



AGENDA

CALGARY PLANNING COMMISSION

November 7, 2024, 1:00 PM

ENGINEERING TRADITIONS COMMITTEE ROOM

Members

Director T. Goldstein, Chair
Director T. Mahler, Vice-Chair
Councillor G-C. Carra
Councillor R. Dhaliwal
Commissioner L. Campbell-Walters
Commissioner J. Gordon
Commissioner N. Hawryluk
Commissioner C. Pollen
Commissioner S. Small
Commissioner J. Weber
Mayor J. Gondek, Ex-Officio

SPECIAL NOTES:

Public are encouraged to follow Council and Committee meetings using the live stream [Calgary.ca/WatchLive](https://calgary.ca/WatchLive)

Members may be participating remotely.

1. CALL TO ORDER
2. OPENING REMARKS
3. CONFIRMATION OF AGENDA
 - 3.1 DECLARATIONS - CONFLICT OF INTEREST
4. CONFIRMATION OF MINUTES
None
5. CONSENT AGENDA
 - 5.1 DEFERRALS AND PROCEDURAL REQUESTS
None

6. POSTPONED REPORTS
(including related/ supplemental reports)

None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

7.1 DEVELOPMENT ITEMS

None

7.2 PLANNING ITEMS

7.2.1 Outline Plan, Policy and Land Use Amendment in Bayview (Ward 11) at multiple addresses, LOC2023-0130, CPC2024-1067

7.3 MISCELLANEOUS ITEMS

None

8. URGENT BUSINESS

9. CONFIDENTIAL ITEMS

9.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

None

9.2 URGENT BUSINESS

10. BRIEFINGS

None

11. ADJOURNMENT

Outline Plan, Policy and Land Use Amendment in Bayview (Ward 11) at multiple addresses, LOC2023-0130

RECOMMENDATION:

That Calgary Planning Commission:

1. Forward this report (CPC2024-1067) to the 2024 December 03 Public Hearing Meeting of Council; and
2. As the Council-designated Approving Authority, approve the proposed outline plan located at 1600 and 1630 – 90 Avenue SW and 9045 – 14 Street SW, (Plan 8311942, Blocks 1, 3 and 4) to subdivide 5.72 hectares \pm (14.13 acres \pm) with conditions (Attachment 2).

That Calgary Planning Commission recommend that Council:

3. Adopt, by resolution, the proposed Glenmore Landing Land Use and Design Framework (Attachment 3); and
4. Give three readings to the proposed bylaw for the redesignation of 2.38 hectares \pm (5.88 acres \pm) located at 1600 and 1630 – 90 Avenue SW and 9045 – 14 Street SW, (Plan 8311942, Blocks 1, 3 and 4) from Commercial – Community 2 f0.34h10 (C-C2f0.34h10) District and Special Purpose – Community Service (S-CS) District to Commercial – Community 2 f0.34h10 (C-C2f0.34h10) District, Multi-Residential – High Density High Rise (M-H3f5.75h65) District, Multi-Residential – High Density High Rise (M-H3f6.75h65) District, Multi-Residential – High Density High Rise (M-H3f9.0h96) District and Special Purpose – School, Park and Community Reserve (S-SPR) District.

HIGHLIGHTS

- This application seeks to establish a subdivision framework, a non-statutory land use and design framework and redesignate lands in the community of Bayview to enable a comprehensive transit-oriented residential and mixed-use development adjacent to the 90 Avenue SW Station served by the MAX Yellow Bus Rapid Transit (BRT) line.
- The proposal is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Calgary Transportation Plan* (CTP).
- What does this mean to Calgarians? Approval of this application would enable compact redevelopment adjacent to an existing BRT line and station, creating increased housing choice and diversity, as well as retail and commercial opportunities. Furthermore, this application would set out a future vision for the long-term redevelopment of the existing Glenmore Landing Shopping Centre.
- Why does this matter? Through the proposed land use districts and the Glenmore Landing Land Use and Design Framework, the existing shopping centre and adjacent lands would redevelop over time into a vibrant, mixed-use transit station area that will contribute to Calgary's overall economic health by providing housing for residents as well as new commercial and employment opportunities in close proximity to existing transit and mobility options.

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- On 2015 February 9, Council directed Administration to work collaboratively with the owner of the Glenmore Landing Shopping Centre to explore the disposition of surplus City owned lands to be included in a comprehensive plan for redevelopment, including opportunities for the provision of non-market housing ([NM2015-02](#)). On 2024 January 30, Council received Administration's report entitled 'Summary of Public Advertisement Feedback and Request for Approval' ([IP2024-0065](#)) and authorized its recommendations. This related to the sale of City-owned lands (1630 – 90 Avenue SW and 9045 – 14 Street SW) to the owner of the shopping centre.
- No development permit application has been submitted at this time.

DISCUSSION

This application, located in the southwest community of Bayview, was submitted by Urban Systems Ltd on behalf of the landowners, The City of Calgary (Real Estate & Development Services) and CTDC #1 Alberta Ltd (Andrew Duncan) on 2023 May 12. The site is currently developed with approximately 13,500 square metres (146,000 square feet) of commercial, retail and office space.

As referenced in the Applicant Submission (Attachment 4), this application seeks approval of an outline plan, the Glenmore Landing Land Use and Design Framework and a land use amendment to facilitate a comprehensive transit-oriented residential and mixed-use development adjacent to the existing MAX Yellow BRT line and 90 Avenue SW Station. The Proposed Outline Plan (Attachment 5) and the associated Proposed Land Use District Plan (Attachment 6) are anticipated to accommodate 1,165 new residential units, as shown in the Proposed Outline Plan Data Sheet (Attachment 7). The outline plan also has an anticipated density of 203 units per hectare (82 units per acre) and will create an anticipated 354 jobs.

The proposed Glenmore Landing Land Use and Design Framework (Attachment 3) establishes a non-statutory policy document that will guide the comprehensive redevelopment and evolution of the site into a transit station area which will bring people together in a well-connected, integrated, and active urban hub, centered around a High Street. The proposed land use districts allow for a mix of residential, retail and commercial uses, as well as a new designation of existing City-owned land from the Special Purpose – Community Service (S-CS) District to the Special Purpose – School, Park and Community Reserve (S-SPR) District.

The application proposes a mix of housing types, aligns with the Notice of Motion to provide affordable housing, and exceeds the minimum threshold of 100 people or jobs per gross developable hectare within walking distance of a BRT station.

A detailed planning evaluation of the application, including location maps and site context, is provided in Attachment 1, Background and Planning Evaluation.

ENGAGEMENT AND COMMUNICATION

- Outreach was undertaken by the Applicant
- Public/interested parties were informed by Administration

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Applicant-Led Outreach

As part of the review of the proposed application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. The detailed breakdown of the engagement efforts undertaken by the applicant can be found in the Applicant Outreach Summary (Attachment 8).

City-Led Outreach

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on site and published [online](#). Notification letters were also sent to adjacent landowners.

Administration received 23 responses in support, nine responses of neutrality and 428 responses in opposition to the proposed development from the public. Furthermore, a petition with 64 signatures in opposition to the proposed development has been received. A summary of comments received can be found in the 'City-Led Outreach' section of Attachment 1.

The Palliser Bayview Pumphill Community Association provided three letters in opposition on 2024 July 21, 2023 November 12 and 2023 July 5, which can be found in Attachment 9. The Haysboro Community Association provided two letters in opposition on 2024 July 22 and 2023 December 20, which can be found in Attachment 10. The Chinook Park - Kelvin Grove - Eagle Ridge Community Association provided two letters in opposition on 2024 September 10 and 2024 July 22, which can be found in Attachment 11. The Oakridge Community Association provided a letter in opposition on 2024 September 16, which can be found in Attachment 12.

The reasons cited by the Palliser Bayview Pumphill, Haysboro, Chinook Park - Kelvin Grove - Eagle Ridge and Oakridge Community Associations can be found in the 'City-Led Outreach' section of Attachment 1.

Administration worked with the applicant to address concerns raised by local residents and the Community Associations. Building heights were significantly reduced from 115 metres to a maximum of 96 metres and were also adjusted throughout the site to mitigate potential shadowing impacts on adjacent communities, as well as the natural areas and public pathways to the north and west in South Glenmore Park. To support the increased density proposed, several on-site and off-site mobility improvements to the multi-modal transportation network, including walking and wheeling connections, are proposed. More detail about these improvements is provided in Attachment 1. Furthermore, the proposed Glenmore Landing Land Use and Design Framework (Attachment 3) provides long term direction for the design, layout and public realm to be provided across the site throughout its development over time. A summary of changes made to the application since the completion of formal public engagement in December 2023 is provided in Attachment 13.

Following full consideration of all applicable planning considerations, the public concerns raised, the applicant's responses and changes made to the application during its review, Administration has determined the proposal to be appropriate. Redevelopment of under-utilized land adjacent to an existing BRT station to provide residential units and a future redevelopment of the existing

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shopping centre will make efficient use of existing infrastructure and support the MAX Yellow BRT. Should the proposed M-H3 land use districts be approved, the number of units, number of buildings, height, massing and design of buildings, vehicular and pedestrian access and safety, number and location of parking stalls for residents and visitors, loading stalls and waste and recycling facilities will be reviewed and determined at the development permit stages.

Following Calgary Planning Commission, notifications for a Public Hearing of Council for the land use amendment application will be posted on-site and mailed out to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

IMPLICATIONS

Social

The proposal would enable housing and employment opportunities in the established area, providing Calgarians with more choices for where to live and work. It would also align with Council direction from the 2015 Notice of Motion and the *Home is Here – The City of Calgary's Housing Strategy 2024-2030*, by increasing housing supply and by providing affordable housing options within the future development. The adjacent BRT line and existing 90 Avenue SW Station, improved mobility networks within and surrounding the site and new local amenities would all improve the existing site conditions and support quality of life for existing and future residents, as well as for the adjacent communities.

Environmental

The applicant has indicated that they plan to pursue measures as part of future development permit applications which could align with the objectives of the *Calgary Climate Strategy – Pathways to 2050*. The intensification of development and realization of TOD on this site could help reduce greenhouse gas emissions compared to existing development and by reduced dependence on driving. More information can be found in Attachment 1.

Economic

The ability to develop a variety of housing types as well as new retail and commercial uses would contribute to Calgary's overall economic health by providing housing for residents and employment opportunities adjacent to the BRT line and 90 Avenue SW Station.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

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ATTACHMENTS

1. Background and Planning Evaluation
2. Proposed Outline Plan Conditions of Approval
3. Proposed Glenmore Landing Land Use and Design Framework
4. Applicant Submission
5. Proposed Outline Plan
6. Proposed Land Use District Plan
7. Proposed Outline Plan Data Sheet
8. Applicant Outreach Summary
9. Palliser Bayview Pumphill Community Association Responses
10. Haysboro Community Association Responses
11. Chinook Park - Kelvin Grove - Eagle Ridge Community Association Responses
12. Oakridge Community Association Response
13. Summary of Changes made to the Application since December 2023

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southwest community of Bayview at the northwest junction of 14 Street SW and 90 Avenue SW. It comprises three parcels, totaling 5.72 hectares ± (14.13 acres ±) of land. The existing Glenmore Landing Shopping Centre is 4.21 hectares ± (10.40 acres ±) in size, was developed in the 1980s and comprises a mix of commercial, retail and office space amounting to a total of approximately 13,564 square metres (146,000 square feet). It is currently designated as the Commercial – Community 2 f0.34h10 (C-C2f0.34h10) District. Surrounding the Glenmore Landing Shopping Centre to the south and east is the Special Purpose – Community Service (S-CS) District, amounting to 1.51 hectares ± (3.73 acres ±) of land.

The Special Purpose – School, Park & Community Reserve (S-SPR) District lies directly to the north, the Special Purpose – Recreation (S-R) District lies directly to the northwest and the Special Purpose - Community Service (S-CS) District lies to the west. Heritage Park is located further to the north, the communities of Pump Hill to the south, Bayview to the west and Haysboro to the east.

The MAX Yellow (Route 304) northbound (Woodpark/City Centre) Bus Rapid Transit (BRT) line and 90 Avenue SW Station lie directly to the east of the site and therefore the site is within a transit station area. Pedestrians and cyclists can access the site from the BRT station, the pedestrian bridge on 14 Street SW to the east and from South Glenmore Park to the west. The site lies adjacent to a regional pathway on 90 Avenue SW, which ties into the existing network around South Glenmore Park. A future Always Available for all Ages and Abilities (5A) Network is planned for 14 Street SW to the east of the site.

Vehicular access to the site is from two locations along 90 Avenue SW. The furthest west lies at the signalized junction at 16 Street SW. The mid-block access along 90 Avenue SW is a right-in, right-out access. There is an additional access located closest to the eastern junction of 14 Street SW and 90 Avenue SW which is for emergency access only, with a bollard preventing general vehicular access.

Community Peak Population Table

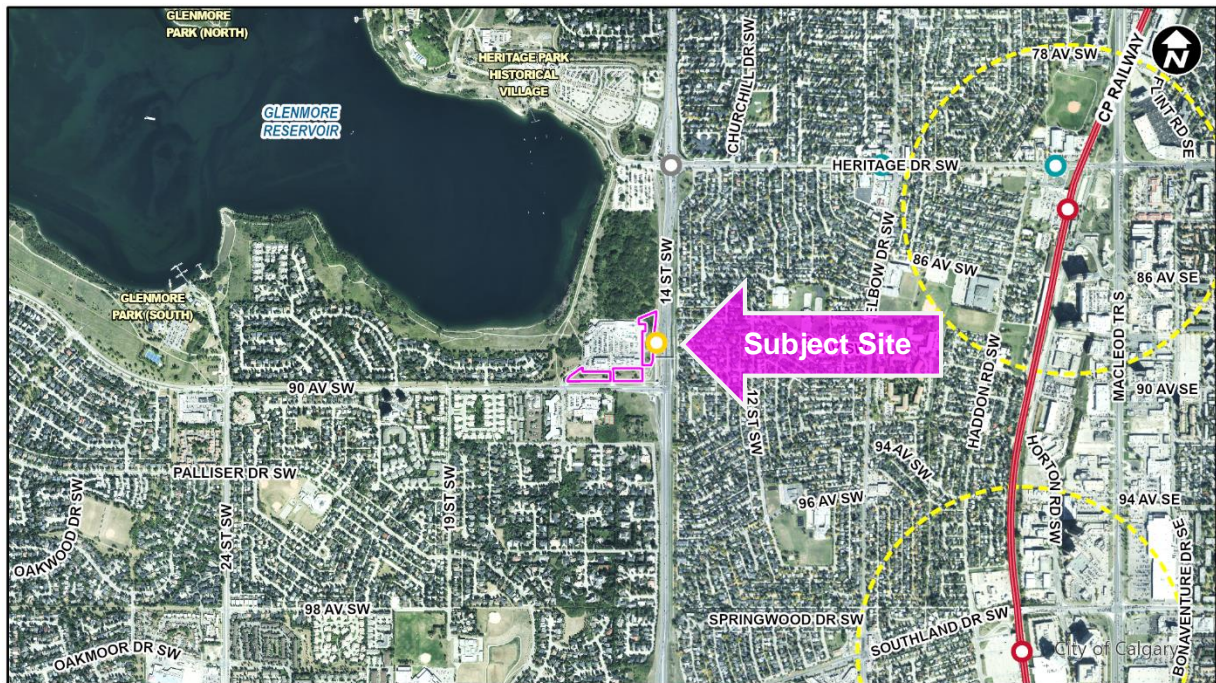
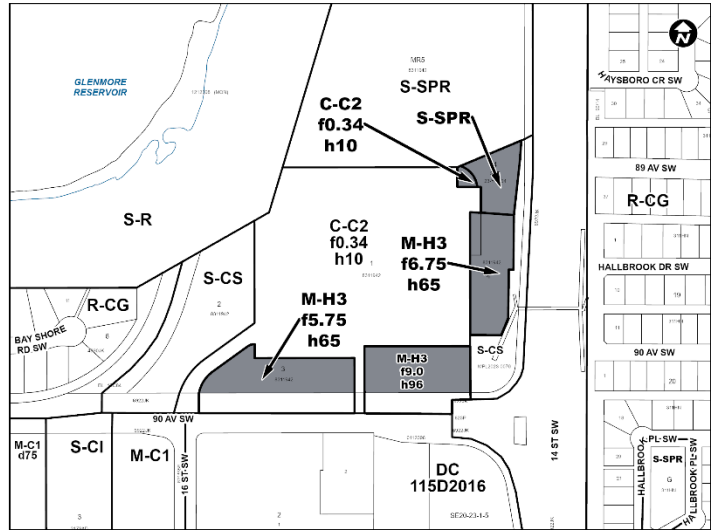
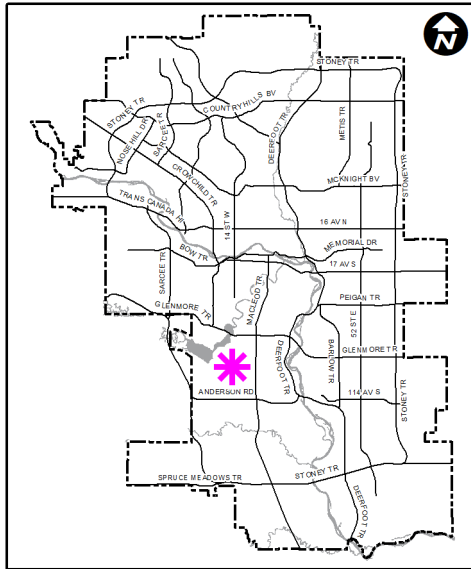
As identified below, the community of Bayview reached its peak population in 1981.

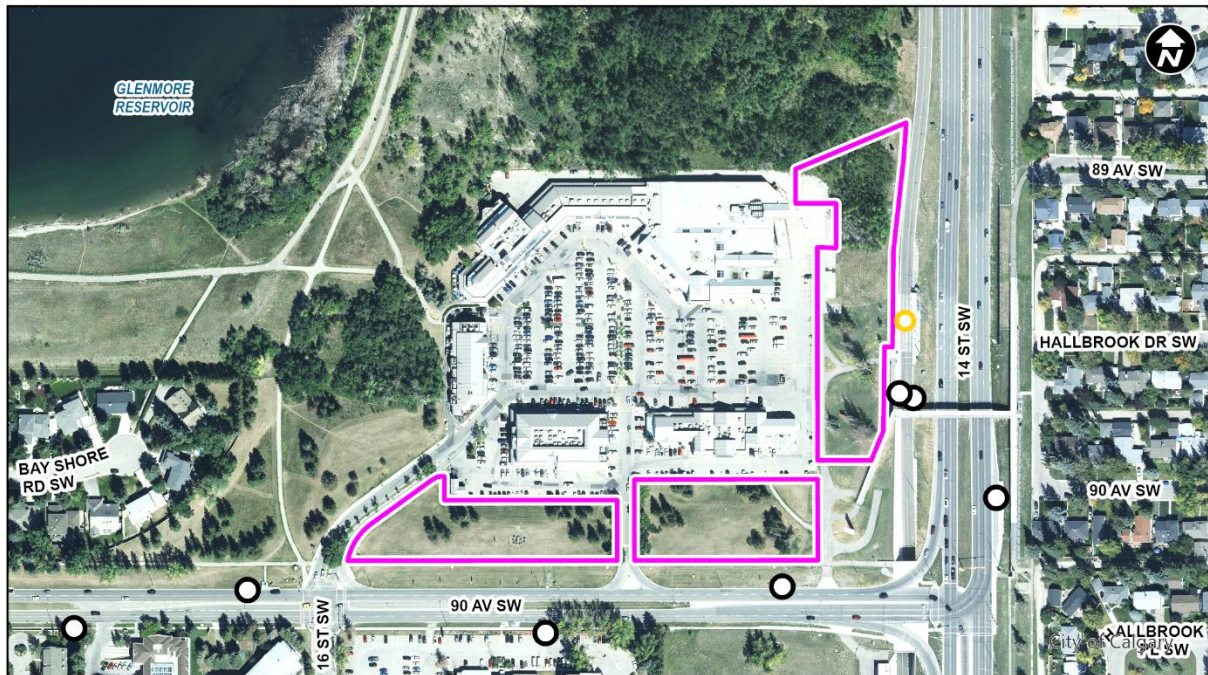
Bayview	
Peak Population Year	1981
Peak Population	823
2019 Current Population	751
Difference in Population (Number)	-72
Difference in Population (Percent)	-8.75%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Bayview Community Profile](#).

Location Maps





Previous Council Direction

On 2024 January 30, Council approved IP2024-0065, Summary of Public Advertisement Feedback and Request for Approval. This is related to the sale of City-owned parcels located at 1630 – 90 Avenue SW and 9045 – 14 Street SW.

On 2019 May 27, Council approved UCS2019-0642 authorizing the terms and conditions of the Proposed Sale of the Property. This related to the sale of 1630 – 90 Avenue SW and 9045 – 14 Street SW.

On 2015 February 09, Councillor Pincott proposed a Notice of Motion (NM2015-02), seconded by Councillor Chabot that was adopted by Council. This directed Administration to:

- a. work collaboratively with the owner of the Glenmore Landing Shopping Centre through the Transforming Planning 'Explore' process to develop a comprehensive plan for redevelopment that takes into account the future Southwest Transitway, *Municipal Development Plan* and *Calgary Transportation Plan* policy guidance, and the adjoining City owned lands: and
- b. work directly with the Glenmore Landing Shopping Centre owner to explore the disposition of surplus City owned lands to be included in the overall comprehensive redevelopment, including opportunities for the provision of non-market housing within the future development and report back to Council through the Land and Asset Strategy Committee for approval of any resulting terms and conditions of sale.

Planning Evaluation

Land Use

The existing Commercial – Community 2 f0.34h10 (C-C2f0.34h10) District allows a maximum floor area ratio (FAR) of 0.34 and a maximum building height of 10 metres (approximately 3 storeys). It is intended to be characterized by large commercial developments with a wide range of use sizes and types.

The existing Special Purpose – Community Services (S-CS) District is intended to accommodate education and community uses with a limited range of small scale, public indoor and outdoor recreation facilities.

Glenmore Landing Land Use and Design Framework (Non-Statutory Framework)

Recognizing that this area will develop over many phases and years, and the short-term desire to maintain the Glenmore Landing Shopping Centre as it is today, the Framework that accompanies this application sets out the future vision for the site, as well as development and implementation policies to guide redevelopment of the entire site. These include general policies that consider the location of buildings, pedestrian routes and vehicular movements, public realm, building design and heights, floorplate and tower separation distances, landscape design and shared private amenity spaces.

The Framework also includes policies that apply to specific areas of the site. These areas have been negotiated with, and committed to, by the applicants as fundamental to the creation of a desirable integrated urban node which brings people, activities, buildings and public space together. The areas include a public amenity area, areas of activation and a 'High Street'. The specific locations, dimensions and design of these spaces will be determined through future planning application processes.

The Framework has been used by Administration to inform the proposed land use districts, the outline plan and associated Conditions of Approval. The Framework will be used to guide future development permits and possible land use redesignations in the future.

Proposed Land Use Districts

The application proposes the following multi-residential, commercial and special purpose districts, with the distribution of these districts outlined in Attachment 6, Proposed Land Use District Plan:

- Multi-Residential – High Density High Rise (M-H3f5.75h65) District, Multi-Residential – High Density High Rise (M-H3f6.75h65) District and Multi-Residential – High Density High Rise (M-H3f9.0h96) District;
- Commercial – Community 2 f0.34h10 (C-C2f0.34h10) District; and
- Special Purpose – School, Park and Community Reserve (S-SPR) District

Multi-Residential District

The proposed M-H3 District accommodates the highest intensity development of all the multi-residential districts, with a minimum density of 300 units per hectare, and allows for a variety of building forms, heights and floor area ratio (FAR). It allows for taller buildings that are located on strategic parcels, including landmark locations, along transit and transportation corridors, and nodes and employment concentrations. There are specific rules related to setback areas,

building heights adjacent to other districts and the size and location of commercial multi-residential uses.

The proposed M-H3 District is located around the southern and eastern portions of the site and comprises 1.53 hectares ± (3.78 acres ±) of the outline plan area. The proposed FAR varies from 5.75 to 9.0, whilst the proposed heights range from 65.0 metres (approximately 20 storeys) to 96.0 metres (approximately 30 storeys).

Building Heights

The applicants identified the following design considerations which influenced the proposed building heights:

- the desire to locate the tallest buildings and the highest density in close proximity to the existing BRT station in the southeast corner of the site;
- ascending building heights in order to prioritize density in proximity to transit, but also to be considerate and address the transition to the adjacent low density surrounding residential communities;
- the need to eliminate and/or reduce shadow impacts on active recreation components, such as the existing pathways within South Glenmore Park to the west;
- the need to promote sunlight into the site, as well as the overall design balance and urban design of the project; and
- the desire to reduce shadow impacts on the adjacent natural spaces to the north and north-west.

The table below indicates how the anticipated heights of buildings has been amended during the consideration of the application to create a more appropriate transition in built form and scale to the surrounding communities and the adjacent special purpose districts. Comprehensive shadow studies were submitted to Administration and have been internally verified. The conclusion is that the reduced building heights will not cast significant shadows during the hours of 10:00 a.m. and 4:00 p.m. between March 21 and September 21 onto surrounding residential communities, and that any shadows cast onto adjacent special purpose districts have been minimized to an acceptable level.

Specific Area in outline plan	Original Submission (May 2023)	Anticipated Heights (after DR1 response – October 2023)	Anticipated Heights (after DR2 response – June 2024)
M-H3 f5.75h65	115 metres	70 metres maximum	50 metres (15 storeys) to 65 metres (20 storeys)
M-H3 f9.0h96	115 metres	85 metres maximum	80 metres (25 storeys) to 96 metres (30 storeys)
M-H3 f6.75h65	115 metres	85 metres maximum	65 metres (20 storeys)

Commercial District

The existing Glenmore Landing Shopping Centre comprises 4.21 hectares ± (10.40 acres ±) of the outline plan area. As the full build-out of this area is expected to take up to 25 years, the applicants propose to retain the existing Commercial – Community 2 f0.34h10 (C-C2f0.34h10) District on the site for now.

However, the Framework (Attachment 3) includes details of the future vision for this site and also builds in future flexibility. The Framework also sets out specific building height and setback rules for this area to address the potential impacts of future redevelopment on the adjacent natural areas and pathways of South Glenmore Park to the north and west. Administration worked with the applicants to propose a variety of anticipated building heights ranging from 37 metres (approximately 12 storeys) to 75 metres (approximately 23 storeys).

Any future development on the existing Glenmore Landing Shopping Centre will require further planning applications, including subdivision, land use amendments and development permits. Furthermore, in Section 3.0 of the Framework there is a requirement that future development permit applications be accompanied by a sun shadow study to evaluate and mitigate shadowing impacts.

A new area to be designated as C-C2 f0.34h10 District is proposed in the north-east portion of the site, which comprises 0.03 hectares \pm (0.07 acres \pm) of the outline plan area and is currently designated as S-CS District.

Special Purpose District

The proposed non-credit S-SPR District is located outside of the outline plan area adjacent to 14 Street SW and amounts to 0.27 hectares \pm (0.67 acres \pm). This land will be retained in City ownership and consolidated with the greater South Glenmore Park to the north.

Development and Site Design

If approved by Council, the Framework, M-H3, C-C2 and S-SPR rules for the proposed land use districts will guide future development. Additional items that will be considered through the development permit process include, but are not limited to:

- mitigating sun shadowing to surrounding residential development and adjacent special purpose districts and natural areas;
- improving pedestrian and cyclist connections between the site, the adjacent MAX Yellow Bus Rapid Transit (BRT) line and 90 Avenue SW station, regional and local pathways;
- ensuring an appropriate building interface with 14 Street SW, 90 Avenue SW, the internal streets and 'High Street';
- creating a welcoming and safe environment for the public realm, including the public amenity space;
- providing environmental sustainability requirements;
- providing quality private and/or communal amenity spaces for future users of the site; and
- parking and access to the site.

Urban Design and Open Space

The proposed long-term Glenmore Landing redevelopment effectively utilizes the 'Six Elements of Urban Design' principles such as Place, Scale, Amenity, Legibility, Vibrancy, and Resilience, that would enable a site transformation into a genuine transit-oriented development. These principles will help guide future approval processes and ensure that over time the site develops into a creative, vibrant and integrated urban community.

The proposals would support desired urban density with the provision of various residential and mixed-use building typologies and unit types. In addition, there is clarity on urban block typology and appropriate street interfaces, internal street network/street typology, pedestrian and bike

internal and external connectivity, and the provision of places with programming variety that will create unique community and human experiences.

Through a collaborative process, the Urban Design and Open Space Team focused on achieving unique place-making through preservation and enhancement of the surrounding natural and urban context, the creation of a central community park space, better landscaping definition at the corner at 14 Street SW and 90 Avenue SW, and the creation of a strong east-west pedestrian connection (the High Street).

Urban Design Review Panel

The Panel reviewed the proposal on 2023 March 15. The Panel framed their commentary around the following key considerations and suggestions:

1. The need for improved connectivity with the surrounding communities and South Glenmore Park, including more and better aligned pathways and an explanation how the site could address the public realm to the south and east;
2. Challenging the High Street as a pedestrian-only design. A woonerf-like design was suggested. That also included a review for the High Street termination and a connection to the park. The Panel also asked for clarity if the buildings fronting the High Street would be double fronted and a review of accessible design criteria for the BRT and public space elements that tie into the High Street;
3. Strong activation was suggested through the north-south connection from 90 Avenue SW all the way to South Glenmore Park;
4. Addressing CPTED principles through sound programming and uses, and
5. Investigating winter city design considerations as it relates to the public realm.

Overall, the panel was supportive of redevelopment at this site and appreciated the vision of increased density and intensity. The panel suggested that greater consideration be given to exploration about what user benefits could be brought into the early stages of the design and to make those firm, future commitments. Urban Design and Open Space is supportive of the changes made by the applicant to address comments raised by the Urban Design Review Panel.

Subdivision Design

The proposed outline plan area covers approximately 5.72 hectares \pm (14.13 acres \pm) and facilitates a transit-oriented, high density, high-rise development that includes a mix of residential and commercial uses. The design of the proposed outline plan responds to the context and characteristics of the site and surrounding area. This includes the location of the MAX Yellow BRT line and 90 Avenue SW station adjacent to the subject site, the location of the surrounding special purposes districts within the South Glenmore Park to the north and west and the existing communities of Haysboro, Pumhill and Bayview to the east, south and west respectively. The highest intensity multi-residential uses, which could also include commercial development, have been strategically located on the east and south portions of the plan area, with density and intensity decreasing further from the BRT station.

Other notable features of the proposal described in the Framework document (Attachment 3) include:

- a 'High Street', which will be an east-west pedestrian and cycling promenade through the existing Glenmore Landing Shopping Centre site that will connect residents and visitors from the BRT station to the east with South Glenmore Park to the west and is intended to provide a combination of active at-grade retail uses with potential for residential above;
- a public amenity space to the south of the 'High Street' which will be a key community gathering space and could include an amenity building and outdoor multi-use open lawn;
- a north-south connection within the existing Glenmore Landing Shopping Centre site, close to the centre of the plan area to connect the proposed residential buildings in the north with the 'High Street'. This north-south route will also connect pedestrians and cyclists from the central southern access point on 90 Avenue SW with the remainder of the site;
- the gateway into the plan area at the 90 Avenue SW Station will function as a 'transit plaza' and be fully integrated with the east end of the 'High Street', ensuring activity and safety for transit users, residents, and visitors;
- the gateway into the plan area from South Glenmore Park and its pathway system to the west will include a public plaza area;
- a variety of transit supportive, active uses;
- The incorporation of public art into built form and infrastructure;
- a range of housing options, building types and styles that may range from low-rise townhouses to multi-storey residential;
- the creation of an internal street network that will focus on ensuring safe, multimodal connections that support a pedestrian-oriented and attractive public realm;
- the reimagining of the current amount of commercial and retail space provided at the Glenmore Landing Shopping Centre into a pedestrian friendly environment;
- the replacement of the current at-grade parking area into primarily underground parkades. Where at-grade parking is provided, this will be a single row adjacent to the internal road;
- the provision of wide and generously landscaped pedestrian thoroughfares flanked by commercial, retail and food offerings; and
- the proposed widening of the regional pathway on 90 Avenue SW to 4.0 metres.

Affordable Housing

The City's Real Estate & Development Services and Housing teams are working with the applicant to align the Notice of Motion requirements, including the provision for non-market housing within the future development. This is in alignment with Council's direction through *Home is Here – The City of Calgary's Housing Strategy 2024-2030*.

Density and Intensity

Upon full build-out, the proposed plan area is expected to accommodate an anticipated 1,165 units. The proposed development is anticipated to achieve a residential density of 203 units per hectare (82 units per acre) and an anticipated intensity of 509 people and jobs per gross developable hectare (206 people and jobs per acre). The *Municipal Development Plan (MDP)* sets out a minimum intensity target of 100 jobs and population per gross developable hectare within walking distance of a transit station. The proposed development will exceed the targets in the MDP.

Transportation

The site fronts onto 14 Street SW to the east and 90 Avenue SW to the south. Surrounding the subject site is a multi-modal transportation network, providing several high-quality mobility options to residents and visitors.

Pedestrian and wheeling connectivity is provided through existing pathways on 90 Avenue SW, 14 Street SW and the South Glenmore Park pathway system surrounding the site.

The parcel is a Transit Oriented Development (TOD) site, located directly adjacent to the Primary Transit Network and an existing BRT station which provides access to the MAX Yellow (Route 304) which services Woodbine, Southland Leisure Centre, Heritage Park, Rockyview Hospital, Mount Royal University, Crowchild Trail, Marda Loop and downtown. Details provided within the Framework, and included in the outline plan conditions, propose a redevelopment that will include pedestrian-oriented areas of activation and a 'High Street', which will facilitate social interaction and enhance the safety and overall user experience at and around the BRT station.

The Goods Movement Strategy identifies both 14 Street SW and 90 Avenue SW as being part of the "Supporting Goods Movement Corridor" Network. Current and planned vehicular access to the subject site is provided from 90 Avenue SW. The parcel is not located within an [existing Residential Parking Permit Zone](#).

A Transportation Impact Assessment (TIA) was completed during the review of this application. Assessment of the proposed redevelopment of Glenmore Landing was completed at multiple horizon years using traffic generation rates expected to occur at the site, as well as analysis using higher traffic generation rates to test the robustness of the road network. Due consideration of the future development of both the site to the south (Calgary Jewish Community Campus Corporation (JCC)) and to the west through the large Taza development, both of these areas were incorporated into the analysis. To support the increased density, several on-site and off-site improvements to the multi-modal transportation network will be provided. These improvements will include enhancements of the 5A Network, the provision of a missing 5A Network link to connect to the pathway network surrounding the site, enhancements to the BRT transit station design, as well as safety and operational improvements for vehicular movements at the intersections of 90 Avenue SW at 14 Street SW and 90 Avenue at 16 Street SW. Details of these improvements can be found in the conditions of approval (Attachment 2). Further updates to the TIA are required with each development permit application for a new building.

