



Public Submission

City Clerk's Office

Please use this form to send your comments relating to matters, or other Council and Committee matters, to the City Clerk's Office. In accordance with sections 43 through 45 of Procedure Bylaw 35M2017, as amended. The information provided may be included in written record for Council and Council Committee meetings which are publicly available through www.calgary.ca/ph. Comments that are disrespectful or do not contain required information may not be included.

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Paul

* Last name Lagasse

Email paul.lagasse@gmail.com

Phone 4039680375

* Subject Route alignment in the Beltline.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Has any thought been given to the possibility of making two 45 degree turns rather than one 90 degree turn transitioning the route from 11th Ave SW to 2nd St SW? If the tunnel made a 45 degree turn on 11th Ave midway between Centre St and 1st St SW and a second 45 degree again midway between 1st St SW and 2nd St SW. This would eliminate the need for a 90 degree turn and would intersect 1st St SW mid block between 10th and 11th Avenues (at the alley). Not only would this eliminate a sharp turn but would allow for a shallower tunnel as it would not have to go underneath the new tower built mid-block on 11th Ave SW between 1st St SW and 2nd St SW.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Colin

* Last name LO

Email colinlo8@yahoo.com

Phone 4039782888

* Subject Against GREEN LINE & stop at 9th Ave SE the best case scenario

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Due to pandemic, Our world economy have changed so as Canada's economy especially Calgary downtown & area. Our population have decreased especially more downtown office space empty near 33% early yr 2021. We do not have enough ridership for green line and as well as growth of our economy in downward spiral. We should be more cost conscious BY NOT SPENDING ANYMORE OUT OF CONTROL. This green line should stop at segment 1 along 9th Ave., SE and overhead route across Bow River not acceptable especially a stop at Waterfront by 2nd street SW. City should not spend to build green line especially our economy is in bad shape. This infrastructure will not be utilize even 25% of ridership across downtown. BOTTOM LINE: STOP THIS PROJECT will be white elephant.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Lucia

* Last name Juliao

Email orangepineapplephoto@gmail.com

Phone

* Subject Green Line LRT

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please do NOT put the LRT line on a bridge over Prince's Island Park. This is extremely short-sighted and over the long term will cost as much as (or more) than doing the initial underground plan. This is an eyesore, it's bad for the habitat, it's bad for anyone who lives nearby, it's just a terrible plan all-around. If you're not going to do it correctly, don't do it at all.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Curtis
* Last name Aloisio
Email curtis@murettohomes.com
Phone 403-589-6191
* Subject Attn: Green Line Committee

I am opposed to the greenline expansion, and emphatically opposed to proposed updates.

-The city needs to be fiscally responsible now more than ever with the implications of the COVID-19 pandemic and the international oil economy unknown. I believe spending any (further) money on this expansion at this time would be irresponsible.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

-IF the project does move forward it is my opinion that it needs to stick with the original plan of underground through downtown and anything else would be extremely shortsighted.

-Conservation of Prince's Island Park should be the number #1 topic when speaking about routes to enter downtown, and if the tunnel can not be built, then alternate routes away from this area should be discovered and explored.

-In my opinion fundamental problems and impacts to one of Calgary's most used areas of downtown need to be addressed before starting any part of this project, starting the greenline without a clear approved plan for the entire project would be irresponsible.

From: Surplus, Barbara <Barbara.Surplus@brookfield.com>
Sent: Sunday, May 03, 2020 1:13 PM
To: Public Submissions; City Clerk; Green Line Feedback
Subject: [EXT] RE: Documents for Submission RE: Green Line LRT Project Public Consultation Process
Attachments: Green Line Submission_April 30 2020_final v1.1.pdf

Good morning,

Further to Jim Gray's April 30, 2020 Submission, it has come to our attention that the document contained a minor typo.

Accordingly, I am attaching a corrected version and would ask that this version be considered final and the earlier version be disregarded.

Many thanks and best regards,

Barbara

Barbara Surplus
Executive Assistant
Private Equity

Brookfield Asset Management
225 6th Ave SW, Suite 1210, Calgary, Alberta, T2P 1N2
T +1.403.770.7207
Barbara.Surplus@brookfield.com
www.brookfield.com

Brookfield

View important disclosures and information about our e-mail policies [here](#)

From: Gray, Jim
Sent: Thursday, April 30, 2020 12:16 PM
To: 'publicsubmissions@calgary.ca' ; 'cityclerk@calgary.ca'
Subject: Documents for Submission RE: Green Line LRT Project Public Consultation Process

Gentlemen:

Please see attached our group's Submission to the City of Calgary's Green Line Public Consultation process.

Since we were unable to submit this document electronically through the City of Calgary's website due to an apparent failure of that particular page, we would be most grateful if you would reply with a confirmation that you have received our Submission.

Thank you for the opportunity to share our views.

Sincerely,

James K. Gray
(403 616 5359)

April 30, 2020

Submission to the City of Calgary

Engage.calgary.ca/greenline

And delivered by email: publicsubmissions@calgary.ca and cityclerk@calgary.ca

It's time to de-risk the Green Line.

The crisis facing Calgary is unlike anything we have faced before. Council needs to update its assumptions and make other critical choices to de-risk the Green Line in order to head off a potential financial disaster.

The people of Calgary are responding to the catastrophic impacts of crashing oil prices, a global recession and COVID-19. There will be bankruptcies of small business, companies across the energy sector and thousands of households. The City will emerge from this crisis far more fragile than before. The historic practice of raising taxes to pay for budget shortfalls will no longer be an option, meaning there is no room for error on major projects.

Council owes it to current and future generations to face these new realities and build a Green Line for the future, not the past. Over the long run Calgary will emerge as a better and stronger city. But only if we adapt to new realities and avoid irreversible mistakes in the meantime.

The Green Line was originally conceived in 2013. The economic crash and COVID-19 have changed everything.

- Mayor Nenshi said that as a result of the energy crash, global recession and COVID-19 “Calgary will be hit harder than any other city in Canada.”ⁱ
- Calgary was booming when the Green Line was proposed. The price of WTI was \$97/barrel. Today it is \$17, and WCS has recently traded at negative prices for the first time in history.
- Downtown office vacancies were 3.7%. They are now 27.2% and climbing, and Calgary’s unemployment is the highest in Canada.
- The City’s financial position has deteriorated significantly. It is facing a six-month revenue decline of \$350-400 million.ⁱⁱ The Government of Alberta also faces dire financial realities.
- The Green Line as proposed is based on pre-crash, pre-COVID assumptions and is too risky and complex for these uncertain times. According to the City it is “the longest and most complex LRT line ever built in Calgary”ⁱⁱⁱ
- To put this into perspective, the Green Line will be four times the cost of the new Calgary Cancer Centre (\$1.4 B), ten times the cost of the event centre (\$550 M) and seventeen times the cost of the proposed Foothills Fieldhouse (286 M). And the cost of ongoing operating support for the Green Line is many times larger than these other projects.

- Much of the spending on the Green Line (as currently proposed) will leave the province: To out-of-province engineering, management and construction services. The ground-load rail cars have to be purchased from outside suppliers.
- The City's latest cost-per-kilometre estimate has more than doubled from where it was three years ago. Its 2017 estimate for the longer 46-kilometre route was \$4.65 billion, or \$101 million per kilometre. The updated \$4.9 B estimate for 21 kilometres is an average of \$233 M per kilometre.^{iv} Some estimates suggest the total will reach \$7 B or \$333 M per kilometre. Any way you look it, overspending on this project will lead to higher taxes and funding cuts for other important community priorities.

There is a viable lower cost option – the Sensible Alternative.

Given these facts, we are calling on Council to take immediate steps to de-risk the Green Line by updating its underlying assumptions and taking a “measure twice, cut once” approach. We respectfully ask that the City consider a sensible alternative that includes:

- Reducing the length of Stage One, having it run from downtown (7th Avenue) to Shepard.
- Saving \$1.3 B by abandoning the problematic 7th Avenue to 16th Avenue North portion. Instead, the City should consider expanding the presently successful BRT system for Centre Street to service north central communities as a better alternative to LRT.
- Avoiding all “cut and cover” underground segments, using instead low risk surface-level or elevated lines from the Elbow River to downtown (7th Avenue). The cost per kilometre of surface and elevated lines is a fraction of that of cut and cover. This will save another \$1.4 B.
- Using platform-loaded cars consistent with the existing fleet to allow maximum flexibility for redeployments of staff, cars, parts, maintenance and storage to match ridership demand. Utilizing the existing fleet overcapacity will reduce costs by at least \$500 M (\$500 M new extra fleet plus incremental maintenance facility costs).
- Requiring a “risk reserve” to protect Calgarians against capital and operating overruns.
- Breaking the new Stage One into three to five construction sites (or spreads) costing less than \$500 M each.
- Making these attractive to local construction companies, producing more local jobs sooner and shortening the construction schedule.

At the same time, Council should revisit its assumptions, and have these independently verified. It can then make decisions about future stages based on answers to these questions:

- What impacts will the economic crisis and pandemic have on downtown employment and office vacancy levels?
- Will more Calgarians work from home or in decentralized business settings?
- What impact will these have on public transit demand and ridership?
- In particular, how many people are expected to travel in and out of downtown five years from now? How does this match up with existing transportation capacity?

- Can a \$500 M expenditure on new train cars (which can't be used on existing lines) and associated maintenance facilities be justified in light of revised downtown traffic assumptions and financial constraints?
- What are the revised projections for Calgary's tax base in the medium-term?
- What is the best and most responsible use of our limited capital and operating dollars in light of these revised estimates?
- How does a newly designed Green Line fit with the City's broader economic recovery plan?

With updated assumptions and business plans, Council will be in a much better position to make prudent decisions about the future of transit. To do otherwise will be to run the risk of making the Green Line into a colossally expensive White Elephant.

Council deserves credit for doing things differently in the face of new information and new circumstances. The 2019 decision to move away from tunnels under the Bow River was a prudent step.

Now it's time for Council to face new realities, gather the facts and rethink its planning for the Green Line to ensure our City stays resilient in an uncertain future.

We appreciate the dedication and commitment of our City's leaders as they work to address unprecedented challenges, while developing a positive plan for our City's future.

To reiterate, Calgary will emerge as a better and stronger city over the long run. But this can only happen if we adapt to new realities and avoid irreversible mistakes in the meantime.

Thank you for the opportunity to make this submission. We look forward to further constructive dialogue on this critical project.

Respectfully submitted on behalf of an Ad Hoc committee of Calgary citizens,

James K. Gray

Emily Farquhar (Struck)

Barry Lester

Brian Felesky

Patti Grier

Ken Stephenson

ⁱ <https://globalnews.ca/video/6860509/nenshi-says-calgary-will-be-hardest-hit-city-from-pandemic>, April 23, 2020

ⁱⁱ <https://www.theglobeandmail.com/canada/british-columbia/article-western-canadian-cities-face-dire-financial-effects-from-coronavirus/>, April 15, 2020

ⁱⁱⁱ City of Calgary, April 2020. Sourced online: <https://engage.calgary.ca/greenline>

^{iv} City of Calgary, April 2020. Sourced online: <https://engage.calgary.ca/greenline>

de Grood, Anna

From: Ryan K. <rko.lbc@gmail.com>
Sent: Saturday, May 02, 2020 11:08 PM
To: Public Submissions
Subject: Re: [EXT] Green Line - Objection to above-ground crossing of the Bow

Yes, I consent to including this email as part of a public submission. Thank you for the link to the online form.
Ryan

On Fri, May 1, 2020 at 10:41 AM Public Submissions <PublicSubmissions@calgary.ca> wrote:

Good Morning Ryan,

Thank you for your email regarding the Green Line.

Did you wish to have this email included as a public submission on the 2020 June 01 Green Line Committee Meeting agenda?

The email would be added to the agenda as is, with your email address included.

As a FYI for any future submission you make wish to make, we do have an online form which can be found [here](#) or by going to www.calgary.ca/ph and clicking on 'Public Submission Form' found in the COVID-19 Impact box.

Warm regards,

Jordan Palaschuk
Legislative Advisor,

Governance & Protocol Services, City Clerk's Office

City Manager's Office | The City of Calgary | Mail code: #8007
T 403.268.5861 | D 403.268.1123 | F 403.268.2362 | E jordan.palaschuk@calgary.ca
P.O. Box 2100, Station M, Calgary, AB Canada T2P 2M5

ISC: Protected

From: Barbaatar, Davaa
Sent: Friday, May 01, 2020 7:51 AM
To: Public Submissions <PublicSubmissions@calgary.ca>
Subject: FW: [EXT] Green Line - Objection to above-ground crossing of the Bow

From: Ryan K. [<mailto:rko.lbc@gmail.com>]
Sent: Thursday, April 30, 2020 11:27 PM
To: Office of the Mayor <TheMayor@calgary.ca>; City Clerk <CityClerk@calgary.ca>; Sutherland, Ward <Ward.Sutherland@calgary.ca>; Magliocca, Joe <Joe.Magliocca@calgary.ca>; Gondek, Jyoti <Jyoti.Gondek@calgary.ca>; Chu, Sean <Sean.Chu@calgary.ca>; Chahal, George <george.chahal@calgary.ca>; Davison, Jeffrey R. <Jeff.Davison@calgary.ca>; Farrell, Druh <Druh.Farrell@calgary.ca>; Woolley, Evan V. <Evan.Woolley@calgary.ca>; Carra, Gian-Carlo S. <Gian-Carlo.Carra@calgary.ca>; EAWard10 - Lesley Stasiuk <EAWARD10@calgary.ca>; Farkas, Jeremy A. <Jeremy.Farkas@calgary.ca>; Keating, Shane

<Shane.Keating@calgary.ca>; Colley-Urquhart, Diane <Diane.Colley-Urquhart@calgary.ca>; Demong, Peter <Peter.Demong@calgary.ca>

Subject: [EXT] Green Line - Objection to above-ground crossing of the Bow

Hi - I am strongly against the bridge crossing the Bow River for the Green Line. Below I have the following valid considerations. I look forward to hearing back from you.

What's the rush to cross the Bow if it's only going to 16th Ave? Why not use those funds to further extend the South leg or start developing the North leg. It seems irresponsible to be spending money on infrastructure that doesn't add much value and only building the line to 16th Ave isn't going to add a lot of value. If the City wants to do it right, I would suggest that the City build less of the south leg and use that money to build the underground route under the Bow. This would be a true demonstration of doing the right thing as opposed to trying to score political points by trying to say they addressed the needs of more Calgarians when they really just didn't do the right thing.

If the expectation is that Calgarians will drive to the 16th Ave parking lot and transit into downtown, I find that hard to grasp. If a Calgarian is already at 16th Ave, it's a significant inconvenience and waste of time to then transfer to a C-Train. Furthermore, nobody wants to pay for a C-Train ticket from 16th Ave into downtown.

The underground option under the Bow for the Green Line was originally chosen because it's the best option and made the most sense. If that still is true, why are we sacrificing quality for a band-aid, insignificant alternative to only get to 16th Ave?

Why do we even need to cross the Bow if it's only going to 16th Ave? Clearly the funding isn't available to complete the entire Green Line now so why not wait until additional funding is available and do it right the first time by building under the Bow and not having any future regrets. I don't understand the rush to cross the Bow when the benefit to only 16th Ave clearly doesn't add a lot of value.

Safety of an above ground transit system is clearly an issue. Center Street accidents among vehicles and pedestrians could sky rocket. The flow for both vehicles and pedestrians are going to be significantly distributed no matter how the above ground option is finalized. This will likely deter people gathering to and commuting to downtown. Furthermore, I understand the station in Eau Claire will not have gates/fences which will be a safety risk to the highly congested Eau Claire area.

Every world class city has an UNDERGROUND transit system. Let's be world class.

Working for the city means more about getting it right than getting more done. Get it done right. That means going under the Bow like originally planned.

Residents in Eau Claire are expected to sell their homes to the City to make room for the Eau Claire station. Despite what the law says, that just isn't morally right. I personally know people who live in those town homes that currently located where the Eau Claire station is expected to reside.

I went to the open house and the representatives assured me that the trains will be quiet. The bottom line is that while they may be relatively quiet, they are still noisy, heavy pieces of machinery. Horns to warn people to stay off the tracks (since it's above ground) will be disruptive. Trains going back and forth on a regular basis will be disruptive. This is not what the residents of Eau Claire signed up for. Crime should increase and property values should decrease for all these reasons. You should ask yourself why the underground option was originally accepted. It's because all these issues were much less significant.



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* First name Ryan

* Last name K

Email

Phone

* Subject Green Line - Objection to above-ground crossing of the Bow

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Unrestricted

May 2, 2020

11:13:48 PM



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name: Ian
* Last name: Kinney
Email: igkinney13@gmail.com
Phone:
* Subject: Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

If our City can afford to invest in a Sports Stadium during a global pandemic, then we should be able to spring for a tunnel or not build the Green Line at this point in time.

As a lifetime resident of Calgary, and nearly 5 year resident of Crescent Heights, I have witnessed many C-trains stations built, and have come to value the view of Rotary Park and from the McHugh Bluffs as some of our city's most valuable assets. An above ground train crossing the river over Princes Island Park would be terrible idea: an eyesore around the park and a disruption to all forms of life in the neighbourhood, both human and non-human alike. An above ground C-train risks devastating the sensitive waters of our local ecology. This confluence of the Bow and Prince's Island Park marks an irreplaceable resting point for the hundreds of thousands of migrating Canadian birds, geese and other wildlife with whom we share the land and to whom we, as Treaty 7 People, and as Stewards of this Land are accountable. Moreover, an above ground line would irrevocably effect the quality of our National Folk Festival.

Prince's Island Park is a treasure of our city's downtown core, and whereas I agree that expanding our public infrastructure vis a vis the Green Line is important, we cannot put a price for the ecological and cultural value of the area above our beloved Prince's Island Park. Our Green Line wouldn't be very green if it bulldozed over sensitive park lands. Once again, if our City can afford to invest in a Sports Stadium during a global pandemic, then we should be able to spring for a tunnel or not build the Green Line at

ISC:

1/2

Unrestricted

May 3, 2020

3:40:55 PM



Public Submission

City Clerk's Office

this point in time.

From: [EAWard10 - Lesley Stasiuk](#)
To: [Public Submissions](#)
Subject: FW: [EXT] Green Line Submission_April 30 2020 FINAL.pdf
Date: Monday, May 04, 2020 11:21:01 AM
Attachments: [Green Line Submission_April 30 2020 FINAL.pdf](#)

From: sharie miller <blowout1@icloud.com>
Sent: Monday, May 4, 2020 11:15 AM
To: Office of the Mayor <TheMayor@calgary.ca>; Richard Pootmans <richard.pootmans@calgary.ca>; Keating, Shane <Shane.Keating@calgary.ca>; EAWard10 - Lesley Stasiuk <EAWARD10@calgary.ca>; Demong, Peter <Peter.Demong@calgary.ca>; Ward11 - Lindsay Seewalt <WARD11@calgary.ca>
Subject: [EXT] Green Line Submission_April 30 2020 FINAL.pdf

To Whom It May concern,

I am in agreement with the contents of the submission and would hope it will be seriously considered for the survival of our city .

Sincerely
Sharie Miller

Sent from my iPhone

April 30, 2020

Submission to the City of Calgary

Engage.calgary.ca/greenline

And delivered by email: publicsubmissions@calgary.ca and cityclerk@calgary.ca

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From: [EAWard10 - Lesley Stasiuk](#)
To: [Public Submissions](#)
Subject: FW: [EXT] Calgary Green Line
Date: Monday, May 04, 2020 11:55:48 AM
Attachments: [Green Line Submission April 30 2020 FINAL-4.pdf](#)

From: Doug Leitch <leitchdoug@shaw.ca>
Sent: Monday, May 4, 2020 11:47 AM
To: Office of the Mayor <TheMayor@calgary.ca>; Sutherland, Ward <Ward.Sutherland@calgary.ca>; Magliocca, Joe <Joe.Magliocca@calgary.ca>; Gondek, Jyoti <Jyoti.Gondek@calgary.ca>; Chu, Sean <Sean.Chu@calgary.ca>; Chahal, George <george.chahal@calgary.ca>; Davison, Jeffrey R. <Jeff.Davison@calgary.ca>; Farrell, Druh <Druh.Farrell@calgary.ca>; Woolley, Evan V. <Evan.Woolley@calgary.ca>; Carra, Gian-Carlo S. <Gian-Carlo.Carra@calgary.ca>; EAWard10 - Lesley Stasiuk <EAWARD10@calgary.ca>; Farkas, Jeromy A. <Jeromy.Farkas@calgary.ca>; Keating, Shane <Shane.Keating@calgary.ca>; Colley-Urquhart, Diane <Diane.Colley-Urquhart@calgary.ca>; Demong, Peter <Peter.Demong@calgary.ca>
Subject: [EXT] Calgary Green Line

Dear Sir/Madam;

Please find the attached letter which truly represents my concerns, thoughts and advice on the ill conceived Green Line Project which is totally unrealistic in the tenuous times which appear to be the norm in Calgary's future.

yours truly, Douglas Leitch, 69 year resident and concerned and broke taxpayer

April 30, 2020

Submission to the City of Calgary

Engage.calgary.ca/greenline

And delivered by email: publicsubmissions@calgary.ca and cityclerk@calgary.ca

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From: [EAWard10 - Lesley Stasiuk](#)
To: [Public Submissions](#)
Subject: FW: Green Line - pay attention to this please
Date: Monday, May 04, 2020 2:28:03 PM
Attachments: [Green Line Submission April 30 2020 FINAL\[2\] copy.pdf](#)

From: Melissa Best <mbest@quickestate.com>
Sent: Monday, May 4, 2020 1:03 PM
To: Farkas, Jeromy A. <Jeromy.Farkas@calgary.ca>
Cc: Sutherland, Ward <Ward.Sutherland@calgary.ca>; Office of the Mayor <TheMayor@calgary.ca>; Magliocca, Joe <Joe.Magliocca@calgary.ca>; Gondek, Jyoti <Jyoti.Gondek@calgary.ca>; Chu, Sean <Sean.Chu@calgary.ca>; Chahal, George <george.chahal@calgary.ca>; Davison, Jeffrey R. <Jeff.Davison@calgary.ca>; Farrell, Druh <Druh.Farrell@calgary.ca>; Woolley, Evan V. <Evan.Woolley@calgary.ca>; Carra, Gian-Carlo S. <Gian-Carlo.Carra@calgary.ca>; EAWard10 - Lesley Stasiuk <EAWARD10@calgary.ca>; Keating, Shane <Shane.Keating@calgary.ca>; Colley-Urquhart, Diane <Diane.Colley-Urquhart@calgary.ca>; Demong, Peter <Peter.Demong@calgary.ca>
Subject: [EXT] Green Line - pay attention to this please

I fully support the attached proposal from some of Calgary's most successful business people, who have been long-term committed supporters of making Calgary the best it can be.

It's time City Hall started looking at these mega projects from a business perspective instead of trying to score political points and cater to the developers and outsiders. Otherwise, you'll be contributing to our financial ruin.

I'm a native Calgarian and well connected with tons of people in the city. I don't a single person who agrees with the way this green elephant is being rolled out.

Thanks for listening.

Melissa Best MBA, CFA, TEP
CEO & Founder QuickEstate™

Leave your family with fond memories instead of a big mess

Direct: (403) 619-3123
www.quickestate.ca

April 30, 2020

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And delivered by email: publicsubmissions@calgary.ca and cityclerk@calgary.ca

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From: [Lisa Burgis Der](#)
To: [Public Submissions](#); [City Clerk](#)
Subject: [EXT] oppose green line
Date: Monday, May 04, 2020 5:44:40 PM
Attachments: [Green Line Submission April 30 2020 FINAL.pdf](#)

As a resident of eau clair, a user of the YMCA and out frequently on the pathways I DO NOT WANT A GREELINE not now or ever. Its intrusive to the tranquil park life in eau clair and we simply can't afford it.

I want the bridge you closed (to do studies) re-opened asap.

I support the attached letter!

Thank you,
Lisa Burgis Der

M: 403 472 2410
E: der.lisa@icloud.com



Public Submission

City Clerk's Office

Please use this form to send your comments relating to matters, or other Council and Committee matters, to the City Clerk's Office. In accordance with sections 43 through 45 of Procedure Bylaw 35M2017, as amended. The information provided may be included in written record for Council and Council Committee meetings which are publicly available through www.calgary.ca/ph. Comments that are disrespectful or do not contain required information may not be included.

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to Matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the Freedom of Information and Protection of Privacy (FOIP) Act of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making. Your name, contact information and comments will be made publicly available in the Council Agenda. If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Murray

* Last name Castle

Email mscktm@yahoo.ca

Phone 403.993.1773

* Subject Green Line Submission

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please see the Attachment 'Green Line Submission_April 30 2020.pdf'

April 30, 2020

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Engage.calgary.ca/greenline

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With updated assumptions and business plans, Council will be in a much better position to make prudent decisions about the future of transit. To do otherwise will be to run the risk of making the Green Line into a colossally expensive White Elephant.

