

Welcome to the Rundle Area Master Plan open house

What is this session about?

The City of Calgary is preparing the Rundle Area Master Plan. The purpose of this session is to:

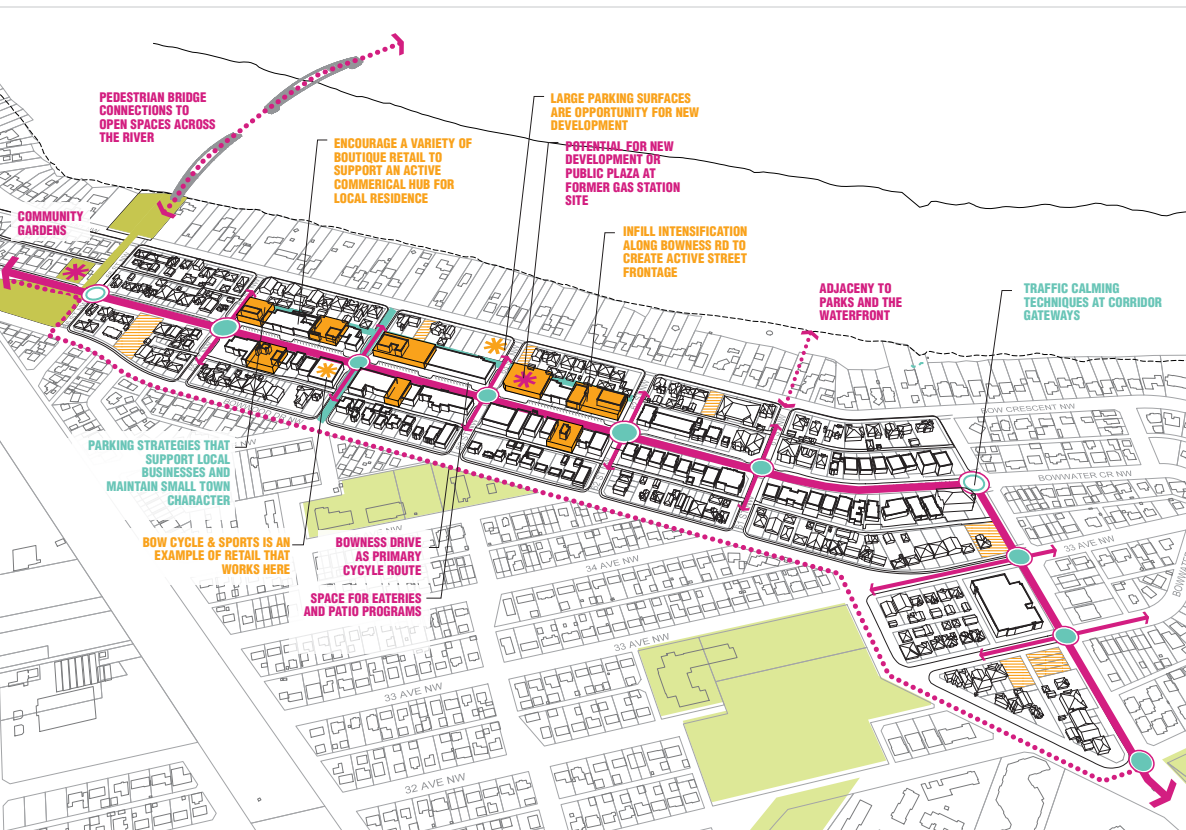
1. Share concepts and ideas regarding the future development of the Rundle Area Master Plan;
2. Report back on what we've heard so far and how we are addressing your comments;
3. Gather feedback on the concepts and ideas shared today.

City staff will be on hand to chat with you and answer any questions you may have.

Rundle Area 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, homes and parks may be located.

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 5: Density Areas, with greater detail provided in Table 5: 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 RIF 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 RIF where a mix of uses is required to achieve the maximum allowable

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

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.

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 area will:

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

Why do we need a Master Plan?

The Master Plan will help create a walkable and transit friendly area around the Rundle LRT station.

The goals of the Master Plan are to:

- Plan proactively for redevelopment.
- Explore opportunities for development around the Rundle LRT station.
- Encourage development of new housing near the LRT station to locate new residents close to transit.
- Identify ways to make the area more pedestrian-friendly.

What are the boundaries of the Master Plan?

The study area is shown inside the red lines below. It includes the area that is within an approximately 10 minute walk from the Rundle LRT Station.