Administration is supportive of the proposed application for redevelopment adjacent to a BRT station, while maintaining and improving upon the existing high-quality multi-modal transportation network surrounding the site.

Environmental Site Considerations

A Phase I and II Environmental Site Assessment report was submitted and reviewed. The reports identified no impacts to the soils on site and any contamination was below the applicable guidelines.

A Preliminary Natural Site Assessment (PNSA) was prepared by the applicants for development on the proposed M-H3 District lands in accordance with the City of Calgary Biophysical Impact Assessment Framework. The PNSA is a desktop level assessment and identifies the current ecological characteristics of the proposed M-H3 District lands and identifies mitigation measures to minimize impacts to the environment associated with development. The PNSA was reviewed by a Parks Ecologist and approval has been granted.

A condition of approval (Attachment 2) requires the submission of a full Biophysical Impact Assessment once the specifics of the development permit level of details is known for new development activity on the existing Glenmore Landing Shopping Centre.

Utilities and Servicing

Waste and Recycling

Waste and recycling will be reviewed with each development permit application and suitable storage and collection will be required for each building or phase of development.

Stormwater Servicing

The storm system will connect to 14 Street SW and will be required to meet the Interim Unit Area Release Rate Requirement for Redevelopment.

Sanitary Servicing

A Sanitary Servicing Study was submitted and approved for the proposed maximum density for this application. Development on the proposed M-H3 District lands can be achieved with existing sanitary capacities, however development on the existing Glenmore Landing Shopping Centre will require upgrades to some adjacent sanitary mains or provide an additional connection to the sanitary network.

Water Servicing

A water servicing network plan was submitted and approved for this application. Additional hydrants are shown to provide increased fire coverage, and a looped connection to 14 Street SW will be required.

City-Led Outreach Summary

Administration received 23 responses in support, nine responses of neutrality and 428 responses in opposition to the proposed development from the public. Furthermore, a petition with 64 signatures in opposition to the proposed development has been received.

The comments received in favour of the application noted the following:

- a great location for increased density and more development like this is required nearby;
- the development should be up to 40 stories in height to maximize use of the site; and
- the proposed development would have good public space and would be linked well to pathways and transit corridors.

The comments received in opposition cited the following areas of concern:

- sale of City-owned land;
- a Local Area Plan should be in place before redevelopment is contemplated;
- lack of environmental impact, traffic impact and other reports and significant environmental impacts specifically to wildlife, groundwater table impacts, drinking water availability, nearby wetlands and trees;
- too many units and too many people proposed, the buildings are too high and will result in detrimental shadowing impacts to adjacent communities and South Glenmore Park;
- a negative impact on neighbourhood character, as the proposal does not fit with the low-density nature in surrounding communities;

- safe pedestrian and traffic access will be impacted, significant traffic congestion will be caused on 90 Avenue SW, 14 Street SW and 16 Street SW and there will be a lack of parking on the site, resulting in overspill to adjacent communities;
- loss of privacy and air quality and pollution concerns from increased intensity of uses and additional garbage created;
- social concerns, specifically increased crime and impacts to social wellbeing;
- long build out period with constant noise, dust and disruptions, particularly to existing businesses;
- poor quality of life for future residents;
- strain on public infrastructure such as health care and schools;
- these will be luxury condos, no affordable housing will be provided; and
- impacts to how the Calgary Jewish Community Campus Corporation (JCC) site to the south on 90 Avenue SW will be able to expand in the future.

The Palliser Bayview Pumphill Community Association (CA) three letters of objection identify the following areas of concern:

- the studies supplied to Administration have not been shared with the CA for independent review;
- lack of a Local Area Plan for this area;
- the current access points on 90 Avenue SW cannot cope with the density proposed, which will result in unsafe conditions for pedestrians and traffic;
- lack of parking, resulting in overspill to adjacent communities;
- height, scale and density of the development is inappropriate for this area and will be unappealing;
- strain on municipal services including educational, medical and parks/recreation facilities;
- social problems and crime from residents living in the towers;
- shadowing impacts and wind tunnels will be created;
- noise and environmental pollution;
- decrease in biodiversity and the ruin of natural beauty;
- environmental impacts on Glenmore Reservoir;
- length of anticipated construction;
- impact on water table from underground parkades;
- impact on drinking water supply and quality;
- decrease in property values; and
- the affordable housing will not be 'affordable'.

The Haysboro Community Association's two letters of objection identify the following areas of concern:

- residents do not feel that adequate information has been provided, such as all background reports (such as the Traffic Impact Assessment);
- further engagement should be undertaken before a decision is made on this application;
- impacts on water supply, wildlife, wetlands, geotechnical stability;
- strain on existing population, parks and utilities; and
- shadows will be cast into the community.

The Chinook Park - Kelvin Grove - Eagle Ridge Community Association's two letters of objection identify the following area of concern:

- further engagement should be undertaken before a decision is made on this application;
- traffic concerns raised by the Traffic Impact Assessment;
- increased scale and density of the development during the course of the consideration of the application;
- impact on the water table from underground parkades; and
- shadowing impacts.

The Oakridge Community Association's letter of objection identified the following areas of concern:

- lack of transparency – reports could be viewed, but copies were not allowed;
- the FAR proposed is much higher than other developments in the community;
- no Local Area Plan is in place to guide redevelopment of Glenmore Landing; and
- the Traffic Impact Assessment has identified improvements to 14 Street SW and 16 Street SW at the intersection with 90 Avenue SW which are required in advance of the redevelopment of Glenmore Landing.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns with the policy direction of the [South Saskatchewan Regional Plan](#), which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Growth Plan (2022)

Administration's recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed outline plan and use amendment builds on the principles of the GP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject parcels are located within the Developed Residential - Established Area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP).

The MDP includes general policies that support redevelopment in a more compact urban form by locating new housing and jobs within higher intensity, mixed-use areas that are close and well-connected to the Primary Transit Network (PTN) and specifically LRT and BRT stations. Transit Supportive Land Use Framework policies specifically speak to development meeting a minimum threshold of 100 people or jobs per gross developable hectare within walking distance of a transit station and encourage the redevelopment of underutilized commercial sites near the PTN as mixed-use and/or employment intensive sites. Furthermore, providing transit-supportive land uses in close proximity to transit service is critical to attracting ridership and making it a viable and efficient travel choice.

The MDP policies recognize that compete communities are achieved over time by accommodating growth, existing and future residents and businesses within communities of varied intensities at appropriate locations throughout the city.

The MDP speaks to the importance of achieving balanced growth to make the best use of existing land, reducing the cost of City services, locating residents closer to where they work, shop and play, and supporting increased mobility options.

This application aligns with the MDP policies. It will allow for increased housing and commercial opportunities on this comprehensive redevelopment site, thus helping the city achieve its growth targets. It will leverage the municipal investment made in the MAX Yellow BRT line and provide strong linkages to the existing 90 Avenue SW station. Furthermore, the application proposes a mix of housing types, aligns with the Notice of Motion to provide affordable housing and exceeds the minimum threshold of 100 people or jobs per gross developable hectare within walking distance of the BRT station.

Calgary Climate Strategy (2022)

This application includes actions that address the mitigation objectives of the [Calgary Climate Strategy - Pathways to 2050](#). The outline plan proposes high density development, a compact form and a broad mix of commercial and residential uses. This supports lower emissions per dwelling unit, and also enables more Calgarians to utilize the existing BRT and local regional pathway infrastructure to choose travel options that produce low or no greenhouse gas emissions. Walking and wheeling infrastructure is also proposed throughout the plan area to establish these as safe and desirable travel options.

Furthermore, the applicants have advised that they may consider the following design elements: EV charging stalls, and EV future ready stalls, a backup power source, reductions to embodied carbon and waste, high efficiency mechanical equipment and a high-performance building envelope and that they will explore solar readiness and the use of low carbon technologies. These items will all be considered at future development permit stages.

Transit Oriented Development Policy Guidelines (2004)

The [Transit Oriented Development Guidelines](#) provide direction for the development of areas typically within 600 metres of an existing BRT station or an existing or future LRT station. The Guidelines encourage development that creates a higher density, walkable, mixed-use environment within station areas in order to optimize use of transit infrastructure, create mobility options for Calgarians, and benefit local communities and city-wide transit riders alike.

The proposal meets the key policy objectives of the Guidelines including ensuring transit supportive land uses, optimizing the existing parcels and infrastructure, as well as increasing density adjacent to the BRT station which will support this existing public investment.

Local Area Plan

There is no local area plan for Bayview. The boundary of the *Heritage Communities Local Area Plan* ends at 14 Street SW and does not apply to this site.

Glenmore Design Brief (Non-Statutory – 1973)

The Glenmore Design Brief was intended to provide a viable land use pattern and policy for population and density for the area. Map 4 'Land Use and Circulation System' identifies the subject site as a 'Sector Shopping Centre'. This application aligns with the policies contained in the document.

Outline Plan Conditions of Approval

These conditions relate to Recommendation 1 for the Outline Plan where Calgary Planning Commission is the Approving Authority. Attachment for Council's reference only.

The following Conditions of Approval shall apply:

Planning

1. With each tentative plan, the developer shall submit a density phasing plan indicating the intended phasing of subdivision within the outline plan area and the projected number of dwelling units within each phase.
2. The landowner/developer shall enter into an Agreement of Purchase and Sale with The City for the acquisition of the surplus city-owned lands required for the proposed development.
3. Prior to the approval of the applicable development permit a new maintenance agreement for the S-CS lands located adjacent to the southeast corner of the subject site will be required.
4. Prior to the approval of the applicable tentative plan of subdivision or stripping and grading permit (whichever comes first), a full Biophysical Impact Assessment (BIA) will be required for development activities on the existing C-C2 site of the outline plan area. This BIA will determine impacts on the natural area located to the north and west of the C-C2 site and propose mitigation methods to address any impacts. The BIA will also be consistent with the requirements listed in Biophysical Assessment Framework and Appendix D of Open Space Plan:
<https://www.calgary.ca/content/dam/www/csps/parks/documents/construction/biophysical-impact-assessment-framework.pdf>
<https://www.calgary.ca/content/dam/www/csps/parks/documents/planning-and-operations/open-space-plan.pdf>
5. No disturbance of the adjacent park and Reserve lands is permitted without written permission from Calgary Parks and Open Spaces.
6. No encumbrances on the adjacent park and Reserve lands are permitted. Utility alignments are not permitted within Reserve lands unless otherwise approved by Calgary Parks and Open Spaces, as per section 2.1 of Calgary Parks' 'Development Guidelines and Standard Specifications - Landscape Construction (current edition)'. All stormwater related infrastructure and rights-of-way designed with the purpose of accommodating the overland drainage from private property shall be located within Public Utility Lots or road right-of-ways and must be outside of Reserve Lands.
7. The developer shall restore, to a natural state, any portions of park lands along the boundaries of the plan area that are damaged in any way as a result of this development, to the satisfaction of the Director, Calgary Parks and Open Spaces. The restored area is to be maintained until established and approved by the Park Development Inspector (403-804-9417 or 311).

8. At the time of the applicable tentative plan of subdivision, stripping and grading permit or development permit (whichever comes first), submit Landscape Construction Drawings separately to parksapprovals@calgary.ca to capture the landscape work that is within City owned parcels and public boulevards, specifically to capture pathway interface connection.
9. With the submission of Landscape Construction Drawings, the developer shall include a detailed Restoration Plan including a maintenance schedule for each park/open space, Municipal Reserve (MR) or Environmental Reserve (ER)/ retained natural area proposed to be affected by any construction. The Plan shall specify how it will be rehabilitated and restored. The restored area(s) shall be maintained by the developer until it is established and approved by Calgary Parks and Open Spaces prior to Final Acceptance Certificate.
10. The developer shall install and maintain a temporary construction fence on the private property line with the adjacent park and natural area to protect public lands prior to the commencement of any stripping and grading related to the site and during all phases of construction. Contact the Parks' Development Inspector (403-804-9417 or 311) to approve the location of the fencing prior to its installation.
11. Stormwater or other drainage from the subject site onto the adjacent park, natural area, Environmental Reserve, and Municipal Reserve parcels is not permitted unless otherwise approved by Calgary Parks and Open Spaces.
12. Calgary Parks and Open Spaces does not support point source drainage directed towards adjacent park, natural area, and Municipal Reserve (MR) or Environmental Reserve (ER) extents. All drainage and storm related infrastructure catering to private property shall be entirely clear of park, natural area, MR or ER areas.
13. When a Multi-Use, Regional or Local Pathway is also to be used as a service vehicle access road, the pathway is to be constructed to a Residential Road standard so that the pathway can support the weight of maintenance vehicles.
14. Prior to the approval of a stripping and grading permit, a Development Agreement or a subject area tentative plan, Calgary Parks and Open Spaces require details pertaining to the total limit of disturbance adjacent to existing park/open space, natural area, Municipal Reserve, and proposed Municipal Reserve extents resulting from the proposed development in its entirety.
15. Prior to approval of the first tentative plan or stripping and grading permit (whichever comes first), it shall be confirmed that grading of the development site will match the grades of adjacent parks, natural areas, Municipal Reserve and/or Environmental Reserve with all grading confined to the private property, unless otherwise approved by Calgary Parks and Open Spaces.
16. Prior to approval of the affected tentative plan the developer shall confirm fencing requirements adjacent to the public park, Municipal Reserve and natural area/Environmental Reserve lands to the satisfaction of Calgary Parks and Open Spaces.

17. Any upgrades to existing pathways shall adhere to Calgary Parks and Open Spaces 'Development Guidelines and Standard Specifications: Landscape Construction (current edition)'.

Mobility Engineering

18. In conjunction with the applicable tentative plan or development permit application, the developer will be required to update the Transportation Impact Assessment (TIA) submission, as more detailed development information is available. Revised TIA's shall include a Parking Study and Transportation Demand Management (TDM) component. Future revisions, addendums, proposals or submissions within the subject area are subject to further mobility review and analysis, at the discretion and satisfaction of the Manager, Development Engineering.

TIA analysis was completed using an anticipated density. Any additional density proposed beyond 10 per cent of the anticipated density is subject to approval by the Manager, Development Engineering and the Development Authority. If proposed densities exceed 10 per cent of the anticipated density, additional improvements to the surrounding mobility network may be required at the sole expense of the developer, and will be evaluated and conditioned at the applicable tentative plan or development permit stage.

19. In conjunction with the applicable tentative plan or development permit application, the 5A Network surrounding the subject parcel shall be designed and constructed, at the sole expense of the developer. Improvements to the 5A network include:

- a. The existing pathway along 90 Avenue SW is approximately 2.5 metres in width. With the first development permit application, this pathway shall be re-constructed to current best practice standards. Based on the current and future active modes volumes, a separate east-west sidewalk/pathway facility to separate pedestrians from wheeling users is recommended and will be confirmed at development permit stage. At a minimum, a shadow plan indicating this separated sidewalk/pathway shall be clearly shown to ensure the separated facility can be constructed in the future.

Reconfiguring and providing enhanced intersection crossings at the 14 Street SW, emergency access, right-in/right-out access and 16 Street SW will also be required as part of the pathway widening. This will include upgrades to pathway alignment, connections to transit, wheelchair ramps (WCRs) and removal of channelization's at 16 Street SW and right-in/right-out to enable a multi-use crossing (i.e. elephant feet to accommodate cyclists). Construction drawings (CDs) may be required and will be confirmed at development permit stage.

- b. As per the 5A network map, a north-south active modes connection shall be provided on the east side of the development (west of the Transitway on 14 Street SW). Connections should be made with the 90 Avenue SW pathway, active modes overpass across 14 Street SW, BRT station and future connection north of the subject parcel. The applicant is only responsible for design and construction directly adjacent to the parcel. Refer to alignment shown on 5A network map and outline plan; final alignment to be determined at development permit stage. The applicant is only responsible for design and construction directly adjacent to the parcel.

- c. East-west 5A connections shall be provided through the site. The High Street shall be available for all active mode users; pedestrians and wheeling. An east-west active modes pathway connection shall be considered on the north edge of the parcel in conjunction with redevelopment of the existing Glenmore Landing Shopping Centre site. This pathway connection shall be fully contained on the private site, with no encroachment into adjacent park space. Mobility notes that the primary east-west active mode connections are on 90 Avenue SW and through the High Street alignment.
 - d. Minor improvements (to a maximum of \$20,000) to the existing active modes network on the east side of 14 Street SW (active modes bridge) into Haysboro (Hallbrook Drive SW, 89 Avenue SW) may be required at the sole expense of the developer (short segments of sidewalk rehabilitation, bicycle ramp connectivity, enhanced wayfinding signage, etc.), to the satisfaction of the Manager, Development Engineering.
20. In conjunction with the applicable tentative plan or development permit application, the developer shall provide a Type C bus pad for the westbound 90 Avenue SW @ 16 Street SW zone, with pathway connections to public pathway, at the expense of the developer.
21. In conjunction with the applicable tentative plan or development permit, a **restrictive covenant** will be registered against the specific lot(s) identified by the Manager, Development Engineering concurrent with the final instrument prohibiting the construction of front driveways over the bus loading area(s).
22. With the applicable tentative plan or development permit application, the developer will provide a layby stop and connection on southbound 14 Street SW to serve the transit zone. A functional design has been provided by BUNT as part of the land use application. The creation of this stop and connection will provide access and integration to the transitway and site, while serving as a detour stop in the event the transitway is closed. With the applicable tentative plan or development permit application, include a sidewalk connection from future layby stop to the existing MAX station platform. Further review in conjunction with network upgrades to serve the development are encouraged. Additionally, the southbound stop may provide the ability to consolidate stops on 90 Avenue SW adjacent to the site and limit conflict with the right-in / right-out access. The applicant is advised that construction drawings will be required for this design.
23. In conjunction with the applicable tentative plan or development permit application, the developer shall construct mobility upgrades to 14 Street SW and 90 Avenue SW to support the proposed development. This includes upgrades to alternative modes network surrounding the intersection, including pathway widening as required, crossing treatments, wheelchair ramps, transit amenities, etc. Scope of work and detailed design to be finalized with the applicable tentative plan or development permit via construction drawings (CDs), and shall include:
- a. Upgrade southbound to westbound right turn from single lane to dual lanes with signalization. These upgrades shall also include bus layby on 14 Street SW with sidewalk connection to MAX station platform;
 - b. Upgrade northbound to westbound left turn from single lane to dual lanes; and

- c. Extend cyclist accommodation across 90 Avenue SW and 14 Street SW via multi-use crossings (i.e. elephant feet), providing a complete pathway-to-pathway connection.

The constructability of signal changes at 90 Avenue SW /14 Street SW must be investigated and confirmed with Signals Construction. Specifically, the positioning of signal displays for the dual southbound right turn (SBRT) and how conduit and cabling will be connected across the 90 Avenue SW bridge over the Bus Rapid Transit (BRT). Please contact Janet Ho (Janet.Ho@calgary.ca) for traffic signal construction work (traffic signal poles, pedestals, cabinets, signal heads, detection, rectangular rapid flashing beacons (RRFBs), overhead flashers and poles for ITS equipment). Relocation of poles and cabinets will be required. Signals Construction requires a minimum 6 month notice for any work to proceed, this time includes City of Calgary design work and power feed design as well as Utility Line Assignment for underground work and any coordination required for conduit and cabling where traffic signal structures will be installed on the 90 Avenue SW bridge over the BRT.

The developer is advised that any construction or expansion of the bridge deck above the transitway will require approval and coordination with City of Calgary ROW project team. Developer is advised that conditions may apply both during construction or permanently as a result of proximity to adjacent transitway infrastructure. The developer should review the applicable third-party development conditions (can be obtained through Mobility Generalist or Transit Planner). Any questions should be directed to Transit Planner Shannon Gardiner (Shannon.gardiner@calgary.ca).

All costs solely at the expense of the developer, subject to endeavours to assist if applicable. Mobility notes that these construction costs assume no major structural/bridge reconstruction efforts are required, as per development of conceptual geometric designs completed by BUNT & Associates as part of this application. The design for the intersection of 14 Street SW / 90 Avenue SW was reviewed and found to be capable of accommodating a larger WB-21 vehicle without the need for lane straddling.

If structural/bridge reconstruction is required, a cost-sharing model will need to be discussed.

The developer is advised that the construction drawing submission is a separate process that involves review from multiple City interested parties. Additional information regarding construction drawing submission can be found at the following location: <https://www.calgary.ca/pda/pd/urban-development/construction-drawings-for-public-infrastructure.html>

24. Prior to the endorsement/release of the applicable tentative plan or development permit, the developer will be required to provide a Letter of Credit, or the approved alternative to a Letter of credit, for mobility improvements as required. The developer shall be responsible for any additional related costs in excess of amount provided by the Letter of Credit, or an approved alternative security to the Letter of Credit. Note that the developer shall also provide a letter, under Corporate Seal, indicating that they are responsible for any additional related costs that could be in excess of the amount identified in the Letter of Credit. Specific improvements to be finalized with review and approval of the

applicable tentative plan or development permits. All mobility upgrades have been identified within the conditions of approval for this application.

25. At the applicable tentative plan or development permit stage, to serve the proposed development, the developer shall provide upgrades to the intersection of 90 Avenue SW and 16 Street SW at their sole expense.

Using analysis with the anticipated density, improvements at 90 Avenue SW and 16 Street SW include an added southbound lane approaching the intersection from Glenmore Landing. If additional land requirements for the added lane are required at detailed design stage, all costs to be at the sole expense of the developer and should be coordinated with and to the satisfaction of Development Engineering. All through travel lanes shall not exceed lateral offset(s) of 0.5 metres. Any reconstruction required for traffic signals shall also be at the sole expense of the developer.

Any additional density proposed beyond 10 per cent of the anticipated density is subject to approval by the Manager, Development Engineering and the Development Authority. If proposed densities exceed 10 per cent of the anticipated density, Administration reserves the right to further consider a two-lane roundabout at the intersection of 90 Avenue SW and 16 Street SW. All planning, design, construction and land acquisition for the roundabout shall be at the developer's expense.

26. In conjunction with the applicable tentative plan or development permit application, no direct vehicular access shall be permitted to or from 14 Street SW. A **restrictive covenant** may be required for registration on the applicable titles at the appropriate tentative plan or development stage.
27. In conjunction with the applicable tentative plan or development permit application, a noise attenuation study for the residential properties adjacent to 14 Street SW and/or 90 Avenue SW, certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Development Engineering for approval.

Note that where sound attenuation is not required adjacent to Arterial roadways, a uniform screening fence may be required, in accordance with the Design Guidelines for Subdivision Servicing.

All noise attenuation features (noise walls, berms, etc.), screening fence, and ancillary facilities required in support of the development will be constructed entirely within the development boundary (location of noise walls, berms, screening fence, etc.) and associated ancillary works shall not infringe onto the road right-of-ways. Noise attenuation features and screening fences, including the cost of maintenance and repair over time, shall be at the developer's sole expense. Contact the Senior Specialist at vedran.vavan@calgary.ca to confirm details of the analysis.

28. Public Access Easement Agreement(s) shall be executed and registered on title, concurrent with the applicable development permit or tentative plan, to the satisfaction of the Manager, Development Engineering. This shall include all applicable active modes connectivity through private land, and may include the High Street, Public Amenity Space and connections to the BRT station and pedestrian overpass. A standard

template for the agreement and an instruction document will be provided by the DART Mobility Generalist.

29. With the applicable tentative plan or development permit application, public access easements may be required on the internal road network. Mobility notes the internal road network is private ownership. Public utilities servicing the future fee simple parcel(s) will be located in private land within public utility easements. Further coordination will be required to confirm ultimate public utility easement(s), mutual access easement(s) and public access easement(s) as part of Engineering Construction Drawing submissions.
30. In conjunction with the applicable tentative plan or development permit application, detailed engineering drawings and turning templates shall be submitted and approved to the satisfaction of the Manager, Development Engineering for all roadways within the plan area, as well as boundary roads. Construction drawing review may require changes to the proposed right-of-way to meet the approved design. Approval of this application does not constitute approval of the internal road network.
31. Prior to the release of any permits or Permissions to Construct, the developer will enter into a Construction Access Roads Agreement with Roads Maintenance.
32. All roads, intersections, driveways and spacing shall be designed to The City of Calgary's 2020 Design Guide for Subdivision Servicing Standards (DGSS) and constructed at the expense of the developer, and to the satisfaction of the Manager, Development Engineering. All roadway improvements to support the increase in density to be finalized via construction drawing submission(s).



Glenmore Landing

Land Use and Design Framework



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Glenmore Landing

Land Use and Design Framework

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1.0 Introduction

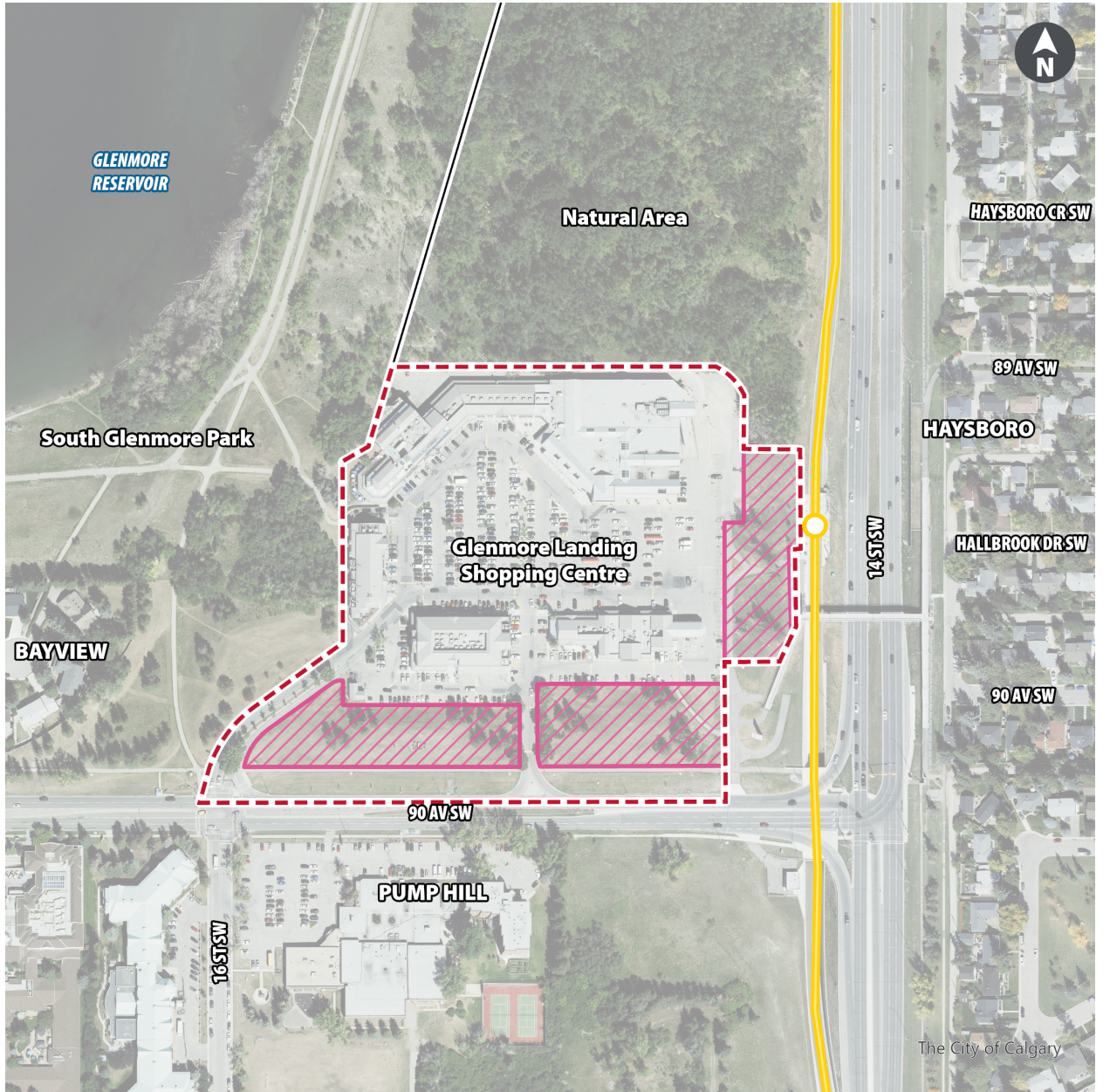
Glenmore Landing is located in the southwest quadrant of the city, in the community of Bayview. The site is bounded by the Glenmore Reservoir and surrounding park and natural area to the west and north, 90 Avenue SW and the community of Pump Hill to the south, and 14 Street SW and the community of Haysboro to the east.

The Glenmore Landing Land Use and Design Framework (Framework) includes both the existing shopping centre and surplus City-owned lands and provides a vision and policies for how these lands will comprehensively redevelop over time into a vibrant, mixed-use, well-integrated **transit station area**.

Immediately east, and adjacent to the existing Glenmore Landing Shopping Centre, is the MAX Yellow Bus Rapid Transit (BRT) line and 90 Avenue SW Station which was completed in December 2019. This BRT station services Woodbine, Southland Leisure Centre, Heritage Park, Rockyview Hospital, Mount Royal University, Crowchild Trail, Marda Loop and downtown. Glenmore Landing is identified as a **transit station area** given its proximity to the MAX Yellow BRT line and 90 Avenue SW Station. The 90 Avenue SW Station provides the opportunity to redevelop the site to provide for transit-supportive land uses, community amenity spaces, enhanced connectivity, and a variety of residential housing options to function as a comprehensive community node.

The Glenmore Landing Shopping Centre was developed in the early 1980's and provides a mix of commercial **retail** and office uses predominantly within buildings that are one to three storeys in height.

On February 9, 2015 Council directed Administration through a Notice of Motion to work collaboratively with the owner of the Glenmore Landing Shopping Centre to explore the disposition of surplus City-owned lands to be included in a comprehensive plan for redevelopment.



Map 1: Context

Legend

-  90 Avenue SW Station
-  MAX Yellow BRT Line
-  Framework Boundary
-  Surplus Land

1.1 Purpose

The Framework sets out the vision as well as development and implementation policies to guide redevelopment of the Glenmore Landing lands as shown on Map 1: Context.

1.2 Vision

Glenmore Landing has and continues to be a desirable integrated urban node which brings people, activities, buildings and **public space** together. This Framework envisions this area evolving into a **transit station area** which will bring people together in a well-connected, integrated and active urban hub, centred around a High Street.

1.3 Authority of the Framework

The Framework is a non-statutory plan authorized under the Municipal Government Act. It has been passed by resolution by City Council following a Public Hearing. Therefore, this represents City Council's direction with respect to the future planning and development of Glenmore Landing and should be taken into account by the Approving Authority when reviewing subdivision, land use and development applications within the Framework area.

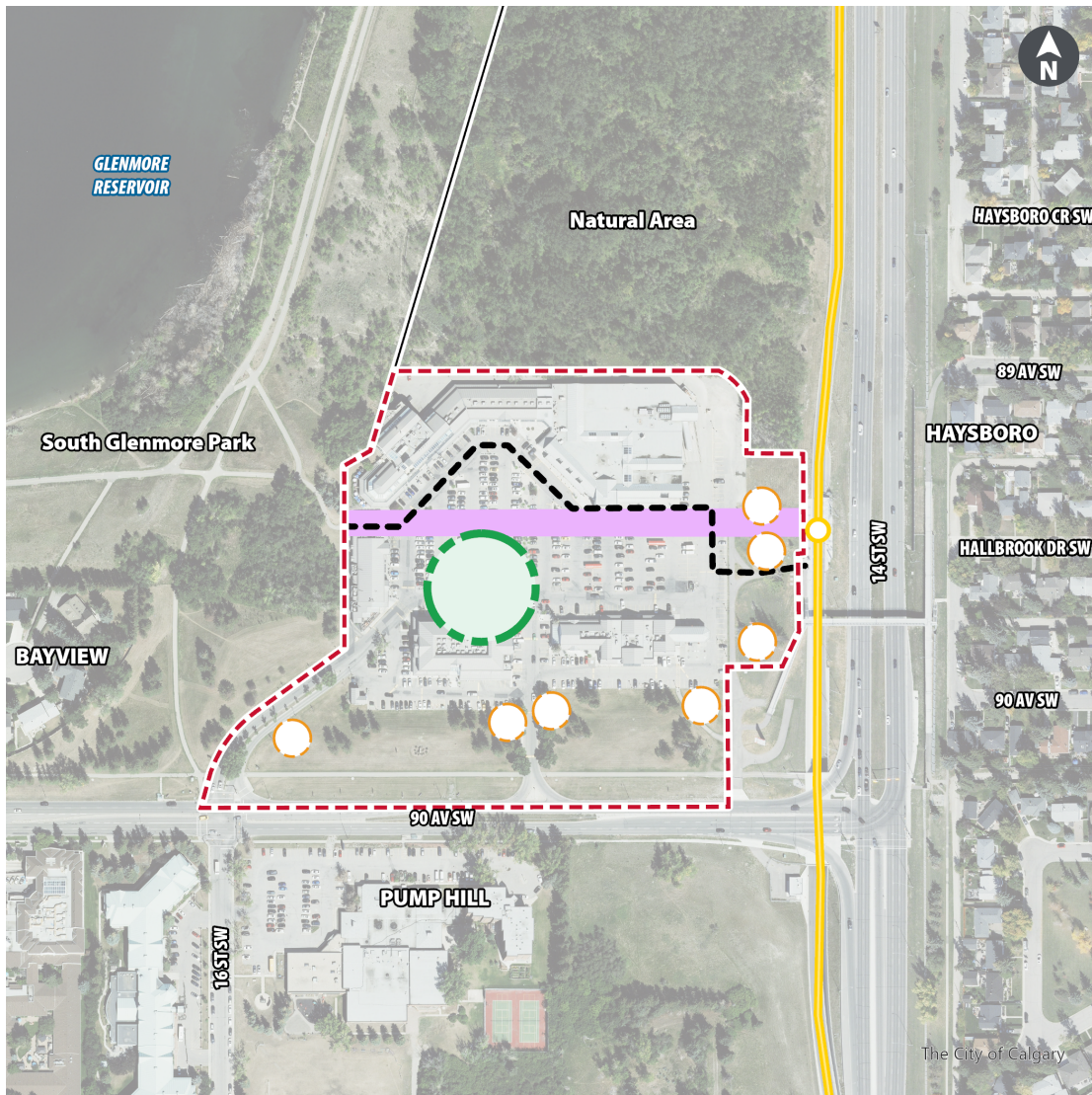
1.4 Interpretation of the Framework

Any significant change to the Framework maps or policies requires an amendment. The maps and policies within the Framework are intended to guide decisions on land use redesignations, subdivision plans and development permits applications. The boundaries of the Framework area, the location of any symbols shown on a map and all quantities and figures are not intended to be absolute and may be varied where the Approving Authority considers the variance to be minor and consistent with the general intent of the Framework. In addition, a variance to policies may be allowed where, in the view of the Approving Authority, the variance is considered to be necessary to address unique circumstances that would otherwise render compliance impossible or impractical.

