



## Rundle Workshop Report Back



#### **IBI GROUP**

Rundle Area Master Plan – Report Back on Workshop July 26, 2017



### The Basics

Fire exits



Bathrooms



Photographs and recording





### Respectful Workplace

- Respectful dialogue
- Equal input
- Different perspectives





## **Agenda**



7:10 – 7:15	Introduction (Jill Sonego – City)
7:15 – 7:45	Rundle Workshop Report Back (Andrew Browne – IBI)
7:45 – 7:50	Next Steps & Discussion Overview (Jill Sonego – City)
7:50 – 8:30	Discussion (all)



# Background & Purpose



### **Background**

- "Why are we here? Why now?"
- "What happened before?"
- "What are we doing?"
- "What happens next?"

# Opportunities & Vision

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### What is a Visioning Workshop?



Visioning Workshop: A collaborative workshop led by a consultant team intended to bring together stakeholders to create a feasible, community-based master plan.

### Inputs into a Master Plan















### **Opportunities**

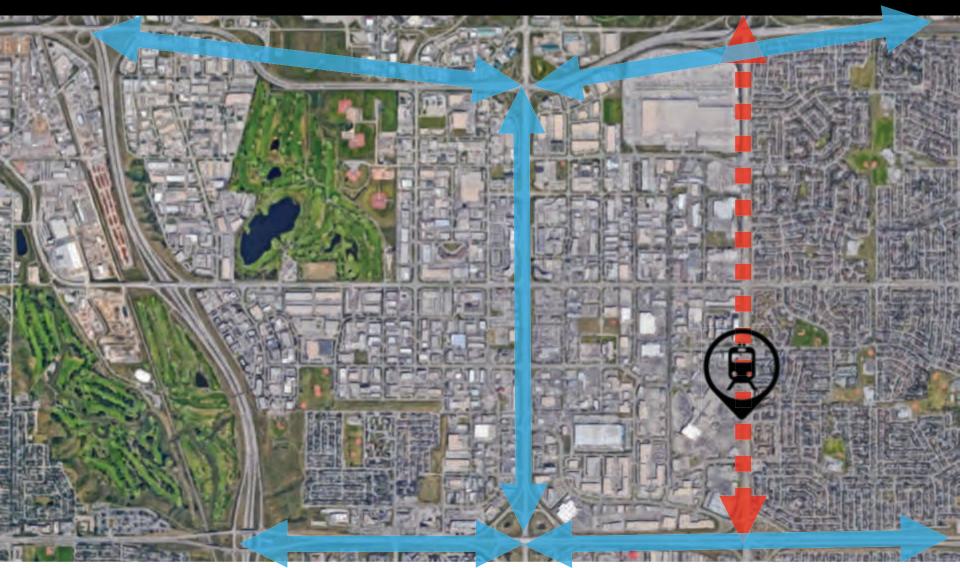


- What do you want Rundle to be like in the future?
- What are you looking forward to?
- What do you <u>not</u> want Rundle to be like in the future?
- What are you <u>not</u> looking forward to?

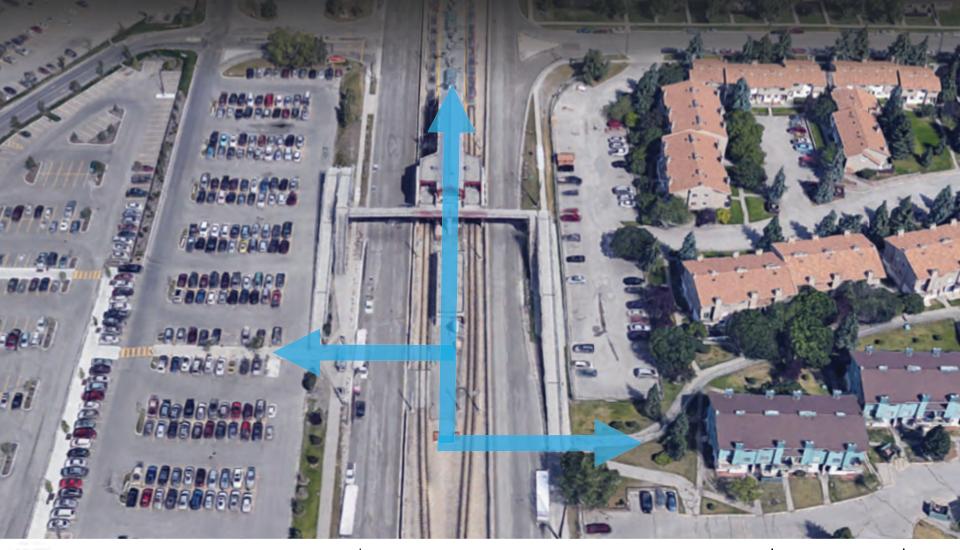
# What if... 36 St NE was different? What if it was pleasant to cross and walk along?



