



Glenmore Landing

What We Heard Report - **December 2023**



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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

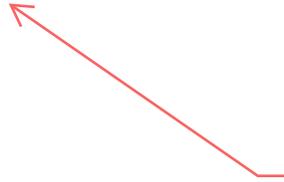
B: WEBINAR INFORMATION SESSION COMMENTS

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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 frequencys 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?

<p>What's mixed residential - you're adding more residential instead of 35 stories</p>
<p>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?</p>
<p>How will you manage emergency vehicles entering the site with only two entrances?</p>
<p>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?</p>
<p>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".</p>
<p>What makes you think people will still take transit?</p>
<p>You realize that the BRT you keep referencing is only a bus stop where one bus the 304 Max Yellow uses at Glenmore Landing</p>
<p>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.</p>
<p>Have you done a study on transit use in the SW (Oakridge, Palliser, Bayview, Pumphill, Eagle Ridge)?</p>
<p>When will the rest of us see the infamous Transportation Study?</p>
<p>What are the current numbers of rider usership at the Glenmore landing BRT stop?</p>
<p>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?</p>
<p>By widening the access we will loose sidewalk?</p>
<p>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?</p>
<p>Traffic number 2 recommendation- cars are parked on either side - where do you get 2 lanes -</p>
<p>What about traffic towards Downtown or RGH?</p>
<p>Keep in mind that people still crosss the street at 14th street and 90th avenue.</p>
<p>Your traffic doesn't go towards Downtown</p>
<p>*Your traffic arrows don't go Downtown</p>
<p>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,</p>
<p>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>

<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 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

