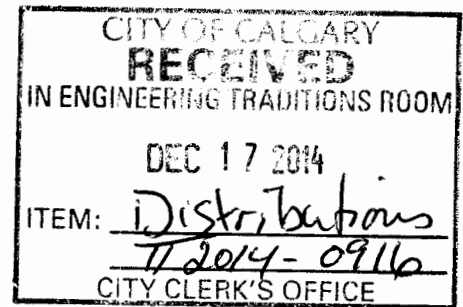


From: LRT on the Green Foundation

ATTN: City of Calgary SPC on Transportation and Transit

RE: North Central LRT Route Planning Study Recommendations



Since its inception in May of 2014, the LRT on the Green Foundation has worked alongside community stakeholders to advocate for the timely construction of Calgary's Green Line LRT and to help identify common areas of concern amongst the stakeholders. The North Central LRT Route Planning Study represents a large shift in the City's vision for the Green Line LRT and stands to play an important role in reshaping the communities of north central Calgary. As each individual stakeholder offers a slightly different perspective on the proposed Green Line alignment, we do not presume to speak on their behalves however we feel that our comments are reflective of the common themes that we identified in our discussions with community stakeholders.

After review of the planning study, we would like to express our support for the study's conclusion that Centre Street represents the best alignment out of the four possible options that were reviewed. We agree with the study's finding that the Centre Street alignment will allow the LRT to reach the greatest number of people and also offers the largest amount of opportunity for redevelopment and intensification. We are excited by the fact that the selection of the Centre Street corridor marks the first time in Calgary where transit oriented development in proximity to LRT will not require assembling large parcels of land or require large scale investment to create a livable neighbourhood. The Centre Street alignment will bring transit oriented development into the realm of possibility for the average Calgarian as the opportunities for investment range from a home owner constructing two homes on a lot that previously just had one to the construction of mid-rise mixed use buildings.

As part of our submission, we have included letters from several Community Associations along the Centre Street alignment. We feel it is important to note that these communities are willing to embrace efforts to bring redevelopment and intensification along the Centre Street corridor provided that it is done properly and that the design of the LRT will be instrumental in focussing and shaping this redevelopment. We feel that it is important to note that this elevates the North Central LRT portion of the Green Line above a mere transportation project as the LRT can play a large role in helping the City meet the Calgary Municipal Development Plan's goal to bring more development within the city's existing footprint. As successfully reaching this goal was reported to bring \$11.2 Billion in savings to Calgary taxpayers, we feel that any hesitations to proceed due to the high construction cost of the Green Line should be tempered in some way by also viewing construction as an opportunity to deliver future tax savings to Calgarians.



As the design of the LRT along the Centre Street corridor is vitally important to community acceptance and will have a large impact on development, we encourage Council to expand the scope of the study to also examine Transit Oriented Development opportunities. We would like to see a Transit Oriented Development plan for the Centre Street Corridor either incorporated into the next phase of the North Central LRT functional planning or to be run as a separate project in parallel to the functional planning. We feel that the results of this study should form the foundation of an Area Structure Plan for the entire Centre Street corridor to provide residents and developers a clear vision of how the corridor will evolve over time and how the LRT will interact with its surroundings.

In regards to the specifics of the LRT alignment mentioned in the report, we support the recommendation to continue studying both the surface routing south of 24th Ave N as well as the tunnelling option. In contrast to the report, we believe that the tunnel option represents the best scenario and should be pursued as the primary alignment option. We note that the tunnel option has the greatest amount of public support even though it has a higher price tag. Although the tunnel option has a higher cost associated with it, we feel that with a length of 3.9 km Council should view it as a realistic option for the City of Calgary. To support this view, we would like to point out that the Eglinton LRT project currently under construction in Toronto includes 10 km of tunnel built using the TBM method and that the Evergreen Sky Train extension currently under construction in Vancouver includes 2.2 km of tunnel built using the TBM method.