# What if... the majority of 36 St NE truck traffic was redirected to Barlow Trail?



## What if... Rundle Station was safe and convenient to access at street level?



# What if... the mall was more than just a parking lot near the train station?



# What if... a new retail street was provided in the neighbourhood?



# What if... there were destinations and restaurants on the new streets?



# Exercise: Gains & Pains



### **Gains & Pains Board**



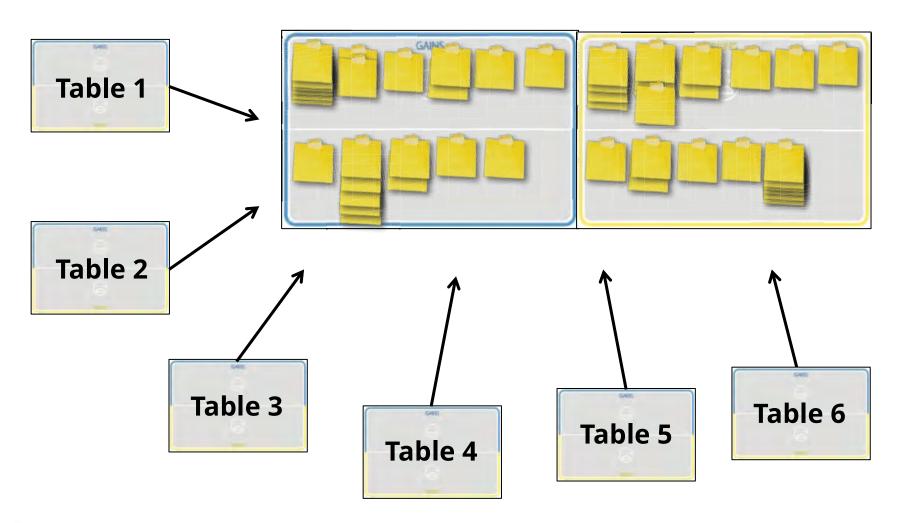




# Exercise: Prioritization

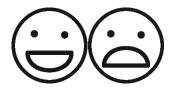


### **Consolidated 6-to-1**

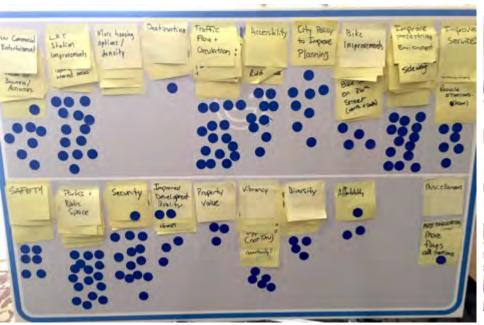








### **Prioritization**

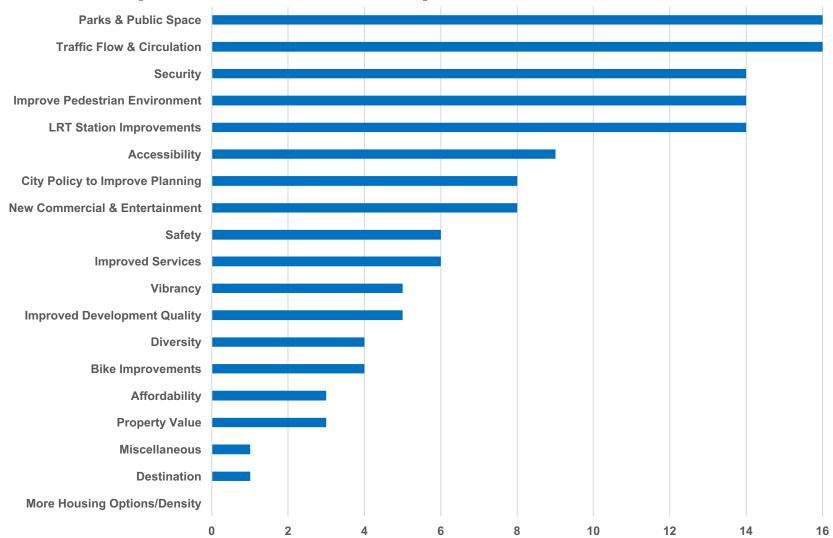




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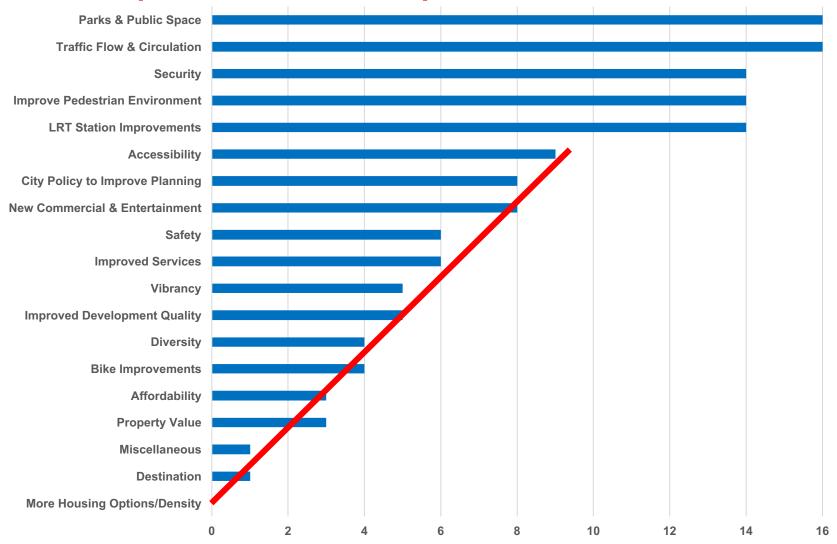


