



# Rundle Area Master Plan

Stakeholder Report Back  
What We Heard Report – November 2017

## Project overview

The City of Calgary is developing a Master Plan for the area around the Rundle LRT station. The Master Plan will create a long term vision for the area and will also serve to guide future development and investment.

The goals of the Master Plan are to:

- Outline a vision for the future of the area.
- Identify locations for redevelopment, as well as appropriate land uses (e.g. residential, commercial), building heights, densities and urban design guidelines.
- Identify improvements that need to be made to the area in order to realize the future vision (e.g. more parks and pathways, street furniture, wider sidewalks, etc.).

When complete, the Master Plan will:

- Chart a shared vision for the future of the area.
- Recommend improvements to streets and public spaces.
- Outline guidelines for new development in the area.

## Engagement overview

The City of Calgary has been working through a comprehensive engagement and communications strategy to gather input from the public. This input, along with technical analysis and City planning policy, will be used to inform the Master Plan. The engagement process for the Rundle Area Master Plan is taking place over three phases from fall 2016 to fall 2017. The goal of phase one was to introduce stakeholders to the project and familiarize them with the potential elements of a Master Plan. The goal of phase two was to provide the community with an opportunity to share their thoughts and ideas on various topics for the future of the area. Past engagement reports for these phases are available on the project website [calgary.ca/rundle](http://calgary.ca/rundle).

This report summarizes phase three of the engagement process, which took place in November 2017. The overall objective of phase three was to provide citizens the opportunity to review and provide comments on the draft Master Plan.

The Engage Spectrum level for this phase of engagement was 'Listen and Learn' which is defined as "We will listen to stakeholders and learn about their plans, views, issues, concerns, expectations and ideas." Feedback collected through the City-led engagement program will be used to help administration to refine the final Master Plan.

## In-person engagement

An in-person open house was held on Wednesday, November 1 at Rundle School. At this session, we had project information and City staff on hand to answer questions. Citizens were also given the opportunity to share their comments on the draft plan by completing a feedback form. We had 65 people attend this session and received 5 completed feedback forms.

## Online engagement

An online survey was made available from November 1 - 12 on the project website [calgary.ca/rundle](http://calgary.ca/rundle). Citizens were provided with the information shared at the in-person open house and were asked to provide their comments on the draft plan. We had 799 unique visitors to the webpage and received 23 completed survey responses.

## Communications overview

A comprehensive communications plan was developed to inform the community about the project and all of our engagement opportunities. Ongoing tactics employed throughout the life of the project have included:

- Project specific website ([calgary.ca/rundle](http://calgary.ca/rundle)) that shares information and background about the Rundle Area. The website also includes a summary of previous engagement activities and notices about upcoming activities taking place in the community.
- Sending emails to the 91 community members subscribed to our email list, sharing on-going project information and engagement details.

The following communications tactics were employed to promote participation in our various engagement opportunities:

- Facebook advertisement campaigns
- Postcard mail outs to 3,719 surrounding area residents
- Large drive by signs on major road ways and intersections in the area
- Information was also shared to external email lists via the Councillor's Office, Community Associations and the developer

## What we heard

All of your feedback has been reviewed and a summary of input has been compiled to reflect the diversity of opinions that were shared by the community. These opinions were used to create high-level themes.

Some of the main themes that emerged through all of the comments were:

- Citizens are concerned about traffic and the impact density could have on 36 St. N.E.
- Citizens have reiterated the importance of safe pedestrian connectivity and have made amenity suggestions for the LRT crossings.
- Citizens prefer more small-scaled development and have concerns with proposed building heights.
- Citizens agree with the vision and look forward to revitalization of the area

For a detailed summary of the input that was provided, please see the [Summary of Input section](#).

For a verbatim listing of all the input that was provided, please see the [Verbatim Responses section](#).

