



The Main Streets initiative

What we've learned



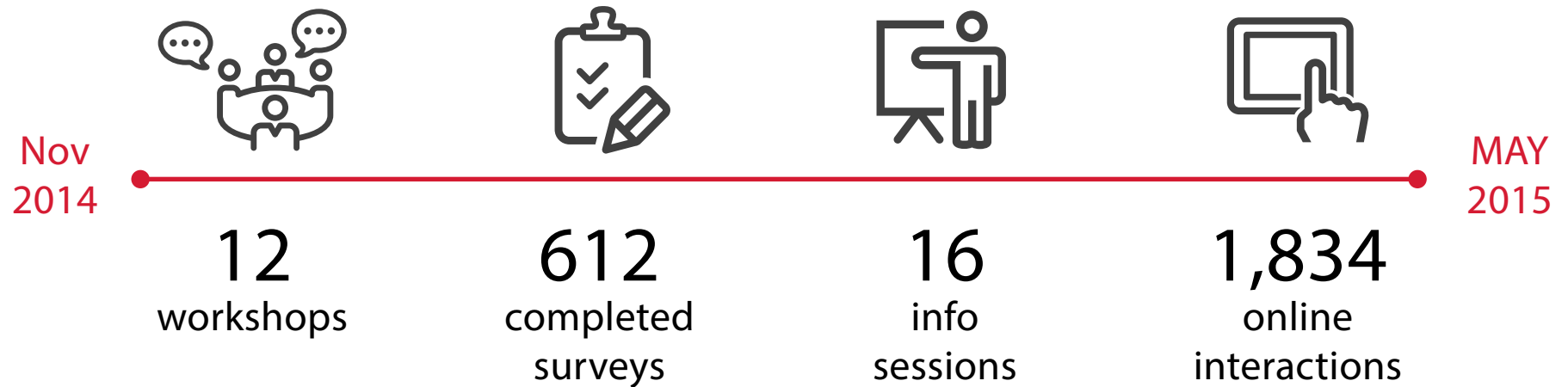


Main streets are important to the long-term growth of our city, and are ideal places for mixed use development, including residential, commercial and retail development. Access to transportation options, infrastructure and amenities make these areas great places to live, work or visit.

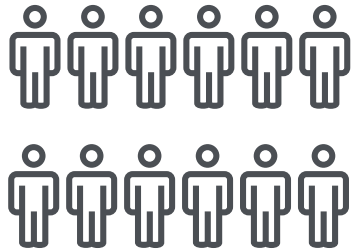


Public **input**

Between November 2014 and May 2015, people from across Calgary provided thousands of comments and input at workshops, in surveys, at information sessions and online, about their hopes and concerns for their main street neighbourhoods.

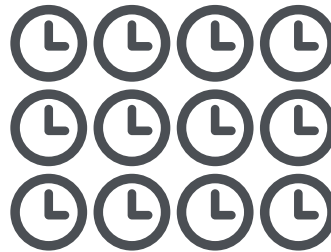


Calgarians shared their input



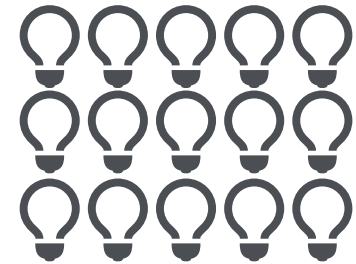
2,238

participants



1,335

hours of discussion



4,505

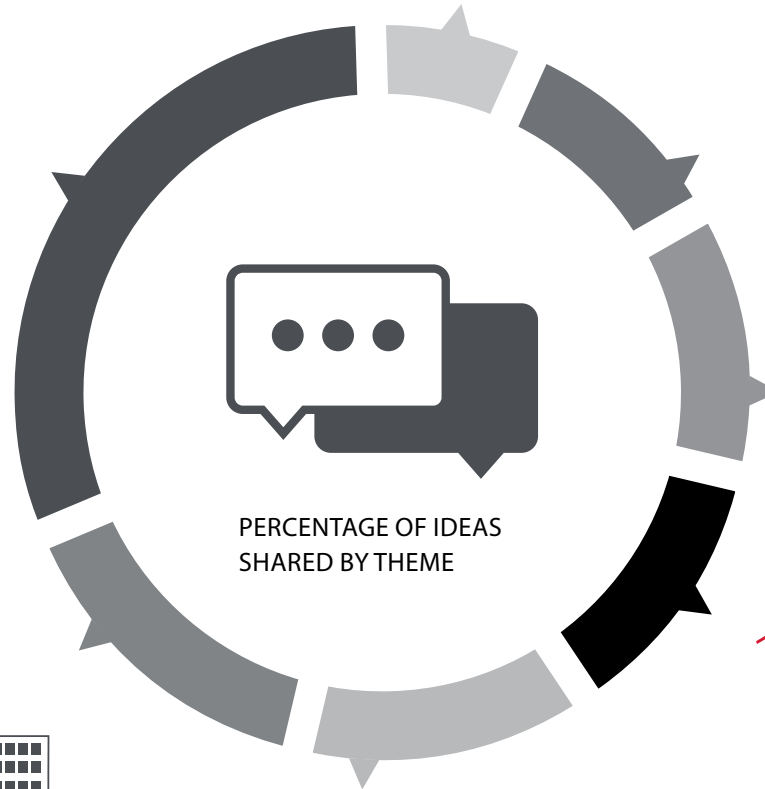
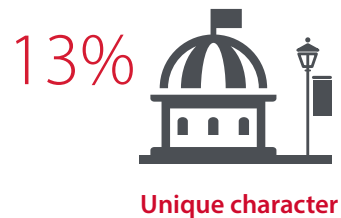
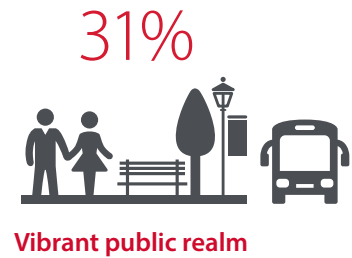
ideas

The City's Main Streets initiative will continue to consider the needs of neighbourhood residents, along with market research, to identify potential for future growth in these areas.

The first step in this process was to gather local perspectives about main street issues, opportunities and desired outcomes.

Outcome themes

For all main streets, as shared by Calgarians



Through the extensive public engagement process, City planners and staff were able to understand what main street users and citizens would like to see for the future of their main streets. The summary below includes the common themes about future improvements across all of Calgary's main streets. For full details on the input we heard about each main street, visit calgary.ca/mainstreets.

Based on Main Streets initiative engagement findings:

Variety of retail and small business

15% of Calgary's main street users would like to see a variety of retail and small businesses along their main streets.

Create a destination

13% of Calgary's main street users would like to see their main street as a destination with the vitality to attract residents and visitors.

Public and park spaces

10% of Calgary's main street users would like to see improvements to public and park spaces. They are looking for open spaces to gather, be active and enjoy the main street with other people.



Vibrant public realm

31% of Calgary's main street users would like to see a vibrant public realm along their main streets. This includes considerations for safety, landscaping, walkability and the overall streetscape environment.

Unique character

12% of Calgary's main street users would like to keep the unique character of their main street. They value their street's small town feel, or close knit community or quirks.

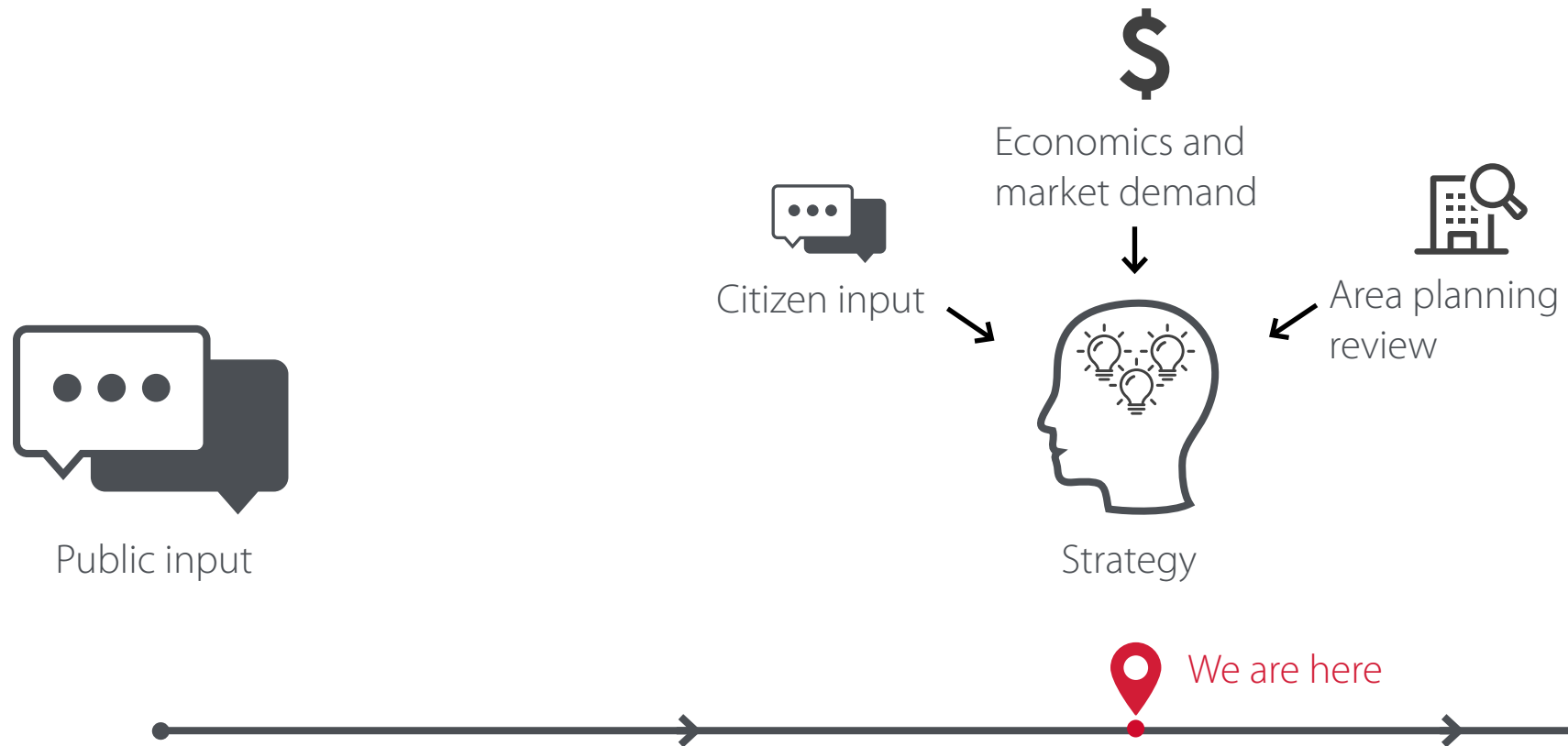
Balance of transportation options and infrastructure

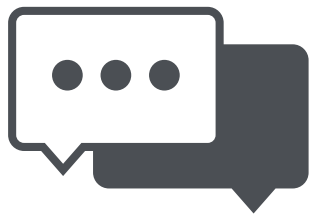
12% of Calgary's main street users would like to see a balance of transportation options and infrastructure growth with the main street. This includes considerations for a variety of travel modes, safety, and parking.

