

## Compact Scenario ▪ Assumptions & Scenario Strategies

The Compact Scenario illustrates one outcome of applying the City of Calgary Sustainability Principles to create a sustainable Calgary. The Scenario was developed by the joint plan|it|calgary and UBC Design Centre for Sustainability project team, and seeks to maximize performance across priority sustainability indicators.

### Assumptions:

The project team assumed this set of rules in the generation of the Compact Scenario:

- Generation of the scenario is not constrained by cost, but is grounded by a realistic understanding of cost
- The scenario illustrates one possible Compact future for Calgary, but does not change the Base Scenario for the rest of the region
- There will be no second ring road
- New development patterns have been developed for the Compact Scenario
- Scenario generation is an iterative process

### Scenario Strategies:

These strategies generally describe the sequence of design moves the project team used to generate the Compact Scenario:

#### 1: Protect Environmental Assets

- Use the green network to focus growth
- If it is green now, it stays green
- Naturalize public open space by layering ecological functions over existing functions
- Connect open space networks. Use green development patterns where necessary to connect greenspaces
- Locate bigger naturalized buffers beside waterways

#### 2: Designate Priority Movement Corridors

- Create high capacity transit service grid (Light Rail Transit [LRT], streetcar or Bus Rapid Transit [BRT]) with a targeted 2km increment
- The ring road primarily functions as a city by-pass and goods movement route - not as a commuter route. Limit access to the city with interchanges located only outside developed areas, at approximately 3km+ intervals
- Redevelop existing rights-of-way as new multi-modal corridors
- Where new river crossings are required, they only accommodate transit, pedestrians and cyclists

#### 3: Target Areas for Growth

- Accommodate growth within the existing built footprint
- Place intensity along transit corridors, with density stepped down in surrounding neighbourhoods
- Locate major Transit Oriented Developments (TOD's) at the intersection of high capacity transit lines
- Intensify country residential if it is close to urban or transit
- If growth must be accommodated outside the existing footprint, prioritize areas that provide connection to neighbouring communities

#### 4: Integrate and Capitalize on the Synergies