

# Rundle Station

## Welcome

### What is this session about?

The City of Calgary is starting to prepare the Rundle Station Master Plan. The purpose of this session is to:

- Introduce the Rundle Station Master Planning process.
- Learn about what you like in the area and what could be improved.
- Learn about how you want to be engaged.

### At this session you can:

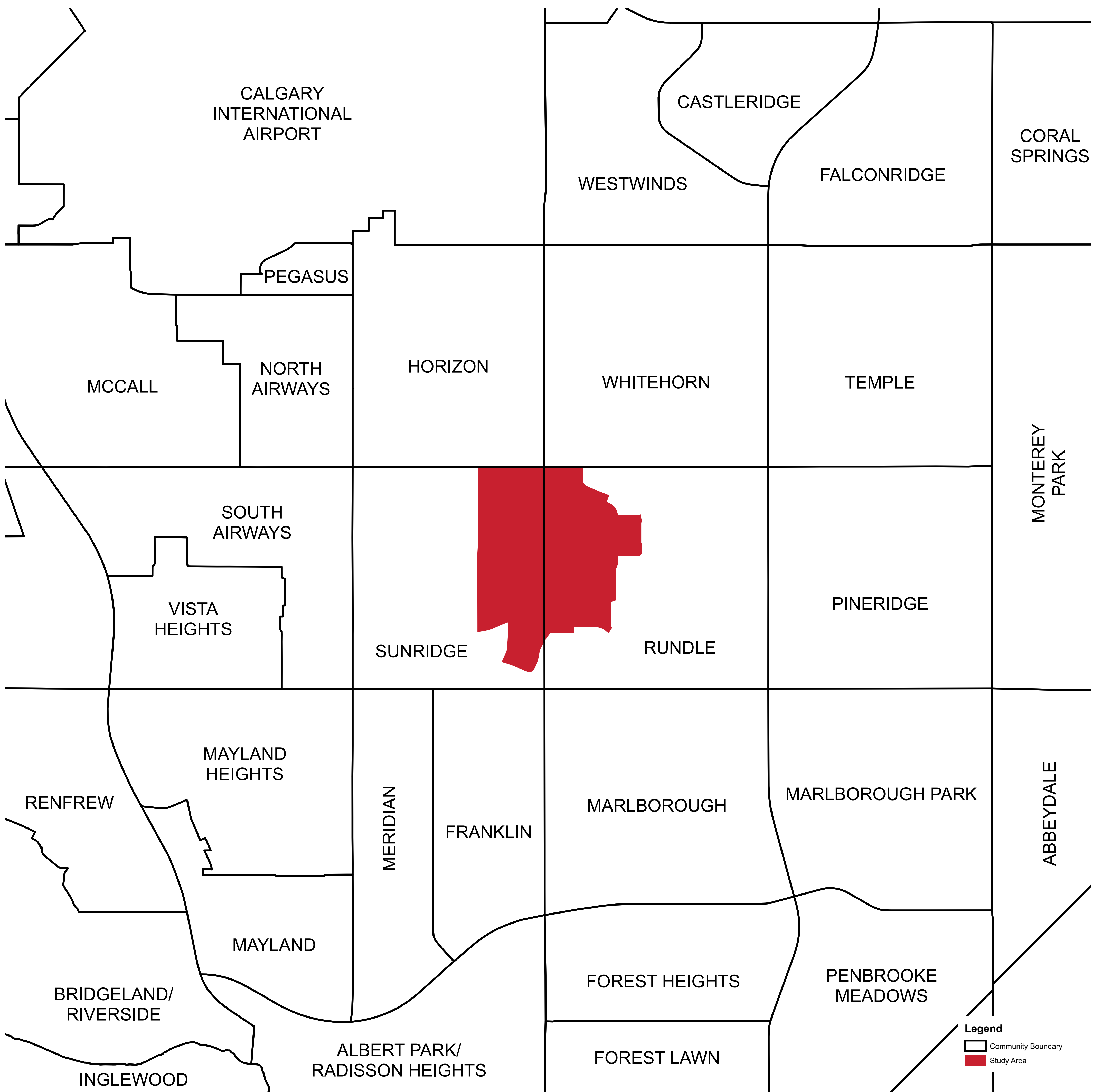
- Ask questions about the project and the Master Planning process.
- Share your thoughts about the Rundle Station area.
- Discover how your feedback will be used.

