

Calgary



# Rundle Area **Master Plan**

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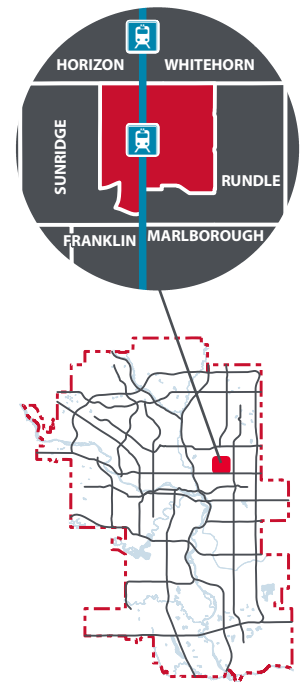
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The creation of the **Rundle Area Master Plan** is intended to support an emerging conversation about how the areas around our Light Rail Transit stations in northeast Calgary will grow and evolve in the future. This Master Plan represents a starting point for strategic reinvestment and thoughtful redevelopment that will serve to transform the area into an attractive, vibrant and transit-oriented community.



Map 1: Location of Plan Area within Calgary

# 1.0 Introduction

This Master Plan provides a high-level framework to inspire future public investments and guide private development in the vicinity of Rundle Station (“the station”). In doing so, it charts a course for the emergence of the Rundle Station area (the “plan area”) as a thoughtfully designed, vibrant, mixed-use urban neighbourhood. This plan supports the objectives of the following documents:

- Municipal Development Plan;
- Developed Areas Guidebook;
- Calgary Transportation Plan;
- The City’s Transit Oriented Development Policy Guidelines; and
- The City’s Complete Streets Policy and Guide.

These fundamental planning policies and guidelines encourage, among other important objectives, growth and development around Light Rail Transit (LRT) stations as a means to foster a more compact urban form in Calgary. In supporting intensification and transit oriented development (TOD), these documents also seek to create complete communities that contain a mix of housing options, higher densities of people and jobs, and mixed-use development. Ultimately, our TOD areas are intended to be attractive places to live, work and play that do not rely on vehicle ownership.

The concepts, ideas and direction in this Master Plan should guide decision makers while inspiring private investment and providing a sense of direction for community advocacy about reinvestment in the public realm.

## 1.1 Role of the Master Plan

This Master Plan sets out a long-term vision for how the area around the Rundle LRT Station should develop in the future. The objectives of the plan seek to make the area more connected, to better knit together the east and west sides of 36 Street NE, and to frame the LRT station with higher density residential and commercial development.

This Master Plan is a non-statutory local area plan that is intended to serve as a guide for the consideration of planning and development applications as well as public and private investment decisions. The extent to which development and investment align with the Master Plan will dictate the extent and pace to which the long-term vision is achieved. As such, all efforts should be made to ensure that future decisions align to it and its core objectives are advanced.

## 1.2 Policy Framework

This plan has been considered and is in alignment with the South Saskatchewan Regional Plan. The Master Plan is in alignment and is to be read in conjunction with the Municipal Development Plan (MDP) Volume 1 and Volume 2, Part 3: Developed Areas Guidebook (DAG); the Calgary Transportation Plan (CTP); and other City of Calgary policy and guideline documents unless otherwise indicated (see Figure 1: Policy Framework). Despite Section 9.2.3(b)(ii) of the DAG, in the event of an inconsistency or conflict between this Master Plan and the DAG, the DAG will prevail.



**South Saskatchewan Regional Plan (SSRP)** establishes a long-term vision for the region using a cumulative effects management approach to guide local decision-makers in land use management to achieve Alberta’s economic, environmental and social goals.



### **Municipal Development Plan (MDP)**

Volume 1: contains city-wide objectives and specific direction for typologies and is the foundation for community planning.

Volume 2, Part 3: The Developed Areas Guidebook translates the broad policies of the MDP into a general set of common implementation policies to be applied through new local area plans.



**Calgary Transportation Plan (CTP)** contains city-wide objectives and specific direction for moving people and goods throughout Calgary.



### **Other City of Calgary Guidelines and Policies**

Other City policies also need to be consulted for direction on specific topics.

Figure 1: Policy Framework

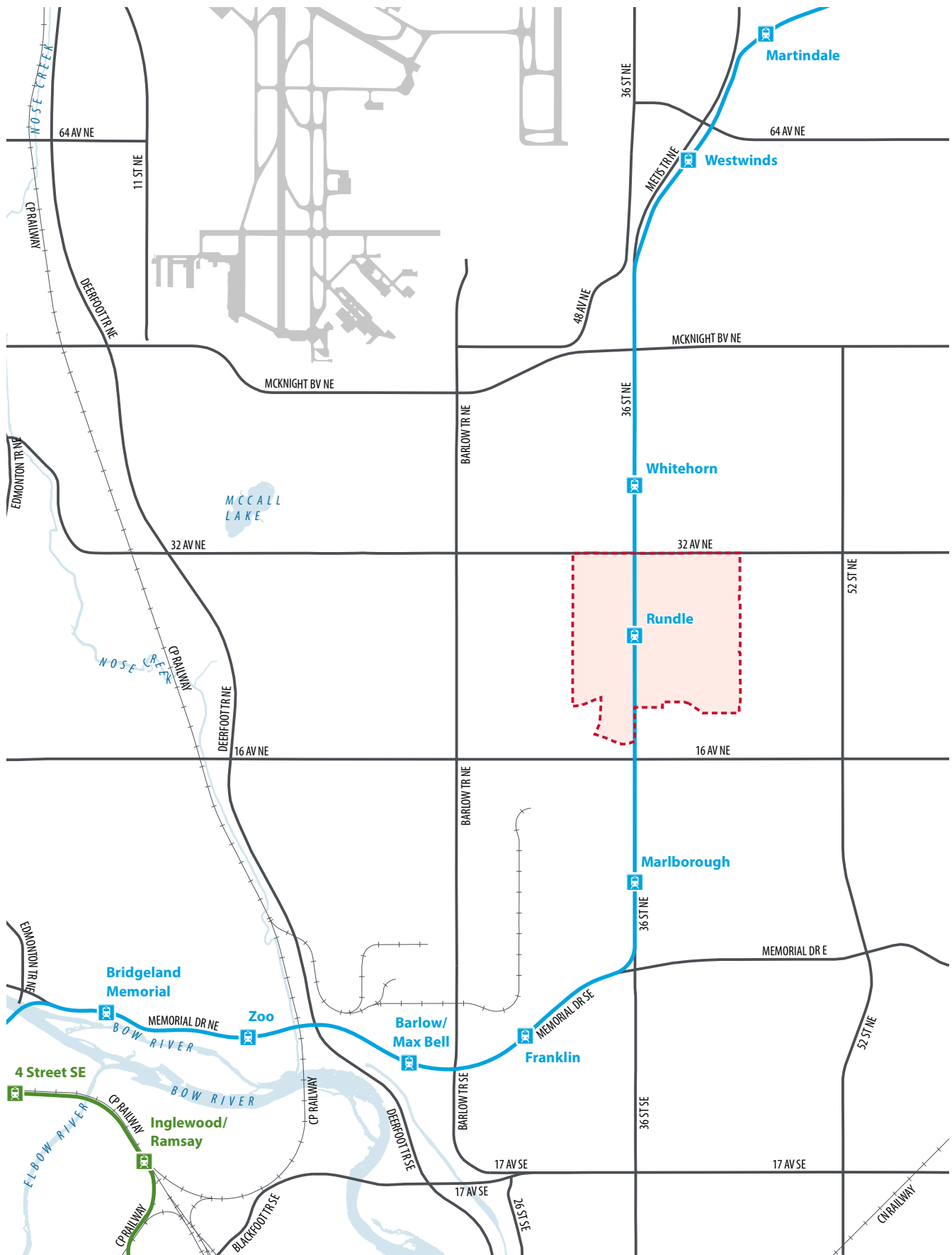


# 2.0 Background

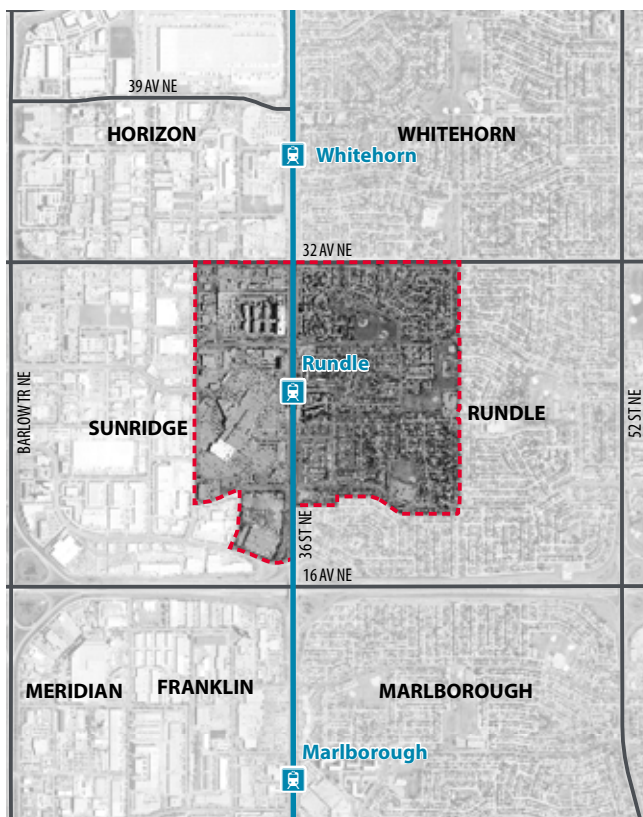


## 2.1 Regional Context

The plan area is located centrally within northeast Calgary, north of 16 Avenue NE (Trans-Canada/Hwy. 1) and south of 32 Avenue NE. 36 Street NE extends north-south through the centre of the plan area and is classified as an arterial street in the Calgary Transportation Plan (CTP). 36 Street NE provides a key north-south connection on the east side of the city and also forms the boundary between the communities of Rundle and Sunridge. Three of The City's northeast "Blue Line" LRT stations (Marlborough, Rundle and Whitehorn) are positioned in the centre of the 36 Street NE right-of-way. Major regional activity drivers within and in the vicinity of the plan area include the Deerfoot Trail and 16 Avenue NE (major people and goods movement corridors), the Calgary International Airport and associated services, the LRT system, the Peter Lougheed Centre, The City of Calgary Inland Port Facilities, and nearby employment centres.