## Summary of input

Below is a summary of the main themes that were most prevalent in the comments received. Each theme includes a summary and examples of verbatim comments in italics. These are the exact words you used. To ensure we capture all responses accurately, verbatim comments have not been altered. In some cases, we utilized only a portion of your comment that spoke to a particular theme.

Theme	Detailed explanation and sample comments:
Citizens shared concerns about transportation	<p>Citizens shared concerns about traffic safety and the impact the changes in the Master Plan will have on 36<sup>th</sup> Street.</p> <p>Sample comments:</p> <p><i>I have concerns about knitting the east &amp; west section of 36 St together especially when it has an LRT in the middle of it. Safety &amp; traffic are big concerns, with the planning of this high density plan!</i></p> <p><i>Please DO NOT put bicycle lanes on 36th Street, or any of the intersections with the LRT line. That area is already dangerous and congested enough without the additional complication of bicycle-specific lanes.</i></p>
Citizens concerned about pedestrian safety	<p>Citizens shared concerns about pedestrian safety in the Rundle area, particularly around LRT crossings and 36<sup>th</sup> Street.</p> <p>Sample comments:</p> <p><i>I am sure that most deaths at that crossing would be stopped by giving enough time to cross. Hospital = wheelchair handicapped. Difficult to cross - not good enough.</i></p> <p><i>I think the Master Plan is very weak on providing a comfortable and convenient pedestrian experience.</i></p>
Citizens made pedestrian amenity/connectivity suggestions	<p><i>Citizens provided suggestions on specific pedestrian connections and amenities that should be provided in the Rundle area.</i></p> <p>Sample comments:</p>

	<p><i>Id like a bridge or connect across 20 ave ne for sunridge mall and superstore its very unsafe to walk</i></p> <p><i>Is there a way to put in a pathway that is more direct from the central south part of Rundle without winding around so much? There could be more labels on the pathway showing the shortest route to the C-Train station.</i></p>
Citizens want small-scale development	<p>Citizens shared their preference for small-scale development and shared concerns over high density development.</p> <p>Sample comments:</p> <p><i>Residential areas need to be left alone and they should remain as that. I do not want buildings going up east of 36th street.</i></p> <p><i>I do not agree with the "high density" vision. This is not and never has been what I have put forth. We do not need more density here.</i></p>
Citizens agree with future vision	<p>Citizens shared general agreement with the vision of the Rundle Area Master Plan and shared interest in future revitalization of the area.</p> <p>Sample comments:</p> <p><i>I think the vision is great, and long-overdue for the NE. I don't know if you get much positive feedback on these things, so just wanted to add a thumbs up!</i></p> <p><i>I like it!! :-) Looking forward to the additional density &amp; the benefits that brings.</i></p>

**Next Steps**

The input gathered from phase three of the engagement program will be considered by the project team when refining the final Master Plan. The final Master Plan will strike a balance between technical feasibility, alignment with the Municipal Development Plan, best practices in urban planning and citizen input.

All of these matters will be considered in order to:

- Develop a long term vision for the future of the area.
- Identify necessary improvements to streets and public spaces to help achieve the long term vision for the area.
- Create development guidelines that will help evaluate building applications over the next 10–20 years.

These guidelines will help define boundaries for land use, building heights, density and building design and will ensure that new development contributes to the long term vision. The final master plan will be presented to the Planning and Urban Development Committee for approval in December 2017.

For more information and updates please visit [calgary.ca/rundle](http://calgary.ca/rundle).

## Verbatim comments

Content is captured as it was provided by citizens. No edits have been made unless there was personal information or offensive language which is removed with an indication that this has happened.

