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I have read and understand the above statement.

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

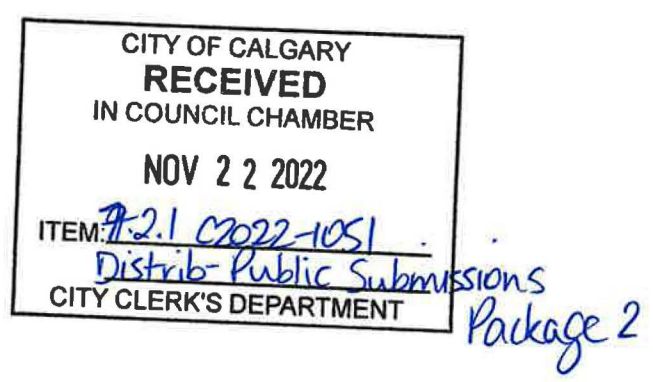
The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized 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) Josh

Last name (required) Etherington

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)

Nov 22, 2022

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

(required - max 75 characters)

14 Street S.W. Reconstruction project (Anderson Road to Canyon Meadows)

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

In opposition

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

The 14 Street S.W. Reconstruction project (Anderson Road to Canyon Meadows Drive). This project is currently in the early engineering and design stage and will be presented to City Council for funding consideration in the 2023 – 2026 budget cycle. I'm sharing concerns from my community regarding details on the potential road widening.



As part of the 2023 – 2026 budget cycle, under the Major Road Reconstruction Budget, Transportation Infrastructure is bringing forward a 14 Street S.W. Reconstruction (Anderson Road to Canyon Meadows Drive S.W.)

The proposed project is part of a continuing program of major road restoration in Calgary and will include:

- Pavement reconstruction and rehabilitation of existing traffic lanes
- Installation of a new stormwater system
- Possibility for utility relocations
- Potential widening of this segment of 14 Street S.W. from a two-lane rural road to a four-lane parkway
- Potential addition of a new walking and wheeling connection

In the conversations I've had with community members and Calgarians who access Fish Creek Park road or area improvements such as upgraded pavement, additional bike or walking options are welcomed. The issues I've heard are specifically with the "Potential widening of this segment of Canyon Meadows Drive/14 Street S.W. from a two-lane rural road to a four-lane parkway".

Adding walking and biking infrastructure to this little used "country road" and area would immensely help connect Canyon Meadows and adjacent communities that are currently isolated by the Canyon Meadows golf course and Anderson Road. It could also connect on the East side to the Anderson overpass to connect bikers and walkers to the Highschool, Rec Centre, City Bike path and dog park. There are many possible improvements, but an unneeded four lane parkway would **not** be an improvement for the reasons listed at the end of this email.

Below is a summary of the concerns I've heard and following the bullets is an aerial shot of the proposed road that is being widened. Note they are not ranked by importance or numbers of times it was brought up to me.

Widening of the road:

- **Is a misuse/waste of tax dollars**
 - This road is seldom used, was there a traffic study done to determine if widening the road is beneficial?
 - The City already has multiple high capacity roads going through Canyon Meadows and South such as Elbow drive, the new ring road, Deerfoot, Macleod Trail, etc.
 - This seldom used road bottlenecks at the Canyon Meadows/Elbow drive lights and then again when everyone reaches Macleod Trail, widening will not accomplish anything but more vehicles idling at the bottle neck.
 - The increased traffic will require adding additional traffic lights on Canyon Meadows drive and add control lights to existing crosswalks.
 - Since closure of the road for water work there has been very little to no impact on traffic flow.
 - This road and any widening primarily benefits the golf course (a private identity not open to the public).

- **Will cause serious safety issues**
 - Widening the road will encourage drivers to increase their speed through the community and adjacent to Fish Creek Park.
 - There is a sharp 90 degree turn at the end of the road before the large drop into Fish Creek presenting a safety issue.
 - After the 90 degree turn is multiple uncontrolled crosswalks and bike access heading to the main Fish Creek entrance of Voiter's Flats. High speed traffic coming around the blind corner is a major safety concern.

- **Will be detrimental to wildlife in the area that frequent this corridor**
 - This stretch of road runs directly beside Fish Creek Park and the Canyon Meadows golf course. An area that attracts both large and small animals from the park and area.

- **Is hurtful to local business along Elbow Drive, as well as the community**
 - Elbow drive is considered a main artery and has the Canyon Meadows shopping centre. The widening of Canyon Meadows drive will encourage drivers to circumvent Elbow (main artery) and no longer pass by businesses.
 - Canyon Meadows is already divided in to two by Elbow Drive and bordered by Macleod Drive. The widening of Canyon Meadows drive will create another divide in the community and make it less walkable and bike friendly.
 - Widening this road will encourage commuters to cut through Canyon Meadows on their way to other destinations. As mentioned above widening will not reduce any commute times and increase those idling in Canyon Meadows

- **There has been zero consultation, and was told there will be no engagement or consultation with community or area.**
 - No one I spoke to in Canyon Meadows saw any notice or discussions of this, no mailings no signs (and some of us live mere steps from the road).
 - Currently 311 and Calgary.ca have no information on any widening of the road, in fact the only map shows it staying one lane and getting repaved.



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I have read and understand the above statement.

First name (required) **Ricardo**

Last name (required) **Cosentino**

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

What is the group that you represent? **Crossroads Community Association**



What do you wish to do?
(required)

Submit a comment

How do you wish to attend?

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

Council

Date of meeting (required)

Nov 22, 2022

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(required - max 75 characters)

2023-2026 Service Plans and Budgets - Unite the Heights

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

In favour

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The Crossroads Community Association (CCA) would like to have funding allocated to the Unite the Heights initiative in the 2023 – 2026 budget cycle. The City is currently working on a Unite the Heights Functional Planning Study for 8th Ave NE from Centre St. to Barlow Tr. The intent of the functional planning study is to identify improvements to the walking and wheeling infrastructure along 8th Ave NE so that users have better and safer access to destinations within the surrounding communities. The recommendations arising from this study will provide a strategic plan to guide future investment in the area; as such, the CCA wants to ensure that funding will be available to implement some of these improvements during this budget cycle.

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

8th Ave NE is an inner-city street that connects three established communities with two schools, several commercial areas, and the Nose Creek multi-use pathway along the way. It is the only road that pedestrians and cyclists can use to access Mayland Heights, so it's a very important connection for our residents. Currently, 8th Avenue is a wide street that encourages higher vehicle volumes and speeding. Families in Mayland Heights often complain to the CCA that access to the Nose Creek pathway and to Renfrew/Bridgeland is too dangerous for cycling due to high traffic volumes, speeding and unprotected bike lanes. Vehicular traffic on the 8th Avenue bridge over Deerfoot is so high that the City has removed the sharrows as it's considered too dangerous for cyclists. The City has asked cyclists to share the narrow sidewalk with pedestrians as a result, which is both unsafe and inefficient for both cyclists and pedestrians.

Engagement for the functional planning study has seen overwhelming support for better infrastructure for active modes of transportation on 8th Ave. The CCA would like

funding allocated specifically to this project to design and build out the active modes infrastructure as recommended by this study.

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I have read and understand the above statement.

First name (required) **Nigel**

Last name (required) **Swytink-Binnema**

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?

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

Council

Date of meeting (required)

Nov 21, 2022

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

(required - max 75 characters)

9.2.1 2023-2026 Service Plans and Budgets

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

Neither

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Hello. I am an experienced bicycle rider and even I don't feel safe on Calgary's streets. So I was disappointed to see no allocation of funds for the 5A network in the proposed budget.

I am a year-round user of Calgary's bicycle infrastructure. I ride for pleasure and for groceries and for mental health. I am what is often categorized as a "fearless" rider: I ride on the street when I need to and I "take the lane" when I feel safer doing so. But I am still very often frustrated by missing connections, construction debris in pathways and unsigned detours. I am also fearful when I have to ride on busy streets or in unprotected bike lanes. I have been hit by a right-turning driver on 29th St NW because the painted line wasn't able to protect me from the driver's momentary error. I have injured myself falling on icy streets and pathways. I use sidewalks when that feels safer, despite it being illegal in Calgary. And still I know intellectually that riding a bicycle is statistically better for my health than sitting in a car. Plus it's a lot more fun.

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

If Calgary wants to become a net-zero city, as per the new Calgary Climate Strategy, our transportation system needs to change drastically. If I, a "fearless" rider, feel unsafe on many of our streets, then we need to do better for everyone. I want to live in a Calgary where I can step out my door and choose my route based on how much time I have and what type of ride I want to do. I don't want to choose my route based on how fearful I am of being killed by a driver who says they "just didn't see him, sorry officer!"

I need to see a motion in the 4-year budget to put aside funding for improvements to

the 5A network. This means a budget line that allocates funds along with a concrete plan for making it happen. It means living up to the moniker "Always Available for All Ages and Abilities" (5A). Not just for fearless riders or for those who have no other option. This is a Calgary that is possible and it is a Calgary that has been envisioned many times in policy documents and strategy documents. Now we need to act. Use tactical urbanism if need be. Use temporary structures if need be. Use pilot projects if need be. Ask Edmonton for help if need be. Get it done. Please.

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I have read and understand the above statement.

First name (required)	Lorna
Last name (required)	Cordeiro
Are you speaking on behalf of a group or Community Association? (required)	Yes
What is the group that you represent?	Calgarians for Heritage Districts



What do you wish to do?
(required)

Submit a comment

How do you wish to attend?

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

Council

Date of meeting (required)

Nov 21, 2022

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(required - max 75 characters)

Operational Budget - funding Heritage conservation

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

In favour

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hello Council - on behalf of the heritage advocacy group that I chair (Calgarians for Heritage Districts) I would like to confirm support (following an earlier letter this year) for the existing budget recommendations of a) an increase to the residential grant program by 500k to 1M per year and to c/f 1.5Mil in funds for the non residential (commercial) grant program. In addition, I am not clear why the previously proposed residential tax credits for designated residential homes (supported by the Executive Committee in May/22) is NOT included in budget. I am also not clear why the non residential commercial program was not fully subscribed in 2022 and why the initially proposed amount for non residential of 2Mil/year is no longer being considered.

I designated my home in Hillhurst in 2017. Not because I wished to spend time going through the bylaw process or limit my options when it came to renovating my home or selling it, but because I wished to make a statement in my community that some of our heritage homes should be conserved for reasons such as cultural and housing diversity, environmental (avoid landfill waste) and sustainability. Heritage buildings provide a sense of place, they are links to our past and the people who came before us. They also provide context for how people lived and as an immigrant to Canada, I value that connection.

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

Omitting the residential tax credits when they were voted on and supported by the Executive Committee earlier this year is a mistake. According to a poll by the City, 94% of those polled stated that heritage conservation was important, 86% stated that more should be done to support conservation. Living in an inner city community means that the push for greater density seems to invariably trump heritage conservation. I am not



a supporter of sprawl and would like to see complete communities within an efficient City footprint, however as the vast majority of our heritage buildings exists in the very communities that are being densified, more has to done by Council to give heritage a fighting chance.

While the Heritage Incentive tools that were supported by Council a few years ago, are a good step, they have not been implemented and are unproven. Adding to this toolkit with additional funding for heritage is badly needed.

Please put back on the table, the need for the residential tax credits in this budget cycle.

thanks
Lorna Cordeiro
Calgarians for Heritage Districts

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I have read and understand the above statement.

First name (required)	Allan
Last name (required)	McIntyre
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?

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Council

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Nov 21, 2022

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City Budget 4 Year Planning Cycle 2023 - 2027

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

Neither

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Affordable housing is the top priority for Calgary during this upcoming budget cycle and beyond. Affordable housing is fundamental to the City's purpose... "to make life better every day". Affordable housing will give people stability to participate as best they can in the other 6 items in the list, especially: mental health, recreation, climate change, and public transit.

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I have read and understand the above statement.

First name (required) **Tara**

Last name (required) **Evans**

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)

Council

Date of meeting (required)

Nov 22, 2022

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(required - max 75 characters)

Public Transit Plan and Budget

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

In opposition

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Although I own a vehicle, my preferred mode of transportation for work and other city travel is transit. As a frequent user of Calgary Transit the last few years have been incredibly frustrating to see the downturn in service and usage. While I know the initial downturn was related to covid, in the past few months there has been a marked increase in vehicle traffic on roads, and yet the return to regular transit usage has not occurred. I would like to see transit service resume to pre-pandemic. Increased frequency on both trains and bus routes will increase ridership. You can't increase ridership through underfunding as the time it takes to get from point A to point B is priority for most riders. Limited accessibility in this city is also an issue. Limited sidewalks and the distance between the stops can be excessive. The city has historically done a poor job in planning sidewalks for walking access and I often have to walk on un-side walked pathways that are hazardous and difficult to walk on. As an able bodied person, I can manage, but this would be very challenging, if not impossible for those who are mobility challenged. Why aren't neighbourhoods planned around transit and why isn't this part of the developer's responsibility to build with access as a priority. Why aren't new industrial areas planned for walking and transit and why aren't old industrial areas retrofitted with sidewalks? The proposed increase in transit fees and the overall failure to invest in increased transit opportunities is astounding for a council who claimed a climate emergency immediately after taking office. Riders will not return to transit until there is better access and better frequency, not the other way around. Your budget document has very little in the way of how you are actually going to increase ridership and resume services. Why is it that most other city services come with a user-based cost, but we don't charge tolls for roadway usage? The new Premier has decided to put provincial money into another Deerfoot expansion effort. City plan-

ning should not be done at a provincial level and funding needs to be done based on overall priority. City governments need to take responsibility for ensuring all citizens have the ability to travel throughout the city without relying on an individual vehicle. If it is true that a top priority for Calgarians is providing more frequent transit service to be competitive with other modes of travel. Then this budget is a failure. TE

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I have read and understand the above statement.

First name (required) Jack

Last name (required) Warrenmisc

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)

Nov 21, 2022

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

(required - max 75 characters)

Severe increase in taxes for this time.

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

In opposition

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Dear Ms. Gondek.

I am expressing my extreme displeasure and disappointment in the City Council's budget proposal.
It clearly shows council is severely out of touch with Calgarians.

People are suffering, people are hurting, they need support now, NOT hurtful tax increases.
Children are going hungry, parents are skipping their own meals to feed their family.
These are hard times for many people.
And the Council's answer is "but look, we have a bunch of shiny new buses"

Please temporarily put aside your prejudicious and help the Calgarians when the are down.

Trim every major account 5%.

Put the electric buses on hold for one year.

Be a leader, be creative. Lobby the CEOs of the oil and gas companies headquartered in Calgary to chip into local social programs, in their name.

Anything to alleviate some of the current suffering.

DO NO RAISE TAXES TODAY, DO NOT KICK THE PEOLPE WHEN THEY ARE ALREADY DOWN AND NEED YOUR HELP.

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

Sincerely, Jack

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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) Heather

Last name (required) Addy

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)

Nov 22, 2022

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

(required - max 75 characters)

9.2.1 - 2023-2026 Service Plans and Budgets

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

Neither

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

I am a resident of Ward 7 and strongly support the Climate Strategy. In this budget, I am looking for funds to be allocated in ways that support the Climate Strategy and that align with the Climate Emergency declared by Council. To achieve the City's commitment to net-zero by 2050, we need to make it easier for people to travel around the city by transit and cycling. I am concerned that the proposed increase in transit fares will instead make transit less attractive and less feasible for many people. I am also concerned that not enough is being done to increase the frequency of trains and buses. Increased frequency is crucial not only to make commuting via transit faster than driving but also to increase safety. As a woman, I hesitate to take transit in the evenings, particularly in the downtown core, because I do not feel safe waiting for 20 minutes or more at a bus stop or train station. I ask that Council fund increased frequency of transit, particularly BRT and LRT, and that you reduce, not increase, transit fares. In addition, I ask that the City allocate funds to expand and support the Always Available for All Ages & Abilities (5A) network of pathways and bikeways, which makes it easier and faster for people to commute or run errands by bike.

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I have read and understand the above statement.

First name (required) **Pamela**

Last name (required) **Lee**

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)

Nov 19, 2022

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

(required - max 75 characters)

Budget

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

In opposition

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

As we are approaching recession, it is so shameful that you didn't even look internally first for cuts before you increased the city budget. There are a ton of efficiencies to be found!

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I have read and understand the above statement.

First name (required) **David**

Last name (required) **Thibodeau**

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)

Nov 24, 2022

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

(required - max 75 characters)

2023-2026 service plans and budget

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

Neither

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

Hello, please invest more into active transport options. The allocated amount for walking and cycling is very low. It is better for our safety and our health. Active transport can have immense impacts on our community's health. We are in a health care crisis and if we work on the preventative measures it will help divert people away from the hospital. It also reduces air pollution that is harmful to our lungs. It is also better for our environment by reducing carbon emissions. Please also invest more in electric buses, our natural gas buses are still give off very dirty emissions, very loud and not very quiet compared to the electric buses.



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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) Katharine

Last name (required) Hopkins

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)

Nov 22, 2022

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

(required - max 75 characters)

2023-2026 Service Plans and Budgets

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

In opposition

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

Please increase the funding to social programs and services (Community Strategies, Social Programs, Affordable Housing, and Neighbourhood Support), and reduce funding to the police.

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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) **Hiten**

Last name (required) **Dhillon**

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)

Nov 25, 2022

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

(required - max 75 characters)

I'm against the proposed property tax increase

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

In opposition

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

Property taxes shouldn't been increased



Official Submission to City Council - November 22 , 2022

Re: 2023-2026 Service Plans and Budgets Deliberations

Status Public Participation

Position: Neither For or Against - Only Suggested Additions

The 2023-2026 Service Plans and Budgets proposed before council is a great opportunity to work on some Naturalized Green-Space needs in Calgary.

Our **First Request** is for this budget to put funding towards an Administrative Inquiry into the Creation of a National Urban Park with the Federal Government. [Edmonton is already working on their submission and is in a pre-feasibility stage](#) with the Federal government on the creation of a National Urban Park in the city of Edmonton. To our knowledge a similar initiative is not even on the radar here in Calgary. The Federal Government has a goal of 15 National Urban Parks by the year 2030 and it is our belief that Nose Creek should be a candidate on this [list](#).

Our **Second Request** is for Calgary to put funds towards investigating the feasibility of a cross-municipal park along the Nose Creek with the municipalities of Rockyview County and Airdrie. Airdrie and Rockyview are already discussing routes for a bike pathway. If we could add a connected Park along with their project this would help bring the attention of other levels of government to assist this project. Greenspace like this will also serve to move Calgary's Northeast closer towards meeting the policies laid out in the [Municipal Development Plan \(MDP\)](#) objective of creating quality public parks, open spaces and other community amenities.

- Provide a high-quality park and open-space system to meet the varied needs of Calgarians.
- Protect and improve scenic landscapes that enhance the amenity and character of Calgary's river valley park system, other waterways and wetlands, natural tree stands and prominent escarpments.
- Maintain and improve access to water bodies, including rivers, creeks, and reservoirs.
- Design parks, open spaces, and amenities to the highest accessibility standards feasible.

Our **Final Request** is a Commitment to creating new Interconnected Naturalized Park spaces in each quadrant of the City over the next 4 years. We realize our advocacy is equally important to other areas of the city. Not only could these nature/wildlife corridors provide a response to the Climate Emergency it will also allow for communities to be connected through greenspace

instead of only highways and roads. The pandemic has shown the health benefits of providing safe, inclusive, vibrant and accessible parks and open spaces. The City of Calgary should ensure that Calgarians in all quadrants of the city are able to access these spaces easily. This is another policy in the [MDP](#): Create a comprehensive and connected park, pathway and open-space system that links neighbourhoods, public parks, natural areas, athletic parks, plazas, squares and the river valleys.

REQUESTS ON THIS SUBMISSION

- 1.) Allocate Funds towards Administrative Inquiry into creating a National Urban Park in Calgary along Nose Creek.
- 2.) Allocate funds towards investigating the feasibility of a cross-municipal park along the Nose Creek with the municipalities of Rockyview County and Airdrie.
- 3.) Commit to creating new Interconnected Naturalized Park spaces in each quadrant of the city.

Official Park Proposal: [Nose Creek Park Official Park Proposal Rev A](#)

About Save Nose Creek

Save Nose Creek is a community led initiative with the goal to provide the Nose Creek Valley with an official Park Designation. We have outlined 3 goals for our initiative.

Primary Goal - Provincial or National Urban Park Designation

Secondary Goal - Regional Municipalities Park Designation / Creek Protection

Tertiary Goal - Giving a Voice for Nose Creek in Developments and Infrastructure Improvements

Why are we doing this?

Our initiative is made up of volunteers who want to protect the Nose Creek Valley from industrial overdevelopment. We are trying to preserve and protect:

- Biodiversity.
- Watershed.
- First Nations and Canadian Settler Archeological Discoveries.
- The Naturalized Greenspace.



Isn't it too late?

We are hoping there is still time to adjust course for the Nose Creek Valley. As we talk with developers, key stakeholders and specialists there is interest to find a middle ground. We are asking for everyone with interests in the Nose Creek Valley to work together to create a green-belt from Calgary to Airdrie for consideration of an Official Park Designation by the Provincial or Federal Government.



Social Quicklinks:



News Articles:

Outlet	Link
Livewire Calgary	Save Nose Creek launched to encourage community consultations in north Calgary
Global Calgary	Calgary group hopes to save northwest green space from redevelopment
Calgary Herald	Advocacy group forms to save north Nose Creek Valley from industrial development
CrossBorder Podcast	Episode 419 Save Nose Creek
Global Calgary	City council greenlights rezoning along Calgary's Nose Creek Valley
Livewire Calgary	Industrial land use change goes ahead despite Save Nose Creek opposition
Airdrie Today	Community advocacy group wants more action to help Nose Creek
Airdrie Today	Rocky View County, Crossfield working to reduce impact on Nose Creek



Email: info@savenosecreek.com Phone: 403 973 0609

Socials: @SaveNoseCreek Website: SaveNoseCreek.com

Save Nose Creek is honoured to advocate for the Nose Creek Valley on the traditional territories of the Blackfoot Confederacy (Siksika, Kainai, Piikani), the Tsuut'ina, the Îyáxe Nakoda Nations, the Métis Nation (Region 3), and all people who make their homes in the Treaty 7 region of Southern Alberta.

