

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 1 was to introduce stakeholders to the project and familiarize them with the potential elements of a Master Plan. We also took time to get a sense of what people like about the area as it is now. A report dated February 2017 summarizes what we heard during Phase 1. It is available on the project website www.calgary.ca/rundle.

This report summarizes Phase 2 of the engagement process, which took place from March 2017 to July 2017. Phase 2 was the most extensive and detailed portion of our engagement program. The overall objective of Phase 2 was to provide the community with an opportunity to share their thoughts and ideas on various topics for the future of the area. Topics included:

- Improvements to streets, pedestrian amenities and public spaces.
- Appropriate building heights and forms throughout the study area.
- Shaping the future pedestrian environment along 36 Street N.E.
- Overall concepts for what the area could be like in 25 years.

In order to gain a full depth of understanding of community desires and to provide varied opportunities for input, Phase 2 was broken into three smaller sub-phases (referred to as 2.1, 2.2 & 2.3 in this report). These sub-phases made use of different tactics and activities to gather input on the issues that are important to the creation of the Master Plan. This report provides a detailed overview of what was asked and what was heard during all three sub-phases.

Phase 2: Engagement Timeline

| Phase | Event | Date | Purpose |
|-------|----------------------|------------------|--|
| 2.1 | Community Workshop | March 4, 2017 | Gather ideas for area improvements, feedback on potential building heights and urban design details, and sketch a long term vision for the area. |
| | Online Questionnaire | March 4-18, 2017 | Gather ideas for area improvements, feedback on potential building heights and urban design details, and sketch a long term vision for the area. |
| 2.2 | Open House | May 30, 2017 | To gather feedback on draft land use/development concepts for the area and potential area improvements. |
| | Online Questionnaire | | To gather feedback on draft land use/development concepts for the area and potential area improvements. |
| 2.3 | Design Charrette | July 22, 2017 | Have participants 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. |

Engagement guiding principles

In alignment with City Council's Engage Policy, all engagement efforts, including Phase 2 of this project are defined as: *Purposeful dialogue between The City and citizens and stakeholders to gather meaningful information to influence decision making.*

As a result, all engagement follows the following principles:

- **Citizen-centric:** focusing on hearing the needs and voices of both directly impacted and indirectly impacted citizens
- **Accountable:** upholding the commitments that The City makes to its citizens and stakeholders by demonstrating that the results and outcomes of the engagement processes are consistent with the approved plans for engagement



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- **Inclusive:** making best efforts to reach, involve, and hear from those who are impacted directly or indirectly
- **Committed:** allocating sufficient time and resources for effective engagement of citizens and stakeholders
- **Responsive:** acknowledging citizen and stakeholder concerns
- **Transparent:** providing clear and complete information around decision processes, procedures and constraints.

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Phase 2.1 – Community Workshop/Online Survey (March 2017)

Phase 2.1 of the community engagement program was carried out in March 2017. Engagement opportunities in Phase 2.1 included a community workshop and an associated online questionnaire. These engagement opportunities were advertised through a postcard mail drop in the community, poster distribution and placement in various locations in the community, on the Rundle Station Master Plan project webpage, through email promotions to subscribers and through The City's Facebook and Twitter accounts.

Activities

Community Workshop: The City of Calgary facilitated a drop-in community workshop on March 4, 2017 at the Rundle School from 10 a.m. to 2 p.m. Approximately 60 people attended the community workshop; most stayed for over 30 minutes and provided highly comprehensive feedback. The workshop included four structured activities wherein participants completed exercises that related to aspects of the master plan. Many attendees were observed having in-depth discussions with facilitators about the master plan, and how the area could be improved.

Online: An online mapping tool and questionnaire was available to the public for two weeks following the workshop, accessed through calgary.ca/rundle. More than 1,000 people visited the site and approximately 25 people completed the questionnaire online. The online questionnaire replicated the activities offered at the in-person workshop to the greatest extent possible.

Summary

In total, more than 300 written comments and more than 250 preference dots were received. 19 "flipbook" options were photographed, and six vision sketches were co-created during this phase. Details of this input are further described in the following section of this report and in the verbatim comments transcribed in Appendix I.

What We Asked

Four questions relating to Rundle Station Master Plan were asked through the in-person community workshop on March 4 and the associated online survey. A detailed overview of these questions/activities is provided below.

Activity 1: Map Your Ideas

At the workshop, attendees were presented with a large 8x8 foot air photo of the Rundle Area Master Plan study area. Participants were asked how they thought the experience around the station could be made safer, more comfortable and more pleasant. Specifically, they were asked to consider things like pathways, street crossings, signage, parks and playgrounds. Participants could respond in two ways:

- Have an idea for how to improve the area? Write a comment (what you think the problem is and how it could be fixed) on a Post-It and place it on the map.
- See a suggestion you agree with or like? Place a dot on the Post-It note comment.

For the online version, people were provided with an online map tool asking them to place pins on the map and comment.



Activity 2: Select Your Preferred Building Shape

At the workshop, participants were given a large “flip-book” with building type options which could be considered for different redevelopment blocks within the study area. Participants worked with a facilitator to provide their preferences for building heights, size and types, in three areas:

- West of 36th Street N.E.
- East of 36th Street N.E. to 38th Street N.E.
- East of 38th Street N.E.

Once complete, the facilitator photographed the participant’s preferred cross-section of buildings. This was printed and posted on a wall to create a gallery as the workshop progressed.

For the online version, people were asked to provide input on the same areas through a visual preference survey, complemented by a comment field.



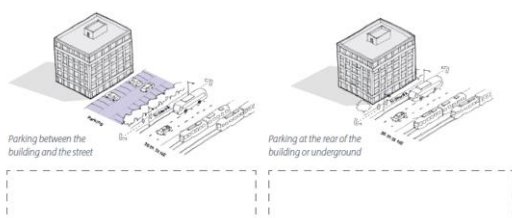
Activity 3: Building Design Guideline Preferences

At the workshop, participants were asked to select preferences for parking, retail and building step-backs through a visual preference survey and open comments. Participants were asked to indicate their preferences for these items on either side of 36th Street N.E. and comment if necessary.

West - 36th Street Guidelines

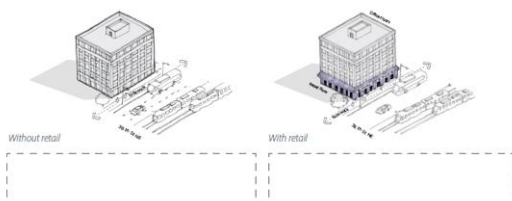
Where would you put parking?

Do you prefer parking between the building and the street, or underground or back of the building ?



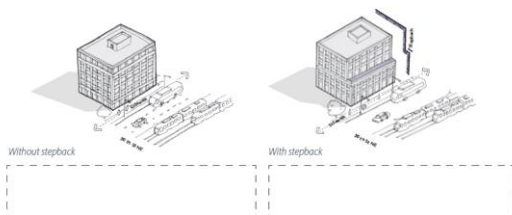
Retail on the the ground floor?

Do you think buildings on 36th Street should have shops, cafes or restaurants on the ground floor?



Stepback or no stepback?

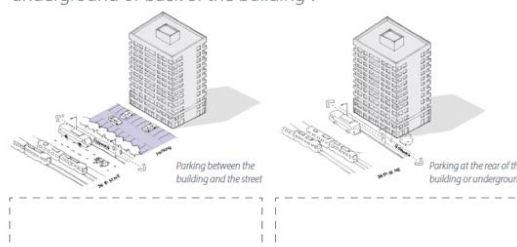
Which building form do you prefer?



East - 36th Street Guidelines

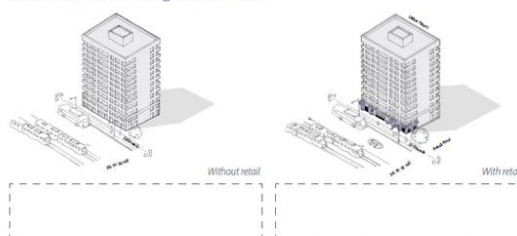
Where would you put parking?

Do you prefer parking between the building and the street, or underground or back of the building ?



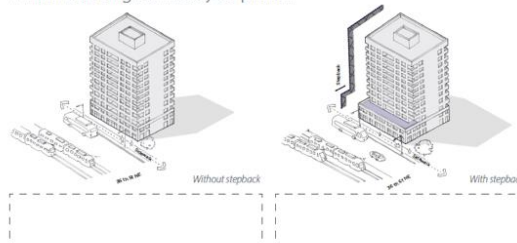
Retail on the the ground floor?

Do you think buildings on 36th Street should have shops, cafes or restaurants on the ground floor?



Stepback or no stepback?

Which building form do you prefer?



This workshop activity was replicated online with a visual multiple choice survey, which also gave participants the opportunity to provide comments.

Activity 4: Sketch Your Future Vision

For the final activity, designers from the consulting team (O2 Planning + Design) worked with attendees to sketch their long-term vision for the future of the area. Participants were asked to imagine that anything was possible in a timeframe 25 years or more in the future—what could the area become? Participants were encouraged to incorporate transit oriented development principles into their vision (e.g. higher density, mixed-use, etc.).

For the online version, people were provided with a question form. They were invited to respond through written comment or by uploading pictures of ideas for the Rundle Station Area. This could include images people drew themselves, or photos and illustrations of community spaces from other places showing ideas of what they would like to see.





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What We Heard

Activity 1: Map Your Ideas

Community Workshop – 78 Comments Received

Based on the review of verbatim comments and observations of the consulting team (O2) themes were developed to help summarize the input and report back. The top three themes from the “map your ideas” activity of the community workshop related to “Pedestrian Amenities”, “Remove/Update Existing Infrastructure”, and “Traffic/Speeding Concerns”. These were areas that participants felt required improvements or solutions which could be included in the Master Plan. Below, by frequency of occurrence, are the top three stakeholder recommendations from each identified theme:

1. Pedestrian Amenities

- Improved pedestrian crossings/signaling at Rundlehorn Drive and 36 Street N.E.
- Improve pedestrian access to and from the Rundle LRT station to both east and west sides of 36 Street N.E.
- Provide better access to the Rundle LRT station from the north end of the station.

2. Remove/Update Existing Infrastructure

- Remove chain link fences/concrete barriers along 36 Street N.E., near the Rundle LRT station.
- Provide better mobility access for wheelchairs.
- Establish a “Kiss and Ride” drop-off area on the east side of the platform.

3. Traffic/Speeding Concerns

- Very high areas of congestion along 26 Avenue at peak hours.
- Drivers coming off 36 Street N.E. onto residential streets speed/ignore pedestrian crossings.
- Widen Rundlehorn Drive – congestion is high near the strip mall.

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Online Version – 285 Comments Received

Based on the review of verbatim comments and observations of the consulting team (O2) themes were developed to help summarize the input and report back. The top three themes from the “map your ideas” activity of the online questionnaire related to “Removal/Updating of Existing Infrastructure”, “Lighting/Safety Concerns”, and “Traffic/Speeding Concerns”. These were areas that participants felt required improvements or solutions which could be included in the Master Plan. Below, by frequency of occurrence, are the top two stakeholder recommendations from each identified theme:

1. Remove/Update Existing Infrastructure

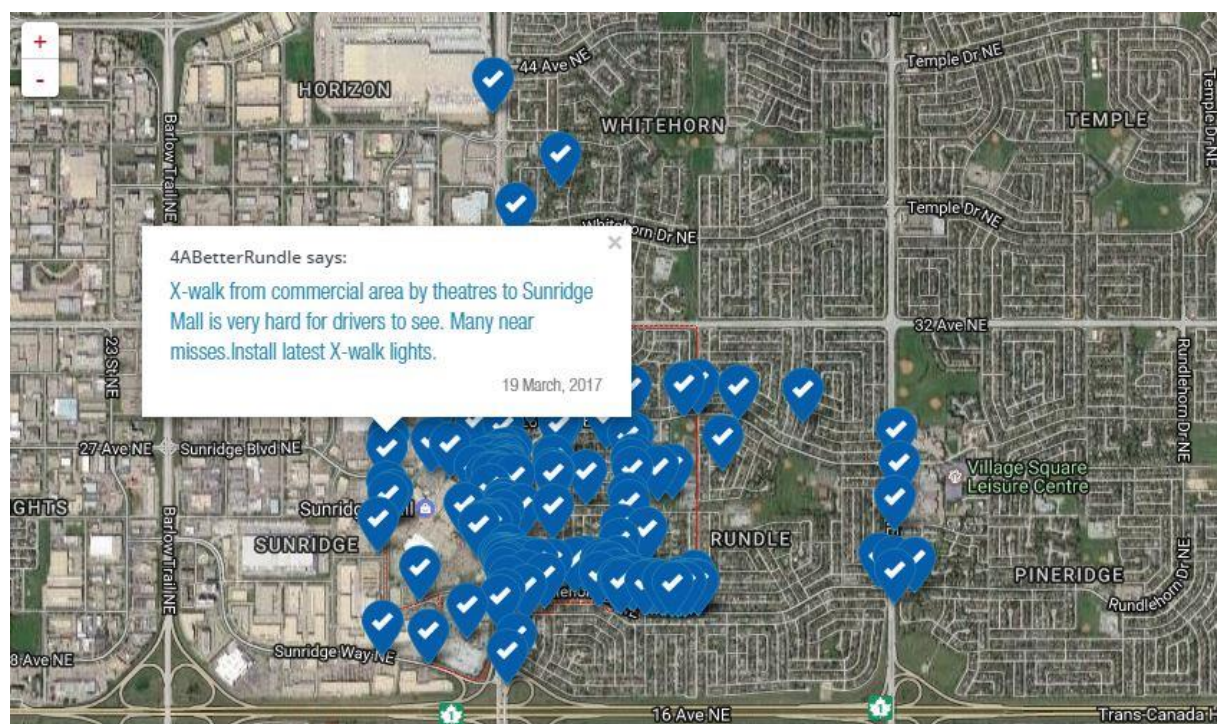
- Improved overall aesthetics of the Rundle LRT station.
- Improve pathway access to the Rundle LRT station from both sides of 36 Street N.E.

2. Lighting/Safety Concerns

- Increased pathway lighting through the park from Rundlemere Drive.
- Prioritize pedestrian light signals from Rundlehorn Drive across 36 Street N.E.

3. Traffic/Speeding Concerns

- Improve Rundlehorn Drive visually and structurally.
- Improve traffic signalling/crossings at 36 Street N.E. and Rundlehorn Drive.



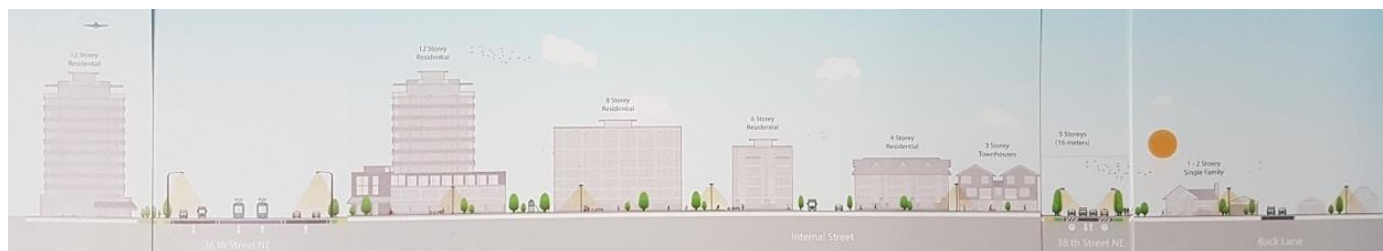
Activity 2: Select Your Preferred Building Shape

Based on the feedback collected at the community workshop and the online visual preference survey, three distinct preferences emerged from the options created by participants. These preferences along the corresponding proportion of participants that favoured each option is provided below.

1. Taller buildings at 36 Street N.E., transitioning to lower heights at 38 Street N.E.

Higher densities and taller buildings were placed on both sides of 36th Street N.E., which gradually decreased in height towards 38th Street N.E.

- 36 per cent of participants favoured this option at the open house.
- 20 per cent of participants favoured this option online.



2. Varied building heights

Varying densities and building heights were observed with no distinct pattern across the site.

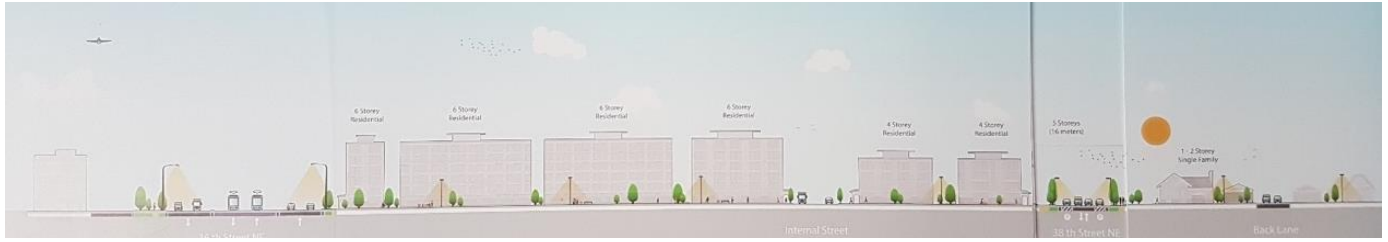
- 31 per cent of participants favoured this option at the open house.
- 20 per cent of participants favoured this option online.



3. Consistent heights

This typology features continuous/similar building heights and types across the entire street section.

- 31 per cent of participants favoured this option at the open house.
- 15 per cent of participants favoured this option online.



Activity 3: Building Design Guideline Preferences

Based on the feedback collected at the community workshop and the online visual preference survey, the majority of participants expressed a strong desire to have parking situated at the rear of the building or underground, retail located on the ground floor of buildings and a step-back be required for taller buildings. The proportion of participants that favoured each option is provided below.

East of 36 Street N.E.

| | | In-person | Online |
|------------------------------|--|------------|--------|
| Question | Options | Proportion | |
| Where would you put parking? | Parking between the building + the street | 38% | 39% |
| | Parking at the rear of the building or underground | 63% | 61% |
| Retail on the ground floor? | Without retail | 15% | 10% |
| | With retail | 85% | 90% |
| Step-back or no step-back? | Without step-back | 10% | 18% |
| | With step-back | 90% | 82% |



West of 36 Street NE

| | | In-person | Online |
|------------------------------|--|------------|--------|
| Question | Options | Proportion | |
| Where would you put parking? | Parking between the building + the street | 48% | 37% |
| | Parking at the rear of the building or underground | 52% | 63% |
| Retail on the ground floor? | Without retail | 0% | 0% |
| | With retail | 100% | 100% |
| Step-back or no step-back? | Without step-back | 13% | 29% |
| | With step-back | 88% | 71% |



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Activity 3:
Select your 36th Street West design

Where would you put parking?
Do you prefer parking between the building and the street, underground or at the back of the building?

Place a sticker under your preferences. If you have comments, feel free to write in the space below.

Retail on the ground floor?
Do you think buildings on 36th Street should have shops, cafes or restaurants on the ground floor?

Stepback or no stepback?
Which building form do you prefer?

Activity 4: Draw Your Future Vision

Working with designers from O2 Planning + Design, participants at the community workshop sketched their ideas for the future. Based on the observations of the consultants for the project, three main themes emerged from the vision sketches that were produced. These top themes have been articulated below. The themes have been developed based on a professional interpretation/observations from the compilation of sketches. Each of the concepts developed by participants has been included in the following section of this report for further reference.

Themes:

1. Increase development around Sunridge Mall and along 36 Street N.E. with mixed-use development.
2. Improve pedestrian connections across/along 36 Street N.E.
3. Tunnel or raise the existing LRT line.

