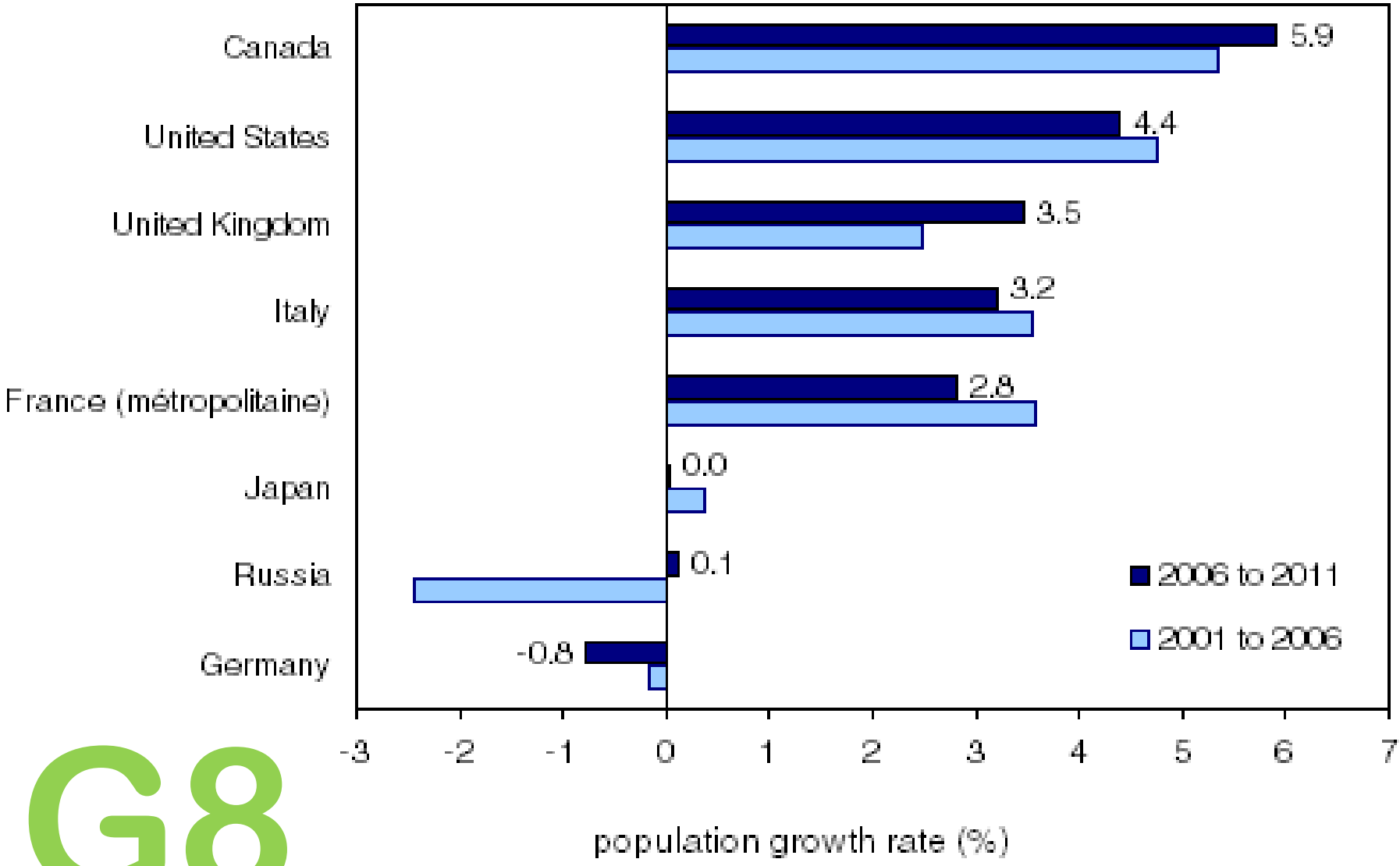
Changing The Face of Ottawa : Can The City Grow to 1.5 Million 30 Years From Now? How Will We Get There?

Image Source: Flickr, Bibs613

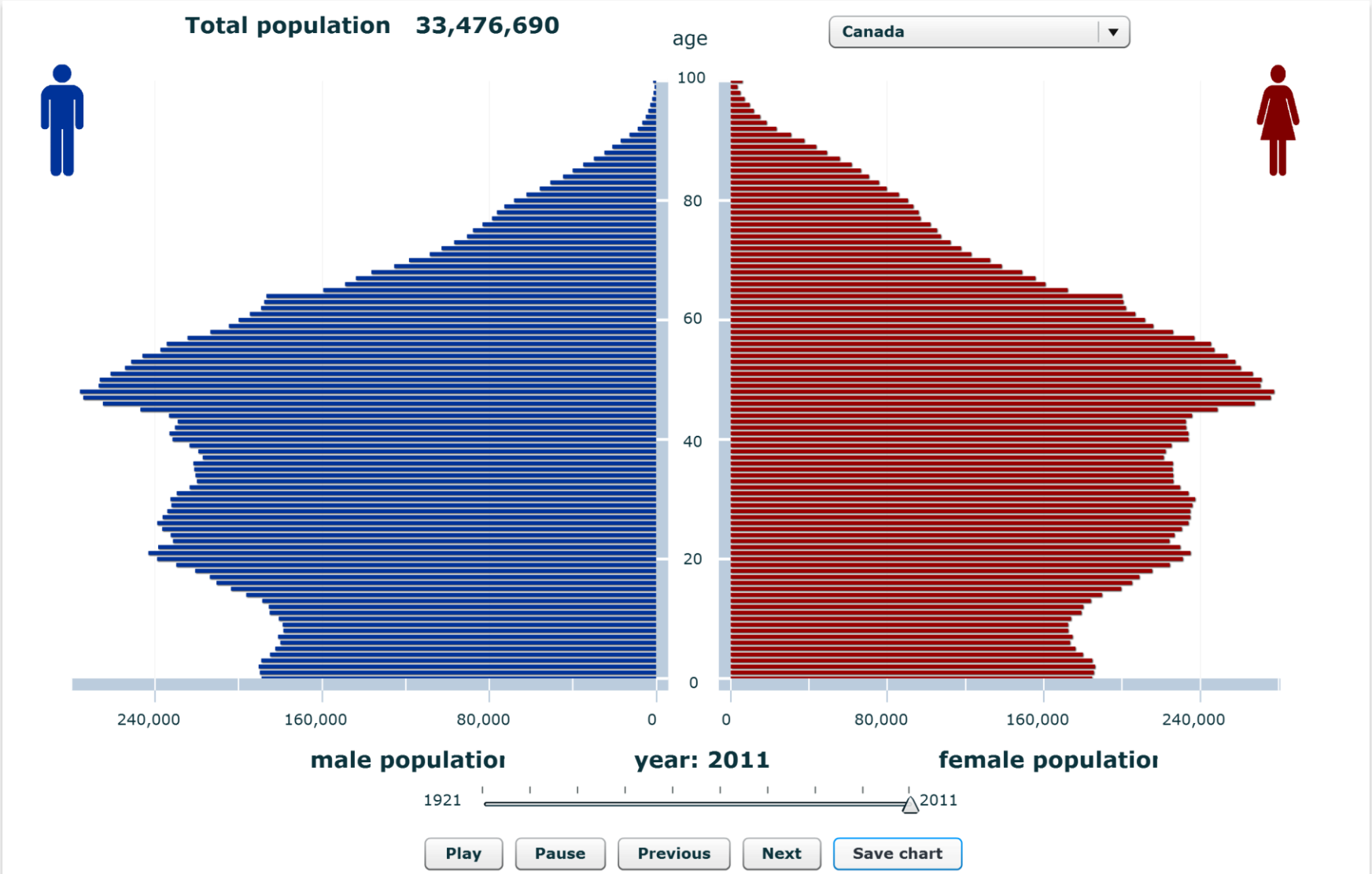
Can we grow ?

Who


Canada
United States
United Kingdom
Italy
France (métropolitaine)
Japan
Russia
Germany
5.9
4.4
3.5
3.2
2.8
0.0
0.1
-0.8
2006 to 2011
2001 to 2006
-3
-2
-1
0
1
2
3
4
5
6
7
population growth rate (%)

