



**Chinatown**

華埠促進會 BIA

Business Improvement Area  
Suite 208, 328 Centre Street SE, Calgary, AB, T2G 4X6



CALGARY  
CHINATOWN

2019 December 16

The City of Calgary  
c/o Green Line Committee  
P.O. Box 2100, Station M  
Calgary, Alberta T2P 2M5

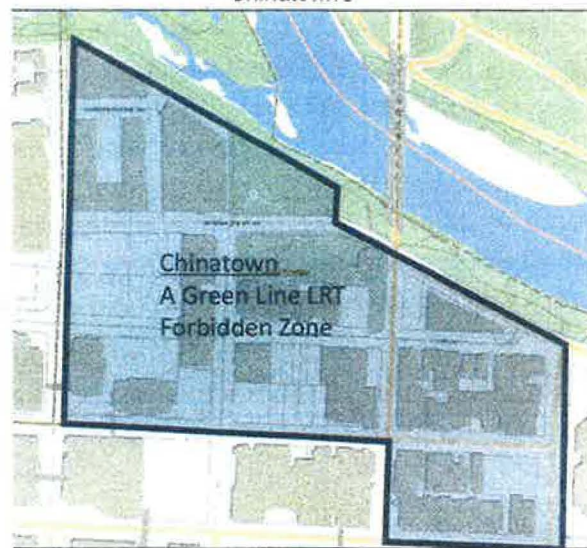
To the Co-Chair and Members of the Green Line Committee  
Mayor Nenshi and Members of City Council  
Michael Thompson, General Manager – Transportation  
Allan Neill, Managing Director, Green Line LRT Development

Green Line Downtown and Bow River Options

Last week, several Chinatown associations and stakeholders met with The City to discuss speculation over the downtown, Bow River and Crescent Heights options of alignment and build approach of the Green Line LRT.

There was virtual unanimous consensus that whichever options are considered by the Green Line Committee and which of these options is ultimately recommended to Calgary City Council January 2020, that

- Chinatown's 110-year community must remain a contiguous area, never to be bisected by the Green Line LRT. Chinatown must be considered a 'LRT Forbidden Zone';
- Secondly, The City must consider all approaches that avoid an LRT bridge over the Bow River. This area is Calgary's natural pride for its river beauty and Chinatown's gem for the harmonic energy which is second to no other Chinatown in North America.



- Third, the approved deep tunnel under the Bow River and 2<sup>nd</sup> Street downtown alignment was the best option and this remains unchanged. This alignment not only met the 'Outcomes for Calgarian' but it also met the prime expectations of Chinatown; namely,
  - Chinatown must remain a contiguous community served by the Green Line LRT at its border;
  - the cultural and built-form of Chinatown is only enhanced by the LRT;
  - the Bow River, the Riverwalk pathway, the river valley, Sien Lok Park, and Prince's Island eastern end will always remain an exclusion zone for LRT development;
  - 2<sup>nd</sup> Avenue / 2<sup>nd</sup> Street is the desired LRT and community entry point supported by an LRT station; and
  - the Green Line LRT will eventually serve Calgary North, thus improve Chinatown access by Calgary's Chinese and Asian large residential area.

Thus, an underground approach is best alternative while an elevated or surface level approach is highly rejected.

It is understood that the existing geological, underground building infrastructure, municipal utilities, higher risk, higher cost, and diminished user experience have caused The City to discontinue the deep tunnel, underground approach along 2<sup>nd</sup> Street Southwest. The Chinatown Stakeholders firmly believe if these obstacles cannot be overcome, then it's better to stop and not proceed with the downtown core at this time. Rather, The City might want to consider an expanded BRT transit system along Centre Street.

While the adjacency of the Crescent Heights / Centre Street alignment and the underground approach south of 4<sup>th</sup> Avenue to the Beltline are also concerns to Chinatown, these alignment and approaches are independent of Chinatown's concern except where the design and/or approach takes away from Chinatown's expectations.

Sincerely,



Terry Wong,  
Executive Director

pc: Chinatown BIA Board  
Chinatown Stakeholders