Map 2: Regional Context



Map 3: Plan Area Location

## 2.2 Local Context

The plan area consists of the lands within a 600 metre radius (approximately 10 minute walk) of the Rundle LRT station and other portions of both the Rundle and Sunridge communities as indicated on the map above.

The plan area is home to regionally significant commercial and healthcare facilities including Sunridge Mall and the Peter Lougheed Centre (major hospital). The hospital and the mall are major places of employment in the northeast quadrant of the City, comprising approximately 6,700 professional and service jobs. Employees and users of these facilities drive a considerable amount of activity and transit use within the plan area. The Rundle LRT station is centred within the plan area. The station is within close walking distance (150-300m) of both the mall and the hospital. At the time of writing this plan the Peter Lougheed Centre is the only hospital in Calgary that is currently located directly next to an LRT station.

East of 36 Street NE, the plan area is largely comprised of residential uses. It includes a significant portion of the Rundle community. Lands adjacent to 36 Street NE include comprehensive multi-residential (rowhouse) developments. As you move further east from 36 Street NE the housing form transitions to lower density uses which are primarily single detached dwellings. Overall, the plan area includes a solid base of existing community amenities, including professional medical offices, a grocery store, schools, places of worship, parks and pathways.

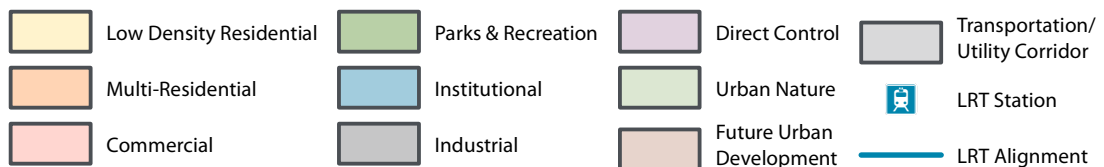
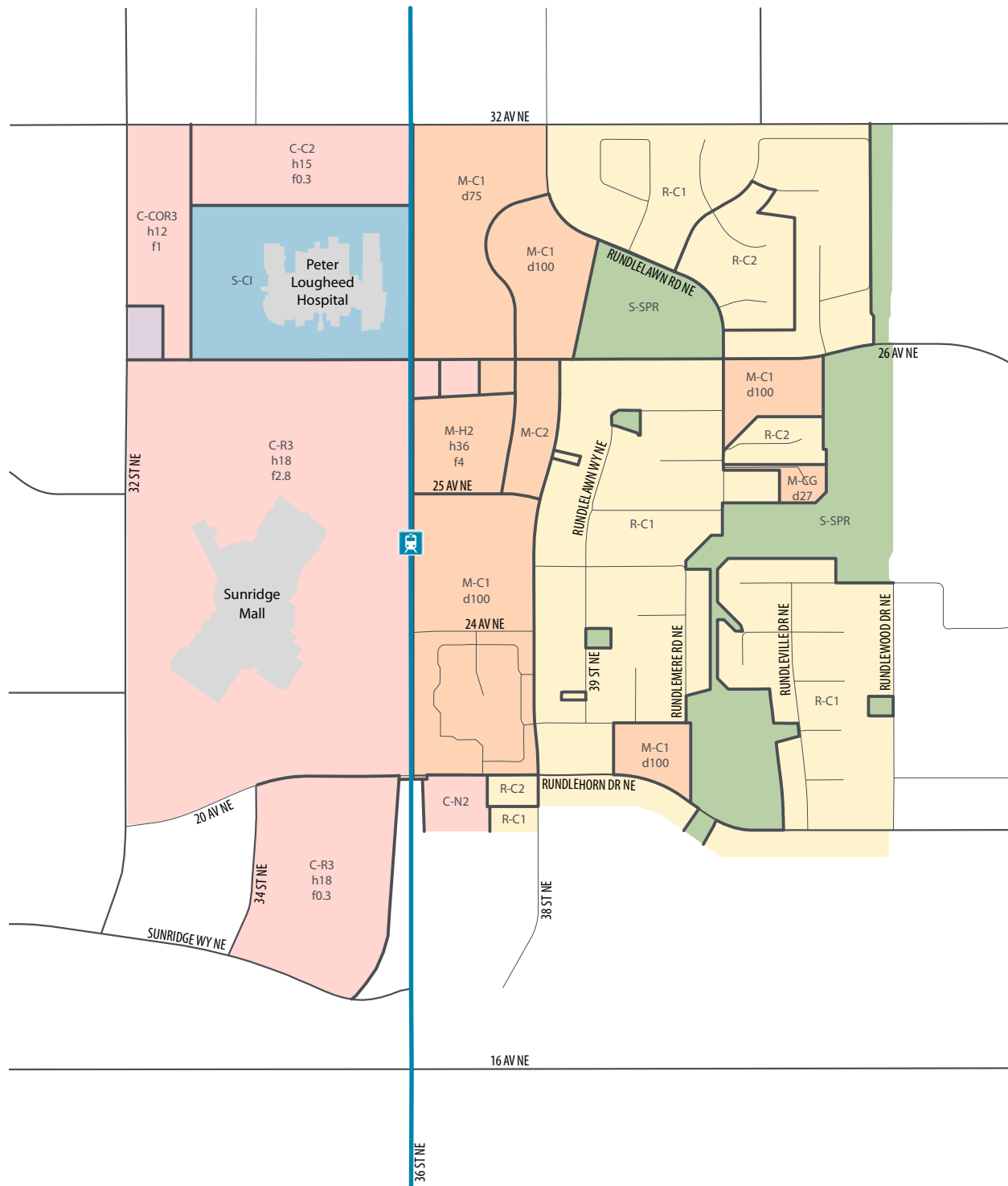


## 2.3 Existing Land Use Designations

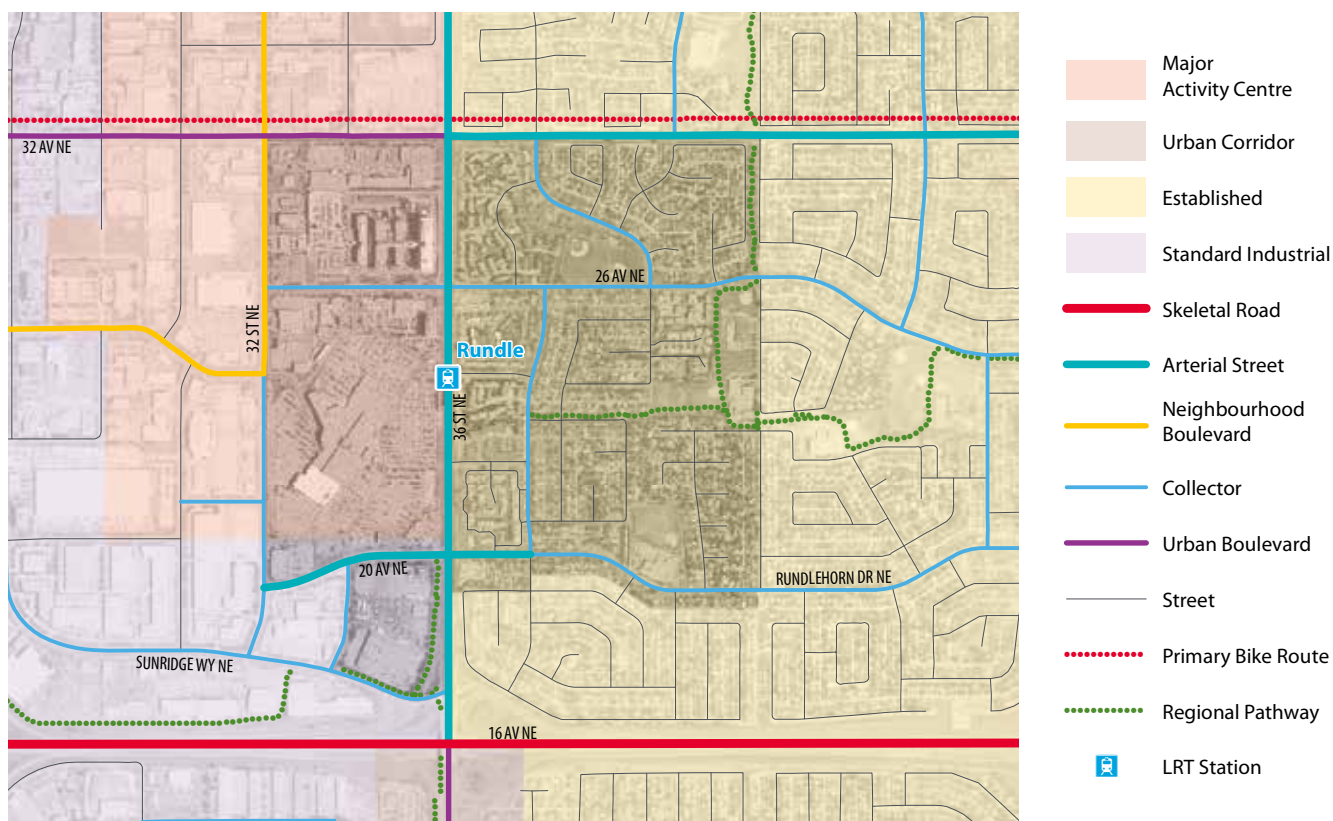
The general form and character of existing development within the plan area is largely representative of the existing land use bylaw designations. West of 36 Street NE the majority of the lands are currently designated for large-scale (big-box) commercial uses. Specifically, this development is guided by regional and community scale commercial land use designations. The Peter Lougheed Centre site is designated as a community institution. Collectively, the existing land use districts west of 36 Street NE facilitate auto-oriented commercial and employment uses, do not allow for residential development and do not generally enable the built form required for TOD.