Completed Sketches:



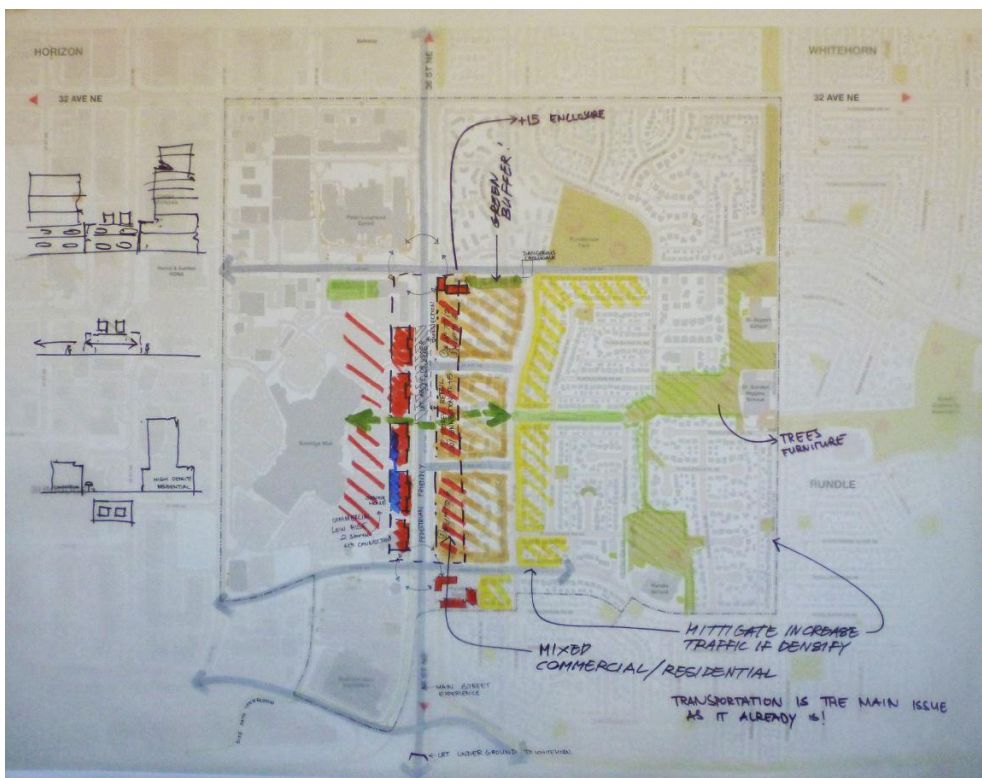
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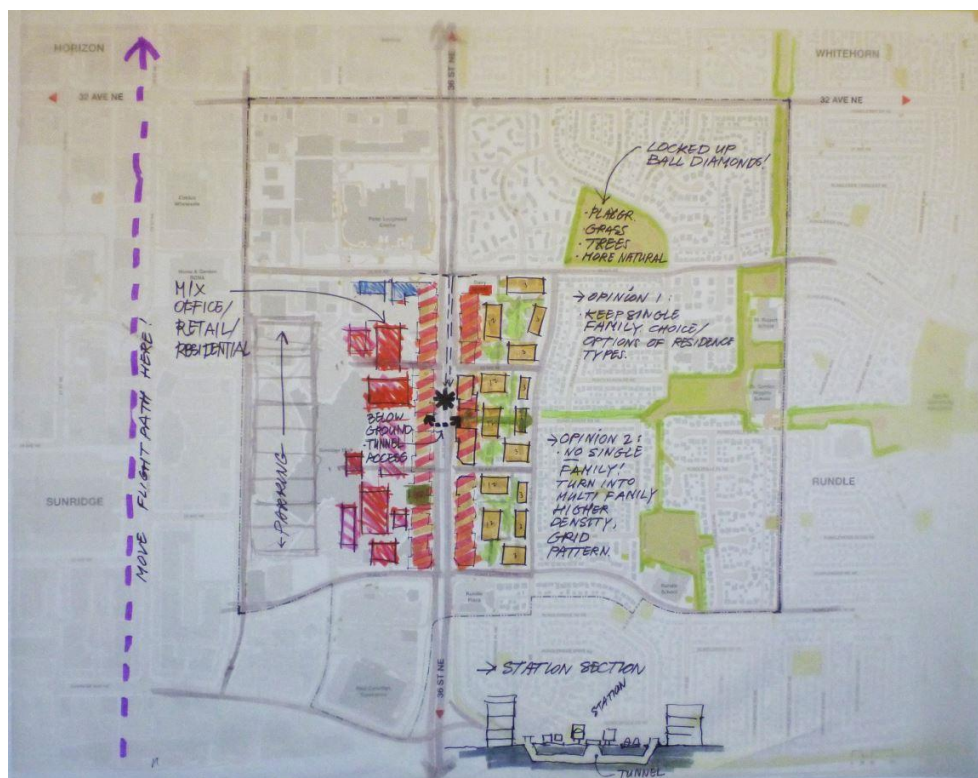
Stakeholder Report Back: What We Heard
September 22, 2017



Rundle Station Master Plan

Stakeholder Report Back: What We Heard

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Phase 2.2 – Open House/Online Questionnaire (May 2017)

The objective of Phase 2.2 of The City's engagement program was to provide the community with an opportunity to share their thoughts on three land use/development concepts and a variety of area improvement projects that City of Calgary staff and the project consultants had prepared after gathering ideas in Phase 2.1. Engagement opportunities in Phase 2.2 included an open house and an associated online map and questionnaire. These opportunities for engagement were advertised through a postcard mail drop in the community, through poster distribution and placement in various locations in the community, on Rundle Station Master Plan project webpage, through email promotions to subscribers, and through The City's Facebook and Twitter accounts.

Activities

Open House: The City of Calgary facilitated a drop-in community open house on May 30, 2017 at the Rundle Community Association, Upper Hall between 5 and 8 p.m. Approximately 60 people attended the open house. Attendees were given the opportunity to review and comment on a series of display boards that contained three land use/development concepts showing how the area could change over the next 25 years. Attendees were also given the opportunity to review and comment on a series of conceptual improvement projects that dealt with how infrastructure could be added or upgraded in order to help achieve the long term development concepts for the area. Sticky notes and comment forms were provided to attendees to provide feedback on these materials.

Online Questionnaire: An online questionnaire was available to the public for two weeks (May 30-June 14, 2017) following the workshop, accessed through www.calgary.ca/rundle. The questionnaire provided an additional opportunity to comment on the three land use/development concepts and the suggested public realm improvements which were presented at the open house.

Summary

Through the in-person and online components of Phase 2.2, 18 participants provided a total of 45 written comments on the three land use concepts, and 56 preference dots for improvement areas. Details of this input are further described in the following section of this report and the verbatim comments transcribed in Appendix II.

What We Asked

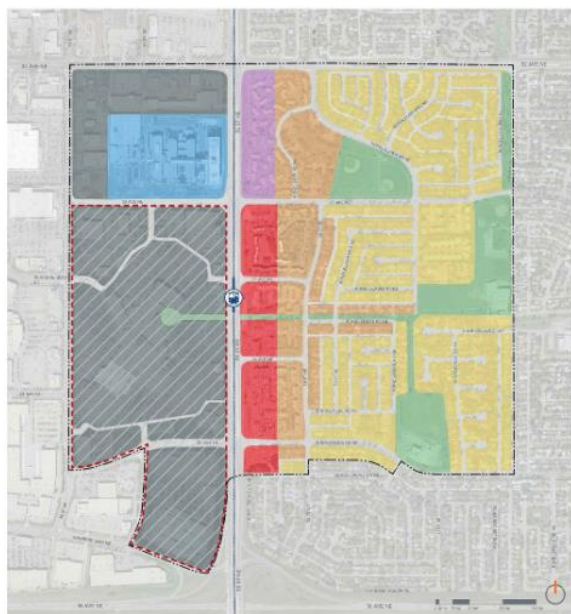
Feedback was sought on land/development concepts and public realm improvements relating to Rundle Station Master Plan through the in-person community open house on May 30, 2017 and the associated online survey. A detailed overview of these questions/activities is provided below.

Activity 1: Land Use/Development Concept Feedback

Participants at the May 30, 2017 open house were asked to provide feedback on three land use/development concepts for the area (A, B, and C). Specifically, “Tell us what you think about this concept and why”. Open-ended comments allowed for participants to discuss the concepts in relation to one another, focus on key positives or negatives, or express what was missing. Online, participants were asked to provide open-ended feedback on the positive and negative aspects of the same three concepts.

Design Concept A

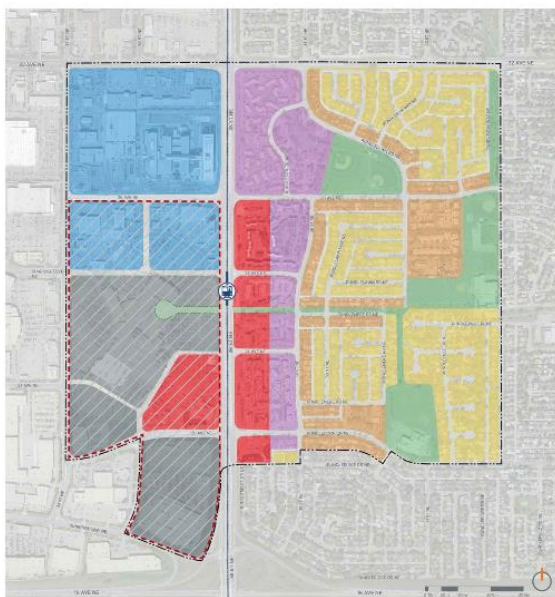
Small changes, big difference



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

Design Concept B

Moderate redevelopment including a health campus



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

Design Concept C

Transit oriented transformation



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

Activity 2: Potential Public Realm Improvements – Preference Selection

Participants at the May 30, 2017 open house were asked to identify their top three potential improvements areas (out of a total of 7 choices). This preference selection activity was also replicated online.

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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** **at St. James intersection enhancement** - see map of St. James intersection enhancement area
- current issues**
- limited and unattractive pedestrian crossings
- potential improvements**
- redesign intersection for pedestrian safety
 - allow pedestrian lanes to cross on south side of intersection
 - improvement of crossings to allow pedestrians to cross entire intersection from south
 - construct a pedestrian bridge over St. James
 - remove push stops to reduce traffic speeds and narrow crossings
 - provide left turn off of St. James
- B** **at St. James - west of St. James**
- current issues**
- poor pedestrian environment
 - poor pedestrian environment
- potential improvements**
- transform the area into a shared space
 - construct a pedestrian bridge between main thoroughfare and main thoroughfare
 - new new roadway and/or sidewalk
 - improve landscaping (plant trees, landscaping)
- C** **at St. James - east of St. James**
- current issues**
- poor pedestrian environment
 - poor pedestrian environment
- potential improvements**
- transform the area into a shared space
 - construct a pedestrian bridge between main thoroughfare and main thoroughfare
 - new new roadway and/or sidewalk
 - improve landscaping (plant trees, landscaping)
- D** **at St. James - east of St. James**
- current issues**
- poor pedestrian environment
 - poor pedestrian environment
- potential improvements**
- transform the area into a shared space
 - construct a pedestrian bridge between main thoroughfare and main thoroughfare
 - new new roadway and/or sidewalk
 - improve landscaping (plant trees, landscaping)
- E** **at St. James - east of St. James**
- current issues**
- poor pedestrian environment
 - poor pedestrian environment
- potential improvements**
- transform the area into a shared space
 - construct a pedestrian bridge between main thoroughfare and main thoroughfare
 - new new roadway and/or sidewalk
 - improve landscaping (plant trees, landscaping)
- F** **at St. James - east of St. James**
- current issues**
- poor pedestrian environment
 - poor pedestrian environment
- potential improvements**
- transform the area into a shared space
 - construct a pedestrian bridge between main thoroughfare and main thoroughfare
 - new new roadway and/or sidewalk
 - improve landscaping (plant trees, landscaping)
- G** **at St. James - east of St. James**
- current issues**
- poor pedestrian environment
 - poor pedestrian environment
- potential improvements**
- transform the area into a shared space
 - construct a pedestrian bridge between main thoroughfare and main thoroughfare
 - new new roadway and/or sidewalk
 - improve landscaping (plant trees, landscaping)

What We Heard

Activity 1: Land Use/Development Concept Feedback

City of Calgary staff have compiled the verbatim responses that relate positive and negative feelings towards the three concept plans (Appendix II). The following summary provides an overview of the top themes as it relates to participant's feelings toward the positive and negative aspects of each concept. These themes are based on staff's professional interpretation and observations of the verbatim comments provided.

Concept A – *Small Changes, Big Difference*

| Positive | Negative |
|---|--|
| <ul style="list-style-type: none"> Most “respectful” to the existing community Green Space Allows for mixed-use development around the LRT Station | <ul style="list-style-type: none"> Not enough change to the area from what already exists Too much density Inclusion of a Health Campus |

Concept B – *Moderate Redevelopment Including a Health Campus*

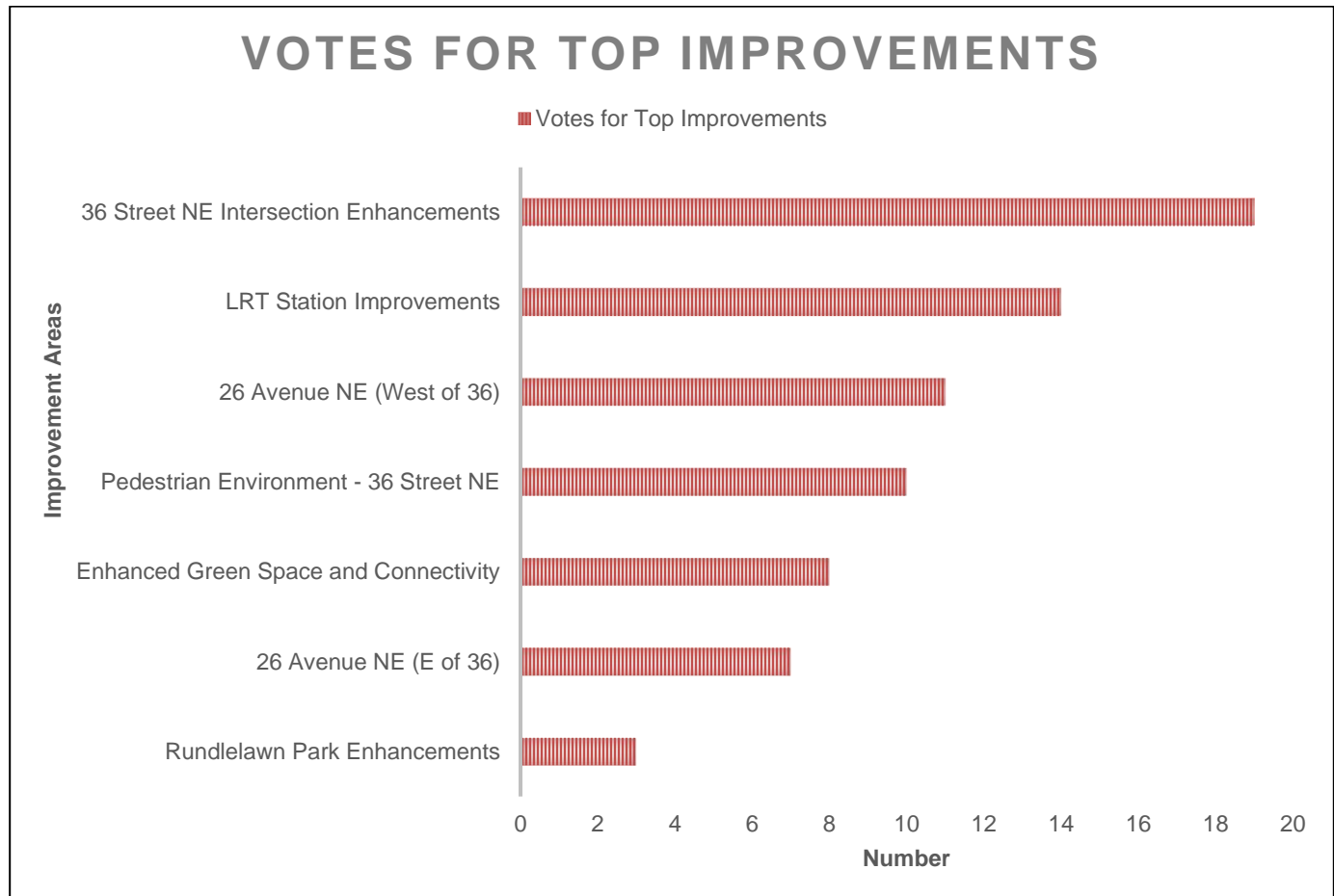
| Positive | Negative |
|--|--|
| <ul style="list-style-type: none"> More prominent Health Campus Mixed-Use nature of this design Good blending with new development and existing development | <ul style="list-style-type: none"> Too much increase in height and density Not enough green space Potential for increased traffic |

Concept C – *Transit Oriented Transformation*

| Positive | Negative |
|--|---|
| <ul style="list-style-type: none"> Mixed-Use nature of the design Transformation of Sunridge Mall site to be more walkable Transit Oriented Development | <ul style="list-style-type: none"> Too much density and height Not enough investment put toward Health Campus Increased traffic and parking issues |

Activity 2: Potential Public Realm Improvements – Preference Selection

The ranking of potential area improvements was intended to assist staff in the prioritization of future investments in the public realm. The chart below represents the number of times each improvement was prioritized by a participant during the in-person and online components of Phase 2.2. Participants were asked to select the top three improvements they felt should be prioritized.



Phase 2.3 – Design Charrette (July 2017)

Phase 2.3 of The City's engagement program was carried out in July 2017. Engagement opportunities in Phase 2.3 included a design charrette and a town hall style meeting to report back on the findings of the design charrette. The intent of the additional engagement work completed in Phase 2.3 was to augment the engagement activities conducted in Phase 2.1 and 2.2 and to gain additional insights by using different tactics than those offered in 2.1 and 2.2. Phase 2.3 helped broaden and enhance our understanding of the community aspirations and ensure that key themes were captured that would inform the creation of development concepts. The City was also interested in ensuring that collaborative group work amongst community stakeholders formed a component of the overall input. These opportunities were advertised on Rundle Station Master Plan project webpage, through email promotions to subscribers, and through The City's Facebook and Twitter accounts.

Activities

Design Charrette: The City of Calgary and IBI Group facilitated a design charrette on July 22, 2017 at the Coast Plaza Conference Centre. Approximately 45 people attended the design charrette which lasted for approximately three hours. The participants were led through two structured activities designed to gather input on community aspirations. Much of the charrette involved group work with significant collaboration being required to reach mutually agreeable outcomes.

Town Hall: A Town Hall style meeting was hosted on July 26, 2017 from 5pm to 7pm to report back and share the findings of the design charrette. This event was advertised as a drop-in session so that members of the public could attend even if they hadn't participated in the charrette. The Town Hall meeting also included time for general discussion and questions with City of Calgary staff and representatives from IBI Group.

Summary

In total, approximately 45 people attended the design charrette and provided input in the form of individual "Gains and Pains" descriptions and collective future development concepts through the TOD board game. The input included over 250 gains and pains submissions which have been summarized into 19 themes for gains and 13 themes for pains. Six future concepts for the area were developed by the working groups through the board game. Details of this input are further described in the following section of this report and the verbatim comments transcribed in Appendix III.

What We Asked

The Design Charrette involved two activities relating to Rundle Area Master Plan. Each activity was intended to gather insights on various issues that will inform the Master Plan. An overview of the activities and a description of what was asked in each is detailed below.

Activity 1: Gains and Pains

At the charrette, participants were asked two questions during the “Gains and Pains” exercise. 1) What are your top goals/aspirations for the community (gains)? And, 2) what are your top concerns about what is currently happening (pains)? This exercise was completed individually by providing written comments on post-it notes. The notes were then categorized into themes by staff working at the event and presented back to participants on display boards. Based on the different themes that emerged, participants were asked to review the different themes and prioritize the gains and pains. Priorities were indicated through the use of stickers. Each participant was allocated 5 stickers to highlight their top gains and pains.