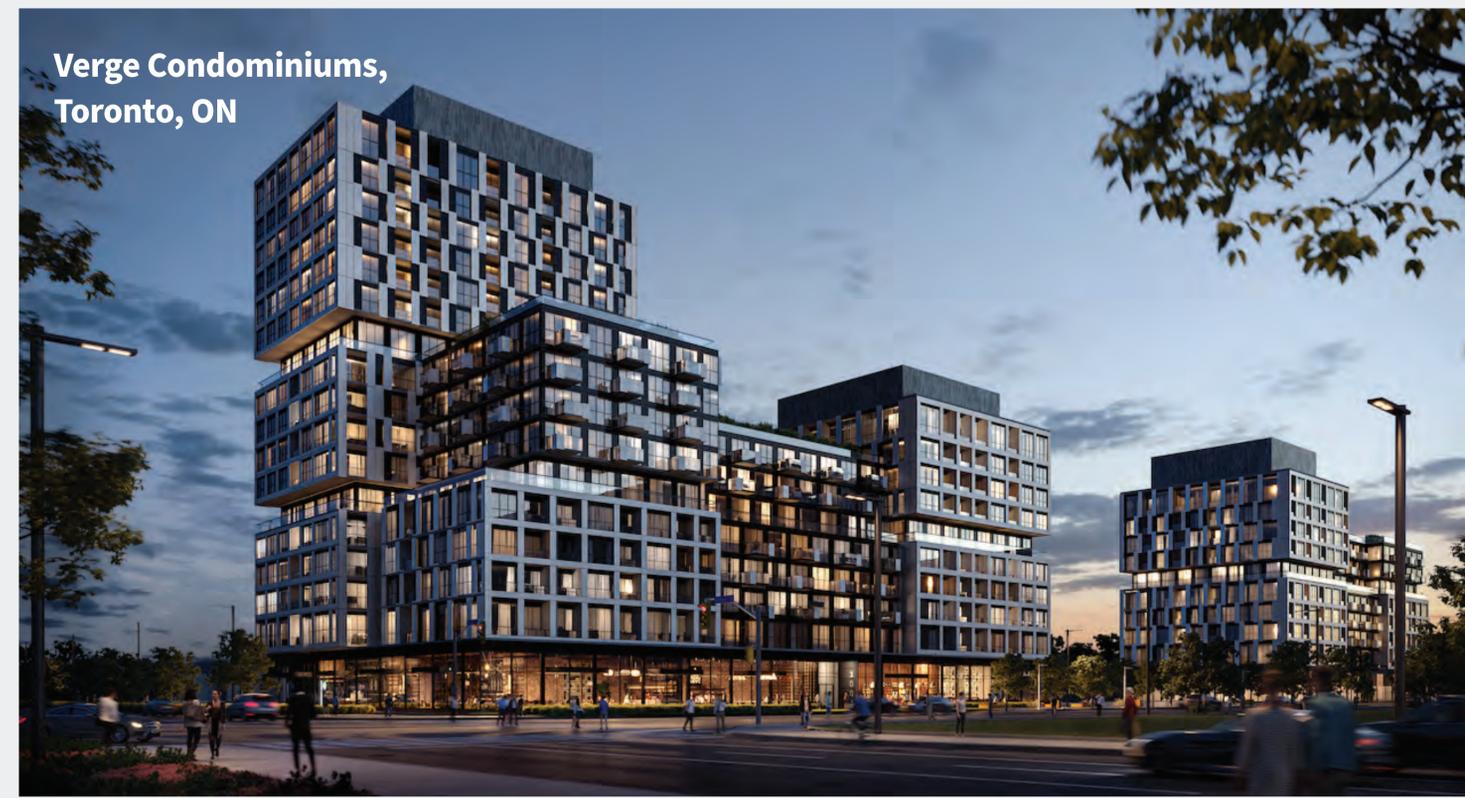
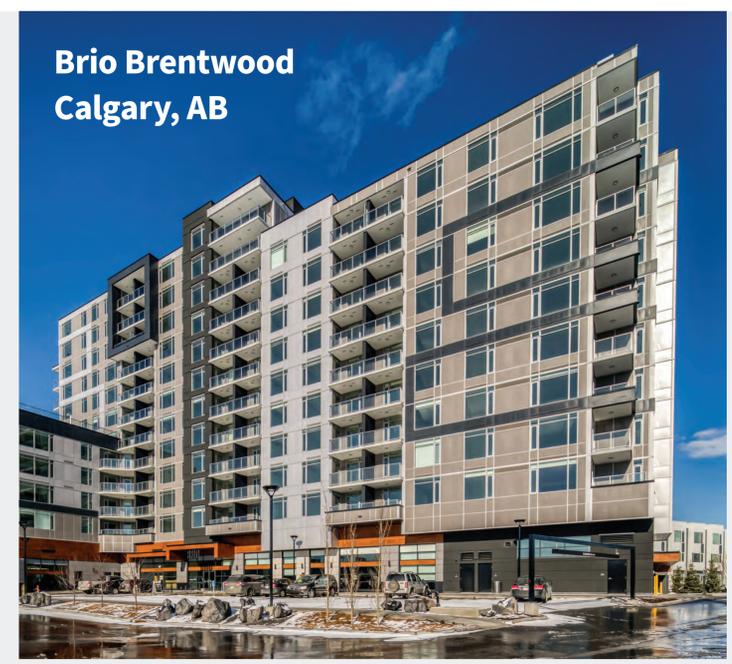
At RioCan Living, we believe building better places to live takes more than bricks and mortar. It means looking at the communities and seeing the full picture; what they are, what they could be, and what they need to get there. We make these visions a reality – adding to the story and legacy of each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