## **Gains ("Aspirations")**



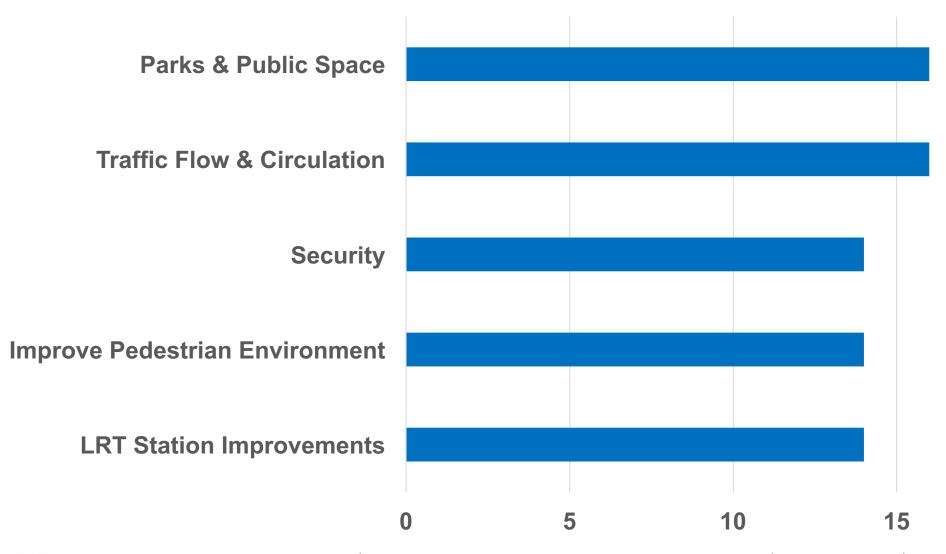


### **Gains ("Aspirations")**



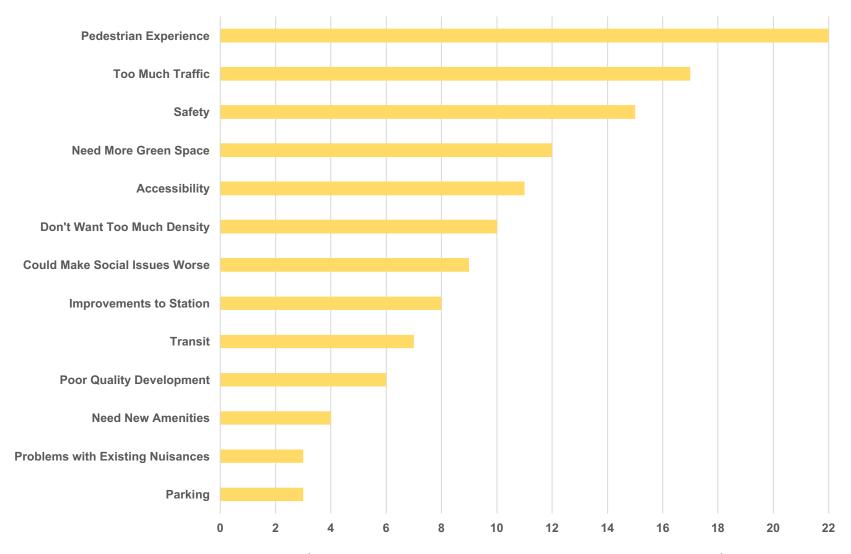


## Gains ("Aspirations") – Top 5



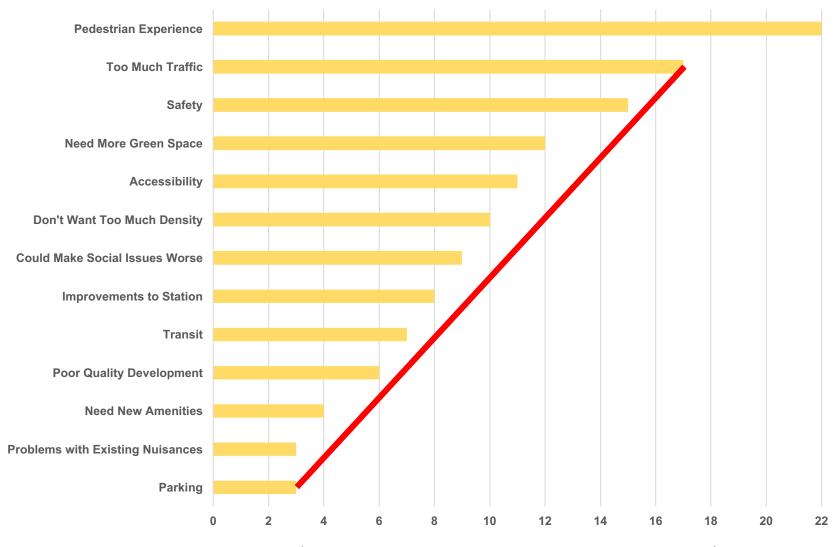


## Pains ("Concerns")



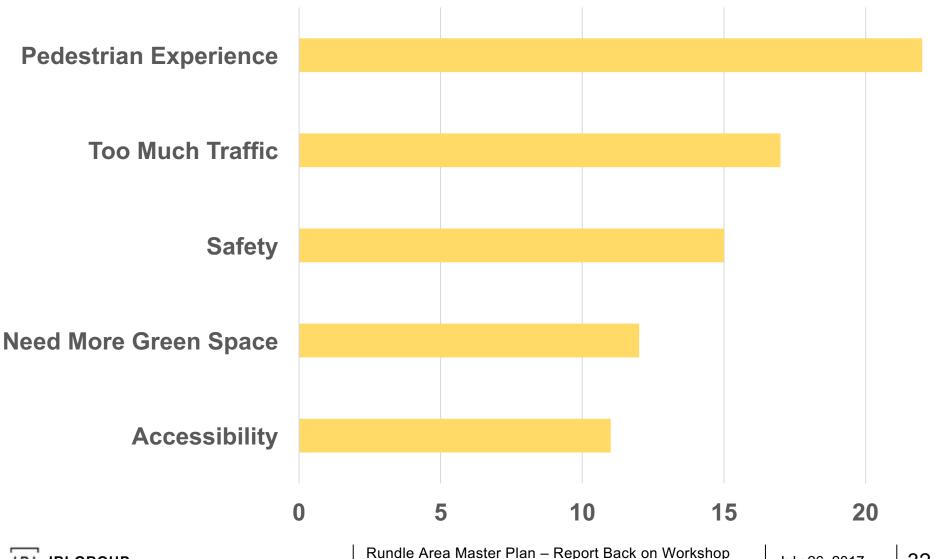


## Pains ("Concerns")





## Pains ("Concerns") – Top 5



# Transit Oriented Development

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### What is TOD?



Transit-Oriented Development (TOD): Communities where residents can live, work, play, shop, and learn in close proximity to rapid public transit, and where the private automobile is an option – not a necessity.



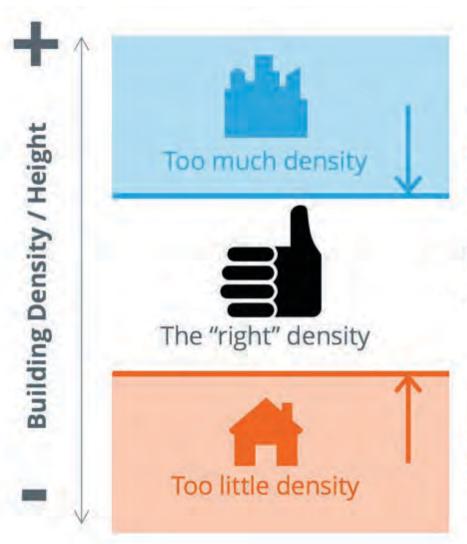
### What is TOD <u>not</u>?



- It is not any type of development adjacent to transit
- It is not a blanket approach to increase density within neighbourhoods served by light rail transit (LRT)