Council deserves credit for doing things differently in the face of new information and new circumstances. The 2019 decision to move away from tunnels under the Bow River was a prudent step.

Now it's time for Council to face new realities, gather the facts and rethink its planning for the Green Line to ensure our City stays resilient in an uncertain future.

We appreciate the dedication and commitment of our City's leaders as they work to address unprecedented challenges, while developing a positive plan for our City's future.

To reiterate, Calgary will emerge as a better and stronger city over the long run. But this can only happen if we adapt to new realities and avoid irreversible mistakes in the meantime.

Thank you for the opportunity to make this submission. We look forward to further constructive dialogue on this critical project.

Respectfully submitted on behalf of an Ad Hoc committee of Calgary citizens,

James K. Gray

Emily Farquhar (Struck)

Barry Lester

Brian Felesky

Patti Grier

Ken Stephenson

ⁱ <https://globalnews.ca/video/6860509/nenshi-says-calgary-will-be-hardest-hit-city-from-pandemic>, April 23, 2020

ⁱⁱ <https://www.theglobeandmail.com/canada/british-columbia/article-western-canadian-cities-face-dire-financial-effects-from-coronavirus/>, April 15, 2020

ⁱⁱⁱ City of Calgary, April 2020. Sourced online: <https://engage.calgary.ca/greenline>

^{iv} City of Calgary, April 2020. Sourced online: <https://engage.calgary.ca/greenline>



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Kathy

* Last name Tarnowetski

Email kathyt@shaw.ca

Phone 4036201667

* Subject Green Line - put project on pause due to economic state of our city.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hello - Please set aside the Green line project completely for awhile. Calgary cannot afford to take on such a huge project during this economic crisis that we are living. The City will have enough difficult decisions in the next year or 2 on funding without having the Calgary portion of the Green Line cost included. Ridership on Calgary Transit will take quite awhile to return to higher numbers, enabling you to pause the Green Line discussions for at least a year. As a laid off homeowner/tax payer who does not qualify for any of the various "programs" I cannot afford to have increases at all 3 levels of government so that the Green Line can continue. Please don't sink yyc. Thank you. (originally sent to Ward 01 office). Regards Kathy Tarnowetski, Valley Ridge NW Calgary.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Eric

* Last name Gumapas

Email

Phone

* Subject LRT LINE CROSSING THE BOW RIVER

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The Princess Island Park must be kept as it is. DO NOT run the LRT over the island. We are ok with spending more tax money with tunnel under the river. Option for above the river crossing at Edmonton Trail.

From: Glen <jghammer@telus.net>
Sent: Sunday, May 10, 2020 2:50 PM
To: Office of the Mayor; Sutherland, Ward; Magliocca, Joe; Gondek, Jyoti; Chu, Sean; Chahal, George; Davison, Jeffrey R.; Farrell, Druh; Woolley, Evan V.; EAWard10 - Lesley Stasiuk; Farkas, Jeromy A.; Keating, Shane; Colley-Urquhart, Diane; Carra, Gian-Carlo S.; Demong, Peter; Public Submissions; City Clerk
Cc: nj.connors01@gmail.com
Subject: [EXT] The Green Line

To the Mayor and the Councillors of the City of Calgary,

I support public transit and I use it often. But I must echo the concerns that have been submitted to the city by the "Ad Hoc committee of Calgary citizens".

There are just too many daunting issues facing the city and the citizens of Calgary. We must de-risk the Green Line. Yes, I know that the Feds and the province have promised significant grants but that was before spending billions to try to alleviate the effects of Covid-19.

Calgary is in serious trouble. You are in a position to keep the situation from getting worse. I implore you to think long and hard about your decision. Please give serious consideration the points made by the Ad Hoc committee.

Yours truly,

Glen Hammerlindl
1714 10A Street SW
Calgary T2T 3J8

From: [Barbaatar, Davaa](#)
To: [Public Submissions](#)
Subject: FW: [EXT] Public debate on the Green Line Extension
Date: Monday, May 11, 2020 8:03:41 AM
Attachments: [LRT Blue Line Extension Nov 15 2017.doc](#)

From: michaelwalsh@shaw.ca [mailto:michaelwalsh@shaw.ca]
Sent: Sunday, May 10, 2020 9:34 PM
To: Office of the Mayor <TheMayor@calgary.ca>; Woolley, Evan V. <Evan.Woolley@calgary.ca>; Ward11 - Lindsay Seewalt <WARD11@calgary.ca>
Cc: City Clerk <CityClerk@calgary.ca>
Subject: [EXT] Public debate on the Green Line Extension

Mayor Nenshi, Councillor Wooley, and Councillor Farkas:

I am aware of a recent letter sent to you by an Ad Hoc committee of Calgary citizens signed by James K. Gray et al dated April 30 2020 , entitled "It's time to de-risk the Green Line."

I agree with the concept expressed in the "Sensible Alternative" portion of the "de-risk the Green Line" document.

Furthermore, I refer you to the Letter I sent to each of you dated November 15, 2017 (a copy is attached) in which I suggested something similar. I also suggested at that time that the existing Northeast Blue Line LRT Line be extended from the Saddletowne C-Train Station to connect to the Calgary International Airport via the Airport Tunnel right-of-way.

I think this is the time to hit the RESET Button. We can get a lot of good things done. We just need to do a major RESET!

Thank you for your time and your consideration.

Mike Walsh

Mike Walsh
1914 - 30 Avenue S.W.
Calgary, Alberta.T2T 1P9
403-245-0437

November 15, 2017

Mayor Nenshi
Office of the Mayor, The City of Calgary
P.O. Box 2100, Station M
Calgary, AB, T2P 2M5

Councillor Wooley
P.O Box 2100, Station M#8001B,
Calgary, AB, T2P 2M5, Canada

Councillor Farkas
P.O Box 2100, Station M#8001A,
Calgary, AB, T2P 2M5, Canada

LRT Blue Line Extension – Alternative Route

Mayor Nenshi

I was doing some “blue-sky” thinking about a way to possibly save the City of Calgary a large amount of money while pondering the LRT Green Line and the Blue Line Extension projects.

- 1) Redirect the funding for the Green Line solely to the South Leg and avoid any tunnel costs and building of the Green Line north of the Bow River.
- 2) Proceed with an extension of the LRT from the current terminal at the Saddletowne C-Train Station north to Airport Trail NE. Then turn west with the LRT extension and use the Airport Tunnel right-of-way to extend the line to the Airport.
- 3) At some future time, extend the Blue Line north to Skyview as per the existing Blue Line Extension Plan.

This avoids the large costs of building the LRT Tunnel under the Bow River, up Centre Street, etc. The money not spent here can get the Green Line built deep into the South West quadrant of Calgary.

The Blue Line Extension to the Airport allows and encourages Calgarians from all parts of the City to take the LRT to the Airport. Everyone wins....except for the Taxi Drivers!

Just about every major city in North America with an LRT or Subway system has a connection to the Airport. It is time for Calgary to have this option, too. And my general plan allows this to be done in an affordable fashion.

Thank you for your time and consideration,

Mike Walsh

**Please be advised that Letter #17 has been removed as
it did not pertain to Item 7.1 Green Line Update Stage 1,
GC2020-0583**



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please proceed with construction as soon as possible. A well functioning city requires accessible and affordable transit. This project will move Calgary further in that direction. My only concern is that any revised route lay the foundation for further extension of the Green Line north along Centre Street, and as soon as possible. This is a long term project, so short term economic concerns should not impact the project whatsoever.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Asad

* Last name Chaudhary

Email

Phone

* Subject Support for Green Line Stage 1

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am writing in support of proceeding with Green Line Stage 1, from 16 Ave N all the way to Shepard, with the 2-segment phasing recommended by administration. The design details are getting there and the project looks promising + deliverable within budget. This is a necessary investment to enable the Calgary of the future; a Calgary that can build a new NHL arena and new suburbs for growth can also afford to keep building rapid transit. It's not just about downtown commuters; students using MAX or other LRT lines to connect to post-secondary institutions, shoppers, seniors etc., can all use Green Line to connect to farmers markets (Crossroads), Rec Centres (Quarry Park), and multiple commercial/office areas like South Pointe and Quarry Park. It's a modest investment from the City to leverage federal and provincial funding that has already been secured - and the project as designed will benefit people driving (by reducing vehicles on the road), biking (by adding critical safe bike infrastructure, including a gentler climb to Crescent Heights from downtown), riding buses (by adding BRT infrastructure and improving LRT connections). It's a win-win-win.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Alexander

* Last name Wong

Email lucxaw@gmail.com

Phone

* Subject Green Line public submssion

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

In the event that funding is delayed or cannot be delivered by other levels of government, does the City have a contingency plan for construction and staging?



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name: Teresa
* Last name: Goldstein
Email: teresa_carte@yahoo.ca
Phone: 4036163765
* Subject: Support for Greenline

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)
Please accept the following as my support for the greenline LRT project. This project is much more than just a train. It has always been about city building, about providing various modes of transportation, about increasing affordability and choice in our city, and about having an incredible city that can be enjoyed by all. The greenline will be a catalyst for billions of dollars of reinvestment into our city. Following other large infrastructure projects around the world, most notable as Portland, a \$3 billion initial investment resulted in triple and quadruple the revenue return along the line. It would be shortsighted for our city not to reinvest in itself.
Thank you,
Teresa

From: [Ward9 - Jordan Stein](#)
To: karmajazz10@outlook.com
Cc: [Public Submissions](#)
Subject: Greenline Public Submission
Date: Monday, May 11, 2020 7:01:33 PM
Attachments: [image001.png](#)

Jeri,

Thanks so much for your feedback.

I've forwarded your comments to the Greenline Committee public submissions.

I appreciate your concerns around at-grade options/centre street traffic and the insufficient length of the project connecting the Northern communities to the core.

The Greenline will be meeting on June 1st to discuss these, among other issues, as well as other feedback that has been brought forth by the public. I'd invite you to tune in on that day

<https://www.calgary.ca/CA/city-clerks/Pages/Council-and-Committee-webcasts.aspx?redirect=/general/pages/council-and-committee-webcasts.aspx>

Thanks again for your thoughtful insight and feedback.

Warmly,



Proudly serving the City of Calgary on Treaty 7 territory.

Follow Up Requested: No

=====

1. At grade tracks: Calgary has done this before and it has proven to be a mistake. "World class cities" all either bury or elevate their tracks. At grade tracks increase the risk of accidents with both pedestrians and cars and create horrible messes with traffic. Why would the City spend a great deal of money to create more dangerous transit? Ending the tracks at 16th Ave with an at grade intersection will seriously impede traffic on 16th Avenue and open the door for more train/car conflict.
2. Plans for Centre Street: At the moment Centre Street is the main commuter route for thousands of cars and public transit buses daily. (Traffic calming on 4th Street NW has hindered that route.) With 4 lanes (almost), restricted parking at peak hours, the brilliant lane reversal, and a major bus route, Centre Street manages commuter traffic admirably. The proposed plan to run the C train down the middle, removing two full lanes, destroys that. The need for buses will remain and where will all the cars go??? In a perfect world, we would not need cars, but we must acknowledge that we do need them. Destroying existing routes will not magically make all those cars vanish. Instead, it

will force them to other routes, including through residential neighbourhoods, increase commute times, community complaints and driver frustration. All of that decreases safety on the roads.

3. Inefficient transport: The vast majority of people using the public transit on Centre Street come from much further north than 16th Avenue. Ending the line there is of no benefit to them. Will they have to take a bus most of the way, and then transfer to a C train at 16th? Or will they stay on their buses and avoid the C train altogether? In either case, the very expensive new C Train does not benefit them at all. In fact, it will make the situation much, much worse for them by increasing the traffic volume as more cars are squeezed into greatly reduced capacity, slowing traffic for both cars and buses.

The population in north Calgary continues to grow rapidly with the ever ongoing addition of more subdivisions. It is not feasible to fail to recognize this growth and the need for improved transit to downtown Calgary. The north has been very underserved by recent changes to public transit. This new proposal not only cuts out the vast majority of line to the north from the original proposals, but goes even further but removing the one current road that functions adequately as a funnel for downtown commuter traffic and makes it nearly impassable. It also makes it more difficult and time consuming to use 16th Avenue North. If you can't improve transit to the north, then at the very least please don't make it much, much worse for us. If this proposal is the best that you can do in the current times, then please, please, please don't do it at all.

Contact Information

Name: Wylie-Smith, Jeri

Address: 72 Macewan Ridge CL NW

Community: Unknown

Phone number(s): Home: , Cell: (403) 801-7763, Business:

E-Mail: karmajazz10@outlook.com

Send Marketing materials?:Do Not Allow



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name JP

* Last name Gallant

Email jgallant@shaw.ca

Phone 403-831-0463

* Subject Green Line - Crescent Heights

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hi,
I am a home owner in Crescent Heights (half block off Centre St and 10th Ave). Under no circumstance do I support this new alignment of the green line above ground on Center St nor do I support a C-train stop on 9th Ave. I live in Crescent Heights so I can walk to work and to downtown. I am not going to pay \$4 to ride the c-train one stop! How will the city be compensating us for increased crime rates, noise from the c-train and depreciated home values? How can we feel safe having our kids playing outside with the increased transients we will get in our community? What is the plan for re-directing Center St traffic? This line needs to be underground until north of 16th Ave period! Stop defaulting to the cheapest option and put some long term thinking behind that decision.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Michel
* Last name	Mills
Email	mitchmills@telus.net
Phone	403-500--8651
* Subject	Green Line LRT

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Downtown Calgary is a hollowed out, ghost town, with its office vacancy rate exceeding 25%.
The employment and public transit ridership associated with that empty office space has disappeared.
Life as we know it, has moved on, to the suburbs and periphery of Calgary.
The new, Stoney Trail ring road now provides transportation for the south east quadrant.
Lacking any obvious ridership, the proposed south east portion of the Green Line LRT was always a dead duck.
In contrast, the proposed northern, Centre Street portion of the Green Line LRT did have the readily available ridership to support its construction.
If you can build the Centre Street portion quickly, there may still be enough supportive ridership, before it too becomes redundant.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Vanessa

* Last name Urschel

Email Urschel.v@gmail.com

Phone 4038050540

* Subject Green Line Support - Letter

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please see my attached letter of support for the Green Line.

2020/05/10

Dear Honourable Mayor and Councillors,

As life-long Calgarian, a young-professional, an analyst and systems thinker, and a recent participant in the North Hill Communities Working Group, I implore you to not waiver in setting in motion the construction of the Green Line.

A large part of the future vision, growth, and vitality of all the communities along the Green Line's length is predicated on the role the Green Line will play in enhancing the carrying capacity and functionality of the social and economic resiliency and agility of these adjacent Green Line communities. The Green Line is every bit as much about land use decisions, and proximity to walk, cycle, or connect to a park and ride opportunities, as arriving at surrounding station hubs and community amenities to invest and participate in the local social and economic activities.

Calgary needs to regain a competitive edge by having a stronger and expanded rapid transit and active transportation infrastructure opportunities if we hope to compete with other North American municipalities that already or continue to build out strong fast and reliable public transit and active transit (wheeling and walking) infrastructure. The City exists within a quality of life marketplace that has every bit as much to do with the attraction and retention of talent and economic investment as other aspects of "open for business" this council has enacted. Part of that quality of life is preventing brain-runaway and health of our communities through improving the access and opportunity for all Calgarians to reliable mobility that connects us to our communities, our activities, work/school, and amenities regardless of age or socioeconomic demographics.

It has been my experience that having access to rapid transit has given me tangible and intangible advantages. I gained my independence and freedom using the expanded LRT system from Jr. high on, which allowed me to participate in extracurricular sporting, school, and social activities that have had far reaching personal impacts besides just mobility, but in my development as a person and the experiences that have been facilitated by access to reliable transit, such as university, local businesses and events, and employment opportunities that would have been more challenging to access if I had had to rely on incurring the travel costs of doing so by car. Riding the train allows me to brainstorm, read, make connections, and take mental moments for myself because I get to use that time as a passenger rather than an active vehicle operator. It allows me to be agile in my budget in managing the costs of transportation, and allows me to invest more locally with the money saved from reducing my vehicle related costs (parking, gas, maintenance, insurance premiums, ownership).

The Green Line will result in the positive and wide-reaching impacts to Calgarians in all manner of scales. Calgarians are counting on you to maintain vision, to be accountable to the broader public, and to ensure that Calgary continues to be a place that one chooses to live by building the Green Line.

Sincerely,

Vanessa Urschel
Ward 9 Resident
(Previously Ward 7, and Ward 1)



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Tristan

* Last name Rugg

Email tristan.rugg@gmail.com

Phone 4038183462

* Subject Letter Of Support

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please accept this letter of support in denationalized to the development of the city's green line to 16th Ave NW. My wife and son (18 months old) live on 12th Avenue NW. We strongly support the green line and plan to use the line once completed. We are in support of the 9th Ave NW station, as well as the 16th Ave NW station. Please continue to press forward with this worthwhile project.



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name DONATO

* Last name PASQUINI

Email dpasquini@pasquini.ca

Phone

* Subject Greenline Stage 1 - Segment 2

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The updated alignment and design removes 2 lanes of traffic from Centre St. N. The City previously removed a lane on 10 St. N.W. and has introduced parking on Edmonton Tr. during off peak hours. Reducing vehicular capacity on these key north south arteries will push traffic to short cutting through the residential neighborhoods which is not good. It appears the City will also be maintaining bus routes on Centre St. so vehicle movement will be slowed down even more by buses stopping frequently at bus stops. I do not agree with removing 2 lanes of traffic on Centre St. The City's war on cars continues. In a post pandemic world what makes the City think people will abandon their cars and take transit? I believe people will feel safer driving than taking transit. I don't think transit will ever reach the level of usage required to sustain such an expensive project. I don't think building the Green line is a good use of taxpayer money at this time and should be postponed.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I'm an Inglewood resident that lives within walking distance of the Ramsay/Inglewood station. I'm not currently a regular transit user, perhaps every few months, preferring to bike to most destinations. I work in Sunalta. Before the pandemic my wife would take transit to work in the core daily and weekly to destinations along Center St. I'm very much in support of increased transit investment, and particularly in support of the Green Line project.

For us, the improved access to destinations along Center St and to the SE will make it much easier to choose transit over other options. This makes it easier to avoid car travel, saving us money and reducing emissions. I think it's even more important for the people who don't have the option of making choices about transit because it's their only option. I'm absolutely willing to have my tax dollars spent on infrastructure that I might not use often but which has huge benefits for others.

I think now is a great time to make this investment and build for the future of Calgary, contrary to what some are saying. I don't see this as a risk, or as a bad decision because of the suspected outcomes of this pandemic. Now, and when it's over, people will need to move around the city. Building the Green Line means that people will be able to do this in a way that saves them money and alleviates road congestion. It will improve the quality of life in Calgary for many different kinds of people, and keep it as one of the best places to live in the world.

ISC:

1/1

Unrestricted

May 13, 2020

8:09:00 PM



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Kim
* Last name	King
Email	kjkkimking@gmail.com
Phone	4032003242
* Subject	Green Line north - BIG MISTAKE! Hey

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

As a Crescent Heights resident, I am absolutely appalled that the City is trying to push through the Green line from Eau Claire to 16th Avenue. There is zero benefit (and huge downside) in doing a project if it can't be done correctly ie) built underground to actually accommodate more people commuting in and out of downtown. To think that the city can remove two very busy lanes of traffic absolutely blows my mind. Most residents in this area actually walk to work which makes this portion of the LRT even more useless. We will be welcoming our first child in a few month and I'm dreading the decision of having to find daycare that doesn't make our new commute even more miserable. I live in this area because of its access to downtown, the neighborhood feel, and amazing access to the rest of the city. We are now contemplating moving because the construction phase is going to be a complete nightmare and then years down the road when the project is actually complete, people will be parking in front of our houses to take the train to travel the 15 blocks downtown. This is the worst project I've seen from City Council in quite some time and it affects my family's life greatly. Please don't waste any more time or money on this portion of the green that has lost all merit in what it's intended purpose was prior to having to cut costs. One way, many moons into our future, I hope we can construct this project in a way that makes sense (underground). Until then, please quit wasting everyone's time.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Jozef

* Last name Cap

Email zefc92@gmail.com

Phone 4036127199

* Subject Greenline Phase 1

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The current recommendations aren't what I personally would have like to see for reaching North of the river. However, I understand why the changes away from the tunnel beneath the Bow River needed to be done. The Eau Claire Station underground and inclusion of a 9 Avenue Station are important pieces of the long-term use and goals of the Greenline. As a Highland Park resident, I wish more of the LRT line would have been able to built sooner instead of the BRT upgrades. Nevertheless, let's get this thing started as soon as we can.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Brian
* Last name Linley
Email blinley@telus.net
Phone 403 256 1740
* Subject Green Line LRT

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Now is not the time to undertake this project, Calgarians cannot afford it. Public transit ridership is down 90%, the down town office core is 40% vacant, working from home is becoming the new norm and covid 19 will be with us for years. All these issues result in continued low demand for public transit. This project s/be put on hold for at least 5 years and revisited only if ridership and public demand dictates. The tax burden this project will place on Calgarians, on top of increased Federal and Provincial taxes to deal with the covid 19 financial bailouts will cripple homeowners and businesses magnifying the economic downturn and will increase personal and business bankruptcies.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name: Neal
* Last name: Alexander
Email: nealalexander@gmail.com
Phone: 14036066325
* Subject: Neal Alexander

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

This plan is bad. You took an ambitious plan, realized that it would be alot of money, then made a bad plan to fit into a budget. How is a surface train going to be anything but a gigantic disappointment for this city and all of its citizens. It basically admits that we will never be anything but a second-rate city, never a Vancouver, Toronto or Montreal. The people who made this plan should be ashamed. Just admit it will take 10 Billion to do it right, and stop this madness. Do Not Build This.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name: Vikas
* Last name: Bhagat
Email: diavikasraj@gmail.com
Phone: 4039034993
* Subject: Please build the greenline

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hello,

Right now as a Calgary resident I feel the downtown portion will keep debating about pros and cons of Greenline and it seems like a few influential men are treated more than normal citizens. I am sure they would never travel in the trams as well.

My only hope is that dont make the middle class suffer because the rich have power to delay the project. We need those jobs and we need the transit. Many dont have cars or can not afford it.

Please build the Greenline.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Matthew
* Last name	Brister
Email	mjbrister@icloud.com
Phone	587-899-6335
* Subject	Green Line Project.

Mayor and Counsellors,

The Green Line transit expansion project is a mega project by civic standards and is part of a vision for Calgary that WAS shared by a significant number of Calgarians, although that number is shrinking.

I urge you to re-visit the project as it is currently tabled and consider if that 10+ year old vision, modified significantly with a recommendation to proceed less than a year ago, is still an appropriate decision? I think its not, and I was a supporter who had been won over to supporting the project when you mitigated the gigantic cost uncertainty of a bore by moving it above ground, over the river.

Our local economy is inextricably linked to the regional economy and that has bounced from hardship to hardship with a seemingly endless string of setbacks. We may recover, and we certainly will in some form but three things are absolutely certain. Our Energy core has changed structurally and will not return to pre 2015 levels, ever. Alberta will still be advantaged, but not to the same degree and that will materially effect provincial revenue and taxes. The 'new economy' will not be as robust or as kind to Calgarians from an income or employment standards perspective. Finally, and I feel the only lasting effect of our current Covidcrisis situation, and the very meaningful one to consider in the context of the GreenLine expenditure, is that smaller engine will have to pull us up a very very steep mountain of debt.

* Comments - please refrain from providing personal information in this field (maximum 2500)

ISC:

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Unrestricted

May 11, 2020

7:11:19 AM



Public Submission

City Clerk's Office

characters)

No matter which consortia of public purses are tapped to pay for the project, those same purses are smaller now having had to respond in '2013 flood' proportions provincially and nationally.

The arguments of what the City will NEED, and when we will need it, have continued to see saw back and forth through the life of this project. Undeniably, demand for, and the utility provided by increased transit capacity to the core has shrunk.

The ballooning commercial real estate vacancy rate over the last 3 years, and the possible changing post Covid workplace practices, are a valid cause to re-visit your basic assumptions in terms of Calgarians work day practices, and YOUR TAX BASE.

Finally, and most importantly, what we can AFFORD as taxpayers has shrunk dramatically and I hope you as Civic political leaders will acknowledge that, and do YOUR part to shrink the spend in line with that.

Take care and thank you for your service in these increasingly complicated times, we're still very lucky as Calgarians.

