CITY OF CALGARY

TRANSIT ORIENTED DEVELOPMENT STRATEGY

STATION AREA ANALYSIS – FINAL REPORT

JULY 11, 2022

ignite STRATEGIC

INTRODUCTION

The following Station Area Analysis Report summarizes market insights, perspectives and stakeholder feedback in examining a series of potential Transit Oriented Development (TOD) sites inclusive of future stations on the new Green Line LRT (Phase One and select Phase Two Stations) as well as LRT / BRT stations within the existing Calgary Transit network which had received moderate to high ranking from the City of Calgary's Transit Oriented Development Program (June 2021). Specifically, station opportunities, challenges and development potential (inclusive of general product profiling) have been examined through professional review and outreach with industry stakeholders including developers, landowners, brokerage community, economists and planners.

OBJECTIVES

Based upon a foundation of market research and stakeholder engagement:

- Prioritize key transit station areas (existing and future) which are well-positioned for development.
- Define the market opportunity for priority station areas.
- Examine the economic, demographic and socio-economic drivers for prioritized stations.
- Identify 'Best-in-Class' project examples which will assist in describing and presenting the development vision and opportunity.
- Provide initial product profiling perspectives for priority station areas inclusive of mixes of use, development scale and positioning.
- Define key vision and design / community features for the priority stations
- Identify potential public realm and infrastructure enhancements and contributions which the city can undertake to support development.
- Provide a series of key findings and recommendations to advance the TOD planning strategy and business case for the prioritized station areas.

NOTICE TO READER

The content, insights and comments outlined within this report are based on research observations, market analysis and professional opinions of Ignite Strategic Inc., its partners and associates. The reader should exercise professional judgement and form their own opinions and decisions in the application of the report's findings as it relates to its impact on development strategy, product development, financial modelling, financing decisions and anticipated project outcomes/results.

APPROACH

IGNITE bases its recommendations upon a foundation of rigorous research and hands-on market experience and insights.

The Transit Oriented Development Strategy & Prioritization report encompasses the following sections:

- Economic Trends & Expectations Through 2024
- Socio-Economic & Demographic Analysis
- Real Estate Market Trends Perspectives
- Priority Station Analysis
- Best-In-Class Project References
- Key Findings & Recommendations
- Appendix A: Interim Report (including broader analysis and prioritization of TOD stations)

ECONOMIC TRENDS & EXPECTATIONS THROUGH 2024

APPROACH

- Utilizing a variety of resources provide insight on economic trends expected to impact planning and direction for the TOD development sites.
- Resources include, but not limited to: TD Economics (Q4 2021 Economic Forecast, Alberta); RBC Economics (Q4 2021 Economic Forecast, Alberta); ATB (Q4 2021 Economic Forecast, Alberta); City of Calgary Economic Forecast 2021 - 2026; Conference Board of Canada (Q1, 2022 Economic Forecast; CED (Q4 2021 Economic Forecast, Alberta); Immigration Canada Forecast.
- Focus is on the primary economic drivers of population, GDP, employment, umemployment & immigration from year-2020 through 2024 and beyond.
- Most of the economic forecasts relate to Alberta, but considered relevant to Calgary.

GENERAL COMMENT

- From an economic standpoint both Calgary and Alberta have been hit with the double-whammy of COVID-19 and energy sector malaise, which although diversifying, remains the backbone of the provincial economy. Today, the impact of COVID-19 is dissipating and the energy sector rebounding with current prices north of $100/barrel and expected to settle in the $60 - $80 range over the next several years and higher if current world events persist. While the city's economic base is diversifying a bouyant energy sector remains a critical stimulant.
- The economic future is brighter with rebounds in GDP, employment growth and reduced unemployment, along with increased international migration, which will benefit all sectors of the real estate market both in the urban core and the city at large.

POPULATION TRENDS

- The population of Calgary CMA grew 1.3-percent through year 2021 to 1,323,700 individuals, despite COVID and the recovering economy.
- The population has increased by 447,000 individuals over the past 20-years, representing 51-percent growth or average 22,350-individuals/annum.
- Moving forward the population is expected to cotinue to grow 1.3 - 1.5-percent/annum and a primary driver for the real estate market.
- An additional benefit is the national drive to increase international migration, which will benefit cities like Calgary with job creaton and affordability becoming an increasingly important factor.
- Historically migration has accounted for just over 50-percent of population growth, but expected to increase going forward and relevant in positioning the subject sites.

GDP TRENDS

INSTITUTION	ISSUE	FOCUS	YEAR 2020	YEAR 2021	YEAR 2022	YEAR 2023
RBC ECONOMICS	Q4 2021	ALBERTA	-7.9%	5.9%	4.7%	3.8%
TD ECONOMICS	Q4 2021	ALBERTA	-8.2%	5.3%	5.0%	4.0%
ATB	Q4 2021	ALBERTA	-7.9%	6.3%	4.0%	2.5%
CONF. BOARD CANADA	Q1 2022	ALBERTA	-8.0%	5.7%	6.1%	2.9%
CALGARY ECONOMIC DEV.	Q4, 2021	CALGARY	-5.7%	6.3%	4.3%	
CITY OF CALGARY	Q4 2021	ALBERTA	-8.2%	6.0%	4.9%	2.7%
BLENDED AVERAGE		**ALBERTA**	**-7.7%**	**5.9%**	**4.8%**	**3.2%**
RBC ECONOMICS	**Q4 2021**	**NATIONAL**	**-5.2%**	**4.7%**	**4.3%**	**2.6%**

- Profiled institutions report negative GDP (Alberta) through COVID-ravaged year-end 2020 averaging minus 7.7-percent, well above the national decline at minus 5.2-percent and representing one of the mosty highly impacted regions of North America.
- The rebound through year 2021 has been equally dramatic with average 5.9-percent growth, well above the national level @ 4.7-percent and expected to continue with further growth of 4.8-percent and 3.2-percent through years 2022 and 2023 respectively and setting a solid foundation of growth.
- Of note CED report a 5.7-percent decline in Calgary through 2020, suggesting Calgary was less impacted than Alberta, at large.
- These positive GDP trends will drive job creation and consumer confidence, particularly in relation to employment stability, surety of income and related demand for new residential real estate.

EMPLOYMENT TRENDS

INSTITUTION	ISSUE	FOCUS	YEAR 2020	YEAR 2021	YEAR 2022	YEAR 2023
RBC ECONOMICS	Q4 2021	ALBERTA	-6.6%	5.0%	2.5%	1.8%
TD ECONOMICS	Q4 2021	ALBERTA	-6.5%	5.1%	3.6%	2.2%
ATB	Q4 2021	ALBERTA	-6.6%	5.0%	3.0%	2.4%
CONF. BOARD CANADA	Q1 2022	ALBERTA	-6.4%	5.4%		
CITY OF CALGARY	Q4 2021	CALGARY	-5.3%	4.2%	3.4%	2.3%
BLENDED AVERAGE		**ALBERTA**	**-6.3%**	**4.9%**	**3.1%**	**2.2%**
RBC ECONOMICS	**Q4 2021**	**NATIONAL**	**-5.2%**	**4.7%**	**2.5%**	**0.9%**

- For context the population of Calgary CMA is approaching 1.35 million individuals with an employment pool of approximately 900,000 workers (as detailed on following page).
- Profiled institutions report negative employment (Alberta) through year-end 2020 averaging minus 6.3-percent well-above the national decline @ minus 5.2-percent (RBC Economics), representing a loss of almost 55,000 jobs (both full-time and part-time positions.
- The rebound through year 2021 equated to an average 4.9-percent growth above the national level @ 4.7-percent and expected to continue with growth of 3.1-percent and 2.2-percent through years 2022 and 2023, representing some 20,000 - 25,000-jobs/annum and solid foundation for increased residential demand.
- Employment growth is expected to revolve around entry to mid income jobs, with robust growth in the service, hospitality/F&B, retail, health & social services, entertainment, distribution, incubator tech and energy sectors (recent trend toward contract employment) with affordable accomodation being a primary driver. Of note much of the recent employment growth has been part-time employment, more conducive to rental tenure.
- Expect increased demand for quality new purpose-built rentals located close to transportation corridors and employment hubs, including the urban core.

EMPLOYMENT TRENDS - CALGARY

INSTITUTION	ISSUE	FOCUS		YEAR 2020	YEAR 2021	YEAR 2022	YEAR 2023	THROUGH 2026
CITY OF CALGARY	Q4 2021	CALGARY	TOTAL EMPLOYED	834,000	859,000	888,400	908,900	
			ANNUAL CHANGE (%)	minus 5.3%	3.0%	3.4%	2.3%	2.0%
			ANNUAL CHANGE (#)	minus 47,000	25,000	29,400	20,500	20,000 +/-

UNEMPLOYMENT TRENDS

INSTITUTION	ISSUE	FOCUS	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	YEAR 2023
RBC ECONOMICS	Q4 2021	ALBERTA	7.0%	11.4%	8.7%	6.7%	5.3%
TD ECONOMICS	Q4 2021	ALBERTA	7.1%	11.6%	8.7%	7.1%	6.4%
ATB	Q4 2021	ALBERTA		11.4%	8.9%	7.9%	6.8%
CITY OF CALGARY	Q4 2021	CALGARY		11.7%	9.5%	8.2%	7.2%
BLENDED AVERAGE		ALBERTA	7.1%	11.5%	9.0%	7.5%	6.4%
RBC ECONOMICS	**Q4 2021**	**NATIONAL**		**9.5%**	**7.5%**	**6.1%**	**5.7%**

- Profiled institutions report unemployment (Alberta) increasing from approximately 7-percent through year-2019 (pre-COVID) to average 11.5-percent and 9-percent through years 2020/2021 respectively, well above the national average @ 7.5-percent through year-2021.
- Unemployment is expected to continue its positive momentum, reaching pre-COVID levels of 7.5-percent by year-end 2022 with further decline to 6.4-percent through 2023 and settling in the 6-percent range, not far off projections for the national average.

IMMIGRATION TRENDS

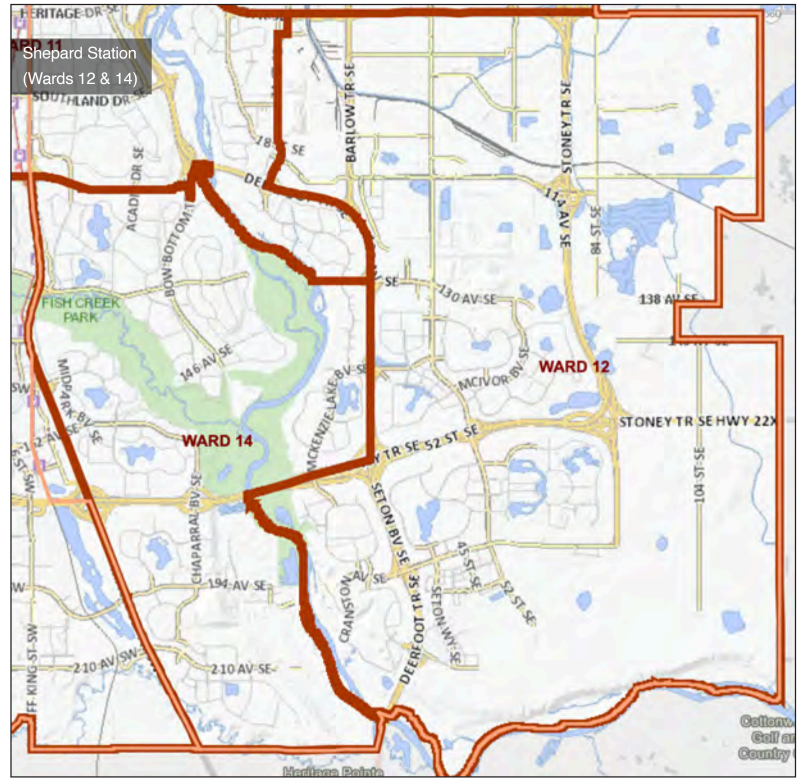
YEAR	REGION	TOTAL	# CHANGE	ALBERTA	% SHARE	IMPACT
YR. 2019	CANADA	320,000		44,713	14.0%	
YR. 2020	CANADA	220,000	-100,000	10,607	4.8%	COVID
YR. 2021	CANADA	401,000	181,000	28,400	7.1%	
YR. 2022	CANADA	431,645	30,645			
YR. 2023	CANADA	447,055	15,410			
YR. 2024	CANADA	451,000	3,945			

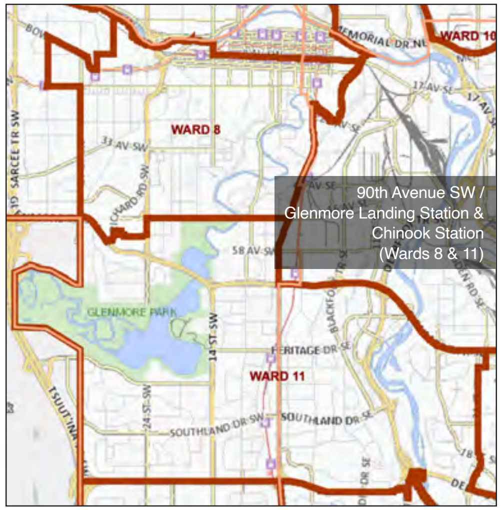
- From a national perspective the Canadian Government recently announced (Q1, 2022) a drive to increase International Migration as a primary objective in the long-term economic growth of the nation.
- Over the past decade immigration has hovered in the 300,000/annum range with most migrants landing in the metropolitan centres of Toronto, Vancouver and Montreal.
- Ignoring the aberration of COVID through year-2020 (220,000 individuals) immigration hit 401,000 during year-2021, almost 80,000 above year 2019 with increased pressure on real estate demand.
- Immigration is expected to increase a further 30,000 (7.5-percent) to plus 430,000 through year-2022 and 450,000 year-2024.
- Historically, Alberta has attracted 10 - 12-percent of all migration and expected to be a region of growth with job creation and aforable real estate (both purchase and rental). If Alberta increased market share by 1-percent some 4,500 additional migrants would arrive in the Province annually, with related real estate demand. Calgary has typically attracted some 50-percent of all Provincial migration. The destination drivers revolve around employment opportunity, family connection and/or affordability.
- From an anecdotal, but interesting perspective UHAUL recently announced (January 5, 2022) that migration from densely populated urban centres to more affordable outlying markets was a reoccurring theme in Canada through 2021. The report noted Alberta benefitted most from this pandemic-era trend with more one-way UHAUL traffic than any other province (BC #2). Alberta witnessed a 33-percent increase in one way traffic. Calgary was cited as the top landing spot with the attraction being jobs and accessibility to the lifestyle aspects of the Canadian Rockies.

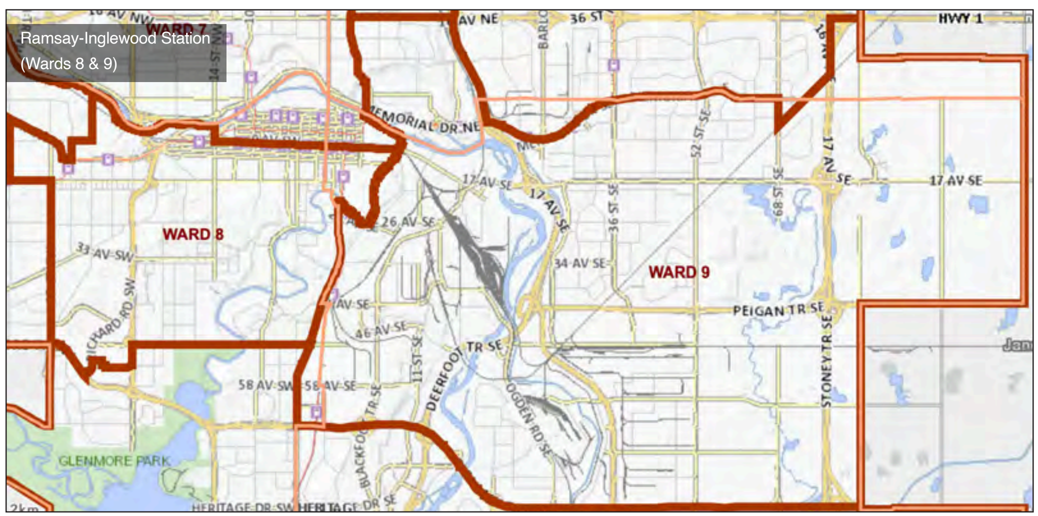
SOCIO-ECONOMIC & DEMOGRAPHIC ANALYSIS

PROFILED AREAS

For the purpose, of this analysis, we have reviewed the specific Wards which will have the greatest impact / draw on the high priority stations profiled within the report, namely Brentwood Station (Ward 7); 90th Avenue SW / Glenmore Landing Station (Wards 8 & 11); Chinook Station (Wards 8 & 11); and Shepard Station (Wards 12 & 14).







WARD 7: BRENTWOOD STATION

AGE DISTRIBUTION

AGE COHORT	TYPICAL PROFILE	WARD 7		CALGARY	
		#	PERCENT	#	PERCENT
0-19	Dependents	10860	15.4%	294975	24.1%
20-34	Young Professional / Aspiring Families	23,620	33.5%	286,995	23.5%
35-54	Established Professional / Families	19685	27.9%	366420	30.0%
55-74	Empty Nester / Retiree	13030	18.5%	225085	18.4%
75+	Seniors	3380	4.8%	48915	4.0%
TOTALS		**70575**	**100.0%**	**1222390**	**100.0%**

- Expect the young worker/ professional (late Gen-Z/early Millennial 20 - 34-years) to represent the primary residential draw, encompassing some 34-percent of the population or 23,620-individuals.
- This demographic cohort includes students and young professionals/workers including singles, couples and mingles (unrelated couples sharing), all demonstrating a high propensity to rent in the current and projected economic climate. Indeed, much of this cohort prefers the flexibility of rental-tenure over the rigid flexibilities of ownership, and will gravitate toward 'cool' new, condo-quality, high-amenity, purpose-built rentals.
- The 35 - 54-year cohort, encompassing established professionals/workers also presents opportunity for the subject sites. Specifically, established workers in the medical and university and research / tech campus environments will be attracted to this location with its proximity to work and swift access to Downtown.

HOUSEHOLD FORMATION

HOUSEHOLD SIZE	WARD 7	CALGARY
	PERCENT	PERCENT
1 PERSON	40%	24%
2 PERSONS	36%	32%
3 PERSONS	13%	17%
4 PERSONS	9%	16%
5 OR MORE PERSONS	3%	10%
AVERAGE SIZE	**2.0**	**2.6**

- Some 76-percent of households in Ward 7 comprise 1 or 2-persons, indicating high demand for compact residential living. Some 40-percent comprise 1-person households, suggesting a slightly higher demand for 1-bed versus 2-bed products, however, many 2-person households will also prefer 1-bed / 1-bed den product, as related couples or simply affordability. This trend is relevant when considering product profile for the subject sites.

CENSUS FAMILIES

CENSUS FAMILIES	WARD 7		CALGARY	
	#	PERCENT	#	PERCENT
COUPLES WITH CHILDREN AT HOME	5865	36%	163495	48%
COUPLES WITHOUT CHILDREN AT HOME	8520	52%	126295	37%
LONE PARENT FAMILIES	2115	13%	47330	14%
TOTALS	16500		337120	100%

- Some 52-percent (8,520) of census families in Ward 7 comprise families without children living at home, indicating an opportunity for condominium and apartment rental type living. This is a significant differential compared to 37-percent from an overall Calgary perspective.

MARITAL STATUS – SINGLES MARKET

ADULT POPULATION	WARD 7		CALGARY	
	#	PERCENT	#	PERCENT
MARRIED / COMMON LAW	29540	52%	592610	59%
SINGLES	27350	48%	403490	41%
TOTAL	56890	100%	996100	100%
SINGLES BREAKDOWN				
NEVER MARRIED	19465	34%	289135	29%
SEPERATED / DIVORCED	5855	9%	82475	8%
WIDOWED	2030	4%	31880	3%
TOTAL SINGLES	27350		403490	

- The ‘singles market’ will factor highly in the planning and product profile for proposed development in Brentwood. Some 48-percent of the adult population are single, representing some 27,350 people, well above the city average of 41-percent. In addition, 34-percent have never been married.
- A young population draw and above average singles market will translate into a high propensity for apartment rental and condominium living with a higher demand for 1-bed / 1-bed den product.
- Additionally, social gathering places within the community and social lounge spaces within apartment / condo living are key considerations for the singles market.

HOUSING TENURE

HOUSING TENURE	WARD 7		CALGARY	
PRIVATE HOUSEHOLDS	#	PERCENT	#	PERCENT
OWNER HOUSEHOLDS	16145	50%	333455	71%
RENTER HOUSEHOLDS	16105	50%	133275	29%
TOTALS	32250		466730	100%

- Some 50-percent or 16,105 households in Ward 7 are rentals in comparison to only 29-percent across Calgary – pointing to a significant purpose-built rental apartment opportunity for the Brentwood Station area.

HOUSING MIX

HOUSING MIX	WARD 7		CALGARY	
	#	PERCENT	#	PERCENT
APARTMENTS	13550	42%	105890	23%
SINGLE-DETACHED	10090	31%	262965	57%
SEMI-ATTACHED	6665	21%	50880	11%
ROW / TOWNHOUSE	1765	6%	44705	10%
TOTAL	32070	100%	464440	100%

- A high percentage (42-pecent) of the housing stock are apartments (rental or condo) almost double the city average of 23-percent, indicates an existing and strong propensity for apartment / condo living.
- Additionally, with 50-percent of households in Ward 7 renting and yet 42-percent of the housing stock being apartments, this points to the purpose-built apartment rental market being under-served.

HOUSEHOLD INCOME LEVELS

MEDIAN HOUSEHOLD INCOME	WARD 7		CALGARY	
	HOUSEHOLDS	PERCENTAGE	HOUSEHOLDS	PERCENTAGE
UNDER $39,999	8130	25.2%	75135	16.1%
$40,000 - $59,999	3955	12.3%	54920	11.8%
$60,000 - $79,999	3685	11.4%	56565	12.1%
$80,000 - $99,999	2925	9.1%	53040	11.4%
$100,000 - $124,999	2900	9.0%	56105	12.0%
$125,000 - $149,999	2095	6.5%	42765	9.2%
$150,000 - $199,999	2825	8.8%	54725	11.7%
$200,000 PLUS	5735	17.8%	73475	15.7%
TOTALS	**32250**	**100.0%**	**466730**	**100.0%**

- Some 49-percent (15,770) of Ward 7 households have a household income less than $80,000 per annum, representing a significant rental housing pool based on the realities of affordability thresholds.

HOUSEHOLD AFFORDABILITY

MEDIAN HOUSEHOLD / INDIVIDUAL INCOME (2015)	WARD 7		CALGARY	
	INCOME	CAPACITY @ 30%	INCOME	CAPACITY @ 30%
MEDIAN HOUSEHOLD INCOME	$82,188.00	$2,054.70	$97,329.00	$2,433.23
MEDIAN INDIVIDUAL INCOME - MALE	$53,477.00	$1,336.93	$52,634.00	$1,315.85
MEDIAN INDIVIDUAL INCOME - FEMALE	$40,231.00	$1,005.78	$35,395.00	$884.88
MEDIAN INDIVIDUAL INCOME - BLENDED	$46,854.00	$1,171.35	$44,014.50	$1,100.36

- Median household income in Ward 7 equates to $82,188/annum providing rental affordability thresholds of just over $2,000/month, including base-rent, parking, and utility payments (assumes 30-percent of gross income can be attributed to shelter). This presents an important threshold in planning the product profile/pricing grid for the subject sites and validates the approach of purpose built / apartment condo with efficient/compact unit design – utilizing height, as well as base SF in optimising utility. This will provide for an attractive price-point and elevated rental rates PSF.
- Median income for the individual male equates to $53,477/annum and presents a rental affordability threshold of $1,250-$1,300/month and individual female $40,231/annum or $1,000/month. Regardless, affordability remains a primary driver, but expected to ease as the economy improves and stabilizes.
- Expect several individuals to reside as ‘couples’ either formally or as unrelated ‘mingles’, increasing the capacity to afford to live closer to their place of work / school and to pay higher rents.
- Further emphasizing the importance of affordability some 49-percent of households present median household incomes below $80,0000/annum and 25-percent below $40,000/annum, as presented on Household Income Level chart before.

WARD 7: BRENTWOOD STATION - SUMMARY & PRODUCT INDICATORS

As described in more detail in within the Brentwood Station Analysis section (commencing on page 51) a high-density, mixed use development program anchored by supporting service retail, restaurants and hotels is recommended and supported by the following key demographic trends from the primary area of influence (Ward 7):

- A large percentage of Ward 7 population (61.4-percent) is between the ages of 20-54 (including: young professionals, aspiring families, established professionals and families along with students) which indicates a large pool of residents within the current workforce. This high ratio of working professionals is well above the city average and is supported by large employment hubs including the University of Calgary, Foothills Medical Campus, Children's Hospital and University Innovation Quarter (former University Research Park) within walking distance or a short 5-minute commute.
- Given 76-percent of households comprise 1-2 persons (with 40-percent 1-person households), higher density apartment style housing stock (either rental or condo) will be most relevant.
- Additionally, 52-percent of census families represent families without children which again points to higher-density apartment residential.
- 48-percent (some 27,350 people are single - well-above the city average of 41-percent) which also supports higher-density apartment living.
- The rental market is proven with some 50-percent of households being rental (16,105).
- Apartment living is also a proven housing form, representing 42-percent of the housing stock (well above the city average of 23-percent).
- Finally, median household income of $82,188 and an affordability average of approximately $2,055 per month (and 49-percent of households having incomes below $80,000) points to compact one & two-bedroom rental apartments.

WARD 8 & 9: RAMSAY-INGLEWOOD STATION

AGE DISTRIBUTION

AGE COHORT	TYPICAL PROFILE	WARD 8		WARD 9		INGLEWOOD		RAMSAY		CALGARY	
		#	PERCENT	#	PERCENT	#	PERCENT	#	PERCENT	#	PERCENT
0-19	Dependents	12825	14.5%	17910	20.9%	465	12.1%	355	16.8%	294975	24.1%
20-34	Young Professional / Aspiring Families	33,035	37.4%	21120	24.6%	1160	30.2%	590	27.9%	286,995	23.5%
35-54	Established Professional / Families	25400	28.8%	26050	30.4%	1290	33.6%	715	33.8%	366420	30.0%
55-74	Empty Nester / Retiree	13815	15.6%	17140	20.0%	820	21.4%	380	18.0%	225085	18.4%
75+	Seniors	3210	3.6%	3535	4.1%	100	2.6%	75	3.5%	48915	4.0%
TOTALS		**88285**	**100.0%**	**85755**	**100.0%**	**3835**	**100.0%**	**2115**	**100.0%**	**1222390**	**100.0%**

- The primary area of influence (Ward 8) demonstrates a large young professional market segment with 37.4-percent of the Ward's population which is well aligned with a mix of higher density product offerings including: rental apartment; condo; townhome; and stacked flats.
- Of note, in micro analyzing the communities of Inglewood and Ramsay, both have young professional (20-34) populations bases above the city average of 23.5-percent at 30.2-percent and 27.9-percent respectively.
- Additionally, the combined young professional and established professional markets (20 – 54 age range) in the two communities accounts for 63.8-percent and 61.7-percent in Inglewood and Ramsay respectively.
- Overall, the station area will draw a mixed market of young and established professionals given its ease of connection to downtown; proximity to light industrial employment in the Deerfoot Trail and Blackfoot Trail corridors; and growth within the office market as proposed in new the Brewery District plans. Additionally, the retiree / empty nester market also offering a consistent pool of prospects aligned with city averages in the 18-21-percent range.

HOUSEHOLD FORMATION

HOUSEHOLD SIZE	WARD 8	WARD 9	INGELWOOD	RAMSAY	CALGARY
	PERCENT	PERCENT	PERCENT	PERCENT	PERCENT
1 PERSON	45%	31%	45%	35%	24%
2 PERSONS	35%	33%	38%	40%	32%
3 PERSONS	10%	16%	11%	13%	17%
4 PERSONS	7%	11%	5%	10%	16%
5 OR MORE PERSONS	3%	9%	2%	3%	10%
AVERAGE SIZE	**1.9**	**2.4**	**1.8**	**2.1**	**2.6**

- 80-percent of households in Ward 8 comprise 1 or 2-persons in comparison to 64-percent in Ward 9.
- Of note, some 83-percent of Inglewood and 75-percent of Ramsay households are 1 or 2-person households, suggesting a strong opportunity for high-density multi-family living.

CENSUS FAMILIES

CENSUS FAMILIES	WARD 8		WARD 9		INGLEWOOD		RAMSAY		CALGARY	
	#	PERCENT	#	PERCENT	#	PERCENT	#	PERCENT	#	PERCENT
COUPLES WITH CHILDREN AT HOME	7120	34%	8460	38%	270	27%	180	34%	163495	48%
COUPLES WITHOUT CHILDREN AT HOME	11555	55%	8730	39%	610	61%	270	51%	126295	37%
LONE PARENT FAMILIES	2520	12%	5020	23%	120	12%	80	15%	47330	14%
TOTALS	**21195**		**22210**	**100%**	**1000**	**100%**	**530**	**100%**	**337120**	**100%**

- Some 55-percent (11,555) of census families in Ward 8 comprise families without children living at home.
- Additionally, census families without children in Inglewood & Ramsay account for 61-percent and 51-percent respectively – another strong indicator for multi-family housing stock.

MARITAL STATUS – SINGLES MARKET

ADULT POPULATION	WARD 8		WARD 9		INGLEWOOD		RAMSAY		CALGARY	
	#	PERCENT	#	PERCENT	#	PERCENT	#	PERCENT	#	PERCENT
MARRIED / COMMON LAW	38205	49%	35435	49%	1795	52%	900	50%	592610	59%
SINGLES	40075	51%	36360	51%	1660	48%	905	50%	403490	41%
TOTAL	78280	100%	71795	100%	3455	100%	1805	100%	996100	100%
SINGLES BREAKDOWN										
NEVER MARRIED	30590	39%	24315	34%	1160	34%	640	35%	289135	29%
SEPERATED / DIVORCED	7525	9%	9030	12%	440	13%	205	11%	82475	8%
WIDOWED	1960	3%	3010	4%	60	2%	60	3%	31880	3%
TOTAL SINGLES	**40075**		**36355**		**1660**		**905**		**403490**	

- The ‘singles market’ will factor highly in the planning and product profile for proposed development in both at Ramsay-Inglewood Station with some 51-percent of the adult population in Wards 8 & 9 being single with Inglewood and Ramsay communities aligning at similar levels at 48-percent and 50-percent respectively (in comparison to the city average of 41-percent).
- This volume of singles will translate into a strong propensity for higher-density, secure apartment rental and condominium living.

