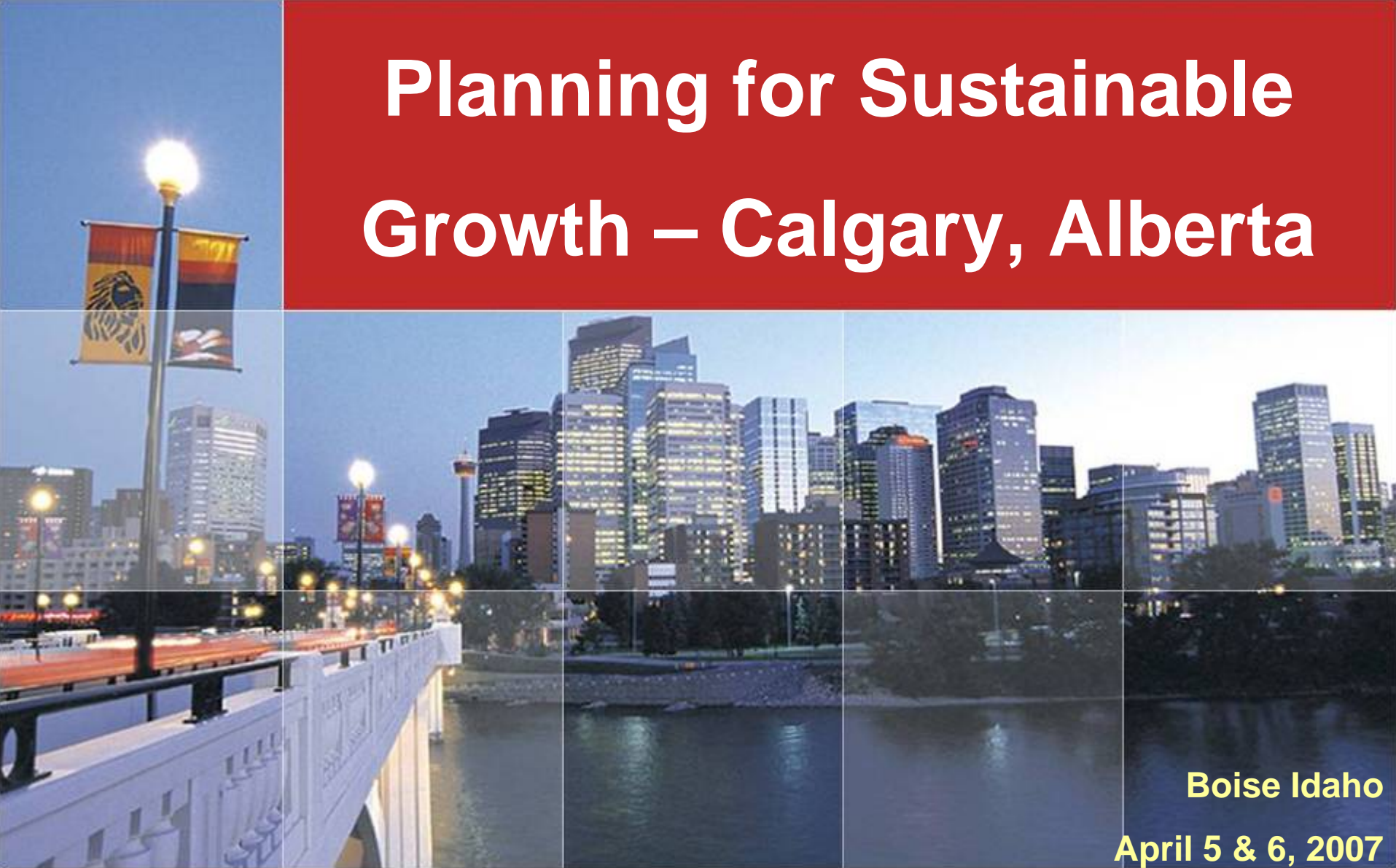


Planning for Sustainable Growth – Calgary, Alberta



Boise Idaho

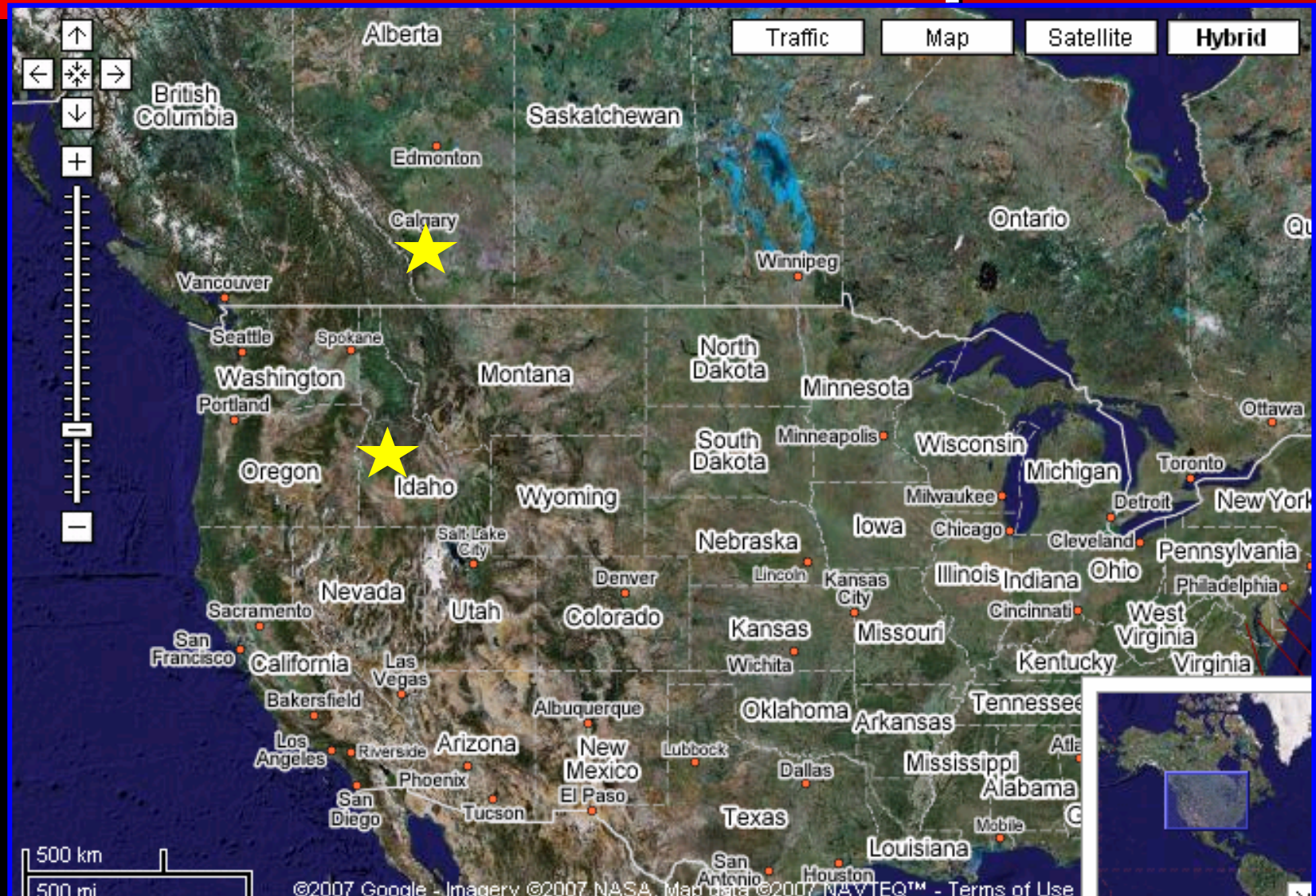
April 5 & 6, 2007

Glen Radway ACP, MCIP
Lead, Land Use
Sustainable City Program



THE CITY OF
CALGARY

Calgary – A Growing City of 1 Million People