G8

Historical age pyramid for the population of Canada, 1921 to 2011



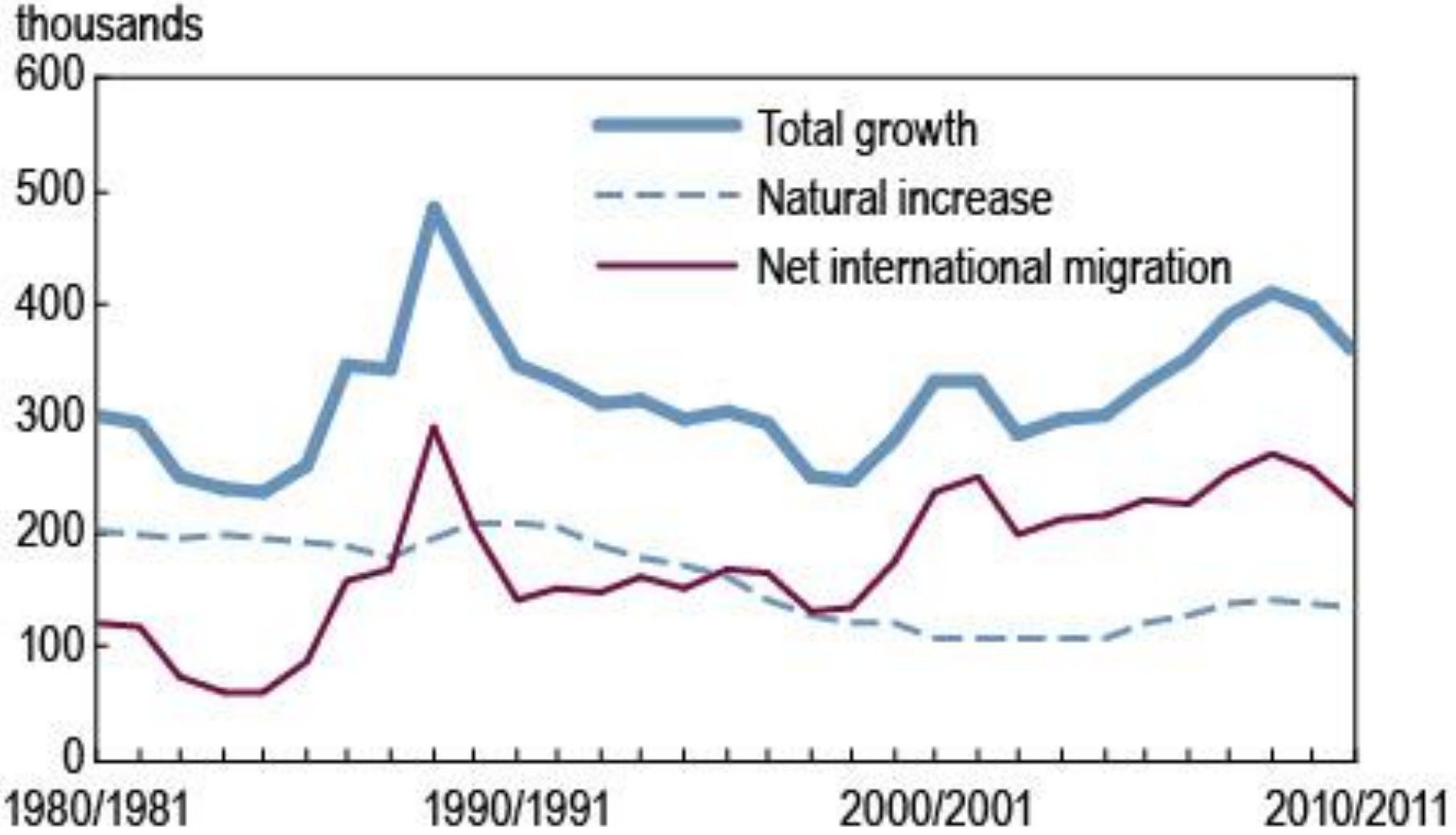
Sources: Statistics Canada, censuses of population and Population Estimates Program, 1921 to 2011. Total population counts originate from the census for census years. Between census years, total population counts were extrapolated using the annual rates of population growth from the Population Estimates Program. For all years included between 1921 and 2011, the age structures are those of the Population Estimates Program.

1950

Average annual wage $2,792.00

1985

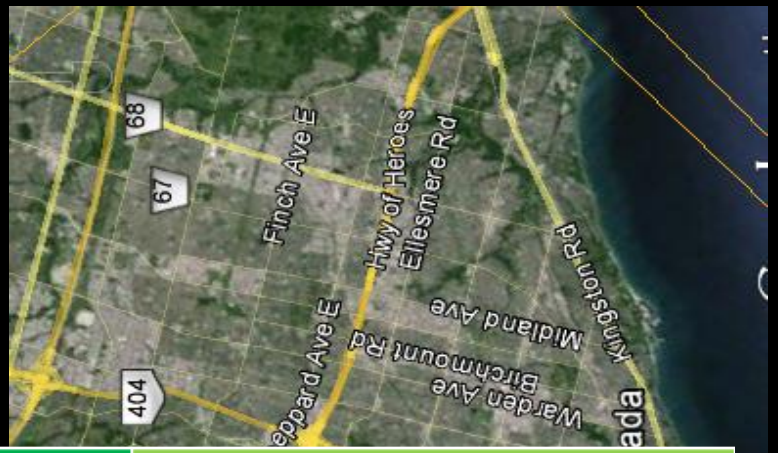
elwood
Ask me
2038


thousands
600
500
400
300
200
100
0
Total growth
Natural increase
Net international migration
1980/1981
1990/1991
2000/2001
2010/2011

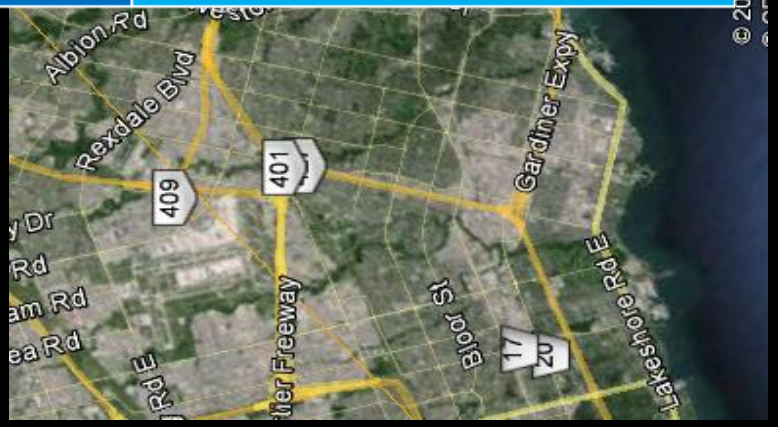
why

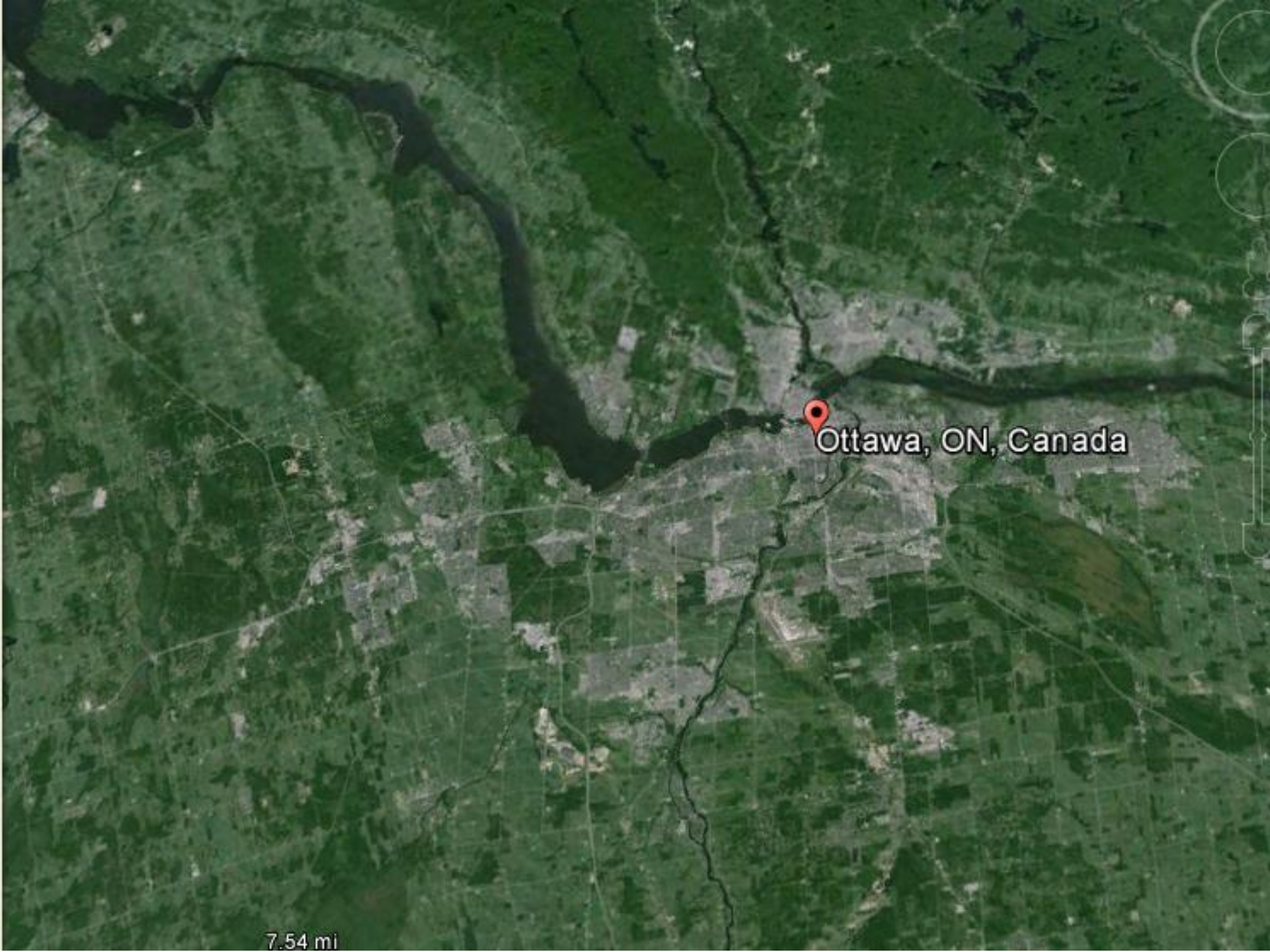
Canada's Best Places to Live 2012 - Top 10
Ottawa
Burlington, Ont.
Kingston, Ont.
Halifax
Regina
Brandon, Man.
Fredericton
Edmonton
Red Deer, Alta.
Winnipeg
Source: MoneySense

where



City of Toronto	2,600,000	630 sq km Fully built
City of Calgary	1,029,000	734 sq km municipal boundary 272 sq km un-built




