



Rundle Station Master Plan

Stakeholder Report Back: What We Heard

May 13, 2017

Project overview

The City of Calgary is developing a Master Plan for the area around the Rundle Light Rail Transit (LRT) station to guide future development. The goals of the Master Plan are to:

- outline a vision for the future of the area;
- identify locations for redevelopment, as well as the land use (e.g., residential, commercial), height, density, and form of redevelopment; and
- identify improvements that need to be made to improve conditions in the area to realize the vision of the area in the future.

When complete, the Master Plan for the Rundle Station area will:

- recommend public realm improvements;
- identify development guidelines; and
- outline a shared vision for the future of the area.

Engagement overview

The engagement process for the Rundle Station Master Plan is taking place over three phases from Fall 2016 to Fall 2017. This report summarizes Phase 2 of the engagement process, which took place in March 2017.

The objective of Phase 2 was to provide the community with an opportunity to share their thoughts and ideas on the following topics:

- short-term public realm improvements
- what the shape of the neighbourhood could be it transitions from the LRT corridor (36 Street N.E.) to the east and west
- what 36th Street N.E. feels like to a pedestrian
- what the station area could be like in 25 years

Engagement opportunities included an open house and a complementary online map and questionnaire. 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.

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



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community workshop; most stayed for over 30 minutes and provided highly comprehensive feedback. 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, with a page depth of 69 per cent, and approximately 25 people completed the questionnaire online.

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.

Engagement guiding principles

In alignment with City Council's Engage Policy, all engagement efforts, including 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
- **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.

What we asked

Four questions relating to Rundle Station Master Plan were asked through the in-person community workshop on March 4 and online:

1. Map Your Ideas

At the workshop, attendees were presented with a large 8 x 8 foot air photo of the Rundle Station 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 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.



Online, people were provided with a complementary online map tool asking them to place pins on the map and comment.

2. Select Your Preferred Building Shape

At the workshop, participants were given a large flip book with building types which could be considered for different blocks. 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 selected street section. This was printed and posted on a wall to create a gallery as the workshop progressed.

Online, people were asked to provide feedback on the same areas through a series of visual multiple choice questions, complemented by a comment field.

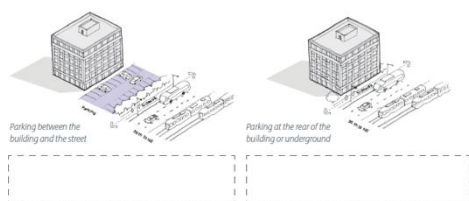
3. Building Design Guideline Preferences

At the community workshop, participants were asked to provide preferences on parking, retail and building setbacks through a visual preference survey and open comments. Participants were asked to indicate their preferences on either side of 36th Street N.E. and comment:

West - 36th Street Guidelines

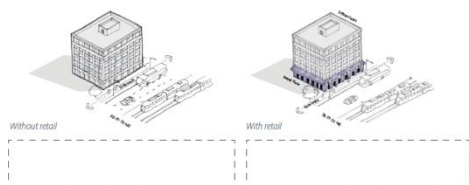
Where would you put parking?

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



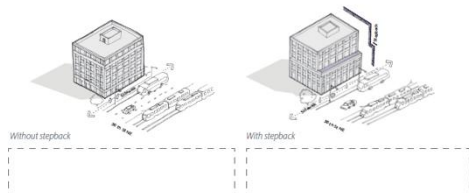
Retail on the the ground floor?

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



Stepback or no setback?

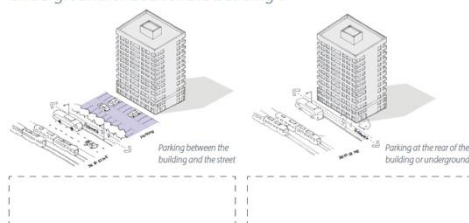
Which building form do you prefer?



East - 36th Street Guidelines

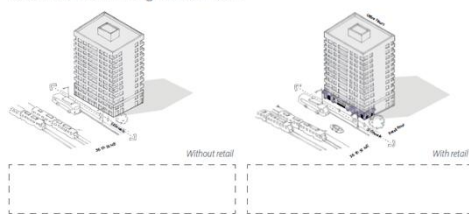
Where would you put parking?

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



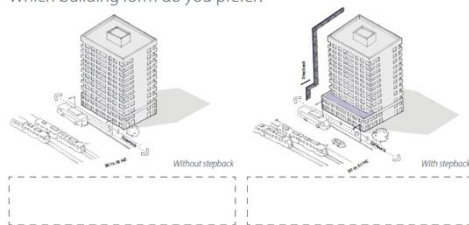
Retail on the the ground floor?

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



Stepback or no setback?

Which building form do you prefer?