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I have read and understand the above statement.

First name (required) **Dorothy**

Last name (required) **Dicks**

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)

Nov 22, 2022

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

(required - max 75 characters)

4 Year budget

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

In opposition

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If you have additional files to attach, email them to publicsubmissions@calgary.ca

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

I feel at this time this council is out of touch with the residents and tax payers of the City of Calgary. The tax increases are above in all areas what both salary increases or no salary increase and the cost of inflation. With limited income this is a major concern of mine and I am sure not the only one. I find the city council needs to take more consideration of what is happening within our ever increasing lost of wages to tax increases. I am very disappointed with City Council.

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I have read and understand the above statement.

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I have read and understand the above statement.

First name (required)	Tim
Last name (required)	Schaefer
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?

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

Council

Date of meeting (required)

Nov 21, 2022

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

(required - max 75 characters)

2023-2026 Service Plans and Budgets - Transportation

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

In opposition

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Hello Calgary City Council,

I am writing to voice my concern of the inadequacy of the budget assigned for safe active mobility infrastructure in the Transportation plan and budget for 2023-2026. In particular the lack of commitment to fund safe routes to schools.

Despite clear policy set by past and present City Councils that calls for the construction of more safe active mobility infrastructure the proposed 2023-2026 City Budget completely fails to move the needle to actually fund any new infrastructure.

Specifically on our kids, there are 200,000 kids who travel to school each day and an estimated 44% of them are driven in a private vehicle as per Youth En Route surveys. This amounts to 88,000 kids who are driven to school. Convert that into oneway trips that equals 352,000 trips. This is a huge source of traffic, congestion and wear on our streets.

Meanwhile only 1% of students bike to school. This is very low compared to other similar countries like Sweden (20%) and Norway (11%) as per a 2022 IPSOS Survey. That same IPSOS survey reports the same finding as countless others, that people do not bike for transportation when conditions are not safe. Yes Calgary has great recreational pathways, but they do not connect kids from where they live to where they go to school. Calgary has an unsafe built environment for kids and adults to use bikes more widely for transportation. This needs to change with a definitive plan from council.

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

The city of Edmonton is planning to build over 100km of wheeling lanes over the next 4

years. Montreal is planning to build over 200km in the next 5. Other cities in the world like Paris, Berlin, and others have even bigger plans. Calgary is about to miss out on another 4 years with essentially no progress.

Investing in active mobility infrastructure will reduce the need for capital and operating costs for vehicles as demand for those modes will decrease when the City provides safe active mobility infrastructure. You do not need to spend more money overall now, you just need to re-allocate Streets budget that is being spent in other areas over to active mobility. When you do this you will reduce the demand and wear on the roads that will offset the need for additional spend on maintenance for roads.

I ask that you change this direction and demonstrate leadership on this important file by at a minimum matching Edmonton's plan or better matching Montreal's.

Thank you,

Tim Schaefer
Resident of Calgary

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I have read and understand the above statement.

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I have read and understand the above statement.

First name (required) **Janet**

Last name (required) **Gourlay-Vallance**

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)

Nov 22, 2022

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

(required - max 75 characters)

Public submission for the Service Plans & Budget Deliberations

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

Neither

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

November 21 – 25, 2022

Dear Councillors,

Your deliberations on our city's 2022 budget cycle are extremely important. **We need courageous Council members** who will follow on their declaration of a climate emergency and **set the foundation toward a sustainable, more environmentally resilient Calgary** for our citizens.

A robust public transit is a mark of a vibrant city and is a common good to all Calgarians. Our priority must be building out a reliable, frequent, clean energy service to all of Calgary and make public transit an easy choice for Calgarians in their commute and getting to their market centers. This, along with the provision of **safe active transportation corridors** must be our mantra for this decade. 2022 Budget Cycle must lay the foundation, therefore considering new vehicle roads or interchanges needs to be resisted and recognized as a distraction from our goal of sustainability.

The focus of our **infrastructure funding must be on improvements within our existing footprint** and the communities where Calgarians actually reside. As our climate becomes more erratic environmental resilience will save lives. The areas to be focused on and funded are:

- Fund improvements to **existing community main streets and downtown projects** that will stimulate our city to become more walkable and will support existing businesses within these communities.
- Fund retrofits on our **existing building stock toward energy efficiency** and provide a training center that will inform our building trades of the methodology needed for this work.
- Fund the **building of affordable, energy efficient housing in existing communities** to ensure all of our citizens have stable housing that will withstand the climate events in our future, and reduce energy poverty in our City.
- Fund **the increase and rehabilitation of our green spaces and add tree canopy** to existing green areas, especially in those communities underserved by parks and green areas. Our natural areas provide the resilience our City needs, therefore any further reduction/ development in green spaces must be resisted.
- Ensure our city utility **ENMAX is on the path of zero-carbon in their own operations by 2035**, and are working hard toward **community renewable-energy districts** with concrete goals within this budget cycle. This will support our young families with the opportunity to opt into solar supplied energy when it is out of reach for them on their own homes.

The above priorities of maintaining and enhancing the infrastructure that exists in Calgary will provide benefit to all Calgarians. We need to see our **existing infrastructure as 'embedded carbon assets'** that can be added to, enhanced and refitted for the future. We must focus on what we have and refit it for the chaotic future that we know is barreling toward us.

We must **not be distracted by the thoughts of funding the new communities** suggested earlier this year. Green field development is destroying ecosystems and making our City even more unsustainable for the future. The spinning of this differently is not to be trusted.

Thank you for your consideration. I look forward to viewing the deliberations and supporting our courageous Councillors at this pivotal time.

Kind Regards
Janet Gourlay-Vallance
Calgary NW

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I have read and understand the above statement.

First name (required) Lonnie

Last name (required) Unger

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?

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

Council

Date of meeting (required)

Nov 22, 2022

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(required - max 75 characters)

Budget

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

In opposition

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

At a time when inflation is rampant and economic pressures are hitting families hard, a tax increase is frankly unacceptable. Cut the fat and keep taxes at or below current rates. Now is NOT the time to entertain "nice to have" spending. Now is the time for "essentials only". Ask around, that's the reality of life for many, many Calgarians.

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I have read and understand the above statement.

First name (required)

Jeff

Last name (required)

Loomis

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?

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Council

Date of meeting (required)

Nov 22, 2022

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

(required - max 75 characters)

Council - Special Meeting. Adjustments to One Calgary Service Plans and Bu

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

Neither

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The City of Calgary should consider a one-time increase to funding for the Family and Community Support Services (FCSS) in the 2023-26 Service Plan and Budget. FCSS has not received an increase in Government of Alberta funding since 2016-17.

Given the increased in demand for many FCSS services since COVID and the increased cost of delivering services as a result of inflation, it is becoming increasingly difficult for FCSS programs to maintain high quality results. FCSS programs utilize a rigorous pre and post program evaluation approach that demonstrates the effectiveness of FCSS programs. For example, FCSS invests in Momentum's asset building programs, which demonstrate that program participants increase their savings and reduce their debt as a result of the program. Many graduates of Momentum's financial literacy and asset building programs like Raegan move from living with significant financial stress and instability to achieve a better relationship with money and ultimately improved physical and mental wellness. As Raegan states, "with a new relationship towards money, I feel healthier and happier, and can do more of the things that I love." The preventative approach of FCSS programs is critical to address many social issues challenging our city, including mental health, addictions, homelessness and crime; however, the proactiveness of prevention programs is significantly challenged due to the resource constraints of many FCSS agencies in our city.

The FCSS Forum (which is comprised of FCSS agencies and works collaboratively with City staff) is requesting the City of Calgary to increase its contribution to the FCSS program in the 2023-26 budget from the current 25% matching of provincial funding to 30%. This increase will enable funded FCSS agencies to better meet demand for ser-

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



vices and deal with the rising costs of business until the provincial government provides new FCSS funding program province-wide. The FCSS Forum wants to work together with City Council and the provincial FCSS association (FCSSAA) to advocate for at least a \$25M increase in funding to the provincial FCSS program.

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I have read and understand the above statement.

First name (required)	Sam
Last name (required)	C
Are you speaking on behalf of a group or Community Association? (required)	Yes
What is the group that you represent?	Common citizens

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)

Nov 21, 2022

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

(required - max 75 characters)

Transit property tax recreational area

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

In opposition

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

Property tax why is it going up every year? Why is council not being prudent and stop spending on urban sprawl and reducing transit operating cost?
Transit
Why city of Calgary pays salary doubled then City of Toronto to it drivers ? Why driving a bus or train is considered to be such a high paying job? Drives are paid \$100/hour on stat holidays driving around empty buses this should be stop increasing bus fare will further Decrease riders

Parks and recreation facilities We have so many parks 80% of them are not used at all and 90% of them are not used in winter but citizen are charged to maintain them. Fair entry program is unfair why should city give 90% of to section of ppl who are not paying taxes common citizens cannot afford recreational facilities who pays taxes

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I have read and understand the above statement.

First name (required) **Helen**

Last name (required) **Meier**

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)

Nov 21, 2022

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

(required - max 75 characters)

Propert tax ans recycling increase.

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

In opposition

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

I am 66 years old. I sold the house I owned in Penbrooke Meadows for a lower price than anywhere else in the city because of the area. I ptchased a townhouse using what I made from the sale of my house. I carry a mortgage and live off of CPP, OAS & GIS. I think I should pay less property tax because i'm a senior and now you want to raise proerty tax. Why don't you look for money in the high wages you pay yousel es? Why don't don't you take money out of your budget and fill this city with more homeless shelters that the city should build because if you don't knock it off with your tax increases I'll end up there, I don't agree with your proposed property tax and recycling fees increase.

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I have read and understand the above statement.

First name (required) **Michelle**

Last name (required) **Mather**

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?

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Council

Date of meeting (required)

Nov 21, 2022

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(required - max 75 characters)

Budget deliberations

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

In opposition

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I do not support the proposed \$40.8 million spending on 'climate initiatives'. Spending is completely out of control. You were never given a mandate for this by the electorate. I do not support this or any increase in taxes.

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I have read and understand the above statement.

First name (required) Chris

Last name (required) Manderson

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?

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

Council

Date of meeting (required)

Nov 22, 2022

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

(required - max 75 characters)

9.2.1 2023-26 Service Plans & Budgets. Climate & Environment Management pla

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

In favour

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Climate & Environment Management plan and budget

This budget identifies a performance measure target (PM1) of 60% of Environmentally Significant Areas will be protected.

I would note that there appears to be an error in at least one year of reporting for PM1 (Environmentally Significant Area protected—pg 297). It indicates a 53% protection in 2019. This is inconsistent with the Biodiversity Advisory Committee's annual report to Council (C2022-0523, attachment 4a) which states that 42% of ESA was protected (loss of 58%). I have not seen other data for subsequent years, so cannot be certain of the accuracy of this performance measure.

It is clear that the City can do better with respect to protection of environmentally significant habitat. I strongly support further action to protect significant habitat. This should be a priority for the conservation of biodiversity, climate resilience and to create a network of healthy, connected natural areas throughout the City. These goals have been affirmed by City Council on numerous occasions with the approval of such policies as the Wetland Conservation Plan, Biodiversity Strategy, Environment Strategy, Climate Policy and numerous other documents.

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

In 'How we are going to get there' (pg 298), it states that the City will...

Increase protection and conservation of Environmentally Significant Areas (ESA) in greenfield development by developing standard protocols for ESA identification in ecological inventories and biophysical impact assessments, by retaining identified ESAs using Environmental Reserve or other planning tools as part of Land Use Amendment/

Outline Plan approvals and by updating ESA and Environmental Reserve policies and guidelines.

This is important work, and has my support, however I do not think that it goes far enough, nor does it adequately capture the issue. This statement suggests that the City needs 'standard protocols' to increase protection. I do not think that the development of an ESA tool is the issue here, as the City has had ESA criteria in place for quite some time.

Currently ESA lands are usually only protected if they can be dedicated as Environmental Reserve (e.g. subject to flooding or are unstable), or in limited cases taken as Municipal Reserve. Significant habitat that does not fit within the narrow criteria of ER (for example native grasslands or aspen parkland habitat) have been rarely protected. Conservation of significant habitat should be a priority over the restoration of deg

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I have read and understand the above statement.

First name (required) **Danny**

Last name (required) **Randell**

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?

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Council

Date of meeting (required)

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(required - max 75 characters)

Proposed budget

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

In opposition

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Can the city please look to more ways to cut spending rather than relying on property tax increases to makeup shortfalls? Affordability should be a priority for all levels of government right now — i.e. it does not fall solely within the purview of the provincial and federal government; but municipalities are also responsible for finding ways to ease the economic burden on their residents. Tax increases at this time are most unhelpful and I would urge Council not to pass this budget until a means to reduce spending has been identified and property tax increases are suspended. Thank you.

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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) Avery

Last name (required) Warren

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)

Nov 22, 2022

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

(required - max 75 characters)

item 9.2.1

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

Neither

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If you have additional files to attach, email them to publicsubmissions@calgary.ca

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

I believe it is of great importance that our city puts more money into transit as well as the accessibility of and connections between our sidewalks and pathways. I love this city but it's getting increasingly difficult to live in without a drivers license or car.

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I have read and understand the above statement.

First name (required) **Jacqulynn**

Last name (required) **Mulyk**

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?

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

Council

Date of meeting (required)

Nov 22, 2022

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

(required - max 75 characters)

Item 9.2.1 - tax rate, service

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

In opposition

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

This comment is in regards to the proposed tax and service fee increases. I have read over the proposed budget plan for 2023 and although there is a lot of support for many important projects and initiatives, I believe it is ignorant of the struggle many Calgarians are facing today. Not only are we seeing an increase in property tax, we will feel the squeeze on all the services this tax increase proposed to prop-up and support. On top of this I receive daily requests for donations from these civil institutions such as the Glenbow Museum and Calgary Library. Lovely how the Arts Commons and other arts institutions are being supported, but because of constant increases from every where, I can't afford to enjoy them. You want to increase the viability of institutions that many Calgarians can no longer afford. Then there is the increased money for the very low income and those who need help with homelessness. I face this everyday as I walk to work downtown. Everyday my heart goes out to this sector and I am in support of helping this sector. My question is, what is in this budget that gives any break to the everyday tax payer who makes between \$50,000 - \$90,000? Do you know how many Calgarians sit in this income bracket and who have not seen any pay increase in many years at their job?? Is city counsel so removed from this income bracket that you think it is a walk in the park and all these increases from city, for our transportation, our food, any travel - if that is even possible?? Even to go to a park now - I need to pay in many cases. No - governments of all levels have turned a blind eye towards the average citizen and has constantly heaped the burden of our society on this sector of our community. Who will go to your institutions? Who will ride your buses? I think one might have a better standard of living in this city if you make under \$30,000. At least you can tap into the many free social services available. It is all important - yes. I love all the items this budget proposed to support - but how much can you pile on the back of the aver-

age income earner before they break? Is an institution worth more than the people??
Reduce your budget increase or make all the services more affordable.

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I have read and understand the above statement.

First name (required)	Danielle
Last name (required)	Wilkinson
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?

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

Council

Date of meeting (required)

Nov 22, 2022

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

(required - max 75 characters)

Budget Deliberations 2023-2026

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

In opposition

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

First of hello and thank you for reading my comment. I am born and raised in Calgary, Alberta, Canada, although I am currently studying law with french law in Birmingham, England, but I regularly come back to visit my parents and plan on living in Alberta upon completion of my studies. Now for the issue at hand :

I think it is outrageous that the proposed city of Calgary budget for 2023-2026 will see cuts to community strategies such as anti-racism, addiction help, senior age-friendly strategies, etc which directly help the community. It has been proven by many professional studies that these initiatives reduce crime rate. Meanwhile the police budget is proposed to increase by 105 million dollars over the four year budget period. Police arrive after a crime has occurred. The community strategies are there before, and prevent crime from happening. This budget is counter-productive and incredibly disappointing. It is in the best interest of Calgarians to at the very least invest equal amounts in community strategies than in the police budget.

It makes me feel as though my representatives do not truly represent me, and or the community at all.

Lastly, community strategies are economically intelligent investments. For example, if a drug addict is on the streets he will not be productive and contribute through taxes, he will cost money through police labor, and possibly jail costs if he is imprisoned. Not to mention he will be contributing to the illegal drug economy. On the other hand, if he is provided adequate addiction counseling he will then be able to be a productive member of society, and contribute through taxes which in turn means more money for the government.

Think wisely and with the greater intent of the community at heart rather than simply for the police. We all want crime rates to reduce, it is not by simply equipping the police force with the newest vehicles, or the newest guns, or simply adding more officers that this will occur. We need community initiatives to help with the well being of members of society. If you are not in need you don't steal, if you are content with life you don't become violent towards others, if you are not drug addicted you don't use drugs. Community initiatives help with all of these things and lastly, many community initiatives are lead and operated by volunteers, how come this hard work which is proven to reduce crime is not recognized nor paid, but police are always recognized. I appreciate the work police do, however, I also appreciate the work volunteers and community organizers do and they have always been neglected specifically in regards to public financing. Thank you and I sincerely hope you think about my comments and do not dismiss them. Thank you for your time and attention, even though I may not agree with all the decisions made I am still grateful for the time and attention spent by every single person here in order to better our society !

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I have read and understand the above statement.

First name (required) **Matthew**

Last name (required) **Hicks**

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?

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

Council

Date of meeting (required)

Nov 22, 2022

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

(required - max 75 characters)

2023-2026 budget

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

Neither

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Hello,

As someone who is not waist deep in civic engagement, I must admit I haven't had time to truly understand the hundreds of pages of budget documents available. I can only speak to what I see in this city that I've lived in my whole life, and what I feel will improve it.

A main concern is the continuation of sprawl, which I've seen positive steps on. However, lack of true centres in the suburbs with incomplete connections to, or simply being incredibly far away from shops, schools, and other amenities takes a huge toll on liveability and adds costs both in terms of transportation and time to both residents and the city alike. I hate to see our budget bleeding out the edges.

I have seen a large increase in obvious encampments. I've seen the cold huddles of unhoused people grow larger, and I've seen them appear better off, yet unable to find a home. Affordable housing should be a much higher priority.

I used to take transit daily. The service cuts of 2019, pre COVID, were awful and uncalled for. Our transit system, for all its flaws, worked very well in many ways. We need to get C-trains and major bus routes back on 10 minute headways all day, and we need to make it cheaper for families to travel.

In 2020, I made the decision to commute by bike while working in the city limits. This has led me to know the city much better than I ever could have hoped to while driving!

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



I'm also happier, healthier, and have made many friends along the way. It has also shown me that for every excellent pathway in the city, there's a disconnected, unsafe mess of a major transportation route. There should be a concerted effort to build and maintain missing links, especially those caused by more modern arterial roads that socially engineer neighbourhoods into heavy car dependency. People need to be able to make their own choices, not be forced into a car!

I also ask for more work being done to fund alternatives to police response. I have too many times seen them escalate situations, not help those in need, and pick sides where they should be neutral. I feel they have their place, but a budget increase at this time is frankly ridiculous. Many advocacy groups can name dozens of better solutions, it's past time to listen to them.

I love this city and I respect those who work for its betterment, and I hope that this budget will continue to improve my home. Thank you.

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I have read and understand the above statement.

First name (required) **Gaynor**

Last name (required) **Kinsley**

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?

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

Standing Policy Committee on Infrastructure and Planning

Date of meeting (required)

Nov 22, 2022

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

(required - max 75 characters)

Proposed 2023-2026 Service Plans and Budget

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

In opposition

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

As a newcomer to Calgary, I have been very impressed with the number of pathways to enable walking and cycling throughout the city. The pathways are often full of people: young, old and families using all forms of personal transport or just enjoying a walk. They do this because they can and because they feel safe - away from traffic and the dangers of the road. I do not have a car but I have been able to travel throughout the city, enjoying the great surroundings, getting fresh air, getting fitter and happy that I was not contributing to pollution levels.

The good work that the council has done should be continued to encourage more active transportation. More pathways need to be created, especially when travelling east to west, as there are few ways to travel across Calgary in this direction. More pathways are needed in industrial areas so that people can travel to work by bike. More investment in active transportation is needed as this will improve quality of life for all, and this can only be a good thing.



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I have read and understand the above statement.

First name (required) **Bruce**

Last name (required) **Dalton**

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)

Nov 8, 2022

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

(required - max 75 characters)

9.2.1 2023 - 2026 Service Plans and Budgets, C2022-1051

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

In favour

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

Regarding key operating investments (~1:02 of the video). I am very supportive of investment in increasing mobility options and public transit. There should investments for people who do not wish to be dependent on a car or truck for personal transportation. Very supportive of the climate implementation plan. Regarding Appendix 10- Accelerate transition to zero admission vehicles- "Through policy and bylaw changes, require all new residential buildings to be EV-ready and commercial buildings to be 10 per cent EV-ready with 90 per cent conduit/partial readiness." This is great, but if this can be done why not also facilitate local renewable microgeneration of solar energy on new residential buildings as well and improve building insulation standards. Great to see the planned increase in share of zero or low emission transportation modes as well. There will be many vocal detractors of the city taking action on climate change, but the majority of citizens are aware that this is a crisis that needs to be addressed today rather than further pushing down the road as has been done in the past. Thank you.

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I have read and understand the above statement.

First name (required) **Bruce**

Last name (required) **Dalton**

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?

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

Council

Date of meeting (required)

Nov 8, 2022

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(required - max 75 characters)

9.2.1 2023 - 2026 Service Plans and Budgets, C2022-1051

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

Neither

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

I previously submitted a supportive comment about the Service plans and budget for 2023-2026. I wanted to add that I am opposed to the city growth strategy for the 20203-2026 service plan and budget cycle ; specifically the addition of 5 new communities. In the minutes from the June 27 infrastructure planning committee meeting, \$532 million is being budgeted to 39 previously approved new communities. This provides evidence of the enormous tax burden these new communities place on city taxpayers. New communities are predominately at the outskirts of he city , they are very car centric and increase the carbon emission footprint of the city, which is of course very inconsistent with the declaration of a climate emergency by this council. Please see article from CBC today ; <https://www.cbc.ca/news/business/evs-cities-climate-column-don-pittis-1.6654675?cmp=rss>. Thank you.

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I have read and understand the above statement.