Matt Brister



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name colin

* Last name lo

Email colinlo38@gmail.com

Phone 403-978-2888

* Subject green line across downtown - underground route (STOP)

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Given our economy in crisis, it is important not to construct green line across downtown route especially office vacancy over 33% projection. The waterfront portal and new bridge across bow river will create a dead zone for chinatown merchant with years to come.
The green line above grade portion should stop at 9th AVE SE & Beltline area until further studies given pandemic crisis and overall Calgary economy in bad shape.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Michael
* Last name	Mooney
Email	michael.john.mooney@gmail.com
Phone	6139852727
* Subject	Support for the Current Green Line Alignment

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am writing in support of the current alignment for the Green Line and asking Council to support it. Building this project will have positive impacts on Calgary for the next 100 years. The idea that Covid means we should stop this project is short sighted. Public transit usage is only going up and has over the last 100 years. With climate change, the need to get cars off the road is greater than ever. Asking to build the train at grade through the downtown is insane. We already have one and everybody agrees it was a mistake to not bury it in the 80s. We are suffering from that decision (one made to cuts costs) and will for the next 50 years. The idea that a group of rich special interest want an at grade train through the downtown and not to cross the bow river show how out of touch they are. They don't use public transit and don't understand the importance it has for most Calgarians. If we don;t build across the Bow now we never will. Our current LRT lines are filled with examples of cost cutting and we now live with these mistakes. Please don't make these mistakes all over again.

Thank you,

Michael



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Samantha

* Last name Grabinsky

Email ms.samanthag@gmail.com

Phone 4034014220

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I live in central north Calgary in Renfrew, and I fully support the Green Line LRT development. This project will revitalize my neighbourhood and help me get around the city. Transportation is so important to the vitality of any city and real, functional transit options are long overdue for Calgary. We need infrastructure that's for everyone!



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	David
* Last name	Isaman
Email	daveisaman@gmail.com
Phone	
* Subject	Green Line
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Please continue with the development of the green line, in LRT format. We need to develop the city for the future and for all citizens, rather than fumble and pivot due to the loud voices of a few (wealthy) individuals. Vehicles are but one form of transportation



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Laura

* Last name Shutiak

Email laurashutiak@gmail.com

Phone

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please count me as a Calgarian who believes we need the best public transit system NOW. That means the green line, built properly. Not taking shortcuts. Our world is changing - to a low carbon one - this means public transport. Also, the best cities in the world have exceptional public transit. We are falling behind, very quickly. I'm so sick of council bending to the billionaires - whether it's for a hockey rink (they should build their own facilities) or against something they never use (c-train)



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	AI
* Last name	Depatie
Email	adepatie@hotmail.com
Phone	4032014105
* Subject	LRT expansion

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Please count my vote as affirmative for building the LRT expansion. Calgary needs more public transportation. Please proceed with the project
---	---



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Daniel
* Last name	Evans
Email	daniel.evans@delta-echo.ca
Phone	4036207720
* Subject	Green Line
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Yes!



Public Submission

City Clerk's Office

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Brad

* Last name Pierce

Email bpierce@blg.com

Phone 40308270610

* Subject Green Line - Now is not the time.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

In the post pandemic period where the future of public transit is uncertain now is not the time to proceed with this multi billion dollar project irrespective of the jobs and economic activity in the short term.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hello,

As a tax payer in Calgary, I fully support the construction of the Green Line. This is a much needed project that will be enjoyed and used for generations. A well-funded group of a very small minority should not be allowed to dictate a project that will benefit thousands of Calgarians.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Valerie

* Last name Rendell

Email valerierendell@gmail.com

Phone 5874368257

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please please please do not stop supporting this project... no city can claim to be modern, cosmopolitan or attractive without a robust train system...



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Christopher

* Last name Axford

Email topheraxford@gmail.com

Phone 5874295745

* Subject Green Line Support

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I stand behind the city and its efforts in building the Green Line. There is an immense need for it, and city council should not listen to the efforts made by a small but well-connected group of people. The needs of the many in Calgary should not be outweighed by the wants of a small group. If this city truly wants to be world-class and to be somewhere worth living, the Green Line needs to be built, and now.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Blair

* Last name Hone

Email honeb@shaw.ca

Phone

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I support the current Green Line plan and wish to add my support to the project. I believe in Calgary's ability to bounce back, and this project is needed to support the future success of our city. Stimulus spending during an economic downturn will also provide much needed jobs, at a rate lower than if it's built during a boom.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Darcie

* Last name Stein

Email darciestein@hotmail.com

Phone 5878903093

* Subject I Support the Green Line!

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)
I support the green line for...affordability, accessibility, sustainability, progress, and keeping our city fresh! "The wise man plants a tree under whose shade he will never sit"- proverb. Build cities for future generations!



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Cam
* Last name	Lamoureux
Email	cam_lamoureux@live.com
Phone	4036074788
* Subject	I support the green line!
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	I support the green line for... affordability, accessibility, sustainability, progress, and urban culture!



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Grigoriy

* Last name Ichshenko

Email greg@ichshenko.com

Phone

* Subject I support the Greenline

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)
I support the Greenline for accessibility



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Susan

* Last name Howard

Email suzy701@hotmail.com

Phone

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

We need the Green Line!!



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name David

* Last name Toews

Email davejtoews@gmail.com

Phone

* Subject Build the damn train.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Stop letting the wealthy one percent dictate policy. Build the Green Line. Ignore the new astroturf anti transit campaign. Build the damn train.



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* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I live in North Calgary and it's not so easy commuting to the South Calgary. The proposed green line will not only make life easier for all Calgarians, it would surely enhance our quality of life and help cut down on carbon emissions enormously.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name: Darren
* Last name: Mazzei
Email: dmazzei1@gmail.com
Phone: 3062030339
* Subject: Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Councillors,

The Green Line Project is one of the greatest city building projects undertaken in the 21st Century in Calgary. Much like the the Calgary Public Library, the Green Line will receive outstanding reviews from Calgarians and international media once it is complete. It will offload demand from Deerfoot and Centre Street car traffic, encourage active modes of transportation and connect many communities that are are in desperate need of transportation alternatives. The Green Line will bring a much needed transit option into the heart of communities starved of transportation options. Home vales will increase within walking and biking distance of transit stations and property development will also be attracted to these hubs. When we moved walking distance to a train station we were able to switch from a 2 car family to 1. Our reduced costs (car depreciation, maintenance, fuel, insurance) easily covered the cost of monthly transit passes and the commute was more enjoyable on the train instead of on icy roads. I look forward to travelling on the Green Line to get to friends and families houses.

Regards,

Darren Mazzei



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* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I support the Greenline because it allows for better transport between areas of the city that are forgotten with the CTrain (North Central and the SE) and have to rely on unreliable bus service to get to and from different areas of the city.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	mary
* Last name	salvani
Email	marysalvani@gmail.com
Phone	4036128997
* Subject	greenline

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

many communities along the green line lack affordable reliable forms of public transportation. Some like Inglewood and Ramsay don't have amenities in it (for example a major grocery store). The green line would help residents along the route get to their destination faster, and help them get the things they need in a timely manner. Please refrain from making any changes to the Greenline. The current plan is already good. It has undergone a lot of consultation already with members of the public and people who currently live along the route already.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name JoAnne

* Last name Humphry

Email joannehumphry4@gmail.com

Phone 5878903091

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I support the Green Line & I trust the Green Line committee to come up with the best solution for this amazing Project for our City!!



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Lisa
* Last name Fantin
Email lfantin@gmail.com

Phone

* Subject Green line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)
Please prioritize green line implementation. LRT servicing the airport and citizens of the north is way overdue.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name: Jamie
* Last name: Harling
Email: jamie_harling5@hotmail.com

Phone

* Subject: Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)
I support the green line as currently planned



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Eric

* Last name Davidson

Email ericdavidson146@gmail.com

Phone

* Subject Bow River Crossing to Centre Street Transition Configuration

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Exploring a short cut and cover tunneled transition onto Centre Street from the Bow River crossing would create a smooth transition without the need for any crossing gates, bells, or traffic control devices. The area where the LRT tracks cross over the southbound lane and enter the centre of the street would become very cluttered with a ground level crossing, as there is already a set of traffic lights at Samis Rd NE / Centre Street, poles, fences, signs, and a bus stop. This configuration would preserve one of the most beautiful views of downtown. The Toronto Streetcar system has several instances of LRT tunnels like these that Calgary could mimic, and the sharp angle of the tunnel reminds me of the already existing CTrain tunnel at the intersection of Memorial Drive / 36 Street NE. Additionally, this would keep the traffic flow unobstructed, and buses can still enter the LRT guideway after the track enters ground level north of the portal. I created a very rudimentary image of what it could look like, and have attached it below. As the configuration is still under review, I hope this configuration is meaningfully considered.

ISC:

1/1

Unrestricted

May 20, 2020

4:51:57 AM

Mt Pleasant View Point





Public Submission

City Clerk's Office

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Chris
* Last name	Weinhaupl
Email	chrisweinhaupl@gmail.com
Phone	4039986920
* Subject	Alternatives to LRT

Why can't alternative innovative transportation options be evaluated even at this late date especially when the original track length had to be reduced in half and the "best" option that was put forward in 2019 had to be evaluated to accommodate budget changes?

Is the new proposed 'bridge' model crossing the bow river the 'best' North route option or did the reduced budget changes for the decision to move away from the 'best' option?

Why is there no published cost budgeting to extend the Greenline in the future?

LRT is not the future of transportation given that transportation is seeing dawn of autonomous driving. The City of Chicago, in 2018, tendered a new rapid transit line and required the new system be 50% less than the cost of current transportation modes and 50% faster in travel times; the Chicago heard from a number of qualified respondents. Calgary's LRT option proposed has built in operation costs and low speeds which include future labour cost inflation, rolling stock cost inflation, why is the City of Calgary not demanding lower cost and faster transportation solutions? Even if that means asking the market to develop new solutions?

In general the City of Calgary can do better.

ISC:

1/2

Unrestricted

May 15, 2020

4:08:23 PM



Public Submission

City Clerk's Office

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The City of Calgary should make is a request to the Boring Company, www.boringcompany.com and ask them to review the Calgary's Greenline initiative and ask for an unsolicited alternative response at a maximum; at a minimum a Team from Calgary should ask for input from the Boring Company regarding the vision of transportation revolution regarding EVs and Autonomous Vehicles. The Boring Company has been building a new 'people' mover tunnel in Las Vegas and has finished the tunnel ahead of schedule.

<https://www.boringcompany.com/projects>

<https://www.cnet.com/roadshow/news/the-boring-company-elon-musk-las-vegas-tunnels/>

Calgary could be a World Leader in Transportation. Calgary has the opportunity not only to build the World's first autonomous tunnel transportation system based on EVs, but with our Citizen's exceptional engineering skills and exceptional geophysics, Calgarian's would be creating a new industry in tunneling Transportation consulting and engineering etc.

The additional benefit to all Calgarians would be reduced transportation costs, 50% faster transit times, and a system capable of 'continuous improvements'.

Calgary has a brighter future if we open up ourselves to the opportunity for greatness.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name colin

* Last name lo

Email colinlo8@yahoo.com

Phone

* Subject Please STOP all underground construction along downtown including new bridge across BOW

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The entire segment of underground from 9ave to Waterfront plus new bridge should STOP in all area. The above ground from Sheppard to 9th Ave SE /Belt line is acceptable. Calgary downtown will be +33% empty space, and center street construction of green line will demolish Calgary Chinatown merchant business. It will separate Chinatown from the rest which is cultural shock to the community. PLEASE REVISIT THE PLANNING OF ANY UNDERGROUND ROUTE TO SAVE \$2-3B of near zero ridership.
Prince Island will be destroy.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name: Jamie
* Last name: Harling
Email: jamie_harling5@hotmail.com

Phone

* Subject: Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)
I support the green line as currently planned



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* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am a Calgarian living in the SE quadrant. I support the Greenline project and would like to see this project go through to fruition. I have heard the arguments against the Greenline, particularly the costs and whether or not the ridership will be worth it due to Calgary's major downturn which has now been exacerbated by COVID-19. However, I believe we need to build for the future. Calgary will not look the same 10, 20 or 30 years from now and that is the way we need to look. This is an investment into the future for a City that will eventually rebound oneway or another. Calgary is so spread out as a City. We need an effective and reliable way to connect the city.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Now is not the right time – Delay the Green Line.

Summary

The City continues to rapidly pursue the Green line without proper consideration of the economic implications of COVID-19 and this impact on the need for the project. There are multiple reasons why the decision must be delayed:

- The City cannot afford a project of this magnitude, funding is at risk at this time
 - Estimated 2020 debt: Federal – \$250B, Provincial AB – \$20B
 - Significant risk of cost overruns
 - Falling oil prices and a Calgary economy under pressure
- Changes to commuter behaviour and increases in permanent working from home
 - 10.8% unemployment rate in April in Calgary (3.5% increase from April 2019)
- Online feedback is not sufficient to gather public opinion, the most recent changes have not had the opportunity for the public to participate in open house reviews. Those announced changes to the 2nd street alignment and simple assurances the needed environmental oversight for crossing Princess Island require both public disclosure and public comment and review.

Financial Magnitude

The Calgary economy has suffered the last few years from falling oil prices and has seen an abundant number of layoffs, and now is being pummelled with the recent COVID-19 crisis. The World Health Organization has declared a pandemic from COVID-19, and from the response from markets globally and here in Calgary, it's obvious we are facing bleak financial times. The Canadian Federal Government estimates a deficit of \$250 billion in 2020, and the Provincial Alberta Government is forecasting a deficit of \$20B. It is not the time to be rushing to undertake a project of this financial magnitude that is not urgently needed where future priorities may rank ahead.

We have attended the multiple open houses the City has held for the Green Line, and it's clear that we need to slow down the Green Line to properly reassess the investment in accordance with the needs of Calgary citizens' post-COVID-19. The proposed realignment brings high risk of cost overruns. At the open houses, it was made clear that there have not been any recent studies (the last one being in 2012) regarding alternative routes, nor, has there been published studies, on how to properly cross the Bow; this will result in high cost overruns that we cannot afford. We've listened to the strategy of contractor delegation of responsibility and feel Calgary has not learned from cities such as Ottawa where this has failed.

Lack of urgent need

There is not an urgent need for the green line. The unemployment rate in Calgary was 10.8% in April 2020, a 3.5% increase from April 2019.

There is material uncertainty of the need for the Green line post re-opening after COVID-19.

- There are significant risks of a second wave that can result in re-implementing restrictions
- Employees have successfully proved an ability to work from home and companies globally have announced plans to cut office space and permanently keep working from home
- A vaccine will not be available for approx. 18 months. As clearly said by multiple health professionals globally, and Prime Minister Trudeau, life will not return to normal until a vaccine is administered. There is not an urgent need for a train line while people continue to maintain stay at home practices until a vaccine is distributed

- There are material uncertainties of transit ridership after COVID-19

Conclusion

Given the material uncertainties of the ultimate implications of COVID-19, it is fiscally irresponsible to rush into a project of this financial magnitude. This is not what respects Calgarian's financial risk concerns. Without properly taking the time to consider all alternatives, complete new current studies and properly gather public opinion through in-person events, as this is one of the most complex and largest infrastructure projects the City will undertake, the results will be high cost overruns that we cannot afford with project design details unknown to the public.

We encourage you to voice a need to properly reassess the realignment and consider all alternatives. Let's not jump the gun on the current realignment plan, instead let us take the time to consider alternatives, needs for the Green line and appropriately gather public opinion informed with published studies, when it is safe to resume in-person events, so we can get the green line right and not put further strain on our struggling economy in addition to design elements which have not yet been demonstrated in public meetings to address access, sound, safety and security for the announced but not yet presented details on the second street alignment and Princess Island Bridge.

On behalf of our residents we ask for the time to get it right.

Waterfront Tower A Board of Directors

President Glen Schmidt; gschmidt@nucleus.com



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Stephani

* Last name Nygren

Email steph_nygren@outlook.com

Phone 4039984114

* Subject Dedication of Centre Street to Train, Pedestrians and Cyclists

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Having lived in Crescent Heights and as a current resident of Tuxedo Park, I have worked downtown, used the transit-line, the walking path through Prince's Island and bike lanes to commute to and from the Calgary core, spanning 18 years. These are my preferred modes of transportation through the city and surrounding neighbourhoods. Because of this, my family shares 1 vehicle and we never have issues finding parking right in front of our house. I would like to engage council in the discussion of closing Centre Street to vehicular traffic South of McKnight (or somewhere in the vicinity) to improve air quality and noise pollution in the inner Centre Street neighbourhoods. To foster a vibrant, pedestrian lifestyle and a more desirable street to live or work near, dine alongside, shop or explore. If we are going to increase density along Centre Street, it also makes sense to include Centre Street as part of our community development; a space to be explored and enjoyed, as opposed to serving solely as a device to transport people to and from work. A quick google search presents many Urban Design studies on streets as public spaces. Is there any planning being directed towards community development along Centre Street? Has the public been engaged in the possibility of closing Centre Street to vehicles?



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Marcia

* Last name Melanson

Email cia.melanson@gmail.com

Phone

* Subject The Greenline LRT Construction

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I support building the green line LRT as soon as possible. This train line would make commuting from my neighbourhood to downtown so much easier, and would breathe life into the area with increased traffic through the area. It would make life much more accessible and make the city more vibrant. We need to embrace more pedestrian-friendly options, and in a city like Calgary, train lines are necessary. This will help lower our carbon footprint, improve traffic throughout the city, and make life easier for anyone who can't afford a car. It will also create much-needed jobs in the city, and improve our infrastructure so we can attract more businesses in the future. Please build the green line as soon as possible!



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Andrew

* Last name Crickmore

Email crickmoreandrew@gmail.com

Phone

* Subject Build the Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I've been a resident in Calgary for over 5 years, and I lived in Edmonton & area before that. I saw firsthand the frustration of an inadequate transit access, particularly accessing areas outside the downtown core directly and rapidly. Edmonton has seen an explosion of accessibility, with their LRT system being a core piece of their strategy. Calgary deserves the same and the Green Line is a critical step to matching the same long-term, city-wide benefit that Edmonton experiences with their transit development.

Lastly...if we can afford an NHL Arena, we can absolutely afford the Green Line.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Will

* Last name Van Den Elzen

Email wvandenelzen@spectrumprocess.ca

Phone 4039938784

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Council's past practice of raising taxes to pay for budget shortfalls will no longer be an option in our changed world where many families and businesses are struggling to get by. This means you need to make sure the Green Line doesn't go over budget as Calgarians can't afford to pay more in this changed world.

Calgary was booming when the Green Line was proposed. It isn't anymore. You need to rethink this project and make sure you don't put all of your eggs (and our money) in one basket while building a Green Line that makes sense for the Calgary of today, not the Calgary of 2013.

Calgary's economy will recover but only if you don't make any big mistakes that we will feel for decades to come.

Please, I am asking you to stop and rethink the current plan for the Green Line and make sure you get it right. This will be your legacy.

Thank you.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Ryan

* Last name Gour

Email ryan.gour@gmail.com

Phone

* Subject Green line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please proceed with the line. I would like to see a station built under 16th just like 69th st sw on the blue line. Preferably it would remain under ground for the 9th st station and portal out of the hill to cross the river. The rest i.c the line seems to be well placed. I hope to see construction next year. Thank you for your work and considerations.



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* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

As a 20 year resident of Calgary and 40 year resident the Calgary region, I fully support the construction of the Green Line. To abandoned the project now will have future, and immediate, negative impacts that will make this city less livable and less attractive for possible new residents. Please do not give up on this city changing project!



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Stefan
* Last name	Dilger
Email	stef.dilger@hotmail.com
Phone	4038304771
* Subject	STOP THE GREEN LINE

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

We cannot afford this as a city - it is completely irresponsible to commit this capital to a nice to have project at this time in the economic cycle. Further, the bridge over the river is a terrible idea and will forever destroy the livability and enjoyment of the park. The green line project in its entirety is a good one to pursue, although now is not the time economically. We must wait until it can be done properly with no shortcuts like a bridge over the river.

From: [James G Boudreau](#)
To: [Public Submissions](#)
Subject: [EXT] Response to the Green Line LRT updated alignment (May 12, 2020)
Date: Thursday, May 21, 2020 10:56:25 AM

May 21, 2020

Subject: Green Line Technical Committee and Members of Calgary City Council

Attention: Councillor Shane Keating, GL Technical Committee Chair, His Worship Mayor Naheed Nenshi, Councillor Druh Farrell, Ward 7, Other Members of Calgary City Council

800 MacLeod Trail South

P.O. Box 2100, Station

Calgary Alberta, T2P 2M5

Submitted by E-Mail to: Office of the City Clerk publicsubmissions@calgary.ca

RESPONSE TO THE GREEN LINE LRT UPDATED ALIGNMENT (MAY 12, 2020)

Your Worship and Members of Calgary City Council,

In 2017, Calgary City Council approved the Green Line LRT alignment with a deep tunnel under 2nd Street SW in the downtown core, the Riverwalk Pathway, Prince's Island Park, Bow River, Crescent Heights community, and Centre Street to 16th Avenue North. This alignment was largely accepted by Calgarians after 2 years of quality and satisfying public engagement.

This alignment brought the promise to:

- Preserve the Riverwalk pathway, Prince's Island Park and the wetlands, protect the birds, fishes and other wildlife
- Be the city-shaping initiative which would revitalize the Crescent Heights, Chinatown, Eau Claire, Beltline and Victoria Park communities
- Be the legacy LRT line serving the long-standing needs of Calgary's north-central and southeast suburban communities and be built within budget.

This is a promise that has not been forgotten and one which must not be broken.

Since then, it has become apparent that this Green Line LRT Alignment cannot be built within the \$4.9B allocation of funds because of the deep tunnel below the 2nd Street SW downtown segment and under the Prince's Island and Bow River crossing. It is also understood that recent cost estimates show this approach costing at least 10% more than the \$4.9B approved funding limit.

We appreciate City Council's wisdom to direct the Green Line Project Team to revisit the alignment and build approach and bring back a reasonable legacy alternative.

Calgarians are still holding the City to these promises. Earlier this year, the Green Line Project Team presented and hosted several public engagement sessions where they outlined alternative ideas. Many Calgarians participated in these sessions

to provide feedback and consequently, the Green Line Project Team revised and presented their updated Green Line LRT alignment on May 12th. While we are supportive of the SE segment to the Downtown, we find the alignment and the build approach north of the downtown core unacceptable. Specifically,

- An LRT bridge over Prince's Island Park and the Bow River breaks the promise to preserve the park and protect birds, fishes and other wildlife
- The LRT bridge intersecting at the top of the Centre Street Bridge will impede southbound vehicle traffic, impair access to downtown and Chinatown, hurt business operators and festival / event organizers
- Dedicating the 2 center lanes of the Centre Street bridge for bus-rapid-transit (BRT) will create traffic chaos (i.e. congestion on the bridge and left / right turns on the Avenue roadways), and impact pedestrian safety at street crossings (i.e. Chinatown's 2500 population is 40% seniors) in the Chinatown community
- Placing the LRT line at-grade (i.e. street level) with two center roadway train lines breaks the promise of a city-shaping initiative as it would create traffic barriers east / west, increase accident risk at intersections, deter people from visiting by personal vehicles, and more
- The Green Line LRT Project speaks in generalities of a better urban realm for Crescent Heights and Chinatown with no actual design and commitment to follow-through
- The proposed Green Line LRT alignment is a 'less than' approach where scope and quality

is reduced to stay within the \$4.9B funding envelope. This, again, breaks the promise of a legacy mass transit system.

Our Approach to a legacy Green Line LRT is to keep many of the Green Line Project's promise as best as possible. We believe the Green Line LRT alignment and project should be modified whereby:

- The SE segment from Sheppard to Elbow River (Inglewood / Ramsay) is approved
for design / build and utilize this capacity to spur the economy, create jobs, and provide much needed LRT transit ridership to downtown as soon as possible
- The Elbow to the Beltline segment be approved only after the City provides full and transparent understanding of the costs and benefits of the current 11th Avenue underground alignment vs. the 2017 12th Ave / 10th Avenue South alignment;
- The Beltline to Eau Claire segment under 2nd Street SW be approved only 'with absolute public assurance' that there will never be a bridge over Prince's Island and the Bow River
- The Calgary North segment from 160 Avenue North to downtown be built as 'expanded and enhanced' Bus-Rapid-Transit (BRT) system including:
 1. Additional BRT vehicle capacity and expanded running schedule to match the growing demands of communities north of the Bow River
 2. Operating Green Line using 'low-cost, low-carbon emission' natural gas buses
 3. Enhanced intersection signaling system for priority BRT crossing
 4. Developing BRT-based Transit-Oriented Development (TOD) stations that encourages small business, Mainstreet community development
 5. Rebuilding the 16th Avenue / Centre Street Intersection for smooth, efficient, and safe transit, vehicle and cyclists crossing
 6. Incorporating 'Mainstreet' urban development with a relaxing 'public realm' in Crescent Heights and Chinatown including 40 kph traffic speed limitation, pedestrian safety, wide sidewalks, off-street parking, and restricted residential street access for these communities and Tuxedo Park
 7. Establishing a revised North-Central BRT downtown route for a better Red, Blue and Green Line LRT inter-connection and engagement with a new Eau Claire market and the 'Tomorrow's Chinatown' local area plan.