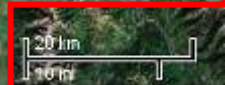


Calgary

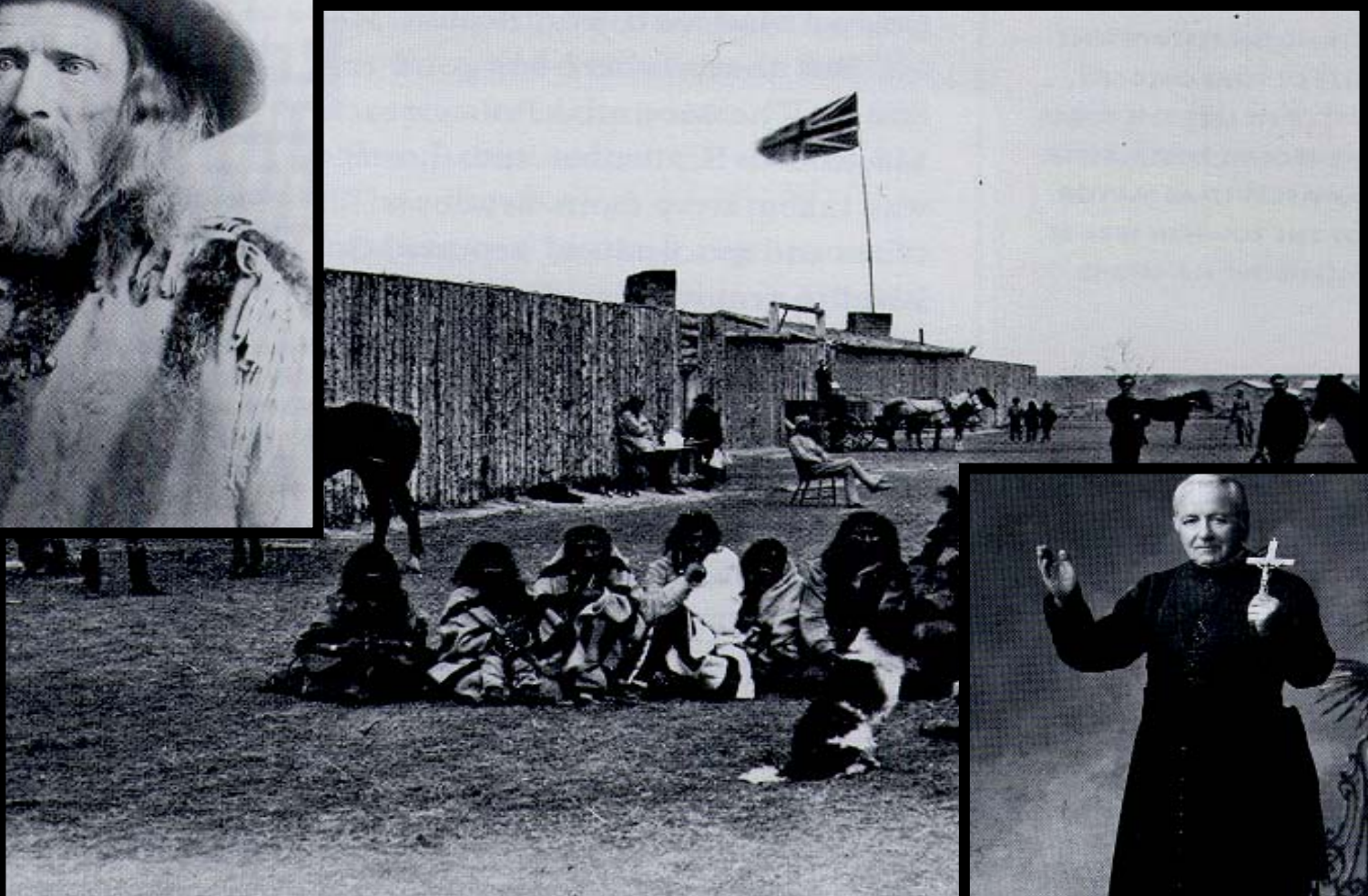
Calgary



Boise







Calgary in 1884

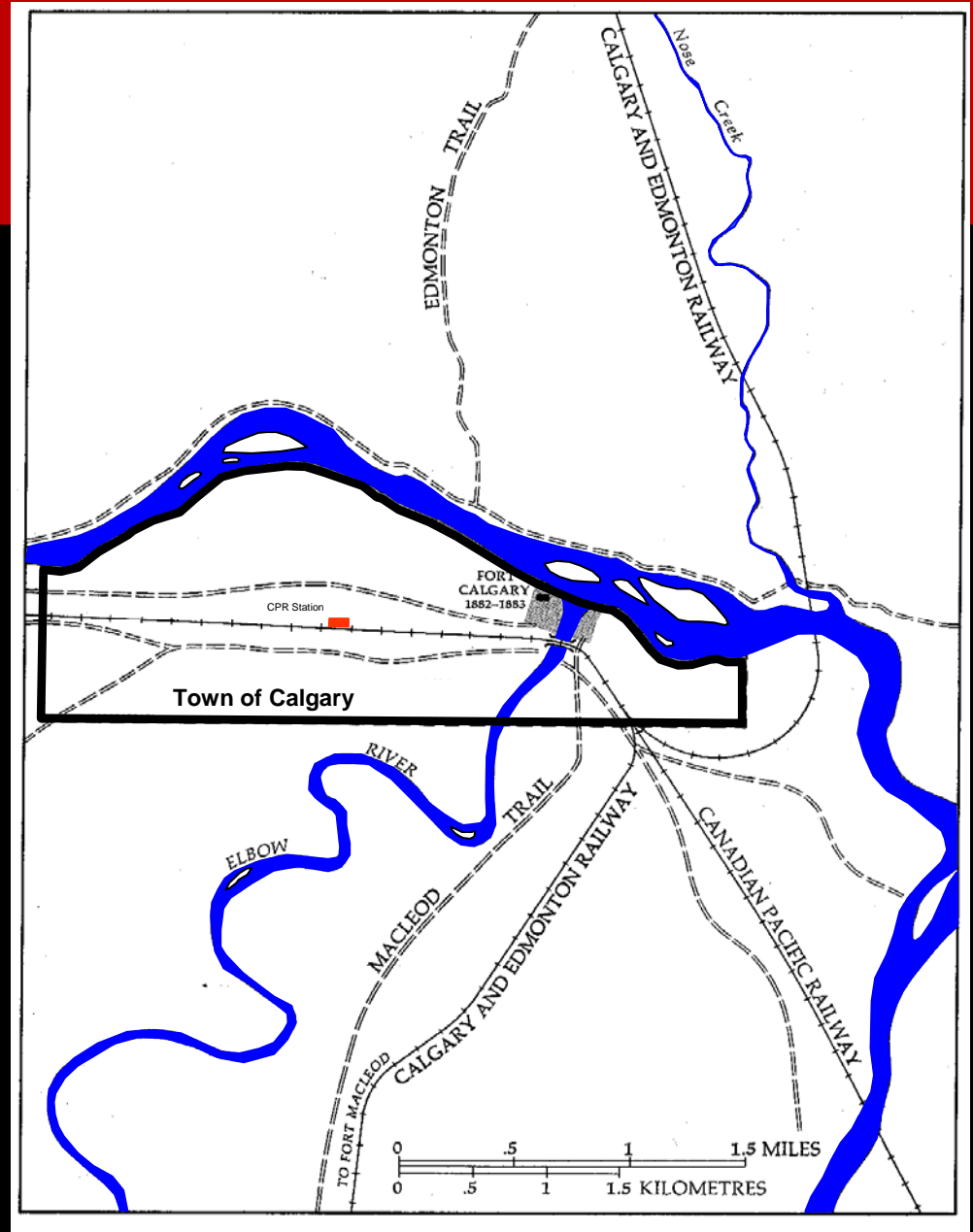
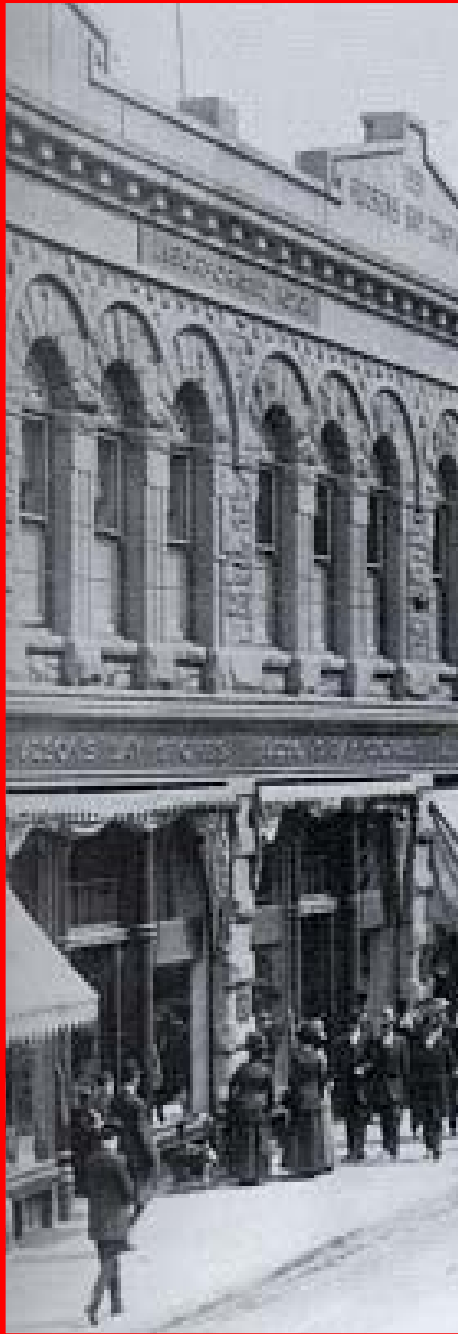
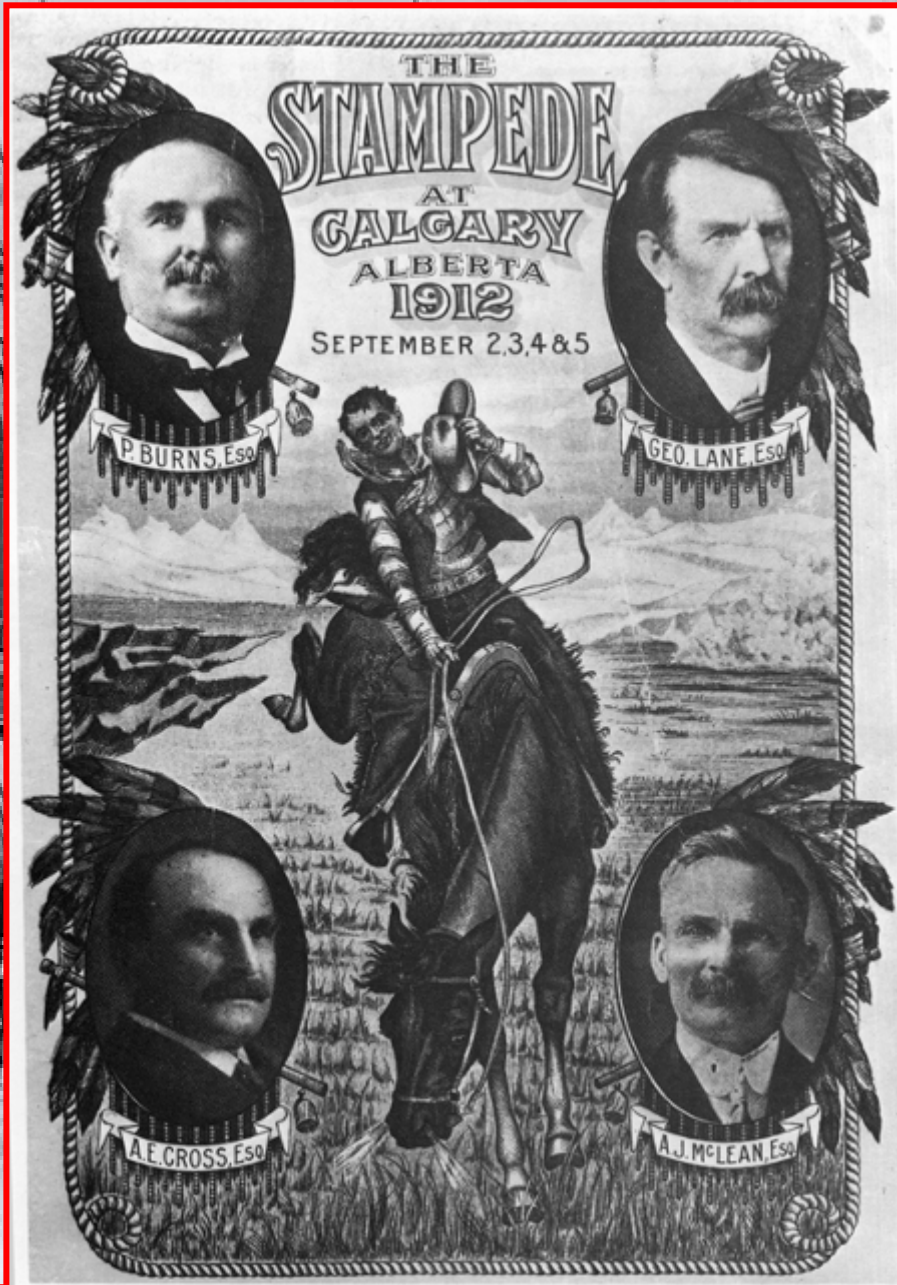