First name (required) Rhonda

Last name (required) Simpson

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)

Nov 22, 2022

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

(required - max 75 characters)

Budget Deliberations - TIP Increase

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. Maximum of 15 MB per submission (5 attachments, 3 MB per pdf document, image, video)
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Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hi, Increasing the Property Tax to home owners is to much, not right to us, it is overwhelming for homeowners that are struggling already and that are trying to keep a roof over there heads for themselves and their family, increasing the property tax, could mean that alot of home owners could loose their home their safe place and community, please think about this, do not increase the property tax, people today are having a hard enough time affording food to put on their plates to feed themselves and their families. They do not want to loose their homes because of this. Plus the cost of the Garbage bins on top of that. Please Please think of all the people that could end up homeless because of this.

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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) **Glenna**

Last name (required) **Harms**

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?

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

Council

Date of meeting (required)

Nov 22, 2022

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

(required - max 75 characters)

budget

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

In opposition

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The budget as outlined will make many of us seniors on fixed incomes lose our homes because we cannot afford the extra costs and we cannot afford the seniors car facilities either. Then what, we could all end up living on the streets homeless. Why not use the extra money in the slush fund to fix and maintain the things council wants to do. Stop nickle and diming us to death. Transit costs going up, not a good thing, a lot of students work and go to school using transit, they already pay close to \$100.00 month this does not help the students and low income families. Not everyone has a vehicle or rich parents to help them out. There are many families that work for a living and still cannot afford to live. Why are we the everyday person being expected to help pay for the upgrades in the core area (downtown) we do not use it or go down there as it is too expensive. Why not make the developers pay more for the repairs and upgrades as they are the ones who own the buildings in the core area. It will not e a better place for seniors and low income families to live, work and play.

Going off topic of budget the issue between the Mayor and Council man Chew (I apologize for miss-spelling) She is not the only one who has had or is having issues with someone they work with , go to school with. What she has said on the news makes myself and others feel that the way to deal with an issue at work or school is to either have them dismissed or fired. This is not the way to teach our children how to handle issues.

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I have read and understand the above statement.

First name (required) Nolan

Last name (required) Jones

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?

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)

Council

Date of meeting (required)

Nov 22, 2022

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

(required - max 75 characters)

Council Budget

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

Neither

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Calgary's resources and property are not being used to their full potential. Not only this, but I believe Calgary can be a happier, healthier city and our quality of life can be improved. I am worried about the impacts of climate change in Calgary, especially food and water insecurity caused by increased droughts and floods. There are solutions; Calgary can be a leader in sustainable urban development. I'm writing today to ask that you use the municipal budget to invest in meaningful change and help transform Calgary into a better place to live.

Calgary has declared a climate emergency, but the city isn't educating its workers, especially the front line work force where misinformation is rapidly spreading. I've worked for the City for 18 years, and I have never seen any training related to the climate emergency. The City of Calgary could benefit greatly and reduce resistance to climate action by providing training and facilitating discussions on the impacts of climate change. Currently, the City is unnecessarily spending a significant amount of money on trucks and fuel when smaller, more economical vehicles would suffice.

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

Calgary could also use more green space and make recreational activities more accessible. The city has plenty of property such as indoor spaces that could be used for growing food and bringing people together. Allowing skateboarding in indoor parking lots during non-business hours could help young people stay active during the cold season. There are plenty of unnecessary road space and parking lots that could be used for parks and gardens.

I've noticed Calgary and other cities that are built around motor vehicles are less

happy. I believe it's because we're more isolated when we have to drive everywhere and we're stuck inside our vehicles. Calgarians are a slave to their vehicles. It's hard getting anywhere without a car in Calgary, even leaving a train station is difficult being a pedestrian. And transit is becoming less safe and I worry for the young people that don't have alternative transportation. Calgary could redevelop transit property around train stations to include businesses, housing, public spaces and services such as child-care where there are currently large single-level parking lots. This would make more efficient use of the property, help generate new revenue and make Calgary Transit far more accessible and user-friendly.

The City could help subsidize bikes and ebikes.

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I have read and understand the above statement.

First name (required) Joan

Last name (required) Kerbes

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)

Nov 22, 2022

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

(required - max 75 characters)

Property Taxes

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

In opposition

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

I find the mayor, council and the city's administration priorities to be reckless with Calgarians tax dollars. Property taxes are supposed to benefit its residents and not pay for arenas for the Calgary Sports & Entertainment Group. With the increasing crime, I feel public safety is far more important then increasing property taxes to pay for another arena. Calgary will continue to suffer when our tax dollars are being wasted on cooperations.

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I have read and understand the above statement.

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I have read and understand the above statement.

First name (required)	William
Last name (required)	Angus
Are you speaking on behalf of a group or Community Association? (required)	Yes
What is the group that you represent?	In Support of Vecova

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)

Nov 22, 2022

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

(required - max 75 characters)

Budget - in support of Vecova

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

In favour

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

Vecova and the VRRRI in the Calgary Community

I am writing this account of my experiences involving Vecova and its predecessor the Vocational and Rehabilitation Research Institute (VRRRI) during the course of my career as a mental health worker and psychologist, as well as my use of its recreational facilities as a patron, over the course of the past 49 years. It is my understanding that the agency is planning to carry on its work in the future in a new facility, expanding and building on its previous development, and I want to support its efforts to raise funds for this undertaking.

My first involvement with the agency goes back to 1973 when, as a young child-care worker in the psychiatric service at the old Children's Hospital, I used to visit the then VRRRI with a busload of kids to use the pool, which I believe the hospital rented a couple of times a week. Later, in the mid-seventies, as a Mental Health Worker, this experience was repeated when I worked with the Young Adult and Assessment units at the Foothills Hospital, to use the gym as well as the pool. In both cases these experiences provided a welcome relief from the routines and difficulties of life as in-patients for our clients as well as for the staff, as well as a chance to get some exercise and "blow off some steam". I believe these experiences were therapeutic for everyone, and helped promote healthy, "normalized" relationships between patients and staff.

A little later, I worked as a community psychologist at Alberta Mental Health Services, and had many VRRRI clients on my caseload, and collaborated with staff members from the agency in providing assessment, therapeutic and behavioural supports, as well as working with the families of my clients. This work continued when I was employed with the Rehabilitation Studies Program at the University of Calgary, and expanded somewhat, as several VRRRI staff became my students and colleagues at the University.

I should mention here that during my time at the university, the rehabilitation community in Calgary was undergoing a significant change in the format and philosophy of service provision. While previously the VRRRI had operated as a "sheltered workshop" where many clients worked on site for very minimal pay, and lived in a variety of congregate settings (at one time, even in a residential service on site), the agency became one of the early leaders in promoting community-based services, wherein clients were assisted in finding jobs in the community which paid normal wages, and started to live increasingly in independent living situations, or with their families, or in "supportive roommate" arrangements in the larger community. A side-benefit of these developments was that they induced increased co-operation among rehabilitation agencies and service providers, and with the larger community in general, including medical/psychiatric services. The VRRRI was the original home of the Arnika Centre, which is a specialized psychiatric clinic for patients who are receiving supports through Services for Persons with Developmental Disabilities. The process of establishing community-based supports is still continuing.

Until my retirement a little over a year ago, I worked at VRRRI/Vecova as the senior psychologist and later as the Supervisor of Clinical Services. Developments during

this period included increased collaboration between the agency (which became Vecova in 2011) and the University of Calgary, largely involving the clinical training of graduate Counselling students in clinical practica, and in the provision, via Vecova's mental health team, of educational presentations to rehabilitation workers, government funders, and other interested community members, in issues related to our clients' mental health. I am also proud to say that during my time at the agency, I provided clinical supervision to many Provisional Psychologists, who required it after graduate school to meet their professional licensing requirements, thus significantly increasing the number of psychologists specializing in intellectual disability, who are practicing in the Calgary region and beyond. Something for which I am particularly grateful, is that the agency added the support group that I and my students and provisional interns facilitated for brain injury survivors, to its service array after funding had been cut to operate the group through my private practice, enabling it to continue for over thirty years.

As a patron of Vecova's services, when my daughter was a little girl, we used to come to the pool to swim (an easy sell with the nice, warm water). More recently, in an attempt to regain my physical fitness after the pandemic shut-downs, I have become a regular user of the pool again, attending three times a week, and making new friends in the process.

Gradually, over the years the current facility is aging and has become less usable. A significant portion of the facility has been closed off because of asbestos and other concerns, and breakdowns in the heating and plumbing infrastructure are common. The agency and its services and amenities have been a mainstay in the support of disabled and non-disabled community members for decades, and has also been an important educational resource. Funding to build a new facility will enable this legacy to continue, perhaps for another fifty years.

William R. Angus

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I have read and understand the above statement.

First name (required)	Eva
Last name (required)	Kohout
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?

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

Council

Date of meeting (required)

Nov 22, 2022

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

(required - max 75 characters)

9.2.1 2023 - 2026 Service Plans and Budgets - Climate Strategy Funding

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

In favour

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I'm asking council for a strong, well funded climate strategy. As a citizen, tax payer, small business owner and a parent, there must be immediate movement and call to action on measurable climate strategies and targets that can provide immediate or rapid cost benefits to our city and our economy. The latest climate strategy that was passed this summer lacks a clear framework to measure and report on climate strategy actions, budget and annual spend. As in the 2018 Climate Resilience Strategy, in which the committees recommendations were quantitative targets are critical for assessment. "The Climate Resilience Strategy and implementation initiatives do not have appropriate quantifiable targets and monitoring metrics at the right scale and scope for the Panel to provide data-driven advice on progress. Without metrics, it is difficult to identify and prioritize specific opportunities for action, partnerships, and investment." Also: "There is a is a need to accelerate development of a more comprehensive strategy, policy, and implementation framework: An integrated strategy with clear policy, implementation tools, metrics, and financial supports for implementation is required to avoid maladaptive decisions; and to quicken the pace of action." These were recommendations given in 2020, and not much work or action to implement these recommendations has occurred over the last number of years, and indeed on any of the past climate related plans put forth by the City. This is a poor track record for Calgary as we continue to fall behind many cities and municipalities and fall short on our own made commitments. How is this new climate strategy any different than the other climate plans of the past and how will this strategy bring us closer to meet the net zero targets of 2050. Not if we don't put quantifiable, measurements, timelines, funding, and accountability into this strategy and begin putting into action projects that are actionable and can very quickly bring us cost benefits to help demonstrate that there are cost



savings in reducing greenhouse gasses, using or building on innovation that are already yielding profitable outcomes, and supporting projects that are in line with our climate strategy goals, instead of against them (urban sprawl (poor building practices), inadequate/inaccessible public transportation, and deforestation). The climate strategy must be amended, and funded in this budget as a priority to move our climate goals forward.

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I have read and understand the above statement.

First name (required) **Natalie**

Last name (required) **Sit**

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)

Nov 22, 2022

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

(required - max 75 characters)

Budget re: active transportation

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

Neither

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Hello City Council,

Please invest more active transportation modes in this budget. Council can't just declare a climate emergency and then do nothing to help people reduce their impact on the environment.

Please properly fund building active transportation infrastructure. People won't bike, wheel or scoot unless there are protected wheeling lanes. The City needs to build those lanes all over the city and then make sure money is budgeted to properly clear them during the winter. It's ridiculous that the proposed budget for 2023-2026 for of \$6.1-million for active mode infrastructure is less than the money spent on the highly successful cycle track pilot network in today's dollars.

We should also be funding more frequent transit (bus, LRT, rapid bus transit). We spent all this money on the rapid bus network so let's fund operations so people actually can use it.

If Calgary wants to be a city that attracts young workers, this is the barest of minimums to attract them here.

Thanks,
Natalie

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



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I have read and understand the above statement.

First name (required) Daorcey

Last name (required) Le Bray

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?

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

Council

Date of meeting (required)

Nov 22, 2022

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

(required - max 75 characters)

2023-2026 Service Plans and Budgets

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

Neither

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If you have additional files to attach, email them to publicsubmissions@calgary.ca

Mayor Gondek and City Council:

Over the past few years, I have been pleased to see our City Council declare a state of climate emergency and make statements to support tangible actions that will fight climate change while also increasing the health, safety, and equity of Calgarians--particularly children. However, I am deeply disappointed to see limited budget allocation to support active and public transportation. The current budget does not do enough to increase safe and active routes to school for children across the city. It does not do enough to build out Calgary's lagging wheeling lane infrastructure. It does not do enough to ensure that active modes of transportation or public transit become first choices for transportation options rather than impossible or unsafe choices.

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

I urge Council to demonstrate a commitment to its policy and promises to make Calgary an attractive, climate conscious, healthy, and equitable city. Please allocate greater resources to active transportation and public transportation. Build more, make it safer, make it a legitimate and attractive option. As a citizen who is proud to pay his taxes to improve this city for everyone, I sincerely hope we can do much more in these particular areas.

Council, our children are watching us. They want us to show them what we truly value and that they have a place here--a place where they are welcome, safe, and healthy. Otherwise, we risk having them leave us for more progressive cities that are serious about these issues. Increased investments in active and public transportation are a clear statement to them that we are building a city in which they can thrive.

Thank you.

From: [REDACTED]
To: [Public Submissions](#)
Subject: [External] Re: Submit a comment
Date: Monday, November 21, 2022 4:06:53 PM

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Thanks! Trying again:

Good morning,

My name is Asad Chaudhary - I'm a parent (of 2 kids under 6) who, along with my wife, has repeatedly chosen to make Calgary home for my family several times since first moving here 28 years ago in 1994. We are a family that has chosen to sacrifice many things in order to live in a sustainable way in line with City policy, but we feel constantly undermined and discouraged from doing so. For instance, we moved to a smaller house near LRT in 2019, just as brutal service cuts were made reducing Blue Line frequency to every 16 minutes off peak, rendering it near useless except for rush hour commuting. We have also invested in 2 electric cargobikes (less expensive than 90% of family cars on City roads) to avoid driving with our kids or for errands/groceries as much as possible, instead of a 2nd vehicle, and yet we've seen maintenance, capital improvements and winter snow clearance on active modes infrastructure near us wither away. For instance, this morning I rode on the Bow River pathway to downtown over a week after a snow event, and 40% of it is covered in hard ice - meaning Parks no longer has the ability to brush snow early and often in a snow event to prevent packed down ice from forming. This was not the case years ago. Why are City budget decisions constantly favouring investment in new neighbourhoods and automobile infrastructure?

I am writing to ask Council to follow up on their own policy decisions and implement them, by modifying the budget proposal put forth by City administration, to make significant and timely investments, with targets in the following 3 areas:

- Increased transit service, focusing on frequency on core routes, with a minimum of every 15 minutes 15 hours a day on LRT and BRT routes;
- Active transportation capital funding of at least 3% of the overall transportation budget, matching the 3% mode share of walking and biking trips in the City with a focus on delivering 100 km of all ages and abilities (5A) infrastructure in the 4-year cycle targeted at destinations like school (100 km is a very reasonable incremental goal building on visionary investments in the past that have gotten us a 1000 km pathway system, for example); and
- Improved operational funding for snow & ice control on core active transport infrastructure, especially focused on destinations like schools.

The City has, in the past decade, via the Calgary Transportation Plan, the climate emergency declaration and climate strategy, accepted that it needs to enable more Calgarians to move safely and efficiently through the city through means other than personal vehicles. There are many benefits to this: improved air quality, increased freedom and independence for those

who can't drive (the young, the elderly and many persons with disabilities), tourist friendliness, and much better financial and environmental sustainability outcomes. (Roads, and maintenance of them, including thorough winter weather, costs a TON, costs more per passenger-km than transit or active modes infrastructure!).

However, the City's budgets have consistently failed to deliver fair and equitable budget allocations to initiatives that would further these goals. For instance, the City's mode share shows 3% of Calgary trips are made on foot or by bike or other mobility device, and yet not even 1% of the transportation budget is allocated to capital improvements for these modes. The City is very lucky to be aiming for an 80 km LRT network (with Green Line buildout from downtown to SE counted) and a significant true BRT network, and yet the services are so under-funded they only run 3-4 trains/buses an hour - what a waste of visionary capital investments from past councils!

As the climate emergency becomes more and more acute every day, and as young families like ours seek to live more sustainable lifestyles to deliver a better future for our kids, the City must make choices that better reflect its own policy goals as well as our aspirations for our kids future. The path to doing so is to reallocate funding away from automobile-centric growth (for instance, 100 km of 5A active modes infrastructure can be delivered for the cost of just 1 or 2 distant suburban automobile interchanges that most Calgarians will never use) onto priorities that council has already adopted but never funded.

Thank you for your consideration. Now is the time for action. And council holds all the power it needs to take action, even within the current taxation level / funding envelope (and many Calgarians including us would happily pay higher taxes to fund these investments in our future).

--

Asad Chaudhary

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[REDACTED]

[REDACTED]

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Public hearing item: Budget
Name: Asad Chaudhary
Email: [REDACTED]
Date: 2022-11-21
Phonetic spelling:
Preferred pronouns: he/him/his

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<Public Submission to City Clerks.pdf>

Letter to Calgary City Council
Re: 2023-2026 Service Plans and Budgets

Calgary's proposed budget for 2023-2026 makes clear that the city does not, in fact, aim to achieve net-zero by 2050.

The budget for building active modes of infrastructure is so low it's horrifying.

Electric cars are polluting, just *slightly* less than a gasoline car, and farther away. Combustion vehicles can't be phased out in the blink of an eye, and the climate change isn't going to wait for electric cars to be 'ready'.

One major thing we can do? Walk to the store. Bike to the library. And yes, you can do an entire grocery trip (with a kid!) with one bike. If you'd like to know how, I will teach you.

Calgary is a beautiful city. Calgary's parks are unparalleled, and even with the challenges of the last few years, I believe in its potential. I have lived in Calgary for over ten years. I have travelled around the city primarily by bike for the entire ten years.

Walking and cycling provide a cheap, easy, healthy alternative to personal vehicles that combats congestion, poor health outcomes, and pollution. Why, then has council all but eliminated the budget for active transportation projects?

The current infrastructure to get around on a bike is at best an embarrassment. Recent projects have improved the situation, but when the only option for families to bike their kids to school is on the sidewalk, then the infrastructure is failing the users entirely. Bikes do not belong on the sidewalk, but the vehicle traffic is so poorly controlled that being nearly run over in a marked and signed crosswalk in my own neighbourhood is a daily occurrence. In a school/playground zone nonetheless.

The only good way to get around on a bike in Calgary is the river path, but this doesn't get you to a lot of other places, so if you'd rather not ride with vehicle traffic, you're adding a lot of time - sometimes doubling - the time to get anywhere on a bike by going all the way to the river and back up again.

Let me ask you this: *Would you accept this terrible of options in a car?* No, you wouldn't. And if you had been out on the paths anytime in the last couple of years, you'd know how much usership of the paths has exploded. People love them. People use them. People need MORE. And with the projected growth of the city, we cannot simply fit more cars into the same space. Higher density population and higher density movement is what's needed.

When the downtown cycle tracks were set to open in the summer of 2015 my husband and I used them to get to the Lilac Festival. On our way home, we ended up riding with a couple of families with young children in the cycle tracks - something you'd never see on a road without them. Cycle tracks, separated, protected lanes are *essential* to making them useable for all but the totally hard core. If a child can't use it, it's not good enough.

Have you looked at the bike lanes and paths these last few years? Have you noticed they're packed? Then why does the budget not reflect the need for more active transport capacity, more connectivity than we currently have?

The bike shops have been overrun with demand. Calgary should ride that wave and improve connectivity to allow people to get around on a bike. First comes recreation, then utilization.

Let me tell you why I bike darn near everywhere, and why more people would love to be able to:

1. Fitness. I've always been fit, but I had a baby last year and lost all of the baby weight primarily by using my bike to get places. I didn't have to "fit in" an extra workout here or there. It was built in to my day.
2. Fresh air. Getting outside is good for you. It's good for me. It's good for EVERYBODY.
3. Free transport. I've biked around on a bike I received as a gift over 20 years ago. I don't pay for gas or parking. I sold my backup car this summer because I didn't use it enough. Because of this I am so much more financially sound. With the cost of living crisis, how can this not be a good thing?
4. Because I'm not spending money maintaining and fuelling a car, I spend more money in businesses local to me.
5. I don't have to wait for a car to warm up, clean it off, anything. I put on a jacket (and gloves and toque, really what I'd put on to get into a car anyways) and go.
6. It's an adventure. It's fun. Even if it's the same old path that I've ridden a hundred (or more) times. There's always something new because I'm outside. You just don't get that in a car.

Here's the thing: I am a hardy, little-bit-crazy person according to most people. I should not be the exceptional person using something different to just get around. Building adequate infrastructure, maintaining it, and *clearing the snow off it*, is absolutely critical to encouraging "normal" people to ride. And it's absolutely critical for keeping Calgary's commitment to doing its part in the fight against climate change.

Calgary's declaration of a climate emergency, and attempting to make strides to net-zero are farcical if Calgary doesn't invest heavily in the least-polluting form of transportation: **active transportation**.

Sincerely,

Aubrey Blair-Pattison

Cyclist, Infrastructure User, Calgarian, Citizen of Earth

November 21, 2022

City of Calgary Mayor and Council

Re: Submission for consideration for 2023-2026 Service Plans and Budgets

The Calgary Region Airshed Zone Society (CRAZ) is a nonprofit organization providing unbiased/neutral environmental services to southern Alberta; including air monitoring, air quality outreach and education to the public.

In 2010, the City of Calgary led a regional initiative to create a membership funding formula based on \$0.10 per person intended to support the work that CRAZ does while maintaining the organization's independence and neutrality in order to preserve public trust and confidence. Recently, the City unilaterally reduced its membership contribution by 40% and is now requiring CRAZ to enter into a 'partnership' agreement which in reality is a service agreement thus jeopardizing our status as a neutral third-party provider.

At a time when the City is declaring a 'climate emergency', it is unacceptable to reduce our efforts and cooperation with other communities in this important area. We ask the City to honour its 2010 commitment, do away with the proposed Partnership Agreement and restore the membership funding it has historically provided.

Not only does this unwelcome renege impact our status with other communities in the region but it seriously hampers our ability to provide outreach/engagement to the City and its citizens.