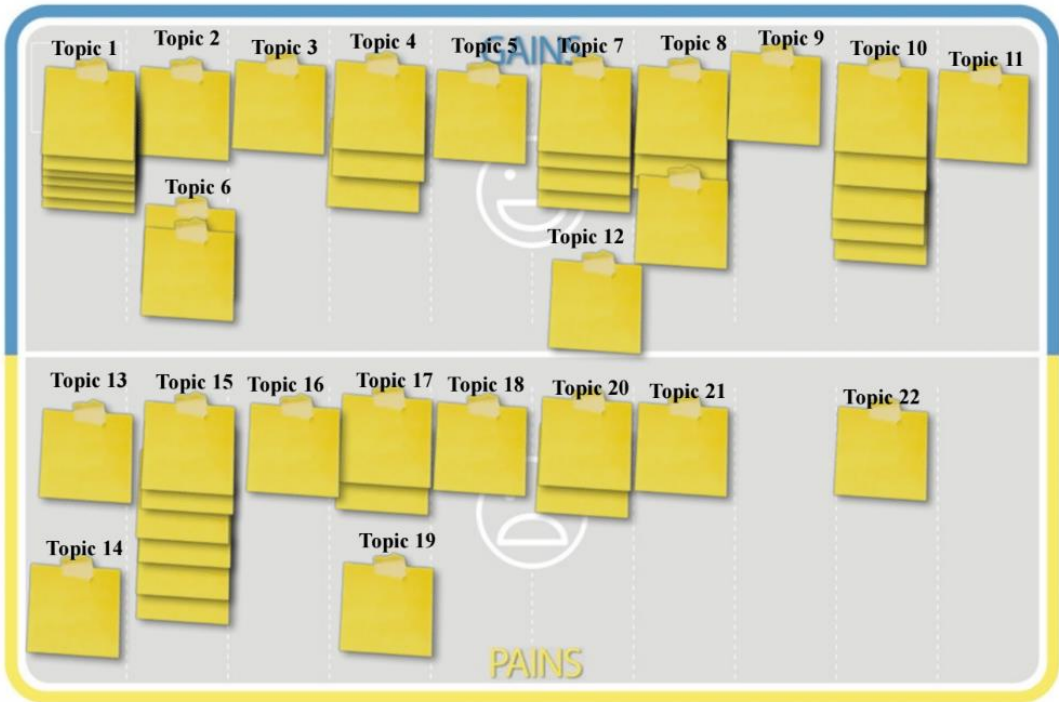
Step 1: Participants write their gains and pains.



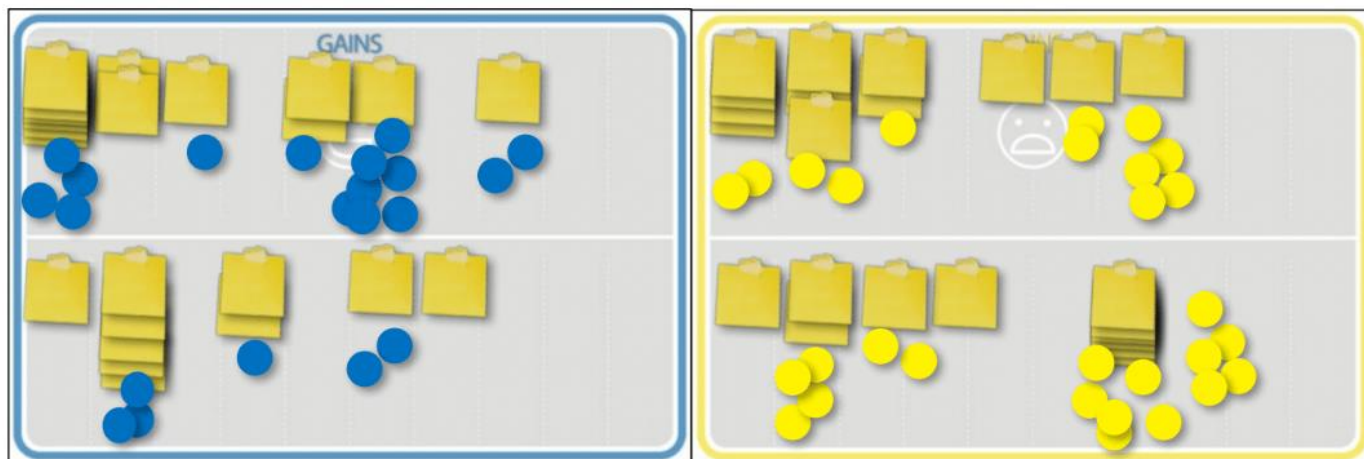
Step 2: Participants place their gains and pains under appropriate category on boards.



Step 3: Staff further categorize the gains and pains based on sub-themes (e.g. traffic, affordable housing).



Step 4: Participants indicate their priority pains and gains by placing stickers on important categories.



Activity 2: TOD (Transportation, Open Space, Development) Board Game

Using game pieces which represent different physical elements of a community (e.g. streets, pathways, transit, parks, shops, offices, houses, apartment buildings, etc.) participants were asked to arrange the game pieces on a blank map of the study area to show how they envision the area in the future. Participants were encouraged to incorporate the principles of transit oriented development into their vision. This exercise was completed in groups of approximately eight participants over the course of 90 minutes.

Activity 2: TOD Board Game



Game Board

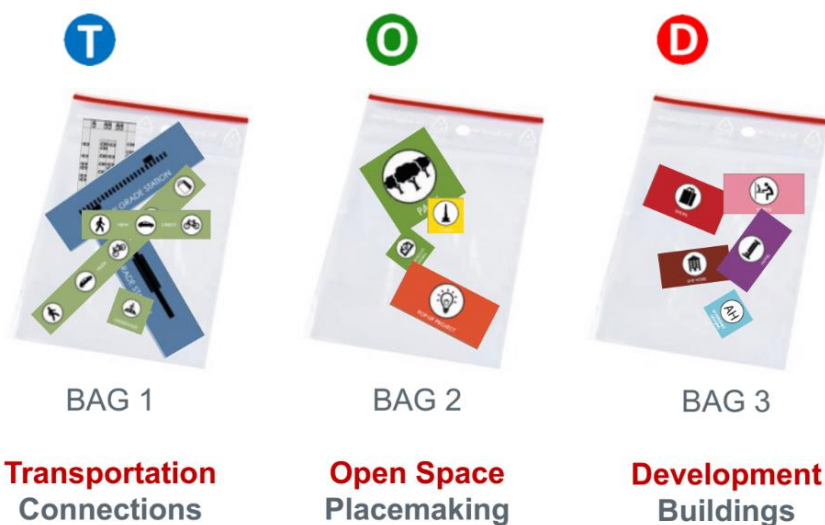


Playing Pieces

Activity 2: TOD Board Game – Game Board



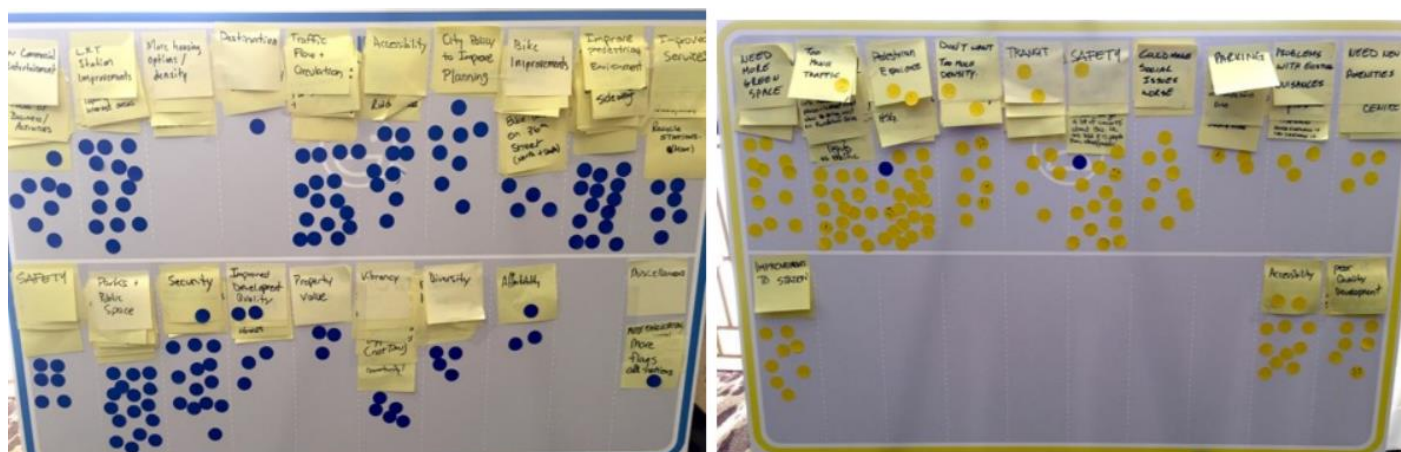
Activity 2: TOD Board Game – Game Pieces



What We Heard

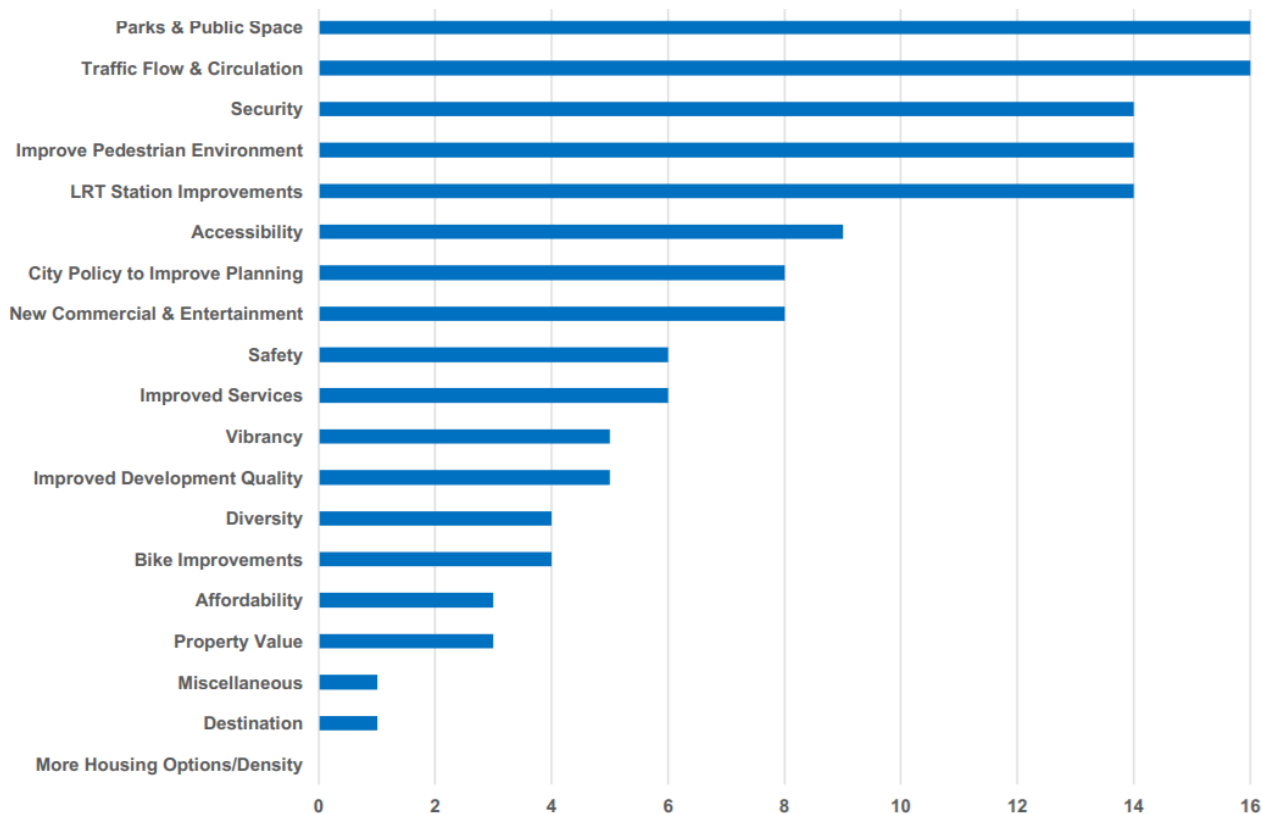
Activity 1: Gains and Pains

Based on the compilation of post-it notes with individual gains and pains provided by participants, the feedback was organized into 19 different categories for “gains” and 13 different categories for “pains”. The following graphic represents the categorization of these comments conducted at the event (the theme descriptions are legible in the proceeding graphs).

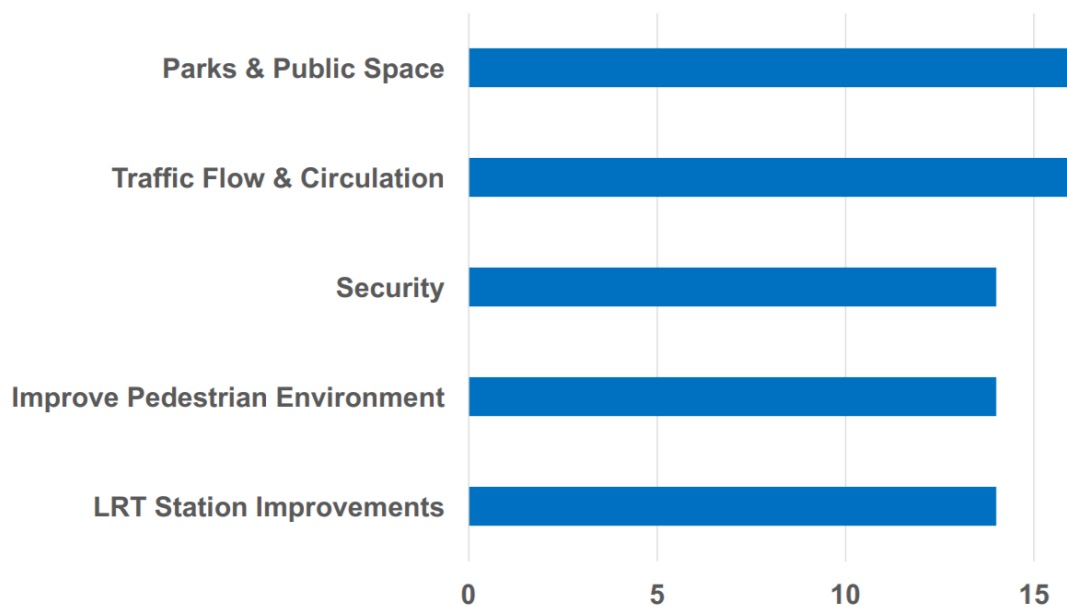


The following graphs show the prevalence of each category/theme that was developed from the individual gains and pains feedback.

