G'Day City Council and Committee

My name is Beau and I immigrated here five years ago from Australia after visiting for the wedding of my sister in beautiful Banff National Park. I'm writing in favour of the amendments to the land use bylaw for a variety of reasons. One of the things that struck me upon my first visit was the sprawl and scale of Calgary with how far apart everything is. There's a small little train that could get people into downtown but it was difficult to go to other parts of the city. The inner city was beautiful but that quickly devolved into a sea of boring suburbs where it seems like if you didn't have a car you'd be screwed.

I think Calgary needs to make it easier to build different kinds of houses to stop sprawling like it does. I lived in Sydney where there were many different kinds of homes for many different kinds of people and I think that definitely helped make it the amazing place it is today. The neighbourhoods that were most sought after and desired were usually more dense than the usual single detached areas in the city. I was always close to trains that ran through most of the night or shops or grocery stores should I ever require them. Maybe the biggest thing though is that Sydney isn't that much more dense than Calgary as a whole, however that very slight and modest increase allowed us to have much more services and amenities than I can find in Calgary.

When it comes down to it globally, the most internationally recognized and highly desired cities that people want to move to are usually a bit dense. My worry is that if Calgary doesn't start recognizing and acknowledging this reality, it will be difficult to make a name for ourselves in the changing future. Our current growth pattern that we seem set in our ways of following, will eventually be the demise of Calgary. What's to happen when we sprawl so far that we can't provide quality public services for tax value? Are we going to allow our inner city to hollow out as we force more people to the suburbs under a failed utopian dream? In many cities in Australia, the inner city is the desirable area and people only move to the suburbs because they can't find homes in the city. But that doesn't mean that those people want to move to the suburbs, to me it just signals that there wasn't housing available to them to live how they want to. Sydney is fortunate to have a large regional train network where you can still live in these areas with little automobile use. However I notice that Calgary lacks the political fortitude to enable people to live without the demand of a personal vehicle. It blows my mind the lack of trains here.

Long story short, start building more homes in the city. It really isn't a huge change and the people who make it seem like they are, are usually blowing things out of proportion. The world is moving forward whether our politicians in Calgary like it or not. We need to make sure that we're set up for success.

Yours truly,

Beau Petersen

PUBLIC SUBMISSION FORM

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

I have read and understand the above statement.

ENDORSEMENT STATEMENT ON ANTI-RACISM, EQUITY, DIVERSITY AND INCLUSION

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I have read and understand the above statement.

First name (required)	**Brenda**
Last name (required)	**Erskine**
Are you speaking on behalf of a group or Community Association? (required)	**Yes**
What is the group that you represent?	**Crescent Heights Community Association**
What do you wish to do? (required)	**Submit a comment**

PUBLIC SUBMISSION FORM

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 Infrastructure and Planning
Date of meeting (required)	Sep 9, 2022

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

(required - max 75 characters)	7.2 IP2022-0989Land Use Bylaw Amendments to Address Missing Middle Housing.
Are you in favour or opposition of the issue? (required)	In opposition

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)

While our community understands Calgary's need for "missing middle" housing, and we encourage initiatives to permit creative housing alternatives, there is not enough time to review the contents of these proposed Amendments, understand the potential impacts on our community and make written submissions on behalf of our community. Receiving information on these Land Use Bylaw Amendments two days prior to the Infrastructure and Planning Committee meeting does not comply with Principle 2 of Council's engage Policy CS009: Inclusiveness – The City makes its best efforts to reach, involve and hear from those who are impacted directly or indirectly. - Opportunities are provided for citizens and stakeholders to get involved at the beginning and throughout a City project or initiative when decisions will impact their lives. We note that some stakeholders have had ample time to comment on and influence these Amendments, while we have been provided with 48 hours.

We also note there is no mention of the draft Heritage Guidelines within the Amendments. The Guidelines are important to preserving the character of our community and some of our members have been engaged in the drafting and engagement process for more than a year. CHCA is strongly opposed to these Amendments going to Council prior to the Heritage Guidelines.

Crescent Heights Community Association requests Council to direct administration to provide communities more time to understand these ByLaw Amendments. We look forward to further opportunities for engagement in how the city addresses the missing middle housing issue.

September 8, 2022

Delivered by Email

The City of Calgary
P. O. Box 2100, Station "M"
Calgary, Alberta T2P 2M5

Attention: Members of Infrastructure and Planning Committee

Dear Committee Members:

Subject: Land Use Bylaw Amendments to Address Missing Middle Housing (IP2022-0989)

BILD commends Administration for proposing creative solutions to assist with housing affordability. For Calgary's Municipal Development Plan to be realized, both The City and Industry need to create more opportunities to provide a variety of housing forms to meet the changing needs of homebuyers. The 'Missing Middle Housing' forms are currently not adequately accommodated in the standard land use districts and require Direct Control districts, which is a lengthy and complex process. This proposal represents a good initial step in starting to address this need.

The proposed amendments will provide greater efficiencies for The City and Industry by reducing the number of direct control applications and associated time and costs, while ensuring a consistent set of standards are applied. The amendments respond to changing household demographics and meet the need for more housing choices with a range of price points.

Currently, the Land Use Bylaw (1P2007) has regulatory barriers that limit how units can be arranged on the parcel and unclear parking requirements with complex criteria for their relaxation. Regulatory changes that remove barriers to bring more market-rate housing supply online faster and enable all forms of housing, including market-rate housing are supported by the Industry.