Respectfully submitted by

Board of Directors Executive Council
Calgary Region Airshed Zone Society

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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) Pierre

Last name (required) Michiels

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 Infrastructure and Planning

Date of meeting (required)

Dec 8, 2022

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

(required - max 75 characters)

Westbrook Local Area Plan

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. Maximum of 15 MB per submission (5 attachments, 3 MB per pdf document, image, video)
If you have additional files to attach, email them to publicsubmissions@calgary.ca

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

I have owned a home at 25 Street SW in Shaganappi since 1996 and am greatly concerned by the impact of the Westbrook Community Local Area Plan specifically on north side of 17ave SW between 24th and 26th Streets. The proposed change on the WCLAP would allow the Building Scale to accommodate up to 6 storeys. I am asking the draft WCLAP be amended to Low-modified up to 4 storeys as was agreed in the 2017 Main Street consultation and zoning plan. As a longtime resident of this affected area, I will experience a decrease in the use and enjoyment of my property due:

- Loss of privacy from overlooking buildings in to adjacent properties
- Dramatic scale change considering this section of the community is only one block long
- Greatly increased traffic and parking congestion from lack on on-site parking on 17th Ave and the side streets. Street parking is already very congested and limited.
- Particularly concerned about increased shading by potentially higher structures up to 6 storeys south of adjacent residences.

A modification to the WCLAP, bringing the max height to four stories, already agreed and zoned with city planners, is a reasonable request to accommodate these concerns, abiding by the spirit and intent of the 2017 Main Streets consultation.
Thank you.

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I have read and understand the above statement.

First name (required) Rudy

Last name (required) Sudrich

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)

Nov 22, 2022

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

(required - max 75 characters)

2023-2026 Service Plans and Budgets

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

Neither

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I would like to see an increase in the spending for active transportation. This includes creating new cycle tracks, separated bike lanes and pathways as well as increasing the budget for maintenance of the existing infrastructure including year-round seasonal maintenance such as snow clearing.

I would also like to see a decrease in spending on roads and road maintenance. Too much of the budget is spent on catering to cars instead of people. City sprawl is stealing a disproportionate amount of the city's resources which should be reallocated into existing communities. The road budget allocated to new sprawl communities should instead go to improving active transportation.

I would also like to object to the proposed fare increases and service reductions for transit. I believe transit fares should instead be reduced or eliminated, and that service be increased and improved. Frequency of buses needs to be increased, reliability of scheduled times must be improved and efficiency for getting to one's destination must also be improved. Also the policy of having transit fares account for half of transit's costs puts too much emphasis on generating revenue at the expense of public service. This policy needs to change by removing the requirement to generate operating revenue.

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

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I have read and understand the above statement.

First name (required) **Bonnie**

Last name (required) **Pacaud**

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

What is the group that you represent? **Fair Calgary Community Voices**



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?

Yes

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

Council

Date of meeting (required)

Nov 22, 2022

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

(required - max 75 characters)

Transit pass increases for customers living below the poverty line

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

In opposition

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

FCCV has sent an email with our submissions because we couldn't attach it to this page.



YYC COUNCIL STRATEGIC PRIORITIES 2023-2026



**FAIR CALGARY COMMUNITY VOICES
PUBLIC BRIEF TO
CITY OF CALGARY BUDGET
2023-2026**



**Fair Calgary Community
Voices is calling on the City
of Calgary to freeze the fares
of the Low-Income Transit
Pass and the Low Income
Seniors pass at 2021 prices**





**FREEZING FARES AT 2021 PRICES
WILL SHOW THAT CITY COUNCIL
HAS LISTENED TO THOSE WITH
THE LIVED EXPERIENCE OF
POVERTY.**

How:

Safety, reliability, and affordability are the top areas of focus of the most recent Calgary Transit Business Plan

FCCV is pleased that the City of Calgary has recognized the importance of affordable and accessible public transit in their 2023-2026 budget. We recommend that the Low Income Transit Pass remain affordable for those people that depend on it every day to connect them to community.

82% of 2021 LITP (Low Income Transit Pass) Survey respondents stated that the LITP was affordable 86% indicated that it was saving them money, with the most common usage of saved money going to purchase other necessities.

Of 14 Calgary residents who qualify for the LITP, 86% mentioned affordability when asked to share their experiences with the Low-Income Transit Pass.

100% of 18 women at the Women's Centre stated they could not afford even a slight increase in the cost of their transit pass

"[thanks to the low-income transit pass I can...] Afford the pass. Otherwise, it is too expensive, and I cannot afford it."

"It gives me more money to buy decent food [...] it is more money I can spend on necessities."





The Low-Income Transit Pass is utilized by all regions of the city; it gets people where they need to go; it supports healthy and active lifestyles; and it reduces social isolation for those most at risk.

How:

72% of 2021 LITP Survey respondents indicated that it helped maintain social ties (visit family and friends) and 77% said it made it easier to get to medical and other appointments.

Compared to other groups, new immigrants, (lived in Canada for less than 3 years) indicated they relied on public transport for personal, work, medical, and social trips.

Three out of four people who came from lower income households (annual household income less than \$30,000) are more likely to use pass for personal trips such as shopping, healthcare, and social trips.

In a 2022 Calgary Food Bank survey, 55% of those arriving by transit had a LITP

"I'm very thankful because I would not be able to afford to go to all my appointments, or my amazing workshops, or see my family. Or get a peace of mind when I need to leave my house. Thank you Fair Entry."

"It improves my quality of life."





All transit passes are an integral part of public transit infrastructure.

How:

For all age groups except for seniors, transit use increased after purchasing LITP.

Youth had largest increase in usage after purchase, which might reflect more consistent in person attendance at academic institutions in 2021.

75% of respondents indicated they are able to go to different places in the city

Of Food Bank Survey respondents with the LITP, 50% stated their LITP allowed them to travel across the city and to different places in the city





Transit ridership adds to the local economy by enabling people to find and keep jobs and delivering people to businesses.

The LITP reduces the rate of transit fines, lowering costly administrative impact.

How:

Majority of users who use the LITP are working as more than 50% of the pass purchasers are employed, including almost one in four who are employed full time.

Seven in 10 purchasers who are working indicated the LITP allowed a member of their household to look for jobs they would not have tried to find before.

This number jumps close to nine in 10, when the pass purchaser is unemployed and is looking for work.

Higher percent of purchasers who identify as an Aboriginal, Indigenous, First Nations, Métis or Inuk (Inuit) person indicated that LITP helped someone in their household to look for a job and keep a job.

Younger workers (18-24) are more likely to indicate that the LITP helped them get a job and keep a job

Calgary's business community (outlined in the 2023-2026 budget engagement report) support improved transit





A main theme of the 2023-2026 budget engagement was affordable and accessible public transit for all

How:

Calgary offers the most affordable Low-Income Transit Pass compared to all Canadian cities; we are the leading edge.

The City of Edmonton is proposing a 2-year freeze on all subsidized transit passes in their 2023-2026 Budget.





CONCLUSION

DATA SOURCES

Fair Entry 2021
Low-income transit pass Survey

Women's Centre of Calgary Poll
November 2022

Calgary Food Bank Survey,
Walk in Survey, October -November 2022

Fair Calgary Community Voices
postcard survey, November 2022

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I have read and understand the above statement.

First name (required) **sean**

Last name (required) **carter**

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)

Nov 22, 2022

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

(required - max 75 characters)

Budget

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

Neither

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If you have additional files to attach, email them to publicsubmissions@calgary.ca

Hello Councilors and Mayor

I am writing today to ask you to prioritize funding for Calgary's 5A walking and wheeling projects in the next budget.

As one of your first acts, you as council passed the Climate Emergency Declaration, which I strongly support, but since that time I have not seen any actions that significantly support the declaration and I am growing anxious that the declaration was really not more than hot air. In fact, since the declaration, council has greenlit more sprawl and further entrenched millions and millions in sunk costs and accelerated the climate crisis. You're pouring gasoline on a raging climate fire by doing so.

Our planet is warming. Glaciers are melting. People are getting sick. People are going broke. Our city is threatened by climate events and all we seem to be getting from council and admin is ever more sprawl. These decisions are bankrupting future generations. Your job is to lead, set the agenda, do what is best for all of us, lead us into a

hopefully safe and vibrant future. From where I sit, you are failing.

There is an awful lot of talk about transforming Calgary into a 'tech' powerhouse. These tech workers want liveable, vibrant, affordable cities to live in and potentially relocate to. I am not sure how the continued "car-ification" jives with younger workers who are increasingly asking for facilities like bike lanes and walkable communities.

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

Calgary is a great cycling city and you are squandering an opportunity to make it the BEST cycling city in North America. Yes, we have an amazing pathway network. What we do not have is a city-wide network of routes that anyone can use, any time of the year. We have the road space. We have the know-how. What we do not have is a plan to build out a city wide 5A network and there is no multi-year funding plan to make it happen.

These are a few things I would like to see supported with plans and money -

- increased funding to the Liveable Streets department
- 100kms of brand new on street protected bike lanes (cycletracks) installed by 2025
- increased funding to current winter cycling/walking programs
- investigate cost to winter maintain sidewalks along arterial roads and the primary transit network
- new funding dedicated to creating safe "walk and wheel to school" infrastructure around Calgary's schools

Please be bold.

Sean Carter

Resident of Bankview

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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) **Carrie**

Last name (required) **Lefebvre**

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)

Nov 22, 2022

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

(required - max 75 characters)

9.2.1

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

In opposition

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If you have additional files to attach, email them to publicsubmissions@calgary.ca

Dear Council,

I am writing to you to reconsider the plans to develop the former Ricardo Ranch area. I have seen the rich biodiversity this area offers and the biodiversity devastation that will occur if this ecosystem is destroyed for development. These actions go against efforts to slow the decline of biodiversity globally. Considering The City of Calgary's climate emergency declaration, I feel this action goes against the messaging of doing what we can as a city to reduce our impact on the environment.

As per Calgary's Biodiversity 2014 report, the Calgary area has already lost over 90% of its wetlands and riparian ecosystems due to development and we have many species that are endangered or at risk for extinction. I feel that there must be other solutions to continue economic progress with urban development and still maintain the protection of our vital wetlands.

Our wetlands can offset the effects of climate change as they are fresh water sources needed during times of drought, wetlands are efficient carbon sinks (they double the carbon sink compared to forests) which is the very thing we need to reduce our carbon emissions , and they protect the biodiversity that makes Calgary a wonderful area for wildlife conservation. We humans cannot sustain our livelihoods if we continue to take advantage of the services our environment offers without conservation and protection in return.

Thank you for taking the time to hear my concerns. I really hope that City Council will

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

reconsider plans for development in an area that has sensitive ecosystems and try to find alternate solutions for urban development.

Carrie Lefebvre

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I have read and understand the above statement.

First name (required) **Jeanine**

Last name (required) **Bateman**

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)

Nov 21, 2022

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

(required - max 75 characters)

More for garbage and bylaw

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

In opposition

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**Pickup of the bins get cut and you charge for extra bags but raise the prices! No service = no payment.
Also you can't get consistent enforcement from bylaw. There just needs some set of rules, not a raise!**

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I have read and understand the above statement.

First name (required) **Mary Anne**

Last name (required) **Schleinich**

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)

Nov 22, 2022

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

(required - max 75 characters)

Public submission regarding budget and Climate Strategy

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

Neither

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

November 22, 2022

Dear Mayor Jyoti Gondek, Sonya Sharp, Ward 1 Councillor and all City Councillors,
Cc City Clerk

Re: City Budget

I have worked in Calgary since 1981. Boom and bust effect not only on the economy, but the social milieu. Calgarians are resilient and feel best when participating productively, when working together across class barriers that are more typical of other cities. We like to do well and to see those around our personal circles thrive.

Right now, Calgary can do better to address the challenges of climate change, and its related growing adversities and inequalities. Below are my priorities for the next budget cycle.

Additionally I wish to convey that I support all of the suggestions presented by Calgary's Future, in its document found here, for your reference:

https://assets.nationbuilder.com/calgarysfuture/pages/321/attachments/original/1666737804/CF_BetterBudget_Report_V01.pdf?1666737804

Calgary has the dubious record of having a transit sector with the highest per capita carbon emissions among all cities of the G-20 nations. This reflects a lack of education and awareness of the Climate Emergency. It brings an urgency to decarbonize. This is my priority which I believe can improve the affordability, livability, health and quality of life for all Calgarians.

These are my suggestions:

1. Place a moratorium on all new residential development, except for low-income housing, healthcare and wellness facilities, and senior's residences. Place all of these within established neighbourhoods - including where I live, in Varsity.
2. Prioritize the transition of the city's electric grid to 100% clean renewable energy, using proven wind and solar technologies for energy generation and storage. Listen first and listen well to those who have proven these advancements, including storage methods, instead of privileging the voices of those who say this is not possible.
3. Provide strong incentives to residents to fully retrofit their homes. Allow the city to take full advantage of its ideal natural resources for clean energy. Provide strong encouragement for local rooftop solar, starting with low-income housing and all of the city's own buildings. Incentivize community solar over industrial scale developments.
4. Transfer the budget for cement and roads to public and active transit. Aim to double public ridership. Provide free public transit to students and seniors. Transform LRT stations into community hubs, with day care and wellness and coffee and grocer and other small businesses. Bring in a fleet of small buses/vans to connect the LRT with the riders who are using private vehicles.
5. Follow the City of Vancouver's example to develop building codes of increasingly high standards to meet the climate emergency, and to quantify and minimize the effects of embodied carbon. Use permitting strategies for renovations and real estate that account for energy audit and embodied carbon accounting, and charge hefty fees for renovations that ignore decarbonization.
6. Re-vamp and establish vehicle usage permits that will bring in revenue based on vehicle size, prohibit idling and discourage over-sized vehicles for work and leisure.

7. Establish decarbonization targets for the police force and tie their budget to targets.
8. Aim to increase respect for the generations who preceded us on this land, for their current challenges, and their values. This includes the TRC, the calls to action, and a heightened respect for the land and water. Living relationships are open to listening, learning and change. With my European heritage and minimal interaction with First Nations people, I cannot speak for them, but I imagine that we should see reduced incarceration rates, reduced interactions of the police with Native Calgarians, and increased partnerships with Native Calgarians in caring for parks, wetlands and the river within Calgary, as well as unqualified respect for the city border.
9. Engage local expertise to turn waste management into a source of energy.

I offer three broad suggestions for how to accomplish this:

- Look at other municipalities around the world, starting with Edmonton, Halifax and Vancouver, to learn from them, and to choose the best policies and outcomes to adapt and enact in Calgary.
- Create a Climate Emergency Task Force, separate from City Councillors and separate from Administration. Draw from local expertise (e.g. Calgary's Future, Sustainability Calgary, Indigenous Elders) as well as invited experts, ensuring that each person brings a positive attitude toward change, seeing the benefits, and with a sense of urgency that is connected to the federal government and international commitments to climate targets. Ensure that every major spending decision is made by integrating it with the Calgary Climate Strategy and more ambitious goals that could be set by the Task Force.
- Get serious about resident engagement. Utilize adult education and citizen assembly models to increase residents' participation in the transition to communities that are people centered and based on clean renewable energy sources.
- Give these efforts a priority in funding. Create new revenue sources (as outlined in Calgary's Future) and flexibility in its allocation, recognizing that the risks of inadequate funding and action far outweigh the business risk of uncertainties that might ensue due to budget changes.

Thank you for time and attention,

Sincerely,

Mary Anne Schleinich
3916 Vardell Rd NW
Calgary, Ab T3A 0C4
403 288 5712

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I have read and understand the above statement.

First name (required) Lorraine

Last name (required) Koop

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

What is the group that you represent? all the residents of Abalone Way NE and other Abbeydale residents



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)

Nov 22, 2022

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

(required - max 75 characters)

Memorial Drive East extension

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

In opposition

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

We the residents of Abalone Way NE are opposed to the Memorial Drive East extension and are asking that it not be approved for funding in the 2023-2026 budget cycle. We believe there needs to be more public engagement about this. The green space that would be impacted by this extension was transferred from Roads to Parks a few years ago and over 40 trees were planted there. This is a much needed park area in our community. There is also a small well-used cycling track for young children in that same space. The Memorial Drive East extension would extend directly behind the homes on Abalone Way NE which already back onto the CP rail line as well as Stoney Trail. The noise from Stoney Trail is unacceptable and has greatly reduced the quality of life for us. Adding another 4-lane roadway is unacceptable. We are aware that Councillor Gian-Carlo Carra intends to push for a delay in this extension as long as possible, instead directing city resources to transit options. The city spent a lot of money on the 17 Ave SE rapid transit corridor and we believe that 17 Ave SE as well as 16 Ave should be considered as direct routes to the city core by the residents of Belvedere. This Memorial Drive East extension will be extremely expensive as this road will cross CP rail tracks. We are opposed to an at-grade, underground or overpass crossing of those tracks. We request that the Memorial Drive East extension not be approved for funding in this upcoming budget cycle.



Youth en Route

Championing active travel to school and beyond



Presentation to City Council
Budget 2023-26

Nov 22 2022

What we know

Dr. EP Scarlett HS

(SW Ward 13)

38% drive 53% bus, 9% walk/bike



Would you consider biking:

25% YES, grows to 37% YES, with incentives

Bike Skills:

3.5% Never ridden, 7% not confident

Why don't you ride?

34% Don't know route

42% Route is unsafe or too much traffic

20% Worried about bike theft

Worried about safety walking/biking: 34%

Forest Lawn High School

(SE Ward 9)

37% drive, 31% bus, 26.7% walk/bike



Would you consider biking:

60% YES, grows to 76% YES, with incentives

Bike Skills:

9.4% Never ridden, 11.6% not confident

Why don't you ride?

8% Don't know route

22% Route is unsafe or too much traffic

26% Worried about bike theft

Worried about safety walking/biking: 52%

Integrating transit

School	# students over 45 min. commute
Scarlett SW	10%
James Fowler NW	23%
Forest Lawn	9%
Crescent Hts NW	19%
Lord Beaverbrook SE	6%

School	Yes, I'd use it more	Would like to start using
Forest Lawn	48%	17%
Scarlett	46%	9%
Fowler	47%	7%
Beaverbrook	34%	10%



Bikes on Transit!

This is a huge move for kids getting to school.

Please, let's make pilot permanent!

Breaking down barriers



Youth need Infrastructure



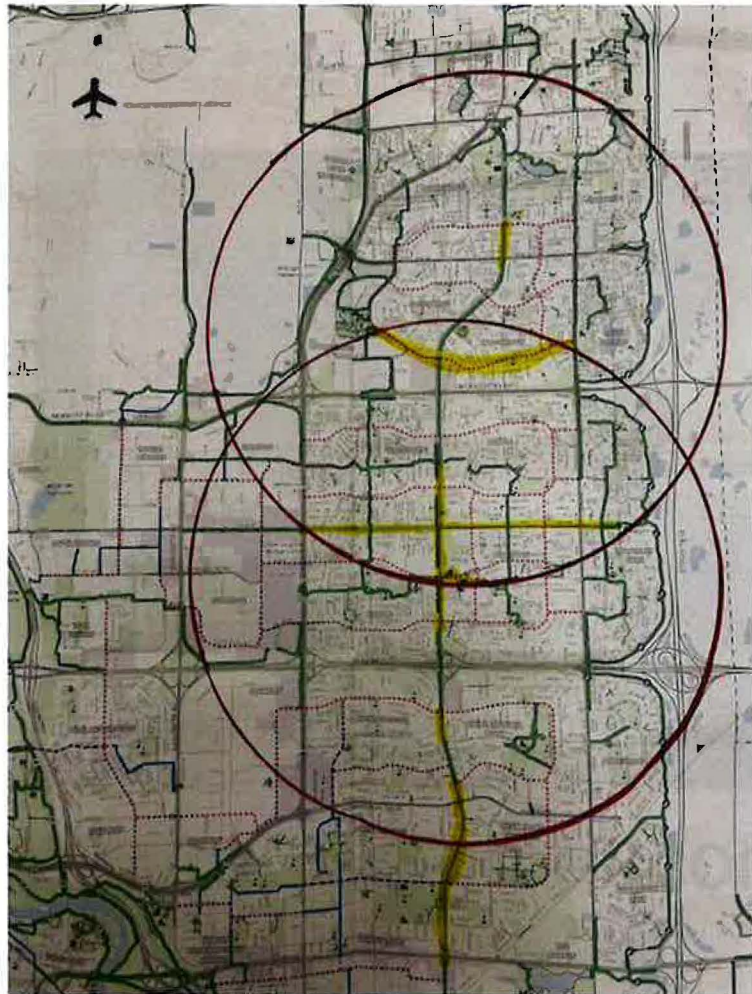
Youth biking on sidewalks
Illegal for age +14, but often only option. This
is Elbow Dr.



Shared roads: 50 km is too fast, group
improves it somewhat, but not not for single
rider, especially give size of cars

What would encourage bike trips to school?