All these modifications cannot be achieved within \$4.9B, but they represent the best way to maintain a legacy mass transit system, which can be achieved in phases within the economic and fiscal capacity of all levels of government. Given a post COVID-19 economic climate, the Green Line LRT must proceed if it does not become a financial burden to Calgary taxpayers and transit ridership.

Please ensure that Council deliberates these suggestions in detail and gives Administration time to bring forward the right answers. We cannot afford to and do not want less than an optimum solution within the long-term economic capacity to cover both the capital and operating costs. A vote to approve each segment individually would be most appropriate and

delaying a vote on the unknown or unanswered is necessary.

We appreciate the need to create jobs and add to the economy as the cost of construction and capital equipment is low, but we must build the right alignment and approach in the right way.

Respectfully,

James G Boudreau

WFGLO

1504 – 108 Waterfront Court SW

Calgary, AB T2P 1K7

(403) 971-7002

boudreaujg@gmail.com

From: [Daniela Mitrache](#)
To: [Public Submissions](#)
Subject: [EXT] Green Line: a promise that has not been forgotten and one which should not be broken
Date: Wednesday, May 20, 2020 9:23:28 PM

Your Worship and Members of Calgary City Council,

In 2017, Calgary City Council approved the Green Line LRT alignment with a deep tunnel under 2nd Street SW in the downtown core, the Riverwalk Pathway, Prince's Island Park, Bow River, Crescent Heights community, and Centre Street to 16th Avenue North. This alignment was largely accepted by Calgarians after 2 years of quality and very satisfying public engagement. This alignment brought the promise to:

- preserve the Riverwalk pathway, Prince's Island Park and the wetlands,
- protect the birds, fishes and other wildlife,
- be the city-shaping initiative which would revitalize the Crescent Heights, Chinatown, Eau Claire, Beltline and Victoria Park communities,
- be the legacy LRT line serving the long-standing needs of Calgary's growing north-central and southeast suburban communities, and
- be built within budget.

This is a promise that has not been forgotten and one which should not be broken.

Since then, it has become apparent that this Green Line LRT Alignment cannot be built within the \$4.9B allocation of funds because of the deep tunnel risks in the 2nd Street SW downtown segment and under the Prince's Island and Bow River crossing. It is also understood that recent cost estimates show this approach costing at least 10% higher than the \$4.9B approved funding limit. We appreciate City Council's wisdom to direct the Green Line Project Team to revisit the alignment and build approach and bring back a reasonable legacy alternative. Calgarians are still holding The City to these promises.

Earlier this year, the Green Line Project Team presented and hosted several public engagement sessions where they outlined alternative ideas. Several Calgarians participated in these sessions to provide feedback and consequently, the Green Line Project Team revised and presented their updated Green Line LRT alignment on May 12th. While we are supportive of the SE segment to the Downtown, we find the alignment and the build approach north of the downtown core unacceptable. Specifically,

- a LRT bridge over Prince's Island Park and the Bow River breaks the promise to preserve the park and protect birds and fishes;
- the LRT bridge intersecting at the top of the Centre Street Bridge will impede southbound vehicle traffic, impair access to downtown and Chinatown, hurt business operators and festival / event organizers;
- dedicating the 2 center lanes of the Centre Street bridge for bus-rapid-transit (BRT) will create traffic havoc (i.e. congestion on the bridge and left / right turns on the Avenue roadways) and impact pedestrian safety at street crossings (i.e. Chinatown's 2500 population is 40% seniors) in the Chinatown community;
- placing the LRT line at-grade (i.e. street level) with two center roadway train lines

breaks the promise of a city-shaping initiative as it would create traffic barriers east / west, increase accident risk at intersections, deter people from visiting by personal vehicles, and more

- the Green Line LRT Project speaks in generalities of a better urban realm for Crescent Heights and Chinatown with no actual design and commitment to follow-through; and
- the proposed Green Line LRT alignment is a ‘less than’ approach where scope and quality is reduced to stay within the \$4.9B funding envelope. This, again, breaks the promise of a legacy mass transit system.

To keep many of the Green Line Project’s promise as best as possible, we believe the Green Line LRT alignment and project should be modified whereby:

- The SE segment from Sheppard to Elbow River (Inglewood / Ramsay) is approved immediately for design / build and utilizes this capacity to spur the economy, create jobs, and provide much needed LRT transit ridership to downtown as soon as possible;
- The Elbow to the Beltline segment be approved only after The City provides full and transparent understanding of the costs and benefits of the current 11th Avenue underground alignment vs. the 2017 12th Ave / 10th Avenue South alignment;
- The Beltline to Eau Claire segment under 2nd Street SW be approved only ‘with absolute promise’ that there will never be a bridge over Prince’s Island and the Bow River, thus protecting the park, the river, the Riverwalk Pathway, and the River Run condominiums in Eau Claire;
- The Calgary North segment from 160 Ave North to downtown be built as ‘expanded and enhanced’ Bus-Rapid-Transit (BRT) system including
 - additional BRT vehicle capacity and expanded running schedule to match the growing demands of communities north of the Bow River;
 - operating Green Line using ‘low-cost, low-carbon emission’ natural gas buses;
 - enhanced intersection signaling system for priority BRT crossing;
 - developing BRT-based Transit-Oriented Development (TOD) stations that encourages small business, Mainstreet community development;
 - rebuilding the 16th Avenue / Centre Street intersection for smooth, efficient, and safe transit, vehicle and cyclists crossing;
 - incorporating ‘Mainstreet’ urban development with a relaxing ‘public realm’ in Crescent Heights and Chinatown including 40 kph traffic speed limitation,
 - pedestrian safety, wide sidewalks, off-street parking, and restricted residential street access for these communities and Tuxedo Park; and establishing a revised North-Central BRT downtown route for a better Red, Blue and Green Line LRT inter-connection and engagement with a new Eau Claire
 - market and the ‘Tomorrow’s Chinatown’ local area plan.

All of these modifications certainly cannot be achieved within \$4.9B, but they represent the best way to maintain a legacy mass transit system which can be achieved in phases within the economic and fiscal capacity of all levels of government. Given a post-COVID economic climate, the Green Line LRT must only proceed if it does not become a financial burden to Calgary taxpayers and transit ridership.

Please ensure that Council deliberates these suggestions in detail and gives Administration time to bring forward the right answers. We cannot afford to and do not want less than an optimum solution within the long term economic capacity to cover both the capital and operating costs. A vote to approve each segment individually would be most appropriate and delaying a vote on the unknown or unanswered is absolutely necessary.

We appreciate the need to create jobs and add to the economy as the cost of construction and capital equipment is low, but we must build the right alignment and approach in the right way.

Respectfully,
Daniela



Public Submission

City Clerk's Office

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name M.
* Last name Bradfield
Email dmd1@telus.net

Phone

* Subject Please discuss using dedicated buses instead of trains for the Green Line to save billions of \$\$.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Why not talk about making the green line a dedicated bus route in order to avoid having to spend billions on all that train track infrastructure?
Buses use paved roads which already exist and don't need expensive specialized equipment and technicians to keep them running for the next 100 years.
Buses are much cheaper than LRT cars, carry the same number of people as LRT cars, and are much more flexible for where they can be used.
And the city would save Billions of dollars! Why not at least consider using buses??
Why are trains considered sacred to the movement of people??
An articulated bus can do whatever a train can do and do it much cheaper both in terms of capital costs and in yearly operating costs.
Why is council wedded to trains? Are some politicians or companies benefiting from the focus on expensive trains?

ISC:

1/1

Unrestricted

May 21, 2020

12:41:48 PM



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name HIU WA

* Last name LI

Email chrishiuwali@gmail.com

Phone 4036719889

* Subject Calgary Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The needs to connect downtown to the north will no longer exist since the COVID-19 many company closed for business, and the ones that remaining have changed to work from home. The empty rate of the office building will skyrocketing. And the government is already in huge deficit. Please don't let our children to pay for our debts.

April 30, 2020

Submission to the City of Calgary

Engage.calgary.ca/greenline

And delivered by email: publicsubmissions@calgary.ca and cityclerk@calgary.ca

It's time to de-risk the Green Line.

The crisis facing Calgary is unlike anything we have faced before. Council needs to update its assumptions and make other critical choices to de-risk the Green Line in order to head off a potential financial disaster.

The people of Calgary are responding to the catastrophic impacts of crashing oil prices, a global recession and COVID-19. There will be bankruptcies of small business, companies across the energy sector and thousands of households. The City will emerge from this crisis far more fragile than before. The historic practice of raising taxes to pay for budget shortfalls will no longer be an option, meaning there is no room for error on major projects.

Council owes it to current and future generations to face these new realities and build a Green Line for the future, not the past. Over the long run Calgary will emerge as a better and stronger city. But only if we adapt to new realities and avoid irreversible mistakes in the meantime.

The Green Line was originally conceived in 2013. The economic crash and COVID-19 have changed everything.

- Mayor Nenshi said that as a result of the energy crash, global recession and COVID-19 “Calgary will be hit harder than any other city in Canada.”ⁱ
- Calgary was booming when the Green Line was proposed. The price of WTI was \$97/barrel. Today it is \$17, and WCS has recently traded at negative prices for the first time in history.
- Downtown office vacancies were 3.7%. They are now 27.2% and climbing, and Calgary’s unemployment is the highest in Canada.
- The City’s financial position has deteriorated significantly. It is facing a six-month revenue decline of \$350-400 million.ⁱⁱ The Government of Alberta also faces dire financial realities.
- The Green Line as proposed is based on pre-crash, pre-COVID assumptions and is too risky and complex for these uncertain times. According to the City it is “the longest and most complex LRT line ever built in Calgary”ⁱⁱⁱ
- To put this into perspective, the Green Line will be four times the cost of the new Calgary Cancer Centre (\$1.4 B), ten times the cost of the event centre (\$550 M) and seventeen times the cost of the proposed Foothills Fieldhouse (286 M). And the cost of ongoing operating support for the Green Line is many times larger than these other projects.

- Much of the spending on the Green Line (as currently proposed) will leave the province: To out-of-province engineering, management and construction services. The ground-load rail cars have to be purchased from outside suppliers.
- The City's latest cost-per-kilometre estimate has more than doubled from where it was three years ago. Its 2017 estimate for the longer 46-kilometre route was \$4.65 billion, or \$101 million per kilometre. The updated \$4.9 B estimate for 21 kilometres is an average of \$233 M per kilometre.^{iv} Some estimates suggest the total will reach \$7 B or \$333 M per kilometre. Any way you look it, overspending on this project will lead to higher taxes and funding cuts for other important community priorities.

There is a viable lower cost option – the Sensible Alternative.

Given these facts, we are calling on Council to take immediate steps to de-risk the Green Line by updating its underlying assumptions and taking a “measure twice, cut once” approach. We respectfully ask that the City consider a sensible alternative that includes:

- Reducing the length of Stage One, having it run from downtown (7th Avenue) to Shepard.
- Saving \$1.3 B by abandoning the problematic 7th Avenue to 16th Avenue North portion. Instead, the City should consider expanding the presently successful BRT system for Centre Street to service north central communities as a better alternative to LRT.
- Avoiding all “cut and cover” underground segments, using instead low risk surface-level or elevated lines from the Elbow River to downtown (7th Avenue). The cost per kilometre of surface and elevated lines is a fraction of that of cut and cover. This will save another \$1.4 B.
- Using platform-loaded cars consistent with the existing fleet to allow maximum flexibility for redeployments of staff, cars, parts, maintenance and storage to match ridership demand. Utilizing the existing fleet overcapacity will reduce costs by at least \$500 M (\$500 M new extra fleet plus incremental maintenance facility costs).
- Requiring a “risk reserve” to protect Calgarians against capital and operating overruns.
- Breaking the new Stage One into three to five construction sites (or spreads) costing less than \$500 M each.
- Making these attractive to local construction companies, producing more local jobs sooner and shortening the construction schedule.

At the same time, Council should revisit its assumptions, and have these independently verified. It can then make decisions about future stages based on answers to these questions:

- What impacts will the economic crisis and pandemic have on downtown employment and office vacancy levels?
- Will more Calgarians work from home or in decentralized business settings?
- What impact will these have on public transit demand and ridership?
- In particular, how many people are expected to travel in and out of downtown five years from now? How does this match up with existing transportation capacity?

- Can a \$500 M expenditure on new train cars (which can't be used on existing lines) and associated maintenance facilities be justified in light of revised downtown traffic assumptions and financial constraints?
- What are the revised projections for Calgary's tax base in the medium-term?
- What is the best and most responsible use of our limited capital and operating dollars in light of these revised estimates?
- How does a newly designed Green Line fit with the City's broader economic recovery plan?

With updated assumptions and business plans, Council will be in a much better position to make prudent decisions about the future of transit. To do otherwise will be to run the risk of making the Green Line into a colossally expensive White Elephant.

Council deserves credit for doing things differently in the face of new information and new circumstances. The 2019 decision to move away from tunnels under the Bow River was a prudent step.

Now it's time for Council to face new realities, gather the facts and rethink its planning for the Green Line to ensure our City stays resilient in an uncertain future.

We appreciate the dedication and commitment of our City's leaders as they work to address unprecedented challenges, while developing a positive plan for our City's future.

To reiterate, Calgary will emerge as a better and stronger city over the long run. But this can only happen if we adapt to new realities and avoid irreversible mistakes in the meantime.

Thank you for the opportunity to make this submission. We look forward to further constructive dialogue on this critical project.

Respectfully submitted on behalf of an Ad Hoc committee of Calgary citizens,

James K. Gray

Emily Farquhar (Struck)

Barry Lester

Brian Felesky

Patti Grier

Ken Stephenson

ⁱ <https://globalnews.ca/video/6860509/nenshi-says-calgary-will-be-hardest-hit-city-from-pandemic>, April 23, 2020

ⁱⁱ <https://www.theglobeandmail.com/canada/british-columbia/article-western-canadian-cities-face-dire-financial-effects-from-coronavirus/>, April 15, 2020

ⁱⁱⁱ City of Calgary, April 2020. Sourced online: <https://engage.calgary.ca/greenline>

^{iv} City of Calgary, April 2020. Sourced online: <https://engage.calgary.ca/greenline>



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Geoff

* Last name Granville

Email gcgranville@shaw.ca

Phone 4039782220

* Subject Suggestion for a specific response by the City to some opinions

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I suggest the City prepares a specific rebuttal to the series of questions and items listed by Jim Grey and his colleagues with respect to the proposed project. His group's opinions and positions have some level of "respectability" in some quarters, and a specific response to his concerns (eg as summarized in the Herald) would probably be far more influential to most citizens and other interested parties vs addressing them within other documents, presentations and summaries.
good luck! regards, Geoff Granville



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Timothy

* Last name Smith

Email smith.tim@shaw.ca

Phone 4038039663

* Subject Support for the green line - let's move forward!

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I grew up in Rosedale and lived there until 2006. I bought a house in tuxedo park where I lived until 2018. I still own the house as a rental. My fiancé and I are now Crescent Heights home owners.

I fully support moving forward on stage 1 of the green line as soon as possible.

I also would like to see the North portion of the line go forward soon. I understand the financial challenges the City is under right now and acknowledge that some prudent fiscal management is required. The portion of stage 2 through downtown must go ahead with stage 1. I fully support a below ground solution through downtown as has been decided some years ago. We should NOT revisit this decision as the reasons for keeping it below ground have not changed. Regarding the segment from Eau Claire and northward if there is a need to delay a portion of the project then this is the portion that should be delayed. I feel this way in spite of this section being the part that would benefit me the most. Regarding the revised alignment proposed for across the river and north I support the route especially the 9th ave station, the bridge routing and integration with eau claire area.

One feature that I think is important to integrate is how the new bridge will appear above the annual Field of Crosses memorial on Memorial Drive. I would like to see some element integrated to the project honouring our veterans because of the proximity to the Field of Crosses.

Thank-you!

Best Regards,

ISC:

1/2

Unrestricted

May 21, 2020

2:57:08 PM



Public Submission

City Clerk's Office

Tim Smith



Public Submission

City Clerk's Office

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Annette

* Last name Fung

Email annettefung1@gmail.com

Phone 4036808318

* Subject Against the Greenline LRT Alignment

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I live and work in Chinatown/Eau Claire area for many years. The natural resource of Prince's Island Park and the Bow River together creates peacefulness and calming effects to the residents and visitors. Placing a bridge with a train running through all day long will forever destroys this peaceful natural beauty we have in the City. It is not only the noise, but the movement of a train all day long will destroy the calmness to the environment for many to enjoy.

Having the Greenline LRT train above ground on Centre St north, leaving only one lane vehicle traffic will create congestion in and out of Chinatown. This will discourage visitors travelling to Chinatown and therefore hurting the businesses there forever.

If this project is a must go in order to please the South riders, stop at the Downtown station at this time until a better solution and budget for the North leg is found. Given the current economic situation in Calgary, we cannot afford to spend our dollars relentlessly. Please do not approve the proposed Greenline LRT Alignment.

Thank you.
Annette Fung



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Shawn
* Last name	Brackett
Email	shawn.brackett@gmail.com
Phone	
* Subject	Supporting the Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am writing to strongly support the Green Line. I live in North Haven. The Green Line will materially improve life in north-central and southeast Calgary by making it easier for people to get around, reducing traffic and dependence on individual vehicles, and reducing emissions. I support the current direction of building Stage 1 between Shepard and 16th Ave N as long as the City follows through on its commitment to improve BRT along Centre St to a MAX-level of service and progress continues on securing funding for Stage 2. Just because north-central Calgary doesn't get LRT right away doesn't mean the project should be shelved. I also write to convey my concerns with those who are trying to stop the Green Line, in large part because many of those people supported using \$275 million in public money to support a new arena. Please don't sacrifice livability, accessibility, and environmental improvements on the altar of wealthy private corporations and over-stated economic benefits.

ISC:

1/1

Unrestricted

May 21, 2020

3:14:40 PM



May 21, 2020

Mayor Nenshi and Councillors,

On behalf of Rail For Alberta, a newly formed society with the goal of connecting Albertans with sustainable rail transportation and public transit, we wish to extend our support for the Green Line LRT project. As a collection of planners, engineers, technologists, and data-driven citizens who want to see Alberta embrace a clean, sustainable, and mobile future, we are very pleased with the direction The City of Calgary has taken toward this outcome.

In its current proposed form, the Green Line LRT project is built on established evidence that shows it will encourage sustainable economic growth, reduce congestion and emissions, and improve the quality of life for generations of people. The project has seen substantial changes throughout its design, reflecting a process of thoughtful analysis and consideration, and we commend the team responsible. As a city-building project, the Green Line will be a much needed rapid transit connection between the south east and Northern Hills communities, and alongside recently completed BRT lines, the city is developing a cohesive rapid transit backbone that will rival (and perhaps inspire other) cities across North America.

The COVID-19 crisis has shown just how automobile capacity has been greatly overdeveloped at the expense of public space and quality mass transit; the importance of a people-orientated city should always be our priority. While there has been a decline in office work downtown, it does not negate the need for public transportation in the city, especially with the connections that the Green Line will provide all citizens to their communities. It's imperative to build a rail line that will serve the community for the next 100 years, and taking shortcuts that chip away at the integrity of that line would be a disservice to building a city that focuses on constructing communities, rather than physically distancing them.

Calgary has often been called an "entrepreneurial city". In the 1980s, we were pioneers when, with under 750,000 people, we constructed the C-train - unheard of for such a small population. We predicted what the city could be, what it would become, and we did what was best for the long-term success of the city and its citizens. We are pleased to see the Green Line project build on this legacy.

Calgary's LRT is as iconic to our city as the Rockies, Calgary Tower, and Stampede. Let's continue to be pioneers for a more sustainable and people-friendly future. We stand firmly in the belief that this project will improve the lives of all Calgarians, economically, socially, and environmentally.

A handwritten signature in blue ink, appearing to read "Justin Simaluk", is written over a thin horizontal line.

Justin Simaluk
President
Rail For Alberta



Public Submission

City Clerk's Office

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name: Craig
* Last name: Schneider
Email: crs2468@shaw.ca
Phone:
* Subject: Greeline Project

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I will keep this short because I realize public input is just a "feel good" formality and this project will proceed. It is a shame that the bridge over Prince's Island will destroy Calgary's most precious green space. I'm also very concerned about the economic future of Calgary. All economies based on extraction of natural resources are under ever increasing attacks from special interest groups to national governments. Why do we even need to proceed with Calgary's most expensive infrastructure project ever at this time? Is there any hope the oil industry will recover and fill the empty downtown office buildings? We have failed to diversify our economy for decades, so what will replace the employment the oil industry has provided in the past? Calgary's LRT system essentially just services commuters traveling downtown for work. If the downtown never fully recovers from this 6yr and counting recession, who will be riding the Greenline? I guess the only thing that will stop this project is the lack of funding from the Provincial and Federal governments. Their finances have been decimated by the pandemic, so hopefully they will pull the funding and save Calgary property tax payers from more economic hardship. Good luck with the project. I will have likely moved to greener (economic) pastures well before this project is completed in whatever form (Revision 1,2,3,4,...).



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Grant
* Last name	Kroeker
Email	gkroeker@gmail.com
Phone	403-512-2322
* Subject	Green Line
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	PLEASE PLEASE PLEASE! I beg you to stop the Green Line. Things are changing so fast, we need to do a reset!



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Lisa
* Last name	Corbett
Email	lincorbett@shaw.ca
Phone	4037030444
* Subject	Lisa Corbett

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	PLEASE put a stop to the green line project. The city can't afford it. We, the tax payer, can't afford it. You have no idea how transit will be affected long term by this virus. It is a poorly thought-out project and it is too expensive. Stop it now.
---	--



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Matt

* Last name Patterson

Email mpattersonSOC@gmail.com

Phone

* Subject In support of updated stage 1 alignment

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am an assistant professor in sociology at the University of Calgary, whose research focuses on cities and urban development. I write to express support for the updated alignment of the Green Line, stage 1. Accessible and reliable mass transit is essential for Calgary. However, mass transit lines are notoriously difficult to build because of the costs, engineering challenges, and competing interest groups. In my view the City of Calgary has done an excellent job overcoming these difficulties, while still delivering transit to areas of the city that have are currently underserved. I am particularly optimistic about the choice to run the line on the surface of Centre Street North. Centre Street North has a lot in common with King Street in my former home of Kitchener-Waterloo, where a similar surface-level LRT line opened in 2019. The Kitchener-Waterloo case demonstrates how a surface-level LRT can be integrated with the revitalization of an inner-city main street.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Mike

* Last name R

Email heyrisi@hotmail.com

Phone

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The economic conditions have changed dramatically since the Green Line was first proposed and more recent events like Covid make the Green Line far less appealing and far more risky than ever before. Where to even start? The changes in occupancy downtown first of all. Sadly a lot of those jobs are not coming back. And unless oil booms again, population growth forecasts for Calgary from five years ago are not relevant. This line will not have the ridership that is needed to warrant its construction anymore. Additionally, technological changes to transportation, and working from home are potential game changers that could make this project less necessary than ever. All things considered, Calgary does not have the money for the Green line, which is more and more becoming a vanity and reputation project than one that makes economic sense. Thanks.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name MEDHANE

* Last name TSEGAI

Email MEDHANE@YAHOO.COM

Phone

* Subject GREEN LINE NORTH

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I HAVE BEEN WORKING ON CENTRE STREET FOR THE LAST 20YEARS. I AM REALLY EXCITED TO SEE THE DEVELOPMENT OF THE GREEN LINE CENTRE STREET NORTH.
SPECIALY THE ADDITIONAL STATION AT 9AVE WILL MAKE A SIGNIFICANT DIFFRENCE.
REVITALIZE CENTRE STREET, TOURIST ATTRACTION, EASY ACCESS TO THE BEAUTIFUL CRESCENT HEIGHT HIGH SCHOOL AND COMMUNITY.
EASY ACCESS TO SOCIAL CENTRE OF PRICE ICELAND PARK AND THE VIEW.
IT IS THE FUTURE!
THANK YOU
MEDHANE TSEGAI



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Kim

* Last name Maas

Email kiim.maas@gmail.com

Phone

* Subject In support of the Green Line Project

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

After attending the online open house tonight hosted by City of Calgary staff, I feel that I am better informed about my position on the Green Line project.

