

Welcome to the final Rundle Area Master Plan open house

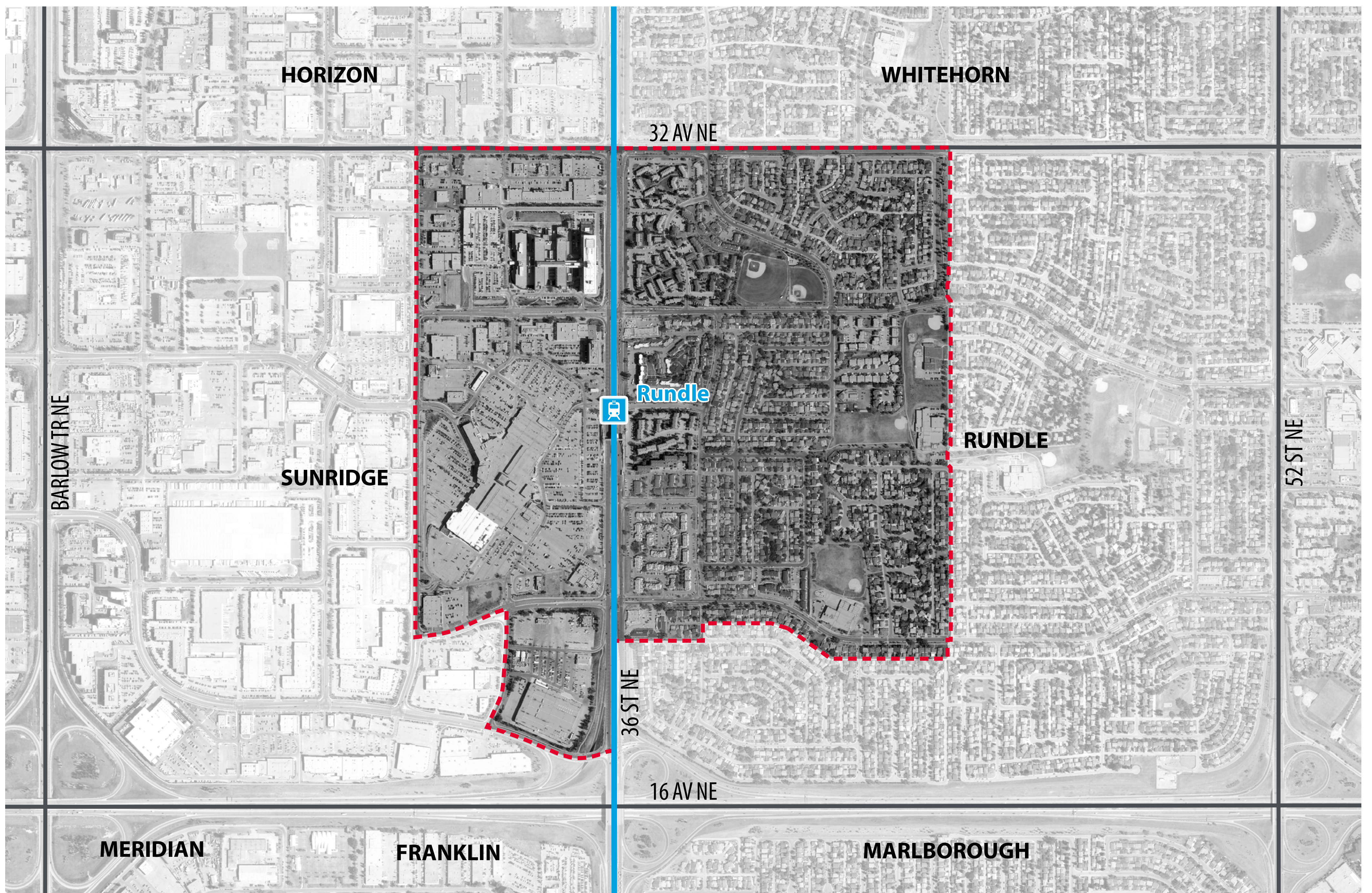
Why are we here?

After almost a year of consultation with the community, and area landowners, The City has prepared a draft Master Plan to guide future development and investment in the Rundle and Sunridge areas around the LRT Station.

At this session you can

- Learn what we've heard over the past year and understand how it has been used to inform the draft Master Plan.
- Provide feedback on the future vision for the area (30+ years) and draft Master Plan.
- Learn about next steps for the project.

City staff involved with the project are on hand to chat with you and answer any questions you may have.



What is a master plan?

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:

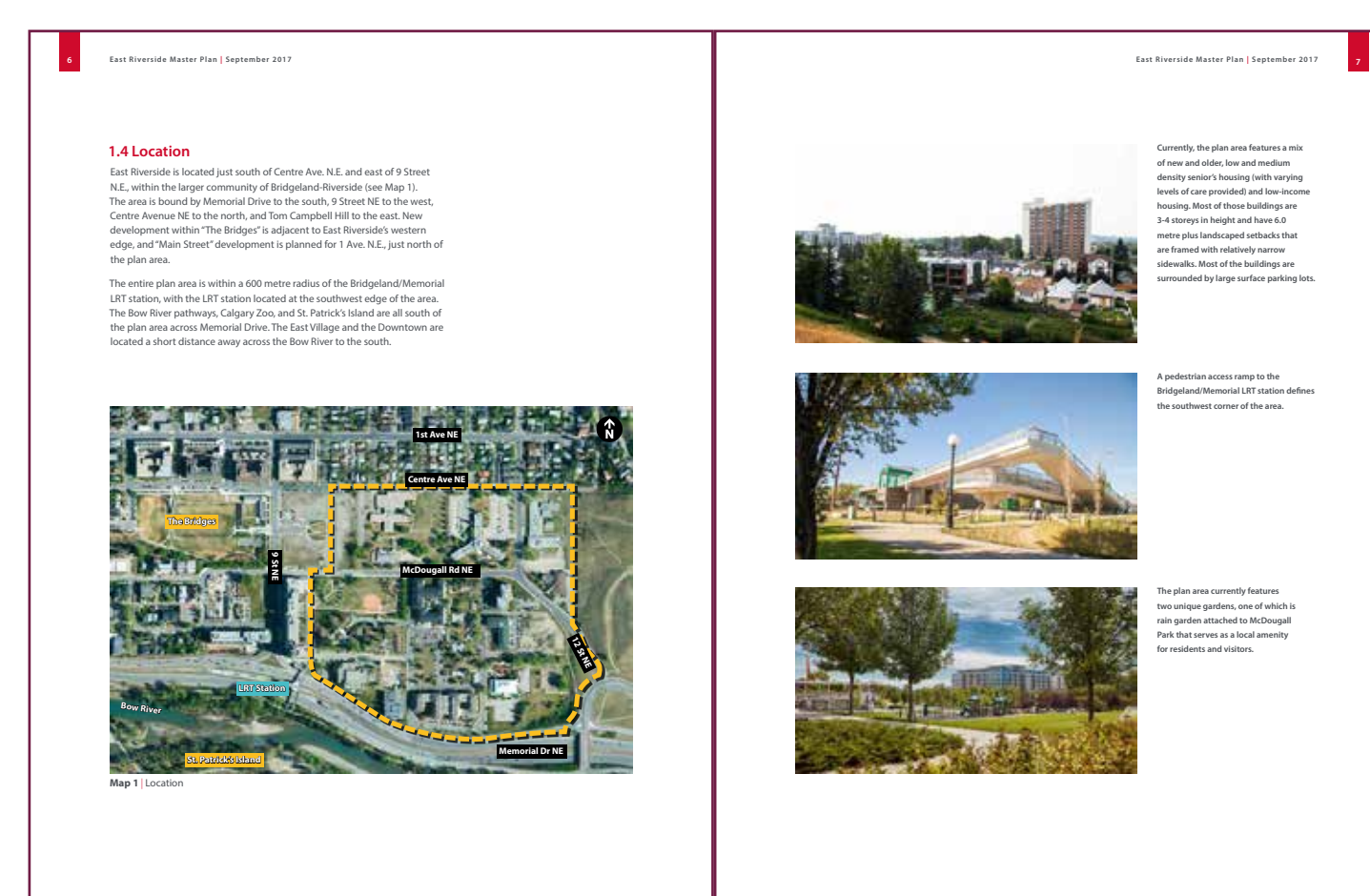
- Outline a shared vision for the future of the Rundle community and Sunridge area.
- Identify locations and types of future redevelopment opportunities.
- Outline improvements and policies to ensure that redevelopment aligns with the vision.

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:

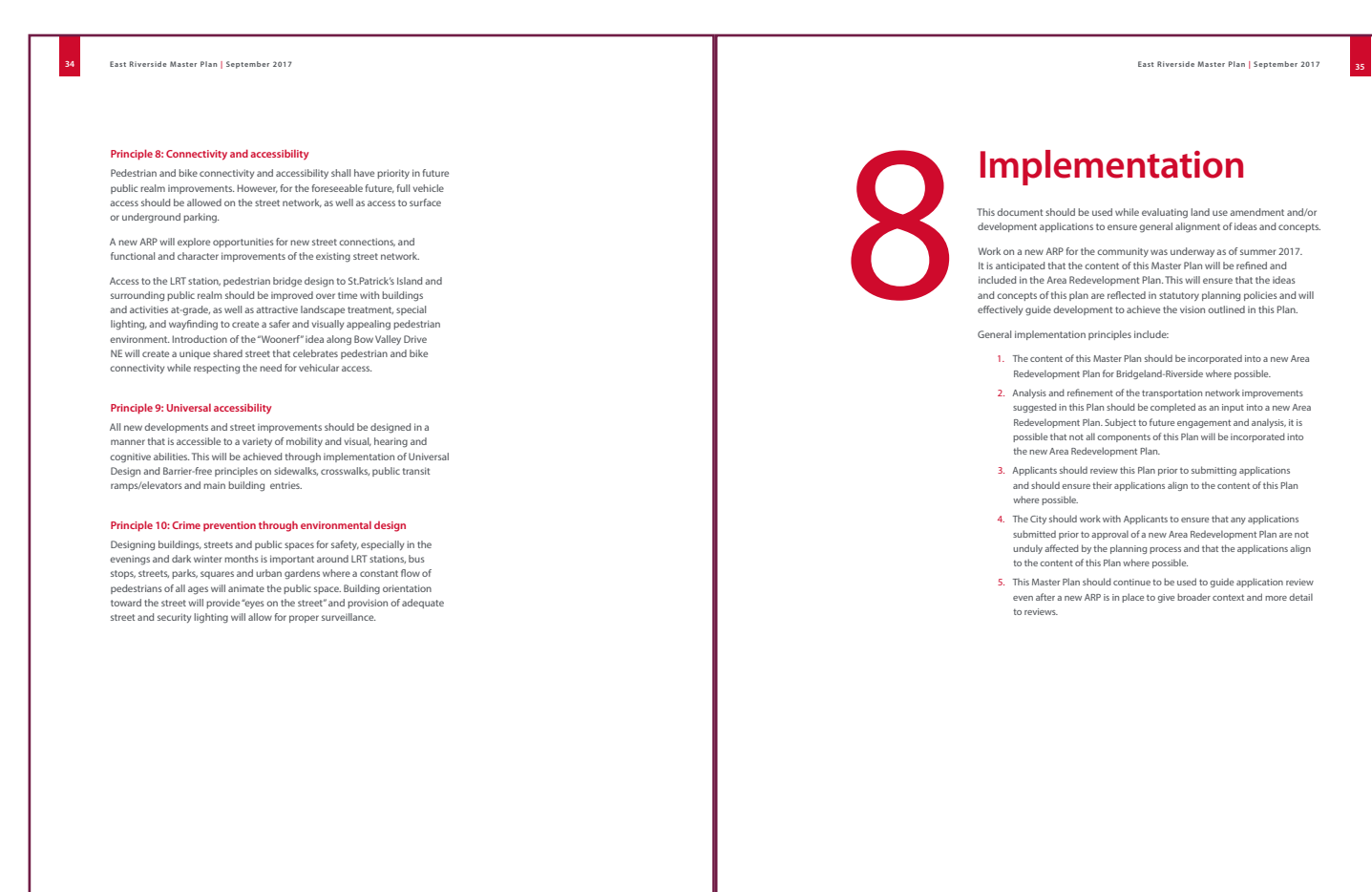
- Explore opportunities for development and plan for future redevelopment.
- Encourage development of new housing near the LRT station to locate new residents close to transit.
- Identify ways to make the area easier to walk for pedestrians.