Calgarians' needs are changing and The City, developers and builders must be innovative, nimble and adapt to changing needs and technology. Many seniors may want to stay in their neighbourhoods, but perhaps in a new type of dwelling. Many millennials avoid car ownership and want to live near transit. Others want enough room to include their extended families. Innovative approaches to development will make the most of Calgary's urban footprint and provide greater opportunity for a variety of housing forms to help create more inclusive, equitable and affordable neighbourhoods.

212 Meridian Road NE • Calgary, AB • T2A 2N6
p: 403.235.1911 • e: info@bildcr.com • w: bildcr.com

In closing, these changes are a good first step to addressing housing affordability and we encourage Council to continue to remove regulatory barriers to the development of all forms and the full continuum of housing, including mid-rise and high-rise densities.

If you have any questions or concerns, please do not hesitate to contact me.

Respectfully,
BILD Calgary Region

Brian Hahn, CEO BILD CR

212 Meridian Road NE • Calgary, AB • T2A 2N6
p: 403.235.1911 • e: info@bildcr.com • w: bildcr.com

September 5, 2022

To Members of the Infrastructure and Planning Committee,

I'm writing today to express my support of the proposed land use bylaw changes to be presented to you on September 9, 2022.

My husband and I live in the Beltline community and we're currently struggling to find housing that will meet the needs of our growing family. Most of the housing that exists in this area, and in other inner-city neighbourhoods nearby, is restricted to only single-detached houses or high-rise units so small and poorly designed for families that there is no doubt they are intended for young adults only. We are actively trying for children and are very disappointed in the limited options available to us in this area. Of the three- or four-bedroom homes that exist, their rareness means they are exorbitantly priced and therefore far outside of any reasonable budget.

We are a single vehicle household also, and if we were to look outside of the inner city, we'd be forced to go into debt to afford a second car just so we can get to work and make a living. Public transit would ideally be the solution to this problem, but unfortunately, the public transit budget in Calgary has been cut so egregiously and the wait times now so unreasonable as to render it almost useless.

The recommended bylaws look to increase density and provide more opportunity and availability for housing for families; housing that is well thought out, planned efficiently with families and public amenities in mind, and will, overall, better serve the needs of city residents. It is outrageous that the existing land use bylaws push families to move outside amenity-rich areas, just so they aren't forced to sleep cheek-by-jowl.

In any city, single-detached housing should be the exception, not the rule. A city is not a small town, nor a rural outpost, where single-detached housing is the norm. It is simply ludicrous to expect a city the size of Calgary to sprawl like it is, not to mention, extremely expensive for the taxpayer. We are a city of over a million people, not a small town. We need to adapt to a growing population by increasing density and simplifying land use bylaws, so we aren't forced into living the Hell that is a suburban family lifestyle, and so those in high density areas don't have keep subsidizing those who think that's the only way families are supposed to live. Giving us more housing options that reduce sprawl is the fiscally conservative thing to do.

I've heard opposition to these land use bylaw recommendations from some community groups, and while it is understandable that some prefer a single-detached style of living, those who take seriously the negative implications of urban sprawl and its climate impact, are in desperate need of more housing options that not only increase density but are sustainable and economically viable. We need more housing choices, not fewer.

For the conservative members on this committee, please vote for "freedom" and "more choice". Please approve the implementation of these proposed land use bylaw changes. The city's residents desperately need them.

Kind regards,

Brooke Simaluk

Hello Committee

I would like to voice my support of the prospect of increasing density in the city. I've lived in Calgary for close to two decades and have had the opportunity to live in a variety of different housing types. Personally, if I didn't have different kinds of housing choices, I strongly feel that I would have had a more difficult time participating in our city. I've been able to rent a house, apartment, stacked duplex and all of them have been in areas which allowed me to save money and easily access jobs that I've had. In my experience, the communities I've lived in that provided different kinds of housing have been the most vibrant and offer the most services. I think if we allow a bit more flexibility in what people can build on their properties, we'll be able to build a much better and vibrant city as a whole. Personally I don't really think it's fair that people who live in detached houses appear to get more say and recognition in the decisions that happen in our city. Nobody should be considered a second class citizen based on their housing choices.

My favourite cities that I've travelled to have been ones that have a little bit of density. Amsterdam is incredibly quaint and enjoyable to walk around in, and the amazing thing is that it is less dense than Vancouver. I think that allowing more of the low form housing types, or at least allowing them to be built like what is proposed, is a great way to improve the liveability of Calgary. Instead of high rise towers, it's much nicer to have some more buildings that are closer to the ground. It makes it seem like you're not in a big city and more like a friendly small town. Vibrant communities are created by vibrant people, not by houses that are slowly housing less people in them. The report just released says that 86% of Calgary established communities have lost populations since their peak, this is insanely alarming. If Calgary wants to grow and adapt to a changing world we need to seriously rethink the ideas of the 50s that everybody will live in a single detached home and be able to drive everywhere. The majority of the world doesn't live in these kinds of homes and they seem to get on with it just fine.

People need to understand that living in a city has trade offs. We all can't pretend like we live on rural acreages while still expecting tons of amenities or being able to walk to nice restaurants or take the train. Just because somebody has a different kind of property, doesn't mean they should be able to block and delay other kinds of property. Calgary is going through some growing pains but I'm confident that we'll be able to push through them and create a better and inclusive Calgary for everybody.

