



PUBLIC SUBMISSION FORM

In accordance with sections 43 through 45 of Procedure Bylaw 35M2017, the information provided may be included in the written record for Council and Council Committee meetings which are publicly available through www.calgary.ca/ph. Comments that are disrespectful or do not contain required information may not be included.

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I have read and understand that my name and comments will be made publicly available in the Council agenda. My email address will not be included in the public record.

First name (required) Robert

Last name (required) Miller

Are you speaking on behalf of a group or Community Association? (required) Yes

What is the group that you represent? Calgary Climate Hub

What do you wish to do? (required) Request to speak

How do you wish to attend? In-person

You may bring a support person should you require language or translator services. Do you plan on bringing a support person? No

What meeting do you wish to attend or speak to? (required) Standing Policy Committee on Community Development

Date of meeting (required) May 31, 2022

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here)





(required - max 75 characters)

Discussion of Climate Strategy

Are you in favour or opposition of the issue? (required)

In favour

If you are submitting a comment or wish to bring a presentation or any additional materials to Council, please insert below.

This presentation will be made with a group including Angela MacIntrye, Robert Tremblay, Sabrina Grover, Robert Miller, Alex Lidstone and Joe Vipond.

This presentation will be made to assert that the following points be included in the Climate Strategy:

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

Clean - The Climate Strategy will explicitly require net-zero by 2035 electricity, including from ENMAX, which the International Energy Agency says is required to get to overall net-zero by 2050.

Connected - The Climate Strategy will include the completion of the Green Line, Airport Line and Electrification of the Bus Fleet as key priorities to ensure all Calgarians have access to carbon free transportation.

Protected - The Climate Strategy will include specific actions to protect the health of people from extreme temperature, precipitation and air quality events, including providing cooling and heating spaces throughout the city.

Communities - The Climate Strategy will require all municipally-owned affordable housing be retrofitted to a net-zero standard as soon as possible.

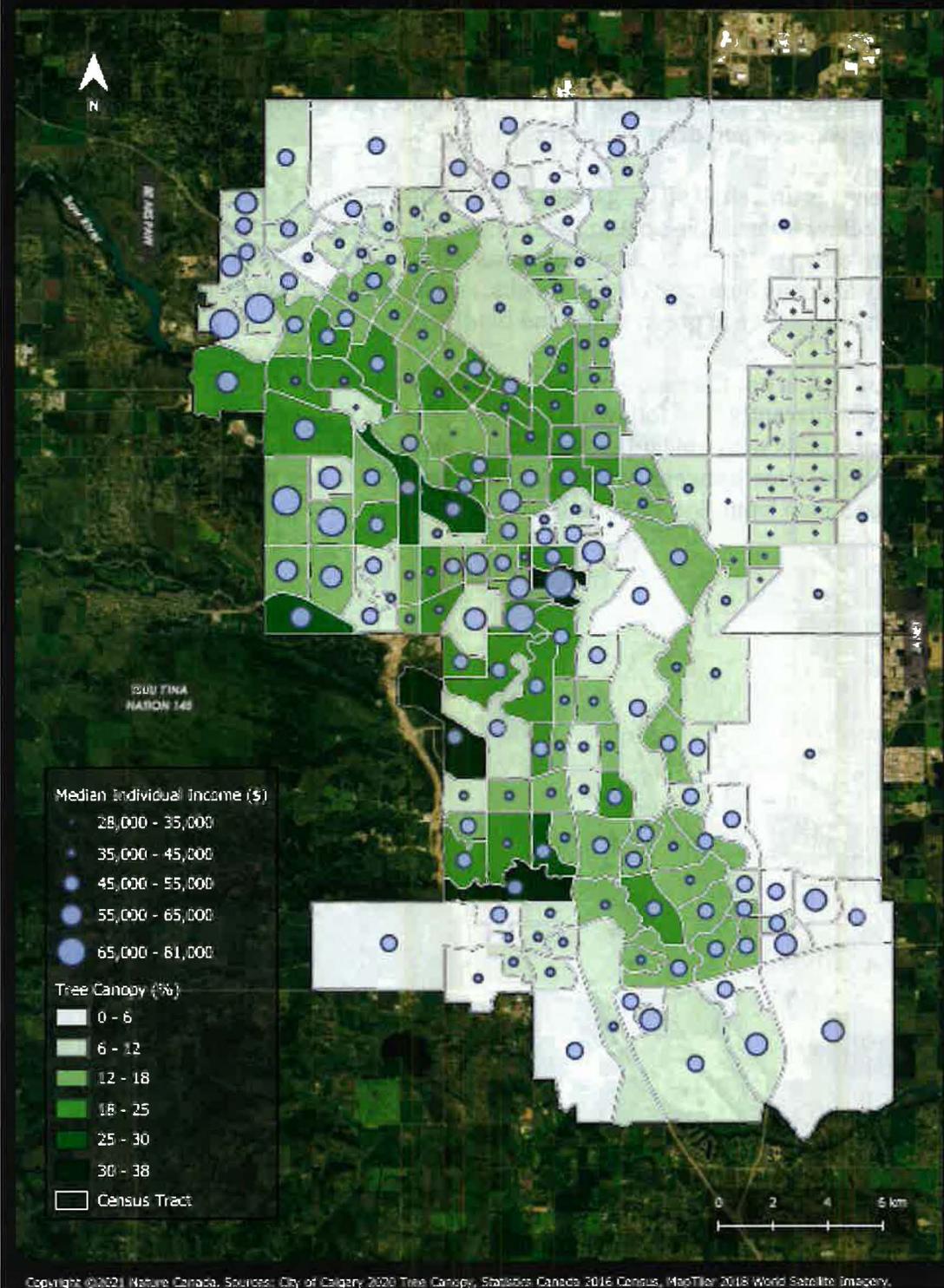


I wish to present to council on the new Calgary Climate Strategy to express my support and encourage council to support this strategy. As a member of the Calgary Climate Hub Nature Node I would like to encourage council to support this theme and the pathways outlined in the strategy document. A lot of great work has been put into this strategy and I personally believe the Natural Infrastructure recommendations are extremely important for preparing Calgary for a future that will bring warmer and drier summers.