All illustrations, sketches and pictures are intended to illustrate concepts included in the Framework and are not an exact representation of an actual development. They are to serve solely as examples of what might occur after implementation of the Framework policies and guidelines.

2.0 Development Policies

To realize the vision for the redevelopment of Glenmore Landing, this Framework sets out development and implementation policies to guide planning applications. These include general policies that apply to the entire area (Map 1: Context) as well as policies that apply to specific areas as identified in Map 2: Policy Areas. Recognizing that this area will develop over several decades, the Framework also includes policies to guide implementation in Section 3.0 Implementation.



Map 2: Policy Areas

Legend

-  90 Avenue SW Station
-  Areas of Activation
-  Public Amenity Space
-  Interim Active Mobility Connection
-  MAX Yellow BRT Line
-  Framework Boundary
-  High Street

2.1 Land Use

1. Development may include a range of residential and commercial uses in stand-alone or mixed-use buildings.

2.2 Site Design

The following policies help guide site development by considering the location of buildings, **pedestrian** routes and vehicular movements.

Policy

1. Development should be designed to improve **public space** and create safe, welcoming **pedestrian** environments along streets and within development sites. Design considerations should include:
 - a. establishing an integrated network of streets and **pedestrian** routes that connect directly to adjacent development sites, the High Street, public amenity space, the existing **pedestrian** overpass at 14 Street SW and 90 Avenue SW, adjacent public sidewalks, transit stops including the 90 Avenue SW Station and South Glenmore Park;
 - b. wide sidewalks that meet or exceed minimum standards on primary **pedestrian** routes;
 - c. establishing an integrated network of internal wheeling routes (such as wheelchair, stroller, bicycle and scooter) that provide direct connections to the **5A Mobility Network** surrounding the site;
 - d. landscaped areas that enhance and complement the interface between buildings and **pedestrian** routes;
 - e. limiting those areas that are dedicated to vehicular movement by minimizing drive aisles, driveway width and the number of locations where vehicles cross **pedestrian** routes;
 - f. site design that accommodates snow storage and removal; and,
 - g. opportunities to provide permeable surfaces to improve the retention and infiltration of stormwater.
2. With the exception of a single row of parking stalls on either side of the internal street network, which should include visitor and barrier-free parking stalls, all other on-site parking should be provided underground.
3. Where surface parking is provided, it should be designed to reduce its negative visual impact and minimize its impact on **public space**.
4. Development should provide secure bicycle parking and other active-transportation-supportive amenities such as end-of-trip facilities.
5. Development directly adjacent to or facing South Glenmore Park should be designed to activate the park at grade through site and building design measures including:
 - a. providing residential or commercial amenity space(s) facing the park;
 - b. providing windows that allow for views into the park;
 - c. locating residential units facing the park;
 - d. ensuring that back-of-house functions, such as loading and waste and recycling areas are not visible from the park; and,
 - e. providing landscaped areas to delineate **public space** and private space.

6. Development directly adjacent to South Glenmore Park should provide for a 4.0 metre setback from the park.
7. Development directly adjacent to the Natural Area located to the north of the Framework area should provide for a 6.0 metre setback from the shared property line.

2.3 Building Design

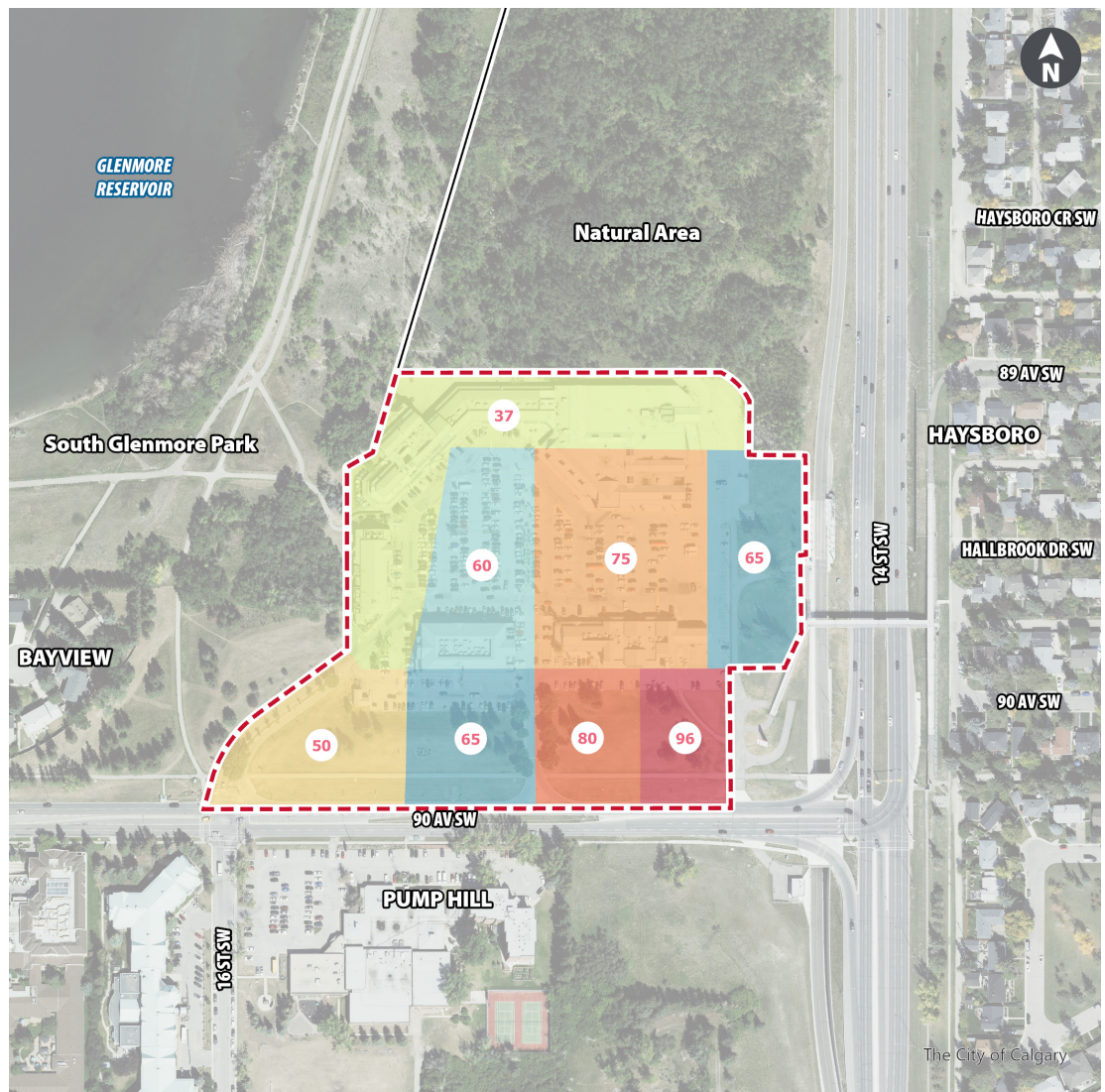
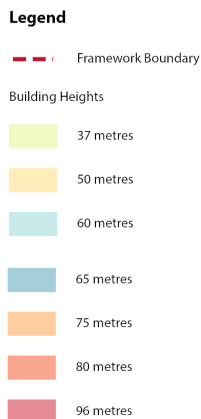
Well-designed buildings contribute to a sense of place and a positive **pedestrian** experience. Building massing influences how the height and volume of a building are perceived. A consistent **street wall** rhythm and height creates a sense of enclosure and continuity that contributes to **pedestrian** comfort and visual attractiveness. The use of materials, colour and building features help to give a building character and visual interest. Buildings should be designed to create high-quality living and working environments and foster a vibrant and active **public space**.

Activity on the street is influenced by the design of the ground floor of a building and the interface with **public space**. Building frontage design will vary based on the uses in the building.

Policy

1. Development should not exceed the maximum building heights shown on Map 3: Building Scale.

Map 3:
Building Scale



2. Development should be designed to:
 - a. use building articulation to define the **street wall** and improve the **pedestrian** experience using varied textures, changes in building materials, façade articulation, or stepbacks;
 - b. differentiate the **street wall** from upper portions of a building using varied textures, changes in materials, façade articulation or stepbacks;
 - c. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest;
 - d. ensure that lobbies or entrances for uses located above the ground floor do not occupy more than 20.0 percent of any façade along the ground floor;
 - e. ensure that commercial uses on the ground floor are accessible from the street with frequent entrances, storefronts and windows to maximize views to and from the street and allow for opportunities to extend those uses into **public space**;
 - f. include building features such as entrances and canopies that shelter **pedestrians**, provide weather protection and visual interest, and support year-round activity;
 - g. integrate mechanical equipment as part of the overall design of the building; and,
 - h. use durable and climate-resilient building materials.
3. Residential frontages on the ground floor should provide:
 - a. well-marked, individual entrances for units which face a public street or internal **pedestrian** route;
 - b. windows with views to the street; and,
 - c. setbacks that allow for a transition from **public space** to private spaces and that incorporate landscape and design elements or amenity spaces.
4. To optimize sunlight access to **public space**, including the multi-use pathway in South Glenmore Park, any portion of a building above six storeys should:
 - a. have a floorplate of less than or equal to 800 m²;
 - b. provide a minimum horizontal tower separation of 20 metres; and,
 - c. be oriented to mitigate shadowing.
5. Developments directly adjacent to open space and natural areas including South Glenmore Park should use bird-friendly urban design strategies to reduce potential bird-window collisions. Bird-friendly design considerations include:
 - a. transparent windows and panels along the lower levels of buildings;
 - b. soft landscaping and glazing around rooftop amenity areas; and,
 - c. the placement and orientation of building lighting to limit light trespass into natural areas and open spaces.
6. Where common private amenity spaces are provided they should:
 - a. be flexible and adaptable to a variety of activities and programming;
 - b. include lighting and furniture;
 - c. consider sunlight and shade access; and,
 - d. provide weather protection to support year-round use.
7. Common private amenity spaces are encouraged to provide opportunities for community gardens to support local food systems, food security and community connections.

2.4 Landscape Design

Landscaped areas have many benefits, including improving stormwater management, supporting urban wildlife, and offering a place for people to connect to nature. Landscaped areas can be incorporated into amenity spaces and provide green infrastructure.

Policy

1. Landscaped areas should be designed to:
 - a. enhance and complement the interface between the building and **public space**;
 - b. incorporate existing, healthy trees and landscaping on or adjacent to development sites where feasible;
 - c. locate infrastructure in a manner that minimizes disturbances to existing public trees;
 - d. delineate open space and property boundaries;
 - e. provide shade in areas of high sun exposure;
 - f. provide continuous, evenly spaced trees to provide definition of edges;
 - g. ensure sufficient soil volumes and adequate spacing to support healthy plant growth; and,
 - h. locate plants in areas suitable to their specific growing needs.
2. Plant material selected for landscaped areas should:
 - a. incorporate a range of plant species to promote biodiversity;
 - b. be climate resilient, including native and locally adaptive species;
 - c. avoid the use of invasive species;
 - d. use a range of tree species to contribute to the urban tree canopy;
 - e. provide year-round visual interest; and,
 - f. be low maintenance.
3. Water conservation strategies are encouraged in landscaped areas. These may include:
 - a. the use of drought tolerant or low water use plants;
 - b. grouping plants with similar maintenance needs together;
 - c. incorporating design features that collect and retain or allow for the infiltration of rainwater;
 - d. the use of high-efficiency irrigation systems; and,
 - e. redirecting surface runoff to landscaped areas, where appropriate.
4. The entrance at 90 Avenue SW and 16 Street SW should be designed to create a sense of arrival through design measures such as the creation of a wide shared promenade with trees, enhanced lighting, wayfinding, project branding, gateway features and street furniture.
5. Layered landscaping and a continuous row of canopy trees should be provided along 90 Avenue SW, 14 Street SW and primary internal streets.
6. Soft landscape buffers along the shared boundary between the Framework area and the adjacent natural area and South Glenmore Park should be provided. These plantings should be non-invasive, native species and designed to ensure sensitive transition between the natural and built environment.

2.5 Specific Policy Areas

To realize the Framework vision, the Framework sets out policies for specific areas within the **transit station area**. These include Areas of Activation, a public amenity area, and a High Street which are generally shown on Map 2: Policy Areas. The specific locations, dimensions and design of these spaces will be determined through the planning application process.

2.5.1 Areas of Activation

The space around and between buildings is an important aspect of the creation of well-designed **public space** within a **transit station area**. This should include Areas of Activation, characterized by active building frontages and public plazas, which support and facilitate public use and social interaction (Map 2: Policy Areas).

Policy

1. Areas of Activation should be designed to include:
 - a. **active uses** or amenity spaces that are oriented toward **public space**, where feasible;
 - b. accessible **pedestrian** spaces and routes that accommodate grade changes from the ground floor of buildings to finished grade;
 - c. high-quality surface treatments that include varied textures and materials; and,
 - d. landscaped areas that include trees as well as elements such as street furniture, pedestrian-scaled lighting, wayfinding signage, water features and public art.
2. Building frontages adjacent to Areas of Activation should:
 - a. provide primary entrances facing the Area(s) of Activation;
 - b. wrap building features and materials around a building corner; and,
 - c. continue public or publicly-accessible amenity space around a building corner, where provided.

2.5.2 Public Amenity Space

A centrally located public amenity space will provide a multi-use area for residents and visitors to gather and enjoy passive or active recreation opportunities (Map 2: Policy Areas). This space will be designed to accommodate a range of activities, include an enhanced **public space** and may also feature an amenity building. This space will also include integrated **pedestrian** routes that connect to adjacent primary **pedestrian** routes, the future High Street, public sidewalks and multi-use pathways, and transit stops including the 90 Avenue SW BRT Station.

Policy

1. The Public Amenity Space should be provided once 500 dwelling units have been constructed on the existing Glenmore Landing Shopping Centre lands.
2. The Public Amenity Space should be designed to:
 - a. be adequately sized to accommodate a high number of users;
 - b. accommodate grade changes from building ground floor to finished grade;
 - c. provide for high-quality surface treatments that include varied textures and materials;
 - d. include trees and landscaped areas;
 - e. be flexible and adaptable to a variety of activities and programming;
 - f. include decorative elements, such as street furniture, lighting, wayfinding signage, water features and/or public art;

- g. consider sunlight and shade access;
 - h. provide weather protection to support year-round use;
 - i. include **pedestrian** connections to surrounding sidewalks and the future High Street; and
 - j. explore opportunities for community gardens, local food sales, and community markets to support local food systems, food security and community connections.
3. Building façades adjacent to the Public Amenity Space should:
- a. complement the space using varied and high-quality materials; and,
 - b. provide windows and entrances that offer views to and from buildings adjacent to the public amenity space.

2.5.3 High Street

As Glenmore Landing evolves into a vibrant, mixed-use **transit station area**, a High Street will be provided (Map 2: Policy Areas). This High Street will ensure a safe and convenient east-west route between 90 Avenue SW Station and the multi-use pathways in South Glenmore Park to the west of the Framework area. The High Street will include at-grade commercial and **retail** opportunities and will serve as a key feature that organizes and defines the visual identity of the **transit station area** and creates a sense of place. The High Street is envisioned to include high-quality materials, urban site furnishings, landscaping, pedestrian-scaled lighting, wayfinding and public art elements. It will also be a **pedestrian** and wheeling only environment, with limited vehicular crossings.

Since redevelopment of the Framework area is expected to take several decades, it is important to consider how future residents and visitors will be able to safely walk and wheel between the MAX Yellow BRT line and 90 Avenue SW Station and the western **pedestrian** entrance into South Glenmore Park during the interim period. To address this, an Interim Active Mobility Connection will be provided with initial redevelopment, as generally shown on Map 2: Policy Areas, until the High Street is feasible. This connection will ensure critical east-west mobility connections are provided as development occurs in the Framework area.

Policy

Interim Active Mobility Connection

1. The Interim Active Mobility Connection should be provided with the first development permit application for a new mixed-use or multi-residential development in the Framework area.
2. The Interim Active Mobility Connection should:
 - a. provide enhanced, dedicated **pedestrian** and wheeling connections that meet or exceed minimum standards;
 - b. include pedestrian-scaled lighting, street furniture, wayfinding, and seating areas; and
 - c. feature enhanced landscaping that includes trees, shrubs, and soft and hard landscaped areas.

High Street

3. The eastern portion of the High Street should be constructed with the first development permit for a new mixed-use or multi-residential development on the surplus land immediately adjacent to the 90 Avenue SW Station.
4. The remaining portions of the High Street, connecting 90 Avenue SW Station with the multi-use pathways in South Glenmore Park should be provided in a phased manner with each adjacent development permit application for a new mixed-use or multi-residential development adjacent to the High Street.

5. A concept plan for a plaza area immediately adjacent to the connection of the west side of the High Street to the existing pathway into South Glenmore Park shall be provided with the first development permit application for a new mixed-use or multi-residential development contiguous with that portion of the High Street.
6. The High Street should be designed to include:
 - a. varied and high-quality surface materials;
 - b. **pedestrian** and wheeling routes that meet or exceed minimum standards;
 - c. traffic calming measures such as bulb-outs and enhanced **pedestrian** and wheeling crossings where the High Street intersects other streets;
 - d. pedestrian-scaled lighting, wayfinding and site furnishings such as seating, patio areas, bike racks and play areas;
 - e. weather protection elements such as pergolas, shade structures, and windscreens; and,
 - f. soft and hard landscaping that includes integration of green infrastructure, native and/or climate adaptive vegetation.
7. Motor vehicle access should not be allowed to the High Street with the exception of emergency vehicle access.
8. Motor vehicle parking stalls, visitor parking stalls and loading stalls should not be located between a building and the High Street.
9. Landscaping should include a minimum of 1.0 trees and 2.0 shrubs for every 45.0 square metres of landscaped area provided and should be located in the area closest to the edge of the High Street.
10. Development adjacent to the High Street should:
 - a. include **active uses** that are oriented towards **pedestrian** and wheeling routes;
 - b. provide for visual interest and articulation along the **street wall** including but not limited to colonnades, canopies, and overhangs every 15.0 metres measured horizontally along a building façade;
 - c. provide windows on the ground floor with unobscured glass that occupies a minimum of 40.0 percent of the façade between a height of 0.6 metres and 2.4 metres with the exception of multi-residential development;
 - d. provide for a step-back at or above 12.0 metres building height; and,
 - e. not be setback more than 5.0 metres from the edge of the High Street.
11. Where residential uses are provided on the ground floor, they should include an entrance that is visible from the High Street and a separate pathway that provides direct exterior access to the dwelling unit or shared entrance from the High Street.

3.0 Implementation

This Framework recognizes that redevelopment of Glenmore Landing into a vibrant, mixed-use, and integrated **transit station area** may take several decades. The following policies are intended to provide guidance for planning applications including studies and analysis to be provided with each application. These studies and analyses will support the review of planning applications.

Policy

1. At the discretion of the Approving Authority, a detailed sun shadow analysis must be provided for each development permit application. This analysis will show intervals of one hour, between the hours of 10:00 am and 4:00 pm (MDT) between March 21 to September 21 and indicate shadows cast by the proposed development and any other development that has either been constructed or approved in the Framework area. The sun shadow analysis should demonstrate that the proposed building(s) will not significantly impact the adjacent natural area to the north and South Glenmore Park to the west.
2. A comprehensive detailed tree report must be submitted with each development permit application for a new building, which considers the conservation and protection of existing trees. This report will identify each tree located within the application boundary. This report should be completed by a Registered Consulting Arborist who is familiar with both tree risk assessment and tree protection plans.
3. Development permit applications for any new building over 12 storeys in height should provide a **Pedestrian Wind Comfort and Safety Study**. The Study should:
 - a. outline **pedestrian** level wind impact on **public space** including sidewalks and street frontages, building entrance areas, surrounding open spaces and rooftop amenity areas;
 - b. identify mitigation strategies to decrease the effects of the wind such as building massing, podium articulation, canopies and landscaping; and,
 - c. anticipate future changes to wind intensity and severe wind event frequency due to climate change.
4. All development activities should be informed by mitigation measures identified in a biophysical impact assessment or other studies required.
5. A comprehensive landscape plan is required for each development permit for a mixed-use or multi-residential building and should include:
 - a. consideration of existing landscaping on adjacent development sites, to allow for a compatible design approach throughout the Framework area;
 - b. mobility connections between development sites, to public sidewalks, and transit stops;
 - c. integration of the buildings with adjacent landscaped areas; and,
 - d. opportunities for gateway features or public art.
6. A comprehensive landscape design that consolidates the lands immediately adjacent to either side of the far south-east corner of the Framework area and the current **pedestrian** bridge landing must be provided. This landscape design shall accompany the first development permit application submitted for a new mixed-use or multi-residential development immediately adjacent to 90 Avenue SW Station.

7. An updated Traffic Impact Assessment will be required in conjunction with future tentative plan or development permit applications. This will include a Parking Study and Traffic Demand Management (TDM) component. Future revisions, addendums, proposals or submissions within the Framework area will be subject to further mobility review and analysis, at the discretion and satisfaction of the Manager, Development Engineering.
8. Planning applications should determine opportunities for greenhouse gas emission reduction through a renewable and low-carbon energy feasibility assessment.

4.0 Glossary

5A Mobility Network – the Always Available for All Ages & Abilities (5A) Network is a city-wide mobility network that consists of off-street pathways and on-street bikeways. It aims to provide safe, accessible, affordable, year-round options for transportation and recreation mobility network.

Active Uses – commercial uses, such as **retail** and restaurants, on the main or ground floor of buildings adjacent to the sidewalk or street that generate frequent activity in and out of a building or business entrance.

Pedestrian – the term often used for people walking on the street but should be read inclusively for people with mobility challenges.

Public space – the space between buildings that is publicly accessible, including streets, squares, parks and open spaces. These areas and settings support or facilitate public life and social interaction.

Retail – commercial uses that include a range of businesses that depend on public traffic, such as shops, personal services, eating and drinking establishments, or other uses that generate frequent activity in and out of a building or business entrance.

Street wall – the portion of a building façade at the base of a building facing a street.

Transit station area – the area, up to 600 metres, surrounding an existing or future transit station along a primary transit line, such as Light Rail Transit or Bus Rapid Transit route, that includes enhanced amenities.

Applicant Submission



October 24, 2024

File: 2815.0065.02

The City of Calgary
Community Planning - South
Calgary, Alberta
T2P 2M5

Attention: Melanie Horkan, Senior Planner

RE: LOC2023-0130 - APPLICANT'S SUBMISSION - GLENMORE LANDING

On behalf of CTDC #1 Alberta Ltd. (RioCan Management Inc.) and the City of Calgary, Urban Systems is pleased to submit our applications for redevelopment of the Glenmore Landing Shopping Centre and adjacent lands which are located in southwest Calgary. Our applications include a non-statutory policy document, an Outline Plan, and a Land Use Redesignation.

In 2015, Council adopted NM2015-02 Notice of Motion (NOM) that directed City Administration to work collaboratively with RioCan to develop a comprehensive plan for redevelopment that considers the Southwest Transitway and to explore the disposition of surplus City owned lands to be included in the overall comprehensive redevelopment. This NOM also reflects RioCan's intent to intensify through redevelopment and broaden the uses to include residential. The NOM also includes the intent to provide opportunities for the provision of non-market housing to be included within the proposed development. An Affordable Housing Agreement with RE+DS & the City of Calgary's Housing team is being prepared in collaboration with RioCan Management Inc. which will incorporate non-market units as part of this application proposal. The City is working on a revised version of the Agreement for RioCan's review. RioCan Management Inc. and the City are both committed to collaborating to ensure each party is comfortable with the direction of the Agreement and the specific terms outlined in the Agreement.

RioCan Management Inc. entered into a purchase and sale agreement with the City of Calgary as of June 2022 to achieve the collective long-term vision of developing a vibrant, master planned community hub through redevelopment of the existing Glenmore Landing Shopping Centre. This agreement includes the purchasing of the City of Calgary surplus land along 14 Street and 90 Avenue, surrounding the existing Glenmore Landing property.

As part of this agreement, RioCan will be amending the Land Use for the surplus City-owned lands only and has prepared an Outline Plan and non-statutory policy document to support the proposal. Approval of these applications will allow RioCan to take a phased approach to strengthen the retail at Glenmore Landing with the addition of residential housing options to transform the site into a pedestrian-friendly, mixed-use community.

The non-statutory policy document (The Glenmore Landing Land Use and Design Framework) provides guidance for future, phased development to occur on site and provides direction for future land use and development permit expectations. This policy document provides guidance on elements such as built form, site and building design, landscape design, amenity space, areas of activation, and mobility connections. In addition, the Outline Plan and Land Use Amendment applications provide additional details related to density and intensity expectations and appropriate uses.

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urbansystems.ca

URBAN SYSTEMS

DATE: October 24, 2024
ATTENTION: Melanie Horkan, Senior Planner

FILE: 2815.0065.02

PAGE: 2 of 2

As required by the purchase and sale agreement, all lands require a comprehensive plan for redevelopment which is satisfied by the Glenmore Landing Land Use and Design Framework. The purchased lands are proposed to be redesignated to a standard Multi-Residential – High Density High Rise (M-H3) District with appropriate FAR and height modifiers for each site. The existing shopping centre is proposed to remain as the Commercial – Community 2 (C-C2) District to maintain commercial uses within existing buildings on site for the foreseeable future. These districts have been selected to appropriately reflect both short and long-term development plans for the site. The Outline Plan provides statistics for both anticipated densities, as well as maximum densities – it is the intention to build to anticipated densities only, and maximum densities were only provided to assess upset servicing capacities. It is likely that the purchased lands will build out over the next 15-20 years and future redevelopment of the shopping centre would proceed thereafter.

Public and stakeholder engagement occurred prior to our application submission in order to inform interested parties about the proposed redevelopment. Engagement took several forms including public open houses, community association meetings, meetings with individual community stakeholders and institutions, discussions with Councillor Kourtney Penner, a project website, and engagement with shopping centre tenants. Later in the process, our project team has further engaged with the public in the form of an in-person Information Session followed by an additional virtual Webinar engagement session. These latest engagement sessions provided stakeholders and the public opportunities to engage with the project team regarding the updates ahead of a Public Hearing of Council.

There are currently no guiding neighbourhood level policy documents, such as a Local Area Plan/Area Structure Plan/Area Redevelopment Plan, to guide development for this site. Therefore, as referenced in the NOM, the comprehensive plan for redevelopment aligns with the following higher order policy documents: CTP – Calgary Transportation Plan, MDP – Municipal Development Plan, and the TOD – Transit Oriented Development Policy Guidelines.

On behalf of CTDC #1 Alberta Ltd. (RioCan Management Inc.) and the City of Calgary, Urban Systems respectfully requests approval for the aforementioned applications.

Sincerely,

URBAN SYSTEMS LTD.



Mike Coldwell, RPP, MCIP
Senior Planner / Principal

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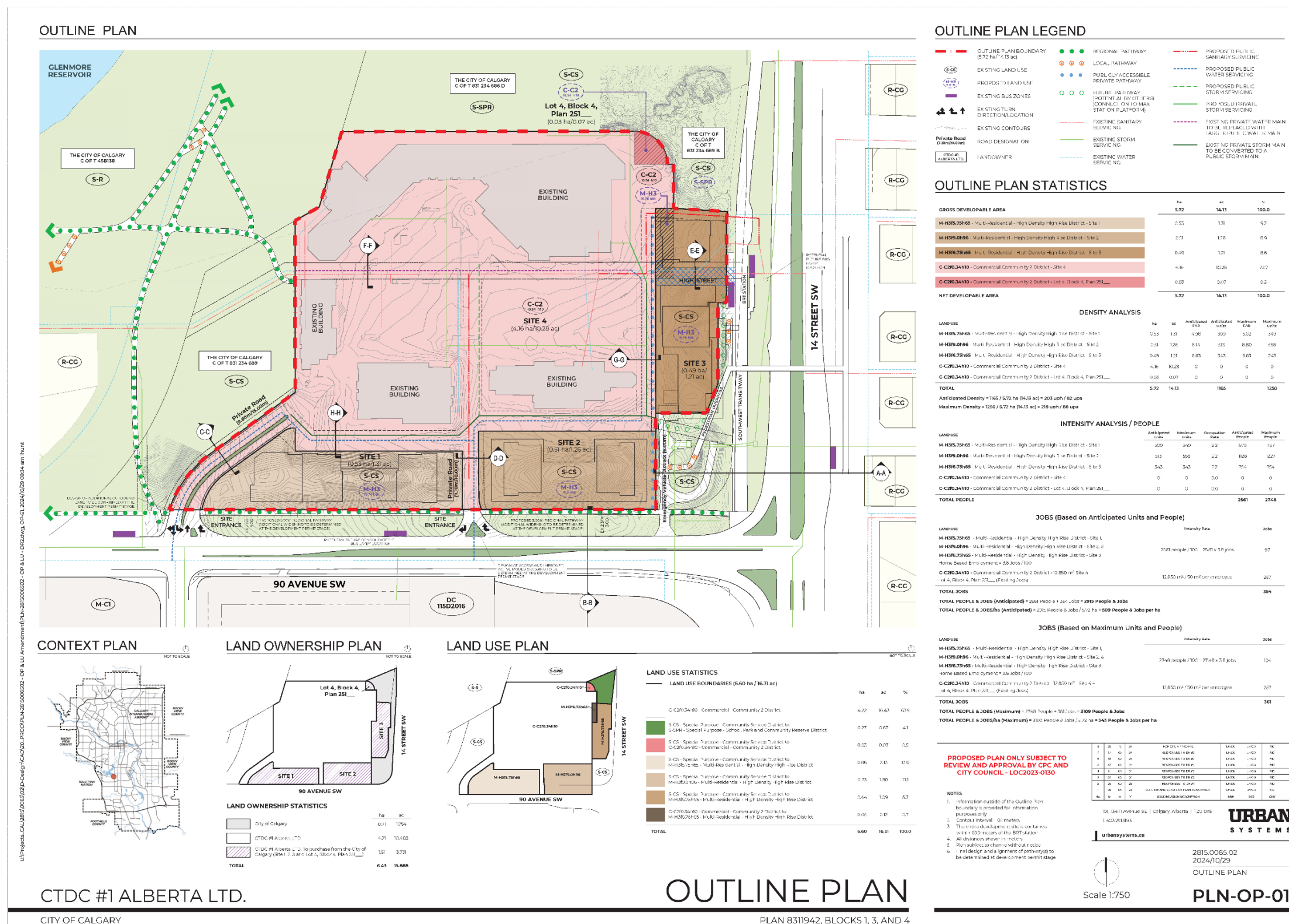
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Proposed Outline Plan

Calgary Planning Commission is the Approving Authority for the Outline Plan. Attachment for Council's reference only.



OUTLINE PLAN LEGEND

OUTLINE PLAN BOUNDARY (572 ha / 1413 ac)	REGIONAL PATHWAY	PROPOSED PUBLIC SANITARY SERVICING
EXISTING LAND USE	LOCAL PATHWAY	PROPOSED PUBLIC WATER SERVICING
PROPOSED LAND USE	PUBLICLY ACCESSIBLE PRIVATE PATHWAY	PROPOSED PUBLIC STORM SERVICING
EXISTING BUS ZONES	PRIVATE PATHWAY (SHOULDER BY THE SIDE) (CONNECTS TO LOCAL MAXI-STAT ON PLAT 03-14)	EXISTING PUBLIC SANITARY SERVICING
EXISTING TRAIL DIRECTIONAL LOCATION	EXISTING SANITARY SERVICING	EXISTING PRIVATE WATER MAIN (TO BE CONVERTED TO PUBLIC STORM MAIN)
EXISTING CONTOURS	EXISTING STORM SERVICING	EXISTING PRIVATE STORM MAIN (TO BE CONVERTED TO PUBLIC STORM MAIN)
ROAD DESIGNATION	EXISTING WATER SERVICING	
LANDOWNER		

OUTLINE PLAN STATISTICS

GROSS DEVELOPABLE AREA	ha	ac	%
M-H35.75H6 - Multi-residential - High Density High Rise District - Site 1	0.53	1.30	9.3
M-H35.6R96 - Multi-residential - High Density High Rise District - Site 2	0.51	1.26	8.9
M-H35.75H6 - Multi-residential - High Density High Rise District - Site 3	0.49	1.21	8.6
C-C20.34H0 - Commercial Community 2 District - Site 4	4.36	10.78	72.7
C-C20.34H0 - Commercial Community 2 District - Lot 4, Block 4, Plan Z51	0.02	0.07	0.5
NET DEVELOPABLE AREA	5.72	14.13	100.0

DENSITY ANALYSIS

LAND USE	ha	ac	Anticipated Units	Anticipated People	Maximum Units	Maximum People
M-H35.75H6 - Multi-residential - High Density High Rise District - Site 1	0.53	1.31	438	859	532	849
M-H35.6R96 - Multi-residential - High Density High Rise District - Site 2	0.51	1.26	814	535	680	558
M-H35.75H6 - Multi-residential - High Density High Rise District - Site 3	0.49	1.21	865	543	865	543
C-C20.34H0 - Commercial Community 2 District - Site 4	4.36	10.78	0	0	0	0
C-C20.34H0 - Commercial Community 2 District - Lot 4, Block 4, Plan Z51	0.02	0.07	0	0	0	0
TOTAL	5.72	14.13	1187	1765	1250	1750

Anticipated Density = 1187 / 5.72 ha (64.3 ac) = 208 units / 82 users
Maximum Density = 1250 / 5.72 ha (64.3 ac) = 218 units / 88 users

INTENSITY ANALYSIS / PEOPLE

LAND USE	Anticipated Units	Maximum Units	Occupancy Rate	Anticipated People	Maximum People
M-H35.75H6 - Multi-residential - High Density High Rise District - Site 1	438	532	2.2	859	1047
M-H35.6R96 - Multi-residential - High Density High Rise District - Site 2	814	680	2.2	1028	1227
M-H35.75H6 - Multi-residential - High Density High Rise District - Site 3	865	865	1.0	1038	1038
C-C20.34H0 - Commercial Community 2 District - Site 4	0	0	0.0	0	0
C-C20.34H0 - Commercial Community 2 District - Lot 4, Block 4, Plan Z51	0	0	0.0	0	0
TOTAL PEOPLE				2561	2748

JOBS (Based on Anticipated Units and People)

LAND USE	Intensity Rate	Jobs
M-H35.75H6 - Multi-residential - High Density High Rise District - Site 1		
M-H35.6R96 - Multi-residential - High Density High Rise District - Site 2	25.83 people / 100	25.83 x 1038 jobs
M-H35.75H6 - Multi-residential - High Density High Rise District - Site 3	Home Based Employment = 2.8 Jobs / 100	
C-C20.34H0 - Commercial Community 2 District - Site 4	12,850 m ² / 50 m ² per employment	287
Lot 4, Block 4, Plan Z51 (Retail Store)		
TOTAL JOBS		354

TOTAL PEOPLE & JOBS (Anticipated) = 2561 People & 354 Jobs = 2915 People & 308 Jobs
TOTAL PEOPLE & JOBS/ha (Anticipated) = 2215 People & 302 Jobs / 5.72 ha = 509 People & 308 Jobs per ha

JOBS (Based on Maximum Units and People)

LAND USE	Intensity Rate	Jobs
M-H35.75H6 - Multi-residential - High Density High Rise District - Site 1		
M-H35.6R96 - Multi-residential - High Density High Rise District - Site 2	27.48 people / 100	27.48 x 1038 jobs
M-H35.75H6 - Multi-residential - High Density High Rise District - Site 3	Home Based Employment = 2.8 Jobs / 100	
C-C20.34H0 - Commercial Community 2 District - Site 4	12,850 m ² / 50 m ² per employment	287
Lot 4, Block 4, Plan Z51 (Retail Store)		
TOTAL JOBS		361

TOTAL PEOPLE & JOBS (Maximum) = 2748 People & 361 Jobs = 3109 People & 308 Jobs
TOTAL PEOPLE & JOBS/ha (Maximum) = 2802 People & 308 Jobs / 5.72 ha = 543 People & 308 Jobs per ha

PROPOSED PLAN ONLY SUBJECT TO REVIEW AND APPROVAL BY CPC AND CITY COUNCIL - LOC2023-0130

- NOTES
- Information outside of this Outline Plan Boundary is provided for information purposes only.
 - Contact individual lot holders.
 - The entire development site is contained within the 500 metres of the BRT station.
 - All distances shown in notes.
 - Plan is subject to change without notice.
 - Final design and agreement of pathways to be determined at development permit stage.