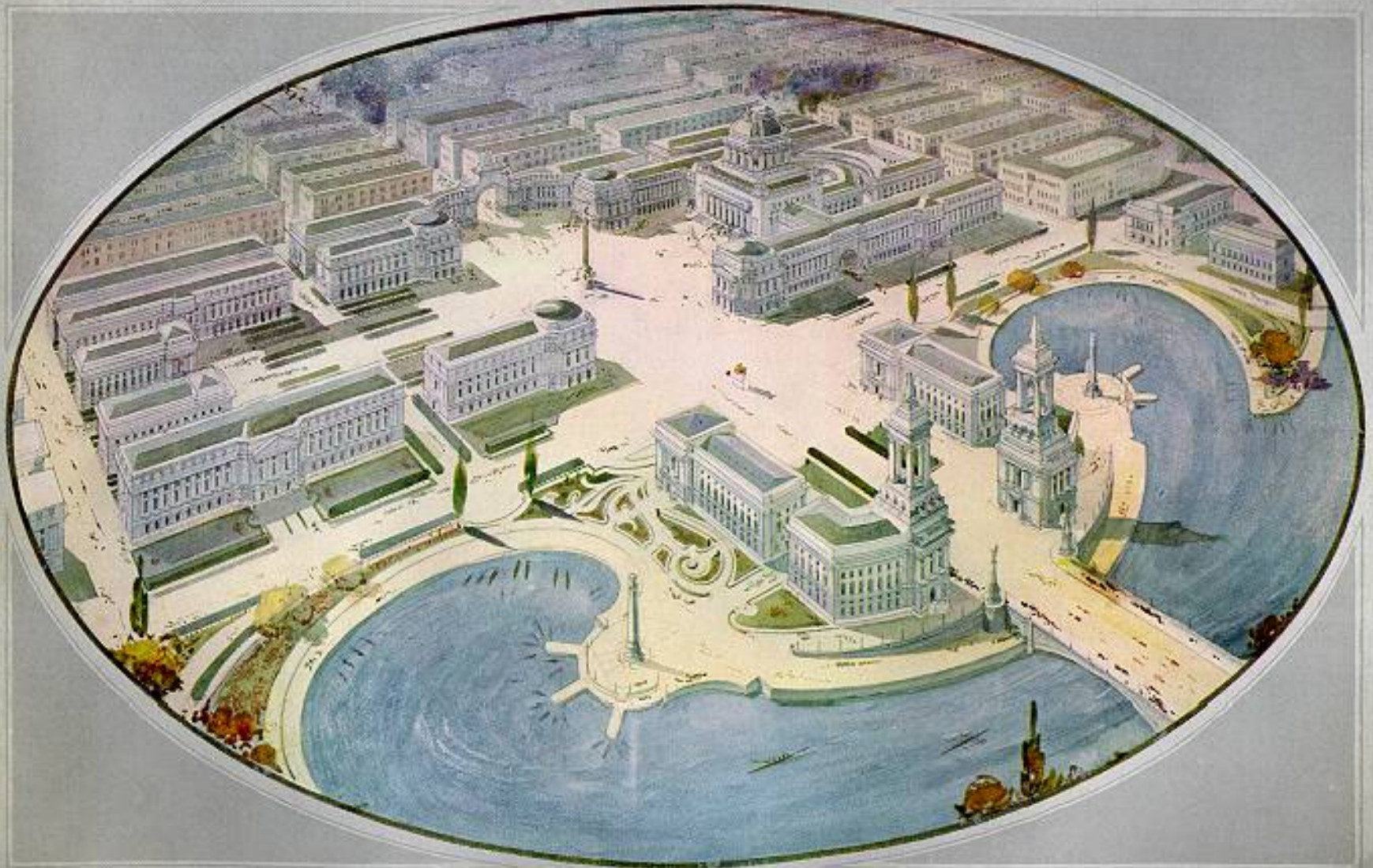
Fig. 4.—CALGARY IN 1891.



The Mawson Plan: 1914

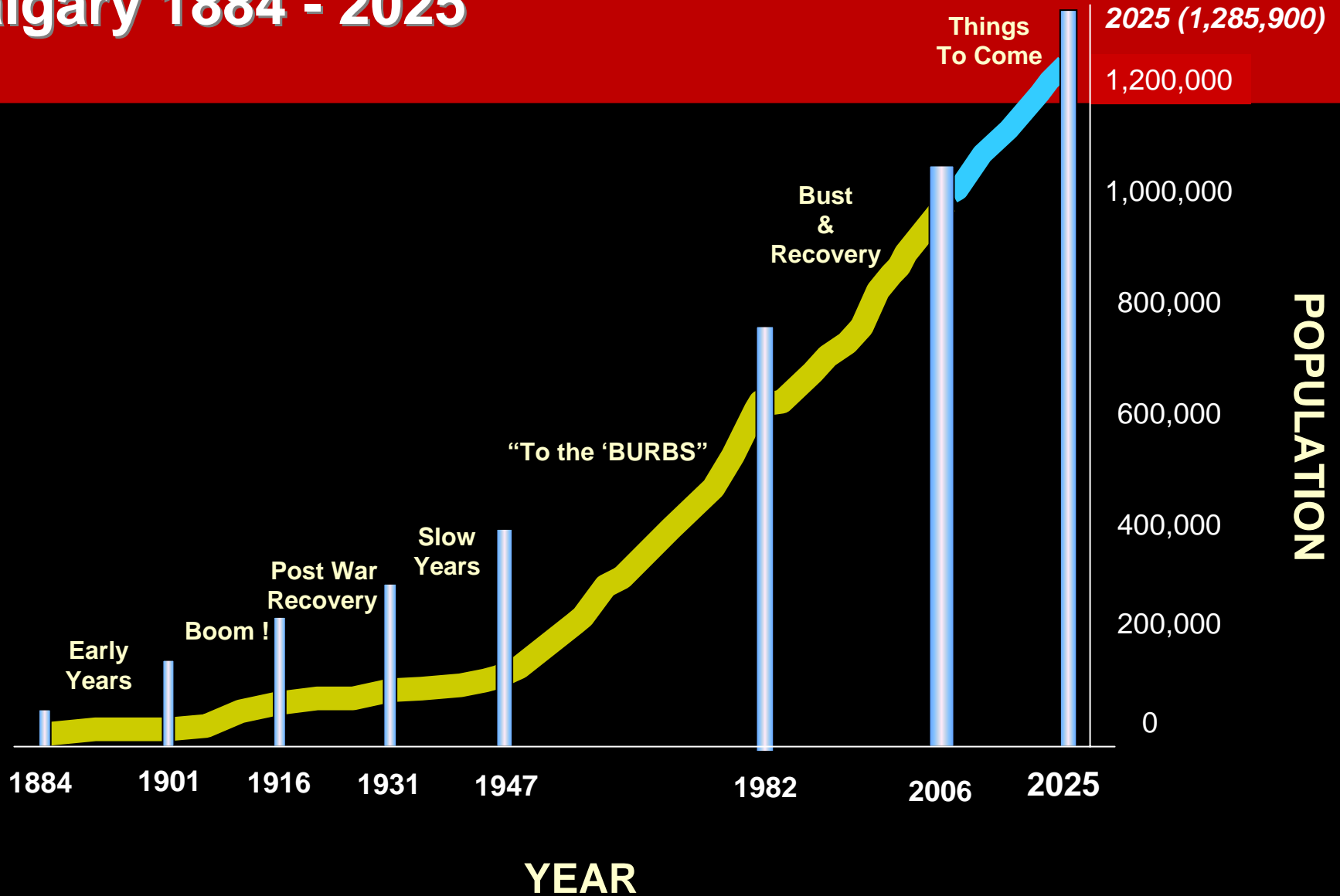


The Mawson Plan: 1914

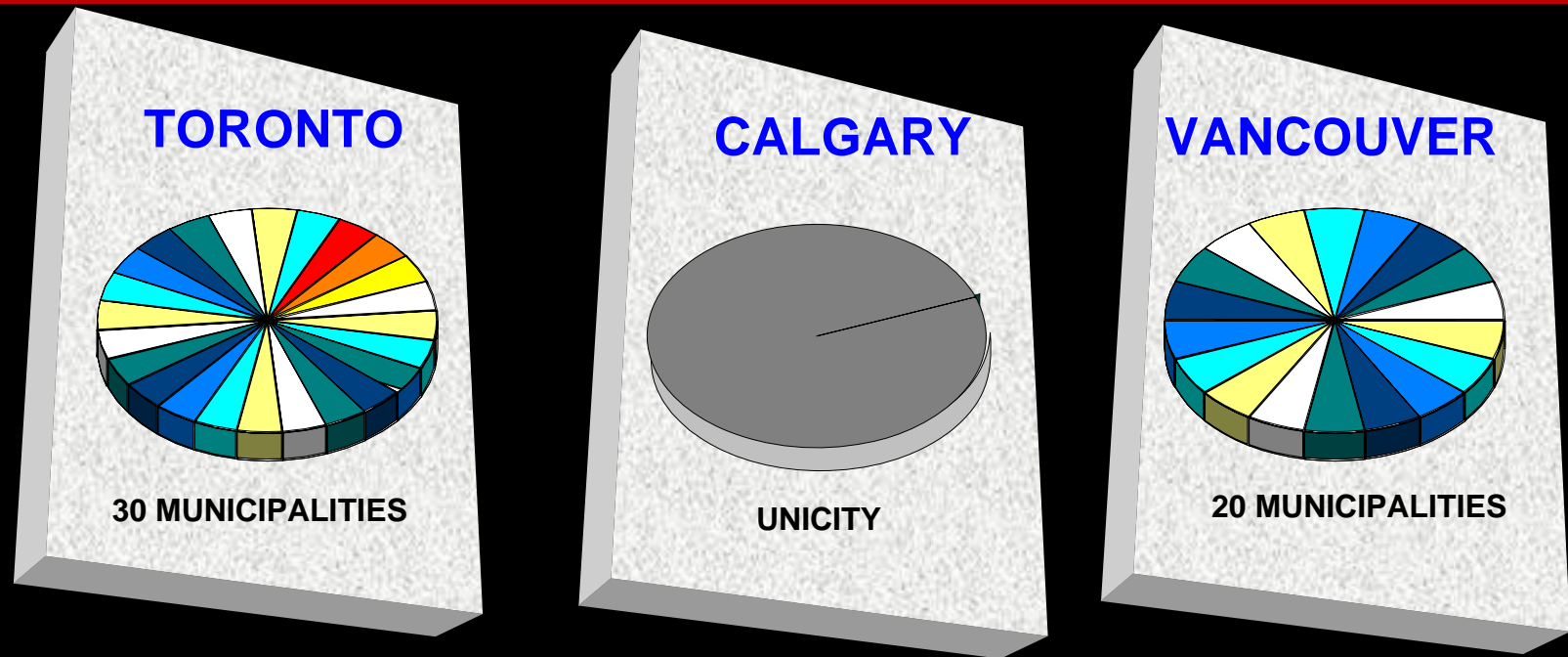


FRONTISPIECE I:—THE CIVIC CENTRE AS IT MAY APPEAR MANY YEARS HENCE. (See Figs. 9-25, and 26.)