Directly east of 36 Street NE are a series of large blocks (5 ha+/-) that are designated multi-residential – contextual low profile (e.g., townhouses), to allow for multi-residential development next to 36 Street NE. A large block located at the southeast corner of 36 Street NE and 26 Avenue NE is designated with a High Density – Medium Rise District. This parcel has not yet developed to the extent allowed by this district but has the potential for comprehensive redevelopment when market conditions warrant. The remaining lands east of the large multi-residential blocks are primarily comprised of low density residential districts with some smaller pockets of multi-residential land use designations also interspersed.





Map 4: Existing Land Use Designations



Map 5: MDP Typologies

## 2.4 MDP Typologies

As identified in Section 1.2, this Master Plan is guided by The City's Municipal Development Plan (MDP). The MDP applies a range of typologies to lands within the plan area. These include:

- **Major Activity Centre**  
much of the northwestern portion of the plan area, including the Peter Lougheed Centre and a portion of Sunridge Mall is included within a Major Activity Centre (MAC). MACs are intended to accommodate the highest concentration of population and job growth outside of the centre city and develop as mixed-use destinations that link land use and transit.
- **Standard Industrial**  
a small segment of the southwestern portion of the plan area, including the southern portion of the Sunridge Mall site is within the Standard Industrial Area typology. Standard Industrial areas are intended to preserve and accommodate a range of employment opportunities.
- **Developed Residential – Established**  
the portion of the plan area east of 36 Street NE is within the Developed Residential Area – Established typology. Established residential areas are intended to accommodate modest residential intensification.

## 2.5 Growth Targets

In determining the appropriate scale and extent of redevelopment opportunities to plan for, it is recognized that the land within the plan area is expected to meet several intensity targets established by the various MDP typologies. These targets, when combined and applied are as follows:

	2016 Data	Minimum Target by 2050
<b>Number of Residents</b>	5,614	8,500 (additional 2,886 residents)
<b>Number of Jobs</b>	6,790	8,000 (additional 1,210 jobs)
<b>Intensity</b>	68 people and jobs per hectare	90 people and jobs per hectare

Table1: Intensity Targets

Significant redevelopment will need to take place within the plan area to meet these targets. The community building blocks which are set out in the Master Plan to guide future land use decisions (see Section 6.1) will enable the achievement of these targets over time.

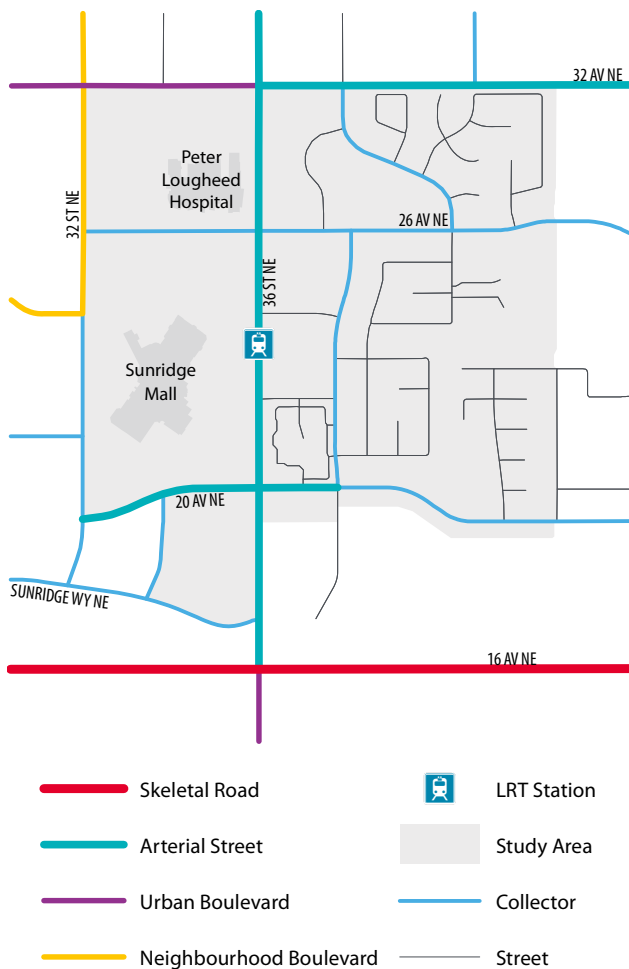
# 3.0 Existing Conditions



## 3.1 Character

The Rundle Area Master Plan applies to significant portions of the existing communities of Rundle and Sunridge. The Sunridge community (which comprises the western portion of the plan area) is generally commercial and industrial in nature and is characterized by auto-oriented building and site design. Buildings generally have large setbacks, with parking located in between buildings and the street. Sidewalks are missing in many locations. The primary feature is Sunridge Mall. Much of the supporting development within Sunridge is retail, with health care providers also located near the Peter Lougheed Centre. Buildings are generally one-storey, except for the Peter Lougheed Centre and the Sunridge Professional Centre, which are significantly taller. Pedestrian activity near the hospital and the mall is high, with lower levels of pedestrian activity towards the western edge of the plan area.

The Rundle community (comprising the eastern portion of the plan area) is generally active and busy near 36 Street NE throughout the day, with the amount of activity decreasing in intensity as one moves farther into the community from the station. The Rundle community consists of a variety of housing types (including single-detached, semi-detached, townhouse, and apartment homes) with the highest density housing located along 36 Street NE. The multi-residential buildings near 36 Street NE are three storeys or lower.

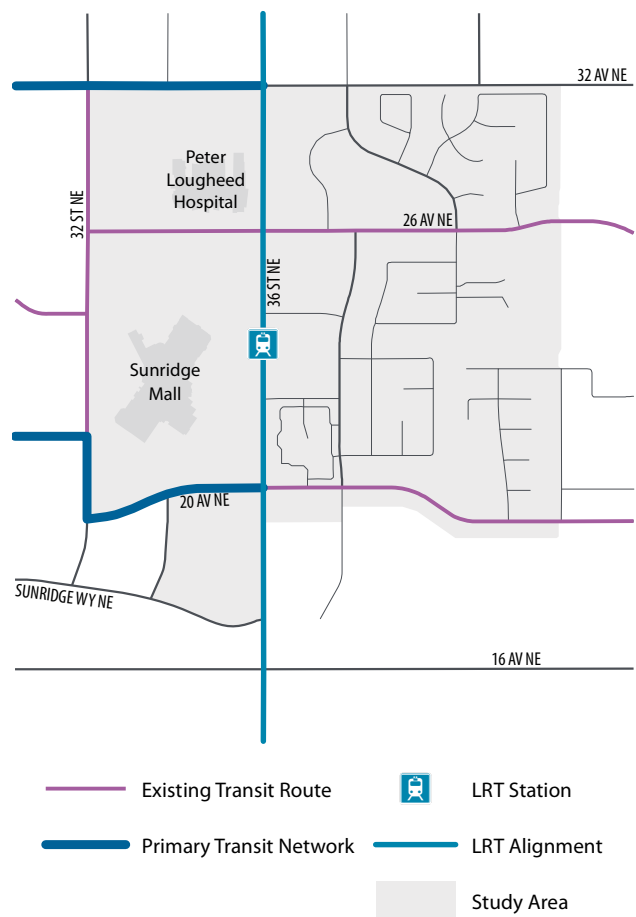


**Map 6: Street Network**

### 3.2 Street Network

The existing transportation network supports many modes of travel, including auto, bus, LRT, pedestrians and bicycle. The street classifications are illustrated on Map 6.