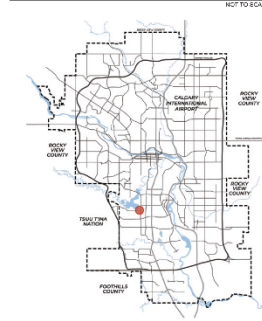
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2	2024/10/29	URBANSYSTEMS	PRELIMINARY PLAN	REVIEWED			
3	2024/10/29	URBANSYSTEMS	PRELIMINARY PLAN	APPROVED			
4	2024/10/29	URBANSYSTEMS	PRELIMINARY PLAN	APPROVED			
5	2024/10/29	URBANSYSTEMS	PRELIMINARY PLAN	APPROVED			
6	2024/10/29	URBANSYSTEMS	PRELIMINARY PLAN	APPROVED			
7	2024/10/29	URBANSYSTEMS	PRELIMINARY PLAN	APPROVED			
8	2024/10/29	URBANSYSTEMS	PRELIMINARY PLAN	APPROVED			
9	2024/10/29	URBANSYSTEMS	PRELIMINARY PLAN	APPROVED			
10	2024/10/29	URBANSYSTEMS	PRELIMINARY PLAN	APPROVED			

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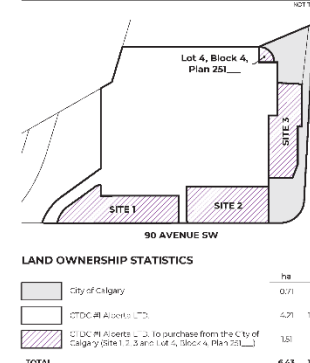
2815.0065.02
2024/10/29
OUTLINE PLAN

Scale 1:750
PLN-OP-01

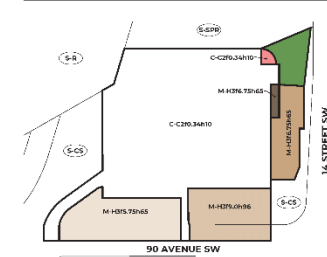
CONTEXT PLAN



LAND OWNERSHIP PLAN



LAND USE PLAN



LAND USE STATISTICS

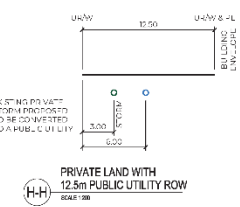
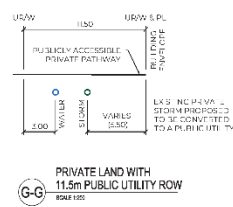
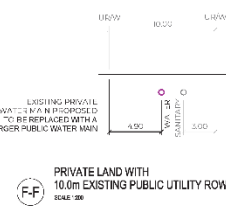
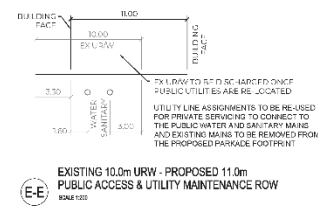
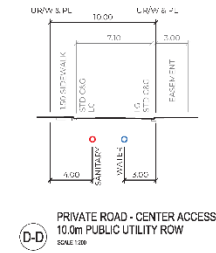
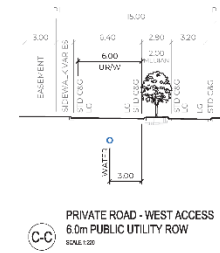
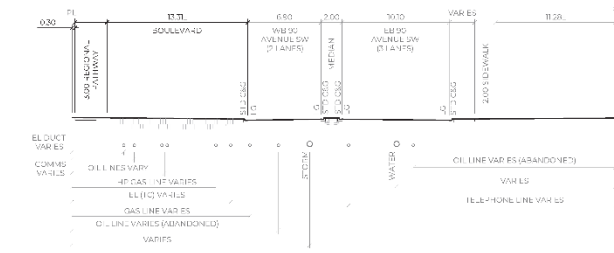
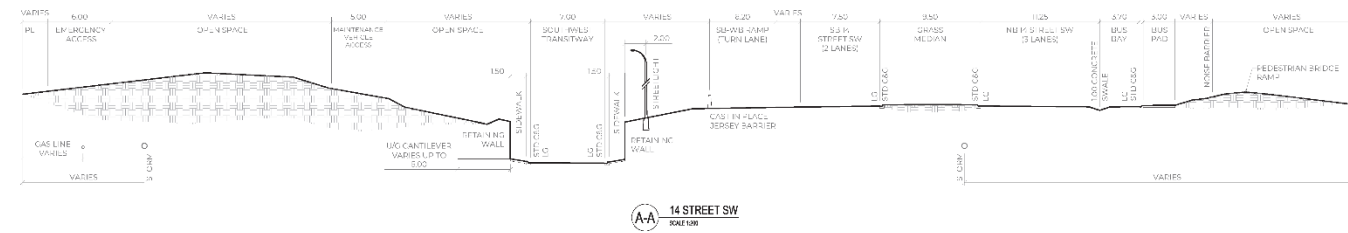
LAND USE BOUNDARIES (6.60 ha / 16.31 ac)	ha	ac	%
C-C20.34H0 - Commercial Community 2 District	4.22	10.42	62.6
S-CS - Special Purpose - Community Service (All lot to 100m - Special Purpose - Jobs - High Density Community Reserve District)	0.27	0.67	4.1
S-CS - Special Purpose - Community Service (All lot to 100m - Special Purpose - Jobs - High Density Community Reserve District)	0.02	0.07	0.5
S-CS - Special Purpose - Community Service (All lot to 100m - Special Purpose - Jobs - High Density Community Reserve District)	0.06	0.15	1.0
S-CS - Special Purpose - Community Service (All lot to 100m - Special Purpose - Jobs - High Density Community Reserve District)	0.13	0.30	1.9
S-CS - Special Purpose - Community Service (All lot to 100m - Special Purpose - Jobs - High Density Community Reserve District)	0.44	1.06	6.7
M-H35.75H6 - Multi-residential - High Density High Rise District	0.05	0.12	0.7
TOTAL	6.60	16.31	100.0

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CITY OF CALGARY

OUTLINE PLAN

PLAN 8311942, BLOCKS 1, 3, AND 4



NOTES
1. Information outside of the Outline Plan footprint is provided for reference purposes only.
2. Information shown on this plan is subject to change without notice.

PROPOSED PLAN ONLY SUBJECT TO REVIEW AND APPROVAL BY CPC AND CITY COUNCIL - LOC2023-0130

1	20	30	POP (12/1/2020)	4300	1020	800	10
1	10	30	REVENUE (2020)	6000	1000	800	10
1	10	30	REVENUE (2020)	6000	1000	800	10
1	10	30	REVENUE (2020)	6000	1000	800	10
1	10	30	REVENUE (2020)	6000	1000	800	10
1	10	30	REVENUE (2020)	6000	1000	800	10
1	10	30	REVENUE (2020)	6000	1000	800	10
1	10	30	REVENUE (2020)	6000	1000	800	10
1	10	30	REVENUE (2020)	6000	1000	800	10
1	10	30	REVENUE (2020)	6000	1000	800	10

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URBAN SYSTEMS

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2024/10/29
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PLN-OP-02

SCALE 1:200

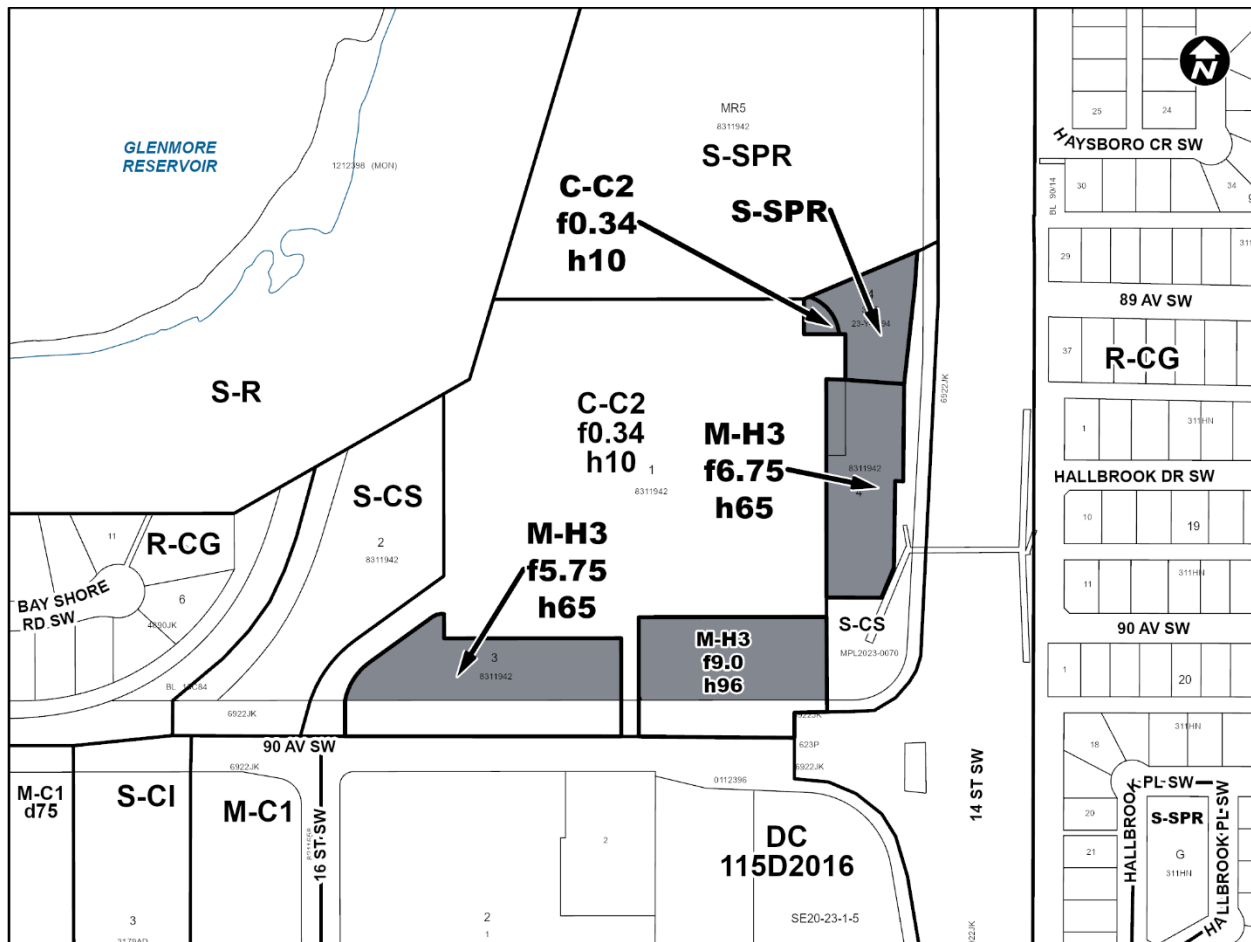
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OUTLINE PLAN - CROSS SECTIONS

PLAN 8311942, BLOCKS 1, 3, AND 4

Proposed Land Use District Plan



Proposed Outline Plan Data Sheet

*Calgary Planning Commission is the Approving Authority for the Outline Plan.
Attachment for Council's reference only.*

	HECTARES	ACRES
GROSS AREA OF PLAN	5.72	14.13
NET DEVELOPABLE AREA	5.72	14.13

LAND USE (Residential)	HECTARES	ACRES	ANTICIPATED # OF UNITS (Multi Residential)
M-H3f5.75h65	0.53	1.31	309
M-H3f9.0h95	0.51	1.26	513
M-H3f6.75h65	0.49	1.21	343
Total Residential			1165

LAND USE (Commercial)	HECTARES	ACRES
C-C2	4.19	10.35
Total Commercial	4.19	10.35

	UNITS	UPH	UPA
ANTICIPATED # OF RESIDENTIAL UNITS	1165		
ANTICIPATED DENSITY		203	82
ANTICIPATED INTENSITY		509	206



Glenmore Landing

What We Heard Report - **December 2023**



PREPARED FOR:

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PREPARED BY:

URBAN SYSTEMS LTD.

DATE:

DECEMBER 2023

FILE:

2815.0065.02

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4.3 C: INFORMATION SESSION POSTERS

Please be aware that in order to reduce the file size of this document, the 300+ pages of verbatim comment cards have been omitted.

All verbatim comment cards have been submitted as part of this document to the City for their review. The verbatim comment cards are intended to be included in the package presented to Council for the Public Hearing.

1.0 PROJECT BACKGROUND

Glenmore Landing Shopping Centre (Glenmore Landing) is a +/- 10-acre site located at the intersection of 90th Avenue and 14th Street in Southwest Calgary, Alberta. The site serves as a primary retail node for nearby residential neighbourhoods including, but not limited to, Haysboro, Palliser, Bayview, Pump Hill, Chinook Park, Kelvin Grove, and Eagle Ridge. The Glenmore Landing site is adjacent to the Glenmore Reservoir with direct pathway access to recreational opportunities in South Glenmore Park and the surrounding natural areas.

RioCan Management Inc. (RioCan) owns the Glenmore Landing site. Glenmore Landing consists of approximately 146,000 sf of existing commercial retail and office space. The property is adjacent to the Max Yellow Bus Rapid Transit (BRT) system with stop located 14th Street and 90 Avenue SW, which services the Glenmore Landing site.

In 2015, Council adopted NM2015-02 Notice of Motion (NOM) that directed Administration to work collaboratively with RioCan to develop a comprehensive plan for redevelopment of the Glenmore Landing site and explore the disposition of surplus City owned lands surrounding Glenmore Landing to be included in an overall comprehensive redevelopment of the site.

RioCan is under contract to purchase the +/-5.5 acres of surplus land along the perimeter of the site from the City of Calgary (The City). In May 2023, RioCan submitted an Outline Plan, Design Framework Report and Land Use Application to re-designate Glenmore Landing and the adjacent lands to develop a comprehensive plan for redevelopment of the site. If the applications are approved, this will allow RioCan the ability to redevelop the existing shopping centre to a mid-to-high density residential and commercial development.

Engagement occurred prior to the initial submission in order to inform interested parties about the proposed redevelopment of the site.

1.1 PURPOSE OF PHASE 2 ENGAGEMENT

The purpose of the second phase of engagement was to:

1. Update community members on the status of the project, including adjustments documented in the application resubmission to the City of Calgary in Fall 2023.
2. Ensure that engaged parties have access to accurate, up to date information so they can provide informed feedback.

1.2 SUMMARY OF ENGAGEMENT & OUTREACH

1. Information Sessions

A total of two (2) public Information Sessions were held to provide information to community members about the proposed redevelopment. The Information Sessions offered an in-person and virtual opportunity for community members to learn about the project, ask questions to the project team, and provide their input. A combined total of 430 community members attended the Information Sessions, with a combined total of over 370 comments provided to the project team.

2. Institutional Stakeholder Follow-Up

Follow-up reach out and discussions were held with previously engaged stakeholders to update them on the status of the application, and to make their organization aware of future engagement opportunities. In total, we reached out to four (4) institutional stakeholders offering each a 1:1 meeting with project team members. The institutional stakeholders who were contacted are outlined below:

- Paperny Family Jewish Community Centre (JCC) (Calgary Jewish Federation)
- House of Jacob Mikveh Israel
- Alberta Health Services (Rockyview General Hospital)
- Heritage Park

3. Tenant Communications : Email communications were used to update Glenmore Landing commercial tenants on the progress of the project. A dedicated timeslot was reserved for tenants to attend the in-person Information Session held on October 25th, 2023.

4. Project Update Memos

A total of two (2) project update memos were provided to four (4) community associations, four (4) institutional stakeholders, and to sixty-five (65) Glenmore Landing commercial tenants to provide information about the project and engagement opportunities for individuals to participate in.

5. Project Website: A project website was updated to reflect current project status and upcoming engagement opportunities.

2.0 ENGAGEMENT TACTICS

2.1 INFORMATION SESSIONS

DESCRIPTION

In-Person Information Session

The in-person session was hosted on October 25th, 2023, at the Heritage Park Gasoline Alley Museum Mezzanine. Community members were invited to register for a one-hour timeslot to view the informational posters and ask the project team members questions. In total, there were nine (9) one-hour sessions for the public, and one (1) one-hour session reserved for Glenmore Landing commercial tenants. The City of Calgary project team was in attendance to answer questions related to city planning, application process, transportation, land sale processes, and parks.

Webinar Information Session

The webinar session was hosted on November 14th, 2023, on Zoom. The one-hour session included a thirty (30) minute presentation of the informational posters presented at the in-person session, followed by a thirty (30) minute live question period where project team members answered questions that were submitted by participants in the chat function.

OUTREACH

A variety of outreach tactics were employed to raise awareness about the Information Sessions for those that might be interested in attending and providing their input in-person and virtually. These include

- Four (4) promotional road signs were installed near and on the Glenmore Landing site. The signs were positioned at high-traffic, high-visibility locations (i.e., entrances and exits of the site, along 90th Avenue SW) to promote the events.
- The project website was updated with a banner on the main landing page with information on how to register for the Information Sessions.
- Community associations distributed a Project Update Memo developed by the project team, highlighting the information session details to encourage attendance, and provide details on how to register.
- Commercial tenants received an invitation to attend a dedicated timeslot during the in-person session, and a follow-up invitation to join the webinar session.



Figure 1: Promotional Road Sign installed on 90th Avenue SW

Additional outreach included:

- Promotion through the Ward 11 Councillor's website (co11aborate.ca) where information session details were included in two (2) community update statements posted in September and October 2023.
- Earned media through news platforms including local news broadcasters, CBC, CTV Calgary, and CityNews Calgary which provided coverage of the proposed redevelopment and included information about the information session(s).

ATTENDANCE

A combined four hundred and thirty (430) community members attended the Information Sessions.

The in-person session reached registration capacity, with four hundred and fifty (450) reservations (fifty (50) people per one-hour session) were made through the online event page. At the event, three hundred (300) individuals attended, which was tracked through an Eventbrite check-in app.

The webinar session included two hundred and twenty-five (225) registrations through the online event page. At the event, one hundred and thirty (130) individuals attended, which was tracked through Zoom's attendance logs.



Figure 2: Attendees Participating in Discussions with Project Team Members

FEEDBACK SUMMARY

In total, approximately 370 questions and comments were collected using comment cards (in-person session) and through the Zoom Q&A logs (webinar session).

Summary of Comments by Key Themes

Verbatim comment cards are included in **Appendix A**, and Q&A logs are included in **Appendix B**.

Theme	Comment Summary
<p>Transportation and Connectivity</p>	<p>Community members expressed comments of concern regarding:</p> <ul style="list-style-type: none"> - Traffic volumes would exceed road capacity after reconfiguration measures, causing gridlock and access issues into neighbouring communities - Limited vehicle entrance and exit points contributing to congestion – desire to see addition of entrance/exit point <p>Community members expressed suggestions or general comments, including:</p> <ul style="list-style-type: none"> - Traffic reconfigurations proposed could help accommodate increased traffic - Suggestions to improve and upgrade pedestrian and wheeling access in and around the site (e.g. accessible pathway connections to the reservoir, bike parking, and a pedestrian walkway across 90th Avenue SW) - Desire to live in an area that does not require the use of a vehicle to access basic needs - This type of development would be appreciated by aging community members as an aging in place option
<p>Parking and Transit</p>	<p>Community members expressed comments of concern regarding:</p> <ul style="list-style-type: none"> - Low BRT ridership and the feeling that new residents will rely primarily on vehicles, and not the BRT - Anticipation that new residents will exceed the minimum parking requirements and will use 2+ vehicles per unit - New residents using on-site surface parking dedicated for commercial businesses and street parking within the neighbouring communities as parking overflow <p>Community members expressed suggestions regarding:</p> <ul style="list-style-type: none"> - Implementing upgrades to the existing parking lot early in the redevelopment process to improve current parking lot functionality and pedestrian experience
<p>Purchase and Sale Agreement</p>	<p>Community members expressed comments of concern regarding:</p> <ul style="list-style-type: none"> - The intention to sell the parcels for development - Desires to preserve the parcels as “parkland” - Legal history, Notice of Motion (NM2015-02), and the parcel maintenance agreement <p>Community members expressed suggestions or general comments, including:</p> <ul style="list-style-type: none"> - That the parcels to be purchased are currently underutilized by the community and would be suited for redevelopment
<p>Impact of Construction</p>	<p>Community members expressed comments of concern regarding:</p> <ul style="list-style-type: none"> - The amount of time construction would take and the prolonged impacts of this on the surrounding neighbourhoods - Periods of noise and road closures - The ability to access businesses during construction, and business closures - Construction workers parking in the neighbouring communities

Theme	Comment Summary
Density	<p>Community members expressed comments of concern regarding:</p> <ul style="list-style-type: none"> - The reduced building heights, and that they should be reduced further - Multi-unit residential development suitability on the site, suggestions that other areas of the City are better suited - The reduction of height results in a decrease in the amount of attainable housing in the area which is concerning due to current housing crisis <p>Community members expressed suggestions or general comments, including:</p> <ul style="list-style-type: none"> - The reduction of the height of the buildings aligns with desires of community members
Shadowing and Interface with Surrounding Communities	<p>Community members expressed comments of concern regarding:</p> <ul style="list-style-type: none"> - Privacy considerations for neighbouring communities - Shadowing impacting neighbouring resident's properties - Building height visibility imposing on sightlines in neighbouring parks
Market and Non-Market Housing	<p>Community members expressed comments of concern regarding:</p> <ul style="list-style-type: none"> - New housing development, and that it would be better suited for other areas in the City - Introduction of new residents increasing crime, littering, and loitering in the community - Affordability of market rate units <p>Community members expressed suggestions or general comments, including:</p> <ul style="list-style-type: none"> - A higher proportion of affordable housing to be included in the development - Accommodation of aging in place opportunities - Feeling that the redevelopment would invite more young people and families into the community
On-Site Amenities	<p>Community members expressed comments of concern regarding:</p> <ul style="list-style-type: none"> - The site being too small to accommodate amenity spaces for a large residential population - Residents using neighbouring community's amenities and causing destruction <p>Community members expressed suggestions or general comments, including:</p> <ul style="list-style-type: none"> - Community amenities including daycares, recreation centres, and libraries on site - Natural amenities like rooftop/community gardens - Environmentally sustainable building considerations like solar panels, bird-friendly windows, and energy efficient building systems (i.e. heating and cooling)
Impacts on the Glenmore Reservoir Area	<p>Community members expressed comments of concern regarding:</p> <ul style="list-style-type: none"> - The development contaminating drinking water in the Glenmore Reservoir - Possible damage of public parks around the Glenmore Landing site due to increased population - Limited dog park amenities in the area resulting in litter and unsanitary parks - General environmental impacts related to building high-density residential (i.e. demolition, pollution, and waste) - The impact on migrating birds and ecosystems around the Glenmore Reservoir <p>Community members expressed suggestions or general comments, including:</p> <ul style="list-style-type: none"> - Opportunities to enhance existing park amenities in the Glenmore Reservoir area to accommodate increased population

2.2 INSTITUTIONAL STAKEHOLDER FOLLOW-UP MEETINGS

DESCRIPTION

Follow-up meetings were conducted with previously engaged institutional stakeholders who expressed interest in receiving updates about the application. Upon the resubmission of the application to the City of Calgary in fall 2023, institutional stakeholders were contacted over email to receive an update about the resubmission and were offered a follow-up meeting to discuss the details with a project team member. Phone meetings were an average of 10-20 minutes in length and provided a general update and an opportunity to ask questions.

OUTREACH

Follow-up one-on-one phone meetings were offered to representatives from Alberta Health Services (on behalf of the Rockyview General Hospital), Heritage Park, Paperny Family Jewish Community Centre (JCC) (on behalf of the Calgary Jewish Federation), and the Kehilat Shalom Synagogue. Meetings were accepted by Alberta Health Services (on behalf of the Rockyview General Hospital) and the Kehilat Shalom Synagogue.

FEEDBACK SUMMARY

In general, the representatives were interested in the redevelopment of Glenmore Landing and the planned Information Sessions, and had questions comments regarding

- Information Session details (time, location, information presented)
- Traffic congestion
- Increase in population and potential increase in crime
- Proposed building heights

2.3 TENANT COMMUNICATIONS AND INFORMATION SESSION

DESCRIPTION

Regular email communication was used to update the commercial tenants within the Glenmore Landing shopping centre. The tenants will continue to be updated at key milestones of the project on an ongoing basis.

OUTREACH

A total of sixty-five (65) commercial tenants received updates about the project throughout the application process. A project update memo was provided to tenants to share with their staff, which outlined project information and opportunities to attend Information Sessions. Commercial tenants were also invited to a dedicated timeslot during the in-person information session held on October 25th, where the event was closed to the public to facilitate conversations with Glenmore Landing business owners, management, and employees.

FEEDBACK SUMMARY

Approximately twenty-five (25) commercial tenants attended the in-person information session timeslot. In general, concerns were raised about Business disruptions caused by construction and logistics around the long-term commercial redevelopment of the existing shopping center.

2.4 PROJECT UPDATE MEMOS

DESCRIPTION

Two (2) one-page memos (one for the webinar, and one for the in-person) were created to distribute to community interest holders to share within their networks to raise awareness about the project and opportunities to attend the Information Sessions. The memos included a description of the project, details about the status of the application process, and details around registering and attending the Information Sessions.

OUTREACH

The project team sent the memos over email to key stakeholders including four (4) community associations, four (4) institutional stakeholders, and sixty-five (65) commercial tenants. The community associations included Palliser Bayview Pumphill (PBP) Community Association, Chinook Park Kelvin Grove Eagle Ridge (CKE) Community Association, Haysboro Community Association, and Oakridge Community Association. The community associations shared the memos with their community through their websites and email lists. The memos were also sent to subscribers who signed up to receive updates on the project website.

2.5 PROJECT WEBSITE

DESCRIPTION

A project website was created to share updates on the application and redevelopment. The website features frequently asked questions, a comment form that can be submitted by interested parties, and an option to subscribe to email updates about the project. The website was published April 2023, and was updated in September 2023 to reflect updated frequently asked questions and engagement dates.

The website domain can be found below:

<https://glenmorelanding.community-developmentinfo.com/>

OUTREACH

The website was included in each engagement communication material and provided at the Information Sessions through a QR code. Participants attending the Information Sessions were encouraged to access the website after the event and to check back throughout the redevelopment process for project updates.

From September – December 2023, the website received one thousand and thirty-three (1733) visitors, and two hundred and five (205) returning visitors.

Ninety-nine (99) form submissions were received on the website, and the comment themes have been captured in Section 2.1.

3.0 NEXT STEPS


Input from the community and stakeholder engagement outlined in this report will be considered to inform the submission throughout the application process where possible and appropriate.

4.0 APPENDIX

A: IN-PERSON INFORMATION SESSION COMMENTS

B: WEBINAR INFORMATION SESSION COMMENTS

C: INFORMATION SESSION POSTERS



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4.0 APPENDIX

B: WEBINAR INFORMATION SESSION COMMENTS

Comments are verbatim transcriptions. As a result, grammar and spelling have not been corrected to record the comments as written/shared by engagement participants.

Thank you for having us! The virtual session is appreciated.
How are you possibly going to manage the expected traffic volumes generated by approx 5000 new residents in this area?
Have you considered reducing the height of the towers?
How is the city circumventing the caveat on the title of this land for you to be Parkland??
Have you done any investigation of scroll capacities in area?
Should this project get the go ahead, what sort of timeline are we looking at from construction start to finish?
Why does rioCan need this additional land to develop? Why can the not develop on just the existing parcel?
What happened to all the public benches around Glenmore Landing? They have been removed. Would be nice to grab a coffee and have a place to sit.
hello, it was noted there is a traffic study done. Was this study for the Glenmore/14th street intersection in addition to the 14th street/90 ave? The Glenmore/14th street intersection is already failing on a daily basis.
i am confused because there has been much discussion about the 4.5 acres of park being purchased for this project. Where is this parcel and how does it factor in?
Will the traffic study be published to residents prior to the sale of land?
Does RioCan have the power to lobby the City to improve bus frequncies to the site? Right now the peak hour frequency is every 18 minutes and off peak is 20-30 minutes. This is unacceptable when it comes to "rapid" transit
Why Bayview? How is it considered "appropriate"?
is there provision for converstion of the BRT into a LRT type transit system while maintaining 14st ?
sorry every 12-18 minutes during peak times
Why was Oakridge NEVER informed about this?
Where is the report from the Land and Asset Strategy Committee as stated in the last paragraph of the Notice of Motion dated February 9, 2015?
Has RioCan ever redeveloped a site next to a municipal water source?
How much Community feedback will you take into consideration?

In order to help the housing crisis and provide affordable housing in Calgary, what will the cost of these units be?
How many comments cards were opposed to this project?
Question for [redacted] - Policy Slide. Why was the City 's Climate State of Emergency not listed and how will related policy impact removal of green space, mature trees, demolition (embodied carbon released, land fill, reuse of materials) for this development
Who is attending the "key stakeholder meetigs" on the fall 2023 engagement sliide?
Just some feedback on the website. It has a pucity of information and was of little value
How will the City of Calgary make up for lost revenue with the towers now blocking the skyline, as tv, movie film crews will not beable to shot any longer at Heritage Park?
How many comment cards were in agreement?
Are you looking for consensus or just explaining what you're going to do. School's here are full were are the kids going to school. What are the planed price points for these units?
I vehemently oppose this project. I understand that a commercial company like yours wants to do this project, however as a resident of this area I want this project to be shut down entirely. What is my best course of action to get it shut down? Thank you.
How are high-rises considered "environmentally friendly"?
Where will the rest of the residents park if they only granted one stall?
Will these towers be considered part of Bayview?
How will you address the towers that will be able to see into the windows of split levels in Haysboro?
Where will all of the workers be parking during the construction?
Why does RioCan and the City of Calgary deem this piece of land being appropriate for this type of development when it violates the Municipal Development Plan as well as violates the city's Tree Canopy initiative, the city's Climate Crisis initiative, and the City's Biodiversity report. Why would this property seem fit when it will greatly decimate the natural landscape including the diverse plant species in the area, harm the sensitive species like the pileated woodpecker, western woodpecker, olive-sided fly catcher, and the bank swallows. We know more common species like chickadees don't tolerate noise pollution.
Where do you think the construction workers are going to park ?
How many homes were lost from the reduction of stories on the buildings
Like how many stories total have been lost from this project
Why are you constructing "affordable housing" in the SW and not SE or NE of Calgary?
How much will monthly rent be?
Where would the users to the High Street be parking?