Wards 5 & 10

3 km radius

Lester Pearson HS (1540)

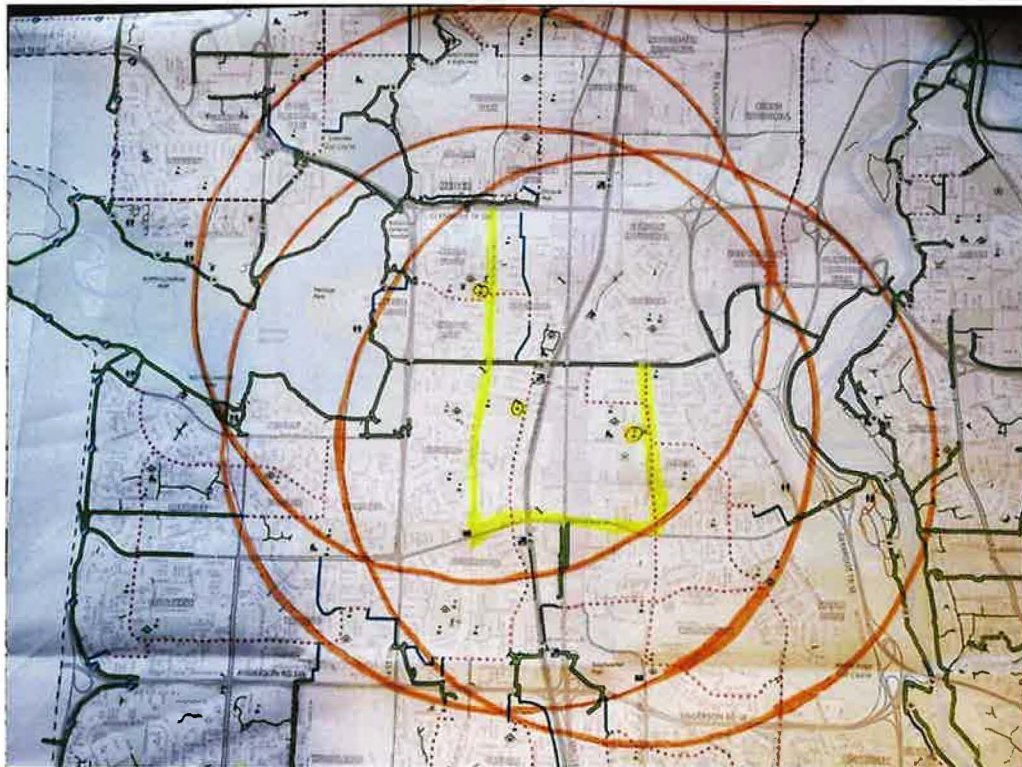
Bishop McNally HS 1400

Total Student population: 2,940

Corridor	Length (km)
52 nd ST (Taradale to Memorial dr)	2.2
32 nd Ave	3.5
Falconbridge Dr.	2.25
Total	7.95

Investment needed: \$4.5 million

Ward 11



3 km radius

Lord Beaverbrook HS (1550)

Henry Wise Wood HS (1712)

Our Lady of Rockies (1800)

Total Student population: 5,062

Corridor	Length (km)
Elbow Drive	3.4
Southland Drive	1.8
Fairmount Drive	1.7
Total	6.9 km

Investment needed: \$4 million

Wards 1, 4 & 7



3 km radius

SW Churchill HS (2307)

William Aberhart HS (1283)

St. Francis HS (1701)

Total Student population: 5,291

Corridor	Length (km)
Northmount Drive	3.6
Morley Trail	1.7
Charleswood Drive (Upgrade to 5A)	1.7
Total	7 km

Investment needed: \$4 million



www.youthenroute.ca

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I have read and understand the above statement.

First name (required) Rosanna

Last name (required) Smith

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?

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

Council

Date of meeting (required)

Nov 22, 2022

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

(required - max 75 characters)

No agenda available

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

In opposition

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

Im not interested in ridiculous climate spending or seeing property taxes go up!



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I have read and understand the above statement.

First name (required) Kevin

Last name (required) Thompson

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?

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

Council

Date of meeting (required)

Nov 22, 2022

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(required - max 75 characters)

No agenda available

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

In opposition

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If you have additional files to attach, email them to publicsubmissions@calgary.ca

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

Please reconsider the purchase of the electric buses for 138 million, also I do not agree with the 5.2 % hike on taxes.

Thanks

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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)	Andrea
Last name (required)	Hull
Are you speaking on behalf of a group or Community Association? (required)	Yes
What is the group that you represent?	CAPE (Canadian Assoc of Physicians for the Environment) Alberta Regional Committee

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)

Nov 22, 2022

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

(required - max 75 characters)

Budget

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

Neither

If you are submitting a comment or wish to bring a presentation or any additional materials to Council, please insert below. Maximum of 15 MB per submission (5 attachments, 3 MB per pdf document, image, video)
If you have additional files to attach, email them to publicsubmissions@calgary.ca

Dear City Council,

On behalf of concerned health professionals in Calgary, we are writing to keep City Council accountable and ensure that you approve a budget that is in alignment with your Climate Emergency Declaration.

An Emergency implies a need for immediate prioritization, timely decisive actions to address the problem, and team collaboration to achieve the best possible outcome. Municipalities have an exciting opportunity, and responsibility, to create healthy cities that will be able to withstand the coming changes and challenges. We need to see a Budget that reflects a commitment to your own Climate Strategy and Municipal Development Plan in the form of Compact, Green and Equitable City Design.

From a health perspective, equity driven compact green cities can save lives and money by focusing on:

- 1) Reducing air pollution. As people are given more reliable, affordable active transportation options like transit, safe sidewalks and bicycle paths, and increased access to tree canopy it means less traffic-related air pollution, improved air quality and better resilience to extreme heat events. This translates into direct health benefits like fewer heart attacks, asthma exacerbations, preterm labours, improved mental health and more. It also means communities that have been traditionally marginalized can have negative health impacts off-set by improved neighborhood design. Prioritize car-free transportation systems.
- 2) Tackling sedentary lifestyles. Walkable complete communities mean increased citizen engagement and connection, support for local business, as well as direct health benefits of increased physical mobility. Invest in walkable complete communities, accessible green spaces, and stop approving new communities that don't fit with cli-

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

mate smart developments.

3) Protecting nature. Protecting natural corridors and maximizing well-designed green spaces in Calgary means we are exposed to more of it, which improves our mental health, enhances childhood development and reduces symptoms related to ADHD. Healthy riparian areas and buffers mean less flood risk. Stop building in riparian/flood zones (eg. no development on Ricardo Ranch), protect these spaces as wildlife refuges and flood mitigation zones.

This budget cycle is critical and it is time for this City Council to put its money where its mouth is by setting Calgary on a path toward well-being for the future.

Sincerely,
Dr. Andrea Hull MD CCFP DTMH
Chair, Cana

APRIL 2022

SUMMARY

This is a summary of CAPE's report, *Mobilizing Evidence: Activating Change on Traffic-Related Air Pollution (TRAP) Health Impacts*, which can be found at cape.ca



CAPE
Canadian Association
of Physicians
for the Environment
Association canadienne
des médecins
pour l'environnement
ACME

Mobilizing Evidence

ACTIVATING CHANGE ON TRAFFIC-RELATED AIR POLLUTION (TRAP) HEALTH IMPACTS

THE COVID-19 GLOBAL PANDEMIC BROUGHT INTO FOCUS the interconnectedness of human health and environments, including how pandemic restrictions led to reductions in traffic-related air pollution and associated health outcomes. As summarized in this report, the scientific evidence of the adverse health effects of traffic-related air pollution unequivocally points to the need for decisive action to protect and improve the health of communities where we live, work and play. Knowledge of the health risks associated with transportation-related air pollution can powerfully inform advocacy for policy, legislative, and regulatory-based interventions towards illness and disease prevention and improved health outcomes.

Transportation-related air pollution refers to a range of ambient pollutants originating from motorized vehicles and on-road mobile sources. Concentrations of transportation-related air pollution, and therefore the potential for exposure, depend on several factors, including wind speed and direction, atmospheric stability, local terrain and land use conditions, background air pollution from other sources, and distance from roadways and other major emission sources. Research suggests that depending on these factors, concentrations of transportation-related air pollution may remain elevated within 50-500m of major roads and other major emission sources.



In Canada, one-third of the population resides within 250m of a major road and therefore faces a greater potential for elevated exposure to transportation-related air pollution and associated health risks.

There is a myriad of illnesses associated with exposure to transportation-related air pollution that is evident across the life course. Although the respiratory and cardiovascular systems are disproportionately targeted by transportation-related air pollution, other organ systems, including the nervous and reproductive systems, are also impacted. The extensive health outcomes associated with transportation-related air pollution cumulatively contribute to greater mortality rates among exposed populations. In the wake of the COVID-19 pandemic, research suggests that air pollution also increases COVID-19 infection, transmission, and the risk of COVID-19-related mortality.

THE HEALTH RISKS OF EXPOSURE TO TRANSPORTATION-RELATED AIR POLLUTION ARE NOT BORNE EQUALLY

Children and adolescents are reported to be particularly vulnerable to transportation-related air pollution exposure due to their increased breathing rate relative to body size and the relative immaturity of their respiratory and immune systems. Additionally, racialized people and those affected by poverty and socioeconomic marginalization often bear the burden of disproportionately high transportation-related air pollution concentrations, associated health outcomes, and barriers to health care access, thereby resulting in environmentally-driven health disparities.

The scoping review comprising the full report on which this summary is based, provides an overview of the adverse human health impacts of transportation-related air pollution. Environmentally-driven health disparities arising from transportation-related air pollution exposure are examined, and the relevance and intersection of transportation-related air pollution to and with the COVID-19 pandemic are highlighted. Finally, preventative and protective measures that can be undertaken to improve associated health outcomes are ultimately described.



Children and adolescents are reported to be particularly vulnerable to TRAP exposure due to their increased breathing rate relative to body size and the relative immaturity of their respiratory and immune systems.

FINDINGS

Transportation-Related Air Pollution Exposure and Health

Health impacts of transportation-related air pollution are documented in research in Canada and across the globe. Health Canada research suggests causal associations between transportation-related air pollution exposure and reduced lung function, asthma incidence and prevalence among children, asthma prevalence among adults, and allergic sensitization and response. Among others, specific health concerns of transportation-related air pollution exposure reported in the literature include:

- respiratory diseases and infections, such as chronic obstructive pulmonary disease and bronchitis;
- cardiovascular diseases and other cardiovascular outcomes like hypertension and myocardial infarction;
- neurological impacts, including neurocognitive decline, neurodegenerative diseases, and adverse neurodevelopmental effects and delays;
- pregnancy-related outcomes, inclusive of adverse birth outcomes, congenital abnormalities, infertility, and eclampsia;
- cancers, the most prevalent of which include lung cancer, leukemia, and breast cancer;
- diabetes;
- obesity;
- dermatological outcomes, specifically atopic and non-atopic eczema; and
- mental health-related outcomes of traffic noise exposure, including anxiety and depression, noise-related stress, insomnia, and sleep disturbance.

Downstream impacts of the increased health risks associated with transportation-related air pollution exposure are seen in elevated mortality rates.

Of note, transportation-related air pollution and environmental inequality are evident. The literature reviewed calls attention to the disproportional distribution of health risks associated with transportation-related air pollution, where people who live in communities with higher levels of transportation-related air pollution may experience disproportionate health burdens.

Also of interest, literature suggests that air pollution, including transportation-related air pollution, increases COVID-19 infection, transmission, and the risk of COVID-19-related mortality.

Several preventative and protective responses to transportation-related air pollution emissions, exposures, and related health outcomes have been proposed in the literature, leading to a number of recommendations.



RECOMMENDATIONS

The mapping of the literature on transportation-related air pollution in the report, inclusive of both available scientific evidence and identified gaps, and the preventative and protective responses expressly noted, inform several recommendations that can guide advocacy in pursuit of disease prevention and health promotion. Recommendations are:

- 1 adopting pollution prevention and control policies that address fuel content and vehicle-type requirements, restrictions on idling, low emission zones, and the use of public transit and electric vehicles;
- 2 increasing active transport infrastructures, such as cycling networks and cycling mode shares;
- 3 mandating proper air filtration and ventilation in indoor residential, public, and community gathering spaces;
- 4 expanding urban green space and vegetation barriers in high-traffic areas; and
- 5 utilizing individual-level actions, including the use of personal protective equipment and increasing dietary antioxidant intake.

CONCLUSIONS

The report *Mobilizing Evidence* contributes to knowledge by synthesizing current literature on the health effects of transportation-related air pollution exposure, the disproportionate experience of health outcomes as mediated by socioeconomic status and racialization, the intersection between COVID-19 and air pollution, and preventative and protective responses that can be undertaken to protect and improve the health of exposed individuals and communities.

A significant opportunity arises as the world emerges from the COVID-19 pandemic with greater clarity on the interaction between human health and environments. Multi-level interventions to address the adverse health effects of transportation-related air pollution must be developed that consider the multiplicity of complex contributions to human health, including climate-driven disease, socioeconomic status, and racialization. With the scientific evidence and precautionary principle as frameworks to guide environmental health policy, health professionals can capitalize on this moment to advocate for a healthy future.

For more information, check out CAPE's report at cape.ca





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I have read and understand the above statement.

First name (required)	Michelle
Last name (required)	McKenna
Are you speaking on behalf of a group or Community Association? (required)	Yes
What is the group that you represent?	Vecova

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)

Nov 22, 2022

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

(required - max 75 characters)

Budget - In favour of Vecova

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

In favour

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If you have additional files to attach, email them to publicsubmissions@calgary.ca

Hello, my name is Michelle McKenna. I am in favour of the budget request for Vecova Centre for Disability Services. There are many reasons I am support of this request. First, I am a parent of an adult with disabilities and have had to navigate a very interesting system to get him support once he became 18. Second, I sit on the board of directors at Vecova, as their Vice Chair and have been on the board for the last 5 years.

As a parent, I would like to highlight the shortage of quality PDD funded programs that exist, the waitlists to get into these programs and the general difficulty navigating the system. I know that PDD is not a City of Calgary funded program, but City Administration needs to understand that without enough service providers in the city that meet PDD approved status, there is a gap in the system which means that many adults living with disability are not getting the care they require to either help them navigate each day or to help them find employment and housing. Vecova provides all of these services; housing, employment and wellness services. It has a 50-year history of providing these services and they are a leader in their field. Without a facility to provide these services, as the current building is in a state of disrepair, the city will be lacking another valuable resource for people with disabilities. The warm pool and wellness centre in a new facility along with many other resources, means people with all kinds of disabilities will have place of inclusion they can call home in Calgary. A place where they feel safe and welcomed and can be in integrated into society with equality; where they can strive to be their best.

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

As a board member, I have proudly served on this board for over 5 years and I can see



the need for this facility and the dire need to move this project forward. The executive of Vecova have been hard at work for many years to make a new facility for people with disabilities a reality and they have been challenged by many things, all of which they have faced head on and found solutions to even the most difficult challenges. At this point, the current facility is in desperate need of not just a renovation to meet the daily needs of the users, but it needs deep infrastructure dollars just to keep it standing and not falling down. These millions of dollars would be much better spent on a new facility, one that will provide excellent services in a facility that the City of Calgary can be proud of, one th

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As a board member, I have proudly served on this board for over 5 years and I can see the need for this facility and the dire need to move this project forward. The executive of Vecova have been hard at work for many years to make a new facility for people with disabilities a reality and they have been challenged by many things, all of which they have faced head on and found solutions to even the most difficult challenges. At this point, the current facility is in desperate need of not just a renovation to meet the daily needs of the users, but it needs deep infrastructure dollars just to keep it standing and not falling down. These millions of dollars would be much better spent on a new facility, one that will provide excellent services in a facility that the City of Calgary can be proud of, one that creates a new home for people with disabilities. Vecova needs the city to back this project with a capital injection which will show and confirm their support for the project and help us encourage the province and the federal government to do the same. With the \$9.1 million support, the first money towards this incredible and much needed facility will be committed, and it will create the push we need to encourage further investment from other government and the private sector.

Thank you for believing in this project and the people behind it. There is a great team leading this cause and you will not be disappointed with the final project and how well it will support a sector of the population that sadly does not always have their most basic needs meet. It will have an incredible impact for them and pave a path for inclusion that we have not yet seen.

Much thanks for your time and your consideration of this well deserving project.

Michelle McKenna

Vecova Board Vice Chair and Concerned Parent of an adult with Disabilities



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I have read and understand the above statement.

First name (required)	Ryan
Last name (required)	Ancelin
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)

Nov 22, 2022

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

(required - max 75 characters)

Public transportation and Transit - I only wish to submit the comment below

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

Neither

If you are submitting a comment or wish to bring a presentation or any additional materials to Council, please insert below. Maximum of 15 MB per submission (5 attachments, 3 MB per pdf document, image, video)
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Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I support Public transportation; however, the City's transit plan is not financially or socially sustainable. For example the cost of the planned Green Line does justify the benefit, especially since it is being financed largely by money borrowed by federal, provincial and City levels of government. Some alternatives could include deploying electric buses and/or more traffic lanes dedicated to transit or multi-vehicle passengers. These options must surely be more financially viable than the current costs per mile of light-rail (~\$245 million per kilometer in Canada). Ridership on City transit is currently way down for a number of reasons, but the main reasons that I do not use it anymore are (1) too many people with narcotic and mental health issues. The City has allowed the C-train to become a shelter for people with these problems. (2) I do not feel safe. See the reason provided in point #1. (3) It is not reliable. Long waits times and very poor frequency outside of peaks hours; which is exacerbated during winter months. As an example, I can walk from my home to the University of Calgary (~1 h 15 min) whereas taking the current train/bus combination takes ~1 hour. For all four points above, I now prefer to walk in summer and drive in winter. Some serious consideration needs to be given to what a financially viable, efficient, reliable and transit system looks like in a low-density City like Calgary. Spending billions on the Green Line is not good to result in affordable, reliable or safer public transportation. The current paradigm is not sustainable and great courage will be needed to reverse poor past decisions and correct course.

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I have read and understand the above statement.

First name (required)	Michelle
Last name (required)	James
Are you speaking on behalf of a group or Community Association? (required)	Yes
What is the group that you represent?	Women's Centre of Calgary

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)

Nov 22, 2022

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

(required - max 75 characters)

2023-2026 Service Plans and Budgets

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

Neither

If you are submitting a comment or wish to bring a presentation or any additional materials to Council, please insert below. Maximum of 15 MB per submission (5 attachments. 3 MB per pdf document, image, video)
If you have additional files to attach, email them to publicsubmissions@calgary.ca

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

WOMEN'S CENTRE OF CALGARY

39-4th Street N.E. Calgary, Alberta T2E 3R6

Tel: 403 264 1155 Fax: 403 264 1203

womenscentrecalgary.org

info@womenscentrecalgary.org

November 21, 2022

Dear City of Calgary Councillors,

Both in Calgary and globally, women have shouldered disproportionate burden from the COVID-19 pandemic. This burden is now being compounded with the inequitable, gendered impacts of inflation, creating unprecedented vulnerability for women in our community. To illustrate this vulnerability, the Women's Centre of Calgary is experiencing significant increases in demand for our basic needs assistance services: for example, an average 400% increase year-over-year from 2021 in food bank referrals and emergency food hamper distribution.

In light of our community's current need, the Women's Centre is recommending the following directions for the 2023-2026 Service Plans and Budgets:

- ✓ **Freeze fare increases on all Low-Income Transit Pass income bands, as well as the Low-Income Senior's Pass (in support of Fair Calgary Community Voices' submission)**
 - 100% of women surveyed at our Centre stated they could not currently afford even a slight increase in the cost of their transit pass
 - Affordability and accessibility of services was a main theme in budget engagement¹
 - The Low-Income Transit Pass is vital for social inclusion, employment (both maintenance and seeking), and access to other basic needs services²

- ✓ **Sustain investment in FCSS and other funding frameworks in support of the operational health of Calgary's non-profit, social-serving sector**
 - The non-profit sector continues to respond to high demands for service amidst increasing community need and acuity
 - 77% of the Canadian non-profit workforce are women. Half of all jobs held by immigrant women, and 1/3 of jobs held by Indigenous and racialized women are in the non-profit sector³

- ✓ **Implement a Housing as a Human Right approach in alignment with the National Housing Strategy Act⁴ with recognition of the unique housing needs and pathways into homelessness for women**
 - Canadian women and women-led households suffer disproportionate core housing need⁵
 - Women and girls with intersecting social identities face more barriers to accessing and maintaining housing, are more likely to be in core housing need, and disproportionately suffer violence and discrimination as both pathways into and a consequence of homelessness.⁶

The Women's Centre of Calgary is a safe space for all women to get assistance, connect with others, and work for change. Our mission is to be every woman's place for support, connections and community. We have been a leader for women's rights in the Calgary community for 25 years. Thank you for your time and consideration.

Sincerely,



Bo Masterson
Executive Director

¹ City of Calgary. 2023-2026 Service Plans and Budgets Phase 2 Stakeholder Report Back: What we Heard. [6.2-Engagement Report Back Phase 2 - What we heard SPB 2023-2026_FINAL.pdf \(hdp-ca-prod-app-cgy-engage-files.s3.ca-central-1.amazonaws.com\)](#)

² City of Calgary 2021 Low-Income Transit Pass Survey

³ Imagine Canada. 2022. Diversity is our Strength: Improving Working Conditions in Canadian Non-Profits. [diversity-is-our-strength.pdf \(imaginecanada.ca\)](#)

⁴ Government of Canada. 2019, June 21. National Housing Strategy Act. [National Housing Strategy Act \(justice.gc.ca\)](#)

⁵ Canadian Mortgage and Housing Corporation. 2019. *Core Housing Need Data - By the Numbers*. CMHC - SCHL. [Core Housing Need Data - By the Numbers | CMHC \(cmhc-schl.gc.ca\)](#)

⁶ Sewan, K., Vaccara, M-E., Reid, L., & Ali, N. 2021. Implementation of the right to housing for Women, Girls and Gender Diverse People in Canada. Microsoft Word - EN_CHRC_13.docx (housingrights.ca)



United Way
Calgary and Area



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I have read and understand the above statement.

First name (required) **Mary**

Last name (required) **Spensley**

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)

Nov 22, 2022

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

(required - max 75 characters)

Transportation

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. Maximum of 15 MB per submission (5 attachments, 3 MB per pdf document, image, video)
If you have additional files to attach, email them to publicsubmissions@calgary.ca

Mayor and Council Members

I voted for the candidates who supported public transit. A key element to lessening our harmful impact on the environment is fewer vehicles on the road.

Yet, you are increasing roadways to put even more vehicles on the road, and you froze funds for transit, so inflation will cause a loss of funding to the main hope we have to prevent further harm to this planet. Aside from environmental harm, there are many who rely heavily on public transit. It is a disgrace that our city doesn't care enough about those citizens who depend on an efficient, economical mode of transportation.

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

Sadly, my vote for my councillor didn't matter, as an anti-public transit fellow won, not without his accompanied scandals.

I recently took part in the survey assessing my trust of City Council. I had hoped to give strongly support answers to most of you, but couldn't because of your caving to developers who are pushing urban sprawl further and further.

I read how media described results of that survey as "tepid", which I thought was a little unfair. However, when public transit remains underfunded, I remain unable to congratulate you on doing a good job.

