan Steen-Olsen, Richard Wood, Gibran Vita, Arnold Tukker, Edgar G. Hertwich

First published: 18 December 2015 | <https://doi.org/10.1111/jiec.12371> | Citations: 273

Increased Choice When Car-Free



Yellow: Affordable with a Car

Red: Affordable without a Car

Household Income: \$80,000

3. Transportation equity and the burden of car ownership

What if the average Calgarian were able to make the choice not to own car and devoted the savings to housing?

What difference would that make?

What about EVs?

There is no reason to believe EVs will reduce health impacts from sedentarism, produce less traffic and traffic fatalities, or be less of a burden on low income households.

THEREFORE...

The Climate Strategy must promote the conversion from ICE to EV, but it must also champion the transition to a city where active modes and mass transit become the most desirable means of moving about our city.



A photograph of a city street scene. In the foreground, there is a cafe with several people sitting at tables under a large brown umbrella. The cafe has a sign that says "FUNGUS". In the background, there are many bicycles parked along the street. The scene is set in an urban environment with buildings and a paved street.

The Good News...

The emergence of the e-bike has the potential to utterly transform urban mobility if we seize the day.

We Recommend...

The milestones for the 5A network and urban forest coverage need to be brought forward to 2030 instead of 2050

To the extent that residential parking infrastructure is required, it should be linked to vehicle ownership, not homeownership or home rental, thereby eliminating the very substantial automobile infrastructure subsidy we embed, without question, in the cost of residential construction.

The Strategy consider a car free city core by 2035.

With Respect to Transit Targets...

that by 2030 and 2050 respectively, 55% and 95% of Calgarians live within 400 m of the primary transit network with service at 15-minute headway 20-hours per day.

that by 2050 any point A to point B transit trip be accomplished with no more than 1 transfer.

the Climate Strategy explicitly recognize the need to consider the feasibility of streetcar systems in the build out and intensification of mass transit in Calgary.