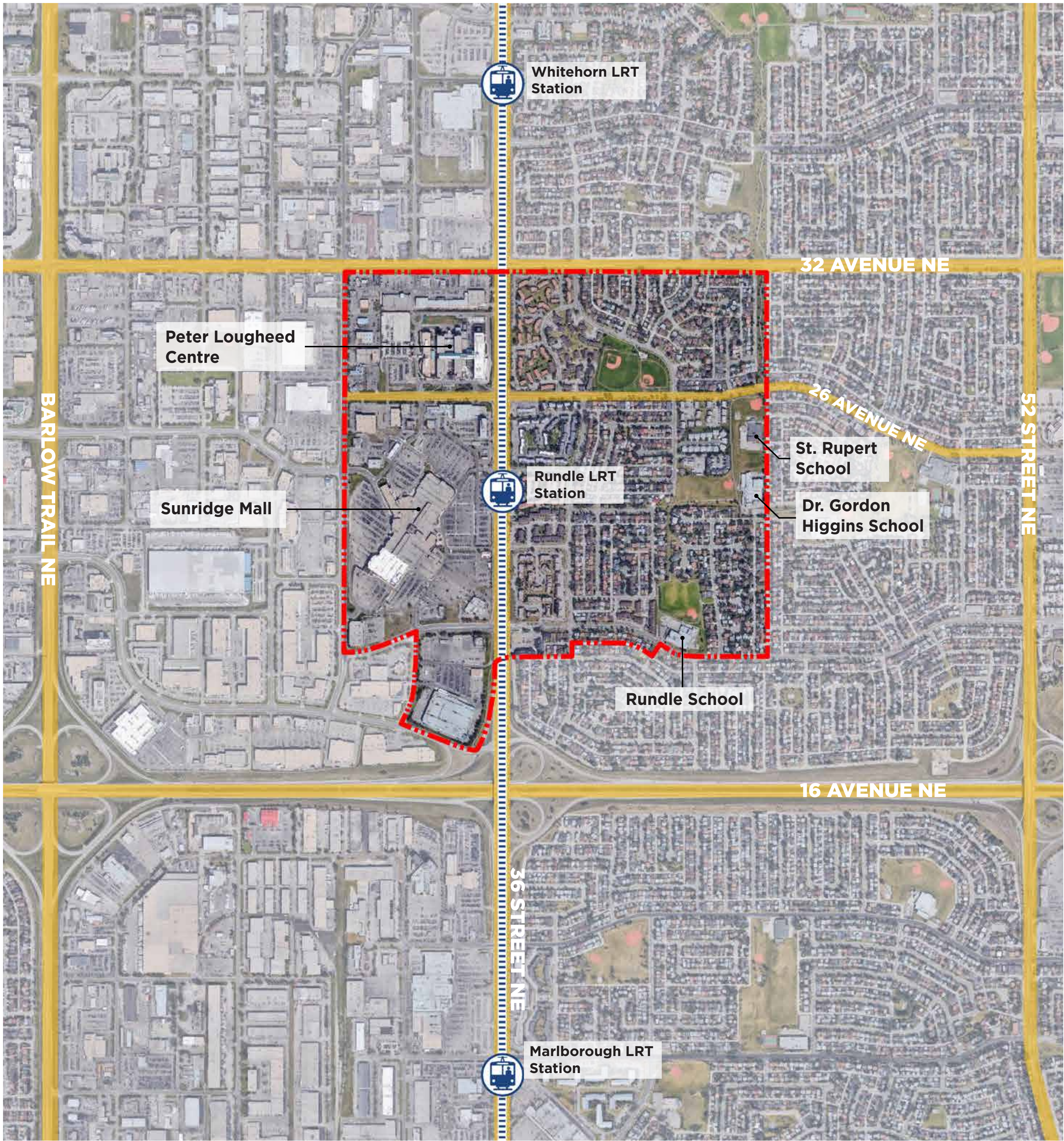
Legend

Site Boundary

Major Road

LRT Alignment

LRT Station



What we've heard so far

Engagement for the Master Plan began back in December 2016. The City received nearly 300 comments regarding how the study area can be improved. You can view these comments in the **“What We Heard Report”** available at calgary.ca/rundle. The most common themes are listed below along with a description of whether the Master Plan can address the issue or suggestion made.



Rundle Area Master Plan

What we heard and what we can do

The full summary of
What We Heard
is available at
calgary.ca/rundle

What we heard	What we can do
Improve the pedestrian environment along 36 St. N.E. and make crossing in this area safer.	Improvements to the pedestrian environment along and across 36 St. N.E. are identified in the improvements map, as are several other pedestrian crossing improvements. These improvements will be included as part of the recommendations in the Master Plan document.
More trees, landscaping, benches, lighting, beautification, etc. is needed in the area.	The Master Plan will include recommendations for improvements to public spaces (including lighting and landscaping) and will also include recommendations for improvements to be made to the streetscape when new development happens.
Pedestrian overpasses are needed to cross 36 St. N.E. at 20 Ave. / Rundlehorn Drive, 26 Ave. and 32 Ave.	The Master Plan will include recommendations for improvements to the pedestrian network in the area, which may include pedestrian overpasses. The feasibility and cost of pedestrian overpasses at these locations will be evaluated during the Master Plan process.
The CTrain should be raised or put underground in this location.	<p>The cost and disruption associated with changing the nature of the LRT line is too great to seriously consider in this project. There are many competing priorities for capital infrastructure funding within The City of Calgary, and it is cost-prohibitive to be funded through private sector contributions.</p> <p>Therefore, the Master Plan will include ways to improve connectivity with the existing alignment.</p>