HOUSING TENURE

HOUSING TENURE	WARD 8		WARD 9		INGLEWOOD		RAMSAY		CALGARY	
PRIVATE HOUSEHOLDS	#	PERCENT	#	PERCENT	#	PERCENT	#	PERCENT	#	PERCENT
OWNER HOUSEHOLDS	22015	47%	20625	57%	1245	59%	515	51%	333455	71%
RENTER HOUSEHOLDS	24795	53%	15300	43%	870	41%	495	49%	133275	29%
TOTALS	**46810**		**35925**	**100%**	**2115**	**100%**	**1010**	**100%**	**466730**	**100%**

- A significant level of the Ward 8 households are renters (53-percent) with strong levels in both Inglewood & Ramsay at 41-percent and 49-percent respectively.
- When combining an established propensity for rental with a significant number of young professionals (37-4-percent in the primary area of influence of Ward 8); more stringent mortgage qualification criteria; and rising interest rates, purpose-built rental will be a logical housing form at Ramsay-Inglewood Station.

HOUSING MIX

HOUSING MIX	WARD 8		WARD 9		INGLEWOOD		RAMSAY		CALGARY	
	#	PERCENT	#	PERCENT	#	PERCENT	#	PERCENT	#	PERCENT
APARTMENTS	29410	63%	9860	28%	710	34%	150	15%	105890	23%
SINGLE-DETACHED	8765	19%	13740	39%	640	30%	560	55%	262965	57%
SEMI-ATTACHED	5645	12%	7145	20%	415	20%	250	25%	50880	11%
ROW / TOWNHOUSE	2875	6%	4290	12%	345	16%	50	5%	44705	10%
TOTAL	**46695**	**100%**	**35035**	**100%**	**2110**	**100%**	**1010**	**100%**	**464440**	**100%**

- Ward 8 comprises a very high percentage of apartments (63-pecent) whereas Inglewood and Ramsay are much closer to the city average of 23-percent at 34-percent and 15-percent respectively. However, the recent redevelopment along with the 9th Avenue SE high-street will continue to move the Inglewood apartment housing stock levels upward.

HOUSEHOLD INCOME LEVELS

MEDIAN HOUSEHOLD INCOME	WARD 8		WARD 9		INGLEWOOD		RAMSAY		CALGARY	
	HOUSEHOLDS	PERCENTAGE	HOUSEHOLDS	PERCENTAGE	HOUSEHOLDS	PERCENTAGE	HOUSEHOLDS	PERCENTAGE	HOUSEHOLDS	PERCENTAGE
UNDER $39,999	10340	22.1%	8865	24.7%	455	21.6%	235	23.0%	75135	16.1%
$40,000 - $59,999	5835	12.5%	5965	16.6%	260	12.3%	140	13.7%	54920	11.8%
$60,000 - $79,999	5890	12.6%	5360	14.9%	240	11.4%	105	10.3%	56565	12.1%
$80,000 - $99,999	4820	10.3%	4580	12.7%	270	12.8%	165	16.2%	53040	11.4%
$100,000 - $124,999	4475	9.6%	3960	11.0%	230	10.9%	85	8.3%	56105	12.0%
$125,000 - $149,999	3195	6.8%	2775	7.7%	165	7.8%	50	4.9%	42765	9.2%
$150,000 - $199,999	4110	8.8%	2530	7.0%	195	9.2%	105	10.3%	54725	11.7%
$200,000 PLUS	8140	17.4%	1910	5.3%	295	14.0%	135	13.2%	73475	15.7%
TOTALS	**46805**	**100.0%**	**35945**	**100.0%**	**2110**	**100.0%**	**1020**	**100.0%**	**466730**	**100.0%**

- Some 47-percent (22,065) of Ward 8; 45-percent of Inglewood; and 47-percent of Ramsay households have a household income less than $80,000 per annum, representing a significant rental prospect pool based on the realities of affordability thresholds.
- Additionally, 57.5-percent of Ward 8; Inglewood 58.1 & Ramsay 63.2 have incomes below $100,000.
- Both metrics point to multi-family inclusive of rental and condominium housing forms with affordability being an important consideration.
- Pushing product and rental rates / condo pricing to higher levels will hinge on the success of a dynamic mixed-use master plan which create destination appeal from the broader market.

HOUSEHOLD AFFORDABILITY

MEDIAN HOUSEHOLD / INDIVIDUAL INCOME (2015)	WARD 8		WARD 9		INGLEWOOD		RAMSAY		CALGARY	
	INCOME	CAPACITY @ 30%	INCOME	CAPACITY @ 30%	INCOME	CAPACITY @ 30%	INCOME	CAPACITY @ 30%	INCOME	CAPACITY @ 30%
MEDIAN HOUSEHOLD INCOME	$84,766.00	$2,119.15	$71,228.00	$1,780.70	$86,101.00	$2,152.53	$84,011.00	$2,100.28	$97,329.00	$2,433.23
MEDIAN INDIVIDUAL INCOME - MALE	$60,130.00	$1,503.25	$42,535.00	$1,063.38	$59,016.00	$1,475.40	$46,937.00	$1,173.43	$52,634.00	$1,315.85
MEDIAN INDIVIDUAL INCOME - FEMALE	$45,428.00	$1,135.70	$30,604.00	$765.10	$46,559.00	$1,163.98	$43,029.00	$1,075.73	$35,395.00	$884.88
MEDIAN INDIVIDUAL INCOME - BLENDED	$52,779.00	$1,319.48	$36,569.50	$914.24	$52,787.50	$1,319.69	$44,983.00	$1,124.58	$44,014.50	$1,100.36

- Median household income in Ward 8 equates to $84,766/annum which is aligned with Inglewood and Ramsay which sit at $86,101 and $84,011 respectively.
- At these median household income levels, rental affordability thresholds will hover between the $1,800-$2,200/month, including base-rent, parking, and utility payments (assumes 30-percent of gross income can be attributed to shelter). This presents an important threshold in planning the product profile/pricing grid for the subject sites and validates the approach of a mix of purpose-built apartment and condo with efficient/compact unit design – utilizing height, as well as base SF in optimising utility. This will provide for an attractive price-point and elevated rental rates PSF. Furthermore, an amenity-rich mixed-use development proximate to downtown and key city employment nodes will generate strong market appeal.

WARDS 8 & 9: RAMSAY-INGLEWOOD STATION - SUMMARY & PRODUCT INDICATORS

As described in more detail in the Ramsay-Inglewood Station Analysis sections (commencing on page 56) a new 'centre ice', urban high-density mixed-use development will emerge in key development lands adjacent and east of the new Green Line station area, comprising residential (purpose-built rental, condo & seniors housing) boutique and neighbourhood service retail, restaurants, office and light industrial (including micro-breweries). These development recommendations are supported by the following key demographic trends from the primary area of influence (Wards 8), Inglewood & Ramsay communities plus a secondary area of influence (Ward 9):

- Ramsay-Inglewood's primary area of influence (Ward 8) will drive a higher percentage of young professionals (37.4-percent) which will be the primary target market and align with high-density urban apartment & condo product profiles.
- Also supporting multi-family product is the high percentage (80-percent) of households in Ward 8 which comprise 1 or 2-persons. On a micro community basis, some 83-percent of Inglewood and 75-percent of Ramsay households are 1 or 2-person households, suggesting a proven market for multi-family living.
- Another strong multi-family market indicator is that more than half of census families (55-percent - 11,555 families) in Ward 8 comprise families without children living at home. This level is further supported in Inglewood & Ramsay which see 61-percent and 51-percent respectively of census families without children.
- The 'singles market' including never married, divorcees and widows will also align well with an apartment & condo product offering with some 51-percent of the adult population in Wards 8 & 9 being single.
- Although Ward 8 comprises a very high percentage of apartments (63-pecent), Inglewood and Ramsay are much closer to the city average of 23-percent at 34-percent and 15-percent respectively. Given the emergence of a new mixed-use development hub in the station area, these statistics demonstrate that Inglewood & Ramsay will be underserved in apartment / condo housing stock as office and light industrial employment expands in the immediate area along with offering an inner-city village lifestyle with proximity to the city core and multiple other employment hubs accessible via major transportation routes as well as the LRT network.
- Finally, household income levels and overall affordability metrics indicate a mix of purpose-built rental and condo product, however the village charm and geographic cache of Inglewood can be leveraged to push rates and pricing commensurate with other urban / inner city development areas.
- Furthermore, given the existing amenity base of Inglewood, the opportunity exists to create multi-generational living options as the retiree / empty nester market offers pool of prospects aligned with city averages in the 18-21-percent range.

WARD 8 & 11: 90TH AVENUE SW / GLENMORE LANDING STATION & CHINOOK STATION

AGE DISTRIBUTION

AGE COHORT	TYPICAL PROFILE	WARD 8		WARD 11		CALGARY	
		#	PERCENT	#	PERCENT	#	PERCENT
0-19	Dependents	12825	14.5%	21315	20.2%	294975	24.1%
20-34	Young Professional / Aspiring Families	33,035	37.4%	21910	20.8%	286,995	23.5%
35-54	Established Professional / Families	25400	28.8%	30490	28.9%	366420	30.0%
55-74	Empty Nester / Retiree	13815	15.6%	24635	23.4%	225085	18.4%
75+	Seniors	3210	3.6%	7110	6.7%	48915	4.0%
TOTALS		**88285**	**100.0%**	**105460**	**100.0%**	**1222390**	**100.0%**

- The two primary wards display a significant contrast in age demography within the young worker / professional market segment with the inner-city Ward 8 comprising 37.4-percent of the Ward's population in contrast to 20.8-percent in the more mid-suburban Ward 11.
- Both wards comprise a similar percentage (29-percent) of the 35 - 54-year cohort of established professionals/ workers.
- Additionally, Ward 11 will drive an empty nester / retiree market (with some 30-percent of the market being 55+).
- Ultimately, both station areas will draw a blended market with Chinook Station trending younger given its ease of connection to downtown and area employment centres, whereas 90th Avenue SW / Glenmore Landing anticipated to draw an older demographic of established professionals, empty nesters and retirees from surrounding communities along with some young professionals and students given the BRT connections to Rockyview Hospital and Mount Royal University.

HOUSEHOLD FORMATION

HOUSEHOLD SIZE	WARD 8	WARD 11	CALGARY
	PERCENT	PERCENT	PERCENT
1 PERSON	45%	27%	24%
2 PERSONS	35%	37%	32%
3 PERSONS	10%	16%	17%
4 PERSONS	7%	14%	16%
5 OR MORE PERSONS	3%	7%	10%
AVERAGE SIZE	**1.9**	**2.4**	**2.6**

- 80-percent of households in Ward 8 comprise 1 or 2-persons in comparison to 64-percent in Ward 11.
- Additionally, some 45-percent in Ward 8 comprise 1-person households, suggesting large percentage of 1-bed versus 2-bed product for residents from Ward 8.
- With this in mind, Chinook Station is more likely to draw a large percentage of its resident base from Ward 8 therefore trending to a large percentage of 1-bedroom units whereas a more balanced approach to 1-bed, 1-bed den and 2-bed product should form the basis of the residential product profile /unit mix at 90th Avenue SW / Glenmore Landing.

CENSUS FAMILIES

CENSUS FAMILIES	WARD 8		WARD 11		CALGARY	
	#	PERCENT	#	PERCENT	#	PERCENT
COUPLES WITH CHILDREN AT HOME	7120	34%	12660	42%	163495	48%
COUPLES WITHOUT CHILDREN AT HOME	11555	55%	13230	44%	126295	37%
LONE PARENT FAMILIES	2520	12%	4470	15%	47330	14%
TOTALS	**21195**		**30360**	**100%**	**337120**	**100%**

- Some 55-percent (11,555) of census families in Ward 8 comprise families without children living at home in with 44-percent (13,230) in Ward 11 – a pool of some 24,785 families without children.
- However, both wards are well above the city average of 37-percent and lend well to aligning with more densified condominium and apartment rental living.

MARITAL STATUS – SINGLES MARKET

ADULT POPULATION	WARD 8		WARD 11		CALGARY	
	#	PERCENT	#	PERCENT	#	PERCENT
MARRIED / COMMON LAW	38205	49%	52670	59%	592610	59%
SINGLES	40075	51%	37315	41%	403490	41%
TOTAL	78280	100%	89985	100%	996100	100%
SINGLES BREAKDOWN						
NEVER MARRIED	30590	39%	24980	28%	289135	29%
SEPERATED / DIVORCED	7525	9%	8600	9%	82475	8%
WIDOWED	1960	3%	3735	4%	31880	3%
TOTAL SINGLES	**40075**		**37315**		**403490**	

- The ‘singles market’ will factor highly in the planning and product profile for proposed development in both Chinook & 90th Avenue SW / Glenmore Landing. Some 51-percent of the adult population in Ward 8 are single with 41-percent in Ward 11.
- Although Ward 11’s single market percentage (41-percent) parallels city wide average, the overall residential prospect pool comprises some 77,390 people between the two wards – a significant number.
- This volume of singles will translate into a high propensity for apartment rental and condominium living with a significant opportunity to cater to the singles market at Chinook Station. However, the perceived safety of 90th Avenue SW / Glenmore Landing will offer a strong appeal to the singles market, particularly females who place a high priority on safety and security.

HOUSING TENURE

HOUSING TENURE	WARD 8		WARD 11		CALGARY	
PRIVATE HOUSEHOLDS	#	PERCENT	#	PERCENT	#	PERCENT
OWNER HOUSEHOLDS	22015	47%	31515	72%	333455	71%
RENTER HOUSEHOLDS	24795	53%	12525	28%	133275	29%
TOTALS	**46810**		**44040**	**100%**	**466730**	**100%**

- A significant contract appears again between Wards 8 & 11 with a high percentage of renters in Ward 8 (53-percent) whereas Ward 11 comprises 28-percent renters.
- With a larger anticipated draw from Ward 8 to Chinook Station, it is anticipated that a higher percentage of purpose-built rental housing stock would occur at Chinook Station (if not entirely), whereas some condominium opportunities combined with purpose-built rental would achieve greater market appeal and absorption at 90th Avenue SW / Glenmore Landing Station.

HOUSING MIX

HOUSING MIX	WARD 8		WARD 11		CALGARY	
	#	PERCENT	#	PERCENT	#	PERCENT
APARTMENTS	29410	63%	10370	24%	105890	23%
SINGLE-DETACHED	8765	19%	26515	60%	262965	57%
SEMI-ATTACHED	5645	12%	2935	7%	50880	11%
ROW / TOWNHOUSE	2875	6%	4140	9%	44705	10%
TOTAL	**46695**	**100%**	**43960**	**100%**	**464440**	**100%**

- Ward 8 comprises a very high percentage of apartments (63-pecent) whereas Ward 11 mirrors the city average at 24-percent.
- Regardless of the differential, both wards show a precedence of apartment style living.

HOUSEHOLD INCOME LEVELS

MEDIAN HOUSEHOLD INCOME	WARD 8		WARD 11		CALGARY	
	HOUSEHOLDS	PERCENTAGE	HOUSEHOLDS	PERCENTAGE	HOUSEHOLDS	PERCENTAGE
UNDER $39,999	10340	22.1%	7185	16.3%	75135	16.1%
$40,000 - $59,999	5835	12.5%	5665	12.9%	54920	11.8%
$60,000 - $79,999	5890	12.6%	5395	12.3%	56565	12.1%
$80,000 - $99,999	4820	10.3%	5040	11.4%	53040	11.4%
$100,000 - $124,999	4475	9.6%	5025	11.4%	56105	12.0%
$125,000 - $149,999	3195	6.8%	3710	8.4%	42765	9.2%
$150,000 - $199,999	4110	8.8%	5070	11.5%	54725	11.7%
$200,000 PLUS	8140	17.4%	6950	15.8%	73475	15.7%
TOTALS	**46805**	**100.0%**	**44040**	**100.0%**	**466730**	**100.0%**

- Some 47-percent (22,065) of Ward 8 households and 41.5-percent (18,245) of Ward 11 households have a household income less than $80,000 per annum, representing a significant rental housing pool based on the realities of affordability thresholds.
- Additionally, 57.5-percent of Ward 8 and 52.9-percent of Ward 11 have incomes below $100,000.

HOUSEHOLD AFFORDABILITY

MEDIAN HOUSEHOLD / INDIVIDUAL INCOME (2015)	WARD 8		WARD 11		CALGARY	
	INCOME	CAPACITY @ 30%	INCOME	CAPACITY @ 30%	INCOME	CAPACITY @ 30%
MEDIAN HOUSEHOLD INCOME	$84,766.00	$2,119.15	$94,595.00	$2,364.88	$97,329.00	$2,433.23
MEDIAN INDIVIDUAL INCOME - MALE	$60,130.00	$1,503.25	$54,218.00	$1,355.45	$52,634.00	$1,315.85
MEDIAN INDIVIDUAL INCOME - FEMALE	$45,428.00	$1,135.70	$37,637.00	$940.93	$35,395.00	$884.88
MEDIAN INDIVIDUAL INCOME - BLENDED	$52,779.00	$1,319.48	$45,927.50	$1,148.19	$44,014.50	$1,100.36

- Median household income in Ward 8 equates to $84,766/annum whereas Ward 11 comprises $94,595/annum, providing rental affordability thresholds of just over $2,000-$2,200/month, including base-rent, parking, and utility payments (assumes 30-percent of gross income can be attributed to shelter). This presents an important threshold in planning the product profile/pricing grid for the subject sites and validates the approach of purpose built / apartment condo with efficient/compact unit design – utilizing height, as well as base SF in optimising utility. This will provide for an attractive price-point and elevated rental rates PSF.
- Median income for the individual male equates to $60,130/annum in Ward 8 and $54,218/annum in Ward 11 suggesting a rental affordability threshold of $1,200-$1,400/month.
- Median income for individual females equates to $45,428/annum in Ward 8 and $37,637/annum in Ward 11, delivering rental affordability between $850 - $1,000 per month.
- With higher median household income in Ward 11 (versus Ward 8), this points a trend to a more robust couples market from Ward 11 to support higher rents / condo pricing – specifically for 90th Avenue SW / Glenmore Landing. Consideration for 1 bed den and 2 bed product will be important.
- Ultimately, affordability will be important in driving absorption, with a greater opportunity for higher prices / rents in the 90th Avenue SW / Glenmore Landing station area.

WARDS 8 & 11: 90TH AVENUE / GLENMORE LANDING & CHINOOK STATIONS - SUMMARY & PRODUCT INDICATORS

As described in more detail in the 90th Avenue / Glenmore Landing Station & Chinook Station Analysis sections (commencing on pages 63 and 67 respectively) both development opportunities are projected to emerge as higher density, mixed use projects. Specifically, 90th Avenue / Glenmore Landing Station is likely to incorporate a high-density mixed-use development comprising residential (purpose built rental and condo) with the existing framework of surrounding neighbourhood service retail and grocery (with future commercial redevelopment). The Chinook Station area is also likely to incorporate high-density mixed-use development elements including residential (purpose built rental and possible condo), however its commercial components are projected to be more extensive as a retail extension of Chinook Centre plus food & beverage 'restaurant row' and possible business hotel offerings to connect the exiting regional mall to the station head. These development recommendations are supported by the following key demographic trends from the primary areas of influence (Wards 8 & 11):

- Chinook Station's primary area of influence (Ward 8) will drive a higher percentage of young professionals (37.4-percent) in comparison to 90th Avenue / Glenmore Landing's primary area of influence (Ward 11) which comprises 20.8-percent young professionals (ages 20-34). From an established professional (ages 35-54) perspective, both Ward 8 & 11 comprise the same percentage (29-percent). Ulitmately, both wards provide a deep pool of prospects between the age of 20-54.
- Beyond the two stations primary areas of influence, Chinook Station will trend younger given its urban infill environment. 90th Avenue SW / Glenmore Landing will appeal to a broader demographic inclusive of established professionals, empty nesters and retirees from surrounding communities plus healthcare professionals and students (given the BRT connections to Rockyview Hospital and Mount Royal University) and its village-style amenity base.
- Additionally household formation data will also define the product profile of projects at each station with 80-percent of households in Ward 8 comprising 1-2 persons (in comparison to 64-percent in Ward 11).
- As a result, the residential product profile at Chinook Station is likely to incorporate smaller, more compact units skewing towards one-bedroom / one-bedroom & den offerings within a rental tenure, whereas the demographic draw of 90th / Glenmore Landing is more likely to incorporate a blend of rental and condo tenure inclusive of smaller to larger unit forms with a more balanced mix of 1 & 2-bedroom product.
- Census families data also points to an apartment / condo lifestyle opportunity at both station areas with some 55-percent of Ward 8 and 44-percent of Ward 11 census families with no-children living at home (well above the city average of 37-percent).
- Furthermore, the single market data indicates higher density apartment / condo living with some 51-percent in Ward 8 and 41-percent in Ward 11of the population as singles.

- Housing tenure also provides a strong indicator on market preference with some 53-percent of Ward 8 housing tenure is rental, in comparison to a much lower 28-percent in Ward 11. This provides an additional indicator of greater market preference/acceptance for rental at Chinook Station versus a more balanced approach of rental and condo at 90th Avenue / Glenmore Landing Station.
- Housing stock data also points to market acceptance with 63-percent apartments in Ward 8 versus 24-percent in Ward 11. However, this also highlights an opportunity for increased supply of apartment living which will appeal to an aging demography in Ward 11 who may wish to stay within their broader community and an ease of transition to an apartment housing form.
- From an affordability perspective, Ward 8 median household income is roughly $10,000 less than Ward 11, supporting a more compact, affordable residential offering (inclusive of rental tenure) at Chinook Station versus higher affordability thresholds at 90th Avenue / Glenmore Landing (which would have a great propensity for condo over Chinook due to income and surrounding residential values).

WARD 12 & 14: SHEPARD STATION

AGE DISTRIBUTION

AGE COHORT	TYPICAL PROFILE	WARD 12		WARD 14		CALGARY	
		#	PERCENT	#	PERCENT	#	PERCENT
0-19	Dependents	25275	30.2%	20710	25.8%	294975	24.1%
20-34	Young Professional / Aspiring Families	22,530	27.0%	14900	18.6%	286,995	23.5%
35-54	Established Professional / Families	27045	32.4%	23700	29.6%	366420	30.0%
55-74	Empty Nester / Retiree	7785	9.3%	17840	22.3%	225085	18.4%
75+	Seniors	920	1.1%	3025	3.8%	48915	4.0%
TOTALS		**83555**	**100.0%**	**80175**	**100.0%**	**1222390**	**100.0%**

- Although both wards are profiled, Ward 12 constitutes the primary ward of influence for Shepard Station with a secondary draw from neighbouring Ward 14.
- Of note, Ward 12 comprises a large young worker / professional cohort representing some 27-percent of the market (22,530 people).
- Additionally, Wards 12 & 14 both include a large cohort of established professionals / families comprising some 32.4-percent and 29.6-percent respectively (the largest age cohort in both wards).
- Additionally, Ward 14 includes an empty nester / retiree cohort above the city average representing 22.3-percent of the market (17,840 people). However, as a secondary market, it is anticipated that many empty nesters may remain within proximity to their existing residence in downsizing / re-sizing.
- Residential opportunities are anticipated to draw current southeast condominium and purpose-built rental residents given the emergence of a dynamic mixed-use urban centre and adjacent office / business park along with its LRT link to downtown and other employment hubs along the new Green Line including Quarry Park, CP Rail HQ at Ogden, etc.

HOUSEHOLD FORMATION

HOUSEHOLD SIZE	WARD 12	WARD 14	CALGARY
	PERCENT	PERCENT	PERCENT
1 PERSON	18%	16%	24%
2 PERSONS	32%	35%	32%
3 PERSONS	20%	19%	17%
4 PERSONS	21%	20%	16%
5 OR MORE PERSONS	10%	10%	10%
AVERAGE SIZE	**2.8**	**2.8**	**2.6**

- Effectively 50-percent of households in Wards 12 and 14 comprise 1 or 2-persons in comparison to 56-percent city wide – given the abundance of family-oriented neighbourhoods and housing stock in the deep southeast.

CENSUS FAMILIES

CENSUS FAMILIES	WARD 12		WARD 14		CALGARY	
	#	PERCENT	#	PERCENT	#	PERCENT
COUPLES WITH CHILDREN AT HOME	15115	54%	13240	50%	163495	48%
COUPLES WITHOUT CHILDREN AT HOME	9615	35%	9910	38%	126295	37%
LONE PARENT FAMILIES	3100	11%	3225	12%	47330	14%
TOTALS	**27830**		**26375**	**100%**	**337120**	**100%**

- Aligned with household formation statistics above, census families also trend more heavily towards couples with children living at home versus those without. Specifically, Wards 12 & 14 comprise 35-percent and 38-percent couples living without children – which is in line with the city wide average.

MARITAL STATUS – SINGLES MARKET

ADULT POPULATION	WARD 12		WARD 14		CALGARY	
	#	PERCENT	#	PERCENT	#	PERCENT
MARRIED / COMMON LAW	50020	68%	46715	65%	592610	59%
SINGLES	23660	32%	25595	35%	403490	41%
TOTAL	73680	100%	72310	100%	996100	100%
SINGLES BREAKDOWN						
NEVER MARRIED	17125	23%	18500	26%	289135	29%
SEPERATED / DIVORCED	5265	7%	5110	5%	82475	8%
WIDOWED	1270	2%	1990	3%	31880	3%
TOTAL SINGLES	**23660**		**25600**		**403490**	

- The ‘singles market’ will factor into the planning and product profile for proposed Shepard development. Although its percentages hover around the city average at 32-percent and 35-percent respectively, the depth of the cohort is significant representing some 49,255 people.
- With this depth of residential prospect pool, apartment rental and condominium living will factor heavily into the equation as it has in communities further south such as Seton which continues to see a robust condominium and rental market given its proximity to the South Hospital.
- The combination of Shepard’s adjacent business / office campus plus a direct LRT link to a safe, secure neighbourhood setting should generate strong market appeal with the ‘singles market’.

HOUSING TENURE

HOUSING TENURE	WARD 12		WARD 14		CALGARY	
PRIVATE HOUSEHOLDS	#	PERCENT	#	PERCENT	#	PERCENT
OWNER HOUSEHOLDS	30260	87%	27850	88%	333455	71%
RENTER HOUSEHOLDS	4605	13%	3820	12%	133275	29%
TOTALS	**34865**		**31670**	**100%**	**466730**	**100%**

- Wards 12 & 14 comprise significant owner households over renter with some 87-88-percent.
- Although purpose-built rental will occupy a space within the development plan given the mixed-use development framework, the station area is likely to see a significant amount of condominium product (a trend which has been mirrored in Seton).

HOUSING MIX

HOUSING MIX	WARD 12		WARD 14		CALGARY	
	#	PERCENT	#	PERCENT	#	PERCENT
APARTMENTS	4015	12%	2090	7%	105890	23%
SINGLE-DETACHED	24560	71%	24895	79%	262965	57%
SEMI-ATTACHED	2290	7%	2050	6%	50880	11%
ROW / TOWNHOUSE	3840	11%	2600	8%	44705	10%
TOTAL	**34705**	**100%**	**31635**	**100%**	**464440**	**100%**

- Predominantly family oriented suburban neighbourhoods, Ward 12 comprises 12-percent apartments and 11-percent row/townhouse product.
- Although Shepard should comprise mid to high-rise offerings the opportunity to integrate stacked towns or integrated row townhomes should be a consideration to drive larger market appeal.

HOUSEHOLD INCOME LEVELS

MEDIAN HOUSEHOLD INCOME	WARD 12		WARD 14		CALGARY	
	HOUSEHOLDS	PERCENTAGE	HOUSEHOLDS	PERCENTAGE	HOUSEHOLDS	PERCENTAGE
UNDER $39,999	2595	7.4%	3000	9.5%	75135	16.1%
$40,000 - $59,999	2830	8.1%	2715	8.6%	54920	11.8%
$60,000 - $79,999	3535	10.1%	3160	10.0%	56565	12.1%
$80,000 - $99,999	4185	12.0%	3510	11.1%	53040	11.4%
$100,000 - $124,999	5475	15.7%	4070	12.8%	56105	12.0%
$125,000 - $149,999	4415	12.7%	3415	10.8%	42765	9.2%
$150,000 - $199,999	6100	17.5%	4790	15.1%	54725	11.7%
$200,000 PLUS	5730	16.4%	7025	22.2%	73475	15.7%
TOTALS	**34865**	**100.0%**	**31685**	**100.0%**	**466730**	**100.0%**

- Some 37.6-percent (13,145) of Ward 12 households and 39.2-percent (12,385) of Ward 14 households have a household income less than $100,000 per annum.
- Additionally, 53.3-percent of Ward 12 and 52-percent of Ward 14 have incomes below $125,000.
- Both of these thresholds demonstrate above average income levels above $100,000 and the ability for this region of the market to absorb higher pricing and rents.

HOUSEHOLD AFFORDABILITY

MEDIAN HOUSEHOLD / INDIVIDUAL INCOME (2015)	WARD 12		WARD 14		CALGARY	
	INCOME	CAPACITY @ 30%	INCOME	CAPACITY @ 30%	INCOME	CAPACITY @ 30%
MEDIAN HOUSEHOLD INCOME	$119,410.00	$2,985.25	$121,359.00	$3,033.98	$97,329.00	$2,433.23
MEDIAN INDIVIDUAL INCOME - MALE	$69,810.00	$1,745.25	$63,615.00	$1,590.38	$52,634.00	$1,315.85
MEDIAN INDIVIDUAL INCOME - FEMALE	$43,585.00	$1,089.63	$37,639.00	$940.98	$35,395.00	$884.88
MEDIAN INDIVIDUAL INCOME - BLENDED	$56,697.50	$1,417.44	$50,627.00	$1,265.68	$44,014.50	$1,100.36

- Median household income in Wards 12 & 14 equates to between $119,000 - $121,000 respectively, providing rental affordability thresholds of just over $2,300-$2,800/month, including base-rent, parking, and utility payments (assumes 30-percent of gross income can be attributed to shelter). This presents a significant lift over other market segments and validates the approach of both condo and purpose-built rental opportunities which offer smart unit design and quality, above average finishings / specifications.
- Median income for the individual male equates to $69,810/annum in Ward 12 and $63,615/annum in Ward 14 suggesting a rental affordability threshold of between $1,400-$1,550/month.
- Median income for individual females equates to $43,585/annum in Ward 12 and $37,639/annum in Ward 14, delivering rental affordability between $850 - $1,000 per month.
- Affordability will be very important, specifically for the singles market with the ability to drive elevated offerings and pricing for the young and established couples markets which enjoy higher income levels than other larger ward areas of the city.