As shown on Map 6, the plan area includes a mix of existing street types. 32 Avenue NE, west of 36 Street NE, is designated as an Urban Boulevard and 32 Street NE and Sunridge Boulevard are Neighbourhood Boulevards. Collector Streets support the residential streets in the area. Connections to the broader area and the LRT are accommodated by 36 Street NE which extends from south of Pegian Trail to Metis Trail, providing linkages from the plan area to the skeletal road network including 16 Avenue NE, McKnight Boulevard, Pegian Trail and via these to Stoney Trail and the Downtown.



**Map 7: Transit Network**

### 3.3 Transit Service

The plan area is well-served by public transit. Customers can quickly and easily reach major destinations such as downtown, the Calgary Zoo, Marlborough and Saddletowne along the Blue Line LRT. Quality bus connections are provided to and from the LRT Station, allowing customers to access major employment destinations to the west and residential communities to the east, as well as Village Square Library/Leisure Centre and Lester B. Pearson High School. Rundle Station will also be served by the North Crosstown Bus Rapid Transit (BRT), beginning in 2018. The North Crosstown BRT will provide more direct travel options from the plan area to the 16 Avenue North corridor, connecting to Foothills Medical Centre, Alberta Children's Hospital, and the University of Calgary. It will also provide direct service from the plan area to the north along 52 Street NE and Falconridge Boulevard, including a stop across the street from the Genesis Centre.





**Map 8: Parks and Open Spaces**

### 3.4 Open Space

The Rundle community is well served by parks and open space, with the overall supply meeting The City's targets for open space provision and good dispersion of open space, ensuring all parts of the portion of the Rundle community that is in the plan area having access to open space.

There are several school sites within the plan area that incorporate sports fields and pathways, including Rundle Elementary (Elementary – Calgary Board of Education), Dr. Gordon Higgins (Junior High School – Calgary Board of Education), and St. Rupert Elementary (Elementary – Calgary Separate School District). These school sites are all linked by the pathway network and offer a good degree of open space connectivity. The plan area also includes sub-neighbourhood parks that provide passive and active recreation opportunities and a neighbourhood park offering well developed little league baseball infrastructure, seating, and a playground. The plan area also has good access to the Village Square Leisure Centre, a major recreation facility.

Over time the Sunridge community has developed as an employment area dominated by commercial, industrial and institutional land uses. As such, public open space has not been historically required in the manner in which is observed in the residential community of Rundle. As a result of this historic development pattern, there is currently no public open space provided within Sunridge.

# 4.0 Opportunities & Constraints

## 4.1 Opportunities

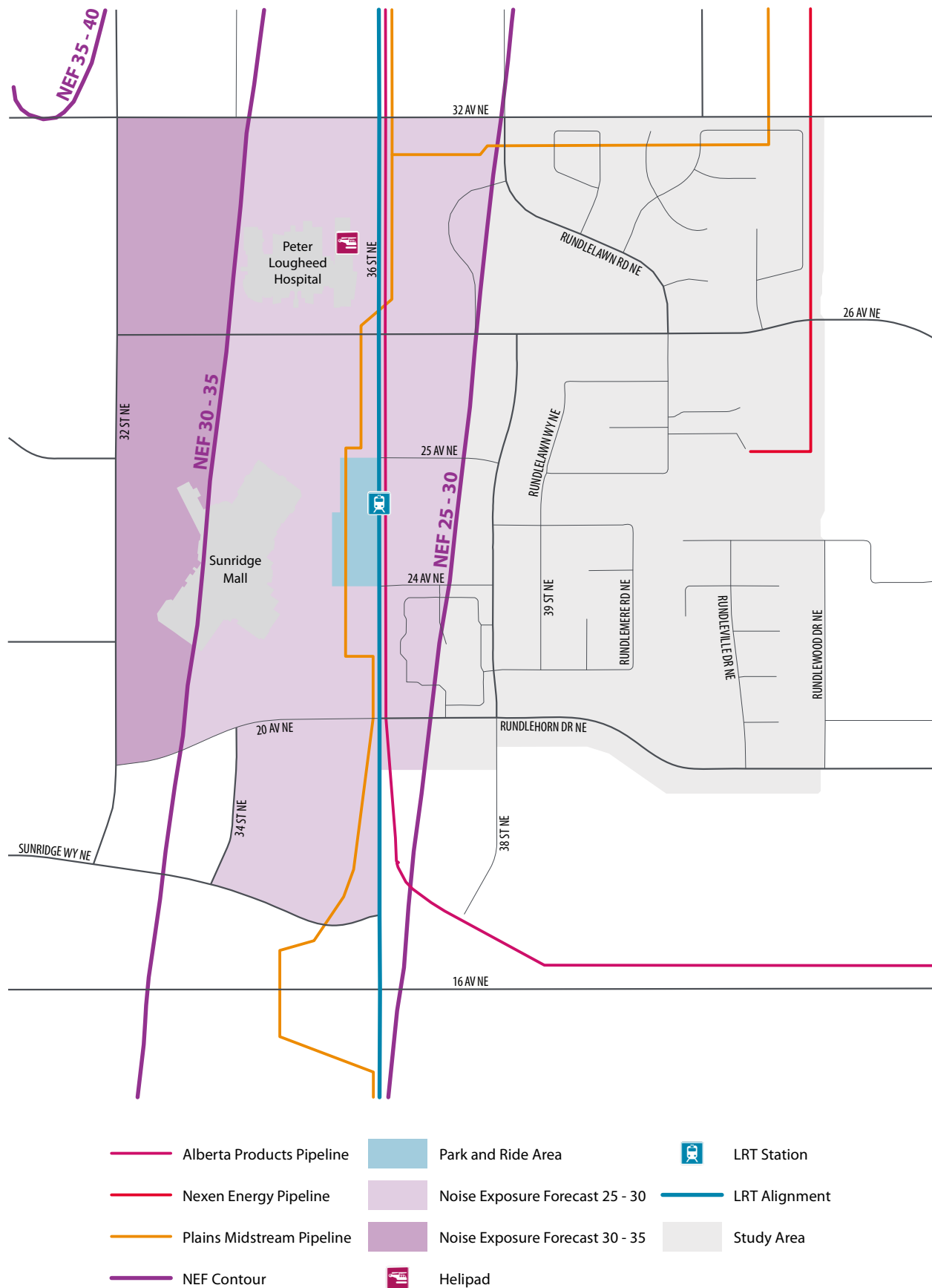
The plan area is well positioned to become a hub for Transit Oriented Development (TOD) in northeast Calgary. Given its locational strengths, physical characteristics and the timing of this Master Plan, the Rundle Station area has the potential to set the tone for future redevelopment along the broader 36 Street NE corridor. With a view to that potential, the plan area possesses many key strengths and assets which will provide a basis for the achievement of the long term vision expressed in subsequent sections of this Master Plan:

1. an existing LRT Station, making the plan area within a 15-minute reach of the downtown and existing and planned employment areas to the north;
2. existing and future bus routes, including the future North Crosstown BRT route, which provide quick access to key regional destinations (e.g., University of Calgary);
3. a major employment node with established institutions and activity drivers such as the Peter Lougheed Centre and Sunridge Mall;
4. a location within reasonable cycling distance to downtown, and well positioned to take advantage of the Primary Cycling network designation of 32 Street NE and regional pathways;
5. an existing identity as a local and regional shopping destination;
6. existing amenities such as schools and parks;
7. large redevelopment blocks under single ownership;
8. older housing stock that will likely require reinvestment to remain viable over the long-term;
9. significant tracts of underutilized land that include large areas of surface parking;
10. a culturally diverse population and business base;
11. a variety of cultural support services and amenities; and
12. relatively affordable housing and real estate opportunities, as compared to many other Calgary communities.

## 4.2 Constraints

The Rundle Station area was originally designed with a different vision and function than the current planning environment would aspire to and, as such, the design and functional realities of the area pose several constraints to TOD. Understanding these constraints will help decision makers to evaluate the overall potential to achieve the vision for the plan area and understand what types of steps and investment are necessary to overcome them. A comprehensive list of such constraints includes:

1. the function and design of 36 Street NE, including the LRT, and the impediments it creates for non-vehicular movements;
2. significant challenges with pedestrian convenience and comfort, particularly regarding crossing 36 Street NE;
3. the physical design of intersections along 36 Street NE which necessitate the traffic signals to include pre-emption for LRT crossings and separate phases to eastbound/westbound vehicles, contributing to significant delays for pedestrian crossing;
4. a lack of open space west of 36 Street NE to support residential development;
5. a lack of immediate economic incentive for redevelopment due to the prevalence of well-performing retail uses, long-term leases and their associated parking and visibility commitments;
6. existence of condominium development east of 36 Street NE, which is difficult to redevelop due to multiple owners;
7. competition from other more established TOD areas, inner-city areas and the downtown for similar forms of residential and office development;
8. emergency flight paths associated with the heliport at the Peter Lougheed Centre and their impacts on building heights;
9. the location and extent of underground utilities and pipelines adjacent to 36 Street NE;
10. the location and extent of the current LRT "Park and Ride" lot; and
11. restrictions on the scale and type of development as related to the area's proximity to the Airport, as a portion of the plan area within the Airport Vicinity Protection Area (Noise Exposure Forecast 25 and 35) as shown on Map 9 Development Constraints.



