

Glenmore Landing Redevelopment

Traffic & Safety Concerns

Presentation for December 3, Public Hearing

INTRODUCTION

The term “Urban Village” has been used many times before like in Brentwood redevelopment, now being used in Glenmore Landing.

You know “It checks off all the boxes” lingo.

Support, Active, Vibrant, Attractive public spaces, Attractive Community and Urban Design.

A diversity of housing types and build forms, in a condo? Really? How many types are we talking about?

One of the assumptions is that Glenmore Landing TOD development is that the new residents will not own automobiles and they will take transit as means of travel. Residents will own a vehicle and use that same vehicle to exit that one intersection.

Where we have now lost our only casual restaurant to a day care, are those 20,000 trips in the TIA matrix?



Introduction

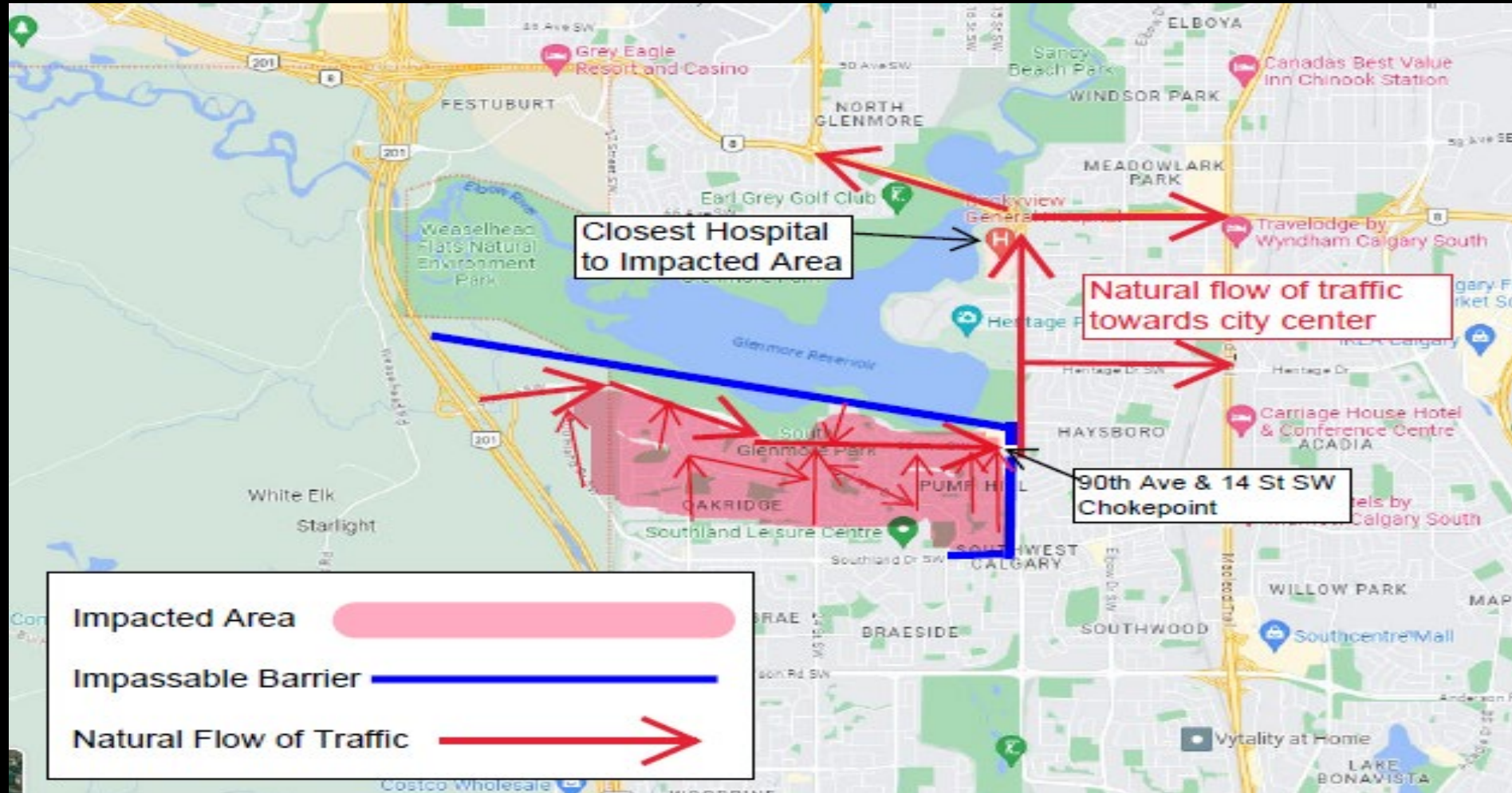
- This project is a recipe for gridlock and danger – adding thousands of residents to an already failing **intersection is a public safety hazard** waiting to happen.
- The TIA fails to account for the future development of Glenmore Landing, JCC Campus redevelopment, Oak Bay Plaza and Taza developments all funneling down one road and thru one intersection.
- Residents living in luxury condominiums will drive downtown, they will not take the BRT .
- FYI, The evergreens across the intersection is where the first two towers will go, also eliminating a couple of hundred mature trees.