WARDS 12 & 14: SHEPARD STATION - SUMMARY & PRODUCT INDICATORS

As described in more detail in the Shepard Station Analysis section (commencing on page 72) a medium to high-density, mixed use development program inclusive of residential (rental, condo and seniors) and supported by service retail, restaurants, office and a future hotel along with its immediate proximity to the future Shepard Station office campus plus existing big box retail / commercial ‘power centre’. These development recommendations are supported by the following key demographic trends from the primary areas of influence (Ward 12) and the secondary area of influence (Ward 14):

- Shepard Station’s primary area of influence (Ward 12) includes a high percentage of young professionals (27-percent) and established professionals (32.4-percent) which will form the primary market draw for the development. Additionally, the secondary area of influence (Ward 14) also offers a high percentage of established professionals (29.6-percent) and will also drive significant interest from its high percentage of empty nesters / retirees (22.3-percent). Ultimately, a large pool of prospects exists across three demographic age bands (young professionals, established professionals and empty nesters / retirees) comprising some 113,800 +/- people.
- Opportunity for multi-family development will be driven by a substantial number of 1-2 person households in both Ward 12 & 14 (50-percent of households). Although the southeast continues to grow and cater to a suburban family market, there remains a significant amount of households without children (35-percent and 38-percent in Wards 12 & 14 respectively).
- Additionally, a robust singles market in Wards 12 & 14 includes some 49,255 singles - a strong driver for multi-family in Shepard Station given its close proximity to suburban single family in the southeast (where the primary paternal home is likely to exist).
- From a tenure perspective, a blend of rental and condo is anticipated (across apartment and street / stacked townhome product). Although rental tenure is fairly low (13-percent and 12-percent in Wards 12 7 14 respectively), a balance of both product tenures will be important given the emergence of the employment campus and likely desire for mid-term rental for young professionals looking who may be transient before becoming more permanently established in a market.
- As a product form, apartments (condo and rental) occupy a relatively low percentage of the housing stock (12 & 7-percent in Wards 12 & 14 respectively), however this is due to the large suburban single-family foot print of southeast community development. However, a shift towards multi has emerged in other employment hubs including Seton and the South Health Hospital surrounding area (offering a balance of apartment condo and rental tenure).
- From an affordability perspective, Wards 12 & 14 offer strong median income levels (some $20,000 - $25,000 above the city average) and are well positioned to support quality apartment condo and rental offerings - an important consideration when considering a balanced mix of both condo ownership and purpose-built rental and surrounding amenities within a mainstream to mid-luxury level. Additionally, strong incomes will also support other product forms including integrated street towns and stacked towns which will offer slightly larger square footage than conventional urban apartments and could offer additional green space & appealing terrace environments.

REAL ESTATE MARKET TRENDS PERSPECTIVES

OVERALL RENTAL MARKET TRENDS - CMHC 2020/2021

VACANCY RATE TRENDS

INVENTORY	DOWNTOWN YR. 2020	DOWNTOWN YR. 2021	BELTLINE YR. 2020	BELTLINE YR. 2021	CALGARY CMA YR. 2020	CALGARY CMA YR. 2021
STUDIO	2.7%	2.7%	NA	4.3%	5.9%	3.4%
1-BED	9.0%	8.5%	5.6%	4.3%	6.8%	5.1%
2-BED	9.3%	6.8%	5.7%	4.4%	6.3%	5.4%
3-BED	NA	9.5%	NA	3.7%	7.3%	3.9%
TOTAL	**8.8%**	**7.5%**	**5.8%**	**4.3%**	**6.6%**	**5.1%**

- Downtown vacancy rates for apartment style units dropped from 8.8-percent to 7.5-percent through 2021, a positive trend, but below the Citywide rate at 5.1-percent and well below pre-COVID levels at 3.4-percent(year 2019) - this zone is likely to remain challenged until office related jobs return in earnest. The Beltline proved more resilient with vacancy rates dipping to 4.3 from 5.8-percent, despite the addition of 600-new rental units, confirming desirability of the zone with proliferation of retail, F&B, lifestyle amenities along with rebound in service-related jobs.
- From a suburban perspective the most dramatic decrease in vacancy was the Southeast zone dropping from 10.9-percent to 4.2-percent, but still behind Fish Creek zone (zero new inventory in 2-years) at 3.3-percent and Northwest Calgary at 4-percent.

INVENTORY TRENDS

INVENTORY	DOWNTOWN YR. 2020	DOWNTOWN YR. 2021	CHANGE PERCENT	BELTLINE YR. 2020	BELTLINE YR. 2021	CHANGE PERCENT	CALGARY CMA YR. 2020	CALGARY CMA YR. 2021	CHANGE PERCENT
STUDIO	256	296	15.6%	728	788	8.2%	1,461	1,596	9.2%
1-BED	3,457	3,483	0.8%	5,749	6,152	7.0%	19,970	21,265	6.5%
2-BED	1,976	2,086	5.6%	3,797	3,935	3.6%	19,010	20,203	6.3%
3-BED	33	33	0.0%	59	64	8.5%	1,521	1,627	7.0%
TOTAL	**5,722**	**5,898**	**3.1%**	**10,333**	**10,939**	**5.9%**	**41,962**	**44,691**	**6.5%**

- Inventory in the Downtown zone increased a modest 3.1-percent (176-units) to 5,898-units and Beltline up 5.9-percent or 606-units to 10,939-units with continued high-demand and over 1,000 new units expected through 2022.
- Inventory in the Calgary CMA increased 6.5-percent or 2,729-units to total 44,691-units through 2021; excluding the Urban Core (Downtown Beltline) non-core (suburban) inventory jumped 7.5-percent or 1,947-units to 27,793, demonstrating increased demand for suburban rental living.
- Lowest inventory counts by zone are Chinook at 2,702-units, Northeast at 2,846-units and Southeast at 2,977-units - perhaps presenting new development / TOD opportunities.

RENTAL RATE TRENDS

INVENTORY	DOWNTOWN YR. 2020	DOWNTOWN YR. 2021	CHANGE PERCENT	BELTLINE YR. 2020	BELTLINE YR. 2021	CHANGE PERCENT	CALGARY CMA YR. 2020	CALGARY CMA YR. 2021	CHANGE PERCENT
STUDIO	$965	$978	1.3%	NA	NA		$883	$920	4.2%
1-BED	$1,058	$1,087	2.7%	NA	NA		$1,087	$1,111	2.2%
2-BED	$1,310	$1,443	10.2%	NA	NA		$1,323	$1,355	2.4%
3-BED	$1,537	$1,617	5.2%	NA	NA		$1,296	$1,347	3.9%
TOTAL	**$1,136**	**$1,208**	**6.3%**	**$1,240**	**$1,241**	**0.1%**	**$1,195**	**$1,222**	**2.3%**

- Despite increased demand average rental rates in the Beltline remained flat at $1,241/month through 2021 due to a combination of new inventory and service related job growth. Citywide rates increased 2.3-percent to $1,222-month and approaching Beltline levels, indicating increased suburban demand, but price sensitivity.
- Rental rates by zone ranged from Fish Creek at $1,178/month, due to a proliferation of older stock and zero new development over the past 2-years. Leading the city is Notheast Calgary at $1,256/month, stimulated by population + employment growth.
- Average rental rates for post 2016-built rental stock achieve premiums of 30 - 35-percent PSF versus older stock (typically 1970/1980 vintage).

RESALE ANALYSIS 2016 - Q1, 2022 - URBAN CORE + CITYWIDE TRENDS

GENERAL

- For the purpose of this report we have considered 3 market segments:
  1. Apartment condominium market in the Urban Core - 14 Street SW west, 17 Avenue SW south, Highway 16 (Trans-Canada Highway) north, and Deerfoot Trail east.
  2. Apartment condominium market Calgary CMA; row townhouse market Calgary CMA - encompasses the Calgary communities to the outer ring of the Stoney Trail Ring Road.

APARTMENT CONDO RESALES: URBAN CORE - YEAR 2016 - Q1 2022

YEAR	YR. 2016	YR. 2017	YR. 2018	YR. 2019	YR. 2020	YR. 2021	6-YR AVE. 2016 - 2021	Q1 YR. 2022	YR. 2022 TREND	% CHANGE 2022 V 2021	% CHANGE 2022 V 6-YR
TOTAL SALES	821	859	806	792	646	1,107	839	387	1,548	39.8%	84.6%
AVE. SIZE (SF)	874	876	894	847	899	880	878	871		-1.0%	-0.8%
AVE. SALE PRICE	$365,311	$354,089	$359,835	$328,941	$315,736	$332,928	$342,807	$350,652		5.3%	2.3%
AVE. PRICE PSF	$418	$404	$403	$388	$351	$377	$390	$403		6.8%	3.2%
AVE. DAYS ON MARKET	60	61	65	71	92	85	72	72		-15.3%	-0.5%

MARKET OVERVIEW

- The resale market absorbed 387-units through Q1, 2022 and trending toward 1,550 annual sales. This represents a 40-percent annual increase versus year 2021 at 1,107-units and 85-percent from the blended 6-year (2016 - 2021) average at 839-units. This upward trend can be attributed to 4-factors: perception prices have bottomed-out; historic low interest rates, although increasing; increased rental rates for new condo-quality rentals; and positive economic expectations.
- While absorption has increased dramatically, average prices have remained relatively flat, although beginning to rise.
- Prices averaged $350,542 through Q1, 2021, up 5.3-percent from year-end 2021 at $332,928, but just 2.3-percent from the blended 6-year average (2016 - 2021) at $342,907.
- Prices currently average $403 PSF, up 6.3-percent from year-end 2021, another positive trend.
- Of note, the delta between new-built condos averaging $589 PSF and resale $403 PSF equates to 46-percent and driving consumers toward the resale sector. In a balanced environment the delta is 25 - 30-percent before local purchasers transition to the new-built options. It can be assumed resale prices will continue to rise until equilibrum is reached between the new and resale sectors and will likely take several years - an important considerations for develppers contemplating new condo projects.

APARTMENT CONDO RESALES: CALGARY CMA - YEAR 2016 - Q1 2022

YEAR	YR. 2016	YR. 2017	YR. 2018	YR. 2019	YR. 2020	YR. 2021	6-YR AVE. 2016 - 2021	Q1 YR. 2022	YR. 2022 TREND	% CHANGE 2022 v 2021	% CHANGE 2022 v 6-YR
TOTAL SALES	2,671	2,785	2,601	2,608	2,320	4,046	2,839	1,649	6,596	63.0%	132.4%
AVE. SIZE (SF)	887	875	883	867	863	870	874	872		0.2%	-0.2%
AVE. SALE PRICE	$307,383	$292,124	$291,550	$275,057	$251,218	$266,419	$280,625	$279,057		4.7%	-0.6%
AVE. PRICE PSF	$347	$334	$330	$317	$291	$306	$321	$320		4.5%	-0.3%
AVE. DAYS ON MARKET	57	60	65	72	67	61	64	52		-14.8%	-18.3%

MARKET SUMMARY

- The citywide apartment condo market absorbed an impressive 1,649-units through Q1, 2022, trending toward 6,596-annual sales or 63-percent uptick versus year 2021 (4,046) and astronomical 132-percent increase from the blended 6-year (2016 - 2021) average 2,839-units. Of note these percentage increases are significantly higher than those being achieved in the Urban Core, further emphasizing the trend toward suburban-living.
- As witnessed in the Urban Core, while absorption has sky-rocketed over the past 15-months prices have remained in check, with moderate 4.7-percent increase to average $279,057 through Q1, 2022 versus year-end 2021. While moving in a positive direction price remains a key component to absorption.
- Current prices remain 0.6-percent below the blended 6-year average @ $280,625.
- The average resale price equates to $320 PSF a key marker, when considering new development opportunities.
- Despite positive employment projections, expect the early sales pace through Q1, 2022 to moderate with increasing interest rates and many buyers having already jumped on the recent purchase wave.

TOWNHOUSE RESALES: CALGARY CMA - YEAR 2016 - Q1 2022

YEAR	YR. 2016	YR. 2017	YR. 2018	YR. 2019	YR. 2020	YR. 2021	6-YR AVE. 2016 - 2021	Q1 YR. 2022	YR. 2022 TREND	% CHANGE 2022 v 2021	% CHANGE 2022 v 6-YR
TOTAL SALES	2,056	2,263	1,873	2,023	2,042	3,761	2,336	1,488	5,952	58.3%	154.8%
AVE. SIZE (SF)	1216	1216	1186	1200	1212	1209	1207	1193		-1.3%	-1.1%
AVE. SALE PRICE	$332,268	$337,793	$321,055	$313,012	$309,710	$325,509	$323,225	$357,159		9.7%	10.5%
AVE. PRICE PSF	$273	$278	$271	$261	$256	$269	$268	$299		11.2%	11.8%
AVE. DAYS ON MARKET	53	52	59	63	61	61	58	30		-50.8%	-48.4%

MARKET SUMMARY

- Row townhouse absorption paralleled the bouyant apartment sector with 58-percent increase to 1,488-units through Q1, 2022 and trending toward 5,982-annual sales versus year 2021 (3,761) and 155-percent increase versus the blended 6-year (2016 - 2021) average 2,336-units.
- Price increases have been more robust in the row townhouse sector with 9.7-percent increase through Q1, 2022 to $357,159 or 11.2-percent increase on PSF basis to $299 PSF.
- Demand for row townhouse product is particularly strong in the suburban ring, which aligns with employment growth, attraction of international migrants, household formation and affordability thresholds.
- Expect demand for row townhouses to remain robust.

PRIORITY STATION ANALYSIS

BRENTWOOD STATION: RED LINE LRT

BRENTWOOD STATION: RED LINE LRT

DEVELOPMENT OVERVIEW:

- Brentwood Station is located on the Northwest Red Line LRT between 32nd Avenue NW and 40th Avenue NW / Brisebois Drive NW.
- The surrounding development opportunity lands comprise the Brentwood Station LRT Park n Ride; Brentwood Village / Coop lands (east of Crowchild Trail NW); University Innovation Quarter (former University Research Park); and the potential for redevelopment on some smaller infill parcels south of the Park n Ride.
- The Brentwood Station LRT Park n Ride lands, currently provides 980 City of Calgary parking stalls to service the Northwest LRT Red Line station.
- The University Innovation Quarter (UIQ) is Calgary's second largest employment hub comprising 75-acres with the future development of UIQ fostering a dynamic innovation district of office, lab and research facilities, residential development and retail / commercial amenities – delivering an anticipated 6,300 new jobs.
- Led by the University of Calgary Properties Group (UCPG - formerly West Campus Development Trust - developers of University District on western edge of the University of Calgary) UCPG has been tasked as the master developer and trustee for the UIQ lands.
- The existing Park n Ride lands represent a key land parcel to bridge development between UIQ, Brentwood Station and redevelopment east of Crowchild Trail, ultimately dovetailing into the broader UIQ vision and master plan. However, current parking replacement ratio policy renders the redevelopment of the parcel non-economic (until ratios can be significantly lowered).
- Finally, the Coop and Brentwood Village lands are well-poised for redevelopment as residential / mixed-use extensions of the University City development to the south.

CHALLENGES:

- The current parking replacement policy (1:1 ratio for park n ride sites) creates a major impediment to development, given the cost to deliver structured parking (approximately $40,000+ per stall). In the case of Brentwood Station, a $40 million structured parking premium will render the development non-economic.
- Additionally, a joint master planning and working relationship with the University of Calgary and UIQ will be a key element to ensure development success for all parties.
- The ability to deliver affordable residential condo/apartment living options will be a key success factor, given the anticipated demographic / socio-economic profile of residents including: students; young and established professionals (working within surrounding medical & academic hubs) and downtown commuters; empty nesters & retirees downsizing / re-sizing from surrounding northwest communities.

OPPORTUNITIES / POSITIONING:

- Brentwood Station, anchored by a comprehensive UIQ master plan / vision, will emerge into a large-scale TOD hub with connections to significant employment hubs including: the University of Calgary; Foothills Medical Campus; Alberta Children's Hospital; and an emerging UIQ innovation district.

KEY VISION & DESIGN / COMMUNITY FEATURE CONSIDERATIONS:

PEDESTRIAN / MULTI-MODAL 'RIFF' CONNECTOR:

- Creating a strong connection between the station head precinct through the UIQ and to the University of Calgary campus and University District.
- Pedestrian / multi-modal connectors are cornerstones to larger scale mixed-use developments.
- **Best-In-Class References:**
  - RiverWalk (East Village / River's District – Calgary, AB)
  - Wesbrook (UBC – Vancouver, BC)
  - The Porch (Philadelphia, PA)

STREETSCAPE DETAILS / PLAZA VENUES:

- Create central gathering plazas and flexible streets / streetscapes which can be activated to accommodate festivals, events & programming.
- Incorporate subtle details including curb less streets and surface changes to slow traffic and create ease of event activation. Additionally, consider infrastructure requirements (i.e., electrical plug-in access) to accommodate events and pop-up markets, food-trucks, etc.
- **Best-In-Class References:**
  - Filmore Plaza (North Cherry Creek – Denver, CO)
  - Distillery District (Toronto, ON)
  - Cortex (St. Louis, MO)

VERTICAL & HORIZONTAL MIX OF USE:

- Creating dynamic mixed-use developments, integrating various forms of residential with retail, restaurant, office, hotel, and parking uses (typically within a street block).
- **Best-In-Class References:**
  - North Cherry Creek (Denver, CO)
  - Kierland Commons (Scottsdale, AZ)
  - Marine Gateway (Vancouver, BC)

RESIDENTIAL VARIETY:

- Given the demographic and socio-economic profile of the anticipated geographic draw and its connection to significant employment hubs, a mix of residential products should be considered including walk-up / street oriented & stacked townhomes and higher density apartment / condo options with an emphasis on rental along with affordable housing options.
- **Best-In-Class References:**
  - North Cherry Creek (Denver, CO)
  - Marine Gateway (Vancouver, BC)
  - Brentwood (Burnaby, BC)
  - West Don Lands (Toronto, ON)

DUAL-BRANDED HOTEL / FLEXIBLE RENTAL APARTMENTS

- Consider incorporating a dual-branded hotel option to serve multiple user profiles inclusive of short-stay business plus mid to longer stay rental suites (one-week to multi-month stays) with opportunity to share amenities (gym, pool, etc.)
- **Best-In-Class References:**
  - East Village (Calgary, AB)
  - Level - Yaletown & Seymour (Vancouver, BC)

MULTI-USE STRUCTURED & ON-STREET PARKING OPTIONS:

- Create multi-use parkade structures to serve the needs of park n ride requirements plus other uses including hotel, evening / weekend retail / commercial requirements, etc.
- Additionally, incorporate street parking (angled or parallel parking) to support retail / commercial tenants.
- Consider skirting parking structures with at-grade retail opportunities with parking structures embedded in the core.
- **Best-In-Class References:**
  - Kierland Commons (Scottsdale, AZ)
  - Scottsdale Quarter (Scottsdale, AZ)
  - North Cherry Creek (Denver, CO)

URBAN BIG-BOX / GROCERY SCALE:

- Create mid-scale urban format big box and grocery formats to incubate anchor tenants such as Winner's, Home Depot, Save-on-Foods, etc., incorporating office and/or residential above.
- **Best-In-Class References:**
  - The Rise (Vancouver, BC)
  - Wesbrook (UBC – Vancouver, BC)

MIXES OF USE:

- Residential (purpose-built rental)
  - 200+ unit buildings.
  - Apartment / suite hotel.
- Residential (condo)
  - Mid-rise and low-rise (above retail podium).
- Residential (seniors)
  - Seniors residential to accommodate independent and assist living disciplines.
- Commercial (retail)
  - Neighbourhood services & boutique retail.
  - Grocery (boutique / mid-scale – i.e. Sunterra, Urban Fare etc. to compliment mainstream grocery - i.e. Coop - on north side of Crowchild Trail NW).
  - Restaurants.
  - Urban big box.
  - Recreation, lifestyle & fitness.
- Commercial (office/business)
  - Tech (incubator / accelerator).
  - Professional services.
  - Medical / life sciences.
- Commercial (hotel)
  - Business service hotel.
  - All-suites hotel.

ANTICIPATED DEVELOPMENT SCALE:

- High density mixed-use zoning.
- 6+ FAR (overall site).
- Horizontal and vertical mixes of use.
- At grade retail/commercial with strong pedestrian interface.
- Residential elevated above podium or set-back.
- Street network variety (collector versus narrow format curb less) to facilitate pedestrian connection and allow for activation of event plaza street.

PUBLIC REALM / INFRASTRUCTURE CONSIDERATIONS:

- Core infrastructure to facilitate densification / expansion of UIQ and a high-density mixed-use development on the site of the existing park n ride.
- Streetscape and multi-modal crossings from UIQ to the University of Calgary across 32nd Avenue NW
- Development of a central spin / riff (pedestrian & cycling) from the University of Calgary through UIQ to the park n ride lands and station head, creating a strong connection between three neighbourhoods within the broader U of C / UIQ master plan.

TIMING / NEXT STEPS:

- 4-12 years.
- Park n Ride policy change.
- Master planning integration with updated station area plan to create strong connection to UIQ and development on the east side of Crowchild Trail (various private development sites – i.e. Coop & RioCan).

RAMSAY-INGLEWOOD STATION: FUTURE GREEN LINE LRT

RAMSAY-INGLEWOOD STATION

DEVELOPMENT OVERVIEW:

- Ramsay-Inglewood Station is located on the future South Green Line LRT on the south side of the CP Railway Line at 11th Street SE / 12th Street SE.
- The Ramsay-Inglewood Station will be the first station south of the downtown core in Phase One of the new Green Line LRT project scheduled for completion by 2027-2028.
- The evolution of the 9th Avenue SE 'High Street' has driven a new wave of residential development through the historic core of Calgary's first neighbourhood and the completion of the Ramsay / Inglewood Station will serve as a catalyst for transformative development with two large master planned development opportunities emerging to the east of the station area.
- Specifically, the HUNGERFORD PROPERITIES two parcels directly northeast of the station and MATCO DEVELOPMENTS Brewery District Lands form a Comprehensive Planning Area and will transform historic Inglewood into a dynamic mixed-use urban village, marrying historic charm and heritage with modern living and amenities.
- HUNGERFORD'S parcels include 1390 – 17th Avenue SE (re-zoned to MU-1 with 4-6.5 FAR with three-buildings proposed comprising approximately 750 +/- units) and 1410 – 17th Avenue SE (57,428 SF site currently zoned I-E and submitted for a land-use redesignation to MU-1 with a density request of approximately 5 FAR and 350 – 400 +/- units).
- MATCO'S Brewery District Lands land-use redesignation and outline plan have been submitted in February 2022 and outreach has just been completed with an anticipated timeline of CPC Review in Q4 2022 and to Council in Q1 20223.
- MATCO's plan comprises land holdings of 19.74 acres with a proposed DC Zoning (following MU-1) with a 4-5 FAR, delivering approximately 1,280 residential units (2,500 residents at build-out)and 800 jobs within a dynamic mixed-use development of residential (rental & condo), light industrial, office and commercial/retail inclusive of adaptive re-use of historically designated buildings.
- Integral to the redevelopment plans is the incorporation of a 'Rail Trail' MR Pathway along the northern edge of the CP lands connecting the MATCO Brewery District lands, the HUNGERFORD sites and the station access area located on the south side of the 11th Street / 12th Street SE rail underpass.

CHALLENGES:

- Although significant development potential exists as part of the Comprehensive Planning Area lands, developer inertia and a baseline of development build out will be required to generate momentum in creating a new mixed-use neighbourhood / village environment adjacent to transit.
- Furthermore, the current phasing of the Brewery District lands (beginning on the eastern portion of lands) will likely create a longer lead time to connect the two key development sites and materialize a seamless connection to the new station area and the Hungerford development sites (current plan appears to be a 'meet in the middle' approach).
- Adjacency to the CP Rail mainline and perceived rail noise will be a concern for some and will need to be overcome by a thoughtful mix of residential, commercial / retail and public gathering places including building placement to maximize sound attenuation (both indoors and outdoors).
- The connection of the proposed Rail Trail to create a strong multi-modal connection (pedestrian / cycling) to the elevated station platform located south of the rail corridor (crossing over/under the rail line) is a critical infrastructure consideration.
- Additionally, the 11th Street / 12th Street SE underpass interface with the station (and community at large) is a key design and accessibility consideration. Reducing traffic capacity (from 3-4 lanes to 2) may present some logistics and servicing challenge for future mixed-use development plans.
- Finally, given the station areas proximity to other mixed-use development nodes including East Village, Beltline and the Entertainment District, market share cannibalization could occur.

OPPORTUNITIES / POSITIONING:

- Ramsay-Inglewood Station and the Brewery District is likely to emerge as the new Inglewood 2.0, delivering a dynamic mixed-use development with Calgary's first neighbourhood, connecting the historic attributes and streetscape character of Inglewood bustling and evolving High Street (9th Avenue) and the industrial roots of rail line and Brewery District, extending its 'village vibe' into a new residential, light industrial, office and retail precinct.
- Given the proposed Comprehensive Planning Area (inclusive of two engaged developers representing over 90-percent of a continuous 25 +/- acres of development program), this strong land assembly is poised to drive immediate development opportunity coinciding with the opening of the new South Green Line LRT in 2027/28.
- Creating a strong multi-modal connection to the station platform area will be integral, facilitating the Rail Trail's transition from the northside to the south side of the rail line and continuing its connection to the River's District / Regional Pathway system, downtown Calgary and beyond.
- Enhancing the 12th Street SE central spine connector (from 9th Avenue SE to the Ramsay-Inglewood Station) will connect the 'old' with the 'new' and provide an inviting gateway to the station and the extension of the village.
- Delivering a range of residential opportunities catering to a mix of income levels and tenure (rental or ownership) along with multi-generational / seniors housing opportunities will be important in continuing to support a strong, diversified community social fabric.

KEY VISION & DESIGN / COMMUNITY FEATURE CONSIDERATIONS:

PEDESTRIAN / MULTI-MODAL GREENWAY (RAIL TRAIL) CONNECTORS

- Creating a strong connection between the station head and the eastern edge of the Brewery District through the Greenway Rail Trail concept.
- **Best-In-Class References:**
  - RiverWalk (East Village / River's District – Calgary, AB)
  - Wesbrook (UBC – Vancouver, BC)
  - The Highline (New York City, NY)
  - West Toronto Rail Path (Toronto, ON)

LEVERAGE BURGEONING BREWERY DISTRICT:

- Leveraging the historic connection to the former Molson Brewery, continue to foster the expansion of the burgeoning micro-brewery industry in the immediate and surrounding area (i.e. Cold Garden, Ol' Beautiful, etc.).
- Integrate residential, office, restaurants, retail and light industrial in amongst the historical aspects of the former Brewery site and broader Ramsay / Inglewood area.
- **Best-In-Class References:**
  - Distillery District (Toronto, ON)
  - Malcolm Yards (Minneapolis, MN)

VILLAGE SCALE STREETSCAPE / PLAZA VENUES:

- Foster a walkable village atmosphere inclusive of a range of residential options plus a combination of boutique and neighbourhood service retail and food & beverage options.
- Incorporate central gathering / event plazas and flexible streets / streetscapes which can be easily activated to accommodate festivals, events & programming. Focus should be on people (not cars).
- Incorporate subtle details including curb less streets and surface changes to slow traffic and create ease of event activation. Additional consideration to include base infrastructure requirements (i.e. electrical plug-in access) to accommodate events and pop-up markets, food-trucks, etc.
- Consider pedestrian 'riff's / ally ways which offer retail presence and walkway connectors which bisect sites / buildings.
- Filmore Plaza (North Cherry Creek, Denver) is an excellent example of a multi-use streetscape.
- **Best-In-Class References:**
  - North Cherry Creek (Denver, CO)
  - Distillery District (Toronto, ON)
  - Wesbrook (UBC – Vancouver, BC)
  - Malcolm Yards (Minneapolis, MN)
  - Marine Gateway (Vancouver, BC)

VERTICAL & HORIZONTAL MIX OF USE:

- Best-in-class projects including North Cherry Creek, Kierland Commons & Marine Gateway are great examples of dynamic mixed-use developments which have incorporated a range of uses (vertically and horizontally within their master plans).
- Integrating various forms of use within a single city block inclusive of residential, retail, restaurant, office, hotel and parking uses.
- **Best-In-Class References:**
  - North Cherry Creek (Denver, CO)
  - Kierland Commons (Scottsdale, AZ)
  - Marine Gateway (Vancouver, BC)

RESIDENTIAL VARIETY:

- Given the demographic and socio-economic profile of the anticipated geographic draw and its connection to significant employment hubs, a mix of residential products should be considered including street grade stacked townhomes; rental apartment / condo; affordable housing; and seniors housing options.
- **Best-In-Class References:**
  - Distillery District (Toronto, ON)
  - West Don Lands (Toronto, ON)

BALANCED PARKING APPROACH:

- Incorporate a balanced parking approach inclusive of street parking (angled or parallel parking) plus underground and/or smaller format structured above grade to support retail / commercial.
- Consider skirting smaller format structured parking structures with at-grade retail opportunities with parking structures embedded in the
- **Best-In-Class References:**
  - North Cherry Creek (Denver, CO)
  - Kierland Commons (Scottsdale, AZ)
  - Newport Village (Port Moody, BC)

GATEWAY CONNECTION:

- Initiate an enhanced multi-modal gateway connection between Ramsay-Inglewood Station and 9th Avenue SE (11th/12th Street SE corridor and thru) in the early stages of the station area development program (and infrastructure enhancements).
- Foster additional secondary connectors along northern edge of Brewery District lands (17th Avenue SE) to connect the emerging Brewery District development through the existing residential neighbourhood to the eastern end of the 9th Avenue SE high-street.
- Ensure vehicular access (11th/12th Street SE thru) is not compromised (capacity / lane reduction) as development density / population growth will drive higher usage (residential base and servicing). Consider lane reversal solutions to maximize access.