Mary Spensley T3A1P6

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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)	Season
Last name (required)	Crooks
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)

Nov 22, 2022

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

(required - max 75 characters)

Affordable housing

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

In favour

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

Hello
My name is Season and I'm currently a recipient of Calgary Housing Rental supplement Program. This past year the supplement has been capped at \$750 and most rents for a decent one bedroom apartment with the basic amenities needed such as in-suite laundry, dishwasher and elevators which are especially important for disabled people (like those on AISH) are between \$1400 - \$1800 or more. Currently I'm stuck in a place that hasn't met my needs for years and am desperately wanting to move but am unable to find a place that meets my needs at a price I can afford with the \$750 supplement as I am on AISH. Most places for that price are basement suites which are not always suitable for people. The Rent Supplement Program needs to keep up with and reflect actual market rent values and the supplementary amounts adjusted accordingly. When I first got on the program I could find a place that met my needs where I paid 30% and the subsidy paid the rest. I believe that model has to come back for everyone but especially for those on AISH. I also believe that in general the affordable housing crisis is woefully underfunded by both Alberta provincial and City of Calgary governments. I am well aware of the financial constraints of the city and everyone; however it's much worse for the most vulnerable impoverished citizens when the cost of everything has dramatically increased and many are unable to earn money through no fault of their own and are forced to live in marginal housing that doesn't meet their needs. This is a critical issue that's been underfunded for far too long. I'm asking for a substantial increase in the funding for both the Rental Supplement Program, Calgary Housing and for the two to be rejoined as one so clients can easily use which program works best for them. I would also like AISH recipients to receive more subsidy than those who are able to work. Thank you all for your time and consideration. I look for-



ward to hopefully hearing about a substantial increase in funding for affordable housing in Calgary.

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I have read and understand the above statement.

First name (required) SALOME

Last name (required) VATTER

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?

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Council

Date of meeting (required)

Nov 22, 2022

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(required - max 75 characters)

Budget Issues

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

In opposition

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

I absolutely object to any increase in property tax or user fees. The people in this city are tapped out. This council has to do some THINKING and see that the working poor need housing and food for their families. The City of Calgary owns Enmax, yet this council has refused to do anything about the high cost of utilities. Enmax paid the city a dividend of 54 million dollars in 2020 and another dividend of 58 million dollars in 2021. Where did that money go? Enmax paid an interim CEO 3.7 million dollars for 10 months employment. Quite frankly that is obscene, stating they had to pay well to get good people. He obviously was not that good because he only lasted 10 months. This utility company belongs to the City, it was the taxpayers who funded the start up with the promise, we would get paid eventually when Enmax became sustaining. When will that be? Also object to council voting themselves benefits, the civil committee overseas that. Please do not say you did not know. Ms. Gondek and Mr. Cara both know for sure. In a tight year like this one, council has to use restraint, not irresponsible spending, in fact I think an overhaul of city hall should be in order, ferreting out a bunch of highly paid unnecessary people. Really very irresponsible to spend our money on electric buses when there is no infrastructure for them. Climate change is not the responsibility of civic Government - Provincial and Federal are the ones that do that for us. So just get on with your job of taking care of this city and the people that you are supposed to work for.

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I have read and understand the above statement.

First name (required) **Hanako**

Last name (required) **Rodgers**

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)

Nov 22, 2022

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

(required - max 75 characters)

Service Plans and Budgets

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

In opposition

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I find the plan for increase in investment into police and law enforcement while claiming to be working towards racial equity and justice along with reducing poverty and making communities safer to be extremely contradictory. City council had the opportunity to commit to relay funding away from police and towards community groups and agencies that increase the quality of life and health for each other, and it was an opportunity that was thrown away. If this is the direction that council decides to go towards, council cannot say that they are listening to racialized communities. Housing is desperately needed. I promise you that people who are making transit 'unsafe' would rather have a home to go to and would also much rather have somewhere safer and more comfortable to exist than a train station. The real question, then, is why is it that in the City of Calgary, the safest and most comfortable place for some of our neighbours to exist is in a bus station. When council speaks about safety, who's safety are we imagining? The safety of homeless folks, people who use drugs, racialized people is not being addressed with this new budget. The best way to reduce crime that is associated with poverty and homelessness is to address poverty and homelessness. I feel unsafe for myself and my community when I see a large police presence. I ask council to consider two things in regards to this portion of the budget. First, when using statistics from various surveys to justify the proposed budget, who had access to respond to the survey? Do the respondents to the survey reflect the city's residents accurately? How were homeless folks engaged? How were immigrants reached? How was the survey made accessible to all? Second, when speaking of safety, please specify who's safety is being prioritized in this budget. A fraction of the budget going to police could be diverted to affordable housing, harm reduction, and mental wellness and would make a world of a difference to all of our residents. Housing, community,

and wellness reduces crime. Policing does not reduce crime, it moves it around and makes it harder to see.

Budget Submissions - Alberta Wilderness Association



Alberta Wilderness Association

To Calgary City Council ("Council"),

The Alberta Wilderness Association ("AWA") was founded in 1965 and is the oldest conservation group in Alberta. We are a registered charity and dedicated to the conservation of wilderness and the completion of a protected areas network across Alberta and have a proven history of being an effective, credible and independent advocate for wildlands, wildwater and wildlife.

Recently, AWA became one of many groups advocating for the protection and preservation of the proposed Ricardo Ranch development in southeast Calgary. It is through this involvement that we present these submissions. We are also writing on behalf of the hundreds of concerned Calgarians who attended two nature walks in the area surrounding the Ricardo Ranch development and have continued to be involved in this project through an active mailing list.

These submissions are notable for AWA as they represent one of the few times in our organisation's history we have taken a direct stance on municipal issues. We have done so now because our mission to conserve Alberta's environment cannot be achieved without the participation of our province's municipalities. Like so many other organisations, we recognise the integral role municipalities play in the fight against climate change and the preservation of wildlands, wildwater and wildlife.

Position on the 2023-2026 Budget

We are neither in support of or opposed to the budget. Instead, we are writing to ask Council to consider additional measures that prioritise the vision of Council in declaring a Climate Emergency and passing the Climate Strategy. This includes a particular focus on the following:

- Promotion of Biodiversity;
- Protection and maintenance of natural assets; and
- Recognition of climate justice for every Calgarian.

We believe an emphasis on these areas will result in a more prosperous, equitable and healthy city for all living things that call Calgary home, human or otherwise.

Submissions

The theme of this budget is “Resilient Calgary” which correctly recognises that we cannot have resiliency without climate resiliency. The content of the budget does not go far enough to achieve a truly climate resilient city that will reach net zero by 2050. We need stronger benchmarks for environmental protection that will preserve and protect our remaining assets. This will involve some tough choices, but they are choices that must be made now before it is too late.

To achieve this, we need to ask ourselves what story we want to tell about our city. For decades, we have told the world that we take pride in the richness of the Bow and Elbow Rivers and the importance of natural areas like Nose Hill, the Weaselhead, Griffith Woods and many others.

However, during that same time we continued to expand outward at the expense of 90% of Calgary’s pre-development wetlands and countless areas containing fragile ecosystems like grasslands and aspen parkland. The benchmarks in this budget will continue this relentless growth and turn valuable natural assets into more sprawl.

The movement to Save Ricardo Ranch is symbolic of the changing priorities of Calgarians, who rallied around this impressive ecosystem and told all of you on Council that the kind of city building that results in the disturbance and destruction of these areas must come to an end.

This is reflected in the City’s own outreach efforts. Page 296 of the **2023-2026 Service Plans and Budgets** (REVISED Attachment 3) states that 79% of Calgarians support taking climate action. These same Calgarians emphasised the importance of biodiversity and the prioritisation of natural-based solutions wherever possible. Various sources of data show that these Calgarians are correct in valuing the natural assets we have left.

Studies show that only 4% of our world’s mammalian biomass consists of wild mammals. We also know that since the 1960s, North America has lost over 3 billion birds. Ecosystems like aspen parkland and grasslands both have less than 2% protection provincewide while somewhere between 60 and 70% of wetlands around developed areas have been destroyed.

Calgary is privileged to have so much of this ecological value outside our front doors but it is under immense pressure which will only increase as the effects of climate change worsen. This budget must do more to reflect the concerns and priorities of Calgarians.

Former City of Calgary Urban Conservation Lead Chris Manderson points out that the City must do more to protect significant habitat. He points out that current approach under the *Municipal Government Act* that is only focussed on Environmental Reserve largely results in incomplete protection of Environmentally Significant Areas. We agree.

It is time we go above and beyond the minimum and achieve the principles enshrined in the **Municipal Development Plan** and the **Climate Strategy**. As our Council, you are fiduciaries for all Calgarians, you have a responsibility to build a city that recognises the reality of the climate crisis and worldwide biodiversity collapse. Our greatest tool in addressing these issues is preserving our natural assets.

As we begin to face the increased intensity and frequency of climate events, neglecting these responsibilities will affect vulnerable Calgarians the most. Without effectively addressing the climate crisis, we will fail to achieve other significant social objectives set out in this budget.

Specific Asks

1. More rigorous environmental standards at the early stages of land use planning that take into account the climate cost in real numbers of the natural assets being lost which must be presented publicly;
2. The creation of a greenbelt in the remaining, undeveloped city annexed last on the fringe of Calgary;
3. A levy on all new greenfield development which must be used to fund the creation of new natural areas in Calgary; and
4. A commitment to create two new natural areas in underserved areas of Calgary.
5. The implementation of new requirements on all new developments intended to lessen the environmental impact. This could include requirements such as dark sky-friendly lighting, increased minimum setbacks and benchmarks for the use of native species in landscape design.

Conclusion

Prioritising our natural assets comes with difficult choices and increased costs. But these will pale in comparison to the costs we will pay without taking further action now.

We strongly advocate for all Councillors to make tough choices and create a budget that sets aside funding for the preservation of intact ecosystems, protection of biodiversity and a network of natural areas that allows the environment to thrive.

Building a city around these principles will create a healthier Calgary for all and give us the tools for resilience in the face of climate change while also being more

cost-effective. We need a Council that has the same courage and vision that resulted in the creation of areas like Nose Hill. There's still time to write a story that shows the world we value our natural world and believe in climate justice for all.

Thank you for considering these submissions.

Sincerely

Nathaniel Schmidt

Nathaniel Schmidt
Director, Board of Directors
Alberta Wilderness Association

E:

P:



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I have read and understand the above statement.

First name (required) **Chloe**

Last name (required) **Chan**

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)

Nov 22, 2022

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

(required - max 75 characters)

budget week

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

Neither

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Greetings Council,

I wanted to communicate my concerns regarding this upcoming budget, namely the lack of funding for transit.

I am a University of Calgary student, living in Capitol Hill, and working at Market Mall. I deliberately moved to this neighborhood in 2021 and chose my place of work such that I would be able to easily commute without having a car.

Despite my best efforts, low transit frequency remains my biggest challenge, especially in the winter months.

When I'm tired, or the bike lanes are still covered in snow, I am unable to rely on public transportation. The 65 bus route is connected to my house, work, and school, but it only comes once every 45 minutes. I cannot take the chance of being 45 minutes late to work or to class. I also cannot take the chance of finishing work at 9:30pm and waiting 45 minutes in the dark and cold for the next bus. It would be different if there was another bus route that connected the Mall to the C-train but as of right now, the 65 is the only bus that takes me where I need to go.

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

This is all very shocking to me. When I lived in Country and Harvest Hills, the commute to the university was relatively long, but there were a plethora of choices for potential bus routes. I could take the 300/301/88/89 to get to the 78 Ave Terminal then the 20 from there. Or I could continue down to the C-train. Or I could go to the North Pointe

terminal and take the 8 from there. It was rarely a disaster to miss one bus.

Additionally, I have experienced many days where the Somerset train from University station to Chinook station is packed beyond belief. This is especially true on Friday afternoons when university/college/high school students and people in downtown are all boarding the train. As there is only a frequency of about 15 minutes during this time and the trains are only 3 cars long, everyone shoves and squeezes.

It is my request that Council invest more money into our transit system such that our buses and c-trains run at a higher frequency so it better reflects the needs of its users. It's difficult to listen to the City talk about climate emergencies when there is no action on this file.

Thank you,
Chloe

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I have read and understand the above statement.

First name (required) Emily

Last name (required) Bowden

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?

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

Council

Date of meeting (required)

Nov 21, 2022

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

(required - max 75 characters)

Budget

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

In favour

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

Hello, this is my first time commenting in the upcoming budget. What I am asking for is more presence of front line police officers and safety measures in district 4. Over the past years we have seen a decline of officers patrolling our neighbourhood. My husband and I feel very unsafe, we have owned our condo for over 13 years. As home owners, in our complex we have seen the damages to our property from the out of control social disorder. I had to sell my vehicle because it was getting costly fixing it after every break in. It's nice to see the new developments/ art work in the neighbourhood however these changes do not address safety issues or the real matters in this area. We see a lot of people with addictions shooting up in the middle of the day near day cares, churches, illegal encampments and vandalism of our property. We along with our fellow neighbours are tasked with paying the bill. Honestly it is getting too costly, and I feel uneasy selling as it is not the right time. I just want our voice to be heard, and that funds are being put in place for more front line police officers and safety measures that would help to make our neighbourhood feel safe again.

Thank you in advance for your help.

PRESENTED BY:



The Calgary Heritage Initiative Society (CHI) advocates to preserve and promote the productive use of buildings and areas of historic significance. CHI is a city-wide, membership-based volunteer heritage advocacy group, founded in 2005.

We are here to advocate for the reinstatement of the \$5 million budget request for the Residential Heritage Tax Credit Pilot program

For years now, CHI has participated in City led engagement on Transforming Planning, the MDP, the Guidebook, Local Area Planning, and the Heritage Conservation Tools and Incentives Report.

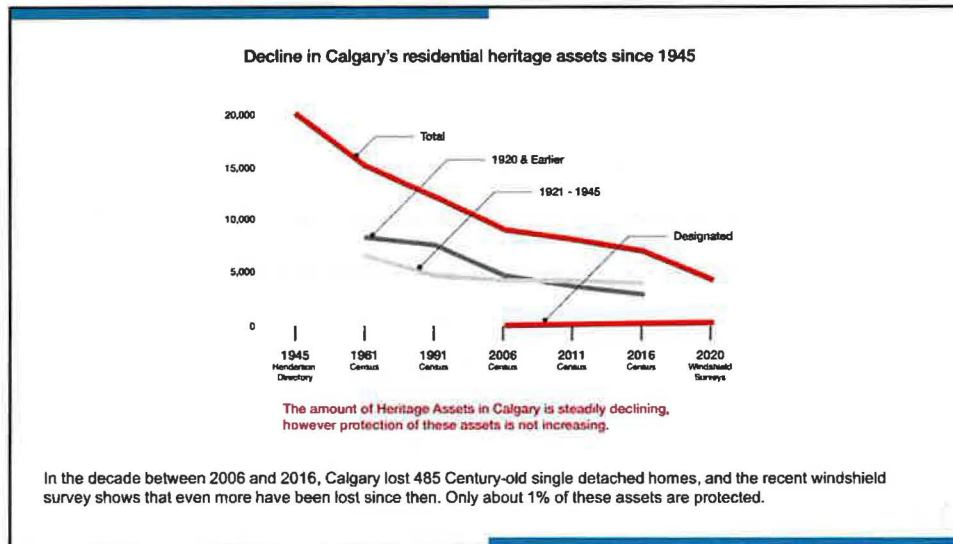
The Guidebook initially included heritage – but that was spun off. A key issue in getting buy-in to Local Area planning – that is deciding where and how redevelopment will occur in communities for a sustainable future – centred on respecting and enhancing community character. In addition to public, commercial and institutional spaces, character means patterns of residential streetscapes, landscaping, scale, architecture and building materials.

The North Hills Local Area Plan Pilot was passed with a placeholder for heritage areas and policy. This amendment is coming forward to Council on Dec 6th. Without the supporting incentive of residential tax credits, the objectives of achieving heritage retention through designation in the LAPs heritage areas may not be realized.

The Heritage Tools and Incentives Report is a well researched, comprehensive and complementary package, designed for Calgary. It supports heritage retention BY OWNERS over demolition and redevelopment. It doesn't mean STATIC heritage retention – it encourages added density of affordable housing through secondary suites and laneway houses. Heritage retention is good for the environment, economy, local jobs, and our physical and social well being.

Frankly we are confused as to WHY the proposed residential tax credit was dropped from the budget request. It's one very important piece of the puzzle and should be reinstated.

SLIDE



Let's look at What's at Stake - There are only 4000 VALIDATED pre 1945 heritage assets left in Calgary and only about 1% are designated. These are located across 26 communities – representing everything from grand homes to modest workers' cottages and are declining at a rapid rate. Further delays to implement the Heritage Conservation Tools and Incentives will continue this decline, despite the fact that 88% of century-old homes in Calgary are in good repair, needing only regular maintenance or minor repairs according to Stats Can.

SLIDE

THE ENVIRONMENTAL VALUE OF BUILDING RETENTION

Four environmental "costs" to building replacement:



EMBODIED ENERGY

all the non-renewable energy consumed to acquire and transport materials, construct, maintain, operate, demolish and dispose of an existing building and then build a new one measured in gigajoules (Gj).



EMBODIED CARBON

a monetized value of the building's carbon footprint measured in tonnes of greenhouse gas (GHG) emissions.



LANDFILL COSTS OF DEMOLITION MATERIALS (\$)



TREE VALUE BASED ON SIZE, SPECIES, CONDITION/AGE, LOCATION (\$)

Our built architecture is a renewable resource and by saving a building, we're helping fight climate change

We save non-renewable energy retain embodied carbon— that is carbon NOT in the atmosphere.

Also consider that with many tear downs, valuable tree canopy is lost – a significant goal of the MDP and Climate Strategy is to increase tree canopy.

SLIDE

CASE STUDY: ENVIRONMENTAL VALUE OF WOOD IN CALGARY'S HERITAGE HOUSING STOCK



An average 1500 sq ft wood-frame house requires 6.3 board feet of lumber per sq ft of house, accounting for 37.5 metric tonnes of GHG emissions/home when razed.

It took about 172 trees to build that 1500 sq ft home!

If Calgary's 4000 identified pre 1945 residential heritage assets are retained, 150,000 metric tonnes of GHG emissions would be saved from this wood alone.

Source: City of Calgary - volunteer verified windshield surveys 2019-2022 across 26 communities. image: Lorna Corneiro

This CASE STUDY considers the environmental value of WOOD in Calgary's heritage housing stock

It took about 172 trees to build each 1500 square foot heritage home!

If Calgary's 4000 heritage assets are retained, 150 thousand metric tonnes of GHG emissions would be saved from the wood alone!

Consider that home size has been increasing while family size has been shrinking! A new infill is much larger than a small heritage home and requires even more lumber to construct. New builds may be energy efficient but the carbon footprint of manufacturing and transporting those building materials offsets those savings.

SLIDE

**CITY OF REGINA
Tax Incentives WORK!**



1910 Omand Residence,
Designated October 2022

Incentives	Designated Heritage Property	Heritage Inventory Property
Tax Exemption	Up to 50% of eligible conservation work costs up to a maximum of 10 years of exemption.	Not Eligible
Maintenance Grants	50% of eligible maintenance costs up to a maximum of \$5,000	50% of eligible maintenance costs up to a maximum of \$2,500.
Major Grants	50% of eligible costs up to a maximum of \$50,000. Amount larger than \$50,000 may be recommended by the Incentive Review Panel, subject to the availability of funds, when financial need and the importance of the investment to Regina's heritage portfolio can be demonstrated.	25% of eligible maintenance costs up to a maximum of \$50,000.
Tax Exemption + Grants	Owners of eligible properties may apply for both tax exemptions and Major Grant if the combined value of the incentives does not exceed 50% of eligible conservation work.	Not Eligible

I can tell you first hand that Residential Tax Credits work. My Nephew just got his 1910 home designated in Regina. He did it because of the tax incentives. Incentives recognize that there are costs to retrofitting, maintenance and operations – to restore it, bring it up to code and incorporate new technology.

Regina also provides grants for maintenance for Inventoried properties that are not designated – something that Calgary didn't even look at.

SLIDE

DE-CONSTRUCTION

In the heritage conservation world, full building retention is not always possible.



Images (L) Dan Oswald Iowa Central Community College, All That's Old Is Renewable, (C, R) CAN WE KEEP LUMBER OUT OF THE LANDFILL?, Anna Lamb-Yorski, images Unbuilders

Right now its “cheap” to tear down buildings for redevelopment. Where its not possible to retain the building, CHI advocates for a better way to salvage materials from demolished properties.

In 2014, the City of Vancouver passed the Green Demolition bylaw, requiring that three-quarters of materials from homes built before 1950 be recycled when they are demolished.

Other cities support salvage, storage and distribution systems.

While outside of the scope of the Residential Heritage Conservation Tools and Incentives, we would like to see bylaw and budget support for such a system under Calgary’s Climate Strategy.

Finally, as for the Non-Residential (commercial) grant program – we understand that work is continuing on Heritage Conservation Tools and Incentives for commercial properties, following the recently released Phase 1 report. CHI supports full funding of that grant program. Edmonton has recently introduced an exemption from tax increases of up to \$50,000 per year for 10 years for non-residential heritage buildings who’s owners agree to the designation. This is in addition to their existing maintenance and rehabilitation grant program. With refinement and promotion, the Calgary program of incentives for commercial properties has the potential to conserve and enhance many of the larger scale projects on our valued Main Streets.

Thankyou



November 21, 2022

Re: Budget 2023-2026 – Residential Heritage Tax Incentive

Dear Mayor Gondek and Members of Council,

In July 2020 Council approved recommendations from the Heritage Conservation Tools and Incentive Report which included planning tools such as Incentive Areas, Discretionary Guideline Areas, and Direct Control Heritage Areas to be implemented 2021-2023 as well as a residential tax credit to be considered for the 2023-2026 budget. The recommendations were designed to protect Calgary's remaining heritage structures from both the policy and the financial side. We have become aware that Administration has chosen to not recommend the residential tax credit due to competing priorities. Without the supporting incentive of residential tax credits, the objectives of achieving heritage retention through designation in the heritage areas may not be realized.

Retention of Calgary's historic homes is left up to private citizens who own those homes to protect and preserve them for the benefit of the city's current and future generations, and to fund that work out of pocket. To help alleviate that financial burden, grants and the residential heritage tax incentive have been proposed. The Residential Heritage Tax Incentive would incentivize property owners to legally designate by providing unrestricted, easily accessed property tax savings to better balance the economic trade-off between conserving or redeveloping a heritage resource.

