

## **Rundle Master Plan Transportation Analysis**

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### **EXECUTIVE SUMMARY**

Administration undertook planning policy work in 2016 and 2017 to develop the Rundle Master Plan that sets the stage for transit-oriented development around Rundle LRT Station. It is a step towards transforming this key location into an even more attractive community and regional destination.

Through the process of creating the Master Plan, Administration had the opportunity to engage external stakeholders (Community and landowners) in the area and many existing multi-modal mobility challenges were identified in the Master Plan area (Attachment 1). These included the existing design (form and function) of 36 Street N.E., competing multi-modal demands, and pedestrian challenges in accessing the LRT station and other destinations. Traffic operations/signal timing and the potential for burying and separating the LRT from other users of 36 Street N.E. were also raised as issues that should be evaluated.

Recommendations for mobility related improvements were made as a part of the development of the Master Plan. Administration had recognized that some ideas raised were not within the scope of the Master Plan and that there was insufficient time to analyze, evaluate and recommend improvements to fully support the vision of the Master Plan and mitigate and improve existing multi-modal issues raised by external and internal stakeholders.

Although the Master Plan has stand-alone value for the guiding role it will provide for redevelopment in the area, the project team had recommended that a scope of work for further transportation study be developed and that the scope should be reported back to Council through the Standing Policy Committee on Transportation and Transit.

### **ADMINISTRATION RECOMMENDATION:**

That the SPC on Transportation and Transit recommends that Council:

1. Receive the Rundle Master Plan Transportation Analysis report for information; and
2. Direct Administration to carry out the recommended Transportation Analysis to inform and support planning policy work to make the Rundle Master Plan a statutory document starting in 2018.

### **PREVIOUS COUNCIL DIRECTION / POLICY**

On 2017 December 18, Council received the Rundle Master Plan (PUD2017-1172) for information and directed Administration to report back through the Standing Policy Committee on Transportation and Transit, by 2018 May with a scope of work to further evaluate and develop an implementation plan for multi-modal transportation infrastructure needed to further support realization of the Master Plan.

### **BACKGROUND**

The identification of need for and preparation of a scope of work for transportation analysis resulted from engagement and feedback from external (Community and Landowner) and internal (multi-departmental) stakeholders as a part of developing the Rundle Master Plan. Work

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on developing the scope of work began in 2018 January, following the Master Plan being received by Council in 2017 December.

### **INVESTIGATION: ALTERNATIVES AND ANALYSIS**

Administration reviewed feedback from all stakeholders and has identified the following scope of work to inform and support the Master Plan planning work:

- Reviewing classification and cross section for 36<sup>th</sup> Street N.E. to better support the transit-oriented development vision for the area
- Investigating a potential grade separated active modes connection from the north end of the Rundle LRT station to the west side of 36 Street N.E. that gets transit users closer to the hospital
- Develop a strategy to identify gaps in sidewalk and pathway connections and upgrade street cross sections to current complete streets standards, in conjunction with lifecycle work, developer funding or other funding source
- Review traffic operational challenges with 36<sup>th</sup> Street N.E. and the LRT and develop solutions including equipment upgrades and geometric improvements
- Review on-street parking operations and parking requirements for private sites in the Plan area to develop strategies to reduce spillover parking in residential areas and efficiently manage on-street parking spaces
- Analyze the long term multi-modal impact (pedestrian, cycle, transit and vehicle) of proposed land use with the Regional Transportation Model (RTM)

The above work, if approved, would be carried out by Transportation staff. The timing of this work also provides an opportunity to update land use and supporting information in the Plan area, in conjunction with the planning policy work to make the Master Plan statutory. Completion of this work is estimated at approximately 6 months to appropriately analyze and develop a multi-modal improvement plan to support the long-term vision of the Master Plan.

The proposed scope of work does not include evaluating the potential for burying the LRT within 36 Street N.E. as this would require significantly more work. This would include the above-mentioned work, as well as undertaking a functional level corridor study of 36 Street N.E., which would require funding (>\$100,000.00) to hire an external consultant and is estimated at 12 to 18 months to complete.

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### **Stakeholder Engagement, Research and Communication**

Administration engaged with key internal and external stakeholders in 2016 and 2017 as a part of the Rundle Master Plan to understand the existing mobility challenges in the Rundle station area. Administration has engaged in cross-departmental conversations since the Master Plan was received for information by Council in 2017 December, to develop a scope of work to support the long-term vision of the Master Plan and mitigate existing mobility challenges within the Rundle LRT Station area.

A future coordinated communication plan will be developed based on the findings of the transportation analysis and scale of the anticipated impacts to area residents, businesses and other stakeholders.

### **Strategic Alignment**

This study aligns with: the Calgary Transportation Policy (CTP), Municipal Development Plan (MDP) and the 2020 Sustainability Direction. It aligns with:

- CTP Goal 2: Promote safety for all transportation system users.
- CTP Goal 4: Transit, walking and cycling as preferred mobility choice for more people.
- MDP Policy 2.2.2.a: Increase development densities in proximity of Primary Transit.
- Sustainability Principle for Land Use and Mobility 2: Create walkable environments.
- Sustainability Principle for Land Use and Mobility 4: Provide a variety of transportation options.

### **Social, Environmental, Economic (External)**

Engagement within the Rundle Master Plan process provided opportunities for citizens and others to identify areas of improvement in their neighbourhood and inform recommendations for the mobility network to better support the City's goals to increase development densities in proximity to Primary Transit.

### **Financial Capacity**

#### ***Current and Future Operating Budget:***

The completion of the transportation analysis has operating budget implications as staff time will be required to undertake analysis and develop mobility related recommendations to support the long-term vision of redevelopment around the Rundle LRT Station area.

#### ***Current and Future Capital Budget:***

The completion of the transportation analysis has no immediate capital budget implications. However, should it be determined that realizing the vision outlined in the Master Plan is a priority for Council, it is possible that capital budget implications will result from a need to invest in transportation-related and public realm improvements to support transit-oriented development (to be determined with further study).

### **Risk Assessment**

Not pursuing the transportation-related recommendations included in this report would mean that although the Master Plan may be made a statutory policy starting in 2018, there would be

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no specific direction on developing an implementation plan for multi-modal transportation infrastructure needed to further support realization of the Master Plan.

#### **REASON(S) FOR RECOMMENDATION(S):**

The proposed scope of work for further transportation analysis of this section of 36 Street N.E. will capture and balance multi-modal transportation initiatives needed to further support the vision of the Rundle Master Plan, CTP, and MDP. Realization of this vision will take full advantage of the primary transit infrastructure in the area and under-utilized potential of this Major Activity Centre.

#### **ATTACHMENT(S)**

Attachment 1 – Rundle Master Plan and Transportation Analysis Boundary