- It is not about apartment buildings replacing single family and row housing in vibrant neighbourhoods
- It is not about the architectural design of individual buildings



### **Land Economics**



#### MAXIMUM DENSITY

should not exceed market demand & community acceptance

#### **VIABLE DENSITY**

or Economic Opportunity

#### MINIMUM DENSITY

required to make redevelopment possible

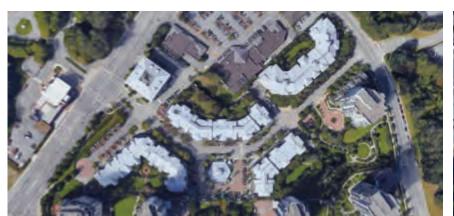
# **Video: Peter Calthorpe**





# **Case Studies**

Newport Village



Park Royal







# Exercise: TOD Board Game

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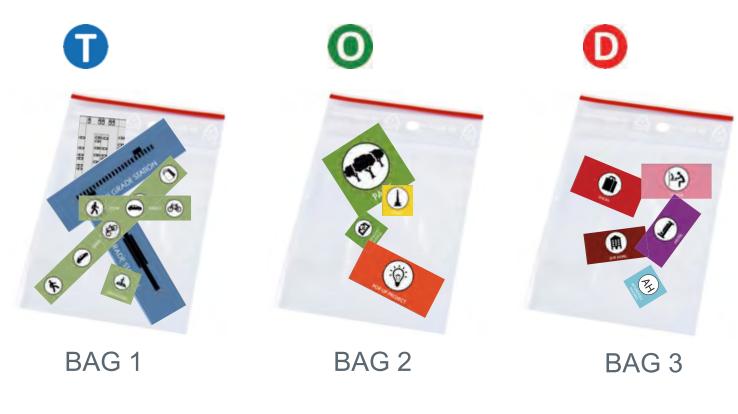


# We Gave You a Game Board...





# And Some Playing Pieces...



**Transportation** Connections

**Open Space Placemaking**  **Development Buildings** 

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# And Told You to Play...



