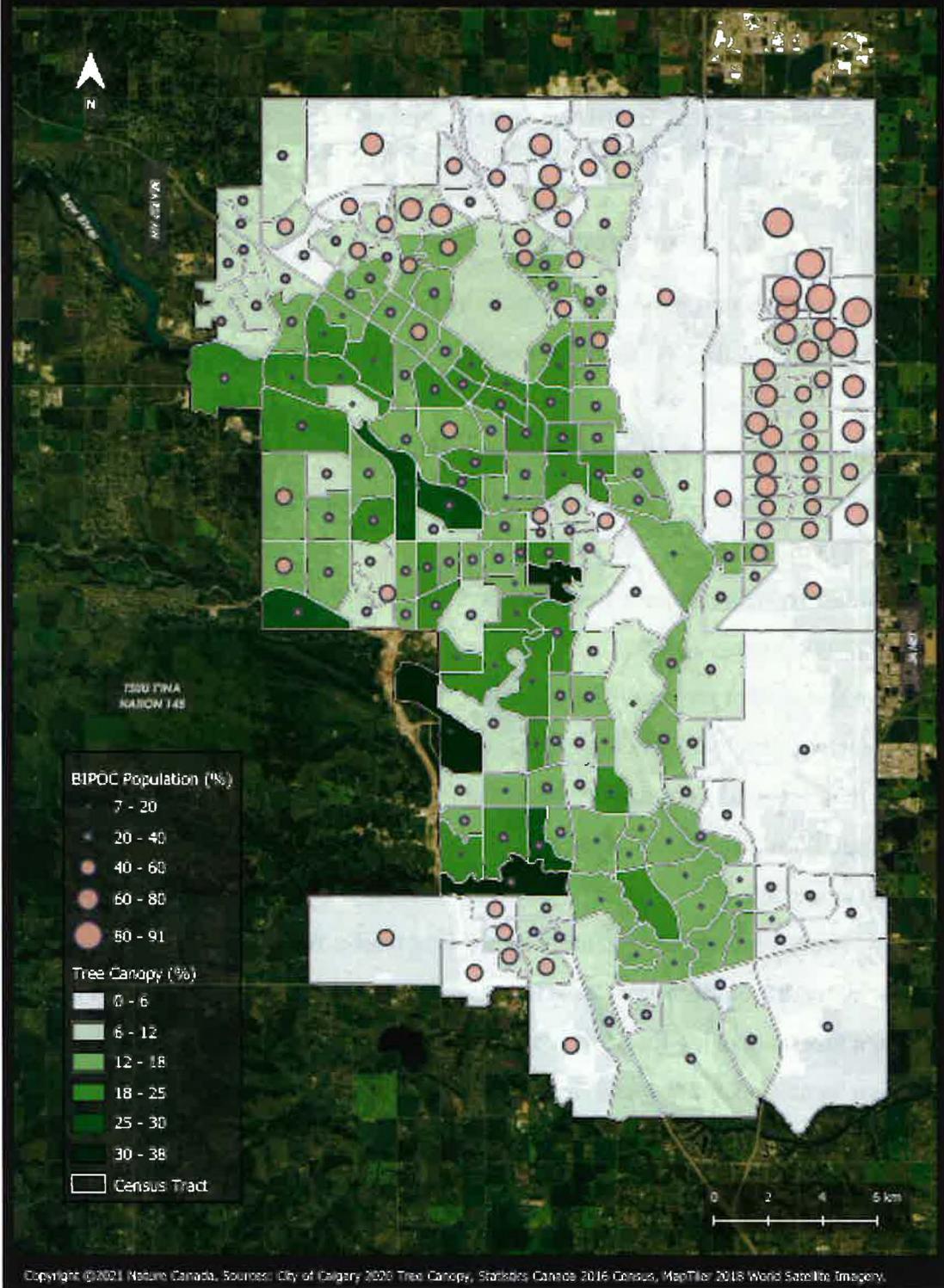
My concern is on behalf all Calgarians. I live in Bowness on a well-treed street across from the Bow River. I live next to Hextal Park, which has dozens of mature trees and there are other parks and wilderness areas within a short walk from my home. My property also has numerous trees, shrubs, and bushes. Our family is fortunate to enjoy an abundance of green space and biodiversity.

However, this is not the case across all of Calgary where the overall tree canopy is only at 8% currently. The following map provided by Nature Canada indicates that neighbourhoods with low individual income also have low tree canopy. There is a similar correlation between low tree canopy and BIPOC communities, as shown in the second map from Nature Canada.

The Distribution of the Urban Forest and Median Individual Income in Calgary Census Tracts



The Distribution of the Urban Forest and Black, Indigenous and People of Colour (BIPOC) Population in Calgary Census Tracts



These maps indicate that there are a lot of communities with low tree canopy in Calgary with only a select few having canopies above 18% coverage. Clearly there is work to be done to create greater equity within Calgary.

Urban forestation provides a number of services and the Calgary Climate Strategy does a good job of summarizing these benefits and capturing the value of these natural assets. I'd like to expand on some of the benefits and services with references included:

The social benefits of urban forests include:

- Urban forests promote physical activity by providing space for recreation and creating an appealing outdoor environment (Mytton, Townsend, Rutter, & Foster, 2012).
- Urban forests promote mental well-being and reduce stress, heart rate, blood pressure (Kardan et al., 2015) and incidence of obesity, asthma, and diabetes (Ulmer et al., 2016).
- Urban forests can reduce crime rates and violence (Parker, 2018; Troy, Grove, and O'Neill-Dunne, 2012).
- Urban forests can promote healing – people in hospital rooms with views of trees heal faster (Ulrich, 1992; Cooper Marcus, 2007).
- Urban forests make cities more beautiful (Price, 2003; Tyrväinen, Pauleit, Seeland, & de Vries, 2005) and can hide unattractive features like walls, freeways, and parking lots.
- Urban forests increase road safety by slowing traffic, reducing stress, or improving driver attention (Mok, Landphair, & Naderi, 2006; Naderi, 2003).
- Urban forests provide food for people (Colinas, Bush, & Manaugh, 2018).
- Urban forests promote social interaction and a sense of community, including stronger ties to neighbours, a greater sense of safety, and more use of outdoor public spaces (Kuo, 2003; Westphal, 2003).

The environmental benefits of urban forests include:

- Urban forests reduce air pollution and provide oxygen (Nowak, Hirabayashi, Doyle, McGovern & Pasher, 2018).
- Urban forests reduce the urban heat island effect and reduce the temperature of cities, helping cities adapt to climate change (Brandt et al., 2016; Sinnett, 2018; Rahman, Armson, & Ennos, 2014; Edmondson, Stott, Davies, Gaston, & Leake, 2016; Wang & Akbarib, 2016; Livesley, McPherson, & Calfapietra, 2016).
- Urban forests reduce buildings' energy use, including heating costs (Nowak, Hoehn, Bodine, Greenfield, & O'Neil-Dunne, 2016; Akbari, 2002; Akbari & Taha, 1992).
- Urban forests improve water filtration, store water, and reduce stormwater runoff (Berland, 2017; Bartens, Day, Harris, Dove, & Wynne, 2008).
- Urban forests help provide habitat for wildlife and help preserve biodiversity (Aronson et al., 2017; Alvey, 2006; Mörtberg, 2001).
- Urban forests provide habitat for wildlife (Threlfall et al., 2015) and promote biodiversity (Sandström, Angelstam, & Mikusiński, 2006).

The economic benefits of urban forests include:

- Urban forests provide ecosystem services evaluated at \$330 million per year for Halifax, Montreal, Vancouver, and Toronto (Alexander & DePratto, 2014).
- Urban forests add value of between \$1.88 and \$12.70 for every dollar spent on maintaining them, depending on the city (Alexander & McDonald, 2014).
- Urban forests increase property values (Escobedo, Adams, & Timilsina, 2015).
- Urban forests help create attractive business districts and improve visitors' perceptions of them (Wolf, 2003).
- Urban forests have a positive influence on visitors' perceptions of a city (Andrada & Deng, 2010).