An April 2020 report indicated that 266 owners of heritage properties had strong interest in legal designation if such a tax credit was available.

To put that into context, only 37 historic homes are currently listed as being municipally designated in the entire city, meaning **the tax credit could result in a 600% increase in designated homes.**

The Guidebook initially included heritage policies but that was removed with the anticipation that the Heritage Conservation Tools and Incentive recommendations would be implemented in parallel, with the Residential Heritage Tax Incentive being a key component of that.

Calgary's collection of remaining historic resources are at increasingly serious risk from demolition, redevelopment, and threats to the designation system itself via proposals such as Stephen Avenue Quarter. This climate of elevated threat is not the time to reduce recommended protections and incentives but to strengthen them.

We ask that the Residential Heritage Tax Incentive be included in the 2023-2026 Budget.

Sincerely,

Chris Edwards

President

Calgary Heritage Initiative Society

www.calgaryheritage.org

My name is Lia Pereira, I'm a writer and multi-disciplinary storyteller living in Calgary for 4 years and today I will talk about how Calgary Arts Founding impacts my life.

The first time I went to Arts Commons was through the contractor's entrance, and I was told that the building was part of City Hall.

It was a snowy night of November 3 years ago, I was working for a catering company at that time and I had no idea what that place was. I asked my manager, also a newcomer, living in Calgary for 2 years at that time.

No, my manager wasn't kidding, he just presented the place in the way that made sense to him, based on his experience serving food in the common areas while the shows took place behind closed doors.

As an international student with a work and study journey of 12 to 15 hours daily I was living in the city but not actually connected to it. Although the Arts played an essential role in my life, I had to do what all newcomers need to: I had to learn how to be functional in Calgary.

The pandemic came for all of us, and the writing pieces that were approved for the next issues of the Academic Magazine were never printed; overnight none of that was relevant anymore. I graduated in the middle of the quarantine, got a retail job and my portfolio became just a painful memory of a dream.

One day, during the pandemic, a glimpse of light came: I saw on social media the advertisement for the online Arts Commons TD Amplified Cabarets. It was free!

For the first time I saw what was behind those doors. That show brought me tears of healing, of hope. Black artists, indigenous artists, immigrants artists, in a beautiful stage, just like the white people. Here in Calgary. Something changed inside me; a tinny flame, almost extinguished, was burning again.

I became a stalker in weeks: I signed up for every newsletter, followed every art-related hashtag, discovered the meanings of CADA, AFA, learned the names of nonprofits, connected with artists and crossed my path with ICAI - Immigrant Council for Arts Innovation, a non-profit committed to connect newcomers' artists with our city's arts scene, supported by Calgary Arts Development and Rozsa Foundation.

They're the reason I started to believe and to write again, you are. The efforts and decisions of this house made it possible for ICAI to exist and made it accessible to me and the other fellow mentees of ICAI to stand a chance, to keep believing. I came here today because we want more, we deserve more, Calgary deserves more.

Canada's Council for the Arts 2021-2026 Strategic Plan has the title "Art, now, more than ever", and it highlights that to engage and retain new audiences, Canadians will need to see themselves reflected in the culture sector's workforce and its creations." Well, the audience is

already here!!! The audience is that manager who prepares and serves the food but never steps inside the theater; the audience are the thousands of newcomers who see themselves in the street festivals but not indoors, who inspire Calgary's arts scene with their multicultural backgrounds but don't thrive in the Arts because they face cultural, economic and systemic barriers.

To engage this audience we need to break these barriers and expand programs and opportunities for more immigrants and newcomers to become community liaisons, mentors, arts professionals and full time artists.

Art is what translates feelings, cultures and dreams, is what makes us feel connected, welcomed. What I am asking to the councilors and your honour Gondek is to give us the chance to be part of building the future of our home together.

2023-2026 Service Plans and Budgets

Submission to Calgary City Council

November 22, 2022

Calgary City Hall
800 Macleod Trail SE
Calgary, AB, T2G 2M3

Dear Members of Council,

Re: 2023-2026 Service Plans and Budgets

I am writing on behalf of the Canadian Centre for Housing Rights, Canada's leading non-profit organization working to advance the right to adequate housing. For 35 years, we have worked tirelessly at the intersection of human rights and housing, providing free services to renters facing evictions and human rights violations to remain housed, providing education and training about housing rights across Canada, and advancing rights-based housing policy through research, policy development, advocacy, and litigation.

Like many municipalities in Canada, Calgary is experiencing a housing affordability and homelessness crisis, exacerbated by the pandemic and rising inflation. Renters are most acutely impacted by this crisis, especially those living on lower incomes. According to recent reports from Rentals.ca and Zumper, which provide a glimpse into current asking rents in Calgary, rents have increased at an unprecedented rate of 21-29% on average since last year. The Canada Mortgage and Housing Corporation's (CMHC) 2022 Rental Market Report shows that while rent increases are sharpest for newer purpose-built rentals, affordability remains problematic in older buildings, as they are being replaced by new expensive units that come with a 30% to 60% premium on rent levels. Despite an increased rental stock, demand for purpose-built rentals is outpacing supply, which is reflected in decreasing vacancy rates across the city.

For lower income households, housing is severely unaffordable: only 9% of the rental supply is considered affordable for the lowest quintile, who are spending between 31% and 62% of their gross income on housing, according to the Canadian Rental Housing Index's 2022 data. Priced out of the city's rental market, Calgary's low- to moderate-income households are increasingly experiencing housing precarity and are at risk of being displaced from their communities. Many lower income residents, if unable to find an affordable home, may be forced to reduce spending on other life necessities like food and medicine, and others may experience homelessness. With over 4,000 households on the Calgary Housing Company's waitlist, people are unable to find deeply affordable housing options. To support Calgary's lower income households, the City of Calgary must support the development of diverse and deeply affordable housing options offered

by non-profit housing providers. The Affordable Housing Development Report of 2020 shows a deficit of 1,700 units per year for non-market affordable housing alone, compared to the targets set in the Community Advocacy Plan endorsed by Council in July 2020. The report also acknowledges that specific groups are more at risk of living in inadequate housing, with higher rates in core housing need for Indigenous communities, newcomers and immigrants, lone parent families, youth, seniors, and people with disabilities. During our day-long workshop with tenant leaders in Calgary in October, we learned that these communities also face issues with landlords neglecting maintenance and leaving rental units in a prolonged state of disrepair.

The rental housing affordability crisis demands a response that increases supply of affordable housing that lower income households can afford while preserving the existing housing stock. It is also important that in increasing the supply of affordable housing, diverse housing options are created, and non-profit housing providers are adequately supported. Additionally, supporting renters in the city and protecting them against displacement is critical so that they can live securely in their homes.

We urge the City of Calgary to adopt a rights-based approach to develop lasting housing solutions. This means prioritizing those who are most impacted by housing affordability and inadequacy challenges, meaningfully engaging and collaborating with these communities to develop long-lasting solutions and investing the maximum available resources to support the housing needs of lower income renters. Therefore, a rights-based approach should aim to increase access to adequate housing for low- to moderate-income renters, including persons with disabilities, lone parents, youth, Indigenous peoples, newcomers, racialized communities and other equity-seeking communities. This is in line with Canada's commitment to advance the right to housing, which considers adequate housing to be affordable, habitable, accessible, culturally adequate, located near essential services and employment, and where renters can live without fear of eviction and displacement. Additionally, this approach will also advance Calgary's Long-Range Sustainability Plan's objectives of creating complete communities and enabling a greater choice of "housing options that are affordable, accessible, and eco-efficient and that support a variety of lifestyles."

We commend the City on its commitment to continue investing in some of the City's housing initiatives such as the Housing Incentive Program, the Affordable Housing Capital Program, the Non-Market Housing Land Disposition Policy, and the Silvera for Seniors Lodge Program. We also support the budget commitments made towards repairing the City's social housing stock.

However, we remain deeply concerned about the City's limited efforts to prioritize housing solutions for lower income renters in its budget. While we are cognizant that the City has limited fiscal resources, and will require investments from higher orders of government, we urge City Council to consider how the budget can most effectively support lower income households to live in affordable and adequate homes by adopting a rights-based approach when making financial commitments.

To this end, we urge the City of Calgary to adopt the following recommendations:

1. Urgently respond to the needs of those most impacted by the housing crisis, in particular Indigenous peoples, lone parents, seniors, persons with disabilities, students, newcomers, and racialized communities.
2. Include targets for each of the above-mentioned groups in all new affordable housing developments, to ensure that housing is accessible and adapted to the needs of these priority groups.
3. Allocate part of the funds under the Citywide Growth Strategy towards the development of affordable housing in new communities.
4. Invest in and scale up programs that incentivize non-profit housing developers to create deeply affordable housing options, such as expanding the Downtown Development Incentive Program to include non-profit housing providers in the RFPs, so that complete neighbourhoods are encouraged in areas of the city where residents can live close to their work and have access to public transportation and social services.
5. Develop a proactive property standards enforcement program and allocate sufficient funding to ensure landlords of multi-residential units are meeting their obligations to maintain and repair rental housing.
6. Develop and fund a municipal property acquisition program in order to preserve rental market affordable housing at risk of loss, and make it available to non-profit housing providers to retain affordability in perpetuity.
7. Develop and fund a City of Calgary eviction prevention program that helps to stabilize housing for the most vulnerable residents of the city, with wraparound supports and the resources they need to remain in their homes.
8. Develop and invest in a City of Calgary tenant support funding program that helps renters challenge above-guideline rent increases, and counter the economic eviction of many long-term renters from their homes.

We encourage the City to utilize the maximum available resources at its disposal to respond to the growing housing need of lower income renter households. We recognize that appropriate and effective action on these recommendations will also require intergovernmental cooperation. We encourage the City of Calgary to explore new ways to work in partnership with the province and federal governments to prioritize the urgent housing needs of low- to moderate-income households in the 2023-2026 budget and beyond.

Thank you for considering our recommendations. We welcome the opportunity to provide our housing expertise and look forward to further discussions with the City to ensure Calgarians can live in safe, adequate and affordable homes.

Sincerely,



Bahar Shadpour
Director of Policy and Communications
Canadian Centre for Housing Rights (CCHR)

My name is Lia Pereira, I'm a writer and multi-disciplinary storyteller living in Calgary for 4 years and today I will talk about how Calgary Arts Founding impacts my life.

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Please use this form to send your comments relating to an upcoming Council or Committee matter, or to request to speak on an upcoming public hearing item.

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 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 W, 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) Tim

Last name (required) Smith

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)

Nov 22, 2022

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

(required - max 75 characters)

2023-26 Budget

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

Neither

If you are submitting a comment or wish to bring a presentation or any additional materials to Council, please insert below. Maximum of 15 MB per submission (5 attachments, 3 MB per pdf document, image, video)
If you have additional files to attach, email them to publicsubmissions@calgary.ca

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

Hello

The following are my comments on the 2023-26 budget:

This budget supports further worsening of Calgary's biggest urban planning issue - sprawl. It also largely ignores funding for the city's climate plan.

1. Funding is either very limited, reduced or non-existent for initiatives like Main Streets, active modes infrastructure and transit affordability. Cut the 144th ave interchange funding and move it to Main Streets and active modes infrastructure.

2. At a time when there are so many priorities for spending why is council directing such a dramatic increase to police funding?? There is a clear lack of funding for Calgary's climate plan.

According to statsCan crime rates in Calgary are lower than other cities in western Canada and yet funding is jumping up. Why? Is the increased funding tied to performance metrics like decreased crime rates, particularly among BIPOC Calgarians?

Freeze the police budget at 2022 level and invest in social programs (Community Strategies, Social Programs, Affordable Housing, Neighbourhood Support)

<https://twitter.com/peterloliver/status/1593292881376448512?s=46&t=hDsxFVwegqjcP3ubt400lw>

3. I don't agree with the proposed budget increases to public transit fares. The city has stated goals of increasing ridership, to prevent climate change, to reduce traffic, among other reasons. Having affordable transit WILL help to achieve that objective. In a time when many jurisdictions are reducing the cost or eliminating transit fares altogether, council seems to have it backwards.

Please reverse this decision and work to reduce the cost of public transit.

Thank- you to all the hard working city staff!

Tim



Tuesday November 22, 2022

Your Worship Jyoti Gondek
Ward 7 Councillor Terry Wong
All Ward Councillors
Historic City Hall
800 MacLeod Trail SE
Calgary, Alberta T2P 2M5

Re: 2023-2026 City Budget

Dear Your Worship Mayor Gondek, and the City Council,

The Calgary Chinatown Business Improvement Area (BIA) thanks the City Council and its Administration for their works in the 2023-2026 operating and capital budget.

Today, I represent the Board and ratepayers of Calgary Chinatown BIA. We highlight a few key areas that we hope The City Council would consider:

1. Space Activation through Festivals & Events - CBIA hosts annual events such as the Chinatown Ice Sculpture Showcase, the Stampede Breakfast, the Chinatown Street Festival, and the Lantern Festival. In addition, the Chinatown Lamppost Banner Program brings in talented artists and their works. In recent years, CBIA also supported art programs such as the newly unveiled Community Wall Mural on Centre St. & 2nd Avenue, and the Community Garden at the Chinese Elderly Citizens' Association.

The pandemic has created drawbacks for CBIA's 260 small businesses which are still recovering. Those festivals & events, which draw tens of thousands of patrons and tourists to Chinatown, are exceptionally crucial because they are proven to be an effective model to gather people, increase community safety and spark economic activities.


2. Legacy Monuments in Public Spaces: Chinatown marks its 112-year anniversary at the current location which is its third. Its historical background should be underscored. For Chinatown to continue to be a destination for visitors, its public realm needs significant improvement and enhancement. For example, a master plan for green space and in particular the redevelopment of Sien Lok Park and legacy monuments will encourage patrons and residents to enjoy for three seasons if not all year round. Also, a legacy monument such as a Chinatown Gate can also define the uniqueness of the district.

3. Community Safety: In order to make Chinatown a must-visit destination and a great experience for all patrons and visitors, community safety through beautification, CPTED and coherent collaborations with civic partners needs to be addressed.

4. Marketing & Communications through Story-telling: In making Chinatown a must-visit destination and a great experience for all patrons and visitors go beyond in-person experience. Chinatown BIA has been working diligently to tell stories through digital channels such as our website (CalgaryChinatown.com) and social media platform.

Thank you for the opportunity to include the Chinatown BIA in the budget deliberation process. We are very willing and devoted to continue to work with The City and the Chinatown community to enable Chinatown to be a clean and safe community, a must-visit destination and a great experience neighbourhood.

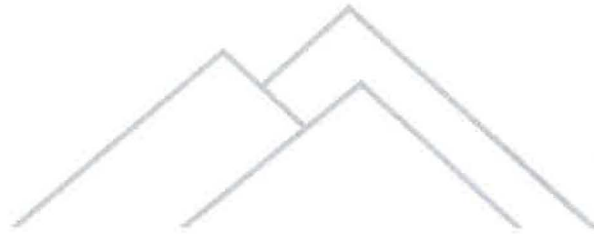
Respectfully,



Grace Su
Chairperson
Chinatown BIA



Brian Wong
Executive Director
Chinatown BIA



November 22, 2022

Delivered by Email

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

**Attention: Mayor Jyoti Gondek and
Members of Council**

Ladies and Gentlemen:

**Subject: 2023 - 2026 Service Plans and Budgets, C2022-1051
Planning and Development Sustainment Reserve Fund**

We write to you in follow up to our letter of November 7, 2022, (copy attached) sent to the attention of City Administration's Messrs. Dagleish and White. We apologize for this additional submission; we trust both Council and Administration appreciate the budget documents are lengthy, content heavy and take time to adequately review. This letter does not change our support for Administration's proposal; it provides some specific areas of focus which have arisen from industry's review and consideration of the budget documents.

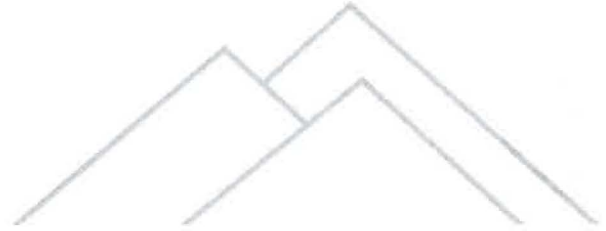
In its November 7th letter, BILD Calgary Region (BILD) supported the use of the Planning and Development Sustainment Reserve Fund (the Reserve) for the review and streamlining of City of Calgary Planning and Development processes. We understand this work is being undertaken with the overall goal of improving approval time frames and, correspondingly, affordability, innovation, and choice in housing supply for Calgarians and future Calgarians. We send this letter directly to all of Council as it commences public deliberation on budget matters to reaffirm that support and help focus any dialogue Council may wish to have on the use of the Reserve.

Planning and Development Sustainment Reserve Fund

Supporting documentation (extract of EC2022-0815, attached) provided by Administration shows a positive Reserve balance (i.e., surplus) of approximately \$97 million as at 2021 year-end. As noted, the Reserve is funded by developer paid fees and the current surplus is as a result of the excess in collection of those fees above Planning and Development approvals costs and its use includes supporting and improving Planning and Development approval timelines.

BILD Support for Strategic Use of the Reserve

BILD understands Administration's recommendation is to utilize a portion of the Reserve Fund to add resources to undertake refining Planning and Development policies and procedures and reduce the processing time of Planning and Development approvals. Those resources will be focused on setting a clear and transparent regulatory and procedural framework, eliminating excessive, redundant, and conflicting policies, removing unnecessary regulatory barriers and streamlining development approvals. BILD's support for Administration's proposed use of the Reserve is founded in the belief that completion of such initiatives will directly benefit not only the development and building industries but also more broadly, all Calgarians by ensuring quality services through efficiency improvements. Such improvements support affordability and enable Calgary to remain an affordable place to live and do business.



Specific BILD Support

Consistent with the foregoing, BILD also believes the use of the Reserve must support implementation of the vision for Calgary and deliver on Council's Strategic Direction. While BILD supports the general use of the Reserve as described above, there are 2 specific items BILD wishes to emphasize its support for:

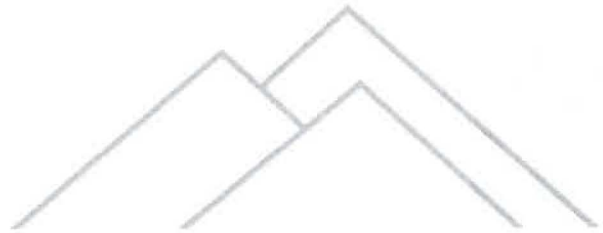
1. At its September 20, 2022, meeting, Council directed Administration to formalize the business case process for any applications that are received for land use change within Area Structure Plans that had Growth Management Overlays (GMOs). Council further directed Administration ensure that reports for Council decision regarding business cases and/or ASP applications provide full transparency by including business modelling, tax and spending assessments and any other relevant empirical information agreed upon between Administration and applicants. BILD strongly supports this and trusts one-time use of the Reserve will result in timely completion of this Council direction.
2. In its review of the budget documents, BILD takes note of C2022-1051 Attachment 7, Revenue and Expenditure Reporting by Community. BILD's understanding of Administration's response to Council's September 20, 2022, direction is essentially a request for further clarification and, importantly, "Funding is not included in the 2023 – 2026 Service Plans and Budgets," on page 3 of the attachment. BILD believes this work is required to complete the work Council directed regarding business cases and the GMO, noted in item 1, above, particularly the empirical aspects of that direction. Accordingly, BILD supports one-time use of the Reserve to undertake the work Council directed shown at the top (page 2) of Attachment 7 and that will help to facilitate that direction's completion in a timely fashion.

BILD reiterates its encouragement for Administration to seek clarity on The City's ability to access Federal Housing Accelerator Funds to further support this worthy initiative. We understand that finalization of the details regarding the fund should occur soon and, as one of the leading metropolitan areas in Canada, Calgary should access this funding to support the housing supply and affordability aims Federal Housing Accelerator Funds are intended for. As part of the overall policy review and streamlining supported by the use of the Reserve Fund as well as any funding which can be accessed from the Housing Accelerator Fund, we look forward to working collaboratively with Council and Administration on these important matters.

In summary, BILD supports the use of the Planning and Development Sustainment Reserve Fund for the review and streamlining discussed above, in support of housing affordability for Calgarians and future Calgarians.

Respectfully,
BILD Calgary Region

Brian R. Hahn,
Chief Executive Officer
Attachments



November 7, 2022

Delivered by Email

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

**Attention: Mr. Stuart Dagleish, General Manager/Deputy City Manager
Josh White, Director of City and Regional Planning**

Dear Sirs:

Subject: Planning and Development Sustainment Reserve Fund

Thank you for inviting BILD Calgary Region (BILD) input on using the Planning and Development Sustainment Reserve to fund a portion of work on the Calgary Plan. BILD understands Administration will recommend utilizing a portion of the Reserve Fund to refine Planning and Development policies and procedures with a focus on setting a clear and transparent regulatory and procedural framework, eliminating excessive, redundant and conflicting policies, removing unnecessary regulatory barriers and streamlining development approvals to support implementation of the vision for Calgary and deliver on Council's Strategic Direction. We believe completion of such an initiative will directly benefit not only the development and building industries but also more broadly, all Calgarians by ensuring quality services through efficiency improvements and supporting affordability to enable Calgary to remain an affordable place to live and do business.

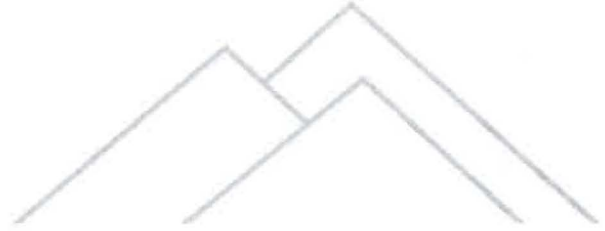
BILD notes the Reserve Fund was established to provide the resources necessary to sustain and reinvest in service delivery to the development and building industries and ultimately new Calgary home and business owners. BILD believes that this initiative will meet the intent of the Fund to ensure stable and sustainable handling of the applications and processes necessary to provide developers, constructors, and other industries within Calgary with the efficient service they need to carry on their businesses.

