

Key findings by **main street**

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

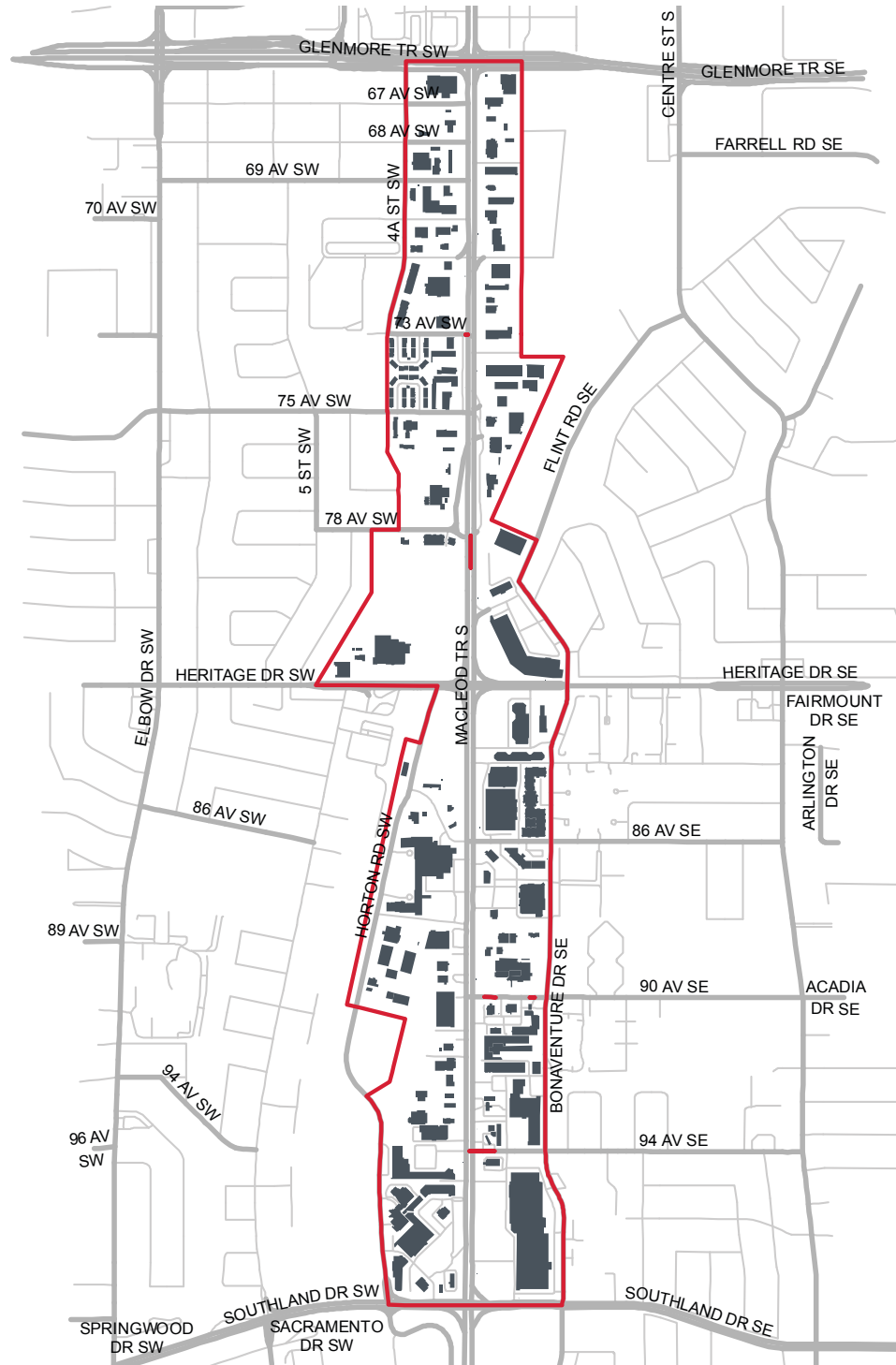


Macleod Trail SE

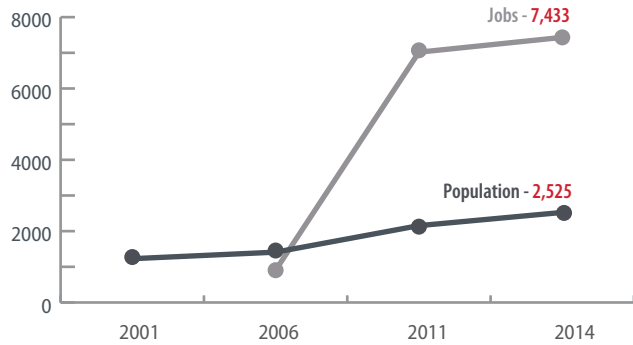
MacLeod Trail SE **now**

The Macleod Trail SE main street runs from Glenmore Trail to Southland Drive SE and is located between the communities of Fairview and Acadia to the east, and Kingsland and Haysboro to the west.

This automobile-oriented commercial section of MacLeod Trail was annexed by the City of Calgary in 1956 as part of an annexation of the lands between 50 Avenue South, the Bow River, Anderson Road, and 37 Street West.

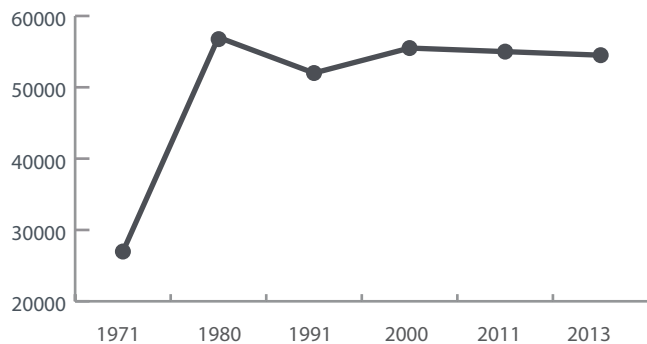


Jobs and population trends



Travel and transportation

TRAFFIC VOLUME (AVERAGE NUMBER VEHICLES PER DAY)



WALK SCORE

75

Very walkable:

Most errands can be accomplished on foot.

Local planning

MacLeod Trail has two sections designated by the Municipal Development Plan and Calgary Transportation Plan as an Urban Corridor and Urban Boulevard. These two sections of the main street have high frequency transit service with several LRT stations. The southern section was subdivided with a larger road right of way and provides a high degree of mobility for many different types of travel. A non statutory transit oriented development policy approved with the LRT line in 1980 (L.R.T. South Corridor Land Use Study) provides land use policy. This policy supports both transit oriented and main street redevelopment.