Map 9: Constraints

# 5.0 Vision & Core Ideas



Figure 2: Plan Area Vision

## 5.1 Vision

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





Figure 3: Rundle Station Plaza Concept

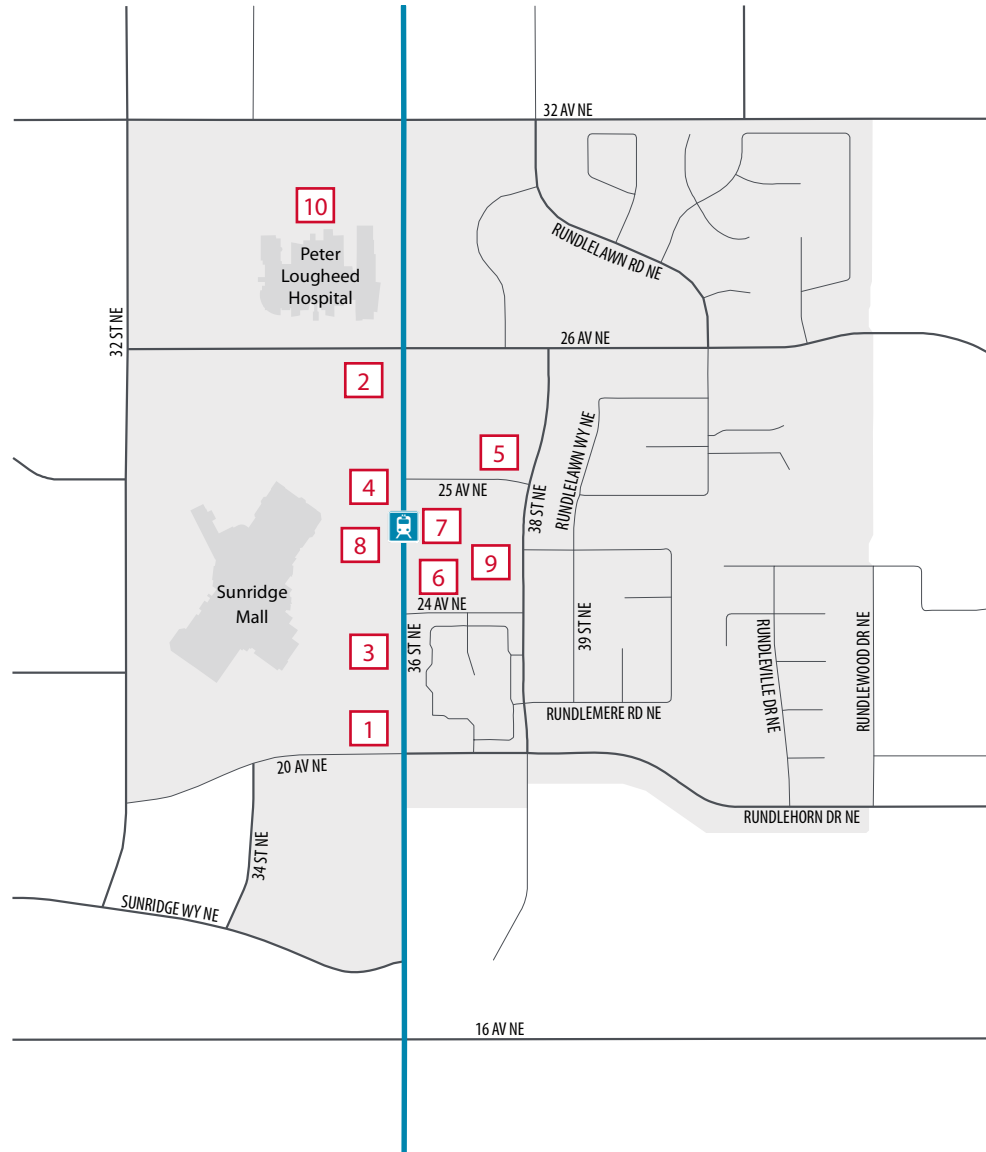


Figure 4: Rundlemere Greenway Concept

## 5.2 Core Ideas

The Rundle Area Master Plan is built around ten core ideas. These core ideas have been identified to move the area in the direction of the long term vision and provide the foundation for more specific concepts that follow. These core ideas embody the goals and objectives of the MDP and include:

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



Map 10: Core Ideas



### 1. Making 36 Street NE a more Complete Street

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



### 3. Providing a comfortable and convenient pedestrian experience

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



### 2. Knitting together development on the east and west sides of 36 Street NE

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



### 4. Intensifying land uses

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





5. Providing appropriate transitions to existing residential areas

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



7. Providing a canvas for public art

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



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

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



8. Incorporating a public plaza and additional green space west of 36 Street NE

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





#### 9. Strengthening connections to Rundle Station

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



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

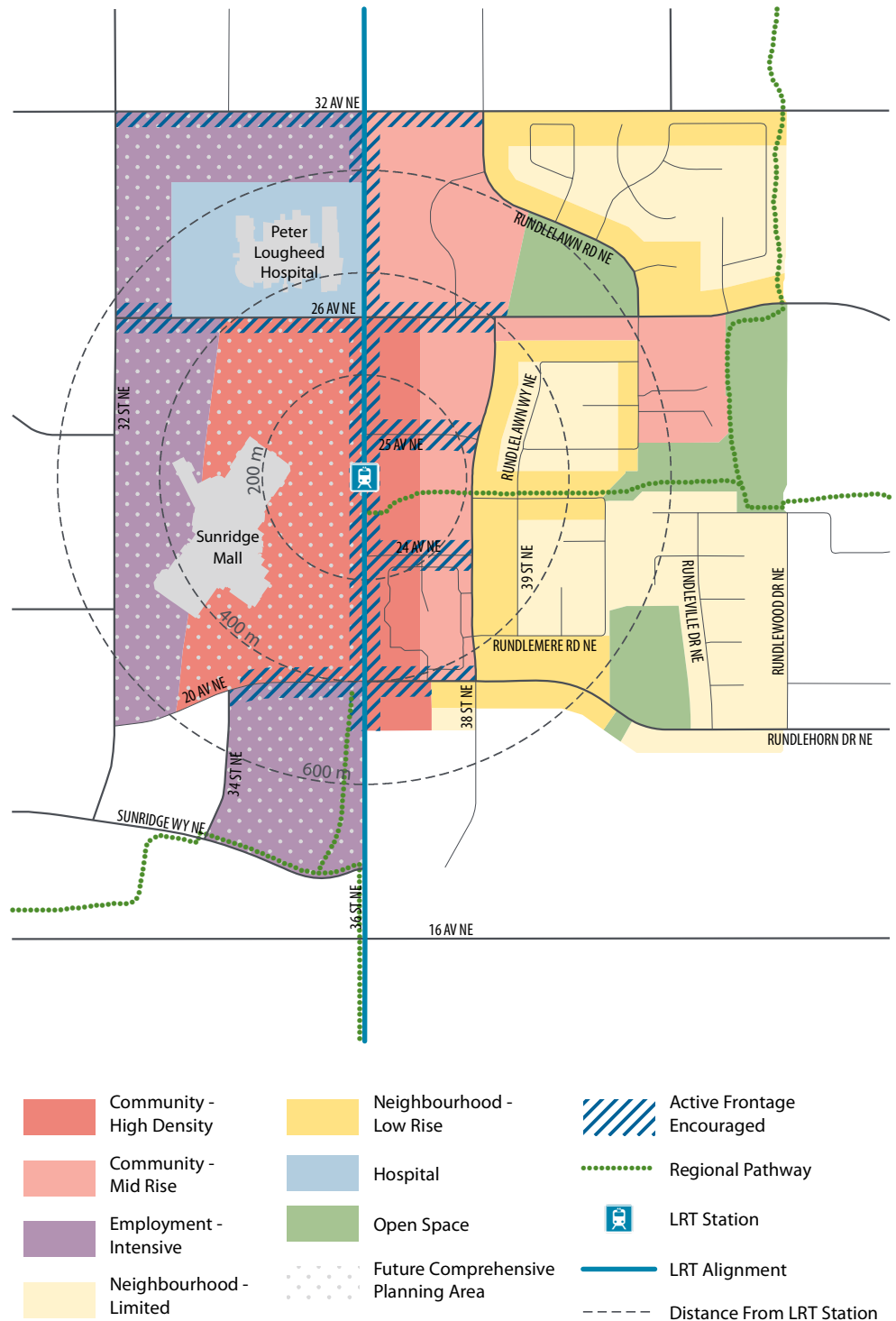
One of the unique attributes and opportunities of the area is the existing Peter Lougheed hospital. It is a major driver for employment and people visiting the area. The Master Plan provides opportunities for new uses to support the hospital such as medical offices and hotels (where allowed by the AVPA). These opportunities will bring more employment to the area on sites adjacent to or in close proximity to the hospital..