**City staff will be on hand to discuss these topics with you and to get your input.**

# Rundle Station

Show us the area  
you live in.

Please place a sticker on the area where you live.



# Rundle Station

In what language do you prefer to receive information?

Place a sticker on your language of choice.

English

Cantonese

Arabic

Mandarin

Punjabi

Tagalog

Other

# Rundle Station

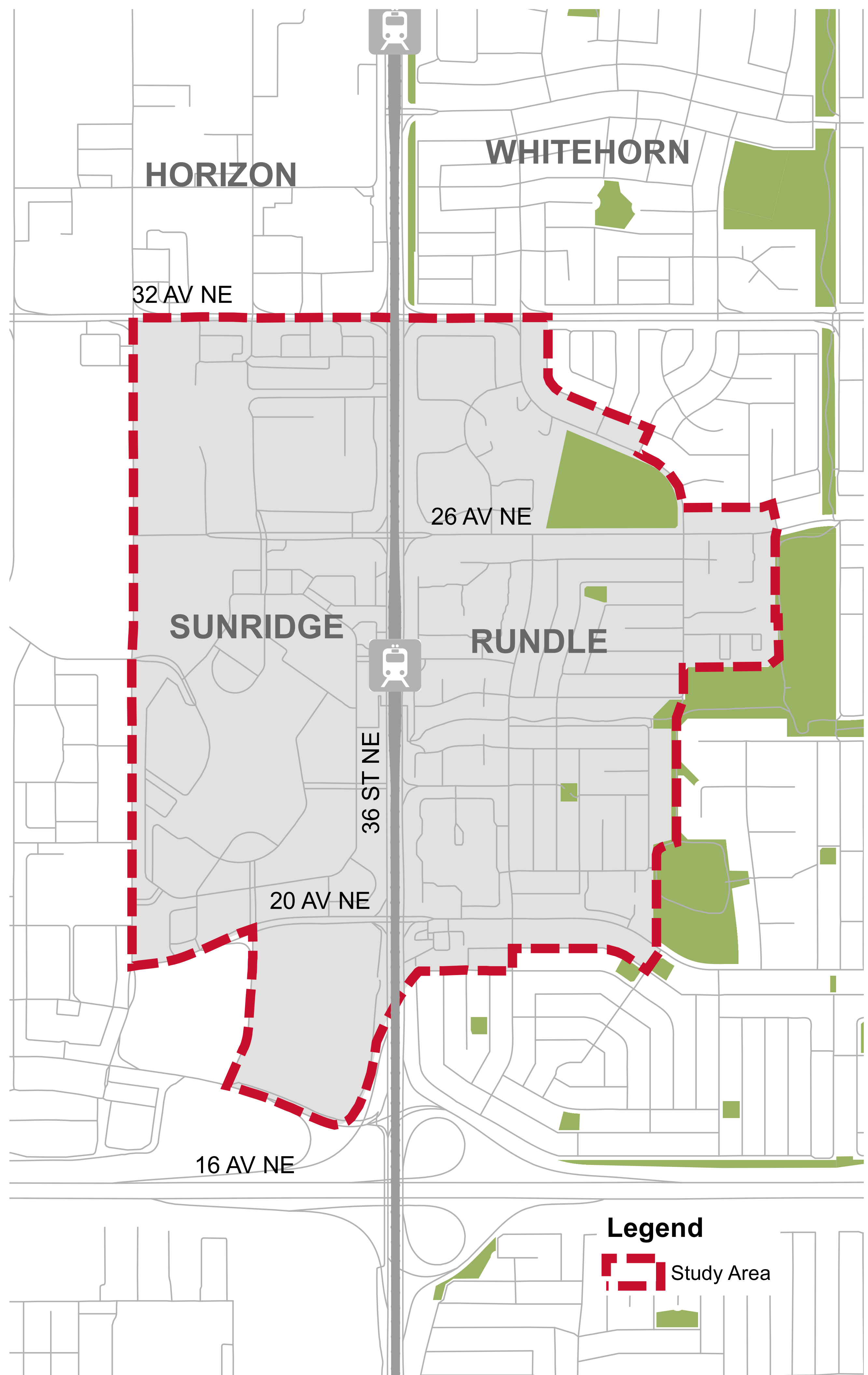
## What is a Master Plan?

A Master Plan is a document that directs how an area may change over time. The Master Plan for the Rundle Station area will:

- Outline a shared vision for the future of the area.
- Identify the locations and types of future redevelopment opportunities.
- Outline improvements and policies to ensure that redevelopment aligns with the vision.

