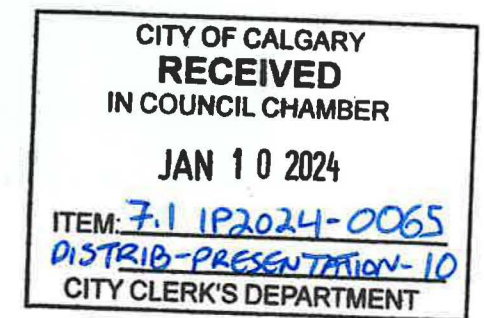


# Glenmore Landing Parkland Disposal



Oleh Wowkodaw





## **A concerned constituent**

My name is Oleh Wowkodaw. I am a professional geologist, an industrial wastewater expert, and a passionate outdoor enthusiast. Palliser has been our home for about 40 years. We raised our family here, our son is our neighbour, our neighbours are our friends, this is our community.

**I am in opposition to the disposition of parkland at Glenmore Landing.** This sale will be a loss to our community and will set a precedent for a repeat in other communities.

The damage cannot be undone, once it starts.

## **Current traffic concern**

Already there are combination problems related to traffic and to parking in the Glenmore Landing area.

Glenmore Landing is a heavily used commercial property. With limited access into the property and limited parking, the current situation is already unmanageable. It cannot handle more development. You can see a typical photo of Glenmore Landing. Where can you park?



## **Future traffic concerns**

We are looking at several developments within our area that will collectively add to traffic problem.

This includes developments around the Jewish Community Centre, on 90<sup>th</sup> Avenue, mixed developments at Co-Op at Southland and 24<sup>th</sup> Street, and commercial developments at Tsuu T'ina First Nations. The potential addition of 3,000+ residents and related commercial traffic at Glenmore landing will be the final straw.

**This will only get worse.**

How will the current traffic infrastructure handle this level of increase caused by the proposed redevelopment?

How much traffic related infrastructure upgrades will be necessary at taxpayer cost and community inconvenience? **Is this even possible?**

## **Incremental traffic concerns at CO-OP, Southland and 24<sup>th</sup> St. SW.**

Co-Op at Southland and 24<sup>th</sup> St. SW is building four new buildings. The tallest will be at a height of 12 storeys. A total of 249 residential units are planned and approximately 154,000 square feet commercial space including 686 parking stalls.



## **Future Traffic Concerns Calgary Jewish Centre 14<sup>th</sup> St. SW and 90<sup>th</sup> Ave SW.**

The Calgary Jewish Centre has significant mixed development plans at 90<sup>th</sup> Avenue and 14<sup>th</sup> Street.

This will further exasperate the traffic at those critical intersections. The 90th Avenue and 16th Street SW (Jerusalem Way) is already a busy intersection for pedestrians and semi-mobile seniors.

## **Local traffic access to Glenmore Landing**

Once Glenmore Landing was accessible by three entrances and two exits. Access to Glenmore Landing from 14th Street was cut off for the dedicated BRT lanes leaving two roads in and out.

Due to BRT construction only one exit is available for traffic heading east and two exits for traffic going west on 90<sup>th</sup> Avenue.

RioCan has no plans to add new access and egress points for the additional 3,000+ people to reduce congestion.



## **Is the BRT really a solution?**

The notion that most of these new residents and employees would use the BRT Max Yellow line to commute seems implausible. The BRT is not the LRT by any stretch. According to City of Calgary community profiles, currently between 70-84% of residents from PBP use their cars. As a result, these new development will only significantly add to the traffic gridlock, and not just on completion, but also during 15 years of construction.

Residence at luxury condos at the proposed Glenmore Landing redevelopment will mostly never use the BRT. They will use their cars.

## **It all starts with hasty disposition of parkland**

What starts with the disposal of parkland will eventually lead to years of construction, noise, pollution, and create an esthetic blight on Glenmore Park, traffic noise and congestions, parking congestion, environmental destruction, and a reduction of our overall quality of life.

The damage is significant and long term. The value to our community is marginal.

## **Relevance of experience**

Although I am by no means an expert in municipal planning, I am experienced in understanding community outrage. In my oil and gas experience, I was personally involved in community outreach, bridge building for oil and gas development in communities that opposed development. We used openness, transparency, facts and data, communication, and respect to build bridges.

Sadly, these principles are missing in the current process of engagement.

## **Municipal outreach**

According to the **City of Calgary Engagement Booklet**: Community Redevelopment is complex....so let's chat.

**We are ready, when do we start! Is anyone listening to us at City Hall?**

**Where are our elected representatives that should hear us and represent us?**

**Do we assume that, as mere citizens, we are not able of making informed choices?**

**This is condescending, destroys trust, and leads to community frustration. That is where we are right now.**

## **Municipal outreach**

**It is late, but not too late to remedy the situation. We need to pause and have:**

- appropriate, timely, and transparent public engagement
- open and complete sharing of relevant documents and data for public review
- appropriate participation by city staff and municipal representatives at Community Association Meetings
- Appropriate participation and engagement between municipal representatives, developers, and community interest group