

Green Line Committee 1 June 2020 Suggestions

Proposed Green Line Amendments **with redline** (June 2, 2020_1250pm):

(Gondek, Colley-Urquhart, Sutherland, Davison)

ADMINISTRATION RECOMMENDATIONS:

The Green Line Committee recommends that Council:

1. Approve Segment 1 (**Shepard to Elbow River**) of the updated Stage 1 alignment and station locations, as outlined in Attachment 3;
2. Direct Administration to Release the Request for Proposal (RFP) for Segment 1 no later than 2020 July 24, and to start construction of Segment 1 upon execution of the Project Agreement for Segment 1;
3. Direct Administration to advance enabling works construction in Segments **1 and 2**;
4. **Direct Administration to divide the existing Segment 2 into Segments 2A (Elbow to Eau Claire) and 2B (Eau Claire to 16th Avenue north), and approve Segment 2A alignment and station locations as outlined in Attachment 3.**

~~5. Direct Administration to undertake the Segment 2 Functional Plan. For the Centre Street N surfacerunning and Bow River bridge components (16 Avenue N to Eau Claire), direct Administration to continue stakeholder engagement and communications as required when completing the following studies:~~

- ~~• Mobility Studies Plan;~~
- ~~• Access Management Plan;~~
- ~~• Streetscape Plan; and~~
- ~~• Bow River Bridge Plan.~~

~~Direct Administration to report back to the Green Line Committee no later than 2021 July 31 with the results of the above plans and studies. Direct Administration to prepare and release the Segment 2 RFP and start Segment 2 construction provided the Green Line Program cost estimate, including contingency, is estimated at no less than P80 and is within the approved Program funding~~

5. **Direct Administration to undertake work on the Segment 2A Functional Plan including:**

- a. Exploring the value of acquiring any necessary or available lands within the Community Revitalization Levy (CRL) area and report back to the Standing Policy Committee on Utilities and Corporate Services no later than end of Q4 2020.
- b. Release the Segment 2A RFP and start construction while ensuring that the Green Line Program cost estimate, including contingency, is no less than P80 and is within the Council approved Program funding;

6. Direct Administration to undertake work on a Functional Plan Segment 2B (16 Avenue N to Eau Claire), that explores:

- A new Bow River bridge
- Conversion of Centre Street Bridge for an LRT crossing and/or a Centre Street north surface option.
- Continued stakeholder engagement and communications as required while undertaking the Mobility Studies Plan, Access Management Plan, Streetscape Plan and River Crossing Plan.

Direct Administration to report back to the Green Line Committee no later than end of Q2 2021 with the results of the above plans and studies.

57. Approve the North Central BRT ~~improvement~~ concepts identified in Attachment 7, including t not limited to the suggested improvements, and direct Administration to:

- a. Conduct the Functional Plan for the North Central BRT ~~Improvements~~ identified in Attachment 7 with a mandate to demonstrate its flexibility to evolve into a LRT system;
- b. Report back to Council through the Green Line Committee no later than end of Q2 2021, with the delivery and funding plan to construct the approved North Central BRT ~~Improvements identified in Attachment 7;~~

68. Direct Administration ~~to proceed~~ to identify the funding source which would enable ~~proceeding~~ with real property transactions based on the updated Stage 1 alignment, including the North Central BRT ~~improvements~~, in accordance with the procedures as outlined in the previously approved Proposed Delegated Authority, Stage 1 Green Line LRT Project [C2018-0333].

79. Direct Administration to advise the Government of Canada and the Government of Alberta of Council's approval of the recommendations in this Report, and seek approval to include the North Central BRT Improvements as eligible costs in the funding agreement including confirmation of the Stage 1 Alignment, Stations and North Central BRT; and

810. Notwithstanding the approvals above and provided the total Green Line Program cost for Stage 1 should not exceed the budgeted amount, should significant additional funding become available to extend the line northward prior to construction commencement of Segment 2 (not including enabling works), authorize Administration to redesign the Segment 2 alignment as needed to accommodate the expansion, returning to Council through the Green Line Committee

~~with recommended alignment changes with respect to Segment 2.~~ make public transit improvements, direct Administration to return to the Standing Policy Committee on Transportation & Transit with recommendations for transit extensions and/or enhancements to projects included in the Route Ahead prioritization strategy.

Councillor Keating Green Line Committee Recommendations:

- 1) That Council directs administration to create a package of aspirational early works based off green planning, from 160th to Seton. Actions would be but not limited to land acquisitions, utility relocations, grade separation, and other possible projects. Including BRT enhancements as per attachment 7. To be reported back the Green Line Committee no later than Q4 of 2020

- 2) In addition, if administration does not proceed with the Bow River crossing, it be recommended that Council direct Administration to expand the scope of Phase 1 to extend to McKenzie Towne, and to complete North BRT as per attachment 7.

- 3) In addition, it is recommended that if the Green Line does not proceed North of the Seventh Avenue South West Station, that the project be extended to include Auburn Bay Green Line Station, and to complete North BRT as per attachment 7.

Proposed Motion Arising from Councillor Farrell

That City Council directs City Administration, in association with Green Line planning, Tomorrow's Chinatown local area planning, and the Main Streets program, to develop a streetscape masterplan for Centre St S (Centre Street Bridge to 4 Av S) to improve public realm, improve pedestrian safety, and integrate with future BRT infrastructure, with a funding strategy identified outside of the Green Line program.

Rivers District recommendation

Notwithstanding the approvals above, should further funding be available, and there is little to no land acquisition cost, direct administration to re-evaluate a 10th Ave alignment, including an updated risk profile and return to Council for a reconsideration vote