



Calgary Inner City Builders Association

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June 22, 2024

RE: Land Use Bylaw Housekeeping Amendments: Mobility Storage Lockers and Bike Parking in Multi-Residential Buildings EC2025-0650

Attn: Mayor Gondek and Calgary City Council

On behalf of the Calgary Inner City Builders Association (CICBA), we are writing in support of the proposed land use bylaw amendments currently under consideration.

Specifically, CICBA wishes to address and express support for the:

- removal of mandatory requirements for mobility storage lockers in multi-family developments; and
- amendment to reduce the Class 1 bicycle parking requirement from 1.0 to 0.5 stalls per unit or suite.

Both amendments reflect a necessary shift toward improving housing affordability, allowing greater flexibility in design, and ensuring that policies better align with actual user needs observed in Calgary's inner-city residential developments.

1. Mobility Storage Usage and Tenant Behavior

Mobility storage lockers are underutilized in many multi-family developments. Feedback from tenants and property managers reflect ongoing concerns with theft and safety, leading many residents to store mobility devices, bicycles, and e-scooters inside their units despite having access to external storage. Individuals are hesitant to store high-value items in areas they perceive as unsafe. Theft of these items can significantly impact their ability to commute, work, or meet essential daily needs—and replacing them often comes at a cost they cannot afford.

2. Affordability Impact

Mandating dedicated storage infrastructure in buildings, especially in those delivering below-market or affordable units, results in added costs to both construction and operations. As an example - internal costing among CICBA members indicates these requirements could add approximately \$183 per month to the rental rate per unit for some developments. While storage may be appropriate in certain circumstances, mandating the form of storage can create unnecessary added costs that challenge the viability of projects designed to meet affordability targets.

While only one example of a cost impact, \$183 per month can be significant for many Calgarians. These funds could be better allocated toward core needs such as groceries, childcare, transportation, or rent—rather than being directed toward mandatory infrastructure that may ultimately go unused. Forcing households to absorb the cost of amenities they may not want or need undermines the principle of delivering affordable, responsive housing solutions.

3. Battery Storage and Safety Considerations

A growing number of residents use battery-powered mobility devices that rely on lithium-ion batteries—similar to those found in laptops, tools, and household electronics. These batteries require storage options that avoid large temperature fluctuations.

- Extreme cold or heat can degrade battery chemistry, damage components and lead to failure.
- Batteries can be at increased risk of thermal runaway (chain reaction leading to heat buildup and potential fire) if stored improperly at extreme temperatures.
- Charging and storing these devices indoors is standard safety practice across residential, commercial and industrial sectors.

Storing batteries in outdoor or unheated spaces introduces unnecessary safety risks and contradicts guidance provided by manufacturers and fire safety experts.

4. Class 1 Bicycle Parking – Supporting a Reduction to 0.5 Stalls per Unit

CICBA supports the proposed amendment to reduce Class 1 bicycle parking requirements from 1.0 to 0.5 stalls per unit. Observational data and project-level usage reports show that many of these stalls remain unused in practice. Reducing the minimum standard gives developers greater flexibility to tailor the number, type, and layout of facilities to meet actual market demand and accessibility needs. It also avoids any forced misallocation of valuable space and construction resources which ultimately are paid by the end user.

5. Reducing Rigid Requirements and Increasing Market Responsiveness

Mandatory, one-size-fits-all requirements reduce the ability of the market to respond to the changing preferences and needs of residents. Inflexible mandates can drive up costs without delivering commensurate value or usage. This erodes affordability and can compromise the inclusion of more impactful design features—such as improved accessibility, unit size, or energy efficiency. It limits the ability of builders to accommodate ongoing market innovation and evolution in areas such as bicycle technology or battery performance. Policy needs to be flexible so that the actual needs, behaviours and preferences of Calgarians can be continuously accommodated while sustaining affordable and practical housing choices.

6. Recommendation

CICBA encourages Council to support these amendments and to continue pursuing land use and building policies that reflect actual usage, market behavior, and true resident adoption and preferences. Greater flexibility in mobility and bike storage infrastructure, and their requirements, will allow developments to remain safe, efficient and responsive—while helping address the growing need for housing and affordability in Calgary's inner city.

We thank Council and Administration for the opportunity to provide input and welcome continued collaborative efforts to help shape Calgary's evolving planning framework.

Sincerely,

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