Please support the recommendations from Administration. I believe the project team has done their due diligence to Calgarians to ensure the information provided to City Council and Calgarians is well-researched and ethically-sound. I trust our city planners and engineers along with the supporting engagement, communications and subject matter experts (biologists and traffic technicians) who have prepared these recommendations.

Although I am nervous about the impacts to Prince's Island Park as an ecological jewel in the middle of our city, I trust that the plans to move forward with the bridge instead of the tunnel will provide economic savings, while keeping the environmental impacts and remediation top of mind.

The long-term benefits to the communities served by the Green Line along with the jobs that come with construction will continue to propel and support economic diversification in Calgary and attract people to our city.

The long-term environmental benefits to our city include encouraging people to walk, wheel and take transit over single occupancy vehicles and will help Calgary reduce our greenhouse gas emissions to help support our climate resiliency strategy goals.

Lastly, efficient and accessible transit for people of all ages, abilities and incomes is an essential service for any major city. The Green Line will help move Calgarians and visitors to Calgary so they can get to schools, shops, work, recreation opportunities and more. This is the kind of investment I want City Council to consider for my daughter

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Unrestricted

May 21, 2020

8:41:05 PM



Public Submission

City Clerk's Office

who is now 2 years old and for future generations to come.
Thank you for your consideration and for taking the time to review my letter.
Please support Green Line as recommended by Administration.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Samuel

* Last name Robinson

Email samuel.vj.robinson@gmail.com

Phone

* Subject Support for Green Line Project

To the members of the Green Line Committee,

I am writing to express my support for the Green Line extension of the cTrain:

As a resident of Calgary, I feel that this project is a good investment into Calgary's public infrastructure, and that it will serve the growing needs of the community over the coming decades. The population of our city has grown immensely over the past 15 years, and affordable public transit is needed in order to sustain the new communities at the edges of the city. This project will connect peripheral communities with the core, allowing flourishing business development and community growth, relieving traffic pressure from main roadways, and providing mobility to lower-income and disadvantaged community members. In this way, the Green Line development will benefit all people in Calgary, even people who choose not to use public transit!

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Opponents of this development may question the price or utility of the project, decrying it as wasteful spending that is useful only to a small number of people. I would say that this project will benefit a wide swath of Calgarians, and that there is no better time than now for this project. Interest rates are at an all-time low, thousands of Albertans are looking for jobs, and this project provides a well-needed public investment into the civic infrastructure of Calgary, benefiting hundreds of thousands of people in the long-term. Furthermore, transit ridership has grown immensely in the last few decades, indicating that the need for transit, if anything, will be higher in the future than it is now. Now is

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Unrestricted

May 21, 2020

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Public Submission

City Clerk's Office

the time for long-term investment in a truly public good, not short-sighted delays.

In summary, I would urge my fellow Calgarians, as well as the members of the Green Line committee, to support this project through to its completion in a timely manner.

Thank you for considering my concerns, and I thank the members of the committee for their efforts,

Samuel Robinson, Ph.D; resident of Ward 8



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Justine

* Last name Matsalla

Email jmatsalla@gmail.com

Phone

* Subject Green Line Centre Street

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

When I was buying a house 5 years ago, I knew I wanted to live close to where I had been renting in Crescent Heights at the time. I love the Central/North inner city area. I ended up buying in Mount Pleasant. A big part of that decision was the plan for the Green Line. I was excited to be able to walk to the future 28th Ave N station. Now I know my station will be part of stage 2, and that's fine, I can wait. But once I heard that the underground plan was recently scrapped, I actually got upset. I take the #2 bus almost everyday to and from work. Centre Street is a very important road for this bus and several others. I heard at an engagement that rapid transit can take the rail lanes, so that's good. But my bus can't. The #3 can't. I would bet the #3 is one of the most popular routes in the whole city. At least the most popular in the north. I am just going on gut feelings and experience living in the area, but I think that going from 3 lanes at rush hour down to 1 will create terrible bottlenecks, not just on Centre Street, but on every other available route nearby. 10th Street is already unusable with one lane. Edmonton Trail and 14th Street already have pretty bad traffic at peak times. Deerfoot and Crowchild are so out of the way, it's not even an option for most of us who are central. The train just doesn't go north enough for most current transit users. We will still need to take the bus, and that bus will need to go down Centre Street. I do not see the benefit of this plan. If anything, it will encourage me to drive, because I imagine that my 25 minute commute will drastically increase with this plan. We already have great transit down Centre Street. We don't need it to compete with a train now. A train as a underground addition, absolutely! That makes sense. What doesn't make sense is expecting people to switch from their current bus to the train, and back again. Or be

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May 21, 2020

9:50:13 PM



Public Submission

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stuck in terrible traffic every day. Please do this right, or not at all. Please don't put the train at grade.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Michael

* Last name Fraser

Email michaelakfraser@gmail.com

Phone 5873379688

* Subject Green Line Approval

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The expansion of the C-Train is essential to ensuring a vibrant core for Calgary. It creates economic investment, it helps Calgary's core thrive and it pushes development in the downtown core. I understands that the cost of this project will include taxpayer funds (a normal amount for a transit project in a nationally competitive large cities) but it is essential to differentiating Calgary's low taxation and high value to potential investors.

**Please be advised that Letter #92 has been removed as
it did not pertain to Item 7.1 Green Line Update Stage 1,
GC2020-0583**

**Please be advised that Letter #93 has been removed as
it did not pertain to Item 7.1 Green Line Update Stage 1,
GC2020-0583**



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Faye

* Last name Crooks

Email fcrooks@shaw.ca

Phone 4038135791

* Subject Support for the Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

As a native Calgarian I absolutely support the building of the Green Line. I have seen first hand how the initial build of the LRT enhanced our City and how the subsequent expansion of the system has furthered this. I am appalled that an elite group of (formerly) respected businessmen have organized a campaign to oppose this expansion for reasons that are not entirely clear to me. My suspicion is that that their agenda is being pushed by the Provincial UCP government in order to get the Province off the hook for their part of the Green Line without the Province looking bad. Every urban study I have ever read confirms the need for robust public transit. I urge City Council to have vision, be bold, and advance the Green Line. We cannot wait any longer to add more public transit to our City.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Nicole
* Last name Wyatt
Email wyatt@rabidcoyotes.com
Phone 403 891 8539
* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Building the Green Line, including the section from downtown to 16th Ave N, should be the top priority for the City. I don't have strong opinions on alignment issues, but I do know that access to rapid transit is a key economic driver for any large city, as well as being an important social justice issue. Rapid transit, especially trains, play an important role in providing access to economic and social opportunities for the poor and disabled. Finally, reduced car use is environmentally key. Please move forward with the Green Line, and please continue to expand our transit system. During an economic downturn public transit is even more important.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Valerie
* Last name	Rendell
Email	valerierendell@gmail.com
Phone	5874368257
* Subject	Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Please let the Green Line happen! It helps underprivileged people immensely... imagine being careless and still have to get to work, school, libraries and hospitals... This is an easy way to get Calgary the status of a major city that it deserves (but has not yet achieved or earned).
---	--



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Daniel
* Last name	Aarons
Email	danielbaarons@gmail.com
Phone	5874369666
* Subject	The Green Line
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	The Green Line project has had years of planning, public engagement, approved provincial/ federal funding. Represent the majority of Calgarians who approve and need the Green Line



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name John
* Last name Reid
Email johnadamreid@gmail.com
Phone 4035408854
* Subject Green Line

I believe the Green Line project should not go forward as planned. A projected 4.9 billion dollars, following up on a West LRT budget that missed by 40%. According to the Journal of Transportation Planning and Technology, average cost overrun for North American urban rail projects is 35.8%. So the true cost is likely to be 6.8 billion, for a project that serves less than half of what was originally planned and is not even in the most underserved part of the city.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

In brief, my major concerns are:

- destroying the many businesses on Centre St 7Ave to 16 Ave by removing parking and increasing crime
- permanently altering beautiful Prince's Island Park with a ugly, noisy train flyover immediately above a jewel of our city
- lack of ridership due to technology changes, significant and sustained downturn in Calgary's economy
- increased crime through neighbourhoods and the associated costs
- loss of a major vehicle thoroughfare to downtown Calgary

City Council is elected to represent citizens, not to push through pet projects. Building the Green Line as planned does not represent the needs of Calgarians today, or in the next 8 - 10 years. This project should not go ahead.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Anna

* Last name Greenwood-Lee

Email rector@stlaurence.ca

Phone 14038527849

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am writing in my role as Chair of the Calgary Alliance for the Common Good, which has over 35 000 Calgarians as members. We believe the Green Line will make an important contribution to transit in our city. Calgary needs a robust transit system in order to keep Calgary moving and to serve the needs of present and future Calgarians. We also believe this project is in line with Calgary's climate resilience strategy and will be an important source of job creation for our city. Post--Covid people will return to transit and the Green Line will be an important part of that.

Finally, speaking personally, as someone who has taken the bus up Centre Street I know that better and faster transit to that part of the city is necessary in order to better serve that part of our city.

From: Alvarez, Anakarina (Calgary) <Anakarina.Alvarez@Worley.com>
Sent: Thursday, May 21, 2020 4:37 PM
To: Public Submissions
Subject: [EXT] Concern with Green line

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern.

My name is Anakarina Alvarez and I am the owner of 727-222 Riverfront Ave SE, Calgary, AB T2G 5R1. I am also part of the oil and gas industry and engineer registered in Alberta.

I wanted to send this mail to voice my concerns. I am normally in favor of infrastructure projects as those help on the development of a city.

Currently, the Oil & Gas industry has been affected considerable. Not only for the Covid -19 as it did not fully recovered from the down of the market since 2016.

The City of Calgary is looking into a very large infrastructure project when:

- The resources are depleted
- The community is suffering of unemployment
- Most of large corporation are leaving down town to lower the renting costs.
- Several large companies had left the city (Devon, PenGrowth, Shell, etc.)

Additionally, due to the Covid-19, several industry are focusing in "work-from-home" approach, as this is for them a long term solution to lower renting/ operational costs. This will also lower the commute and the need to go to down town.

I believe the city of Calgary have other projects that could be more attractive to the public at this point. The green line budgetary cost are in the realm of 5 Billions CAD that will leave the city with a larger debt.

Last but not least, the Prince Island Park is one of the most beautiful and attractive place to enjoy this city. Every time I have the opportunity I would go for a run in this area, it does not mater if it is winter or summer, it always has a charm. Please don't damage one of the most beautiful parks we have in Calgary.

Best regards,

Anakarina Alvarez

Sr. Electrical Engineer, Worley

N1A.154 | 505 Quarry Park Blvd SE | Calgary, AB T2C 5N1 | Canada

T: +1 403 6923463 | GMT - 07.00

Email: anakarina.alvarez@worleyparsons.com

www.worley.com



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	colin
* Last name	lo
Email	colinlo8@yahoo.com
Phone	403-978-2888
* Subject	Green line - STOP all underground around downtown

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

(1) Last few months, we have experienced layoffs in massive numbers of millions around the world that have affected industries from airline, transportation, hotel, entertainment, etc.
 (2) Our local economy is based on Oil & Energy sector never in history have encountered negative oil price and forward looking to rebound not anytime soon especially more oil companies have left Alberta/Canada.(period)
 (3) Sadly, our downtown office vacancy will be more than 35% empty as early Jan 2021, and to spend 2-3 \$billion to build underground route around downtown in today's tough economy not a wise decision. (We will be in DEBT forever/City will be bankrupt!)
 (4) We MUST rethink the entire downtown underground alignment from 9th Ave to 2nd street including Waterfront portal, and to build new bridge across Bow River & stop @16th Ave totally lack of understanding our local economy in extremely poor shape & population & ridership not in existence to support this huge amount of spending tax \$
 (5) Green line team have spent only 2-3 months in planning & consultation to Calgarian & to justify few billions for the sake of construction infrastructure to boost local economy when international company outside Canada will get award of this project just not making any sense...
 (6) PLEASE RE-THINK AS MANY WORKERS HAVE NO JOBS & MORE SMALL BUSINESS WILL GO BANKRUPT GIVEN THIS PANDEMIC HAVE AFFECTED THE WHOLE WORLD ECONOMY
 Important:-
 (A)Please consider to STOP all UNDERGROUND route in this segment from Beltline



Public Submission

City Clerk's Office

and going North along 2nd street alignment including NO new bridge construction across Bow River.

(B) This proposal of new bridge will demolish our Eau Claire peaceful environment, damage Prince Island wetland area and planning of 1-lane N/S (along center street North bridge) will destroy Chinatown merchant business forever due to traffic flow so limiting across center street using lane-reversal in peak traffic already!

PS: (It will be another 20 years for any extension North of 16th Ave to Sandstone area & making this proposal of new bridge costly to maintain & extremely low ridership if any @all). Thank you for listening!



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Alysha

* Last name Franson

Email alyshafranson@hotmail.com

Phone 4038018769

* Subject Green line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I support the green line and I think you should too. When we think of great cities in Canada and what they have we think of their transit system and their lively active downtown core. These things go hand in hand. People who live in Vancouver and Toronto can get by without needing a car, but here in Calgary it's next to impossible. Please make our city more accessible, and comparable for this cities future. It will create jobs and will lead us towards a more environmentally friendly city as well. We need to be a leader in Alberta and catch up with our fellow cities in Canada. Thank you for reading.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Breezy

* Last name Manning

Email breezymanning@gmail.com

Phone

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

We must move forward with this project. Having reliable transportation to communities is very important. The LRT is great way to use transit. Buses are often jam packed and the schedules can be thrown off easily. We the people want the Green Line to go through. It is important infrastructure for this city.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Micheal

* Last name Jones

Email micheal@mcjones.ca

Phone

* Subject Update to Green Line with Revised Routing

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hi,

I wish to submit a comment stating my support for the proposed Green Line plan. The information sessions put on by the City via Teams and such were incredibly helpful and helped clarify questions I did have. The Green Line vision is just as true today as it was in 2016 - we need to move forward with the Green Line. It works towards meeting our climate objectives, and is a desperately needed start to improving our rapid transit system.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Carolynn

* Last name Tooth

Email canucksinperth@gmail.com

Phone +15872269139

* Subject Green line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hello

I would like to express my desire to see the Green Line go forward. This is one of the most important pieces of infrastructure in Calgary's history. Many, many people rely on transit for their day to day lives including my children. This project is about Calgary's future. Let's make it a equitable, resilient and environmental future. All great cities have great transit as a foundation. Let's keep making Calgary better and a city that will work for all Calgarians for the next 100 years. I support the Green Line.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Justin

* Last name Simaluk

Email jsimaluk@hotmail.com

Phone

* Subject Green Line Submission

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please find attached a formal submission to the clerk for the Green Line agenda item, submitted on behalf of Rail For Alberta.



May 21, 2020

Mayor Nenshi and Councillors,

On behalf of Rail For Alberta, a newly formed society with the goal of connecting Albertans with sustainable rail transportation and public transit, we wish to extend our support for the Green Line LRT project. As a collection of planners, engineers, technologists, and data-driven citizens who want to see Alberta embrace a clean, sustainable, and mobile future, we are very pleased with the direction The City of Calgary has taken toward this outcome.

In its current proposed form, the Green Line LRT project is built on established evidence that shows it will encourage sustainable economic growth, reduce congestion and emissions, and improve the quality of life for generations of people. The project has seen substantial changes throughout its design, reflecting a process of thoughtful analysis and consideration, and we commend the team responsible. As a city-building project, the Green Line will be a much needed rapid transit connection between the south east and Northern Hills communities, and alongside recently completed BRT lines, the city is developing a cohesive rapid transit backbone that will rival (and perhaps inspire other) cities across North America.

The COVID-19 crisis has shown just how automobile capacity has been greatly overdeveloped at the expense of public space and quality mass transit; the importance of a people-orientated city should always be our priority. While there has been a decline in office work downtown, it does not negate the need for public transportation in the city, especially with the connections that the Green Line will provide all citizens to their communities. It's imperative to build a rail line that will serve the community for the next 100 years, and taking shortcuts that chip away at the integrity of that line would be a disservice to building a city that focuses on constructing communities, rather than physically distancing them.

Calgary has often been called an "entrepreneurial city". In the 1980s, we were pioneers when, with under 750,000 people, we constructed the C-train - unheard of for such a small population. We predicted what the city could be, what it would become, and we did what was best for the long-term success of the city and its citizens. We are pleased to see the Green Line project build on this legacy.

Calgary's LRT is as iconic to our city as the Rockies, Calgary Tower, and Stampede. Let's continue to be pioneers for a more sustainable and people-friendly future. We stand firmly in the belief that this project will improve the lives of all Calgarians, economically, socially, and environmentally.

A handwritten signature in blue ink, appearing to read "Justin Simaluk", is written over a horizontal line.

Justin Simaluk
President
Rail For Alberta



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Cinara
* Last name	Santana
Email	nara.santana0302@gmail.com
Phone	4038319805
* Subject	Green line
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	The project is needed. Calgary should plan for the future and not the past. Going ahead with the project is the right thing to do. It will employ people now and we will have a more efficient transit System when it is done. Better transit= less cars=less emissions=win!



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Jonas

* Last name Cornelsen

Email jcornelsen1@gmail.com

Phone

* Subject Support for Green Line Re-Alignment

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am a resident of Ward 7, close to where the LRT portion of Phase 1 of the Green Line will terminate. After reviewing the updated alignment proposal, I am fully supportive and ask that this project go ahead as planned. I am concerned that a small group of wealthy businessmen (who are presumably not transit users) is trying to de-rail this project. The Green Line is essential for maintaining a connected and climate-conscious city, and I ask that you listen to the thousands of transit users who need this project, not the wealthy few who would prefer to protect their own interests. Thank you and best regards.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Amanda

* Last name Williams

Email amanda.x.williams@outlook.com

Phone

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am strongly in support of getting the greenline started as soon as possible. I oppose the interference of wealthy interest groups so are seeking last minute changes. The SE quadrant of the city desperately needs transit that is not using the all ready full roads. The Greenline will remove vehicles from the roads, reduce pollution and allow low income citizens better access. The ability to take a train to the South Health Campus is critical, at the moment you have to hope and pray that you don't get stuck waiting on a freight train at a couple of crossing from north to south. A dedicated LRT will reduce Calgarians commute time and improve their quality of life. The North Center of Calgary is dense with people and giving them an accessible LTR will help with congestion. At this time we have a historic number of Calgarians our of work, starting the construction on the Greenline will help get some of them back to work. Businesses along the route will also benefit from the exposure to new clients that may not normally have seen them from their cars.

ISC:

1/1

Unrestricted

May 22, 2020

2:43:06 PM



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I look forward to adding this line to the city landscape. As we become a major city, the wisdom of these additions will become more evident with growth. Any effort to cancel it is in my mind short sighted and something we would regret not doing in the future.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Jenny

* Last name Lunan

Email libraryjenny@gmail.com

Phone 4033899606

* Subject Greenline must go ahead!

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am writing to add my voice to the many Calgarians who are in support of the greenline, I think it needs to go ahead, with the plan that is already in place, I live in the NW and will be directly affected by it. Honestly, can't get built soon enough



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name: Linda
* Last name: Shantz-Keresztes
Email: lindajshantz@gmail.com

Phone:

* Subject: Support for Green Line Re-alignment

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I live in Ward 14 and I am fully supportive of the project as it has been proposed. There has been too much stalling on this project and will provide a viable, equitable access for many citizens. We have had the benefit of a south C-Train and know others on the proposed Green Line routes who have waited too long for this project.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am writing today in support of the Green Line. This is a vital service for the most needy in our City. It will create jobs, benefit the environment, and increase accessibility. While fiscal management is important, I believe that revenues are the issue not spending. The Province needs to step up and identify ways for the City to be able to raise appropriate revenue so that the City of Calgary can continue proving we're the best city on the planet.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Sara

* Last name Jaremko

Email sljaremko@gmail.com

Phone

* Subject Green Line - submission re Stage 2

Regarding the stage 2 portion of the Greenline as proposed, I am strenuously opposed to the proposed bridge over Prince's Island. I also don't think running the train through a redeveloped Eau Claire Market is a recipe for success: it is more likely to turn a delightful spot whose potential is underappreciated into an unpleasant industrial site ripe to be overrun by vagrants and drug users.

It is absurd to think that supporting jobs in a time of crisis or supporting public transit demands the acceptance of the particulars of this one proposal.

The Prince's Island wetlands are a beautiful, precious natural spot. I realise this is a busy city, and I would not be shocked if the wetlands' future included some modifications, but they must remain a park and greenspace.

Of broader importance, the proposed bridge would irreparably damage the value of the more popular west side of Prince's Island. The sight and sound of the bridge will be obtrusive to every part of the island and area. I live near the Sunnyside train station: the sound of trains passing by is a constant (I'm omitting the station sounds) - I can tune it through walls but could not in a greenspace. Nor could the wildlife or general tranquility that the island supports. Incidentally, the train also brings plenty of varied transit users and drug dealers, and it is not unusual to hear fighting, screaming, and ambulances or police attending the station at all hours.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

ISC:

1/2

Unrestricted

May 22, 2020

3:50:42 PM



Public Submission

City Clerk's Office

The ecosystem services of Prince's Island are immeasurable, to me personally and to the City itself. Ecosystem services can be defined as "the many and varied benefits to humans gifted by the natural environment and from healthy ecosystems" (Wikipedia), and they should be considered prominently in your planning process when this publicly significant greenspace is concerned. Prince's Island and area is my heart in Calgary. It is the place I can go and relax and feed my spirits. I cannot imagine living in a city without access to such greenspace. I daresay it is likewise the heart - and peace of mind - of Calgary as well. It is a tourist destination and a major draw for corporate workers on lunch breaks in good weather, and a significant number of people recreating on evening and weekends.

Incidentally, how can such a bridge be built when the expensive construction of the Peace Bridge supposedly required that no berms be placed in the water?

A train bridge over any part of the island would be a terrible and irreparable mistake.





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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Cole
* Last name	Christensen
Email	christensencole.d@gmail.com
Phone	403-589-3529
* Subject	Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Please prioritize the needs of the majority of Calgarians and build the Green Line. If you can subsidize a private arena, you can build this. It's not hard. Thanks!
---	--



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Peter
* Last name	Hemminger
Email	peterhemminger@gmail.com
Phone	
* Subject	Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I'm writing to express my support for the Green Line, and to oppose the suggestion by some interest groups that now is a time to rethink the project from the ground up. The Green Line has been studied, considered, and consulted upon. Experts, community members, and others have weighed in. The long-term benefits are clear, and the COVID crisis does not change the fundamental fact that improved transit will be necessary for Calgary's future. This is a necessary, well-considered project, one that will benefit countless Calgarians and better position us for economic recovery.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Robyn
* Last name	Gamber
Email	robyn.gamber@gmail.com
Phone	
* Subject	Support for a Green Line
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	This City needs to have public transit in order to function as the world class city we ought to be, and the Green line is part of that. The people who oppose the green line or other transit oriented developments, are not the people who use it and who actually need it.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Allan

* Last name Cramer

Email allan.cramer@gmail.com

Phone

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hello. I would like to voice my concern that there is a wealthy, entitled, small group of Calgarians that is using their influence to try to slow down and destroy the green line. I think their end game is to tie it up in discussion as long as they can. They don't want it. They want the city's capital budget to be spent on projects that will make them more wealthy. That is my opinion. However I would request that council and city decision makers give each of them only the sway in government that a transit user on the c train would have just because they have wealth and can buy advertisements does not mean they should get more of a say in this project than anyone else.

I support public transportation and I support the ones that need it to get by in our society where the wealthy continue to get more even in times when others need our support.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Marnie
* Last name	Shaw
Email	MarnieJuel@gmail.com
Phone	4034834440
* Subject	Yes, I support the Green Line LRT.
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Yes, I support the Green Line LRT.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Holly
* Last name	DeSimone
Email	hollydes@live.ca
Phone	4037011406
* Subject	Green Line Support

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	I am writing to let you know I support the green line. As a user of public transit. It is important in any city. I always wished we had more accessible transit in our city.
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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Chris

* Last name Madge

Email chris@chrismadge.com

Phone

* Subject GreenLine

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I would like to make some comments around the Green Line. As a SE resident who lives along the proposed route. I believe that the Green Line and rapid transit are an important part of a healthy diverse Calgary. There are a small group of affluent Calgarians who unfortunately have an opposing view and have put together a marketing campaign to try and stop the green line as designed. I believe that an accessible Public Transit system is essential to ensure the participation of all Calgarians. Please do not give in or be dissuaded by the wealthy minority. Please keep the GreenLine plan as it is. The Socioeconomic benefits will far out live the cost now and will be used by generations to come.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name: Mike
* Last name: McAra
Email: mcarayyc@gmail.com
Phone:
* Subject: Why YYC needs the Greenline now

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Dear Council,

Every great city has great mass transit. With Calgary's goal to strive towards greatness, it only makes sense to pursue this as a #1 priority, all financial risks notwithstanding.