Question 1: After reviewing the vision do you feel there is anything missing from the vision, or do you have any ideas or concerns you wish to share with The City about the vision?
Transit arteries (tributaries) onto Village Sq and to 52 St - Good opp to provide low speed (12-15 km/hr) Transit onto 36 St LRT.
Didn't see anything about ??ing the station itself to be a bit friendlier - eg no chain link - but maybe that's part of the higher level concepts.
I would also recommend smaller block sizes along 36 St.
The vision comes off very ambiguous. Along with 36 street itself, the Sunridge Mall area is the next biggest component on this area fulfilling it's potential of becoming a vibrant, TOD community. From the plan, all of the area west of 36 street is subject to future planning. This is understandable since it does require consulting with property owners, but it does leave this plan incomplete.
It is challenging to come out but walking Rundlewood is really barren n boring n I see no people outside I see when driving into Calgary the landscape is so barren why Other cities keep growth so you can't even see houses just forest I wish disability scooters were available so I could go out more I wish that big area on top by 16 ave was more pleasant with a gazebo with an art easel or at least a bench to rest n fitness trails I have often gone hungry n maybe food forests n more knowledge about edible plants maybe perennial that bees like n what to do with people's apple trees that just waste harvests Shipping containers placed locally for second hand stuff Renovating homes to be green reduces carbon emissions Asset challenged folks need more support around obtaining clear titles n green renovations I won't be able to keep my home soon utilities n costs keep going up My property value is so low when 600 sq ft condos are going for 300,00 with 480 condo fees how can my property be so low n how can I downsize to a more expensive place So many properties for sale on MLS in Rundle have illegal suites But contractors are really bidding so high to even build a proper one I can't even get decent estimates So low income disabled home owners are being threatened with being warehoused. I don't like the senior home being planned next to the tower I wonder about protection from elf The airport promised it would not change its flight path but they did for no reason they fly over homes n the hospital it's terrible now why How can rundle station be a hub But we could use an empty building in ne to create an art hub Rundle has no parks no art no accessibility Sharing pantries libraries gardens art fitness Using infrastructure to create green clear title homes for asset challenged families

Please bring neighbours n prosperity together  
No one does door to door community membership n it was difficult to learn about this event it's not even posted on the Rundle community web or Facebook no one knows about it  
There should be a more unified architecture plan how come some new houses are allowed to be so huge  
the new buildings on our corners are terrible  
n our community sign is so old  
So many of our huge sentinel trees have been cut down as properties have been sold some just scrape it all away it's sad trees are not protected  
My kids have been jumped so many times by other culture groups of kids no one will come here by walking maybe cameras everywhere like in the uk makes people safer  
I get propositioned like I am a hooker just going for a walk  
Or sitting at the bus  
No neighbours even invite me over for a coffee because I am white single mom with disability  
Anyone want to buy my home of 20 yrs or pay off my mortgage n renovate for carbon reduction I can't even get out of my house to meet people  
I like to create art with people but can never find anyone  
My grandpa told me to always love my neighbours he survived the war  
but people don't seem to know this anymore  
Support rates are so low it's a crisis an invisible crisis please check out stats can data n see since 1959 the lines drawn were just to low crisis n just more poverty  
How can I be sustainable home ownership matters n even anyone private can help another person privately is there a place for Haves n have nots to meet as equals  
What about volunteer hubs  
Where some can do tasks part time for credit to buy food n clothes instead of food banks  
I hr volunteer equal to 25 credits it could be donated too  
I hope the 50 yr plan goes well n human beings are put before profits in every manifesto stop spending more money on concrete the tradition of home has been around in families forever how come it's not relevant today I like that our community is trying to do something to improve community but please help families first  
thank you

I would like to see a strategy for parking with the increase in density. It's already a challenge in our area due to proximity to hospital and LRT. Based on current experience, being close to transit does not seem to reduce car ownership substantially.

I don't have any concerns... I think the vision is great, and long-overdue for the NE. I don't know if you get much positive feedback on these things, so just wanted to add a thumbs up!