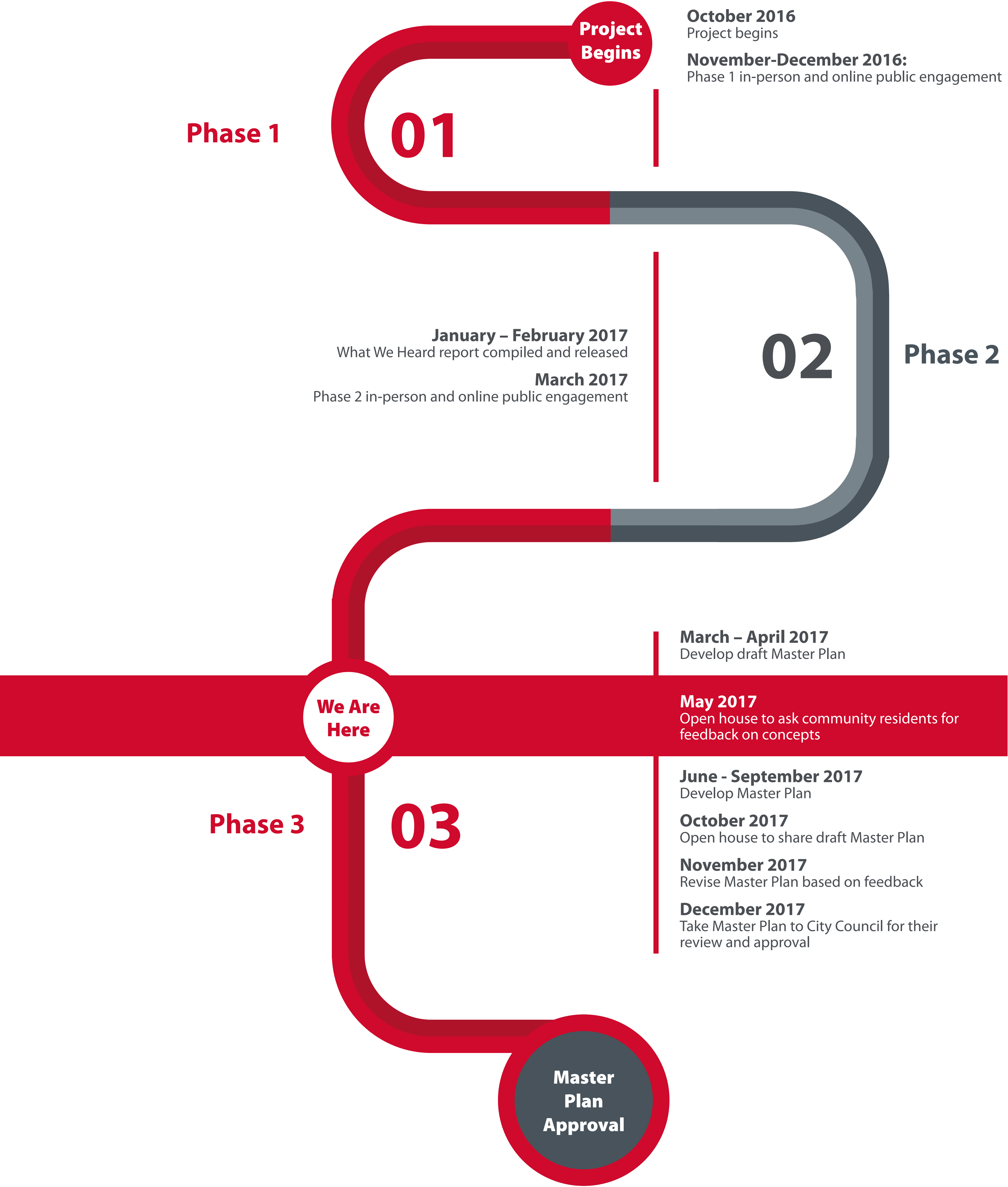
Rundle Area Master Plan

What we heard and what we can do

What we heard	What we can do
<p>Traffic and speeding in the area are big problems.</p> <p>Changes to signal timings and traffic calming may be helpful.</p>	<p>We are evaluating traffic calming options for residential and collector streets, and enforcement of the existing speed limits.</p>
<p>Crosswalks don't feel safe in the area and there is not enough time to make it across the street before the light changes.</p>	<p>We are reviewing the operation of pedestrian signals at intersections along 36 St. N.E. and can propose changes to the timing if necessary.</p>
<p>Lighting throughout the station area is inadequate.</p>	<p>The Master Plan will include recommendations for public areas to receive new or improved lighting.</p>
<p>Accessibility within the station area is poor, including at the LRT station.</p>	<p>The Master Plan will include recommendations to improve general accessibility in the station area.</p>
<p>The park spaces in the area may not be appropriate.</p>	<p>The City's Parks department is investigating the function and programming of the parks in the area to see if any additional programming can be provided.</p>
<p>Need new mixed use development including retail, residential, and medical.</p>	<p>The Master Plan will identify locations for residential development, retail, and employment areas, which may include medical centres.</p>

Rundle Area Master Plan

Timeline



Vision

The area around the Rundle LRT station will evolve into a pedestrian-friendly, environment that better links the east and west sides of 36 St. N.E.

- High quality, higher density residential development and employment will be located close to the Rundle LRT Station.
- A continuous network of green space will connect through the east side of the area to the west side.
- Pedestrian connections will be improved to better connect the LRT station with Sunridge Mall, the Peter Lougheed Centre and the residential community.
- 36 St. N.E. will be transformed to feature street trees, wider sidewalks, slower traffic and new retail facing the street.
- New development will be transit oriented and improvements to public spaces will enhance the area.

Building and design preferences

Many Rundle residents shared their preferences for building design along 36 St. N.E.

Major themes that emerged from the workshop included:

- Incorporate mixed use development around Sunridge Mall and along 36 St. N.E.
- Improve pedestrian connections across and along 36 St N.E.
- Move the LRT line underground or raise it above ground.



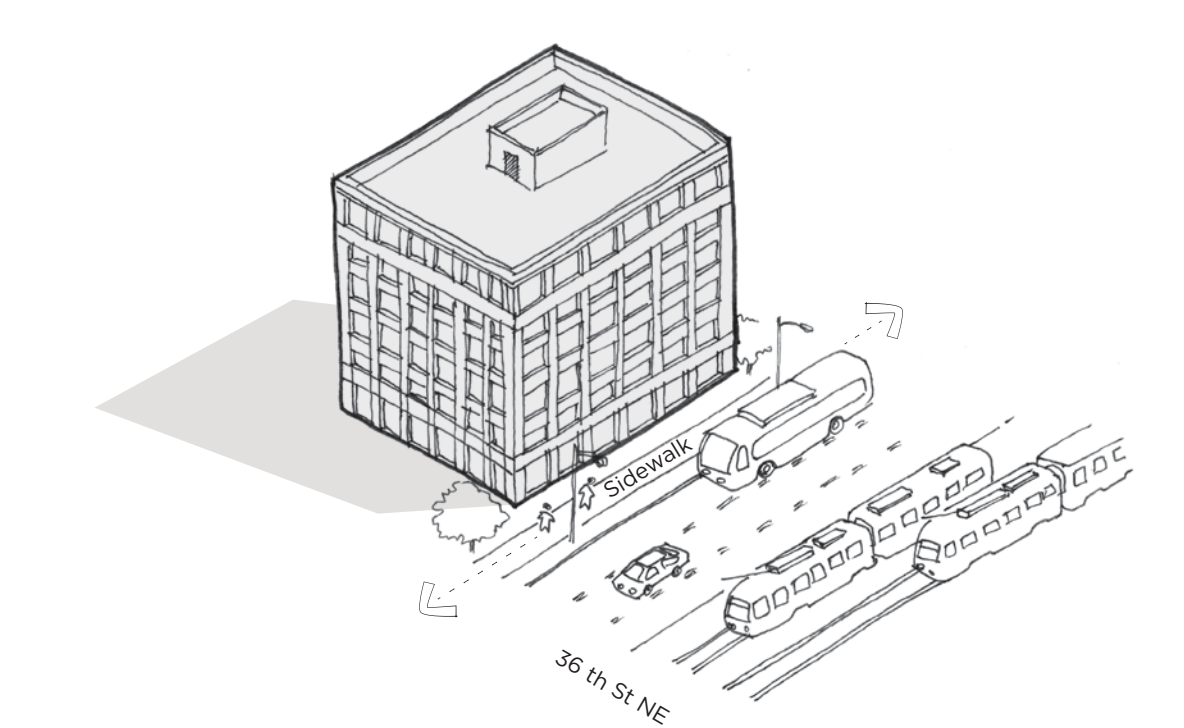
High rise: buildings six storeys or taller



Low rise: buildings that are between two and four storeys tall.

