Calgary – A Growing City of 1 Million People
Calgary in 1884
Fig. 4.—Calgary in 1891.
The Mawson Plan: 1914
The Mawson Plan: 1914
Population Growth for the City of Calgary 1884 - 2025

- **1884**
- **1901**
- **1916**
- **1931**
- **1947**
- **1982**
- **2006**
- **2025 (1,285,900)**

**Early Years**

**Boom!**

**Post War Recovery**

**Slow Years**

**“To the ‘BURBS”**

**Bust & Recovery**

**Things To Come**

**YEAR**

**POPULATION**

- **0**
- **200,000**
- **400,000**
- **600,000**
- **800,000**
- **1,000,000**
- **1,200,000**
- **1,285,900**
Managing Growth through Uni-city

Growth management through controlled, directed growth
Contiguous development
Services under one jurisdiction supported by tax base
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.
- 2001 – 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

West
Population: 473,324 (62%)
Jobs: 142,200 (36%)

East
Population: 283,312 (37%)
Jobs: 138,600 (35%)

Downtown
Population: 10,423 (1%)
Jobs: 88,300 (22%)
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)*
Future Conceptual Urban Structure

The CALGARY PLAN

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
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

1. Centre City Plan
   - Includes Downtown and Beltline
   - High-level vision
   - Broad action strategies

2. Downtown Urban Structure Plan
   - Framework for physical design
   - Emphasizes public realm
   - Guidance for new development

3. East Village Area Redevelopment Plan
   - Vision for vibrant, mixed-use neighbourhood
   - Detailed plans and design
   - Catalyst for renewal

4. Beltline Area Redevelopment Plan
   - New policy for Beltline communities
   - Implements "BluePrint for the Beltline"
   - Envisions high-density, mixed-use

5. 17 Avenue Urban Design Strategy
   - Defines future character of 17 Avenue
   - Design guidance for new development
   - Plans public realm improvements
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

Revised Suburban Growth Expected 2006-2025 (20 Years)
- 2026 to 2030 Suburban Residential
- 2021 to 2025 Suburban Residential
- 2016 to 2020 Suburban Residential
- 2011 to 2015 Suburban Residential
- 2006 to 2010 Suburban Residential
- TUC - Transportation/Utility Corridor
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 Traditonal
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
• Confirmed direction
• Disconnect with Implementation
• There is a “Say-Do” Gap
• Understanding Calgary within a changing region
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.
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.
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
Community-wide 10-30 Year Targets & Strategies
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
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?