It's time to be bold, time to build. The economic merits are sound, the societal benefits undeniable. Don't let down future generations by not actioning a once in a career project that truly will leave a legacy for all of us in YYC, now and into the future.

Don't let our collective children down, and move this project forward without delay.

Sincerely,
M.M. Born and raised Calgarian of 33 proud years.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Hugo

* Last name Labrande

Email

Phone 4038601210

* Subject Support for the green line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I wholeheartedly support the green line project. A lot of work has been done on it and although I am disappointed about not having a tunnel from downtown to 16th ave, a bridge is fine. This is critically needed infrastructure, especially in a time where Calgary needs jobs; investing in public infrastructure is the right way out of the slump, as it makes the city more attractive, makes transit more convenient, and provides jobs when they're sorely needed. I appreciate the city's transparency in the project, and the citizens have had lots of opportunities to voice concerns. I am worried about people trying to flex their power and media exposure to stop the green line; they should be treated as ordinary citizens/business owners (and as such, they are too late). Thanks you for making the green line happen!



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Allison

* Last name Goerzen

Email allison.goerzen@gmail.com

Phone

* Subject Support for Green Line Re-alignment

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hello!

I'm just writing to add my support for the green line as currently proposed. It's really important to me that our city have as many possibilities for climate conscious transportation options. I transit or bike about 8 months of the year and have been really looking forward to another train line. I also attend a church in ward 9 close to the proposed 9 ave station and would love to be able to take the train to church! I know the pandemic has come up as one reason to change the plans but my hope is that this project would be an investment for many decades to come - which probably will have more days without a pandemic than with one. Plus people use transit when it's convenient, and the more options the better in my humble opinion. Thanks for all that you do. I hope plans can keep moving forward for the green line!

Cheers,

Allison



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Marc
* Last name	Coyte
Email	coyte.marc@gmail.com
Phone	4032836880
* Subject	Greenline

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I support the Green-line because it contributed to a cleaner environment.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name John

* Last name Cruz

Email

Phone

* Subject Green line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I think the green line project is a big mistake. It's too much money. You can do the same thing with buses. It's nice to have but we don't need it. Taxes are too high as it is. The majority of jobs will be temporary and then there gone. I also think that C trains and C trains stations have become unsafe. Gathering places for druggies and crime. Recently the city closed several for that very reason. I want to help the poor people that can't afford cars but every year it seems I'm making less and less money. The city wants more money, the province wants more and the federal tax keeps going up. Pretty soon I will have to sell my house because I can't afford to live in it. If this keeps happening I feel I will become a burden to society. More dependent on welfare programs like shelters and food banks. In closing I would like to summarize by saying we need to think about the people that are just barely hanging on, trying to hang on to their house and car. My property taxes have more than doubled in the last 10 yrs. every year it goes up hundreds of dollars. Last yr it was up over \$400 and this yr I think it will be over \$500. This is my biggest monthly expense by far. Please think about those of us who are struggling to get by, struggling to keep up and struggling to survive.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Ron

* Last name Cohen

Email cohenr@shaw.ca

Phone

* Subject Green line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The completion of the green line is integral to the growth of our city. These citizens have been under served for years and it's now their turn. Please approve and ignore those who don't even live in the area



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Juliet
* Last name	Burgess
Email	juliet.burgess@gmail.com
Phone	4036674770
* Subject	Green Line Support

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The construction of the Green Line in Calgary is very important to me. I am a life-long Calgarian and transit user - I have never owned a car and as a 32 year old prairie girl, that is a feat. I rely solely on Public Transportation and have been a big advocate for most of the improvements and additions that have occurred over the last several years. The Green Line is no exception - and while it will cost a lot, it will produce many jobs and provide lifetimes of access to Calgarians that would not have had it otherwise - folks like me. Now is the time to build it and build it right. The future needs to be accessible, no matter what economy lies ahead. It would be foolish to leave this project half done, done incorrectly or not done at all without any knowledge of how the world will be. Nothing is certain but transit has ALWAYS been and essential service. Especially to myself, and as a social worker, especially to my low income and vulnerable clients. I support the building of the Green Line LRT in Calgary!



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Chelsea
* Last name	Polk
Email	chelsea.polk@gmail.com
Phone	4034520819
* Subject	I approve the Green line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	I don't have anything eloquent to say. I'm just a public transit user in a city with service that desperately needs improving, and expanded LRT is too important. Don't let those rich jerks who never rode a bus in their lives control this. Thanks.
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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Philip
* Last name Turnbull
Email pp.turnbull@gmail.com
Phone
* Subject Green line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)
Hello,
I just wanted to write and send in my support for the Green Line. I live in Mount Pleasant and look forward to development along centre street/16 Ave NW and being able to take transit to downtown.
Please consider making the 16 Ave NW/centre street crossing above or below grade as that intersection is difficult as it is.
Thanks.
Philip Turnbull
28 Ave NW



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Laura

* Last name Sturtevant

Email sturtevant.laura@gmail.com

Phone 4039909030

* Subject Green line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I'm writing in support of moving forward with the Green line. SE Calgary is in need of transit and the city needs to put people back to work.

From: Josie Ho <josie.yl.ho@gmail.com>
Sent: Friday, May 22, 2020 7:27 AM
To: Public Submissions; Office of the Mayor; Sutherland, Ward; Magliocca, Joe; Gondek, Jyoti; Chu, Sean; Chahal, George; Davison, Jeffrey R.; Farrell, Druh; Woolley, Evan V.; Carra, Gian-Carlo S.; EAward10 - Lesley Stasiuk; Farkas, Jeromy A.; Keating, Shane; Colley-Urquhart, Diane; Demong, Peter
Cc: City Clerk
Subject: [EXT] MY CONCERNS REGARDING THE GREEN LINE LRT UPDATED ALIGNMENT (MAY 12, 2020)

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: e-mail sent

Your Worship and Members of Calgary City Council,

I participated in the Community Response Meeting to the Waterfront residents on April 27. An updated Green Line LRT alignment was presented on May 12, 2020. I also tuned into the Town Hall May 21. **I support the SE segment to the Downtown (Segment 1), but the alignment and the build approach north of the downtown core (Segment 2) is unacceptable.**

The Green Line LRT alignment approved by Calgary City Council in 2017 committed to an underground tunnel beneath 2nd Street SW in the downtown core, the Riverwalk Pathway, Prince's Island Park, Bow River, Crescent Heights community, and Centre Street to 16th Avenue North. This approved alignment, which I continue to support, brought with it the promise to:

- **Preserve and enhance public access and enjoyment of the Riverwalk pathway and Prince's Island Park;**
- **Protect the wetlands and the birds, fish and other wildlife that call it home;**
- **Revitalize the Crescent Heights, Chinatown, Eau Claire, Beltline and Victoria Park communities with the spirit of best practices of urban planning in mind;**
- **Create a legacy LRT line to serve the long-standing needs of Calgary's growing communities; and**
- **Embrace and deliver on the vision of Calgary as a world class, vibrant, and walkable city where all residents can access and enjoy the beautiful natural setting and culturally diverse communities of the downtown core.**

I understand and appreciate that due to funding and other concerns, City Council directed the Green Line Project Team to revisit the alignment and build approach in order to examine other alternatives, but the proposed revised alignment does not meet the commitments made to community residents.

Calgarians, like me and my neighbours, are still holding The City to these promises.

My Concerns

An updated Green Line LRT alignment was presented on May 12, 2020. **I support the SE segment to the Downtown (Segment 1), but the alignment and the build approach north of the downtown core (Segment 2) is unacceptable.**

Specifically:

- Any LRT bridge over Prince's Island Park and the Bow River breaks the promises made to:
 - Preserve the park and its wetlands, birds and fish;
 - Maintain or increase access and walkability of the local pathways and park spaces;
 - Maintain the spectacular views of Prince's Island Park and the Bow River, which are currently enjoyed by the local residents and many members of the public visiting the area;
 - Enhance and revitalize the local neighbourhoods through the thoughtful addition of mass transit in a manner that respects the history and residents of those communities.

- The LRT bridge intersecting at the top of the Centre Street Bridge will impede southbound vehicle traffic, impair access to downtown and Chinatown, hurt business operators and festival / event organizers;

- Placing the LRT line at-grade (i.e. street level) with two center roadway train lines breaks the promise of a city-shaping initiative. It would create traffic barriers east / west, increase accident risk at intersections, deter people from visiting by personal vehicles.

- The proposed Green Line LRT alignment is a 'less than' approach where scope and quality is reduced to stay within the \$4.9B funding envelope. This, again, breaks the promise of a legacy mass transit system.

- An LRT Bridge over the river will have the impact of obstructed views, produce significant noise and light pollution and an overall negative effect on my property value.

As a local resident who stands to be impacted by the future Green Line LRT, I find the current proposal, with respect to the issues outlined above, unsupportable. This is our only opportunity to make the Green Line the best it can be – settling for an inferior proposal shouldn't be on the table.

I urge the Green Line Technical Committee and Members of Calgary City Council to revisit and rethink this segment of the plan. It should not, in its current form, be approved by Council at the June 15th meeting.

Sincerely,

Josie Ho

Ward 7 resident

701 3 Avenue SW

--

Josie Ho

c: 403-389-9339

e: josie.yl.ho@gmail.com



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name: Lena

* Last name: Cordell

Email: lena.cordell@gmail.com

Phone:

* Subject: Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I wish to express my concern about the noise caused by the Green Line. Our current C-Train system is very loud. With the Green Line going through some very densely populated areas (Crescent Heights, Downtown, etc.) I hope you give consideration to the noise pollution. Please ensure the design aims to limit the noise.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name: Todd
* Last name: Macfie
Email: todd.macfie@gmail.com
Phone: 5872266583
* Subject: Green line transit

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)
We need this green line. We need to keep building a city that works for the future. We need to continuously improve public transit AND provide jobs right now. Please build the green line. Ignore the people against — it's not for them, the future they imply through their actions is bleak and unjust!

I support the green line.

Thank you



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Ken
* Last name Banh
Email banhken@gmail.com
Phone
* Subject Green line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hi there I am living in downtown by Eau Claire market, I don't like the idea how the city build the bridge cross over the river and in front the waterfront residents. On the other hand, we want to preserve the wetland too and save the fishes and birds where is their home.
Our government is broke and doesn't have enough budget to do this project now because of the Covid 19 pandemic. Right now downtown is very quiet, not too many people working in downtown. Actually we don't really need the train which is not necessary. If the city council ignores our voices just do whatever you like, you will pay a big big price for a regret.
City council use tax payers money to build this green line for no use and make our next next generation to pay this back.
Please listen people voice stop the project save the money to recover our economy



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* First name	Patti
* Last name	Nolan
Email	pattinolan2@gmail.com
Phone	4037004090
* Subject	2nd Street NW connector concerns

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	I am concerned that with the train on Centre St north of 16th Ave will cause increased traffic on the 2nd street connector with motorists trying to avoid Centre. This is a busy pedestrian road with school zones that are already ignored. All residential homes here. How would you ensure that the traffic flow does not increase on this connector?
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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name: Walter
* Last name: Hossli
Email: walter.hossli@gmail.com
Phone: 4036296180
* Subject: Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hello,
This is to articulate my support for building the Green Line as soon as possible. This project has been well-planned, widely consulted on and is a perfect fit for our city, a city that has to up its game on connectivity and on building greener transportation.

Finally, it is a "shovel-ready" project that will provide a much needed shot in the arm for our battered economy after the Covid emergency is over.

Walter Hossli



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Natalie
* Last name	Matsui
Email	matsui.ringham@gmail.com
Phone	
* Subject	Green Line
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	The Green Line will be a fundamental lifeline for many Calgarians now and in the future. I support the Green Line and am excited for what it will bring to our city. Please continue to support the Green Line.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Chris
* Last name	Turner
Email	heyturner@gmail.com
Phone	4033992321
* Subject	Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I would like to express my full and enthusiastic support to Council for moving forward with the funding and construction of the Green Line. There is no single piece of infrastructure currently under consideration more important to the future of the city - for sustainable transport, for reducing congestion and CO2 emissions, for signaling that Calgary intends to emerge from the pandemic ready for the 21st century. Transit pays for itself many times over in pure economic terms as well as social and cultural ones. As a writer and researcher on climate change solutions for nearly 20 years now, i can assure you the one common thread in the world's sustainable cities is their consistent support of public transit, in hard times as well as good. Please move forward with the Green Line. Future generations of Calgarians will thank you as much as the current ones.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Kelsey

* Last name Hipkin

Email kmhipkin@gmail.com

Phone

* Subject Giving the Green Line the Green Light

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

How often do we hear people touting Calgary's youth and diversity? How often do Calgarians stand up for what they believe in, stand up in support of each other. Having transportation opportunities outside of cars or trucks fosters closer knit communities, more viable options for different economic classes and adds appeal for tourists and newcomers while letting them explore more of the city. Go Green Line.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Julie

* Last name Denhamer

Email

Phone

* Subject Green line opposition

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Our city does not need the green line. Further to impact an iconic Calgary park to facilitate build the line is sacrilegious. The ridership on the existing transit is underutilized- there is simply not the demand. Lastly, without raising taxes how do you plan to pay for this infrastructure?

Please do not build this line.



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Jason

* Last name Reid

Email jreid5@gmail.com

Phone

* Subject Strongly support

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I strongly support this project. The changes are well thought through. This is key to building the city, increasing density, reducing sprawl rate, meeting the city's vision



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Jon

* Last name Lê

Email jon_le@icloud.com

Phone 4039758998

* Subject Green Line LRT

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Cars and trucks receive enough resources, and they have for decades. It's time for the City to focus on providing those resources to the people rather than the corporations. Making the city more livable is better for everyone, so stop focusing on the special interests of companies who have no roots in the community and whose sole interest is in extracting our money. The Green Line connects Calgarians with each other. It means jobs, community, and health. The more space we take back from cars, the more Calgary will prosper.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Sandra

* Last name Else

Email sandra.else@gmail.com

Phone

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I support the Green Line expansion for public transit in Calgary. Please consider the needs of the population as a whole, not the wishes of a small but vocal and wealthy minority. North Calgary residents have been waiting for over two decades for this expansion. My children and future generations deserve safe, reliable and sustainable public transportation options in our growing city. City council, and the former public transportation department have been dragging their feet in this decision for far too long, which has come at a cost to taxpayers, residents and homeowners in many areas of the city, but especially the North central area. Please approve and go ahead with the expansion immediately, without Short-sighted alterations to the design.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name ART

* Last name Dyck

Email dycka@shaw.ca

Phone 4032744403

* Subject 'Support for Green Line Re-alignment,'

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

As a senior individual in the Beddington area, I strongly support the Green Line. I may not be alive by the time it is finished but the construction should get started very soon to provide easy transportation to the city centre. This line would also cut down on the need to add to the pollution by having to drive a car downtown and then try to find a place to park. Thank you.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Jonathan

* Last name Hooper

Email hooper.jonathan@icloud.com

Phone

* Subject Green line - full support from my family

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The new alignment looks great and as residents of Beltline we think this is so important to our neighbourhood and city and hope it can get approval and begin as soon as possible. Thank you for your vision to lead our city towards one with great neighbourhoods and greater diversity in transportation options. This will improve the lives of so many.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Leon
* Last name Janzen
Email leonjanzen@gmail.com

Phone

* Subject I can't wait for the Green Line!

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I love the Green Line alignment, and can't wait to see the project get started. I have family that lives along Segment 1, that will benefit greatly by that service. I attend a church along Segment 2, which will be easier to get to by transit. And my wife is an engineer, one of many companies that will likely benefit by the construction process. Despite the cost, this project will benefit Calgary's economic stability in the short term, and all Calgarians transportation needs in the long term. Don't let it get shut down now!



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Francis

* Last name Ziegler

Email fgzieg@telusplanet.net

Phone 4032763932

* Subject Green Line live presentation Wed. May 20, 2020

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I watched the above Green Line presentation and feel that this project will not be useful to Calgary in the future. This pandemic has changed the travelling dynamics in the city. Large corporations such as Shopify and FaceBook will allow their employees to continue working from home after the pandemic is over, they will no longer use their office space. The same will happen in Calgary, The job density will no longer be in downtown Calgary.
The Green Line LRT will likely not be used to its designed capacity and only result in an unnecessary tax burden on the citizens and business of Calgary. The use of BRT is a better option, it is not permanent and is more flexible to accommodate changing times and changing ridership patterns.
If the Green Line runs up Centre Street it will destroy the community and business in Crescent Heights.
The citizens of Calgary voted against holding the Olympics, City Council should vote to discontinue the Green Line.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Tasha

* Last name Roa-Yaremkowycz

Email tasharoa@gmail.com

Phone 4038070467

* Subject Greenline

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

As a life long Calgarian who has lived both in the suburbs & inner city. I implore you to do the right thing & go forward with the Green Line. A robust & livable city includes transportation for all. I honestly can't believe how much money we've wasted as a city to not go ahead with this. I don't remember there being so much push back from the blue line. Be a leader & stop wasting time & money & get the shovels in the ground. The longer we wait the more expensive this will get. Green line is essential to continue to make our city the vibrant, sustainable city it can be known for.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Lloyd

* Last name Ash

Email l.ash@shaw.ca

Phone 4035470398

* Subject Green Line Should Be Ctrain Compatible

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The plan is flawed. It costs too much. Why? A low-floor new technology, with start up costs was chosen. Equipment & shops and procurement cannot be shared with the Ctrain SYSTEM. The route DT and stations , tunnel under CPR and 9A bridge cannot be shared. Start up costs & training increased. Risk increased. SYSTEM fragmented. Use DELAY in affordability & later DT demands to redesign a better project please. You will save \$ billions & have a SYSTEM. TRB recommended this approach yet admin ignored in early planning.

2020-05-23

Green Line Technical Committee and Members of Calgary City Council

Attention: Councillor Shane Keating, GL Technical Committee Chair
His Worship, Mayor Naheed Nenshi
Councillor Druh Farrell, Ward 7, Greenline Committee member
Other Members of Calgary City Council

800 MacLeod Trail South
P.O. Box 2100, Station
Calgary Alberta, T2P 2M5

Submitted by E-Mail to Office of the City Clerk publicsubmissions@calgary.ca

MY CONCERNS REGARDING THE GREEN LINE LRT UPDATED ALIGNMENT (MAY 12, 2020)

Your Worship and Members of Calgary City Council,

The Green Line LRT alignment approved by Calgary City Council in 2017 committed to an underground tunnel beneath 2nd Street SW in the downtown core, the Riverwalk Pathway, Prince's Island Park, Bow River, Crescent Heights community, and Centre Street to 16th Avenue North. This approved alignment, which I continue to support, brought with it the promise to:

- **Preserve and enhance public access and enjoyment of the Riverwalk pathway and Prince's Island Park;**
- **Protect the wetlands and the birds, fish and other wildlife that call it home;**
- **Revitalize the Crescent Heights, Chinatown, Eau Claire, Beltline and Victoria Park communities with the spirit of best practices of urban planning in mind;**
- **Create a legacy LRT line to serve the long-standing needs of Calgary's growing communities; and**
- **Embrace and deliver on the vision of Calgary as a world class, vibrant, and walkable city where all residents can access and enjoy the beautiful natural setting and culturally diverse communities of the downtown core.**

I understand and appreciate that due to funding and other concerns, City Council directed the Green Line Project Team to revisit the alignment and build approach in order to examine other alternatives, but the proposed revised alignment does not meet the commitments made to community residents.

Calgarians, like me and my neighbours, are still holding The City to these promises.

My Concerns

An updated Green Line LRT alignment was presented on May 12, 2020. I support the SE segment to the Downtown, but the alignment and the build approach north of the downtown core are **unacceptable**.

Specifically:

- Any LRT bridge over Prince's Island Park and the Bow River breaks the promises made to:

- Preserve the park and its wetlands, birds and fish;
 - Maintain or increase access and walkability of the local pathways and park spaces;
 - Maintain the spectacular views of Prince's Island Park and the Bow River, which are currently enjoyed by the local residents and many members of the public visiting the area;
 - Enhance and revitalize the local neighbourhoods through the thoughtful addition of mass transit in a manner that respects the history and residents of those communities.
-
- The LRT bridge intersecting at the top of the Centre Street Bridge will impede southbound vehicle traffic, impair access to downtown and Chinatown, hurt business operators and festival / event organizers;
 - Placing the LRT line at-grade (i.e. street level) with two center roadway train lines breaks the promise of a city-shaping initiative. It would create traffic barriers east / west, increase accident risk at intersections, deter people from visiting by personal vehicles.
 - The proposed Green Line LRT alignment is a 'less than' approach where scope and quality is reduced to stay within the \$4.9B funding envelope. This, again, breaks the promise of a legacy mass transit system.
 - An LRT Bridge over the river will have the impact of obstructed views, produce significant noise and light pollution and an overall negative effect on my property value.

As a local resident who stands to be impacted by the future Green Line LRT, I find the current proposal, with respect to the issues outlined above, unsupportable. This is our only opportunity to make the Green Line the best it can be – settling for an inferior proposal shouldn't be on the table.

I urge the Green Line Technical Committee and Members of Calgary City Council to revisit and rethink this segment of the plan. It should not, in its current form, be approved by Council at their June 15th meeting.

Sincerely,

Name: _____ Haoming Li 

Address: _____ 1106-804 3rd Ave. SW. Calgary AB T2P 0G9

2020-05-23

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His Worship, Mayor Naheed Nenshi
Councillor Druh Farrell, Ward 7, Greenline Committee member
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Sincerely,

Name: Nu Huang *Nu Huang*
Address: 1106-804 3rd Ave. SW Calgary AB T2P 0G9



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Peter

* Last name Bird

Email calgarysam@yahoo.ca

Phone 403-999-7781

* Subject Greenline

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Let's go! Please move forward with the Greenline as planned. We need to invest in the most modern systems available to make our city livable and the best it can be for the next 5 plus decades. Low level floors, street-friendly platforms are the best option for Calgary. Now is not the time to look backwards or to go with the status quo, locking us into outdated train cars or worse, no new LRT. A marginally smaller investment now will pay off in the longer term, that's what we need governments to look towards. As if that was not enough, the city could use meaningful economic stimulus now.
Thanks.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Farkhod

* Last name Fayzullaev

Email farkhod@fayzullaev.com

Phone

* Subject Support for the Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

As a Calgarian, I fully support building the Green LRT line



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Paul

* Last name Theriault

Email drpaultheriault.nd@gmail.com

Phone 4036696584

* Subject Green line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am in full support of the 16th ave terminus, however we get it built.

Please do get this project started quickly. We can probably save greatly by building during a recession



Public Submission

City Clerk's Office

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Christopher

* Last name Ford

Email ford@ualberta.net

Phone +14039901491

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Let's get it built already! Edmonton is eating our lunch and our mom packed Gushers. The future of Calgary is one-car or no-car families, not three trucks parked outside our detached house in Walden.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Greg

* Last name Bennett

Email greg@recrd.ca

Phone 4039939426

* Subject I support the Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The Green Line is an important investment in a Calgary that works for all of its citizens.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Frances

* Last name Vettergreen

Email vettergreenfm@yahoo.ca

Phone

* Subject Green Line support

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please go forward with the Green Line and do not allow a group of wealthy self-interested businesspeople derail a project which has been years in development. Our city needs reliable public transit and we need to reduce our reliance on cars. Please consider the needs of the many, and of the future, and vote to proceed with the project.