Population Growth for the City of Calgary 1884 - 2025



Managing Growth through Uni-city



Growth management through controlled, directed growth

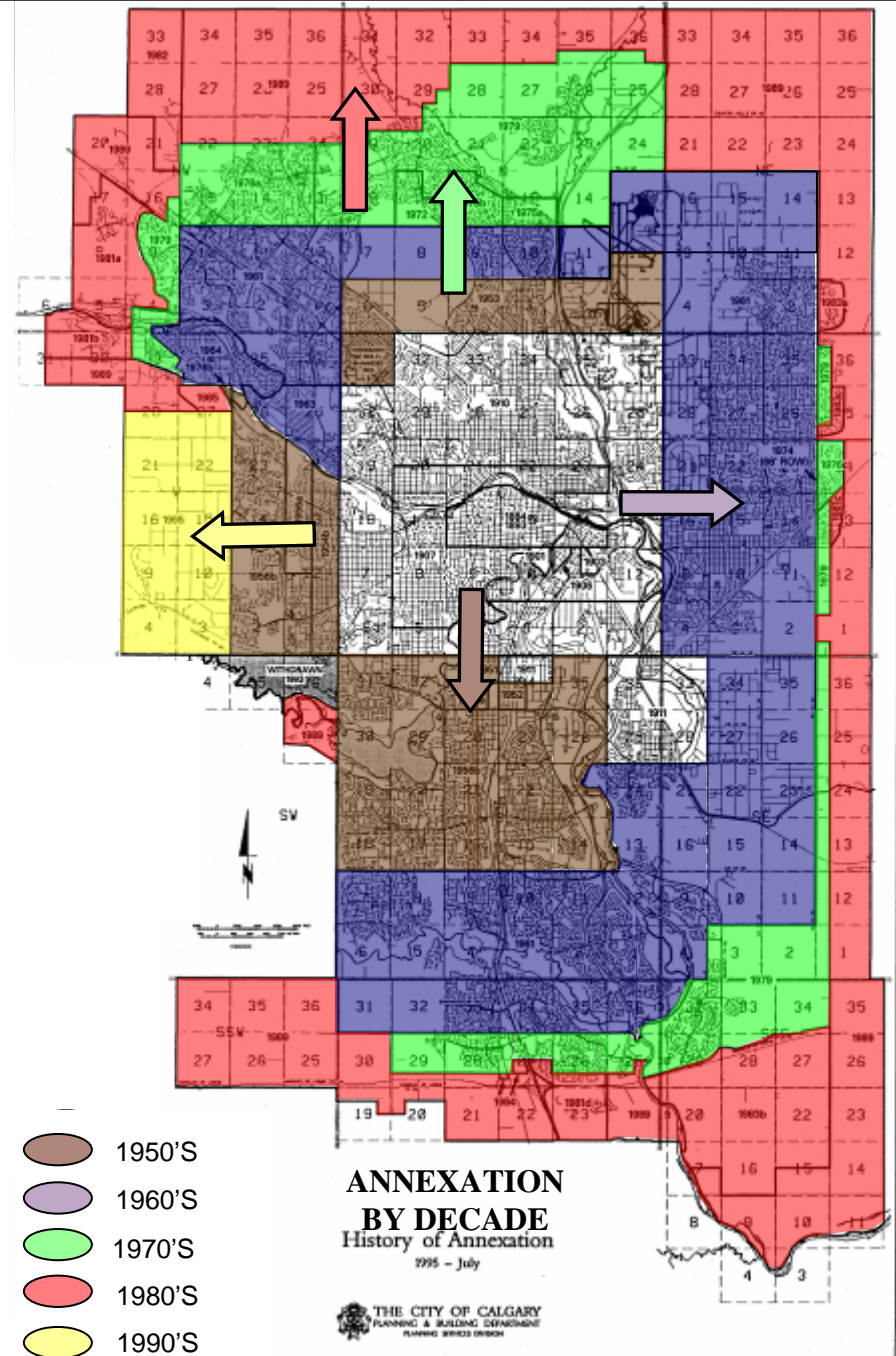
Contiguous development

Services under one jurisdiction supported by tax base

ANNEXATION BY DECADE

Policies to Manage Growth

- Maintain 30 year supply of developable land within City Limits
- Maintain and protect long term, viable growth corridors outside city
- 15 year planned land supply
- 5 year serviced supply



City Expansion

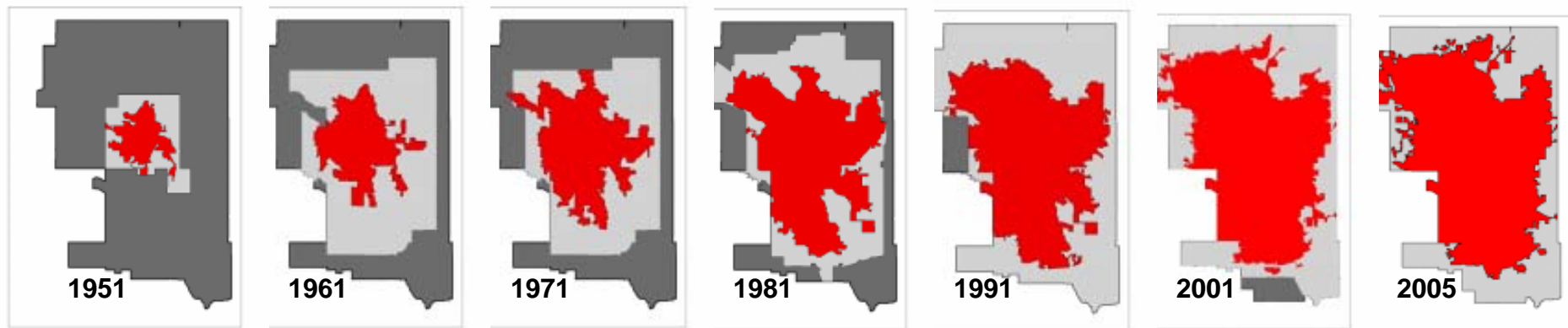


Figure 1.

The progression of Calgary's built form (red) from 1951 to 2005. The jurisdictional boundary of each year is light grey while the current boundary is dark grey.

1951 – 15.6 sq. mi.

1971 – 65.4 sq. mi.

1991 – 106 sq. mi.

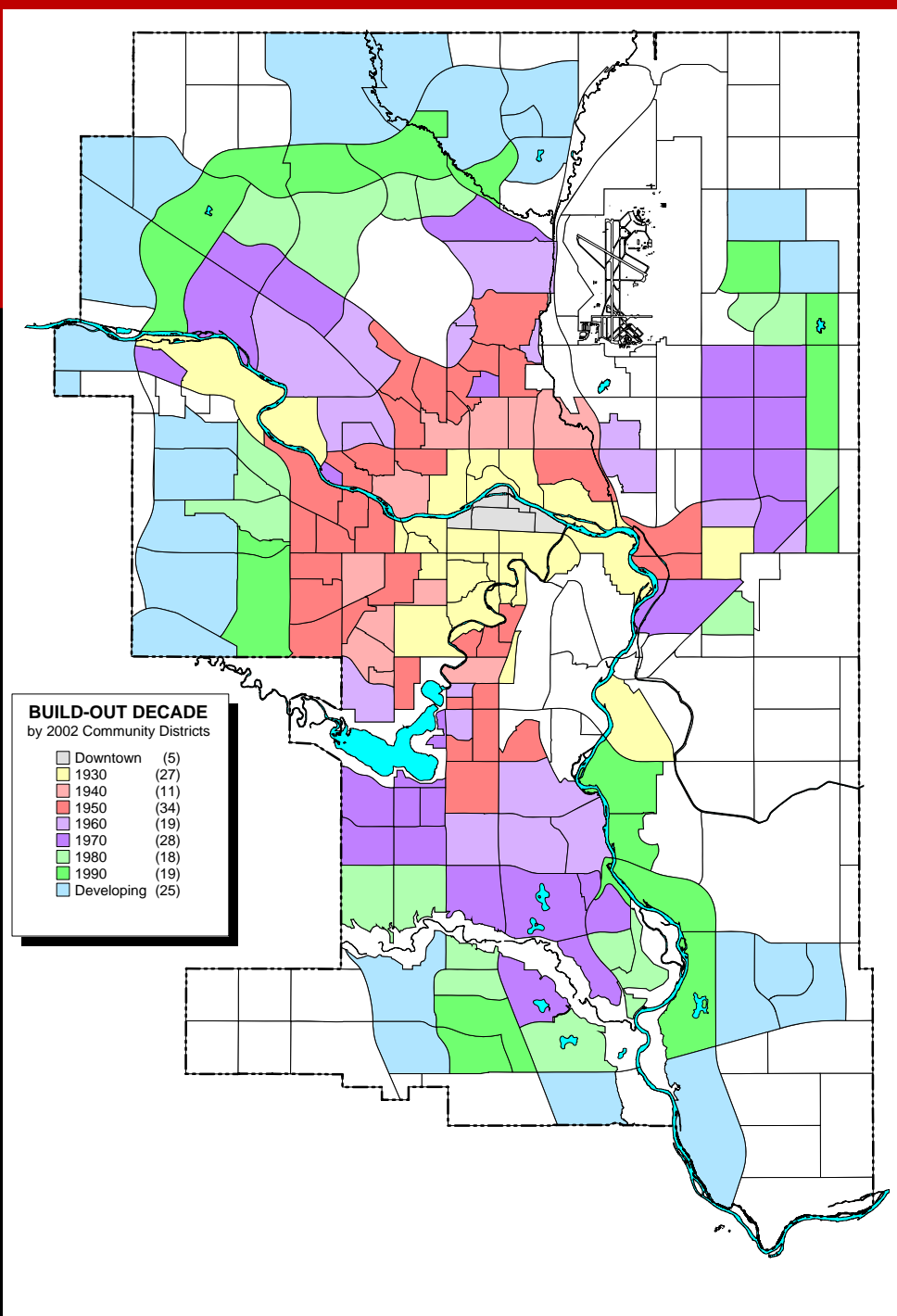
2005 – 182 sq. mi.

Expanding City



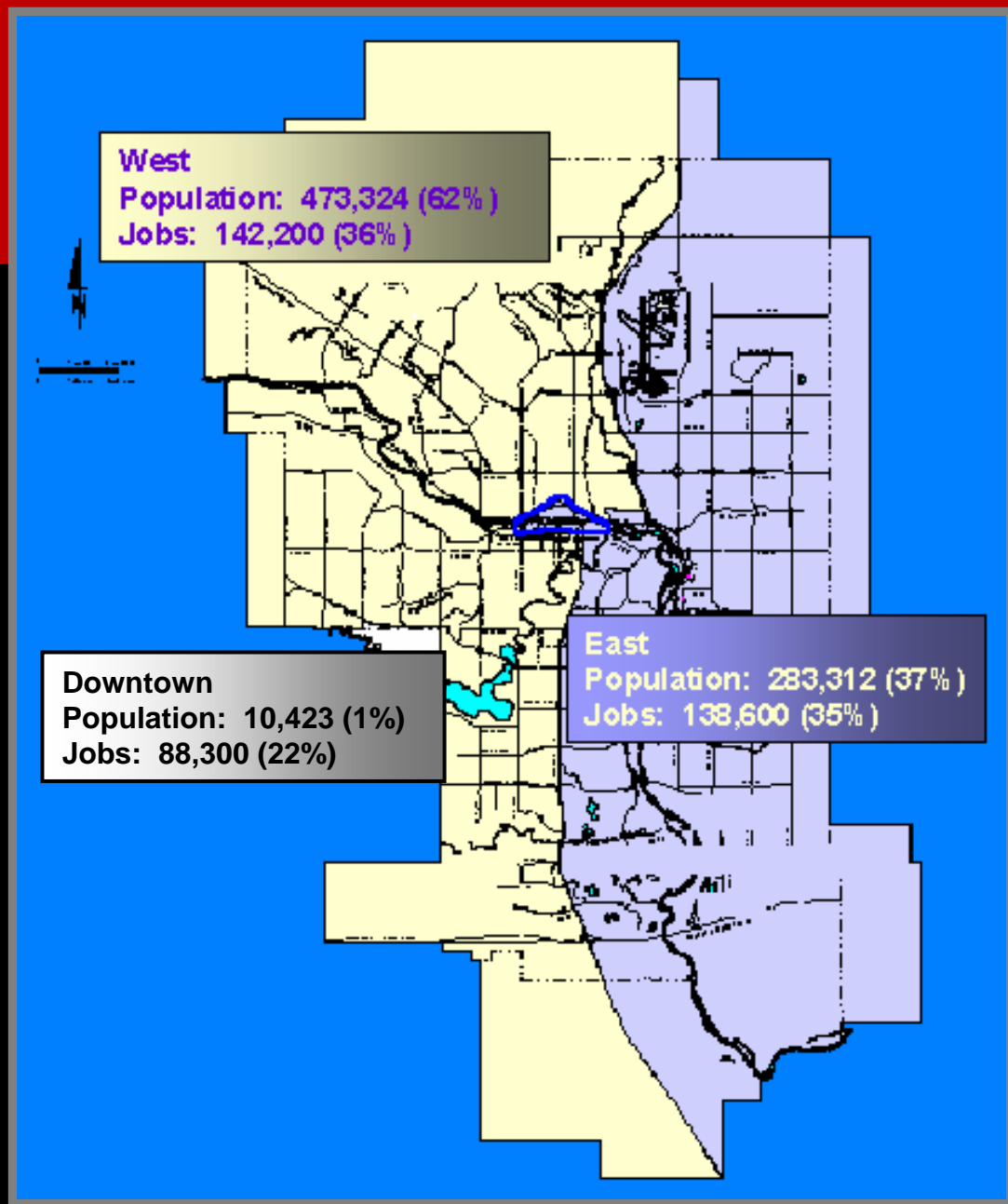
Community by Decade of Build-out

- Communities reach peak population 15-20 years after initial development.
- Inner city population gains offset by life-cycle losses in established suburbs
- ~120% of net population growth goes to new developing communities