Thank you for your time and attention

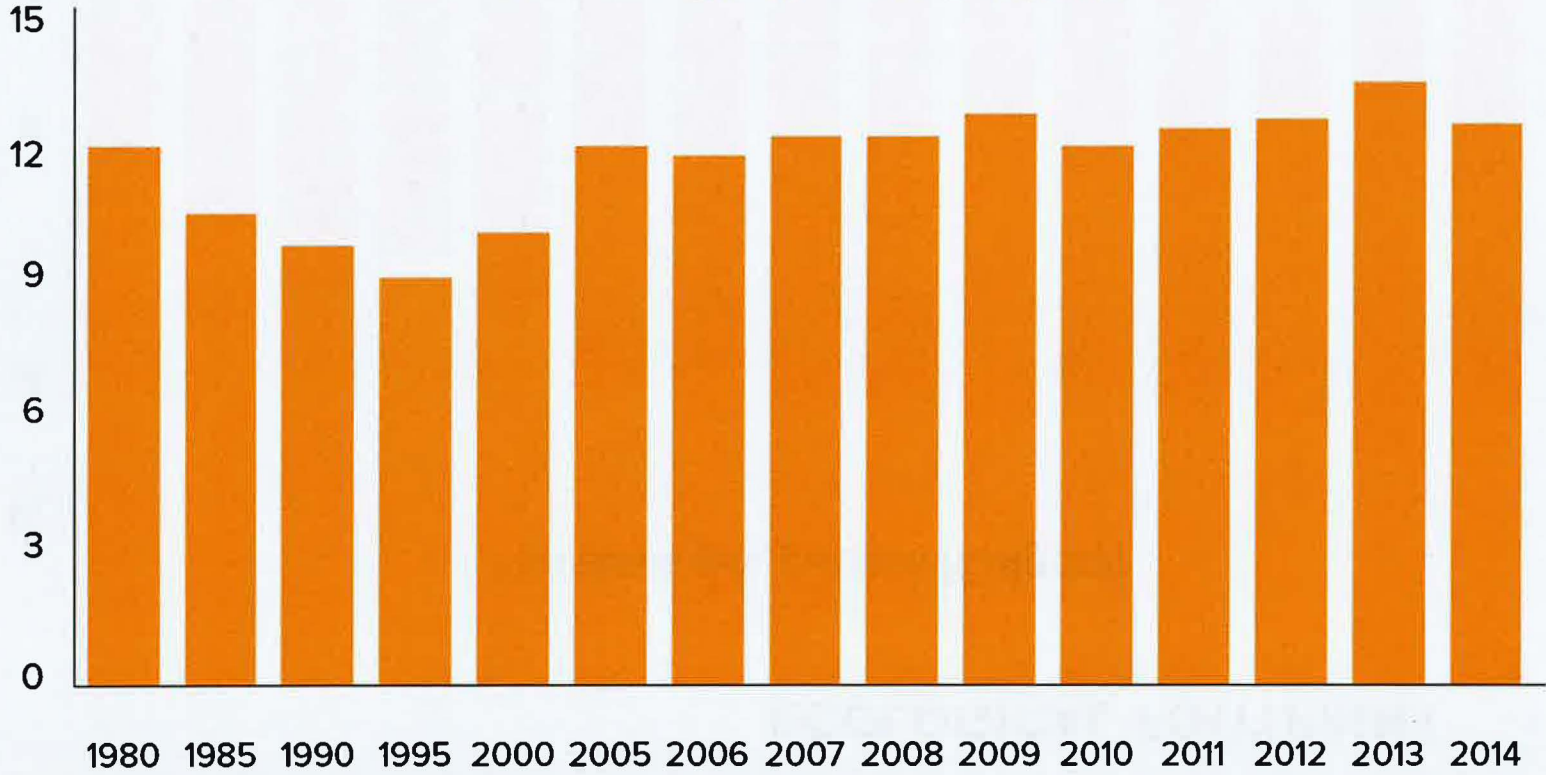
Supplementary

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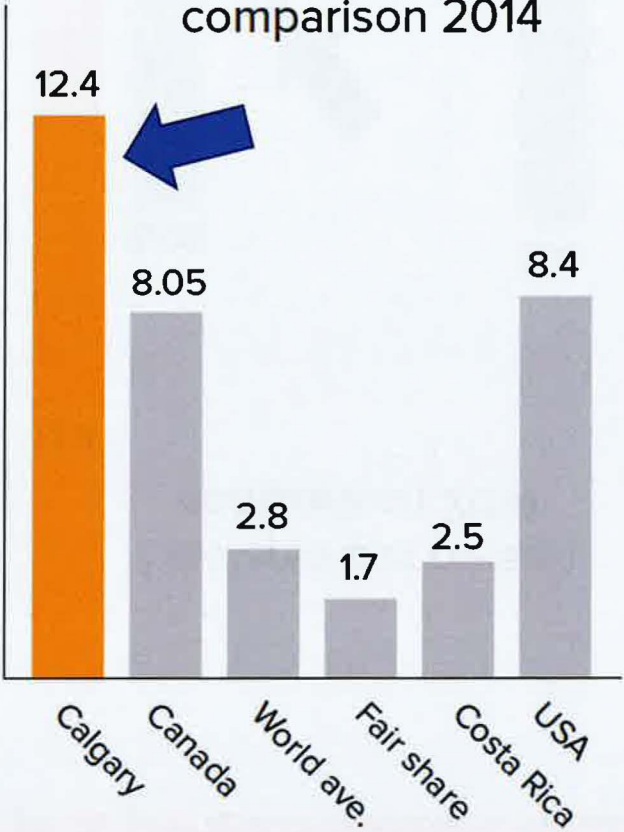


ECOLOGICAL FOOTPRINT

Hectares per person (Calgary)