Here's the thing I noticed going to your open sessions. I am a mid to late 20 year old woman who's trying to start her future (and move out of their parent's house) and I believe that this vision is targeted towards a younger generation rather than those who already reside in Rundle. I, for one, like your vision because I believe it is targeted towards a growing population of younger people and families looking for a place to either start their future or to settle down for the long run. However, after saying all this, I realized at your last session that most people who are complaining, and don't want anything to change, have a) lived in this neighborhood FOREVER; and b) are old. This plan is not made with them in mind or even if they are in mind they are not the top requirement (more like the bottom).  
I believe that Rundle DESPERATELY needs this type of revival, as we have not been touched in a long, ass time (somebody touch us please!) but there are some things that I think Rundle could do without (ahem, the cycle track, ahem). There are a lot of tough cookies in Rundle and I applaud all the City workers who put up with all of their complaining and finger pointing; I'm pretty sure that I will turn into one of those people one day but, for now, Rundle needs this and I can honestly say that change will be good.

I am concerned with the time frame for providing safe pedestrian crossing over 36 Street NE. The plan to only use "level" crossings, seems misguided, given the amount of area taken up by the Rundle LRT station, and the lack of defined points for safe crossing.

While future development should be built within the framework of additional pedestrian access and

easier access to the LRT, this could take decades to achieve, making the area a continued "no go" zone for those not already accessing the LRT station.
Improved Policing for area...taking the bus from there anytime is sketchy...after dark, it's downright intimidating.
Plan from 16 Avenue to wards your plan . Thx
I do not agree with the "high density" vision. This is not and never has been what I have put forth. We do not need more density here.
Requires better access out of the LRT/bus parking. It's great to have all this public transit, but the feat of getting out to head north has very limited access. A number of residents do not even use this facility for this reason and pushed to other areas. To me that is a waste of money to build that doesn't serve a purpose for the residents in the area.
I have seen ladies in high heel trying to get over those horrible rocks around the station. It is only a matter of time before you are sued.
Please DO NOT put bicycle lanes on 36th Street, or any of the intersections with the LRT line. That area is already dangerous and congested enough without the additional complication of bicycle-specific lanes.
I don't like the vision, it should stay as it is, more meetings with the community should be in place.
I believe the challenge for city administration is to NOT intrinsically change that part of the nature of the neighbourhood that keeps longtime residents still wanting to stay and keep some historical knowledge of the area for new neighbours coming in. Not all parts of a neighbourhood need modernization or densification . How else do you get the "old " parts of say Ottawa, Montreal etc.
Have the city planners think outside the box: elevate the train tracks or go underground (if you are thinking of 30+ year plan, then think big and plan big for the road infrastructures). Reason: think of the vehicle backups on all the roads turning left into 36th Street in the future (more trains on the train): 36th Street is a major route and will get worse (think three lanes, instead of two lanes, in each direction). All the roads perpendicular to 36th Street are no longer side streets (they are becoming major connectors to other streets and areas). Stop making 36th Street narrower and complicated. Do you know how it takes to turn left into 36th Street during peak LRT hours now (and turning right too)? Have the city planners take time out to experience it enough? And the majorities in NE will still drive to get to work, to appointments, etc (because the transportation network/connection in the city isn't that great). Have anyone of you try to take public transportation to the airport? to see your doctor? to buy groceries? to the gym? Just because there are medical specialists in the area, most of our family doctors, dentists, etc. aren't in the area: we still have to drive. Be realistic about your biking lanes (I am for the idea, but that is for inner city); I totally agreed with better and wider walking/pedestrian paths--I can see more people use it. Cycling paths: not so much (I wouldn't let my kids go cycling themselves especially not on 36th Street even after it has been gentrified. They can't cycle to schools, colleges, or universities. I can't cycle to work since it is too far, so are most of my neighbours.)
Question 2: After reviewing the core ideas do you feel these ideas support your vision for the Rundle Area Master Plan? Are there any ideas or concerns you wish to share with The City about these?
Pedestrian crossing must improve especially train track crossing. 36 St 26 Ave very porr crossing. Pedestrian lights are not synced with train lights. Long pedestrian waits to cross. I am sure that most deaths at that crossing would be stopped by giving enough time to cross. Hospital = wheelchair handicapped. Difficult to cross - not good enough.
I have concerns about knitting the east & west section of 36 St together especially when it has an LRT in the middle of it. Safety & traffic are big concerns, with the planning of this high density plan!
I like it!! :-) Looking forward to the additional density & the benefits that brings.
I think redevelopment would be great. Concerned about lack of interest from developers due current perceptions about the NE.
Improve cycling network.
Yes. These are the correct core ideas to have. The idea is to make this area genuinely feel like a community. There's acknowledgment of providing art on the medium barriers for 36 street, but I would also advocate for greenery, such as what's featured on 16 avenue N corridor.