Sandi Voerman

PUBLIC SUBMISSION FORM

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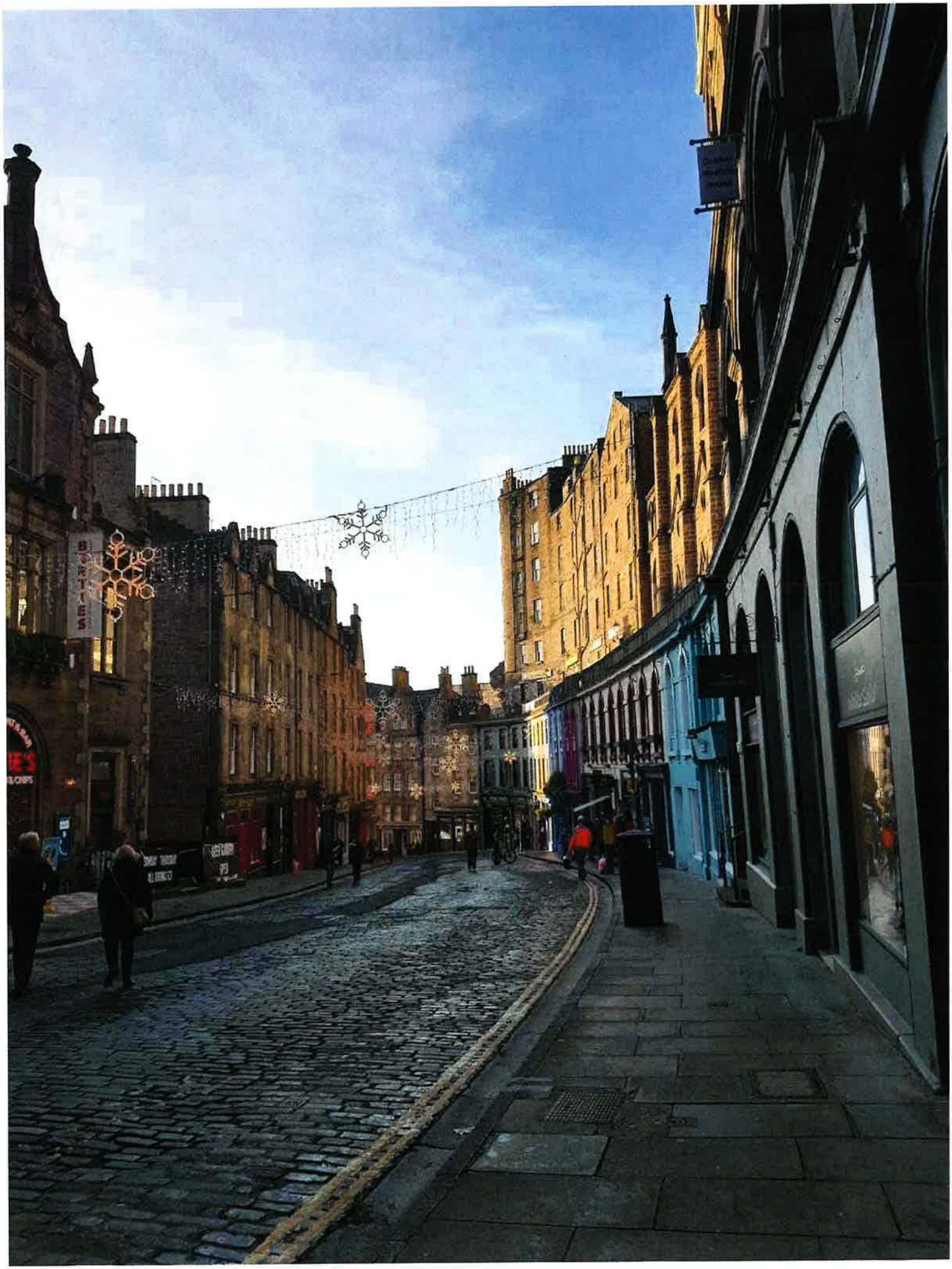
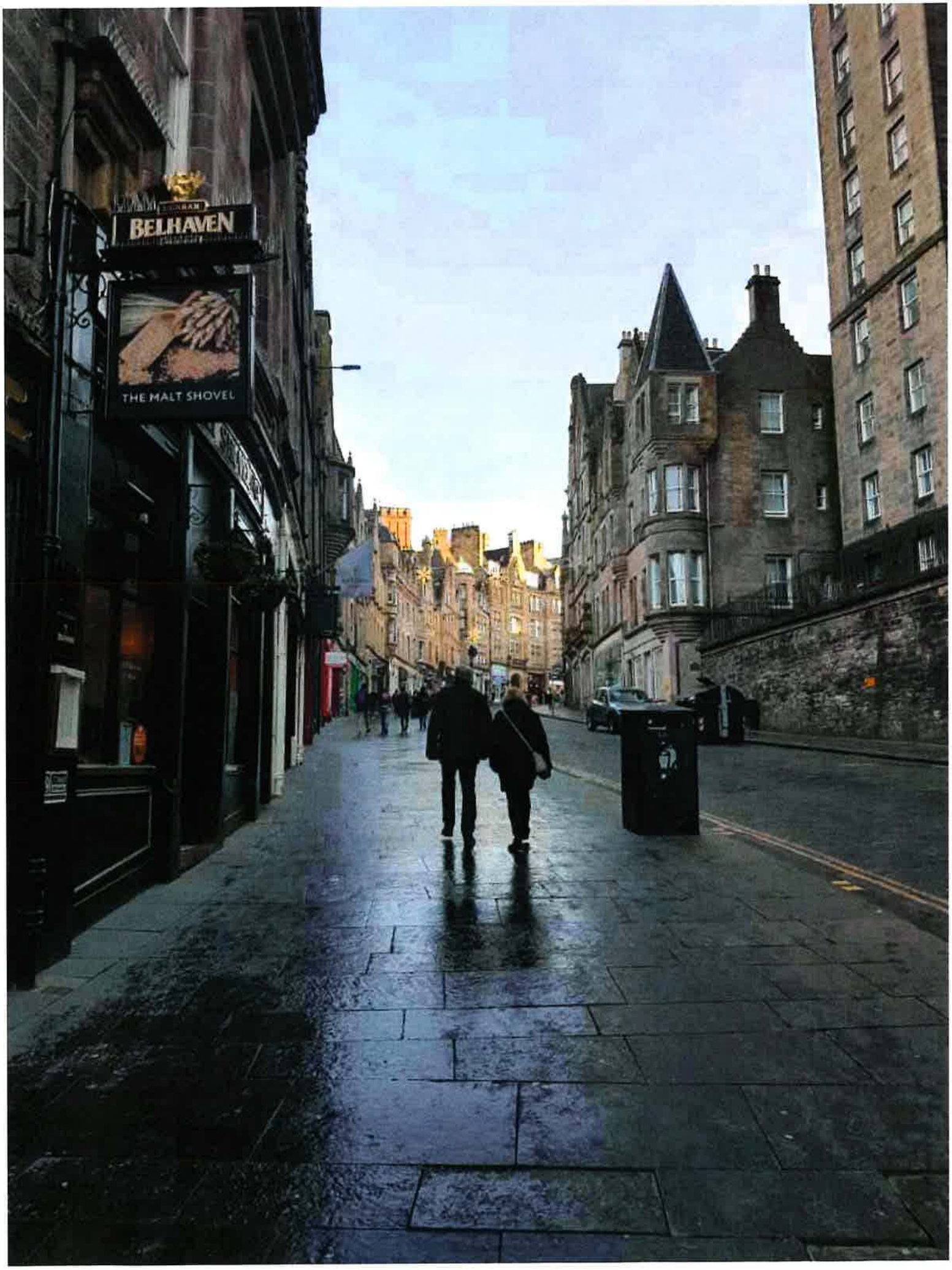
I have read and understand the above statement.