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

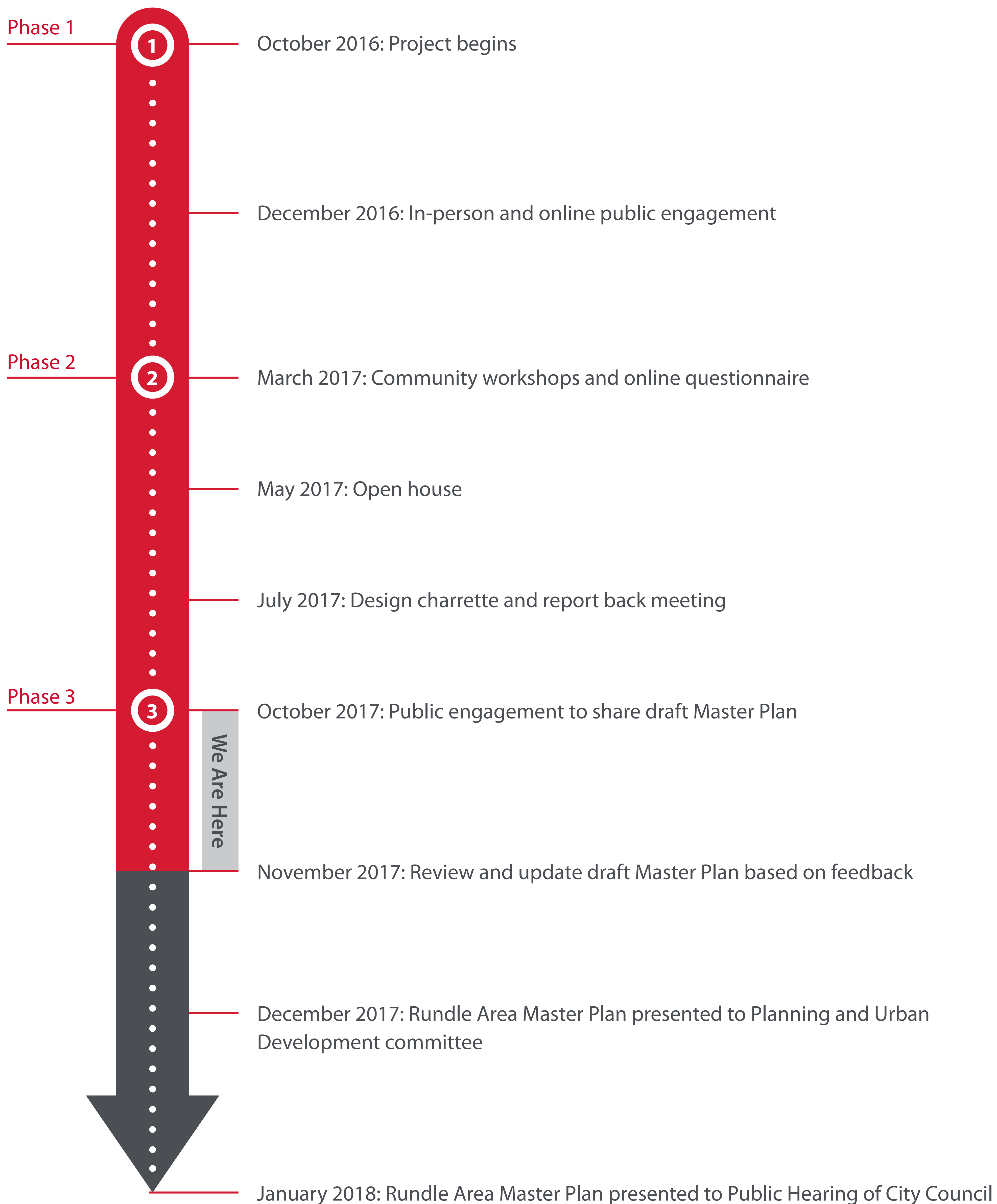


Master Plan documents may contain images or renderings of how an area can look in the future.



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

Project timeline



Summary of public engagement

Over the past year The City has been working with the community to gather input on the long-term future of the area (30+ years).

The draft Master Plan takes into account City planning policies, best practices and input from local stakeholders. This chart provides an overview of the various ways which The City has engaged with the community.

A full summary of the various engagement sessions is available at calgary.ca/rundle

Phase	Activity	Date	Purpose
1	Two open houses	December 1-3, 2016	Introduce stakeholders to the project, familiarize them with background information about the Master Plan.
	Online survey	December 1-14, 2016	
2.1	Community workshop	March 4, 2017	Gather ideas for area improvements, feedback on potential building heights, and sketch a long term vision for the area.
	Online questionnaire	March 4 - 18, 2017	
2.2	Open house	May 30, 2017	Gather feedback on draft land use/ development concepts for the area and potential area improvements.
2.3	Design charrette	July 22, 2017	Identify aspirations and goals for the future of the area and identify current problems. Have participants work collaboratively in groups to develop long-term visions for the area.
	Report back meeting	July 26, 2017	Report back on the findings of the design charrette and answer questions about how the findings can be incorporated into the Master Plan.
3 (we are here)	Open house	November 1, 2017	Share the draft Master Plan and encourage feedback on the concepts, vision and guiding principles.

What we've heard and what we've done

Over the past year (see details on the last board), The City has received hundreds of pieces of feedback about the community's aspirations for how the area can be improved in the future. All of these comments can be found in the "Phase 2 What We Heard Report" at calgary.ca/rundle

To provide an overview of how public feedback has been addressed by the Master Plan, a list of common themes we've heard are outlined below along with a description about how the draft Master Plan addresses or doesn't address the suggestion.