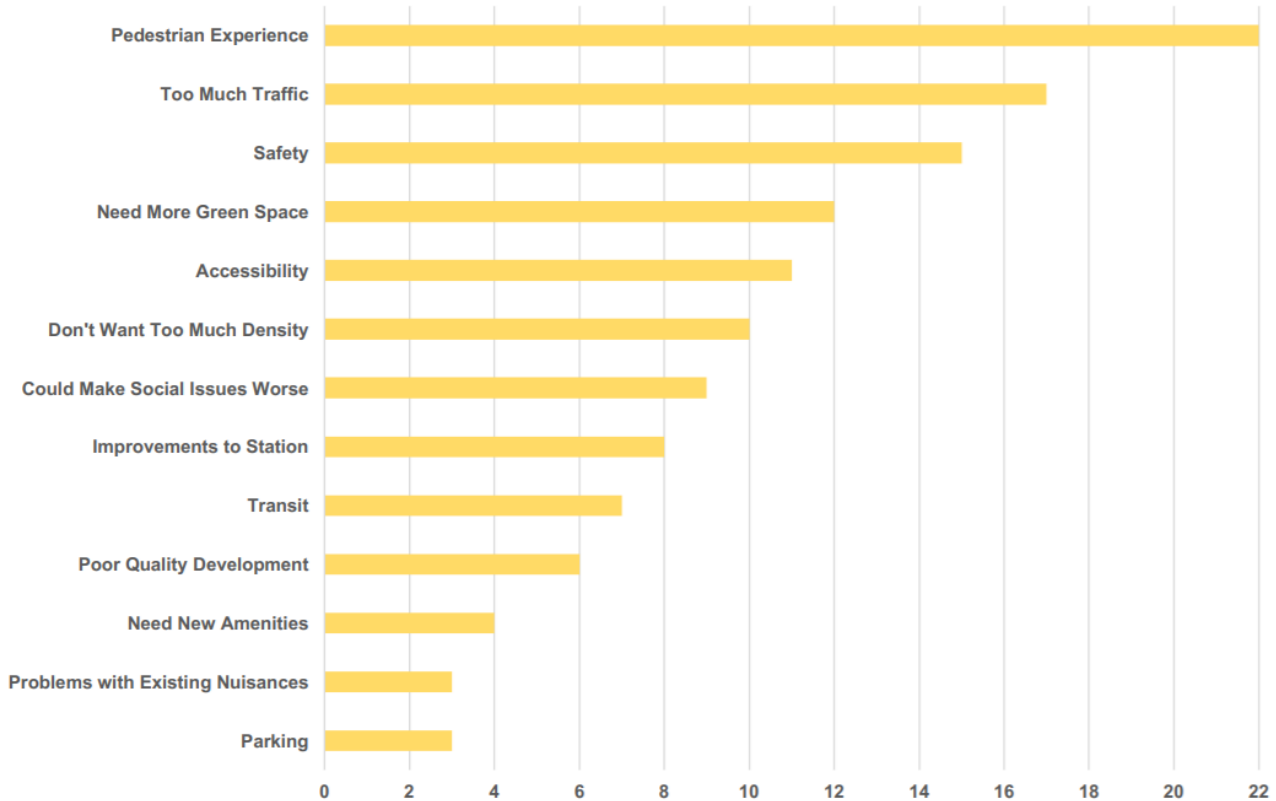
Gains: Themes



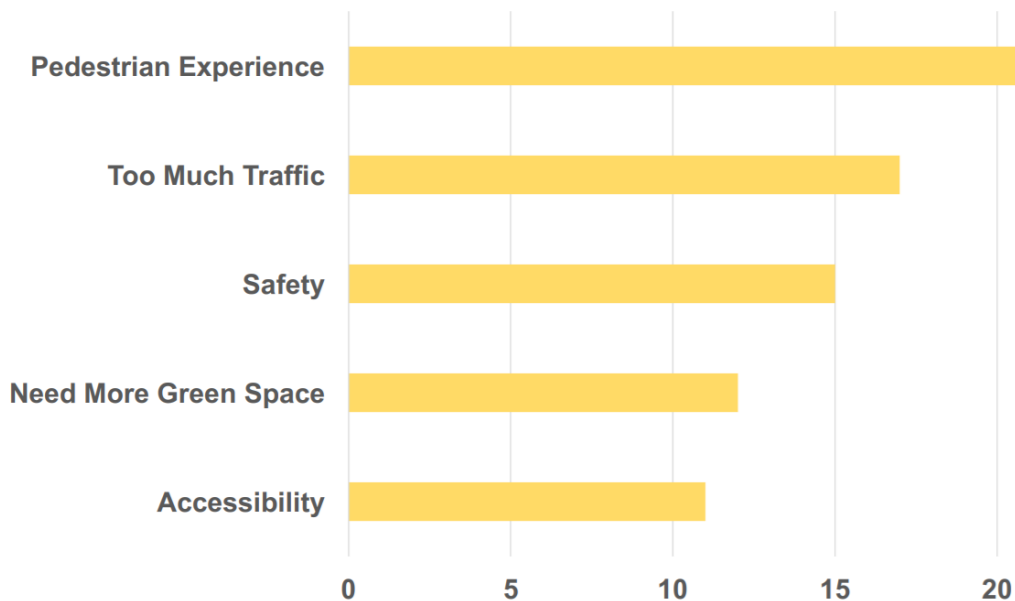
Gains: Top 5 Themes



Pains: Themes



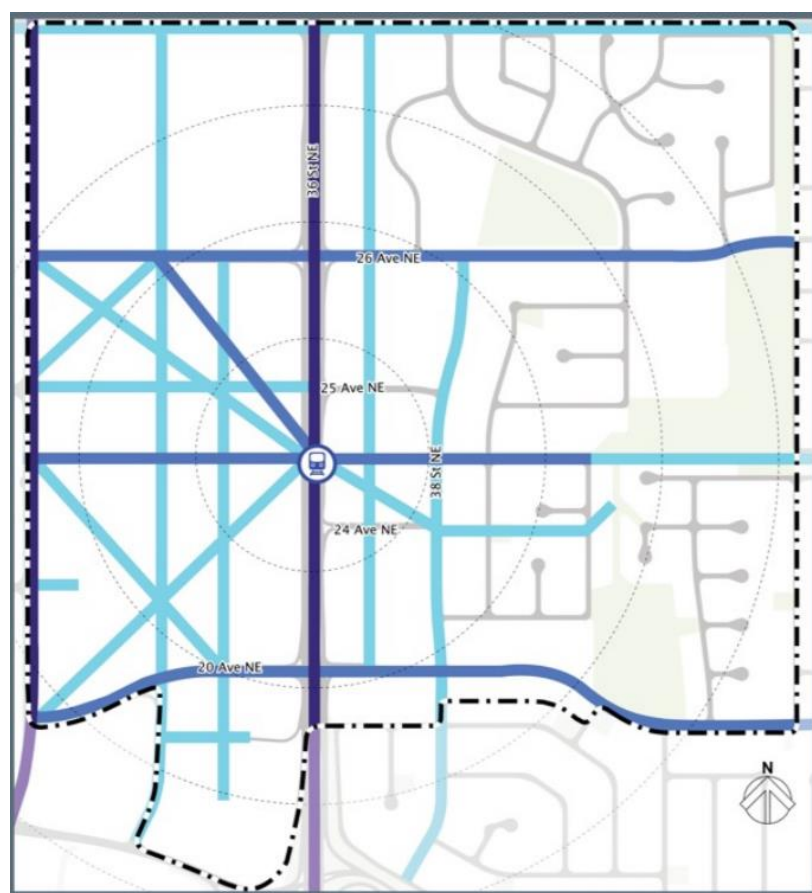
Pains: Top 5 Themes



Activity 2: TOD Board Game

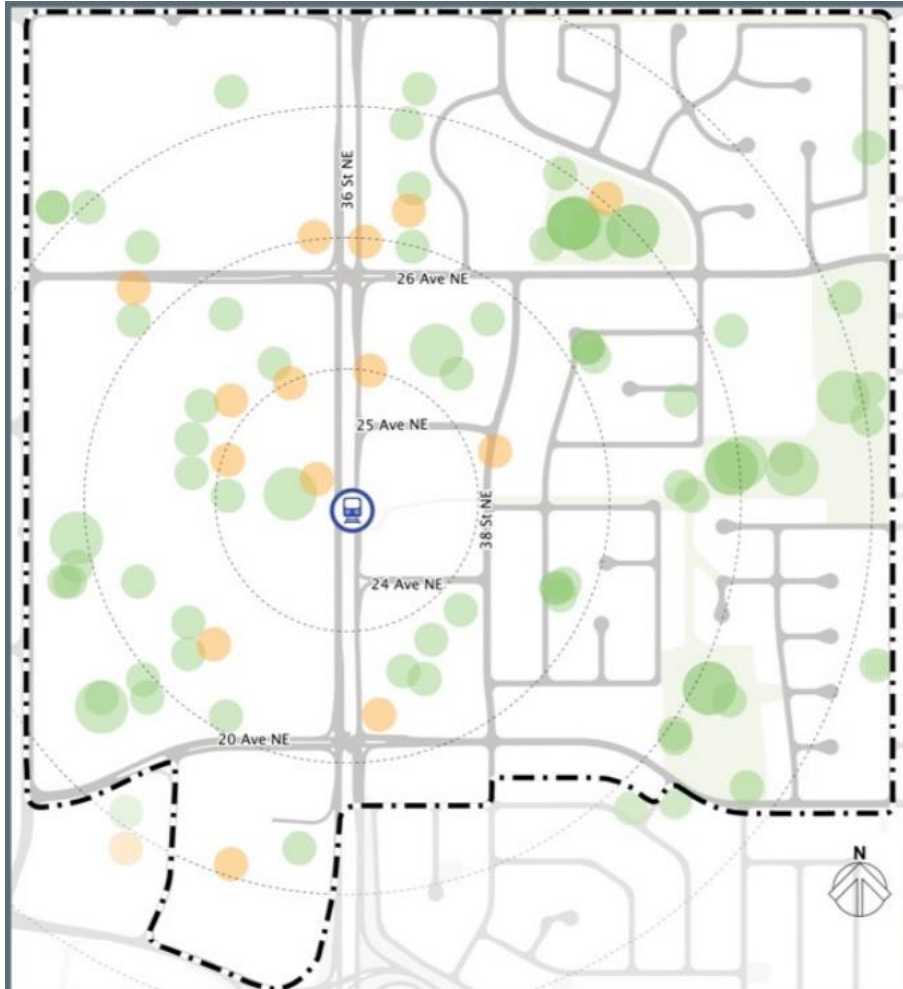
Staff from IBI Group took photographs of each of the final concepts that were produced by participants through the completion of the TOD Board Game. The photographs of each final product were then analyzed with a view to placement and extent of transportation infrastructure (e.g. streets, pathways), location and scale of development (e.g. townhouses, shop, apartment buildings) and the location and type of open spaces (e.g. plazas, parks). IBI Group then produced “heat maps” which graphically depict the relative prevalence of the location for transportation improvements, open space improvements and development. The following maps are intended to depict trends and themes about how the various groups addressed these issues.

1. Transportation Themes



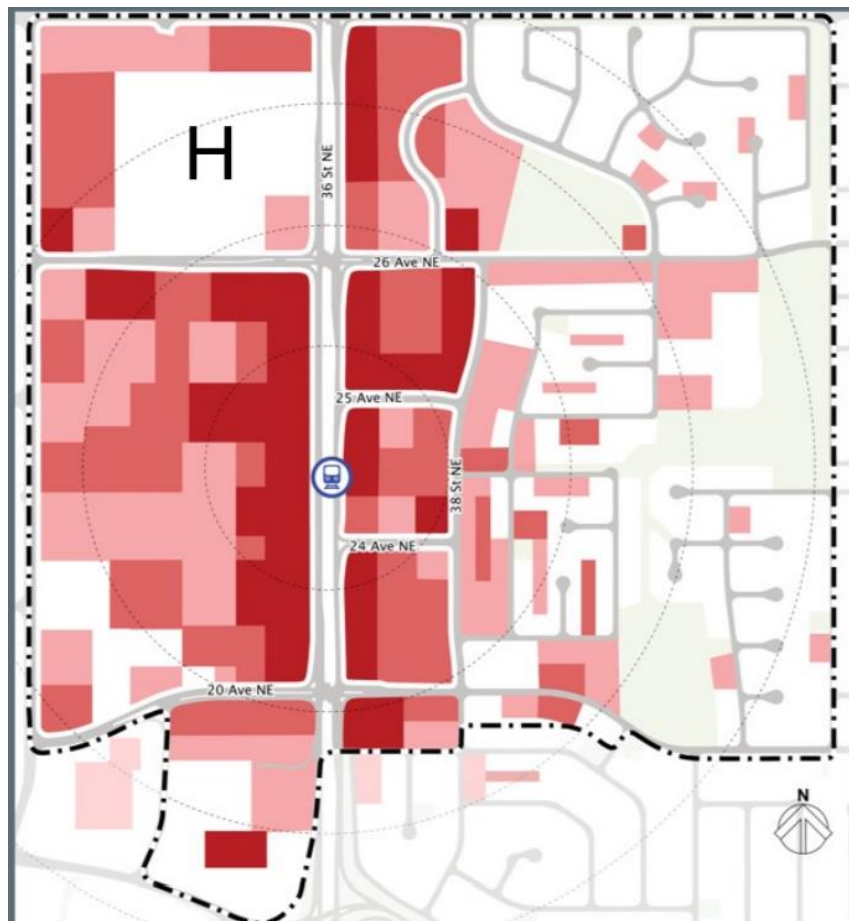


2. Open Space Themes



-  Park
-  Plaza

3. Development Themes



4. Further Observations

Based on more detailed observations from the compilation of six completed boards, the consultants made professional observations about the key themes that emerged from the group's work. These high-level themes include:

- Support for mixed-use redevelopment on the east side of the existing mall building between 36 Street NE.



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- Development of a “health precinct” in the northwest area of the plan boundary (lands including and surrounding Peter Lougheed Hospital) that includes medical offices, related commercial uses and hotels.
- Redevelopment of the large multi-residential blocks east of 36 Street – more residential on this portion than commercial with maximum building heights ranging from 4-12 storeys.
- For the residential blocks east of 38 Street N.E., include a transition that allows for residential infill/redevelopment of up to a maximum of 4-storeys.
- For the majority of the existing single detached neighbourhood, only allow for small scale infill opportunities like laneway housing or townhouses.
- Develop shops and restaurants at the north end of the Superstore site fronting onto 20 Avenue N.E.

For further reference, the photographs of each completed game board are found in Appendix III.



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Next Steps

The input gathered from Phase 2 of the engagement program (including Phases 2.1, 2.2 & 2.3 detailed in the preceding sections of this report) will be considered by the project team when creating the draft Master Plan. The draft 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 draft master plan will be shared with the public in late October of 2017. Further opportunities for public engagement are being finalized and will occur prior to City staff making recommendations about the Master Plan to City Council.

For more information and updates please visit calgary.ca/rundle.

Appendix I: Verbatim Comments (Phase 2.1)

Verbatim input has not been corrected for spelling, punctuation or grammar. Personal, identifying information has been removed in accordance with privacy legislation.

Community Workshop – Mar 4, 2017

Verbatim feedback from participants who attended the community workshop was collected from post-it notes attached to a map of the study area (Activity 1), as well as an “Additional Comments” board.

Activity 1: How would you create a more pleasant outdoor experience?

- Safety crossing
- More pedestrian crossing
- Mixed use development
- Mixed income development
- TOD
- Enclose station + connect to apartments + stores w/+15
- Direct walkway from station to mall
- Keep LRT parking
- Green space at LRT station
Trees, Bench
- Low Impact Design - rain gardens
- Bike lanes on east side of station
- Remove chain link fences
- Kiss + Ride - East side of platform
- Better mobility access for wheelchairs
- Drivers coming off 36th onto res.'l streets speed, ignore peds crossing - enforcement, traffic calming *[comment was dotted once in agreement]*
- Concrete barriers and chain link fence along CTrain are ugly - is there room for a shrub wall *[comment was dotted once in agreement]*
- More pedestrian overhead crossings
- No roundabouts for solutions to traffic flow
- Bridge for pedestrians to cross 36 St + Rundlehorn Drive
- Walking signal not working
- Longer light
- Widen Rundlehorn - congestion near strip mall
- Safety crossing
- Only ~3 ppl can fit in crossing area
- Extend site boundary along 36th.
- LRT to run over Rundlehorn Drive [indecipherable]
- Legalize secondary suites

- Our parking limits visibility when snowy
- School bus and parent drop off congestion around school
- Lay by?
- Power lines down
- Maybe this part of Rundle should be included, so it's not orphaned
- Need street lights (pedestrian path) *[comment was dotted once in agreement]*
- Street light is missing (pedestrian path) *[comment was dotted once in agreement]*
- Bike path loop around Rundle
- Underused park spaces
- More trees *[comment was dotted once in agreement]*
- Benches at bike path
- Perception that CBE is not spending \$ here
- Speeding people not stopping at stop signs
- Sunridge mall is #1 opportunity
- Many illegal basement suites
- Access and Egress is an asset
- People need to use 311 to get things fixed
- French Quarter?
- Neglect by the City
- General maintenance of trees is a problem
- Poplar trees are a problem
- Airport noise is disruptive *[comment was dotted once in agreement]*
- Continuous bike paths along 32nd
- More direct bike route to west - perhaps 26th to Sunridge Blvd, all the way to Nose Creek Trail
- Intersection of 32nd St + 26th Ave N.E. - nasty to walk across + ride a bike through
- Medical is a good use here
- Pedestrian x.ing along 32nd St N.E. is dicey + frustrating
- New coffee shops. Not Tim Hortons
- Not enough parking - overflow behind Professional Centre. More needed
- Senior Home
- Very high congestion at peak hrs
26 Ave
- Longer cross light → can only make it across if you really hustle currently *[comment was dotted once in agreement]*
- Access to Ctrain platform from North end
- Congestion (cars) all along 36th St
- Overhead crossing

- More green everywhere. Love the landscaping that was added at the station
- Loitering (all day) [*comment was dotted once in agreement*]
- Restrict development to less than 6 stories [comment was dotted twice in agreement]
- Bike paths east side of 36th
- Mixed use development
- Grid layout
- Improve crosswalk - safety issue
- No marked crosswalk - cars don't stop. There's a lot of people coming here
- Snow clearance is an issue
- Add a basketball court
- Less active uses - more passive. Relaxing, picnics
- Need parking - issues created by city
- Parking in front of house by people playing in baseball park
- More kids friendly playground
- More play areas for children in the community
- Only used by baseball leagues
- Signage about welcoming use of fields.
- Speeding is an issue here
- Lights (seems dark along 26th)
- Advanced left turn going north
- More cricket pitches
- New LED street lights too dark
- Our mall is dying. We need help.

Additional Comments

- So...zoning is already approved! - rest is details design??? - make sure
 - trim paint up to date
 - remove dead branches + trees.
 - Repair infrastructure
 - eg wiring light to light Rundle School street
- Education for residents about garbage clean up + back alleys.
- Make it easier to access all this good stuff by bike! + improve cycling connections to city centre, elsewhere in N.E.
- Make it easier + safer to walk across 36th at grade - especially important if more residential + retail goes in along 36th
- Do not use roundabouts to try & improve traffic flow in the area - confusing
- Widen Rundlehorn Drive to have parking for day care & school area
- Reduced utilitarian design (more character please!)



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- - No strip malls
- - Better LRT traffic flow
- - Educate residents. Clean up + back alleys
- It is great that you are involving the community. Hopefully our ideas will be put in motion

Activity 2: Select Your Preferred Building Shape

- **Note:** *Verbatim feedback for this activity is represented by the What We Heard summary on pages 12 & 13 of this report.*

Activity 3: Building Design Guideline Preference

Calgary



Rundle Station



Existing 36th Street NE Corridor

Place a sticker under your preferences. If you have comments, feel free to write in the space below.

Place a sticker under your preferences. If you have comments, feel free to write in the space below.

Place a sticker under your preferences. If you have comments, feel free to write in the space below.

Place a sticker under your preferences. If you have comments, feel free to write in the space below.

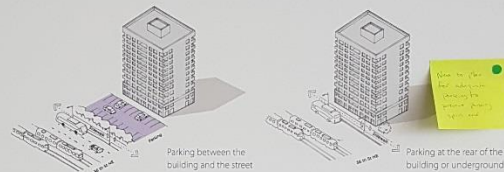
Place a sticker under your preferences. If you have comments, feel free to write in the space below.

Place a sticker under your preferences. If you have comments, feel free to write in the space below.

Activity 3: Select your 36th Street East design

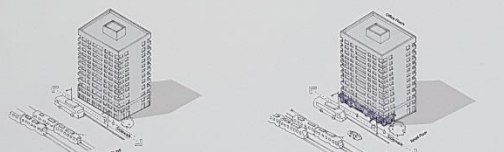
Where would you put parking?

Do you prefer parking between the building and the street, or underground or back of the building?



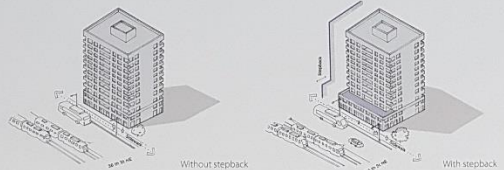
Retail on the ground floor?

Do you think buildings on 36th Street should have shops, cafes or restaurants on the ground floor?



Stepback or no stepback?

Which building form do you prefer?



2017-2587

Rundle Station



Existing 36th Street NE Condition

Activity 3: Select your 36th Street West design

Where would you put parking?

Do you prefer parking between the building and the street, underground or at the back of the building?



Parking between the building and the street



Parking at the rear of the building or underground



Place a sticker under your preferences. If you have comments, feel free to write in the space below.

Retail on the ground floor?

Do you think buildings on 36th Street should have shops, cafes or restaurants on the ground floor?



Without retail



With retail



Stepback or no stepback?

Which building form do you prefer?



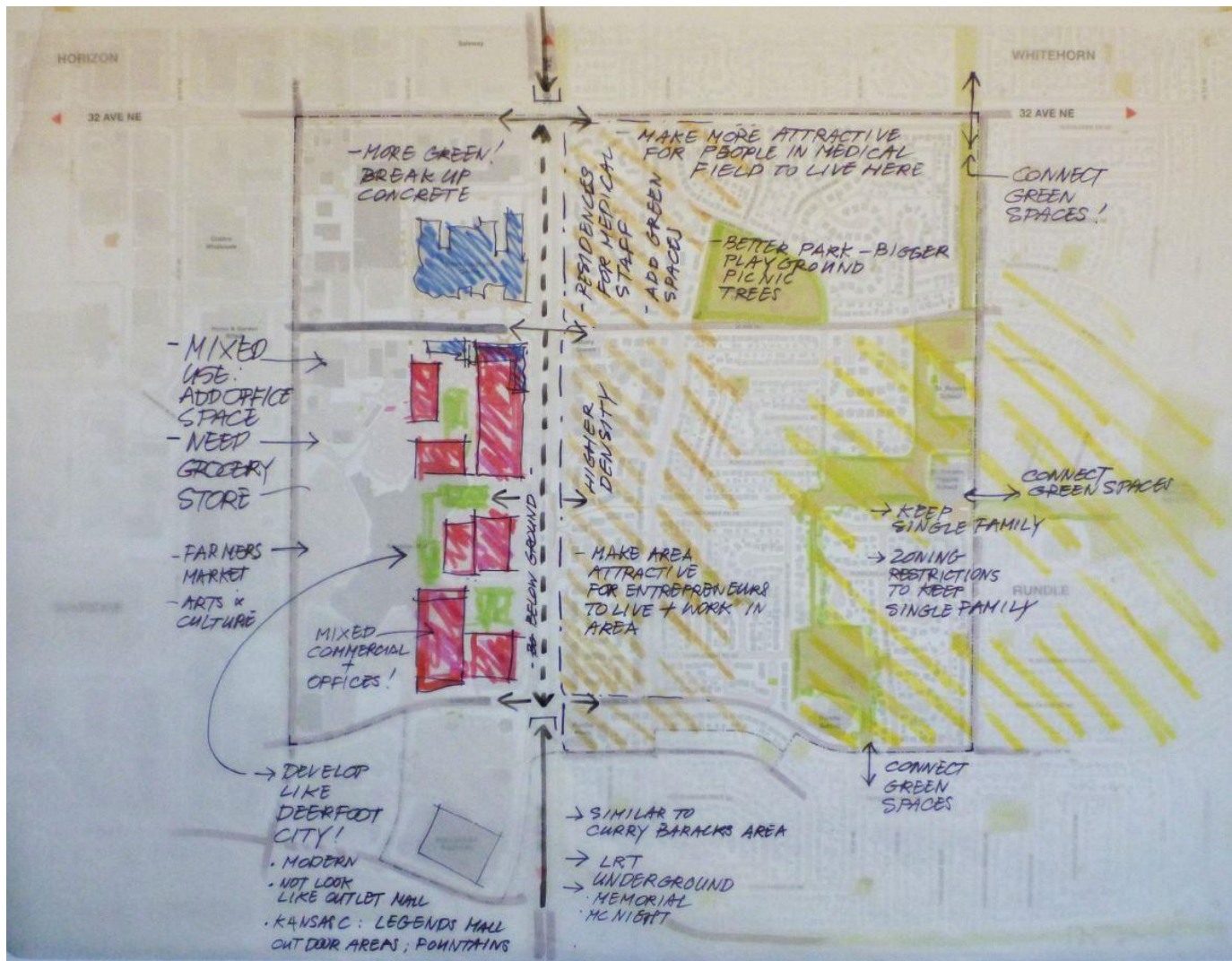
Without stepback



With stepback



Activity 4: What is your vision for what the Rundle Station area could look like in the future?