Another important thing to note is that the tunnel option is estimated to save 5 minutes of travel time in comparison to the surface alignment. We feel that the 50 minutes of travel time a commuter would save in a work week makes a huge difference in quality of life and will go a long way into capturing more commuters who would typically drive. With the adoption of the tunnel option, the entire cost of building LRT on the Green Line from North Pointe to Seton is estimated to be between \$4.6 Billion and \$5.0 Billion. While this appears to be a large number, it is important to note that full build out of an LRT line that help remove traffic volume from Calgary's major north/south transportation corridor and stretches the entire length of the city, serves 270,000 Calgarians, three new major employment centres and several major TOD areas will still be cheaper than the initial estimates for the construction of the South West Ring Road in Calgary. To us, this underlines the value for money proposition of the Green Line LRT.

In considering the proposed alignment north of 24th Ave N, we support the decision to move forward with the narrow cross section option between 24th Ave N and McKnight Blvd and the wide cross section option between McKnight Blvd and Beddington Blvd. In our conversations with communities along the route, the need for minimal property acquisition was identified as a critical condition for acceptance of a surface alignment for LRT. The recommended cross sections acknowledge this fact and we feel this will help preserve the existing community fabric better than the wide cross sections preferred by the general public.



In closing, we note that the Centre Street transit corridor currently averages over 35,000 daily riders which is a higher ridership than the West LRT. Demand for the LRT already exists and the communities along the corridor are willing to embrace the change the LRT and redevelopment will bring provided they have the opportunity to shape how the project is built. While we would like to see the tunnel option put forward as the preferred alignment, we encourage the recommended alignment to be approved as presented so that planning can continue to move along and allow the communities along Centre Street to start shaping their future around the LRT.

Sincerely,



Jeff Binks
President – LRT on the Green Foundation





Highland Park Community Association
3716 2nd St. NW
Calgary, AB
T2K 0Y4
Tel: (403)276-6969

Attn: LRTonTheGreen

Thank you very much for taking the time to sit down with me recently and discuss your perspectives in regards to the GreenLine LRT. Highland Park straddles Centre Street, we are a community that represents a diverse demographic and we are in transition. At the highest levels Highland Park Community Association is in support of the GreenLine, with the caveat that implementation of such a transit corridor must be well designed and thought out.

Highland Park recognizes the desperate need of our city to improve transit infrastructure. The 301 services nearly 30,000 riders per day, we have increased parking in our neighbourhood as a result of commuters who chose to park and ride. The 301 runs through a school ground zone, Centre Street has lane reversals throughout the day and in addition on-street parking; this heavily used corridor continues to pose a challenge for communities along Centre Street. We also recognize that our corridor is not alone in desperate need for redesign and restoration. As such, Highland Park is supportive of the LRT Greenline, and the efforts of LRT on the Green in so much as we wish to have a transit line that enhances the connectivity between our people and places and initiates a review of the Centre Street corridor. The Greenline must contribute positively to our community redevelopment and revitalization.

While we support the hard work that LRT on the Green is doing to unite stakeholders and raise awareness about the Greenline we caution speedy implementation over well-developed implementation. Highland Park Community Association will continue to advocate for the need of transit oriented development, and the review and redevelopment of the Centre Street corridor. If the needs of the community can be balanced with the expedited need for the Green Line LRT we will be in alignment. I look forward to further collaboration and discussion on this issue.

Kind Regards,

Elise Bieche



THORNCLIFFE GREENVIEW COMMUNITY ASSOCIATION

5600 Centre Street N
Calgary, Alberta T2K 0T3

Administration Office: (403) 274-6840 Facsimile: (403) 275-7310 Email: admin@tgcacalgary.com

December 9 2014

To Whom it May Concern,

It has been the pleasure of the Thorncliffe/Greenview Community Association (TGCA) to have been involved with LRT on the Green since its early nascent beginnings and even before with its predecessor "Smarter City". Their strong, positive, and effective advocacy has been as impressive as the short time it has taken them to progress to their current level of sophistication. Their message is a laudable and achievable one. TGCA is in complete agreement that a desperate need exists for this city to take the next step in its maturity and advance the transit infrastructure to be one indicative of a million plus denizens in the 21st century. We also recognize that the "Greenline" could very well prove to be the spine of an emergent body of public mobility for the next generation.


As a community association although we can share in the highest of aspirational goals we also feel the need to urge some caution in the practicalities we face in particular to an LRT line coming through the heart of an established area. Our area. We feel that for newer bookend communities on the potential "Greenline" there are maximum gains with minimum sacrifice. It is for them easier to be unequivocally supportive. We of course respect but feel obligated to point out the difference of perspective. For TG the evaluation is more complex. With any development of such magnitude we ask ourselves three questions;

- 1/ What level of sacrifice are we as a community being asked to make?
- 2/ What benefit to the city's greater good will be achieved by that sacrifice?
- 3/ What if any ancillary benefits will our community see with the resultant change(s)?