What's mixed residential - you're adding more residential instead of 35 stories
You have reduced the height of the buildings. Does this reduce the number of residents? I believe it was approx 2700 people initially. Also, are residents buying or renting?
How will you manage emergency vehicles entering the site with only two entrances?
It's striking that the starting point of consideration is the technical considerations whilst community considerations are far down the most. The transit BRT line situated near Glenmore landing centre is under utilized. I suspect this is a case of build it and they will come. The design proposed as towers do not even align with the present landscape. What are the considerations when proposing a design, who would even think that towers of such height would be a reasonable starting point?
Why is it important for Riocan to acquire designated "parkland" when there are so many other more appropriate areas. And why is the City so keen to dispose of "Parkland" in this specific area that is "protected".
What makes you think people will still take transit?
You realize that the BRT you keep referencing is only a bus stop where one bus the 304 Max Yellow uses at Glenmore Landing
Will there be any plan to integrate mixed income models into the housing to support diversity, affordability and allow for various family compositions and demographics.
Have you done a study on transit use in the SW (Oakridge, Palliser, Bayview, Pumphill, Eagle Ridge)?
When will the rest of us see the infamous Transportation Study?
What are the current numbers of rider usership at the Glenmore landing BRT stop?
So if i understand the plan, over the long term will add significantly to lcoal residence and remove retail currently at Glenmore Landing? Where will local community(includign new residents) do their shopping?
By widening the access we will loose sidewalk?
Instead of making more spaces for vehicles, which in turn just creates more traffic, could we improve cycling and public transit access to the site?
Traffic number 2 recommendation- cars are parked on either side - where do you get 2 lanes -
What about traffic towards Downtown or RGH?
Keep in mind that people still crosss the street at 14th street and 90th avenue.
Your traffic doesn't go towards Downtown
*Your traffic arrows don't go Downtown
Does anyone on this project actually live in Calgary and in the southwest? I am sure this looks great on paper but in reality it looks like a bunch of spaghetti. Blackfoot is freight and not near a water source,
I query, opposed to high rises of 20 to 25 storeys, could you not create similar density with quality attractive village-community style centered architecture with longer-wider footprint and heights ranging from 8 to 18 towers? I see projects in Toronto (Kingly Condos? Queen & AshBridge condos as examples I reference specifically, they provide a higher quality interesting architecture as opposed to ugly poor

<p>quality and cramped living of skinny towering 25 storey high rises? this is not a downtown centre, nor on a ctrain route...its in central high end suburb and deserving of high quality architecture and creative wow factor design!! Children are afraid of high rises, seniors dont want to live in high rises.... the concrete glass high rise aspect is what is most disconcerting. I would like senior residences or condos that I would desire to buy or rent myself in 6 to 12 years. Towers in Brentwood NW Calgary designed by your company ok for u. of c, not appropriate design for zeitgiest of cherished village.</p>
<p>Look at the picture it looks like a mess, that you just admitted to. Keep in mind that people live and work in this area, they do not need more mess.</p>
<p>have you done studies on traffic from 19th street?</p>
<p>Your arrows are going the wrong direction. Have you completed a traffic study going Downtown? What if your traffic estimations are a fail?</p>
<p>Have you ran the actual numbers on the number of vehicles making turns with the increased traffic volumes to determine that adjusting the "green" time will actually work?</p>
<p>How come the initial renders done by RioCan were created with the revised proposal height? Unless RioCan knew all along that they were going to be suggesting this height and using the "reduction" as a tool to look cooperative to resident's comments. This is a tactic commonly used by developers. The shadow supplementary images in the design package excludes the most crucial times for shadows and also excluded the majority of the project. Projecting a false perception of what the shadowing will actually be in reality. You have numerous structures that were excluded from that. The other issue is you have shadowing in Glenmore Reservoir Park and the northern forest that will block sunlight out all day in the winter which will cause devastation to the trees. You cannot have such a large scale project at the base of our reservoir. The city of Toronto turned down site applications like this due to the shadowing over their parks and the city of Calgary needs to do the same thing. Find a more appropriate location.</p>
<p>Have you thought of keeping height to that of Rockyview Hospital?</p>
<p>Question for - scenarios. Did you consider further development of JCC site to the south and impact of traffic from Oarkridge Co-op redevelopment</p>
<p>Why are you taking Parkland? What happened to stopping Climate Change?</p>
<p>Glen, Did you say that 16 street will be 3 lanes, 2 northbound and 1 southbound into the community?</p>
<p>what was number 3 regarding traffic?</p>
<p>Remember 16th street is already impacted by all of the employees and visitors at the three Seniors homes, has the TIA taken into account.</p>
<p>You stated that these lands are "conditionally sold" - can you detail the conditions of this sale?</p>
<p>Is there sufficient space remaining to build an interchange when traffic volumes require due to the increased volumes of traffic in the future?</p>
<p>How safe will 3 lanes in front of a playground be? We don't need 2 lanes out of the community?</p>
<p>What is happening at #6 on Map? If there are two lanes turning left off of 14 St. often times those cars try to enter at #6 and traffic coming off of 14 St S creates congestion. Maybe the new light system alleviates issues?</p>
<p>If taking greenspace is something "that happens all the time", why take away plastics?</p>
<p>How can parklands become labeled as surplus lands?</p>

Calgary needs affordable housing not million dollar view housing, with only one parking stall that will impact the area for another 10-15 years.

Who will be paying for any sewer upgrades? RioCan?

Is this legacy you want to leave the Calgary?

In regards transportation ,to doubling up the left turn to 90 th Avenue, how are you accommodating and ensuring pedestrian safety. Crossing the road currently is already a safety hazard due to what may be deemed the impatience of those vehicles making a left turn on to 90th Ave.

Please note the right turn exiting GL currently is also an issue when vehicles move immediately into the left lane.

Reassuring that on going traffic analysis will be ongoing. Such analysis is key to traffic safe

Have you reviewed the Lottery Schools? Will CBE allow Oakridge, Palliser, etc. to be first dibs for entry?

you had a slide up explaining the "parkland" but it was not up long enough to read through it.

Next question..... 25 story buildings right beside a major waterway and natural areas area may cause a significant concern for window strikes. Strikes do occur at any size building, but the more building we put in the way of birds, the greater the issue. The height of these buildings will absolutely be causing light pollution in all directions, unless you already have a design in place to avoid this. We cannot rely upon people closing blinds to avoid this. So this question is...Is there any consideration/opportunity at all to reduce the height further? To reduce height significantly (as close to natural to tree height - with all bird-friendly glass to tree height), would be preferred to reduce the impact of the area would be necessary to reduce bird fatalities, stress on surrounding ecology and the impact of light pollution on the reservoir and Weaselhead Natural Area and wetlands across the water. Thank you!

What do you define as affordable housing?

I am very concerned about the impact the sale of this land and the resulting development would have on the open space and parkland around Glenmore Reservoir and on the large number of birds living in and migrating through the area. Every year tens of thousands of waterfowl and shorebirds rely on the habitat provided by the large Glenmore Reservoir and the extensive, adjacent shoreline and mudflats. Many songbirds also inhabit the adjacent forest and grasslands and migrate through the area. Some of the birds migrating through this area are rare and endangered species that should be protected as much as possible. In Canada, window collisions kill 16-42 million birds a year and is the top sources of human-caused bird deaths. The proposed sale and redesignation of lands on this site would allow buildings with enormous areas of exterior glass and other building materials that would create a serious mortality risk to birds. What are you going to do about this?

Your traffic analysis shows all of the ways you will make 90th able to move traffic more efficiently. But what do you do about the choke points at points 4 and 6 on your diagram? You also said there is one parking spot per unit? That is unquestionably not enough. Most families would have more than one car.

If you look around the third tower that was recently built in Palliser a few years ago (three blocks west of Glenmore Landing) you will see the streets are full of extra vehicles, parking in front of residences.

Mayfair (Kelvin Grove, Chinook Park) is currently experiencing an up tick in crime, with the Mayfair apartment levels being rented as affordable housing.

Can you tell us a bit more about the re-zoning application? What happens if the City restricts the height of the high rises further to match better with the surrounding communities?

another question, have you conducted a wildlife/environmental study in the area? The area is inhabited by diverse wildlife, and the presence of high-rise buildings adversely affects the thermal environment by causing wind turbulence, cooling, and excessive heating.

Why are you building high-rises in the suburbs? Where is the equality in SW Calgary? We paid to live in a quiet area, why destroy that for us?

did the environmental impact assessment asses increased use of the Glenmore Reservoir pathways and greenspace due to the number of persons accessing it who would now reside in close proximity?

The city has not updated the lift stations, ie 24th street, and sewer pipes in the area, how will an additional 3,000 people impact the current system.

Why won't you share with us the preliminary natural site assessment with the public? I know that there are wildlife conservation areas of concern that will be affected by the development. Why the lack of transparency if you're not concerned about the biodiversity in the area? We know that it's your property and yours to share. The city reviewing it does not inhibit you from sharing it with the public.

In the short-term plan current buildings remain but in the long term plan they will be removed? It didn't appear on the map that the current buildings are still there in the long term.

Great diagram of planned City & RioCan road changes - presumably expansion of exit from GL at location 4 will expand to the east - presumably by RioCan as it is on land RioCan is purchasing whereas the expansion of lanes and addition of lights at location 5 would be done by the City. You mentioned location 5 changes are needed irrespective of GL redevelopment. When is the City planning this upgrade as it would be best before RioCan starts their construction? Thanks

Have you considered traffic that will also increase with the Co-op redevelopment?

Can you shed a bit more light on the statement that the land has already been "conditionally sold" without proper accountability to the communities involved

what is the ratio of parking space per resident and how is rio planned to manage overflow of resident into the glenmore landing commercial area or adjacent residential area?

Rio Can recently announced a pause on new construction. Does that affect this project?

During construction will the workers be required to bus to the site as there is very limited parking there now?

can you go back to the slide showing history of the land please, when did RioCan buy the shopping centre

Floor Area Ratio main phases (The new Coop phases 1,2. &3 =3;1 - what is the final FAR for this proposal

I understand that many in my CKE community are worried about "shadows" created by the high towers. Is this a concern?

if there is failure on older existing sewer pipes for Bayview how does that impact, GL and Haysboro?

I think the community would welcome the high street and retail redevelopment, so why not start there?

How do you protect business from losing sale due to construction, because customer will avoid coming to the mall for their shopping?

Rio Can announced that they are putting projects that have have not commenced construction on hold. How will this effect Glenmore Landing.

What stage would road improvements be made? Glenmore Landing is honestly already a spot that's dangerous to drive in and be a pedestrian. If towers are being built without changes, how would that impact traffic? If anyone has gone to Glenmore Landing with a McDonald's and Good Earth delivery truck there (where there already is no appropriate loading zone), it causes immense problems and safety concerns

Given the higher population density envisioned for Glenmore Landing, any plans to add a more frequent and direct bus link to the Heritage C-Train station?

I understand that there is a small vocal minority in CKE who are concerned about "shadows" created by the high towers. is this a concern?

Was the parking requirement 1 car per unit or up to 1 car? What do you anticipate the overflow parking demand to be? Will this spill over to residential areas or use up commercial spots?

What are the plans for the land east of the Jewish Centre?

The primary vehicle circulation paths within Glenmore Landing are always slow & back up quickly - especially on the south side. Please explain how your access for residents won't have a negative impact. You said you're adding 2 left turning lanes onto 90th ave. What lane will vehicles exiting south and driving straight through onto Jerusalem road be in? That traffic can now back up vehicles turning right (west).

Are either one of you from Calgary or familiar with SW Calgary?

You can show the study now and you know it.

A little more detail regarding the question on the taller buildings... there is a lot of working being done internationally and locally to support dark skies and reduce light pollution. Page 22 mentions "Human Scale lighting" and page 21 and other references speak of using light in the design - possibly for art and way-finding. Would you be willing to revisit the use of light as a design feature to support dark sky / Bird friendly efforts? This is particularly important where we consider the amount of light that will be shed from the 25 floors of high rises right at a major body of water, natural areas? What is your light reduction strategy? Thank you! (would you be willing to work with dark sky consultants to create a safe dark development?)

What are the proposed details of the sale of the "surplus" lands. How much is being paid?

Do we know whether there was a tender process in the proposed sale of these lands? Or was RioCan the only bidder that came up with a potential plan??

How was the public engagement mentioned advertised in the spring of this year.

how has light pollution been addressed and studied? it is my understanding we can't have lighting around Glenmore reservoir (an extremely popular bike and pedestrian path for commuters and leisure alike). Why can we not have lighting around the reservoir for commuters, and encourage other modes of transportation, and increase safety, but we can have large residential towers infecting the reservoir with light? As a reminder, it is November 14 and the sun goes down at about 5 and rises around 7

Has Rio Can developed a similar sized project on as small a footprint as Glenmore Landing?

Have all the other developments in the area been taken into account?

<p>Would it not make sense to show what the Jewish Centre lands would likely accommodate? Will traffic and other studies make allowance for JC Lands?</p>
<p>Greenspace = good mental health. High-rises = negative mental health. Have you considered this?</p>
<p>How come those parklands are not deemed mature when the city was given those lands by Campeau? Those lands were historically passed over to the city to be used as parkland in perpetuity. Did you know that Calgary is losing its urban greenness over time? We've decreased greenness by 16.5%, the largest drop of all major cities in Canada. This info is provided by stats can by the way. We went from %54.1% to 37.6%, the next lowest sitting city is Edmonton that dropped to 51.1%. Vancouver sits at 68.2, Toronto at 61.2% and Montreal at 69.3, yet we're at 37.5%. Alberta sits second last in urban greenness in all population centres, with Saskatchewan following closely behind us. Manitoba is greener by 20%. So why does the city and Riocan want to remove more of our greenspace?</p>
<p>Where are the construction workers going to park ???</p>
<p>Regarding parking, I would like to see a reduction in parking spaces to encourage transit / cycling use. How much parking will be included?</p>
<p>the transportation study discussed may address left turns into the site. However, how does safety to drivers and pedestrians get addressed within Glenmore Landing? Again, I live off of 90th Ave currently, and I will not walk my child through Glenmore as it is.</p>
<p>Please speak to the sandstone composition below that causes issues because it</p>
<p>'s porous.</p>
<p>Regarding window strikes, if you use the City of Calgary bird friendly guidelines, they are in need of updating. Please ensure you do not blindly rely upon them. I note that there is dark glass used in parts of the design. If used for anti-strikes, it is no longer considered effective on its own. Again, professional, modernized window-strike consultants will be needed. Thank you very much.</p>
<p>With the added population how will density impact the walking pathway system? Has there been a study looking at this?</p>
<p>are you going towards downtown with your traffic assessment?</p>
<p>How will the density of these towers be addressed within the sites in regards to parking? Glenmore Landing is already an extremely popular site for people to park their cars and come enjoy the area. If we're adding towers, and guests for those towers, Door Dash drivers, Amazon trucks, etc., how will anyone park to enjoy Glenmore reservoir parks?</p>
<p>We know you're taking our questions and not reading the entire statements provided, just repackaging them. I believe this needs to be reported.</p>
<p>How long will they be "affordable housing"? Doesn't a contract with the City end after X amount of years?</p>
<p>repackaging*</p>
<p>Will all units be rentals or will there be an option to purchase units? What type of pricing are you anticipating given the market is similar to now?</p>
<p>What is the planned number of parking stalls within the Glenmore Landing perimeter for the finished project versus at present?</p>
<p>Will the affordable housing have separate entrances?</p>

<p>Is there a current redevelopment plan being approved for the Jewish Centre south of 90th Avenue at 14th Street. This could significantly add to traffic use of 90th Avenue and 14th Street.</p>
<p>The walk and bike paths are already extraordinarily busy, have you gone on a walk there in the spring? A long weekend? Tried to use the pump park? If the city is respecting the provincial study that Glenmore Reservoir is NOT a land that needs to be protected, why can't we have increased paths, lighting, etc? if we want people to move to these towers and enjoy the park land, there already isn't room.</p>
<p>Does Riocan support the option to include public art in this development?</p>
<p>how many units will be owner occupied</p>
<p>The CoC has declared their housing emergency. How does building luxury condo units help this crisis? I understand *some* subsidized housing, but to think that this project will help the housing crisis is a joke.</p>
<p>Is it true then that the Safeway will be removed from GL with the plan?</p>
<p>Why were 30 stories cut? Was it due to public pressure? Given the housing shortage, would we not want to build as many units as possible?</p>
<p>How can you create more thorough-way in traffic at that intersection at 90th ave and Jerusalem way when you're increasing flow into a playground zone?</p>
<p>with the increased traffic, have you looked at a noise study?</p>
<p>Reduction of the use of rodenticides will be important in this area. We want to see owls, hawks, coyotes and other wildlife continue to safely hunt in the area. Would you be able to commit to designing the foundation and entrances to be fully sealed against mouse entry? and then to avoid any and all exterior rodenticides? Use of humane-pest control only. Thank you.</p>
<p>Accessing the site, it already is a nightmare to come into G.L. at the first right hand exit going east bound on 90th. How will this be addressed if we're tweaking light timing? It already backs up. You already can't get past the Starbucks area with pedestrians. If we're increasing pedestrians and vehicles, how in God's Good Earth will this be effective?</p>
<p>What are your wildlife provisions? There are families of deer who use the land to the south of GL. How will they be protected?</p>
<p>Will I be able to easily and safely access the Glenmore reservoir bike trails on my bike after I have crossed the overpass on 14 St from Haysboro both during construction and afterwards?</p>
<p>mentioned that RioCan will be relying on the BRT along 14th Street. Are you aware that the BRT currently runs back and forth along 14th Street with virtually no passengers? We live in a winter city. A large number of people drive vehicles. This number will increase with all the people in the residential development. With all respect, you are glossing over the creation of a traffic nightmare at this site and on 90th Avenue and on 14th Street.</p>
<p>We know the last km is the hardest to overcome with active transportation. If the city and RioCan want people to use the BRT and bike paths, how are you encouraging this? Including large bike lockers, maybe even adding to underground parking? If you're going to say you care about this, I need to see efforts and not just buzz words that are selling the city.</p>
<p>Hoping you can speak to school availability with growth and current over capacities at present</p>
<p>How many residential units will be built in total?</p>

I love that you are referencing the use of Native Plants in your gardening! If you also showcase a bird-friendly glass design, would you be willing to share these efforts to encourage other developers and Calgarians to use native plants, reduce light and use bird-friendly glass? You have the opportunity to be leaders in these efforts..... if don't correctly. It doesn't have to be complicated at all - but thoughtfully done - with the collaboration of good people like Bird Friendly Calgary, CUSRT, native plant specialists and Indigenous Knowledge Keepers. Thank you!

What's residential mixed use?

How would your teams justify the cost, the time, and the headaches residents endured to build the BRT, only to have crews come back years later, and suggest a 25-year major construction project at our major thoroughfare in the area? Why were Glenmore Landing traffic and access issues not correctly done the first time?

Will there be a plus 15 pedestrian system including linked to JC lands

Why is this development needed, considering all of the currently approved residential development in the south of Calgary? Taza, heritage, London towers, coop in Oakridge?

There has been no information in these sessions about traffic within the site. Traffic in the site is already unsafe. We need REAL discussions about how this will be planned out to increase safety. A note, that the red paint people came to paint all around Glenmore Landing less than a month ago is already worn off / covered in gravel.

Wow - you refuse to ask where are the construction workers going to park?

Will any existing businesses remain open during Phase 1 construction

Does this mean that this project is here to pay for the BRT?

How do we know that you're reading from community questions when they're blocked from everyone else

How many towers on the mixed use areas?

this is not transparent engagement

If the intention is to make this development more friendly towards other modes of transportation, has our climate been considered as a factor?

How will the active transportation AROUND Glenmore Landing be addressed? We need lighting. If lighting is too harmful to wildlife around the bike paths for active transportation, HOW are 20 storey towers okay for light pollution?

why are you not looking at existing vacant or near vacant buildings closer to downtown?

we don't want a "variety" of people in this community. Have either one of you done an assessment on what this community wants?

Is RioCan attempting to jam as many people (residents) onto this site to support its retail therein, and thus jack up its net retail rents and the value of its property? Is this being done at the expense of green space at Glenmore Landing?

2 years of building BRT and the bridge causes lots of damages to business in the mall. what does Riocan is planning to do to protect their tenants?

1 stall per unit. what happens to a second vehicle? where will they park?

Has Rio Can and the City of Calgary reviewed the community development plan for the area, in the sense that the majority of current homeowners have invested heavily into their homes with the idea that this area would remain less populated?

Will the residential units all be rental units or will they be for purchase?

Many people like me need affordable, fabulous homes like the ones you are suggesting (with some revisions as I've mentioned). More of us are far more aware of the impact of human-caused risks on wildlife. What are your plans to reduce wildlife conflict and to actually enhance living beside wildlife? (eg... wildlife corridors, sealed against mice, avoiding unmarked glass in railings, design features, light reduction...) Thank you.

How will the site be able to remain open? You can't, that's not feasible for businesses to stay alive while that kind of construction is going on. They were hurt by the BRT line going in and this is 10 times worse. There's no way you're not there to kill the local businesses and don't they know it.

your tenants such as has been against this redevelopment, how will they survive during construction?

Have both Rio Can and the City of Calgary considered the impact this will have on property values? Most likely that it will be a negative impact?

How many participants are on this webinar?

To suggest that existing businesses can exist in major construction, when a single delivery truck already basically halts traffic through the site, is laughable. What are the tangible steps being done to make sure residents and business owners can access businesses? The answer is not just that everyone will be open. And if there's not a plan, you need to go back to the drawing board.

Has Rio Can identified an area for where the construction staff are going to park?

I thought this pedestrian connection running east-west through the site was "Dream scenario". How is this an answer for the connectivity in initial phases?

Will a copy of this presentation be made available to webinar attendees?

thank you for the clarity regarding multi purpose pathway

Not really a question but if we expect residents to take the BRT I think construction workers will be able to as well

your construction workers are already congregating at the McDonalds. Are you monitoring them?

Thank you for receiving so many questions. If we can be of any support whatsoever, please reach out to us at I'm fortunate to have some insights for preliminary consideration, and happy to connect you to the industry experts on glass, etc. I believe you have a real opportunity to showcase some great wildlife / bird-friendly features here without a lot of added cost - and possibly at reduced cost depending on what materials are used. Many thanks!

Why does RioCan need the Parkland on 14th and 90 Ave

What AM I BEING IGNORED

WHY AM I BEING IGNORED????

You never answered a single one of my questions. WTF

Does RioCan know that a significant number of people (taxpayers) that are vehemently opposed to this project? Significant numbers of people (taxpayers) have signed petitions in opposition of this project.

You can call me a NIMBY after this presentation. Disappointed

Communities around Glenmore Landing are suffering from fatigue from transportation delays from first the Glenmore Trail expansion over the Glenmore Reservoir, then BRT construction along 14th Street. Everything possible must be done to minimize further traffic delays during construction at Glenmore Landing....

You've ignored the Downtown question. WHY???

Sorry that was not our experience during the construction of the BRT - so the "trust between the city and the community is fractured. There was zero accountability, and community members were left stranded frequently. Access to Rocky View Hospital was cut off frequently AS we saw EMTs struggle to access the hospital during gridlock, with vehicles bottlenecked on and off the ramp of Glenmore Trail.

I will just note here for the record, that so far as I can tell, none of the questions regarding wildlife / bird-friendly concerns have been raised during the 1/2 hour Q&A today. This is very disappointing. I will need to trust that we will receive some outreach, please.

So 3,000-4,000 residents on the base of our reservoir destroying our park with their 800 dogs. Great. Great city planning.

well done. thanks

why wasn't a City of Calgary rep here?

We have NO interest in what you are doing. We don't want this redevelopment. Have you considered the definition of suburbs?

Definitely ... thank you so much!!

4.0 APPENDIX

C: INFORMATION SESSION POSTERS

Welcome!

Welcome to the Glenmore Landing Redevelopment Information Session!

Thank you for taking the time to attend the Glenmore Landing Redevelopment Information Session.

Please have your registration information ready, including:

- Your name
- Timeslot that you registered to attend through Eventbrite



Not Registered for this Event?

Join us for a webinar in November 2023.



<https://www.eventbrite.co.uk/e/glenmore-landing-information-session-webinar-tickets-741741287157>



Welcome!

Welcome to the Glenmore Landing Redevelopment Information Session!

We invite you to read the posters around the room and ask any questions you may have to a member of our team.

Feel free to provide any additional input using a comment card. Please leave comment cards in the provided drop-box at the end of the posters.



Ground Rules for Participation

Thank you for taking the time to attend the Glenmore Landing Redevelopment Information Session. The following ground rules are in place for the safety of all participants.

Respectful behaviour. We expect all participants and project team members to actively listen, to refrain from interrupting, and to seek to understand different perspectives.

Respect the time limits. You have 45 minutes to review project information and ask questions of the project team. Once the time is up, a bell will ring. Please be respectful of the participants of the next timeslot and leave when your session is over.

Zero tolerance for abuse. We have a zero-tolerance policy for any form of verbal or physical abuse. If participants or project team members display any threatening or abusive behavior, they will be asked to leave immediately.



Which Community Do You Live In?

Place a sticker on your neighbourhood!

Help us understand who is in the room.



Who We Are: RioCan Living

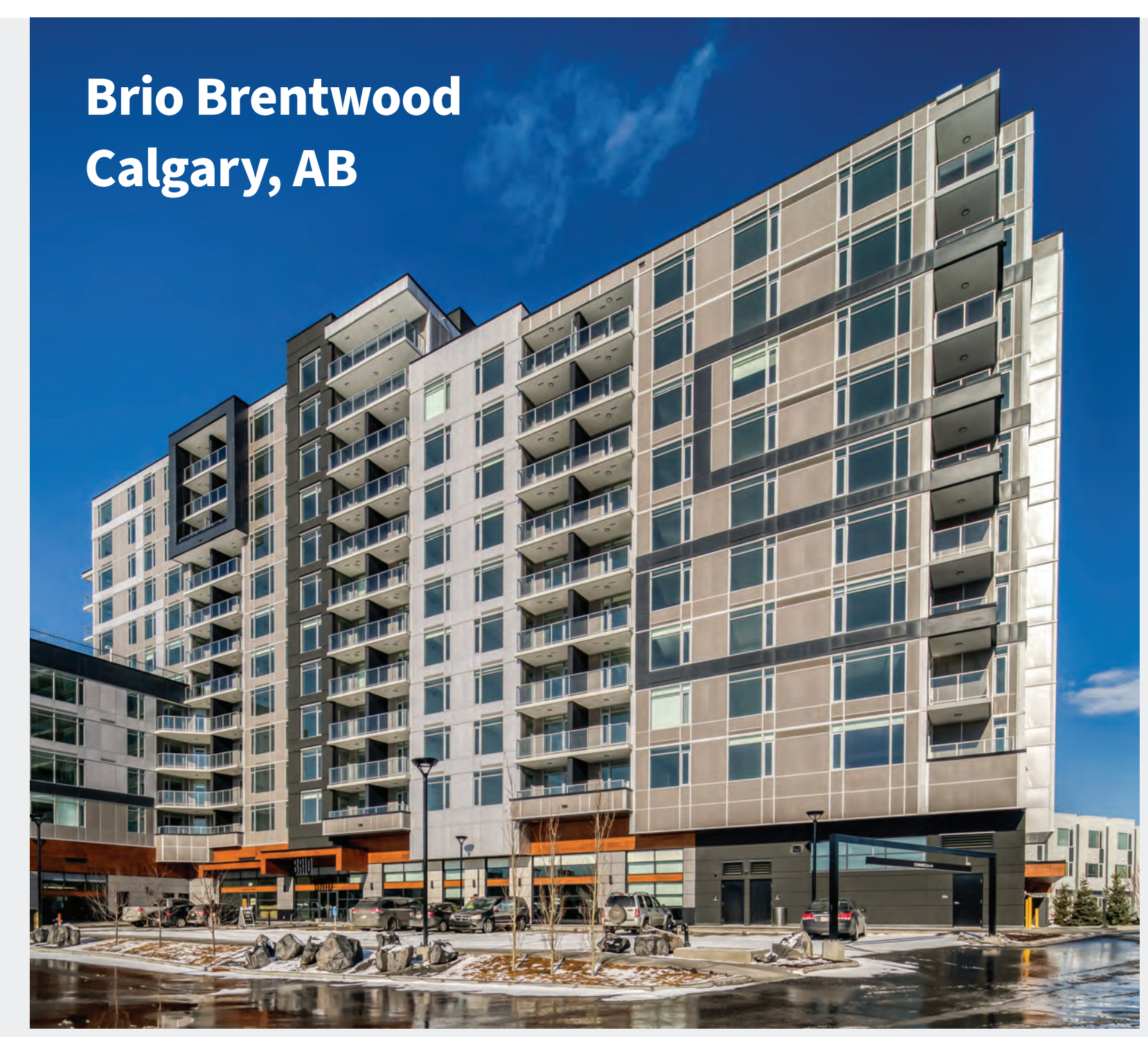
At RioCan Living, we believe building better places to live takes more than bricks and mortar. It means looking at the communities and seeing the full picture; what they are, what they could be, and what they need to get there. We make these visions a reality – adding to the story and legacy of each community we engage with.

For us, living is not just about where you live, but how you live. A central location with easy access to commuter routes is essential, but so too is access to friendship and community; to convenient retail and entertainment amenities; to green spaces and pedestrian-friendly streetscapes; all of the things that link people with a place and shape their sense of belonging.

As builders, designers, property owners, landlords and community stewards we're creating prosperous communities where residents, retailers and service providers support one another to build richer and more rewarding lives.

To us, that's what living is all about.

Please visit our website at: <https://riocanliving.com/>



Glenmore Landing Redevelopment

To maintain Glenmore Landing as a vibrant community hub, RioCan is planning for the shopping centre's future.

This redevelopment intends to transform Glenmore Landing, an already well utilized and cherished site, into an even stronger community anchor that will continue to be a destination for residents from surrounding neighbourhoods and beyond.

The proposal submitted to the City in Spring 2023 addresses both of these requirements and provides a long-term vision for the site as a mixed-use community destination for southwest Calgary.



Site

RioCan recently entered into an agreement with the City of Calgary and is under contract to purchase surplus city owned land along 14th Street and 90th Avenue for mixed-use commercial and residential redevelopment.

Site Features:

- Established commercial amenities and exceptional retail offerings within Glenmore Landing Shopping Centre
- Access to the Southwest Bus Rapid Transitway (SWBRT) on 14th Street which provides a direct connection to Downtown Calgary
- Pathway access and recreational amenities at the Glenmore Reservoir
- Located within a loyal and dedicated community



Legend ——— Glenmore Landing Site Boundary ——— City of Calgary lands being purchased by RioCan

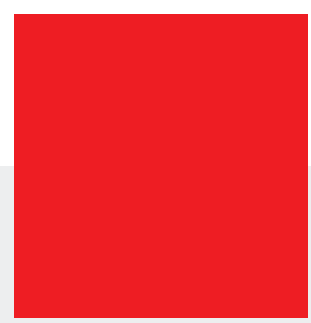
Policy



The City of Calgary has adopted policy documents, guidelines, and plans that are in place to guide development within the City. The Glenmore Landing Redevelopment team has used these guiding documents to inform the planning and design of the proposed redevelopment of the site.

POLICY	HOW DOES THIS INFORM THE GLENMORE LANDING REDEVELOPMENT?
Transit Oriented Development Policy Guidelines, 2005	Supports the intensification of underutilized areas around key transit stops with a mix of transit supportive uses, and pedestrian oriented design, that makes a station area a “place”.
Notice of Motion (NM2015-02), 2015	Confirms City Council’s desire to see Glenmore Landing proceed as a transit-oriented development that includes intensifying the site, and introducing a broader mix of land uses, including residential. Additionally, the Notice of Motion directs City Administration to work collaboratively with RioCan on a land sale for City-owned land.
Municipal Development Plan (MDP), 2020	Directs City Administration to make sure current and future Calgarians are provided with a choice of housing forms, tenures, and affordability.
Transportation Plan, 2020	Outlines importance of concentrating housing, employment, shopping and other community amenities around transit stops.
Council’s Strategic Direction, 2023 - 2026	States Council’s priority to diversify the range of housing options in the City by supporting affordable housing development.
“Home is Here” Housing Strategy, 2023	Indicates Calgary is in a housing crisis and needs to increase the supply of housing to meet current and future demand.

The Application So Far:



SPRING 2023

SUMMER 2023

FALL 2023

Community Engagement (Pre-application)

Initial Submission of Outline Plan, Land Use Redesignation, and Draft Plan of Subdivision

City Administration Application Review Process

Application Resubmission to the City with Changes

Community Engagement



WE ARE HERE!

Spring 2023 Engagement

-   **2** public open houses with **260** participants
-   **3** community association board meetings
-   **9** key stakeholder meetings
-   **4** promotional road signs
-   Regular tenant updates and communication
-   Active project website with regular traffic
-   **120** comment cards received



Open House, Haysboro Community Association



Open House, PBP Community Association

Site Concept: Short-Term Vision

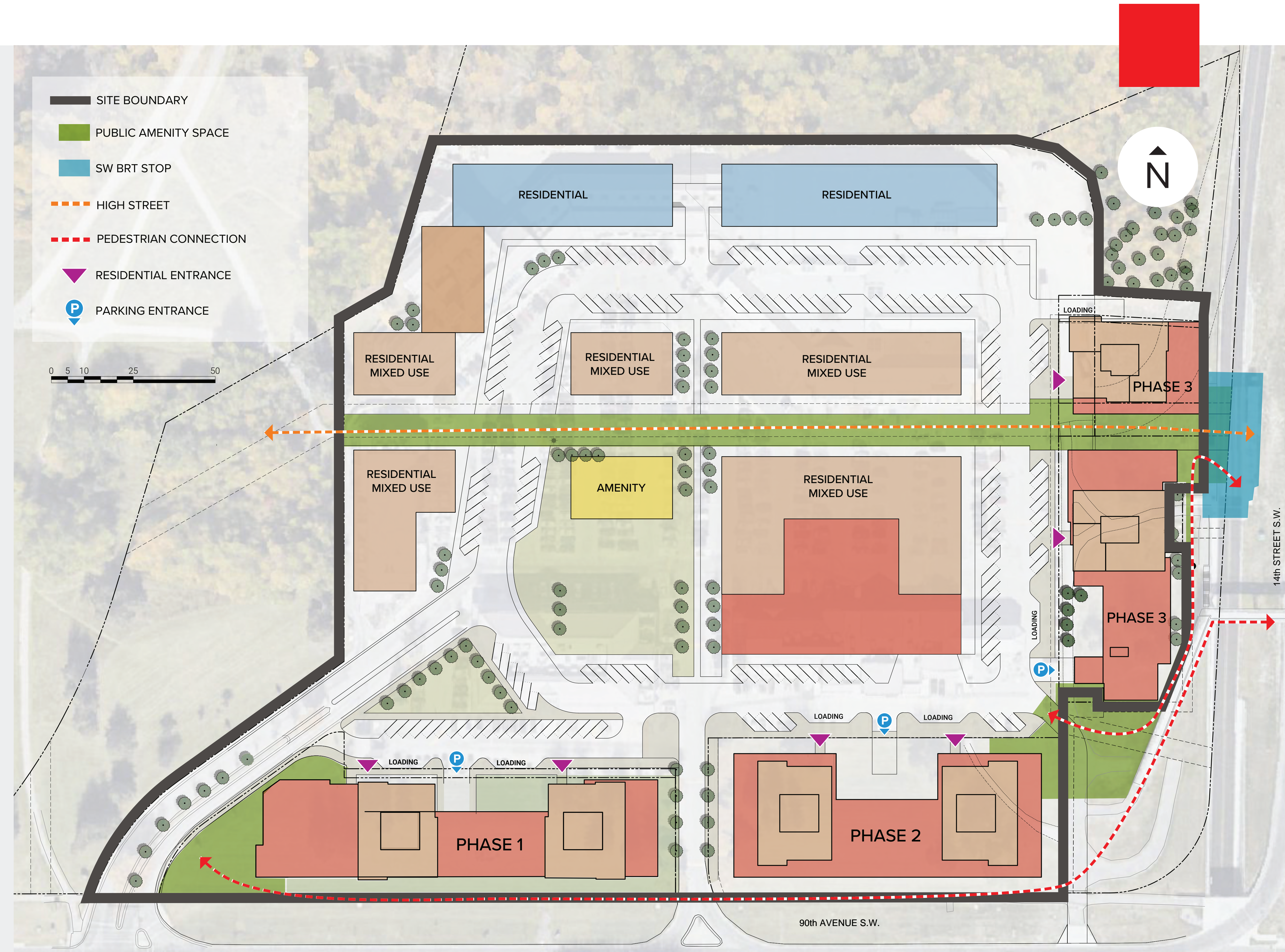
The short-term vision for the site will add residential development to the lands along 14th Street SW and 90 Avenue SW and an improved pedestrian connection from the Glenmore Reservoir through the site to the SWBRT stop.