## What is the Rundle Station area?

The Rundle Station area is outlined to the right. This is the area that will be looked at in the Rundle Station Master Plan. It includes places that are within a 10 minute walk of the Rundle LRT Station.





# Rundle Station

## Examples of areas with a Master Plan.

Master Plan documents may contain images or renderings of how an area can look in the future.



Master Plan documents may contain maps that show where businesses, residential units and parks may be located.

### Calgary 16 Avenue N – What we've heard

These comments were compiled from the Main Streets public engagement activities which took place from November 2014 through May 2015. The top issues, opportunities and outcomes were ranked in order of consensus and ratings from citizens. The dotted line on the map indicates the potential area to be considered for change as described by citizens (for example, potential areas for mixed use development). This input will be analyzed to inform the planning strategy for each main street.

#### OUTCOMES

- 1. People and car place**  
Make it desirable for both people and traffic - an "in-between" 17th Ave and Memorial Drive / Macleod Trail street character.
- 2. Better quality for other travel modes**  
An active, safe and comfortable high-quality sidewalk area providing a high degree of pedestrian mobility. Should include ramps and dedicated bike lanes. Don't put on 16 Ave with improved transit frequency.
- 3. Create more of a destination**  
A balance of local and destination commercial. Fun places to go, great atmosphere, more people on the street.

#### OPPORTUNITIES

1. Businesses are so spread out, how can development be encouraged along street? May be retail at grade and residents above street?
2. Increase population density and number of businesses within mixed use.
3. More trees, parks and green space along sidewalks and in vacant lots.
4. Ensure lot of uses for lots maximize/prioritize pedestrian friendly neighborhood stores (restaurant, pharmacy, etc.)
5. Ensure parking lots are not back of stores, not along sidewalk to encourage pedestrians.
6. More density could create opportunity for small businesses (restaurant, pharmacy, etc.)
7. Neater sidewalk design (don't have sidewalks, but maybe more trees?)
8. Safer sidewalks (barrier from traffic)
9. Narrow lane widths to 3.2 m
10. No longer TCH - make Stonery TCH/Traffic Canada Highway
11. Add transit options / facilities
12. More planters and more aesthetic lighting on median

#### ISSUES

1. Narrow sidewalks feel uncomfortable for walking near high-speed traffic.
2. Speed limits too high - 16 Ave N (80km/h)
3. Store fronts not inviting for pedestrians (e.g. parking lots visible)
4. Walking along 16th Ave is dangerous for pedestrians
5. Too car focused
6. Wall on south side not friendly to pedestrians
7. Bike lane needed along 16 Ave
8. Lack of redevelopment
9. No more big box developments with long and dead frontage along 16th Ave
10. Still considered highway #1, not good
11. Sound wall not pleasant to walk/cycle beside
12. (3/9/15) partly because the landscaping is filled with litter
13. Streetlights at openings not working. The plantings are not appropriate. Needs too much maintenance - that is not happening

### 3.4 Density and Composition

#### 3.4.1 Density Areas

The land use concept is supported by three main density areas. The different areas are shown on Map 8: Density Areas, with greater detail provided in Table 1: East Village Density by Area.

**Area A** is a predominantly residential area, accommodating the smallest proportion of non-residential uses. This reinforces the existing residential character of the area and provides space for the larger residential population planned for in East Village.

(Area A1) is a signature site that will serve as a landmark for East Village with an active frontage facing Riverfront Plaza.

(Area A2) is a single block located along the Riff that accommodates a moderate amount of non-residential development intended to facilitate the development of local retail and commercial uses, particularly at grade, and to help generate daytime and evening activity along the full extent of this pedestrian route.

**Area B** aligns with the neighbourhood centre. This area accommodates a greater proportion of non-residential development than Area A and is intended to support a level of commercial intensity that generates daytime and evening activity at the heart of the neighbourhood.

(Area B1) is a single block located in the neighbourhood centre along the Riff where a mix of uses is required to achieve the maximum allowable

density that encourages the integration of public amenities along the Riff.

**Area C** aligns with the transition area and is the most flexible with respect to the proportion of commercial and residential intensity. Developments may be

composed almost entirely of either residential or non-residential uses. As an area of transition from the dense and more commercial character of the downtown and from the railway corridor, Area C also accommodates larger building forms and higher densities.