# 6.0 Policies

This Master Plan aligns to the Developed Areas Guidebook, which provides direction for redeveloping areas in the city.

## 6.1 Building Blocks

Section 2.0 & 3.0 of the Developed Areas Guidebook provides “community building blocks” from which the land use framework for new local area plans are to be created. Each “building block” contains rules for the types of building forms and land uses allowable. The Rundle Area Master Plan applies these community building blocks to guide future decisions on land use and development applications and ensure development contributes to the long term vision. These building blocks are shown on Map 11: Building Blocks and described in the following section of the plan.



Map 11: Building Blocks



### Community - High Density

Located adjacent to 36 Street NE and the LRT line, the Community – High Density area will have the highest density and will be a destination point along the 36 Street NE corridor. Development within this area is anticipated to incorporate taller (maximum 12 storeys) residential buildings with the potential for commercial/retail uses at ground level. Development should provide a height transition as sites get closer to 38 Street NE as well as comprehensively designed parking and landscaping.



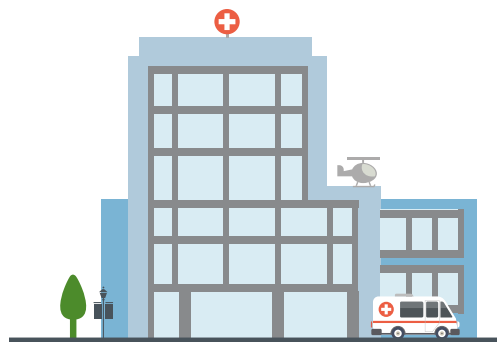
### Employment – Intensive

The Employment – Intensive area will be a high density employment centre. It will include a mix of employment types including retail, office, medical, light industrial and commercial. It applies to most of the land west of 36 Street NE. New development within this area could range from small scale retail business (e.g., coffee shops, restaurants) to larger retail establishments (e.g., malls) to larger-scale developments such as office and medical buildings (where permitted by the AVPA).



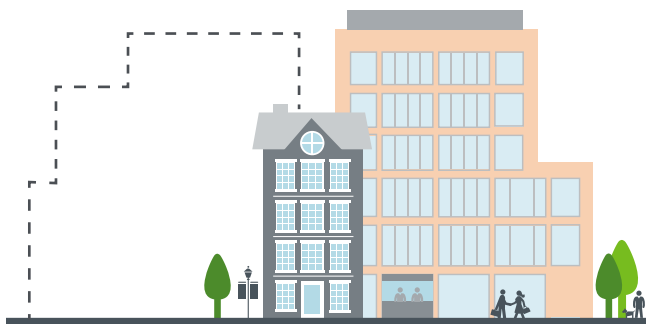
### Community - Mid Rise

The Community – Mid-Rise area is located east of 36 Street NE and will accommodate mid-rise development (approximately 4-6 storeys). This area is intended to be mainly residential with options for retail, office, and institutional uses where appropriate. New development within this area will transition sensitively to adjacent low density areas.



### Hospital

The area identified as Hospital represents the existing Peter Lougheed Centre site. Major redevelopment on this site is not anticipated as part of this Plan.



### Future Comprehensive Planning Area

The Future Comprehensive Planning Area overlay applies to all land west of 36 Street NE (excluding the Peter Lougheed Centre). All development applications must consider impacts to the entire comprehensive area, rather than taking a piecemeal approach. Concept plans showing how the proposed development will fit in with the Master Plan for this area will be required at the development application stage.



### Neighbourhood - Low Rise

The Neighbourhood – Low-Rise area applies along some higher-order residential streets in areas that will see residential densification over the long term as the housing stock ages. This area is intended to accommodate low-rise residential development up to 4 storeys, including townhouses, rowhouses and low-rise apartment buildings.



### Open Space

The Open Space area identifies existing open spaces and parks owned by The City of Calgary. New future open space west of 36 Street NE is not identified on this plan because the extent and location will be determined with future development. However, the concept diagrams and the community framework map show a new station plaza on the west side of 36 Street NE.



### Active Frontage

In active frontage areas, buildings are oriented to the street and promote activity and surveillance through at grade and frequent entries, outdoor seating and a high quality public realm.



### Neighbourhood – Limited

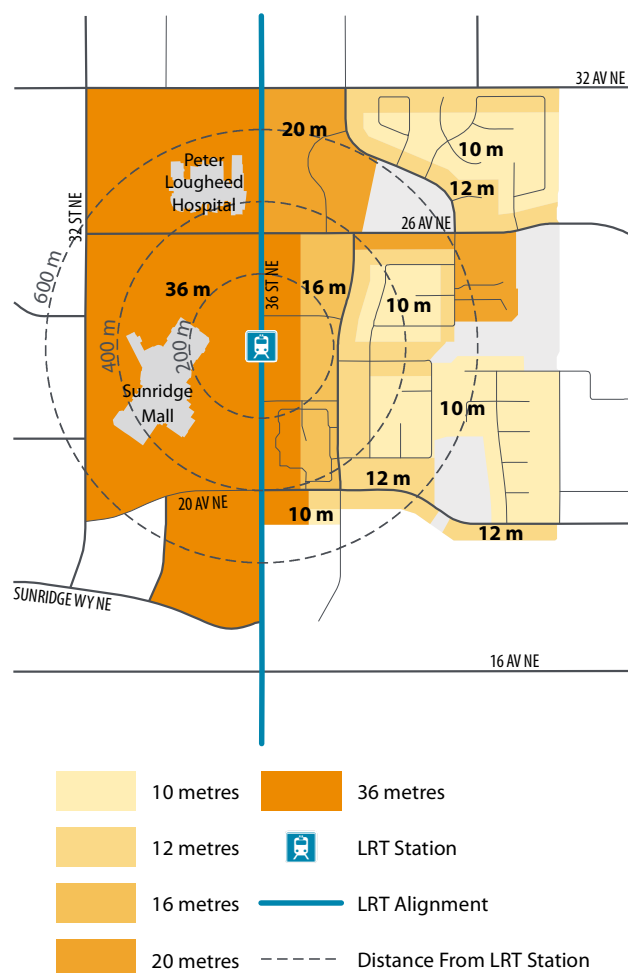
The Neighbourhood – Limited area allows for existing low density residential housing to remain, complemented by sensitive infill housing of a similar scale. Housing may be in a number of types, including single detached, semi-detached, and rowhouse style. This area also supports secondary and backyard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

### General

In order to ensure that development and redevelopment within the plan area contributes to the long term vision articulated in Section 5.1 of this plan, decision makers should have regard for the following general policies:

1. Land use designations should generally align to the building blocks shown on Map 11: Building Blocks and the associated policies within the Developed Areas Guidebook
2. The Neighbourhood - Limited area should allow for single-detached, semi-detached and rowhouse development only. Townhouses should not be permitted within the Neighbourhood-Limited area.





**Map 12: Building Heights**

## 6.2 Maximum Building Heights

The recommended maximum building heights within the plan area are shown in Map 13: Maximum Building Heights. In general, these building heights align with the types of built form allowable in the community building blocks (Section 6.1) while providing consideration for local constraints and the specific vision for the area.

For example, building heights are restricted to 12 storeys in height in the area due to proximity to the airport. Further, the maximum heights deliberately step down east of the LRT station, with the tallest buildings located adjacent to 36 Street NE and a transition provided halfway through the existing multi-residential blocks to minimize massing impact on the 38 Street NE streetscape. The recommended maximum heights step down once again east of 38 Street NE to minimize impact on the wider low-density residential community.

