

**SCOPING REPORT FOR THE RUNDLE STATION TRANSIT ORIENTED DESIGN (TOD)
AREA (CPC2016-083)**

EXECUTIVE SUMMARY

In response to Council direction, Administration has prepared a Scoping Report for a master planning process for the Rundle Station area. A Master Plan for Rundle Station would provide direction for City staff, landowners, developers and community members to make decisions on Development Permits that align to a common vision for the area. This report presents a scope of work for the Master Plan. A separate item containing the bylaw tabulation for a land use amendment application in the Rundle area is on the same Council agenda as this report to give Second and Third reading of Bylaw 82D2016.

ADMINISTRATION RECOMMENDATION(S)

That Council direct Administration to carry out a master planning process, including a charrette, for Rundle Station as outlined in the project Scope of Work (Attachment 1) and to bring the Master Plan to the Special Policy Committee on Planning and Urban Development no later than 2017 Q2.

PREVIOUS COUNCIL DIRECTION / POLICY

At the 11 April 2016 Public Hearing of Council, the following were moved by Council:

ADOPT, Moved by Councillor Jones, Seconded by Councillor Chabot, that the Calgary Planning Commission Recommendations contained in Report CPC2016-083 be adopted, **after amendment**, as follows:

That Council:

1. ADOPT the proposed redesignation of 3.94 hectares ± (9.73 acres ±) located at 2631 –38 Street NE (Plan 7611338, Block 18, Lots 2 and 3, OT) from Multi-Residential – Contextual Low Profile (M-C1) District, Multi-Residential – Contextual Low Profile (MC1d100) District to Multi-Residential – Contextual Medium Profile (M-C2) District, Multi-Residential – High Density Medium Rise (M-H2f4.0h36) District and Multi-Residential – High Density Medium Rise (M-H2f2.5h16) District, in accordance with Administration's recommendation; and
2. Give first reading to the proposed Bylaw 82D2016.
3. WITHHOLD second and third readings of Bylaw 82D2016 pending community engagement to return to Council, as soon as possible, but no sooner than 2016 May.

MOTION ARISING, AS AMENDED, Moved by Councillor Carra, Seconded by Councillor Colley-Urquhart, that with respect to Report CPC2016-083 and when LOC2014-0063 returns to Council, following the May meeting with the community, that Administration, in consultation with the applicant and the community, bring forward a scoping report for Council that includes (but is not limited to) a charrette or charrette style master planning process, for this site as well as, for the entire Transit Orientated Development (TOD) Area with resourcing agreements between the applicant, The City and other possible

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stakeholders, and timelines and workflow to Calgary Planning Commission for Development Permit Applications.

BACKGROUND

In 2014, a Land Use Amendment application (LOC2014-0063 / CPC2016-083) was submitted to intensify land adjacent to the Rundle Light Rail Transit (LRT) Station to allow for high density residential land uses. Given the close proximity of the site to the LRT station, this application was in line with The City's goals of facilitating Transit Oriented Development because it proposed higher residential densities next to existing transit infrastructure. However, there is no local area plan (e.g., Area Redevelopment Plan or Station Area Plan) in place for the area. This meant that decisions made on the application had to be informed by high-level City policy (e.g., the Municipal Development Plan) without the benefit of more context-specific direction.

Administration and Calgary Planning Commission both recommended approval of the land use amendment application. However, Council deliberated the application and although they agreed with the recommendation in general, further work was considered to be necessary to guide future development permit applications in the area. Therefore, Council gave first reading to the bylaw for the Land Use Amendment application, but withheld second and third reading of the bylaw pending more community engagement. Council then passed a Motion Arising that directed Administration to undertake a scoping report for a master planning process for Rundle Station. This master planning process is to include or be informed by a charrette.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Without a local area plan in place for the Rundle area, decisions on planning applications have to rely on more generic direction only (e.g., the Municipal Development Plan). When evaluating applications for TOD sites, it is helpful to have more context-specific direction to ensure that new developments are aligned to a common vision for an area and that they do not negatively affect existing development and future development opportunities.

Administration looked at best practices regarding master planning, including recent examples of Master Plans prepared for sites in Calgary (e.g., Northland Mall and Deerfoot City). Administration then determined that a charrette process would be the best approach to beginning to master plan the site, and consulted with the Community Association, which is in support of this approach. The charrette would be a full-day workshop with landowners, Community Association representatives, City staff, and other stakeholders. During the charrette, the group would examine community needs, redevelopment opportunities in the area, and constraints. The group would then work collaboratively to create a vision and concepts for the future of the Rundle Station area.