First name (required)	Catherine
Last name (required)	Hume
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




BELHAVEN
THE MALT SHOVEL


THE WHISKY SHOP
SWISH

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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 Infrastructure and Planning
Date of meeting (required)	Sep 9, 2022
What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here)	
(required - max 75 characters)	Agenda item 7.2 Missing Middle Housing
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)

Hello City Council

I support the proposed amendments so that the City can build more inner city density and missing middle housing. Coming from Edinburgh, I'm very familiar with mixed use areas and communities with more density. When I compare Calgary and Edinburgh, Calgary feels a bit bland and boring. The neighbourhoods are just miles and miles of houses, there's no businesses to walk past to get coffee or pubs to stop in for pints. The areas of Calgary that do have these things are few and far between. Possibly the closest that comes to mind is the Beltline, but the choices of housing to live in there are usually high rise apartments or scattered mid rises. While the Beltline has nice amenities, living in high rises aren't always the most nice things to be in. I would much prefer to be in something that's only a couple floors and closer to the street instead of waiting for an elevator. It's weird because it seems like this isn't a result of natural choices in how people want to live, but rather that the city was forced to grow in a specific way that favoured the personal automobile. This completely kills being able to walk in Calgary and public transit suffers. It's very hard to get around the city on transit, especially if you need to transfer buses. At times I can be waiting up to 30 minutes for a bus, then there can be transfers on top of that. A very simple trip in Calgary can easily result in over an hour of travel by transit. In Edinburgh I would never wait more than ten minutes for a bus, usually around five if it was to get to the city centre, but if that failed it's not like it was a huge deal to walk either if the proper shoes were on. I firmly believe this is a result of a couple things:

Making sure the transit system is funded enough to provide enough buses
There's enough population density to have quality transit
We collect enough taxes to operate a good service

We need communities that have a bit more density so that we can start having the services that a big city deserves. It blows my mind that Calgary has almost double the population of Edinburgh but it feels like a sleepy small town. I think that Calgary can

make better choices for the future but it takes some perseverance, leadership and people who are willing to change and understand the change being proposed. Let's make some positive change for Calgary.

Thank you.

Catherine Hume

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I have read and understand the above statement.

First name (required)	Estelle
Last name (required)	Ducatel
Are you speaking on behalf of a group or Community Association? (required)	Yes
What is the group that you represent?	Mount Pleasant Community Association
What do you wish to do? (required)	Request to speak