What We Heard	What We've Done
Mobility	
Improve the pedestrian environment within the area	<p>The Master Plan includes a variety of recommendations that will improve the overall pedestrian experience in the area.</p> <p>The plan recommends that, over time, any new streets introduced through redevelopments or upgrades to existing streets should seek to improve the pedestrian experience by providing for high quality amenities (wider sidewalks, street trees, street furniture, pedestrian-scaled lighting, public art and waste receptacles).</p> <p>The plan also recommends that when future upgrade work takes place on 36 St. N.E. that the street design should be reevaluated to consider narrowing traffic lanes to align with current standards in order to provide more space for pedestrian and cycling infrastructure. These mobility improvements will also improve pedestrian comfort over the long term.</p>
Improve pedestrian connections across 36 St. N.E.	<p>The Plan identifies a need to improve pedestrian connections from the east to west side of 36 St. N.E. The plan recommends The City review potential improvements to existing street level crossings at 20 Ave., 26 Ave. and 32 Ave.</p> <p>Specific improvements that will be explored include adjustments to signal timings, reductions to pedestrian crossing distances by reducing lane widths and adding new landscaping and surface materials (e.g. paving stones and landscaped planters) that make crossing a more comfortable experience.</p>
Improve traffic flow and circulation	<p>The plan seeks to focus new population growth in an area that is very well served by Calgary Transit. Transit oriented development is part of The City's strategy to increase the share of trips using transit as opposed to private automobiles. Improved cycling and pedestrian connections and the introduction of mixed-use development will also contribute to a reduced reliance on automobile traffic for existing and future residents of the area.</p>
Include pedestrian overpasses/underpasses across 36 St. N.E.	<p>The plan identifies a need to improve pedestrian connections from the east to west side of 36 St. N.E. The focus is to improve the existing street level crossings at 20 Ave., 26 Ave. and 32 Ave.</p> <p>The plan recommends that the focus of new investment should be to improve street level crossings. Further exploration of grade separated crossing solutions may be conducted in the future, but grade separated crossings are less desirable from a cost and security perspective.</p>

What we've heard and what we've done

Continued

What We Heard	What We've Done
New development	
Provide new small-scale neighbourhood retail options within the area (coffee shops, etc.)	The plan contains guidelines that outline the type of development that should occur in order to support the overall vision for the future of the area. The plan supports building new small-scale retail options such as coffee shops and cafes. These new uses would likely come as part of new mixed-use buildings along 36 St. N.E.
Locate taller buildings away from the single family neighbourhood.	The proposed development guidelines for the area require that the tallest buildings be located along 36 St. N.E. with a transition downward provided as you move closer to existing single detached housing (see the building heights map).
Include new housing and mixed-use development on the Sunridge Mall site.	The plan allows for a wide range of new development opportunities on the existing Sunridge Mall site including the potential for high density housing and mixed use buildings.
The area does not need more development – leave it as it is	<p>The City's Municipal Development Plan (MDP) sets out goals for the future growth of Calgary. The MDP seeks to have an increasing share of future growth occur within the existing built-up area of the City. The plan area has an existing LRT station and a large supply of underutilized land, which supports increasing the population density of the area.</p> <p>This growth will occur incrementally over a long period of time. Many of the existing residents of the area may no longer live in the area by the time the full vision is realized.</p>
Don't want too much density	<p>The Master Plan allows for significant increases in density along 36 St. N.E. in order to support the goals of the MDP which calls for intensification around LRT stations.</p> <p>The development guidelines seek to limit height and density in areas closer to existing low density development in order to reduce the impact of new taller buildings and provide for a transition that respects the existing character of the Rundle neighbourhood.</p>
Maintain options for single family housing	The Master Plan focuses the major redevelopment opportunities in areas closest to the LRT station and 36 St. N.E. while providing a large area for single family housing options.

What we've heard and what we've done

Continued

LRT	
Tunnel or raise the existing LRT line	The cost and disruption associated with changing the nature of the LRT line is too great to seriously consider in this project. Therefore, the Master Plan seeks to improve connectivity with the existing alignment.

Parks and open space	
Provide more parks and public space	<p>The Master Plan contains guidelines for new development that requires the provision of publically accessible open space. New open space in the plan area will likely occur as part of comprehensive redevelopments that propose new buildings.</p> <p>One of the big ideas of the Master Plan is the development of a new urban plaza on the west side of the LRT station platform (see Big Ideas board).</p>

Safety	
Improve safety	<p>The Master Plan promotes crime prevention through environmental design (CPTED) principles. Some examples include:</p> <ul style="list-style-type: none"> • New houses and shops will bring more people to the area increasing the vibrancy of the area over a longer period throughout the day • New buildings will be oriented towards streets and public spaces to provide more passive surveillance and “eyes on the street”.

Rundle Area Master Plan overview

The Rundle Area Master Plan contains ideas, concepts and policies to help guide future redevelopment and reinvestment in the area (e.g. the design and scale of new buildings, improvements to pedestrian crossings, etc.). Think of the Master Plan as a playbook that City Council, developers and the public can use to make sure that future decisions contribute to and support the long term vision for the area.

The Master Plan provides information and guidance for the future of the Rundle area on



Opportunities and constraints for development



Overall vision for the area (30+ years)