Site Concept: Long-Term Vision

The long-term vision for Glenmore Landing involves a gradual redevelopment of the existing site as it operates today. Redevelopment in the long term is intended to strengthen the existing shopping centre by providing greater mix of uses, additional residential options, and high quality, public realm design.

A pedestrian oriented promenade, or “High Street”, will form the backbone of the site, stretching east west, connecting the BRT stop west to the Glenmore Reservoir.



What We Heard: Building Height & Shadowing



What we heard:

Concerns about the proposed height of residential buildings in the short-term development.

Concerns about building shadows in the short-term development impacting surrounding neighbourhoods.

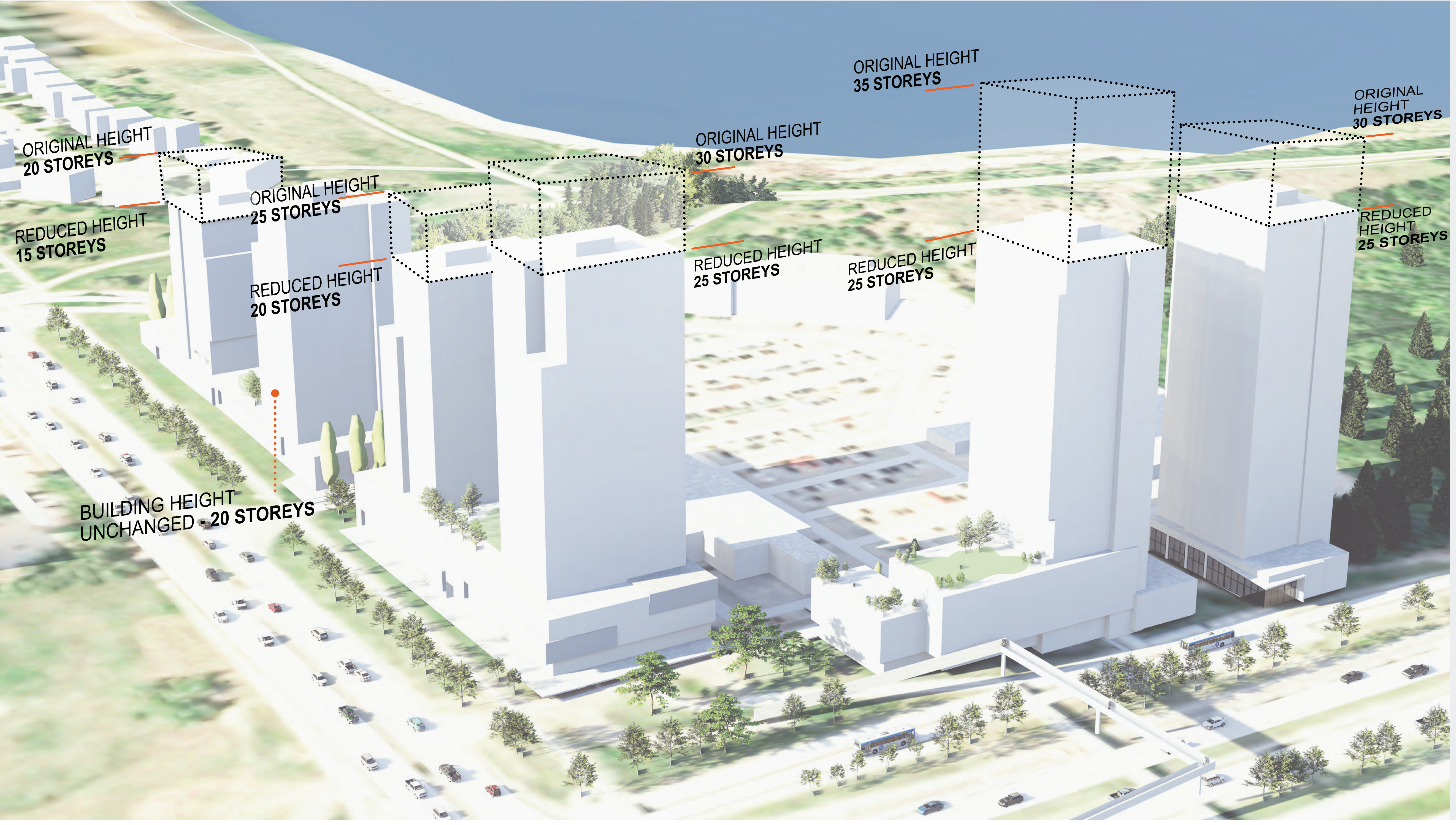


How has this been addressed in our applications?

Building heights have been decreased and staggered between 15-25 storeys. The final heights proposed are to be determined in collaboration with the City through the approvals process.

The reduction of building heights will reduce the impact of shadows on adjacent neighbourhoods.

Building Height & Shadowing



This image is included to visually demonstrate the change in building heights. Please note, the image is visionary in nature, and does not include details such as ultimate building design/ architectural features which will be thoughtfully integrated throughout the development permit stage, which would be a next step after the land use amendment process.

What We Heard: Traffic & Site Access

What we heard:

Concerns that 90 Avenue SW and 14 Street SW cannot handle additional residential traffic.

How has this been addressed in our applications?

This is a logical concern, given the congestion that exists at these locations today. To assess this, the City required the completion of a Transportation Impact Assessment (TIA). The TIA looked at the impacts of redeveloping Glenmore Landing as well as the impacts of regional traffic growth over time. The results of the study showed the following:

Short/Medium Term Traffic related to growth and development in the entire area, including Glenmore Landing Shopping Centre and beyond, may require some of the following road improvements to increase capacity and ensure the community is well serviced:

- 1 Changes to nearby intersection traffic light timing
- 2 A change in the driving lane configurations at the 16 Street SW and 90 Avenue SW intersection (i.e., main access to Glenmore Landing)
- 3 New traffic lights to manage traffic flow
- 4 Improving the 16 Street SW access to Glenmore Landing
- 5 Increasing the turning lane capacities
- 6 Improvements to safety for pedestrians, bicycles, and vehicles.

Minor but impactful improvements will include reconfiguring drive aisles and parking areas on-site for improved vehicular mobility at the shopping centre.

It is important to note, many of these improvements would be required in order to accommodate natural forecasted growth in the area - regardless of RioCan proceeding with any development at Glenmore Landing.

Long Term An assessment of the long-term development capacity will be studied at the appropriate time in the future. Given the far out time frames, it is not feasible to do so now.

All of the improvements being referenced are tied to the Short and Medium term development related to the Set Area. Improvements related to the Long Term will be re-assessed at such time the Flex Area is ready to be developed, in part to assess the actual impact of BRT on travel habits at the site.

Anticipated Road Network Improvements



GLENMORE LANDING REDEVELOPMENT INFORMATION SESSION

RIO  **CAN**

What We Heard: Traffic & Site Access

What we heard:

Concerns that the SWBRT alone, as a non vehicular travel option, is not going to solve the traffic concerns for existing residents, and all future residents of Glenmore.

How has this been addressed in our applications?

The Transportation Impact Assessment assumes all future residents will be using their vehicles. If alternate forms of transportation are used, then the predicted traffic volumes will be further reduced. The BRT is not being proposed to solve future congestion, but rather is an additional option for those living without a car.



What We Heard: Parking

What we heard:

Concerns that new residential development will add more parked vehicles to an already busy parking lot.

Concerns that parking stalls will be removed from Glenmore Landing Shopping Centre in the short term.

How has this been addressed in our applications?

Parking for all new residential development will be provided in underground parkades for both residents and visitors. The amount of parking provided will be determined with the City of Calgary as part of the approvals process, as well as market demand.

Parking supply will be maintained for the commercial services on the site.

What We Heard: Parking

What we heard:

Concerns that redeveloping the shopping centre in the short term will add more retail and require more parking stalls.

How has this been addressed in our applications?

RioCan's vision for the short term redevelopment is focused on introducing residential building as well as ground floor pedestrian activation. Any convenience retail will not have an impact on parking.

To provide room for new buildings on-site as part of the long-term redevelopment of the shopping centre, a majority of retail in the future will be provided using underground parkades with ramps proposed to be located near the main entrance of the site. By doing so, on-site traffic congestion will be reduced from what occurs today in the existing parking lot.

What We Heard: City Land Sale

What we heard:

Some community members requested more information about the NM2015-02 Notice of Motion and the land acquisition process of the surplus land parcels proposed for redevelopment, and indicated a public tender process was required for the lands.

Concerns were also raised about the lands being classified as “parkland”.

For Clarity:

RioCan has entered into a purchase agreement with the City of Calgary to acquire the parcel of land adjacent to the existing Glenmore Landing site. This purchase agreement was precipitated by City Council’s Notice of Motion (NM2015-02) to explore the disposition of this land to the Glenmore Landing Shopping Centre owner (RioCan) for comprehensive residential redevelopment. The disposition of City-owned lands happens regularly, and this is following their standard process.

In 1983, the City of Calgary and Intrawest Properties, the original developer of Glenmore Landing, entered into a private contract that set out the responsibilities of the City and the Owner to ensure appropriate connections and services through the Glenmore Landing site. The private contract also noted that the grassy areas along 14th St and 90th Ave would be adequately cared for by the Owner.

In 1987, RioCan acquired the Glenmore Landing site from Intrawest Properties and has upheld the care for the grassy area in the Agreement along 14th St and 90th Ave. The City of Calgary and RioCan have mutually agreed to bring the 1983 agreement to an end, providing RioCan with the opportunity to utilize the grassy area to enhance Glenmore Landing further and bring much-needed housing to the Calgary community.

Despite the grassy area not having a Parkland land-use designation, through an abundance of caution and an appreciation of multiple interpretations of the aforementioned agreement, the City decided to advertise the sale of the lands through their standard process.

What We Heard: Landscape Design

What we heard:

Concerns that the redevelopment will remove forested areas located at the north and west edges of the site.

Concerns that existing trees will be removed.

How has this been addressed in our applications?

Natural areas to the north and west edges of the site will remain as City lands and are not subject to redevelopment. Redevelopment is concentrated on the east and south areas adjacent to 14th Street and 90th Avenue. *See the site map board for areas of redevelopment.*

Existing trees will be removed. The redevelopment will add landscaping and utilize landscape design principles including but not limited to:

- Incorporating connected vegetative spaces planted with trees, shrubs, and perennials through the site.
- Using a diverse array of native and/or adaptive plants best suited for Calgary's climate and provide suitable soil volume for them to thrive and grow.

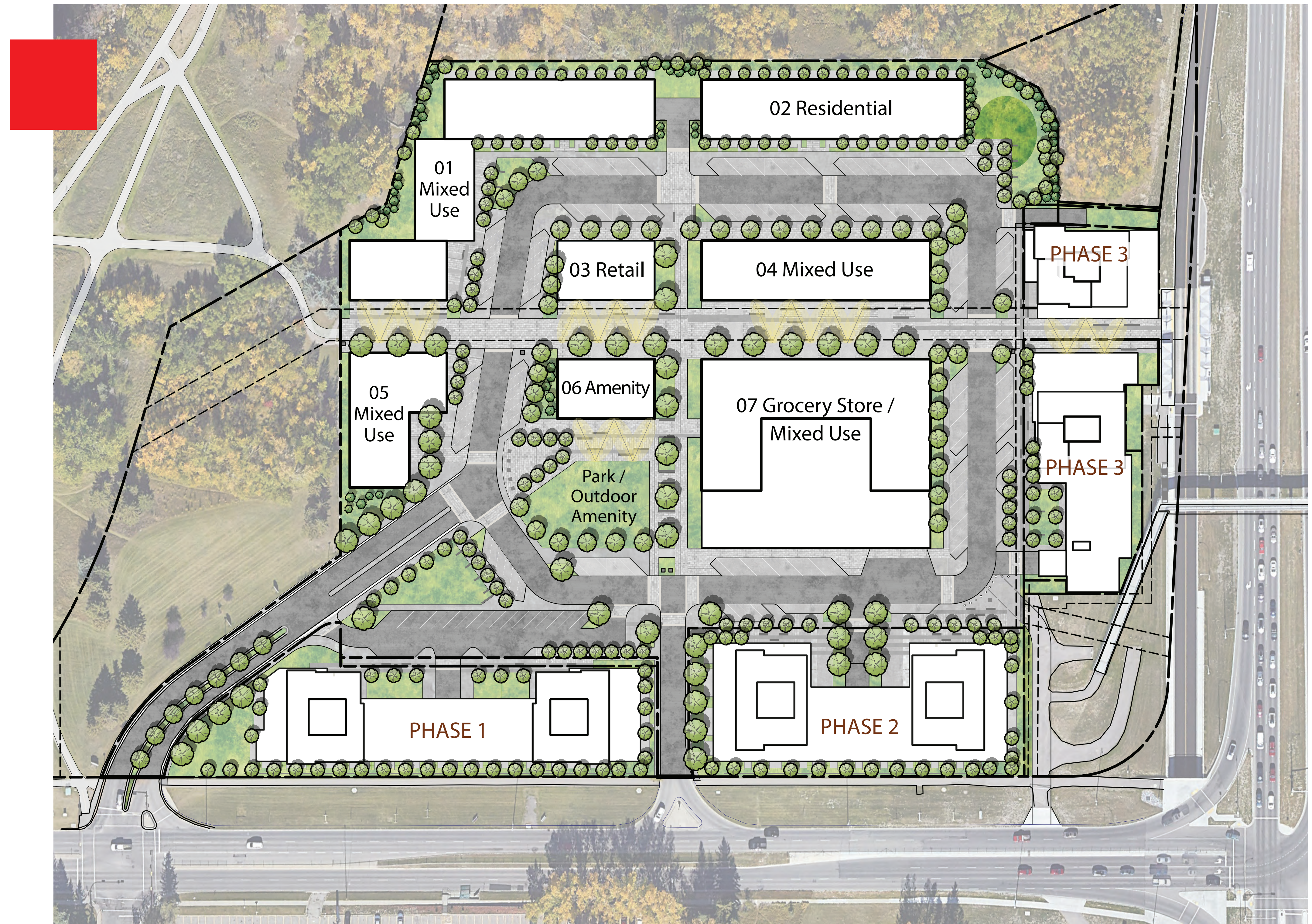


Landscape Design

Key Design Elements

Amenity Design Features are Proposed to Include:

- Public plazas which will include entry features, street trees, site furnishings, wayfinding map/signage, seating areas, and patio spaces
- Opportunity for public art installations
- Community green space for gathering and events
- Connections to BRT platform and pedestrian bridge
- Enhanced pedestrian crossings and traffic calming measures at all intersections
- Canopy tree lined streets with site furnishings
- Street orientated units
- Community green space with naturalized plantings, seating and lawn
- Fencing along property lines with non-invasive plantings and native species to complement the adjacent natural areas



What We Heard: Public Services

What we heard:

Some community members expressed concern about how adding population to the area would impact public schools and medical services.

How has this been addressed in our applications?

We are working with the City to consider and assess the capacities of public services and facilities (schools, leisure centres, libraries, and hospitals) to make sure that all residents have access to these important community services.



What We Heard: Construction

What we heard:

Community members are concerned about the impacts from construction.

How has this been addressed in our applications?

The redevelopment of Glenmore Landing will be carried out in a sequence of phases that will be market driven. All construction activities will take place on site with minimal closures to be further detailed during the development permit approval process.

A Construction Management Plan is required before construction starts, and will outline measures to manage dust, noise, and traffic.

What We Heard: Safety

What we heard:

Community members expressed concern over increased crime as a result of the addition of density and affordable housing.

How has this been addressed in our applications?

Canadian studies have similar findings as research conducted in the US and other countries that crime rates in neighbourhoods are unaffected by the existence of affordable housing in a community.

Source: City of Calgary, 2023

More information: Affordable Housing Myths

<https://www.calgary.ca/social-services/low-income/affordable-housing-facts.html>

What We Heard: Environment



What we heard:



How has this been addressed in our applications?

General concerns about the environmental impact on the surrounding area, including biodiverse zones around the Glenmore Reservoir.



A Preliminary Natural Site Assessment was conducted for the Glenmore Landing proposal to evaluate environmental considerations for the site. The assessment concluded that the site does not fall within the Provincially identified key wildlife biodiversity zone and the study has been reviewed by the city.

Concerns about construction impacts and drinking water supply.



Stormwater will be directed into an upgraded stormwater system, and has been designed so no runoff enters the Glenmore Reservoir.

Next Steps

* Dates are determined based on timing of additional approvals and market demand

WINTER 2023/2024



Calgary Planning Commission to consider Design Framework and Outline Plan, City Council to consider Land Use Redesignation.

2024+



Following the previous stage, RioCan will be required to submit a development permit application before any construction can begin. For the Glenmore Landing Redevelopment, this is the next stage in the planning process after the Outline Plan and Land Use Redesignation are approved. A development permit includes more detail about the development and can take several years for approval. RioCan will take a phased approach for the development permit process with the sequencing of phases being determined at a later date through market demand.

POST-DEVELOPMENT PERMIT APPROVAL



Phase 1 Construction Begins

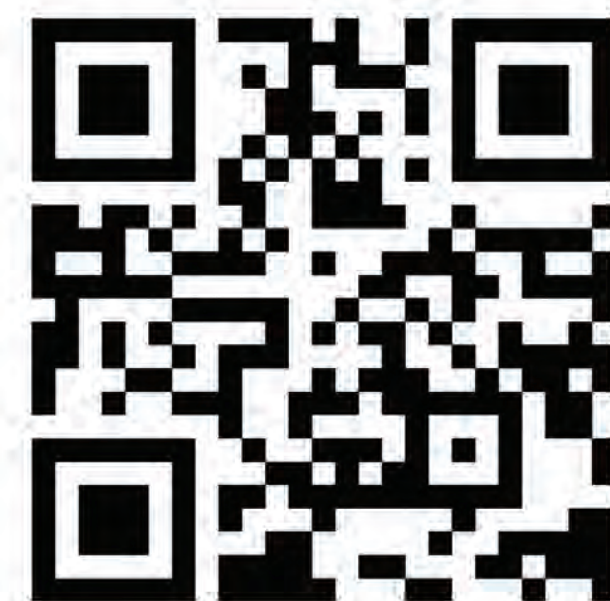
Thank you!

Thanks for attending the information session for the Glenmore Landing Redevelopment.

We appreciate you coming to the
Glenmore Landing Information Session.

Please visit our website here:

glenmorelanding.community-developmentinfo.com



Follow-up Opportunity:

**Join us for a webinar
in November 2023
for a recap of what
information was shared
here today.**



<https://www.eventbrite.co.uk/e/glenmore-landing-information-session-webinar-tickets-741741287157>





Glenmore Landing

What We Heard Report - **May 2023**



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1.0 PROJECT BACKGROUND

Glenmore Landing Shopping Centre (Glenmore Landing) is a +/- 10-acre site located at the intersection of 90th Avenue and 14th Street in Southwest Calgary, Alberta. The site serves as a primary retail node for nearby residential neighbourhoods including, but not limited to, Haysboro, Palliser, Bayview, Pump Hill, Chinook Park, Kelvin Grove, and Eagle Ridge. The Glenmore Landing site is adjacent to the Glenmore Reservoir with direct pathway access to recreational opportunities in South Glenmore Park and the surrounding natural areas.

RioCan Management Inc. (RioCan) owns the Glenmore Landing site. Glenmore Landing consists of approximately 146,000 sf of existing commercial retail and office space. The property is adjacent to the Max Yellow Bus Rapid Transit (BRT) system with a newly opened stop at 14th Street and 90 Avenue SW.

In 2015, Council adopted NM2015-02 Notice of Motion (NOM) that directed Administration to work collaboratively with RioCan to develop a comprehensive plan for redevelopment of the Glenmore Landing site and explore the disposition of surplus City owned lands surrounding Glenmore Landing to be included in an overall comprehensive redevelopment of the site.

RioCan is under contract to purchase the +/-5.5 acres of surplus land along the perimeter of the site from the City of Calgary (The City). In May 2023, RioCan submitted a Land Use Application to re-designate Glenmore Landing and the adjacent lands to develop a comprehensive plan for redevelopment of the site. If approved, the land use re-designation will allow RioCan the ability to redevelop the existing shopping centre to a mid-to-high density residential and commercial development.

Engagement occurred prior to the initial submission in order to inform interested parties about the proposed redevelopment of the site.

1.1 PURPOSE OF ENGAGEMENT

The purpose of the engagement was to:

1. Build awareness for RioCan's intent to redevelop Glenmore Landing Shopping Centre in alignment with the City's NOM direction for intensification.
2. Ensure that engaged parties have the information required to provide informed input and know how their input will be used to inform decisions about the project.
3. Establish and/or strengthen relationships with engaged parties by providing accurate, consistent, and timely information and communication.

1.2 SUMMARY OF ENGAGEMENT

1. Open Houses

Two (2) in-person open houses were held on April 26th, 2023, to provide information to community members about the proposed redevelopment. The open houses offered community members an opportunity to learn about the project, ask questions of the project team, and provide their input using comment cards. Approximately two hundred and sixty (260) community members attended and contributed approximately two hundred (200) comments.

2. Community Association Board Meetings

Three (3) community board meetings were attended at the Haysboro Community Association, Palliser Bayview Pumphill (PBP) Community Association, and the Chinook Park Kelvin Grove Eagle Ridge (CKE) Community Association. The community associations that were engaged represented a total of 7 neighborhoods near the Glenmore Landing site. At each meeting, the project team presented a slide deck of information followed by a question-and-answer period. In total, approximately twenty-five (25) board members from across three (3) community associations attended the presentations.

3. Institutional Stakeholder Meetings

Nine (9) institutional stakeholders were identified and contacted about engagement opportunities to learn more about the project through 1:1 phone meetings with project team members. The institutional stakeholders who were contacted are outlined below:

- Paperny Family Jewish Community Centre (JCC)
- Calgary Jewish Federation
- AgeCare Glenmore
- Revera Chateau Renoir
- Bertha Gold Jewish Seniors Residence
- Kehilat Shalom Synagogue
- House Of Jacob Mikveh Israel - Modern Orthodox Synagogue
- Alberta Health Services (Rockyview General Hospital)
- Heritage Park

Meetings were accepted by Alberta Health Services (on behalf of the Rockyview General Hospital), Heritage Park, the Paperny Family Jewish Community Centre, and the Kehilat Shalom Synagogue.

4. **Frequent Email Communications with Commercial Tenants:** Email communications were used to update commercial tenants on the progress of the project.
5. **Project Website:** A project website was established to provide project updates and to offer a form for interested parties to submit their comments and to sign up for email updates.

2.0 ENGAGEMENT TACTICS

2.1 OPEN HOUSE

DESCRIPTION

Two (2) in-person open houses were held on April 26th, 2023, as detailed below:

- 11am-1pm at the Haysboro Community Association
- 6pm-8pm at the Palliser Bayview Pumphill (PBP) Community Association.

Upon entry, participants were given a comment card and invited to walk through the venue to view the informational and interactive posters at their own pace. Project team members were positioned near posters to address any comments and questions. Comment cards were collected as participants were leaving.

OUTREACH

A variety of outreach tactics were undertaken in to raise awareness about the open houses with those that might be interested in attending and providing their input in-person.

- Three (3) road signs were placed at the Glenmore Landing site. The signs were positioned at high-traffic, high-visibility locations (i.e., entrances and exits of the site) to promote the events.
- PBP Community Association updated their road sign outside of their association with open house information.
- Posters were distributed to commercial tenants to print and display in their establishments.
- Posters were also distributed to community association directors, and distributed through community association email lists, and on community association Facebook pages.



Figure 1: Road signage used to promote the open houses on the Glenmore Landing site (left) and PBP Community Association (right).

ATTENDANCE

Approximately two-hundred and sixty (260) participants attended both open house events. Approximately forty (40) participants attended the Haysboro Community Association open house, and two-hundred twenty (220) participants attended the Palliser Bayview Pumphill (PBP) Community Association open house. Attendance was tracked using a sign-in sheet and a person counter used to track fire code capacity.

Demographic information was captured by an interactive engagement board where respondents were invited to indicate their neighbourhood is pictured below.

Which community do you live in?

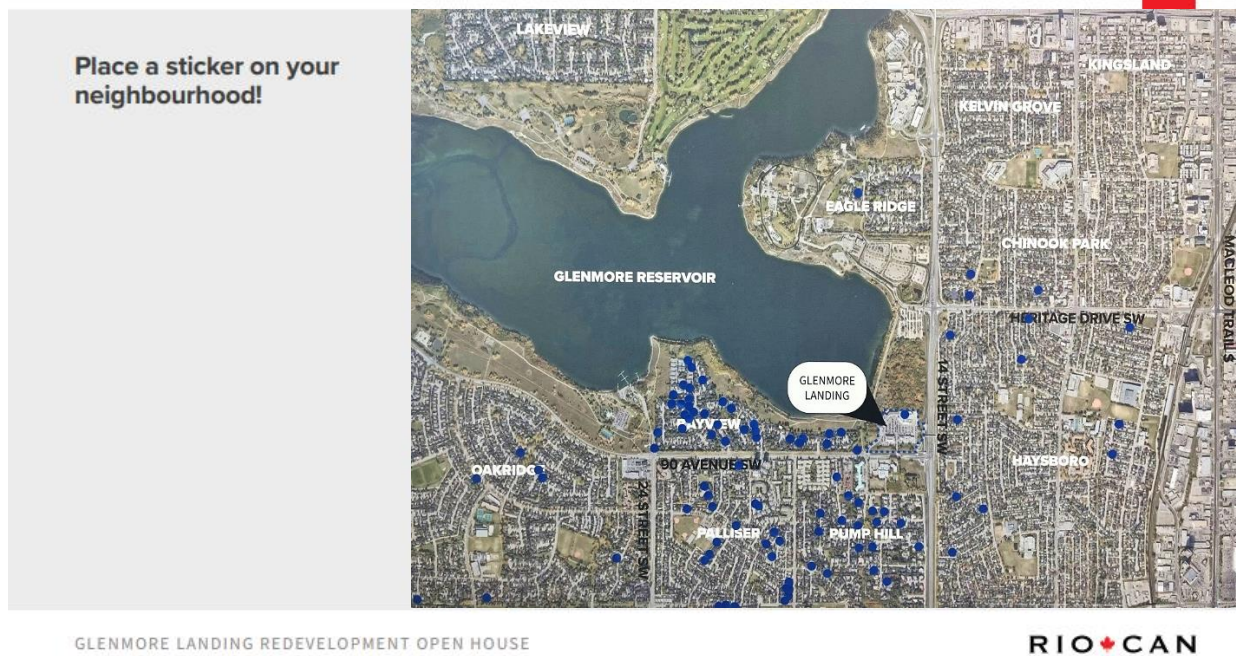


Figure 3: Interactive open house board - Community Map



Figure 2: Open house participants and project team members discussing the redevelopment of Glenmore Landing at PBP Community Association (right) and Haysboro Community Association (left)

FEEDBACK SUMMARY

Feedback was collected using comment cards, and through sticky note comments placed on the interactive poster boards. In total, approximately 200 comments were collected using sticky notes on interactive engagement boards and through comment cards.

Summary of Interactive Engagement Board Themes

Tell us what draws you to Glenmore Landing Currently?

- Pathway connections to nature
- Commercial amenities
- Places to gather (i.e., coffee shops)

What sort of public amenities would you like to see in Glenmore Landing?

- Free parking
- Greenspace: several respondents identified greenspace as an amenity they would like to see in future redevelopment. Some respondents preferred to maintain the current greenspace. Some respondents preferred more integrated greenspace and more variety/features
- Better connections and ease of access to the reservoir
- Safe pedestrian environment
- More bike friendly infrastructure and bike rentals
- Playground and family friendly spaces
- Increased seating options

How do you currently access Glenmore Landing?

- Vehicle: maintaining free parking was identified as a priority
- Bicycle: bike lanes and cycle friendly infrastructure was identified as an improvement that could be considered on the site.
- By foot: the pedestrian overpass and pathway systems we noted by respondents
- BRT/Transit

Summary of Comment Card Themes

Verbatim comment cards are included in **Appendix A**.

Theme	Comment Summary
<p>Density</p>	<p>Responses to residential density was mixed.</p> <p>Some stakeholders strongly opposed adding any density to the area with concerns centred around maintaining the single-family character of the neighbourhood.</p> <p>Others supported increasing density in the area.</p> <p>A variety of alternative housing options were proposed by respondents, including development of luxury condominiums, low/mid-rise building forms, and rowhouse development.</p>
<p>Market and non-market housing</p>	<p>Responses to the addition of housing was mixed.</p> <p>Some respondents expressed disapproval of the redevelopment's commitment to building non-market housing options as a portion of the residential units. Participants shared that they anticipate a decline of property values in the area because of the non-market housing.</p> <p>Other respondents supported diversified housing options, aging-in-place opportunities, and more amenities as positive additions to the site. Some respondents indicated that a higher percentage of non-market housing should be included. Other respondents expressed interest in moving into the redevelopment.</p>
<p>Safety</p>	<p>Pedestrian safety on crosswalks surrounding the site (90th Ave SW, 14 St SW) was a concern, with the addition of increased vehicle traffic volumes.</p> <p>Pedestrian navigation of the current site was flagged as a safety concern, and some respondents outlined that improvements should be made to the existing site early in the development.</p> <p>The presence of non-market housing raised concerns of increased crime in the area.</p>
<p>Transportation and connectivity</p>	<p>Respondents shared concerns about current road congestion along surrounding streets (90th Ave SW, 14th St SW), and indicated that an increase in residential density would make the area overly congested. Construction traffic was also flagged as a concern by community members.</p> <p>Some respondents made road improvement recommendations like adding an additional lane going westbound on 90th Ave SW, and to reopen the 14th St SW access point to the Glenmore Landing site. Other respondents requested improvements to the entrance/exit to the site from 90th Ave SW.</p> <p>Many respondents indicated disappointment about the Glenmore Landing SW BRT project and speculated that increasing density around the stop would not support ridership.</p>

<p>Integration with the surrounding communities</p>	<p>Participants raised concerns about public amenities like schools and medical services being strained by increased population in the area.</p>
<p>Environmental considerations</p>	<p>Environmental concerns were expressed by stakeholders, considering Glenmore Landing's proximity to natural areas, and the reservoir's provision of drinking water to Calgarians.</p> <p>Concerns were identified around the proposed underground residential parking and the development's environmental feasibility due to its proximity to the reservoir and potential flooding risks.</p> <p>Interest and concerns were flagged regarding green spaces and tress on the site, and some outline apprehension about the 'look and feel' of the community being impacted by removing greenspace. Some respondents expressed interest in more greenspace/amenity spaces on the site.</p>
<p>Parking</p>	<p>Respondents identified issues with existing parking capacity at Glenmore Landing, and in the surrounding neighbourhoods. Respondents expressed concerns about future increases in parking demand due to the proposed redevelopment.</p> <p>Some respondents identified a need to add loading zones for taxis, Ubers, and food delivery services.</p> <p>Responses for parking enforcement was mixed. Some respondents expressed that free parking is important for the site. Other respondents outlined that parking restrictions should be implemented to control reservoir trail users and park-and-ride BRT users from parking at Glenmore Landing.</p>
<p>Timing and phasing</p>	<p>Respondents' response to the phased nature of the development was mixed.</p> <p>Some concerns identified apprehension around constant construction for 15-25 years. Other respondents were supportive of the vision and would like to see the long-term plans realized sooner than 25 years.</p> <p>Some respondents identified that the phase 3 development should be initiated first and was perceived as less impactful to the neighbourhood fabric than phases 1 & 2.</p> <p>Some respondents requested that the existing commercial site be the priority and should be phased first.</p>
<p>Purchase and Sale Agreement</p>	<p>Some respondents requested more information about the NM2015-02 Notice of Motion and the land acquisition process of the surplus land parcels proposed for redevelopment. A public tender process was of interest to respondents.</p>

2.2 COMMUNITY ASSOCIATION BOARD MEETINGS

DESCRIPTION

Community association board meetings were attended by project team members and community association board members. The project team presented a slideshow presentation for approximately 10-20 minutes at each meeting. The presentation was followed by a short question period.

Details of the board meetings are outlined below.

- April 19th, 2023, 7:00pm - Haysboro Community Association
- April 26th, 2023, 7:30pm - CKE Community Association
- May 2nd, 2023, 7:00pm - PBP Community Association

OUTREACH

The project team contacted community association directors by email to share information about the project and to offer the opportunity to be engaged directly via a presentation to their respective boards. The project team was invited to present to the community association board at their recurring monthly board meetings.

ATTENDANCE

The community associations that were engaged represented a total of 7 neighborhoods near the Glenmore Landing site. In total, approximately twenty-five (25) board members from across three (3) community associations attended the presentations.

FEEDBACK SUMMARY

Some key themes that community association board members expressed interest in were:

- Supply of parking
- Management of traffic
- Construction timing
- Phasing
- Scale and density
- Range of housing types

2.3 INSTITUTIONAL STAKEHOLDER MEETINGS

DESCRIPTION

One-on-one phone meetings and video calls were held with representatives from Alberta Health Services (on behalf of the Rockyview General Hospital), Heritage Park, the Paperny Family Jewish Community Centre (JCC), and the Kehilat Shalom Synagogue. Phone meetings were an average of 30 minutes in length.

OUTREACH

Institutional stakeholders were identified and contacted over email to arrange a meeting in a format decided by the stakeholder. 1:1 meetings were held over the phone.

Nine (9) institutional stakeholders were identified and contacted about engagement opportunities. The institutional stakeholders who were contacted are outlined below:

- Paperny Family Jewish Community Centre (JCC)
- Calgary Jewish Federation
- AgeCare Glenmore
- Revera Chateau Renoir
- Bertha Gold Jewish Seniors Residence
- Kehilat Shalom Synagogue
- House Of Jacob Mikveh Israel - Modern Orthodox Synagogue
- Alberta Health Services (Rockyview General Hospital)
- Heritage Park

FEEDBACK SUMMARY

In general, the representatives were interested in the redevelopment of Glenmore Landing and the planned open house. Stakeholders, like the JCC, indicated their cooperation by sending information about the open house to their mailing list to encourage attendance.

2.4 FREQUENT EMAIL COMMUNICATIONS WITH COMMERCIAL TENANTS

DESCRIPTION

Regular email communication was used to update the commercial tenants within the Glenmore Landing shopping centre. The tenants will continue to be updated at key milestones of the project on an ongoing basis.

OUTREACH

A total of sixty-five (65) commercial tenants were contacted about the Glenmore Landing redevelopment. An initial email was sent to the commercial tenants to make them aware of the redevelopment submission early in the process.