PUBLIC SUBMISSION FORM

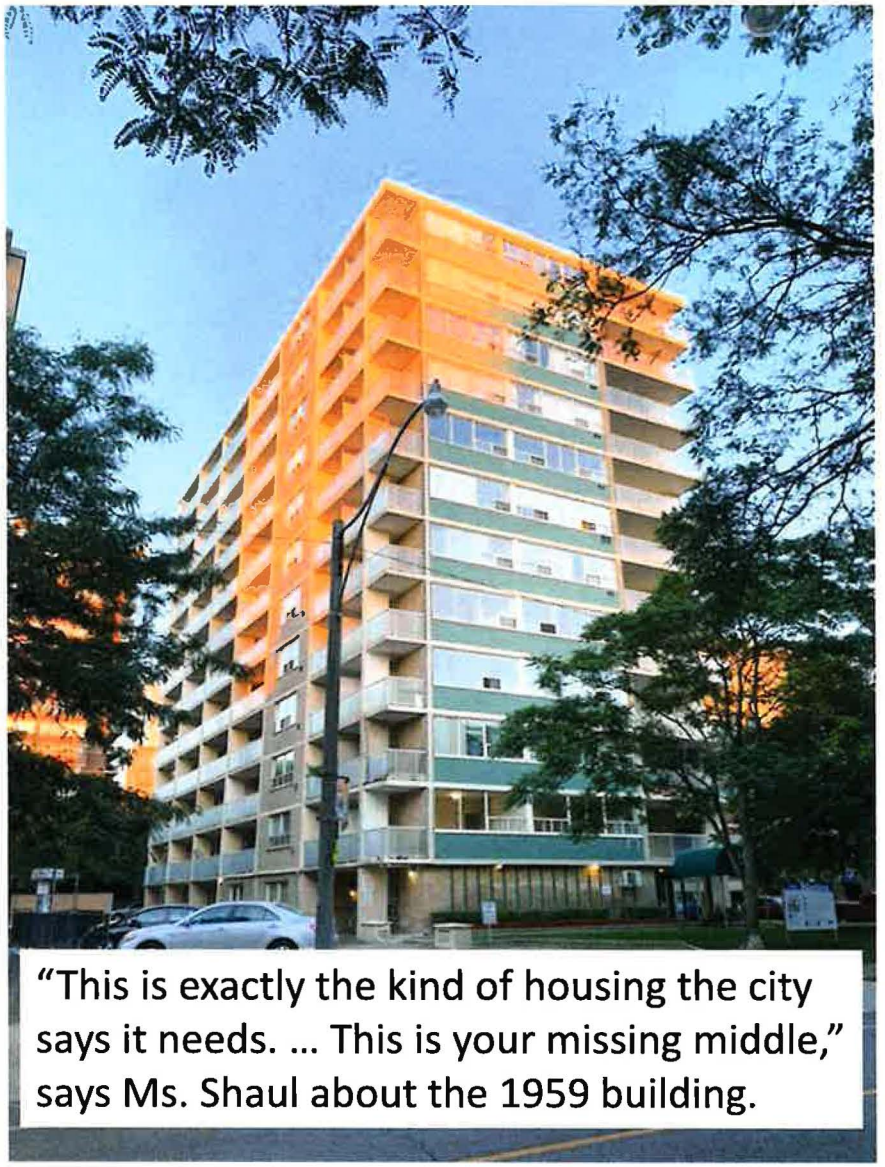
How do you wish to attend?	Remotely
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	No
What meeting do you wish to attend or speak to? (required)	Standing Policy Committee on Infrastructure and Planning
Date of meeting (required)	Sep 9, 2022
What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)	
(required - max 75 characters)	7.2 Land Use Bylaw Amendment (Missing Middle)
Are you in favour or opposition of the issue? (required)	In opposition
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)	In case my work schedule prevents me from participating when this item is up for discussion, I would like the following to be read please on my behalf: As a member of the MPCA Planning Committee, I ask that the Land Use Bylaw Amendments (to Address Missing Middle Housing - IP2022-0989) report and issue be referred back to Administration due to the following shortcomings: 1. Community Associations and residents weren't given adequate time to review the proposal 2. Engagement on this new land use can not only include developers: it must also include residents and communities affected by the changes 3. Heritage Guidelines should be completed before a new land use is introduced 4. The intent of the NHLAP was to remove uncertainty associated with redevelopment. This document was approved less than one year ago and already uncertainty is being introduced with this proposal 5. The proposed land use conflicts with the NHLAP which specifically states that the Neigbhourhood Local "should be oriented towards the street" (2.2.1.4.d.ii). 6. Clear restrictions on where this land use can be applied need to be included (extending beyond main streets will conflict with the NHLAP). Letters of support from Developers reference the need of the proposed land use form for Main Streets. 7. Proposed reduced parking (3/8 per unit) needs to be justified by a proper car ownership and parking study conducted by a 3rd party 8. The revision of the Residential Parking Permit program must be completed before parking relaxations are proposed 9. Attachment 8 (Engagement and What We Heard): Administration needs to clearly identify what was heard at hearings and how it was considered. None of the issues raised by the MPCA in objecting to recent DC applications are addressed by this land use, namely: insufficient parking, loss of privacy, shadowing impact to adjacent properties, reduced front set back changing the character of the community. 10. The process followed for this proposal fails to meet Council's engagement policy.

I request that the findings stemming from the shortcomings listed above be included in the updated report to the Infrastructure and Planning Committee when a revised submission is made. Thank you.


Duplex
Cottage Court
Fourplex
Townhouse
Triplex Stacked
Multiplex Medium
Courtyard Building
Live/ Work
Missing Middle Housing
OPTICOS

Ken Greenberg
@KGreenbergTO

The elusive 'missing middle' is appearing on Kingston Road. Came across over 20 very recent examples from Lawrence Ave in Scarborough to Upper Beach in Toronto.



"This is exactly the kind of housing the city says it needs. ... This is your missing middle," says Ms. Shaul about the 1959 building.

Dan Seljak
@anotherglassbox

Norman Foster's Apple HQ, a beautiful example of a missing middle 😌

H-GO

- Responds to the DC problem
- Gives direction about where it's appropriate
- A separate 'H' category creates its own sandbox (prudent)

R-CG and Multi-residential changes

- Should avoid downzoning so redevelopment happens where Council has already approved it

What do residential lotteries show us about transportation choices?

Adam Millard-Ball, Jeremy West, Nazanin Rezaei, more...

Show all authors

First Published March 14, 2021 Research Article Check for updates

https://doi.org/10.1177/0042098021995139

Article information

Altmetric 6

Abstract

English Chinese

Credibly identifying how the built environment shapes behaviour is empirically challenging, because people select residential locations based on differing constraints and preferences for site amenities. Our study overcomes these research barriers by leveraging San Francisco's affordable housing lotteries, which randomly allow specific households to move to specific residences. Using administrative data, we demonstrate that lottery-winning households' baseline preferences are uncorrelated with their allotted residential features such as public transportation accessibility, parking availability and bicycle infrastructure – meaning that neighbourhood attributes and a building's parking supply are effectively assigned at random. Surveying the households, we find that these attributes significantly affect transportation mode choices. Most notably, we show that essentially random variation in on-site parking availability greatly changes households' car ownership decisions and driving frequency, with substitution away from public transport. In contrast, we find that parking availability does not affect employment or job mobility. Overall, the evidence from our study robustly supports that local features of the built environment are important determinants of transportation behaviour.