Core ideas



Land uses



Building heights



Urban design guidelines



Implementation

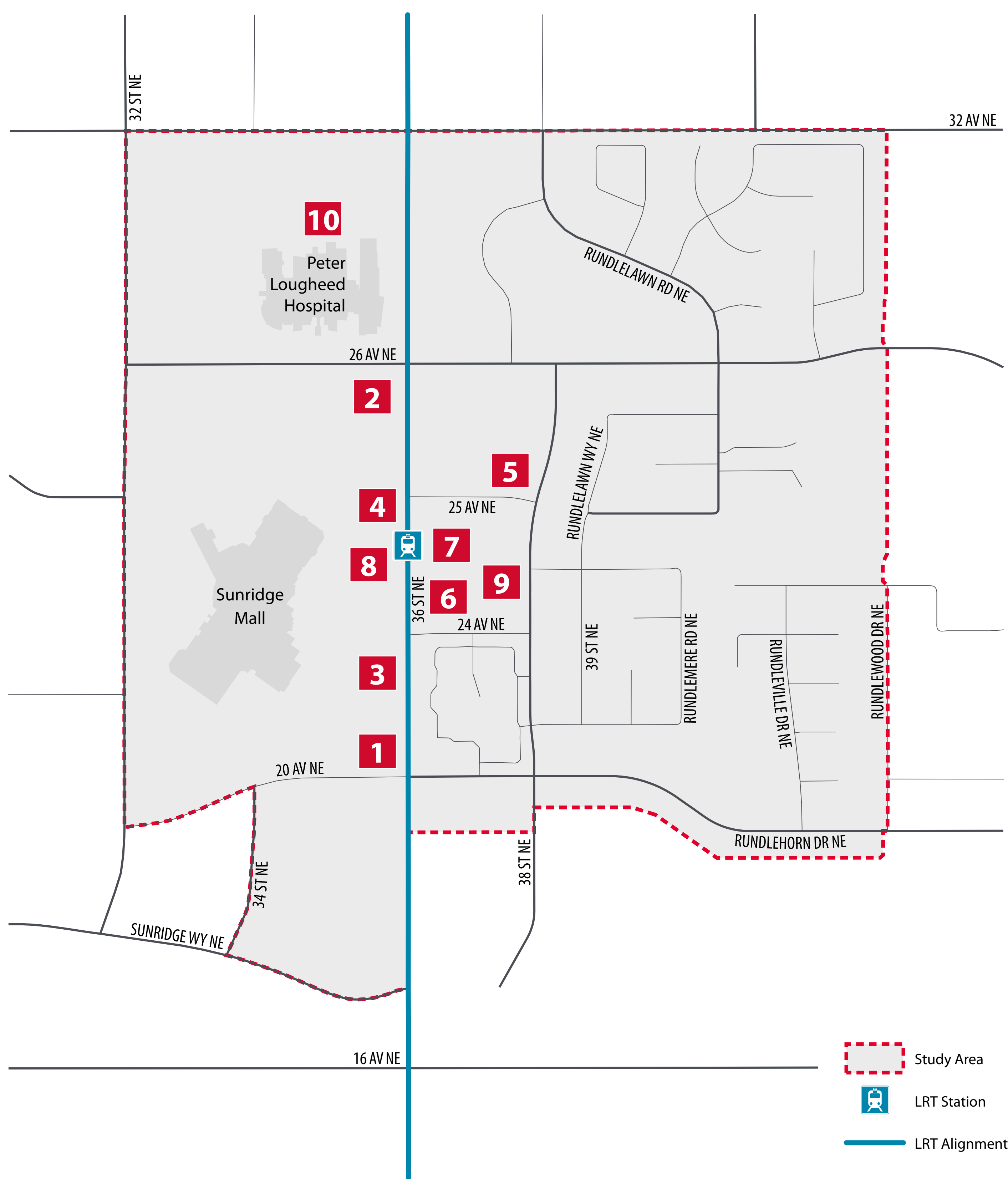
The vision expressed in the Master Plan is a high-level long term vision for the area. Changes will happen incrementally over a long period of time (30+ years) and discussions will continue to happen on specific redevelopment projects at the time they are proposed.

If you are interested in viewing the full Rundle Area Master Plan, please visit calgary.ca/rundle

Master plan big ideas

To achieve the overall vision for the Rundle Station Area, ten “big ideas” have been identified to move us in this direction. These include:

- 1** Transforming 36 St. N.E. into a Complete Street
- 2** Knitting together the east and west sides of 36 St. N.E.
- 3** Providing a comfortable and convenient pedestrian experience
- 4** Intensifying land uses
- 5** Providing appropriate transitions to existing residential areas
- 6** Embracing streets as an organizing principle (providing active frontage)
- 7** Providing a canvas for public art
- 8** Incorporating a public plaza and additional green space west of 36 St. N.E.
- 9** Strengthening connections to Rundle Station
- 10** Leveraging the Peter Lougheed Centre (major employment and health cluster)



Master plan big ideas

Continued



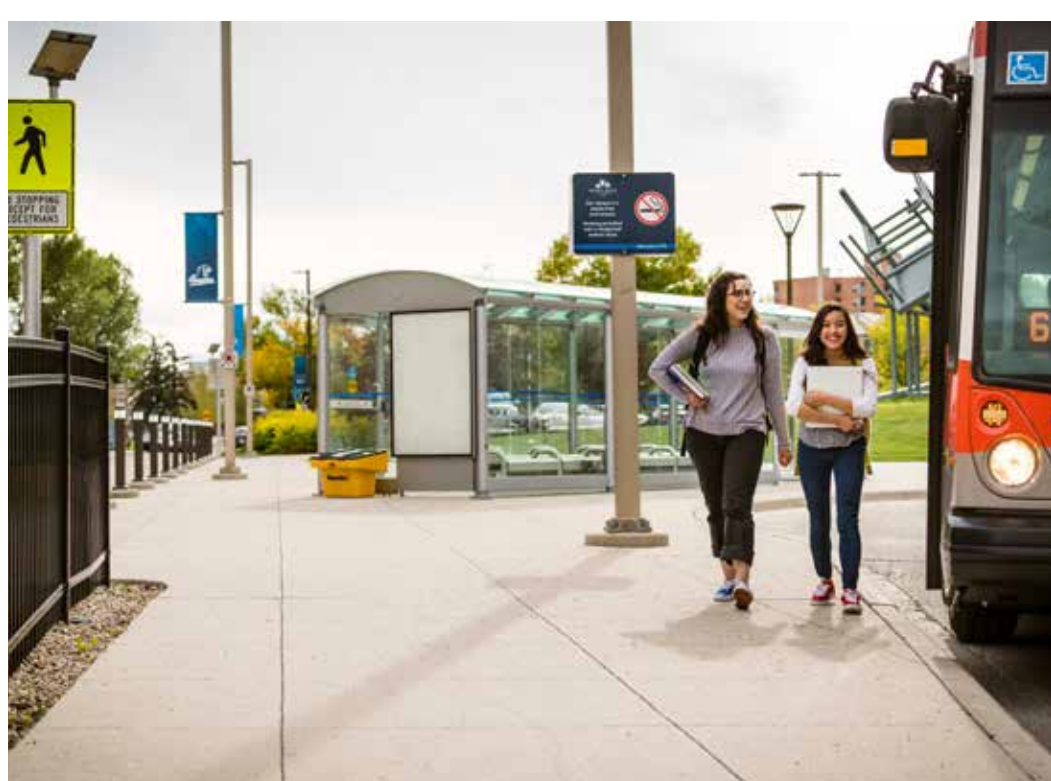
1 Transforming 36 St. N.E. into a more Complete Street

The Master Plan outlines recommendations for improvements to the design of 36th Street and guidelines for development on the lands directly adjacent to it. The recommended street improvements and new development will incrementally improve the pedestrian experience and introduce new features that make this more of a complete street to accommodate different modes of transportation (e.g. walking and cycling).