This is so important to do! 36th has always felt like a wall- even just walking with friends who lived in the community as kids, any time we wanted to go across 36th, we were driven. (Even though we were in walking distance.) knitting the 2 sides together is incredibly important!
"Transforming 36 St. N.E. into a more complete street"....I think you need to be more specific than that. Are you talking landscaping? Are you talking about having one theme for the buildings along the whole street? What's going on here? But if that's the case I do agree with the "complete street" idea. I like the idea of public art but only if it is done similar to the art in East Village.
Yes - although I think the Master Plan is very weak on providing a comfortable and convenient pedestrian experience.
Remove the street level crossings for LRT. Needs to be either under the road, or the better option would be to raise it above the existing roadway.
<b>Question 3: After reviewing the proposed land use and building forms map, are there any ideas or concerns you wish to share with The City about the land use concept?</b>
Potential for industrial live/work transition.
No. Looking forward to seeing more of this fleshed out.
Place a set pattern for investors that may want to "flip" residential houses to a different zone "opp" of multiple dwelling. I despise people that do that, because it causes increased housing costs!
I would prefer mixed use development west of 36 St. Also, the high density east of 36 St should allow for commercial.
The active facing buildings are such a great idea. And having such a mixed-use site will be awesome for the area.
Not much to disagree with here except for the high density community area. If that is done really well I believe that it will look really nice. But if you just want to put housing there just to have a high density area then I believe you're going to have a fight on your hands from the community.
I would suggest that the City encourage all future development or building be bonused for underground parking, or that it be made mandatory. This will make better use of surface areas for pedestrian and other residential and commercial uses, and provide a needed respite from the "asphalt jungle" feel of the area at present.
So you want to increase the population in this area and we have a problem with airport noise/air traffic noise. Do you think that anyone wants to move to an area where there is so much noise? You want to build high rise buildings? Doesn't seem logical to me.
Stop wasting money on street trees that die after one or two years. Either plant native shrubbery, or don't bother.
Stop refreshing sidewalks when they are perfectly fine.
See above on ideas/concerns for more info. Letting "the tunneling or raising the LRT may be too expensive" as a limitation from thinking outside the box is sad. Think long-term. The city planners: you already boxed yourself in by putting a box around your creativity. After all, it is for a 30+year plan. The trouble with this city is the planners are shortsighted in the past and continued to be shortsighted in the future. Think what it is like 30 years from now and work backwards and if we need to tunnel or raise the LRT, then be it (after all, city planners: you wouldn't be around either). And sometimes, it means having to be bold (and be not afraid to take the criticisms) and saying we have to do this if we want to get there (instead of: we can't do it because of this constraint). Look at the Metis trail going north (2 lanes to 1 lane to 2 lanes). There are many examples where no one looks ahead far enough.
It is now too late to comment on anything going on at the west side of 36th Street and 20th Ave . I attempted to read the "sign" about the development by putting myself in harms' way at the 36th Street corner. I took down the information, went to the website and could not make any sense of the information. These development permit signs have to be large, put in safe places for people to stop and read them and make the city's website information IN PLAIN language so anyone can understand it. DO NOT hide behind the developer/land usage language used even in the newspapers. Let the taxpayers know, plainly what the plans are!!!!
Is there a way to put in a pathway that is more direct from the central south part of Rundle without winding around so much? There could be more labels on the pathway showing the shortest route to the C-Train station. I don't care that much about public art. I care about catching my train on time and