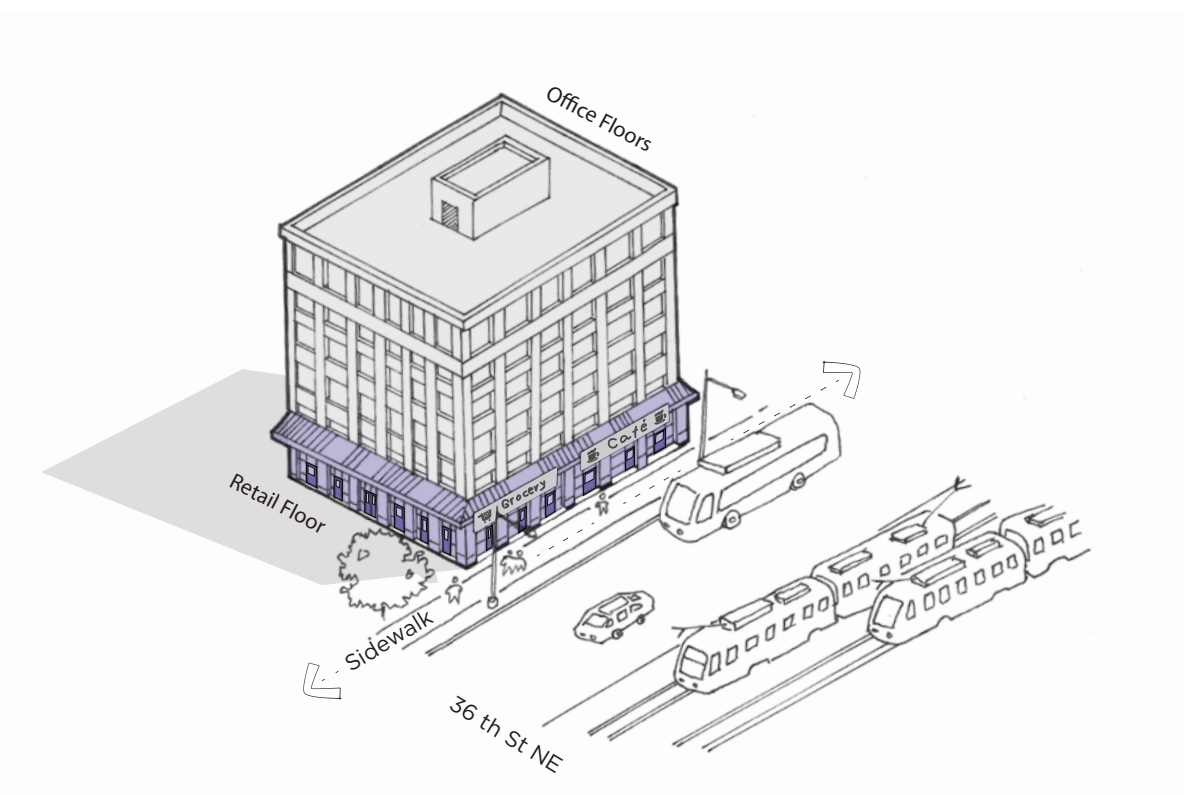
Generally speaking, people would prefer to see taller buildings along 36 St. N.E. transitioning down to lower heights along 38 St. N.E.

There was no prevailing preference for specific building heights. People preferred buildings along 36 St. N.E. to have parking at the rear of the building or underground.