A second email was sent to invite commercial tenants to the open house event.

2.5 Project Website

DESCRIPTION

A project website was created to share updates on the application and redevelopment. The website features a comment form that can be submitted by interested parties, and an option to subscribe to email updates about the project. The website was published April 2023, and will remain active throughout the redevelopment.

The website domain can be found below:

<https://glenmorelanding.community-developmentinfo.com/>

OUTREACH

The website was presented at the open house on a poster board as a QR code. Participants attending the open houses were encouraged to access the website after the event and to check back throughout the redevelopment process for project updates.

FEEDBACK SUMMARY

In total, one-hundred and thirty-nine (139) users visited the project website from April 2023 to May 2023.

Eight (8) form submissions were received containing comments. The form submissions outlined the following themes:

- Concerns around road congestion at the 90th Ave SW and 14th St SW intersection
- Safety concerns regarding crime with the addition of non-single-family housing and a desire for increased law enforcement in the area
- Anticipated decrease in property values due to the redevelopment
- Interest in the exact footprint of the redevelopment
- A desire to build townhomes or seniors facilities

3.0 NEXT STEPS

Input from the community and stakeholder engagement outlined in this report will be considered to inform the submission throughout the application process where possible and appropriate.

RioCan is committed to sharing updates on the application in Fall 2023 and will determine the appropriate tactics and methods at that time. The goal of future engagement activities will be to share with the community: engagement findings from Spring 2023, how engagement input was or was not incorporated into the revised submission, and the general progress of the application submission in order to close the loop on the engagement process.

4.0 APPENDIX

A: OPEN HOUSE COMMENTS

B: OPEN HOUSE POSTERS

C: COMMUNITY ASSOCIATION SLIDE DECK

4.0 APPENDIX

A: OPEN HOUSE COMMENTS

4.0 APPENDIX

B: OPEN HOUSE POSTERS

Welcome!

Welcome to the Glenmore Landing Redevelopment Open House!

We invite you to read the posters around the room and provide your comments using sticky notes.

Feel free to share your questions and comments with a member of our team.

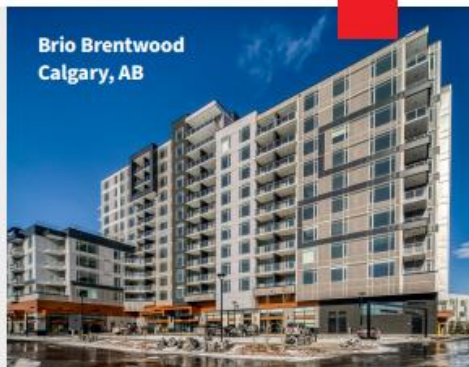


GLENMORE LANDING REDEVELOPMENT OPEN HOUSE

RIO + CAN

Who we are: RioCan Living

At RioCan Living, we believe building better places to live takes more than bricks and mortar. It means looking at the communities and seeing the full picture; what they are, what they could be, and what they need to get there. We make these visions a reality – adding to the story and legacy of each community we engage with.



Brio Brentwood
Calgary, AB

For us, living is not just about where you live, but how you live. A central location with easy access to commuter routes is essential, but so too is access to friendship and community; to convenient retail and entertainment amenities; to green spaces and pedestrian-friendly streetscapes; all of the things that link people with a place and shape their sense of belonging.

As builders, designers, property owners, landlords and community stewards we're creating prosperous communities where residents, retailers and service providers support one another to build richer and more rewarding lives.

To us, that's what living is all about.



**Queen & Ashbridge
Condominiums,**
Toronto, ON



Verge Condominiums,
Toronto, ON

Site



Legend — Glenmore Landing Site Boundary — City of Calgary lands being purchased by RioCan

- The Glenmore Landing Shopping Centre is adjacent to a stop along the Southwest Bus Rapid Transitway (SWBRT) on 14th Street.
- It has access to the pathway network and amenities space surrounding the Glenmore Reservoir.
- It is surrounded by the communities of Haysboro, Pump Hill, Palliser, and Bayview.

RioCan will be developing the Glenmore Landing Shopping Centre along 14th Street and 90th Avenue on a parcel of +/- 5.5 acres of surplus land (indicated as the hatched areas in the graphic), which is in the process of being acquired from the City of Calgary. This phased development will further strengthen the retail at Glenmore Landing and transform the site into a pedestrian-friendly, mixed-use community.

Background

The introduction of the SWBRT, the existing community and park amenities surrounding Glenmore Landing, and the recent construction of the pedestrian bridge over 14th Street make Glenmore Landing an important destination in southwest Calgary.

2014

The City located a BRT station along the SWBRT route along the eastern edge of Glenmore Landing.

2015

In 2015, City Council adopted NM2015-02 Notice of Motion (NOM) that directed City Administration to work with RioCan to develop a plan for redevelopment on the Glenmore Landing site that considers the SWBRT Station.



Tell us what draws you to
Glenmore Landing currently?

Guiding Principles for the Glenmore Landing Redevelopment

1. Generate opportunities for transit-supportive land uses.
2. Ensure transit-supportive density around SWBRT station.
3. Provide a variety of housing options.
4. Establish strong multi-modal connections.
5. Integrate with the existing community.
6. Ensure urban design excellence.
7. Integrate with surrounding natural areas.
8. Incorporate open spaces for social gathering.
9. Manage parking areas and vehicular movement.
10. Establish a sense of community.

Policy

The City of Calgary has policy documents, guidelines, and plans in place that guide development in the City. The Glenmore Landing Redevelopment team has used these guiding documents to plan and design the proposed concept for the site.

We have used the following policy documents to guide the redevelopment of Glenmore Landing:

2005

Transit Oriented Development (TOD) Policy Guidelines: Policy developed by the City of Calgary that provides direction for development within 600m of a transit or Bus Rapid Transit (BRT) station.

2020

Municipal Development Plan (MDP): Long-range policy that provides a vision for how the City of Calgary will grow and develop over the next 60 years.

Calgary Transportation Plan (CTP): Long-range policy that outlines how the Calgary of Calgary will provide convenient, affordable, and accessible transportation options to Calgarians.



What is transit oriented development?

Transit Oriented Development (TOD) is:

- A walkable, mixed-use form of development.
- Higher-density development is concentrated near the station to make transit convenient for more people and encourage ridership.
- Within a 600m radius of a Transit Station: a Light Rail Transit (LRT) station or Bus Rapid Transit (BRT).
- Provides a mix of land uses and densities that create a convenient, interesting, and vibrant community for local residents and visitors alike.

Source: City of Calgary, Transit Oriented Development Policy Guidelines (2005)

Legend

- Multi-modal pathway
- Glenmore Landing
- 600m Radius of Transit Station



Transit oriented development in Glenmore Landing

In alignment with the City of Calgary’s direction, Glenmore Landing has integrated transit-oriented development principles into the proposed redevelopment concept, including the incorporation of residential buildings. This redevelopment intends to transform Glenmore Landing—an already well-utilized and cherished site—into an enhanced community anchor.

CITY OF CALGARY TRANSIT-ORIENTED DEVELOPMENT POLICY GUIDELINES	GUIDELINES INTEGRATED INTO THE GLENMORE LANDING REDEVELOPMENT
Ensure Transit Supportive Land Uses	Addition of commercial and residential uses will encourage increased transit ridership by providing a destination with services, employment, and housing for the local community and surrounding areas to enjoy.
Mix Land Uses	Glenmore Landing will encourage mixed-uses like residential, commercial, employment opportunities, and recreation.
Increase Density	Glenmore Landing will have high-density buildings close to the BRT station.
Pedestrian Oriented Design	A pedestrian-focused design will be incorporated throughout the site to create a safe, accessible, and enjoyable commercial and residential area.

Site Concept: Existing Site

The redevelopment of Glenmore Landing will focus on the +/- 5.5 acres of surplus land (indicated as the hatched areas to the right) along the perimeter of the site that RioCan is purchasing from the City of Calgary.



Legend
 — Glenmore Landing Site Boundary
 — City of Calgary lands being purchased by RioCan

GLENMORE LANDING REDEVELOPMENT OPEN HOUSE

RIOCAN

Site Concept: Short-Term Vision

The redevelopment of Glenmore Landing will highlight the character of the area and reflect the needs of the surrounding communities.

The short-term vision for the site will enhance the existing site with residential development in three phases, and an improved connection to the SWBRT station.

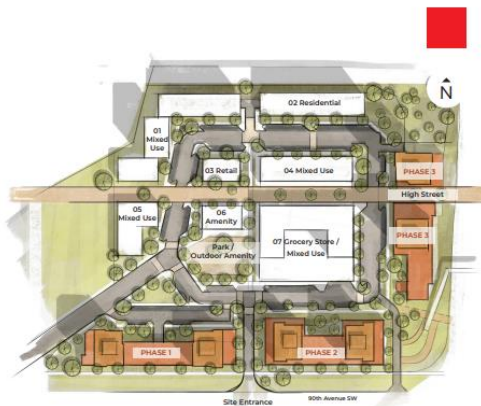


GLENMORE LANDING REDEVELOPMENT OPEN HOUSE

RIOCAN

Site Concept: Long-Term Vision

The long-term vision for Glenmore Landing involves a gradual redevelopment of the existing site as it operates today. Redevelopment will continue by strengthening the existing shopping center with greater density, additional commercial options, and a more urban character.



GLENMORE LANDING REDEVELOPMENT OPEN HOUSE

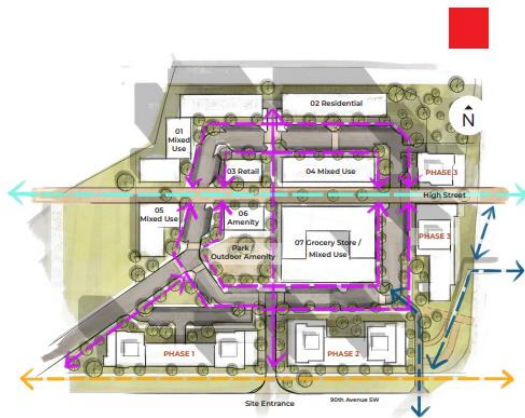
RIO + CAN

Walkways & Connections to Community

The redevelopment will establish improved connections across the area by creating direct, unobstructed, and safe transportation networks.



How do you currently access Glenmore Landing?



Legend — Main Internal Walkway / High Street — Secondary Connectors — External Connectors — Existing Regional Pathway

GLENMORE LANDING REDEVELOPMENT OPEN HOUSE

RIO + CAN

A Variety of Housing Options

Glenmore Landing will provide a range of housing options that support transit-oriented development. A variety of building types and styles may range from low-rise townhouses to mid-to high-rise towers in the BRT station area. Residential development will offer different opportunities for tenure and affordability.



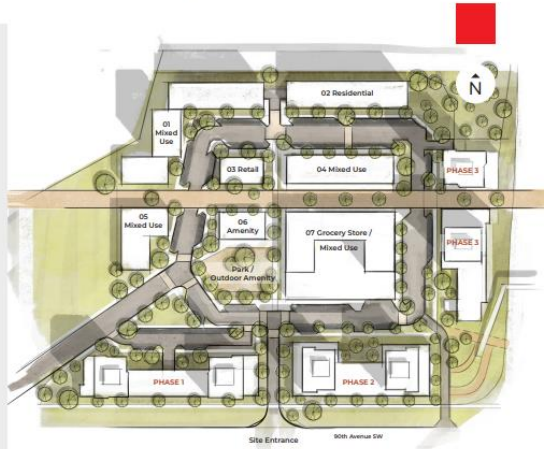
GLENMORE LANDING REDEVELOPMENT OPEN HOUSE

RIO CAN

Open Spaces & Community Amenities

The redevelopment process will identify open spaces and opportunities to integrate and expand recreation offerings in the area.

What sort of public amenities would you like to see in Glenmore Landing?



GLENMORE LANDING REDEVELOPMENT OPEN HOUSE



Public Outdoor Amenities



GLENMORE LANDING REDEVELOPMENT OPEN HOUSE



Application Process

RioCan is submitting an Outline Plan, Land Use Re-designation, and Draft Plan of Subdivision for the redevelopment of Glenmore Landing. The application will be updated at multiple stages to incorporate the City of Calgary's comments and direction.

- SPRING 2023**
Initial Submission
- SPRING 2023**
Community Engagement
- SUMMER 2023**
City Application Review Process
- FALL 2023**
Community Engagement
- WINTER 2023 / 2024**
Council Consideration
- TBD**
Phase 1 Construction begins based on timing
of additional approvals and market demand

Long-term Vision: Arriving at Glenmore Landing from 90th Ave



GLENMORE LANDING REDEVELOPMENT OPEN HOUSE

RIO + CAN

Long-term Vision: View west from the SWBRT Station



GLENMORE LANDING REDEVELOPMENT OPEN HOUSE

RIO + CAN

Long-Term Vision: Late Afternoon at the Public Amenity Site



GLENMORE LANDING REDEVELOPMENT OPEN HOUSE

RIO+CAN

Thank you!

Thanks for attending the open house for the Glenmore Landing Redevelopment.

Please leave your comment cards in the box below.

Check out our project website for more information
and join our mailing list for project updates.



GLENMORE LANDING REDEVELOPMENT OPEN HOUSE

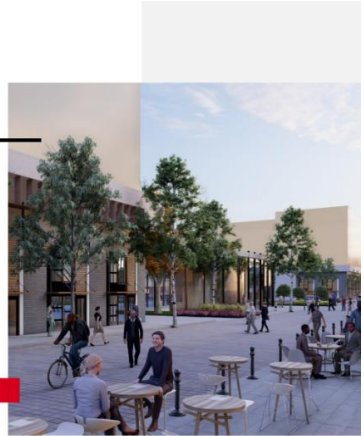
RIO CAN

4.0 APPENDIX

C: COMMUNITY ASSOCIATION SLIDE DECK

Glenmore Landing Redevelopment

HAYSBORO COMMUNITY ASSOCIATION
WEDNESDAY, APRIL 19, 2023



CONCEPTUAL DESIGN FOR PRELIMINARY DISCUSSION ONLY



Introductions



Presenters

Heidi Green

Director, Development

Mike Coldwell

Senior Planner/
Principal

Ross Roy

Architect/
Principal

Project Team

Mel Bruzzese

Assistant Vice-President,
Development

Becky Soby

Planner

Jacob Lackman

Architect/
Project Manager

Glen Pardoe

Engineer/
Principal

Alisha Gorda

Landscape
Architect

Christina Varriano

Coordinator, Development

CONCEPTUAL DESIGN FOR PRELIMINARY DISCUSSION ONLY



RioCan Living

As builders, designers, property owners, landlords and community stewards we're creating prosperous communities where residents, retailers and service providers support one another to build richer and more rewarding lives.

Brio Residences
Calgary, AB



Verge Condominiums
Toronto, ON



Project Schedule

2023

Spring

Initial Outline Plan, Land Use Redesignation and Draft Plan of Subdivision to the City.

Community Engagement.

- Community Association Meetings
- Open Houses
- 1:1 Institutional Stakeholder Meetings

Summer

City processes submission.

Fall

Community Engagement.

Winter

Council consideration.

CONCEPTUAL DESIGN FOR PRELIMINARY DISCUSSION ONLY



Site

Glenmore Landing



CONCEPTUAL DESIGN FOR PRELIMINARY DISCUSSION ONLY



Background and Policy

2005

Transit Oriented Development (TOD) Policy Guidelines.

City of Calgary direction for development within 600m of a Bus Rapid Transit (BRT) station.

2014

Glenmore Landing Southwest Transitway Bus Rapid Transit station.

The City located a BRT station along the SWBRT route on the eastern edge of Glenmore Landing.

2015

NM2015-02, Notice of Motion (NOM) from City Council.

City Council directed City Administration to work with RioCan to develop a plan for redevelopment of Glenmore Landing.

2020

Municipal Development Plan (MDP).

Guiding documents that provide vision for how the city will grow, develop and connect Calgarians over the next 60 years.

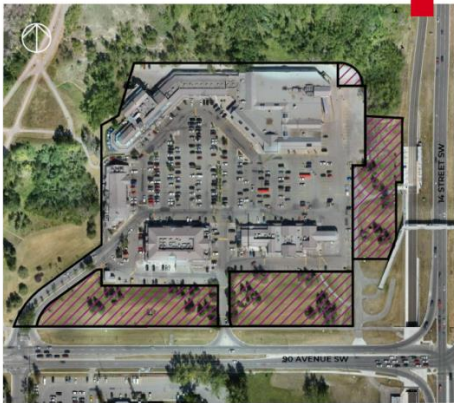
Calgary Transportation Plan (CTP).

CONCEPTUAL DESIGN FOR PRELIMINARY DISCUSSION ONLY



Existing Site

The redevelopment of Glenmore Landing will focus on the +/- 5.5 acres of surplus land along the perimeter of the site that RioCan is purchasing from the City of Calgary.



CONCEPTUAL DESIGN FOR PRELIMINARY DISCUSSION ONLY



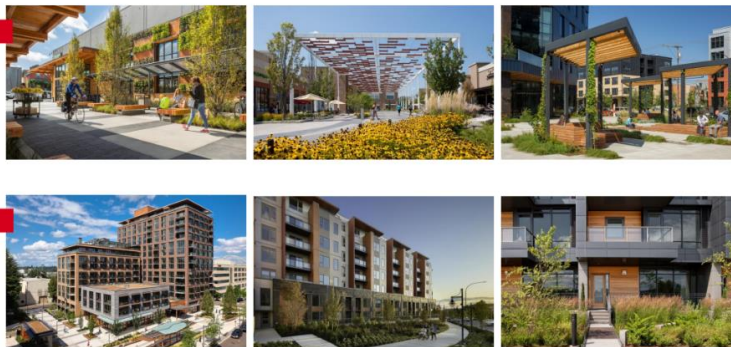
Short-Term Development

The short-term vision for the site will enhance the existing site with residential developed in three phases, and an improved connection to the SWBRT station.



CONCEPTUAL DESIGN FOR PRELIMINARY DISCUSSION ONLY

Short-Term Development



Long-Term Development

The long-term vision for the site involves a gradual redevelopment of Glenmore Landing that will include strengthening the existing shopping centre with greater density, additional commercial options, and a more urban character.

CONCEPTUAL DESIGN FOR PRELIMINARY DISCUSSION ONLY



Long-Term Development



ARRIVING AT GLENMORE LANDING



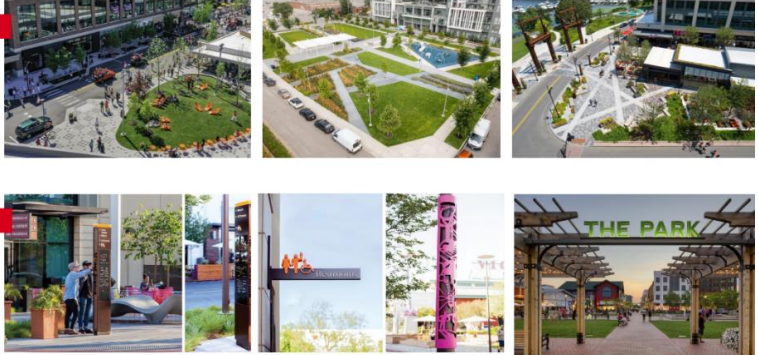
GOING TO THE PUBLIC AMENITY



CONCEPTUAL DESIGN FOR PRELIMINARY DISCUSSION ONLY



Long-Term Development



Connectivity

Short and long-term development has considered how people will access the site, including thoughtful integration of the existing pedestrian ramp/bridge and the SWBRT station, and vehicle access from 90 Avenue SW.



CONCEPTUAL DESIGN FOR PRELIMINARY DISCUSSION ONLY



Engagement Opportunities

APRIL 26

Join us for two drop-in open houses to learn more about the Glenmore Landing Redevelopment.

11AM – 1PM

Haysboro Community Association – Main Hall.

6PM – 8PM

Palliser Bayview Pumphill (PBP) Community Association – Main Hall.

CONCEPTUAL DESIGN FOR PRELIMINARY DISCUSSION ONLY



Thank you!



CONCEPTUAL DESIGN FOR PRELIMINARY DISCUSSION ONLY



Palliser Bayview Pumphill Community Association Responses



Palliser Bayview Pumphill Community Association (PBPCA)
2323 Palliser Drive S.W. Calgary, Alberta T2V 3S4 • Phone: 403-281-1908

July 21, 2024
The City of Calgary

To Melanie Horkane, City Administrators,

CC: Mayor Jyoti Gondek,
Councillor Sonya Sharp
Councillor Jennifer Wyness
Councillor Jasmine Mian
Councillor Sean Chu
Councillor Raj Dhaliwal
Councillor Richard Pootmans
Councillor Terry Wong
Councillor Courtney Walcott
Councillor Gian-Carlo Carra
Councillor Andre Chabot
Councillor Kourtney Penner
Councillor Evan Spencer
Councillor Dan McLean
Councillor Peter Demong
City Manager David Duckworth
General Manager, Planning & Development Services, Debra Hamilton
Premier Danielle Smith
Minister Ric Mclver
Minister Rebecca Shulz
MLA Nagwan Al-Guneid
MP Shuv Majumdar

We have received the updated Circulation Package LOC2023-0130 (Glenmore Landing Redevelopment), sent June 24, 2024.

Understanding this new Application

This updated Circulation Package represents a substantive change to the previous land use application. There is a significant increase in the number of buildings, the height of buildings and changes to the surrounding municipal reserve/parklands affected.

Please note that the largest area of change in this new proposal are the 9 additional towers where the existing strip mall now stands.

The new proposed height in each tower is:

- Email: pbpcam@pbpccommunity.ca • Website: www.pbpccommunity.ca



Palliser Bayview Pumphill Community Association (PBPCA)

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NOTE: Calgary DMAP states that outside 6 towers will be approx:3.33 meters per storey & Inside development will be approx.: 3.36 meters per storey. (according to the DMAP details).

- Tower 1 West on 90 Ave: 50 meters. (164 feet high) = **15 storeys**
- Tower 2 heading East on 90 Ave: 65 meters, (214 feet high) = **20 storeys**
- Tower 3 East of entrance on 90 Ave: 80 meters, (263 feet high) = **24 storeys**
- Tower 4 by emergency vehicle access on 90 Ave: 96 meters, (315 feet high) = **30 storeys**
- Tower 5 facing 14 street: 65 meters, (214 feet high) = **20 storeys**
- Tower 6 facing 14 street: 65 meters, (214 feet high) = **20 storeys**

Please note that their new proposal indicates 9 additional towers inside RioCan’s land from: 37 meters (121 feet high) to 75 meters (247 feet high).

- Future Development #1. = **37 meters (122 feet high) = 11 storeys**
- Future Development #2. = **37 meters (122 feet high) = 11 storeys**
- Future Development #3. = **37 meters (122 feet high) = 11 storeys**
- Future Development #4. = **37 meters (122 feet high) = 11 storeys**
- Future Development #5. = **37 meters (122 feet high) = 11 storeys**
- Future Development #6. = **60 meters (197 feet high) = 18 storeys**
- Future Development #7. = **60 meters (197 feet high) = 18 storeys**
- Future Development #8. = **75 meters (246 feet high) = 23 storeys**
- Future Development #9. = **75 meters (246 feet high) = 23 storeys**

Density Analysis	Initial Application	New Circulation Package
Number of Units	1,922	3,205
Intensity Analysis /PEOPLE	2,667	7,049
People + Jobs	3,039	8,047

- **The newly proposed density of the Glenmore Landing Redevelopment will be five times the density of Manhattan.**
- **This most recent Circulation Package has had no public announcement. There has been no new signage at Glenmore Landing to reflect this revised application. Glenmore Landing will be the largest condo development in the history of the City of Calgary, and it could be passed with minimal public announcement or engagement. Despite the City’s frequent use of on-line (e.g. Spotify and YouTube) and street-level advertising, the City’s only channel to announce a 265% increase in density from the initial application has been to forward the Circulation Package to four Community Associations.**

Our Most Pressing Concerns

- **The process surrounding this project has been flawed from the get-go.** Please see appendix 1.

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Palliser Bayview Pumphill Community Association (PBPCA)
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- The Glenmore Landing redevelopment is on the shores of **our drinking water**, yet to date, there has been **no environmental impact study done to determine if the reservoir and surrounding sensitive wetlands and riparian lands will be impacted during the 15-year construction phase or through long-term effects of extreme intensity of use on Glenmore Reservoir Parklands thereafter.**
- It is important to **note that Glenmore Reservoir is not lined as most modern-day reservoirs are**, and there has been no hydrogeological study completed. With 6-levels of underground parking, **how will the water table and our water quality be impacted?** Considering the recent water main break and continuing restrictions on our drinking water, **we must remind the City our drinking water merits the highest standards of oversight.**
- This increased capacity will have **8,047 people living behind one stoplight.** There are two exits to Glenmore Landing development, but within 100m every vehicle using the second exit must also enter the 90th Ave /16th street intersection. Flanked by the reservoir, wetland reserves and dedicated BRT lanes the City has provided **no other options for egress or evacuation route for this redevelopment. This level of congestion will create an ongoing public safety hazard. Please note there are 3 seniors' residences at this intersection with many mobility challenged pedestrians crossing 90th Ave.**
- Previous **shadow studies conducted by Urban Systems/RioCan did not include any development on the existing strip mall lands**, and this new circulation package has several buildings on that parcel that will reach over 18 stories. This significantly increases shading on the reservoir parklands, bike paths, adjacent wetlands and black ice on 14th St SW and the pedestrian overpass.
- **This new application increases the density by 265% on the occupancy metrics supplied to the public** at "information sessions" conducted by the developer in October 2023. It increases the number of buildings, the height of the buildings and increases the effect on surrounding park lands. There has never been any response to the many serious concerns previously submitted.
- **Broad Public Opposition to the Glenmore Landing Redevelopment.** Before the January 2023 Council Meeting regarding the parkland sale, the City Clerk's office tabulated the responses received regarding this project as **2,692 in opposition to the project, 6 in favor**

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The PBP CA remains opposed to this application. This scale of development at this location fails to consider the lasting impact on the Glenmore Reservoir and Reservoir Parklands, imposes potentially calamitous traffic in our community and is without regard for neighborhood context.

At a minimum, if this new application is to be considered by the City, we request the following:

- **Biophysical Impact Assessment (BIA)** be conducted to evaluate the impact of the proposed project on Glenmore Reservoir and surrounding Parklands before this application proceeds.
- **A Local Area Plan (LAP) be in place before Council considers this application.**
An LAP must be created to consider the many projects impacting the infrastructure and roadways in these communities. The PBP CA and District 32 Community Planning Group have requested repeatedly for an LAP in this area. There is significant density and traffic congestion already near Glenmore Landing, with 3 apartment towers, low-rise apartments, townhouses, villas and 3 seniors' residences within blocks. The city of Calgary has already rezoned the Jewish Community Centre, right across the street from Glenmore Landing for redevelopment. This JCC redevelopment includes the addition of synagogue, a school for up to 440 students, a community gathering space for up to 500 people and two additional towers for seniors' residences. Less than 4 km away, the Tsuut'ina Taza development including 10,000 single family residences will also impact our roadways and infrastructure. Applications for redevelopment are also under review for several other area projects.
- **The Traffic Impact Assessment (TIA) must be provided to the PBP CA for independent review.** What assumptions has the developer made for the proposed residents traffic requirements? What solutions are proposed to address the significant traffic increase by Glenmore Landing and the downstream communities? The TIA must include a quantitative method, and an updated solution should be proposed to address any significant traffic increase.

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Palliser Bayview Pumphill Community Association (PBPCA)
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- **The PBP CA requests renewed Public Engagement**

Changes of this magnitude represent a new project and the City must return the project process to the public engagement stage. Furthermore, we suggest the land use signage at Glenmore Landing be changed to reflect this is a revised application with increased densification.

We request that renewed meaningful public engagement for the Glenmore Landing redevelopment be conducted by the City of Calgary. Community Associations believe listening to Calgarians and understanding and addressing their concerns is an important part of the engagement process. The previous 'Information Sessions' conducted by the developer was deemed a failure by the limitations on attendance (at Heritage Park), control over any questions asked (on-line) and by lack of response to the many serious concerns submitted.

Meaningful public engagement requires information sharing. **To conduct meaningful engagement, the traffic impact analysis, environmental impact analysis, infrastructure capacity and condition analysis and shadow studies must be updated and shared with Community Associations for review and comment.**

We request that PBP, Haysboro, Oakridge and CKE CAs have the opportunity to meet directly with the Urban Systems Senior Planner, Melanie Horkane and City Administrators (the Project Team) to understand how the traffic, safety, water, infrastructure and environmental concerns previously submitted have been considered with this new development. **All concerns derive from the density of the proposed development and densification has significantly increased with this Circulation Package.** Until we have had the opportunity to review the relevant project impact analyses and meet with the project team it is impossible for CAs to provide informed feedback.

The City of Calgary continues to promote a vibrant, mixed-use community for all Calgarians. Community Engagement is meant to "create purposeful dialogue between the City and stakeholders to gather information and to influence decision making". Community Associations and community members are eager to take part.

We look forward to meeting and engaging with the Project Team before any approvals are made.

• Email: pbpcam@pbpccommunity.ca • Website: www.pbpccommunity.ca



Palliser Bayview Pumphill Community Association (PBPCA)
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Sincerely,

Sushma Mahajan

Sushma Mahajan
Civic Director,
Palliser Bayview Pumphill Community Association
& PBP CA Board of Directors
Harris Hansen – President PBPCA
Anna Kaufman
Lesley Farrar
Gill Basford
Annie Fu
Mike Krayacich
Sam Plucer
Irwin Rajesky
James Sorenson
Jayda Rosenthal
Kevin Taylor

Appendix 1

Project Process Flaws

- The origin of this application, **Brian Pincott's 2015 Notice of Motion**, directing council to "explore the disposition of surplus City owned lands to be included in the overall comprehensive redevelopment" referred to public parklands as "surplus lands" **misleading council before the vote**. The lands referenced are on title as publicly held parklands with an "S-CS Special Purpose- Community Service District" designation.
- **Public Parklands will be without ever going to Public Tender.** RioCan was given an exclusive opportunity to purchase public parklands. How was the market rate ever determined? It remains possible that RioCan sell these lands before any construction takes place. Why was RioCan offered an exclusive deal on these public parklands?

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- **The Public Notice for Parkland sale defied the Municipal Government Act, section 70.** The Public Notice was **advertised only within print editions Calgary Herald**. The Public Notice **did not mention Glenmore Landing by name** and referred to the parklands as *PLAN 8311942; BLOCK 4; and PLAN 8311942; BLOCK 3, Municipally known as 8945 14th ST SW and 1630 90th AVE SW*. “Advertise” has a meaning beyond the simple placing of a **brief and incomplete notice in the newspaper**. The Public Notice does describe the proposed buyer. These Public Notices do not describe the transaction, do not describe the terms and conditions of the proposed sale, do not refer to a proposed closing date, and do not disclose the purchase price for the land.
- **No true Public Engagement** The only engagement sessions conducted for this project have been an Open House and “information sessions” held by the representatives for the developer, not true consultation. All comments went directly to the developer without response.

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Palliser Bayview Pumphill Community Association (PBPCA)

2323 Palliser Drive S.W. Calgary, Alberta T2V 3S4 • Phone: 403-281-1908

November 12, 2023

The City of Calgary

Re: Revised Rezoning application LOC2023-0130 response

Open House and Public Engagement

On October 25, 2023 RioCan and their various consultants held an open house to explain the changes to their land use redesignation applications to the City Parklands and the existing Glenmore Landing plaza. The open house was limited to invitations only (for people who had applied online to attend). The numbers of attendees was limited, and many of our residents could not attend.

The overwhelming security (10 security guards for 50 attendees), double checking of tickets, required wristbands and forced removal after 45 minutes set an adversarial tone, not conducive to an open dialogue. If you wanted to fill out the comment card, it had to be within the 45 minutes allotted to your time slot before you were escorted out of the building. RioCan's consultant will summarize the comments given at the open house and share them with the City's administration at a later date. The overall impression of the residents who did attend was that the meeting was not informative nor did they have any confidence that the City Administration heard their concerns.

For the people that did attend, what was clear was the only thing that had changed was the height of the six 36 storey towers on the parkland were being lowered to about 21-25 storeys but the intensity/density of use for new residents and employees would remain the same at about 3000+ people. RioCan and their consultants were vague about the intensity/density of use proposed for the 10.4 acres of the existing plaza (Flex space).

The Pumphill, Bayview and Palliser communities and surrounding communities of Oakridge, Haysboro, etc. are fortunate to have several residents knowledgeable in engineering, geology, environmental sciences, planning law and other relevant skills that can be applied to this land use discussion. When they asked the consultants specific questions the answers were either vague, incomplete or simply, "we don't know". When asked to see the consultants supporting reports the answers were:

- The reports are still being worked on and are not complete (either because RioCan's plans are in flux, or the City staff have asked for clarifications)
- The reports will be made available when completed, if RioCan allows their consultants reports (intellectual property) to be released.
- There is no date when the Public will be allowed to view and comment on the reports – if ever
- How can the City expect informed responses when they are not providing us with the requested information?

Additional concerns and questions that need Answers

- **Transportation Impact Analysis** - (to ascertain if the new development and the new road network can handle this intensification and other proposed developments). The city of Calgary has already rezoned the Jewish Community Centre, right across the street from Glenmore Landing for redevelopment. This JCC redevelopment includes the addition of a synagogue, a school for up to 440 students, a community gathering space for up to 500 people and two additional towers for seniors' residences. Was this considered in RioCan's Traffic Impact Analysis (TIA)? Was the Tsut'ina Taza development including 10,000 single family residences or the Southland Crossing redevelopment considered in the TIA? Are the existing seniors' facilities with their many pedestrians with impeded mobility being considered? Was the fact that the large majority of the ~12,000 residents of Oakridge, Palliser, Bayview and Pumphill are forced to drive through the single stop-light exiting Glenmore Landing to access the large majority of the rest of the city, and the nearest hospital (Rockyview), due to the pre-existing impassable barriers of Glenmore Reservoir and along 14th Street south of 90th Avenue, considered? Was the 20-40 minute delays to pass through this stop-light that residents faced most days over the two year construction window to build the BRT underpass at 90th Ave. and 14th St., and fact that similar or worse congestion is expected from the proposed development, properly considered? We don't know, because the TIA is not being released for independent review. As per Page 45/63 of

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Design Framework *External to the site, recommended improvements to the 90 Avenue intersections of 14 Street and 16 Street will allow for the adequate accommodation of traffic growth to 2039. It should be noted that improvements to 90 Avenue at 14 Street will be required by 2039 due to background traffic alone.* Where will the road improvements be made when Parkland berms have been replaced by Towers on the 14th St. and 90th Ave? The arterial routes thru' the community were tested while undergoing the 14th St bus line and were congested beyond capacity to a point of danger in inclement weather and peak windows. Traffic Impact is an important consideration for the viability of the proposed redevelopment. With only two driveways serving the site, both passing through a single stop light, and no more possible in an already congested area, it is unrealistic to add traffic from potentially 3,000+ residents and expect 90th Avenue to function safely.