safely. Even if there are more people and businesses in the area I still don't see how that would make me any safer.
I don't like any of the ideas, I like my neighbourhood the way it is. With all this going up, it will invite more crime to the residential. You can do this when I'm old and gone, let's say 25 years from now.
I do not have any concern about land use.
<b>Question 4: After reviewing the proposed building heights map, are there any ideas or concerns you wish to share with The City about the building heights?</b>
Maximize height where appropriate.
None
Nav Canada might be an issue!?!? (36 m 12 storeys)
Concern about lack of transition on north end near 26 Ave, which is quite unlikely to be redeveloped.
I provided my feedback at the session about lack of transition between south side of 26th Ave and north side. While I understand the plan includes increasing density/height north of 26th Ave, I think the plan needs to take into account the likely progression of these changes.
Boardwalk is already preparing to redevelop their property so it is likely to be one of the first things to happen. And, since it is condos, redevelopment north of 26th is likely to be one of the very last things to happen. That means there's a potentially very long period with very tall buildings next to short ones. We in those condos have concerns about loss of light, feeling like we have a towering giant next to us, and general aesthetics in that scenario.
While I do like the idea of incorporating different levels of housing throughout the Rundle community I disagree with having a max. 12 story housing building along 36 street. I really do believe that you guys should either rethink or think strategically that situation. I would like it much better if the high density would further from the train station but still along 36 street if that makes sense. Crime will happen no matter what but if you place such a tall building around the Rundle train station it doesn't matter which way you face the front of the building, crime will rise.
Not at present.
Buildings taller than 4 stories should not be allowed. I do not believe that many people at the open houses voted for tall buildings. The papers that I saw did not have tall 12 story buildings.
Seems ok
The height zones seem reasonable to me.
See above on ideas/concerns and land uses and building forms for more information.
Only one storey buildings on the east side of 36th street.
Just don't let developers get away with building something inappropriate and apologizing afterwards!
I think building high level building is not that good idea. there are still some resident live there. people still want to enjoy some view then just building
<b>Question 5: Do you have any outstanding ideas and concerns about the Rundle Area Master Plan that you feel have been missed and/or have not been addressed?</b>
Suburban laneway housing.
I don't see any space allotted to worship space or entertainment concept.
Just that ributory feeder transit.
-Planning for autonomous vehicles. -Environmental concerns, storm water management etc.
If this area does intensity to the desired level, how is traffic and the current intersections with the LRT going to handle this? Left turns is a pain as it is, and cars aren't going to disappear 30 years from now. There may be even more cars in this area with all the new buildings, turning this area into a true HUB. Can this area really thrive, and can accessibility be good for all nodes of transportation when it requires good cohesion between the LRT, pedestrians, vehicles, and cyclist without building interchanges at 20, 26, and 32 avenue?
Yes...26 Ave NE connecting 36 st NE to 52nd st NE is one of the busiest Ave that leads to many nearby schools, leisure centre, public library, playgrounds and residences..This road is totally