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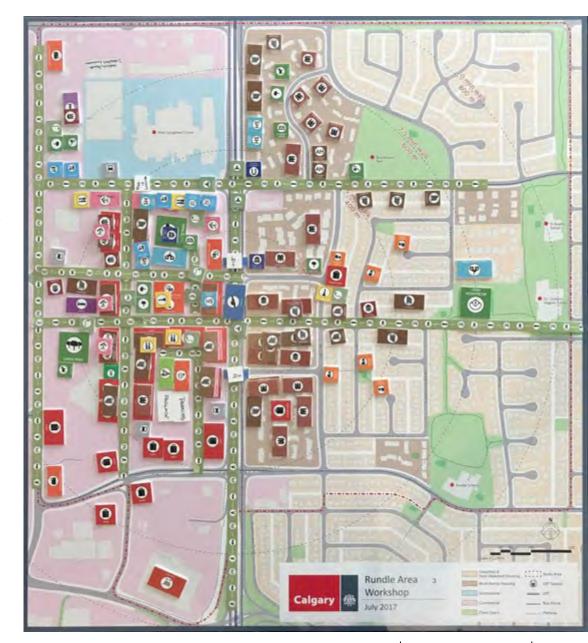
- Ped. improvements for 36 St & groundlevel, east-west path to station
- 8-storey apartments fronting 36 St
- Infill development in front of Sunridge
- Offices at hospital
- Shops at Superstore
- Laneway homes



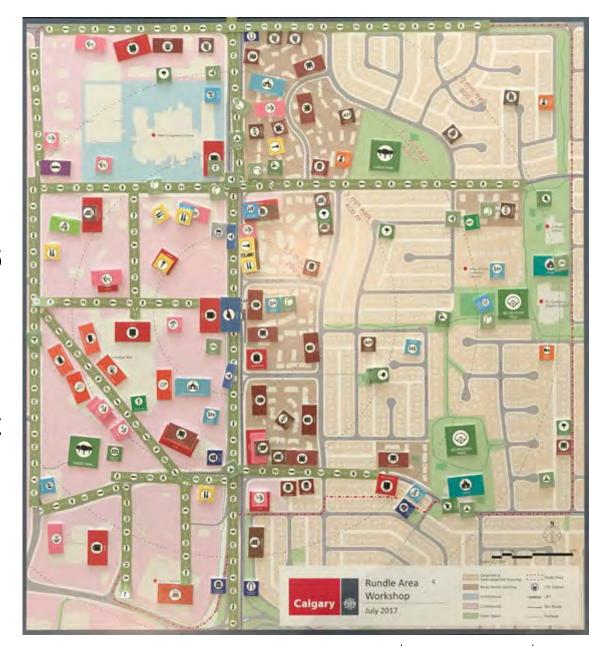
- Ped. improvements for 36 St, 26 Ave & ground-level, eastwest path to station
- 8 to 12-storey apartments on 36 St
- Infill development in front of Sunridge
- Health precinct
- Housing and restaurants at Superstore



- Ped. improvements for 36 St, 26 Ave
- 4-storeys east of 36
   St; 6 to 8-storeys
   west of 36 St
- Extensive redevelopment of Sunridge Mall
- Small scale infill to the east



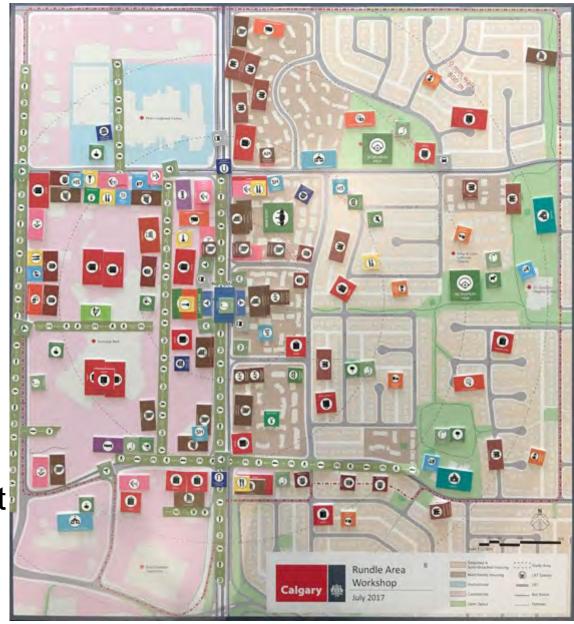
- Ped. improvements for 36 St, 26 Ave, 20 Ave/Rundlehorn
- 4-storeys east of 36
   St; 6-storeys west
   of 36 St
- Modest Sunridge
   Mall redevelopment
   focusing on
   employment uses
- Health precinct



- Ped. improvements for 36 St, 26 Ave & 20 Ave
- 2 to 4-storey town houses W of 36 St
- Infill commercial development in front of Sunridge
- Health precinct
- Laneway homes



- Ped. improvements for 36 St & 20 Ave / Rundlehorn
- 8 to 12-storey apartments E of 36 St
- Extensive infill in front of mall and fronting hospital
- Small scale infill east into neighbourhoods