Ottawa, ON, Canada
7.54 mi

ON, Canada
Toronto, O

Visualizing Orillia's Growth

The City of Orillia is forecasted to grow by **10,414** by 2031

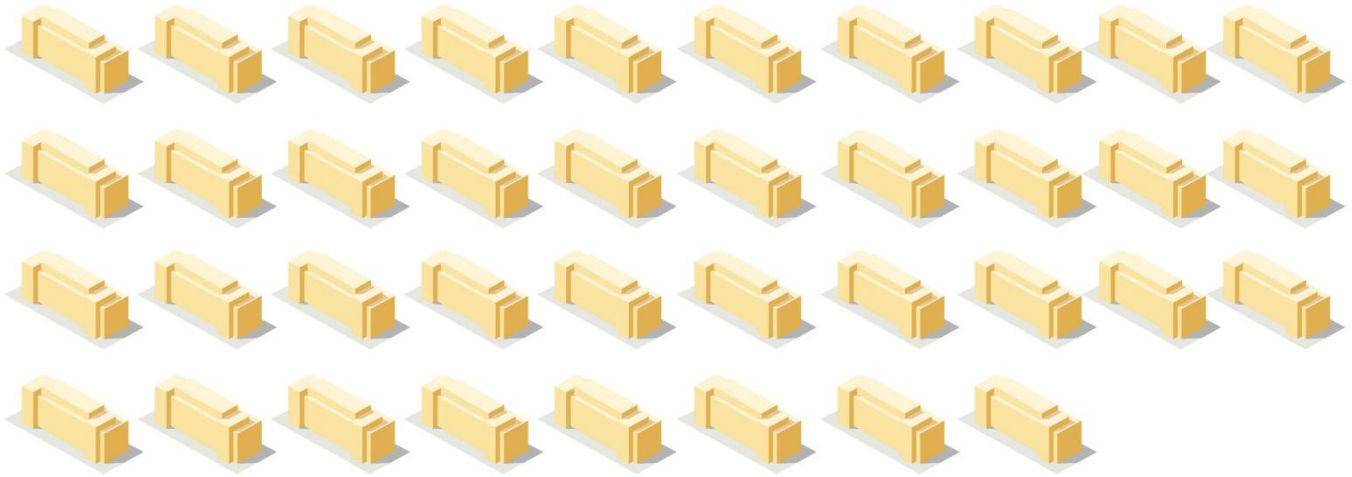
40% of this growth will need to be accomodated through intensification

This means **4,166** will be accomodated within the built up area

How could this intensification growth be distributed?

Option 1

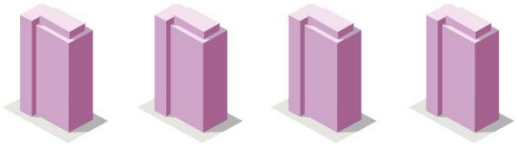
100% mid rise condo building [2 people / unit = 2,082 units; 54 units / building] = 38



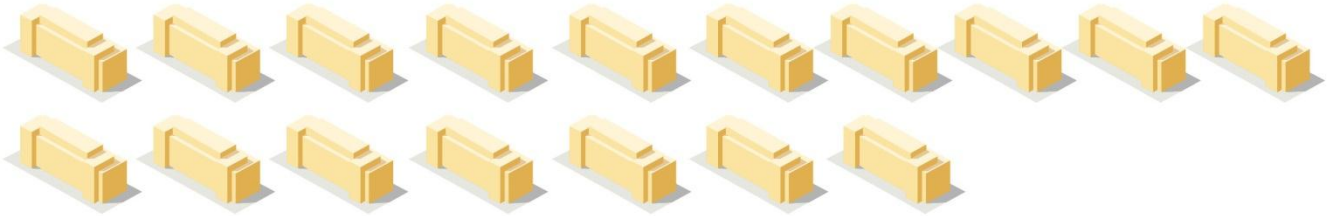
How could this intensification growth be distributed?

Option 2

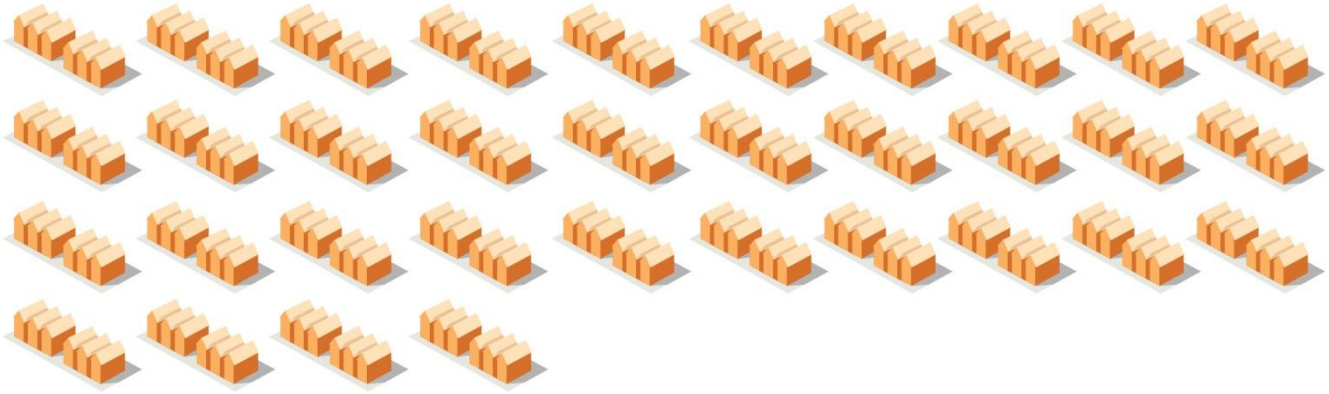
15% high rise condo building [2 people / unit = 312 units; 80 units / building] = 4



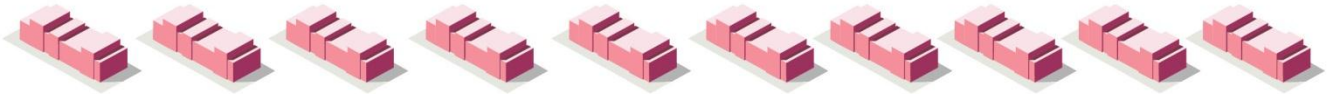
45% mid rise condo building [2 people / unit = 937 units; 54 units / building] = 17

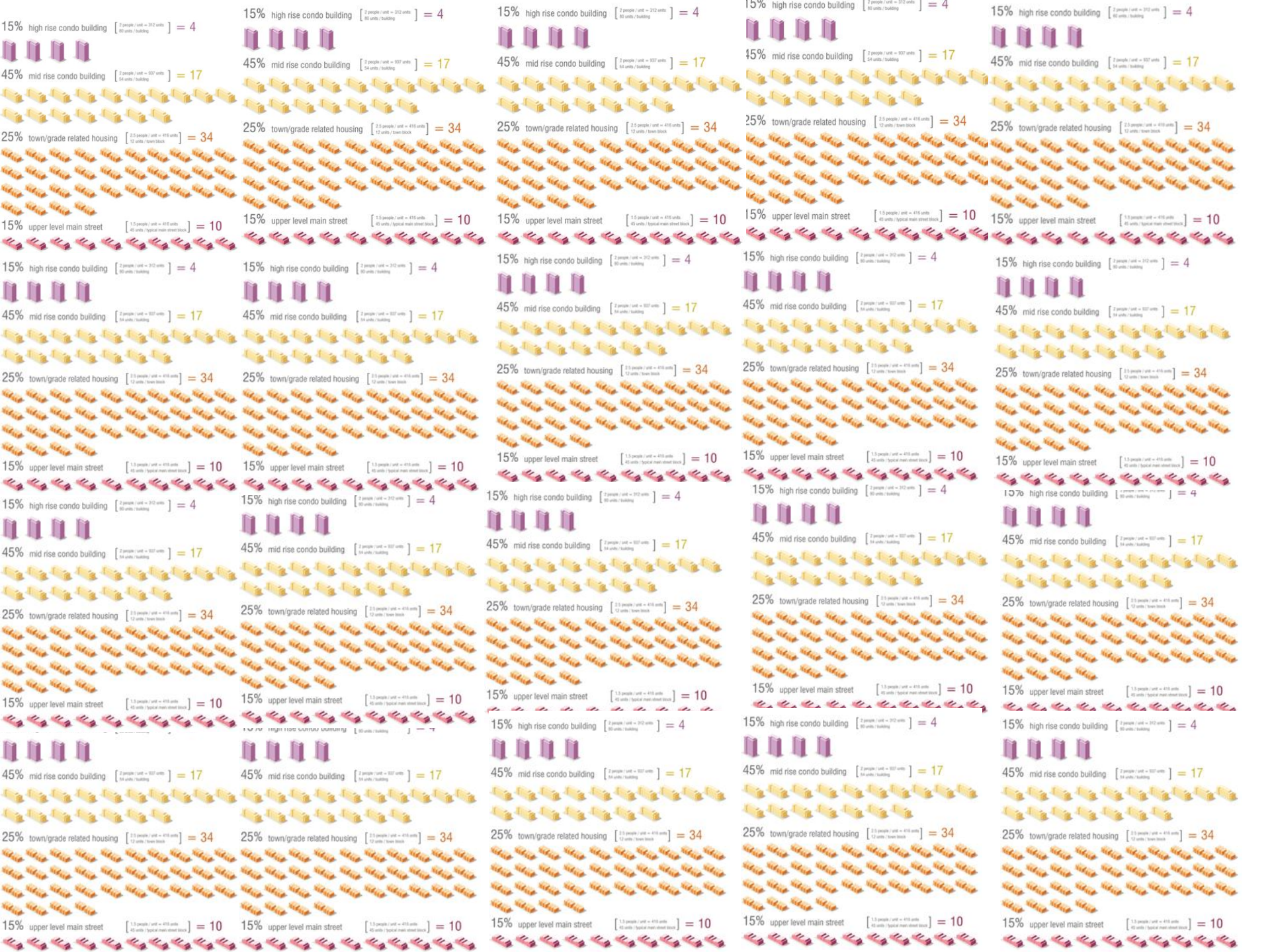


25% town/grade related housing [2.5 people / unit = 416 units; 12 units / town block] = 34