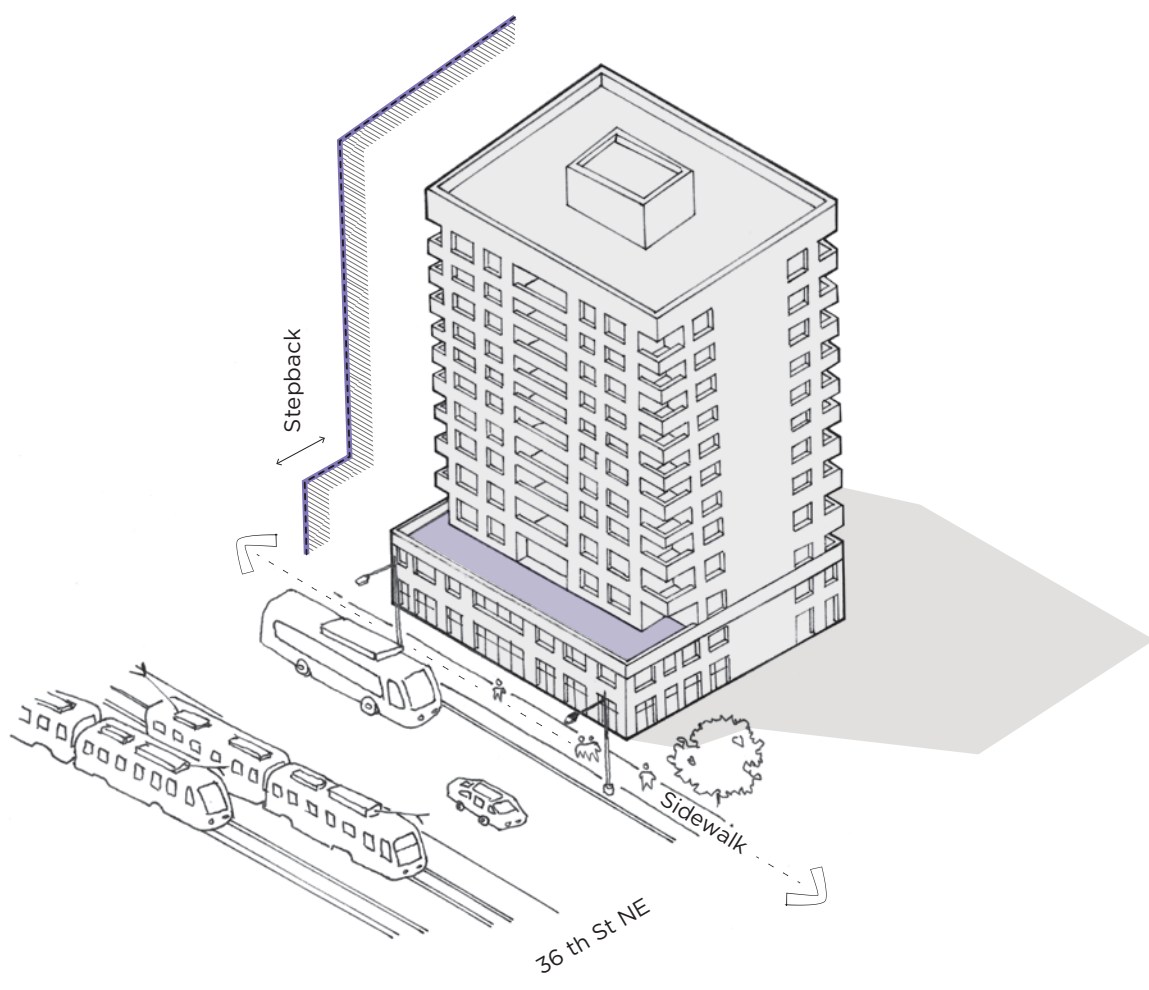


Parking at the rear of the building or underground

People would also like to see retail located on the ground floor of buildings and a setback required for taller buildings.



Building with retail



Building with setback

Transit Oriented Development

New development in the study area will be expected to follow Transit Oriented Development guidelines.

What is Transit Oriented Development?

Transit Oriented Development is a higher density form of development that involves concentrating a mix of housing, jobs and businesses within walking distance of an LRT Station.

Transit Oriented Development could happen in several ways in Rundle, which may include:

- Redevelopment of large surface parking lots around the LRT station with a mix of new housing and businesses;
- Redevelopment of older housing along 36 St. N.E. into new, higher density housing (maximum 12 storeys in height) with retail at the ground level;
- The creation of new pedestrian connections and amenities along and across 36 St. N.E. to make a more walkable LRT area;
- The creation of a new central park space around the station to provide a gathering space and greenery.

Design Concept A

Small changes, big difference

Legend

Open Space

Hospital

Neighbourhood - Limited

Neighbourhood Low-Rise

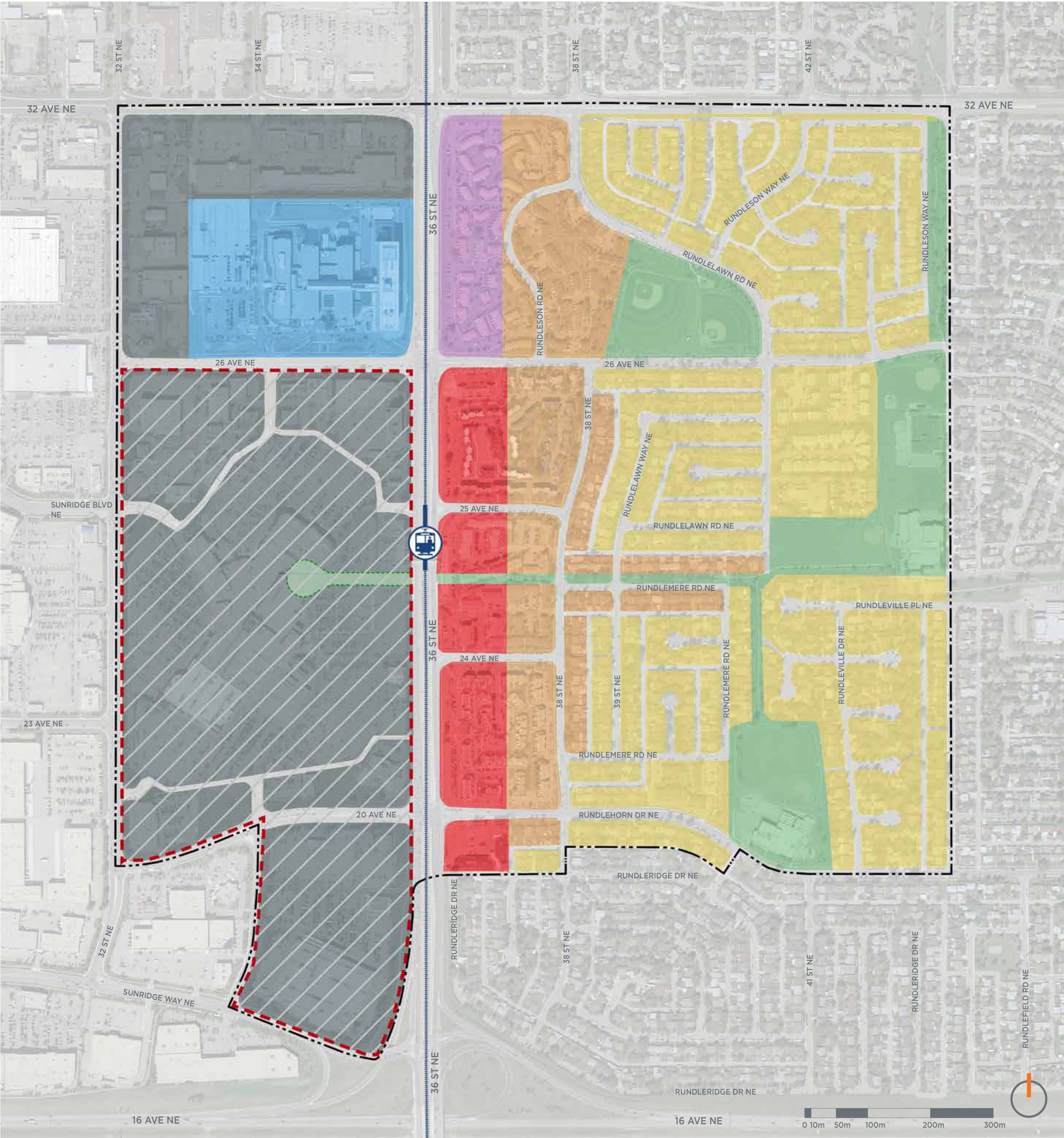
Community Mid-Rise

Community - Centre

Employment - Intensive

Future Comprehensive Plan Area

Rundle LRT Station



Disclaimer: these are not the final plans, they are to be used for discussion purposes only.