2 Knitting together the east and west sides of 36 St. N.E.

Currently it is difficult to cross 36 St. N.E. and the Rundle neighbourhood feels physically disconnected from the Sunridge Area. The Master Plan recommends improvements to 36 St. N.E. pedestrian crossings so that, over time, the two sides will have a greater feeling of connection and new employment, shops and services on the Sunridge Site are more easily accessible to residents of Rundle.



3 Providing a comfortable and convenient pedestrian experience

For the most part, streets in the area were built under old design standards and lack pedestrian amenities such as wide sidewalks, street furniture and landscaping. The Master Plan encourages that new developments or city street improvements make an effort to improve this experience over time.



4 Intensifying land uses

In order to make efficient use of land and infrastructure and contribute to the sustainable growth of our City, land uses within the plan area recommended to be intensified over time. For example, the Master Plan allows for redevelopment of surface parking lots and existing low density housing along 36 Street into new mixed use buildings. This will bring more activity and vibrancy to the area and also allow for the introduction of new amenities for existing residents.



5 Providing appropriate transitions to existing residential areas

One of the objectives of the Master Plan is to encourage new residential intensification in the area while respecting the character of existing lower density development. The Master Plan recommends that the height and mass of new buildings should gradually decline as you get closer to existing neighbourhood areas to provide a sensitive transition.

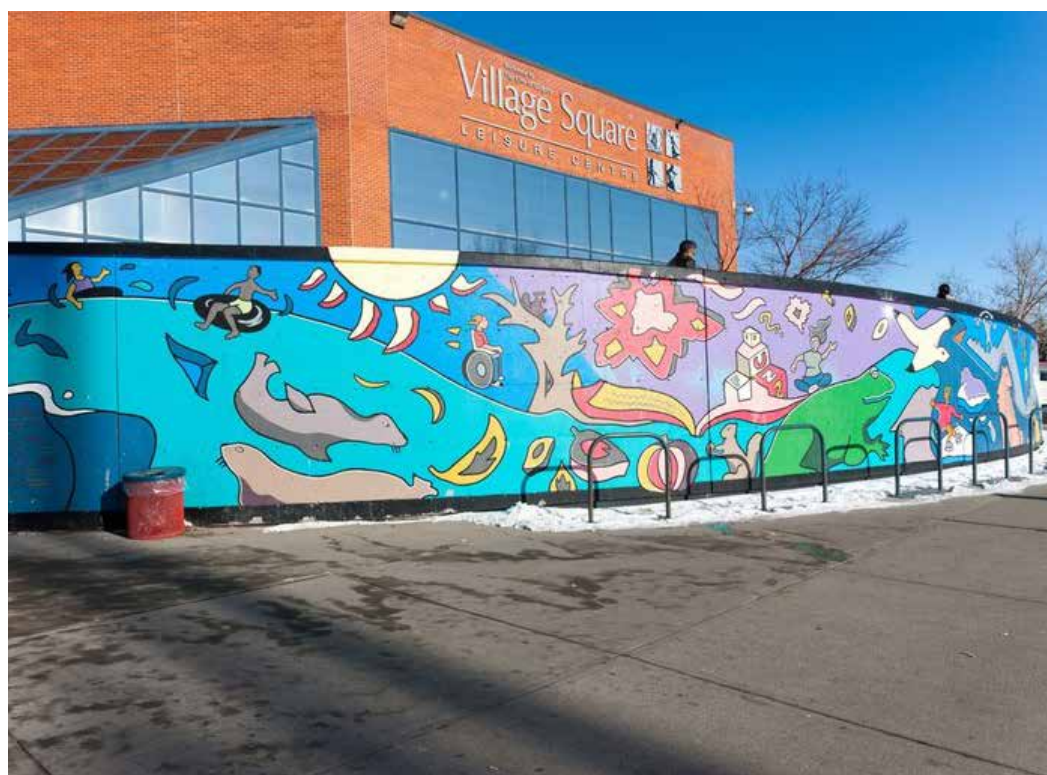
Master plan big ideas

Continued



6 Embracing streets as an organizing principle (providing active frontage)

Currently many of the buildings within the plan area turn their backs to the street and are separated from the street by surface parking and fencing. The Master Plan encourages new buildings to be located close to and face the street to provide activity and animation for people using the adjacent streets. This will create more vibrant streets and greater pedestrian safety in the area.



7 Providing a canvas for public art

The existing infrastructure in the plan area is plain and uninspiring. The Master Plan encourages the incorporation of public art into public infrastructure to lend to the creation of a unique sense of place for the next generation of the Rundle and Sunridge areas. An example of this could be paintings or murals on the LRT station and concrete median barriers.



8 Incorporating a public plaza and additional green space west of 36 St. N.E.

Over time the lands on the west side of 36 St. N.E. have developed for commercial uses and, as such, there is a lack of parks and public space that we typically plan for in residential areas. In order to encourage new residential and retail development on the west side of 36th Street, the Master Plan encourages the provision of new public space as part of large redevelopment proposals. One concept recommended in the Master Plan is for an urban plaza to be developed west of the station platform fronted with restaurants and shops.



9 Strengthening connections to Rundle Station

Currently, there is a lack of direct connections from the Rundle Neighbourhood to the LRT Station. The Master Plan envisions the LRT station as a key gathering place for people. As such, it contains urban design guidelines to encourage new buildings to be sited in a way that opens up new connections and directs people to the station. The Master Plan also identifies where new enhanced connections should be provided. One concept recommended in the Master Plan is for an enlarged and enhanced "Rundelmere Greenway" that extends west from 38 Street to the station platform at 36 Street.