15% upper level main street [1.5 people / unit = 416 units; 45 units / typical main street block] = 10




15% high rise condo building [2 people / unit = 312 units / 80 units / building] = 4
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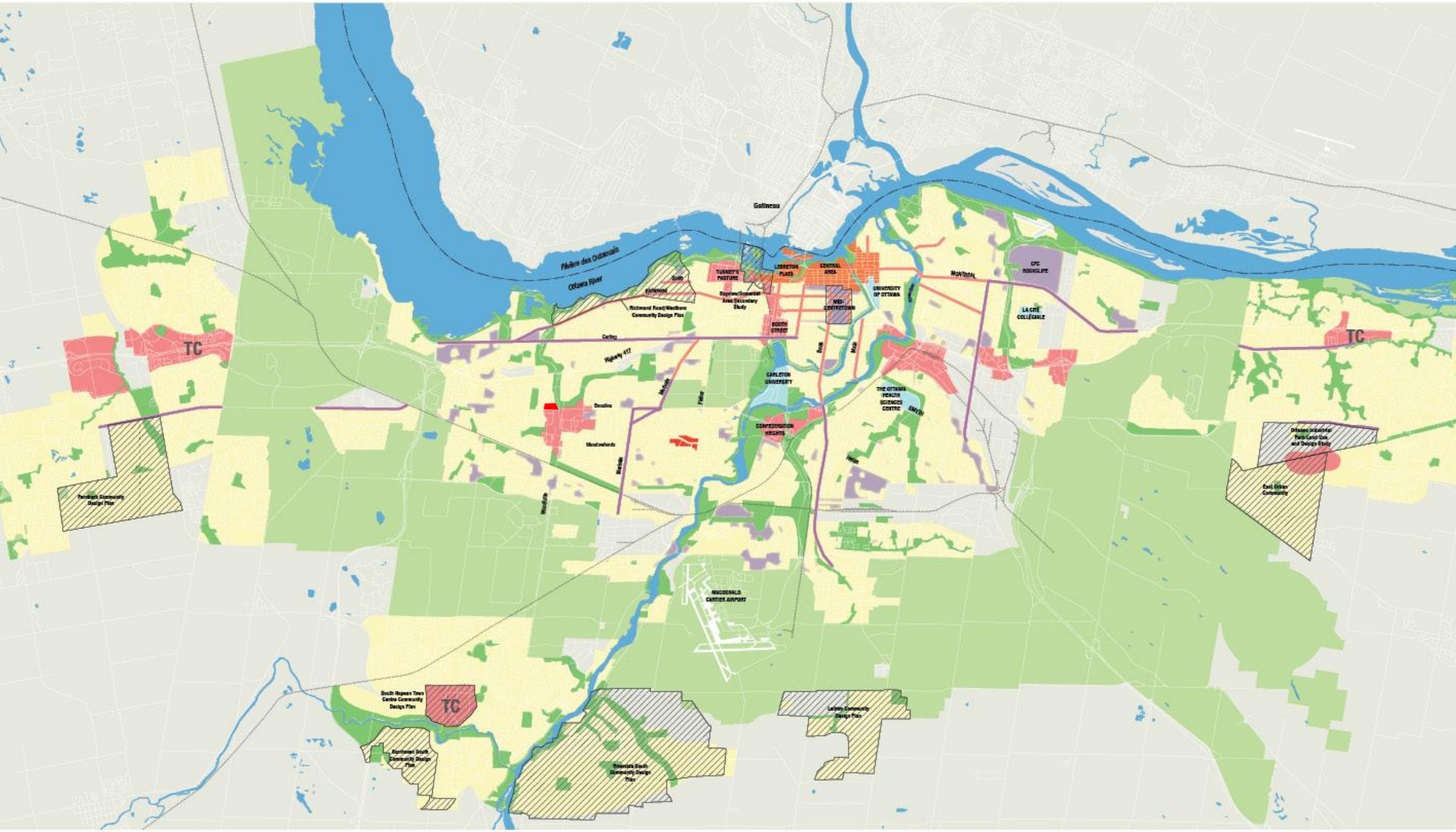
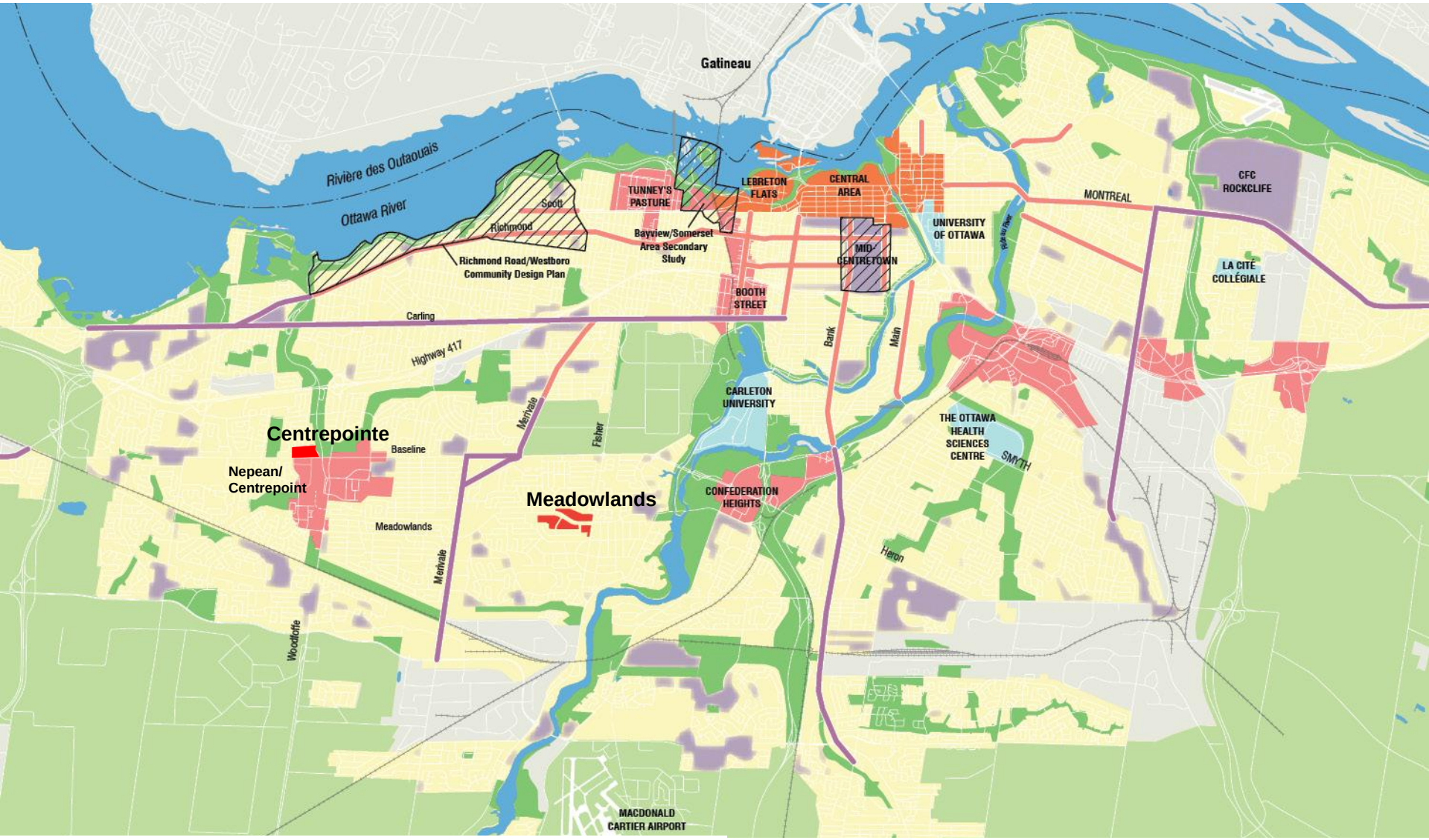
25% town/grade related housing [2.5 people / unit = 416 units / 12 units / town block] = 34
15% upper level main street [1.5 people / unit = 416 units / 45 units / typical main street block] = 10

