

Palliser Bayview Pumphill Community Association Responses



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

July 21, 2024
The City of Calgary

To Melanie Horkane, City Administrators,

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

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

Understanding this new Application

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

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

The new proposed height in each tower is:

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

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

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

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

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

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

Our Most Pressing Concerns

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

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

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

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

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

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- **The PBP CA requests renewed Public Engagement**

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

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

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

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

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

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

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Sincerely,

Sushma Mahajan

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

Appendix 1

Project Process Flaws

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

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

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November 12, 2023

The City of Calgary

Re: Revised Rezoning application LOC2023-0130 response

Open House and Public Engagement

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

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

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

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

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

Additional concerns and questions that need Answers

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

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

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

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

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

Area Redevelopment Plan

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

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

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

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

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

Sincerely

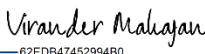
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Sushma Mahajan Civic Director
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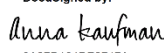
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Leslie Ferrar - Director at Large
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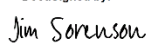
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Mike Krayacich - Director at Large
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Virander Mahajan - Director/Treasurer outgoing
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Anna Kaufman - Director at Large
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Robert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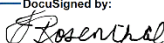
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Irwin Rajesky - Director at Large
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Harris Hanson - Director / Secretary
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Jayda Rosenthal - Director at Large
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July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

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

Dear Mr. Brendyn Seymour,

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

Strengths of the proposed changes

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

Challenges / Effects of the proposed changes

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

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

Environmental Impact

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

Impact on surroundings

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

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Suggestions for Improvement

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

Conclusion

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

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

Sincerely
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Vice President PBPCA

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