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* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Calgary is an amazing city that unfortunately has an incredibly high cost of living and is nowhere near as eco-friendly as we should/could be. Adding the Green Line to our transit system is necessary both for encouraging use of public transit through convenient access and routes as well as supporting members of our community who don't/can't afford to drive/park here. This group of people also happens to include many of the same essential workers we're currently claiming to want to support right now.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Douglas

* Last name Creamer

Email aofi@shaw.ca

Phone 4035892398

* Subject Calgary Green line LRT

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

This is something that generations of Calgarians will rely on daily, and because of this economic down turn, now is the time to do it.
We need to do it right, without taking any shortcuts, and make sure we train and employ as many local people as possible.
Remember, the goal of government is not to make a cash positive investments! It's to provide society with the economical, safe, and environmentally friendly, means to live and thrive.
The green line is an investment in our people, do it, and do it right.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Barb

* Last name Davies

Email barbliving@gmail.com

Phone

* Subject Support for Green line LRT expansion

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

As a born and raised Calgarian, I recognize how important investment in public transit is for the benefit of all Calgarians. I am passionate about making our communities a better place for all. Expanding Calgary's transit system ensures we all have a means to access essential services, commute to work and enjoy the many recreational opportunities within the city. This is not only good for Calgarians it's good for the planet. The Green Line LRT expansion will serve to make transportation more accessible and affordable for everyone, including those living on low incomes. I've recently learned this will connect over 2,300 existing affordable housing units within walking distance of the planned Stage 1 station areas. Calgarians need this investment.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Heidi and Willi

* Last name Friesen

Email hwfriesen@shaw.ca

Phone 4032782297

* Subject The proposed 'de-risk' Green line changes.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Recently, I was emailed a rethink letter on the proposed Green Line which sounded like an economically fiscal way to build the green line. But I now realize that these proposed changes were very creatively pushed by the group who has relentlessly pushed the city to subsidize the new arena and their comments fail to mention the arena's financial risk to our city. The arena's capital expense may not come out of operations but the same is true for the Green Line. Also, more of the population of the City of Calgary will be served for many more years by the current proposed Green Line than the arena will ever serve. It will increase our ability to reduce car traffic, add 10+ years of construction jobs, improve our mobility and connect more neighbourhoods to each other.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Simon

* Last name Irving

Email simon.irving7@gmail.com

Phone

* Subject Support for Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

As a born and raised Calgarian, I wish to express my support for the Green Line whole heartedly. We are in a difficult time and the choices we make about our City will have ripple effects for years to come. A choice to support and build public transit is a choice to support all Calgarians and improve the lives of millions. Affordable, accessible and efficient public transit is fundamental to building a vibrant City.

We are all watching and trusting that City Council will make a decision that is in the best interest of Calgarians, and not elite, special interest groups. Your legacy as a council and as City builders relies on who you listen to. Choose wisely.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Gillian

* Last name Hynes

Email Gillian.Hynes@icloud.com

Phone

* Subject Support for the Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I support Calgary's planned Green Line as it opens up accessible and connected transportation from Calgary's S.E. to the N.

The Green Line has been in planning and discussion phases for decades. It is time to move from discussion and planning into action. This line will benefit many Calgarians, offer alternate means of transportation, increases the environmentally friendly aspect of Calgary and offers more accessible ways to travel.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Daniel

* Last name Major

Email dan.robort.major@gmail.com

Phone

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hello,

I simply ask you to do the right thing for the future of the people of Calgary. Please approve the extensively planned Green Line and help improve access, reduce road-way use, and invest in a strategy that will make this city a more liveable place for all.

Thank you, and take care



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Maggie

* Last name Nelson

Email maggi.nelson@gmail.com

Phone +14036099751

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The green line is needed in this city and now is the time to build it. I'm writing to express mine and my partners support of this project. Thank you.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Leslie
* Last name	Kramer
Email	lesliekra@gmail.com
Phone	403-276-2772
* Subject	Green Line Plan

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I support the Green Line with certain conditions that must be met to protect the community of Crescent Heights. I think getting people out of their cars and onto trains that will take them into and out of city centre is important. But I fear the current plan will only encourage more vehicles to short cut through our community. I was alarmed to see a plan to put street lights at the intersection of 8 Ave NW and Centre Street. Why would you encourage more vehicles to come down 8 Ave when this is supposed to be a "green" development. You are simply making it easier for people to get off Centre Street after the lanes are cut from 4 to 2. Green means green. Or does it when it comes to the city. Right now 8th Ave NW is a little freeway with cars cutting through to get to Crescent Rd NW or down 1st to beat the traffic onto 12 Ave. We do NOT need any more traffic. It is making our street unlivable and it is dangerous for people with young children. Either you are trying to reduce traffic into the core or you are not. Don't make it easier. I sat in my sun porch one afternoon and counted 38 cars in 15 minutes and they were all speeding to get to their destinations. Enough. If the line is to proceed 7th, 8th, 9th and 11th avenues must be gated. Traffic and pedestrians can use 10th and 12th Avenues where lights already exist. We are already struggling with the noise and traffic racing to get onto and off of Crescent Road NW. Why do you want to do more damage to our community?? We want a livable, healthy and green community free of noise and vehicle pollution and all the social disorder that comes with the free for all the city has created. Please stop trying to destroy us for your convenience.

ISC:

1/1

Unrestricted

May 23, 2020

7:31:17 PM



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Karen

* Last name Anderson

Email andersonkaren@mac.com

Phone 4034532537

* Subject Green Line Project

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please see attached comments. I support the Green Line. Thank you.

Green Line Stage 1

Today at 5:43 PM

Hi,

I just wanted to send an email of support. Thanks so much for putting the May 20th public engagement online as I wasn't able to watch live. As a resident of Crescent Heights east of Centre St., I was hoping for below ground North of the river, but I'm pleased by the design changes you made to Centre and over the river. Making it walkable and business friendly is so important for our community. I'm happy for the addition of the 9th Ave station too. I really hope you take some inspiration from the new public library, Studio Bell area and the Peace bridge. I think making it beautiful is so so important. I think I saw a wood underside to a part of the bridge in one of the renderings, which would (wood) be awesome. It reminded me of the library arch. Anyway, I think doing it now is important to help our city recover economically. I the connection of the bridge to 2nd St too and that it will provide another pedestrian/bike route into the city. One question if you could answer at a future session, is will there still be pedestrian/bike access over Centre St bridge? Anyway, like the online videos, I support the Green Line. Thank You.

Regards,

Karen Anderson



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Hugo
* Last name	Olaciregui
Email	hugo.olaciregui@gmail.com
Phone	4036299769
* Subject	Green Line
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	I support the green line for job growth, accessibility, and another step towards turning Calgary into a world class city



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Leanne

* Last name Hooper

Email hooper.leanne@gmail.com

Phone 5878906773

* Subject Support of the Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Dear Council,

I am writing to express my support of moving forward with the current alignment of the Green Line. This is a hugely important project for residents both current and future as it will provide accessibility, affordability, and assist our city in reaching its climate goals.

With many thanks,



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Valerie
* Last name	Rendell
Email	valerierendell@gmail.com
Phone	5874368257
* Subject	Green Line
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Please build Green Kine. Now, not later.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name: Tanis

* Last name: Clemenson

Email: tveenst@hotmail.com

Phone:

* Subject: Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Why would council consider such a large scale project that will further put our City in debt? How can it be feasible without a stop at the airport? This is the only reason it would make sense. If Nenshi proceeds with his green line it will be the nail in his coffin.

We don't have the money and I don't want to put another \$7k a year in property taxes.



Public Submission

City Clerk's Office

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Jay

* Last name Nelson

Email teleplucker@gmail.com

Phone

* Subject Green line Support

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am writing in support of the Green Line. Many of my favorite cities - Vancouver, Toronto, Montreal, Seattle, NYC, SAN Francisco, Washington, DC - have excellent access to transit. It's important to attract and retain business and to enhance tourism. I am in favor of proceeding with the Green Line as planned.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Sara

* Last name Hastings-Simon

Email shastings47@gmail.com

Phone

* Subject support for green line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

This is a critical first step to achieving transportation and community improvements for North Central Calgary. The Green Line has been planned for years, with input from countless residents, businesses, and elected representatives alike, we can't allow a small minority with privileged access to derail a decade of waiting and years of public consultation. I strongly support council moving forward with this critical infrastructure.



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Donald
* Last name Burke
Email donaldwburke@gmail.com
Phone
* Subject Public Feedback for Greenline LRT

Greetings:

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

In keeping with the pragmatic approach of the first two CTrain lines to maximize public access (including track length and population proximity) and minimize costs/community disruption, I have the following suggestions for your consideration on the first phase of the project:
-focus on building the Downtown to south leg and extending it as far as possible to the south (at least to Mackenzie Town)
-shift the river crossing and Centre Street portion to the the next phase (in the meantime, augment existing bus service or BRT Line on Centre Street using the Centre Street bridge for the river crossing)
-consider extending the northeast leg from SaddleTown west to the airport (along airport trail) and ending at a commuter station in Harvest Hills (which can serve the needs of north communities until phase 2)
-explore more cost effective routes in the downtown area: elevated; link into existing tunnel and use 7 ave stations)
Thank you for your consideration on this matter
Donald Burke

ISC:

1/1

Unrestricted

May 23, 2020

9:07:45 PM



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The Green Line is an important link in Calgary's transit and transportation network. It needs to be built; but the current plan has many flaws. When Green Line was originally conceived it was intended to bring citizens of the northern-most parts of Calgary, and citizens of the south-east communities, into the centre of Calgary, and to improve the level of transit service to the outlying communities. The current plan before the Green Line Committee and before Council does not do this. The current plan provides two stub lines, one to the north and one to the south-east, neither of which provides any kind of adequate service. Instead, a very large proportion of the available budget is proposed to be spent on a very expensive combination of tunnels and high level bridge through the Beltline, downtown, and over the Bow River. Further, a short at-grade portion up the middle of Centre Street is rife with problems for adjacent communities and businesses. The Green Line needs to be separated into two lines with no interconnection downtown. This would allow each line to be designed independently without compromises. A ridership study carried out in late 2019 by the City indicated that the impact on ridership resulting from not connecting the two lines was only 10% which is far less than the degree of accuracy of such studies, which leads to the conclusion that eliminating the expensive downtown tunnels results in no loss in functionality for the lines. North Calgary currently has a highly effective BRT on Centre Street which could be made even more efficient with a small number of enhancements, which could easily be

ISC:

1/2

Unrestricted

May 23, 2020

9:26:06 PM



Public Submission

City Clerk's Office

accommodated within the Green Line budget.

South-east Calgary would be well-served by the current Green Line plan from the Elbow River to Shepard, and would be even better served if the line were extended to Seton to encompass service to the South Hospital as well. This extension could also be accommodated within the savings which would accrue from eliminating the highly expensive underground segments from the current plan. These segments could be replaced by a simple elevated connection to downtown at a fraction of the cost.

Contract 1 of the Green Line is overdue and should proceed immediately.

But Contract 2 should be revised by eliminating the tunnels and investigating the most advantageous route for an elevated section into downtown. Because the Green Line will be mostly suburban in nature, platform loaded cars should be reconsidered.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Amanda

* Last name Chan

Email

Phone 403-479-6977

* Subject Green Line LRT

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I support the Green Line light rail because i don't drive which will be very important in helping me and other's get around the city. In addition, this line will be beneficial for the environment and will help the city develop and improve the local economy by helping attract younger talent and jobs.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Chad
* Last name Croteau
Email towardcrow@gmail.com
Phone 4032642019
* Subject Green line - do NOT support

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Calgary is broke. We can not afford the green line, it only creates new debt, which creates new taxes. Which kills more jobs. Which leads to more debt, taxes and job losses in a vicious circle.

A third of downtown offices were vacant pre pandemic, post pandemic that may be 3/4 of offices downtown left empty given new norms of working from home, And how will anyone ride a c train and maintain social distancing. They can't. Until we have a vaccine we've been told we can't go out in public in close quarters.

And even if the day comes that we aren't afraid of standing close to one another again we have a bigger problem. Our own federal government and US democrat politicians are actively kneecapping Calgary's primary industry, anti pipeline activism has been effective, who will fill the offices downtown and need to ride the green line exactly?

Try being responsible and working from facts instead of fantasy, the green line is not needed, and stop cherry picking from selected supporters comments. Put this to a referendum. You have no support,



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Matthew

* Last name McArthur

Email mmcarth1@gmail.com

Phone

* Subject 01 June 2020 Green Line Committee

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Vote YES for Transit! Please approve the Green Line Project!

See attachment. Thanks!

23 May 2020

*Public Submission for: **Green Line Committee 1 June 2020 - Green Line Stage 1***

My name is Matthew McArthur (Ward 9). I am a born and raised Calgarian and a student at the U of Calgary, and I fully support the expansion of the City's transit network and the Green Line project.

Calgary Transit is my primary mode of transportation year-round and I rely on both buses and the C-Train to commute. I understand the importance of an efficient and reliable transit system and the positive impacts that transit investment has on both people and communities. Calgary Transit's whole purpose for existence is to connect Calgarians and the Green Line is a vital element in creating those connections.

I used to drive roughly 60,000km a year and realized the financial burden that comes with auto-dependency. After moving closer to transit I was able to save thousands of dollars a year in expenses by selling my car. Investing in and expanding Transit allows individuals and families the opportunity to save thousands a year. With COVID upon us, more people are seeing how expensive or useless owning a car is, or in some cases multiple, and Transit can give people an alternative. The socio-economic benefits of this type of investment will be felt not just today, but for generations. That is why COVID is no excuse to vote against this project because COVID is short term when compared to the long term benefits of transit investment.

As someone who has been following this project from initial discussions, I am quite pleased with the level of public engagement and research that has gone into this project. The level of work that has gone into this report and the number of considerations that have been looked at is a testament to the City's commitment to building the best possible Green Line.

After looking through the current proposal for the Green Line Stage 1 alignment, I can support Segment 1, from 126 Avenue SE to the Elbow River. However, I have a few concerns regarding the Lynwood/Millican Station:

- How will the City address accessibility issues to the Lynwood/Millican Station? This station is to be located at the base of a ridge with a steep incline that will limit access for people with mobility issues.
- The City currently has no long-term Transit-Oriented Development Plan for this station due to the contamination of the surrounding sites, however, does the city have a long-term vision for this station that follows the RouteAhead vision for TOD.

I also support approving Segment 2 of the Green Line Stage 1 project, from the Elbow River to 16 Ave N. I have a few comments about this segment:

- I fully support placing the C-Train underground for the portion shown in the report. At grade is out of the question and this is the best option for the long-term vision of the City. I also support the suggested route and station placements for Stage 1 as they are

- logically considered and based on both research and community engagement.
- I do not fully support crossing the Bow River above ground. However, I fully understand that this bridge is what is making the project economically feasible and therefore I would just like to comment: this bridge will be a visual legacy of this project, therefore its design is of the utmost importance; how it meets the ground and how it shapes the spaces surrounding it will be seen for decades.
 - Lastly, the at-grade route on Centre Street; I am thoroughly impressed by the design and proposed traffic pattern of the route. I believe this is will become a beautiful transitway that will help shape and grow the surrounding communities. Simply put, its a beautifully crafted and well considered design, and an amazing solution for this section of the route.

In conclusion, I will today, and always support investment in transit. The Green Line Team has shown amazing work and commitment to this project and have shown Calgarians their passion for building everlasting connections for Calgarians. As previously mentioned, Calgary Transit exists to connect Calgarians, and after years of constant public engagement and open dialogue with the people of Calgary I have full confidence in this proposal and ask that Committee pass this onto Council to be approved.

Vote YES for transit, and approve the Green Line Stage 1.

Thanks,

Matthew McArthur



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Kevin
* Last name Schlauch
Email kev@ualberta.net

Phone

* Subject I support the Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I support the current plan for the Green Line. We are going to need affordable and environmentally sustainable transportation more than ever.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Cailey

* Last name Severson

Email

Phone 5877771333

* Subject Green line support

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please don't cancel the green line. I grew up in Thorncliffe and later Panorama Hills and the 301 was the most important bus route to me. But a train would have made my life much easier! It's a great investment for our city.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Siobhan

* Last name Hutchinson

Email siob.hutchinson@gmail.com

Phone 5878885639

* Subject Green Line LRT in Calgary

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I know that there are many who are better spoken and more eloquent than anything I can say here - I just want to express my unequivocal support for the LRT Green line. I believe that this investment will reap rewards for Calgary for many many many years to come and will help the majority of the city, mainly those who care about the environment (and commit to public transport rather than single car), those who want efficient and easy access around town as well as those who cannot afford to pay for their own car to get around. Even though the virus has hit our city so hard - I think this is a great chance for us to dedicate ourselves to a new future with accessibility for all and a cool city that is recognized worldwide - and the green line will help.

Thank you for your hard work!



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Jessica

* Last name McCarrel

Email kaffee@kaffeeklatsch.ca

Phone 4039194479

* Subject I support the Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The Green Line has been planned for years, with input from countless residents, businesses, and elected representatives alike. It's time to realize our return on years of investment from Calgarians. Let's move forward.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Brian
* Last name	Mills
Email	brmills@shaw.ca
Phone	4032460956
* Subject	Support for Green Line Project

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am a now retired oil and gas professional and have been a Calgary resident for more than 40 years. I currently live very close to the Erlton L.R.T. station and have come to be a frequent L.R.T. rider so realize the value of the system for commuting, shopping, university access, going to medical appointments, the public Library and various entertainment events or other cultural venues in the City.. A robust public transit system is vital for a medium to large sized city. Looking at the need to provide a rapid transit system that expands on the currently available network and clouding the long-term needs with Covid-19 related concerns or observations would be extremely short sighted. The Green Line options and plans appear to be well thought out and robustly studied so please don't be knocked of course by a small group of (well financed) nay-sayers! Residents in the North and South areas of the City deserve to be able to access a rapid transit alternative.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Dan

* Last name Furst

Email dfurst@gmail.com

Phone

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I support an increase in public transit by means of the Green Line. More connections are necessary for a more sustainable and affordable and mobile city, notwithstanding the current pandemic



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Edan

* Last name Nelson

Email edanmsnelson@gmail.com

Phone

* Subject 01 June 2020 Green Line Committee

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I support the Green Line Stage 1 proposal that is being brought forward at this Committee and ask my Councillor, Jeremy Farkas, to approve this proposal as it stands.

Cheers,

Edan Nelson



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name A.J.
* Last name Kandy
Email ajkandy@gmail.com

Phone

* Subject Please go for the Green Line! And expanded, improved transit.

I'm a transplant, formerly from Montreal, who moved to Calgary for work. I have never lived anywhere that did not have a well-established public transit system.

Moving here was a bit of a shock - it felt like many American cities I have visited, that have dead downtowns after 5pm, and where cars are mandatory to do pretty much anything, because buses don't run as frequently, nor does the C-Train directly connect to shops, offices, or places of interest. MTL's Metro spurred development and density and the 'Underground City', and new light rail there will connect to the airport.

As someone who cannot drive, I appreciated the ubiquity, frequency and convenience of MTL transit - I went out more, more often, and spent money supporting local businesses. I was able to see friends more easily, and stay connected and active.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Last year, I moved from Varsity to the Beltline to be able to do more within walking distance. My time is spent between home, work (Victoria Park) and Inglewood for community theatre. What is frustrating is that and even though these areas are physically close, there's no fast or reliable way to get from the Beltline to Inglewood - you have to go up to downtown to catch the 302, which is slow and infrequent. While I wish there were many more stops through the Beltline (the length of 17th ave), having something at 12th Ave & Centre will be game changing.

In any case, the city needs the Green Line. It needs that north-south armature to

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Unrestricted

May 24, 2020

10:40:55 AM



Public Submission

City Clerk's Office

develop in a transit-centric way, where new communities are dense and walkable, a 21st century city, not a 1950s car-centric, single-use-zoning sprawl suburb. And the Green Line will then help to reactivate downtown. (If we can make streets that are pedestrian-friendly, like, imagine everything being like Stephen Ave).

The Green Line has the potential to spur great place-making and city-structuring and after many years of debate, research, and blue-ribbon commissions, now is the time to act.



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* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please come together to resolve differences quickly, so that Calgary's Green Line can be built without further delay. The sooner it gets built, the lower the price will be, if recent experience is any indicator. Calgary as "world-class city" can only happen with world-class public transit. Asking us all to depend on automobiles is impractical, expensive, and destructive of our beautiful landscape, as trees and habitat are destroyed and green spaces paved over. This reliance on automobiles also keeps low-income citizens from accessing parts of the city outside their immediate neighborhoods and precludes or complicates commuting to work.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Dan

* Last name Doll

Email dandoll@hotmail.com

Phone

* Subject Greenline project

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I strongly support the Greenline project that uses low floor trains and prioritizes thoughtful community enhancement in it's implementation. The Greenline provides an opportunity to evolve LRT from trains rushing along barren corridors to a key feature of better neighborhoods. This project has been studied extensively and I have had opportunities for engagement and input going back many years. I believe that the project team will finalize the current Greenline plan to optimize value and positive impact for Calgarians.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Eric
* Last name	Liphuysen
Email	Liphuysen@Telus.net
Phone	4034646869
* Subject	Please just build it - it's time to green light the Green Line!
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	<p>Let's get going on building this! While I do not wholly agree with HOW this project has been handled (I think the North leg should have been the priority) let's get going on building this now. I still think the North leg (toehold) Stage 1 Seg 2 should be prioritized but since that is not going to happen overall construction should commence for the betterment of the city. On will be the entire North leg I would like to see the construction of DEDICATED BRT infrastructure first that can be converted to LRT infrastructure over time.</p> <p>Thanks Eric</p>



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Joshua

* Last name Dalledonne

Email jdalledonne@gmail.com

Phone 5872285239

* Subject Support of Green Line Project

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The Green Line and improvements to Calgary's public transportation are essential to the future prosperity of our city & I'm disappointed that a wealthy lobby group can do so much in such a to spread disinformation on the benefits of this project. The green line is necessary in helping to ensure the ability of all calgarians to move about the city - not just those with enough cash to drive - and reducing our carbon footprint. This project has been vetted and studied extensively and to see that work potentially derailed by lobby groups focused solely on their own benefit is a disheartening reality that I trust city council will oppose.

The green line is more important now than ever before. Pls support the realization of this project.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Jack

* Last name Barrows

Email jc_barrows@yahoo.ca

Phone +14033702567

* Subject Green line support

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please be advised I support the current version of the green line and do not support pausing the construction or changing the line to a BRT. Build it!



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* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

While i live just off Center Street and 28th Ave.N, it is very obvious to my family that the Green Line should first be built fully to the south from the downtown to Seton. We in the north have efficient, timely public transit; adequate now vehicle access; and great pedestrian/bicycle walkways to the downtown core. Our world post-COVID will be more technology focused with more work from home and with less interest in high-density downtown district public travel. As the single taxpayer for all three levels of government, we citizens will need to be even more conscientious about how our governments spend and borrow. As we know our Calgary businesses are already reeling! A small middle section of this Green Line is a poor piecemeal investment if it does not meet the needs of the south Calgary population who are most poorly served by public transportation or to link the South Campus Hospital and our downtown. Interrupted bus connections and two temporary terminal endpoints are not an efficient proposal. Having a 16th Ave.N surface grade endpoint is going to create a cluster traffic jam and it will disable a key route for us from the north to reach downtown. With attention to budget, let's put Albertans to work and construct the entire South leg of this Green Line Now. Then in future years when it is affordable and truly required, we can build the north portion of the Green Line.

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Unrestricted

May 24, 2020

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Don
* Last name Ray
Email ray@ucalgary.ca

Phone

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)
I support the expansion of the Green Line.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Don
* Last name Mulligan
Email lidods@telus.net

Phone

* Subject Green Line Updated Stage 1 comments

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)
Thanks for the opportunity to provide feedback.

May 24, 2020

This submission is in support of the entire Green Line project, and supports most of the updated Stage 1 changes

Overall Green Line Project

LRT lines are the backbone of successful cities. Council decisions such as the Green Line are extremely important since LRT benefits all people for many generations. LRT systems provide everyday service and help adapt to unexpected changes like floods and recessions, as well as boom times and global opportunities like the Olympics.

LRT is a major catalyst for successful neighbourhoods. LRT station areas spawn complete communities where most needs can be met within a ten minute walk. Cities without city wide, fast, frequent, safe and reliable transit service fail socially, environmentally and economically.

The COVID 19 virus is not a reason to second guess Green Line investment. There will be many disruptions like the virus over the coming decades, many of which we cannot predict. Cities will quickly adapt to challenges like the virus and ridership will return.

Funding

Many have made the case that Green Line is expensive to build and operate. This is true and cities almost everywhere cannot fund these 'backbone' projects, be they freeways or LRT, by themselves.

Federal and Provincial contributions for LRT reinforce the magnitude and importance of these city defining investments. The success of our cities ensures success for our province, our country and our world. Funds for these backbone projects inevitably must & will come from all levels of government.

Updated Stage 1 Changes

Integration of the 2 Avenue SW station into the Eau Claire redevelopment is a definite improvement. Transit stations that integrate into mixed use development, instead of skirting the edge of the development (like U of C or Chinook), are better for the transit customer and better for business. Ugly portals in the street are minimized, surface traffic of all types (walking, cycling, buses, autos) flows better and a more attractive streetscape can be achieved.

Multi-use pathway crossing of the Bow River in conjunction with the new low level LRT bridge is a MUST. Generally speaking, scope creep on such an expensive project should be avoided at all cost. However, the Bow River multi-use pathway is one of the most outstanding features in all of Calgary. A riverbank level multi-use pathway crossing of the Bow River in this area is critical to maintain and enhance Calgary's iconic pathway system.