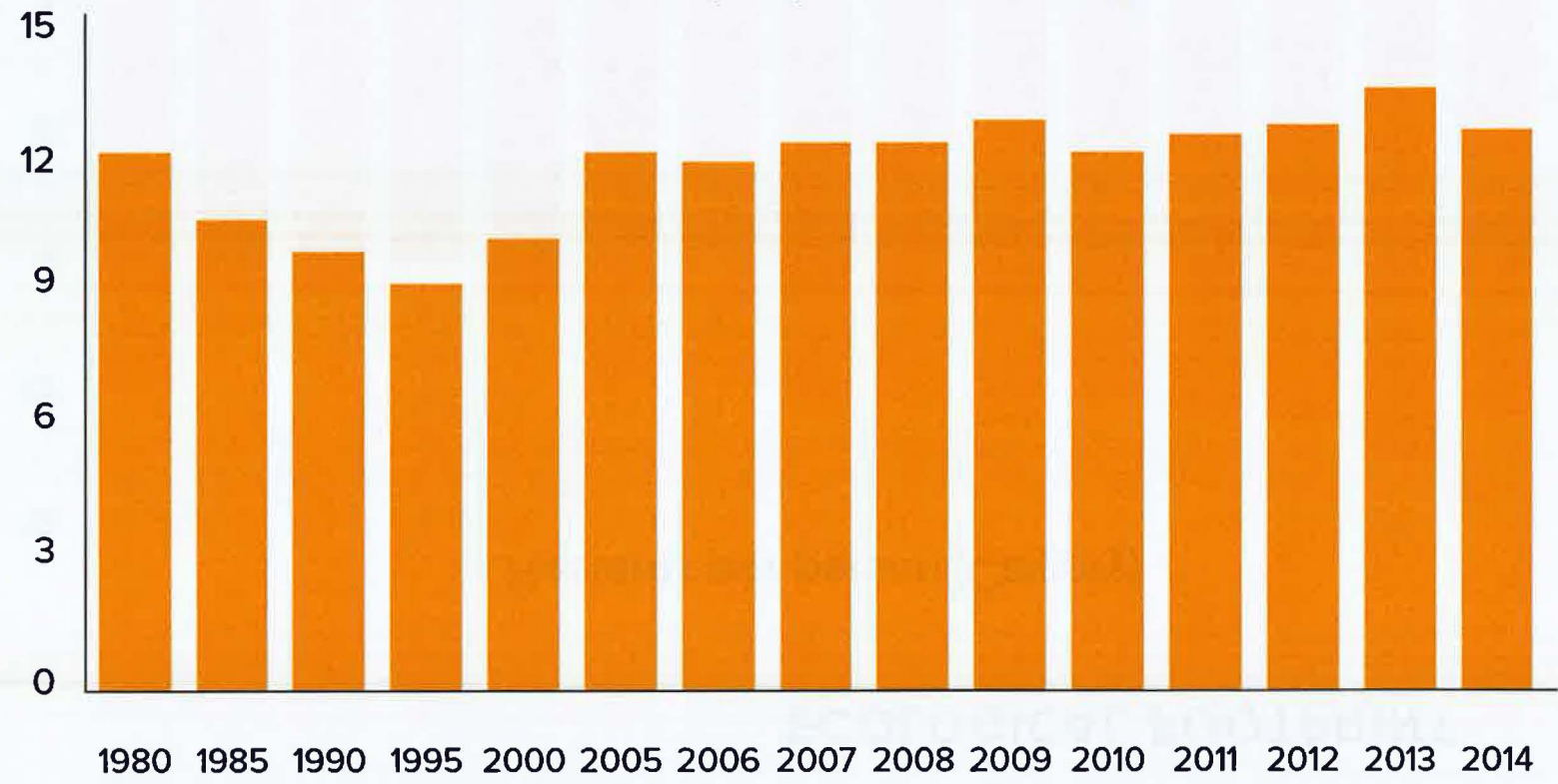


Hectares per person comparison 2014

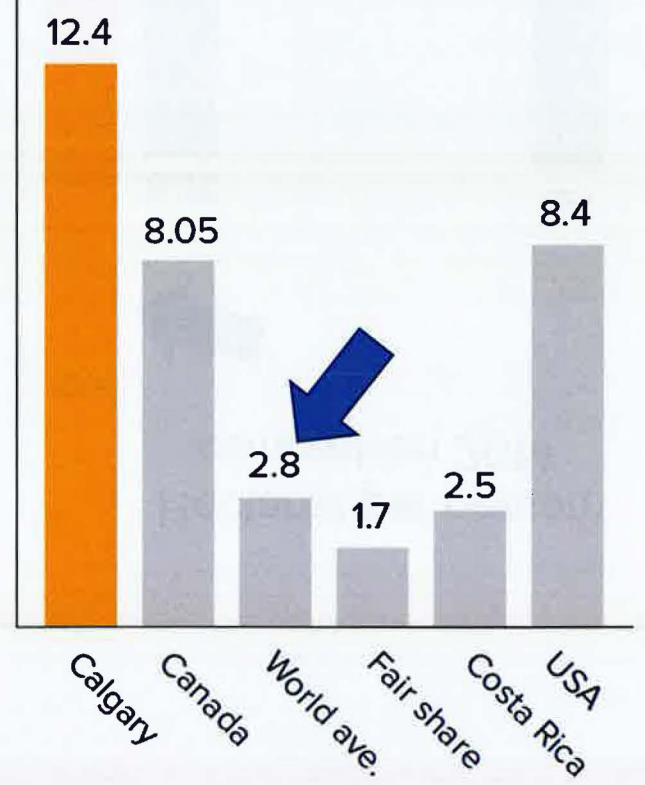


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Hectares per person (Calgary)