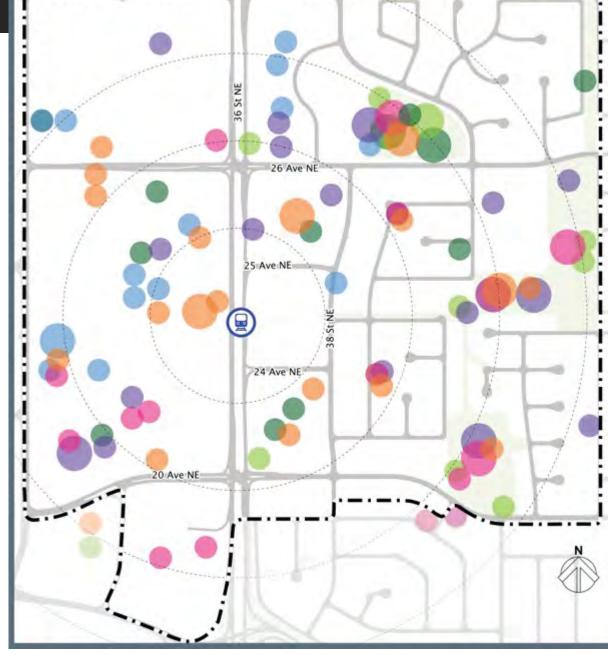












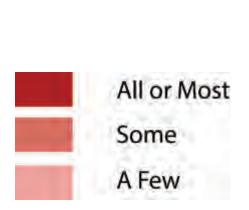
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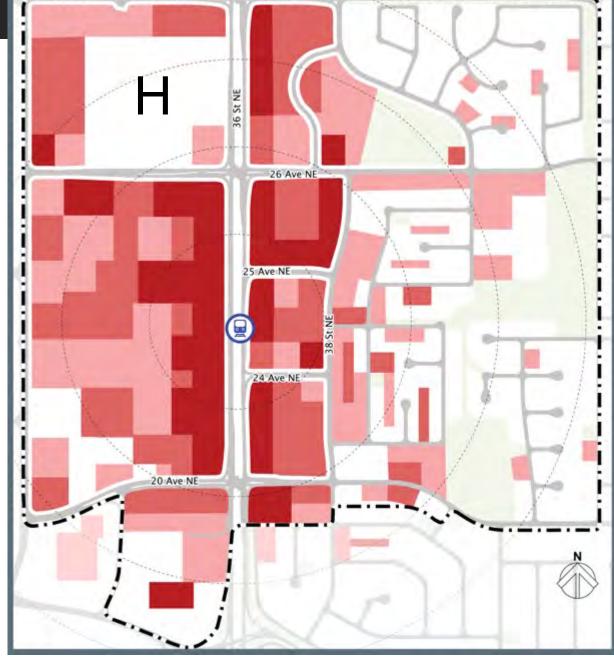












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 Focus Areas emerged





 Mixed use redevelopment in front of the mall, medium to high density





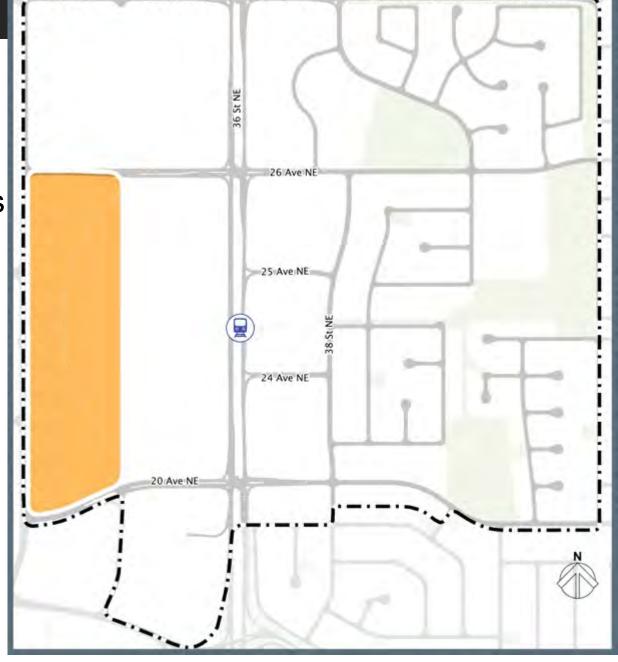
Health precinct – offices, hotel, etc.





Employment uses

 industrial
 innovation, office,
 etc.





 Shops and restaurants at the north of the Superstore site, fronting 20 Ave





- Consistently more residential than commercial
- Mixture of approaches to height, but generally 4-12 storeys





 Residential of height 2-6 storeys



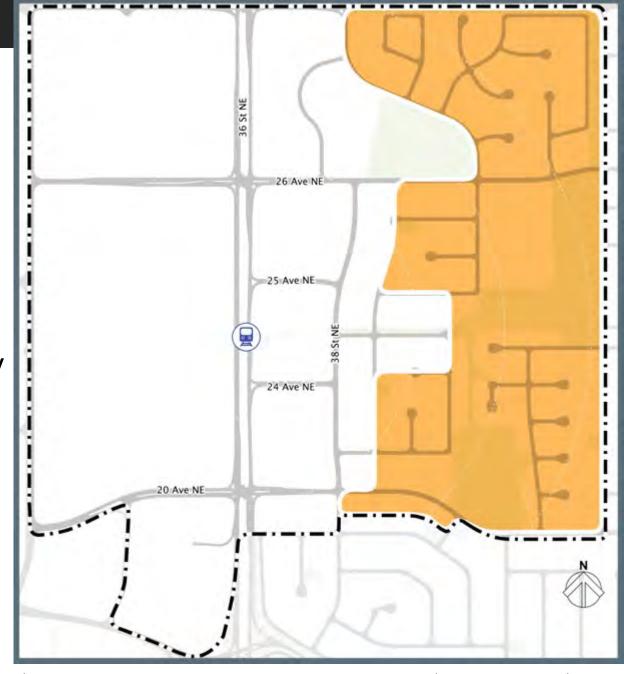


**Transition** residential of up to 4 storeys





 Small scale infill opportunities for ground oriented multi unit housing, laneway homes, etc.