- Urban forests provide space for recreation (Schroeder, 2009; Miller, Hauser, & Werner, 2015).

Based on the clear benefits of urban forestation I would like to make the following recommendations for the Calgary Climate Strategy:

- Match Edmonton's goal of 20% tree canopy
- Commit to 10,000 trees per year (Federal 2 Billion Trees program)
- Provide clear commitments to focus new forestations on neighbourhoods with a confluence of low tree canopy / low income / large BIPOC communities
- Create partnerships with businesses, community associations, residents to achieve forestation goals
- Continue and expand programs for additional planting and naturalization of existing parks and green spaces
- Develop new methods of supplying water (rain/stormwater)
- Track gains and losses of tree canopy within GHG Inventory

Sincerely,

Robert Miller

Sustainable Calgary Submission on *Climate Strategy*
Sustainable Calgary Society, May 24, 2022

For over twenty-five years, Sustainable Calgary has worked to put our city on the path to sustainability. Through research, education, grassroots projects, and advocacy, we have dramatically advanced the awareness of what needs to be done to achieve sustainability – and how Calgary can get it done.

Our work has always been grounded in a multi-dimensional monitoring of the State of Our City. On the basis of this evidence and research, conducted locally and drawn from cities all over the world, our activities over the past decade have included original research, policy design, planning proposals, and neighbourhood engagement for design and pilot implementation. Our projects have included designing for health, active transportation, housing affordability, transformational research, reimagining public spaces, sustainable post-carbon circular cities, walking and safety.

As documented in the *State of Our City 2020* consideration of the evidence has made it abundantly clear that the two greatest challenges facing our city are 1) Over consumption of resources and 2) Socio-economic inequities.

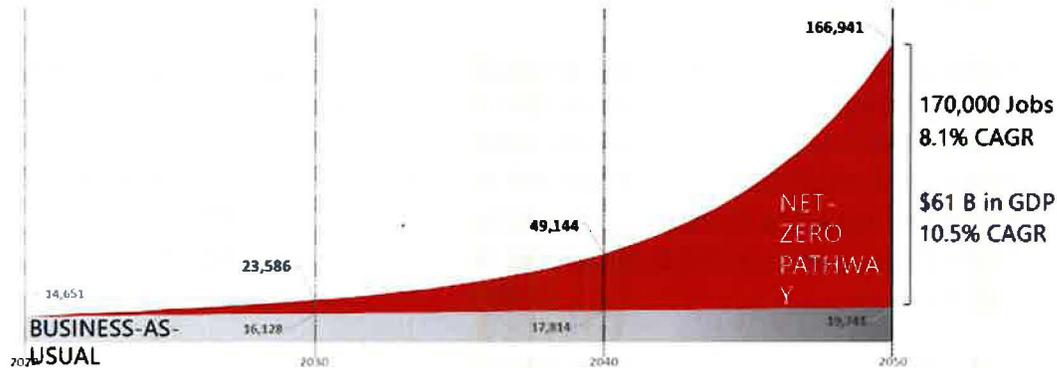
It is also abundantly clear that both of these challenges are central to halting global warming and making a just transition to a net-zero economy. In this submission we focus on four topics tightly correlated to resource consumption and equity: active transportation modes; non-market solutions to affordable housing, land use policy and public health.

The *Climate Strategy* has clearly and convincingly laid out the need to take climate action. We can no longer afford the financial, health, and personal costs of rising temperatures, more intense and damaging storms, deeper, more prolonged droughts, and increased flooding.

We must also reduce our emissions. As Dr. Little Bear told you on April 26th, we “have taken ourselves out of the circle.” It is a moral imperative to accept the responsibility to contribute our fair share to solving the climate crisis.

It is also an economic imperative because, as Chris Brown reported, net-zero transition outperforms business as usual, generating an additional 170,000 jobs and \$61 billion in GDP for Alberta – much of which will accrue to our city - **if we act now**.

ALBERTA'S NET-ZERO OPPORTUNITY



As stated in the *Strategy*, “Climate action is not a cost, but an investment in the sustainability of our economic future and the health and resilience of future generations of Calgarians.”

The *Strategy* should be approved. We are particularly impressed with the commitments to:

Mitigation

- Requiring all new homes to be built to a net-zero standard (Table 1)
- Directly supporting those who experience energy poverty (Pathway C)
- Right-sizing taxes and fees (p. 15)
- Establishing community mobility hubs and zero emissions transportation zones (Pathway F5.1)
- Implementing road-pricing tools (Pathways F4.2 & G4.1)
- Repurposing existing vehicle travel lanes and updating complete streets guidelines to prioritize active mobility, transit, green infrastructure, and traffic safety (Pathway G3.1)
- Determining the necessary growth split to achieve 2030 and 2050 net zero targets (Pathway H2.1)
- Removing and/or reducing motor vehicle parking minimums in residential areas (Pathway H4.3)

Adaptation

- Supporting climate change ambassadors (Focus Area A1.2)
- Becoming food resilient (Focus Area A3.1-3.4)
- Integrating sustainable procurement practices (Focus Area B5.3)
- Preserving, restoring, and building natural infrastructure (Focus Areas F & G)

We support Climate Hub's campaign for Clean Connected Protected Communities. Making the *Strategy* successful depends on net-zero electricity by 2035, rapid completion of transit projects, city-wide cooling and heating spaces, and net-zero retrofits of affordable housing.

We also support the positions taken by the Calgary Alliance for the Common Good and the EcoElders in their submissions on the *Climate Strategy*.

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

'My concern over the years this plan has been worked on has been that, in order to be popular or palatable today, the final plan would fail to meet the clear and urgent needs of the future.'

Brent Toderian, former Calgary City Planner and former Vancouver Chief Planner

Toderian's quote addressed planning along the Broadway corridor in Vancouver, but it is apropos of most major planning initiatives in Calgary over the past 25 years, including this *Climate Strategy*. There are many positive ideas in the *Climate Strategy*, but the actions need to be bolder and the implementation much faster. This mayor and council has acknowledged this is not business as usual – that we are dealing with a climate emergency.

These are areas where Council needs to provide clearer direction to ensure that, as set out in the *Climate Declaration*, Calgary becomes "a global center of excellence in climate adaptation and mitigation, and energy transformation."

In the realm of **TRANSPORTATION** our specific recommendations for improving the *Strategy* and increasing its effectiveness are:

Walking and Wheeling

The emergence of the e-bike has the potential to utterly transform urban mobility.

We need to treat the move to active mobility not as a burden, but as an opportunity. Calgary needs to become a leader in this transformation, learning and adapting what we can from early actors like Paris, Oslo, Helsinki, Amsterdam, Copenhagen, Vancouver and Montreal. The *Strategy* should set targets for allocation of road space to other more sustainable modes of transportation (wheeling and walking), much like the 25% re-allocation by 2025 being considered by Los Angeles. Calgary will never be a hub of automobile manufacture and design but we can become a hub for bicycle design and manufacture and active mode urban design.