West/East Split 1996

Population - Employment



Downtown and Cross-town Congestion



Breathing Room Only



Pressure on Infrastructure

- Latest boom coincided with 1990's Provincial debt reduction
- Infrastructure deficit – not keeping up with growth
 - Roads, transit, recreation
 - Hospitals, schools, affordable housing
- Maintenance from early suburbs coming due

Policies to Accommodate Growth 1990's

- Go Plan - 1995
(*Calgary Transportation Plan*)
 - Sustainable Suburbs – 1995
 - Transit Friendly Design Guidelines - 1995
- Municipal Development Plan - 1998
(*The Calgary Plan*)

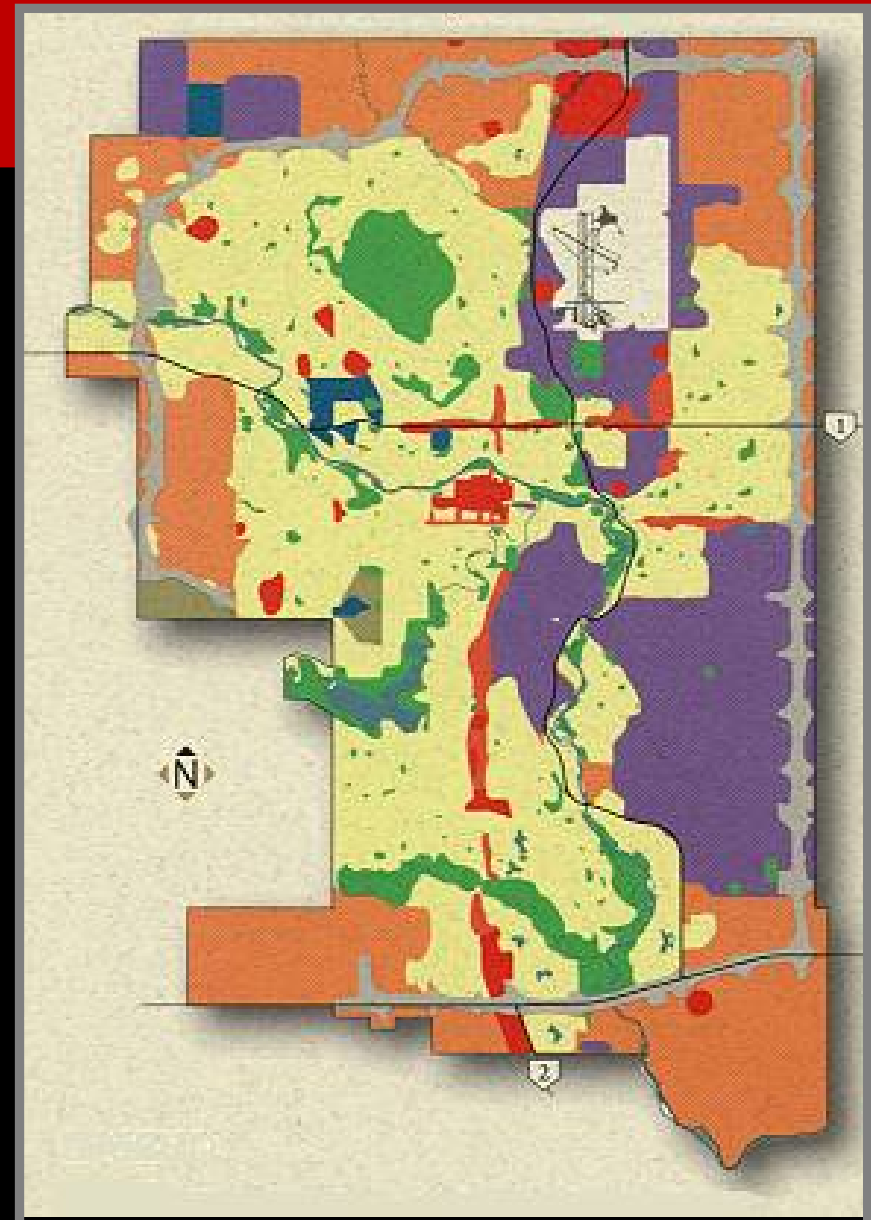


The CALGARY PLAN

Future Conceptual Urban Structure

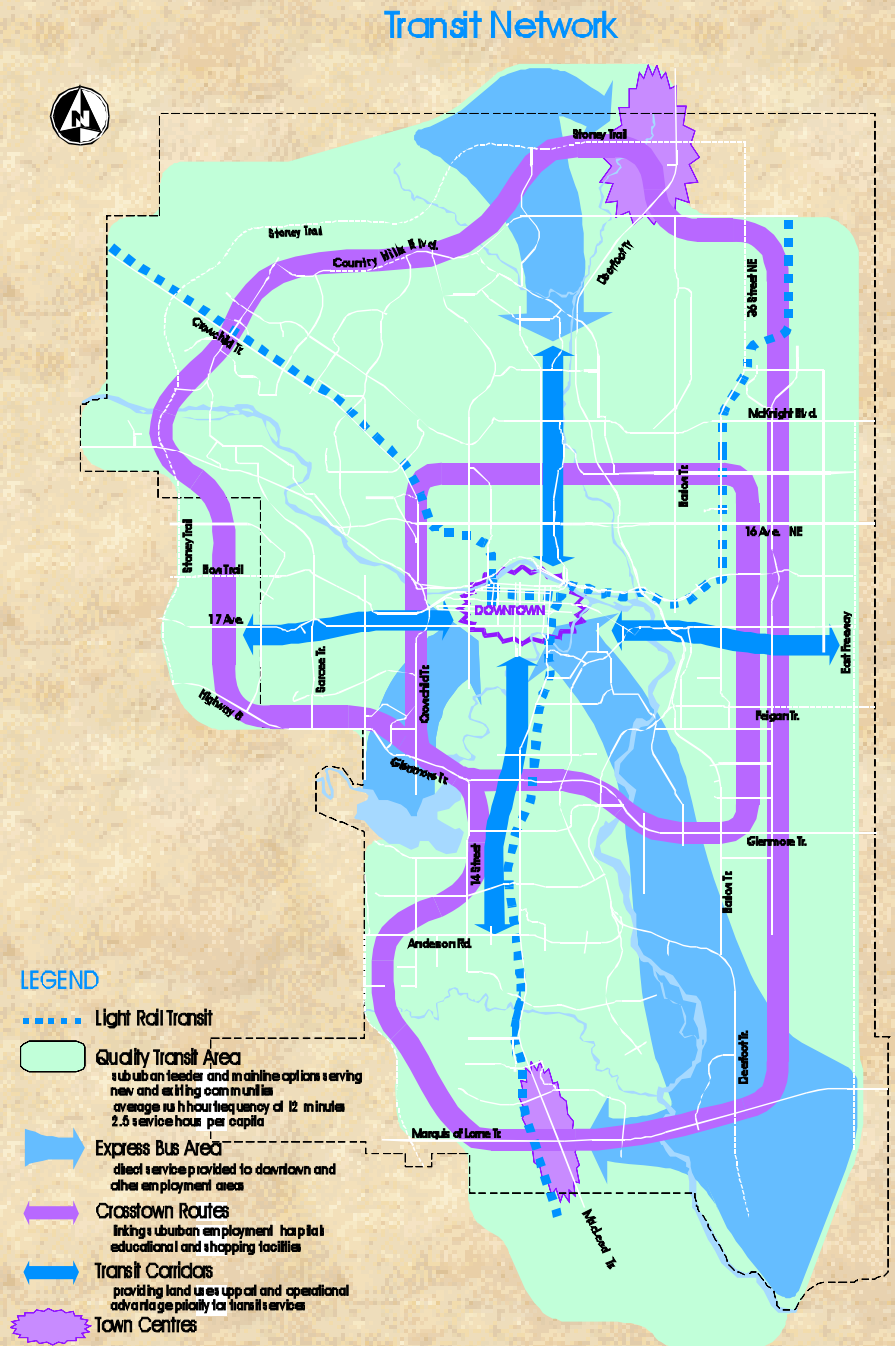
LEGEND

- Existing General Urban Use (1997)
(Residential, Local Commercial, Local Parks, Schools)
- Future General Urban Use
(Predominantly Residential)
- Existing Open Space System
- Industrial
- Institutional
- Under Policy Review
- Transportation Utility Corridor
- General Commercial
- Employment Concentrations



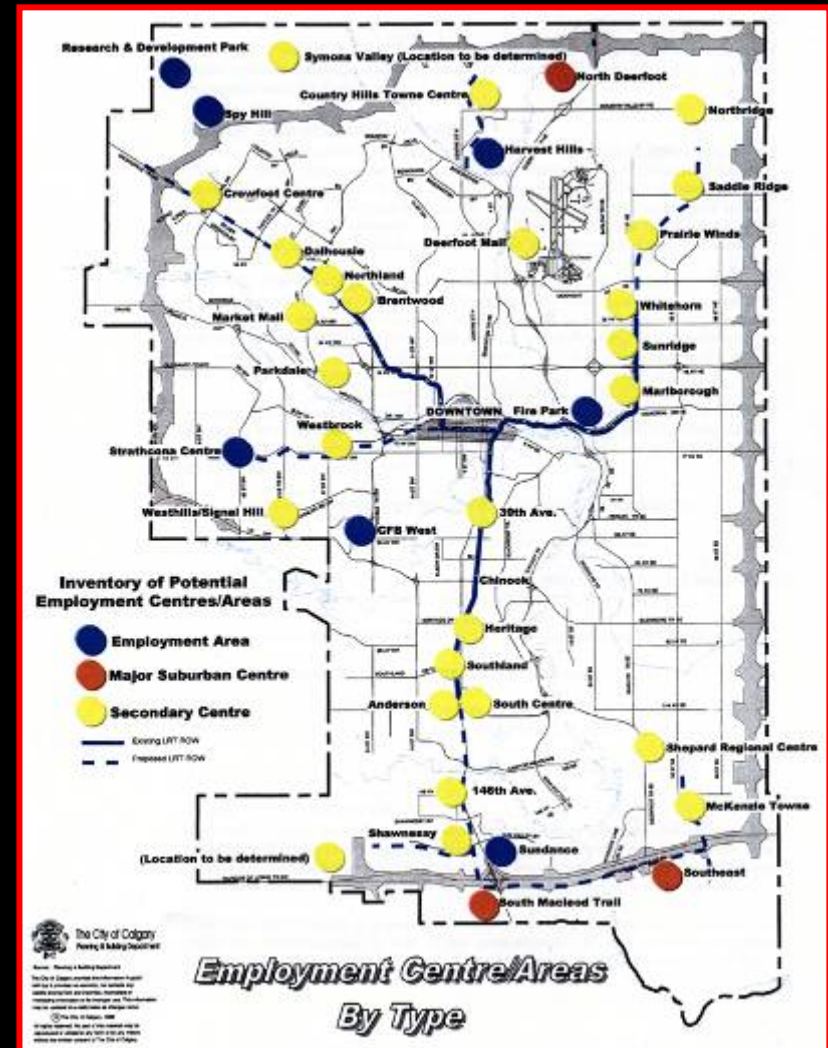
CALGARY TRANSPORTATION PLAN

TRANSIT NETWORK MAP



Righting the Jobs/Housing Balance

- Emphasis on west, north and south
- Reduce travel distances
- Housing closer to jobs
- Jobs closer to housing
- Better links and connectivity