Diversity of housing (mixed use residential)

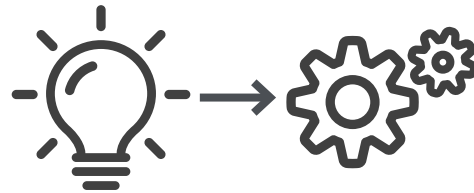
7% of Calgary's main street users would like to see a diversity of housing along or near their main street. They feel a mix of housing types and population growth would benefit the area.

Main Streets initiative work flow

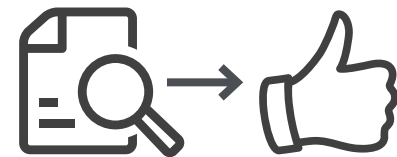




Public input



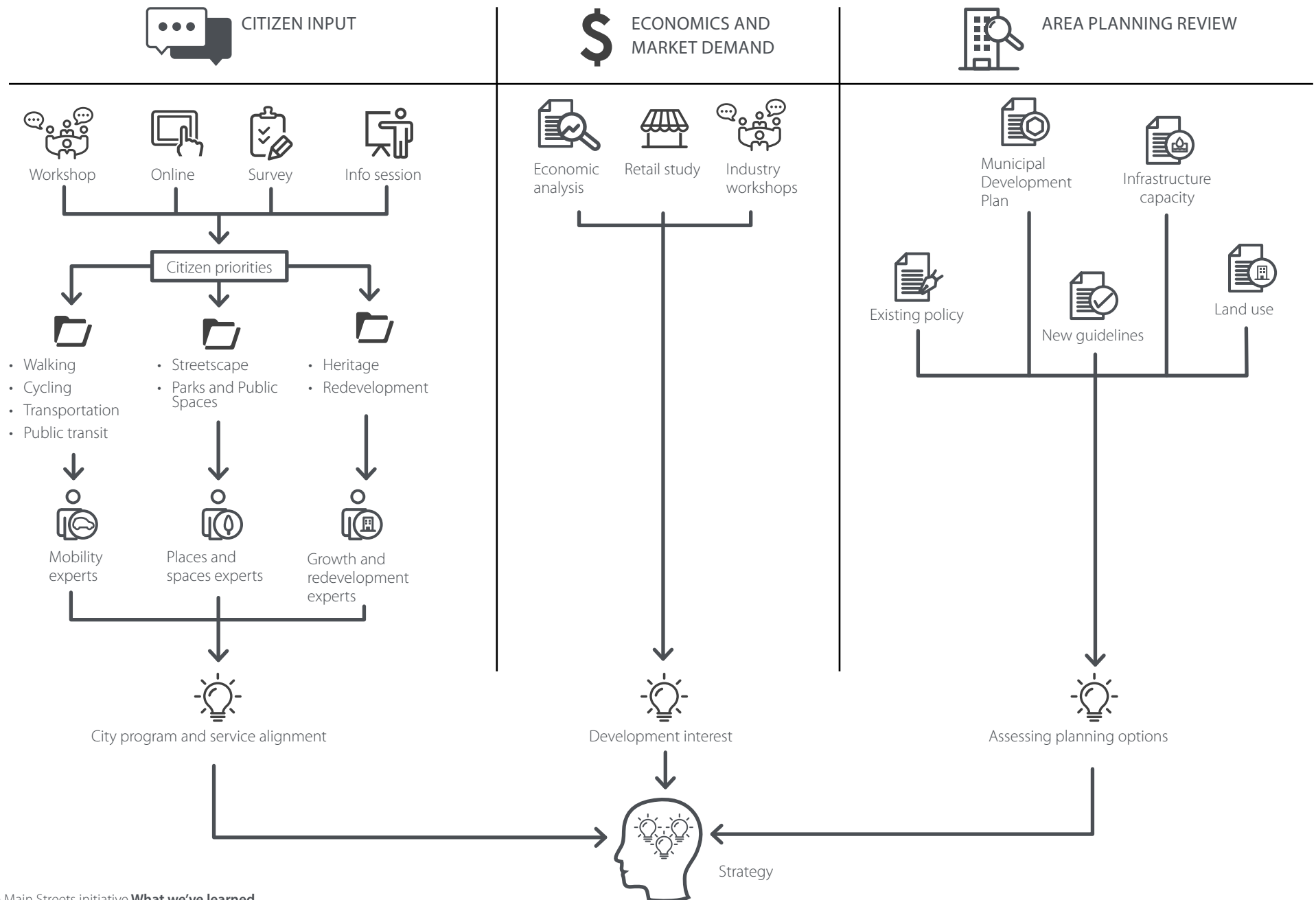
Implementation plan



Review and
approval



Input, decision and outcome roadmap



Input and considerations

Representing one of the largest local planning public engagement efforts initiated by The City, more than 2,200 Calgarians collectively volunteered 1,335 hours of their time to share concerns, suggestions and future visions for main street neighbourhoods.

Experts from departments across The City worked together to review and consider local input, identifying opportunities for improvement or alignment with existing City programs and services.

The City's Main Streets' team also consulted economic research experts and industry partners to understand the market demand, opportunities and challenges in main street areas.

City planners then used this information along with local input to evaluate policy and planning options and build a strategy for the success of Calgary's main streets.

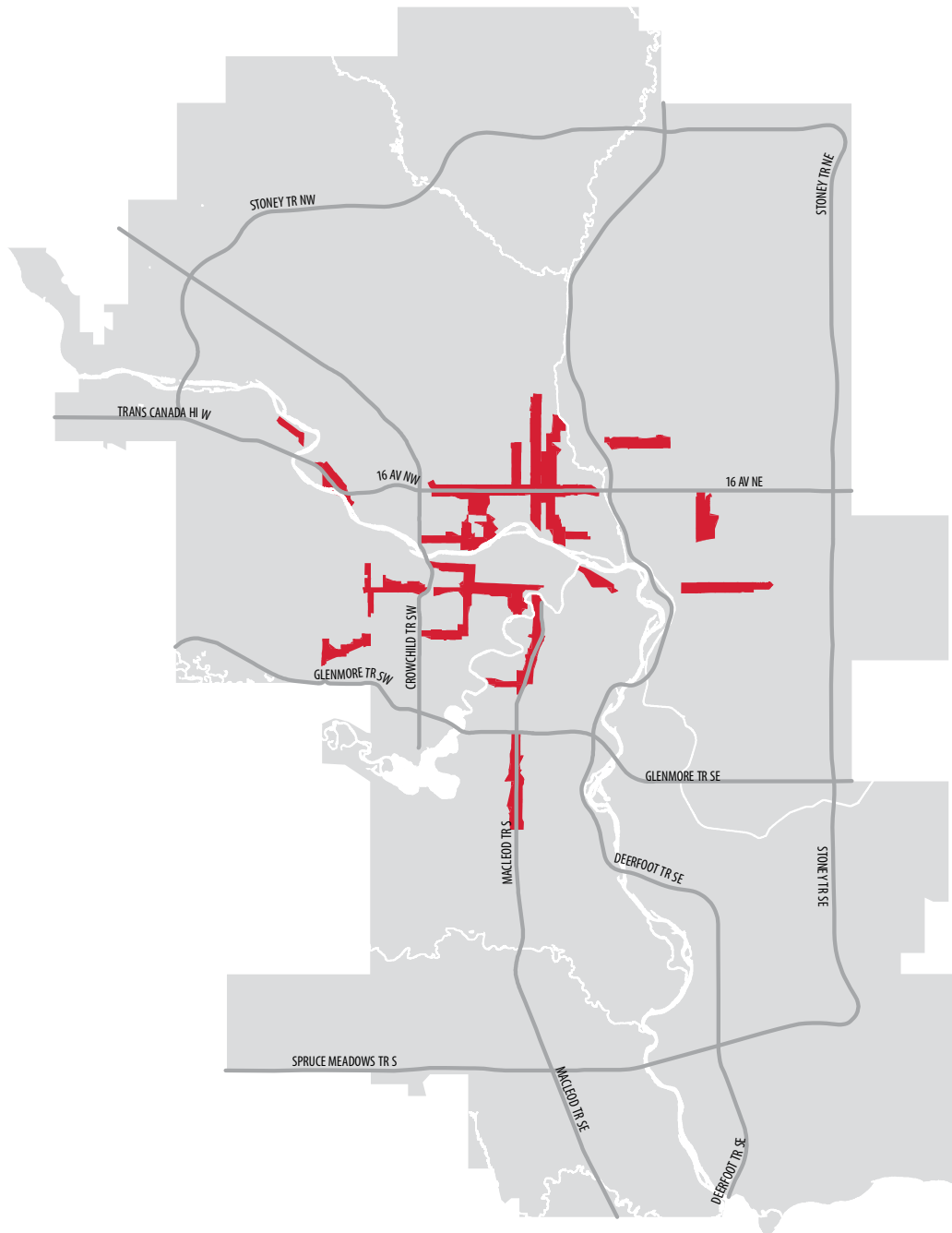
Growth and market **demand**

Municipal Development Plan

The Main Streets initiative focuses on the implementation of Calgary's Municipal Development Plan objectives along Calgary's 24 main streets. The Municipal Development Plan and Calgary Transportation Plan provide broad, long term policy that aims to change the growth pattern of the city over the next 50 to 60 years. The vision of Calgary's long term growth includes a more connected and compact city where people have more choices to live and work and on how they travel.

Key to this concept is concentrating growth in jobs and population along transportation networks and providing adequate transitions from higher intensity land uses, to lower intensity land uses. The higher intensity areas have more flexibility to provide a range of commercial businesses, recreational services and housing types, while transitions to lower built forms provide more housing options for Calgarians. Overall this pattern supports complete communities and spurs local innovation and character.

How this development pattern is created is specific to each main street community's local context. Many physical and cultural elements influence the evolution of a community; community residents and local business owner needs are being considered to support future growth.



Main street growth targets

The Municipal Development Plan has set minimum growth targets for Calgary's 24 main streets. This growth is key to support cost efficient and high quality transit service that is attractive to more users. The creation of more jobs and population greatly enhances the variety and vitality of main street areas. The Municipal Development Plan indicates the growth target minimum for people and jobs in an area, not the specific mix of each growth type; this is typically determined by marketplace demands for residential or commercial space.

The minimum growth targets are intended to be reached over a long period of time, but some of the existing main streets meet or exceed this minimum. Being above minimum ensures better transit and other mobility improvements, providing a more complete community.

For analysis of growth target progress along the main streets, several longer streets were divided and reviewed in smaller sections. Of the 33 main street sections, only 7 areas (21%) are currently meeting the Municipal Development Plan target. This indicates long term growth potential in main street areas. Each main street area has unique growth needs; some require a minor amount of development to achieve the increased population and jobs which would improve the vitality of the area.

By reviewing the local statistics for each main street, the Main Streets' team is considering how past population, employment and transportation trends apply to the future of Calgary's main streets.