neglected.it is in need of repairs including the sidewalks that is been used by students and many others on a daily basis..The road and sidewalks should be renewed. The fillers used previously are ugly and not really in place...wont be long till some senior or child could fall and injure themselves really bad.
I don't believe I've heard anything about lighting or whether or not that was a major concern. Also providing a more direct pathway towards the train station or to 36 street would be nice. I know that a lot of the "back roads" for pedestrians have been closed off by gated townhouses. So if you were to build a large storied building along 36 street I would hope that you keep people who commute by walking in mind.
The use of underground parking in Calgary's harsh winter climate and to facilitate better use of surface areas for pedestrians and other uses should be explored more meaningfully.
Increased Police Presence
Transit via train from that station is uncomfortable enough already at rush hour and you want to guide this to be "transit oriented".
The lanes on 36th street don't need to be narrower. The crossing lights should be longer or the signal lights set up better. I usually run to cross 36th St. just to get across in time before the light changes. The upper level walkway is much safer and I use it but it is far from the intersections where I often cross. There is never enough parking for the C-Train so I end up parking in the residential area and walking. It is not convenient. That affects how frequently I use the C-Train.
Not unique enough--feel like any other North American gentrification. Failure to recognize the different ethnic and economic diversities. Failure to recognize the need for affordable housing for residents (especially seniors). Failure to recognize small family businesses. Failure to communicate or engage with the majority of the residents (and please stop using the "it's the working class" excuse). And often, it is the whites showing up; where are the other ethnic groups? The postcard detailing the November 2017 open house came too late to change other plan in order to attend. Feel like it can be any plan from the shelf with slight modifications. And we spent more than a year doing this: I expect more. "B+" for effort. "F" for communication. "D" for plan. This proposed plan will never pass the communities in the SW or NW (think the richer communities), but for the NE, it is deemed by the city to be good enough. Unfortunately, it is not enough. NE deserves more. Somehow, it feels like someone wants to do it just to check it off on your check-list to say that the NE/Rundle residents have been communicated, engaged, and provided input.
no I do not have any more new ideas.
Just go slowly and carefully and in some kind of organized manner.
I realize there is an obsessive focus in this city for non-automobile focused transportation, but realistically, I'm not going to take a bus for 1.5 hours when I can drive my car 15 minutes. This is my reality while living in Penbrooke and working in the Sunridge area. If I take public transit, I'm commuting for 1.5 hours, MINIMUM. When I drive, it takes me between 10-20 minutes depending on traffic. I value my time too much to choose transit over a private vehicle. Not to mention public transit is unsafe and filthy. I'd rather be safe inside my locked vehicle than exposed to the vagrants and unhygienic individuals that are attracted to LRT stations.  Therefore, I believe that more focus needs to be placed on ensuring that all variations of housing developments allow for adequate vehicle parking, and parking for visitors. Newer neighborhoods are notorious for a serious lack of visitor parking.
Density brings crime and noise to the neighbourhoods and brings down properly value.
<b>Question 6: Do you have any additional questions about the Rundle Area Master Plan? Common questions will be used to populate the Frequently Asked Questions section online.</b>
Is there an anticipated timeline for private development?
Do you have any idea about any timelines?
I'll think of some and let you know.
Are there some smaller changes that can be done immediately? Like improving crossing timings.
Will we see any changes (small or big) to Rundle in 5-10 years? Will you be focusing on making 36 street as a complete street or building housing or something else first?

Rundle station is awful to maneuver in peak times during construction. Anything to speed up progress would help. Its coming up to 3 years of construction...
Why most of my neighbours don't know about the Rundle Master Plan (even after a year)? (Note: the postcard detailing the November 2017 open house came too late in the mailbox: most have other plans)
How can the Rundle Master Plan be considered "true engagement" when most of my neighbours don't know about it? (Note: the postcard detailing the November 2017 open house came too late in the mailbox: most have other plans)
What measures will be included to ensure there is enough space for everyone to park in the lower density areas?
What measures are being taken to ensure there is space for visitors to park?
What is being done to ensure that the "indoor seating areas" don't become space for vagrants to harass people going about their business?
What measures will be taken to avoid public spaces becoming filthy and unsafe? Who is going to clean up the drug paraphernalia that commonly pollutes existing public spaces?
No
I live in that area now I just want to know is city going to buy my property if this plan approved.? I want to know how it work.
Can you make better marked and more direct pathways to the station for those of us who live outside the immediate Rundle Station area and are willing to walk because the feeder buses come too infrequently?