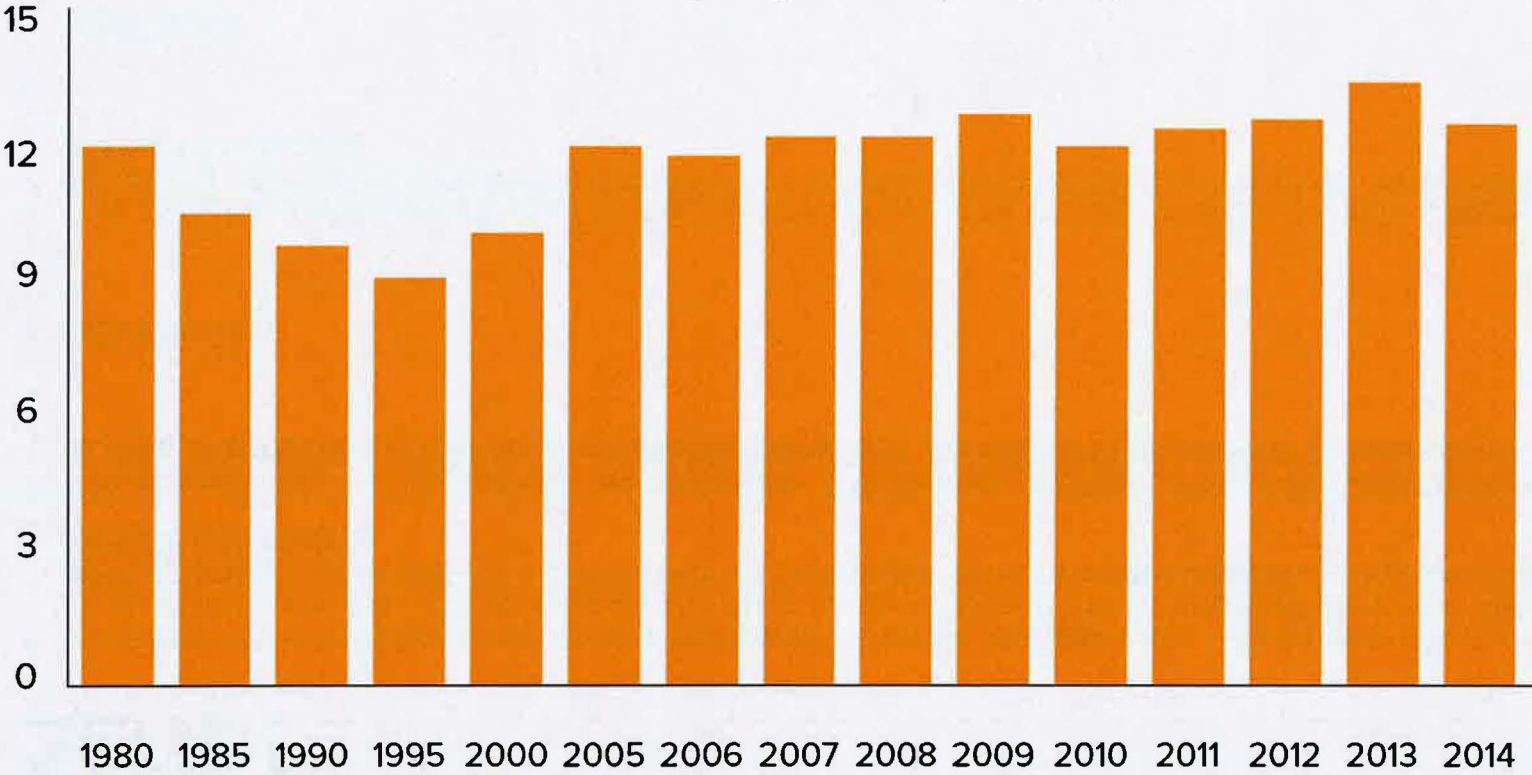


Hectares per person comparison 2014

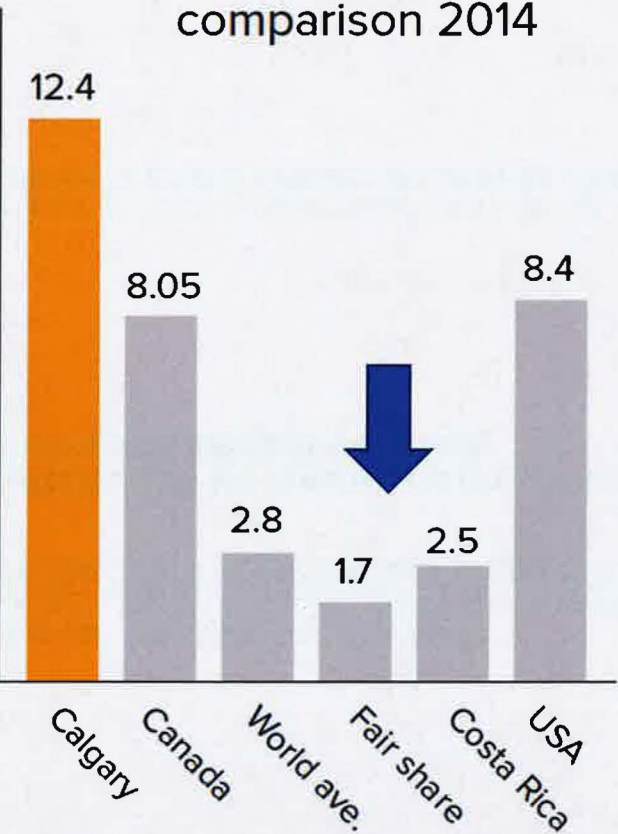


ECOLOGICAL FOOTPRINT

Hectares per person (Calgary)



Hectares per person comparison 2014



Script

- First of all we would like to thank administration's Climate Strategy team for its tireless efforts, passion for the topic, and thorough consultation process. This is probably the most challenging and most important file in the history of our city. The responsibility for success of the Strategy rests with all 1.3 million of us Calgarians. But the leadership falls to this council to do the right thing in the face of this global climate emergency.
- **The overarching message of this presentation - The Strategy's Urgency Must Be Commensurate with the Climate Emergency.** Our concern is that, *in order to be popular or palatable today, this Climate Strategy will fail to meet the clear and urgent needs of the future.*
-
- NEXT SLIDE
-
- The 1992 Rio Earth Summit's call for local action inspired the formation of Sustainable Calgary. For over 25 years undertaken monitoring, reporting, education, research and action for a more sustainable Calgary. We have always taken, and we urge the Climate Strategy to take, a global perspective.
-
- NEXT SLIDE
-
- As one of the most affluent cities on the planet, and one of the largest per capita emitters of carbon we have a moral duty to citizens of the global village
-
- NEXT SLIDE
-
- As noted in the most recent IPCC report, 'Cities can only achieve net zero or near net zero GHG emissions through **deep decarbonisation and systemic transformation.**
-
- NEXT SLIDE