Understanding market desire for main street growth

The evolution and growth of the main street areas will be driven by private investment in new building construction for commercial and residential uses. The City supports this growth by providing infrastructure for water, transportation, recreation and other civic services. Understanding market desire for location and timing enables The City to align this consumer preference with strategic policy goals and budget planning. As well, market demand is influenced through proactive planning policy intervention and infrastructure investments. Analysis by economic consultants has provided insights into the market desires.

In 2011, the population of the main street areas was approximately 59,500, accounting for a 5.5% share of the overall city. The population of the main street areas is forecast to grow to approximately 108,600 from 2011 to 2038. While population forecasts to 2078 are projected, the period from 2011 to 2038 is the focus of this economic and market analysis.

Since 2005, 40% of all new apartment units in Calgary have been built within the communities near main streets. Active projects in the main street communities account for 37% of all apartment development underway. Mid-rise apartments provide land efficiencies and population requirements that help support commercial services along the main streets. This development type also creates a more efficient use of transit and other modes of travel.

Since 2005, 5% of ground oriented housing units in Calgary were built within communities near main streets. Ground oriented development currently has limited potential but there is market desire for this building type. Providing more of this built form creates a greater variety of housing choices.

Presently, the 24 main street areas account for about 4.6 million square feet of office space, roughly 5.76% of the city wide

inventory. It is projected that this could increase to an estimated 8% of the city wide inventory by 2040, with an average annual increase of 181,000 square feet per year (spread across all 24 areas). Even with this growth of office floor space in main street areas, the majority of the office development is forecast to occur in the Downtown and Beltline office markets, or within suburban office parks.

The city wide office vacancy rate is increasing with new, under construction, Downtown office space yet to be offered on the market. As the new office construction is completed and added to the inventory, this vacancy rate will increase further. The main street areas will be impacted by a near-term absence of demand for new office space. The main street areas are not anticipated to attract a significant share of future office growth. The main street areas have attributes which make them well suited to support population related professional services.

The main street areas exhibit a range of retail activity and development. Some are home to major regional shopping centres, while others have only a local-serving retail function. Given the established nature of many of these areas, it is unlikely that significant large scale retail will occur. The need for additional commercial and retail opportunities in the main street areas will be driven by residential development, to increase service demand.

Key findings by **main street**

By reviewing the local statistics for each main street, the Main Streets' team is considering how past population, employment and transportation trends apply to the future of Calgary's main streets.

THE MOVIE POSTER SHOP

POPULAR AND
RARE POSTERS

Ready-Made Picture Frames • Plaque Mounts



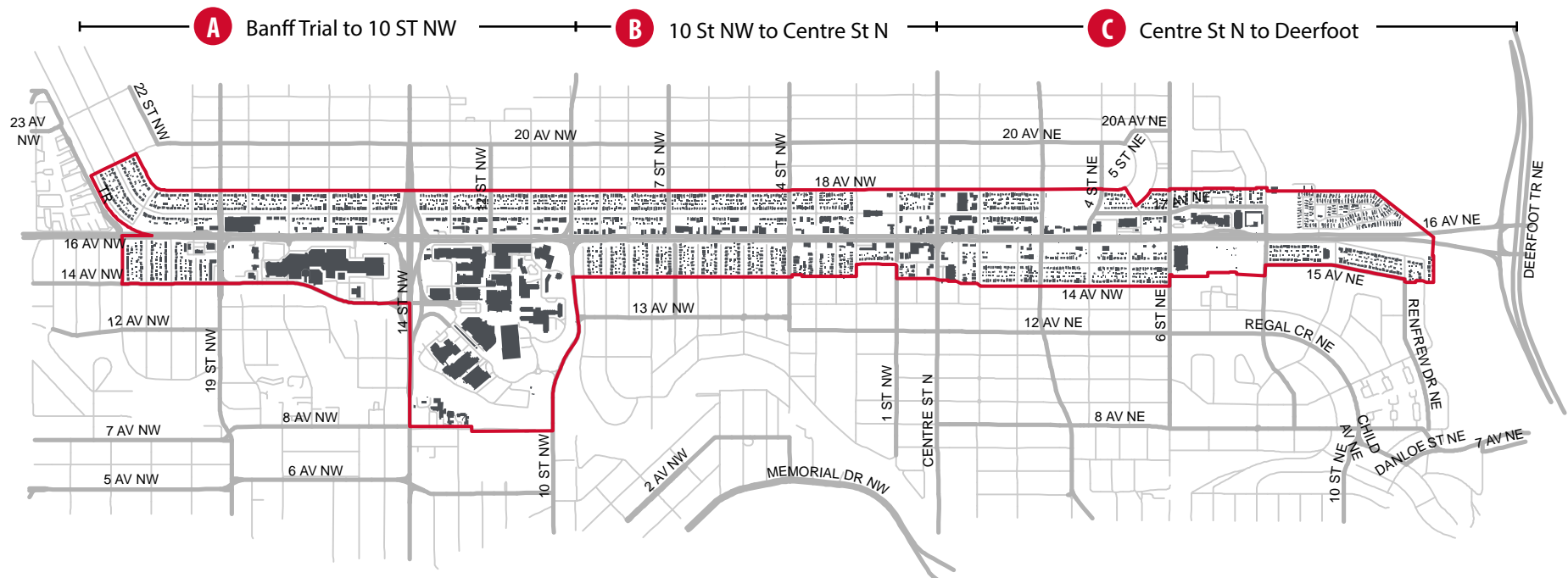
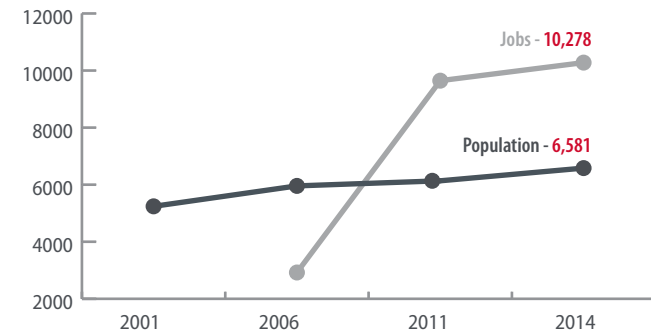
16 Avenue N

16 Avenue N **now**

The 16 Avenue North main street (also known as the Trans-Canada Highway) stretches east from Banff Trail to the interchange at Deerfoot Trail.

As one of Calgary's longest and oldest main streets, 16 Ave N is bordered by many businesses and northern inner-city communities. This includes portions of Banff Trail, Capitol Hill, Hounsfield Heights/Briar Hill, Rosemont, Rosedale, Crescent Heights, Mount Pleasant, Tuxedo, Mountview and Renfrew.

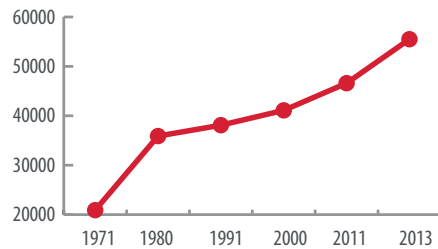
Jobs and population trends



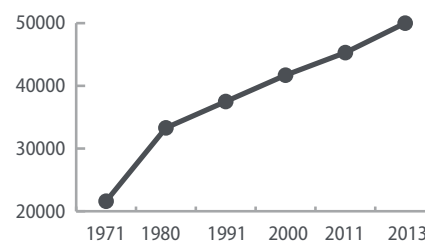
Travel and transportation

TRAFFIC VOLUME (AVERAGE NUMBER OF VEHICLES PER DAY)

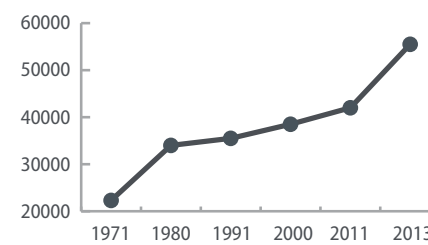
16 Avenue NW – **Overall**



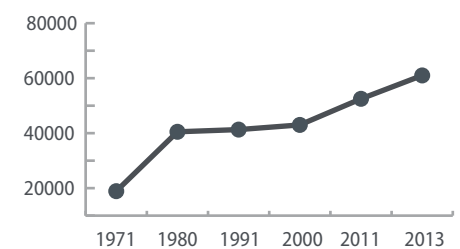
A Banff Trail to 10 St NW



B 10 St NW to Centre St N



C Centre St N to Deerfoot



WALK SCORE

83

Very walkable:
Most errands can be
accomplished on foot.

83

Very walkable:
Most errands can be
accomplished on foot.

81

Very walkable:
Most errands can be
accomplished on foot.

84

Very walkable:
Most errands can be
accomplished on foot.

3 

TRANSIT ROUTES

 **10 mins**

Frequency of trips departing
during **peak** hours

 **10 mins**

Frequency of trips departing
during **off peak** hours

Local planning

16 Avenue North has an Area Redevelopment Plan that is focused along the road corridor, a boundary uncommon for many area redevelopment plans since most are bounded by community boundaries. The 16 Avenue North Area Redevelopment Plan has goals aligned with the Municipal Development Plan for urban corridors or main streets, including mixed use buildings, providing a variety of building types and a high degree of building and street design. The 16 Avenue North Area Redevelopment Plan was approved by City Council in mid 2007, with City initiated land use districts (zoning) updated soon after. This area redevelopment plan spans from 6 Street NE west to 14 Street NW along the edge of several communities, which is shorter than the Municipal Development Plan defined Urban Corridor. The Municipal Development Plan main street is from Crowchild Trail NW to Deerfoot Trail NE. The roadway of 16 Avenue North was also upgraded to a full six lanes of automotive traffic and with street trees and wider sidewalks in this same section. This area redevelopment plan provides a lot policy aiming to achieve a vibrant community with residential and employment variety and options with a high degree of design. Little redevelopment has occurred since the approval of the 16 Avenue North Area Redevelopment Plan, land use districts and automotive and pedestrian improvements.

Current zoning

16 Avenue N was rezoned as part of the reconstruction and widening of the entire historic Trans-Canada Highway through inner northern Calgary. Current zoning is focused on creating a high quality transition between higher intensity development on 16 Avenue N and the neighbourhoods behind, but does not allow development to meet the growth targets outlined in the Municipal Development Plan. Rezoning could explore ways to create more opportunity for people and businesses to choose to locate on or near 16 Avenue N, while ensuring a sensitive transition in height and density to the north and south.

16 Avenue N **future**

Important outcomes to main street users



Unique character

When 16 Avenue N main street users provided input about the future of this area, they shared that they'd like to see a balance of commercial and retail businesses for use by both local and destination visitors. They'd like fun places to go and to see more people on the street.