City Context



Inside the Greenbelt



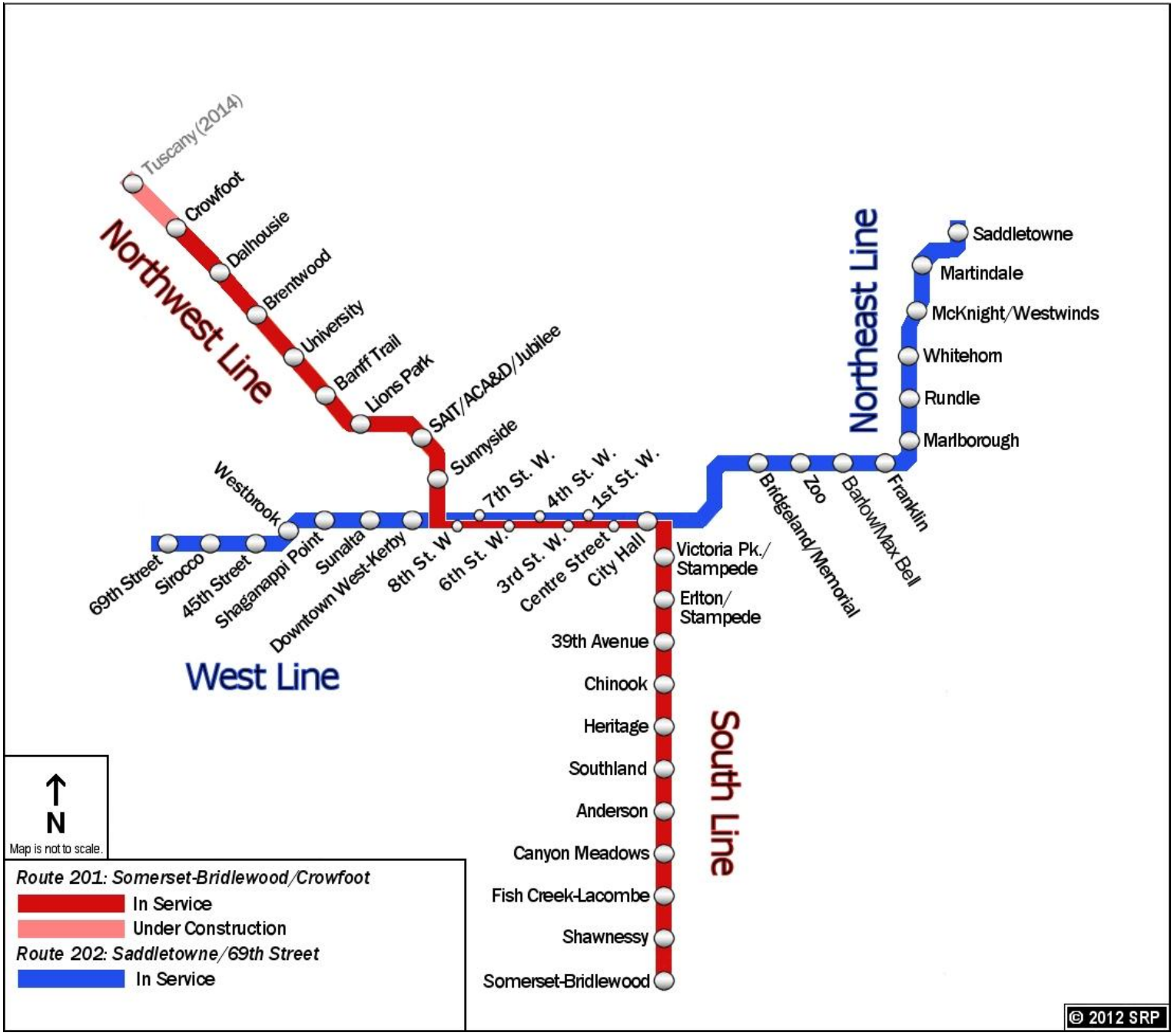
how

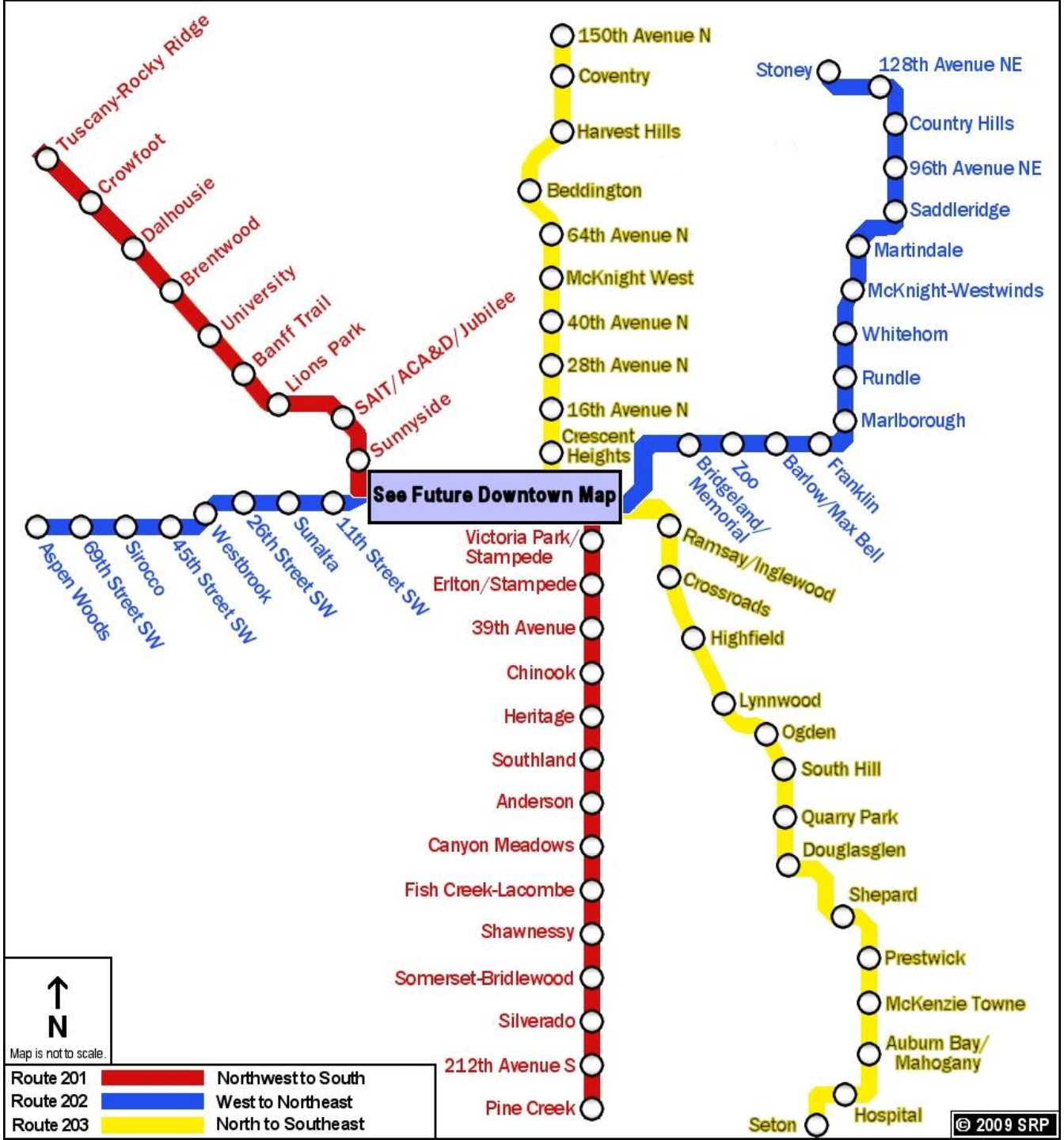
nextCITY

Aiming high. Growing smart.

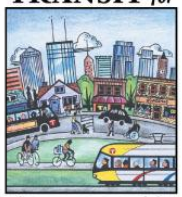
nextCITY

Welcome to nextCITY, the future planning vision for Calgary. Calgary is on the crux of change as we continue to become a big city.


Tuscany (2014)
Crowfoot
Dalhousie
Brentwood
University
Banff Trail
Lions Park
SAIT/ACA&D/Jubilee
Sunnyside
Northwest Line
Saddletowne
Martindale
McKnight/Westwinds
Whitehorn
Rundle
Marlborough
Northeast Line
Westbrook
69th Street
Sirocco
45th Street
Shaganappi Point
Sunalta
Downtown West-Kerby
8th St. W
6th St. W
3rd St. W.
Centre Street
City Hall
7th St. W.
4th St. W.
1st St. W.
Bridgeland/Memorial
Zoo
Barlow/Max Bell
Franklin
West Line
Victoria Pk./ Stampede
Erlton/ Stampede
39th Avenue
Chinook
Heritage
Southland
Anderson
Canyon Meadows
Fish Creek-Lacombe
Shawnessy
Somerset-Bridlewood
South Line
N
Map is not to scale.
Route 201: Somerset-Bridlewood/Crowfoot
In Service
Under Construction
Route 202: Saddletowne/69th Street
In Service
© 2012 SRP


Tuscany-Rocky Ridge
Crowfoot
Dalhousie
Brentwood
University
Banff Trail
Lions Park
SAIT/ACA&D/Jubilee
Sunnyside
150th Avenue N
Coventry
Harvest Hills
Beddington
64th Avenue N
McKnight West
40th Avenue N
28th Avenue N
16th Avenue N
Crescent Heights
Stoney
128th Avenue NE
Country Hills
96th Avenue NE
Saddleridge
Martindale
McKnight-Westwinds
Whitehorn
Rundle
Marlborough
Franklin
Barlow/Max Bell
Zoo
Bridgeland/ Memorial
See Future Downtown Map
Aspen Woods
69th Street SW
Sirocco
45th Street SW
Westbrook
26th Street SW
Sunalta
11th Street SW
Victoria Park/ Stampede
Erlton/Stampede
39th Avenue
Chinook
Heritage
Southland
Anderson
Canyon Meadows
Fish Creek-Lacombe
Shawnessy
Somerset-Bridlewood
Silverado
212th Avenue S
Pine Creek
Ramsay/Inglewood
Crossroads
Highfield
Lynnwood
Ogden
South Hill
Quarry Park
Douglasglen
Shepard
Prestwick
McKenzie Towne
Auburn Bay/ Mahogany
Hospital
Seton
N
Map is not to scale.
Route 201 Northwest to South
Route 202 West to Northeast
Route 203 North to Southeast
© 2009 SRP

Minneapolis-Saint Paul Transitways 2020



TRANSIT for Livable Communities

© 2008 Transit for Livable Communites

Many of the lines and stations depicted on this map are in various stages of planning and are subject to change.

Legend

- Light Rail
- Commuter Bus/Future Rail
- Commuter Rail
- Bus Rapid Transit
- Potential Alignment
- Transfer Station
- Station
- Potential Station

DOWNTOWN MINNEAPOLIS

DOWNTOWN SAINT PAUL

J. Menard 4/2008

Greater Edmonton Transit

A vision for an environmentally and economically sustainable future in the capital region with an integrated transportation network.
Aggressive LRT expansion.
Transit Orientated Developments.
A world leader in sustainable growth, the Greater Edmonton Municipality.

