

Summary of Changes made to the Application since December 2023

URBAN LOC2023-0130 S Y S T E M S

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

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

KEY COMPONENTS THAT HAVE CHANGED

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

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

Building Heights & Shadows

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

Connectivity

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

Land Use

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