Desired outcomes

- Create more of a destination



Balance of transportation options & infrastructure

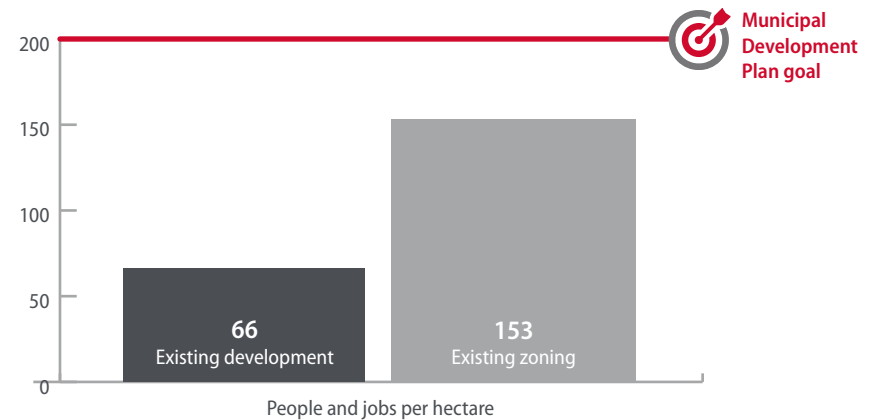
16 Avenue N main street users also felt it was important to make the street desirable to people as well as car traffic and consider improving the quality of transportation infrastructure for all travel modes.

Desired outcomes

- A place for people and cars
- Better quality for other travel modes

Growth potential

Growth for this main street area is significantly less than the Municipal Development Plan target. The most relevant factors contributing to this are market desire and consumer preference, which haven't driven redevelopment. Land use districts (zoning) must be in place to enable redevelopment potential to increase to desired population and employment levels, but strong market interest is a key for fueling new construction. Support from City services and infrastructure can have a positive impact on market demand and will contribute to the evolution of this main street.



Market outlook

The most comprehensive information on the type and tenure of the residential inventory within the 16 Avenue North trading area comes from the 2011 Census. The trade area accounts for about 17,900 homes, or about 3.9% of the Calgary housing stock at the time.

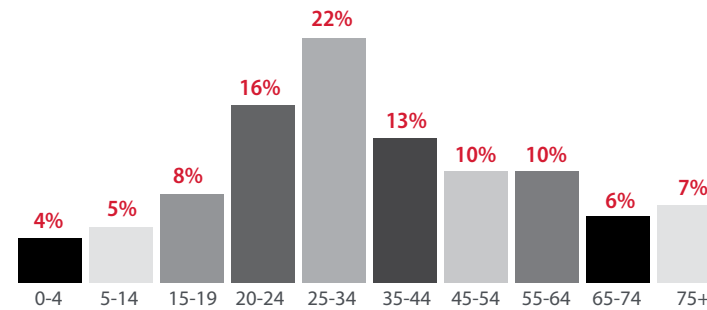
16 Avenue North has a higher than average share of multifamily units, especially in low-rise apartments and detached duplexes. The housing stock is considerably older than the city wide average, where units are over three times as likely to have been built before 1960. Conversely, units in the trade area are 15-75% less likely to have been built after 1960. Given the historic and inner-city nature

of this main street, the overall age of its housing stock aligns with expectations and suggests that many units may be reaching the end of their lifecycle and may be ready for redevelopment. The result is a total of some 4,182 residential units built over the next 25 years, starting gradually between 2016 and 2020.

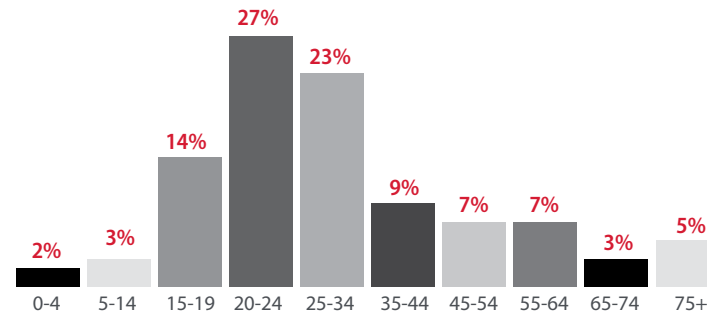
The 16 Avenue North main street has about 384,000 square feet of office space accounting for about 0.5% of the city wide inventory. It is important to note that most of the existing and proposed space is still fully leased, despite the recent economic slowdown and high overall vacancy rates.

AGE GROUPS

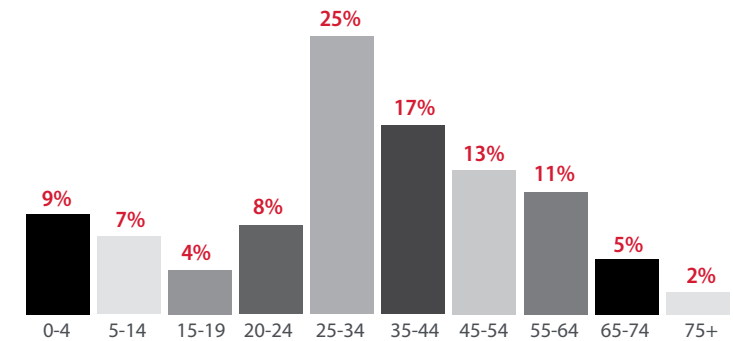
16 Avenue N – Overall



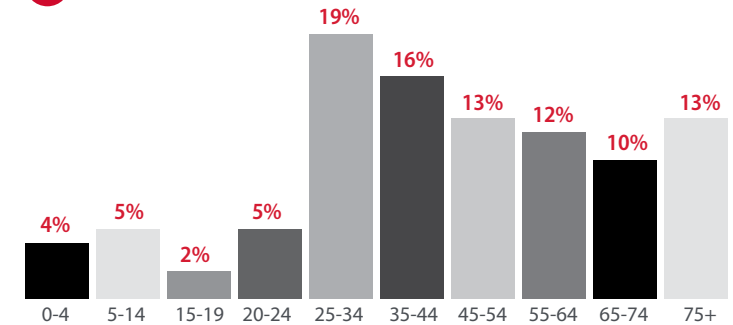
A Banff Trail to 10 ST NW



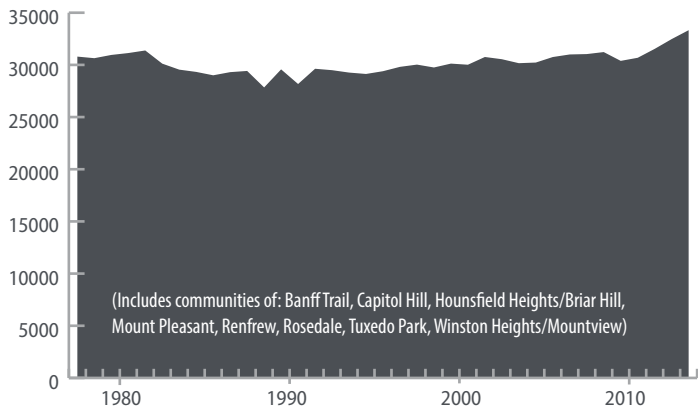
B 10 St NW to Centre St N







C Centre St N to Deerfoot



POPULATION OF COMMUNITIES NEAR MAIN STREET



CENTRE RETAIL FEATURES

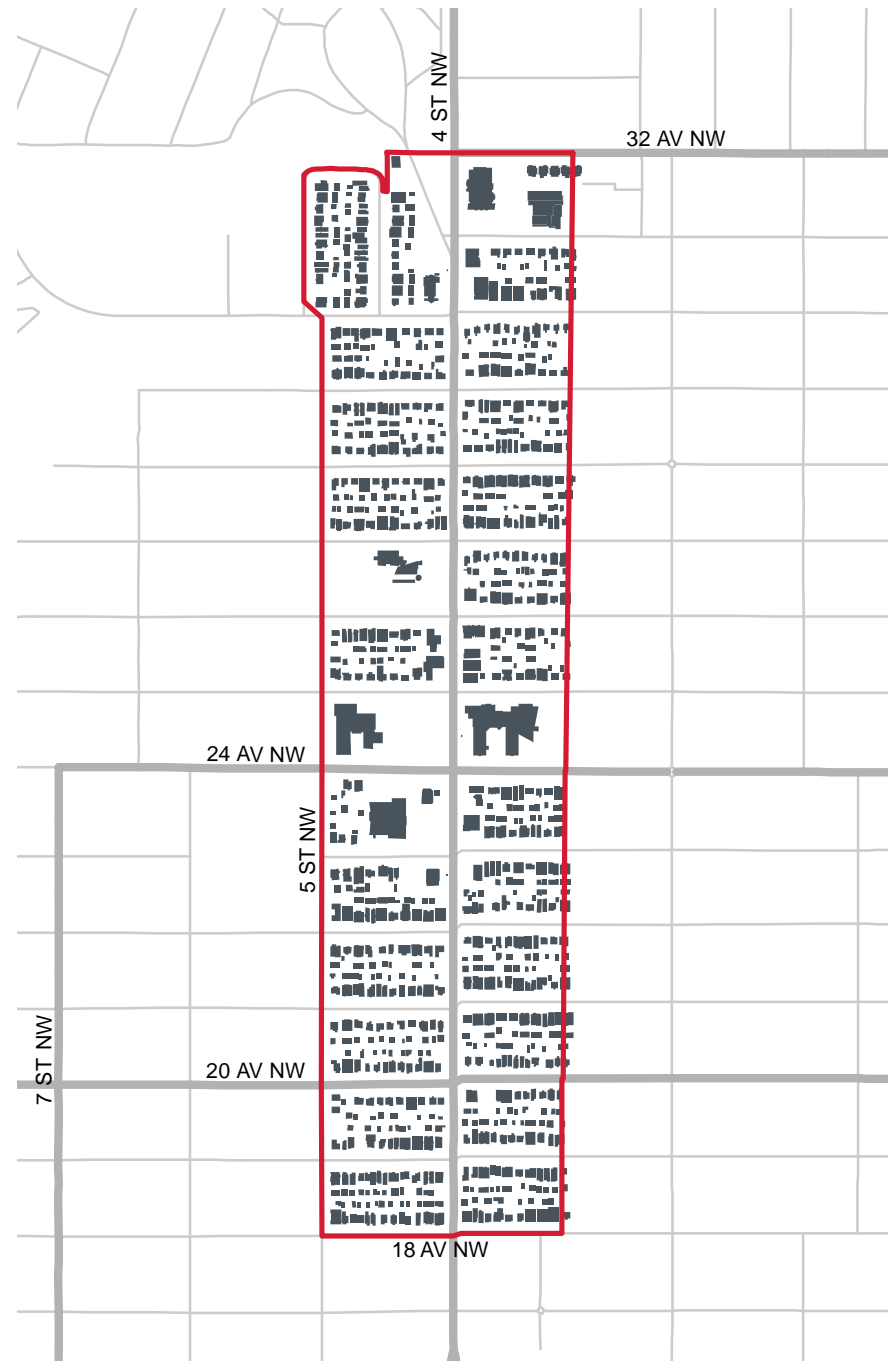
	10 m. sq. ft. retail
Significant Destination Retail	50 sq. ft. per capita 2024
  20%	Dominant food services and bars/nightclubs (notably along Corridors)
 13% Dominant clothing and accessories	6% vacancy
640,000 sq. ft. proposed retail	56 sq. ft. per capita



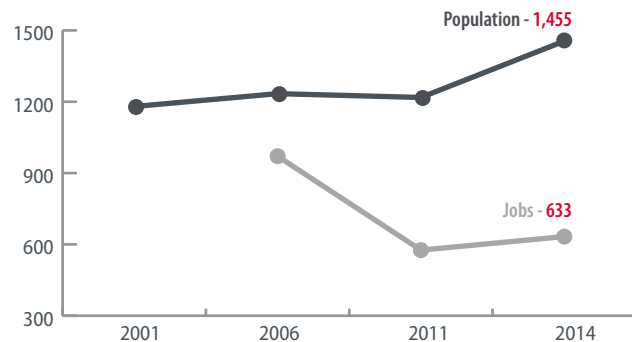
4 Street NW

4 Street NW **now**

The 4 Street NW main street is oriented north-south, and stretches from 16 Avenue to 32 Avenue NW. The main street is located entirely within the mature and established community of Mount Pleasant, which includes a historic community once known as Balmoral.