"Predictions are not necessary ... when things are built incrementally with ongoing feedback driving adaptation."

Charles Marohn

Strong Towns: A Bottom-up Revolution to Rebuild American Prosperity,

page 75

HOUSING IN CALGARY:
AN INVENTORY OF HOUSING SUPPLY, 2015/2016

A REPORT PREPARED BY THE CITY OF CALGARY IN COLLABORATION WITH THE COMMUNITY HOUSING AFFORDABILITY COLLECTIVE

the preference and best choice for everyone. For many households, renting, co-operative housing and affordable homeownership programs are preferred. A healthy housing market has a diversity of housing forms, tenures and options.

Councillor S. Sharp,
Chair – Infrastructure and Planning Committee
City of Calgary

Sept 8, 2022

Re: IP2022-0989, Missing Middle Land Use Bylaw

Councillor Sharp,

Since its inception in 2014, the LRT on the Green Foundation has been an active participant in the conversation around Calgary's Green Line LRT. The Green Line is Calgary's first LRT line that will deliver service into the heart of existing communities. We are thankful that the City of Calgary took steps early on in community engagement to discuss Green Line as a city-shaping project and not just a transportation project.

This focus on city-shaping meant that conversations around land-use and planning went hand in hand with conversations around route alignment and station location. Planning charrettes that lasted several days and that involved community members, planning experts and businesses were key parts of Green Line engagement. The summary of many of these charrettes were included in the final Green Line plan that was presented to Calgary City Council in 2017.

Of note, from report PUD2017—0471 that was included as part of the 2017 Green Line report to Council, is the following:

"The densities required for successful Transit Oriented Development (TOD) can often be achieved in lower mid-rise built forms that are also more generally accepted by existing residents. Community acceptance and support reduces uncertainty and risk to the developer. Feedback from the local development industry also identified mid-rise, 4-6 storey wood frame construction as the most viable, market ready building form in many Green Line station areas. This opinion was confirmed by the market study undertaken by the Green Line team to assess TOD potential at new stations along the new line."

The LRT on the Green Foundation was invited to these planning charrettes as a key stakeholder and was able to impartially observe the conversations had between City of Calgary staff and community members. We can confirm the desire by community members to enjoy the benefits that increased density can bring to their neighbourhoods through the form of new businesses, services and increased vibrancy. However we can also confirm that an approach of sensitive intensification, better known as building the 'missing middle' was what was sought by community members to achieve this.

As a result, the **LRT on the Green Foundation is asking Council to accept the recommendations in report IP2022-0989 to make by-law amendments that will make improvements to the Residential – Grade-Oriented Infill (R-CG) district and introduce the new Housing – Grade-Oriented (H-GO) district.** Adopting this recommendation will help set the City of Calgary on a pathway to success in realizing the vision for transit oriented development in Green Line communities in a way that can be embraced by community residents.

With a revised R-CG and the new H-GO district, the City of Calgary will have important tools in its toolbox when it comes to local area planning around its primary transit network. Providing affordable homes for every type of family within the footprint of the developed city is extremely important in making sure that every citizen of Calgary can have the life they desire and in keeping taxes low. The Green Line will bring high quality public transit to hundreds of thousands of Calgarians. Policy changes such as the one proposed here will ensure the greatest number of people can live close enough to enjoy those benefits.

Best Regards,

Jeff Binks
President
LRT on the Green

Hello Members of Committee

I'm writing today in order to show my support behind the amendments to the land use bylaw and new Missing Middle Land use district, to help enable some more very low density and modest growth to happen. To me this signals an exciting time for the City as we move into the future and develop in a more sustainable way that includes multiple housing choices for all people and families. It's no secret that the impacts of low density sprawl have detrimental effects on the environmental and financial stability of a city, so we should applaud the very modest changes that we're making to become more secure in our future with diverse housing types. I'm going to rehash something that's be said before by the 1959 Official Plan for the Metropolitan Toronto Planning Area:

"Low-density areas do not generate sufficient traffic to support public transportation adequate in terms of closeness to home and of frequency. As distances to shops and other community facilities become excessive for walking, the residents rely more and more on the use of the private automobile…The cost of over-extended systems of streets, sanitary services and other utilities must ultimately be borne by the residents in increased housing costs, taxes and local improvement charges"

To steal some words from Councillor Mclean, we need to cut the red tape on development and build more homes. Unfortunately we make it incredibly difficult for homes to be built in the city where people want to be near amenities and possibly not need to rely on a vehicle. By enabling more established residential growth we can help improve the process of redevelopment and cut red tape. It's a good step in the right direction for the city.

What does this type of housing look like for Calgarians or what might be an example? Suppose you have lived in your single-family home for decades and your situation has changed so that your house no longer suits you very well. Perhaps your children have grown and left and the house seems too large. Perhaps health issues have made the stairs unmanageable or sadly, perhaps you have been widowed and are alone in the house. You love the area, but your dwelling type needs to change. So you start looking for a new home. You still would like to do a bit of gardening and have some outside patio space, so that eliminates the apartment towers near the LRT Station. You would like to downsize and buy a smaller home instead of renting, so that eliminates other rental options. You hope to find a smaller house, maybe a one-storey townhouse, but you can't find anything in the neighbourhood. The housing type that you are looking for is "missing".