# Concept Strategies



# Transportation Strategies



# Ground-level station access

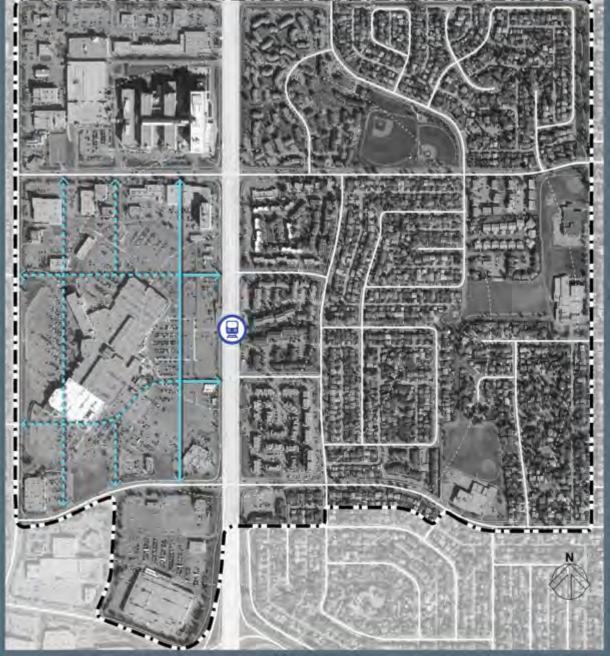






New connections – extend street grid to Sunridge Mall lands





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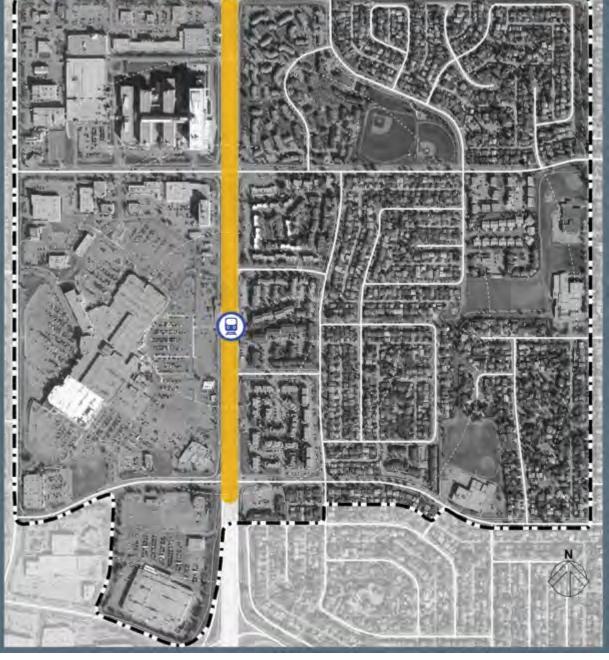


 36 St pedestrian improvements ("Complete Street")



Improved Bike Routes Enhanced Intersection

**Enhanced Path Street Crossings** 



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 Improved ped. connections to the hospital from Rundle station





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 Intersection improvements (crossings, bump outs, etc.)



**Enhanced Path Street Crossings** 





 Formalize and upgrade bike routes







Redirect nonlocal truck traffic from 36 St to **Barlow Trail** 



**Enhanced Path Street Crossings** 







**Enhanced Intersection** 

**Enhanced Path Street Crossings** 



# Open Space Strategies



Create transit
 plaza west of the
 station (in
 coordination w/
 new, mixed use
 development)





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 Reinforce connections from Rundle Station east into the community





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 Upgrade and rationalize the connection immediately east of Rundle station







 Provide green space within new development and invest in existing parks





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 36 St pedestrian improvements ("Complete Street")



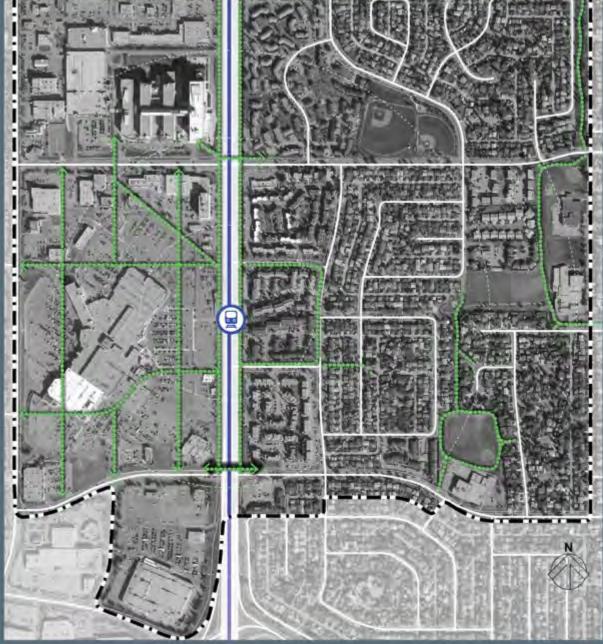


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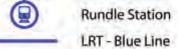
 Build on existing path network by connecting and extending westward