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Rundle Station Master Plan

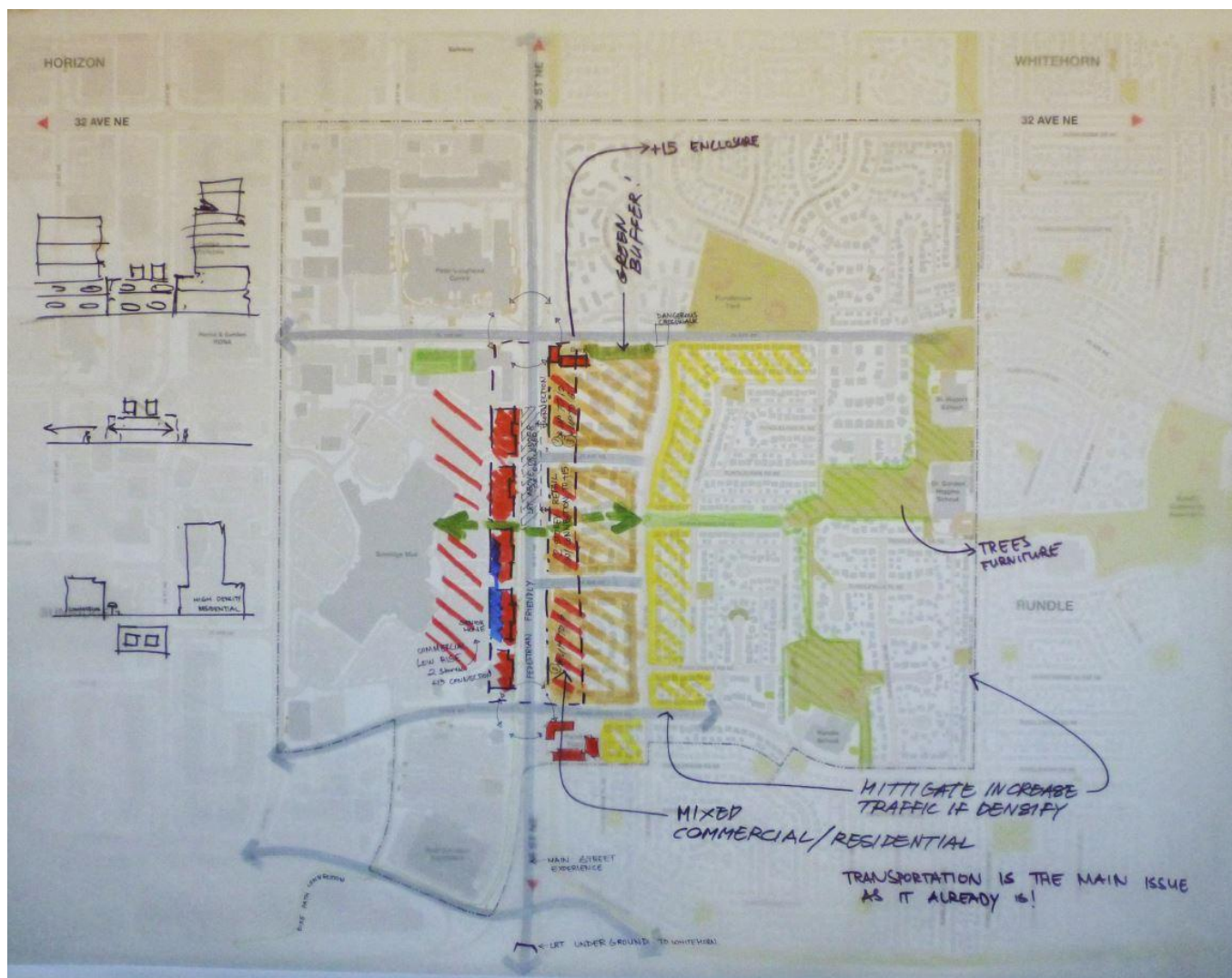
Stakeholder Report Back: What We Heard
September 22, 2017



Rundle Station Master Plan

Stakeholder Report Back: What We Heard

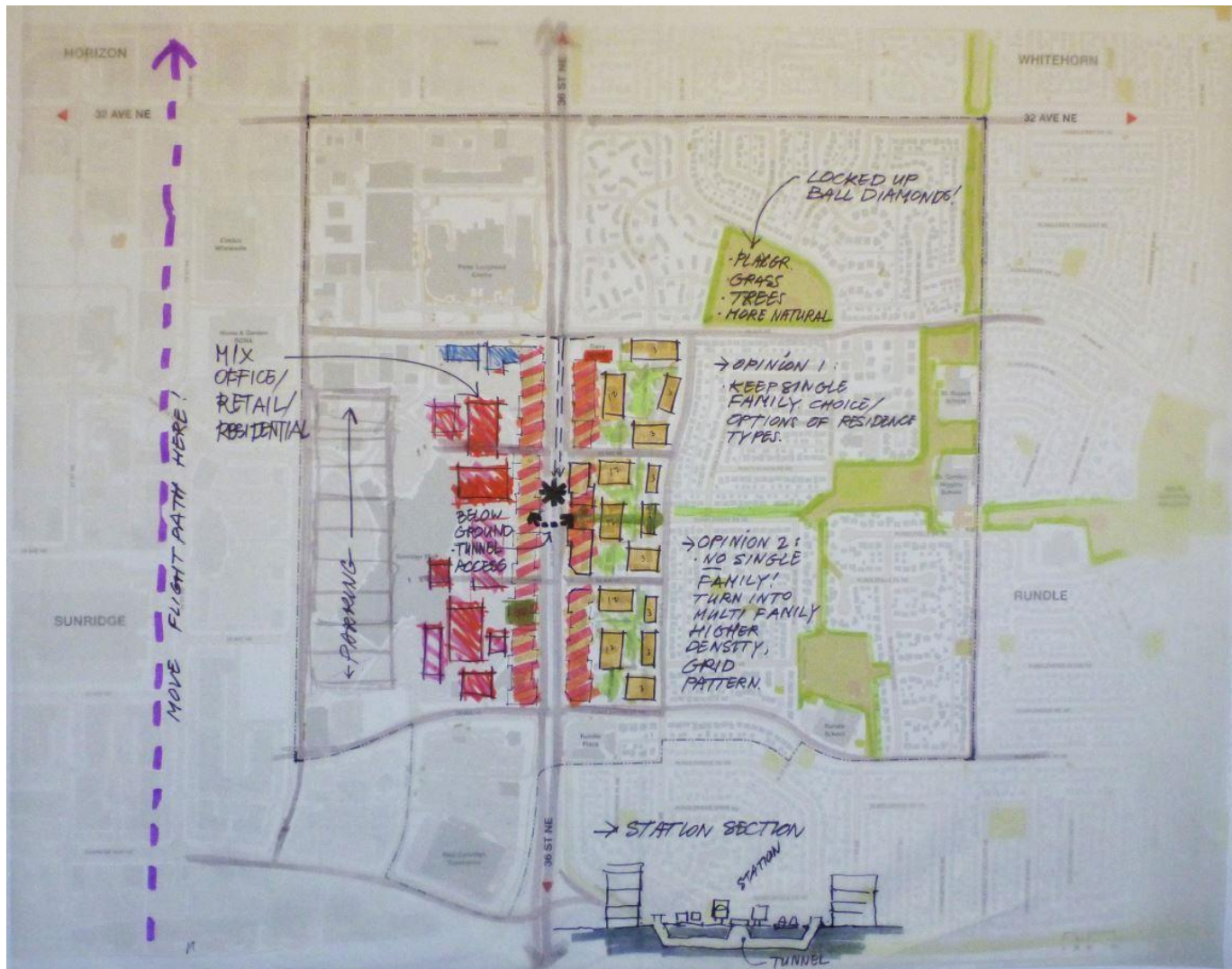
September 22, 2017



Rundle Station Master Plan

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Online Survey/Questionnaire – March 4-18, 2017

Verbatim feedback was collected from the online map and questionnaire, where participants were given the opportunity to provide detailed feedback for each activity.

Activity 1: How would you create a more pleasant outdoor experience?

- Overpass interchange to improve traffic and make pedestrian crossing safer, and quicker.
- Overpass interchange to improve traffic and make pedestrian crossing safer, and quicker; especially for hospital area.
- Interchange to improve traffic - especially for busy intersection that is 32 Avenue, and make pedestrian crossing safer, and quicker.
- Landscaping improvements on both sides of 36th street to make the street look more pleasant and encouraging for pedestrian activity.
- Flashing pedestrian crossing lights to make drivers aware of pedestrians crossing road; especially at night.
- Create a distinct pathway for pedestrians to travel when travelling between LRT station, and western commercial area. (Movie theatre)
- Improve landscaping of pathway between LRT station and Rundle parks and school areas.
- North pedestrian entrance/exit for LRT station, to improve connectivity and decrease time to access hospital/32 ave area.
- Please remove the rocks, grass is much better option and safer
- Create a "pedestrian plaza" to access the malls instead of the parking lots. Flank plaza with redevelopment of lots for mid-rises
- Create pedestrian-focused, wide pathway to PLC. Ugly, narrow, feels like people don't belong right now next to traffic of 36th
- Road is too wide, makes for longer light to walk across and wastes time. Give shorter light signals and narrower lanes.
- Slip lanes dangerous. Allows cars to turn to fast and hit pedestrians. Remove it (and others with similar problems)
- Snow clearing, better lighting, visibility of pathways into community
- Road Diet? Road is wide. Visibility for pedestrians is poor yet encourages speeding because you can see so far ahead.
- A pedestrian overpass connecting the south side of 32 Ave to the north side due to the many jaywalkers,
- The train station is too much concrete other stations in Calgary are more appealing to the eyes with art and graphics on the pedestals
- Overpass for pedestrian to get from one side of 32nd to the other side
- Pedestrian Overpass I almost hit someone in a wheel chair. The light was not long enough for her to cross.

- Improve lighting everywhere in NE. It will reduce crime! I know you'll say that's an enmax issue....but I am now making it your issue!
- over pass
- Slow down for corner, two-way traffic, and parked cars.
- police patrols here, strange vehicles parked in evenings/nights
- Need speed limit signs and add this line in snow route
- 38 st road needs to be rebuilt
- Road needs repair
- Any plans on turning this area into commercial business zone?
- Put a left turn signal in going south on 52 st. make the right lane on 26 ave going west straight through.
- Get rid of the drug dealers.
- Work with the mall to expand directly next to the station. This is a design standard common in the European Union.
- Not enough parking, integrate a parkade and expand the mall closer to the station.
- There is too much concrete and is not very appealing to the eye.
- double left turn from 26 ave w bound to southbound 36 cars get stuck on ice on 26th as slight uphill grade before lights.
- do something to improve safety here as well as flow of traffic. too many rear Enders on 36 turning onto 20th
- take out playground equip here. jr high students are continually breaking. leave as green space
- put 3 way stop or roundabout, need to slow down traffic on 26th, people speed thru here continually. photo radar hasn't stopped speeding
- same comment as 26th & Rundlehill Dr.
- I agree police patrols are needed in the alley to check strange vehicles idling for long periods of time at night
- More park and ride space
- Refresh the outside of the train station - those red and green colors along the NE line are looking quite dated
- It would be nice to have some landscaping and more separation of 36th street and pedestrian walkways. Give people a reason to want to walk.
- I would like a train here because it takes forever to get downtown or really anywhere when it only takes like 20 mins by vehicle.
- Add easy ways for new visitors to track busses and their routes
- Consider adding a pedestrian overpass for added safety and accessibility for people who walk with canes, or who use wheelchairs.
- Add a bus area for buses to pull into at the stop to improve traffic flow.

- More frequent checking for speeders. People constantly speed through playground zone, esp. during summer (ironically).
- Consider adding an area for the bus to pull into at this stop here instead of stopping in the lane to improve traffic flow.
- Increased parking, seniors need access to Train , bus okay in summer, but not in winter. I have 30 years experience, on this sytem.
- Better sidewalk /path along side 36th. It's not safe enough for me to pull my kids on the bike on the road so a wider path would be nice.
- a shuttle that runs between the PLC & the station. It can be a treacherous walk if unwell /physically handicapped
- Widen the road? Difficult to get to middle lane (only one for straight through) when coming out of the mall, often backed up.
- More frequent bus routes/run for longer. The 34 stops after 6pm, so you have to take the 48 all the way around in the opposite direction.
- Create a road that connects to Rundleridge Drive & 38 street to redirect traffic coming in/out of stripmall here?
- Make Costco remove this entrance/exit. It gets way too congested here w/ppl trying to turn in to here, and it's right after the light.
- advance green light/flashing arrow may give more time for elderly pedestriens, cross the street in the south crosswalk
- Connecting all of these un connected sidewalks for pedestrian access to all of those business around 20th ave to 32nd
- Bicycle access through this fence at Rundleridge Dr onto that bicycle pathway via crosswalk at Sunridge way and 36 st NE
- more Cross walks
- Trains should be on bridges so that there are less deaths & traffic
- Trains should be above ground !
- Trains should be above ground and streets should be wider
- More lanes like the ones in Ontario
- Trains need to go underground
- Please add whitehorn station also in plan and mark up till whitehorn drive
- Ability to turn left on Sunridge Way NE when heading Northbound on 36 St. NE. This would solve a lot of traffic issues
- The area all along 36 St. NE needs to be beautified. There are many run-down areas that need to be addressed (ie: Strip Mall with Macs)
- Intersection area and Strip mall with Shell Service station needs to be addressed - beautification desperately needed
- We need a police station in this area (Pineridge/Rundle)!! It would address the increasing problems with crime
- So many problem properties that have not been kept up properly in Rundle/Pineridge. We need these to be addressed!

- Fix turn signal on 52nd NB turning onto Rundlehorn Drive - I have never seen this turn signal go off.
- Beautify Rundle station area
- Longer turn signal on 52 SB at Rundlehorn Drive (esp during peak periods). Issues with traffic backups
- Need lights at the Sunridge Way NE/32 St. NE intersection. Major backups with people trying to turn left
- Traffic flow needs to be improved on 32 St. NE. Major backups with people trying to turn left, esp. at the Costco/Rona
- Turn signal needs to be lengthened on 36 St NB at 32 Ave NE
- Turn signal needs to be lengthened on 36 St. NB at 26 Ave NE
- Visibility along 26ave is poor @ night, hard to see pedestrians especially with an oncoming car. add pedestrian signal crossing at 38 st.
- Need to have no parking a few metres on either side of the plaza exit sometimes it's hard to see esp. when you turn left.
- Overpass for safety especially for elderly and those with children.
- Overpass for safety especially elderly and those with children.
- make the c-train station easier for the disabled and seniors to access by removing the building and bridge- ground level entrance please!
- cross walks should include vibrating arrow button and sound so that the blind can cross safely at all intersections.
- have the disabled community members show you how inaccessible the station is. then fix it based on their recommendations.
- Ground level access to North end of platform to improve access for pedestrians coming from/going to the hospital.
- hope aside from train horn at least a flashing light from the train will help
- Add a parking lane for drop off at day care as this will help with traffic for those wanting to turn right onto 38street
- plaza access problems when travelling west on rundlehorn drive...hard to access plaza
- traffic backups from stop sign to 20ave ne as signals are not long enough and stop sign causing backups
- consider left turn entry to sunridge mall here when travelling north on 36street...will help with 20ave left turn backups on 36st S
- extend the left turn lane so traffic is not backed up on 36 street N straight lanes
- similar comment mistake....it is to help with 36street North traffic not south
- this has become main crosswalk for kids...why no flashing crossing lights?
- create bus lanes as school time traffic is a major problem due to school buses and parents vehicles parked on both sides on rundlehorn dr
- this area needs something though it is out of zone
- all this parking is never full, more structures

- this is overflow parking for transit user as fenced area parking always full, get all mall parking to be mixed use, transit and shopping use
- turn this parking into a development and make the rest of parking open to both transit users and shoppers
- beautify all of rundlehorn drive, it is the main rundle entry, add more trees and street post signs
- too much garbage thrown on ground, fix the issue
- improved ramps but forgot to improve size of bus shelter...put lights in ground but no heated bus shelter?
- new pavement is seriously needed for 38 street...rundlemere streets got paved 2x since I've been in rundle but this street not important????
- replace the very mature trees with new one. bus 34 to run up to 7pm
- Pedestrian bridge crossing 36th from rundle horn drive to sunridge. Current crosswalk to short leaves people on median totally unsafe
- You must fix the new ramps at Rundle! They can't be used in a wheelchair or on crutches, too steep, I tried and had to be helped back down.
- Train should be traffic light controlled not free flow, huge traffic issues on 36th because of rush hour trains
- Way more lighting time reduce crime and increase pedestrian visibility
- Fix access to the parking at rundle or remove fence. Driving the equivalent of 4 city blocks to get into a parking lot right beside you?
- The pedestrian crossing is not visible to motorists. Paint some cross walk lines on the road, or install flashing lights would be great.
- Make it a safe. Trying to cross this street you can only get halfway. Driving the light changes too fast. People have died here.
- Pathways
- area is too dark at night. need more lighting all around the intersections.
- More greenery and trees along 26th Ave and also 36 St.
- Station renovations are looking good. I'm hoping elevator is accessible without calling to use it.
- As I had to summarize all in 140 characters, I gave up here.
- In winters when snow melts, water does not go to catch basin and when it freezes again becomes problematic.
- Better lighting at night, often scary to come home using the train especially in winter.
- Brighter lighting here in this overflow train parking area; very unsafe at night especially in winter. Better security needed too.
- Need longer crosswalk time. Not safe for handicapped, disabled, and old people. Too many impatient drivers turning left from 20 Ave NE.
- Sidewalks need fixing: too many ups & downs caused by poplars on Rundelhorn Dr: dangerous in fall, winter & spring. Icy due to water pooling.

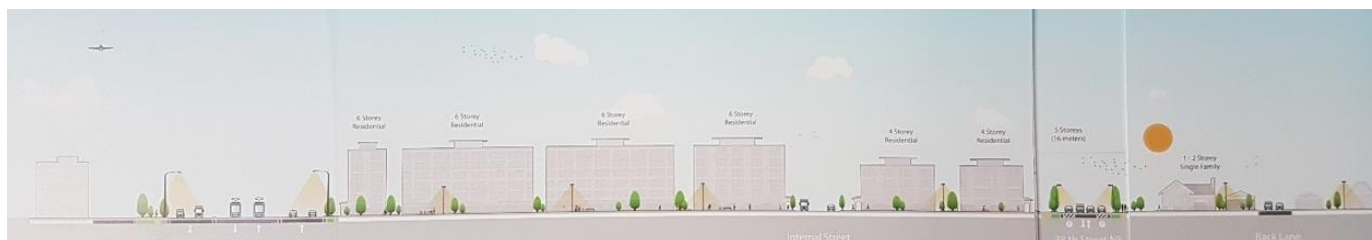
- Need longer crossing time for pedestrians. Too dangerous. Too many impatient drivers. Hard for old people, young families and disabled.
- Need more vegetation to make this station more pleasant. Too concrete and urban. Eyesore when compared to other stations.
- Often, drivers speed up instead of slowing down to let pedestrians cross the road (very dangerous at night). A blind spot with parked cars.
- Need direct lighting at night. Not safe because strange people trolling around. Enmax is part of the city (city get the dividend).
- More direct light on this path at night. Unsafe to walk home from the train station.
- Need direct light here to walk home from train station. Currently unsafe-- strange people trolling at night.
- Too many cars parked at the daycare at peak hours backing cars coming from 20 Ave NE. Long line to single lane to 4-way stop on 38th St.
- Overpass pedestrian bridge here. We have many old, disabled and young families crossing this road. (Not enough time for crossing)
- Dangerous sidewalks. Parks blame it on roads and vice versa. Very uneven. Pools of water or ice. Unsafe for everyone.
- Need benches and shades to get people out. More traffic means more safety. Need perennial flowers (easy to care and grow).
- Need more benches and tree shades to get more people out in the evening. This means more safety. More lightning helps too.
- This heavily used bus stop need a heated shelter.
- Dangerous zone during drop-off and pick-up times during school days. Too many buses and cars parked on Rundlehorn and sidestreets.
- Need a paved pathway from Rundlehorn to the paved pathway north. Had to go through school parking lot.
- Beautify Rundlehorn Dr. esp. from 36th to 52nd St. Need more trees; those poplars are ugly and broken branches over sidewalks.
- Need to beautify this green space. Poor usage. Dirty, muddy, weedy, and lots of litter. And it is on the main road.
- After playground zone, too many cars and motorcycles speed up quickly and above 50 km/hr. It like they can't wait to rev up.
- Motorbikes often speed over 60 kph during the evening and night (even in winter!). Dangerous for pedestrians crossing this road.
- Make more accessible for those with disabilities including for both blind and deaf citizens.
- Pedestrian sidewalks on Rundlehorn aren't safe because of many uneven surfaces. Water pools and freezes. Icy on many days. Urgent!
- Rundlehorn looks old and tired. Have more coloured trees and vegetations. Too many litters. Too much traffic noises and speeding.
- Not pleasant to cross 36th Street here. Often need to run to get across. I saw too many near-misses here. Poor for the olds and children.

