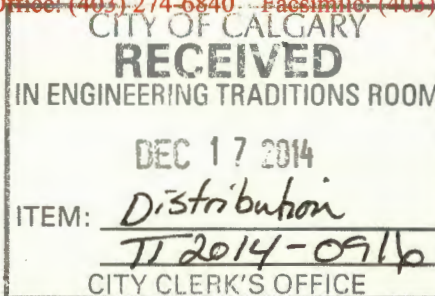




THORNCLIFFE GREENVIEW COMMUNITY ASSOCIATION

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December 9 2014

To SPC T&T, Re: December 17 2014 Item 4.10

The Thorncliffe/Greenview Community Association (TGCA) fully supports administration's recommendations.

Last year we worked with U of C Urban Studies, the FCC & Highland Park Community Association (HPCA) in a visioning exercise. As part of that public engagement nearly two hundred responses were collected on the LRT routing question. Well over ninety percent favoured the Centre Street option. In recognizing Centre St as a better option it is also important to understand that for us it will be at least initially a more challenging one. While we fully understand our concerns are more connected to later more detailed planning and design, we also feel it is not too early to signal our priorities.

With recent focus on a chosen routing we are now starting to see somewhat of a retreat in public enthusiasm as very real questions of functional design become concerns. When offered the "narrow" option people reflexively become distressed at the loss of car lanes, but presented the alternative of a "wide" option generally after some thought returns an equal if not greater aversion to the possibility a wider Blvd and subsequent property loss/redevelopment. These are not easy choices. That the favoured design sees "narrow" going to "wide" in the middle of TG causes more uncertainty. Perhaps somewhat ironically, that TG is not part of the special consideration zone as indicated in the report, there is even greater trepidation as to what our segment of the corridor will look like.

The one emergent theme in our conversations has been that many people want to live NEAR a LRT line almost no one wants to live NEXT to it. This is instructive. That the report stresses words such as integration, complete streets, community cohesion, and has an emphasis on broader planning implications is most encouraging, and speaks to that public perception/fear. That a grade level LRT has not been a familiar concept until recently is also a contributor.

At this point it should be mentioned that the public engagement by transit has been excellent and we hope that will continue. We would also like to recognize LRT on the Green, 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;

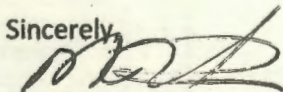
1/ What level of sacrifice are we as a community being asked to make?

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 applying this critique to the North Central LRT line, 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