Traffic Congestion and Delayed Emergency Response

- "**Increased Traffic Volume:** A high concentration of vehicles in a single area will overwhelm the local road network, especially at the stoplight, causing severe gridlock during AM/PM peak hours."
- **Emergency Vehicle Delays:** Emergency services such as ambulances, fire trucks, and police may face significant delays reaching the plaza and surrounding communities, endangering lives during critical incidents.



– Impassable Barriers and Natural Traffic Flow Map
Traffic from four communities converges on 90 Avenue, funneling toward Glenmore Landing."



All Egress Traffic from Glenmore Landing funnels through one intersection

- Glenmore landing has one all turn exit, and one right in, right out exit from the parking lot, within 100m of each other.
- This redevelopment 'parks' thousands of people behind one stop light.
- We are adding 3,000 residents, averaging 5 trips per day plus increased customers to the plaza, deliveries to residences and businesses all going through the ONE intersection.



Figure 3: Limited Access to Proposed Redevelopment Along Already Highly Congested 90th Avenue



Traffic Impact Analysis

While CA's have had the opportunity to go to City Hall and review RioCan's TIA, there we're restrictions:

- 90 min session to review hundreds of pages of technical information
- No opportunity to copy, print, photograph or duplicate information in any way

These restrictions ENSURE THAT THE TIA IS NEVER MADE AVAILABLE FOR INDEPENDENT THIRD-PARTY REVIEW BY COMMUNITY ASSOCIATIONS OR ANYONE ELSE.

City Administration maintains that the TIA is RioCan's intellectual property, and they do not have the right to share and RioCan denied our request to receive a copy of the TIA. This is an example of the developer controlling the process and engagement.

DENSITY

This is **NOT** a gentle density increase that involves modest adjustments to building heights, lot coverage, or population.

This is a excessive density increase with a significant overwhelming surge in what is considered unsustainable or desirable outside of the downtown core.

We call the Glenmore Landing Y exit “Malfunction Junction” with the near vehicle/pedestrian misses and commercial delivery vehicles parking at the crosswalk and forcing traffic into oncoming lane of vehicles.

Why did we just sell two parcels of land in the East Village that will only be developed 6 storeys high, when that checks off all the boxes of transit, new infrastructure and utilities.

In Conclusion

Given the unresolved issues and **overwhelming opposition**, I urge council to take the following actions:

Development proposals must **require the release of all key infrastructure studies** for independent review moving forward.

Halt the land sale: No sale of greenspace or development on our greenspace should proceed until the main Glenmore Landing Shopping Centre is fully redeveloped.

I ASK THAT YOU VOTE NO ON THIS LANDUSE APPLICATION.