



Palliser Bayview Pumphill Community Association (PBPCA)

2323 Palliser Drive S.W. Calgary, Alberta T2V 3S4 • Phone: 403-281-1908

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

Sushma Mahajan

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Vice President PBPCA