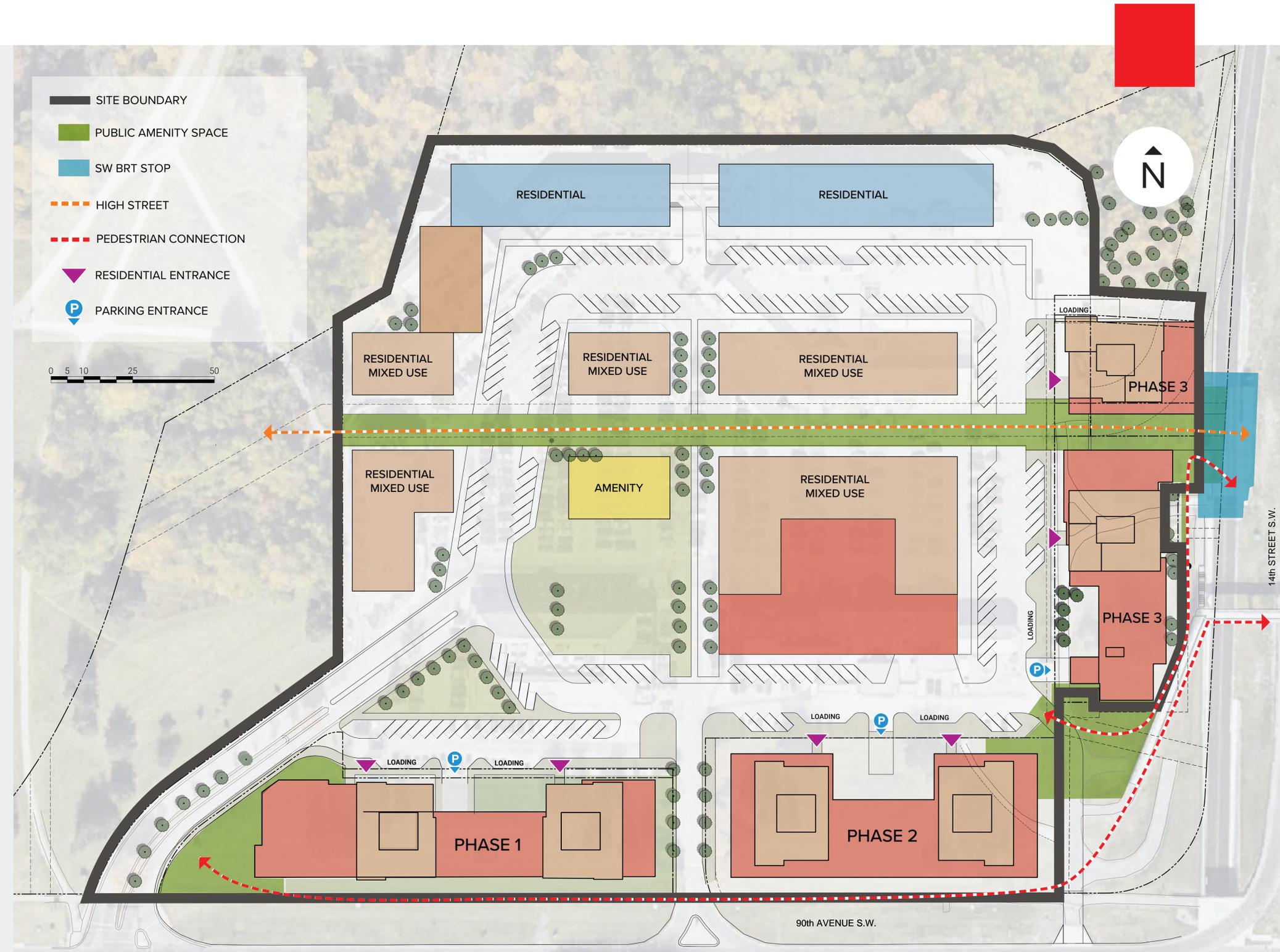
The short-term vision for the site will add residential development to the lands along 14th Street SW and 90 Avenue SW and an improved pedestrian connection from the Glenmore Reservoir through the site to the SWBRT stop.



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.

