

Background

- Implementation and improvement of the *Municipal Development Plan* are the most cost-effective methods of reducing GHGs.¹
- Land Use is a significant driver of Calgary's transportation patterns and modal share
 - There are over 1 million ICE vehicles registered in Calgary. To become net-zero, all of these will either need to be replaced with Zero Emission Vehicles (ZEVs) or other modes of transport²
 - Mixed-use and transit oriented development are key to enabling modes like transit, cycling and walking³
 - While ZEVs may allow for cars to be climate compatible, vastly supporting and increasing non-vehicle modes will make the challenge of vehicle electrification much easier
 - Calgary's sprawl limits modal choice and creates car dependence. Limiting new suburban communities and increasing Calgary's core density and affordability creates modal choice
- Suburbs account for more GHG emissions than inner city / urban core.⁴
- Communities that offer the greatest walkability, greenspace, public transportation, shops, and entertainment options, are more popular and have greater property values⁵

Focus

- Increase walkability, vibrancy, and affordability
- Increase housing stock in inner city, both in current neighborhoods and established light industrial
- Green the city by restoring biodiversity, forestation, and restoration/protection of wetlands and greenspace
- Cooperate with developers to create sustainable communities that incorporate concepts of Net Zero, Circular Economy and Doughnut Economics
 - Create a "level playing field" between peripheral and infill development by assessing development value holistically
- Reduce the use of cars while improving safety and mobility for transit users, cyclists and pedestrians
- Actively engage Calgarians to increase awareness, appreciation, and participation with respect to the transformative goals for improving land use planning and development
- **Establish a 15 minute city**

Actions

- **Use triple land use⁶ zoning in inner city industrial/commercial areas** such as Manchester, Franklin, Meridian
- Fully implement Key Direction #3 in the *Municipal Development Plan*: "Direct land use change within a framework of Activity Centres and Main Streets."
- **Establish and implement clear rules regarding low-density development forms and locations**
- Eliminate the artificial separation of new community and established area planning to ensure that all growth and development decisions are consistent and comprehensive
- Complete a full, citywide, climate focused, land supply-demand study
- Encourage and, where necessary, create incentives for higher density and walkable communities, while discouraging new suburban development.⁷
- Conduct a full forensic audit of the off-site levies program.
- Require developers to ensure that the full, life-cycle capital, operating, and climate costs of government services for any new communities are paid through off-site levies, net-zero construction, and the fees and taxes from residents of those communities.
- Public engagement via workshops, webcasts etc. to highlight successes resulting from Complete Streets and MDP related densification, walkability and greening of new neighborhoods.
- **Fully implement and revise population density targets for densification and make them a key metric for development approvals.⁸**
 - Comply with MDP Sustainability Principle #5 "Preserve open space..."
- Reduction of street parking and parking lots.⁹
- **Eliminate parking minimums for residential and commercial properties**, as in Edmonton¹⁰ and Toronto¹¹
- Aggressively restore tree canopy in support doubling to tree canopy to 16%
 - Include contribution to tree canopy in development guidelines
- Require all local area plans to meet the goals of the Circular Economy¹²

Sources

1. https://climate.leeds.ac.uk/wp-content/uploads/2018/03/Calgary-Exec-Sum-draft-4_Web.pdf
2. As of March 31, 2021 there are 1,006,510 vehicles registered in Calgary,
<https://open.alberta.ca/publications/number-of-motorized-vehicles-registered-in-alberta-as-of-march-31-years>
3. Designing Climate Solutions, Hal Harvey, Page 173
4. <https://news.berkeley.edu/2014/01/06/suburban-sprawl-cancels-carbon-footprint-savings-of-dense-urban-cores/>
5. <https://www.bloomberg.com/news/articles/2012-05-28/why-we-pay-more-for-walkable-neighborhoods> ,
<https://www.bloomberg.com/news/articles/2012-05-28/why-we-pay-more-for-walkable-neighborhoods>
6. Residential, commercial, light industrial: (ASK NOEL FOR SOURCE ETC)
7. <https://www.2150lakeshore.com/>
<https://www.weforum.org/agenda/2021/12/old-coal-plant-site-to-be-transformed-into-a-walkable-city/>
8. <https://www.visualizingdensity.ca/methodology>
9. Replace with wider sidewalks, bike lanes, restaurant patios, park benches and green space that will create more cosmopolitan and vibrant inner-city and main street areas throughout Calgary.
10. <https://globalnews.ca/news/7101796/edmonton-removes-minimum-parking-requirements/>
11. <https://storeys.com/toronto-removes-parking-minimums-residential-developments/>
12. For example, developers will need to provide a “materials passport” for their buildings, so whenever they are taken down, the city can reuse components.
<https://www.amsterdamwoont.nl/en/actueel/new-amsterdam-district-strandeiland-gets-about-8000-homes-a-beach-and-a-natural-bay/#:~:text=A%20new%20city%20district%20with,2022%2C%20that%20is%20the%20intention.>