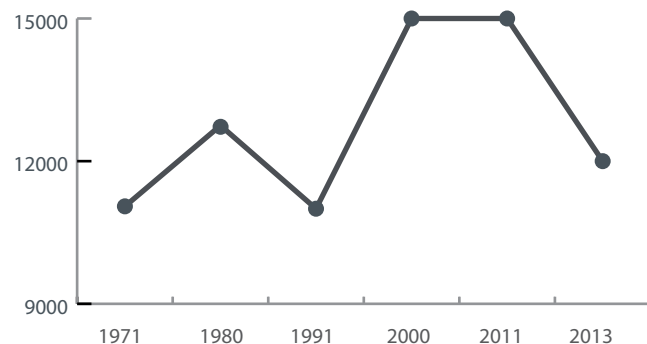


Jobs and population trends



Travel and transportation

TRAFFIC VOLUME (AVERAGE NUMBER OF VEHICLES PER DAY)



WALK SCORE

67

Somewhat walkable:
Some errands can be accomplished on foot.

Local planning

This main street is primarily low density residential with limited local commercial areas. This commercial area and the low density residential areas along 4 Street NW have area redevelopment plan policies to direction land use planning by the North Hill Area Redevelopment Plan, approved by City Council in 2000. The current North Hill Area Redevelopment Plan does not provide land use policies that support the Municipal Development Plan goals of a mixed use street along 4 Street NW.

Current zoning

4 Street NW is intended to be a neighbourhood main street, serving the community of Mount Pleasant. Current zoning does not allow for development to reach the growth targets outlined in the Municipal Development Plan for population and employment. This is currently restricting housing choice to single- and semi-detached homes, with little to no opportunities for mixed use, apartment, or even row or townhouse development. Rezoning could help introduce building forms that work with the scale of the main street neighbourhood while allowing for more housing choice and a greater population. Increased population would help to sustain City services and enhance the viability of local businesses.

1



TRANSIT ROUTES



10 mins

Frequency of trips departing during **peak** hours



15 mins

Frequency of trips departing during **off peak** hours

4 Street NW **future**

Important outcomes to main street users



Vibrant public realm

When 4 Street NW main street users provided input about the future of this area, they shared that they'd like to see safe and comfortable sidewalks for pedestrians and people at all levels of mobility.

Desired outcomes

- Pedestrian and family friendly street



Variety of retail and small business

4 Street NW main street users shared that an increase in the diversity of businesses and commercial services is important to the future of this area.

Desired outcomes

- Variety of business



Public and park spaces

4 Street NW main street users also indicated that they would like to see space along the main street where people could gather and socialize with their neighbours.

Desired outcomes

- Flexible temporary active spaces

Growth potential

Growth for this main street area is significantly less than the Municipal Development Plan target. The most relevant factors contributing to this are market desire and consumer preference, which haven't driven redevelopment. Land use districts (zoning) must be in place to enable redevelopment potential to increase to desired population and employment levels, but strong market interest is a key for fueling new construction. Support from City services and infrastructure can have a positive impact on market demand and will contribute to the evolution of this main street.

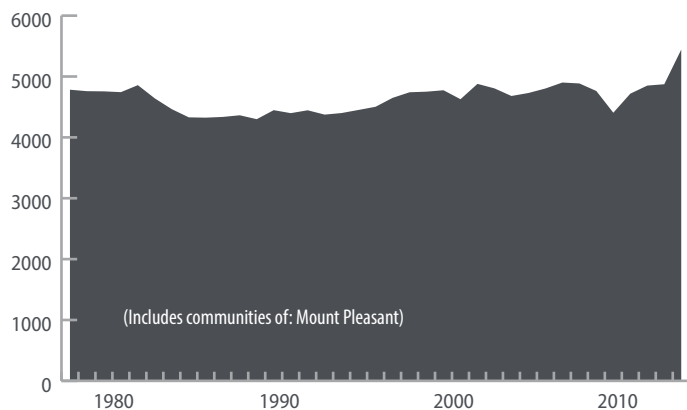


Market outlook

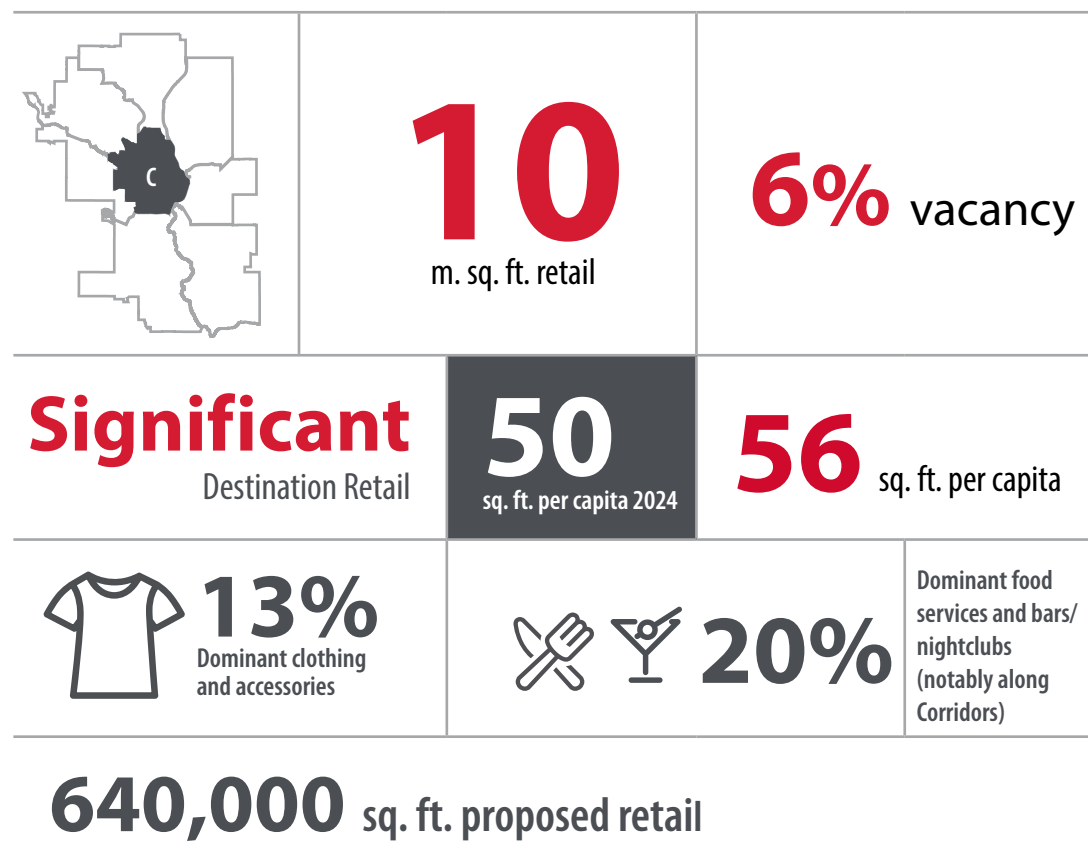
Based on the 2011 census, the trade area accounts for about 2,361 homes, or about 0.51% of Calgary's housing inventory. 4 Street NW has a higher than average share of multifamily units, specifically semi-detached homes. The housing stock is considerably older than the city wide average, with the majority of homes built before 1960. The trade area contains significantly newer development. Given the historic and inner-city nature of this corridor, the overall age of its housing stock aligns with expectations and suggests that many units may be reaching the end of their lifecycle and may be ready for redevelopment. The result is a total of some 900 residential units built over the next 25 years, starting at about 20 units per year between 2016 and 2020. Additional commercial and retail opportunities in the area will be driven by population growth in the immediate area.

4 Street NW is predominantly residential with minimal office real estate. The main street has about 45,000 square feet of office space accounting for about 0.06% of the city wide inventory.

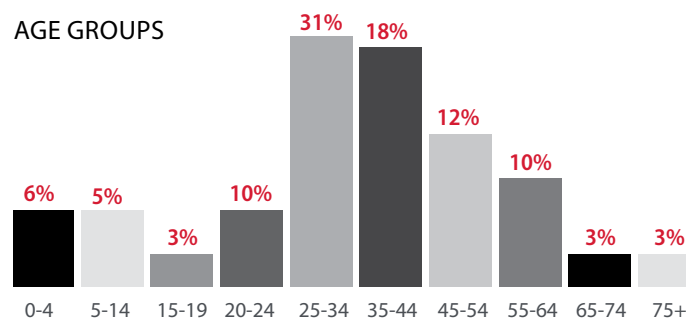
POPULATION OF COMMUNITIES NEAR MAIN STREET