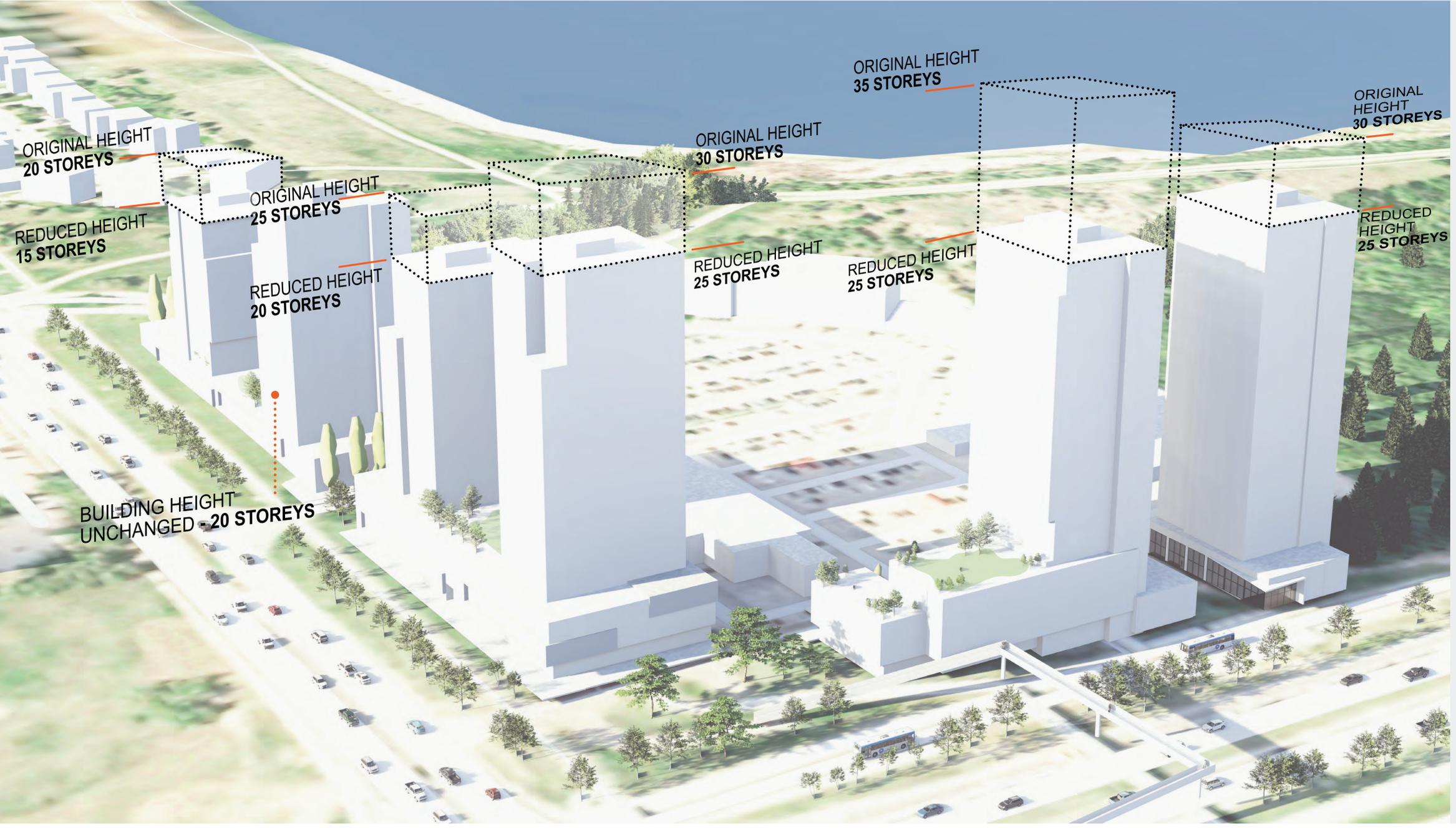


How has this been addressed in our applications?

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



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:

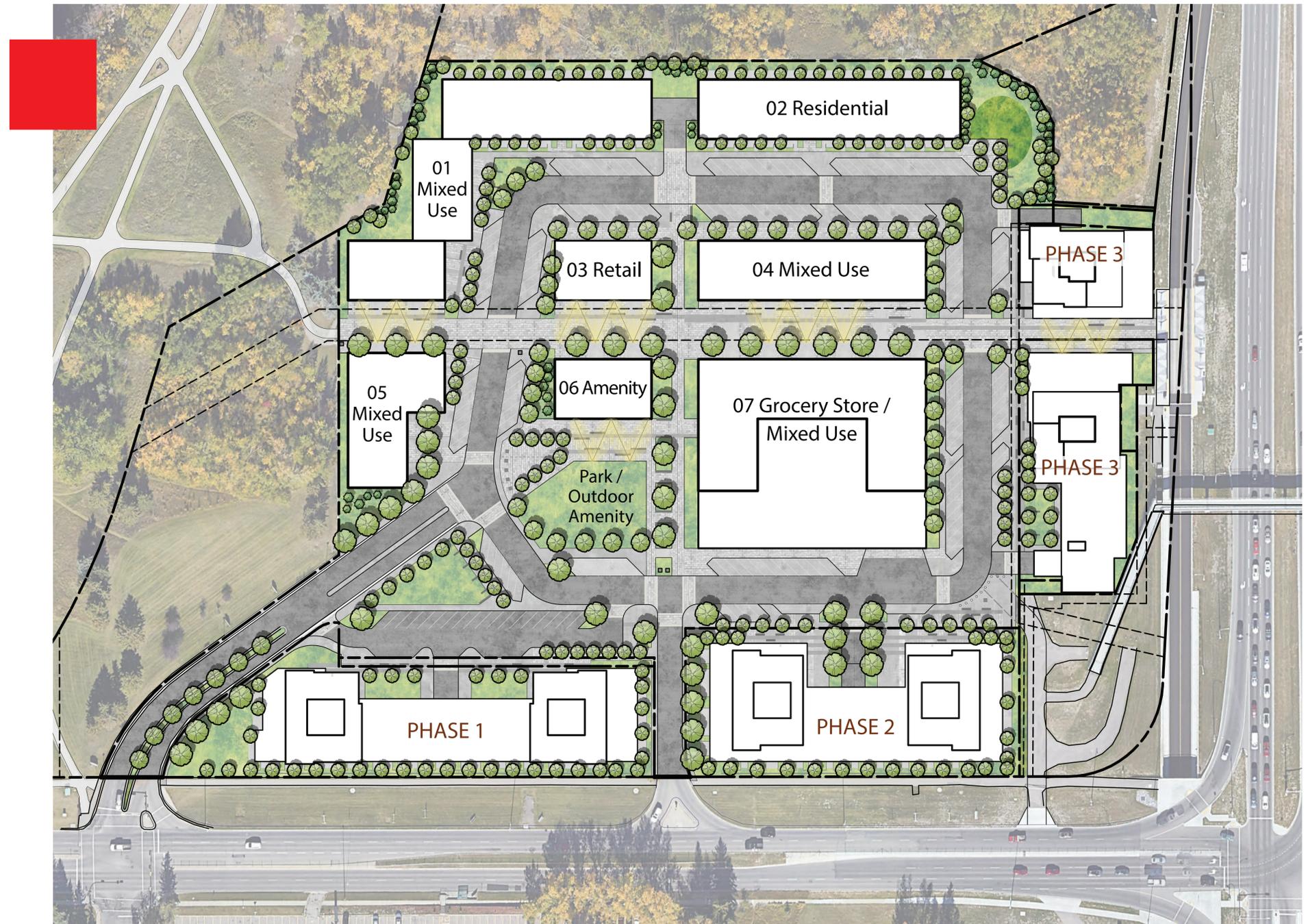
- Incorporating connected vegetative spaces planted with trees, shrubs, and perennials through the site.
- Using a diverse array of native and/or adaptive plants best suited for Calgary's climate and provide suitable soil volume for them to thrive and grow.

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:

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

Concerns about construction impacts and drinking water supply.

How has this been addressed in our applications?

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.

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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DATE:

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?