Current zoning

MacLeod Trail is one of Calgary's most iconic roadways. Designated an Urban Corridor, it is an important through route, allowing access for hundreds of local businesses. Current zoning, if fully built out, would just barely allow for MacLeod Trail to meet The City's population and employment targets for main streets and restricts development along one of the best served transit corridors in the city. As a collection of larger sites, rezoning could help create options for redevelopment to enable more people and businesses to thrive along the street, while also addressing a need for better public space and streetscapes.



TRANSIT ROUTES

 30 mins

Frequency of trips departing during **peak** hours

 30 mins

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

MacLeod Trail SE **future**

Important outcomes to main street users



Vibrant public realm

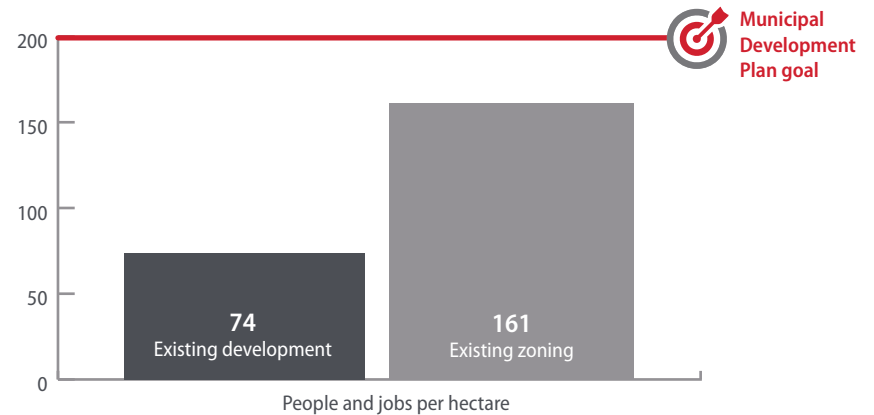
When MacLeod Trail SE main street users provided input about the future of this area, they shared that they would like to see increased pedestrian mobility, safety and comfort, including more trees and green space enhancements.