- Danger to turn left from Rundlehorn right lane into 36th St because cars on left lane sometimes go straight to 20 Ave. Many near misses.
- Too many over speed at nights after 9 pm especially motorcycles racing in summer.
- Make overhead plane noises go away. Bad for mental health!
- Agreed with others. Fix sidewalks. Afraid to walk during freezing days. Called Ray Jones about the danger and nothing's done.
- more lights for night time
- Pathway through park from Rundlemere Rd. to Dr. Higgins Jr. High needs some sort of lighting. Not safe at night.
- This C-train crossing at 36 St. and Rundlehorn Dr. is far too dangerous for pedestrians. A pedestrian overpass would be a major benefit.
- 2 left-turn lanes off Rundlehorn need stronger signals and signage. Too many drivers in far left lane go straight through the light.
- #48 bus should align with the times on the CT app. App shows more frequent departures, but bus often sits through 2 or 3 departure times.
- Button-controlled heating is needed in sidewalk bus shelters on West and East sides of Rundle Station.
- Paint "left turn" sign on left lane (Rundlehorn). Common to see cars go straight to 20 Ave (a danger to those turning left from right lane)
- Habitual and excessive speeding in 30K zone before 9 pm. Need long-term, strong enforcement to change behaviours. Rarely see CPS with cams.
- Too many idling, stopped cars around 8 a.m. at the school. Huge area of clog, road rage and hazards. Change or ban this "drop off" practice.
- Install updated crosswalk lights. Drivers often speed through or don't heed the current lights. This is a busy crossing due to bus stops.
- Left signal too short. Long line backs up left lane of 36th St at peak hours due to frequent LRTs.
- Heading east, right where the 30K zone ends, drivers loudly accelerate at all hours. Can traffic calming tactics be applied to Rundlehorn Dr.?
- Old, large spruce trees are major debris hazards during weather events. Parks refuses to remove. Councillor is unresponsive. Lawyers next?
- Poor maintenance of rental properties and some properties.
- Need extra cars going downtown; too full and can't get on trains at peak hours. Stressful.
- Rundlehorn Dr. needs upgrading visually and structurally. It reinforces the "have not" stigma of the NE. Even more so with 36 St. Fairness?
- X-walk from commercial area by theatres to Sunridge Mall is very hard for drivers to see. Many near misses. Install latest X-walk lights.
- Don't allow north-bound left turns into Costco/Rona. Major traffic hazard. Costco parking lot is ground zero for road rage as it is.

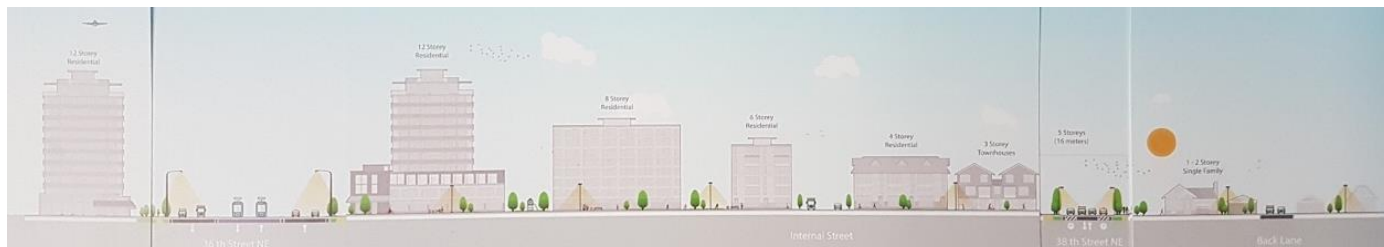
- Need to lengthen turning lanes. Jam up at peak LRT hours; cause long line all the way to 36 St/16 Ave bridge.
- Lightings and park benches. Even picnic tables with shelter.
- Reduce speed on Rundlehorn to 40 km/hr. Many take short cuts and speed above reason. Many school kids and pedestrians use this road.
- Train goes underground at major intersection on 36th Street. Badly congested on feeders into 36th at peak LRT hours.
- Access to station is poorly designed for those who are disabled, frailed, or in wheelchairs. Distance too far from ground to bridge.
- Install at one flashing crosswalk signal. Better lighting at night. Hard to see pedestrians. Too many cars using this street.
- Install a traffic light at this intersection. Tough to turn left into Sunridge Way at peak hours.
- Too many cars turning left into Costco backing up the left lane of 32nd St going north.
- Better lighting at night. Unsafe for pedestrians/cinema goers to/from train station because it is too desolated in the evening/night.
- Create pathway for pedestrians (safe at night) to travel between train station and Cineplex and restaurants.
- Update strip mall. Ugly and rundown.
- No fast food chain on 36th Street. Enough! Stop treating this area like a working class neighbourhood with no potential.
- Time to repave 38th Street and fix sidewalks. Poor maintenance on many residences. Eyesore!
- Better placement for playground sign. Hidden by trees and parked cars.
- Tailgatters get angry (road rage) and do not slow down.
- Note! Noise levels in Rundle are already excessive. Check YYC new runway takeoff pattern. Direct over west Rundle. Jets every 30 seconds.

Activity 2: Select Your Preferred Building Shape

A:



B:



C:



What do you like about the building type options shown below? (Above)

- A - Ideal family home
- B - Small scale density
- C - Density building; maximising amount of people living in a certain area
- C is preferable, but only if the roads stay narrow. Sometime big developments end up triggering wider roads, which reduce walkability and enjoyment of the street. More density to support local shops and restaurants.
- B and C both would increase the density around the area to sustain businesses.
- A - We don't need higher density housing
- Type A is Morea family community
- Any new buildings that obscure the horizon make it uncomfortably closed in in my opinion, so option C would not be an okay addition to the community, and option B would have to be only in certain spaces
- C
- C
- I would see development such as "B" or multi family townhomes, along 36th street. Large apartment blocks would likely lead to too high a population density and possible increased crime rate. Close proximity to the C-Train offers quick escape for B&E perpetrators. However lower cost housing is a definite need within the city , and access to transportation for lower income families is essential.
- building c looks like it would work well for seniors, students, or low income residents offering cheaper unites at low cost for first time owners, or even down

sizing empty nesters closer public transport, safeway/sobeys/superstore and the hospital.

- a and b seem higher cost for large families with children who wish to remain close to each other.
- I like options A or B - Worried that bringing in larger apartments may increase crime, esp. since rental rates are typically lower in this area, so it may attract a bad crowd.
- Options A or B will help maintain the current low density feel which is a big draw for area.
- A) more accessible affordable single homes are needed.
B) build town house or condo with accessibility in mind (for example elevator, accessible bathrooms)
c) apartments should be accessible too.
Making buildings overall accessible, makes it easier for everyone to have a home to call their own!
- Option C: Makes sense to integrate higher density housing into the 36th Ave commercial.
- Rundle has one of the biggest lots in NE Calgary, they should be used for future infills whether that is duplex or single family "estate" homes...I would like to see the allowance of upto 3 stories as show in plan B. However everything between 38 street NE and 36 street NE has possibility of Plan B and much more.
- C is better. We need more low cost apartments. Staff from hospital could move here also.
- We don't need any more dense population and renters in area
- c
- Option A: Old people, disabled and handicapped people need one-storey affordable housing with back alley garage. and there are not many communities available for this type of affordable housing. There are many nearby services for them (hospital, medical, train, bus, grocery stores, etc.) And no monstrous houses. Do something about the overhead plane noise pollution.
Option B: No more than 3 townhouses in-a-row (attached garage in the back alley). 2-Storeys only.
Option C: 3-storeys only.
- There is already ample multi-family dwellings towards 36 St. and the LRT. Makes the area seem overcrowded, noisy, crime laden, an eyesore really, with limited parking.

- Rundle already has a high degree of multi-family dwellings. There's too much of it near 36 St and there, and elsewhere, developments are unsightly. The area needs more character, if "A" can provide that. "B" and "C" just add to the multi-family density and street noise. Too much noise already. Rundle doesn't need more "B" and "C". But an innovative communal type development would be interesting. A pilot project? Also, allow zoning for tasteful above-garage living quarters, perhaps as secondary suites.
- A - Consistent heights of density buildings
B, D - Balanced scaling of density buildings
- B or D. Best visually, especially if concentrated with taller buildings near LRT station. All buildings should be closer to the curb than current developments that have useless lawns that do nothing for anyone (make walking less enjoyable by buildings being too far back, lawn is unusable due to traffic noise/unpleasantness of the street regardless so don't bother to have them).
- Lots of mid rise is preferred over overly concentrated density. No mention of mixed use.
- C if it is lower density. There is already traffic congestion around 36 st. we don't need high density
- a is lower type of buildings easier for access for people and planes coming in
- If large structures like these are being planned, I would suggest that studies into air-flow in the area be done, as the amount of wind can be an issue. Also, with young children in the area, it needs to be family friendly. Community life is about who your neighbours are, and how they interact with one another. A large apartment building leads to less interactions, and less involvement. Also, natural lighting, especially in winter can be problematic when large buildings are present.
- a
- A
- I do not believe any of the four scenario's would be appropriate for the Rundle Area, I would suggest multi family , three story townhouses, or single family residences. There is not enough green space , in the area to support high population density if 12 story apartments.
- a b c and d all seem more suited for denser populated areas with serious transit traffic and pedestrian access safety and management where amenities are higher. if these buildings were all full of people, how would this area cope with traffic and basic pedestrian access needs.
- Option B seems to be a good mix
-
- B: because it offers the widest variety of housing options
- Don't mind any of them as long as it is TOD buildings and not put in a single family residential area. only worry is if 12 story towers will sell out because this is not like brentwood TOD as that has a university near by. IT will be a hard sell

but if there are proper transit links, then Rundle could become the future sub-central business district. made if their is a head office built in all that extra sunridge mall parking then maybe.

- To many buildings. It would cause major traffic issues.
- We don't need more highrises
- c
- Option C: This is the most attractive because there are different height and allow more lights in the area. The streets are too narrow for high-rises. Too dark and shaded during the day or night to feel safe or comfortable. To make it attractive, it needs more green space and wider spaces between buildings. Streets need to be widen. Wider pedestrian walkways. Each building must contribute a fund towards beautify the surrounding spaces. Need underground parking and parking lots (not on the roads)
- Absolutely nothing. See comments above. Can only add to the number of people subjected to the aggravation of airplane noise.
- "A" is too cookie-cutter and drab.Has the look of New York's Projects."B" provides some variety in the types of housing,but tends toward taller, light-blocking buildings."C" has a better balance of low and high-rise structures."D" might be better planning, with the high-rises together and low-rises able to capture available light.If Rundle is going to have more density,it should be better quality buildings close to the C Train.Modern condos and apts would improve the area's image.
- B - Taller scale building that allows for more businesses on smaller scale of land
- C - Increased destiny in a mixed-used building
- B or C. But would be happy with a 2-6 storey building too. Whatever removes parking lots and ugly pedestrian environment the fastest.
- 6 story office building
- The building shouldn't go any higher than 6 stoeies
- The SPC is located in a purely commercial space, and residential would introduce way too much congestion. If more office buildings are going to be introduced, more free parking needs to accompany it, the current parking lot is too small for it's current needs, and costs more then most people are willing to pay, so they use the Sunridge Mall parking lot instead.
- b
- A
- Close proximity to YYC and flight line directly over 36th street would require lower, six stories or lower for the professional buildings north of the Sunridge Mall and existing medical facilities, including Peter Lougheed Hospital.
- option a allows sound waves to travel over a distance and dissipate. b and c will block some of the sound waves HOWEVER this may cause them to refract and amplify in other directions

- A or B - would rather have more retail come into area.
- B) I like B.
- C) if the homes are affordable, and includes people with low incomes, and about 50% or more are accessible- I think this too would be a good asset to have in our community.
- A) there too many retail stores in our area already!
- B: but I would really have liked to have a mixed use option instead
- 38 street could turn into a mini outdoor mall like stephen ave with plan A which will be cool. 6 story office building in sunridge mall is fine as it will bring jobs to the area and get people to travel to rundle and the sunridge area more. plan c is fine to redevelop the existing townhouse along the rundle station
- Nothing
- Better access and nicer skyline
- c
- Option A: Single storey retail is attractive if it has inner courtyard, not another strip mall.
Option B: Currently it is difficult to find one and we have to pay. We need more professional medical services nearby.
Option C: We don't need another residential tower. We need more professional services in the area.
The best option is a combination of retail (main & 2nd floor--ethnic food courts), office (3rd-6th floors) and residential (7th-12th floors).
- area only suitable for office buildings due to aircraft noise.
- "A" has a friendlier tone and keeps with modern urban planning. "B" is functional, but seems like an old concept already in abundance in Calgary. "C" would be interesting if it's well-designed and appealing, such as affordable condos with good, safe, clean C Train access. "C" would be good with attractive retail on the first floor or two. A mix of "A" and "C" is additionally appealing. Again, the emphasis is on modern, tasteful design. Please! - not more dumpy, bland, chain-brand retail and fast food.

Activity 3: Building Design Guideline Preference

36 Street West: What do you like about the two options for parking shown below?

- Parking at the rear for better accessibility for pedestrians from the sidewalks (instead of walking through parking lots). Parking at the rear also convenient for drivers, as they have to pull in to the lot from the rear anyway (ex/ Sunridge professional building).

- Definitely prefer underground or at rear parking, better than between the street and the building.
- a parking lot between the street and the building will allow better lines of sight for drivers on 36 st. considering the buildings shadow being overcast on 36th st NE at dusk and dawn, having a berth between the buildings and the road may improve vissablity when drivers are going fast. underground parking is perfect because i like going skateboarding on my lunch break during regular business hours in the underground parking garage at work when its -30 outside.
- Whichever option would improve beautification in the area/ discourage loitering and drug dealing.
- 1st. option rocks!
- I prefer the underground parking option. More usable space for development, increased security and warmer cars in winter.
- I like parking between the building and street as it will promote business...do not make it like all the westwards buildings where from the streets you don't see people entering buildings you just see ugly structures not knowing whats on the other side and not feeling like driving to the other side either cause you know its likely a lot of cars trying to move in a poorly planned way.
- At rear or underground is better.
- park between
- Option 1: Parking between building and the street makes it feel open and not congested. More sunshine and open spaces. Also need underground parking. A combination of both like Chinook Shopping Centre.
Option 2: Terrible. Too congested. Make 36th St NE feel too narrow and dark during the winter or at night. Another poorly designed downtown in the making with no green spaces. Lack of imagination. All about saving spaces/money.
- While convenient, parking next to the street can create an eyesore, unless there is well-done landscaping and design. When driving by in a car, and then seeing more cars adjacent, it can create urban disharmony. Parking underground or at the rear allows for the build of a wider sidewalk, more commercial curb appeal and maybe the shocking idea of pleasant patio spaces on 36 St.! Mandate more creative, welcoming design of street-facing businesses.

36 Street West: What do you like about the two options for retail shown below?

- Shops, cafes and restaurants on the ground floor is better. It encourages customers from foot traffic. Office workers probably also appreciate having options in their building rather than walking across to the mall and/surrounding area.
- If possible and as appropriate to improve community, retail, and restaurants on ground level would be ideal.

- ground floor parking garage?
- I prefer the option with shops on the ground floor - would make it trendier and more appealing; would also beautify the buildings.
- I like the 2nd option.
- Shops and cafes at ground level would be great!
- ground floor retail is nice but for an area that seems very slow moving in terms of business it may be a risk for businesses that open up.
- Retail. It will subside the cost and lower the rent.
- i like shops cafes and restaurants
- Option 1: Not having retail on the ground floor is bad idea. Then why have the LRT there? People needs retail nearby the train stations and bus stops (especially grocery stores)--not everyone has a car and not everyone can afford a car. Without retail, it is dead at night (dead on arrival). Hence unsafe for pedestrians and city transportation users.
- Option 2: Better option: more alive for communities. Best: if there are residential on upper floors (combination of retail, office and residential).
- 36 St. already has an abundance of dull, functional, even depressing, retail space. Thoughtful, tasteful ground floor retail can enhance a building and lend an inviting aspect to the streetscape. "Tasteful" applies not only to the outer design, but also the types of businesses occupying the ground level. Sorry, Subway and McDonalds don't cut it. Why can't there be a Planet Organic or Urban Fare and creative businesses such as graphic design firms, small healthy food shops, etc? A makeover for 36th!

36 Street West: What do you like about the two options for a setback shown below?

- Is there a functional difference between the two? It doesn't seem to matter.
- No real preference.
- having a step back allows for unique retail space such as a restaurant/bar with a summer time patio... facing west... other wise its a waste of money and good space.
- The setback is more visually appealing.
- I like the one with the step back. Just make sure the sidewalks are wheelchair accessible!!
- I prefer the aesthetic of the step back option.
- setback if it has a balcony for the office people...its like "eyes on the street" concept from above
- Without. No need for it.
- setback

- Without stepback: Boring and another square/rectangular building.
With stepback: Interesting and even better, green space on the stepback floor (balcony with greenery). We need more greens.
- With stepback - more appealing.
- Stepbacks are interesting for many reasons: variety, better design, combining residential/office/retail, not overshadowing a street, modernity. Quarry Park, for example, has some interesting low-rise office buildings, which look more like campuses, with housing right next door. 36 St. could really set the tone for a new interpretation of the NE and future development. The C Train presence can transform from an annoyance to a nice integration of mobility and access to retail and modern living.

36 Street East: What do you like about the two options for parking shown below?

- Parking at the rear or underground. It looks nicer. It's better for pedestrians since they don't have to walk through parking lots (esp. at night) to get to the stations.
- Parking at rear or underground, much better aesthetics.
- a parking lot between the street and the building will allow better lines of sight for drivers on 36 st. considering the buildings shadow being overcast on 36th st NE at dusk and dawn, having a berth between the buildings and the road may improve visibility when drivers are going fast. underground parking is perfect because I like going skateboarding on my lunch break during regular business hours in the underground parking garage at work when it's -30 outside.
- Again, it comes down to beautification for me. Need to ensure that this is a key focus for future development/area improvements as this will make the area much more appealing and draw in the right types of people. Choose whichever option will decrease crime and increase the visual appeal of the area.
- I like the 1st option. It's safer. Parking underground can be scary especially if the driver is on their own.
- Prefer underground parking.
- I think 36 street east should be only residential towers like Brentwood TOD which may not require parking or it will be underground parking. Parking on both sides of 36 street is going to destroy the purpose of density and redevelopment
- Both. Parking is at a shortage here.
- park between
- Parking between the building and the street: more open, more sunshine, more greenery, feel less congested; the best is having both parking between the building and the street and underground parking.
Parking at the rear of the building or underground: bad idea and poor design

(don't even consider this option). 36th Street already feel narrow and congested and lots of concrete and traffic stops and it feels dark and cold during winter or grey days.

- parking at the rear of the building or underground. Area parking around Sunridge Mall is totally annoying after the renovation to "contain" LRT parking. Sunridge seems to have forgotten these are the same people that are their customers.
- For the same reasons as for 36 St. west, there is enough vehicle traffic on the street, without facing more in adjacent parking lots. Widen the sidewalks into boulevards, brighten up the building main-floor retail and put parking underground or in the back. Landscape with trees, pots, street banners and tried-and-true urban touches. Wouldn't C Train passengers be more enticed to frequent businesses if the streetscape was inviting rather than hostile and gritty (as it now is)? Up the game on 36th!

