

OUR COMMUNITY ASSOCIATION

How It Started and Developed - A Brief History

During the Fall of 1991 some local residents noticed that part of Highland Drive North near the railroad tracks had been altered to include the start of a cul-de-sac. As it had been long rumored that a new roadway (*the North End Connector) may be developed which would parallel or occupy the railway right-of-way, these residents thought that the cul-de-sac might be the beginning of this development. On November 20, 1991 a group of residents met with some officials at City Hall in order to find out what was happening. It was discovered that plans were well underway on a proposed development to have a North End Connector roadway eventually from Water Street through to the intersection of Highways 33 and 97. The proposed road could also proceed further north to the University and airport intersections. The new road would have limited access and parts of it could have up to six lanes. The railway right-of-way would not be included in the plans at this stage, thus the road would parallel it on its north and west side. This would create a major transportation corridor that would be difficult to cross (particularly for pedestrians and cyclists). It would also necessitate the creation of cul-de-sacs of several existing streets. A variety of related matters were discussed, for example the issue of a major roadway running through long established neighborhoods, further development (probably commercial) of adjacent land, congestion of traffic near schools, fire and police access, berming for sound abatement, and access to parking (which would presumably be reduced) along places like Lombardy Park.

No immediately satisfactory manner of relating to City Hall on this and other matters existed so a meeting of concerned local residents was called on February 25, 1992 to explore the issue. Over 100 people turned out to discuss the North End Connector and other neighborhood issues. The main outcome of the meeting was that we should form a properly constituted association (under the Societies Act) and use this as a means to represent our interests to City Hall and other appropriate agencies and organizations.

A set of Constitution and By-Laws was drafted in the Spring of 1992. These were approved by the Registrar of Companies in Victoria during the Summer of 1992 and an Inaugural Meeting of the then South Glenmore Neighborhood Association (SGNA) was held on September 29, 1992. An interim Board of Directors was elected (President: Norm Dmytruk; Vice-President: Marilyn Sherer; Treasurer: Bob Hayes; Secretary: Reed Early; and six Directors: Linda Clark, Ken Craig, Blake Dean, John Harling, Marlene Miller and Janet Taylor). By this stage many issues had to be considered – the North End Connector, the Skyline Connector, the over rapid development of Glenmore, etc.

As a newly formed Society, the first Annual General Meeting was held on April 26, 1993. It was a lively meeting with over 150 residents present. The first regular slate of Officers and Directors was elected (President: Garth Homer; Vice –President: John Harling; Treasurer: Jean Hildebrand; Secretary: Marlene Miller, and six Directors: Ken Craig, Blake Dean, Bernie Melzer, Allen Royston, Janet Taylor and Lynn Tyler). By late 1993 about 200 homes were included in our membership. More issues arose that needed the attention of the Board. Various subcommittees and interest groups were created. By the Fall of 2002 the SGNA had expanded to include the residents of the former North Glenmore Residents Association. A name change to Glenmore Valley Community Association (GVCA) was registered with Victoria on October 28, 2002.

GVCA continues to represent the residents and their concerns in our rapidly developing neighborhood. A list of past and ongoing concerns and issues is presented below. We have been fortunate to have many excellent Board members over the years and we encourage more Glenmore residents to take an active role in their community association.

GVCA ISSUES OVER THE YEARS

(In no specific order)

1. North End Connector (“Interior Bypass”)
2. Skyline Street/Clifton Road Connector
3. Palmer Road/Summit Drive
4. Sexsmith Road/Valley Road
5. North Glenmore Bypass
6. Glenmore Drive 4-laning (eventual 6-laning)
7. Transportation Studies
8. Traffic Lights/Speed Zones/Traffic Calming
9. Trucks on No-Trucking Roads
10. Noise Abatement Measures
11. Magic Estates Development
12. Conservatory Housing Development
13. Glenmore Highlands/Wilden Development
14. Cerise Drive Development
15. McKinley Landing Development
16. Official Community Plan (OCP/Social Plan)
17. City Strategic Plan
18. Glenmore/Clifton/Dilworth Sector Plan
19. Halloween Watch/Neighborhood Watch
20. Community Police Station
21. Hartwick Park Pumphouse
22. Robertson Park Problems
23. Community Centre/Parks/Recreation
24. Rails with Trails/Cycle Trails
25. City Dump (“Sanitary Landfill”)
26. Brandt’s Creek/Linear Park
27. Water Issues
28. Abbeyfield Home in Glenmore
29. Affordable Housing
30. Heritage Site