- **Multiple Area Developments** – has the City of Calgary and /or RioCan thought through the overall impact from multiple developments in the area. The COOP development, the JCC development, the Taza development and Glenmore Landing development are some of the planned projects in this area. How will multiple projects occurring in parallel impact/exaggerate the noted issues.
- **Density** - What is the anticipated buildout square footage of proposed residential and commercial offices? What is the total residential and employee population of the site (existing plaza and City Parkland)? A neighborhood shopping plaza will match the density of the downtown if not more. According to amended land use application there will be 3000 residents and employees on the 5 acres of Parkland sold to RioCan (with height limitation of 70-85 meters). It is illogical to assume that the remaining 10.4 acres zoned as mixed use with (height limitation of 70 meters) will only have an additional 1000 new residents/ employees (number used by Bunt representative in their report in oral discussions at open house). Better estimate would be at least an additional 3000 residents/employees. Can infrastructure support this, other proposed neighbouring developments and the potential for HGO zoning.
- **Parking** - How deep will the underground parking be and what is its impact on the Glenmore Reservoir water table? As a developer's rule of thumb, for every four storeys you go up, you have to dig one storey deep. This puts the 'dig' beneath the proposed towers at 6 stories. Has any hydrology and geotechnical impact study been done at this location? What happens if they hit underground aquifers or sandstones? How will this affect the water table and the nearby Glenmore Reservoir, accounting for half of the supply for City's drinking water.
- **Sun shading and increased wind speeds/tunnels** – Increased number of accidents resulting from unanticipated black ice on road or path surfaces are caused by Shadows. People slip and fall or spin out in their cars as they enter shaded areas that have frozen or refrozen. Common locations to find black ice include bridges, overpasses and spots on the road shaded by trees or other objects. Why is the 8:00 AM map of the shadows cast by towers not available? We would like to see the 8:00 AM shadow maps for the months of March and September when the Sun is low. Were there any studies done on increased wind speeds and tunnels?
- **Storm Water Management** – *No run off in the Reservoir* or on 14th street and 90th Avenue where will the water be temporarily stored to be released in to City's storm sewer system? Surface ponds or underground storage system?
- **Environmental Assessment** - According to the display board – *A Preliminary Natural Site Assessment was conducted, and the Glenmore Landing site does not fall within the provincially identified key wildlife biodiversity zone.* Has an Environmental report been prepared? Has the Carbon foot print of 6 immense concrete towers on the fragile environment/riparian and wild life of Glenmore Reservoir, Weaselhead and Fish Creek park been considered? The infrastructure effects on transportation, water and sewer, wild life corridors and the recreational impact on the Weaselhead, South Glenmore Park, Fish Creek and the Glenmore Reservoir been considered and reports available? Have any reports on human health due the proximity of hydro carbons from existing Gas Bar to residential towers been taken into account during placement of towers? Have any remediation measures been considered?
- **Construction Phasing** - RioCan's redevelopment proposal has a 15 year construction for phase for short term development (Then the long term construction phase starts) that will see a tremendous amount of activity at the site to excavate these foundations, parking garages and towers. Diggers, pile drivers, jackhammers and dump trucks will be creating construction noise that will echo out over Glenmore Reservoir Parklands, disrupting both, the

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citizens of Calgary who reside/enjoy this park and the many animals that make their home there. After the construction phase it puts 4000+ residents and workers on the doorstep of sensitive parklands creating areas of extreme congestion and overuse. The lasting effects of shading and noise must also be considered. An environmental impact study must be completed before the Glenmore Landing Parklands are sold to a developer. Once these Parklands are rezoned and sold to private entities there is no getting them back.

- **Why is the City selling off parklands?** - The Buffers called surplus lands by the City are greenbelts of undisturbed, permanently vegetated areas of land. They are transitional areas that reduce the impact of roadways like 14th Street and other development or site alteration on lands adjacent to our drinking water. At what price is City selling Parklands? City hall fought all the way from the 1970s to mid-1980s to the Supreme Court with the original developer to maximize the parkland and ensure Glenmore Landing would not be a blight on the adjoining parklands of Heritage Park and Glenmore Reservoir. That great legacy and vision, protected by caveat, must be upheld and continued. Please reference the city's climate crisis initiative and the hypocrisy between selling green space/parkland and the city's initiatives to fight climate crisis and produce a larger tree canopy:
<https://www.calgary.ca/environment/climate/climatechange.html?redirect=/climateprogram#:~:text=Climate%20Emergency%20Declaration,such%20as%20a%20city%20council.>
- **Affordable Housing**-How is Glenmore Landing, (envisioned with high end rentals and water views) 'affordable' or 'family' housing? It is also not close to schools, nor a full range of affordable stores, services, playgrounds and ball fields. Glenmore Reservoir does not accommodate these types of family recreational needs. For most part the residents will not be transit riders. There were many LRT stations and other sites well suited for affordable housing — this site is not one of them. High-density rental and mixed-use developments need access to high-speed, high-capacity LRT and multiple bus routes feeding the station. For instance the lot vacated by the Heritage YMCA immediately adjacent to Heritage LRT is an ideal location for such a development.

Area Redevelopment Plan

The Urban Systems Amended Land Use Redesignation letter dated September 29, 2023 ends with the following paragraph:

There are currently no guiding neighbourhood level policy documents, such as a Local Area Plan/Area Structure Plan/Area Redevelopment Plan, to guide development for this site. Therefore, as referenced in the NOM, the comprehensive plan for redevelopment must align with the following higher order policy documents: CTP – Calgary Transportation Plan, MDP –Municipal Development Plan, and the TOD –Transit Oriented Development Policy Guidelines

The Local Area Plan or Area Redevelopment Plan (LAP/ARP) does not exist despite multiple requests for an updated one from our community. Rather than make decisions on dated generic higher order Plans and Guidelines, it is the PBPCA's position that until all stakeholders have a full understanding of the growth potential of this area, the City should not be selling Parklands and approving land use allowing this massive redevelopment. This sale and Land Use redesignation should be paused until there is a current LAP/ARP that includes true public participation by all stakeholders and full appreciation of infrastructure requirements and cost sharing. We believe that a City initiated LAP/ARP will determine the area's potential buildout and subsequent impact on the road network, schools, water, and sewer capacity etc. Furthermore, a City initiated LAP/ARP will ensure full accountability and transparency and is in full compliance with City Planning practices and processes.

Conceptually appropriate and responsible densification of our city is beneficial. A development of this magnitude however normally has many years of public consultations and tight scrutiny/ approvals by the City. A neighbourhood shopping center redevelopment adjacent to an environmentally sensitive reservoir should not be pushed through the aggressive timelines of the City/RioCan without a LAP/ARP in place. We are requesting transparency and that approvals aim to meet the highest City standards in consideration of the Glenmore Landing redevelopment.

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Here is an excerpt from the RioCan REIT Q3 2023 Financial Report: "*Completion of zoning is a significant step in the value creation process. RioCan continues to revisit zoning applications to optimize density and use in order to improve project economics. As cost and financing conditions persist, RioCan does not intend on commencing any new physical construction in the near term.*" Why is the rush for accelerated timelines and incomplete reports? Once these Parklands are rezoned and sold to private entities there is no getting them back. **The PBPCA is requesting an LAP/ARP be prepared before the parklands are declared surplus and sold off and this land use redesignation be put on hold.**

Sincerely

DocuSigned by:
Sushma Mahajan Civic Director
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DocuSigned by:
Leslie Ferrar Leslie Ferrar - Director at Large
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DocuSigned by:
Mike Krayacich Mike Krayacich - Director at Large
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DocuSigned by:
Virander Mahajan Virander Mahajan - Director/Treasurer outgoing
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DocuSigned by:
Anna Kaufman Anna Kaufman - Director at Large
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Robert Mason Robert Mason - Director at Large
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Jim Sorenson Jim Sorenson - Director/Treasurer incoming
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DocuSigned by:
Margaret Mason Margaret Mason - Director at Large
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DocuSigned by:
Irwin Rajesky Irwin Rajesky - Director at Large
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DocuSigned by:
Harris Hanson Harris Hanson - Director / Secretary
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DocuSigned by:
Jayda Rosenthal Jayda Rosenthal - Director at Large
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July 5, 2023
The City of Calgary

Rezoning application LOC2023-0130 from Land use District C-C2 f0.34h10, S-CS to Land Use District DC/C-C2, DC/M-H3

Dear Mr. Brendyn Seymour,

The Palliser, Bayview and Pumphill community association (PBPCA) is pleased to provide comments on the above application. Our community association reviewed this application on June 6, 2023 at the monthly meeting. The PBPCA notice affected neighbors in the vicinity and 6 members of the district 32 planning group attended the meeting on June 8 at Cedarbrae community center. The feedback in this letter reflects at least 40 comments received from concerned PBP residents and District planning group. 220 Residents attended the open house hosted by urban systems. Many filled out the comment cards provided by Urban Systems thinking City will see them. No feedback was provided on the submitted cards to us hence it is not included in this document. We would like to note that there was little time given to understand a project of this magnitude. We have an interest in seeing this development well designed and complementary to adjacent residential areas. There may be ramifications for other communities as the project was initiated prior to a local area plan for this community.

Strengths of the proposed changes

- Increase in densification near the transit routes.
- Limited footprint of urban space.
- Designed to encourage transit use.

Challenges / Effects of the proposed changes

- Excessive traffic generation by the Development - 90th Avenue is the main entry point for not only Palliser, Bayview and Pumphill (PBP) but also many communities to the West and South (Braeside, Cedarbrae, Oakridge, woodlands and Woodbine). The road network is already stressed after the construction of BRT. The arterial routes thru' the community have been recently tested while undergoing the 14th St. bus line and were congested beyond capacity to a point of danger under inclement weather and peak windows. The access to Glenmore Landing from 14th street was cut off for the dedicated BRT lanes when they were built. As a result there is only one exit on 90th Ave. for traffic going east and 2 exits for traffic going west. Very careful lane changes are now required on 90th Avenue as weaving length is very short to get into Glenmore Landing. **The current access to 90th avenue is not designed for additional 3008 users living and working in Glenmore Landing as proposed by RioCan.** It is difficult to see how the current set up of road works could possibly accommodate additional traffic generated by 3008 people. It also impacts emergency service corridors.
- The Jewish centre across 90th Avenue has plans to add a school, seniors' facilities and possibly retail on their site in the near future. The rezoning was approved some time ago. Already, 90th Ave. and 16th St. is a very unsafe intersection for pedestrians and seniors. PBP has received various complaints from residents (councillor's office is aware of this). There seems to be insufficient space to facilitate additional traffic. Once the 14th street and 90th Avenue lands are gone there will be no room to upgrade this intersection ever.
- Parking is already an issue at Glenmore Landing. There is no accommodation to address additional 1800 plus minus or so cars (based on 1.5 cars per residence) at a minimum for new buildings in an already congested mall. The City is encouraging to reduce the no. of parking spaces per residence in new developments and promoting rapid transit. Residents may use BRT or bicycles to commute but they keep their 2 cars as has happened in Marda Loop. If there is paid parking under the apartments many people park in adjacent streets to avoid parking fees. It is a big problem especially for residents of surrounding areas if new buildings residents have to street park blocks away. Another example is Elata tower in Palliser opposite Bayview Drive built few years ago. The surrounding streets are choked with parked cars now. Rezoning/developing Glenmore Landing without sufficient parking infrastructure does not seem to be a good idea.

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- The height of the buildings proposed is an issue (request of 115m for maximum height of buildings from permitted 10m in MH-3 zoning). The cluster of 6 – 20 story or so residential towers is not reasonable within the context of Palliser, Bayview, Pumphill and Haysboro communities. Tall buildings create imbalanced load on municipal services. It is difficult to prevent congestion and increases social problems in towers.
- In winter months the shadows, lighting and wind patterns would create issues for the existing buildings on Glenmore Landing and possibly 90th Ave.. Shadows impact the human health i.e. depression, winter diseases and has direct influence on energy consumption.
- **The immense size of development will not only be out of place for a small shopping center but will strain the current educational and medical facilities, parks and recreation, open spaces etc.**
- The proposed changes are causing tremendous anxiety among the residents of the community

Environmental Impact

- There may be significant impacts to the surrounding environment in the form of noise pollution and decrease of biodiversity of species and also a reduction of key bio indicator parameters.
- **Terrestrial Habitat:** An increase in noise pollution levels attributed to construction:
An increase in noise pollution can affect some bird species which are vulnerable to noise pollution. It is important to monitor the environment for loss of diversity especially relevant for species listed as threatened or sensitive like the common yellowthroat bird which was recorded in 2016 (a no construction year) but not in 2017 (after a year of construction). See page 40 of the Weaselhead / Glenmore Park SWCRR Impact Study 2016-202 (attached), Environmental Monitoring Report 2017: Part 1 Noise, Birds, Vegetation, Water Quality & Aquatic Invertebrates.
- **Aquatic Environments:** The study above references significant drops in aquatic invertebrate taxa richness measured in 2017 compared to 2016 (a year where there was no construction). The implications of this are important as the above in a key bioindicator parameter. Reference: Page 42 of the Weaselhead / Glenmore Park SWCRR Impact Study 2016-202, Environmental Monitoring Report 2017: Part 1 Noise, Birds, Vegetation, Water Quality & Aquatic Invertebrates.
- There are concerns of environmental impact on the reservoir pathways and surrounding areas as a result of intensified development. It will also impact wild life that travel between the reservoir and Pumphill.

Impact on surroundings

- Proximity of the towers to the already busy roads, lack of parking will create safety and noisy conditions for the new and existing residences around. This will create potential traffic woes and line ups, backups into 90th avenue and 14th Street, causing a road user conflict. If the proposed layout is approved for rezoning, our communities are looking at traffic chaos, safety concerns, higher crime rates and an overall unattractive development.
- Glenmore Landing is surrounded by natural lands, walkways and the Reservoir. Glenmore Landing is used not only by the residents of PBP but also by many recreation and sports groups (joggers, cyclists, seniors and youth) from all over Calgary. Development of this size will ruin the natural beauty and openness of the shopping area and creating an unappealing development. It will serve new 3008 residents and workers of Glenmore Landing shops rather than the whole community due to crowding and lack of parking. It will lead to a decline in overall quality of life for existing residents, many of whom who use Glenmore Landing on a daily basis.
- The scale of the proposed development is dominating to those living in single family homes. No transition between single detached homes and 20 storey or more towers. It will look more like downtown development rather than a residential neighborhood.
- The existing residents are looking at 15-20 years of construction as per phasing plan.
- The proximity of hydro carbons from existing Safeway Gas Bar to residential towers will be harmful to humans and environment. The brown land will need remediation.
- Densification of the community could potentially decrease property values.

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Suggestions for Improvement

- Instead of planning housing for 2744 people along the outskirts of the existing mall in the short term (described as 15 years and then redevelopment with future land use amendments) consider redeveloping the property in its entirety with M-H3 zoning so we can have a good site layout for housing and mixed use development avoiding future land use amendments. This will also achieve the City's long term ultimate vision. Plan housing on the inside, away from busy intersections.
- Allow a roadway from the proposed development to run parallel to BRT lanes thru' heritage parking lot and then allow ingress and egress thru' Heritage Drive.
- Consider more horizontal development having 5-6 storey residential buildings if they are to be built right on 14th St. and 90th Ave (instead of high rise buildings of 20+ stories)
- Consider reducing the number of towers and density to reduce the load on existing frame work of roads and accesses/exits.
- Develop phase 3 site first away from 90th Ave. and 16th St. for phasing.
- Due to existing scarcity of open areas, preserve the green space for a more holistic living

Conclusion

Riocan had an open house on April 26 2023 with little over 1 weeks' notice (location of signage was not visible from 90th Ave. or 14th St.) and provided very limited and sketchy information. This was certainly not adequate time for the community to fully comprehend a development of this size and scale. It lacked adequate engagement with the community. Many residents were disappointed to see the presence of security at the open house which was not required. **We are interested in a collaborative, dynamic and transparent process for the duration of this application to create an overall better development and reach a positive outcome. The process needs to be thoughtful one and done in a logical manner, taking existing residents and users into account.** Our community has a good mix of rentals, seniors, subsidized, town houses, villas and detached housing for your consideration when finalizing below market housing numbers. These are beautiful, well established communities which need to be preserved. We need better use of built up spaces and require more, not less green space.

From the feedback I have received, the potential negative impact far outweighs perceived benefits. The proposal does not align with City's goals of creating great communities, greening the City and increased use of BRT. Our community had strong opposition to building BRT but the City went ahead regardless. BRT use is limited to 3 to 4 persons per bus. They are mostly empty. To assume that building the residential units close to the BRT line would somehow enhance the use is not correct. The dynamics of employment would not support this assumption. There is no comment other than that the City expects the increased use of BRT. I trust these concerns will be taken seriously during your deliberations. I will be happy to share around 40 emails I have received.

Sincerely
Sushma Mahajan
Sushma Mahajan
Vice President PBPCA

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Haysboro Community Association Responses

2024 July 22



July 22, 2024

To: Melanie Horkan
LOC2023-1030 File Manager

From: Haysboro Community Association Planning Committee

RE: LOC2023-1030

Hello, Ms. Horkan

We understand you are the file manager for LOC2023-0130. If this is not the case, please let us know. We have been recently circulated (for comment) this file and Outline Plan, submitted by Urban Systems regarding RioCAN's Glenmore Landing Redevelopment project. The growth of the project is substantial and there are community members asking a lot of questions. Many do not feel adequately informed on the scope and what this means for Haysboro and are requesting renewed engagement on the file.

Feedback could be better provided with access to important documents pertaining to the file such as the completed traffic analysis and Environmental Natural Site Assessment, as well as documented impacts to potable water quality and strain and/or necessary upgrades to area infrastructure.

Some community members are greatly concerned about the possible impact to our potable water supply as Glenmore Reservoir is a vital source of Calgary's water. A better understanding of the water table below and impacts that could occur from digging tens of meters into the earth would facilitate our review.

Glenmore Landing is adjacent to Glenmore Reservoir which is home to essential wildlife. Has a Biophysical Impact Assessment been done to assess the impacts to wildlife and plant species? The forest to the north of the subject lands is a wetland. Detail of RioCAN's plans to mitigate impacts to this wetland, as supported by a professional biologist, would help community members understand project impacts. Community members are also concerned about population strain on existing parks. Have studies been conducted to evaluate overuse and strain to parks spaces surrounding subject lands and Glenmore reservoir?

Previous engagement has revealed that the development will cast shadows on portions of Haysboro but no reports of the analysis have been shared. This is a critical concern of many members. As such, the reporting should be shared before the period for public feedback closes (currently scheduled for today).

The HCA endeavors to serve its members by communicating major concerns raised by those members who could potentially be impacted by a project of this scale. We understand that The City, RioCAN, and



Urban Systems intends to meet with other community associations to discuss the recently submitted file and are curious why HCA was not included, despite our previous correspondence to The City on this matter.

We understand The City has a due diligence to ensure all stakeholders in a development project are consulted and given access to supporting studies, analyses, and professional findings. Without such information, stakeholders remain unaware of potential concerns, issues, and key aspects of the review. Therefore, they cannot provide meaningful and adequate feedback to the circulation.

We request copies of the above-mentioned documentation and an opportunity for HCA members to meet with RioCAN's team and City staff to ensure our questions and concerns are heard. We also request that The City extend the deadline to provide feedback from July 22 to an appropriate date, allowing for review of the requested information and meeting with project staff.

Thank you for your attention to this matter.

Sincerely,

Haysboro Community Association Planning Committee

CC.

Cllr. Penner

2023 December 20



December 20, 2023

To: Calgary City Council

**From: Haysboro Community Association Board of Directors
1204 - 89th Ave. SW, Calgary, AB**

RE: Revised Public Notice: NOTICE OF INTENSION TO DISPOSE OF PUBLIC PARK, RECREATION OR EXHIBITION GROUNDS, and Land Use Amendment and Outline Plan (LOC2023-0130) for Glenmore Landing

The Haysboro Community Association Board of Directors (the Board) are writing this letter to bring forward inquiries that the board has received from community members regarding the Glenmore Landing proposed redevelopment submitted by RioCan and under review by The City of Calgary.

At this time, we understand The City is preparing feedback received through the advertisement of the sale of public lands, and this will be brought before City Council on January 30, 2024. We also understand The City is receiving feedback from the public for LOC2023-0130 that will be brought before Council for approval of the proposed Land-use amendment. This letter will be submitted as a public submission for both council meetings.

This letter is also being sent to The City's application file manager in case these questions can be answered before the council sessions. This would provide community members an opportunity to be better informed if they wish to participate in the council sessions.

Regarding the proposed sale of public land:

Members of the community have referred to a "Park Agreement" that is a registered instrument on Glenmore Landing land(s) which was made between The City of Calgary and the landowner at the time. Purportedly, it restricts changing the use of the public lands from public park space. We request that council be made aware of such an agreement, if it exists, because, for some community members, it established an expectation that the land-use would remain as a park. The rationale for such a change should be discussed in council.

Regarding the Land-Use Amendment and Outline Plan.

Members of the community have expressed concern with the following technical matters that, we understand, that should be considered in the review of the Outline Plan, submitted to support the proposed Land-use Amendment:

Traffic impact and BRT Ridership:



- A comprehensive traffic impact study must be conducted to support the Land-use amendment that includes upper and lower bound estimates of Bus Rapid Transit (BRT) usage. It is possible that most residents will prefer to use cars, not transit, and this should be considered. Details on actual and expected BRT ridership should be part of the study.

Geotechnical stability and possible impacts to Glenmore Reservoir water quality

- Some members of the community believe that the soils beneath Glenmore Landing are not appropriate for development that will be permitted by the proposed Land-use Amendment, due to their structural strength and proximity to the Glenmore Reservoir. This concern should be discussed in council.

Insufficient capacity for utility servicing

- Some members of the community are concerned that there is insufficient capacity for the degree of development proposed in the Land-Use Amendment. This concern should be discussed in council

Environmental Impact Assessment

- Some members of the community understand there is significant ecological value of the public lands at, and surrounding, Glenmore Landing. The connection to nature is valued among community members therefore the results of the biophysical impact assessment should be comprehensive and determine no adverse impact to ecology from the development. This should be discussed at council.

We believe that transparent communication and a thorough understanding of these matters are crucial for fostering a positive and informed community. We appreciate your attention to these inquiries. Our community values the collaborative efforts between residents and government officials to ensure the responsible and sustainable development affecting residents of our neighborhood.

Thank you for your time and consideration.

Sincerely,

Haysboro Community Association Board of Directors

CC

Cllr. Penner

CKE Community Association Responses

2024 September 10



September 10, 2024
The City of Calgary

To Melanie Horkane, City Administrators,

CC: Mayor Jyoti Gondek,
Councillor Sonya Sharp
Councillor Jennifer Wyness
Councillor Jasmine Mian
Councillor Sean Chu
Councillor Raj Dhaliwal
Councillor Richard Pootmans
Councillor Terry Wong
Councillor Courtney Walcott
Councillor Gian-Carlo Carra
Councillor Andre Chabot
Councillor Kourtney Penner
Councillor Evan Spencer
Councillor Dan McLean
Councillor Peter Demong
Chief Administrative Officer David Duckworth

**Re: Updated Circulation Package LOC2023-0130 re Glenmore Landing Redevelopment
Supplementary Comments from CKE Community Association**

The CKE Community Association ("CKE CA") had submitted comments to you on July 22, 2024 (copy attached) with respect to the updated circulation package pertaining to the Glenmore Landing Redevelopment project.

Although the CKE CA had chosen not to support or object to the development in that letter, we expressed a major concern that the fundamental changes relative to the project represented during the public consultation phase constituted a change in scope that we believe clearly required a new public consultation process.

In response to our letter, the CKE CA was provided an opportunity to review certain proprietary studies of the developer that have not been shared with the public, including studies relating to traffic, parking and sanitary services. On behalf of the CKE CA, I reviewed these materials at City Hall in accordance with the processes relating to the review.

The opportunity to review these studies was presumably intended to mitigate residual concerns that the CKE CA had about the Glenmore Landing Redevelopment and its impact on residents in the immediate and nearby communities.

While we had hoped that would be the case, my review of the studies had the opposite effect. The review significantly increased our concerns about the project, particularly with respect to the implications for traffic and parking.

1015 - 73 Avenue SW Calgary, Alberta T2V 0R9 www.ckecommunity.com

The nature of the information disclosed in the studies is of a type that we believe must be made available to the public relatively easily online as part of a new public consultation process resulting from the major change in scope associated with the project. In our opinion, a choice not to allow the public access to this information will increase the level of suspicion about the project and the integrity of the process under which a decision is being made about the development.

We believe that this would ultimately be a lose-lose-lose process for the developer, for the City and for the residents in the vicinity of the development. We also believe that this would negatively impact Calgarians more generally because of the unfavourable precedent selective disclosure would create for future development projects.

Without getting into details of the studies, concerns raised by my review include the following:

- (i) that several of these material studies appear to have been only recently submitted to the City since June, which raises questions about the quality of the information on which the City based its prior approval;
- (ii) that there is recognition that there will be significant resultant issues at the intersections of 14th and 16th Streets and 90th Ave SW when there is recognition of limitations on the degree to which required upgrades are able to be made at 14th St. SW;
- (iii) that egress turning left out of the development will be an issue, as will be right hand turns at 14th St.;
- (iv) that the traffic study did not consider the possibility of development on the JCC site; and
- (v) that the study assumes 0.6 parking stalls/unit, including visitor parking requirements, based on the belief that residents in this higher end development will be using public transit, while noting a potential further 25% relaxation in parking stall requirements under City By-law IR 2007a because of proximity to the BRT-assumptions about vehicular ownership of residents that seem dubious.

The nature of the concerns noted from our review are such that we have shifted our position of neutrality to be very supportive of the need for the Palliser Bayview Pumphill Community Association, in particular, and the other more directly affected communities to be engaged much more fully in a dialogue in a new public consultation process about the parameters under which a redevelopment at Glenmore Landing may proceed. We also discovered after preparation of our July letter that residents of Eagle Ridge have greater concern than we had anticipated because of the potential traffic impacts on 14th St. and the likelihood of a significant increase in foot traffic through the neighbourhood because of the walking path around the reservoir that passes through Eagle Ridge.

Thank you for your consideration.

Sincerely,



Doug McNeill, Planning Director
Chinook Park-Kelvin Grove-Eagle Ridge Community Association

cc: Palliser Bayview Pumphill Community Association
Haysboro Community Association
Oakridge Community Association

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2024 July 22



July 22, 2024
The City of Calgary

To Melanie Horkane, City Administrators,

CC: Mayor Jyoti Gondek,
Councillor Sonya Sharp
Councillor Jennifer Wyness
Councillor Jasmine Mian
Councillor Sean Chu
Councillor Raj Dhaliwal
Councillor Richard Pootmans
Councillor Terry Wong
Councillor Courtney Walcott
Councillor Gian-Carlo Carra
Councillor Andre Chabot
Councillor Kourtney Penner
Councillor Evan Spencer
Councillor Dan McLean
Councillor Peter Demong
Chief Administrative Officer David Duckworth

Re: Updated Circulation Package LOC2023-0130 re Glenmore Landing Redevelopment

The Palliser Bayview Pumphill Community Association ("PBP CA") provided the CKE Community Association ("CKE CA") and several other Community Associations in the area with a copy of the captioned updated circulation package with respect to the Glenmore Landing Redevelopment project.

In our prior letter of October 23, 2023 with respect to the proposed development, the CKE CA had asked some questions about the process being used to advance the development, but had chosen not to support or object to the development. The belief of the CKE CA at that time was that the opinions of residents in closer proximity to the development should ultimately carry greater weight than any potential preference of the CKE CA about the development. We had also requested that the City Council consider carefully the comments of the more directly affected residents before approving the sale of the public park.

The scope of the potential Glenmore Landing Redevelopment is very different than the original project for which the original consultation program had been conducted. Although we continue to be neutral about the potential project at this time, we believe that the fundamental changes

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relative to the project represented during the public consultation phase constitute a change in scope that we believe clearly requires a new public consultation process.

Not to initiate a new public consultation process for a change of this magnitude in the Glenmore Landing project would potentially create a precedent that would encourage other developers to misrepresent their projects at the initial approval stage. As a matter of principle, this is an outcome to which the CKE CA objects strongly, notwithstanding our position of neutrality on the Glenmore Landing project itself.

Further reinforcing the appropriateness of a new public consultation process is the increased concern the increased density and scale of development would have with respect to the major points of concern raised previously by residents most directly affected by the project.

These relate to (but are not limited to) such matters as: (i) egress from the project area and other traffic issues; (ii) the need for a hydrogeological study to assess any risk to the water table and the Glenmore reservoir associated with the development and the contemplated multi-level underground parking structure; and (iii) the potential impacts on shadowing due to the increased height of development in the expanded development area.

Thank you for your consideration.

Sincerely,



Doug McNeill, Planning Director
Chinook Park-Kelvin Grove-Eagle Ridge Community Association

cc: Palliser Bayview Pumphill Community Association
Haysboro Community Association
Oakridge Community Association

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Oakridge Community Association Response

Oakridge Community Association (OCA) response to LOC2023-0130

The Oakridge Community Association (OCA) was asked to submit any comments on the most recent LOC2023-0130 'Land Use Redesignation' by Friday 20 September in recent email communication with Melanie Horkan, City Senior Planner. Several current OCA Board members were able to review the supporting documentation on this proposed Glenmore Landing (GL) development on Friday 14 September. In particular, we were interested in the Traffic Impact Assessment (TIA) report. This document was only recently available for review at City Hall Property Research Center with no permission to obtain a copy for further study or even to photocopy key tables, graphs or summaries. This lack of transparency remains a concern to us and our residents.

The OCA had its Annual General Meeting (AGM) and Board meeting on Monday 16 September at which there was much discussion on this GL proposal and other proposed developments and their impact on our local infrastructure, especially our roads. It was noted that the Floor Area Ratio (FAR) for this development is much higher than other developments in Oakridge and neighboring communities in District 32. Despite encouragement from residents and local communities, we have no Local Area Plan (LAP) to guide developments in our neighborhood.

The TIA does include traffic estimates for the impact of the Jewish Center Calgary (JCC) expansion and the Taza Development west of Oakridge which is appropriate considering the long-term nature of the Glenmore Landing Redevelopment. We note the use of Transport Oriented Development (TOD) numbers and other assumptions that may not be totally appropriate for the Rapid Bus Transport (BRT) and relatively expensive apartments.

We note the proposed road improvements documented in the TIA at the 14 St and 16 St intersections with 90 Avenue. These capacity improvements are needed ahead of the increased demand to avoid major congestion during the 15 year proposed GL construction period.

The OCA Board discussed and voted in favour on the following motion, assuming the development is approved by the City and proceeds with RioCan's investment.

"The City accept and have implemented the road improvements documented in the final TIA report at the developer's expense AND ensure that the timing of the road improvements are implemented ahead of any building construction on the GL site."

The emphasized timing condition is based on prior experience of the impact of trying to add capacity after site construction starts. Once building starts and demand approaches and exceeds capacity, its impact on local and some City residents can be very significant.

We request Calgary City Administration to include this OCA position in the report to the Calgary Planning Commission (CPC).

OCA response to LOC2023-0130 on 16th Sept 2024

Summary of Changes made to the Application since December 2023

URBAN LOC2023-0130 S Y S T E M S

DATE: October 24, 2024
TO: Melanie Horkan, Jennifer Miller, City of Calgary
FROM: Urban Systems Ltd., on behalf of RioCan REIT
FILE: LOC2023-0130
SUBJECT: Glenmore Landing Land Use Redesignation & Outline Plan – Summary of Changes

The purpose of this memo is to provide a high-level overview of the key changes that have been made to the application since the completion of the formal public engagement, concluding in December 2023.

KEY COMPONENTS THAT HAVE CHANGED

Non-Statutory Policy Document “Glenmore Landing Land Use & Design Framework

- The previously prepared Design Framework has been adapted into a non-statutory policy document.
- This document will clarify the policy requirements for the overall design, while maintaining flexibility in areas given the long-term scope of the redevelopment.
- This document also ensures that identified pathway connections and amenity spaces be provided throughout the entirety of the redevelopment, to ensure timely and appropriate delivery of amenities.

Building Heights & Shadows

- We conducted numerous sun shadow studies to determine optimal building heights, aiming to avoid casting shadows on the pathway system to the west, within the Glenmore Reservoir pathway system, and the adjacent Haysboro neighborhood to the east, and also minimizing shadow impacts on the north-adjacent natural areas. As a result, we adjusted building heights, decreasing them in some areas and increasing them in others, to achieve the right balance between minimizing shadow impacts and aligning with the notice of motion direction to intensify the site, especially in closest proximity to the BRT station.
- The new policy document also includes policy that speaks to the use of articulated building masses of varying stepped heights and spaces away from lower density areas to achieve a more appropriate scale and conscious relationship to surrounding, lower density communities.

Connectivity

- The pathway referred to as the “Interim Active Mobility Corridor” in the policy document, will now be provided with the first development permit applied for within the Glenmore Landing site. This means that an enhanced pedestrian connection will be provided as soon as development commences, creating a clear and logical pedestrian connection from the BRT station to the Glenmore Reservoir pathway system. In order to minimize vehicular and pedestrian interaction, the interim pathway will follow the existing sidewalks along the northern portion of the existing shopping centre and will be enhanced to provide a better pedestrian experience.
- Commitments to improving the offsite pedestrian network including the pedestrian bridge landing in Haysboro, across 14 Street SW – providing wayfinding and connection improvements.

Land Use

URBAN SYSTEMS MEMORANDUM

DATE: October 24, 2024 FILE: LOC2023-0130 PAGE: 2 of 2
SUBJECT: Glenmore Landing Land Use Redesignation & Outline Plan – Summary of Changes

- The application no longer includes a proposal to redesignate the existing shopping centre, with land use remaining as the Commercial – Community 2 (C-C2) District.
 - Commercial uses within existing buildings on site will be maintained for the foreseeable future.
 - Redevelopment of the shopping centre will proceed following the build out of the purchased lands, expected to be developed over the next 15-20 years, and will be subject to future land use applications
- The purchased lands are proposed to be redesignated to Multi-Residential – High Density High Rise (M-H3) District with appropriate FAR and height modifiers applied for each site.
- The districts reflect both short and long-term development plans for the site.
- The Outline Plan provides statistics for both anticipated and maximum densities, however, the intent is to build to anticipated densities only, with maximum densities provided primarily to assess upset servicing capacities should that built form be appropriate.