CENTRE RETAIL FEATURES



AGE GROUPS





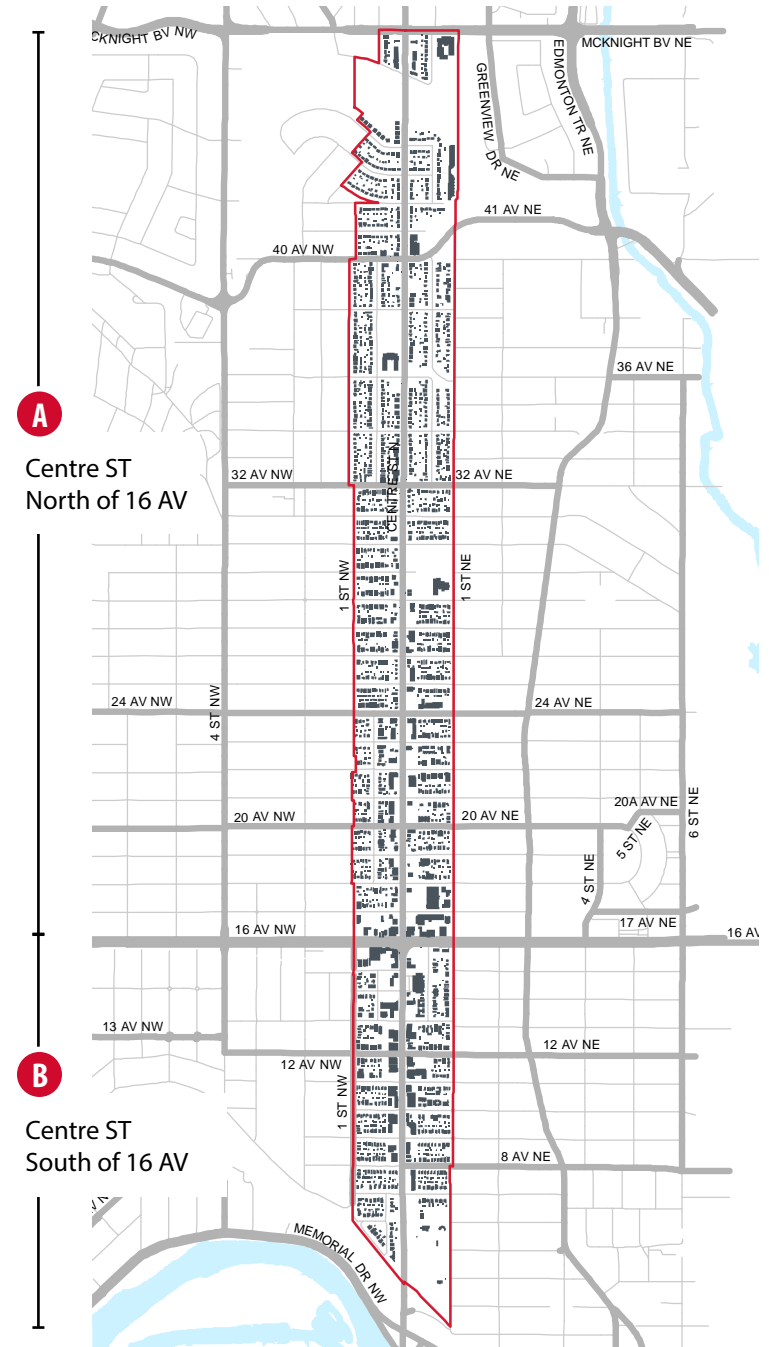
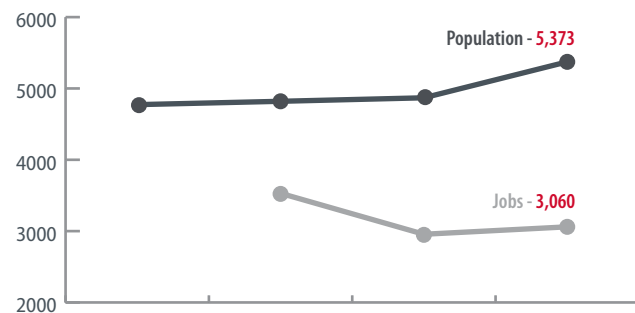
Centre Street N

Centre Street N **now**

The Centre Street N corridor from the Bow River to McKnight Boulevard is one of Calgary's most important gateways to the downtown.

Completed in 1916, the Centre Street Bridge connects Calgary's historic Chinatown across the Bow river to the north. Centre Street passes along the communities of Crescent Heights, Tuxedo and Highland Park. Similar to many of Calgary's main streets, Centre Street was home to a streetcar system, and will continue to be a transit artery. Centre Street is home to a diverse array of businesses and residents, and has unique stretches of residential and commercial development. Tigerstadt block on Centre Street was home to Tigerstadt Photo Studios, where some of the first images of the Calgary Stampede parades were developed.

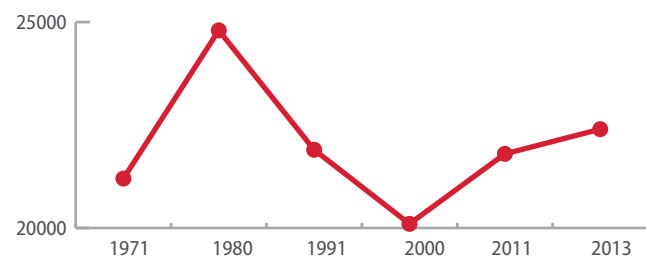
Jobs and population trends



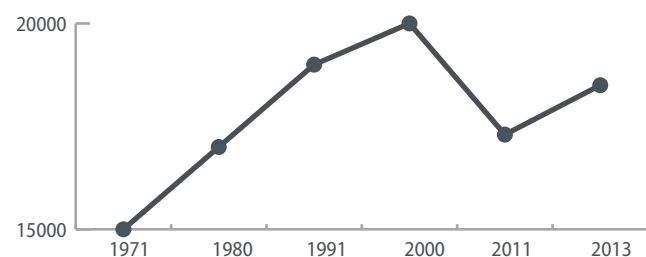
Travel and transportation

TRAFFIC VOLUME (AVERAGE NUMBER OF VEHICLES PER DAY)

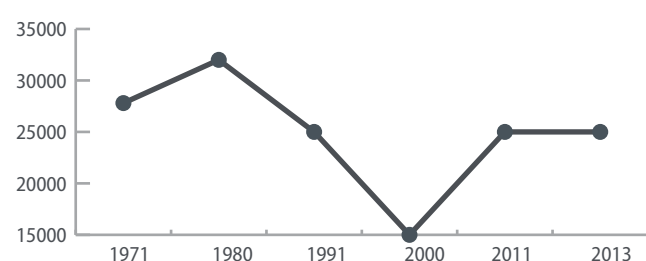
Centre Street – Overall



A Centre ST North of 16 AV



B Centre ST South of 16 AV



10 

TRANSIT ROUTES

 5 mins

Frequency of trips departing during peak hours

 10 mins

Frequency of trips departing during off peak hours

WALK SCORE

73

Somewhat walkable:
Some errands can be accomplished on foot.

58

Somewhat walkable:
Some errands can be accomplished on foot.

88

Somewhat walkable:
Some errands can be accomplished on foot.

Local planning

Centre Street N is one of the longer Municipal Development Plan main streets with a variety of contexts. It was evaluated in two separate sections.

A Centre Street N from the Bow River to 16 Avenue N

Centre Street N is a community hub for the adjacent community of Crescent Heights, as well as a regional draw for many Calgarians to enjoy the diverse and interesting restaurants and wide range of commercial services. This main street is successful and provides an important cultural and recreational space for many. This section of the main street has the Crescent Heights Area Redevelopment Plan (1997) to provide land use policy, which generally supports Municipal Development Plan policies for low scale, mixed use main street redevelopment.

B Centre Street N from 16 Avenue N to McKnight Boulevard

North of 16 Avenue the main street is primarily local commercial areas north to 31 Avenue, then mostly low density residential. These commercial and low density residential areas along Centre Street N have policy direction from the North Hill Area Redevelopment Plan, approved by City Council in 2000. The North Hill Area Redevelopment Plan generally supports Municipal Development Plan policies for low scale, mixed use main street redevelopment along Centre Street N.

Current zoning

Centre Street N is intended to be an urban main street, serving the neighbourhood, but also acting as a welcoming destination for all of north-central Calgary. Even if all properties were redeveloped to the maximum allowed by current zoning, population and employment would fall short of the growth targets outlined in the Municipal Development Plan. Increased population is required to support transit and services. Rezoning along Centre Street would facilitate more mixed use development along a major travel artery and allow greater convenience to residents and visitors as well as access to the future Green Line LRT service.

Centre Street N **future**

Important outcomes to main street users



Vibrant public realm

When Centre Street N main street users provided input about the future of this area, they shared that they would like to see improvements to the public spaces and sidewalks along Centre Street. Both to create an enjoyable experience while visiting the street, but also to improve pedestrian and bicycle mobility.

Desired outcome

- Safe and vibrant main street sidewalk
- High quality public realm



Diversity of housing (mixed use residential)

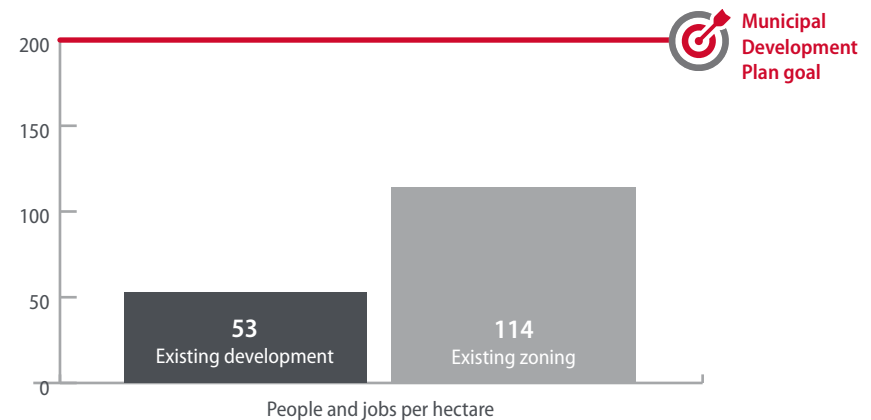
Centre Street N main street users also state that a diversity of housing types throughout the surrounding communities would be important to the future success of this main street.

Desired outcomes

- Diversity of housing

Growth potential

Growth for this main street area is significantly less than the Municipal Development Plan target. The most relevant factors contributing to this are market desire and consumer preference, which haven't driven redevelopment. Land use districts (zoning) must be in place to enable redevelopment potential to increase to desired population and employment levels, but strong market interest is a key for fueling new construction. Support from City services and infrastructure can have a positive impact on market demand and will contribute to the evolution of this main street.



Market outlook

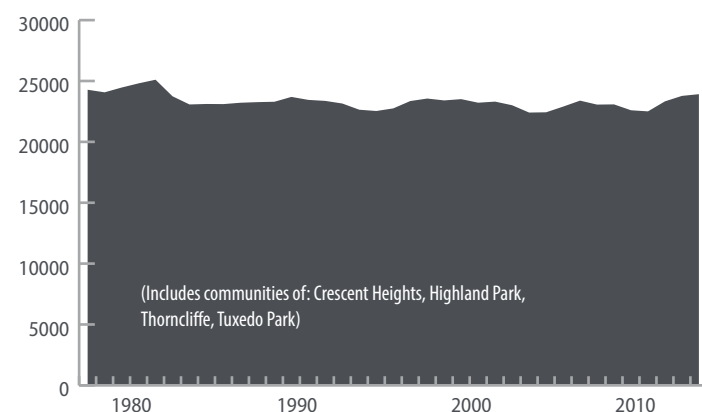
Based on the 2011 Census, Centre Street accounts for over 9,500 homes, or about 2.1% of the Calgary housing inventory.

Centre Street has a significantly higher than average share of multifamily units, especially in low-rise apartments and detached duplexes. The housing in this neighbourhood is considerably older than the city wide average, where units are likely to have been built before 1960. Given the historic and inner-city nature of this corridor, the overall age of its housing stock aligns with expectations and suggests

that many units may be reaching the end of their lifecycle and may be ready for redevelopment. The result is a total of some 3,286 residential units built over the next 25 years, starting more slowly between 2016 and 2020.

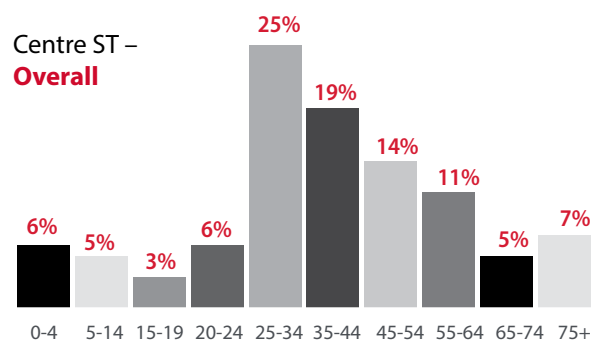
Centre Street N has about 358,000 square feet of office space accounting for about 0.44% of the city wide inventory. It is important to note that most of the existing buildings are still fully leased, despite the recent economic slowdown and high overall vacancy rates. As of December 2015, there were no proposed office properties within the Centre Street N corridor boundary.