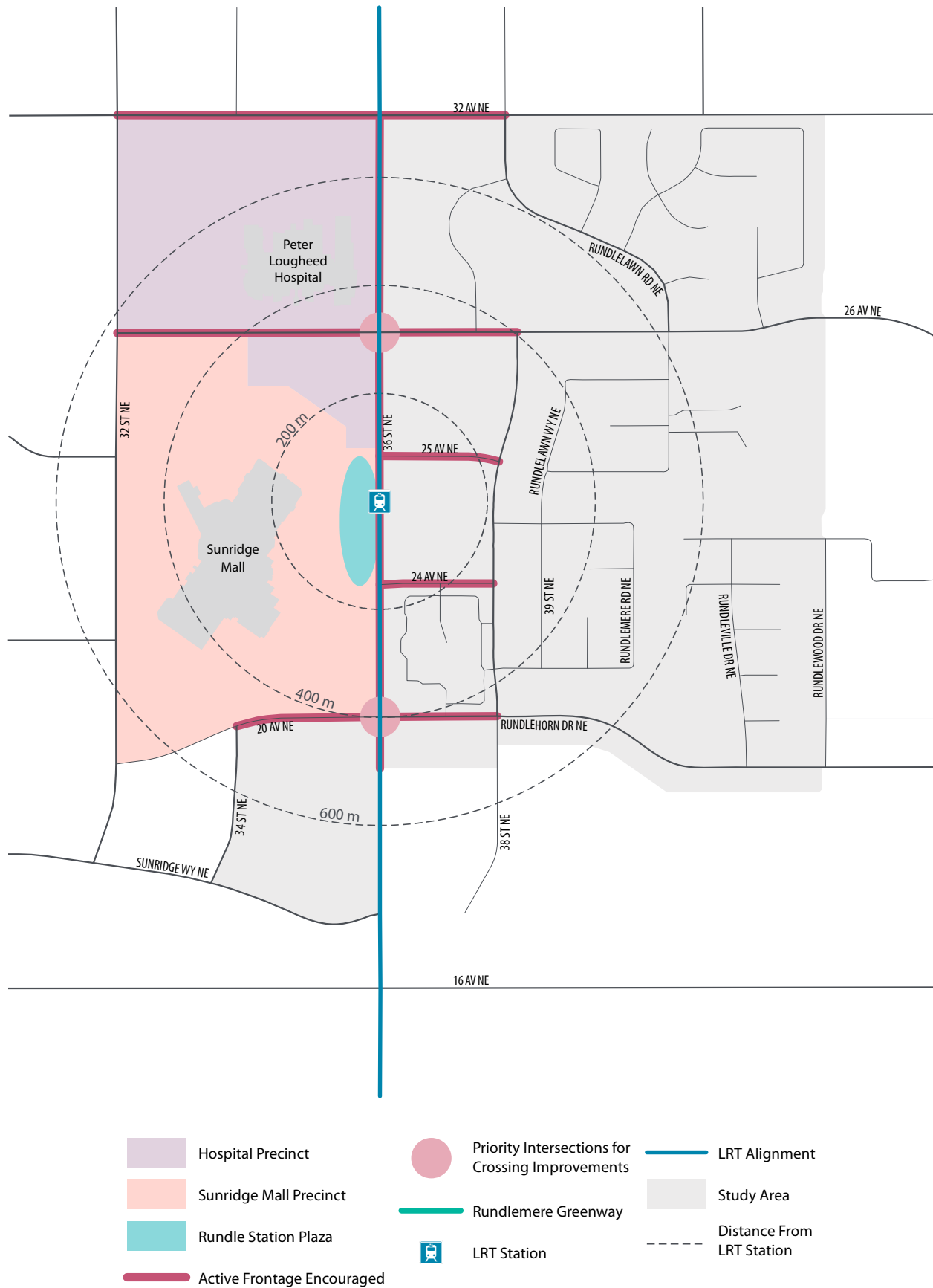
### General

1. Building heights should be no taller than the maximum building heights shown on Map 12: Maximum Building Heights.
2. The determination of appropriate building heights on specific sites should also consider shadow and massing impacts on the adjacent development and the public realm, especially where buildings are located directly adjacent to a public park.
3. New buildings within the Community – High Density area should be a minimum of two storeys.
4. Building heights must respond to constraints regarding proximity to the Calgary International Airport and emergency flight paths associated with the heliport at the Peter Lougheed Centre.

## 6.3 Development Guidelines

### General

1. Development proposals should provide for a high-quality public realm. For larger sites, proposals should incorporate publicly accessible outdoor amenities such as parks, squares, sitting areas and streets.
2. New drive through facilities should be avoided within the plan area.
3. New development should promote excellence, sustainability, creativity and innovation in architecture, landscape, site and overall community design.
4. Public art should be integrated into public spaces such as streets, transit facilities, parks, squares and forecourts, and on the property of public institutions and facilities to help establish an identity for Rundle and a unique sense of place.
5. Trees should be recognized, maintained and planned for as important features of the future neighbourhood's identity and sense of place.
6. To encourage a higher proportion of travel by transit, cycling and walking, particularly during peak commuting times, Transportation Demand Management (TDM) Plans should be developed and implemented for large employment uses in the plan area. These would include policies, targeted programs, innovative mobility services and products that encourage choice of non-auto travel. Examples of TDM program elements may include:
  - a. Ride matching
  - b. Guaranteed ride home programs
  - c. Discounted transit passes
  - d. Carpooling, vanpooling, carshare and bikeshare supports
  - e. Priority carpool parking
  - f. Flexible work hours
  - g. Telecommuting options
  - h. Secure and covered facilities for bike racks
  - i. Change room and shower facilities for commuters by active modes



Map 13: Community Framework

### Hospital Precinct

The following policies apply to the area identified as “Hospital Precinct” in Map 13: Community Framework.

7. Modifications or expansions to the Peter Lougheed Centre should align to the vision of this Master Plan.
8. Health-related land uses and developments will be encouraged within the plan area to further establish it as a health care destination within the city (where permitted by the AVPA).
9. A future grade-separated, indoor pedestrian link between the Peter Lougheed Centre and future redevelopment on the south side of 26 Avenue NE may be considered to allow for more efficient access from the Hospital to future medical offices across the street. If provided, this link should be publicly accessible and should connect to the broader pedestrian network at street level.

### Sunridge Mall Precinct

The following policies apply to the area identified as “Sunridge Mall Precinct” in Map 13: Community Framework.

10. Development proposals on the Sunridge Mall site should demonstrate how they align to this Master Plan and contribute to realizing the vision presented.
11. Proposals for non-transit-supportive uses (e.g., drive-throughs, stand-alone retail pads, etc.) should be carefully considered in terms of their potential impact on the long term vision for the area. Where development of non-transit supportive uses is proposed, applicants should demonstrate how the proposal contributes to the vision and does not compromise the long-term development potential of this area.
12. New development proposals for the mall site should be accompanied/supported by a comprehensive conceptual development plan that includes:
  - a. a new street network through the site (public and/or private), generally laid out in a grid-fashion to facilitate connectivity.
  - b. new public or private streets that meet the general intent of the Complete Streets Policy and Guide.
  - c. a new publicly accessible urban plaza (see section 6.6.1) located in close proximity to the LRT station.
  - d. active edges along 20 Avenue NE, 26 Avenue NE and 36 Street NE, where appropriate.
  - e. consideration of redevelopment potential for the Park and Ride.
  - f. enhanced bicycle and pedestrian connections through the site.

13. Reduced parking requirements for developments on the mall site will be encouraged to facilitate transit-oriented development, as supported by studies and justifications as appropriate.
14. Opportunities for the development of shared parking facilities and for car/bicycle sharing infrastructure are encouraged.
15. Block sizes established through redevelopment on the Sunridge Mall site will be designed to ensure connectivity and support active mobility. Infrastructure and amenities to support these modes of mobility should be incorporated into the neighbourhood and street design.

### LRT Station

16. Renovations to the LRT station should improve accessibility, aesthetics, and the pedestrian experience as it relates to getting to and from the LRT tracks and accessing bus service. They should also reinforce this station’s importance as a visual landmark within the plan area.

### Buildings

17. The scale, massing and materials of new buildings should serve to create architectural interest, support the planned vision for the area and establish a distinct identity and sense of place.
18. The height of buildings should have a proportional relationship to the width of the abutting public right-of-way to achieve a sense of enclosure.
19. High and mid-rise buildings should be designed to express three defined components: a base, middle, and top.
  - a. The base should establish a human-scale façade with windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human scale.
  - b. The middle should be visually cohesive with, but distinct from, the base and top.
  - c. The top should provide a finishing treatment, such as a roof or a cornice treatment, and will serve to hide and integrate mechanical penthouses.
20. Buildings should incorporate green building design and associated sustainable development technologies and techniques.
21. An appropriate transition of building height, scale and massing should be provided between developments of significantly different intensities.





### 36 Street NE

22. The design of 36 Street NE and adjacent private lands should ensure a high-quality pedestrian environment through streetscape improvements, such as:
  - a. wider sidewalks
  - b. street furniture
  - c. lighting
  - d. wayfinding
  - e. provision of a regional pathway, if appropriate
  - f. street trees
  - g. landscaping
  - h. public art
23. Consideration should be given to providing publicly-accessible pedestrian connections through a proposed development site connecting with the pedestrian network on existing and future adjacent sites.
24. For larger-scale projects on deep lots, a grid-based internal road network should be established to facilitate further development/redevelopment over time.
25. For buildings adjacent to 36 Street NE, high quality architectural design that reflects the prominence of this corridor within the city and reinforces the vision of this Master Plan is encouraged.
26. Massing and architecture along 36 Street NE should provide for articulated façades and rooflines, accented main entry points, and generous use of glazing and other façade treatments along sidewalk areas such as weather protection features to support a quality pedestrian environment.
27. Buildings should be sited close to 36 Street NE and be of sufficient height to create a defined street wall.
28. The mass of large buildings fronting the street should be broken down and articulated at grade so that they support a pleasant and interesting pedestrian environment. Large expanses of blank wall should be avoided adjacent to the street and windows, entrances, and other building features that add interest and animation to the street will be encouraged.
29. High-rise buildings (10+ storeys) should be designed with slender towers that reduce shadow impact, minimize the obstruction of views, and are less massive to neighbouring properties. A floor plate of approximately 1,000 square metres is a reasonable target to achieve this goal.
30. Surface parking areas should be located in the rear and interior side yard. Underground parking and structured parking integrated within the building design is encouraged.

## 6.4 Mobility Guidelines

The vision for the plan area includes upgrading the cross-section of 36 Street NE to improve the experience for pedestrians and cyclists in this area, including wider sidewalks, improved cycling connections and improvements to pedestrian crossings to better align with current Complete Streets Policy and Guidelines. It also includes improving pedestrian connections in the general plan area. This section outlines transportation-related policies intended to realize the vision.

