

Councillor S. Keating – Chair, Green Line Committee
Office of the Councillors
P.O. Box 2100, Station M
Calgary, AB T2P 2M5

November 14, 2019

RE: Formation of the Green Line Committee

Dear Councillor Keating,

The LRT on the Green Foundation is pleased by Council's decision to create the new Green Line Committee to help guide the project through this critical time. We ask the Committee to consider the following items at its first meeting;

1. We hope the Green Line Committee will use this opportunity to publically define the committee's scope. Is the Committee going to be dealing primarily with reports that would typically pass through T&T or will it also be making decisions on topics such as the Green Line Urban Interface Guide or related land-use and ARP amendments that would have typically gone through PUD? Whatever reports are to be heard by the Green Line Committee we feel it is important that they are heard exclusively by the Committee so the public doesn't lose track of reports being shuffled back and forth between SPCs.
2. Since the Green Line Committee will be serving as a replacement for either one or more Standing Policy Committees, it is extremely important that the opportunity for public input provided at SPCs be protected. The public should have the same expectation of being heard at all Green Line Committee meetings as they would at a SPC. There should be no ambiguity over whether a member of the public can provide input on a report they deem important.
3. If the frequency of the Committee meetings has been decided we ask that you have the publically available Council calendar updated to reflect that.

Best Regards,



Jeff Binks
President
LRT on the Green Foundation



LRT on the Green

CITY OF CALGARY
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CITY CLERK'S DEPARTMENT

14 November 2019

Councilor Druh Farrell
City of Calgary
Office of the Councilors
700 Macleod Trail SE
Calgary, AB T2P 2M5

Re: Proposed Alignment – Green Line – Downtown & Beltline Portions

Councilor Farrell:

We thank you for the opportunity to meet last Friday respecting this critical infrastructure project. We the undersigned are writing to advise that, as representatives of significant land and building owners in the downtown core, we would be opposed to anything other than an all underground alignment for the proposed Green Line LRT in Calgary's downtown core and across Macleod Trail in the Beltline.

While we understand that no final recommendations have been made, we are aware that to achieve the construction of the Green Line within the \$4.96 billion currently budgeted cost, the Green Line technical team is considering recommending surfacing portions of the line north of 4th Avenue in the downtown and through the Beltline and potentially including an at-grade crossing of Macleod Trail. This would negatively impact building values and further depress rental rates (both to the owners but also for tax assessment purposes) and reduce accessibility to garages and loading docks in many of these buildings as well as through the downtown itself (apparently either 3rd or 2nd Avenue would need to be closed east-west across 2nd or 1st Street to accommodate a surface alignment). It would also detract from grade level retail/restaurant opportunities. In addition, where lines are coming to surface from tunneled alignment (and therefore required to be bordered either side by extensive fencing/barriers) these alignments will divide the communities where this occurs (in this case, Eau Claire and Chinatown). These barriers will destroy community linkage/access and reduce the potential vibrancy of these neighbourhoods and over time, will limit future investment/development (including quality transit-oriented development) throughout this part of downtown. In summary, this will make downtown Calgary a less competitive place to live, work and invest.

We see the Green Line LRT as fundamental to Calgary's continued move to expand transportation options for Centre City employees, residents and visitors. In 2016, we supported the City of Calgary's vision for an all-underground line to enable more people to travel to and within the Centre City by alternative transportation in a manner that would support transit-oriented development in the core and not negatively impact the downtown urban realm. We remain supportive of this vision and therefore cannot support the current direction that is being considered.

Our organizations collectively represent billions of dollars in existing and future investment and millions of dollars in realty taxes paid in the Downtown, Eau Claire, and Chinatown areas. Our buildings provide employment, retail, tourism, hospitality, and residential spaces for thousands of Calgarians and visitors every day. The selection of an all-underground alignment is essential in ensuring the greatest public and private benefit from Green Line's significant investment. That said, we understand and respect the need

for the City of Calgary to live within the \$4.96 billion budget for the program. We would therefore actively encourage as potential alternatives either phasing of the planned Green Line, altering to a bus-based program or a combination of these alternatives to live within budget. We look forward to working further with the City of Calgary on the Green Line LRT program, *but definitively state we would recommend a delay or cancellation of construction of the Green Line to any scope/design that included surface, surfacing or elevated elements within the downtown core or across Macleod Trail.*

We would be more than pleased to continue this conversation and also confirm that we have shared our concerns with members of the Green Line technical team during consultation and have also reached out to the General Manager, Transportation to share these concerns directly with him.

Sincerely,



Jeff Rust
Anthem Properties



Ian Parker
Brookfield Property Partners



Richard Morden
QuadReal Property Group



Rosanne Hill-Blaisdell
Harvard Developments



David Routledge
Oxford Properties



Chris Nasim
GWL Realty Advisors



Rob Blackwell
Aspen Properties



Guy Priddle
Cadillac Fairview

Cc: Michael Thompson, General Manager, Transportation