As argued in the *State of Our City Report 2020*, active mobility will promote healthier lifestyles; promote social ties, social capital and livability; support local business; liberate our kids for independent play outside without fear of injury or death, potentially save

Calgarians 100s of billions of dollars between now and 2050 and give Calgarians the real choice to not be forced to sink hard-earned money into expensive automobiles.

The 5A Network

The milestones for the 5A network and urban forest coverage need to be brought forward to 2030 instead of 2050. Both are extremely beneficial and synergistic in reducing emissions and providing direct health, safety, and resilience benefits to Calgarians. Waiting until 2050 is far too long. We need those benefits to kick in, starting now. It is not sufficient to wait for road improvements and maintenance opportunities to move forward on Network completion.

Electric Vehicles

With Respect to Electric Vehicles, it is our opinion on the strength of the evidence, that 100% EV by 2050 will likely happen. The market is moving rapidly and at an accelerating pace in that direction. This is a good thing, but **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.**

The Climate Strategy states that “Calgary’s spread-out urban form will necessitate the use of vehicles to transport people and goods around Calgary for the foreseeable future.’ Yet it continues ‘Strategies that focus on incentivizing private electric vehicles are likely to disproportionately benefit middle-and-high-income individuals, so it is critical that the program design and implementation of this Program Pathway keeps equity considerations front of mind’.

What we consider to be a bias toward the automobile was established during the publication of the Low Carbon Economy Report. At that time SC objected to the automobile-centric bias of that research (the potential role of bicycles was low-balled, the second order carbon impacts of automobiles [ie embodied energy in the production and disposal] and the health benefits accruing to promotion of active transportation were not integrated into the analysis—all acknowledged by the City’s own project team and external consultants as a flaw in the analysis). Yet we find that same analysis driving this Climate Strategy when it states that “for transportation emissions to decline quickly enough to meet net zero emissions by 2050, fuel switching in both privately-owned vehicles and commercial fleets is the most significant opportunity to reduce emissions in the transportation sector.” To repeat, this assertion is made on the basis of biased and incomplete modelling and analysis.

The continued dominance of the auto will greatly impede progress on land use change for more compact living. **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.** To this point, a

target of 25% reduction in KVM per capita is completely inadequate. Achieving this target would still see us driving more in 2050 than citizens of Japan, Sweden, Denmark, Italy, France, Norway and the UK do today.

Parking

The City could build on the impressive achievement of the N2 condo tower in East Village and incrementally remove the mandate for any parking in new buildings by 2040. **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 sustainable suburb of Vauban, in Freiburg, Germany, has pioneered such an approach.) Furthermore, the city could license autos by size (weight/length/carbon footprint) by 2025. These kinds of solutions are benefits 'left on the table', based on a Strategy that relies too heavily on conversion of Automobiles to EV.

Car Free City Core

The draft Strategy calls for 'zero emissions transportation zones'. **We urge Council to consider enshrining a call for a car free city core by 2035 in the Strategy.** Such a move is just the kind of bold ambition needed to revitalize and re-brand downtown for the post-carbon era.

Transit as the Primary Mover

The inability to come to terms with the real costs of automobiles, cascades into conservative transit and active mode targets. The Strategy proposes that '40% of all trips are taken by walking, wheeling or transit by 2030 and that 60% of all trips are taken by walking or wheeling or transit by 2050. We would propose targets closer to **55% of trips by 2030 and 80% of trips by 2050 are taken by walking, wheeling or transit.** The research we have done (cited above via hyperlinks) suggests this could result in substantial city budget savings, life-changing household savings, and billions in health benefits for the average Calgarian.

The Strategy proposes that 45% of people live within 400 metres of the primary transit network by 2030 and 95% of Calgarians live within 2000 m of a dedicated transit facility (e.g. LRT, MAX bus service). **We propose 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.**

Further, we propose that **by 2050 any point A to point B transit trip be accomplished with no more than 1 transfer.**

Streetcars – A Vital Role

Research from the University of British Columbia has demonstrated that street cars (trams) are the most climate friendly mode of urban mass transit. **We recommend 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.** For example, we believe there is tremendous potential in the re-introduction of a Beltline streetcar serving the core and adjacent inner-city neighbourhoods.

With respect to **AFFORDABLE HOUSING**, and as recommended by the Climate Hub, a new 2030 milestone should be added under “Existing buildings” (p. 19):

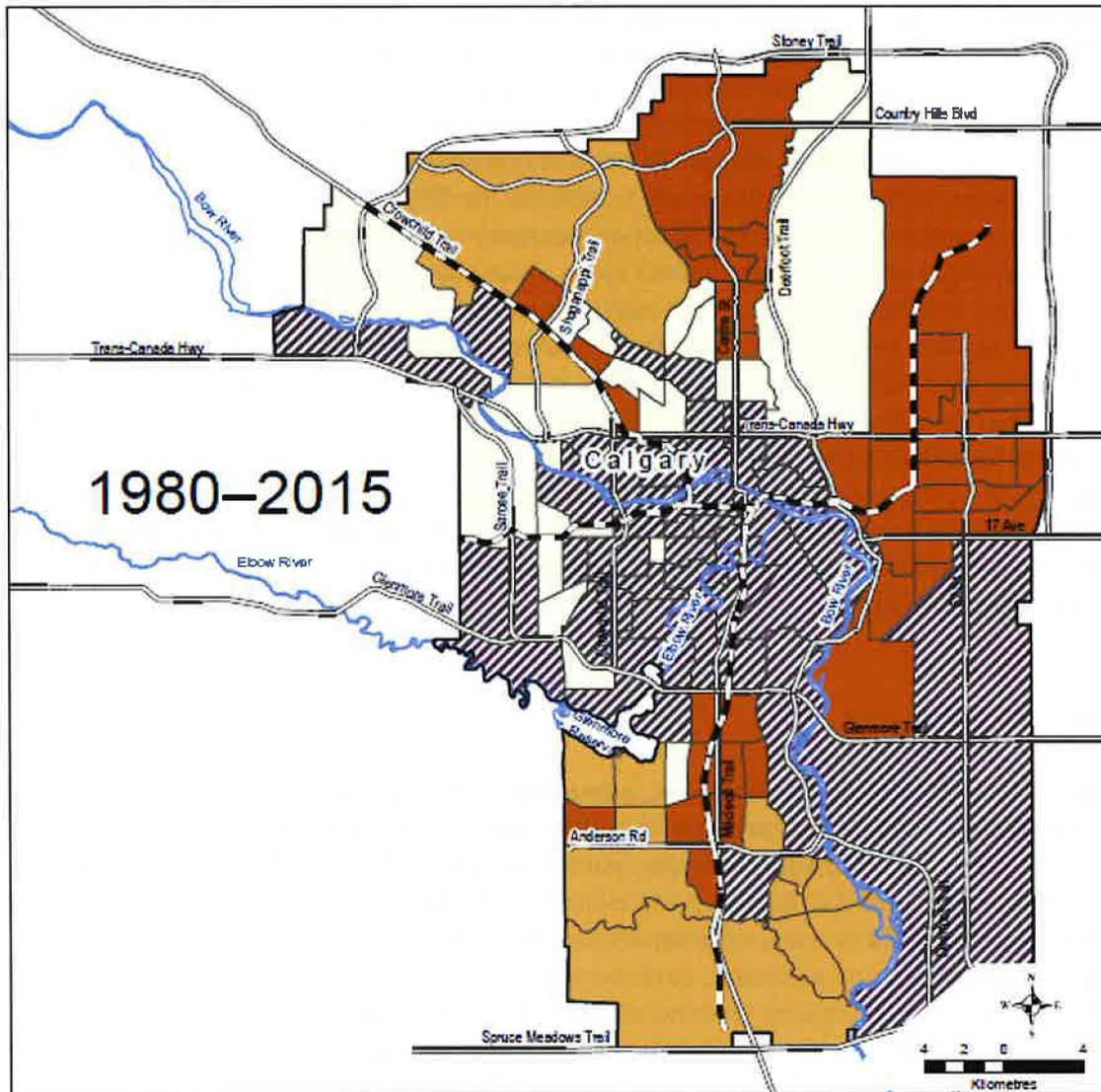
Retrofit all municipal affordable housing to a net-zero standard.