MIXES OF USE:

- Residential (purpose-built rental)
  - 200+/- unit buildings.
  - Retail at grade (in certain buildings)
- Residential (condo)
  - 150-200+/- unit buildings.
  - Retail at grade (in certain buildings)
- Residential (walk-up towns / stacked flats)
  - 50-100+/- units
  - Residential and/or retail at grade
- Residential (seniors)
  - independent and assist living (possible memory care)
- Commercial (retail / food & beverage)
  - Neighbourhood services & boutique retail.
  - Grocery (boutique / mid-scale – i.e. Sunterra, Urban Fare, etc.).
  - Restaurants.
  - Recreation, lifestyle & fitness.
- Commercial (office/business)
  - Tech (incubator / accelerator).
  - Creative.
  - Professional services.
- Commercial (light industrial)
  - Micro-Breweries (retail, restaurants & production).
  - Small scale fabrication / production.
  - Art & cultural (i.e. glass blowing, galleries, etc.).

ANTICIPATED DEVELOPMENT SCALE:

- High density mixed-use zoning.
- 4-5 FAR (overall sites).
- Horizontal and vertical mixes of use.
- At grade retail/commercial with strong pedestrian interface / connectors
- Residential elevated above podium or set-back.
- Variety of building scale
- Street network variety (collector versus narrow format curb less) to facilitate pedestrian connection and allow for activation of event plaza streets.
- Municipal reserve connector (Rail Trail) along with a series of pocket parks and central gathering spaces / plazas.

PUBLIC REALM / INFRASTRUCTURE CONSIDERATIONS:

- 11th/12th Street SE streetscape improvements between station platform area and 9th Avenue SE to connect the new station and new development hub to the existing 9th Avenue SE high street retail and residential.
- Greenway 'Rail Trail' adjacent to rail line along the Brewery District (MATCO & HUNGERFORD) lands, continuing along the southside of the rail line and connecting to the River's District / Regional Pathway network at the Elbow River.
- Consider a dedicated multi-modal connector to seamlessly connect the greenway across the railway (possible fly-over concept connected to the elevated station platform) – similar to the Highline in New York City (see Best-in-Class References).

TIMING / NEXT STEPS:

- 4-20 years.
- Approval of the Brewery District Comprehensive Planning Area development program lands.
- Master planning integration with major development / land ownership stakeholders (CITY OF CALGARY; MATCO; HUNGERFORD) to create a seamless development program and effective interface with the new station platform design and programming.
- Regular development planning communications / dialogue between the Green Line team and key development / land ownership stakeholders (suggest minimum quarterly meetings).

90TH AVENUE SW / GLENMORE LANDING STATION: MAX YELLOW BRT

90TH AVENUE SW / GLENMORE LANDING STATION: MAX YELLOW BRT

DEVELOPMENT OVERVIEW:

- Glenmore Landing / 90th Avenue SW Station is located at intersection of 14th Street SW and 90th Avenue SW.
- The new BRT station along the MAX Yellow BRT Line was completed in late 2019 and offers a BRT connection to the southwest and to key employment hubs including: Rocky View Hospital; Mount Royal University; and the downtown core.
- RioCan REIT, owners of the Glenmore Landing Shopping Centre, has recently signed a purchase agreement for surrounding right-away / boulevard lands (from the City of Calgary) and will be commencing the process of a land-use rezoning application with a goal to construct 5-6 purpose built rental high-rise residential towers (20+ stories). Specifically, the development lands purchased from the City of Calgary are right-away lands bordering 14th Street SW and 90th Avenue SW.
- RioCan intends to work through their rezoning application over next 2 years with a goal of delivering residential / mixed-use product within 5-6 years.
- RioCan anticipates building the first two towers concurrently (along 14th Street SW).
- New development would not replace the existing RioCan retail centre, however further redevelopment of the existing shopping area would likely occur over the mid-term with a goal of providing a more densified, modernized mixed-use development.

CHALLENGES:

- It is anticipated that neighbouring residents may not be supportive of the land-use rezoning and the increased density to support residential high-rise tower development (even though precedence has already been set on the south side of 90th Avenue, southwest of the site). Proactive outreach and presentation of the benefits of development enhancement and transformation will need to be clearly presented to the public / community.
- Auto traffic into the site will require planning consideration to ensure efficiency & clarity access and traffic flow.
- Finally, the pedestrian connection / crosswalk across 90th Avenue SW will also require upgrading to facilitate pedestrian connections from surrounding communities.
- From a development staging perspective, ongoing construction will create some disruption to the current Glenmore Landing commercial core.

OPPORTUNITIES / POSITIONING:

- Glenmore Landing will capitalize on its infill position along a dedicated BRT corridor with established mixed-use amenities located in the heart of southwest Calgary, where higher rental rates can be achieved (versus broader market norms).
- In addition, the adjacent Glenmore Reservoir and extensive park and regional pathway system will add value to this desirable location.
- Employment node proximity to Rocky View Hospital and Mount Royal University will also drive market interest.

KEY VISION & DESIGN / COMMUNITY FEATURE CONSIDERATIONS:

VILLAGE SCALE:

- Continue to foster a neighbourhood village atmosphere augmented by increased residential density.
- Combine high-density residential with a neighbourhood, village retail environment, easily accessible by vehicle.
- **Best-In-Class References:**
  - o Newport Village (Port Moody, BC)
  - o Wesbrook (UBC – Vancouver, BC)

GROUND PLANE CONNECTORS:

- Creating ease of access to the BRT transit station and retail hub along with pedestrian / cycling connection to the regional pathway system and adjacent Glenmore Reservoir amenity.
- **Best-In-Class References:**
  - o RiverWalk / East Village (Calgary, AB)
  - o Wesbrook (UBC – Vancouver, BC)

BALANCED PARKING:

- Achieve a balance of surface parking (lot and angled storefront) and underground to provide ease of access to retail/commercial.
- Best-in-class examples include Newport Village (Port Moody, BC), Kierland Commons (Scottsdale, AZ) and North Cherry Creek (Denver, CO)
- **Best-In-Class References:**
  - o Newport Village (Port Moody, BC)
  - o Kierland Commons (Scottsdale, AZ)
  - o North Cherry Creek (Denver, CO)

RESIDENTIAL VARIETY:

- Possible consideration for a combination of purpose-built rental and condominium to serve the growing downsizing demographic from surrounding southwest communities who may prefer to purchase verus rental-only options.
- **Best-In-Class References:**
  - o Newport Village (Port Moody, BC)
  - o Brentwood (Burnaby, BC)
  - o North Cherry Creek (Denver, CO)
  - o Marine Gateway (Vancouver, BC)

MIXES OF USE:

- Residential (purpose-built rental and/or condominium)
  - 5-6 residential towers.
  - High-rise (200+ unit residential buildings).
  - +/- 1,000 – 1,200 units.
- Commercial (retail at grade)
  - Neighbourhood services & boutique retail.
  - Village food/grocery retail (i.e. butcher, bakery, etc.).
  - Restaurants / Café's.
  - Recreation, lifestyle & fitness.
- Commercial (office/business)
  - Professional services.
  - Medical services.

ANTICIPATED DEVELOPMENT SCALE:

- High density mixed-use zoning.
- 7+ FAR (to accommodate high-rise residential).
- At grade retail/commercial with strong pedestrian / vehicle interface.
- Residential elevated above podium.

PUBLIC REALM / INFRASTRUCTURE CONSIDERATIONS:

- Core infrastructure to facilitate densification / expansion of Glenmore Landing shopping centre plus future proof for expansion south of 90th Avenue SW (i.e. redevelopment potential of Jewish Community Centre).
- Pedestrian and streetscape improvements to 90th Avenue SW corridor to facilitate ease of pedestrian access (north/south across 90th Avenue SW) and more desirable sense of arrival / entry into the development (as current access is limited to one traffic light plus one right in / right out access point).
- Create enhanced access to the regional pathway system / Glenmore Reservoir amenity.

TIMING / NEXT STEPS:

- 4-8 years.
- Collaboration and support on land-use application.
- Design collaboration on infrastructure and streetscape improvements to edge of site to support an evolved and expansive development opportunity including key vehicular and pedestrian access points.
- Dialogue with adjacent landowners (specifically south of 90th Avenue SW) to understand and explore broader station area master plan which could incorporate a future second macro phase of development into adjacent lands.

CHINOOK STATION: RED LINE LRT

CHINOOK STATION: RED LINE LRT

DEVELOPMENT OVERVIEW:

- Chinook Station comprises a series of independent landowners along the eastern edge of MacLeod Trail SW (between Glenmore Trail SW and 58th Avenue SW) which when combined comprise some 60-70+/- acres of potential redevelopment
- The core TOD connection of 61st Avenue SW represents a mixed-use gateway development opportunity connecting Cadillac Fairview's Chinook Centre to Chinook Station.
- Development parcels along 61st Avenue SW comprise low-density 'strip mall' and established big-box retail with a combination of pro-development landowners and long-term retail CRU players.
- Although a broad Station Area Redevelopment Plan exists, some key strategic landowners are unlikely to redevelop in the near to mid-term.
- Key employment connectors include the Blackfoot Trail industrial corridor; MacLeod Trail business corridor; LRT connectivity to the downtown core; and ease of access to Glenmore Trail's east/west employment connections.

CHALLENGES:

- The station head is not located at the epicentre of development opportunity – anchored by Chinook Centre – and is located 2 blocks east along 61st Avenue SW.
- Fractured land ownership in the core development corridor (61st Avenue SW) presents a potential impediment to short to mid-term redevelopment.
- Although there are landowners who are keen on exploring redevelopment and the creation of a collaborative mixed-use development vision, some landowners appear fixed on retaining their current income producing asset base (typically single storey low-rise 'strip-mall' retail and/or light industrial).
- In addition, Home Depot has little interest for redevelopment on their strong retail performing parcel (northeast corner of MacLeod & Glenmore Trail).
- The proposed Midtown development (Fisher Industrial Park lands) is in the early stages of concept planning, with the realities of market depth only supporting one TOD within the immediate vicinity of MacLeod Trail & Glenmore Trail.

OPPORTUNITIES / POSITIONING:

- Chinook Station TOD would leverage its 'centre ice' geographic position with an established LRT line; access to major transportation routes including MacLeod Trail, Blackfoot Trail, Glenmore Trail and Deerfoot Trail; along with a strong established amenity base anchored by Chinook Centre.
- The redevelopment around Chinook Station / Chinook Centre has been contemplated for a number of years with Cadillac Fairview conceptualized a number of plans to activate the east side of the MacLeod Trail and provide for a natural evolution of the mall area and supporting uses.
- From a residential perspective, existing apartment rental stock in the immediate area continues to perform well with limited vacancy and solid rental rates averaging between $1,100 - $1,900/month ($1.95 - $2.60 PSF gross) for new purpose-built apartments.

KEY VISION & DESIGN / COMMUNITY FEATURE CONSIDERATIONS:

GATEWAY DEVELOPMENT:

- Fostering a gateway mixed-use development between Chinook Centre and Chinook LRT Station (along 61st Avenue SW) will create a key link and set the stage for additional future development both north and south of the gateway connection.
- Opportunity to integrate a range of uses including retail, office commercial, hotel and residential.
- Retail and food & beverage uses can be positioned as complimentary to what exists within the destination regional mall context of Chinook Centre.
- Cherry Creek (Denver, CO) is an excellent example of a mixed-use expansion adjacent to a regional mall with transit connections with co-existing retail environments.
- From a local perspective, development scale will likely align with redevelopment in Bridgeland (1st Avenue NE) and the former Bridgeland Hospital area as well as development scale occurring with University District.
- **Best-In-Class References:**
  - North Cherry Creek (Denver, CO)
  - Bridgeland (Calgary, AB)
  - University District (Calgary, AB)

EVOLUTION OF RETAIL / RESTAURANT / ENTERTAINMENT HUB:

- Opportunity to migrate restaurant / food & beverage uses to a 'restaurant row' environment along 61st Avenue corridor, as embedded restaurants within retail malls are challenged by high leasing rates and accessibility.
- Additionally, the opportunity may exist to migrate the current Chinook Centre (Cineplex) theatre to a new entertainment footprint along 61st Avenue SW (as theatre uses within mall environments present a security challenge given misalignment of hours).
- **Best-In-Class References:**
  - North Cherry Creek (Denver, CO)
  - Scottsdale Quarter (Scottsdale, AZ)
  - Distillery District (Toronto, ON)
  - Metrotown (Burnaby, BC)

PEDESTRIAN / TRANSIT CONNECTIVITY:

- Building off the existing pedestrian overpass (across MacLeod Trail), cultivate a strong pedestrian interface to access additional retail / commercial offerings along 61st Avenue SW and foster ease of access to the Chinook LRT station platform.
- Marine Gateway (Vancouver, BC) is an excellent example of a densified mixed-use retail, commercial, residential precinct within an LRT Station and BRT bus loop, connected via a pedestrian 'riff', offering seamless access all services and amenities.
- **Best-In-Class References:**
  - Marine Gateway (Vancouver, BC)

RESIDENTIAL ABOVE COMMERCIAL PODIUM

- Incorporate residential above commercial podiums (purpose-built rental and condominium)
- **Best-In-Class References:**
  - North Cherry Creek (Denver, CO)
  - The Rise (Vancouver, BC)
  - Marine Gateway (Vancouver, BC)

GREENSPACE ACTIVATION

- Find opportunities to integrate greenspaces and plaza environments to soften the harder urban edges with abundance of retail, commercial, residential combined with existing primary roadways and street networks.
- Consider larger pedestrian boulevards (with green elements) and integration of greenspaces with residential / commercial offerings.
- **Best-In-Class References:**
  - The Porch (Philadelphia, PA)
  - The Rise (Vancouver, BC)
  - West Don Lands (Toronto, ON)
  - Highline (New York, NY)

MIXES OF USE:

- Residential (purpose-built rental and/or condominium)
  - Residential above commercial.
  - Mid-rise to high-rise (150-200 unit buildings).
- Commercial (retail / food & beverage)
  - Neighbourhood services & boutique retail.
  - Restaurants (restaurant row along 61st Avenue SW) + Café's + Grab n Go.
  - Full-service grocer (20,000 – 35,000 SF).
- Commercial (office)
  - Professional services.
  - Medical services.
  - Regional office.
- Commercial (accommodation & entertainment)
  - Hotel(s) – business & suite-based opportunities.
  - Theatre (possible relocation from Chinook Centre).
  - Entertainment Centre (i.e. Rec Room).

ANTICIPATED DEVELOPMENT SCALE:

- High density mixed-use zoning.
- 7+ FAR (to accommodate mix of mid to high-rise residential).
- At grade retail/commercial with strong pedestrian connection.
- Residential elevated / set-back above podium.
- Central road spin (61st Avenue SW) with secondary arteries (vehicular and pedestrian only connectors).

PUBLIC REALM / INFRASTRUCTURE CONSIDERATIONS:

- Core development infrastructure to facilitate densification / expansion of urban high-density mixed-use development scale (residential and commercial) surrounding Chinook Centre.
- Street & streetscape improvements to 61st Avenue SW spine plus secondary feeder streets (i.e. 1a Street SW & 3rd Street SW – between 61st & 58th Avenues SW), inclusive of wider-format pedestrian sidewalks on both sides of 61st Avenue SW (from Chinook Centre to Chinook Station LRT platform). Consideration to extend the current MacLeod Trail pedway overpass, creating an internal (Plus 15) winterized connection between Chinook Station and Chinook Centre.
- Greenspace & public gathering furniture / art along 61st Avenue corridor to enhance streetscape and pedestrian experience.

TIMING / NEXT STEPS:

- 6-12 years.
- Facilitation of a joint planning initiative (station area plan update) – driven by TOD strategy group (within City of Calgary Planning & Development) to develop a revised station area master plan focused on a macro–Phase One 'Gateway Development' along 61st Avenue SW with consideration of lands north of 61st to 58th Avenue SW (between MacLeod Trail & the LRT line), with a second macro phase of development into adjacent lands (south of Glenmore) in the future.
- Design collaboration on infrastructure and streetscape improvements to ensure city infrastructure and public realm planning is align with development intent / vision.
- Potential for a TIF (Tax Increment Financing) model to drive core area infrastructure improvements.

SHEPARD STATION: FUTURE GREEN LINE LRT

SHEPARD STATION: FUTURE GREEN LINE LRT

DEVELOPMENT OVERVIEW:

- Shepard Station is strategically located on the northern edge of the large commercial / retail development node at 130th Avenue SE.
- Originally developed by CANA, the 130th Avenue SE commercial node comprises a range of big box, neighbourhood retail service, health/ medical, grocery and restaurants.
- Shepard Station is the final station in the first phase of the Green Line LRT construction (anticipated to be completed by 2027/2028) and will include a Park n Ride parking area / structure to service the growing southeast along with an 'end of line' maintenance facility to service the new Green Line system.
- Shepard Development (CANA) continues to proceed forward with planning and development of the Shepard Station project with its first phase (adjacent to Deerfoot Trail) approved for 1,500,000 SF of office development.
- In addition to the employment campus node, Shepard Development is planning their second phase of development lands directly south and adjacent to the Shepard Station LRT station head (with strong interest to activate as the Green Line emerges over the next 10 years).
- The vision for a densified Shepard Station mixed-use development is currently being contemplated and is anticipated to include residential and retail services to connect to the existing 130th commercial hub amenity along with providing a mixed-use urban village adjacent to an office campus employment hub.

CHALLENGES:

- Lack of clarity on the station area plan including the end of line maintenance facility and park n ride (surface or structured parking plans) on City of Calgary's land holdings north of the station head has limited vision creation / development planning to date.
- Current 130th Avenue SE retail modifications (north edge) may be required to create stronger access / orientation to an emerging mixed-use development.
- Potential set-back risks from the adjacent Shepard Landfill could limit development to the north of the station head.
- Finally, the potential for market cannibalization could occur if other adjacent projects (i.e. Douglasdale and Quarry Park) advance before Shepard Station.

OPPORTUNITIES / POSITIONING:

- Shepard Station will leverage its proximity to existing retail infrastructure and its strong southeast location adjacent to the region's major transportation corridors including Deerfoot Trail and the southeast Stoney Trail ring road.
- As a private landowner & developer of adjacent developable lands, Shepard Development has strong development intention coupled with proven market demand to advance their development vision over the short to mid-term (within the next two City budget cycles and to align with the opening of the Green Line).
- In addition, the employment hubs of Shepard's commercial / office campus development combined with proximity to the South Hospital medical campus will offer significant employment proximity to this TOD / mixed-use development.
- As an urban village located within a broader suburban location, Shepard Station will be positioned to respond to the city's highest population growth (southeast quadrant) and will emerge as the town centre of southeast Calgary.
- Shepard Development is keen to engage in greater collaboration and communication with the city on the planning of Shepard Station (to ensure an integrated and best-in-class project opportunity is realized.

KEY VISION & DESIGN / COMMUNITY FEATURE CONSIDERATIONS:

GATEWAY DEVELOPMENT:

- Create an integrated, gateway mixed-use development connecting the LRT station platform and park n ride with a robust 130th Avenue retail centre and expanding southeast office campus hub.
- Opportunity to integrate a range of uses including residential, retail, office commercial and hotel.
- Retail and food & beverage uses can be positioned as complimentary to the existing 130th retail / restaurant offerings.
- **Best-In-Class References:**
  - Kierland Commons (Scottsdale, AZ)
  - North Cherry Creek (Denver, CO)
  - Wesbrook (UBC – Vancouver, BC)

MULTI-ACCESS SHIFT:

- Recognizing a shift from a single access, vehicle centric 130th retail centre to an urban village including LRT transit station and employment campus connections.

STREETSCAPE & PLAZA FEATURES:

- Create central gathering plazas and a sense of arrival adjacent to the station platform with consideration for flexible streets / streetscapes (public versus private), which can create a more intimate, village centric streetscape relationship to encourage walkability and accommodate events & programming.
- Incorporate subtle details including curb less streets and surface changes to slow traffic and create ease of event activation. Additionally, consider infrastructure requirements (i.e., electrical plug-in access) to accommodate events and pop-up markets, food-trucks, etc.
- **Best-In-Class References:**
  - Filmore Plaza – North Cherry Creek (Denver, CO)
  - Distillery District (Toronto, ON)

VERTICAL & HORIZONTAL MIX OF USE:

- Specifically, these developments have integrated various forms of residential with retail, restaurant, office, hotel, and parking uses (street and structured parking).
- Wrapping / skirting structured parking with retail / food & beverage can greatly improve the ground-plane aesthetic with complimentary and key service retail (i.e., Scottsdale Quarter & North Cherry Creek).
- **Best-In-Class References:**
  - North Cherry Creek (Denver, CO)
  - Kierland Commons / Scottsdale Quarter (Scottsdale, AZ)

RESIDENTIAL VARIETY:

- Given the demographic and socio-economic profile of the anticipated geographic draw and its connection to significant employment hubs, a mix of residential products should be considered including stacked townhomes and higher density apartment / condo options with an emphasis on rental.
- Best-in-class examples including Wesbrook (Vancouver, BC); Marine Gateway (Vancouver, BC) and Brentwood (Burnaby, BC) offer good examples of this blend of residential scale and tenure.
- **Best-In-Class References:**
  - Wesbrook (UBC – Vancouver, BC)
  - Marine Gateway (Vancouver, BC)
  - Brentwood (Burnaby, BC)
  - West Don Lands (Toronto, ON)

DUAL-BRANDED HOTEL:

- Consider incorporating a dual-branded hotel option to cater to a range of user profiles inclusive of short-stay business plus mid to longer stay rental suites (one-week to multi-month stays) with opportunity to share amenities (gym, pool, etc.) – i.e., Hilton Garden Inn / Homewood Suites model.
- **Best-In-Class References:**
  - East Village (Calgary, AB)

EXPANSION OF RETAIL / RESTAURANT / ENTERTAINMENT HUB:

- Opportunity to expand / integrate restaurant and food & beverage uses within the densified mix-use development centre.
- Consider food & beverage / entertainment uses such as the Rec Room (i.e., Deerfoot City – Calgary).

PEDESTRIAN / MULTI-MODAL CONNECTIONS

- Creating a strong connection between the station precinct through to the employment campus via dedicated pedestrian and cycling corridors.
- Pedestrian / multi-modal connectors are cornerstones to larger scale mixed-use developments. as seen locally within East Village and other campus developments such as Wesbrook (Vancouver, BC).
- **Best-In-Class References:**
  - East Village (Calgary, AB)
  - Wesbrook (UBC – Vancouver, BC)

MIXES OF USE:

- Residential + Seniors (purpose-built rental and/or condominium)
  - Residential above commerical and at grade.
  - Medium to high density (85 - 200+ unit buildings)
  - Seniors (independent and assisted living + possible memory care).
- Commercial (retail / food & beverage)
  - Neighbourhood services retail
  - Restaurants + Café's + Grab n Go.
- Commercial (office)
  - Professional services.
  - Medical services.
  - Regional office.
- Commercial (accommodation & entertainment)
  - Hotel(s) – business & suite-based opportunities.
  - Entertainment Centre (i.e. Rec Room).

ANTICIPATED DEVELOPMENT SCALE:

- High density mixed-use zoning.
- 5-7+ FAR (to accommodate mix of residential inclusive of street-oriented townhomes, stacked townhomes and residential at apartment / condo at above street residential / podium.
- At grade residential plus retail/commercial (full street or corner block).
- Residential elevated / set-back above podium.
- Central and secondary road spines (public and private street forms).

PUBLIC REALM / INFRASTRUCTURE CONSIDERATIONS:

- Streetscape shifts and upgrades to connect larger big box retail forms to an urban village core (inclusive of sidewalk widths and enhanced connections including crosswalks and green scaping).
- Potential to integrate development 'air-rights' surrounding and above the LRT platform area to create expand development opportunity within the city lands north of the platform in order to achieve development synergy and balance of scale / height terracing (to avoid a hard development edge along the LRT line).
- Collaboration with private developer (CANA) on public realms / plaza / park spaces.

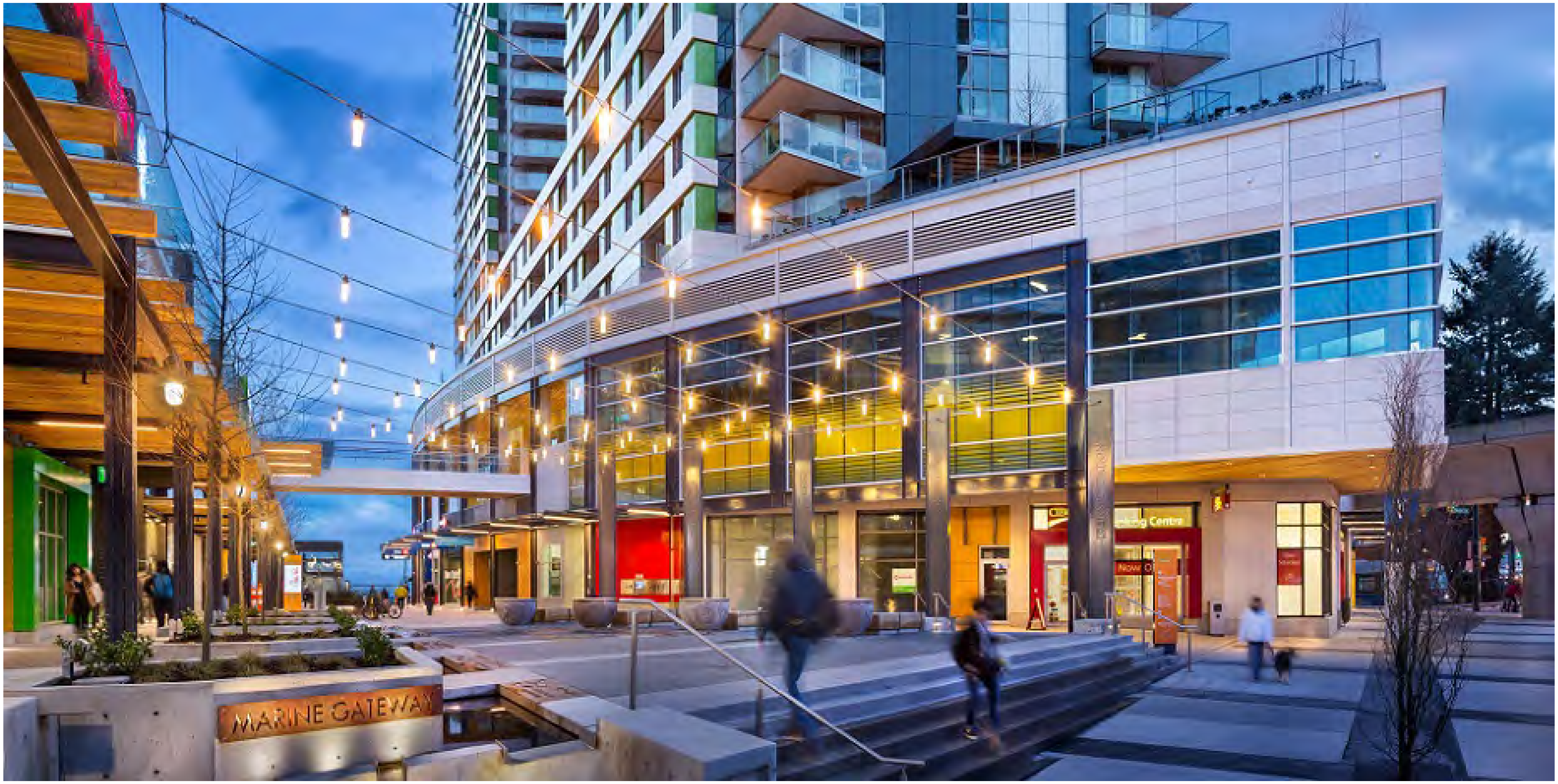
TIMING / NEXT STEPS:

- 6-12 years.
- City of Calgary Development Planning, Green Line and Shepard Development (CANA) station area design collaboration to integrate mixed-use development and employment campus into overall station and infrastructure design and program.
- Infrastructure and streetscape design improvements within existing street network (north of 130th Avenue SE) to support greater synergy between existing amenities and new development vision / planning.