Desired outcomes

- Safe and vibrant main street sidewalk
- High quality public realm elements
- More street trees

Growth potential

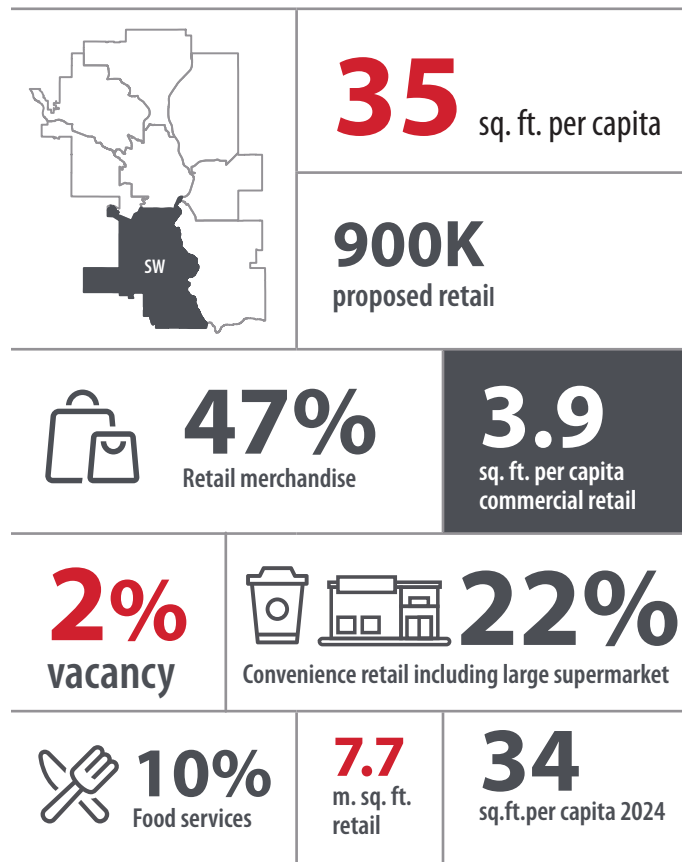
Growth for this main street area is significantly less than the Municipal Development Plan target. The most relevant factors contributing to this are market desire and consumer preference, which haven't driven redevelopment. Land use districts (zoning) must be in place to enable redevelopment potential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



Market outlook

MacLeod Trail South accounts for about 16,700 homes, or about 3.6% of Calgary's housing stock. The housing stock is considerably older than the citywide average, where homes are likely to have been built before 1960. This part of the MacLeod Trail area was originally an early suburban area. This suggests that many units may be reaching the end of their lifecycle and may be ready for redevelopment. Approximately 2,427 homes are expected to be built over the next 25 years.

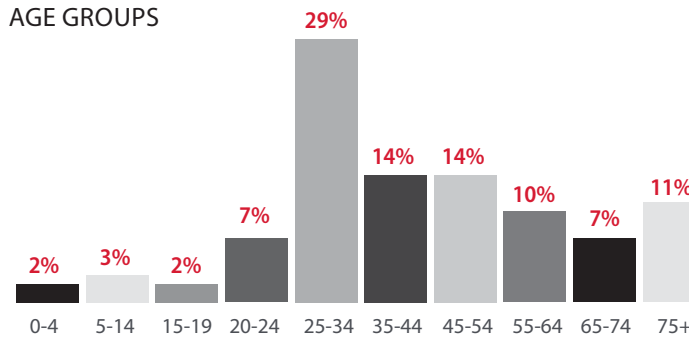
SOUTHWEST RETAIL FEATURES



Local and regional (destination) serving retail – medium to large store size

MacLeod Trail SE has 770,000 square feet of office space, accounting for about 0.96% of the citywide inventory. Much of the existing space is fully leased, despite the recent economic slowdown. Specifically, the vacancy rate is just under 6.7%, less than the citywide rate of over 10%.

AGE GROUPS



POPULATION OF COMMUNITIES NEAR MAIN STREET