10 Leveraging the Peter Lougheed Centre (major employment and health cluster)

One of the unique attributes and opportunities of the area is the existing Peter Lougheed hospital. It is a major driver for employment and people visiting the area. The Master Plan provides opportunities for new uses to support the hospital such as medical offices and hotels. These opportunities will bring more employment to the area.

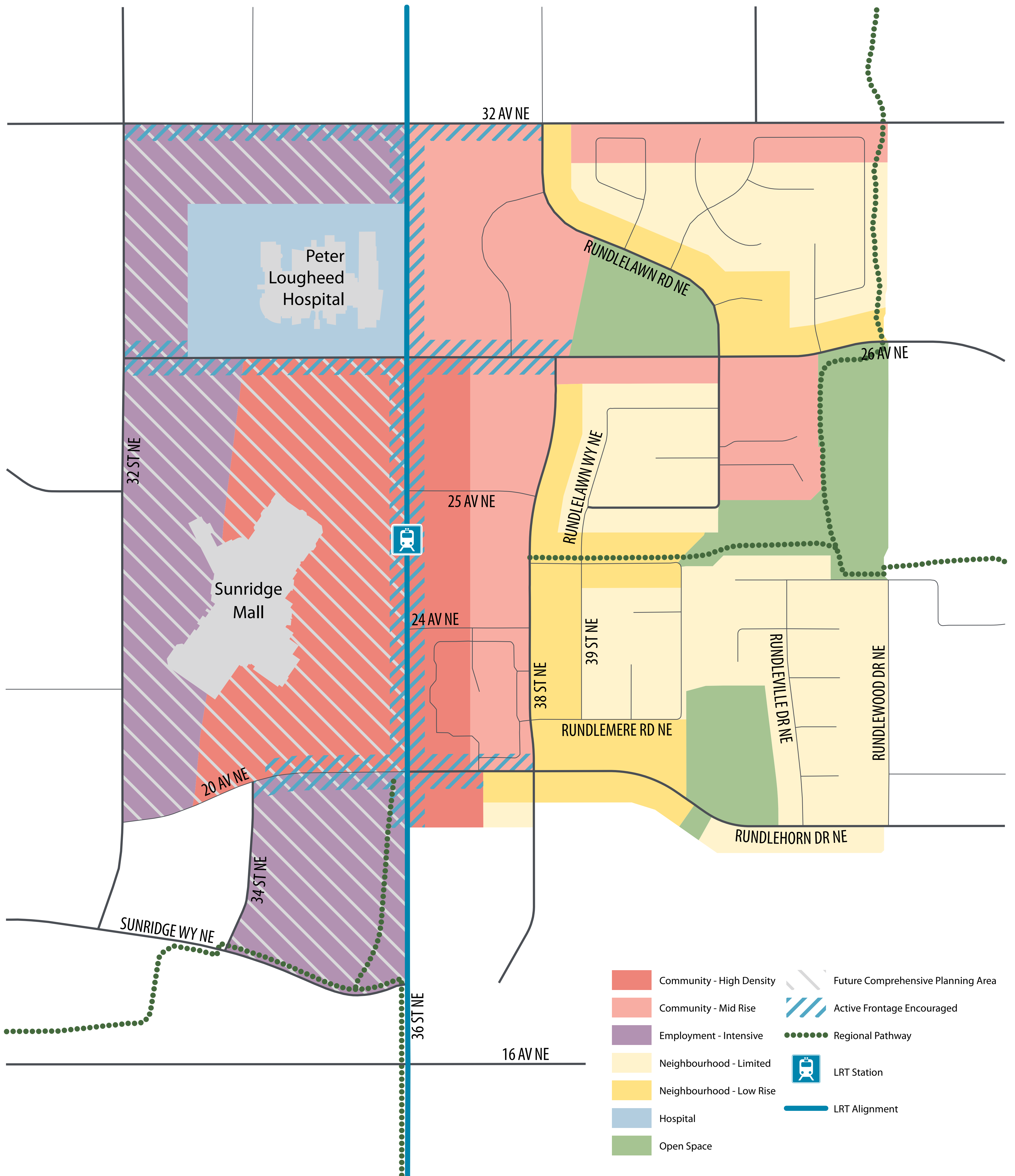
Master plan overall vision (30+ years)

The Rundle Station area will be an exciting, exceptionally designed, high density, transit-oriented community that is well connected to regional destinations. It will offer a wide mix of housing forms, extensive retail and commercial services, and substantial opportunities for employment. The range and mix of land uses will result in a complete and sustainable urban community. Redevelopment will be tied together with a remarkable public realm including improved pedestrian amenities, complete streets, and new public open space. The centrally located LRT station will form the hub of the community and together with 36 Street will be the key organizing element around which future growth and redevelopment in the neighbourhood is focused.





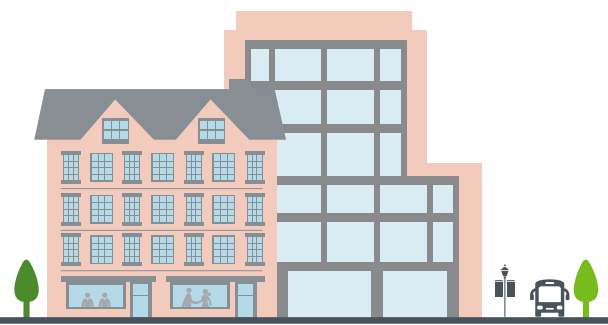



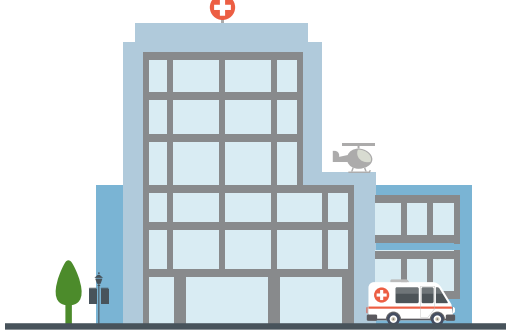

From top clockwise: Long Term Vision (30+ years); Rundlemere Greenway; Rundle Station Plaza