The City’s non-market housing is a key element in reducing energy poverty, protecting the most vulnerable, and taking effective action against growing inequality in our city.

We urge council to consider stronger non-market housing policies and programs as an integral component of the *Climate Strategy*. While the Strategy does a very good job of identifying actions related to technology and the built environment, it says virtually nothing about the social and spatial relations of the city, specifically where people can afford to live and the equitable provision of infrastructure across the city.

Presumably the *Climate Strategy* aligns broadly with the concept of the “15-minute city” (or Calgary’s notion of “complete communities”), which allows for residents to meet their daily needs within a 15-minute walking or biking distance, thereby reducing vehicular travel needs and greenhouse gas emissions. Achieving the 15-minute city requires a degree of social mixing that allows for a wide range of people, from a wide range of incomes and occupations, to live within each neighbourhood, in turn providing a diversity of shops and services. Unfortunately **Calgary is moving in the opposite direction, having become the second most spatially polarized city in Canada.** (see graphic below) **It is not sufficient to build compact neighbourhoods with mixed land uses; people from all walks of life must be able to afford to live in them.** As it stands, Calgary is becoming more and more polarized between an increasingly upper-income inner city and increasingly poorer suburban neighbourhoods (except for the southeast). The number of neighbourhoods that could be considered middle-class, mixed, and stable has shrunk considerably since the 1970s. In this context, prospects for achieving complete communities, as well the social mixing and social exchange needed to build social capital and a healthy democracy, are diminished. **We clearly need to reverse our decades-long course toward increased polarization and segregation. Issues of social equity and the reduction of greenhouse gas emissions are, in fact, inextricably intertwined. They cannot be treated as if they were separate.**

Change in average individual income by census tract in the Calgary CMA, 1980–2015



Change in census tract average individual income compared with the Calgary CMA Average, 1980–2015

- Gaining Ground**
 Income increase of 10% to 187% (34% of the region's CTs)
- Holding Ground**
 Income increase or decrease is less than 10% (17% of the region's CTs)
- Losing Ground**
 Income decrease of 10% to 56% and are low/very low income in 2015 (37% of the region's CTs)
 Income decrease of 10% to 37% and are middle/high/very high income in 2015 (13% of the region's CTs)

- Not Available in 1980 or 2015
- Municipalities (1981)
- Highways and Major Roads (2011)
- Rapid Transit (2014)
- Major Rivers

Source: Statistics Canada, Census Profile Series, 1981 and 2016.
 Census tract boundaries are held constant for 1981.
 Average Individual Income is for persons 15 and over and includes income from all sources, before tax.
 Change is in terms of percentage points. The 2015 average individual income of the census tract is divided by the metropolitan area average for that year and the same is done for 1980. The difference (2015 minus 1980) is multiplied by 100 to produce the percentage point change for each census tract.

A

Source: Townshend, I., B. Miller, and D. Cook (2020) Neighbourhood Change in Calgary: An Evolving Geography of Income Inequality and Social Difference, pp. 192-213, in J. Grant, A. Walks, and H. Ramos (eds) *Changing Neighbourhoods: Social and Spatial Polarization in Canadian Cities*, UBC Press.

The polarization of Calgary's neighbourhoods can be reversed by enacting policies that ensure that sufficient affordable housing is provided in every neighbourhood. Edmonton, Vancouver, and several other cities across North America have already adopted such policies. These policies necessarily entail the expansion of the non-market housing sector (Calgary's is one of the smallest in North America) as well as the need to find sources of funding for expansion. Fortunately, Calgary can generate the needed revenue. The City is currently developing new Local Area Plans across the city, as well as other measures to raise density. A direct consequence of these plans is increased land value, value that is produced by the City through its plans, policies, and infrastructure investments. Currently the City lacks robust mechanisms to capture this publicly-produced increase in land value; instead, the increased value becomes a windfall for land speculators. There is, however, a broad palette of land value capture mechanisms that have been successfully used in a variety of cities across North America and the world. Indeed, Sustainable Calgary recently hosted an online panel [discussion addressing land value capture](#). **We strongly recommend that Council charge its newly created Housing and Affordability Task Force with identifying land value capture mechanisms that can be used to significantly expand the stock of high quality, net-zero, non-market housing across all of Calgary's neighbourhoods.**

Land Use and Development

With respect to Land Use and Development, a **counterpart to the socio-spatial polarization of Calgary's neighbourhoods is the question of how to equitably provide infrastructure to them.** The City has already begun to address equity issues through its Equity Dashboard and other initiatives, but to date little has been done to evaluate infrastructure provision through a spatial equity lens. There are clearly many neighbourhoods that are underserved by primary transit, bicycle pathways, pedestrian pathways, parks access, recreation facilities, and more. Any comprehensive program to reduce greenhouse gas emissions requires that all the city's neighbourhoods have access to the infrastructure that enables sustainable living. Some small steps have already [been taken](#). **It is now time to move the equitable provision of infrastructure, to all the city's neighbourhoods, to the front of the policy agenda.**

We also have these specific Recommendations

Retrofits

The \$928 million previously included in drafts of the *Strategy* for more efficient buildings should be reinstated and applied specifically to retrofits of existing buildings. Retrofitting buildings we already have is, without question, the top energy efficiency priority.