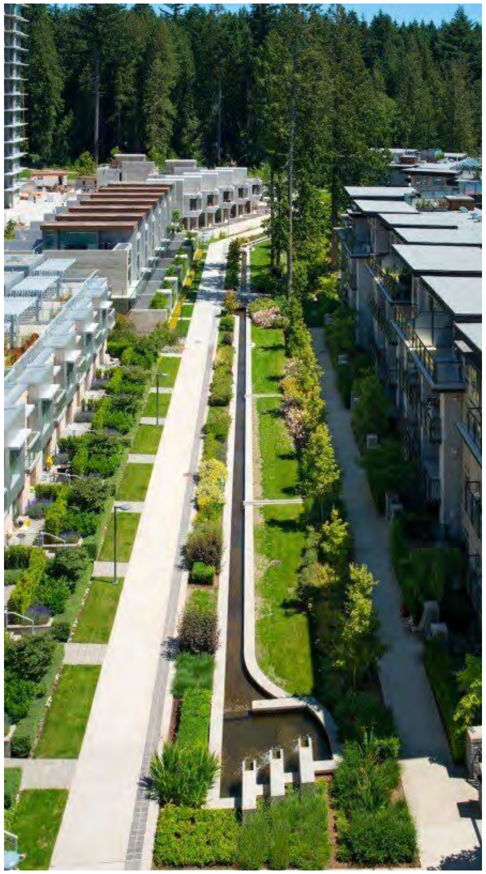
BEST-IN-CLASS PROJECT REFERENCES

BRENTWOOD (BURNABY, BC)

MARINE GATEWAY(VANCOUVER, BC)


MARINE GATEWAY

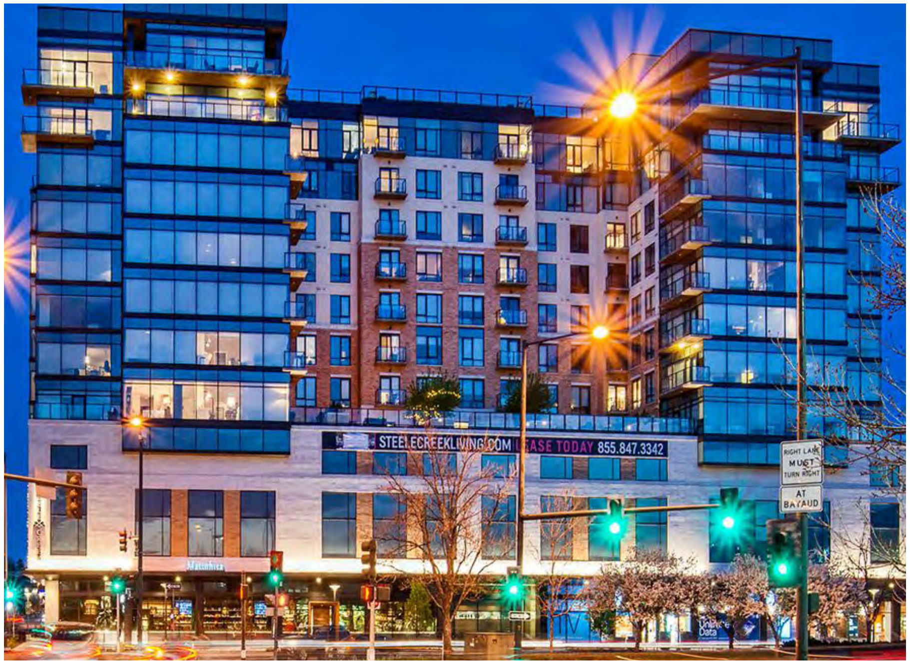
WESBROOK (VANCOUVER, BC)



NORTH CHERRY CREEK (DENVER, CO)


CITY CREEK


CHERRY CREEK NORTH

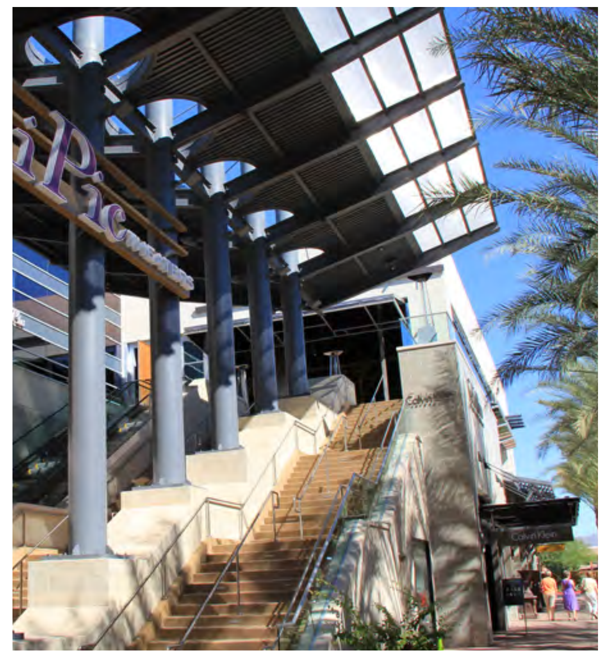

STEELECREEKLIVING.COM
LEASE TODAY 855.847.3342


JW MARRIOTT

KIERLAND COMMONS / SCOTTSDALE QUARTER (SCOTTSDALE, AZ)




PAPER SOURCE

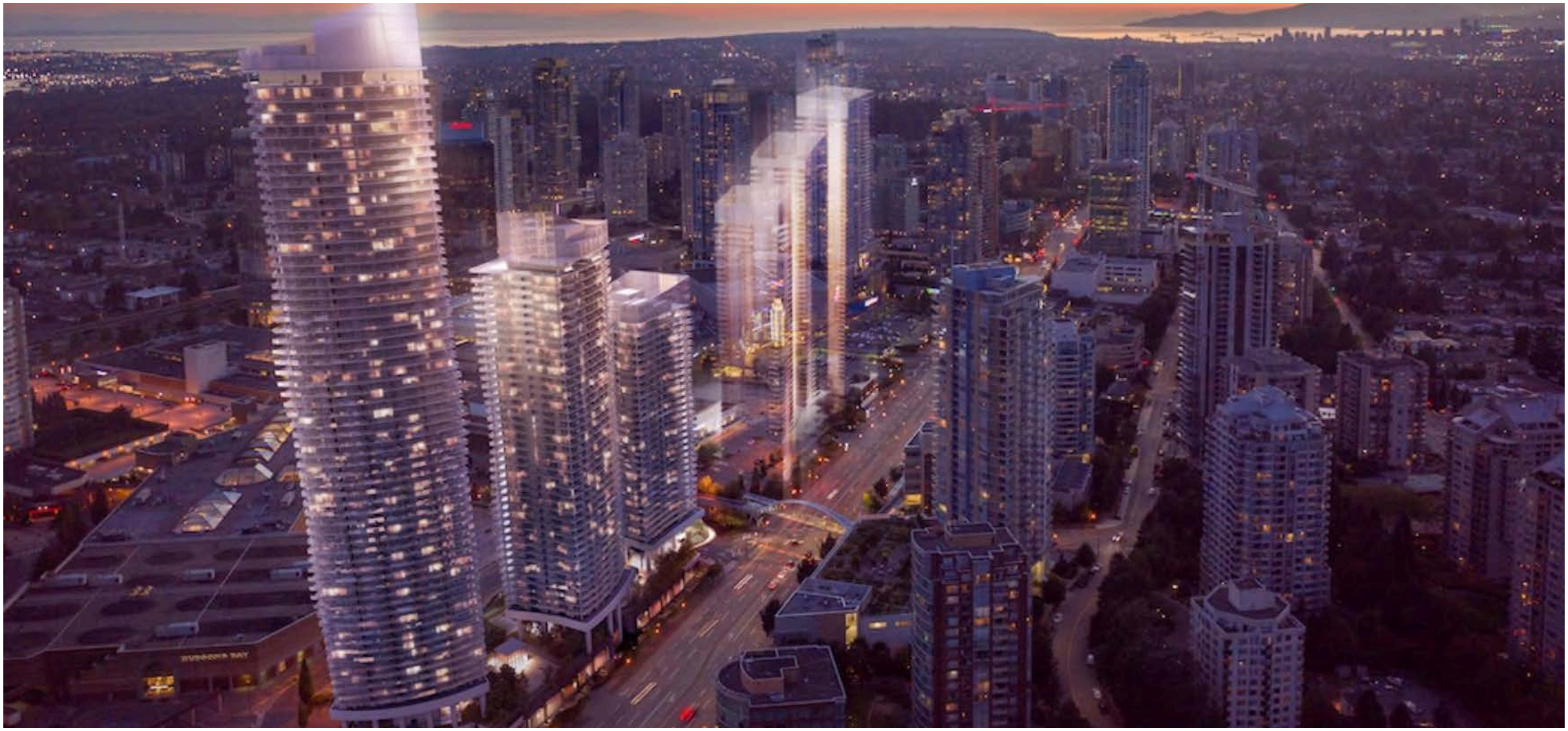

iPic

NEWPORT VILLAGE (PORT MOODY, BC)


ONE WAY
OPEN

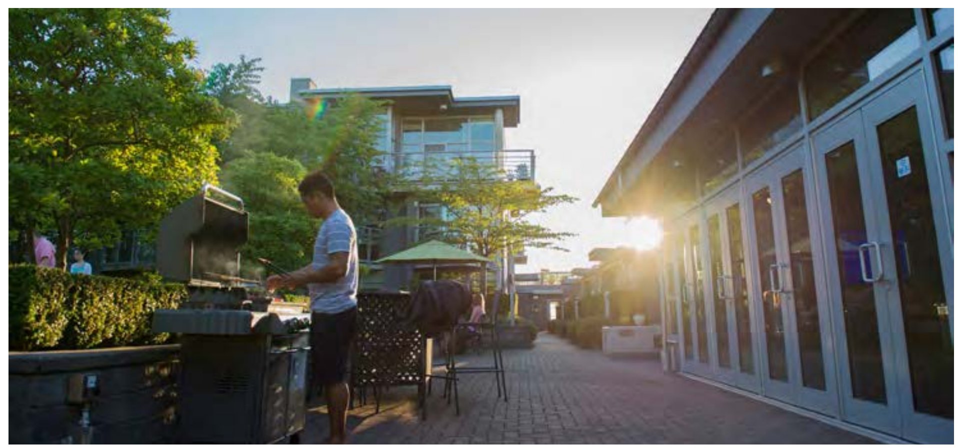

The Village Toy Shop

METROTOWN (BURNABY, BC)

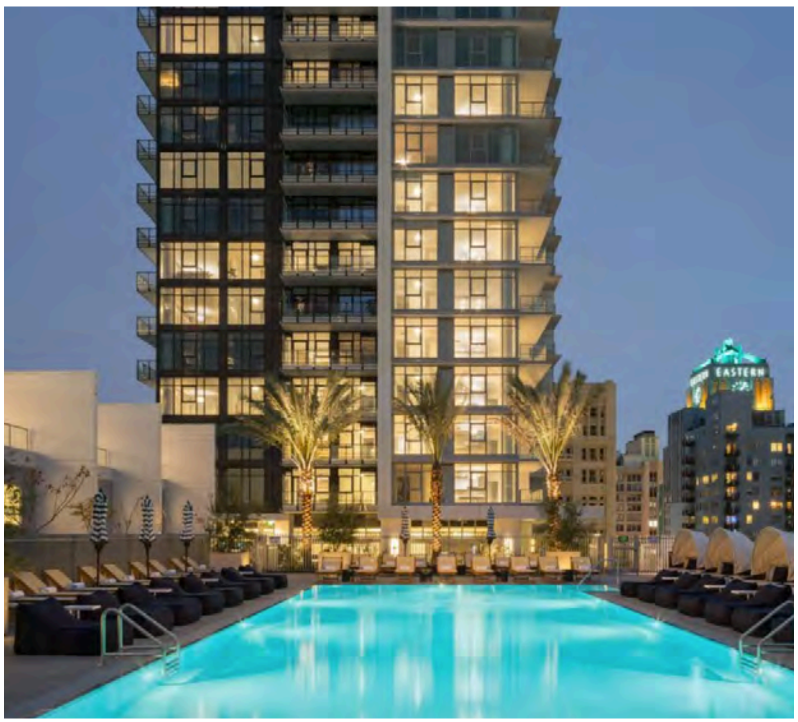


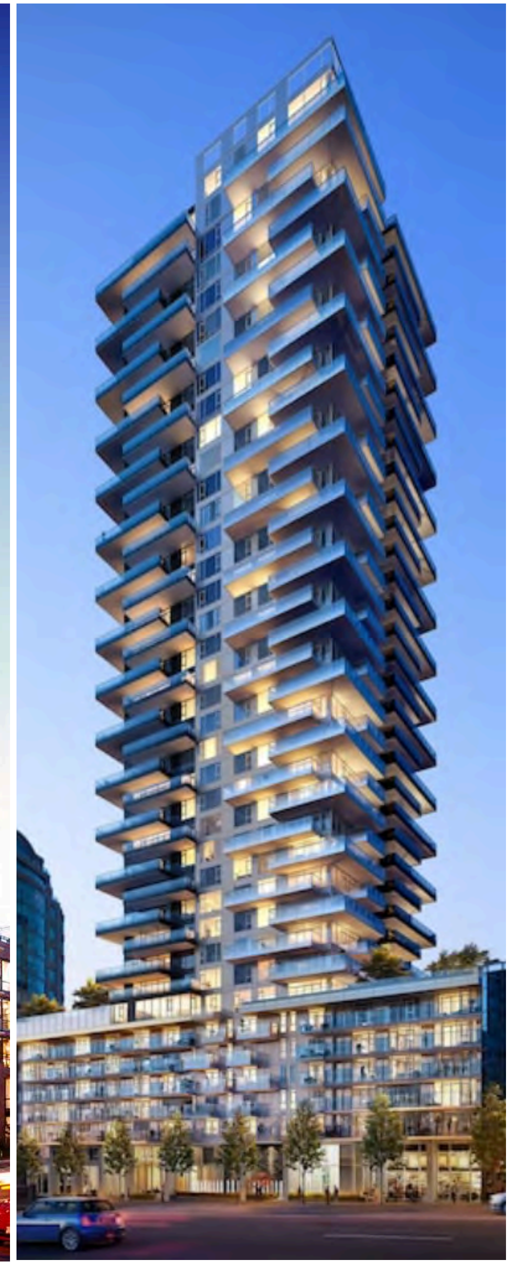

Earls
6070

THE RISE (VANCOUVER, BC)

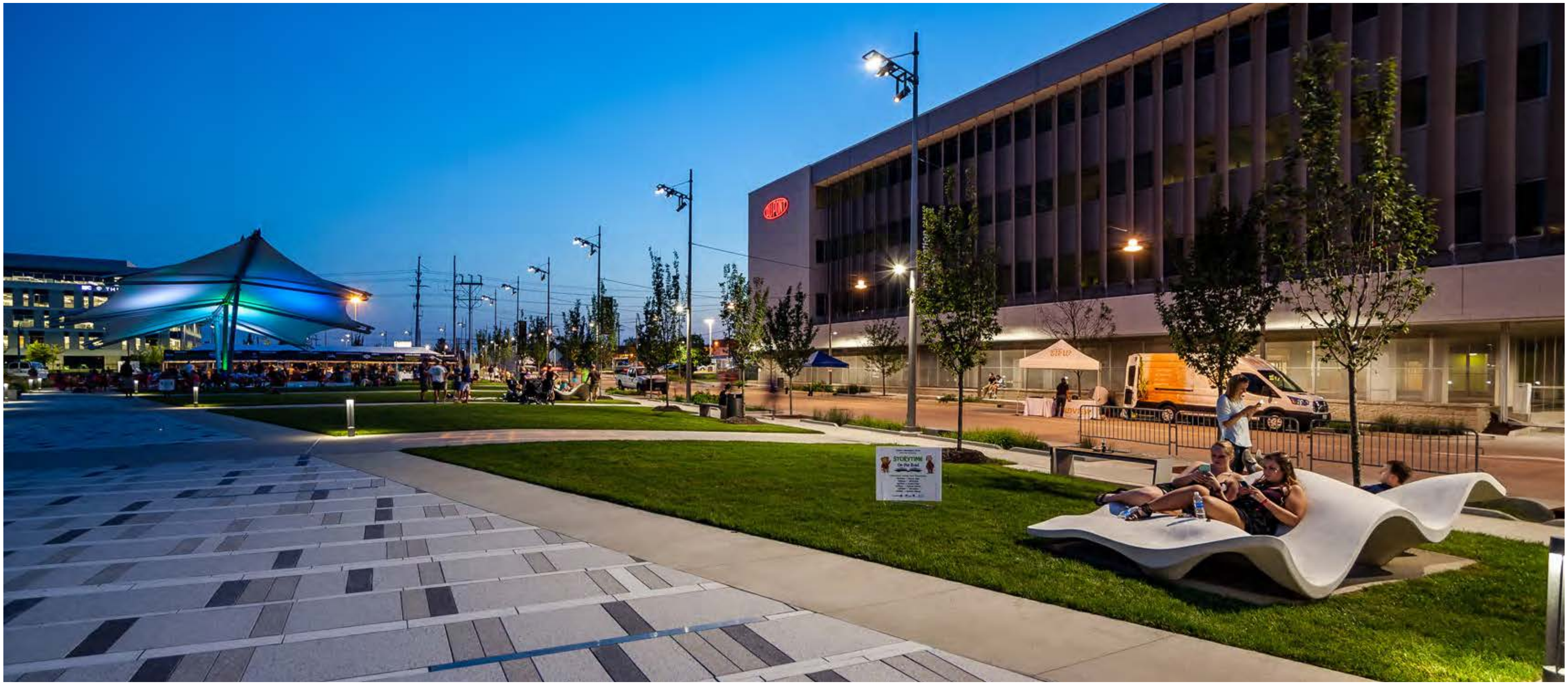


LEVEL LIVING (VANCOUVER, BC & LOS ANGELES, CA)

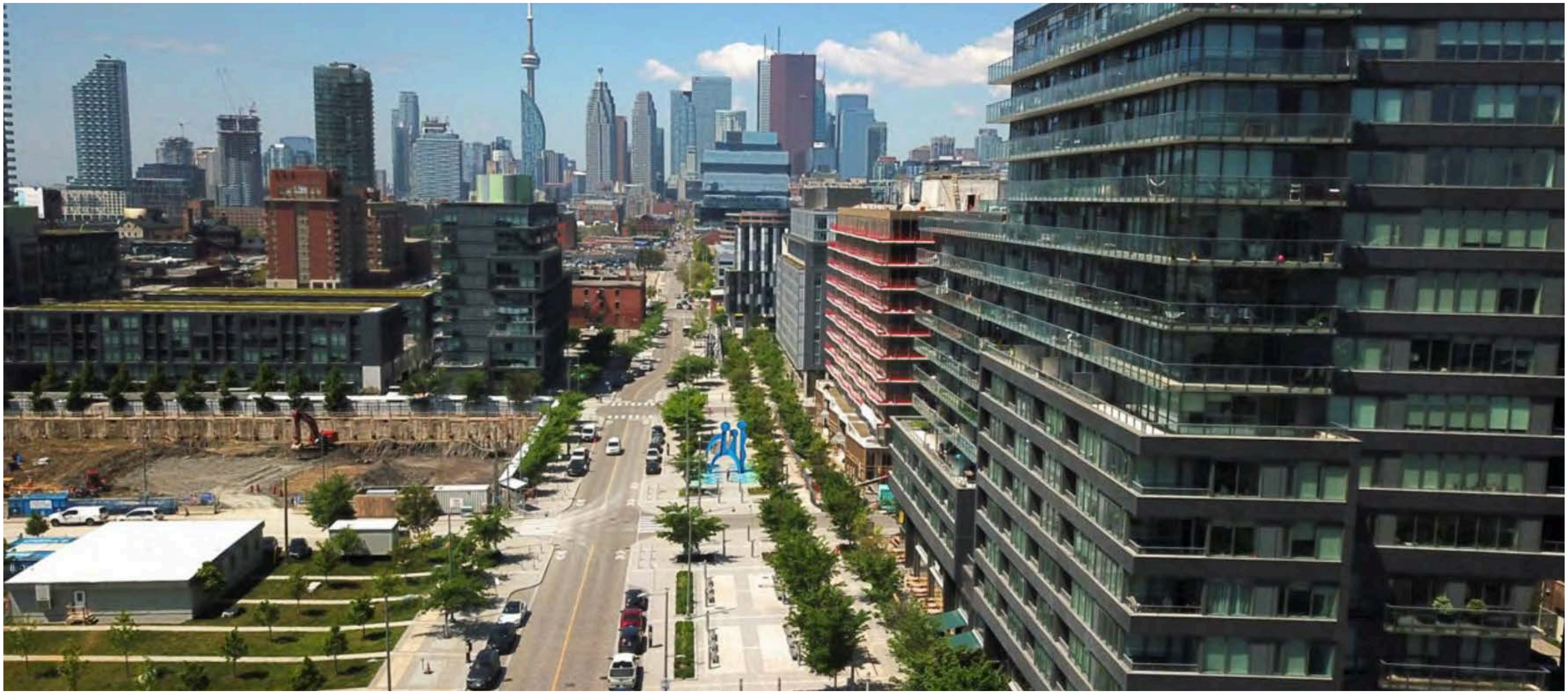


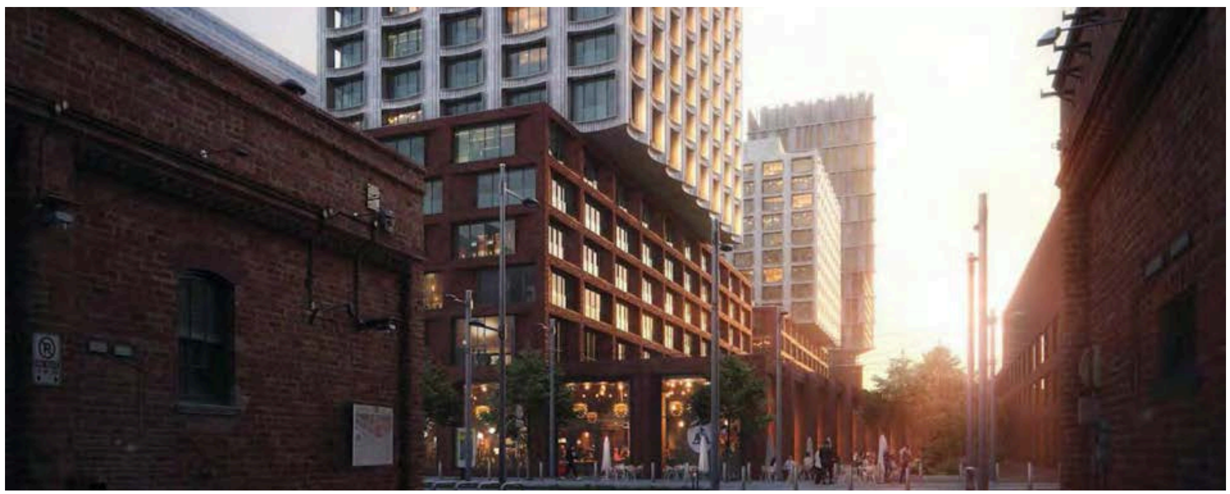


CORTEX (ST. LOUIS, MO)



WEST DON LANDS (TORONTO, ON)





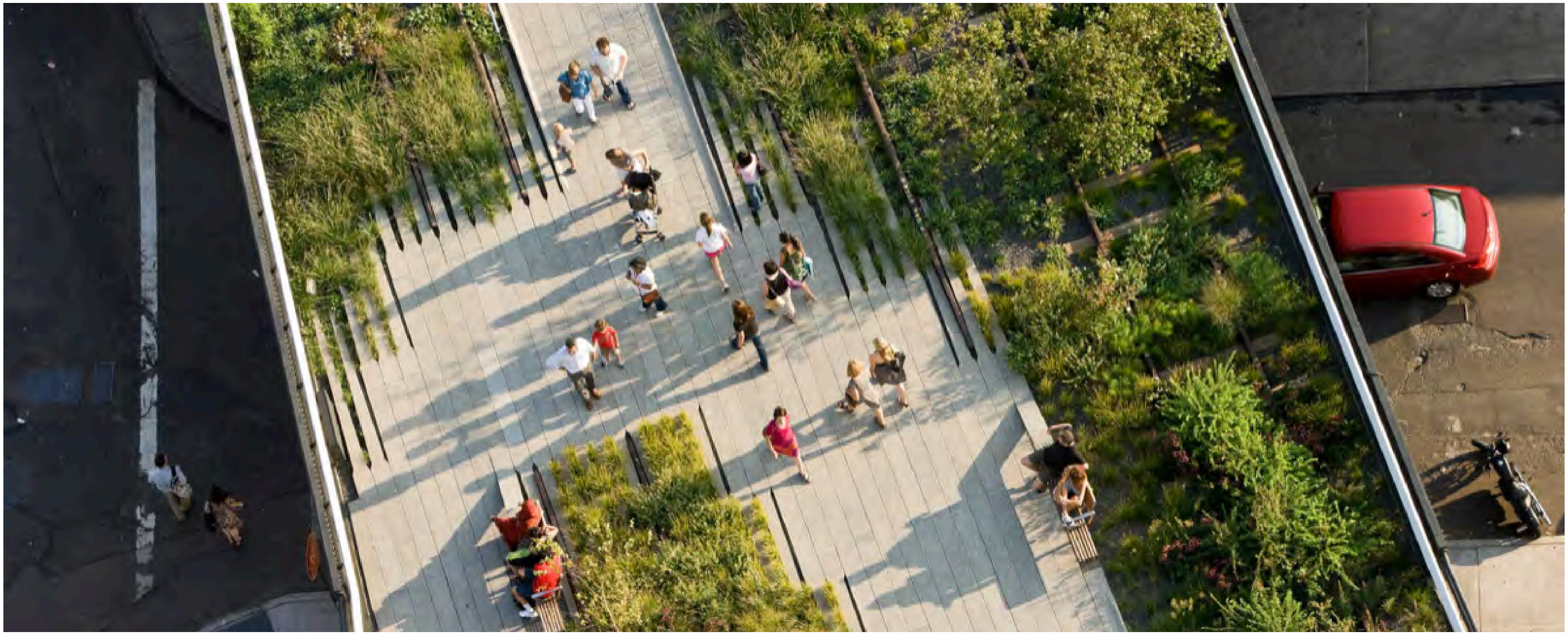
DISTILLERY DISTRICT (TORONTO, ON)

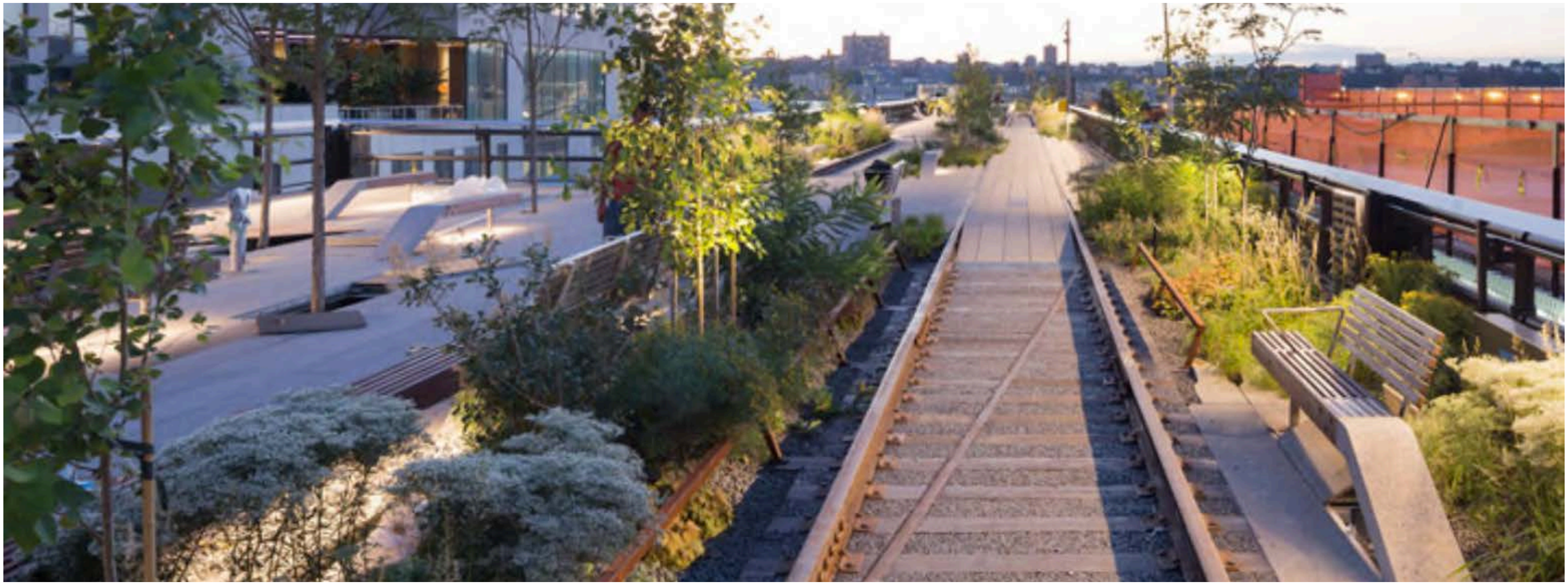
MALCOLM YARDS (MINNEAPOLIS, MN)