When applied to the widening of Mcknight Blvd some years ago, our conclusion was; the sacrifice to us would be huge, the corridor improvement would be minimal, and the only post outcomes would be for us negative.

When applying the same critique to the "Greenline" regardless of either the Edmonton Trail or the Centre Street routing; again the sacrifice of TG would be huge, however we would acknowledge the benefits outside of our community would be even greater. As to possible after effects, this is where we see the greatest of all divergences. From eviscerating to transcendent, as a near inner city community in transition we are tremendously vulnerable to quality of planning and design for any LRT line. TGCA therefore urges expedience, but not at the expense of thoroughness. We also strongly believe that while fiscal prudence should be a cornerstone of any major decision, something as fundamentally important as an LRT line and its subsequent planning fallouts should not be scrimped on.

Sincerely,


Marvin Quashnick
TGCA

Northern Hills Community Association

Serving Country Hills, Country Hills Village, Coventry Hills,
Harvest Hills and Panorama Hills

FTAO: Jeff Binks
LRT on the Green Foundation
lronthegreen@outlook.com

28th May, 2014

Dear LRT on the Green Foundation

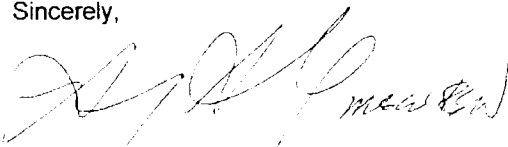
LETTER OF SUPPORT

We, the Board of the Northern Hills Community Association (NHCA), support the advocacy of the LRT on the Green Foundation towards bringing forward the building of the proposed Green Line LRT to North Central Calgary.

The NHCA includes the still growing North Central communities of Country Hills, Country Hills Village, Coventry Hills, Harvest Hills and Panorama Hills, which includes over 54,000 residents¹: approximately 20% of the 270,000 population living along the Green Line. Being located on the northern edge of Calgary, transportation infrastructure is very important to our residents. In 2013, the NHCA took part in *Creating Space for Strength, An Asset-Based Community Development and Research Project for Calgary's North Central Communities*²: transportation infrastructure was the North Central residents' top priority, despite the current BRT volumes for journeys originating in North Central being the highest in Calgary³.

The implementation of the Green Line would have a huge impact on not just our residents, but Calgarians as a whole. Most of the projected growth of Calgary in future years is predicted to be in the North Central and south east areas. Our local population is still growing, with an average growth rate of 18.8%¹ over the past five years. With the current building out in North Central of Aurora and Stoney Industrial areas, the new and continuing residential developments to the north west, and the future extra 60,000 residents to the immediate north of the NHCA communities in the proposed Keystone Hills development, implementing the Green Line sooner than the projected 2033 or beyond⁴ is no longer a luxury, but a necessity. It would increase transit capacity for all of the communities along the route and reduce vehicle congestion on the major arteries, thus providing a benefit to all Calgarians, not just our residents.

Sincerely,



Sunny Shuang MSW RSW
President
On behalf of the Board of the Northern Hills Community Association

1. 2013 Civic Census Results, <http://www.calgary.ca/CA/city-clerks/Pages/Election-and-information-services/Civic-Census-2013-Results.aspx>

2. *Creating Space for Strength, An Asset-Based Community Development and Research Project for Calgary's North Central Communities*, <http://drsaraheaton.wordpress.com/2013/06/14/creating-space-for-strength-public-event/>; see *Final Report*

3. *North Central Calgary Transit Corridor Review, Feb 2006*, http://www.calgarytransit.com/pdf/north_central_calgary_transit_corridor_review.pdf

4. *Transitways and the Route Ahead for Calgary Transit*, Chris Jordan, PEng, MSc, Jen Malzer, PEng, MSc; Paper prepared for presentation at the Transportation Planning Session of the 2013 Conference of the Transportation Association of Canada, Winnipeg, Manitoba, <http://conf.tap.etc.ca/english/annualconference/tac2013/session10/jordan.pdf>