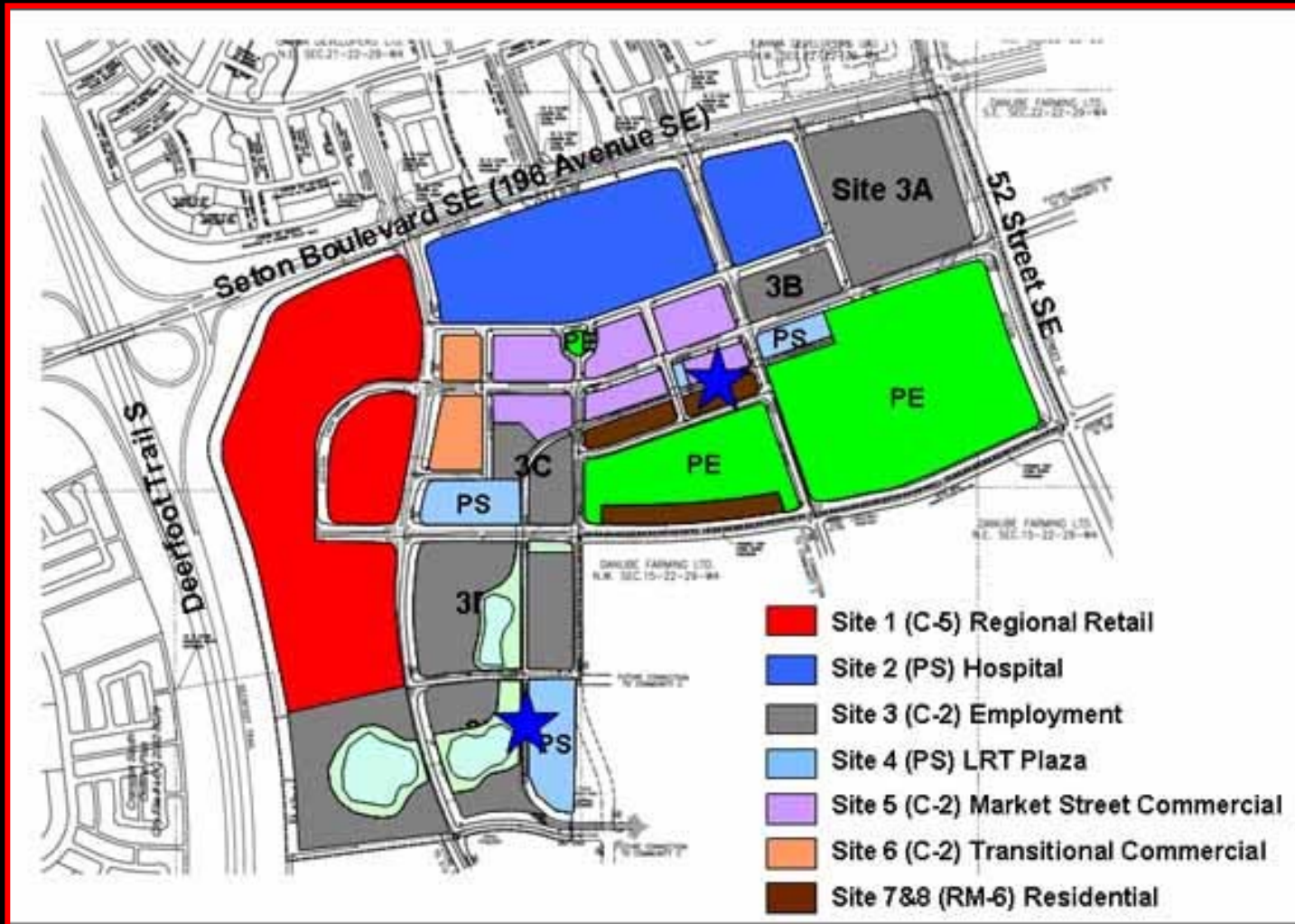
Employment Centres

Struggle to achieve,
given economy and
market competition

Institutional job growth
around education and
health care has been
positive



Employment Centres



Maintain a Strong Centre City

- Downtown is the economic engine
- 32 million sf office
- Projected to 45 million
- 3-5 million sf in process
- 125, 000 jobs today
- 180,000 jobs long term



Centre City Plan

- Add 26,000 new residential units
- Improve pedestrian and transit linkages
- Cultural focus of Calgary
- Social plan - support with housing, shopping and cultural activities



Centre City Family of Plans



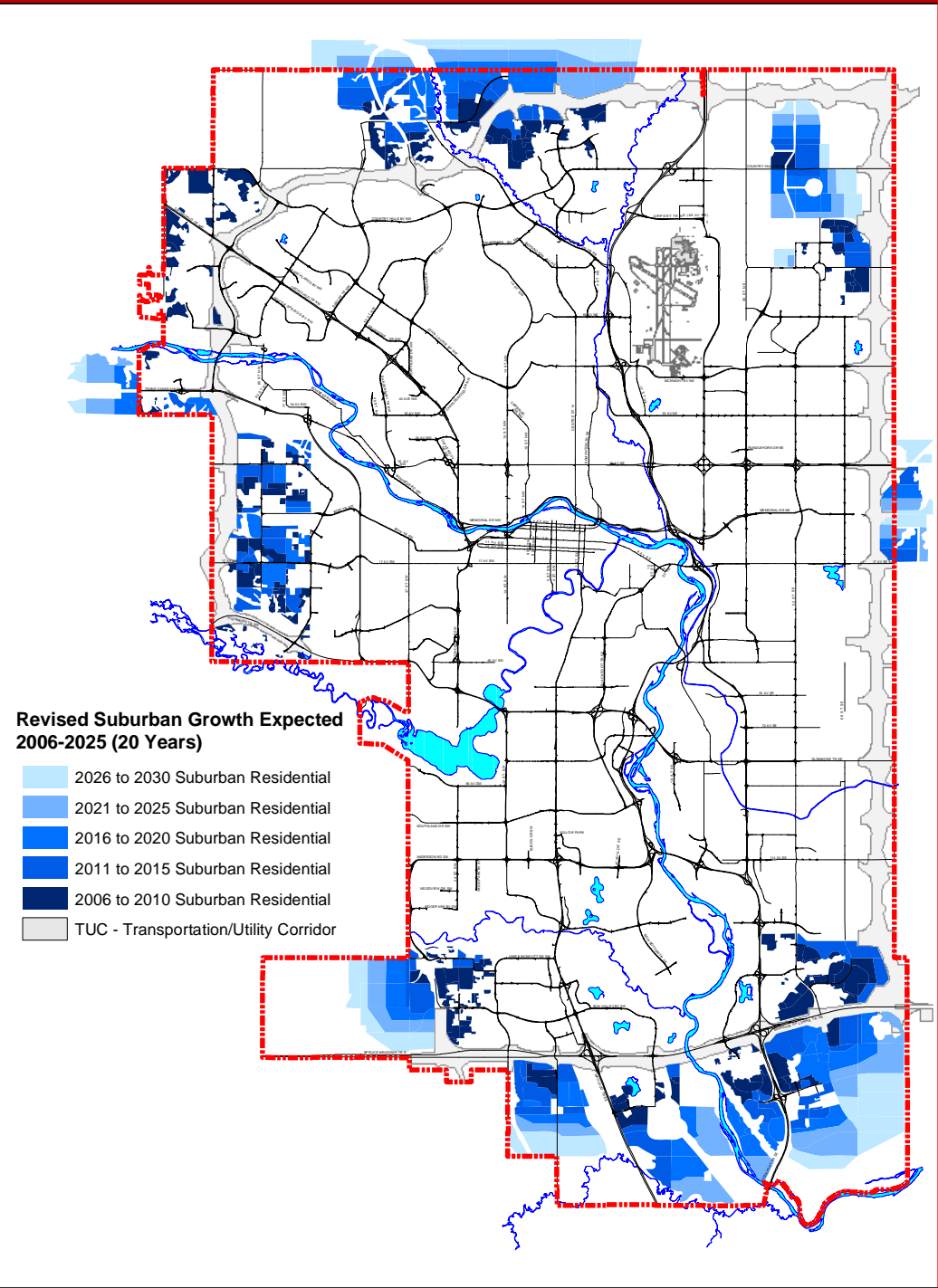
Transit Support

- 6 spoke radial network
- Manage long-stay parking
- ~50/50 capital budget with roads
- 250,000 daily trips
- Modal Split (~45% to DT)



Sustainable Suburbs

- Minimum 7 upa
- Variety of housing types
- Community nodes and local services
- Mix uses



They Dared to Mix Uses!