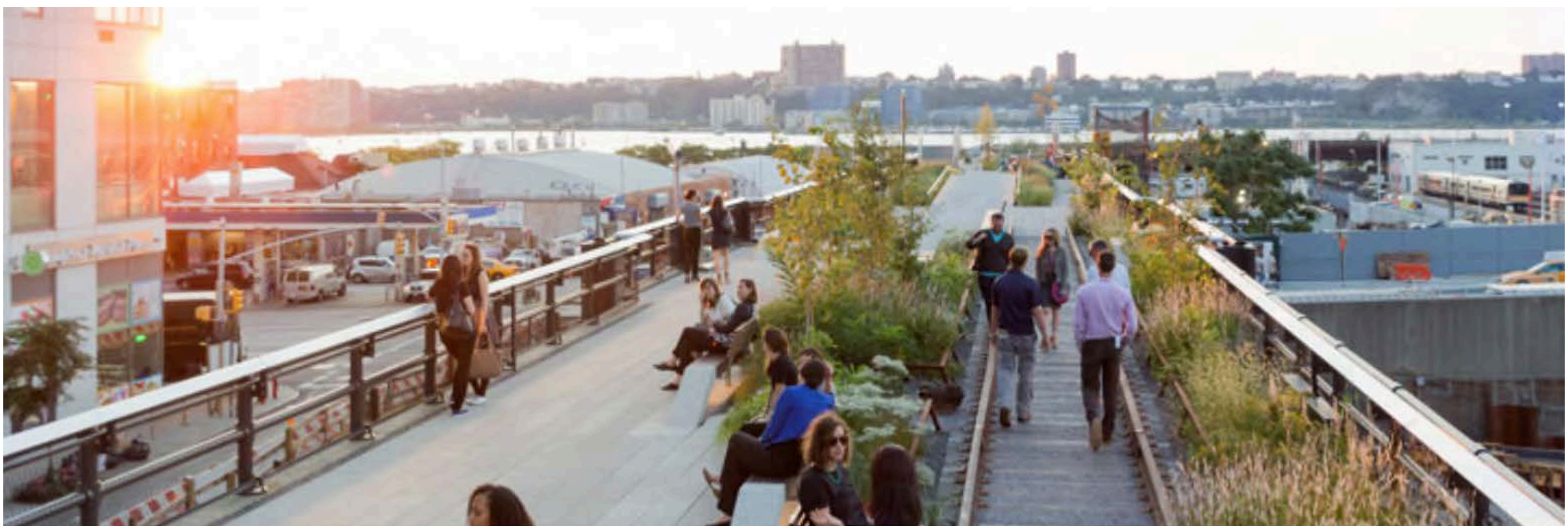

O'SHAUGHNESSY
·DISTILLING CO·
PARKING


520
SURLY

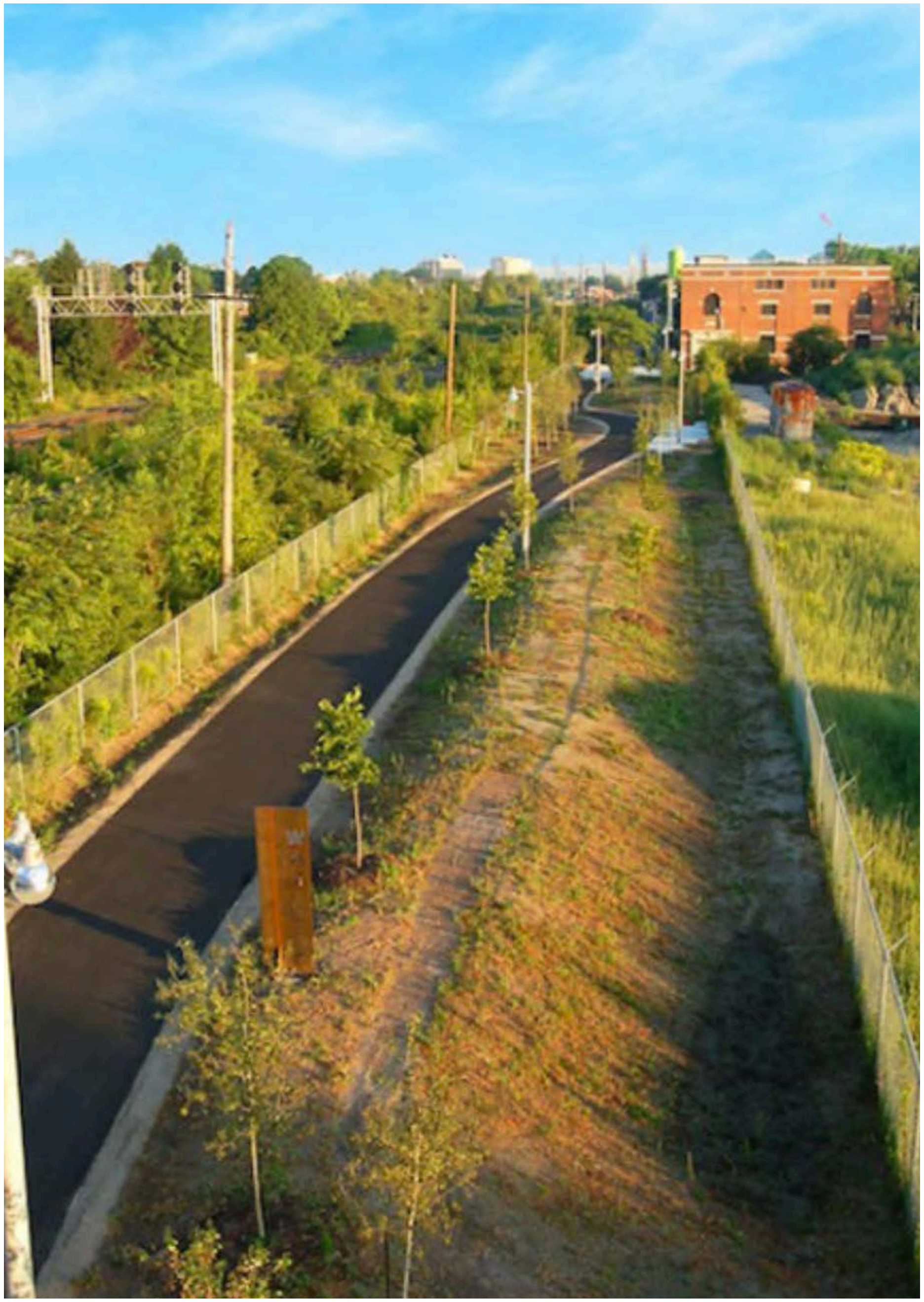
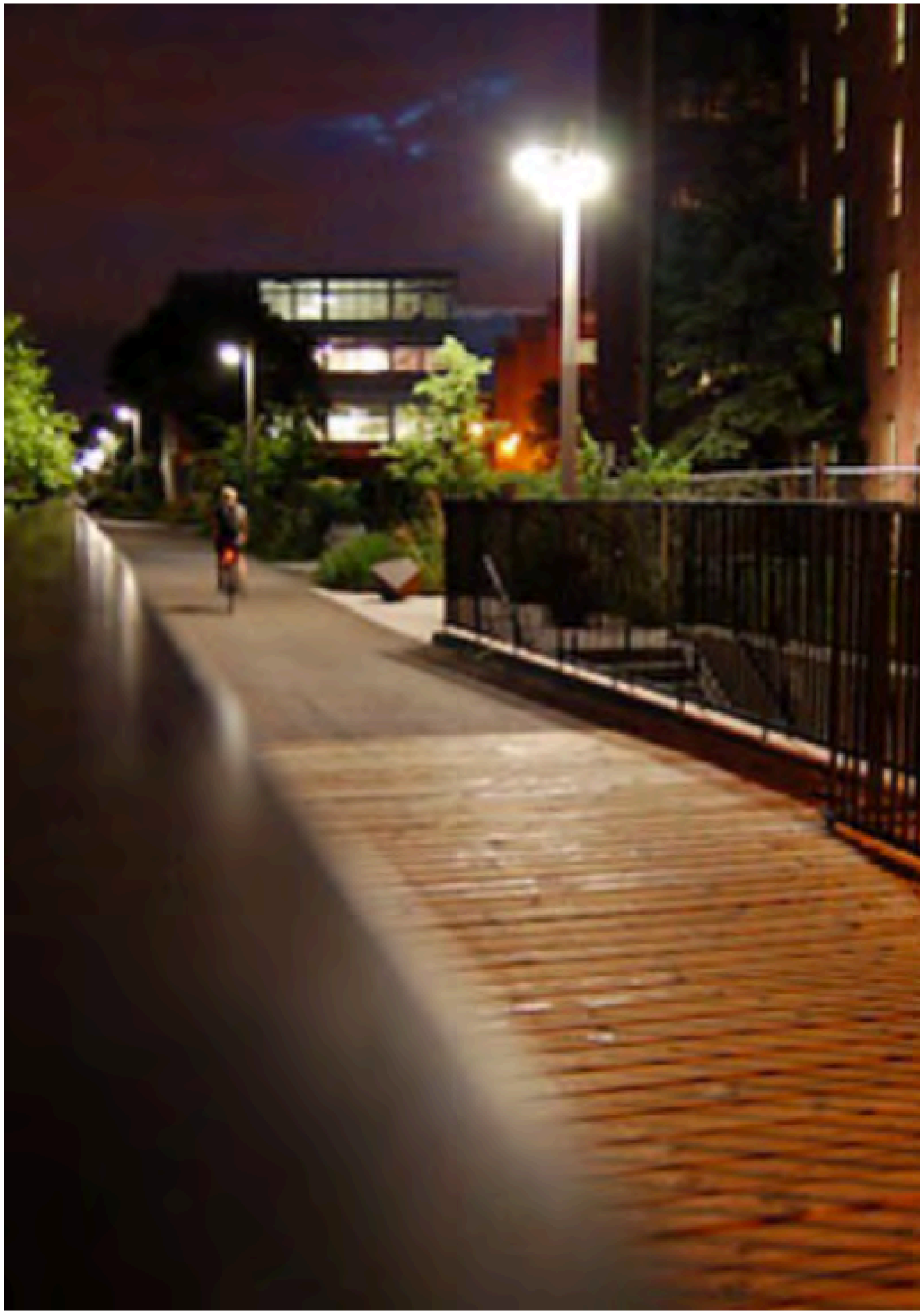
HIGHLINE (NEW YORK, NY)







WEST TORONTO RAILPATH (TORONTO, ON)

THE PORCH (PHILADEPHIA, PA)

KEY FINDINGS & RECOMMENDATIONS

KEY FINDINGS & RECOMMENDATIONS

1. DIVERSIFIED ECONOMY BEGINS TO TAKE SHAPE

- The Calgary economy continues down a pathway of diversification with sector growth in the technology, medical, warehousing/fulfillment, agriculture and light industrial sectors
- Specifically, the eastern edge of the city is driving a large portion of growth from the airport south through the established Foothills industrial belt to the deep southeast.
- From an employment growth perspective, the City is seeing acceleration in entry to mid income jobs, with robust growth in the service, hospitality/F&B, retail, health & social services, entertainment, distribution, incubator tech and energy sectors (recent trend toward contract employment) with affordable accommodation being a primary driver.
- Expect increased demand for quality new purpose-built rental located close to transportation corridors and employment hubs, including the urban core.

2. STRONG POPULATION GROWTH ANTICIPATED

- From a national perspective the Canadian Government recently announced (Q1, 2022) a drive to increase International Migration as a primary objective in the long-term economic growth of the nation with immigration expected to hit 450,000/per year in 2024.
- Given Alberta typically sees 10-12 percent of immigration, this would constitute approximately 45,000 per year of which Calgary would anticipate receiving roughly 50-percent (some 20,000 – 22,500 people).
- Through a lens of affordability, the percentage of migrates could increase by 1-percent and yield another 4,500 new entrants to the province, further propelling population in major centres.
- From a local perspective, the southeast is projected to be the largest population growth sector accounting for 33-percent of market growth by 2039.
- Large employment nodes have emerged including the South Health Campus, Quarry Park and the expansion of warehousing/fulfillment operations to serve 'last mile' fulfillment.

3. PRESSURE ON COST CREATING ECONOMIC REALITIES

- With costs of construction continuing to rise, many projects are challenged economically. Specifically, residential rental rate levels continue to increase making projects in lower income communities (specifically central northeast) less and less economically viable based on their cost of construction versus what can be achieved from a rental rate perspective.
- As an example, redevelopment opportunities on sites including Marlborough Mall and North Gate Mall are not viable even with significant right-downs on land values at (or near) zero value.
- Creative programs and financing opportunities need to be explored if there is a political drive to see development occur in non-economic areas.

4. SEEK MANAGEABLE PROJECT OPPORTUNITIES

- Although large scale redevelopment opportunities are often considered idealistic, balance the lens to focus on some smaller scale, ‘quick win’, manageable master plans that can be delivered efficiently with less investment and demonstrate TOD project success in the local market.
- Projects such as 90th Avenue SW / Glenmore Landing Station offer an excellent example of a manageable, ‘quick win’ opportunities with a single landownership creating ease of activation versus more complex land assemblies.

5. PARKING REPLACEMENT POLICY NEEDS TO SHIFT

- Existing 1:1 replacement policy of stalls at existing Park n Ride locations needs to be reconsidered and adjusted to a more manageable replacement requirement.
- At $35,000 - $40,000 per stall replacement costing for structured parking, projects are simply non-economic when a full replacement of stalls is required - even at zero land values.
- Specifically, ratios below 0.5 need to be considered, as stations including Brentwood and Anderson present excellent redevelopment opportunities given their existing LRT infrastructure; strong geographic locations (proximity to major transportation corridors and employment nodes); existing amenities; and ‘centre ice’ positioning amongst large population bases. Given the development of the LRT network from its original inception in 1981, many of the earlier Park n Ride stations are now geographically located in mid-urban areas and will continue to remain inactive if current parking replacement policy prevails.
- Suggest advancing through appropriate channels and ultimately to City Counsel for discussion and amendment.

6. STAKEHOLDER ENGAGEMENT IS IMPERATIVE

- Developers and key landowners are keen to collaborate and engage with the city on the station area planning process and would welcome regular communication with the city and forums to discuss station development planning.
- The TOD Program group has an excellent opportunity to act as the key facilitator of this this engagement through regular planning forums with the goal of understanding and integrating developer and city visions to achieve public/private partnerships and collective success.
- Suggest quarterly planning updates with priority station area stakeholders (beyond site specific vision and planning collaboration).

7. EXPLORE PUBLIC / PRIVATE PARTNERSHIPS

- Explore opportunities to engage the private development community with station area planning to support / align with infrastructure delivery.
- Specifically, examine opportunities such as development over station areas (i.e. air rights) and future collaboration on city designated lands (i.e. Park n Ride sites) to leverage land positions to create better, more integrated mixed-use development.
- As an example, city owned lands for the future Park n Ride and the end-of-line maintenance facility at Shepard Station could incorporate additional mixed-use development (on the north side of the station) to create development integration between the north and south sides of the station platform / plaza areas.

8. TOP FIVE PRIORITY STATIONS

- As examined through station analysis and stakeholder outreach, key stations to prioritize and consider over the next two city budget cycles include:
    - Brentwood Station – Red Line LRT
    - Shepard Station – Future Green Line LRT
    - 90th Avenue SW / Glenmore Landing Station – MAX Yellow BRT
    - Chinook Station – Red Line LRT
    - Ramsay-Inglewood Station – Future Green Line LRT

APPENDIX A
INTERIM REPORT
(JANUARY 2, 2022)

OVERVIEW

The following Interim Report summarizes initial perspectives and an analysis of Transit Oriented Development (TOD) Stations inclusive of future stations on the new Green Line LRT (Phase One and select Phase Two Stations) as well as LRT / BRT stations within the existing Calgary Transit network which had received moderate to high ranking from the City of Calgary's Transit Oriented Development Program (June 2021). Specifically, station opportunities, challenges and development potential (inclusive of general product profiling and timing) have been examined through professional review and outreach with industry stakeholders including developers, landowners, brokerage community, economists and planners.

Specifically, the following discussions (individuals / companies) have been undertaken to garner market insights and stakeholder perspectives:

Patrick Mattern – Calgary Economic Development
Harvey Russell – NAI Real Estate
Garry Beres – CBRE
Ryan Haney – JLL Industrial
Kent Bacon – Avison Young Industrial
Stuart Craig – RioCan REIT
Eve Renaud – Rencor Developments
Tim Logel – Logel Homes
Terry Napper – Cadillac Fairview
James Robertson – University of Calgary Properties Group
Ryan Riddell – Shepard Development (CANA)
Jeff Edwards – Canadian Pacific Railway
Will Craig – Kasian Architecture & Planning
Eileen Stan – Matco Developments
Gillian Lawrence – Remington Development Corporation
Emily Goodman – Barclay Street Real Estate
Sean Flathers – Telsec Property Corporation
Jillian Mann – Gay Lea Foods Cooperative
Dave McLean – BentallGreenOak

DISCLAIMER & NOTICE TO READER: Views, opinions and summarized information expressed within the following interim report are reflective of information, data and commentary available at a fixed point in time and could change without notice. A final report will be issued at the end of the study (March 2022). Reader should exercise professional judgement in consideration of the interim nature of this report.

STATION ANALYSIS

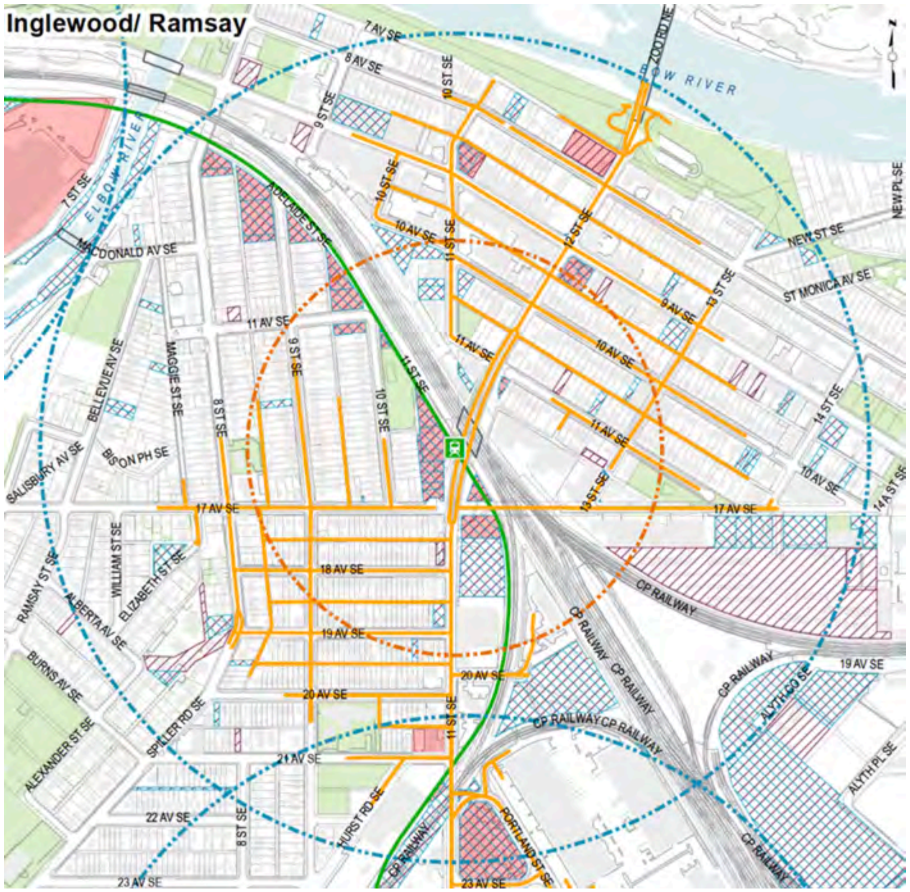
The following TOD stations have been analyzed through this initial first phase of discovery and stakeholder outreach. Specifically, the initial analysis includes a review of all stations on the proposed Green Line (Phase One) as well as a selection of other stations on existing LRT & BRT lines, uncovering opportunities, challenges, development potential & stakeholder perspectives for each site. Ordering of stations is based on geography (and not ranking/prioritization) inclusive of Green Line (South); Green Line (North); and select LRT/BRT stations on existing transit lines. Additionally, station analysis and rankings are based on development opportunity and business case and do not reflect political perspective.

GREEN LINE (SOUTH)

1. RAMSAY-INGLEWOOD STATION - GREEN LINE LRT (FUTURE)

STATION LOCATION:

11th Street SE / 12th Street SE on South side of CP Railway Line.



OPPORTUNITIES:

- Creating an integrated plan leveraging / connecting to the historic Inglewood core and its boutique village atmosphere & character and an extension of the existing housing mix / product profile.
- Facilitate the continued organic growth of the community.
- Engage and connect to the vision of strategically positioned landowners / development stakeholders (specifically: HUNGERFORD & MATCO) inclusive of the 'Rail Trail' concept to create strong connectivity through a busy rail and transportation corridor.
- Opportunity for boutique low to mid-rise mixed-use development including multi-generational living / seniors housing.
- Create a strong gateway link from 9th Avenue SE (on 12th Street SE) with ease of access to the station.
- Ensure strong road transportation networks are maintained and enhanced to support existing and expanded mixed-use development service requirements.

CHALLENGES:

- Risk of over-gentrification and the loss of village character which has made Ramsay-Inglewood an attractive boutique retail and residential destination.
- Access to the station platforms (given height / elevation of station head above street grade).
- Potential cannibalization by other adjacent developments (i.e. East Village, Beltline, Entertainment District).

DEVELOPMENT POTENTIAL & GENERAL COMMENTS:

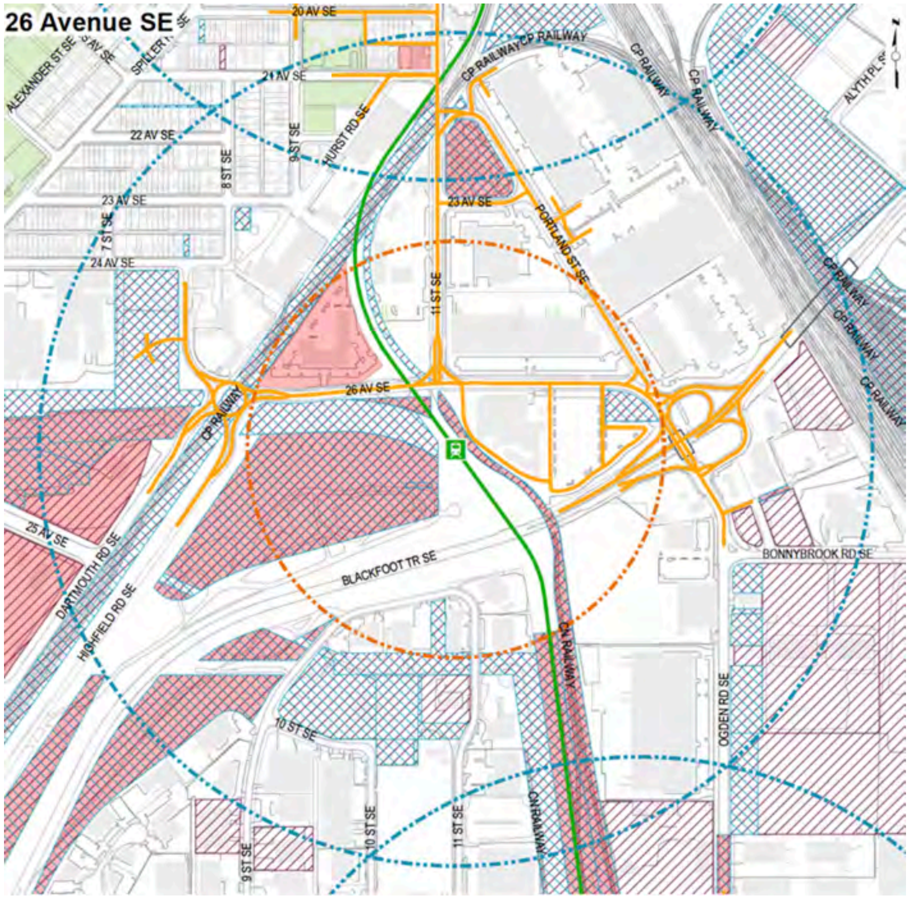
- Strong redevelopment potential with planning activities of both HUNGERFORD and MATCO advancing to align with opening of the Green Line station.
- Station connectivity will be a critical component to the success of the station area inclusive of: incorporating the ‘Rail Trail’ concept connecting the MATCO & HUNGERFORD lands to the station head; strong pedestrian connectors around the 12th / 11th Street SE rail underpass ensuring attractive, well-lit, safe access from various grade levels to the station platforms; and maintaining / expanding the existing road network to service the needs / requirements of greater commercial and residential density.
- Reduction to a single lane through the 11th / 12th Street underpass will create major servicing / logistical challenges and negatively impact development potential (and was opposed by all stakeholders engaged in initial outreach).
- Key landowners / stakeholders do not feel connected to the station area development planning and the opportunity exists for greater / ongoing engagement and communication to align goals, objectives, visioning and planning for the area in creating a ‘public private partnership’.

PRIORITY RANKING: HIGH

2. 26TH AVENUE SE STATION - GREEN LINE LRT (FUTURE)

STATION LOCATION:

South of 11th Street SE and 26th Avenue SE (west of the Crossroads Market).



OPPORTUNITIES:

- Mid to longer term development potential (outside of the next two city budget cycles) to leverage Blackfoot Trail transportation corridor; proximity to city centre; and light industrial base within the general area.
- Opportunity for potential 'last mile' warehousing / fulfillment expansion.
- Existing assembly of city owned land (south of 26th Avenue SE) along with new District 1 Police Station (north of 26th Avenue SE).

CHALLENGES:

- Limited local area amenity at present (in comparison to other sites) along with proximity to Ramsay-Inglewood Station which will advance in the near term given existing developer motivation.
- Although light industrial / warehousing exists in the area, buildings structures are not at their end of useful life and site is somewhat isolated in comparison to other high priority station sites.

DEVELOPMENT POTENTIAL & GENERAL COMMENTS:

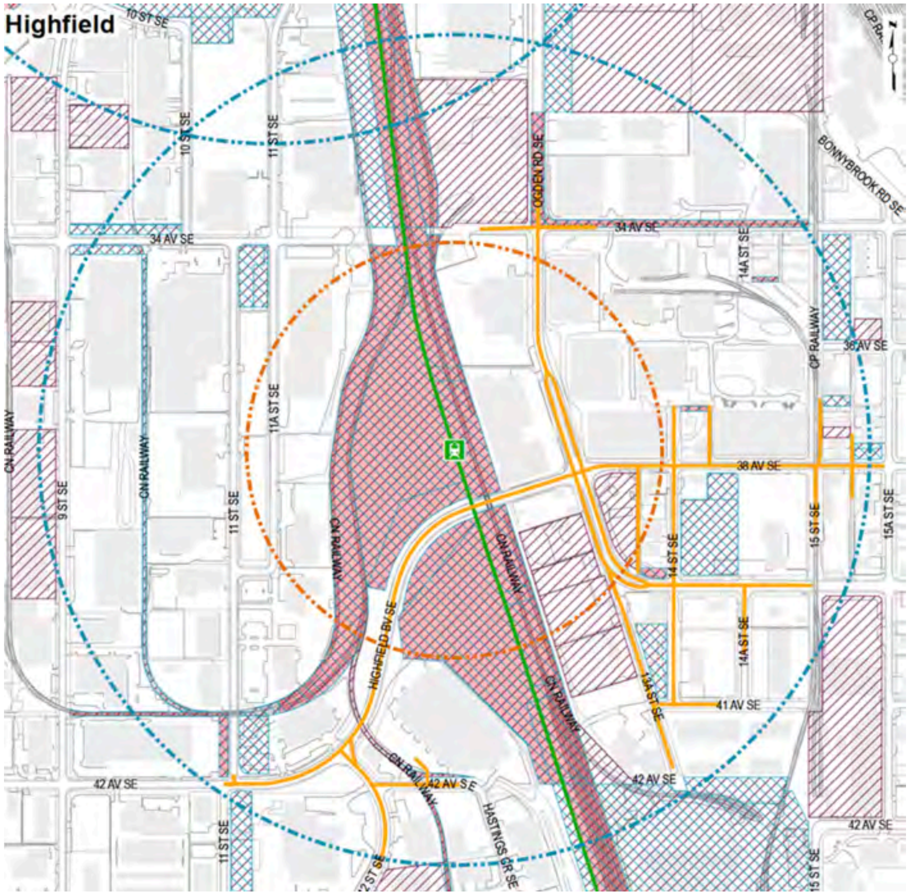
- Consensus from industry stakeholders is that the station will emerge over time with limited redevelopment potential within the next two city budget cycles.
- Crossroads Market offers a known destination amenity, however the development motivation at Ramsay-Inglewood Station will likely limit 26th Avenue SE & Highfield in the short to mid-term given the realities of market demand and the need to limit market cannibalization and facilitate connections to larger employment nodes.

PRIORITY RANKING: LOW

3. HIGHFIELD STATION - GREEN LINE LRT (FUTURE)

STATION LOCATION:

North of Highfield Boulevard SE at CN Railway Line.



OPPORTUNITIES:

- Mid to longer term development potential (outside of the next two city budget cycles) to leverage light industrial base within surrounding area.
- Continuous city-owned parcel surrounding station head offers ease of brownfield development activation if/when timing is right.

CHALLENGES:

- Beyond city owned land, unlikely to see major transformation away from industrial base in the surrounding area.
- Limited area amenities requires complete mixed-use development master plan incorporating multi-family residential into product mix.
- Many other primary development sites are available and will attract developer interest as demand ceiling is a market reality.

DEVELOPMENT POTENTIAL & GENERAL COMMENTS:

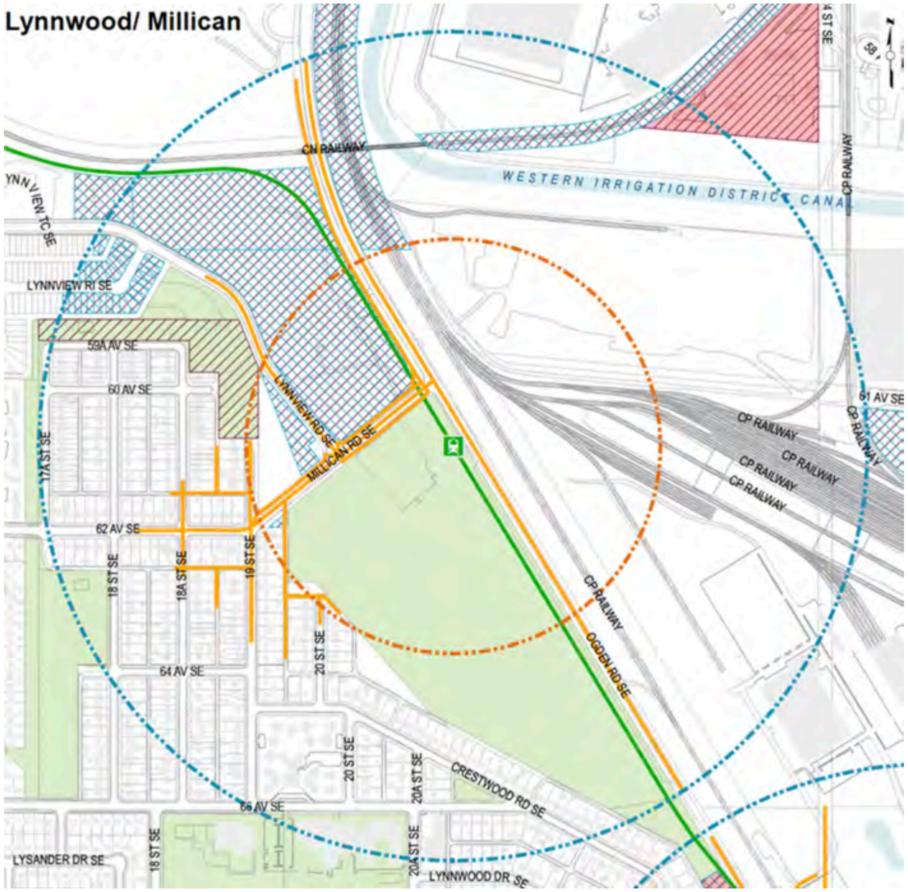
- Consensus from industry stakeholders that Highfield station will emerge over the longer term with limited redevelopment potential within the next two city budget cycles.
- Short to mid-term market demand will emerge in higher profile sites with existing amenities before secondary / tertiary station redevelopment occurs.

PRIORITY RANKING: LOW

4. LYNNWOOD / MILLICAN STATION - GREEN LINE LRT (FUTURE)

STATION LOCATION:

Ogden Road SE / South of Millican Road at CP Railway Line.



OPPORTUNITIES:

- Mid to longer term development potential (outside of the next two city budget cycles) to integrate with existing product profile/housing stock within communities of Lynnwood, Millican and Ogden.
- Low to mid-rise residential development with some supporting neighbourhood service retail over the long-term (15+ years) could emerge.

CHALLENGES:

- Lack of city-owned land at the station head will rely on private development land assembly to initiate redevelopment.
- Stigma associated with soil contamination (Imperial Oil) will take time to rebuild consumer confidence.
- Many other primary development sites are available which will attract developer interest in advance of the Lynnwood/Millican Station area.