36 Street East: What do you like about the two options for retail shown below?

- With retail, as appropriate for the use of the rest of the building, ie groceries, pharmacy, restaurants, coffee shop for residential building.
- ground floor retail works well IF there is high traffic pedestrian access and snowclearing during the winter. otherwise most people who drive would appreciate heated underground parking
- Option B is more visually appealing.
- Retail stores should include places that are affordable given the fact that Rundle isn't a very rich community!
- With retail. It engages with the pedestrian traffic making the area more walkable, and offers some different size retail options in this popular area.
- retail may work on this side but i personally do not want office buildings east of 36 street
- With.
- with retail
- Without retail is sending the area into a death spiral. No one comes here after office hours. Unsafe for pedestrians and city transportation users. With retail is the better option. It makes the community more alive.
- With retail - office towers only.
- The "With retail" option is preferred, for the same reasons as those given for 36 St. west.

36 Street East: What do you like about the two options for a stepback shown below?

- No real preference.

- having a step back allows for unique retail space such as a restaurant/bar with a summer time patio... facing west... other wise this design is a huge waste of money and good space.
- The stepback is more visually appealing.
- Step back should be included regardless of the hight of the building. It should be accessible for the disabled to safely use.
- Universal design should be implemented! The disabled members of the community should be consulted.
- This online survey isn't disability friendly at all. It doesn't work with programs designed to help the blind use a computer independently.
- I prefer the with step back option.
- depends on the future private development...again no commercial towers on east side of 36 street please and thank you
- Without
- with setback
- Without stepback: Poor design and thoughtless.
With stepback: More attractive. Feel more often. Even better if the stepback includes greenery on the balcony. Find way to add more green spaces within the building outside. Make it a priority for developers.
- setback more appealing.
- The setback option is preferred, for the same reasons as those given for 36 St. west. Mix attractive retail spaces and businesses with office and residential above. Why shouldn't it be possible to make 36 St. a desirable place to live, with the C Train so close, along with a variety of retail? Obviously, noise is a concern, but design can possibly mitigate some of this, as could future urban planning for this area.

Activity 4: What is your vision for what the Rundle Station area could look like in the future?

- I think that the major focus for the residential area should remain as being "family focused". The parks, both playgrounds and open spaces, need to be better maintained, with clear sight lines and boundaries that are easily navigated. The schoolyards are popular spaces for young children, and it can be a worry for some parents when the older teens and some young adults take over the areas. Any commercial development in the area needs to be intentionally relevant to the community.
- leave it how it is, its a damn train station, why waste tax payers money changing something that is fone how it is.

- + more seating space when waiting for the bus
- + more bicycle racks - for parking your bikes ::safely::
- + definitely more trees / green space
- Possible enclosed pedestrian access to the Sunridge mall. I have always appreciated the plus 15 network in downtown Calgary, great inter-building access during the winter months.
- Safer pedestrian pathways between the station, hospital, Superstore, and movie theater area, with thoughtful landscaping to add aesthetic appeal. An art installation, like a mural that reflects the diversity of Rundle, would be a wonderful addition to the area. More parking for the LRT and improved bus routes to encourage public transportation. Solar lighting to improve lighting and safety at night. Modernize Sunridge Mall (not a city problem, but you said imagine anything is possible)!
- street level access or underground pedestrian tunnel access from the rundle LRT platform to the hospital and sunridge mall
- -Above ground or underground CTrain (improved traffic flow and area beautification)
 - Police station in area and/or increased police patrols (decrease in crime)
 - Nice, modern developments along main corridors for residential and commercial (increase attractiveness of area for residential and shopping)
 - Properties and businesses are well-kept and maintained, and with nice landscaping
 - More green space in the midst of the businesses and buildings -perhaps a public park with nice fountains and paths
- I would love to be able to use Rundle Station without fear of falling from the bridge ramp, stairs, and escalators. As a person with a mobility disability I find them to steep to safely use. As a daughter of dad who is blind i also know that he finds the station inaccessible and unsafe. My mom can't even get up the ramp due to the fact she is a senior with a heart condition. We'd love to be included in our community. Not excluded and forgotten! Make Rundle accessible not just for us but for all!
- I'd love to see mixed use added around the station to transition from commercial to residential and make the area more walkable since it already has great transit access. Also ground level access on the north end of the Rundle Station platform for better access to/from the hospital for the mobility challenged.
- I would like the area to be a version of Brentwood TOD combined with Quarry park. Rundle is a central location between downtown Calgary and the new NE Calgary above mcknight blvd. Rundle should be visioned as Village North... the east village of Calgary outside of downtown. It already has a transit link to downtown, and has future plans for a north crosstown BRT which is much needed. Rundle's future should be a balance of work, play, live, and a business hub for the rest of Calgarians to visit.

- Hopefully safer, with pedestrian bridges not running across a street and train tracks only to get stuck in the middle with a train racing by you. A redone ramp at the Rundle Station that can actually be used by someone in a wheelchair would also be great, as the new one is completely flawed and unusable for intended purposes.
- I'd like to see Rundle station become safe and accessible for the disabled people to use. Bridge at the station should be removed. Crosswalk should be with vibration arrow button and sound so the blind can cross safely to go to and from the ctrain station, curb cuts should be wheelchair accessible. should be clear signs to help people and rails to prevent pedestrian and drivers from crossing in front of trains. Signs should discourage people from being distracted. Elevator should be safe
- Mixture of retail and residential with underground parking. Clean up area and make it safe.
- My vision would be that the UNDERGROUND Rundle station would connect to the UNDERGROUND c-train line and unscrew 36th street.

OR

The 36th Street SKY train would roll above the 36th street commuter core bike path.

- Put the LRT above ground; Worst plan for the LRT so far
- good flow for walking and shopping like east village
- Rundle Station area: lots of bright lightings at night inside and outside, covered pedestrian bridges across 36th Street at major intersections, lots of greenery and flowers inside and outside, lots of colourful lightings, make use of solar energy, underground with pedestrian tunnels to shops, retails, residential areas, restaurants, professional services, underground retails, underground fruits and vegetable gardens, underground parks.
- Get rid of the stairs - ground level, much more parking required. Absolutely horrible design for a winter city. More indoor waiting area to shelter from the weather. So many more appealing designs around the newer LRT line - Shagannapi comes to mind. The northern leg has long been reputed to be the poor relative to the rest of the city's LRT system.
- Rundle Station could be integrated with: 1) an appealing mix of residential housing, medium- and high-density, with contemporary design and levels of affordability (rental, purchase); 2) retail that goes beyond typical chain stores that encourage unhealthy behaviours and perpetuate urban blight; 3) walkability, walkability, walkability! 4) more attention to bike paths and avoidance of traffic; 5) safety in design, access to help and enforcement presence; 6) C Train access to the airport.

Appendix II: Verbatim Comments (Phase 2.2)

Verbatim input has not been corrected for spelling, punctuation or grammar. Personal, identifying information has been removed in accordance with privacy legislation.

Verbatim feedback for Phase 2.2 is provided in the following section of this report. The verbatim feedback includes comments received at the May 30, 2017 open house and the associated online questionnaire. Feedback from participants who attended the open house was collected from post-it notes written by participants and posted on the various land use/development concepts and from comment forms. For the ranking public improvements component, verbatim feedback takes the form of stickers placed on the participants top three options. In the case of ranking public improvements at the open house, the verbatim feedback is expressed with a photograph of the board. The online feedback for this question is represented by a tally of the votes collected by City of Calgary Staff and supporting written comments.

Activity 1: Land Use/Development Concept Feedback

Concept A – Small Changes, Big Difference

- It would be nice to see new development. I am glad that safety concerns are addressed on 36th street and 20 Ave. We would like to see more over pass for pedestrians.
- This is the best one of the three plans in terms of blending density w/green space w/current traffic patterns.
- Too much emphasis of high rise buildings esp. within the residential area. Too much buildings and traffic density along 36 St.
- least invasive on the neighbourhood
 - should limit encroachment to stay north of Rundlehorn Drive and west of 38 Street
 - need to have adequate parking for tenets in this zone and also have sufficient visitor parking in the area
 - need to have improved traffic capability to accommodate traffic on 36 Street and in the affected residential areas"
- In this concept you are leaving the green space and minimizing the impact to the rest of the area.
 - I feel 12 story buildings are too high when you consider 36th St. is a 2 land road (increased traffic issues).
 - Feels like you are throwing two more heavily populated plans at the community so that the first concept will be more palatable."
- Health campus too small
- "like - gradual building height decreases of buildings
- dislike - no green spaces expansion"
- Will small changes make a difference?

- I like the increased density on the east side of 36 street. I feel it's a fair design in increasing density along 36 street, turning it more into a mixed use corridor, while respecting the community's lower density character. But I feel, there needs to be increased density up to at least 38 street. The Sunridge Mall side of 36 street needs mixed-use buildings along 36 street as well.
- This concept seems to me does not go far enough to improving the area. It would simply create interest for people to move here and then there would not be enough living areas to accommodate needs. A lot of construction for a result which would be outdated soon after completion.
- "This is appealing (second choice after Design Concept B) but it doesn't work without a health campus. It feels like a nibble (too afraid to go beyond); if we are going to spend time and energy here, we might as well think bigger.
- The major concern is we will get a group of city planners, architects, and urban developers that will treat this project just like any other city/urban project and try to import their own perspectives and ideas into a community that is unique with its diverse range of age, race, socio-economic situation, culture, etc. We want to maintain that uniqueness and not drive them out of the area.
- Don't try to make this just like another neighbourhood; it isn't a 'get-rich quick' project. This isn't another Kensington, Westhill, or Northland (or even Beltline, Inglewood, etc.) or another suburban soulless project where everything is cookie-cutter/matchbox and little vegetation exists.
- Suggestion: the planners, architects, and urban developers spend at least six months living in the area, ride the train and buses (and talk to the locals and find out), walk the area, spend time in the schools, library, malls, etc. What they teach you in university about density, etc is different than what a diverse community really needs. Find out who we are and understand the Rundle residents. There is a richness here that is lacking in a number of Calgary neighbourhood. We don't need more expensive homes/condos that are not affordable to seniors (with fixed income), new immigrants, students/young people, etc. We need affordable price range (we don't want to be another East village where housing prices are not affordable for most people). We don't need more coffee houses where a cup of coffee is more than what the people earn in an hour. We need more neighbourhood ethnic food cafe/restaurants, grocery stores, and businesses owned by families (not chain restaurant): it must for different races/cultures (we don't want to be another East Indian neighbourhood--you know what we mean--go north of McKnight Blvd and it isn't inviting or appealing). Each building has to reflect the different countries in the neighbourhood (how about a Spanish style building, a Malaysian style building, a Oriental style building, an Egyptian style building, a Bolivian style building, etc).
- The city must have architecture style restriction (no more box style, need different floor sizes for different household sizes within a building--see buildings in other countries like Tehran where condos can be three to four bedrooms and more than 1,200 sq feet and still affordable for the average income household) and different price ranges for housing.

- In addition to a health campus, this concept would be even more appealing if it includes solar-energy/renewable energy park, technology campus, and vertical farming greenhouses.
- Note: I am very disappointed with the city with its open houses or online surveys--not enough people from other races/ethnic groups participate (mostly whites and some Orientals participate): what happens to the other groups? what happens to the seniors (a number of them are not online--think old school)? what happens to those who don't have computers or computer illiterate? what happens to those who have language or culture barriers? what happens to those who held several jobs and can't make it to open houses or fill in the form online? what happens to those who thought "'Rundle Station Master Plan'" to mean the train station and nothing more and chose to ignore the call? The type and number of feedback you are receiving are inadequate representation of the diversity in the Rundle community. Please don't use the phrase "'working class community'" as an excuse to reflect the poor turnout or situation; it is the city communication department's responsibility to find a way or ways to reach out (like knock from door to door and do a survey/explain the plan or like ride the bus from one end to the other end of the community and talk to the people or use the schools to reach out)."
- I don't see meaningful enhancements in this concept - but I might not be understanding the subtleties of the changes. This concept looks status quo for the area. It is hoped that the implied multi-family developments and surrounding areas will be improved. I suggest that, at this stage of engagement, when presenting these concepts and an accompanying legend, that the legend be explained and, in general, the concept be explained. Memories are short! (Even for those who participated in earlier engagement opportunities)

Concept B – Moderate Redevelopment Including a Health Campus

- We love this concept.
- -36 St. is a parking lot right now w/ all the cars; adding extra cars in the mix will just make things so much worse.
- Too much emphasis of high rise buildings esp. within the residential area. Too much buildings and traffic density along 36 St. Also too much mid-rise buildings
- " - taking away residential units not impressed with
 - Again should limit encroachment to be north of Rundlehorn Drive and west of 38 Street
 - Again as I mentioned adequate residential parking needed and also sufficient visitor parking needed in the area
 - need to have improved"
- " - Increase in density is too much for the area
 - I like that you've left the green space"
- "I don't have a problem with having a health campus in the community as it is well known that the population is aging and we do not have enough facilities for our aging and upcoming population. However:

- you are talking about ways to increase the population density in the Rundle area, yet there is no way to safely cross 36 Street. The crossing from east to west on 26 Ave has a reasonable amount of crossing time for pedestrians, but if crossing 36 St from west to east (from PLC) there is only enough time to MAYBE reach the middle before a 5 second countdown is started to complete the crossing. The memory of the pedestrian crossing being pushed is erased if a train goes by and the cycle has to go through before the pedestrian cycle starts again. This also happens @ 36 St + 32 Ave!"
- At first glance I prefer this concept. Like the size of health campus. Would like to see slightly "lower" community centre.
- I like the mixed use of the space. Always a concern the traffic. Who will pay??
- "like - expanded health campus
- dislike - low rise around green space no expansion of those green spaces"
- Like the idea of a health campus
- Good plan... good mix of development, but better traffic controls and parking must be provided. Alternate ways to enter and exit onto major roads (36 St) need to be in place. More green spaces for walking paths would be desirable.
- This is my favourite concept out of the three since it seems most realistic, attainable, yet significant. I really like the health campus concept. With the future growth of NE Calgary, as well suburban communities Conrich and Chestermere, the PLC will need further expansion to keep up with the demand. It'll also provide a NE health HUB for all related business, that's easily accessible by all transportation nodes. The increased density east of 36 street is more prominent, yet not overwhelming for the community. And mixed-use development is advocated for on the Sunridge Mall site along 36 street.
- This is my favourite of the three. We are already seeing more healthcare options developing in this area. Continuing with this flow is a forward-thinking idea. It will provide needed support to PLC and alleviate pressure to other facilities in Calgary. People living in the NE will not have to go to other areas of the city to receive health services. The improved residential/townhouse concept is a good one with the retail combination. A much needed improvement to encourage populations. We are so close to downtown. This is a good area and more people in the city need to see how good it really is.
- "This is the most appealing of the three design concepts, but the major concern is we will get a group of city planners, architects, and urban developers that will treat this project just like any other city/urban project and try to import their own perspectives and ideas into a community that is unique with its diverse range of age, race, socio-economic situation, culture, etc. We want to maintain that uniqueness and not drive them out of the area.
- Don't try to make this just like another neighbourhood; it isn't a 'get-rich quick' project. This isn't another Kensington, Westhill, or Northland (or even Beltline, Inglewood, etc.) or another suburban soulless project where everything is cookie-cutter/matchbox and little vegetation exists.

- Suggestion: the planners, architects, and urban developers spend at least six months living in the area, ride the train and buses (and talk to the locals and find out), walk the area, spend time in the schools, library, malls, etc. What they teach you in university about density, etc is different than what a diverse community really needs. Find out who we are and understand the Rundle residents. There is a richness here that is lacking in a number of Calgary neighbourhood. We don't need more expensive homes/condos that are not affordable to seniors (with fixed income), new immigrants, students/young people, etc. We need affordable price range (we don't want to be another East village where housing prices are not affordable for most people). We don't need more coffee houses where a cup of coffee is more than what the people earn in an hour. We need more neighbourhood ethnic food cafe/restaurants, grocery stores, and businesses owned by families (not chain restaurant): it must for different races/cultures (we don't want to be another East Indian neighbourhood--you know what we mean--go north of McKnight Blvd and it isn't inviting or appealing). Each building has to reflect the different countries in the neighbourhood (how about a Spanish style building, a Malaysian style building, a Oriental style building, an Egyptian style building, a Bolivian style building, etc). The city must have architecture style restriction (no more box style, need different floor sizes for different household sizes within a building--see buildings in other countries like Tehran where condos can be three to four bedrooms and more than 1,200 sq feet and still affordable for the average income household) and different price ranges for housing.
- This concept would be even more appealing if it includes solar-energy/renewable energy park, technology campus, and vertical farming greenhouses.
- Note: I am very disappointed with the city with its open houses or online surveys--not enough people from other races/ethnic groups participate (mostly whites and some Orientals participate): what happens to the other groups? what happens to the seniors (a number of them are not online--think old school)? what happens to those who don't have computers or computer illiterate? what happens to those who have language or culture barriers? what happens to those who held several jobs and can't make it to open houses or fill in the form online? what happens to those who thought "'Rundle Station Master Plan'" to mean the train station and nothing more and chose to ignore the call? The type and number of feedback you are receiving are inadequate representation of the diversity in the Rundle community. Please don't use the phrase "'working class community'" as an excuse to reflect the poor turnout or situation; it is the city communication department's responsibility to find a way or ways to reach out (like knock from door to door and do a survey/explain the plan or like ride the bus from one end to the other end of the community and talk to the people or use the schools to reach out)."
- The "health campus" idea is interesting, but for residents, "What's in it for us?" Creating a health-based centre of knowledge, expertise and resources might be the answer, but how does all of this benefit residents? It would be inspiring to see the health campus become a centre for preventative health, not just a high-tech showcase for treating the same old problems (which is simply a reactive model and a bad path for future health

care). This concept also seems to advocate more multi-family density, which can be good, as long as zoning and design standards are in place to avoid unsightly and uninspiring structures (as New York City suffered through with its infamous "project housing" areas.) You don't need to have a rich community to have inspiring and thoughtful design; in fact, in an area like Rundle, it's a creative challenge worth pursuing ... and long overdue, since the community needs better, modern and more tasteful development. It is time to breathe new life, and new hope, into this area! Love the idea of the health campus!

Concept C – Transit Oriented Transformation

- It would be nice to see more retail.
- I thought high storey buildings such as the ones proposed in this design concept were not allowed due to proximity to the airport? -36 St. is a parking lot right now w/ all the traffic now - it will just be worse w/ all the extra traffic (and I highly doubt that people in Calgary will buy into Transit oriented development!
- Too much emphasis of high rise buildings esp. within the residential area. Too much buildings and traffic density along 36 St.
- " - taking away residential units not impressed with
 - Again should limit encroachment to be north of Rundlehorn Drive and west of 38 Street
 - Again as I mentioned adequate residential parking needed and also sufficient visitor parking needed in the area
 - need to have improved"
- " - Dislike this one a lot! Way too much increase in density for the area.
 - I like that you've left the green space but I don't like the high rises adjacent to it. "
- "The new ramps for wheelchair accessibility are not easily used with manual wheelchairs, as the resting places are too short to safely slow + stop/rest on when going down. Before you start talking about ways to improve and add to the area, pedestrian design and safety MUST BE addressed first. HECK, even to walk across to Sunridge Mall from Rundle is difficult with all the fenced off parking lot, and curvy roads with little ways for pedestrians to access the Mall while walking from the community. AND PARKING is @ at premium - why more people + less parking?
- Another point: why should people have to pay to see a loved one in the hospital, and to take them to emergency. That is the last thing you think of or want to worry about when in that situation.
- AND YOU SAY YOU WANT MORE DEVELOPMENT!! THE CITY CANNOT SAFELY SUPPORT WHAT IT HAS NOW!!"
- Too much hi density. Would really require major traffic restructuring so as not to create massive congestion getting into the neighbourhood. Already a challenge to get in & out of area.