Land uses and building forms



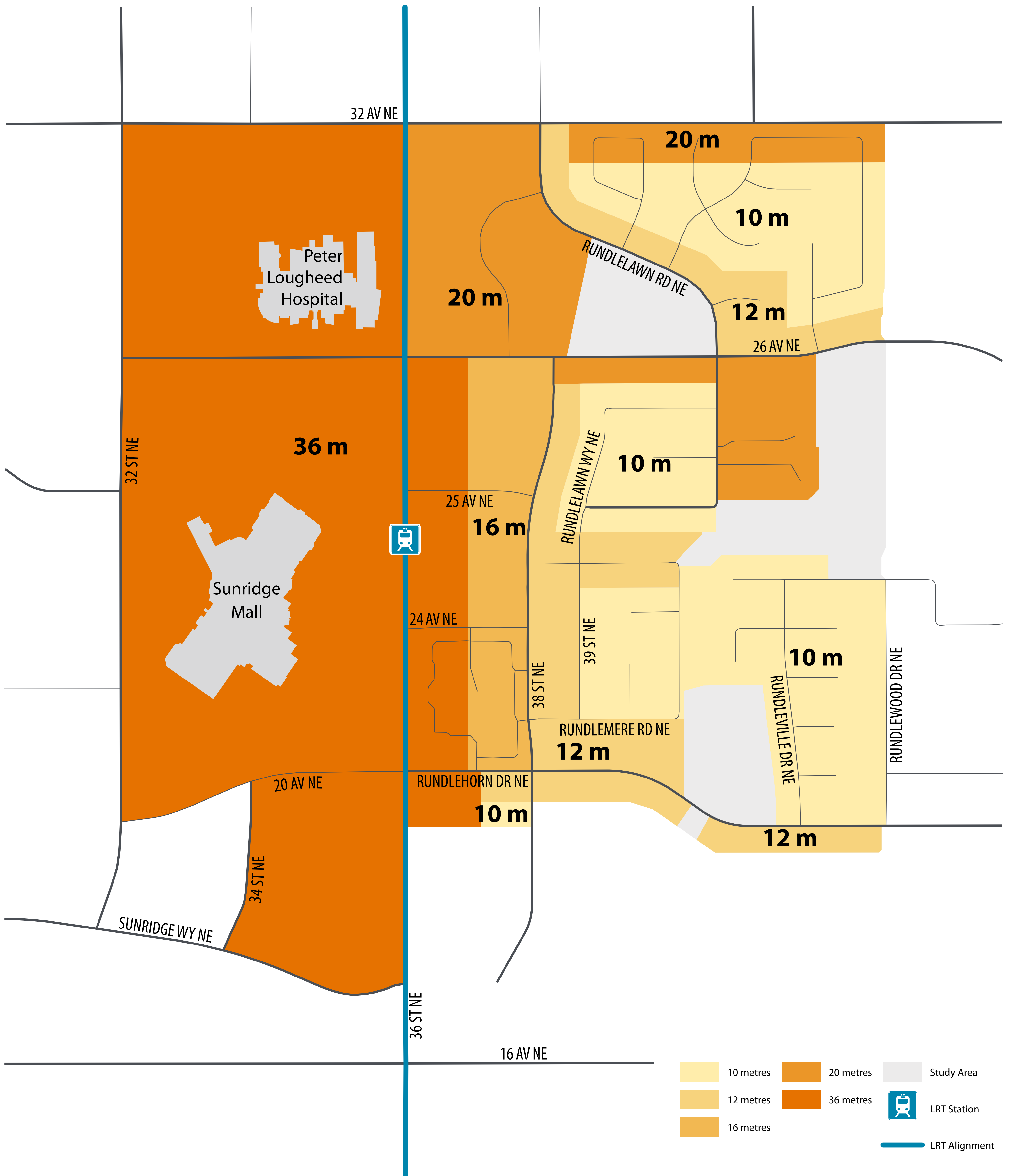
Land use categories

The following land use categories will be included as part of the Rundle Area Maser Plan.

Building blocks	Description
	<p>Employment Intensive</p> <p>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.</p>
	<p>Community High Density</p> <p>Located adjacent to 36 St. N.E. and the LRT, the Community – High Density 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 the potential for commercial/retail uses at ground level. It is also expected to provide a height transition as site's get closer to 38 Street NE and comprehensively designed parking and landscaping solutions.</p>
	<p>Community Mid-Rise</p> <p>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 4-6 storeys) over the long term. This area is intended to be mainly residential with options for retail, office, and institutional uses where appropriate. New development within this area would be a required to transition sensitively to adjacent low density areas.</p>
	<p>Neighbourhood Low-Rise</p> <p>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 and low rise apartment buildings.</p>
	<p>Neighbourhood Limited</p> <p>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.</p>
	<p>Open Space</p> <p>The Open Space Area identifies existing open spaces and parks owned by the City of Calgary. New future open space west of 36 St. N.E. is not identified on this plan because the extent and location will be determined in the future – however, the concept diagrams show a new station plaza on the west side of 36 St. N.E.</p>
	<p>Hospital</p> <p>The area identified as Hospital represents the existing Peter Lougheed Hospital site. Major redevelopment on this site is not anticipated as part of this Master Plan.</p>
	<p>Active Frontage</p> <p>In active frontage areas buildings are oriented to the street and promote activity and surveillance through at grade and frequent entries, outdoor seating and a high quality public realm.</p>

Building heights

The following map shows the proposed maximum building heights in various areas across the plan. The Master Plan seeks to increase height and density in areas directly adjacent to the LRT station, 36 St. N.E. and on the Sunridge Mall site, while transitioning to lower heights where new development would be located near existing low density residential dwellings.



Next Steps

After this session the City of Calgary will:

- Review your in-person and online input.
- Report back to you about what we've heard and how your feedback was used to make final modifications.
- Make final edits to the Master Plan before presenting it to City Council.

How can I stay involved?

You are encouraged to:

- Visit calgary.ca/rundle to review the draft master plan and provide feedback
- Watch for updates about the timing of the Planning and Urban Development committee meeting and City Council meeting where they will consider the Master Plan
- Contact Jill Sonogo at the City of Calgary at **403-268-2266** or jill.sonogo@calgary.ca