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



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4. Sketch Your Future Vision

Designers from O2 Planning + Design were available at the workshop to work with attendees to sketch their vision. Participants were asked to imagine that anything was possible in a timeframe 25 years or more in the future—what could the area become?

Online, people were provided with a complementary question. 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 in Rundle.

What we heard

1. Map Your Ideas

Community Workshop

78 Comments Received

The top three themes from the community workshop identified “Pedestrian Amenities”, “Remove/Update Existing Infrastructure”, and “Traffic/Speeding Concerns” as areas requiring immediate short-term solutions. Below, by frequency of occurrence, are the top three stakeholder recommendations from each theme:

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.

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.

Traffic/Speeding Concerns

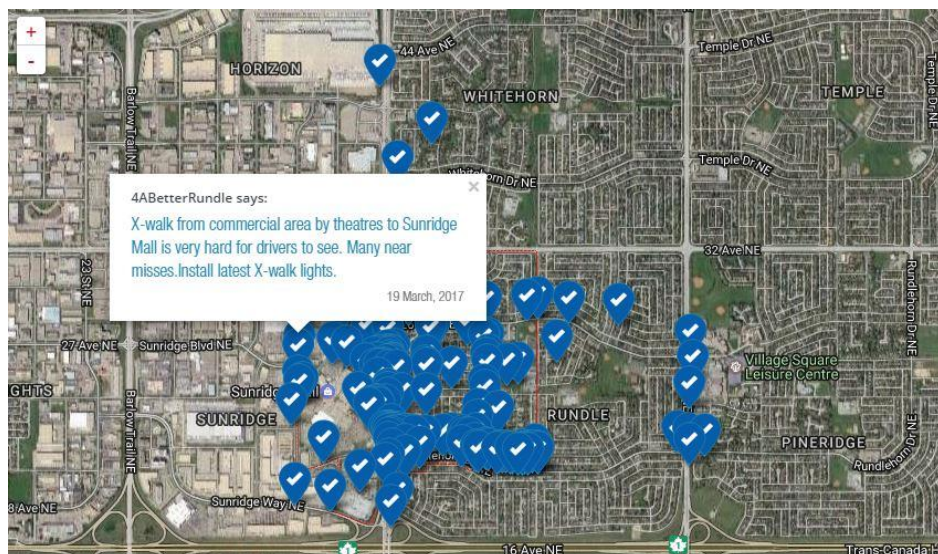
- Very high areas of congestion along 26th Avenue at peak hours.
- Drivers coming off 36 Street N.E. onto residential streets speed/ignore pedestrian crossings.
- Widen Rundlehorn Drive – congestion is high near the strip mall.



Online

285 Comments Received

Online, the top three themes identified “Removal/Updating of Existing Infrastructure”, “Lighting/Safety Concerns”, and “Traffic/Speeding Concerns” as areas requiring immediate attention.



Below, by frequency of occurrence, are the top stakeholder recommendations from each theme:

Remove/Update Existing Infrastructure

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

Lighting/Safety Concerns

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

Traffic/Speeding Concerns

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

2. Select Your Preferred Building Shape

Through the feedback collected at the workshop and online, three distinct preferences emerged from the options created by participants:

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

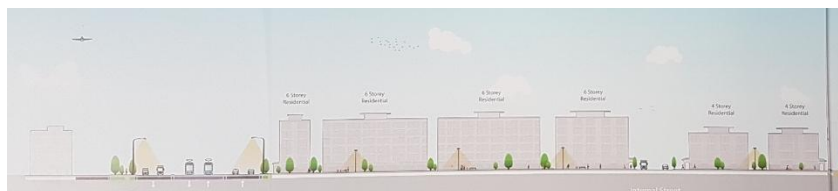
- 31 per cent of participants favoured this option at the open house.
- 20 per cent of participants favoured this option online.



3. Consistent heights

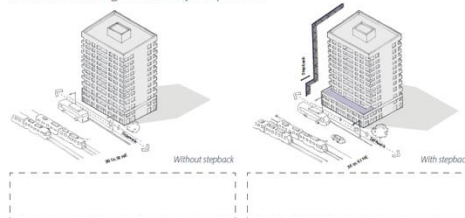
This typology features continuous/similar building heights and types across the entire street section.

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



Stepback or no stepback?

Which building form do you prefer?



Activity 3: Building Design Guideline

Preferences

The majority of participants both in-person and online 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 stepback be required for taller buildings. A breakdown of preferences is as follows:

East of 36th Street N.E.