- St.Albert
- Leduc
- Strathcona
- University

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jordan schroder
www.alberta2020.ca

Central Transit Corridor Community Building Strategy

Moving People, Building Communities

3.1 Creating a New Land Use and Mobility Framework

An enhanced mobility grid creates a Framework for integrating land use and transportation across the CTC. This Framework can help to guide investments in improved streets and open spaces, direct the provision of community amenities and shape the nature of new development over time.

The integration of transit and land use across the CTC is an important objective that will help to increase ridership and maximize returns on investment by ensuring that:

- The transit system is easy to access by the greatest numbers of people;
- Major land uses are served by frequent reliable transit service;
- Transit riders have the ability to use transit to conveniently reach multiple destinations; and
- Routes between destinations are direct and as efficient as possible in order to reduce travel times.

There are many initiatives underway within the CTC; plans to focus growth through infill and intensification, opportunities to create new jobs and housing, public realm and place making initiatives and improvements to transit and active transportation systems. When considered together, these layers create a new understanding for the CTC, an Integrated Land Use and Mobility Framework. This Framework helps to identify the scale and character of redevelopment, the alignment of corridors and important connections within and beyond the CTC.

How the Framework Can be Used

The Framework can be used to guide land use decision-making, inform the location, design and form of new uses, facilitate private development and direct public infrastructure investment priorities. Each municipality will apply this framework in a manner that complements their existing planning processes. In advance of Station Area Planning, the Framework offers a foundation and provide key directions which support transit-oriented development and the enhanced transit system.

Elements of the Integrated Land Use and Mobility Framework

An explanation of the Framework components is provided at the corridor-wide scale but also at a more detailed, local scale in order to explain how community building can be best achieved.

The Mobility Grid

Together RT and iXpress Corridors establish a comprehensive grid of higher-order transit that connects the existing built up areas of Cambridge, Kitchener and Waterloo. These will be supported by city and regional trail systems and local bus service connecting to destinations throughout the region.

The Focus Area

The Focus Area is where those development should be directed and change is most likely to occur. It is within the Focus Area that the greatest potential exists to support the 8 Community Building Opportunities through targeted initiatives, the retrofit of existing buildings and places or the introduction of new buildings or uses.

The Neighbouring Areas RT Corridor (800m)

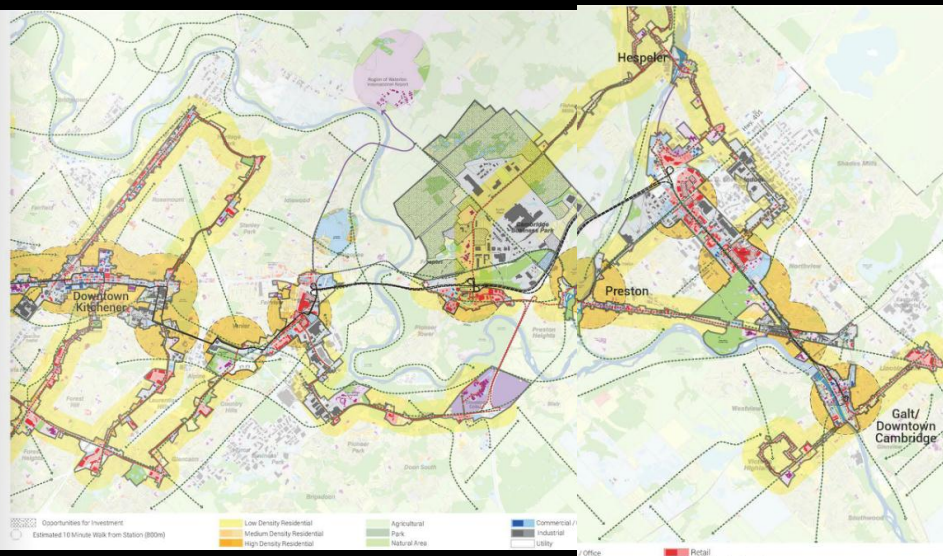
The Neighbouring Areas along the RT Corridor are areas with the greatest potential for regional connectivity. They are located within a 10 minute walk of the RT Corridor and can include areas with iXpress bus service. It is here where infill developments and public realm improvements such as improved streetscapes or extended trail connections have the ability to improve direct access to RT and community building initiatives within the Focus Area.

The Neighbouring Areas iXpress Corridors (400m)

Along the Neighbouring Areas the iXpress Corridors are areas within a 5 minute walk of the express bus corridors where developments and public realm improvements have the ability to improve access between higher order transit and area destinations.

Opportunities for Investment

Opportunities for investment are large sites with the potential for significant development and/or reinvestment.



4.1 Place-Specific Initiatives

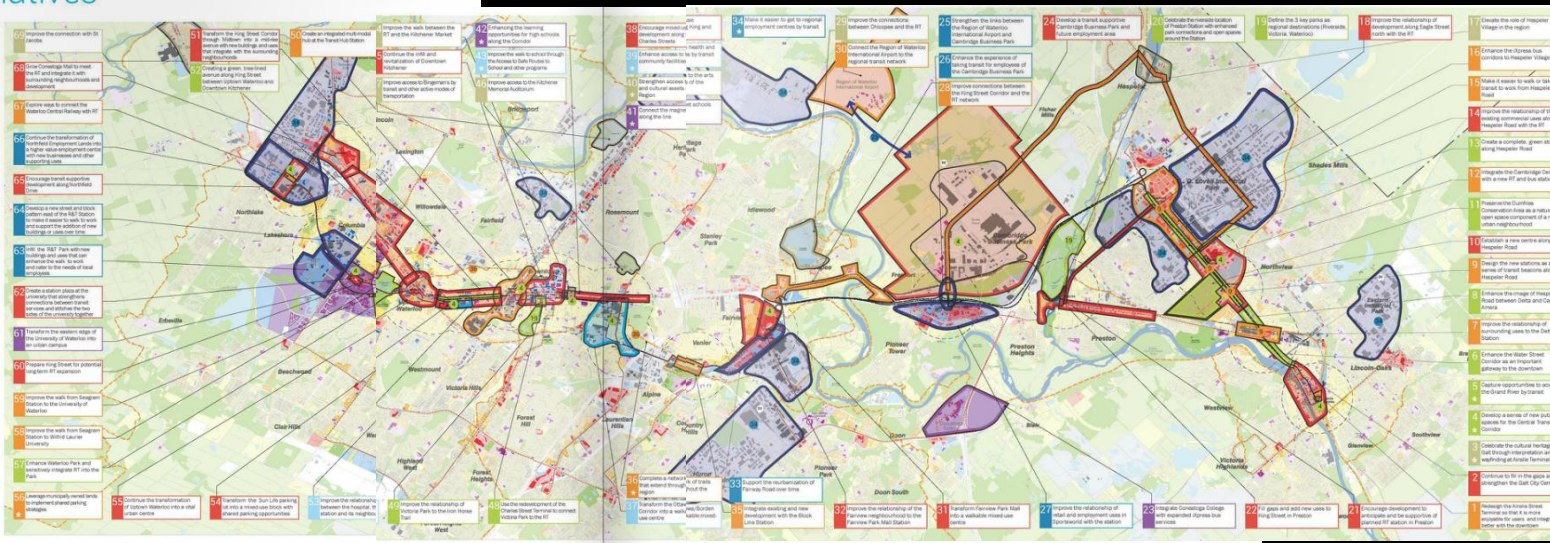
Over the course of the project a series of 69 Community Building Initiatives were identified. Each relates to at least one of the Community Building Opportunities.

The implementation priorities, responsibilities and potential funding sources for each of these initiatives will need to be identified in the first phase of CBS implementation. Further, each municipality will determine their own priorities for implementing any of these initiatives on their own or in collaboration with other municipalities or parties.

The Community Building Initiatives help to support the 8 Community Building Opportunities for the CTC. Arguably, all of the Initiatives support the opportunity to Foster Investment so are Color coded to the best related opportunity.

- Enhancing Mobility Throughout the Region
- Greening the Corridor and Enhancing Access to the Valley System
- Creating a Great Place to Visit
- Strengthening the Employment Experience
- Encouraging a Healthy, Inclusive Community
- Creating High Quality Urban Places
- Enhancing the Learning Experience

Note: The asterisk (*) indicates that a given place-specific initiative may apply throughout the region at multiple places and sites.