Following the charrette, the vision would be refined and vetted through an internal team made up of representatives from City departments and a stakeholder group composed of external stakeholders (i.e., landowners, community residents, and other stakeholders). The refinement process would be collaborative and iterative, and ultimately City staff would produce a Master Plan document that is highly visual, including maps, graphics and illustrations. It would outline a land use concept, mobility improvements, public realm needs, and other elements as required.

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It is important to note that Master Plans do not have any status under the Municipal Government Act; they can be received by Council for information but are not statutory plans, so their content is not always enforceable. However, Council can direct Administration to use the Master Plan as a reference for evaluating any future land use amendment or development applications in the area, and Master Plans do provide detailed information to encourage and regulate development applications and are a useful tool to be used to prepare for change. Given that the majority of landowners within the station area are not pursuing redevelopment at this time, a master planning approach would provide the best value for time and money, resulting in a common vision for the area to provide context and inform future planning decisions. In comparison, Administration could prepare an Area Redevelopment Plan for the station area, but this would be much more costly in terms of resources and budget required and would take substantially more time to produce.

Administration has not asked the station area landowners to contribute funds to the project, nor has it discussed detailed resourcing asks with the landowners. Community Planning's budget can fund the engagement costs associated with the master planning process as any monetary contribution from the landowners is voluntary and can't be required. Landowners, the Community Association, and other stakeholders (to be identified in conjunction with the Community Association and the Ward Councillor's office) will contribute their time to participate in the process.

Councillor Jones' Motion Arising to withhold Second and Third reading of Bylaw 82D2016 has been clarified by the Councillor and it has been determined by the Councillor that the requirements and intention of this Motion Arising has been satisfied. Therefore, second and third reading of Bylaw 82D2016 can proceed separate from this report.

Stakeholder Engagement, Research and Communication

Administration has contacted the Rundle Community Association and major landowners within the station area and informed them about the possibility of the master planning process, and these parties have agreed to participate should the project move forward. The master planning process is anticipated to be highly collaborative, transparent, and accessible. The Community Association and major landowners have agreed to participate in the process.

The Terms of Reference for the project will be collaboratively developed by the external stakeholder group and City staff, ensuring that all participants agree on the process and know what to expect.

Strategic Alignment

Carrying out a master planning process for Rundle Station would align to The City's goal of creating transit-oriented communities as set out in the Municipal Development Plan. It would align to the goal of fostering community participation in planning processes and will manage the expectations of the community and provide more certainty regarding future development.

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Social, Environmental, Economic (External)

Social

Undertaking a collaborative master planning process would help to build relationships with the Rundle community residents and business-owners. Given that no local area planning has been undertaken in this area, the master planning process would allow for local residents and business-owners to influence redevelopment in their community and to share issues and opportunities they are aware of.

Environmental

If pursued, the Master Plan is anticipated to encourage redevelopment in close proximity to the Rundle LRT Station, thereby locating new jobs and residential units next to existing transit infrastructure. This would likely result in people choosing to take transit and living closer to their work, reducing traffic congestion and vehicle emissions.

Economic (External)

The Master Plan could potentially spark development interest in the area and serve as a catalyst for new investment. This could have economic benefits for landowners in the area, and would make better use of existing transit infrastructure.

Financial Capacity

Current and Future Operating Budget:

City staff time can be dedicated to the master planning process. Community Planning's budget can fund the operating costs for the master planning process, including the need to hire a consultant for engagement work and concept development.

Current and Future Capital Budget:

There are currently no capital budget implications that would result from the master planning process.

Risk Assessment

Not producing a Master Plan could result in piecemeal decision-making, which may not make the best use of land or redevelopment opportunities. Creating a Master Plan for Rundle Station would result in more thoughtfully designed and comprehensively planned developments near this important location in the northeast.

REASON(S) FOR RECOMMENDATION(S):

Creating a Master Plan for Rundle Station would ensure that future developments in the station area will be aligned to a vision for the area that has been developed collaboratively by community residents, landowners, City staff, and other stakeholders. The master planning process will engage the community to ensure that future development in the area reflects community input and addresses the community's needs and priorities. It will also result in better decision-making on planning applications and provide more certainty to prospective developers regarding the future of the area.

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ATTACHMENT(S)

1. Rundle Station Master Plan Scope of Work
2. Letters of Support