Question	Options	In-person	Online
		Percentage	
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%
Stepback or no stepback?	Without stepback	10%	18%
	With stepback	90%	82%

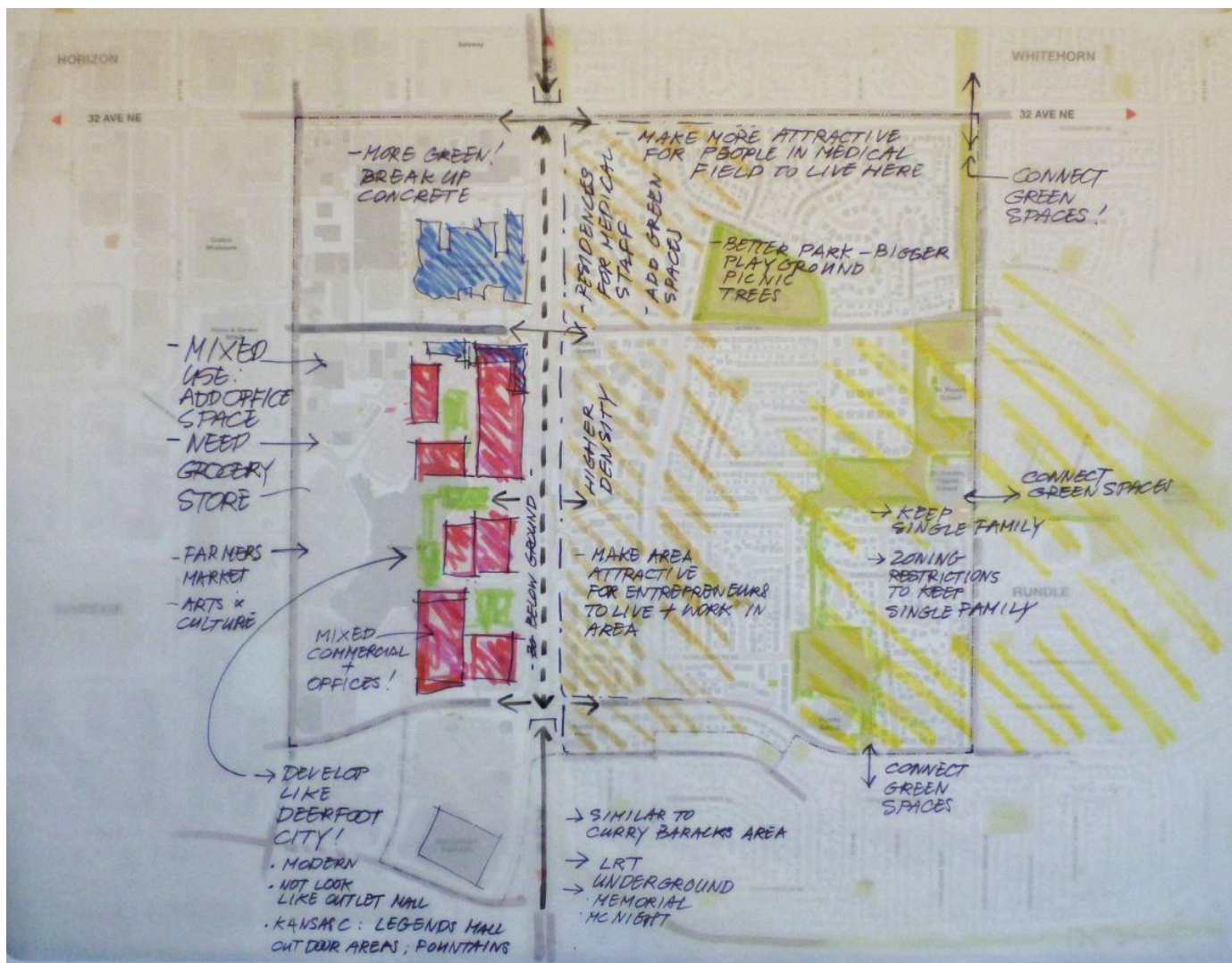
East of 36th Street NE

Question	Options	In-person	Online
		Percentage	
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%
Stepback or no stepback?	Without stepback	13%	29%
	With stepback	88%	71%

Activity 4: Draw Your Future Vision

Working with designers from O2 Planning + Design, participants at the community workshop sketched their ideas for the future. Three main themes emerged from the vision sketches that were produced:

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



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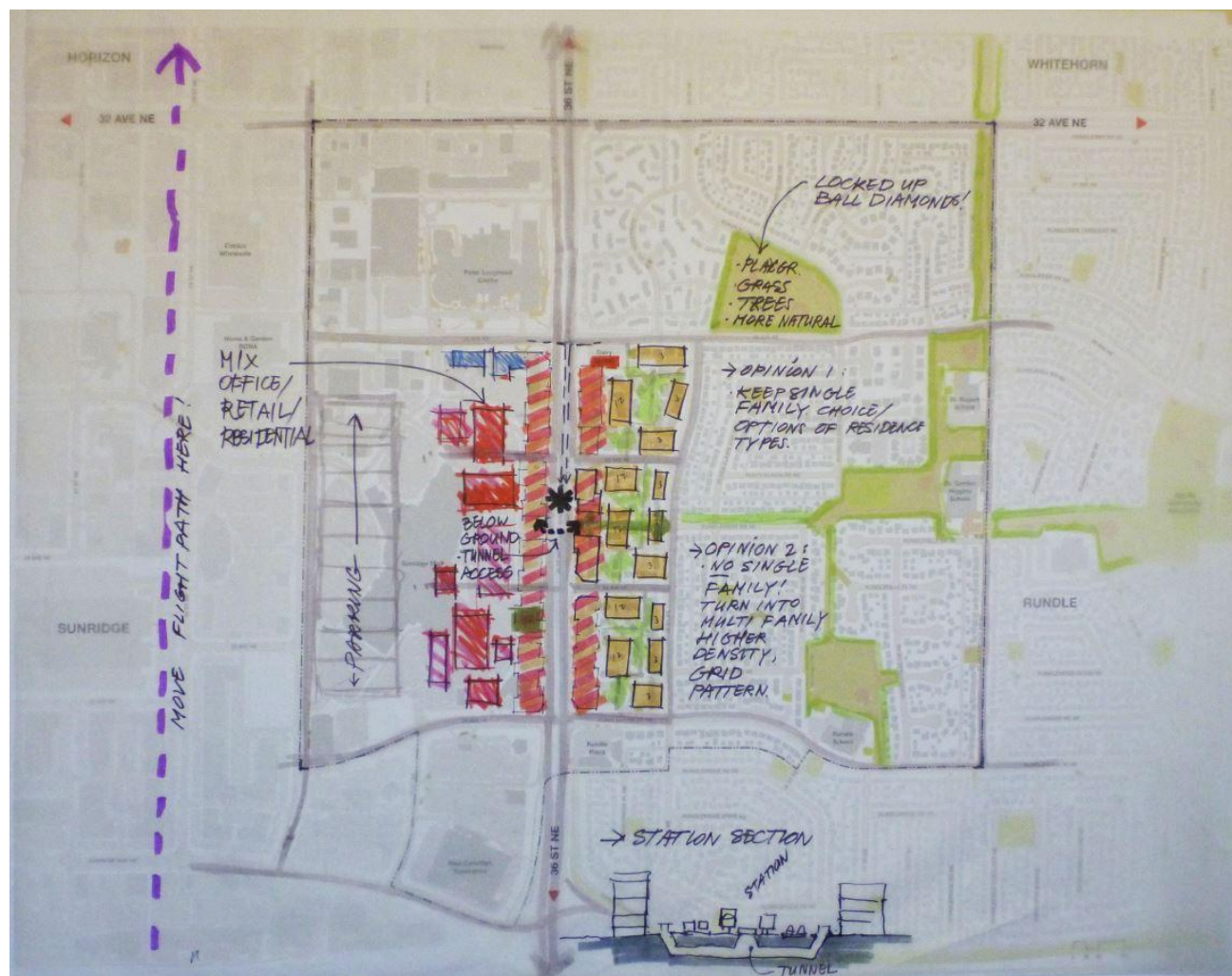




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Next steps

The input received from the open house session and the online engagement tools will be used by the project team to draft a Master Plan, with the following key priorities:

- Identify potential short term public realm improvement projects
- Develop development guidelines that will help evaluate building applications over the next 10–20 years. These guidelines will help define boundaries for height and use, how they transition, and how the properties meet the street.
- Further support the development guidelines with recommendations about parking, retail, and stepbacks.
- Recommend a long term vision for the future of the area.

The draft master plan will be shared with the public in Fall 2017.

More information and updates at calgary.ca./rundle.

Appendix: Verbatim Comments

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 Rundelhorn Drive to have parking for day care & school area

- Reduced utilitarian design (more character please!)
- - 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

Online – March 4th – 18th, 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 to 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 32,nd 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 ne 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 26t as slight uphill grade before lights.
- do something to improve safety here as well as flow of traffic. to 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 to 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 renos 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 freeze again becomes problematic.
- Better lighting at night, often scary to come home using the train especially in winter.
- Brighter lighting here in this overflow ctrain 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 Rundlehorn 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 ight 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

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

- 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 downsizing 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.

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

- 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 widened. 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.

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

- B - Taller scale building that allows for more businesses on smaller scale of land
- C - Increased density 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 stories
- 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 its current needs, and costs more than 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 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 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 subdize 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 stepback 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 stepback 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 feels 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 setback is more visually appealing.
- Step back should be included regardless of the height 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 setback: Poor design and thoughtless.
With setback: More attractive. Feel more often. Even better if the setback 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 fine 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.