Willcocks St
Sussex Av
Harbord

Microsoft
Virtual Earth

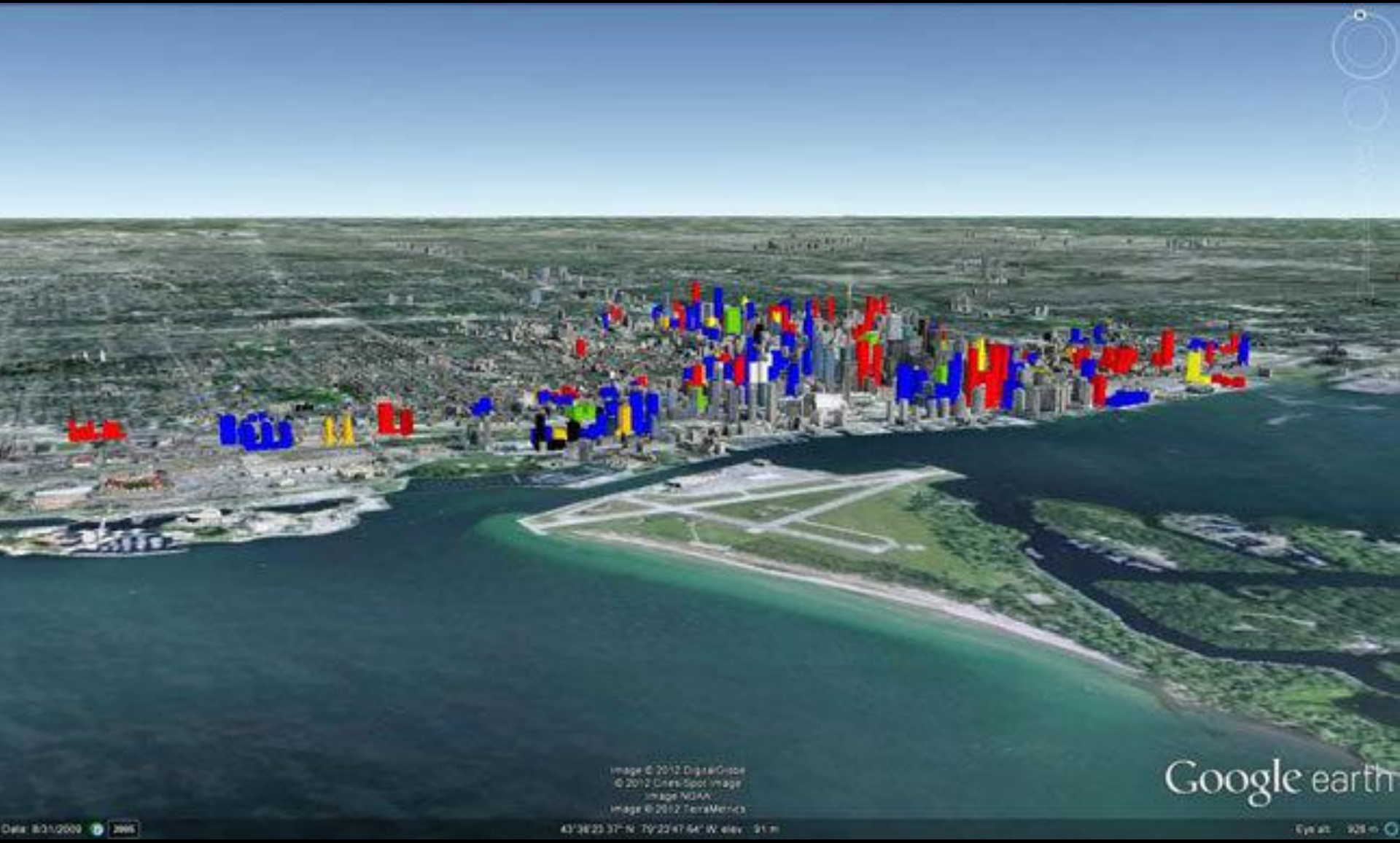
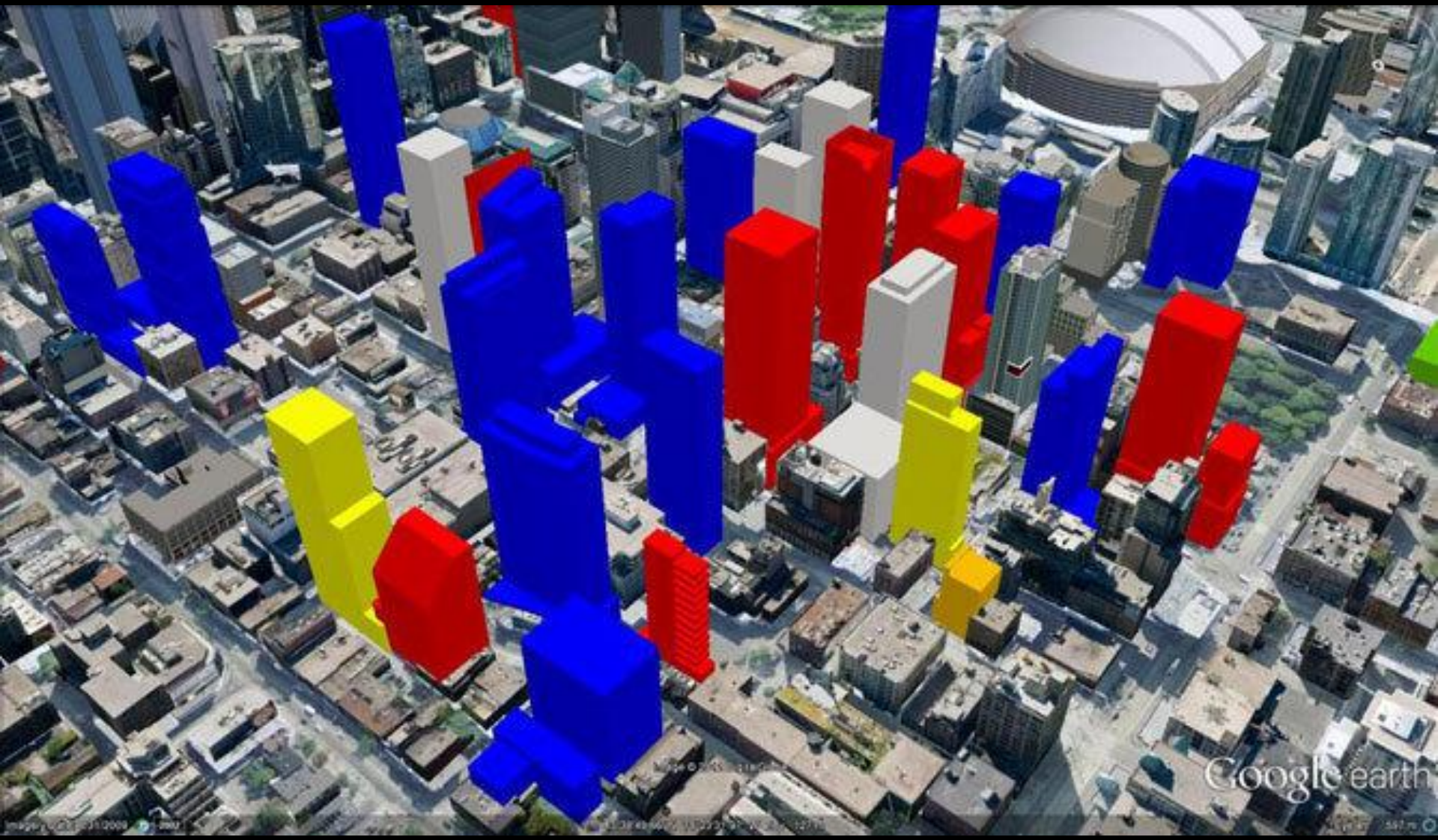
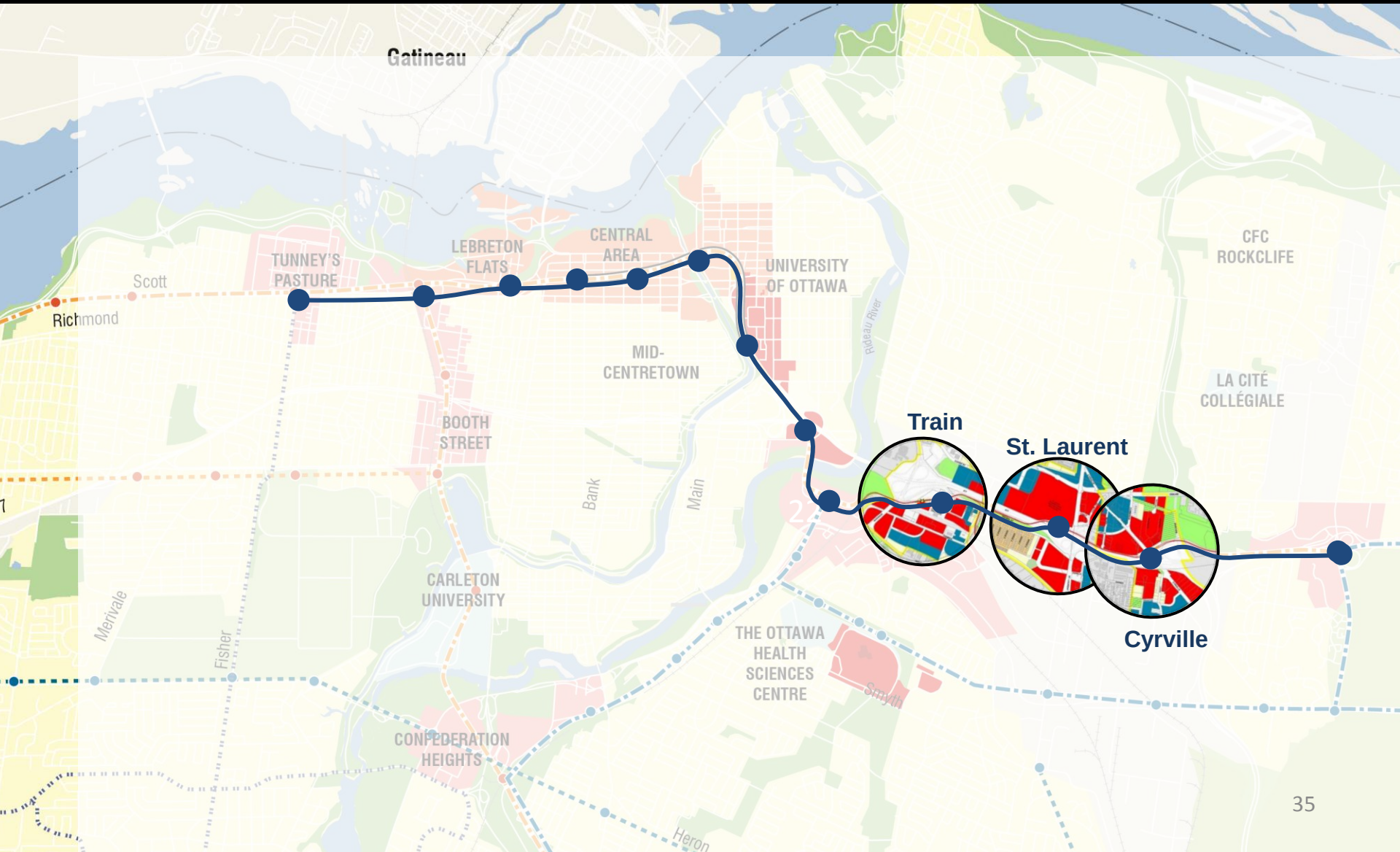