BILD also encourages Administration to seek clarity on The City's ability to access Federal Housing Accelerator Funds to further support this worthy initiative. We understand that finalization of the details regarding the fund should occur soon and, as one of the leading metropolitan areas in Canada, Calgary should access this funding to support the housing supply and affordability aims it is intended for.

As part of the overall policy review and streamlining supported by the use of the Reserve Fund as well as any funding which can be accessed from the Housing Accelerator Fund, we look forward to working collaboratively with Administration on this important policy initiative.

We encourage you to visit bildcr.com for industry updates

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



In summary, BILD supports the use of the Planning and Development Sustainment Reserve Fund for the review and streamlining discussed above.

Respectfully,

BILD Calgary Region

Brian Hahn, Chief Executive Officer BILD CR

We encourage you to visit bildcr.com for industry updates

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Planning & Development Sustainment Reserve

\$ 97,120
(2021)

Sustainment Reserve (\$000s)

Authorization: FB2003-49, C2005-60, C2005-68, FCS2005-33, FCS2006-37, FCS2007-45, LPT2008-67, LPT2011-30, PFC2013-0745, PFC2016-0796, PFC2017-1081 and PFC2019-1385

Purpose: The reserve will be used to respond to market fluctuations and volatility in the level of development and building activity. The reserve will fund fee supported budgets for the continuity of development approvals and building safety services.

The reserve will have the following specific uses:

- Stabilize the operating budget
- Fund one-time operating expenditures
- Fund the capital expenditures

Conditions: The reserve has a target balance of 75 per cent of the annual budgeted fee based operating expenditures. Should the fund exceed the target, the excess would be used as a contribution from the reserve to fee supported operations in the following year to soften any required user fees increase.

Restrictions: None.

Related Budget Programs: Operating Programs: #610 Calgary Growth Strategies
#611 Calgary Building Services
#612 Community Planning
#613 Calgary Approvals Coordination

Capital Programs: #061 Capital Asset Acquisition
#063 Cash System Integration
#064 Working Space Initiatives
#065 Land Use Bylaw Implementation / Sustainment
#067 Business Technology Sustainment
#069 eService Portfolio

Funding Sources: Annual operating surpluses from fee supported operations from 2016 and future years (previously from annual Calgary Building Services operating surpluses as of 2003 and future years).

Reserve approved to record allocation of investment income:

X Yes No

Special Reporting Requirements: None.

Current Activity (\$000s):

	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>
Opening balance	84,199	81,707	77,908	86,752	99,114
Investment Income	2,686	2,773	2,844	1,961	3,159
Contributions from operations	14,399	3,406	6,067	13,531	11,901
Contributions to capital ⁽¹⁾	(4,164)	(3,687)	(5,112)	(5,102)	(7,422)
Transfer from reserve	-	-	-	766	-
Transfer to Opportunity Calgary Investment Fund ⁽²⁾	-	-	-	(20,000)	(20,000)
Closing balance	<u>97,120</u>	<u>84,199</u>	<u>81,707</u>	<u>77,908</u>	<u>86,752</u>

(1) Contributions to capital is a flow through transfer from Calgary Building Services to Calgary Approvals Coordination and it is recorded as capital expense funding in Calgary Approvals Coordination.

(2) Transfers to the *Opportunity Calgary Investment Fund* as per Council's decision made on December 18, 2017 per PFC2017-1081.

Commitments as at Dec 31, 2021 (\$000s):

Balance (as at Dec 31, 2021)	97,120
Budgeted inflows	1,872
Budgeted outflows	(22,917)
Council approved commitments ⁽¹⁾	<u>(16,985)</u>
Remaining balance	<u>59,090</u>

(1) Council approved commitments are for approved capital projects beyond 2021-2022 budget cycle, as follows:

- Capital Asset Lifecycle - \$195
- Business Technology Sustainment - \$11,000
- DA Service Improvements - \$790
- Working Space Initiative - \$5,000

Source Contacts:

Business Unit –	Calgary Building Services
Financial Lead –	J. Lee, Finance Lead
Operational Lead –	J. White, Chair of PD Financial Governance Oversight Committee

- I'm here about property taxes unfairness

- I ~~pay~~ ^{paid} eight thousand, eight hundred dollar property tax this year. I live in a 191 bungalow. I wonder how many of you pay nearly nine thousand dollars property tax?

- I remember when the Market Value Assessment started, about 1992. It is an unfair assessment based on the area you live in, and how much your house would sell for. Well, my property is not just a house, it's my home and not for sale

- As a senior citizen living on a fixed income I am not looking for charity, but fairness

- I am sure I pay far more property taxes for ~~home~~ than any of you. Why don't you challenge ~~the~~ reject the Market Value system and work to change the Municipal Taxation Act back to the way it was prior to 1992 to make it equitable for people like me?

It appears that ~~the~~ Council does not care about this unfair distribution of taxes lack of equality

Calgary City Council Meeting

November 22, 2022

2023-2026 Budget Plan

Written Submission of Dana C. Neilson

Who am I:

My name is Dana Neilson and I am making this submission on my own behalf. I am a resident of Ward 11, having moved from Ward 1 last month.

I have lived in Calgary since 2006, after relocating from Vancouver.

Why am I writing:

I am writing about climate action/justice, particularly the issue of sprawl.

I often tell others that my mother, an active senior who plays golf, bowls, volunteers for Seniors Fitness initiatives, and enjoys gardening is “Exhibit A” for me with respect to climate change. She moved from the Greater Toronto area because of pollution, returning to the prairies more than 10 years ago. The pollution was a significant challenge for her due to lung disease. At first, the move back to the prairies helped, but as things have worsened in western Canada with smoke from forest fires, this is no longer the case. I think of my mom often, but I also think of my nieces and stepchildren, who have lived with air pollution, much of it extreme, all their lives.

I am not here today to talk only about my family, because this is about community and building better, healthier communities for everyone.

Representative Role:

I appreciate it is daunting to be an elected official, but each of you have responsibilities. Each member of council represents the citizens within their ward. As a citizen who votes in each election, it is frustrating for me to see decisions made which do not reflect the consensus of citizens.

What do citizens want:

We have seen time and again that citizens are in favour of protecting nature (“mountains, not mines”). The issue with mining in the mountains may be provincial responsibility but it reflects majority views:

- **CPAWS** (Canadian Parks and Wilderness Society) – recent polling shows that:

77% of Albertans support setting aside more land in Alberta to protect wildlife habitat to prevent further decline of wildlife populations

85% of Albertans are in favour of supporting Canada's international commitment of protecting 30% of its land being set aside for conservation purposes

95% of Albertans are concerned about the loss of species, including at-risk caribou and native trout and the biodiversity crisis

You can review this polling at cpaws-southernalberta.org

- **The Calgary Climate Hub** (along with others) also conducted polling in September 2021 before all of you were elected:

73% of Calgarians believe that investing in climate change is an investment in long term economic sustainability and prosperity

70% of Calgarians want candidates (ie councilors) to have clear environmental policies that protect our natural systems and diversify the economy is their platforms.

66% recognize the city needs to do more to address climate change.

What has City Council done:

After making the climate emergency declaration, the city then chose to "fast track" development in Ricardo Ranch and other areas.

As a municipality, you are responsible for land use and planning decisions that benefit our city as a collective. Continuing to approve sprawl will not benefit the collective. The more likely impact of this sprawl is an increase in traffic, negative impact to wildlife, increased emissions and an overall negative impact to our planet. The suggestion that more building is a good thing because it will increase the base for taxation is purely economic and disregards all of the negative impacts that cannot be undone.

What do I want:

The City's Climate Strategy reflects the City's role at page 10:

The manner in which Calgary grows and develops has a significant impact on GHG (green house gas) emissions and our capacity to adapt to changing climate conditions.

- Development in a riparian area should not happen.
- With development in an environmentally sensitive area, we lose an effective carbon sink.
- None of this development is needed
- Continued sprawl is not a solution.

This budget needs to be allocated to climate action. As noted by Brent Toderian, City Planner and Urbanist:

*The truth about a city's aspirations isn't found in its vision.
It's found in its budget.*

All 14 councilors and Mayor Gondek can show true leadership by heeding the words of Antonio Guterres, UN Secretary-General:

"What did you do for our world – and for our planet – when you had the chance?"

Thank you for considering my submission.

Dana C. Neilson

Please use this form to send your comments relating to an upcoming Council or Committee matter, or to request to speak on an upcoming public hearing item.

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

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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)	Alex
Last name (required)	McColl
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)

Nov 22, 2022

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

(required - max 75 characters)

2023-2026 Service Plans and Budgets

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

Neither

If you are submitting a comment or wish to bring a presentation or any additional materials to Council, please insert below. Maximum of 15 MB per submission (5 attachments, 3 MB per pdf document, image, video)

If you have additional files to attach, email them to publicsubmissions@calgary.ca

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

I serve on my Condo Board, but my comments are my own. I live in the Beltline and I love living in a walkable downtown community. What I don't love is when "downtown revitalization" meetings are dominated by people from the suburbs asking for more free parking.

In 2014, consultations were done on how to make our streets safer for cyclists and pedestrians. The feedback was clear and based on proven safe street designs in Europe: continuous sidewalks, separate bike lanes, bollards, and Amsterdam-style pedestrianization. Continuous sidewalks were included as recommended infrastructure in the 2015 Design Guide, and a combination of continuous sidewalks and pedestrian scrambles were part of the 2016 8th St SW Master Plan.

We told the previous council what infrastructure we wanted but we're still waiting for it to be built. Now we're being told that there might be another round of consultations on 8th St SW next year. Will I be writing again in 2030 about how we did two rounds of consultations and are still waiting for the safe street infrastructure we asked for back in 2014?

Vibrant cities need to be safe for pedestrians and cyclists. Cycling and walking can be safe year-round if we build and maintain infrastructure to the same standards as they do in Paris, France; Amsterdam, the Netherlands; or Oulu, Finland. In Singapore, a truck recently crashed into a bus stop, but no one was hurt, because the bus stops there are protected with bollards. We can do better.



Dutch intersections and dynamic Dutch streetlights: that give transit, cyclists, and pedestrians priority, are proven to increase safety while also speeding up the flow of traffic for cars. Oulu's bike network and snow clearing make year-round cycling viable and are proven to reduce car traffic as kids bike to school instead of being driven. We can do better.

You have engineering documents from city engineers, and ample consultations already completed. It's time to build the infrastructure, not host another round of consultations. Do better, right now.



November 22, 2022

City of Calgary
Offices of the Mayor and Councilors
Calgary, Alberta

Att: Calgary City Council

Re: One Calgary 2023-2026 Service Plans and Budget

In November 2021 The City of Calgary declared a climate emergency with a commitment to support zero emissions mobility as well as other actions to reduce emissions. With this in mind, The City's 2023-2026 Service Plans and Budget presents the opportunity to position Calgary as a leader in addressing the causes of climate change while also investing in improving the quality of life for Calgarians. However, the proposed budget repeats the unsustainable patterns of the past 70 years and focuses on sprawl and vehicle dependence.

As City Council begins to deliberate on the four-year budget, the Beltline Neighbourhoods Association has several serious concerns. The proposed budget provides no real movement towards expanding active transportation mobility and improving pedestrian and cyclist safety. Less than 1% of the Streets budget is allocated for new active modes infrastructure and only \$4.7M (an 83% reduction from the 2019-2022 budget) of new construction for active modes under the Sidewalk and Pathway Budget. The advice and implementation of numerous City Strategies and Plans, including the Climate, Pedestrian and Cycling Strategies, which call for the development of more active mode infrastructure, has been largely cast aside.

Additionally, Calgary Transit's proposal to increase transit fares, including to \$4 per ride for adults and youth rides from 2.45 to 2.65 by 2026, will have a detrimental impact on transit access. The City is proposing to increase the barriers to accessing transit just as we want more people choosing transit more frequently. Those who rely on transit, particularly youth and seniors will be hit the hardest, while infrastructure for private vehicles continues to be heavily subsidized in this budget.

We urge yourselves to support a budget that reallocates funds away from unsustainable development and towards projects in existing communities like the Beltline and others across the city that improves the safety and comfort of walking, rolling, and cycling. As well as to reject raising transit fares, and instead develop a long-term financial framework to address the funding of Calgary Transit.

Yours sincerely,
Beltline Neighbourhoods Association



BELTLINEYYC.CA

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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) **Shane**

Last name (required) **Peterrerson**

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 Infrastructure and Planning

Date of meeting (required)

Jan 6, 2023

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

(required - max 75 characters)

Green Transit transportation

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

Neither

If you are submitting a comment or wish to bring a presentation or any additional materials to Council, please insert below. Maximum of 15 MB per submission (5 attachments, 3 MB per pdf document, image, video)
If you have additional files to attach, email them to publicsubmissions@calgary.ca

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

I have lived in Calgary all my life, I grew up in Tsuu T'ina Nation. I have valued city council and the transit system as i have taken it most my life. Talking to others in the city, i have gotten feed back about having a green line. People were complaining about the mining of coal and toxicity of batteries, people in the city of Calgary are still upset about the lockdown. I would really like the city council to invest in suicide prevention services and surveying Calgarians about the green line before it is launched. Thank you

6713 Larch Court S.W.
Calgary, Alberta
T3E 6E9
November 22, 2022

Calgary City Council
700 Macleod Trail S.E.
Calgary, Alberta
T2G 2M3

Dear Mayor Jyoti and Councillors:

**Re: Vecova Dementia Wellness Program –
Support of City of Calgary Budget Funding of a New VECOVA Facility**

This letter is sent to the Calgary City Council in support of City of Calgary budget funding of a new VECOVA facility. Some context and reasons for support are provided below.

I am a fifth generation Chinese-Canadian and part of a family that originally settled in the Town of Olds in 1895. I have lived much of my life in the city of Calgary, since 1967 first in the neighbourhood of Lakeview, and since 1990, in neighbouring Lakeview Village. While growing up in Calgary and subsequently attending the University of Calgary in the early 1970's, I recall knowing about an institution near the university, the Vocational and Rehabilitation Research Institute (V.R.R.I.). Likely, similar to most Calgarians, I knew little about the V.R.R.I. other than understanding it was primarily a facility for training of individuals with different abilities, and a bottle recycling depot.

For years I continued to know little about the V.R.R.I. as neither I nor anyone I knew had a need for the services provided by the V.R.R.I., that is until to the summer of 2021, including not knowing that the V.R.R.I. had a name change in 2011 to VECOVA. It was then that my wife, Andrea Salomon, a resident of Calgary for nearly forty years, and a retired teacher, who taught for over thirty-five years, was diagnosed with mild Alzheimer disease. As it is important for individuals with Alzheimer disease to keep active, socially, physically and cognitively, we searched for a day program that would be a fit, providing socialization, particularly when COVID-19 isolation was being practised, physical exercise, and brain/memory exercise. After trying a few programs Andrea found that those programs tended to be oriented to individuals that were more progressed in their dementia. An online advertisement in the Fall of 2021 was found that described a Dementia Wellness Program at VECOVA, which is oriented to individuals with mild dementia symptoms. We contacted the Program Co-ordinator at the time and subsequently Andrea and I went through an extensive interview and on-boarding process. The commencement of the program was deferred until the new year because, we understood, the participants of the program were still considered high risk to being infected by the COVID-19 virus. Andrea and I thought that was commendable and indicative of the care for safety and wellbeing my wife has since come to experience.

While Andrea did not attend the first two month session of the program last winter, she has attended the three since then. Her experience has been nothing short of excellent, testament to the professionalism and personal care provided by Heather Burke, VECOVA Senior Program Leader, and her Dementia Wellness Team. The themes and discussion topics that are discussed and quizzed each half day session are topical, relevant and stimulating, and the fitness and strengthening lead by Shondel Gummow have been invigorating for Andrea, and the other participants. Further, the socialization aspect for everyone has been a very important part of the program and my wife often speaks kindly of several of her fellow participants that she considers her VECOVA family.

Another aspect of the professionalism of the wellness service provided is the weekly updates provided to the program participant caregivers, that include information on the themes and topics discussed and quizzed, anecdotes about the participants activities in the sessions, and the themes and topics that will be discussed in the next week.

From a caregiver perspective, after participating in the group "graduation" ceremonies in June, I understand why Andrea has a zeal to attend the two half day sessions each week with her other family, which in my mind, speaks volumes about the program, and VECOVA. That said, I have little knowledge of the other functions of VECOVA but if they are delivered in a similar fashion of professionalism and personal care, the customers of the other functions of VECOVA can't be anything other than very satisfied with the service they receive.

The VECOVA facility has been in existence longer than the fifty-two years I can recall. The population of Calgary that the building served in 1970 was 389,000. The need for the Dementia Wellness Program by a growing population of individuals with early phases of dementia in the city will increase as the civic population increases, as will the need for the wellness services provided by other VECOVA functions. Although we are not privy to the many reasons why a new facility is necessary, the civic population of 1,336,000 that VECOVA serves, that is 3.4 times larger than in 1970, and a building over 50 years old, parts of which are un-usuable, seem likely reasons.

It is well appreciated that the Calgary City Council has many priorities that require budget funding consideration, however those that contribute to individual and hence, civic wellness and associated reputation, merit a high priority. That VECOVA has provided wellness opportunities for over fifty years for thousands of Calgarians, and that the need to provide wellness opportunities will continue to grow, Andrea and I support City of Calgary budget funding of a new VECOVA facility and we thank-you for your consideration of this letter.

Yours sincerely,



Geoff Chow



Andrea Salomon



Official Submission to City Council - November 22 , 2022

Re: 2023-2026 Service Plans and Budgets Deliberations

Status Public Participation

Position: Neither For or Against - Only Suggested Additions

The 2023-2026 Service Plans and Budgets proposed before council is a great opportunity to work on some Naturalized Green-Space needs in Calgary.

Our **First Request** is for this budget to put funding towards an Administrative Inquiry into the Creation of a National Urban Park with the Federal Government. [Edmonton is already working on their submission and is in a pre-feasibility stage](#) with the Federal government on the creation of a National Urban Park in the city of Edmonton. To our knowledge a similar initiative is not even on the radar here in Calgary. The Federal Government has a goal of 15 National Urban Parks by the year 2030 and it is our belief that Nose Creek should be a candidate on this [list](#).

Our **Second Request** is for Calgary to put funds towards investigating the feasibility of a cross-municipal park along the Nose Creek with the municipalities of Rockyview County and Airdrie. Airdrie and Rockyview are already discussing routes for a bike pathway. If we could add a connected Park along with their project this would help bring the attention of other levels of government to assist this project. Greenspace like this will also serve to move Calgary's Northeast closer towards meeting the policies laid out in the [Municipal Development Plan \(MDP\)](#) objective of creating quality public parks, open spaces and other community amenities.

- Provide a high-quality park and open-space system to meet the varied needs of Calgarians.
- Protect and improve scenic landscapes that enhance the amenity and character of Calgary's river valley park system, other waterways and wetlands, natural tree stands and prominent escarpments.
- Maintain and improve access to water bodies, including rivers, creeks, and reservoirs.
- Design parks, open spaces, and amenities to the highest accessibility standards feasible.

Our **Final Request** is a Commitment to creating new Interconnected Naturalized Park spaces in each quadrant of the City over the next 4 years. We realize our advocacy is equally important to other areas of the city. Not only could these nature/wildlife corridors provide a response to the Climate Emergency it will also allow for communities to be connected through greenspace

instead of only highways and roads. The pandemic has shown the health benefits of providing safe, inclusive, vibrant and accessible parks and open spaces. The City of Calgary should ensure that Calgarians in all quadrants of the city are able to access these spaces easily. This is another policy in the [MDP](#): Create a comprehensive and connected park, pathway and open-space system that links neighbourhoods, public parks, natural areas, athletic parks, plazas, squares and the river valleys.

REQUESTS ON THIS SUBMISSION

- 1.) Allocate Funds towards Administrative Inquiry into creating a National Urban Park in Calgary along Nose Creek.
- 2.) Allocate funds towards investigating the feasibility of a cross-municipal park along the Nose Creek with the municipalities of Rockyview County and Airdrie.
- 3.) Commit to creating new Interconnected Naturalized Park spaces in each quadrant of the city.

Official Park Proposal: [Nose Creek Park Official Park Proposal Rev A](#)

About Save Nose Creek

Save Nose Creek is a community led initiative with the goal to provide the Nose Creek Valley with an official Park Designation. We have outlined 3 goals for our initiative.

Primary Goal - Provincial or National Urban Park Designation

Secondary Goal - Regional Municipalities Park Designation / Creek Protection

Tertiary Goal - Giving a Voice for Nose Creek in Developments and Infrastructure Improvements

Why are we doing this?

Our initiative is made up of volunteers who want to protect the Nose Creek Valley from industrial overdevelopment. We are trying to preserve and protect:

- Biodiversity.
- Watershed.
- First Nations and Canadian Settler Archeological Discoveries.
- The Naturalized Greenspace.



Isn't it too late?

We are hoping there is still time to adjust course for the Nose Creek Valley. As we talk with developers, key stakeholders and specialists there is interest to find a middle ground. We are asking for everyone with interests in the Nose Creek Valley to work together to create a green-belt from Calgary to Airdrie for consideration of an Official Park Designation by the Provincial or Federal Government.



Social Quicklinks:



News Articles:

Outlet	Link
Livewire Calgary	Save Nose Creek launched to encourage community consultations in north Calgary
Global Calgary	Calgary group hopes to save northwest green space from redevelopment
Calgary Herald	Advocacy group forms to save north Nose Creek Valley from industrial development
CrossBorder Podcast	Episode 419 Save Nose Creek
Global Calgary	City council greenlights rezoning along Calgary's Nose Creek Valley
Livewire Calgary	Industrial land use change goes ahead, despite Save Nose Creek opposition
Airdrie Today	Community advocacy group wants more action to help Nose Creek
Airdrie Today	Rocky View County, Crossfield working to reduce impact on Nose Creek



Email: info@savenosecreek.com Phone: 403 973 0609

Socials: @SaveNoseCreek Website: SaveNoseCreek.com

Save Nose Creek is honoured to advocate for the Nose Creek Valley on the traditional territories of the Blackfoot Confederacy (Siksika, Kainai, Piikani), the Tsuut'ina, the Îyâxe Nakoda Nations, the Métis Nation (Region 3), and all people who make their homes in the Treaty 7 region of Southern Alberta.