Implementing the MDP

Updating the *Municipal Development Plan* is the lowest priority among all the actions in the *Strategy*. **The problem with the MDP is that it has not been effectively implemented.** Before contemplating revisions, Council should direct Administration to:

- Eliminate the artificial separation of new community and established area planning
- Prepare a city-wide, climate-based land and housing supply and demand study that includes consideration of active and public-transit focused transportation scenarios and the effects of such scenarios on demand for automobile-centred housing forms
- Develop and implement a policy to reverse socio-economic polarization, as Edmonton and Vancouver have done, and ensure that housing options in all our communities are varied, inclusive, and affordable to those who are the most vulnerable
- Plan for “sustainable change,” not just growth and build for prosperity rather than simply an ever-growing GDP
- As Mr. Boyd pointed out, make a “strategic retreat” from floodplains

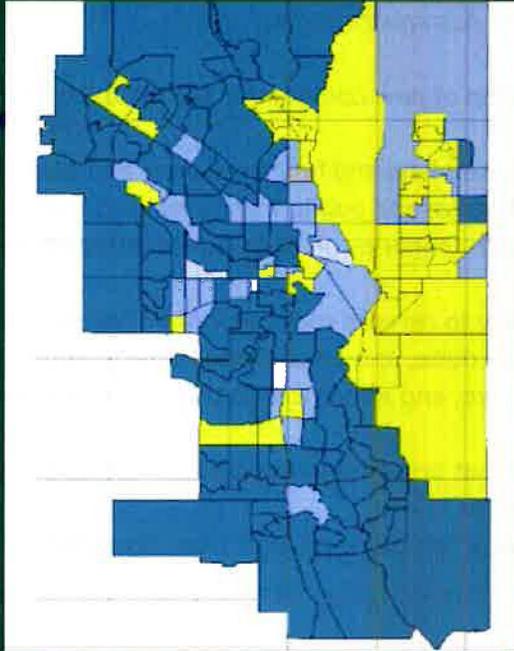
As Yuill Herbert pointed out on April 26th, one of the most profound influences the City can have on global warming is through land use policy. We go further: Land use policy is **the most effective** tool the City has to reduce greenhouse gas emissions. Why? Because that is the one area where the City has been granted the greatest authority and responsibility. And it is the most cost-effective way to reduce greenhouse gas emissions. ([Economics of Low Carbon Development](#), Table 2)

Integrating Housing and Transportation for Affordability

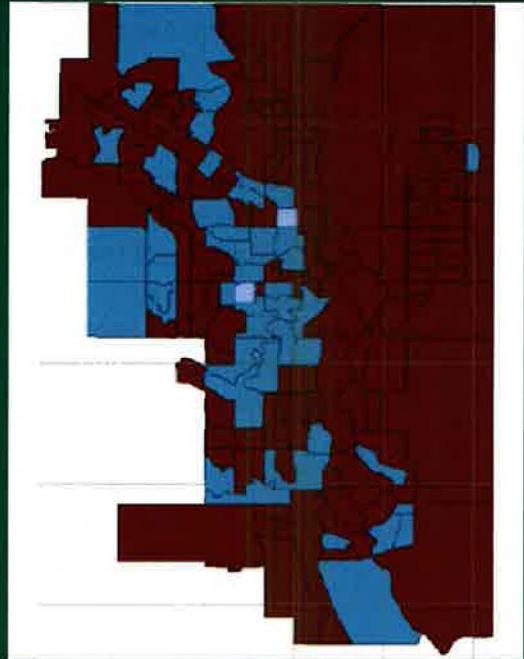
This is especially true for our established communities. As the City’s planning department has known since at least 2009, investment and growth in established communities is far more beneficial, particularly for the City’s bottom line.

[Sustainable Calgary’s Housing + Transportation: Affordable Living 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?* The image below 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.

Increased Choice When Car-Free



Yellow: Affordable with a Car



Red: Affordable without a Car

Household Income: \$80,000

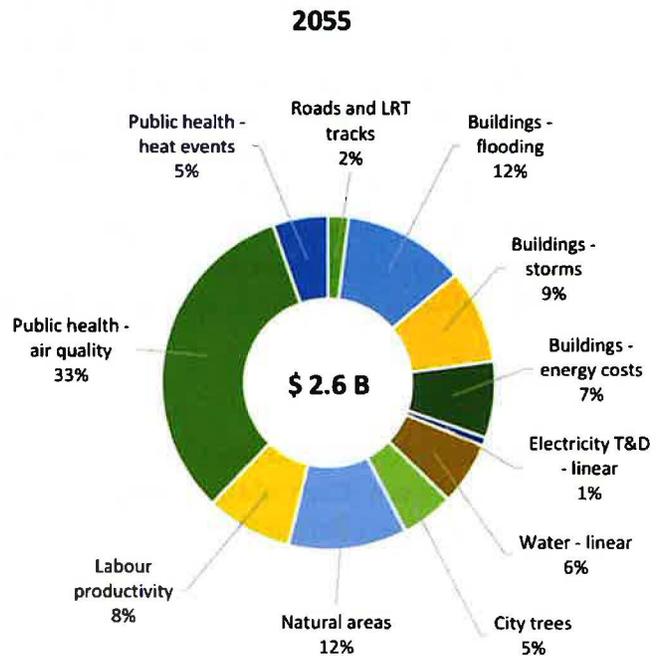
Urban Forestry

The milestone for urban forest coverage needs to be brought forward to 2030 instead of 2050. Trees need to be planted quickly to be able to realize their benefit in getting to net-zero.

With respect to Health, under Focus Area B of the *Strategy*, we recommend reinstatement of the health-related actions that were previously included in the draft:

- Assess opportunities for reducing the health effects of extreme heat and cold climate events on Calgarians' health by providing locations and cooling spaces throughout the city.
- Augment existing plans and strategies to prepare for a projected increase in future heat waves with a focus on vulnerable Calgarians and their service providers.
- Enhance existing strategies and plans for responding to poor air quality events to prepare for an expected increase in wildfire activity

How are economic risks distributed across Calgary's human, built and natural capitals?



As Richard Boyd made clear on April 26th, the greatest impact of global warming will be on public health and will “disproportionately affect” older people, children, people with chronic health conditions, and the socially vulnerable. They are the residents who are not only more vulnerable, but have “less access to the information, resources, health care, and other means to prepare for and avoid” risks to themselves and their property.

And finally, a couple of important **GENERAL RECOMMENDATIONS** to strengthen the *Strategy*

- **Redundant or duplicative measures need to be eliminated.** IFor example, by requiring new homes to be net-zero and establishing retrofit standards (Pathway B5.1), you do not need energy labeling (Pathways A1.1 & B1.1) and new home financial incentives (Pathway A4.2 & Focus Area D9.3).
- **Funding needs much more serious attention** including:
 - Applying full-cost, life-cyle accounting to all aspects of the *Strategy*, not simply examine it and only apply it to natural infrastructure.
 - Developing a robust climate budget that not just “kickstarts” the transition, but actually gets the job done. In a climate emergency failure is not an option.

As Sara Hastings-Simons pointed out on April 26th, the majority of technologies and policies for 2030 are already in place. The missing ingredient is systematic investment.

In summary, the proposed *Climate Strategy* represents a significant step in the right direction and we applaud City Council for the serious work it has done to address the climate emergency. It can, however, be made considerably more robust and effective by adopting a number of well-grounded policies that go beyond the fairly narrow technology and built-environment focus of the current draft. Indeed, the demands of net-zero by 2050 require that we break out of the box of conventional planning and development paradigms and re-think how we build and organize our city. This should not be viewed as a burden, but rather as a tremendous opportunity to build a more liveable, desirable, affordable, and world-leading city.

Sincerely,

Noel Keough (Senior Researcher)
Court Ellingson (Chair of the Board)
Dr. Byron Miller (Board Member)



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I have read and understand that my name and comments will be made publicly available in the Council agenda. My email address will not be included in the public record.