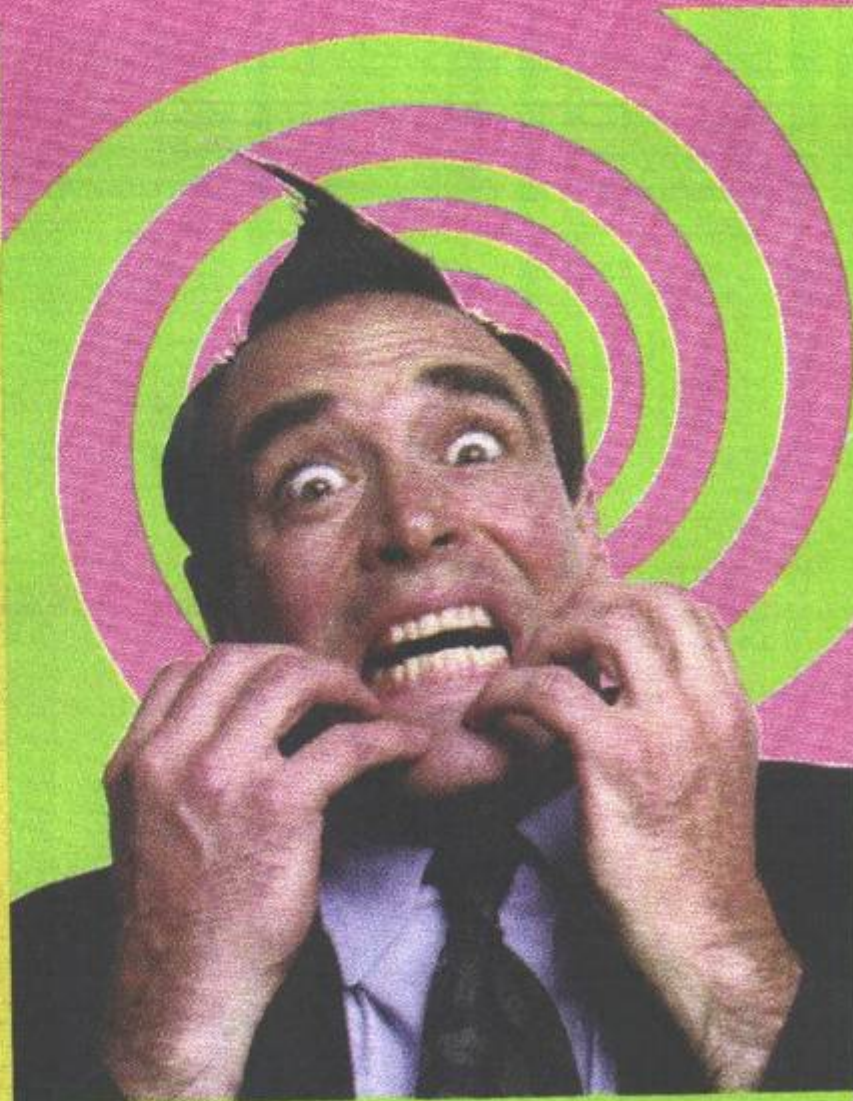
ULI Conference

Place Making In the Suburbs

**Developing Town
Centers, Transit
Villages, and
Main Streets**

June 2-3, 1999

**Hyatt Regency McCormick Place
Chicago, Illinois**



Mckenzie Towne – Neo Traditional



Intensification of Existing Areas

- Policy of “sensitive intensification”
- Infill Housing Guidelines
- Retail Corridors
- NIMBY concerns
- Traffic impacts

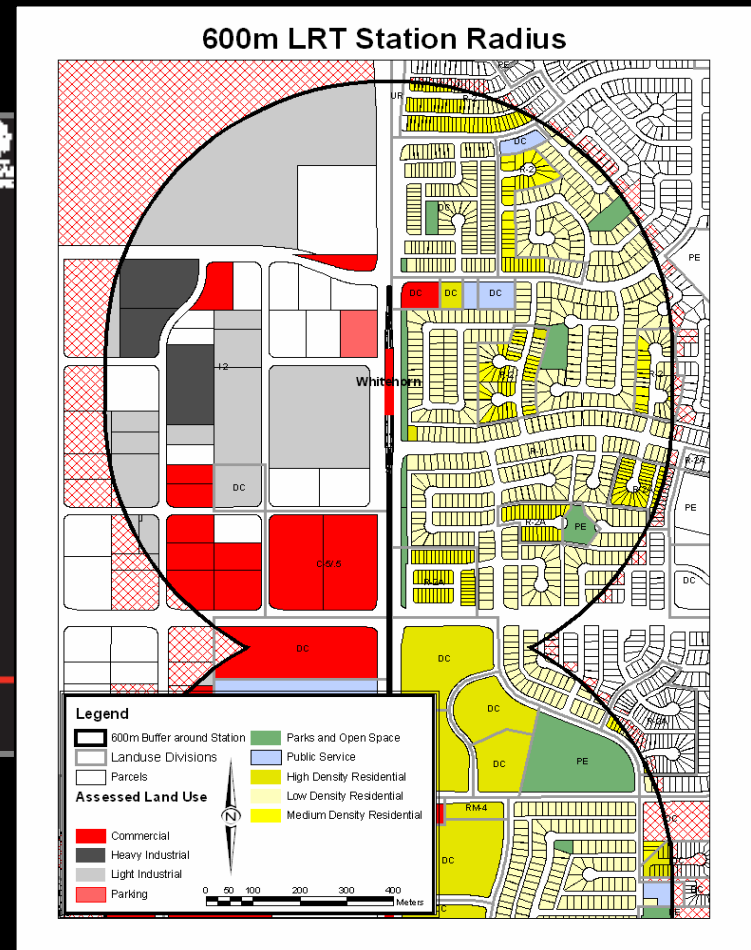


Garrison Woods



Transit Oriented Development

- Over 60 LRT Stations
- Council asked for TOD policies in 2004
- Defined a general station planning area as 600 m radius from platform
- Prioritized station areas for local planning

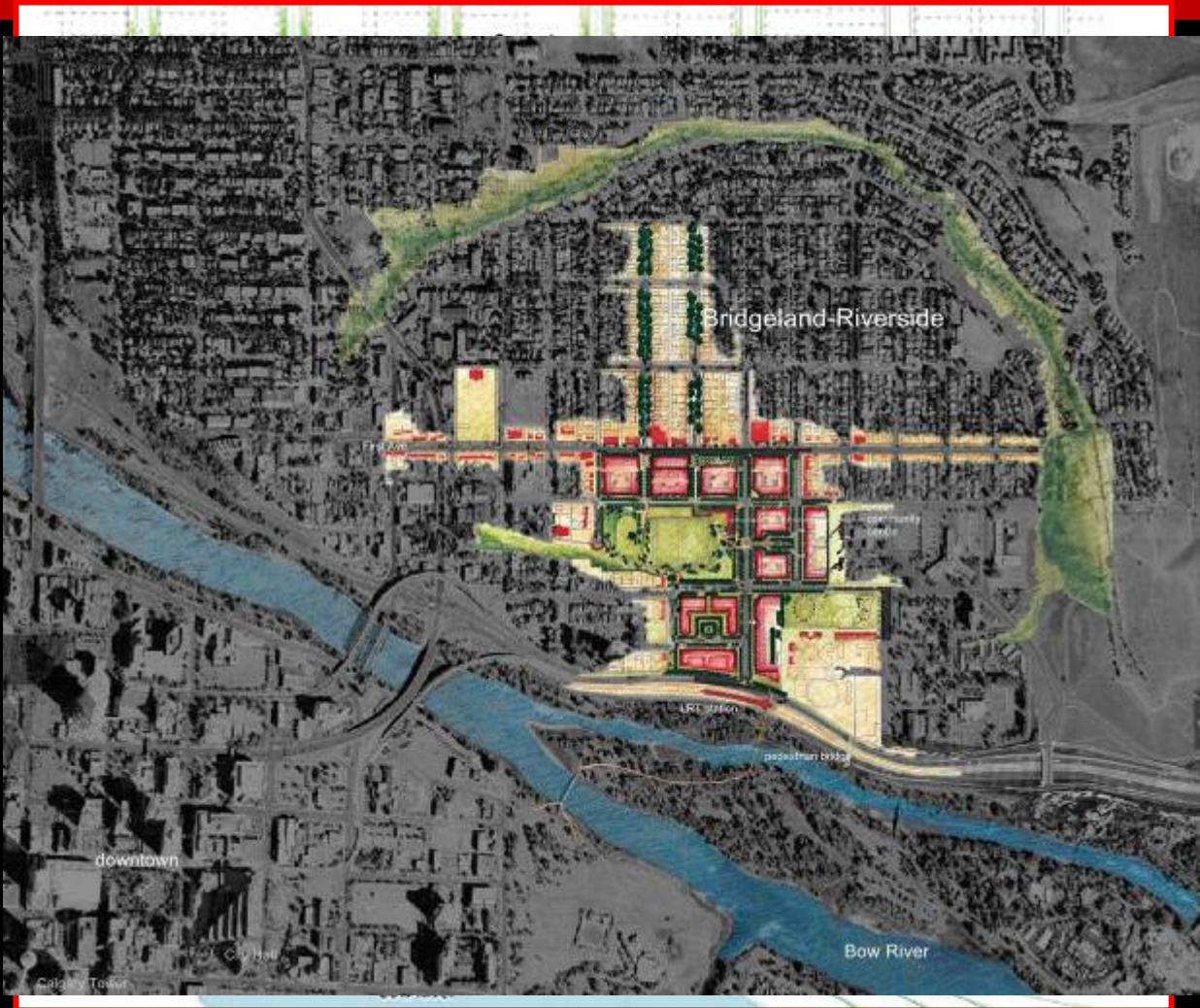


Transit Oriented Development

- Ensure transit supportive land uses
- Increase densities
- Pedestrians first
- “Place” making
- Manage parking and traffic
- Plan in context with local communities



Bridgeland – Riverside Station



Bridgeland – Riverside Station



Review of Go Plan - 2005

- Confirmed direction
- Disconnect with Implementation
- There is a “Say-Do” Gap
- Understanding Calgary within a changing region

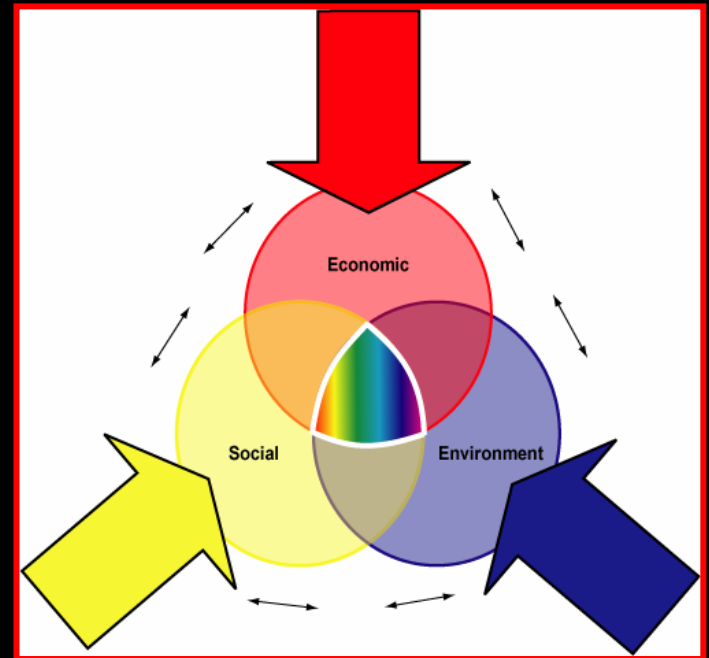


Triple Bottom Line

Advance Council's vision to
“create and sustain a vibrant,
healthy, safe and caring
community”

Imbed TBL into City's policies,
performance measures and
actions

Calgary as world leader in
global sustainability
performance



imagineCALGARY: Building the Vision



What are your hopes and dreams for Calgary in 100 years?

www.imagineCALGARY.ca

Citizens' Values as the Building Blocks of a Vision

- **Calgarians were invited to answer 5 questions.**
 1. What do you value about Calgary?
 2. What is it like for you to live here?
 3. What changes would you most like to see?
 4. What are your hopes and dreams for Calgary in 100 years?
 5. How could you help make this happen?
- **18,000 responded through 364 engagement activities.**



Calgary Quest

- A scenario exploration tool that shows users the long-term outcomes of different choices
- Audiences create future scenarios by deciding on a range of options within a number of areas.
- Highlights connections between choices and outcomes
- Demonstrates the integrated nature of issues within a region.

