



Mayor Nenshi and City Councillors
P.O. Box 2100, Station M
700 Macleod Trail South
Calgary, AB
T2P 2M5

Re: NAIOP & BOMA position paper re: Calgary Green Line

Dear Mayor Nenshi and City Council,

The organizations of NAIOP and BOMA represent the majority of developers, property owners and property managers in the industrial and commercial space in Calgary. The proposed transit line, known as the Green line, will have a potentially huge impact on many members of both organizations. As such this paper provides the position and direction that the combined organizations would like to see in order for the Green line to provide the maximum benefit to all stakeholders and citizens.

We...

respect the 2017 vision for Green Line as a whole package (including the phased construction approach) as adopted by Council at the time, with the proviso that select changes to configuration and alignment could be made (following consultation with affected stakeholders).

wish to see minimal impacts to members' asset values, existing and future tenants, access considerations and the line's place making opportunities (particularly in Downtown and Beltline) and also at the identified TOD locations

support that re Phase 1 fits within the \$4.9 billion budget with acceptable risk and contingency included.

reject spending the entire \$4.9 billion budget to extend the south or north legs in the absence of a downtown component, as without a direct connection to downtown in a central alignment, support for the employment core of Calgary is significantly diminished (as is potential ridership) and connectivity to other transit corridors throughout the city is lost.

do not support a 'pause' for the south east leg portion as we believe the RFQ and RFP process timing as proposed by the Green Line team provides enough time for further study on the

downtown segment before shovels go in the ground, and this segment of the line is well understood with relatively minimal and known risks.

support the Green Line team's position that further evaluation of the downtown segment should occur given the construction risks and costs identified, and believe this action to be prudent if it does not become prolonged.

support efforts made to eliminate deep tunneling along the route (cut/cover versus TBM) that could lower cost and bring station(s) closer to the surface so they can better interact with surrounding buildings and streetscape and offer better place making and public realm opportunities.

do not support a deep tunnel based on the significant depth being discussed (7 storeys+) that would impact rider usability, lack of potential connection to existing buildings and infrastructure, and the risk of cost overruns, we do favour tunnelled or cut and cover alignments from south side of the Bow River via 2nd Street SW to at least south of CP tracks as well as under MacLeod Trail in the Beltline to meet these objectives, and prefer tunnel through the balance of the Beltline if budgets permit.

understand the need for staging the Phase 1 procurement and construction program to provide the opportunity to offer a greater proportion of work to local construction companies.

do not support elevated structures between 4th street SE and 20th Ave N. These should be avoided if possible, due to the potential for increase in crime/decrease in public safety, and the deleterious impact to street level commercial/retail activity, reduced sunlight at grade in these areas, loss of public realm potential and impact on surrounding real estate values. Cities with elevated structures are removing them for these reasons (New York, Toronto etc.) and other cities are not repeating earlier mistakes by tunneling their newer lines (cut/cover) such as Vancouver's Cambie Street stretch of the Canada Line.

support configurations or alignments that don't create barriers to or isolate a community or unduly restrict connectivity with neighbouring communities (example: Eau Claire and Chinatown).

Yours sincerely,

John Fisher, Chair NAIOP Calgary

Lee Thiessen, Chair, BOMA Calgary

Cc: City Clerk, City of Calgary

Michael Thompson, General Manager, Transportation, City of Calgary

Graham Gerylo, Senior Manager, Stakeholder Relations, City of Calgary, Green Line