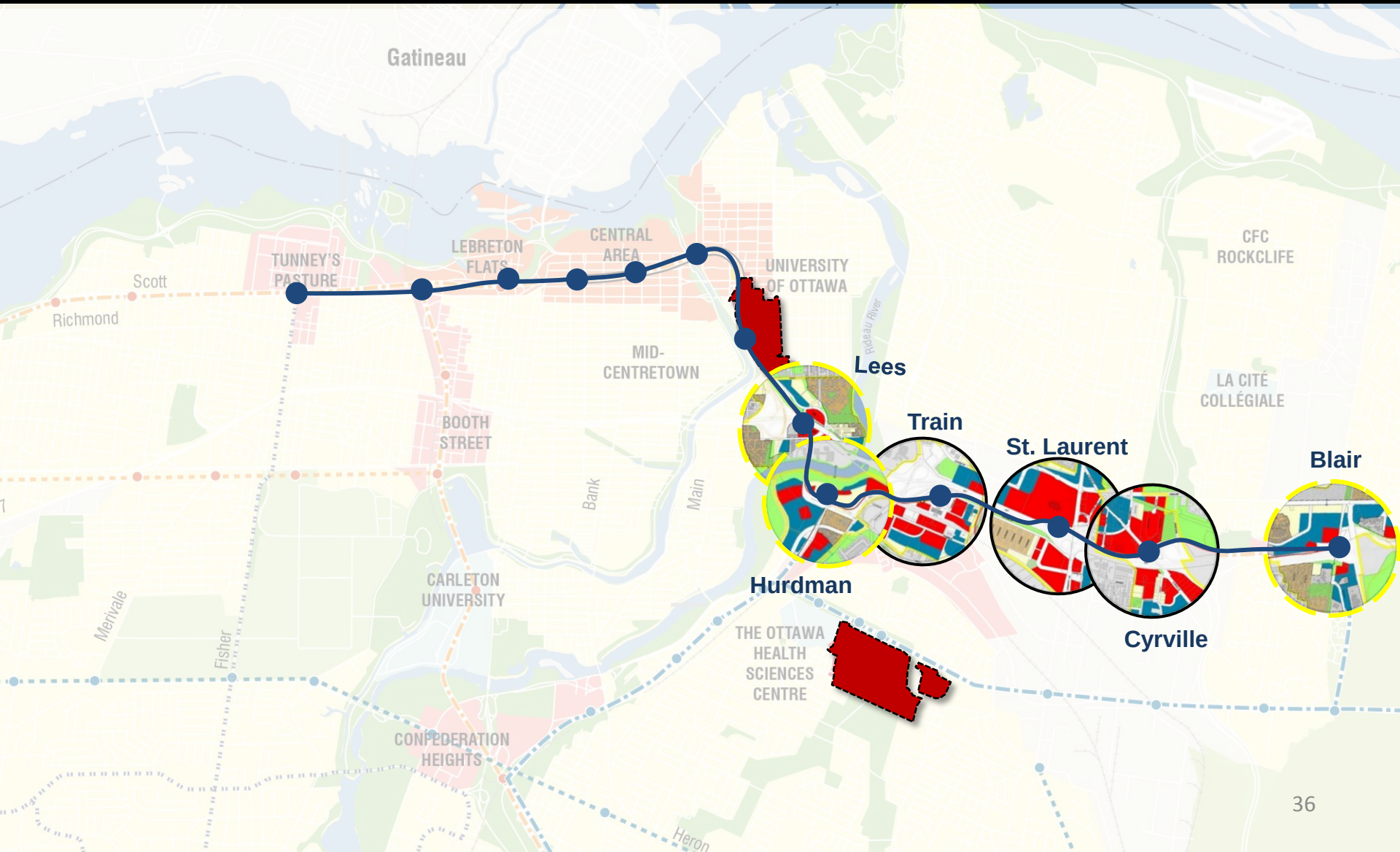
Image © 2012 DigitalGlobe
© 2012 Cnes/Spot Image
Image NOAA
Image © 2012 TerraMetrics
Google earth


Google earth

The Gréber Plan

2,130,000,000.50 more or less




Gatineau
TUNNEY'S PASTURE
LEBRETON FLATS
CENTRAL AREA
UNIVERSITY OF OTTAWA
CFC ROCKCLIFFE
Scott
Richmond
MID-CENTRETOWN
Rideau River
LA CITÉ COLLÉGIALE
Lees
Train
St. Laurent
Blair
BOOTH STREET
Bank
Main
Hurdman
CARLETON UNIVERSITY
Merivale
Fisher
THE OTTAWA HEALTH SCIENCES CENTRE
Cyrville
CONFEDERATION HEIGHTS
Heron

4205 ft
2013 DigitalGlobe

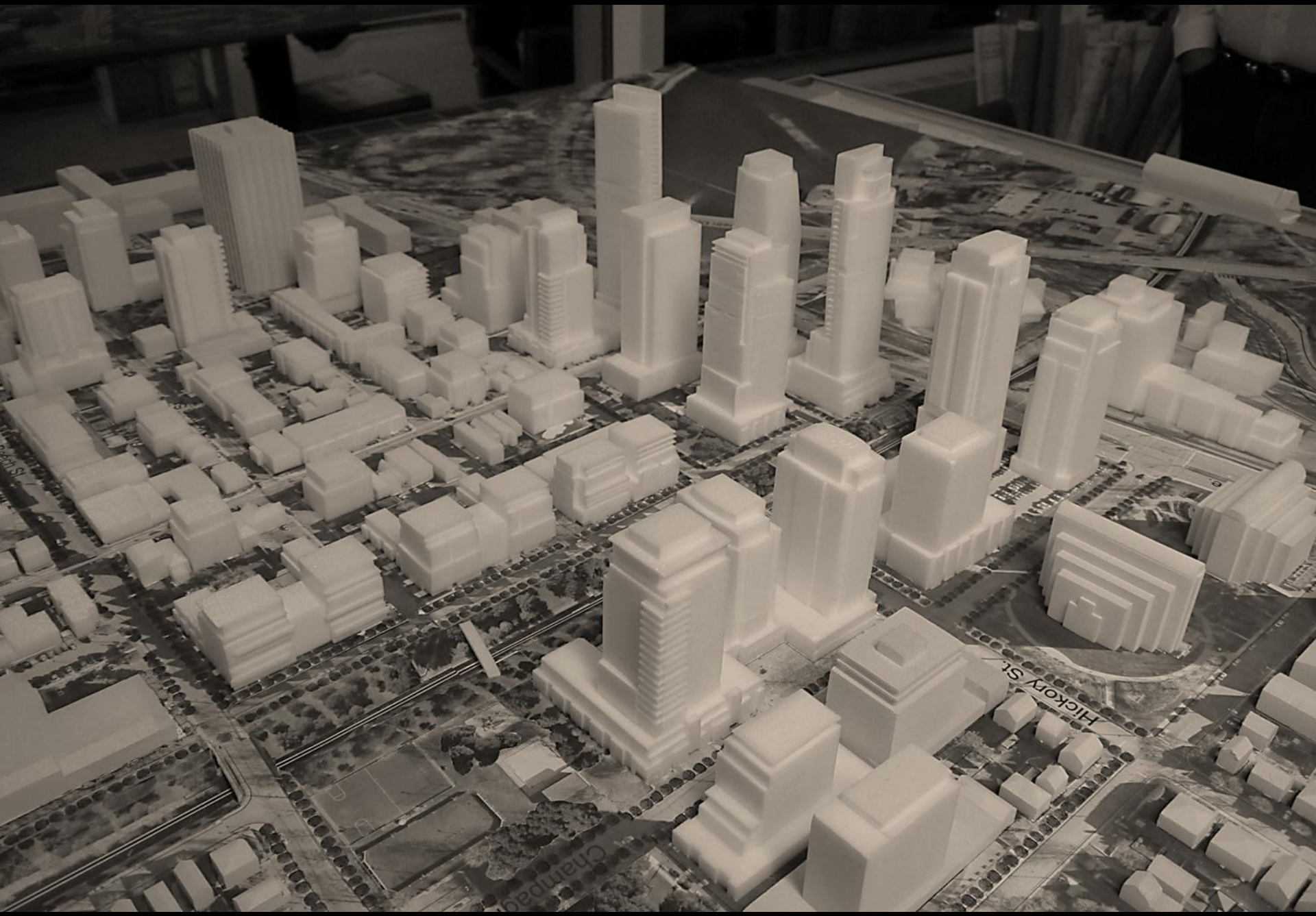
Zoning is not the answer... Maybe it is the problem

...~~Zoning Code~~ Creativity Code

	Repairs the Environment	Works Well for Transit	Fosters Creative Behaviour	Tourism Worthy	It's Urban	It Favours Heritage
Anything you want to add to the city fabric						

Lisgar
Cooper
Somerset
MacLaren
Gilmour
James
Florence
Gladstone
McLeod
Flora
Arlington
Bay
Lyon
Kent
Bank
O'Connor
Metcalfe
Catherine
Isabella
Elgin
Cartier
Laurier
417
Built within the last 10 years/Under Construction
Approved
City or NCC Sponsored District
Proposed Development
Possible Developments
Heritage Category 1
Heritage Category 2

GEE-GEES
GEE-GEES


Hickory St.

But …

Exit full screen
© 2012 Google
Report a problem
Image Date: April 2009

© 2012 Google
Report a problem
Image Date: April 2009

CANNONDESIGN