- Concerns about parking - will we have to pay to park at Sunridge Mall. Some areas are already charging
- "dislike - no expansion eg green spaces
- dislike - mid-rise around existing green space.
- like - expanded health campus
- dislike - traffic!"
- I like this concept. It integrates people more into the overall design. Better integration will ultimately dictate that businesses in the area will be more focussed on servicing the needs of these people - that means small + more specialized types of businesses. Small walks or simplified transportation for individuals + couples also becomes possible. Less traffic is good + open space is a luxury.
- Like the idea of better use of the mall location
- Too much high density / high rise buildings - this will cause even more congestion in the area. Better traffic controls must be developed in order for this to be successful. More green space for all the extra people as well if walking areas are to be made they need to be well lit and look good. Try not to remove any existing retail/commercial space west of 36 St and Rundlehorn.
- Definitely the most ambitious concept; a true TOD. I like that all of the blocks between 36 street and 38 street is high density. In general, maximizing the density in this proposal is great. I like that the strip west of 36 street is mixed used oriented, giving the 36 street corridor a complete urban boulevard feel. That along with turning Sunridge Mall into a grid commercial/office area will make the area as a whole feel like a major HUB area. I think this concept would better if it included the Health Campus proposal. This would be a hybrid concept that combines the best of the concepts and provides a complete output.
- I do not like this one. We do not need more industrial in this area. This concept does not include upgrades to the medical infrastructure and without it and vastly improved residential, this area would disintegrate into a ghetto.
- "I have been to many cities in N. America, Europe, Asia, and New Zealand and most of the time, this concept doesn't work well because the planners don't live in the neighbourhood. They are from somewhere else and try to impose their perspective of density and transformation on the community. Rundle is a unique community with its diverse range of age, race, socio-economic situation, culture, etc. Suggestion: the planners spend at least six months living in the area, ride the train and buses (and talk to the locals and find out), walk the area, spend time in the schools, library, malls, etc. In addition, this isn't another Kensington, Westhill, or Northland. We don't need more expensive homes/condos that are not affordable to seniors (with fixed income), new immigrants, students/young people, etc. We need affordable price range (we don't want to be another East village where housing prices are not affordable for most people). We don't need more coffee houses where a cup of coffee is more than what the people earn in an hour. We need more neighbourhood ethnic food cafe/restaurants owned by families (not chain restaurant): it must for different races/cultures (we don't want to be another East Indian neighbourhood--you know what we mean--go north of McKnight Blvd and it isn't inviting; it has become an enclave/tribe). This concept would be appealing if there are a health campus and a technology campus here.

- The Nordic/Scandinavian countries (including Denmark) are better at implementing this concept.
- Note: I am very disappointed with the city with its open houses or online surveys--not enough people from other races/ethnic groups participate (mostly whites and some Orientals participate): what happens to the other groups? what happens to the seniors (a number of them are not online--think old school)? what happens to those who don't have computers or computer illiterate? what happens to those who have language or culture barriers? what happens to those who held several jobs and can't make it to open houses or fill in the form online? what happens to those who thought "'Rundle Station Master Plan'" to mean the train station and nothing more and chose to ignore the call? The type and number of feedback you are receiving are inadequate representation of the diversity in the Rundle community. Please don't use the phrase "'working class community'" as an excuse to reflect the poor turnout or situation; it is the city communication department's responsibility to find a way or ways to reach out (like knock from door to door and do a survey/explain the plan or like ride the bus from one end to the other end of the community and talk to the people or use the schools to reach out)."
- Transit-oriented development likely will provide more of the "What's in it for us" benefits than a medical campus does. However, TOD also has a negative connotation in some communities, because it's considered a euphemism for highly-densified, noisy, too-busy, chaotic spaces and living conditions. With this concept, my advice is to please avoid the "pack'em in" mentality. Once again, Rundle, and this corridor, is in need of inspiration and modernization, so let's work together with the city to make that happen. I believe TOD can be done tastefully and still serve very practical purposes. For example, if there was attractive residential development in the transit area, residents deeper in the community might be motivated to downsize and enjoy the benefits of TOD. The temptation might be that "good design" and considerate planning will be lost on the Rundle audience - but I beg to differ. Cities often need civic government leadership to uplift a community and revitalize it. Businesses will surely follow. How about the shocking concept of having an organics green grocer part of the TOD here?! Or how about having a Singapore-style "hawker stall" food market? Those are just two examples of the possibilities.
- Are you getting rid of Sunridge Mall? I'm against that idea, as Sunridge Mall is where I shop. The only other mall in the NE is Marlborough Mall, which is not a nice place to go. If you get rid of Sunridge, I guess I will be taking my business out of Calgary and going to Cross Iron Mills instead.
- I believe this concept works the best as this concept turns rundle into a mixed use outer city business hub. I would like to know if the yellow limited residential areas will become RC2 zoning?

Activity 2: Potential Public Realm Improvements – Preference Selection

Open House:



Online:

Option A 36 St. N.E. Intersection Enhancements (5 Online Votes)

- Eliminate left turns off of 36 Street. You have to be kidding. How will anyone living in the south 2/3 of Rundle coming from the north get home?
- The only way the changes would pan out successfully is if people can cross 36 street from multiple points in a quick, and safe fashion. Unless the LRT is going to be buried, I feel it's crucial that the intersections (20 and 26 ave) turn into interchanges. Left turns will still be necessary in this area, and trains will be coming at high frequency - especially during rush hour. Pedestrians will still be at the bottom of the totem pole when it comes to traffic control, and crossing the vast amount of traffic lanes and train tracks is still too intimidating - especially for those with disabilities.
- These two intersection have the most traffic due to the the eft hand turns. Rundlehorn drive backs up. Much of this is due to the train crossing and disrupting signals. 20ave and 26ave are the main entrances for sunridge mall and their is no other way to get to the mall from 36street or to the areas behind (west and south of) superstore.
- A - 36 St. N.E. Intersection Enhancements. This is a congested area and badly need enhancements soon: sometimes the wait to get across for vehicles is more than 15 minutes during peak train hours, and pedestrians struggle to get across. Lots of impatient drivers at this intersection. A number of times drivers on the left lane on Rundlehorn Drive drove straight across to 20th Avenue (instead of turning left): too many near misses. And it is an ugly intersection (urban blight) that have been neglected for a long time by City of Calgary's Roads/Transportation department.
- This area feels unwelcoming for pedestrians and cyclists.

Option F Pedestrian Environment – 36 St. NE (4 Online Votes)

- It's ugly and isolated. If increased density along this corridor along this area is the goal, the road needs to be beautified and more inviting. The suggested improvements of trees, widen sidewalks, furnishing, and a pedestrian bridge will help in giving the corridor more life.
- This is the smartest solution for pedestrian safety without causing more traffic congestion on 36 Street.
- This is needed to connect rundle with sunridge.
- F - Pedestrian Environment - 36 St N.E. It is time to upgrade this street to make it more pedestrian friendly and soften the urban concrete. Please NO bike lanes (we don't need them in this neighbourhood to increase traffic congestion and flow) and it isn't practical or helpful for this neighbourhood (we need to drive to get to work, to take kids to school, to go and buy groceries, etc). Don't treat this project like another NW neighbourhood or inner city neighbourhood. Rundle has its own unique character (a blend of different ages, races, cultures, socio-economic situations, etc.) and please reflect that in your design and plan.

Option G Enhanced Green Space Connectivity (3 Votes)

- G- Enhanced Green Space Connectivity. This can be done within the next two years: better and more lighting for security improvements/winter time, more benches with shelter/covers to encourage Rundle residents to linger longer, tulip beds/summer flower beds/flowering trees/trees with coloured leaves (no poplars please), dog poop bag station, solar energy

driven park, sheltered picnic tables/areas, banner poles, lighting with banners, cricket ground, etc...to reflect the diverse ethnicity in the community. This brings immediate benefit to the entire community (and the surrounding schools). In addition, any trees planted and flower beds take time to mature. Use (new) Prairie Winds Park as an example of landscape enhancement and playground enhancement. Don't forget: community gardens, vertical gardening, food farming, solar-energy driven greenhouse--there are many schools in the areas (here is the opportunity to teach or show renewable energy, sustainable and urban farming and get the children and parents to get involved and participate). Note: We want Parks and Recreation Department to be creative with this project (think 10 years out--how about a Oriental design garden, Japanese/Italian/English/Indonesian/Moroccan/etc. style gardens/pathways/lighting/banners) and stop treating this neighbourhood as "second class citizen of Calgary" because we are considered by the city as "working class" neighbourhood; we deserve as much as those in the affluent (and more vocal) neighbourhoods. Don't treat this like another NW neighbourhood or inner city neighbourhood. Rundle has its own unique character (a blend of different ages, races, cultures, socio-economic situations, etc.) and please reflect that in your design.

- Love the green spaces! If they were more user friendly and the landscaping were improved, residents would benefit greatly.
- Pathways are boring to enjoy. Better landscaping is needed.

Option B 26 Avenue - West of 36 St. NE (2 Online Votes)

- I used to work in the area and mainly commuted by bicycle. For me (and most people biking in from the SW direction) Vista Heights is the most cycle-friendly neighbourhood. The problem is that between Barlow Tr. and 36th St NW, the pedestrian and cyclist environment rapidly vanishes just as you approach the most popular destinations in the area: PLC, Sunridge, the restaurant strip on 32nd Ave NE, the many large employers along Barlow & 32nd St, Rundle LRT, and Village Square Leisure Centre. I think pedestrian and cyclist improvements around this area would greatly improve safety and comfort.
- With all the healthcare facilities in this area including the proposed ones, this would enhance connectivity and be more pedestrian friendly.

Option E Rundle LRT Station (2 Online Votes)

- Better, faster, safer, and more accessible access in and out of Rundle LRT would greatly improve the experience.
- Adding northern ramps would make the connection to PLC and other northern destinations more accommodating. In general though, the pathways to and from the LRT station should feel like gateways, and have comfort and cosmetic enhancements done to them.

Appendix III: Verbatim Comments (Phase 2.3)

Verbatim input has not been corrected for spelling, punctuation or grammar. Personal, identifying information has been removed in accordance with privacy legislation.

Design Charette – July 24, 2017

Verbatim feedback from participants who attended the design charette was collected from post-it notes written by participants during the gains and pains exercise. For the TOD Board Game component of the design charette, the verbatim comments take the form of pictures of the completed boards that were developed by each group.

Activity 1: Gains and Pains

Gains:

- Family focus of Business/Activities
- Night/Evening Street Market
- Market style shopping
- Near shopping
- Attract Restaurant Pubs etc. along 36 Street.
- Place to shop & eat.
- Mall should have more stores like Balzac or Chinook.
- Commercial Business that fits the market.
- Street level shops/eating venues
- Mall parking should have small entertainment or Kids area.
- Short use space - markets, festivals, activities.
- Mixed use
- Beautify Ctrain Station - lighting, interest areas.
- Good LRT connection
- Bad LRT ramp system
- LRT - more accessible
- Better connectivity of Peter Lougheed with LRT.
- Burry LRT along 36.
- Elevate LRT along 36.
- C - Train above the roadway.
- Upgrade LRT station.
- A stronger mixed use and higher density.
- 50 + housing.
- Tiny house mother - in law.
- Needs more Senior homes. Rundle population aging.
- Mixed growth allowing for more growth of living, work and retail.
- Places for people to meet.
- Outdoor dining for Spring/Summer/Fall.

- Music facilities.
- Meeting place destination point.
- Traffic congestion coming into Rundle (Rundlehorn Dr. & 36 St.)
- Traffic flow that works and adapts with growth.
- Traffic calming on Rundlehorn Dr. (but NOT bike lanes!)
- Continue to have a Mall where car is parked once for access to all.
- Redevelop Sunridge Mall to be more walkable (like Deerfoot City).
- More thoughtful traffic flows without more bike lanes.
- Heavy traffic should go to Barlow Trail.
- Make intersection lights longer for pedestrians Signals.
- Traffic along 36 St N.E. needs improvement
- Take large truck traffic off 36 St.
- 36 St & 16th Ave interchange.
- Need better traffic flow on 36 St. turning left (West) to Superstore.
- 16 the Ave congestion causes neighbourhood traffic.
- Less parking needed in the future.
- Traffic control to make school pick up & drop offs easier.
- Miniature transportation to take people from A to B anywhere in the area.
- Traffic controls on speed, volume & type.
- Efficient transportation for all - young, aged, etc.
- Major access route automobiles smaller routes pedestrian friendly.
- Better traffic flow.
- Truck traffic on Barlow not 36th.
- More some - traffic away from 36 St.
- Traffic Circulation
- Timing traffic flow and the LRT better.
- Better co-ordination between C-train ops & traffic flow.
- Good access to Ring road.
- Disabled friendly easier waling/Access.
- Handicap accessible LRT - Hospital.
- Organize planned development.
- Investing in an ARP.
- Better pathway system.
- Bike & Paths to connect W & E.
- Better Pathways.
- Bike lane on 36 St (North & South).
- More bike lanes.
- Connect bike lane to North - south path along Deerfoot.
- Bike Paths connections.
- Bike Path.
- Bike Path.
- Walkable areas include sidewalks.
- Walk signs instead of a Button on 36th St. & 20th Ave Rundle Dr.

- Available street parking.
- Sidewalks & bike paths.
- Wider sidewalks.
- Stroller & wheelchair accessible.
- A stronger active street edge to enhance pedestrian experience.
- A Urban like experience.
- Focus on healthy alternatives.
- Better connection to the Hospital.
- Seating along Pathways.
- Safe & easy pedestrian crossing 36 St.
- Pedestrian widen 36 St.
- Pedestrian friendly.
- Walkway access over 36 St - Additional.
- Light at 36 St & 26 Ave - too short to cross for pedestrian.
- Improve walking paths. Lighting.
- Can't cross 36th St.
- Improve crosswalks on 38 St.
- Better signals (controlled gridlock).
- Safe, walkable environment.
- More walking areas and green spaces.
- Be able to walk on path from Rundle to downtown and throughout community.
- Better access to handicap/mobility on sidewalks & roadways.
- Street lights for more safety especially where it gets super dark in public areas.
- Want easier/walkability especially crossing 36 St.
- Make 36th St safer to cross for pedestrians.
- Pedestrian friendly design.
- Better pedestrian connections on 36th St both North - South and East - West.
- 26th - 36th, 26th - 52nd. Better walkways.
- Better pedestrian connections.
- Trees on major roads.
- Improve or lengthen crossing lights (pedestrian) across 36th St.
- Vastly improve sidewalks west of 36th St to (& beyond) Barlow.
- People friendly.
- Green space pet friendly.
- Consider Winter City mix of environments for all seasons.
- Happy, friendly place.
- Upgrade landscape, public property.
- More people.
- Want more green/Trees.
- Smaller businesses seem to be abundant, would be nice to see more exposure.
- So many great amenities - shopping, hospital, recreation centre, schools, library.
- Road side shops & restaurants.
- Restaurants - great food!

- Walking or Urban market. I.e. - coffee shops.
- Self sufficient.
- Key communities located close proximity (one stop shopping) - Health.
- Necessary amenities - Health care, Shopping, meeting place.
- Key service that are accessible.
- Sustainable.
- Benefit - Services/retail nearby.
- Medical in the area of Hospital to allow ease of appointments.
- Recycle stations (more).
- Build more Hospitals.
- More recreation centre.
- Library - need more.
- Community office to help Seniors access home care/ etc....
- Seniors spaces.
- Safety
- To make possible future land development to feel safe.
- Safe community plan.
- Police station.
- Better signage/notices in safe/easy to reach on development permits.
- More Green space.
- More gathering spaces for Youth & Young Adults (safe places they can hang out).
- More park usage by all ages in parks that are not currently used.
- Green spaces to breakup the concrete.
- Added green spaces, more landscaping & park spaces.
- More green gathering spaces.
- More green space.
- More green space.
- Family parks.
- Green space access.
- Parks & Green spaces North
- Play Parks Children.
- More play area for kids on C-train, bus area and platforms area.
- Green space dog parks.
- Benches for park.
- More benches along the pathways.
- More benches.
- Bike path that emergency vehicle can use.
- Want more green space.
- Separate bike paths.
- Areas for Winter activities - Snow shoeing, Cross Country, Skiing.
- More Policing along 36th St. Re: Cycle Police.
- Better safety in the area.
- More supervision Police safety.

- Better security in the area.
- Safe neighbourhood.
- More Police in the area.
- More By law enforcement.
- Attractive building facades.
- Good mix of Architectural styling in homes.
- Community Gateway improvements.
- Maintain property Values
- More vibrant street life.
- Sundridge mall revitalize businesses.
- More specialized Coffee shops (not Tim Horton).
- Unique new building designs.
- Rundle is downtown East could be referred in publicity as such.
- Busy & diverse. Very bustling area. Opportunity!
- Very friendly.
- Demographic - mix.
- Single family residential.
- More inclusion Diversity.
- Indigenous Art.
- Indigenous inclusion.
- Indigenous gathering place.
- Places of worship.
- Pride oriented art. (Community).
- Diversity.
- City subsidized snow/new business / park
- Route 34 Saturday & Sunday like Sunday services (should be minu bus) 34 & 48.
- More Flags all nations.
- Moe consultation, co-operation between large land owners & residents.

Pains:

- Open/Green space.
- No Pathway connections E - W.
- Play areas for adults.
- More Pathway.
- Trees on 36th St.
- Lack of outdoor playing space for all ages.
- Shadowing issues created by large buildings.
- Traffic
- Problems getting to Rundlehorn Plaza 36th St when going West on Rundlehorn Drive.
- Less Truck/Big Transport trucks on 36th St.
- Traffic flow seems congested at times along 36th particularly.
- Transportation - too many vehicles (Congestions!).

- 36th is too hard to cross.
- 36th St too busy & confusing.
- Would like to see corner of 26 & 36 by PLC designated as Hospital zone (more traffic calming).
- Better traffic flow along 36th St. Less stop lights and across 36th St. at Train crossings.
- Walkability
- Walk up shopping
- Plus 15 Crossing from proposed HSG.
- Amenities that are only accessed by the car.
- Reverse lamps at Rundle station.
- Hospital not well connected to neighbourhood.
- Need safe crossing from Hospital South across 26 Ave.
- Too much Density.
- No High rise buildings.
- High rise no taller than 6 floors.
- Height restrictions on New housing.
- Minimize Basement suites.
- I don't want dense renting.
- Minimize High rise development.
- C-Train - above, around.
- LRT traffic (foot) - very busy, trash.
- Would be nice to be able to access LRT platform from street. Just like at Whitehorn.
- LRT not at street level.
- Safety & Security.
- Security in area - we get a lot of concerns about this. We are told it is people from street/public.
- No Adult living housing or Senior's housing.
- Secondary units.
- Don't move School.
- Harm reduction strategies.
- Racial/Religious segregation.
- Daycare parking on Rundlehorn Dr.
- Parking issues by Peter Loughheed, Park & Ride.
- Giant parking - lot unpleasant outside Sunridge.
- Fewer large sprawls of parking lots (more underground).
- Parking jut-ins.
- Don't want more pay parking.
- Parking.
- Sterile environment & no street presence.
- I noticed in Winter, the triangle 25 Ave & 36th St. East side is not cleaned (sidewalk) condo sidewalk is LRT sidewalk is.
- Rundlehorn Road is never cleaned. 30 years lived there has icy ruts till next Chinook.
- I don't want more Police.



Rundle Station Master Plan

Stakeholder Report Back: What We Heard

September 22, 2017

- I don't want more shopping carts & garbage.
- Other
- No Recreation Centre.
- No more Tim Horton.
- Sound Attenuation on 16th Ave.
- Sunridge Mall stores closing.
- Less Carding.
- Recreational services for all ages, currently lack of recreation services.
- Minimize Airplane noise - less traffic over Rundle.
- Empty buildings.
- Length of time to get across the LRT. Needs improvement to get out of area.
- Long walks to get from one place to another - things/amenities could be closer to e/o.
- Larger plan with four Properties - E.g.: Temple, Pineridge.
- Concrete pavement.
- Loss of curb appeal if large buildings don't fit into Streetscape.

Activity 2: TOD Board Game

Group/Table 1



Group/Table 2



Group/Table 3



Group/Table 4



Group/Table 5



Group/Table 6