Population Location
Job Location

Development Density

- Favour suburbs
- Current trend *
- Favour compact growth
- Compact growth only



Transit Plan

- Planned investment *
- Expand transit citywide
- Regional transit network

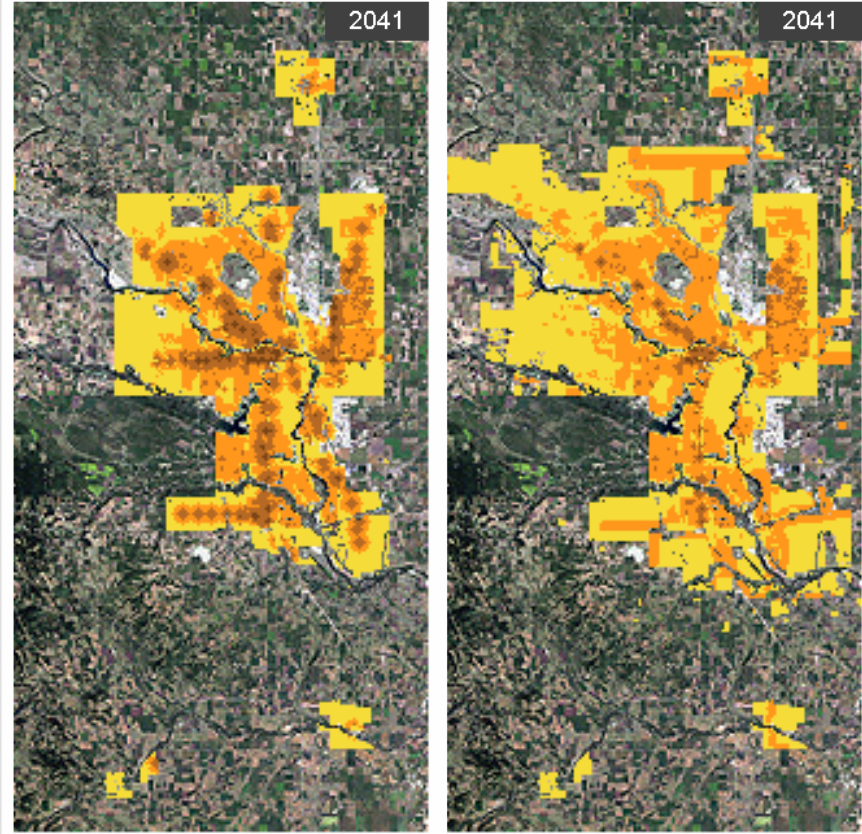
Transportation Options

- Favour drivers
- Current trend *
- Favour alternatives
- Alternatives only

Energy & Air Quality
Reduce & Recycle
Water Conservation
Population Growth
Economic Growth

2 Alternate Vision  6 Current Trend 

Population Distribution



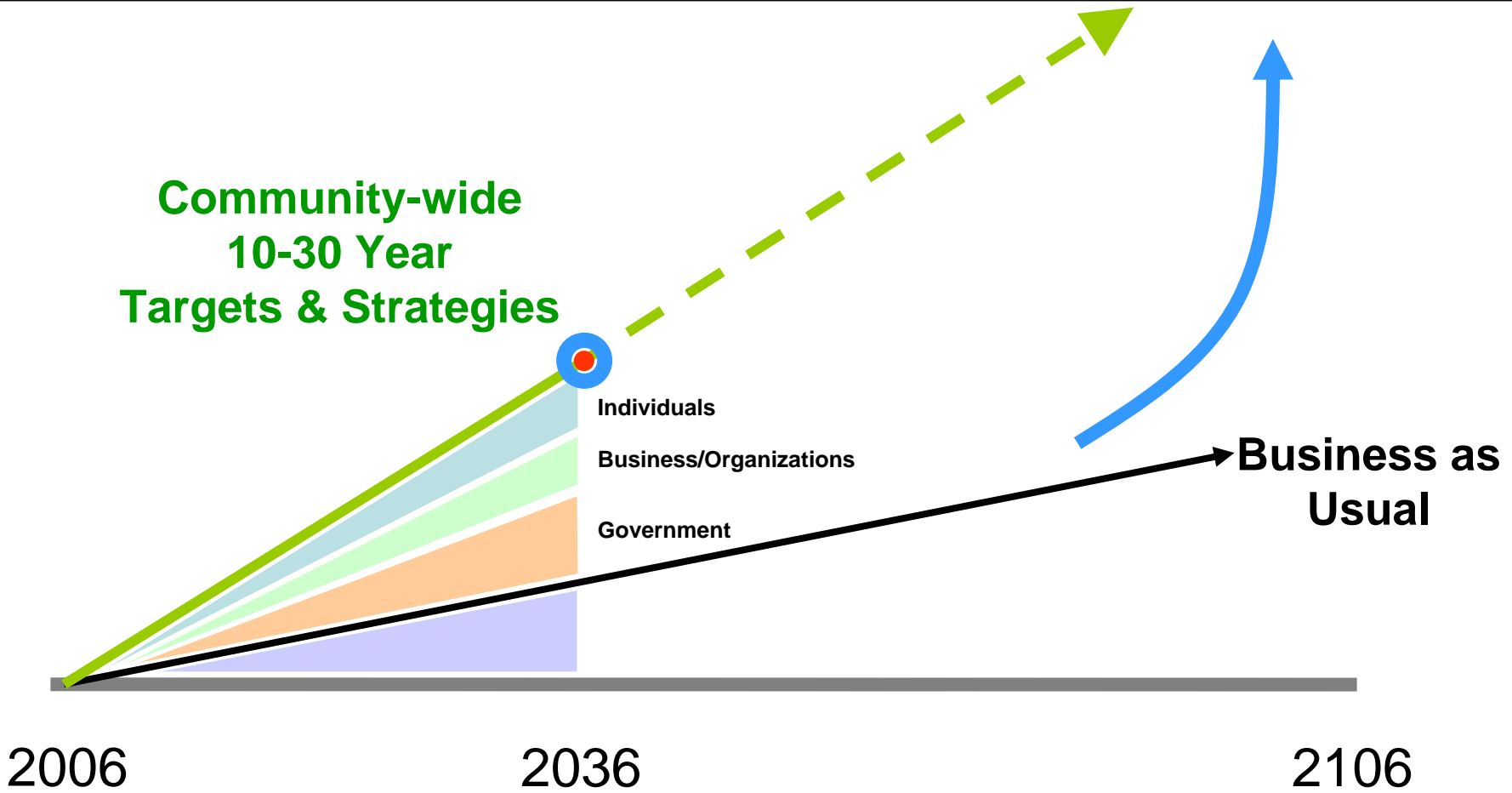
Long Range Urban Sustainability Plan

- 100 year Vision and Goals
- 30 year Targets and Strategies
- 28 basic human needs across 5 systems

- **Social** – health and wellness, lifelong learning, safety
- **Environmental** – water, native biodiversity, air quality, fertile soil
- **Economic** – diversification, global, living wages
- **Built Environment** – housing, mobility, energy, food
- **Governance** – self-determination, access, equity

100 year Vision and Goals

Community-wide
10-30 Year
Targets & Strategies



Individuals
Business/Organizations
Government

Business as Usual

Corporate Alignment with iC

- **Direction to align the results of imagineCALGARY with city business programs**
- **Land the Vision and Goals in high level land use and transportation policies**

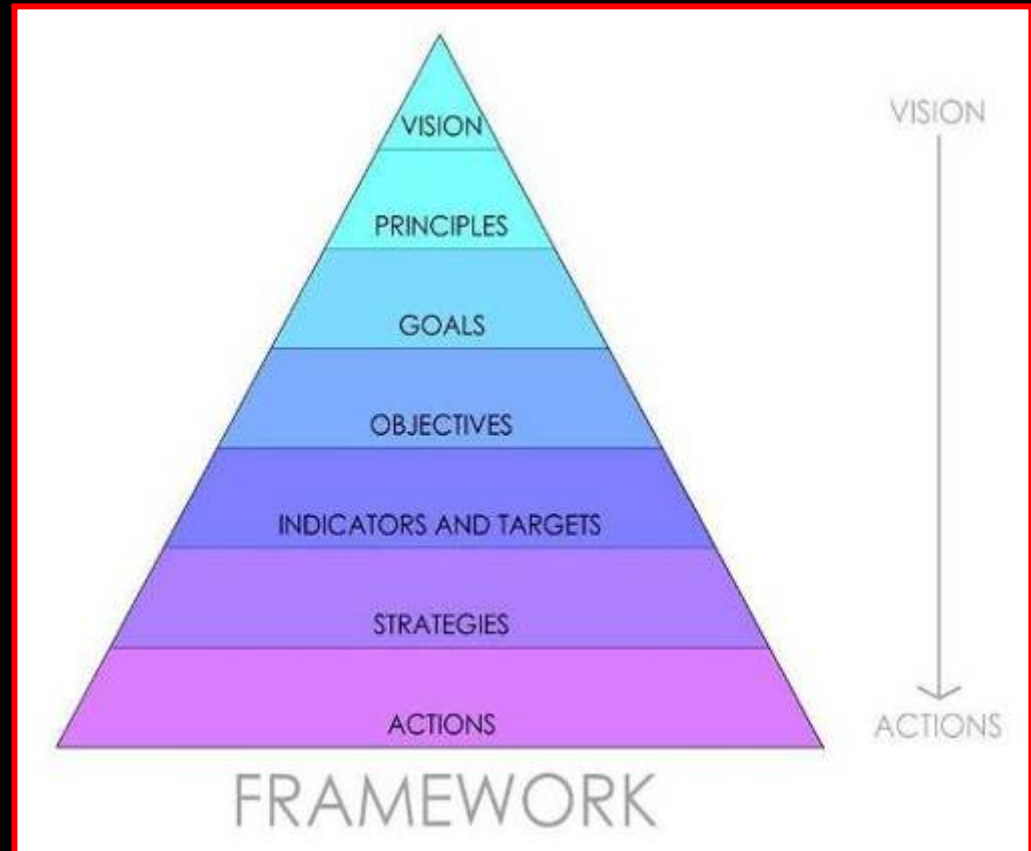
Integrated Land Use and Mobility Plan

Project Mission:

- *To achieve a more sustainable Calgary by integrating land use and mobility policy and creating effective implementation strategies with practical tools and processes for decision makers.*

Integrated Land Use and Mobility Plan

**Defining
“sustainability”
through Integrated
Decision Making
Framework**



Integrated Land Use and Mobility Plan

- LUM scenarios out 2 generations (2.5 million)
- 25 - 30 year horizon – Comprehensive *Municipal Development Plan* and transportation network
- Targets and Indicators
- Regular Monitoring, Measuring, Reporting
- Priorities/Strategies - linked to capital budgets
- Direction to the Department work programs and budgets

Integrated Land Use and Mobility Plan

- New growth management direction
- Protection of environmentally significant areas
- New housing forms and mix of uses
- Intensification – brownfield and greyfield sites
- TOD - Corridors and Nodes
- New suburbs – “complete” communities
- Improving mode split - transit, walking, cycling
- Change in transportation capital priorities
- Clear direction to implementers

Integrated Land Use and Mobility Plan

- Develop Framework and Scenario building
June 2007
- TBL Assessment and preferred Scenario
through early 2008
- Approved Plan(s) Fall 2008

Thank you



Questions?