Concept A explores the gradual redevelopment of the area but does not contemplate major change. In this concept, the east side of 36 St. N.E would be transformed to a higher density corridor with retail on the ground floor of residential buildings. This retail would have entrances from 36 St. N.E. Building heights would be highest adjacent to 36 St. N.E. but would decrease adjacent to 38 St. N.E. to respect the existing area.

The residential community would see redevelopment over the long term, with townhouses and smaller-scale apartment buildings located along the major roads and single-detached, semi-detached (duplex) and rowhouse homes farther away from the LRT station.

West of 36 St. N.E., most of the land is intended to evolve into higher density office, employment, and retail than what currently exists, but Concept A does not consider major change west of 36 St. N.E.

Rundle Area Master Plan

Design Concept A

Small changes, big difference

Using the sticky notes, please tell us what you think of this design concept and why:

Design Concept B

Moderate redevelopment including a health campus

Legend

Open Space

Health Campus

Neighbourhood - Limited

Neighbourhood Low-Rise

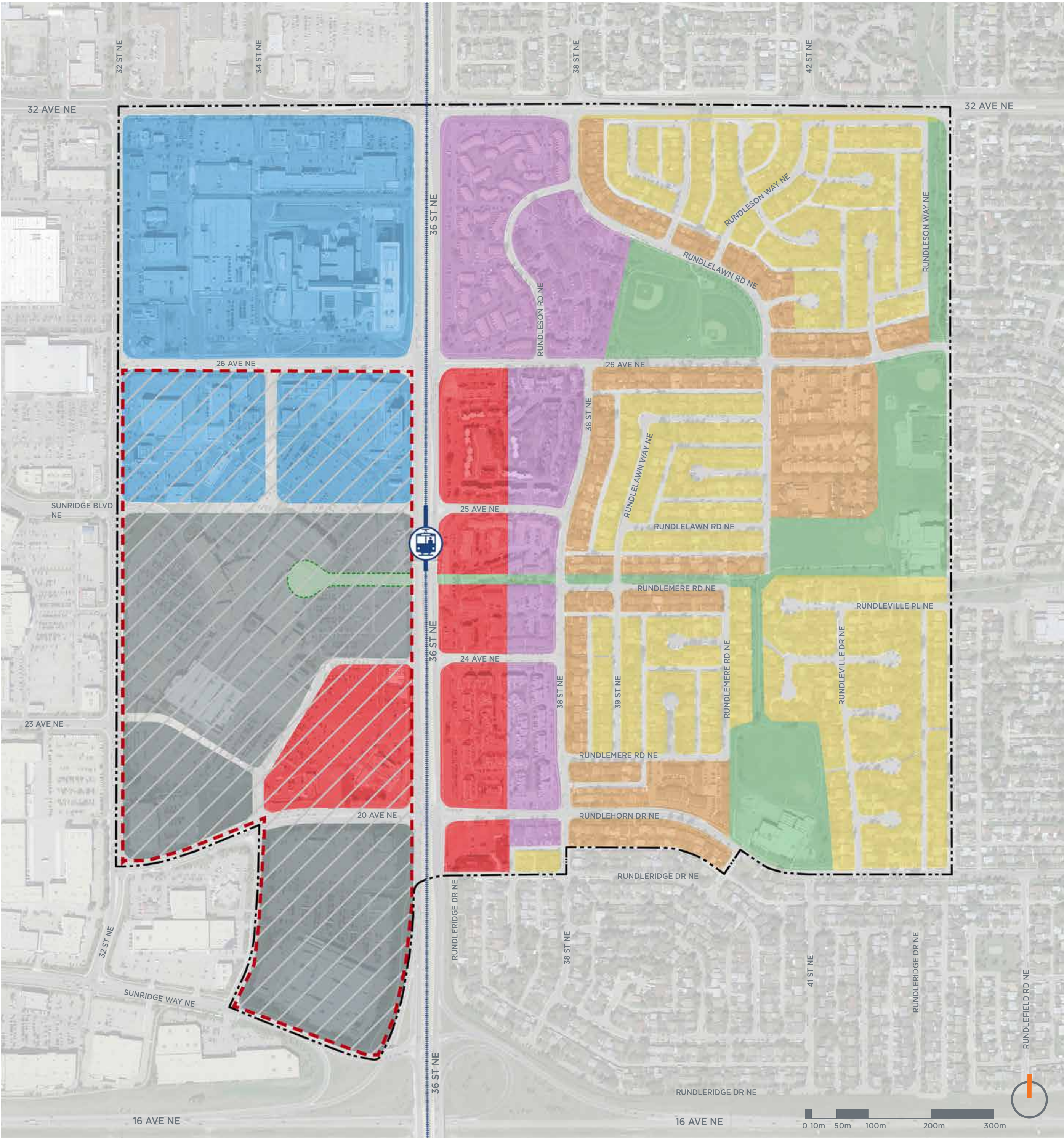
Community Mid-Rise

Community - Centre

Employment - Intensive

Future Comprehensive Plan Area

Rundle LRT Station



Disclaimer: these are not the final plans, they are to be used for discussion purposes only.