POPULATION OF COMMUNITIES NEAR MAIN STREET

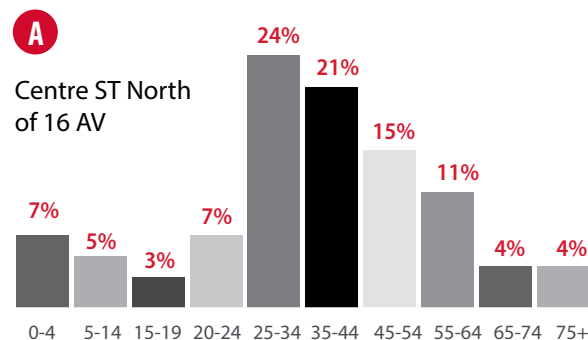


AGE GROUPS

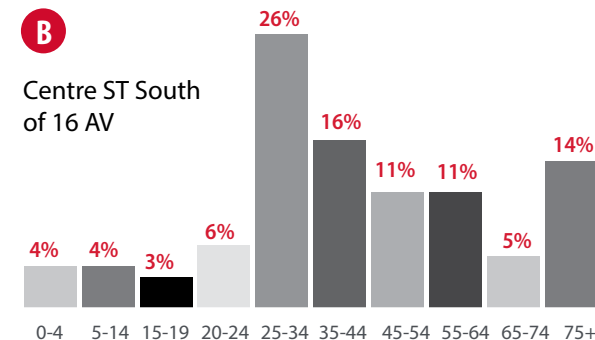
Centre ST – Overall



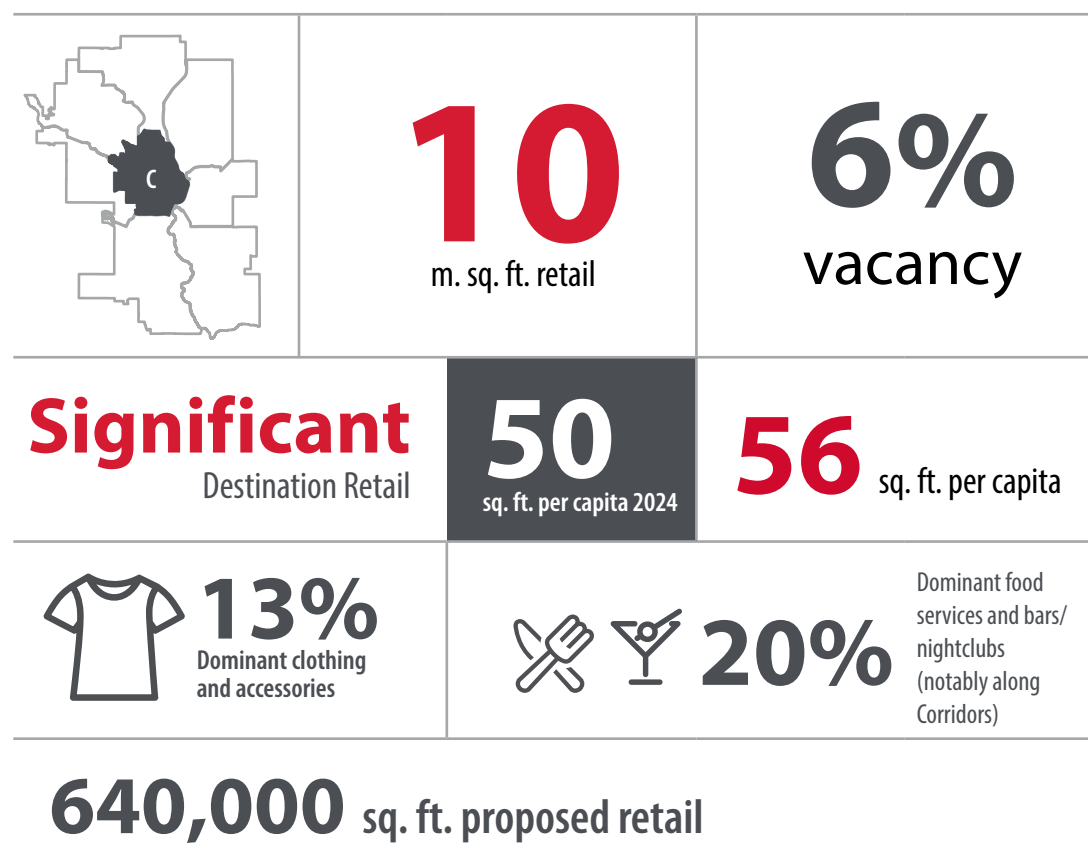
A Centre ST North of 16 AV



B Centre ST South of 16 AV



CENTRE RETAIL FEATURES





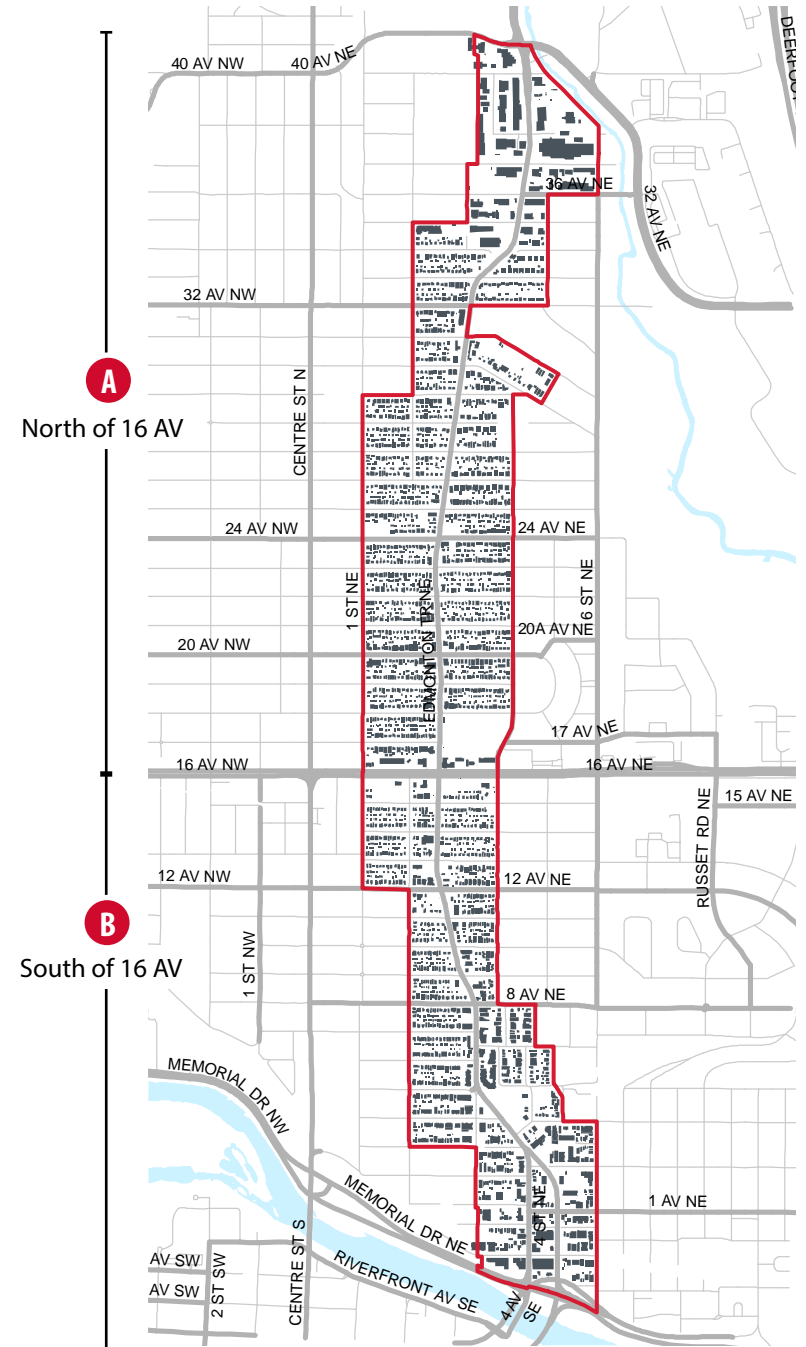
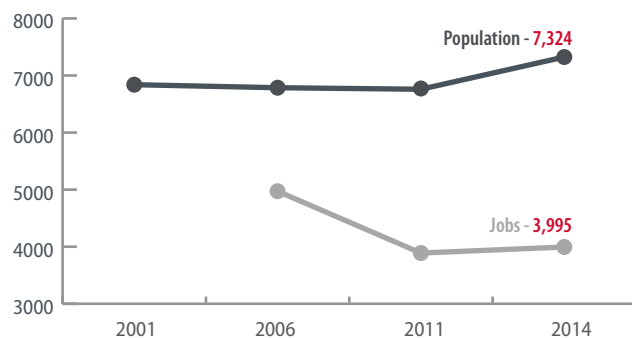
Edmonton Trail NE

Edmonton Trail NE **now**

The Edmonton Trail NE main street stretches from the Bow River to 32 Avenue NE.

This main street originally served as the main transportation route between the fur trade post at Fort Edmonton and Fort Calgary beginning in 1875. A bi-weekly mail route developed along this trail in 1883. By the 1890s a new gravel road, which would become Highway 2, took over as the primary transportation road between Edmonton and Calgary. Today, Edmonton Trail passes through several communities including Bridgeland, Renfrew, Crescent Heights, Tuxedo Park and Winston Heights/Mountainview. Edmonton Trail serves as a north-south arterial route for Calgarians, and has a variety of residential, light industrial, commercial and retail uses.

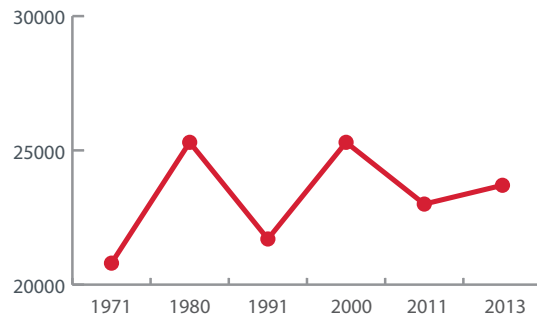
Jobs and population trends



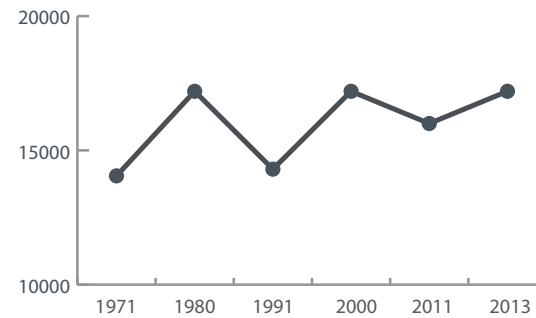
Travel and transportation

TRAFFIC VOLUME (AVERAGE NUMBER OF VEHICLES PER DAY)

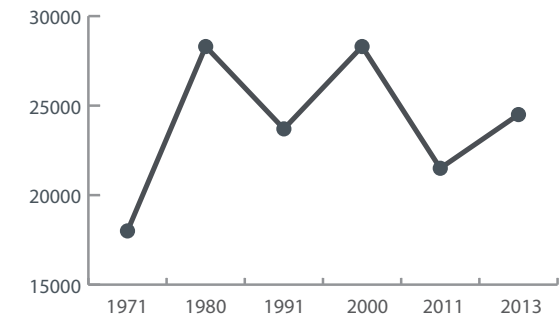
Edmonton Trail – **Overall**



A North of 16 Avenue



B North of 16 Avenue



WALK SCORE

80

Very walkable:

Most errands can be accomplished on foot.