We need to start enabling this kind of growth in our city if we wish to maintain our affordability and be equitable for people in our society. Cities across the world are changing and adapting to new demands for different demographics of people. Not

everybody desires a single detached home. People desire safe communities, access to amenities and feeling secure in their living situation. The type of housing the people gravitate towards is usually a result of an outside influence, not necessarily because it's the one they desire. Even Drumheller was able to come to its senses and rezoned the entire city to allow more choice when it comes to housing, they even allowed business everywhere too! It would be incredible to see a Calgary that is truly friendly to business and inclusive to all residents. While Calgary remains competitive due to our marginal affordability compared to Toronton and Vancouver, we're heading down the same road of unsustainable growth that will put us in a similar expensive position. The Calgary advantage will be lost if we remain stationary.

Now there will always be fears from people when it comes to change. Fears about parking, misinformation about missing middle housing, or big scary density coming to steal your children. The reality is that most of this housing is very low scale and perfectly contextual to the majority of neighbourhoods in the city. Most people wouldn't even notice the difference unless it gets pointed out. But my fears are that we're going to continue our status quo of city building and slowly force Calgary into a position where we lag behind the changing times. Honestly some people just love to complain and these are the people that are holding Calgary back.

Let's put these fears to bed and step up to the plate to make Calgary a leader in urban development across North America. I want more neighbours to come over for BBQ's and celebrate my city. If Drumheller can do it, so can we.

Thank you very much.

Justin Simaluk

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.

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 230 and 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 agenda.** 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 agenda. Your e-mail address will not be included in the public record.

I have read and understand the above statement.

ENDORSEMENT STATEMENT ON ANTI-RACISM, EQUITY, DIVERSITY AND INCLUSION

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.

I have read and understand the above statement.

First name (required)	Leanne
Last name (required)	Ellis
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

PUBLIC SUBMISSION FORM

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 Infrastructure and Planning
Date of meeting (required)	Sep 9, 2022

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

(required - max 75 characters)	IP2022-0989
Are you in favour or opposition of the issue? (required)	In opposition

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)

As a homeowner and resident in the City of Calgary, I am insulted that I would not be considered a stakeholder when considering broad sweeping changes that will directly affect me and the community that I live in. I am opposed to the H-GO land use district that is being proposed. Full public engagement is necessary in order to understand what will fit in the context of low density residential housing, and what the impact will be on our communities.

Councillors, it is time for residents to create the vision for the future of our neighbourhoods, not developers. Please tell Administration to go back to the drawing board, and start with massive public input as the first step in an engagement process for the densification of our established communities.

Thank you for your time.

Elboya- Britannia
Community Association

September 8, 2022

Infrastructure and Planning Committee IPC

September 9 Meeting:

Re: Item 7.2. Land Use Bylaw Amendments LUB to Address Missing Middle Housing

Members of the Committee:

We would like to express our significant concerns regarding the proposed amendments to the LUB and ask that the IPC does not approve the recommendations presented in the Planning & Development Report issued September 6 for the following reasons:

1. Lack of any public consultation
2. Excessive and unjustified parking relaxations
3. Use of undefined specifications in the Housing – Grade Oriented district

1. Lack of any public consultation

The most important flaw in the development of these recommendation is the complete lack of Public Consultation. The report on the LUB amendments was issued September 6. It is unreasonable to expect citizens to review, analyse and comment on a detailed 96-page report in three days.

The report also commented that "Citizens would not have the technical expertise to contribute to writing of land use districts. I find this comment disrespectful, insulting and wrong. The authors should be asked to retract the statement and undertake meaningful public consultation.

These amendments were written by Planning and Development staff in conjunction with a select group of development industry companies. The "stakeholder engagement' was not inclusive, not transparent, one sided, and possibly subject to conflict of interest.

If for no other reason, the report should be rejected to allow more time for meaningful consultation.

2. Excessive and unjustified parking relaxations

The current LUB requires between 1 and 0.85 parking stalls for each dwelling unit (including secondary suites unless the suite is near public transport) in Low Density Residential Districts. Multi-Residential Districts, and Mixed-Use Districts.

This report recommends that the minimum parking stall requirement should be reduced to 0.375 parking stalls for each dwelling unit. This is a massive relaxation that will have a major negative impact on those dwelling units that don't have a parking stall and creates the potential for excessive densification.

Parking Stall demand

The Report seems to imply that many Calgarians will get rid of their vehicles or choose to leave them on the street. There is no data presented to support that analysis.

Most Calgarians live in a residence that has at least one vehicle. According to the Alberta database there were 1,006,510 motorized vehicles registered in Calgary in 2021. The population over 20 years old was 1,054,716. That's .95 vehicles per person over 20. Calgarians are not getting rid of their vehicles.

The Report points out that many Calgarians are using alternate transport like bicycles, ride-share and Public Transport for many activities. Especially those that live in the core, near primary transportation services, or near activity centers. This is a good thing.

But that does not necessarily mean that the Calgarians using these alternative transportation options don't also own a vehicle and use them for other activities. Calgarians use of Public Transport is dropping. Calgary has sub-zero winter. We rely on vehicles more than most parts of the world to safely go about our lives when the weather is uncomfortable or unsafe.

Is there any actual data that shows that Calgarians are reducing the number of vehicles they own?

0.375 Parking Stalls for each dwelling unit

The section on the new Minimum Parking Requirements in Attachment 5 is confusing, inconsistent and lacks any specific analysis or justification for the minimum 0.375 parking stalls per dwelling unit written into the revised LUB.