Concept B is anchored by a health campus that would include the Peter Lougheed Centre and the land on the south side of 26 Ave. N.E. (west of 36 St. N.E.). This health campus would include medical offices and businesses that are mid-to-high rise in height (up to 12 storeys).

This concept would also see moderate redevelopment within the residential community, with taller mixed-use (residential with retail on the ground floor) buildings next to 36 St. N.E. and mid-rise buildings facing onto the west side of 38 St. N.E. The concept also includes moderate residential density in key locations and considers the possibility of mixed use development in the southeast portion of the Sunridge Mall site.

Rundle Area Master Plan

Design Concept B

Moderate redevelopment including a health campus

Using the sticky notes,
please tell us what you
think of this design
concept and why:

Design Concept C

Transit oriented transformation

Legend

Open Space

Hospital

Neighbourhood - Limited

Neighbourhood Low-Rise

Community Mid-Rise

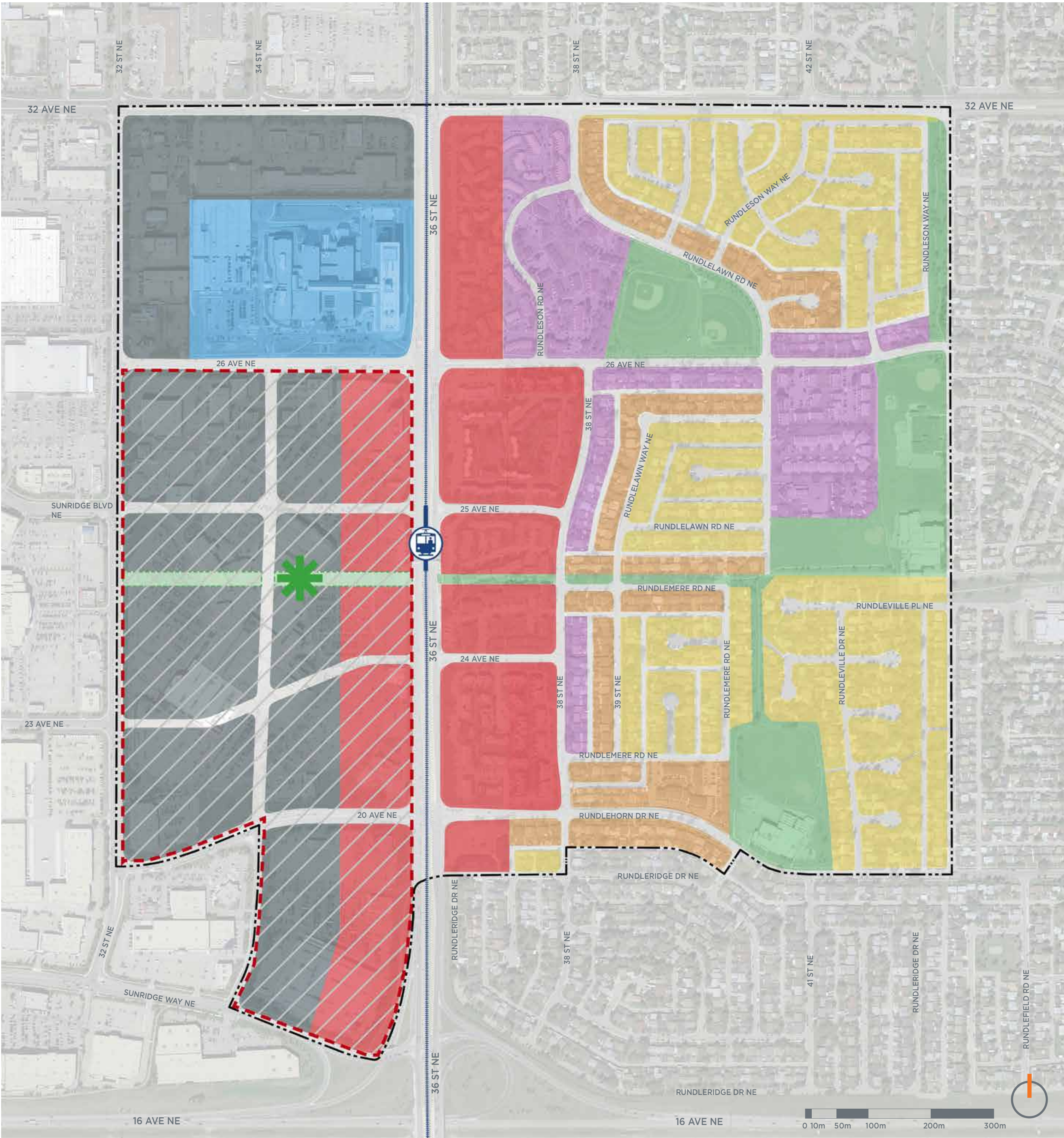
Community - Centre

Employment - Intensive

Future Comprehensive Plan Area

Rundle LRT Station

Potential New Open Space



Disclaimer: these are not the final plans, they are to be used for discussion purposes only.

This concept envisions a transformation of the area west of 36 St. N.E., with redevelopment of the Sunridge Mall site into a mixed use destination that could include residential, office, commercial, light industrial uses, and an open space. This concept envisions new street and pedestrians connections throughout the mall site, creating a grid format for future development.

More intense residential development would be included in key locations within the community, with the tallest buildings next to 36 St. N.E.

Rundle Area Master Plan

Design Concept C

Transit oriented transformation

Using the sticky notes, please tell us what you think of this design concept and why:

Design concept elements

The elements on the design concept boards are outlined in more detail below:

Employment – Intensive

The Employment – Intensive area is intended to include a mix of employment types including retail, office, medical, light industrial and commercial. It applies to most of the land west of 36 St. N.E. New development within this area could range from small-scale retail business (e.g., coffee shops, restaurants) to larger retail establishments (e.g., malls) to larger-scale developments such as office and medical buildings. Over time, this area is intended to evolve into a higher density employment centre.