72

Very walkable:

Most errands can be accomplished on foot.

88

Very walkable:

Most errands can be accomplished on foot.

3 

TRANSIT ROUTES

 **10 mins**

Frequency of trips departing during **peak** hours

 **20 mins**

Frequency of trips departing during **off peak** hours

Local planning

Edmonton Trail NE is one of the longer main streets specified in the Municipal Development Plan. With a variety of contexts along the main street, it was evaluated in two separate sections: Edmonton Trail NE from the Bow River to 16 Avenue NE and Edmonton Trail NE from 16 Avenue NE to 41 Avenue NE

A Edmonton Trail NE from the Bow River to 16 Avenue NE

Edmonton Trail NE is a community hub for the adjacent communities of Crescent Heights, Bridgeland/Riverside and Renfrew, as well as a regional draw for many Calgarians to enjoy the diverse restaurants and wide range of commercial services. This main street is successful and provides an important cultural and recreational space for many. This section of the main street has two area redevelopment plans directing policy and land use, the Crescent Heights Area Redevelopment Plan (1997) and Bridgeland/Riverside Area Redevelopment Plan (1980). Both these plans generally support Municipal Development Plan policies for low scale, mixed use main street redevelopment.

B Edmonton Trail NE from 16 Avenue NE to 41 Avenue NE

North of 16 Avenue this main street is primarily low density residential with limited local commercial areas. This commercial area and the low density residential areas along Edmonton Trail NE have two area redevelopment plans to direction land use planning: the North Hill Area Redevelopment Plan, approved by City Council in 2000 and the Winston Heights/Mountainview Area Redevelopment Plan, approved in 2006. The North Hill Area Redevelopment Plan does not provide land use policies that support the Municipal Development Plan goals of a mixed use street along Edmonton Trail NE. The Winston Heights/Mountainview Area Redevelopment Plan supports moderate population increases and mid rise residential development along Edmonton Trail NE.

Current zoning

A Edmonton Trail NE from the Bow River to 16 Avenue NE.

Edmonton Trail is intended to be an urban main street, serving the local neighbourhood while also having enough space for housing and employment to become a bigger destination. Current zoning allows for a broad mix of low-rise apartment, mixed use, and single- or semi-detached homes. However, if built out to the limits of the current zoning, development along Edmonton Trail (south of 16 Avenue NE) could only reach approximately 70% of the targets set in the Municipal Development Plan. This limits investment potential in new forms of housing and commercial space that provide new housing options and benefit businesses in the neighbourhood.

B Edmonton Trail NE from 16 Avenue NE to 41 Avenue NE

Edmonton Trail is intended to be an urban main street, serving the local neighbourhood while also having enough space for housing and employment to become a bigger destination. Current zoning largely restricts development to single and semi-detached homes on the west side, and three or four storey apartments on the east side of the street, with small commercial corners at 20 and 24 Avenue NW. The current zoning does not allow the street to grow over time to meet the targets set in the Municipal Development Plan. This limits investment potential in new forms of housing and commercial space that provide new housing options and benefit businesses in the neighbourhood.

Edmonton Trail NE **future**

Important outcomes to main street users



Vibrant public realm

When Edmonton Trail NE main street users provided input about the future of this area, they shared that they would like to see an active, safe and comfortable sidewalk and improved pedestrian and bicycle mobility.

Desired outcomes

- Safe and vibrant main street sidewalk
- High quality public realm



Diversity of housing (mixed use residential)

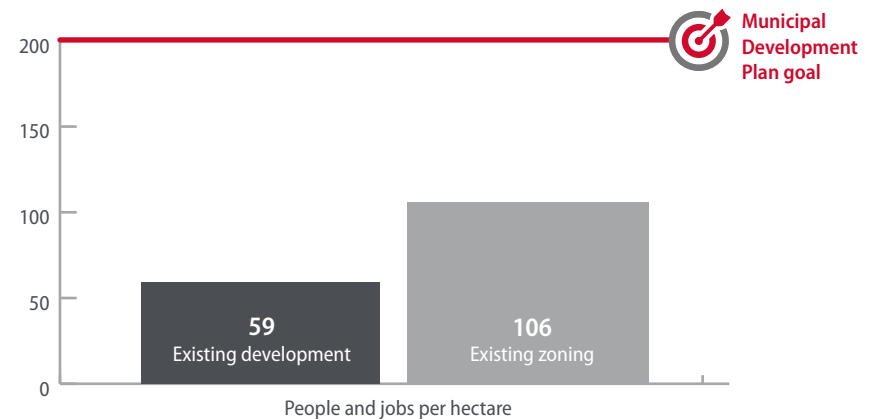
Edmonton Trail NE main street users also indicated that a diversity of housing types throughout the surrounding communities would be important to the future success of this main street.

Desired outcomes

- Diversity of housing

Growth potential

Growth for this main street area is significantly less than the Municipal Development Plan target. The most relevant factors contributing to this are market desire and consumer preference, which haven't driven redevelopment. Land use districts (zoning) must be in place to enable redevelopment potential to increase to desired population and employment levels, but strong market interest is a key for fueling new construction. Support from City services and infrastructure can have a positive impact on market demand and will contribute to the evolution of this main street.



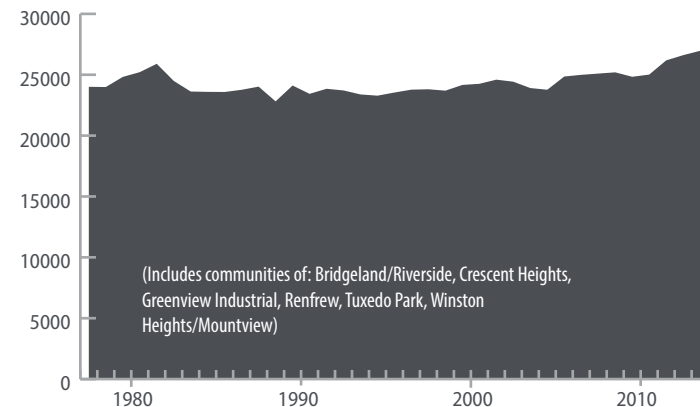
Market outlook

Based on the 2011 Census, Edmonton Trail accounts for about 14,600 homes, or about 3.1% of the Calgary housing inventory.

Edmonton Trail has a higher than average share of multifamily units, especially in low-rise apartments and detached duplexes. The housing stock is considerably older than the city wide average, with homes likely to have been built before 1960. Given the historic and inner-city nature of this main street, the overall age of its housing stock aligns with expectations and suggests that many units may be reaching the end of their lifecycle and may be ready for redevelopment. The result is a total demand of 4,502 residential units to be built over the next 25 years, starting gradually between 2016 and 2020.

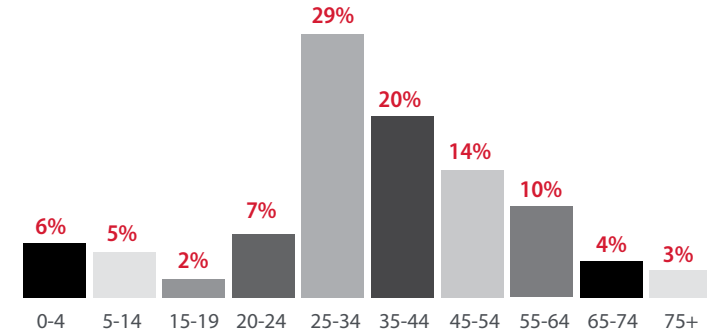
Edmonton Trail main street already has 104,000 square feet of office space accounting for about 0.13% of the city wide inventory. The new Remington building nearly doubled the current inventory of office space for Edmonton Trail. Additional commercial and retail opportunities in the area will be mostly driven by population growth in the immediate area.

POPULATION OF COMMUNITIES NEAR MAIN STREET

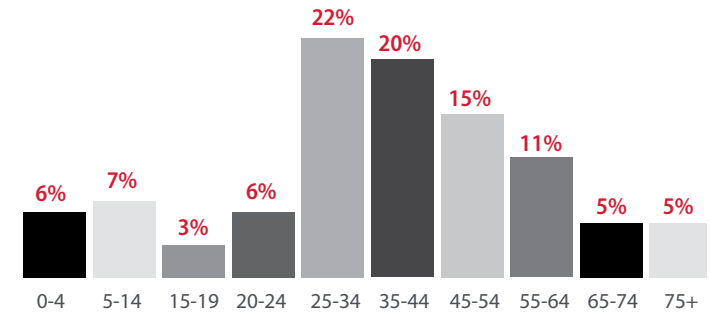


AGE GROUPS

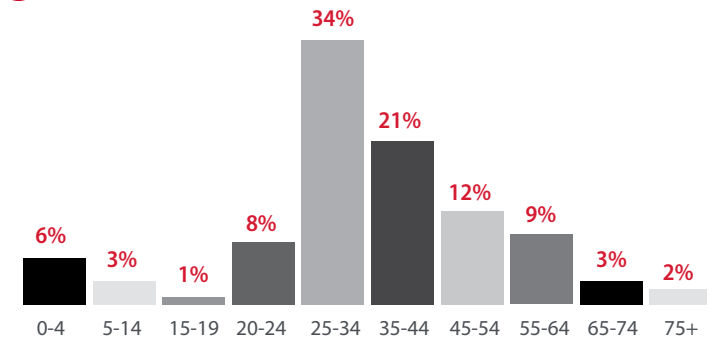
Edmonton Trail – Overall



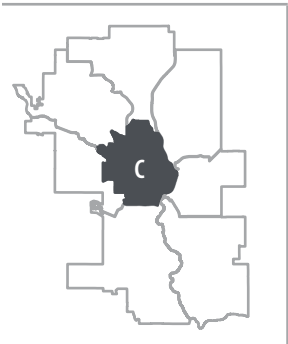


A North of 16 Avenue



B North of 16 Avenue



CENTRE RETAIL FEATURES

		10 m. sq. ft. retail	
Significant Destination Retail		50 sq. ft. per capita 2024	
 20%		Dominant food services and bars/nightclubs (notably along Corridors)	
 13% Dominant clothing and accessories		6% vacancy	
640,000 sq. ft. proposed retail		56 sq. ft. per capita	