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36 St NE Pedestrian Improvements

Transit Plaza

Rationalize Connection East From Station

**Enhace Existing Parks** 

Green Space Trough Redevelopment

Reinforce Path Connection to Station

Path Network

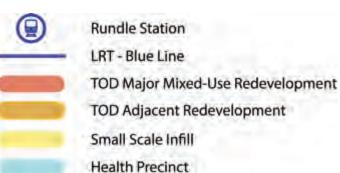




# Development Strategies



 Important to focus on the first 200 and 400 m and get it right





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Mixed use, higher-density redevelopment (2 to 12-storeys)









Health precinct –
 offices, research,
 supporting
 businesses, and
 hotels as needed

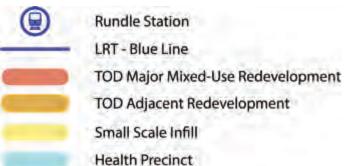




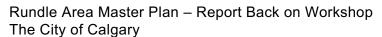




 Employment cluster – office, clean industry, etc.









- Transition from tower + podium on 36 St to midrise perimeter block at 38 St
- 6- to 12-storeys

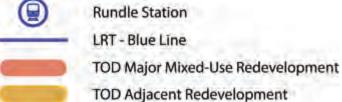




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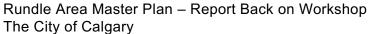
4- to 6-storey, ground-oriented residential



Small Scale Infill

Health Precinct







 Medium- to lowdensity residential opportunities – townhomes, stacked townhomes



**Rundle Station** 

LRT - Blue Line

**TOD Major Mixed-Use Redevelopment** 

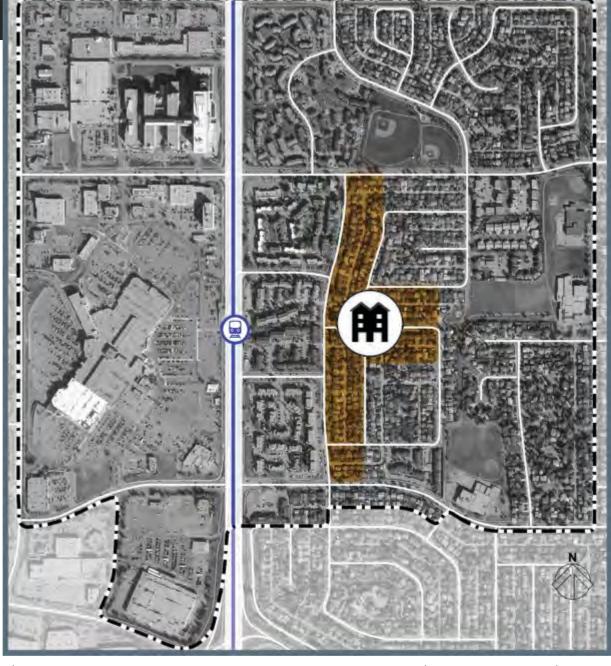
**TOD Adjacent Redevelopment** 

Small Scale Infill

Health Precinct



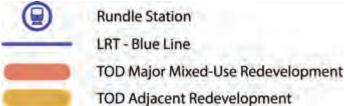




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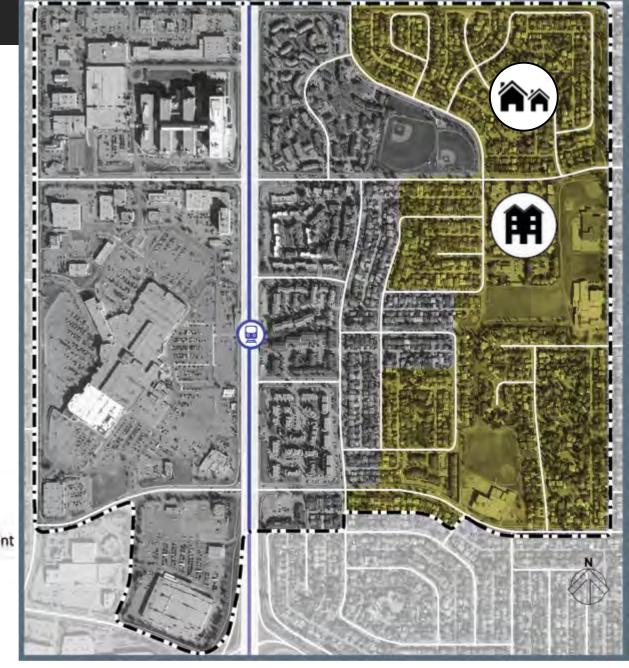


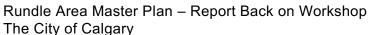
Potential small scale infill opportunities: duplex, 4-plex, townhomes, laneway homes



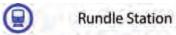
Small Scale Infill

Health Precinct









LRT - Blue Line

**TOD Major Mixed-Use Redevelopment** 

TOD Adjacent Redevelopment

Small Scale Infill

Health Precinct







### **Questions & Discussion**

Jill Sonego - The City of Calgary









### **Next Steps & Thanks**

Jill Sonego - The City of Calgary