Community – Centre

Located adjacent to 36 St. N.E. and the LRT, the Community – Centre area is intended to have the highest density and will be a destination point along the 36 St. N.E. corridor. Development within this area is anticipated to incorporate taller (maximum 12 storeys) residential buildings with commercial at ground level. It is also expected to provide a height transition to 38 St. N.E. and comprehensively designed parking and landscaping solutions.

Community – Mid-Rise

The Community – Mid-Rise area is located east of 36 St. N.E. and is intended to apply to land that could see mid-rise development (approximately 6-8 storeys) over the long term. This area is intended to be mainly residential with the option for retail, office, and institutional uses where appropriate. New development within this area would be required to transition sensitively to adjacent low density areas.

Neighbourhood – Low-Rise

The Neighbourhood – Low-Rise area applies to residential streets along corridors and in areas that could see residential densification over the long term as the housing ages. This area is intended to accommodate

low-rise residential development up to 4 storeys tall, including townhouses and rowhouses but not apartment buildings.

Neighbourhood – Limited

The Neighbourhood – Limited area allows for existing low density residential housing to remain, complemented by sensitive infill housing of a similar scale. Housing can be in a number of types, including single detached, semi-detached, and townhouse style. This area also supports secondary and backyard suites, and buildings should be a maximum of 3 storeys tall.

Future Comprehensive Plan Area

The Future Comprehensive Plan Area is a policy that applies to the land west of 36 St. N.E. and south of 32 Ave. N.E. The policy is intended to apply to large sites that have a high potential for redevelopment, and where a comprehensive design plan is needed to guide development. For the Rundle area, this means that any development application submitted on the site must include a comprehensive plan submission that shows the land use and development pattern for the whole site. This will ensure that is well planned and that in the short term it doesn't negatively affect long term redevelopment.

Open Space

The Open Space area identifies existing open spaces and parks, as well as a future potential open space west of 36 St. N.E.

Health Campus

The Health Campus area includes the Peter Lougheed Centre. Major redevelopment on this site is not anticipated as part of this plan.

Potential public improvements

Engagement with community members, land owners and business owners has identified parts of the study area that need improvement. These improvements vary in terms of size and scale.

- 1.** Improve pedestrian crossings along 36 St. N.E. This could include elevated pedestrian bridges at Rundlehorn Dr. N.E., 26 Ave. N.E. and 32 Ave. N.E.
- 2.** Make 26 Ave. N.E. a more people-friendly street. This could include a pedestrian bridge between the Peter Lougheed Centre and a future medical building on the south side of 26 Ave. N.E. It also could include wider sidewalks, transit shelters, new landscaping, and retail facing the street.

After reviewing your feedback, The City will further evaluate the potential improvements and include recommendations for them in the Master Plan. No funding source or time lines for the improvements have been identified at this point.

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.
- Refine concepts based on your feedback and prepare a draft Master Plan to share with you for further feedback in the fall.

How can I get involved?

- Visit [Calgary.ca/rundle](https://calgary.ca/rundle) for project updates, timelines and online engagement.
- Watch for details about upcoming engagement opportunities.
- Contact Jill Sonego at The City of Calgary at 403-268-2266 or jill.sonego@calgary.ca

Rundle Area Master Plan



Please place a dot beside your top three improvement areas (A to G). Use a sticky note to tell us what you think about the potential improvements in these areas.

Potential public realm improvements

A 36 St. N.E. Intersection Enhancements (26 Ave. & 20 Ave./Rundlehorn Dr. N.E.)

Proposed intersection enhancement area

Current issues

- Unsafe and unfriendly pedestrian crossings

Potential improvements

- Redesign intersection for pedestrian priority
- Allow pedestrians to cross on south side of intersection
- Timing of crossings to allow pedestrians to cross entire intersection in one cycle
- Construct a pedestrian bridge over 36 St. N.E.
- Prohibit left turns off of 36 St. N.E.

B 26 Ave. - West of 36 St. N.E.

Proposed enhancement area

Proposed intersection enhancement area

Current issues

- Frequent, unsafe mid-block crossings between Peter Lougheed Centre and Sunridge Mall
- Poor pedestrian environment

Potential improvements

- Transform the street into a shared space
- Construct a pedestrian bridge between Peter Lougheed Centre and Medical Centre
- Narrow roadway and widen sidewalks
- Improve landscaping (street trees, furnishings)

C 26 Ave. - East of 36 St. N.E.

Proposed enhancement area

Proposed mid-block pedestrian crossing

Current issues

- Long distance (200m+) between pedestrian crossings resulting in "jay-walking"

Potential improvements

- Construct new pedestrian crosswalk at Rundlehorn Drive and 38 St. N.E.

D Rundlelawn Park

Proposed enhancement area

Current issues

- Fencing causes unfriendly environment and reduced pedestrian connections
- Residents desire more gathering and informal green spaces

Potential improvements

- Reconsider programming to provide more informal recreation spaces
- General beautification

E Rundle LRT Station

Enhanced Pedestrian Connection

LRT Ramp Extension

Current issues

- Missing pedestrian connections to station
- Ramp leading to station and station design are difficult for people with reduced mobility to navigate
- Ramp on west side does not lead directly to Peter Lougheed Centre

Potential improvements

- Over the long term, consider modifying the ramp on the west side or adding an additional ramp to better connect to the Peter Lougheed Centre
- Enhance pedestrian connection from LRT station and bus waiting area to the main entrance of Sunridge Mall

F Pedestrian Environment - 36. St N.E.

Proposed enhancement area

Proposed mid-block pedestrian crossing

Current issues

- Uncomfortable and hostile pedestrian environment
- Long distance between pedestrian crossings

Potential improvements

- Reduce vehicle lane widths
- Add boulevard and street trees between roadway and sidewalk
- Widen sidewalks & realign curb
- Construct new pedestrian bridge crossing
- Install street furnishings

G Enhanced Green Space Connectivity

Proposed enhancement area

Current issues

- Pedestrian connections through community exist but need enhancement
- Poor lighting and signage on pathways
- Key connections to LRT station from residential pathway network are fenced off

Potential improvements

- Add lighting and wayfinding signs to the pathway system
- Remove barriers to connections
- Plant additional trees and add landscaping along pathways