First name (required) **Noel**

Last name (required) **Keough**

Are you speaking on behalf of a group or Community Association? (required) **Yes**

What is the group that you represent? **Sustainable Calgary Society**

What do you wish to do? (required) **Request to speak**

How do you wish to attend? **In-person**

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to attend or speak to? (required) **Standing Policy Committee on Community Development**

Date of meeting (required) **May 31, 2022**

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#))

(required - max 75 characters)

Climate Strategy

Are you in favour or opposition of the issue? (required)

In favour

If you are submitting a comment or wish to bring a presentation or any additional materials to Council, please insert below.

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

**I submitted this earlier today but mistakenly had 'Draft' still in the title. This submission is exactly the same but 'Draft' has been removed
I will be co-presenting with Mr. Court Ellingson on May 31**



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- I have read and understand that my name and comments will be made publicly available in the Council agenda. My email address will not be included in the public record.

First name (required) **Justin**

Last name (required) **Simaluk**

Are you speaking on behalf of a group or Community Association? (required) **No**

What is the group that you represent?

What do you wish to do? (required) **Submit a comment**

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?

What meeting do you wish to attend or speak to? (required) **Council**

Date of meeting (required) **Mar 29, 2022**

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#))

(required - max 75 characters)

South Calgary (Ward 8) at 1531 – 33 Avenue SW, LOC2021-0065, CPC2021-1478

Are you in favour or opposition of the issue? (required)

In favour

If you are submitting a comment or wish to bring a presentation or any additional materials to Council, please insert below.

Hello Your Worship and members of council,

I'm writing in support of this item as I strongly believe that in order for Calgary to adapt and grow in the 21st century and retain youth, we need to adapt to changing housing markets and trends. Increasing density in existing communities is what smart cities do to help stay financially stable and make best use of land in and urban environment. These type of projects are what is called "missing middle housing" and are incredibly appropriate for existing developed communities.

<https://missing-middlehousing.com/about>

It's important to note that a 400% increase in density is intended to strike at people's emotions to make them feel like this is a massive housing development. Reality is, this is an incredibly modest density increase in an area of the city where more and more people want to live. To quote directly from the Marda Loop Community Association:

- The MLCA is a diverse community which offers a variety of housing choices.
- We support respectful densification in appropriate locations.
- We also support the development and growth of missing middle housing.

To me it sounds like this CA is in support of this project as it meets these three things that the community supports and strives for. It's a bit hard to take groups seriously when they say they haven't been engaged on a project that has letters from CA's, a 60 page document on engagement and has also already passed CPC.

Calgary is in a very dangerous position right now, youth are leaving our city and not coming back. A publication from the Canada West Foundation recently concluded young people are leaving Calgary and some of the topics that were factored into that decision were cleanliness and safety of communities, public transportation, proximity to experiences, diversity and inclusion, and the reputation of a region. We are not going to survive as a city if we can't provide the needs of youth instead of the status quo. Times are changing and if Calgary doesn't change with them people will leave this city, and not look back on a place they feel that has abandoned them. The sleepy giant suburb that Calgary is, doesn't work in modern cities and urban environments. Change with the time or be left behind.

Thank you

Justin Simaluk

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



Justin Simaluk
President
403-404-7413
railalberta@gmail.com
railalberta.com

RE: Calgary Climate Strategy

Your Worship and Members of Council,

On behalf of the Rail for Alberta Society I would like to support the City's plan to move forward with a climate strategy and emission reductions initiative. This type of work is critical to ensure we address the climate crises that is already impacting Calgary and to act now to ensure a stable climate for future generations.

Transportation is currently our largest contributing factor to greenhouse gas emissions and makes up 34% of our total emissions according to the June 2022 Calgary Climate Strategy. When it comes to addressing emission reductions in our transportation network, Calgary has fallen behind. While projects like the Green Line and electrification of the bus fleet are important steps towards our goals, much more can be done.

Transportation-related emissions can effectively be addressed by moving away from individual mobility through low occupancy private automobiles and towards shared mobility via a broad spectrum of transit modes. Intercity and regional rail are key pillars in a comprehensive shared mobility strategy. When combined with CTrain expansion and bus electrification, regional and intercity rail would reduce the need for costly highway widening and would make neighbourhoods more livable through diversity and density.

While the City of Calgary cannot achieve regional and intercity rail on its own, it must advocate for a robust regional transit strategy at the provincial and federal levels. This includes pushing back against costly highway and roadway expansions that aren't compatible with the city's transportation and climate goals. If we are to make a serious impact, thoughtful alternatives must be made possible for citizens to make informed choices on how they wish to travel.

Let's make sure that we're making established and trusted decisions that will have long lasting impacts on our city.

Sincerely,

Justin Simaluk
President
Rail for Alberta Society



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I have read and understand that my name and comments will be made publicly available in the Council agenda. My email address will not be included in the public record.

First name (required) **Carey**

Last name (required) **Rutherford**

Are you speaking on behalf of a group or Community Association? (required) **No**

What is the group that you represent?

What do you wish to do? (required) **Submit a comment**

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?

What meeting do you wish to attend or speak to? (required) **Standing Policy Committee on Community Development**

Date of meeting (required) **May 31, 2022**

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#))

(required - max 75 characters)

Calgary Climate Strategy

Are you in favour or opposition of the issue? (required)

In favour

If you are submitting a comment or wish to bring a presentation or any additional materials to Council, please insert below.

Born and raised in Calgary, my environmentally-sensitized heart has drawn me to the effectiveness of climate assemblies, and wish to reinforce their use during Calgary's climate Plan. I belong to a European organization called the Knowledge Network on climate Assemblies (KNOCA), where assemblies are used much more effectively and frequently than in North America: Scotland, Ireland, France, Denmark and other federal governments are using them to produce concrete and acceptable results that engage their publics.

Why is this important? As the Council and Mayor undoubtedly already know, climate change science is both amorphous and regularly denied by different global actors: citizens throughout our city and province regularly disagree on its impacts and direction. How can we get engagement and support for the changes necessary to create sustainable development without public agreement?

Having run in the last federal election for the Green Party, I know that political intention is not the simple solution. Civic assemblies both create a "mini-public" that is demographically similar to a region's populace: it also creates an environment wherein that public, who definitely have knowledge and opinions on most topics from their local perspective, can create solutions that will resonate with members of the larger public who they represent.

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

An Ontario civic assembly organization, MASSLBP, has successfully run over 40 assemblies around Canada, mostly with municipal and provincial governments; I have run Calgary's First climate Assembly this spring (a much smaller event), which incorporated 2 men, 2 women, 2 Green Party members, a UCP member, and a great deal of respectful disagreement.

Climate Outreach is a British researcher whose Alberta Narrative Project (ANP), while not called a climate assembly, addressed the nature of a Just Transition within Alberta across a diverse range of individuals with this very same format. If you wish municipal ideas on climate change strategies to have greater pull with a larger segment of Calgarians (and albertans), please watch the 3 minute YouTube commentary from ANP participants to get an idea of this format's effectiveness.