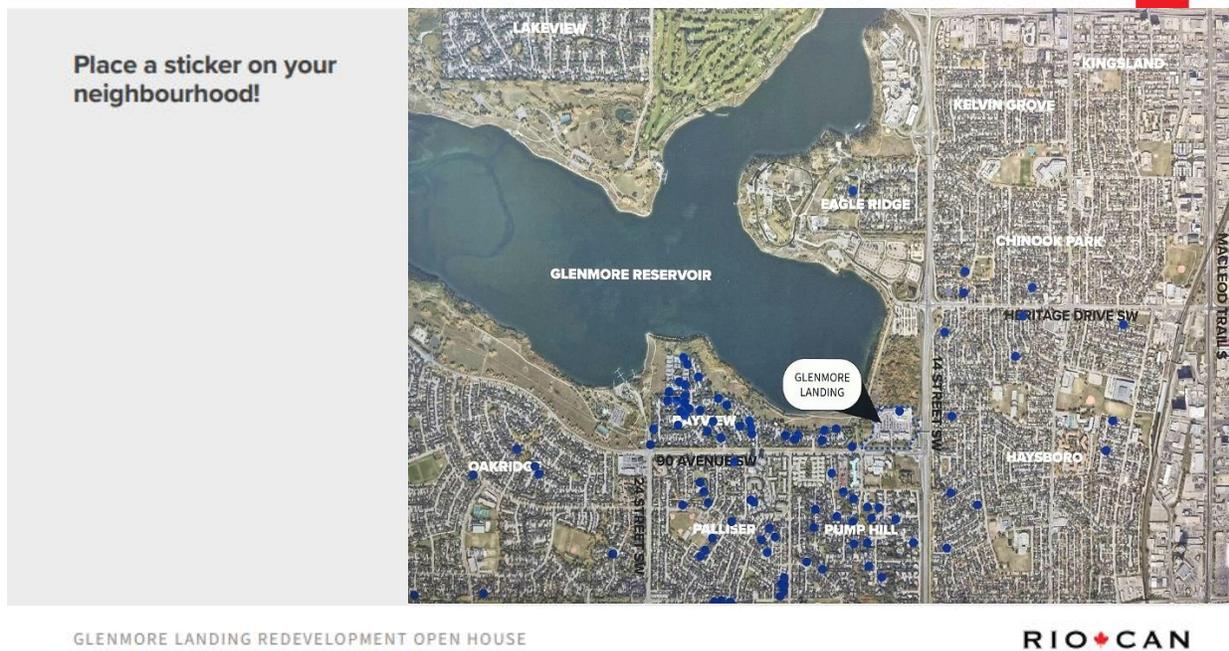


Figure 3: Interactive open house board - Community Map



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.

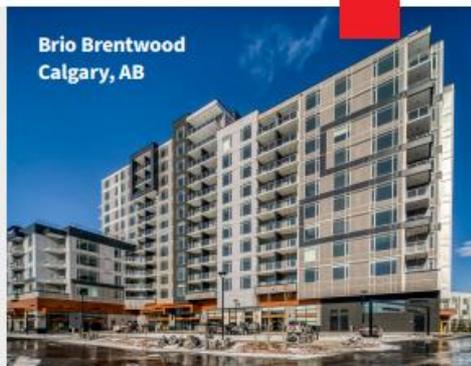


GLENMORE LANDING REDEVELOPMENT OPEN HOUSE

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

GLENMORE LANDING REDEVELOPMENT OPEN HOUSE

RIO CAN

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.

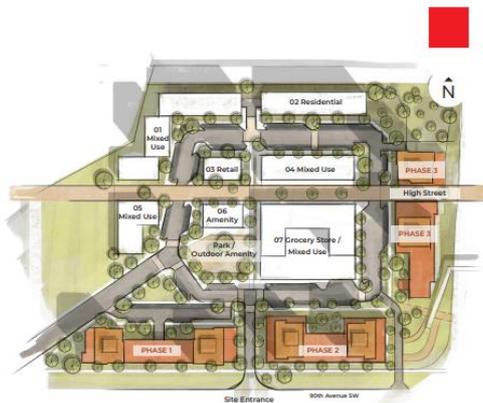


GLENMORE LANDING REDEVELOPMENT OPEN HOUSE

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

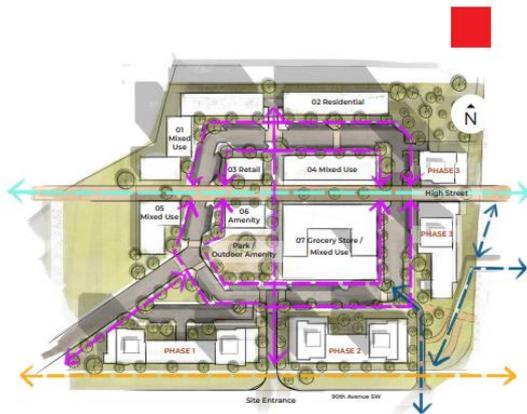
RIO + CAN

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

RIO+CAN

Public Outdoor Amenities



GLENMORE LANDING REDEVELOPMENT OPEN HOUSE

RIO+CAN

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

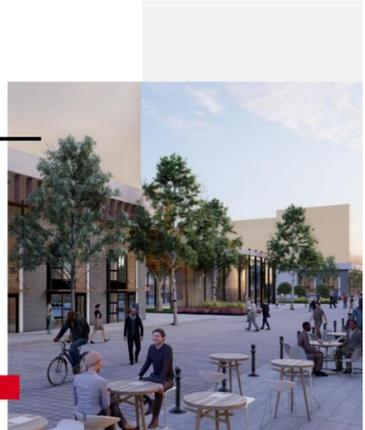
RIO CAN

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

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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.

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Site

Glenmore Landing



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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).

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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.



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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.



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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.

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Long-Term Development



ARRIVING AT GLENMORE LANDING



GOING TO THE PUBLIC AMENITY



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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.



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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.

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Thank you!



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