- **NEXT SLIDE**

-

- I want to highlight three Important aspects of climate change and a just transition NOT accounted for in the current strategy to underline why we feel **The Climate Strategy has to be deeper and more systemic.**

-

- **NEXT SLIDE**

1. Health benefits of active transportation have not been sufficiently taken into account . Our Healthy Places report makes a comprehensive argument for why this is important. To cite just one piece of relevant research out of MIT.

-

- “In the Netherlands, 6,500 deaths are prevented annually and the population has a life expectancy of half a year longer because of cycling. These benefits translate into economic benefits of about €19 billion per year, representing more than 3% of their gross domestic product.”

-

- **NEXT SLIDE**

-

2. The carbon emissions associated with our consumption habits. Why is this important?

- A [2015 study](#) found that the production and use of household goods and services was responsible for 60 percent of global greenhouse gas emissions. Any ambition to do our part for climate change has to take these emissions into account

-

- **NEXT SLIDE**

- 3. Transportation equity and the burden of car ownership

-

- [Sustainable Calgary's Housing + Transportation research](#) exemplifies the opportunity we see by rational integration of land use policy and transportation policy. Our research asked: *What if the cost of owning operating and maintaining an automobile could instead be available for housing?* This image compares the housing choice available to a family, on an \$80,000 annual income, with and without the financial burden of car ownership. The left map shows (in yellow) the affordable housing options available with car ownership, while the right maps shows the affordable housing options (in red), on the same income, if the cost of an automobile can instead be dedicated to housing. This general principle repeats across all income levels for both rental and home ownership scenarios.

-

- NEXT SLIDE

-

- What about EVs? They are not a magic bullet. There is no reason to believe EVs will reduce health impacts from sedentarism, produce less traffic and traffic fatalities, or be less of a burden on low income households.

-

- Therefore... The Climate Strategy must promote the conversion from ICE to FV, but it must also champion the transition to a city where active modes and mass transit become the most desirable means of moving about our city.

-

- NEXT SLIDE

-

- The Good News The emergence of the e-bike has the potential to utterly transform urban mobility if we seize the day.

-

-

- NEXT SLIDE

- What we recommend....
-
- The milestones for the 5A network and urban forest coverage need to be brought forward to 2030 instead of 2050ws... .
-
- To the extent that residential parking infrastructure is required, it should be linked to vehicle ownership, not homeownership or home rental, // thereby eliminating the very substantial automobile infrastructure subsidy we embed, without question, in the cost of residential construction.
-
- That Council to consider enshrining a call for a car free city core by 2035 in the Strategy.
-
- NEXT SLIDE
-
- With respect to transit targets...
-
- That by 2030 and 2050 respectively, 55% and 95% of Calgarians live within 400 m of the primary transit network with service at 15-minute headway 20-hours per day.
-
- That by 2050 any point A to point B transit trip be accomplished with no more than 1 transfer.
-
- That the Climate Strategy explicitly recognize the need to consider the feasibility of streetcar systems in the build out and intensification of mass transit in Calgary.
-
- NEXT SLIDE

- Thank you for your time and attention. If I can use sports analysis given our preoccupation these last few weeks. What we need now is a full court press. We are down to the last possession, one more shot, If like Jimmy Butler and the Miami Heat we miss, its game over.
- We are down to the final minute, third period. Its time to pull the goalie. Council and Mayor, we need all of you to be the Connor McDavid's of climate emergency – extra-ordinary and once in a generation.
-
- We'd be happy to answer, elaborate or clarify any of the points we have made today.