High density, mixed-use development in East Village.

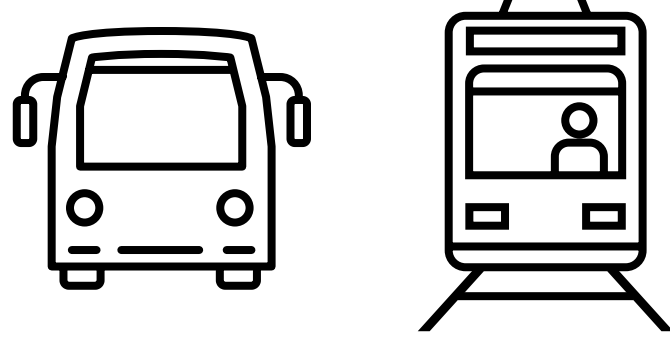
Master Plan documents may contain policies that outline how spaces may be used.



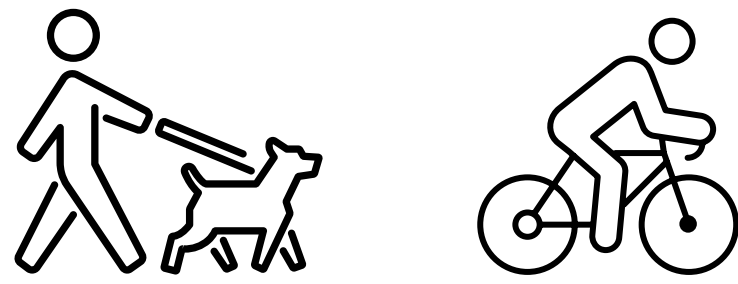
# Rundle Station

## Likes?

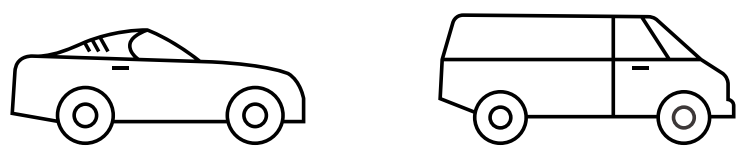
### Transit



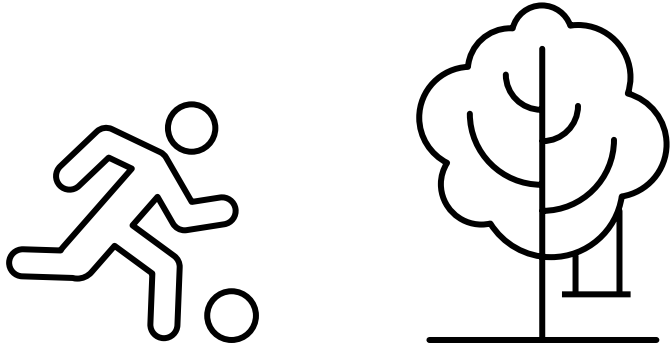
### Walking/Cycling



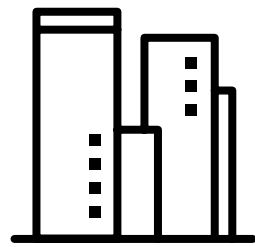
### Vehicles



### Parks



### Buildings



### Shopping



What do you like about the Rundle Station area and why?



# Rundle Station

## Engagement with The City of Calgary

Engagement means that The City of Calgary will work together with citizens and stakeholders to gather information and make an informed decision.

We need your input to help us plan this engagement process and to start creating the Rundle Station Master Plan.







## Engagement

How do you want to be engaged?

(Place a sticker on all that apply.)

Online	In person	Both online and in person	No preference

## Online Engagement?

(Place a sticker on all that apply.)

Comment on an online form	Fill out a survey online	Select my preferences online	Write my comments on online maps	Comment on others' ideas online





## In Person Engagement

Which days of the week and times work best for you?  
(Place a sticker on all that apply.)

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Morning							
Afternoon							
Evening							

How long do you want to spend participating in person at one session? (Place a sticker on all that apply.)