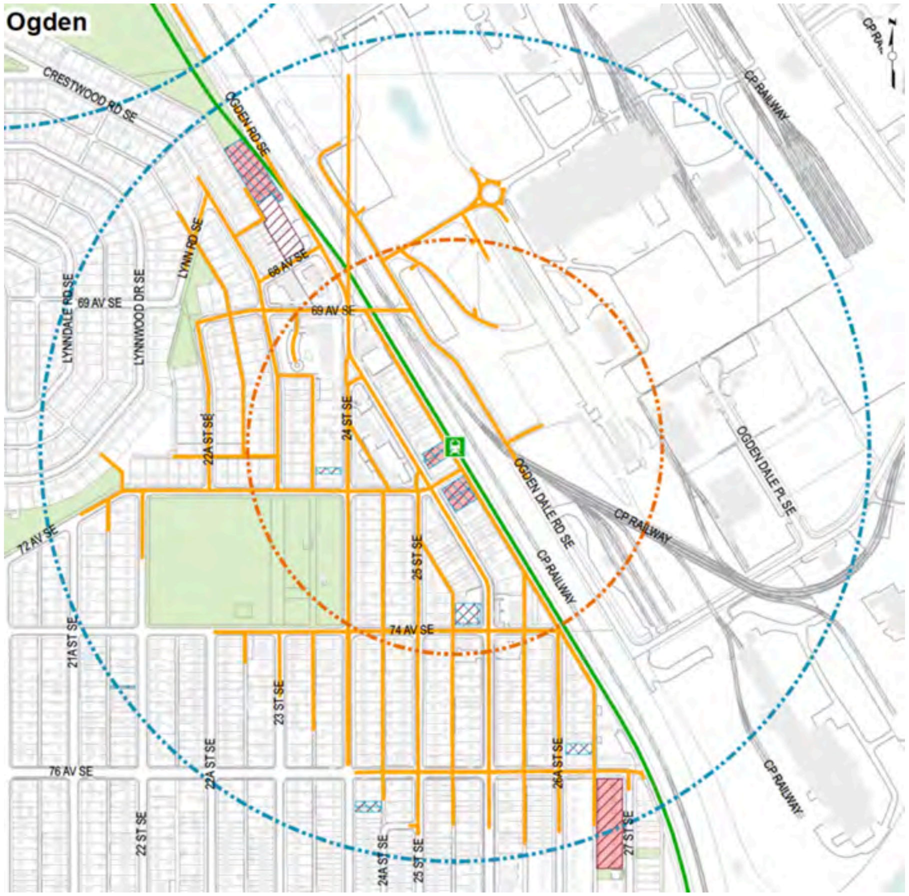
DEVELOPMENT POTENTIAL & GENERAL COMMENTS:

- Industry stakeholders see Lynnwood/Millican Station as a long-term redevelopment play, given numerous other sites with stronger asset base and development potential.
- Product profiles may include single family & multi-family redevelopment.
- Consider delaying the station head construction station until future demand is warranted, given proximity of Ogden Station.

PRIORITY RANKING: LOW

5. OGDEN STATION - GREEN LINE LRT (FUTURE)

STATION LOCATION:
Ogden Road SE at 72nd Avenue SE (adjacent to CP Railway Campus).



OPPORTUNITIES:

- Mid to long term development potential (outside of the next two city budget cycles).
- Opportunity to leverage connection to CP Rail Corporate Campus (1,000 +/- professional job positions) within walking distance of the station head.
- Low to mid-rise residential development with some supporting neighbourhood service retail could emerge.
- Adjacent city owned land is well positioned to initiate low to mid-density development.

CHALLENGES:

- Development opportunity is constrained to the western edge of the CP Rail Line through a series of small land assemblies.
- Many other primary development sites are available which will attract developer interest in advance of the Ogden Station area.

DEVELOPMENT POTENTIAL & GENERAL COMMENTS:

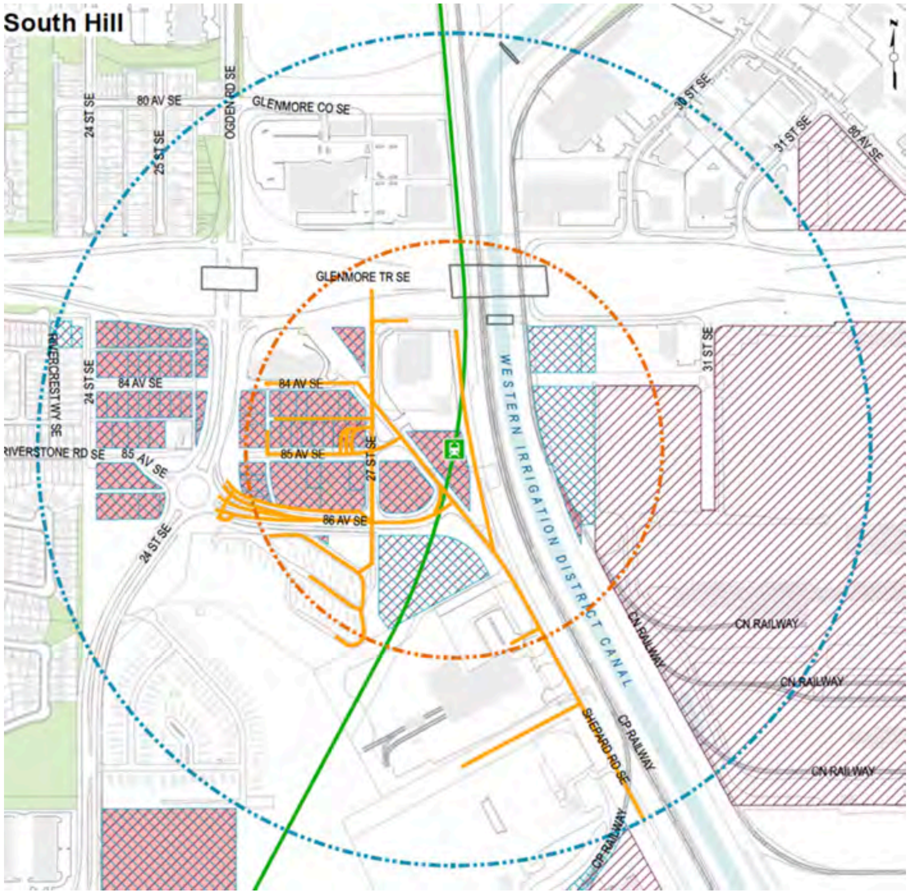
- CP Rail indicated redevelopment on their corporate campus site will only focus on primary business requirements and logistics along with long-term expansion requirements (and will not consider mixed-use development).
- Development opportunities include low to mid-rise multi-family residential/ rental (townhome; stacked flats, condo, etc.) neighbourhood supporting commercial/retail services.
- A residential development opportunity may exist with its Millennial-centric workforce commuting from inner city/urban residential to CP Rail Campus, however given abundant onsite parking, LRT ridership to campus is anticipated to be relatively low.

PRIORITY RANKING: LOW - MID

6. SOUTH HILL STATION - GREEN LINE LRT (FUTURE)

STATION LOCATION:

South of Glenmore Trail & east of 24th Street SE.



OPPORTUNITIES:

- Short to mid-term development potential (could commence within the next two city budget cycles).
- Large assembly of strategically located city-owned parcels combined with a collection of private land holdings could be combined to create a manageable master plan for low to mid-rise mixed-use development.
- Well-positioned adjacent to major east-west transportation corridor (Glenmore Trail), with significant employment nodes located one stop north and south of South Hill along future Green Line LRT (i.e. CP Rail Corporate Campus & Quarry Park Office Park); plus proximity to new Quarry Park YMCA recreation centre.
- Site presents a low to mid-rise residential development opportunity (in similar scale to Bridgeland, University District or Britannia Village) with supporting neighbourhood service retail (including small format grocery) and perhaps hotel opportunity.
- Existing Quarry Park development presents an established amenity base.
- Additionally, the city owned mobile home park (south of station area along 24th Street SE) could be activated for redevelopment over time.
- Opportunity to establish a northern development 'beach-head' of a larger South Hill / Quarry Park plan.

CHALLENGES:

- Potential for existing landowners to hold 'spoiler' positions which could slow and disrupt natural pathway of development.
- Other higher priority stations may emerge in advance of South Hill, whereby market demand / competition may limit pace of development.

DEVELOPMENT POTENTIAL & GENERAL COMMENTS:

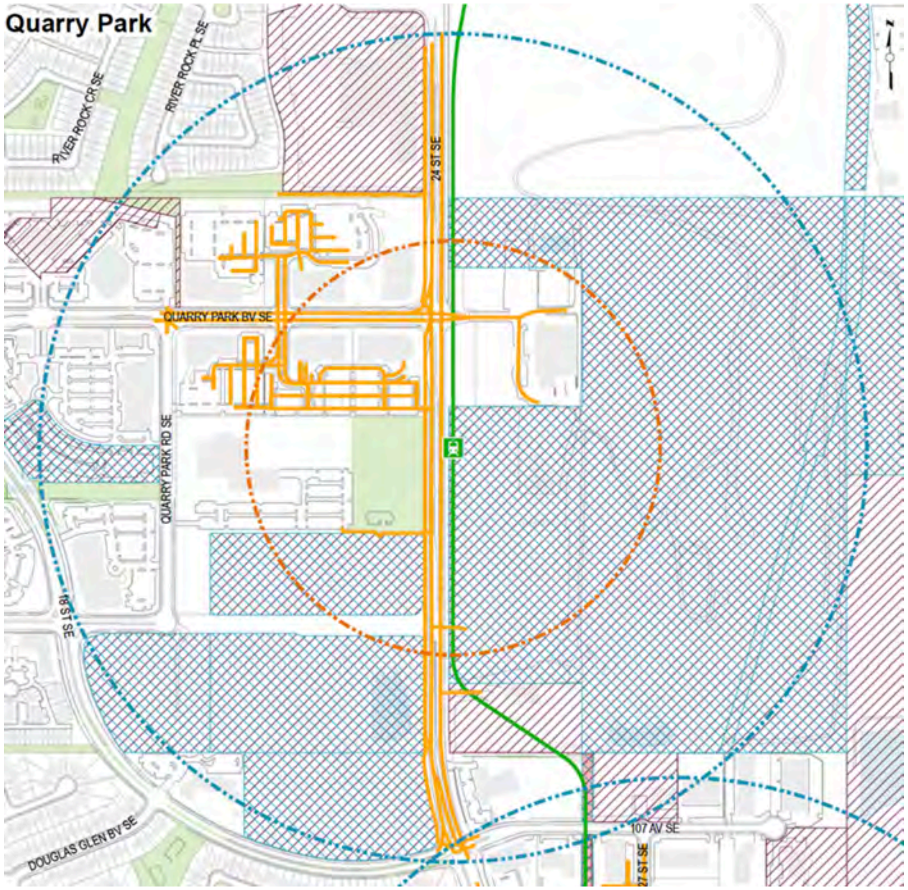
- Strong development potential for city to package/partner with private development community and leverage existing infrastructure improvements already in place (24th Street SE and Glenmore Trail overpass).
- Many of the private landowners within immediate adjacency to the city lands have not considered redevelopment to date (however may consider land sale/relocation if the opportunity was presented). Specifically, Franco's Cheese (Gay Lea Foods – Ontario) and single-storey light industrial building (northeast corner of development) do not represent best-use of land and would become attractive for redevelopment/ acquisition once a master station area plan and land-use rezoning is implemented
- Additionally, the adjacent landowner to the south (private ownership mobile home trailer park) would strongly consider redevelopment.
- Site is not conducive for larger format retail play, however mixed-use multi-family residential (incorporating ownership & rental) plus neighbourhood service commercial is a consideration.

PRIORITY RANKING: MID - HIGH

7. QUARRY PARK STATION - GREEN LINE LRT (FUTURE)

STATION LOCATION:

East side of Quarry Park development along 24th Street SE.



OPPORTUNITIES:

- An established location with private ownership/developer motivation (REMINGTON) continuing to drive the market, which is expected to continue through the next two city budget cycles and beyond.
- Adjacency to established, well-rounded amenity base including Quarry Park commercial (office & retail) hub and new civic amenities (i.e. YMCA and Public Library), will continue to foster development opportunity as the path of development continues east and northward towards Quarry Park Station and South Hill Station.

CHALLENGES:

- Given private ownership of development lands, pace and form of development will be driven by market realities/demand and potential re-envisioning of 30 acres of office/campus lands (into an urban village incorporating residential mixed-use).
- Clarity on landfill setbacks will be critical in shaping an urban village concept.
- Street parking has created congestion due to inadequate surface parking at the YMCA and building tenants/employees using surface parking over underground (due to monthly cost).

DEVELOPMENT POTENTIAL & GENERAL COMMENTS:

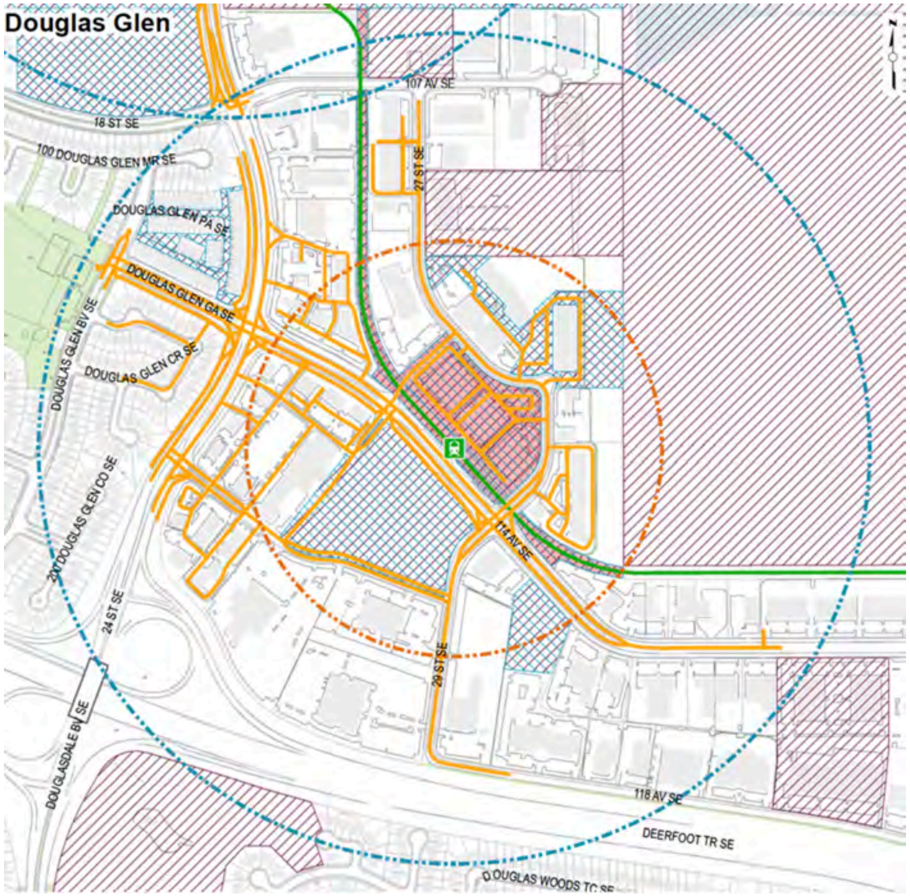
- Strong development potential given existing commercial/employment node; key amenities; and residential will continue to drive and shape opportunity in Quarry Park.
- Several multi and single-family residential sites remain within planned residential lands on the river. New TOD development will need to be balanced and timed so as not to cannibalize existing residential opportunities.
- Placement of station head should be realigned (adjusted south) to align with pathway connectors as well as potential urban village opportunity.
- Residential/urban village opportunity will hinge on landfill setback requirements and status of McDougall recycle plant.
- Developer is keen to work with the city and obtain greater communication on station area development plans including seeking clarity on landfill issues and timing.

PRIORITY RANKING: HIGH

8. DOUGLAS GLEN STATION - GREEN LINE LRT (FUTURE)

STATION LOCATION:

North of Deerfoot Trail on 114th Avenue SE & 24th Street SE.



OPPORTUNITIES:

- Short to mid-term development potential (within the next two budget cycles).
- With existing BRT Park n Ride active and in place, station area presents a natural transition to a combined BRT / Green Line LRT Park n Ride.
- Vacant parcel directly south of station area / 114th Avenue SE presents a natural opportunity for a mixed-use development/extension of existing retail via landowner TELSEC Property Corporation.
- Redevelopment of the adjacent low-rise retail centre and surrounding low density commercial will evolve organically over time as retail needs change and buildings/infrastructure reach the end of their useful life cycle.
- Residential opportunity for low to mid-rise multi-family product (likely as a rental tenure) combined with neighbourhood service retail (fronting Park n Ride) is the most likely market relevant solution.

CHALLENGES:

- Other higher priority, larger station plans may emerge in advance of Douglas Glen, whereby market demand/competition could have an impact on opportunity depending on first to market timing.
- Although residential is achievable within current zoning, a 25-percent retail requirement presents a challenge and lacks viability. Specifically, TELSEC (landowner), feels that a retail presence to that magnitude would not be successful and is looking to see the city to adjust the requirement to a lesser percentage.

DEVELOPMENT POTENTIAL & GENERAL COMMENTS:

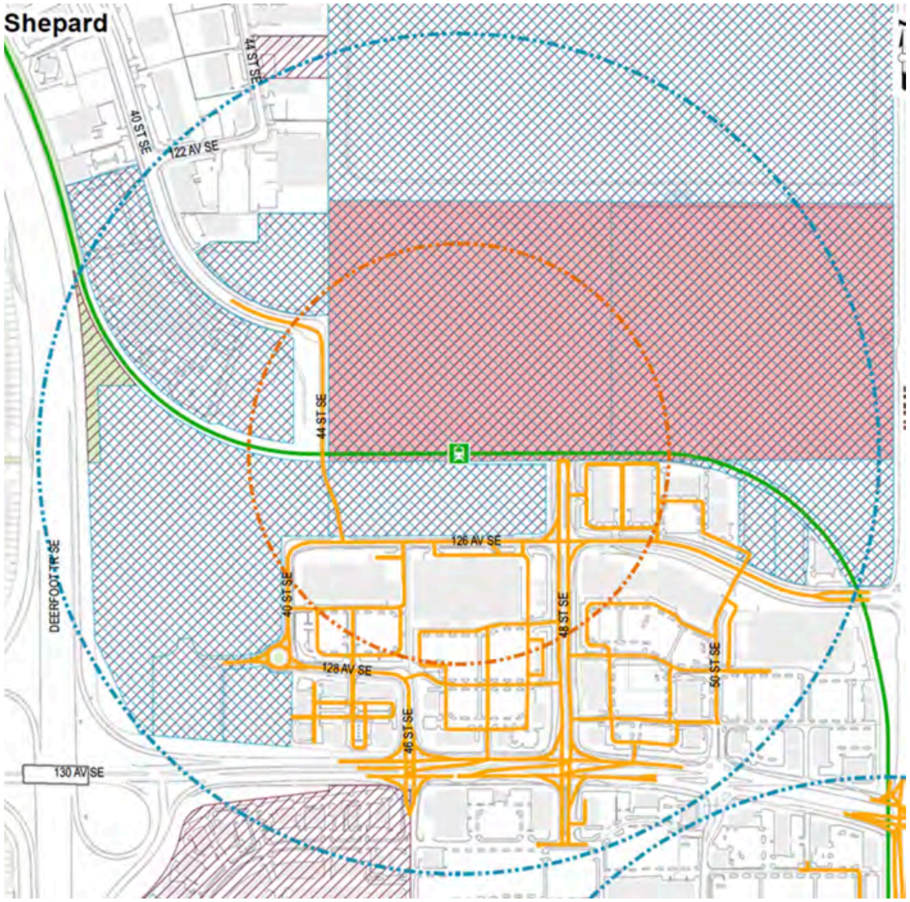
- Short to mid-term development potential given adjacent Park n Ride and established retail amenities, however near-term development may be challenged, depending on timing of larger TOD development plans north at Quarry Park Station and south at Shepard Station.
- Established retail hub and auto/RV dealerships will take several years before redevelopment is initiated based on current building life cycle status and Deerfoot Trail frontage/exposure.
- TELEC has developed a series of master planning options, however retail requirement (relaxation from existing 25-percent) is desired to drive development plan anchored by low to mid-rise residential.

PRIORITY RANKING: MID - HIGH

9. SHEPARD STATION - GREEN LINE LRT (FUTURE)

STATION LOCATION:

East of Deerfoot Trail / north of 130th Avenue SE adjacent to LRT station head.



OPPORTUNITIES:

- Shepard Development (CANA) continues to proceed forward with planning and development of the Shepard Station project with the first phase (adjacent to Deerfoot Trail) approved for 1,500,000 SF of office development with a single office building (PBS) completed and a second office development in DP stage along with a hotel site currently under offer.
- In addition to the employment campus node, Shepard Development is planning their second phase of development lands adjacent to the Shepard Station LRT (with plans to align and activate as the Green Line emerges over the next 10 years).
- Strong developer interest exists to modify and advance their development vision to create a dynamic mixed-use TOD project inclusive of residential (rental) and retail opportunities over the next ten years.

CHALLENGES:

- As Alberta (and Calgary) continue on a pathway to recovery and diversification, economic growth and overall demand is anticipated to increase yet is not unlimited. As a result, supply needs to be measured when considering which TOD sites are likely to emerge in the near to mid-term to avoid project cannibalization.
- Current 130th Avenue SE retail modifications (north edge) may be required to create stronger access / orientation to an emerging mixed-use development.

DEVELOPMENT POTENTIAL & GENERAL COMMENTS:

- Shepard Development (CANA) is a proven large format commercial developer having developed the retail hub of 130th Avenue SE.
- As a private landowner & developer of adjacent developable lands, Shepard Development has strong development intention coupled with proven market demand to advance their development vision over the short to mid-term (within the next two City budget cycles and to align with the opening of the Green Line).
- Shepard Development is keen to engage in greater collaboration and communication with the city on the planning of Shepard Station (suggesting regular joint planning meetings / consultation) to ensure an integrated and best-in-class project opportunity is realized.
- Additionally, the 'end of line' maintenance / storage facility and Park n Ride lot presents a developer concern. Careful planning / architectural consideration to ensure aesthetic integration to support development success will be critical.

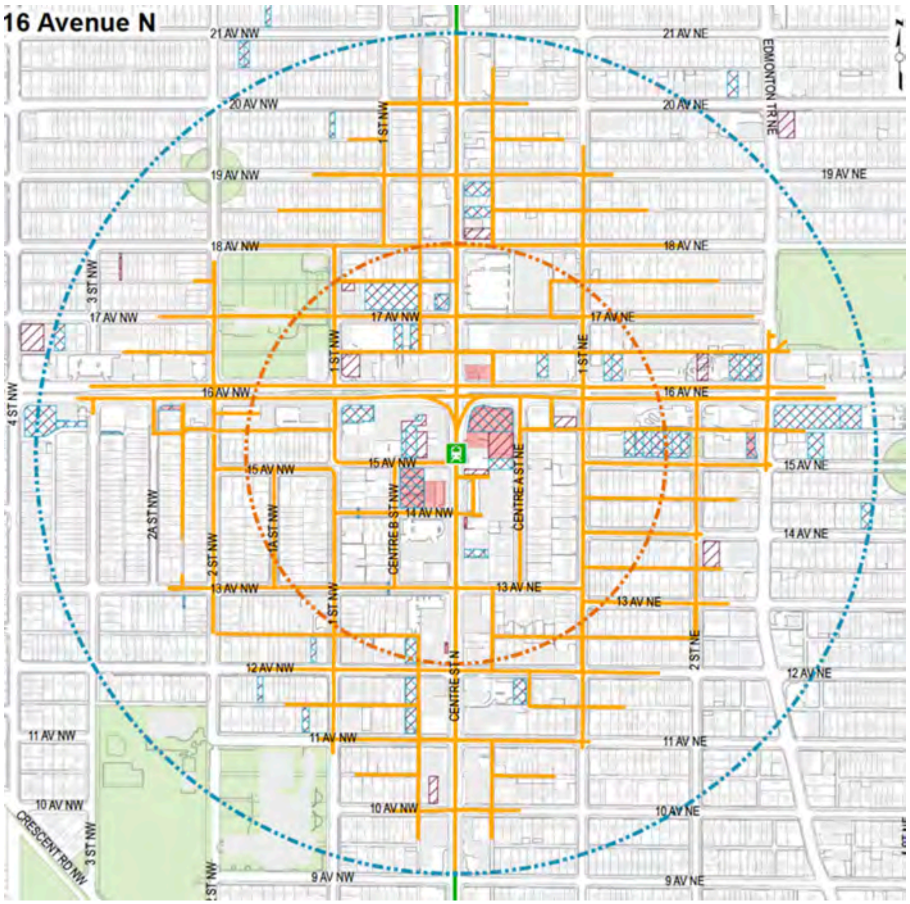
PRIORITY RANKING: HIGH

GREEN LINE (NORTH)

10. 16TH AVENUE - GREEN LINE LRT (FUTURE)

STATION LOCATION:

South of 16th Avenue NW/NE / east side of Centre Street N.



OPPORTUNITIES:

- City owned land parcels at Centre Street N and 16th Avenue NW/NE including former BRICK FURNITURE site on southeast corner as well as holdings on the northeast corner of 16th Avenue NE could stimulate redevelopment program.

CHALLENGES:

- Fractured commercial & residential land assembly within primary development area will likely take time to emerge.
- Potential uncertainty on costs and feasibility of Green Line's construction north of the Bow River (within Phase One) could be a factor on station development potential over the next two city budget cycles.

DEVELOPMENT POTENTIAL & GENERAL COMMENTS:

- Given city's ownership of the northeast and southeast corners of 16th Avenue NE, redevelopment opportunity exists, however program is likely best suited for the Main Street's Program (versus TOD Program).

PRIORITY RANKING: LOW - **MID**

11. 28TH AVENUE NORTH - GREEN LINE BRT / LRT (FUTURE)

STATION LOCATION:

Between 28th & 29th Avenue NW/NE on Centre Street N.

OPPORTUNITIES:

- Although positioned within the second phase of Green Line construction, opportunity for BRT station to connect to a smaller scale mixed-use development on the east side of Centre Street.
- Adjacent to an updated park space with potential redevelopment opportunity of the decommissioned Tuxedo Park School (CBE), incorporating a boutique low to mid-rise residential project above neighbourhood service retail.
- Opportunity to integrate the historic wing of the Tuxedo Park School into a master plan which could include a community association asset housed in the historic school building.

CHALLENGES:

- Although the Tuxedo Park Community Association appears to have limited appetite for redevelopment/densification, the opportunity to conceptualize and present a boutique development inclusive of a revitalized Tuxedo Park School asset could demonstrate community and residency benefits.

DEVELOPMENT POTENTIAL & GENERAL COMMENTS:

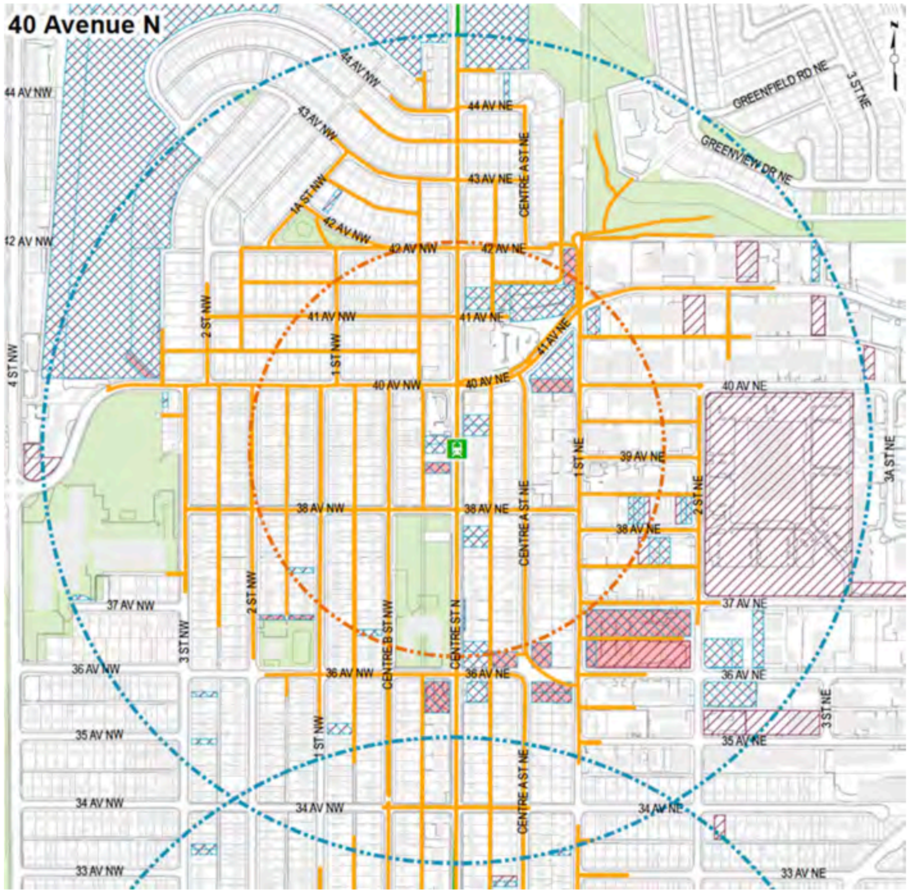
- A mini-master planned opportunity integrating residential (multi-family) into a small scale, boutique retail offering at grade could emerge.
- Currently, Centre Street North presents a fractured retail/F&B environment, however with some smaller scale Centre Street fronting commercial beginning to emerge, the opportunity to develop a neighbourhood service hub (similar to other small-scale retail / residential neighbourhood destinations such as: Willow Park Village; Britannia Village; Marda Loop; etc.) could be considered.
- Neighbourhood's proximity to Downtown, plus Deerfoot Trail employment nodes offers mid-term potential for development (which could occur independent of Green Line/BRT construction) given smaller scale and character of development site.

PRIORITY RANKING: **MID**

12. 40TH AVENUE NORTH - GREEN LINE BRT / LRT (FUTURE)

STATION LOCATION:

Between 38th & 40th Avenue NW/NE on Centre Street N.