### General

1. The planning and design of streets within the plan area should:
  - a. place high priority on the pedestrian and cycling environment;
  - b. provide a variety of safe, convenient, attractive, viable, and accessible mobility choices; and
  - c. provide strong linkages between key origins and destinations.
2. Along major streets, a hard surface should be provided between the curb and buildings to reinforce the urban character of areas that incorporate or are intended to incorporate active frontages, as shown on Map 11: Building Blocks.
3. Sidewalks should be provided adjacent to all new developments with consideration of how pedestrians will move through the site to connect within and beyond the site.
4. The following strategies should be pursued to facilitate improvement to 36 Street NE to support active frontage where possible and to complement TOD:
  - a. As part of future infrastructure replacement, development related improvements or other upgrade work on 36 Street NE, the cross section of 36 Street NE should be evaluated and adjusted based on users' needs for that roadway and to better align with Complete Street Policies and current standards.
  - b. The objectives of this plan should be considered when updating The City's Goods Movement Strategy and the Calgary Transportation Plan.
5. Opportunities to increase the number of crosswalks at signalized intersections should be explored where they can be completed safely without introducing additional or similar operational challenges that are known now.
6. When development related upgrades or lifecycle work is done for streets within the plan area opportunities to upgrade streets to align with Complete Streets Policies and incorporate best practices for traffic control to best facilitate all modes of transportation should be pursued.
7. The design of new streetscapes and the retrofiting of existing streetscapes should support the vision for the plan area and should contribute to its unique identity and sense of place.
8. A coordinated, "big-picture" approach should be taken during the planning and design of streetscape improvements, including the coordination of signage, sidewalks, cycling pathways and cycling amenities such as bicycle parking, tree planting, lighting, parking areas, landscaping and building face improvements, and adjacent public spaces.
9. Curb extensions, narrowing streets, and on-street parking should be explored, among other techniques, for traffic calming throughout the plan area.
10. All streets, and the associated infrastructure, should be designed to include space for appropriately sized street trees with tree canopy coverage that will provide for pleasant pedestrian environments and enhanced aesthetics.
11. The location, configuration, and size of parking areas should be designed to support the long-term vision for the plan area and enhance the experience of pedestrians, transit-users, cyclists, and drivers.
12. In conjunction with stakeholders, the potential to remove or relocate the Park and Ride lot with the aim to redevelop this land in accordance with the community building blocks shown in Section 6.1 should be explored.
13. Any above grade parking structures should be integrated into the design of buildings and screened to ensure the public realm is not negatively affected.
14. Opportunities for sharing and consolidating parking to meet parking requirements should be encouraged in the plan area boundaries.
15. Parking should be located underground for large buildings, such as high-rise residential buildings, office buildings, and mixed-use buildings.



## 6.5 Parks and Open Spaces

### General

1. The supply of public open space in the plan area should be maintained to ensure The City's targets for open space provision continue to be met.
2. Opportunities for adding public open space, or publicly accessible private open space, should be explored.
3. The location, programming, and size of new public or publicly accessible open spaces should have regard for the vision of the area.
4. Existing public open spaces within the plan area should be enhanced to accommodate increases in population density where appropriate.
5. Comprehensive redevelopment of the regional shopping mall site should incorporate a new urban public or publicly accessible private open space that logically flows from the Rundle LRT station, as shown conceptually in on Map 13: Community Framework and further illustrated in Figure 3: Rundle Station Plaza Concept.
6. A variety of mechanisms should be explored to facilitate the provision of new public or publicly accessible private open space, which may require both public and private investment.
7. A variety of mechanisms should be explored to facilitate improvements in existing public open spaces.
8. Other smaller urban parks and open spaces should be included in large scale development proposals across the plan area to create inviting places in new residential neighbourhoods.
9. Opportunities should be sought to create shared park/school complexes and campuses with local school boards and other institutions to maximize the use of these facilities and to coordinate the design of them for mutual benefit, where appropriate.





### 6.6.1 Rundle Station Plaza

A key component of the overall vision for the plan area involves the redevelopment of the existing mall site into a mixed-use node. To make this site more attractive and liveable for potential future users, and to support future potential residential development on the site, a new open space (plaza) should be provided immediately west of the LRT station platform. This new open space will provide a much-needed gathering space and green refuge west of 36 Street NE, will attract activity from the LRT station, and will be a hub of activity. To achieve appropriate levels of activity within this space, it will be publicly accessible. The location of the Rundle Station Plaza is identified on Map 13: Community Framework.

#### General

1. The Rundle Station Plaza ("the plaza") should be designed to:
  - a. be a vibrant space that contains a mix of allowable programming and diverse usage;
  - b. accommodate casual seating areas and public art and serve as a venue appropriate for public gatherings and community events;
  - c. incorporate a mix of hard surfaces and enhanced landscaping components;
  - d. be fully lit for evening use; and
  - e. enable year-round outdoor activity.
2. Buildings adjacent to the plaza should be designed to provide active frontage onto the space to facilitate interaction between the buildings and the plaza.
3. The layout of new streets and mobility connections adjacent to the plaza should allow for easy, safe, and attractive pedestrian access from all parts of the mall site and from the LRT station.



### 6.6.2 Rundlemere Greenway

A pathway system links the eastern portion of Rundle to the LRT station in the vicinity of Rundlemere Road. This pathway provides a critical link for pedestrians and cyclists to move between the residential neighbourhood, the station, the hospital, the regional mall, and destinations beyond. Over time, through redevelopment, the pathway should be enhanced to reinforce its role as a key connection in the community, provide a unique amenity for residents and serve as an organizing element for future development.

#### Policies

1. Development proposals for the site east of the LRT Station will incorporate an active mobility corridor (Rundlemere Greenway) that provides enhanced active mobility connections from 38 Street NE to the east station platform.
2. The Rundlemere Greenway ("the greenway") should be safe, active and reinforce the urban vision of the Master Plan. In this regard, the design of the greenway include:
  - a. an inviting mix of hard surfacing and enhanced landscaping components;
  - b. pedestrian-scaled lighting that enhances night time security;
  - c. casual seating; and
  - d. signage and/or public art that serves to enhance way-finding.
3. Buildings adjacent to the greenway should front onto the greenway and provide direct at-grade entrances to buildings and individual units.



# 7.0 Implementation

Accurate interpretation of the Master Plan is important to achieving the long term vision set out herein. The intent of the following section is to provide guidance for plan implementation including such items as interpretation, limitations, amendment protocol and monitoring.

## 7.1 Interpretation

### Text

1. The South Saskatchewan Regional Plan (SSRP) establishes a long-term vision for the region using a cumulative effects management approach to guide local decision-makers in land use management to achieve Alberta's economic, environmental and social goals. This Plan allows The City to encourage and incentivize more progressive policies related to sustainability and the environment.
2. Where an intent statement accompanies a policy in the Master Plan, it is provided as information only to illustrate the intent and enhance the understanding of the subsequent policies. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.
3. Given the intent of this Master Plan, much of the policy direction relies on "should" statements. The word "should" is explicitly used to further clarify the directional nature of the statement. Policies that use active tense or "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives will comply with MDP and CTP policies, intent and guidelines to the satisfaction of The City with regard to design and performance standards.
4. Policies that use the words "shall," "will," "must" or "require" apply to all situations, without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.

### Maps

5. Unless otherwise specified in this Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and will be interpreted as such. The maps are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the Approving Authority at the time of application.
6. No measurements of distances or areas should be taken from the maps in this Plan.
7. All proposed land use areas, road and utility alignments, and classifications may be subject to further study and may be further delineated at the Outline Plan, Land Use Amendment, or other detailed application stage in accordance with applicable policies.

### Photos and Illustrations

8. All illustrations and photos are intended to illustrate concepts included in the Plan and are not exact representations of an actual intended development. They are included solely as examples of what might occur after implementation of this Plan's policies and guidelines.

### Figure Interpretation

9. Unless otherwise specified within this Plan, the boundaries or locations of any symbols or areas shown on a figure are approximate only, not absolute, and shall be interpreted as such. Figures are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way.
10. Unless otherwise specified within this Plan, where actual quantities or numerical standards are contained within the figure, these quantities or standards shall be interpreted as conceptual only.

### Monitoring, Review and Amendment

11. New concepts and ideas may arise that are constrained by or contradictory to certain policies within this Plan. Where such new concepts and ideas respond to and meet the intent of the vision and core ideas of the plan found in Section 5, or offer a creative solution to a particular problem, amendments may be supported. To make any change to the text or maps within this Plan, an amendment requiring the approval of City Council shall be required.
12. The vision and policies in this Master Plan should be monitored over time in relation to development and infrastructure changes in order to ensure they remain current and relevant. Where determined necessary by Administration, the plan should be updated through an amendment process wherein the amendment requires approval by City Council.

### Plan Limitations

13. Policies and guidelines in this Plan are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose. Detailed site conditions or constraints must be assessed on a case-by-case basis as part of an Outline Plan, Land Use Amendment, Subdivision or Development Permit application.