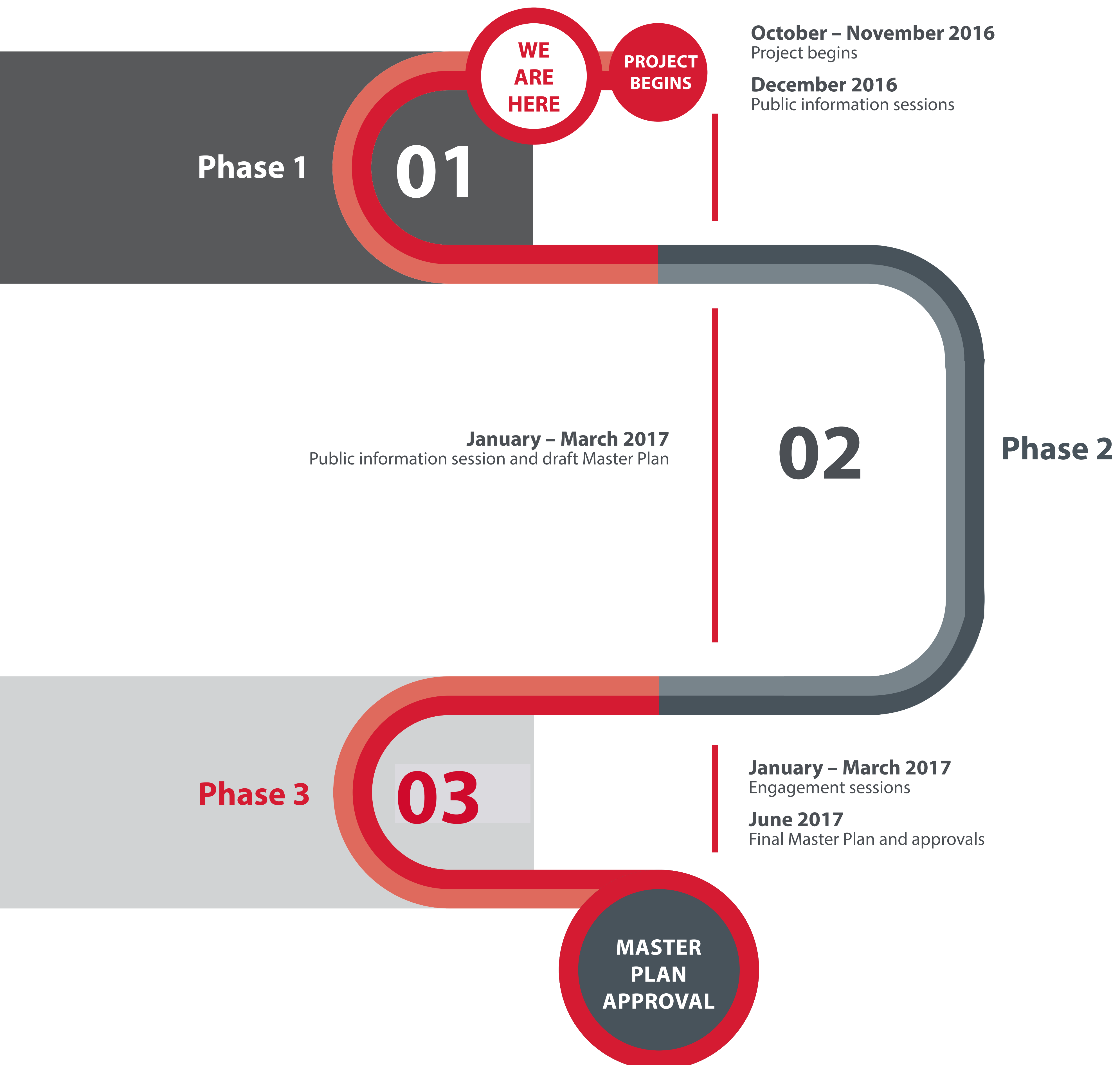
Less than 30 minutes	Up to 1 hour	Up to 3 hours



## Your feedback

The Master Plan will be prepared by City staff using input and feedback from community residents, business owners, and other landowners in the area. Your ideas and thoughts will help shape the Rundle Station Master Plan.

## Timeline





# Rundle Station

## Next Steps

After this session, The City of Calgary will:

- Review your in person and online input.
- Report back to you about what we heard, and how your input was used.
- Offer additional engagement opportunities in January and February 2017.

## How can I get involved?

- Take a look at the boards and talk with City of Calgary staff.
- Visit [calgary.ca/rundle](http://calgary.ca/rundle) for project updates and timelines.
- Watch for details about our engagement opportunities in January and February 2017.

For additional information, contact Jill Sonego at The City of Calgary at 403-268-2266 or [jill.sonego@calgary.ca](mailto:jill.sonego@calgary.ca).