OPPORTUNITIES:

- Development planning and land assembly has emerged along the Centre Street N corridor north and south of the future 40th Avenue N Green Line Station.
- Specifically, the Wing Kei Village building (former Centre Street Church) on the northeast corner of Centre Street N & 40th Avenue NE, has received land-use approval for a three-phased redevelopment anticipated to occur over the next 10-years. The development will include a 5-6 storey, 180-room seniors residence (supportive living, dementia and long-term care) in phase one; a second phase comprising 120 independent living units and support services; and a third phase mixed-use development of neighbourhood commercial, office and market housing located directly on Centre Street N comprising 120 to 150 residents.
- Proximity to large Centre Street Church campus/congregation located with commercial/industrial area between Centre Street N & Edmonton Trail NE.
- Highland Park Community Association appears to be pro-development and supportive of regentrification of the area.

CHALLENGES:

- Balancing dynamics, aesthetics and views of industrial / commercial zone located below (east) of Centre Street N.
- Neighbourhood desirability is limited and will require larger regentrification to drive demand.

DEVELOPMENT POTENTIAL & GENERAL COMMENTS:

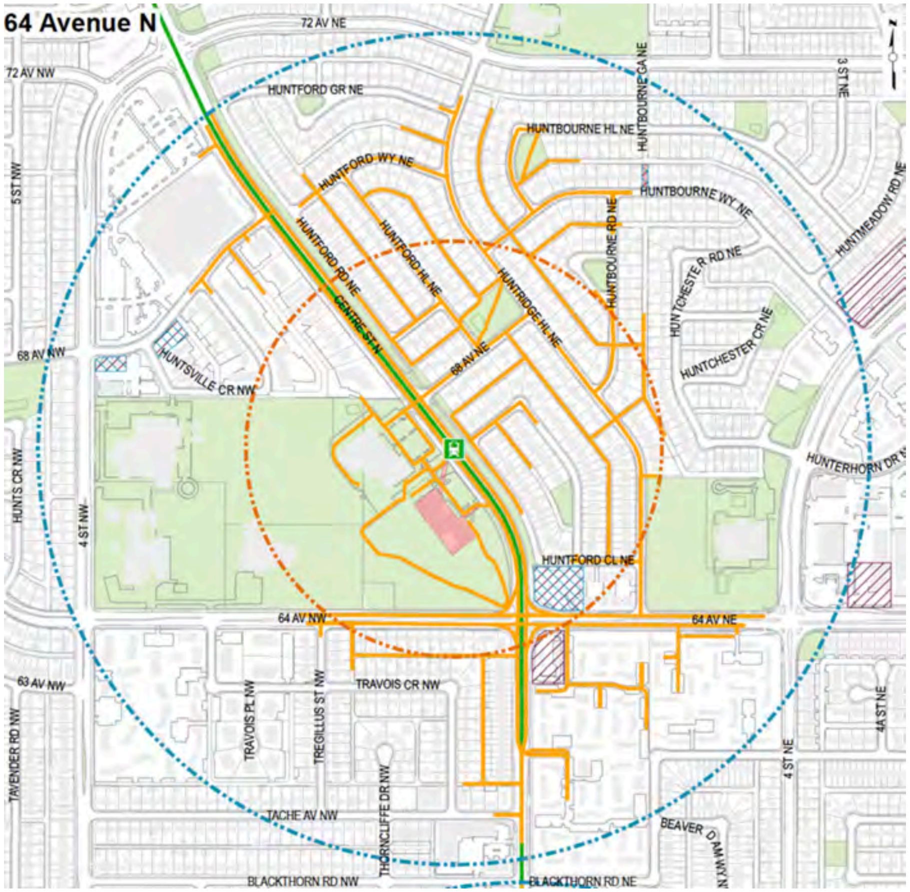
- Blackstone Commercial (Real Estate Brokerage) currently has several MC-1 Multi-Residential land parcels for sale, but with limited developer activity to date.
- Although development is emerging with Wing Kei seniors and mixed-use development plans and approvals, larger regentrification plans may take longer than anticipated due to market dynamics and general area appeal along with timing uncertainty of the second phase of Green Line construction and/or future Centre Street BRT connections north of 16th Avenue N.

PRIORITY RANKING: LOW - **MID**

13. 64TH AVENUE NORTH - GREEN LINE BRT / LRT (FUTURE)

STATION LOCATION:

Between 64th & 68th Avenue NW/NE on Centre Street N.



OPPORTUNITIES:

- Although 64th Avenue Station is within the second phase of Green Line construction, the proposed redevelopment of Murray Copot Arena, Thornhill Aquatic & Recreation Centre and Calgary Public Library comprising a modern recreation facility and new library presents an opportunity for TOD development surrounding a BRT hub.
- Existing amenity base is strong, including a range of retail, restaurants, and an adjacent Superstore grocery.
- Middle and secondary schools are located on site with swift access to Deerfoot Trail employment corridors, including Calgary International Airport and northeast warehouse/fulfillment and industrial nodes, providing excellent workforce connectivity.
- Established purpose-built rental surrounds master plan area (including product approaching redevelopment), presenting a proven opportunity for new multi-family rental.

CHALLENGES:

- Uncertainty on realities and timing of a BRT station/hub as part of the Green Line/Centre Street corridor.
- Size of site would require a large-scale master planning exercise to effectively program the site and maximize development potential.

DEVELOPMENT POTENTIAL & GENERAL COMMENTS:

- Established amenity base and proven rental market sets the foundation for mixed-use redevelopment and densification; however, a master planning and development program likely falls into future city budget cycles beyond 2030 as BRT and LRT phases/timing emerge.

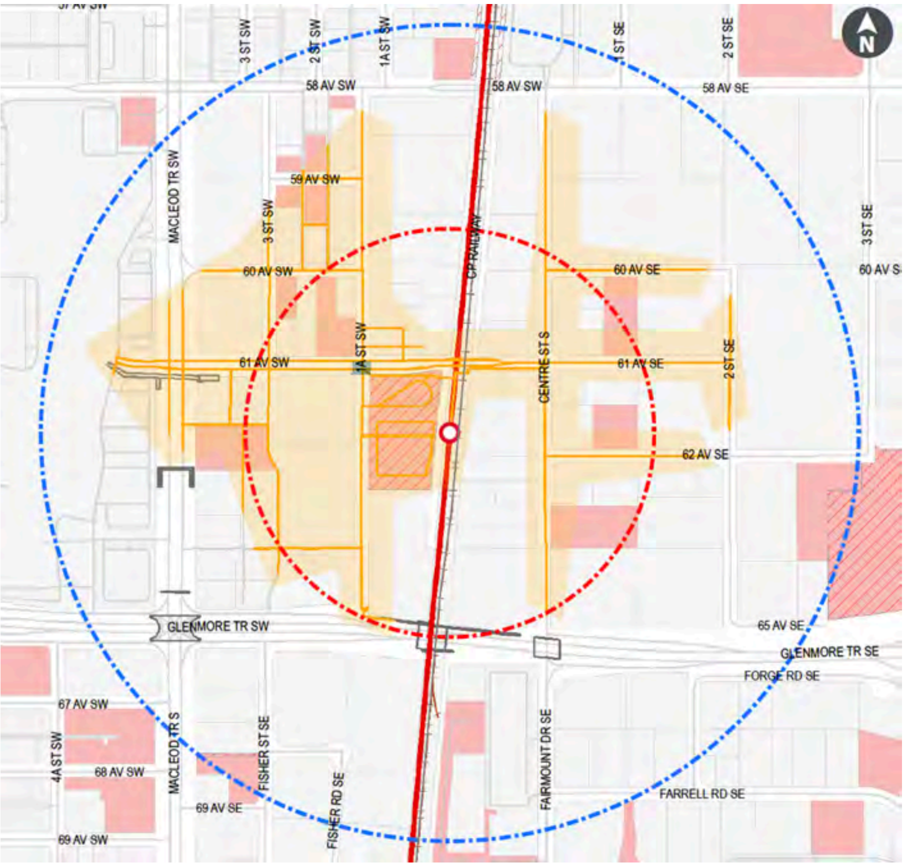
PRIORITY RANKING: MID

EXISTING LRT / BRT STATION OPPORTUNITIES

14. CHINOOK STATION - RED LINE LRT (EXISTING)

STATION LOCATION:

East of MacLeod Trail SW at 61st Avenue SW (adjacent to Chinook Centre).



OPPORTUNITIES:

- Strong mixed-use development opportunity to connect Chinook Centre to the Chinook LRT Station on the north and south side of 61st Avenue SE with a mid-rise mixed-use development project comprising retail/ restaurant/food & beverage with combination of professional office and residential above on both the north and south side of 61st Avenue SE to create a gateway to Chinook Station (from Chinook Centre).
- New gateway could deliver similar scale development to the former Bridgeland Hospital and University District areas.
- Cadillac Fairview has explored and developed a series of concepts in the past and has interest in acquiring key sites to materialize a stronger station connector and expand footprint.
- Catalytic development parcel bordering the east side of MacLeod Trail between 61st Avenue SE and 60th Avenue SE (owned by Gerald Averbuck - Saskatoon) is a key holding to materialize future development opportunity, however Averbuck has shown no interest in divesting of the low-density retail site.
- Pro-development groups comprise the balance of the northside of 61st Avenue SE including: Cadillac Fairview which owns a portion of the development block on northside of 61st Avenue SE west of 3rd Street SE adjacent to a City owned land parcel; and Ronmor holds the parcel east of 1A Street SE on the northside of 61st Avenue SE. Additionally, Atlas Development Corporation owns and manages parcels on the south side of 61st Avenue SE which also front MacLeod Trail between 61st Avenue SE to Glenmore Trail (adjacent to Home Depot).
- Specifically, the opportunity exists to migrate food & beverage from higher rent indoor mall settings to a more affordable 'high-street' locations.
- TELSEC (former Jack Carter auto dealership) building is being updated including a new front elevation and roof along with a combination of surface parking and use of existing underground parking stalls (15,000 SF under current building). Retail lease-up is now commencing with focus on long-term retail leases with retail openings planned for Sping 2023 or sooner.

CHALLENGES:

- Coordinating a joint planning initiative/master plan to align with a range of landowner objectives, interests and timing.
- Unlocking the MacLeod Trail (Averbuck parcel) given its strategic location within the path of development from Chinook Centre to Chinook Station.

DEVELOPMENT POTENTIAL / GENERAL COMMENTS:

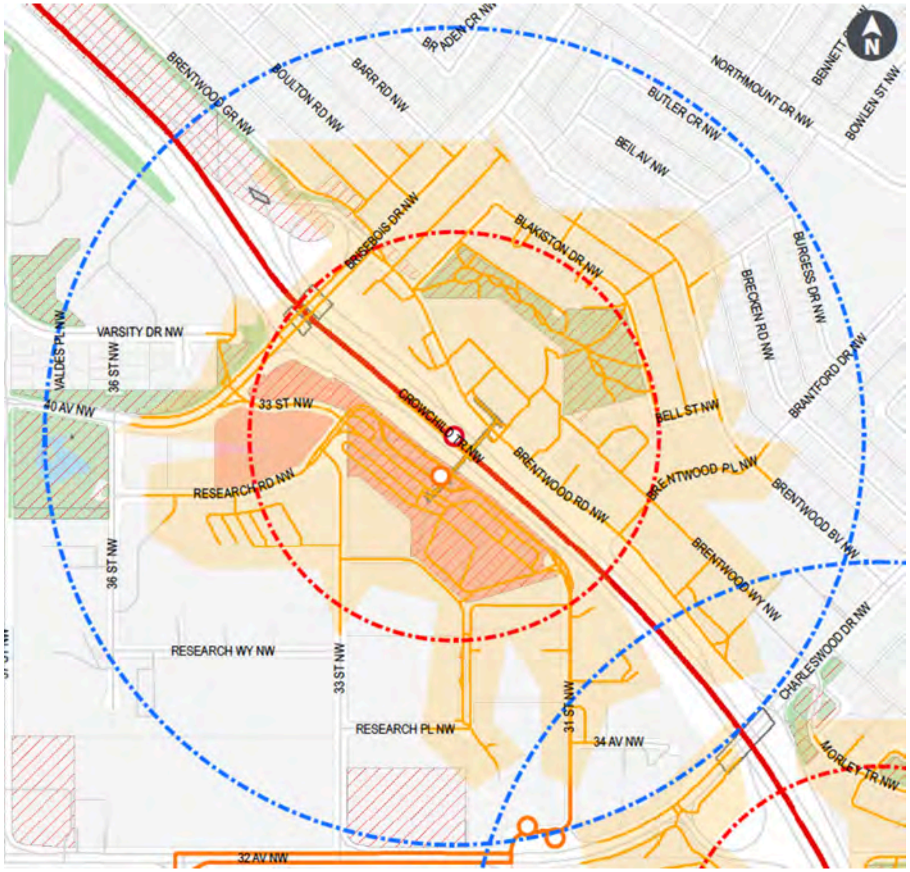
- Opportunity to further engage with key landowners/stakeholders to explore development potential and specifics on vision and timing.
- Strong redevelopment potential provided key spoiler parcel can be activated, given its strategic position within the path to development.

PRIORITY RANKING: HIGH

15. BRENTWOOD STATION - RED LINE LRT (EXISTING)

STATION LOCATION:

West of Crowchild Trail NW between 32nd Avenue NW and 40th Avenue NW (adjacent to University Innovation Quarter).



OPPORTUNITIES:

- Strong mixed-use development opportunity to create a 'Gateway Development' through the University Innovation Quarter (UIQ) and the University of Calgary, activating the west side of Crowchild Trail with the existing and new TOD development on the east side of Crowchild (i.e. University City and the Brentwood Co-op Redevelopment).
- Strong interest from University of Calgary Properties Group/UIQ to redevelop the Park n Ride lands as a mixed-use development within the broader UIQ master plan.

CHALLENGES:

- Current policy of a 1:1 parking replacement ratio creates a major redevelopment challenge of the Park n Ride lands, rendering the project non-economic given the cost of construction for above grade structured parking (currently valued at $35,000 - $40,000 per stall).

DEVELOPMENT POTENTIAL / GENERAL COMMENTS:

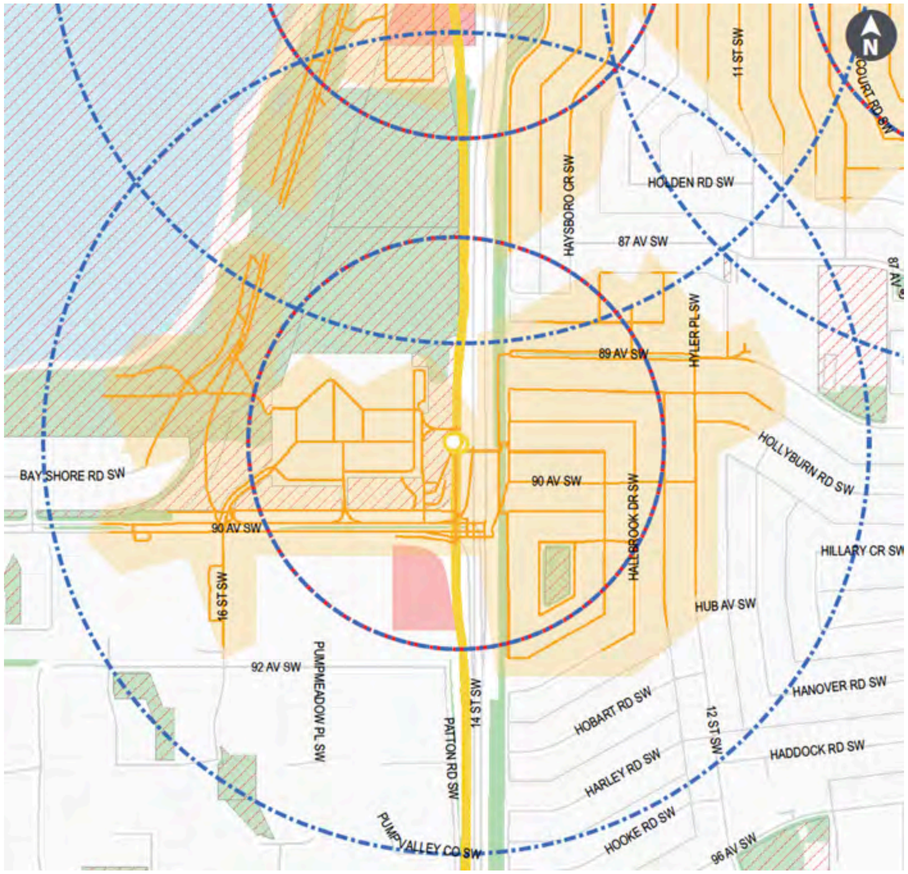
- Need to work with Council to alter the current parking replacement ratio of 1:1 to a more economic 0.5:1 to unlock development opportunity.
- From a planning and activation perspective, opportunity to engage with the University of Calgary Properties Group to explore master planning and integration with the UIQ.

PRIORITY RANKING: HIGH

16. 90TH AVENUE SW (GLENMORE LANDING) STATION - YELLOW BRT (EXISTING)

STATION LOCATION:

East of 14th Street SW just north of 90th Avenue SW.



OPPORTUNITIES:

- Pending negotiation and agreement between RioCan and City of Calgary for RioCan REIT to obtain right-of-way lands on the east boundary of Glenmore Landing Shopping Centre (adjacent to 14th Street SW) for a proposed mixed-use development inclusive of 4-5 high-rise rental towers above commercial podiums.
- RIOCAN's intends to work through rezoning application over next 2 years and deliver product within 5-6 years.
- New development would not impact/replace existing RioCan retail centre during new development construction. However, further development would likely occur at a later date to add more density and update product mix.
- Single landowner/developer with proven development pedigree and financial background (RioCan REIT).

CHALLENGES:

- Land-use rezoning application uncertainty and potential density/approval challenges with adjacent neighbourhoods.

DEVELOPMENT POTENTIAL / GENERAL COMMENTS:

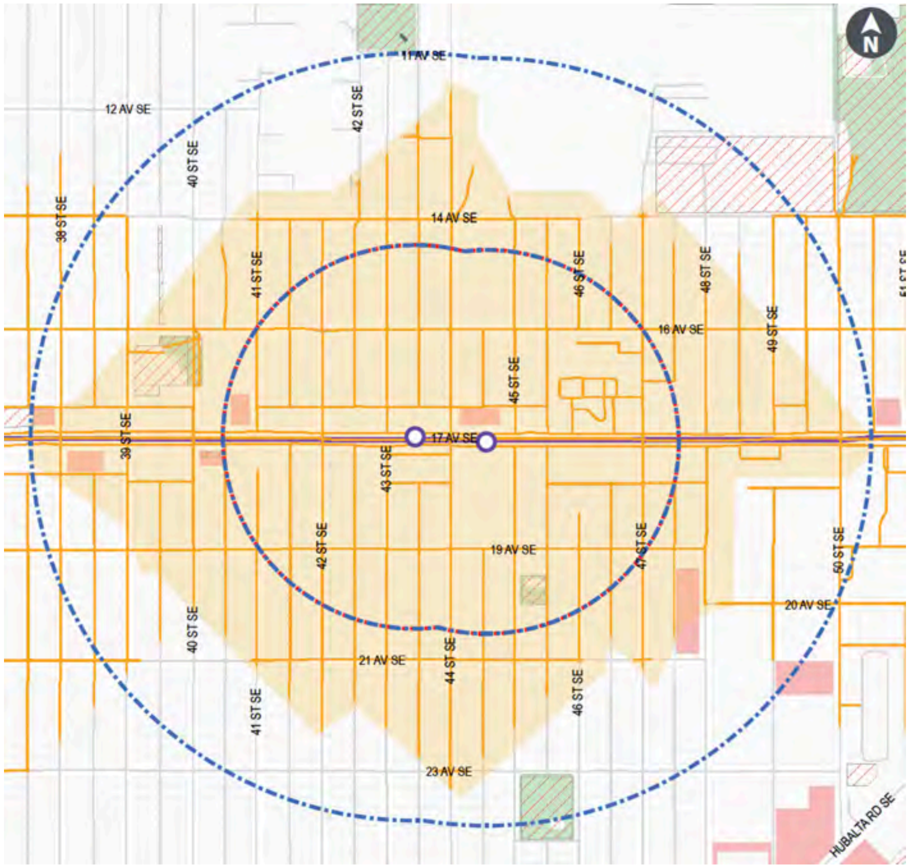
- Strong RioCan development interest, strategically located on a prime southwest amenity rich site (adjacent to Glenmore reservoir and extensive regional pathway network and parks); proximity to employment nodes (Rockyview Hospital) and MacLeod Trail corridor; and ease of connection to Mount Royal University via Yellow MAX BRT.
- Series of high-rise rental apartments within proximity on 90th Avenue SW, should provide precedence to support development program.
- Desirable southwest address will yield strong rental rates to support development economics.

PRIORITY RANKING: HIGH

17. 17TH AVENUE SE (INTERNATIONAL AVENUE) STATION - PURPLE BRT (EXISTING)

STATION LOCATIONS:

Between 44th Street SE and 52nd Street SE.



OPPORTUNITIES:

- Leverage existing Purple BRT line and planned civic redevelopment of recreation centre amenities (new YMCA – arena & aquatics) and new Public Library located on city lands two blocks north on 14th Avenue SE.
- Strong connection to existing commercial/retail hub located on southside of 17th Avenue SE at 52nd Street SE.
- Create gateway connection from 17th Avenue SE to new civic amenities.
- Opportunity for low to mid-rise multi-family residential (rental and/or ownership) with supporting neighbourhood service amenities.

CHALLENGES:

- Fractured commercial land assembly on north side of 17th Avenue SE plus band of residential (single family & duplex product between 16th & 14th Avenue SE) will require time to assemble a critical mass of land to initiate a mixed-use development opportunity.
- Given current costs of construction and realistic rental rates in the primary area of influence, developers are challenged to make projects economically viable, as rental rates of $2.30 PSF gross would be required (which are well beyond affordability levels for the area).

DEVELOPMENT POTENTIAL / GENERAL COMMENTS:

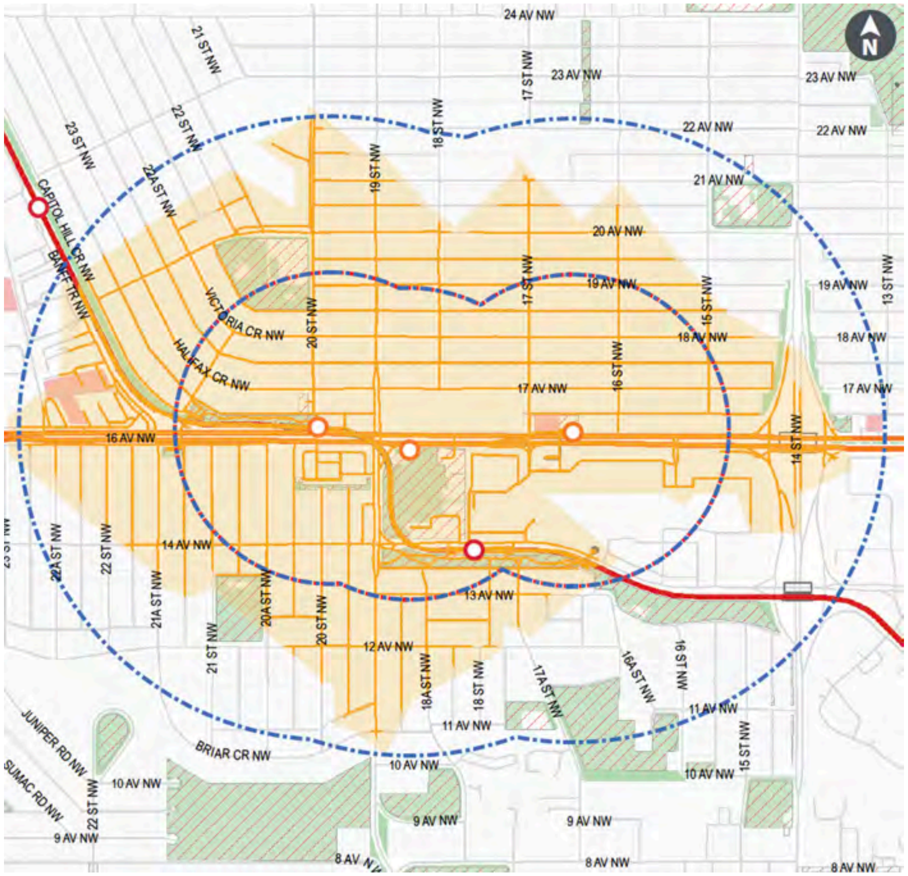
- Opportunity to focus on larger development parcel assemblies including the Giant Tiger site (northside of 17th Avenue SE between 47th Street SE & 45th Street SE) along with 44th Street Corridor and potential redevelopment of properties including: Holy Trinity Church and adjacent Family Activity Centre plus Forest Heights Plaza/Lucky Supermarket (corner of 8th Avenue SE & 44th Street SE).

PRIORITY RANKING: LOW - MID

18. NORTH HILL / LIONS PARK STATION – RED LINE LRT (EXISTING)

STATION LOCATIONS:

South of 16th Avenue NW / west of 14th Street NW (at North Hill Mall).



OPPORTUNITIES:

- Redevelopment opportunity of North Hill Centre (Mall); former Sears Building and surrounding retail and civic amenities (including new library).
- Proximity to SAIT, University of Calgary and the Foothills Medical Campus employment / student nodes plus proximity to downtown (via Red Line LRT) all point to strong redevelopment potential for a dynamic mixed-use development.

CHALLENGES:

- Ownership of BentallGreenOak (North Hill Centre) and Concord Pacific (Sears Building) are not expected to redevelop in the near term.
- Long term lease agreements (BentallGreenOak) with large format retail tenants will limit redevelopment potential.

DEVELOPMENT POTENTIAL / GENERAL COMMENTS:

- Limited short to mid-term developer/ownership motivation for redevelopment of the site within the next two city budget cycles.
- Given a higher likelihood of other area TOD sites activating (i.e. Brentwood) in the short to mid-term, it is unlikely a major strategy shift will occur for North Hill until market dynamics and demand factors improve.

PRIORITY RANKING: LOW

STATION ANALYSIS GRID

- Grid ranking are based on a point scoring system of 100 total points.
- Weighting by evaluation categories is based on level of importance of the category and its impact on the development opportunity of the station site/area.
- Ranking is based on development opportunity and business case and does not take into consideration any political motivations or perspectives.

STATION	TRANSIT LINE	PRIORITY	LANDOWNER INTEREST & TIMING (30)	LOCATION / AMENITY BASE / INFRASTRUCTURE (20)	DEVELOPMENT POTENTIAL / EASE OF LAND ASSEMBLY (20)	EMPLOYMENT NODE CONNECTIONS (15)	RESIDENTIAL OPPORTUNITY / DEMAND (15)	TOTAL SCORE (OUT OF 100)	RANKING / PRIORITY	GENERAL COMMENTS
BRENTWOOD	Red Line - NW	HIGH	25	20	18	15	14	92	1	Exceptional potential with connection to University Innovation Quarter, University of Calgary & Foothills Medical Campus. Strong interest from University of Calgary Properties Group, however development economics/opportunity hinge on parking replacement ratio policy change.
SHEPARD	Green Line - SE	HIGH	30	18	18	13	12	91	2	Driven developer (CANA) focused on activation in next 8-10 years. Excellent amenity connection and well situated in Southeast growth node.
90TH / GLENMORE LANDING	Yellow MAX - SW	HIGH	30	18	17	12	13	90	3	RioCan is advancing agreement and planning. Intent on product delivery in next 5-6 years.
CHINOOK	Red Line - SW	HIGH	25	20	14	13	14	86	4	Excellent development opportunity with strong amenity base (Chinook Centre). Land assembly of key 61st Avenue parcel is critical to advancement of vision.
INGLEWOOD / RAMSAY	Green Line - SE	HIGH	25	18	16	12	13	84	5	Excellent site. Organic growth combined with large land assembly opportunity.
QUARRY PARK	Green Line - SE	HIGH	25	16	18	13	12	84	6	Established mixed use, employment hub with new amenities and expansion on the horizon. Large vision which will evolve with market demand.
DOUGLAS GLEN	Green Line - SE	MID-HIGH	26	15	18	12	10	81	7	Well positioned site with existing Park n Ride already in place. Single landowner (Telsec) provides for ease of land assembly and connection to existing retail base and transportation (Deerfoot Trail) corridor is strong. Given proximity to Shepard & Quarry Park, product may face significant competition (depending on timing)
SOUTH HILL	Green Line - SE	MID-HIGH	25	15	16	12	10	78	8	Strong potential with significant city land holdings and updated infrastructure. Opportunity to connect to Quarry Park and CP Rail employment hubs and strategically positioned off Glenmore Trail corridor.
64TH AVENUE N	Green Line - NW/NE	MID	20	16	16	13	12	77	9	Oppportunity to advance as BRT hub as second phase of Green Line emerges. Well situated as both Park n Ride plus opportunity for new / proposed amenities and residential growth (rental).
16TH AVENUE N	Green Line - NW/NE	LOW-MID	20	16	12	12	12	72	10	Fractured land assembly will take time to emerge. A logical 'Main Streets' project to link 16th Avenue to Centre Street Bridge.
17TH AVENUE SE (INTN'L AVE.)	Purple MAX - SE	LOW-MID	18	15	14	12	12	71	11	Mid to longer term development potential, given fractured land assembly and economic challenges in activating the site (given current cost / marketability challenges).
NORTH HILL / LION'S PARK	Red Line - NW	LOW	5	20	16	14	13	68	12	Excellent site, however land ownership / developers have no immediate or mid-term plans to activate. Will also face direct competition from Brentwood if it emerges.
40TH AVENUE N	Green Line - NW/NE	LOW-MID	25	12	12	10	8	67	13	Wing Kei development advancing plus Centre Street Church expansion provides some market appeal, however station is in second phase of Green Line and industrial edge is gritty and lacks appeal.
28TH AVENUE N	Green Line - NW/NE	LOW-MID	15	14	14	12	10	65	14	Unique, boutique site that could be activated outside of TOD program given connection to historic wing of Tuxedo Park School and opportunity for small scale mixed-use neighbourhood development.
OGDEN	Green Line - SE	LOW	18	12	10	12	8	60	15	CP Rail HQ provides future opportunity, however limited amenities and land opportunity limits current opportunity versus other stations which offer greater immediate term potential.
26TH AVENUE SE	Green Line - SE	LOW	20	12	10	10	5	57	16	Future mid to longer term opportunity given higher priority station sites.

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