<https://www.youtube.com/watch?v=mSXI38GQPRY>

And give me a call! My webpage includes a link to my own YouTube page from which my 1 hour presentation to the Green Party of Canada's AGM on this topic can be accessed.

www.careyrutherford.ca

Sincerely
Carey Rutherford
Hopeful Calgarian



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- I have read and understand that my name and comments will be made publicly available in the Council agenda. My email address will not be included in the public record.

First name (required) **Bob**

Last name (required) **Hawkesworth**

Are you speaking on behalf of a group or Community Association? (required) **No**

What is the group that you represent?

What do you wish to do? (required) **Request to speak**

How do you wish to attend? **Remotely**

You may bring a support person should you require language or translator services. Do you plan on bringing a support person? **No**

What meeting do you wish to attend or speak to? (required) **Standing Policy Committee on Community Development**

Date of meeting (required) **May 31, 2022**

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



(required - max 75 characters)

The Calgary Climate Strategy – Pathways to 2050, CD2022-0465

Are you in favour or opposition of the issue? (required)

In favour

If you are submitting a comment or wish to bring a presentation or any additional materials to Council, please insert below.

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

**PRESENTATION TO COMMUNITY DEVELOPMENT COMMITTEE
CITY OF CALGARY CLIMATE ACTION STRATEGY**

My name is Bob Hawkesworth. I'm a former City Councillor for Wards 3 and 4.

I can't tell you how grateful I am that your first decision as an incoming Council was to declare a climate emergency. This was the right decision; you have chosen the right journey; you are doing what the future requires.

Let me tell you about my own experience. Perhaps something in my journey will have useful lessons for what lies ahead for you.

My climate "ah ha!" moment occurred at a Federation of Canadian Municipalities (FCM) conference in 1998. I attended a compelling, informative workshop that helped me understand the link between the CO₂ we produce when we burn fossil fuels, and the significant risks of climate warming.

At the time, climate change was not on the agenda at the City of Calgary. I knew I'd need to be proactive on this issue. I resolved to do something every day – no matter how small or insignificant.

The first thing I did was to submit a Notice of Motion for Calgary to join the FCM program, Partners for Climate Protection.

Several days later, I received a visit from Lyle Ward, Commissioner of Operations. He wanted to tell me that administration would not be able to support my motion.

The problem was, to join Partners for Climate Protection, The City of Calgary would need to adopt the Kyoto Protocol target. We would have to reduce our corporate greenhouse gas (GHG) emissions by at least 6% below 1990 levels by 2012.

Commissioner Ward explained that Calgary would be 25% bigger in 2012 compared to its size in 1990. The Board of Commissioners couldn't see how it would be possible to shrink energy use and emissions to meet such a target.

So, he offered a compromise. Would I be willing to accept the Kyoto target but on a *per capita* basis, not an absolute basis? Of course, this meant the City could continue to grow its GHG emissions, just not as rapidly as its population growth.

I agreed and The City of Calgary joined the FCM's Partners for Climate Protection. We had a target – to reduce our corporate GHG emissions on a per capita basis, 6% or more below 1990's level by 2012.

This Council decision launched many activities. One in particular stands out.

The Transportation Department asked Council for funding to relamp the streetlights, but only enough money to do the northwest quadrant. The payback was so large, the savings would pay for the re-lamping of the rest of the city. This was before LEDs were available. High pressure sodium lights with new lenses, were still a huge improvement over what was being used at the time.

The GHG emissions reductions were equally huge.

What happened next was also huge. Administration had gained enough experience and confidence they asked Council to change the GHG emissions target. They knew they could hit the Kyoto target of absolute reductions.

I can't remember the exact date, but sometime around 2000, City Council committed to an absolute reduction of GHG emissions in City operations of 6% below 1990's level.

Finding ways to reduce energy waste would only get the City of Calgary so far. To reduce GHG emissions further, the City needed to change its fuel sources.

Enmax was set up to compete in a new regulatory environment. I was one of a few Council members appointed to the Board of Enmax when it was created out of the City of Calgary Electric System.

Was there a market for green energy and could it help Enmax differentiate itself in the new competitive market?

The answer was a resounding "Yes!". Enmax became Alberta's green energy pioneer.

It began when Enmax won the RFP to supply the Federal Environment Department with a renewable energy electricity contract. How would you supply green electricity to Federal government buildings in several locations from wind turbines in southern Alberta?

It took over 18 months to work out the contracts. But, it was on such a foundation that the renewable wind energy industry was built in Alberta.

City Council caught the vision of what was possible with "*Ride the Wind*". That's what Calgarians could do once Council agreed to entirely power the LRT with green wind energy. Calgary was the first in North America to do that with our mass transit system. That was in 2001.

The City of Calgary became the first jurisdiction in Canada to adopt a Green Building Policy. Every new building had to meet LEED Silver or better. After gaining confidence with the

requirements, that requirement was later upgraded to LEED Gold. The building at Ralph Klein Park even achieved LEED Platinum.

Civic partners like the Zoo, VIVO, Lindsay Park and the Calgary Public Library stepped up and embraced the building challenge. All of them found operating cost savings from their new facilities.

The policy transformed the Calgary market. Private sector builders adopted the LEED Gold standard. Others joined BOMA Best. City Council though, got the ball rolling.

Council and Enmax built another means for reducing GHG emissions: Calgary's downtown district energy centre. Bow Valley College is not a civic partner, but they were and remain a significant customer. The Energy Centre is one more tool you have. Use it.

The challenge before you now, is to build on this legacy. We are in a climate emergency. Double down on this policy.

Require all new buildings that receive City of Calgary funding to sever natural gas connections. Meet the energy requirements of new buildings only with electricity. If needed, supply heat from district energy.

One last initiative needs to be mentioned. In 2008, the City of Calgary signed a 20-year green energy agreement to get all its electricity with Enmax from renewables. The City used an open book sourcing process to ensure the pricing from Enmax was competitive. Even then, wind power had become competitive with new coal power production.

In the decade after that meeting with Commissioner Ward, what was the end result?

Administration had worried the City could never achieve the Kyoto Protocol target. How much had the City's GHG emissions dropped in 2012 compared to 1990?

I was no longer a City Councillor in 2012. But in 2010, my last year on Council, administration estimated that when the energy contract with Enmax kicked in, the City's GHG emissions would be **40% below 1990's level**.

That's a good news story that is not widely known. The City should be proud of its leadership and its legacy.

But now, we have to go further. We need to make the energy transition much more rapidly. The City of Calgary is in a better place than many. You have a foundation to build on, inherited from previous Councils.

Here are my recommendations:

1. **Adopt The Calgary Climate Strategy – Pathways to 2050;**

2. **Make the climate emergency the lens for your decision making.**
Every new construction project has to meet a test – does it get us to net zero by 2030? If so, fund it. If not, don't fund it.
3. **Strengthen your sustainable building policy.**
Construct every building – such as the Events Centre – with super thick insulation and integrated green building design;
4. **Integrate Enmax fully into the City's Climate Strategy.**
Enmax will be your primary partner to achieve net zero emissions. Their strategy has to support yours and yours, theirs. You own them. Once again appoint Council members to their Board of Directors if you have to.

Thank you for your time. I'd be pleased to take any questions you may have.