The number 0.375 is not even mentioned in this section. You have to look into the details of the LUB revisions section to find the number.

The discussion speaks to an imbalance in parking requirements between R-CG, Multi-residential and Mixed-Use districts. Apparently, this is a problem although it is not obvious what the problem is. The solution proposed is to apply the Mixed-Use district rules to the other districts.

"Applying the parking requirements of the current mixed-use districts to multi-residential districts will prevent redesignations and direct control applications by aligning parking rates across the Multi-Residential Land Use districts".

Mixed Use structures are massive four to six story buildings on busy commercial streets with both commercial and residential components. The parking requirements for this building form will be entirely different from the needs of much smaller scale residential forms.

There is no clear explanation why applying Mixed Use rules to R-CG or H-GO developments would provide more choice, inclusivity, or affordable housing for the residents who will be living in these buildings.

The discussion also implies that the 0.375 stalls per dwelling unit is a parking requirement in the Mixed-use District. It is not. The "0.375" rule does not appear anywhere in the current LUB.

The Report offers no clear explanation where the 0.357 number comes from. There are vague references that imply that 0.375 is what the has been approved in recent Direct Control applications

Attachment 4. Research Summary of Other Cities, lists several "minimum parking stalls per unit" requirements. They range from 1.0 per unit, 0.77 per unit to no minimum parking requirements. Each City will have its own rationale but there is no consensus.

However, none of the Cities use a minimum close to the 0.375.

Are there any other similar Cities that use a similar relaxation and what is their rationale?

This report should be rejected pending a clear and reasonable justification for the proposed parking relaxation.

3. Use of undefined specifications in the Housing – Grade Oriented district

"Section 1386 The Housing-Grade Oriented (H-GO) District:

(d) should only be designated on parcels located within:

(i) an area that supports the development form in an approved Local Area Plan as part of the Neighbourhood Connector or Neighbourhood Flex Urban Form Categories"

Neighbourhood Connector and Neighbourhood Flex categories are mentioned in the non-statutory Guide for Local Area Planning. However, they are not defined or specified in the MDP, or CTP and should not be included in the LUB until they are clearly defined in the LUB or another statutory document.

In conclusion, the report explaining and justifying the proposed LUB amendments is flawed:

- there was no public consultation,
- the rationale for the "0.375 parking stalls per dwelling unit" is unclear and inconsistent,
- the LUB amendment recommendation refers to undefine specifications.

We ask the IPC rejects the recommendations of this report.

Regards

Michael Read
Director, Planning and Development – Britannia
Elboya Britannia Community Association

As a former UK resident who lived in cities that are very walkable and mixed use, the move for Calgary to create missing middle housing is the right move in my opinion. I'm very supportive of the decision to allow more choices in housing. People should be able to do more with their property in terms of residential construction, the scales of housing like townhouses and row houses are very modest and not intrusive to existing neighbourhoods. Also in London, it's very common to find residential areas with courtyards, they're very peaceful and allow a bit of a break from the hustle and bustle of busy city life. When we have a little bit more density, we allow our communities to have more services and a variety of businesses. These are good things! Calgary often talks about how we want things like better transit service, but unfortunately we don't have the population to support more services in a lot of cases. Not only that but expanding outwards makes it very difficult to pay for services and they're spread out and not covering as many people.

One of the major things the city has been advocating for is more walking, cycling and transit use. In order to achieve these goals, we need to stop catering to personal automobiles. Lots of cities have been eliminating minimum parking requirements like Edmonton and part of the justification for this is to enable housing to be built easier and to let small businesses thrive. Reducing red tape is a huge benefit to small start ups when it comes to housing and business. Instead of bickering over if there's enough parking we can easily just start approving new units. It would be nice to see these amendments go further and allow small business in some of these residential areas as well. I have never owned a car in Calgary, while people may seem like it's a necessity the reality is that a car is not necessary. While I've been fortunate enough to live in areas that don't require me to need a car, other people should be able to choose to live this way as well. You shouldn't have to live in very specific parts of the city in order to have a walkable lifestyle.

In the long run, this will be a good change for Calgary. It helps bring Calgary into the modern world of city building and brings us in line with what other cities are already doing. Cities all over the world are making these kinds of changes, hopefully in the future we can apply this more broadly across Calgary and help it become a great world city.

Thank you,

Richie Hume

Calgary Inner City Builders Association

Po Box 86089 Mardaloop
Calgary Alberta T2T6B7
info@cicba.ca - www.cicba.ca - 403-717-1020

April

RE: District Bylaw Letter of Support

Dear Council,

Calgary is a vibrant city and diverse city and is experiencing growth in many areas. Having said that, the established areas growth has been hampered by many factors, but one of the largest factors is the lack of comprehensive bylaws resulting in too many DC districts and not representing the changing demand. This puts a lot of pressure on council and planners to adapt to new housing alternatives. The result is a timely and costly process for the City and Industry. Calgary has some large goals to meet under the MDA over the coming years, and revising the bylaws now to adapt to the changing climate is imperative to help meet those goals.
Several of our members have been watching and contributing to the work the bylaw committee is doing. The committees work towards rectifying some of the concerns in the current bylaws and is clearing up some of the gaps, It is very forward thinking with new districts that are missing. With the updates, new districts are being proposed and bylaw amendments are being rewritten to align all districts with each other, specifically with R and M districts. This will bring more cohesiveness to the various districts now currently in the bylaw.

In our opinion this change needed to meet the the goals of the City and provide affordable inner city living in Calgary.

CICBA fully endorses the word being done and we hope council also sees the updates are valuable. We look forward to a positive outcome.

CICBA

Sincerely,

Shameer Gaidhar
Chair for CICBA