The 9A Street NW multi-use crossing under the Red Line LRT bridge, the Peace Bridge and the St Patrick's Island bridge are all exemplary examples of river bank level pedestrian bridges (no long ramps or stairs) that are filled with people of all ages, skill sets and modes on weekdays & weekends, all year long. The density of people living and working nearby, and the resulting demand for critical pathway links in downtown, Centre City and along Centre Street, warrants this critical investment.

The nearby Centre Street bridge lower deck is too narrow and constrained, and the Centre Street upper deck sidewalk is too elevated and too narrow. The new multi-use crossing should be at least 6 m wide with cyclists and skaters separated from walkers & joggers.

Cut & cover instead of deep tunnels downtown is a huge improvement, not just cost wise but functionally as well. Calgary already has a successful +15 walkway system, plus street level commerce that stretches the viability of businesses at both levels. To add a third level of activity, seven to eight stories deep, dilutes the viability of area businesses even more.

The cost to build, and ongoing maintenance of long escalators and elevators and the safety issues of deep stations and long underground walkways, make the deep tunnel option a bad choice. The major risk of deep tunneling in variable geotechnical conditions and possible settlement of large buildings downtown, point to cut & cover as a safer and more cost effective choice.

New 9 Avenue N Station. The addition of this station is a poor change. The new station responds to Crescent Heights immediate concerns, but adds yet another station to Green Line north. For riders already travelling long distances to and from the north, the extra time stopped at this new station results in an even longer trip. If travel time is not competitive with Deerfoot Tr. travel times, LRT ridership will be lower and congestion on Deerfoot Tr. higher.

9 Avenue North is a short walk to downtown and the Green Line station at 16 Avenue North can be reached via beautiful tree lined streets east and west of Centre Street or along the revitalized Centre Street streetscape. Remove the station, simplify the design and save money.

From: Byron Henry <byronhenry@msn.com>
Sent: Thursday, May 21, 2020 12:08 PM
To: Public Submissions
Subject: [EXT] Green Line Bridge over Prince's Island Park

To whom it may concern.

I am an investor and owner of two units in the Waterfront Condominium complex in Eau Claire.

I am greatly opposed to the Bridge over Prince's Island Park, and strongly feel that the City is making the wrong decision if it chooses to move forward with this Bridge plan.

The initial plan was to build the line underground from Eau Claire to 16 Ave. This plan seems to have been scraped by the City for cost reasons. I am very surprised at the City's short term thinking. They have placed more emphasis on cost (and a route that would destroy Prince's Island park and the viability of the Eau Claire Community), rather than listen to the concerns of the people who live there and are most directly impacted by their intransigent decision.

After years of consultation the best route was decided to be underground from Eau Claire to 16 Ave. That is clearly still the best route. Might it make more sense to wait until the funds are available in order to build the underground section? While the funds are not yet in place, might it make more sense to expand the BRT Line from Downtown to Calgary North temporarily to address the need?

Once the bridge is built, the Eau Claire Community will be adversely affected forever. There will not be a second chance to get it right. This will be the only opportunity. Please reconsider.

Thank you.

Byron Henry

From: gammachi@gmail.com
Sent: Thursday, May 21, 2020 12:19 PM
To: Public Submissions
Subject: [EXT] green line LRT - no bridge please!

Hello,

I'm writing to express my concerns about the proposed bridge across Prince's Island Park and the Bow River for the Green Line Stage 1. Building the bridge will be too expensive for any perceived benefits. It will not outweigh the **enormous cost both financially and environmentally**.

The money should better spent on extending the LRT to the international airport. This is what will truly serve the needs of Calgarians and will definitely generate far more revenue in the years to come. Calgarians will thank you for that for years and years, and this will be a legacy you could leave behind - not the bridge that will take away the only green oasis that we have in the centre of our city.

We must preserve the little bit of oasis left in the downtown core which is a draw for citizens and visitors alike. This is what makes the Calgary downtown unique, NOT another noisy bridge for trains!

Also, the plan to have the LRT station on 2nd St SW is not viable. The environmental impact to the vast number of residents in buildings with such close proximity to the proposed station will be detrimental to their health and well being, not to mention the impact on property values. Some of the units of the existing buildings will have their balconies right on top of the station platforms! And the trains should not run this close in front of people's homes!

Regards,
Grace C

From: Kiumars <kiusolutions@gmail.com>
Sent: Thursday, May 21, 2020 1:14 PM
To: Public Submissions
Subject: [EXT] Green Line - There are ways to do it right

Dear Councillors,

My name is Kiu-mars Hosravan, I'm a professional engineer and I know there're always ways to do a project right. And over the years the City of Calgary has proven that by many improvements in the City the right way, but unfortunately The Green line project proposal is not proposed the right way because of its cost and the destruction of the natural beauty of Eau Claire areas.

Mayor Nenshi recently estimated a six-month \$400-500 million revenue decline caused by the current economic collapse. The city is on track to lose hundreds of millions this year alone.

Green Line project costs \$4.9 billion to build; the line will add at least \$40 million each and every year to the City's operating costs.

Eau Claire surroundings are favorite spot of many Calgarians, including myself, because of its natural beautify and peaceful nature! Please don't destroy this natural treasure in hear of the City by adding more bridges, vehicles, noises and force the birds and fish to run away!

There are less expensive options available, such as increasing the number of buses or at least add these bridges beside the existing bridges so it's less destruction to the nature!

This pandemic has changed the World and Calgary too. The economic challenges we are facing will be with us for years to come and our city will be permanently transformed. Let's be smart and don't risk the futures generations assets with what we had planned/proposed before this pandemic.

Please listen to other voices and protect the future of our great city and its natural beauty while building the Green Line.

Thanks for listening to me and many other Calgarian you represent.

Regards,

Kiu-mars Hosravan P.Eng.

403-999-9495

May 25 2020
Members of City Council

Green Line on Centre Street

This will be the biggest spending decision that this Council will make during its tenure as it amounts to the largest of such undertaking in the history of our City

At the outset I wish to be clear that I fully support the necessity and growth of our Rapid Transit system.

I also support the immediate approval of the SE Green line proposal for the growth of the system and would suggest that it should be extended now to Seton based on the density, demand, and current lack of connectivity from other parts of the city.

It is to the Centre St. proposal that I wish to direct some comments

I come to this issue with a direct concern as the company in which I share an interest in (Certus Developments Inc.) has developed a number of commercial projects on Centre Street and serves a large number of tenants in four locations.

The decision that Council is considering will be made against the backdrop of a fractured city where COVID-19, a depressed energy industry, rising unemployment, empty office buildings downtown, rising deficits at all levels of government, and an uncertain future presents challenges to all Calgarians and will continue do so for a very long time.

I respectfully contend that the northerly extension of the Green Line on Centre Street does NOT make sense and is NOT economically feasible for the following reasons:

- At the outset it is difficult to truly assess the proposal as the major difficulty faced by those who are affected the most is a lack of detailed information from our Civic Administration. It has been a moving target as plans change on a weekly basis. Commercial tenants and residents alike share anxiety and tensions created by the Centre Street alignment that is palpable. They want answers relating to road closures, pedestrian safety, construction guidelines, ridership studies, proposed parking - during and after construction, traffic flows, environmental impacts, and assistance for the lost revenues that will be incurred by the businesses during construction.

Public meetings organized by the City's administrators have been frustrating, highlighted by many unanswered questions or a response that they will investigate the queries after the project is approved by City Council

- The suggested cost of crossing the Bow River and carrying the line north along Centre Street will be \$1.3 billion (I view this number with much skepticism and predict it will be much higher.) and the point at which it will cross the river is another of the great unknowns. The environmental impact on Prince's Island Park and the wetlands is of massive concern.
- The line will stop at 16th Avenue North with the faint hope that it will be extended sometime in the future. Who will the line then serve? Underserved communities to the North will receive little advantage and will likely continue to drive or stay on the bus. They will seek alternative routes through Edmonton Trail and roads to the west while placing transportation pressures on many upstream communities such as Tuxedo. It is wishful thinking to suggest that bus riders would disembark from a bus to transfer to the Green Line at 16th Avenue when they could have stayed on the bus to arrive at their ultimate destination quicker.
- The construction time will be a minimum of five years resulting in utter chaos on Centre Street as traffic is diverted, parking removed, businesses threatened and communities disrupted. Remember 17th Avenue? That only went on for two years and created hardship and immeasurable stress for those affected.

Other negative impacts include the following:

- A loss of necessary parking in the areas surrounding the Green Line which will overflow into adjacent communities.
- A severe loss of income to the many businesses on Centre Street with no support from the City to compensate for their losses.
- A physical separation of the communities on either side of the line thereby limiting accessibility across the transit line which, in turn, will create many dangerous situations for the residents.

And why is our City Administration pushing this plan when, at best, the Green Line will stop at 16th Avenue North and offer little transportation relief for the neglected communities further north? Where will the ridership come from when the line is completed? The current bus system is working very well, and if necessary could be expanded to decrease high volume buses.

The conclusion is that in exchange for \$1.3 billion of taxpayers' money to build the north section of the Green Line, Calgarians will receive a white elephant of limited utilization.

The answer for Center Street lies in the sound recommendations of Councilor Gondek. She urges Council to reject the fallacy of a Green Line on Centre Street, and,

in its place, urges Council to approve an enhanced bus line (BRT) on Centre Street to serve the transportation needs of the communities to the north. This initiative is supported by the Ad Hoc Committee of Concerned Citizens as well as other groups as well as residents and owners in Eau Claire, the riverfront, the beltline, and Chinatown.

May I respectfully recommend to members of City Council that they avoid the high risk and illogical Green Line on Centre Street, move the line to Seton and the South Health Campus and save the taxpayers of this City \$1.3 billion. These are difficult times that require thoughtful and wise decision-making.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Robert
* Last name Zalischuk
Email robzal@shaw.ca
Phone
* Subject Green Line LRT

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I support moving forward with construction of the Green Line. Calgary needed construction started 15 years ago. If we go all the way back to the early 1980's, mistakes have been made with what is now known as the Green Line. The scenario we've been forced into with Prince's Island Park is one example. In the last 20 years, Calgary has done a poor job of planning, anticipating and protecting paths for LRT in the central part of Calgary. Another mistake is the current plan between the Bow River and 16th Avenue North. I would reiterate that this section must be underground and I would suggest working with pension funds as one way of making it happen. Do not build this section until it can be put underground. Do it right the first time. I believe in Calgary's future. I believe in the future of Calgary's downtown. I believe in the positive impact of the Green Line. It's an important and large addition to Calgary's rapid transit network. 40 years in the making, the time to start building is now. Council must also be relentless in pursuing funding for Stage 2, 16th Avenue North to 96th Avenue. Start building, keep building. Set a goal of completion between Shepard and 96th Avenue North by December 2030.



Public Submission

City Clerk's Office

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Neil
* Last name	McKendrick
Email	neilmckendrick@gmail.com
Phone	403 771-2800
* Subject	Green Line Committee Meeting - June 1
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Please have my attached letter registered as my submission to the June 1, 2020 Green Line Committee meeting. Thank you

May 19, 2020

Mayor Naheed Nenshi
And Calgary City Council

Subject: Green Line Concerns

Dear Mayor Nenshi and Councillors:

As a former manager of transit planning, with over 30 years experience planning transit services, including LRT, in Calgary, I am writing this letter to express my concerns with the current plans being considered for the Green Line. My concerns are:

- The proposal to build only 10 percent of a north line to 16 Av. N and 70 percent of the southeast line to 126 Av. SE will not extend LRT service far enough to provide benefits for existing transit users or the ability to attract new customers. These short line segments will not offer travel time savings and convenience compared with the current bus services in SE and North Calgary.
- The need for a direct LRT link between SE and North Calgary is not obvious (current and projected trips). The tunnel being investigated to connect the SE line with the north line will consume a considerable portion of the funds available for this project with considerable risk of both cost overruns and negative reaction by citizens. Funds to construct these tunnels could be better spent on other capital projects, including completion of the full SE LRT line.

Southeast Concerns

In order to attract sufficient ridership to reward the significant investment in LRT the SE portion of the Green Line will need to offer a more attractive service both in terms of travel time and customer convenience. An interim terminal station at 126 Av SE will not provide that.

Stopping construction at 126 Av SE will place the line's interim terminal station on the northern fringe of most of the population to be served by this line. The travel time benefit compared to existing bus services and the inconvenience of making an additional transfer after a lengthy bus ride are not likely to attract sufficient new customers to justify building LRT. Current ridership on Route 302 and the SE express bus routes that the Green Line is intended to replace is not very high. In fact these are some of the poorest performing bus routes in the city. Travel time and traffic delays on these routes is a common complaint of SE transit customers and, particularly by residents who do not use the service. Green Line needs to address these issues.

Shepard station, the interim terminal, is not intended, in the long term, to be a major station. It is somewhat isolated behind a shopping centre with only local road connections. In order to function as a terminal there will need to be extensive investment in roadways and passenger facilities that will not be required when the line is extended.

The true benefit of this line will only be realized by extending the line to Seton where the next six stations will be located in close proximity to the majority of SE residents. The planned stations already function as access points (walking, local bus and park and

ride) to the existing Route 302 BRT service. Extending to Seton will also provide a vital connection to the new hospital and adjacent businesses for all Calgarians. The SE line beyond Shepard appears to be extremely straight forward and relatively inexpensive to construct.

Northern Section of Green Line

LRT is being proposed for North Calgary due to the very high ridership on existing bus routes and to serve future communities. Combined, these northern buses carry upwards of 35,000 customers per day, one of the most successful and efficient bus corridors in North America. However, terminating the LRT line at 16 Av. N will provide no benefit to current transit customers and will have a limited ability to attract new ridership from the area immediately adjacent to the planned north stations. Therefore, this first section of the line will only replace Route 301 BRt. The other current, extremely popular north bus routes will need to be continued. Most current bus routes offer more attractive service and existing customers will demand that they be retained.

South of Beddington Tr, transit service in North Calgary, is provided in 3 corridors - 4 St NW, Centre St N and Edmonton Trail. For the new communities north of Beddington Trail, Route 301 (BRT) and several express bus routes operate very efficiently and effectively along Harvest Hills Bv and Centre St N. The bus-only crossing at Beddington Trail ensures that buses can operate along Centre St N with minimal delay. The Centre St N, 4 St NW and Edmonton Tr bus services offer connections to both downtown and local destinations along the way and are accessible with only a short walk. Once they enter the downtown, all bus routes coming from North Calgary travel the length of downtown providing service along the eleven blocks west of Centre St. A central north LRT line will not offer these benefits for most existing customers.

LRT, operating at grade, with multiple roadway crossings, and parallel traffic along Centre St N and, ultimately Harvest Hills Bv, will not offer the kind of travel speed that Calgarians experience on the existing lines. Current LRT lines operate in a protected right of way, with limited stops that enable the trains to achieve higher speeds and much greater reliability than buses. Even in downtown the Red and Blue lines operate on a transit only street. The only advantage that the proposed at-grade Centre St N concept will offer is higher capacity vehicles.

NW LRT Experience

In 1987, I was part of the team that planned and designed the NW LRT line and revised bus routings. The first leg of NW LRT was opened only as far as University Station due to limited funds and the need to have the line operational for the 1988 Olympic Winter Games. To provide an attractive service this first leg should have been built to Brentwood. The University Station did not sufficiently reduce travel time nor did it provide a suitable transfer station for the large number of bus routes and high passenger volumes coming from NW communities. The reaction from NW transit riders and residents was extremely negative. As a result there were significant protests, an internal investigation by an independent auditor, and considerable loss of confidence on the part of Calgarians. As a result, the downtown oriented NW bus services were retained and ran parallel to NW LRT, at considerable extra cost for the next 16 years until the NW line was extended to Dalhousie.

Conclusion

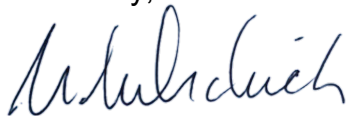
As many have said, this project is the most expensive and complex in Calgary's history. I hope that when you consider the best use of limited tax dollars provided by Calgarians, Albertans and Canadians that you reject the idea of the current plan to connect two relatively short LRT segments with costly tunnels. A transit connection between North and Southeast Calgary is not justified given the risk and cost involved. Finally, neither of these two LRT segments will be as attractive as the bus services they are intended to replace.

If a partial Green Line (both SE and North) provides little benefit for either corridor at a very significant cost, the chance of attracting further investment for an extension of either line will be very difficult. With little or no improvement in travel time and convenience, current transit customers are unlikely to embrace these new short lines and will demand the retention of existing services. In other words, the risk is that you end up with a \$4.9 billion white elephant.

It is my recommendation that the greatest benefit and return on investment will be provided by constructing the entire Southeast LRT line – Downtown to Seton. It is also recommended that the proposal for extensive tunneling in the downtown be reviewed in light of either at-grade or an elevated options. Any savings in capital funds could be spent improving transit service in other quadrants, such as BRT in North Calgary, and extension of the NE and South lines which can all be done for less than \$1 billion.

I recognize that this is a monumental decision for Calgary's future. I trust that you will consider all ramifications of this plan.

Sincerely,



Neil McKendrick
Former Manager of Transit Planning, Calgary Transit



Public Submission

City Clerk's Office

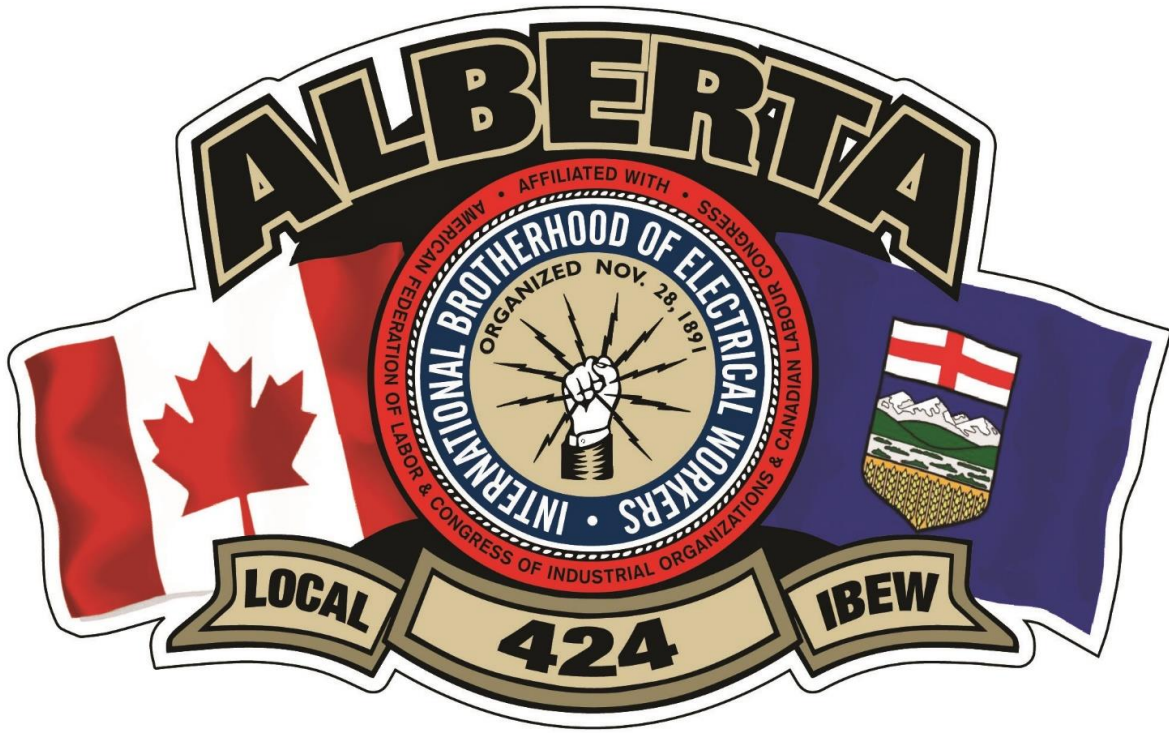
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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Scott
* Last name	Crichton
Email	SCrichton@ibew424.net
Phone	5879867710
* Subject	IBEW Submission for Greenline
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Please see the attached documents



Recommendations for the Greenline LRT

This submission is on behalf of the International Brotherhood of Electrical Workers Local Union 424 (IBEW LU 424). It is intended to prove that Community Benefit Agreements (CBAs) are a useful construction management tool for cost savings, on-time, on-budget, quality construction.

Community benefit agreements (CBAs) are pre-hire contracts between project-owner representatives and local construction unions. CBAs account for an ever increasing amount of both public and private construction projects. CBAs become an issue when there are differing views how best to manage public works construction. Proponents of CBAs argue that these contracts facilitate both efficient construction and the attainment of related public policy objectives such as local hire or the training of local youth and/ or other targeted groups in construction skills. Critics of CBAs contend that these contracts increase the cost of public construction primarily through a hypothesized reduction in the number of bidders on public works. The assertion is that CBAs discourage some contractors from bidding on these projects. This, in turn, reduces competition which in turn raises construction costs.

The Greenline LRT is an opportunity to build a project under a CBA that will include provisions such as local hiring, indigenous training programs (Tradewinds to Success), pre-apprenticeship programs for Canadian Forces Veterans (Helmets to Hardhats), and High School Programs for our youth (The Education Partnership Program (TEPF)). Each of these programs is supported by the Building Trades of Alberta (BTA) and its signatory contractors. Other jurisdictions within Canada have used CBAs on the Metrolinx in Toronto and for the 2010 Vancouver Olympic games. The IBEW is one of the many unions in the BTA that supports these programs and recommends the city of Calgary follow the Metrolinx model for greater community involvement and apprenticeship outcomes.

For your benefit I have attached documents to this email related to the Metrolinx construction project in Toronto, Ontario. I hope this information I have provided will be of benefit to you as make your decisions on how the project will be built over the next several months.

Thank you for taking the time to look over this submission. Should you have any questions please I remain available at the following:

Scott Crichton
(587) 986-7710
SCrichton@ibew424.net

Tradewinds to Success

Tradewinds to Success (TWTS) is an indigenous pre-apprenticeship program that is 12 weeks in length and taught through a partnership between the BTA and the TWTS. Indigenous youth are taught their particular craft in a BTA union training centre and then placed with the union contractor afterward to begin their apprenticeship. Since 2005, more than 2,300 Trade Winds clients have participated in pre-apprenticeship training in the Boilermaker, Carpenter, Electrician, Insulator, Ironworker, Plumber, and Steamfitter and Welder Trades.

Helmets to Hardhats

In partnership with the Canada Building Trades Unions (CBTU) government and industry, Helmets to Hardhats (H2H) streamlines pathways to apprenticeship, advanced training and career placement opportunities in the construction industry with unionized contractors who support the men and women who have served our country. So far there have been 982 Veterans placed in the program for 2020.

The Educational Partnership Foundation

The Educational Partnership Foundation (TEPF) is a partnership between the BTA and the TEPF. In the program high school students go to a union training centre to learn their specific craft. After graduation the students can be placed with a contractor to begin an apprenticeship. Since 2016 over 100 students have taken part in the program and have started apprenticeships with contractors in the Calgary area.

Build Together Women of the Building Trades

Build Together, Women of the Building Trades is a national CBTU program that promotes, supports and mentor's women in the skilled construction trades. In Alberta, women only make up 4% of the construction trade workforce. The Build Together program encourages and empowers women to actively pursue apprenticeships in the skilled trades with the goal of increasing their marketshare of the workforce.

Tradewinds to Success

<https://tradewindstosuccess.ca/>

Helmets to Hardhats

<http://www.helmetstohardhats.ca/en/home.htm>

The Education Partnership Foundation

<https://tepf.ca/>

Build Together Women of the Building Trades

<https://buildtogether.ca/our-focus/women/>

TO: ALL AFFILIATE BUSINESS MANAGERS

Dear Sir and Brother:

This is an update on the work of the Toronto Community Benefits Network, a labour-community initiative designed to create construction career opportunities on the Eglinton Crosstown project for young people from diverse and marginalized communities.

TCBN was created two years ago by the Labour Council as part of a comprehensive response to the crisis of youth violence that was highlighted by the Danzig Crescent shootings in Scarborough. It was clear that young people in marginalized communities needed to have a sense of hope, and the possibility of a decent job, if they were to become responsible adults in our society. One model for achieving that goal was contained in the Project Labour Agreement for the massive expansion of Los Angeles Transit system, which I had learned about from Robbie Hunter, the Manager of the LA Building Trades when I was in LA in 2011.

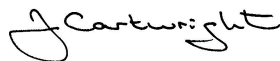
Since its inception, the TCBN has undertaken extensive consultation to determine how to achieve a real partnership between labour and different communities whose youth need good jobs. We brought in experts from Los Angeles, Vancouver and Glasgow to a weekend conference at UA 46 Training Centre. We met numerous times with Metrolinx and Infrastructure Ontario officials, Cabinet Ministers, community organizations, City and provincial department leaders. The effort resulted in a Framework Agreement being signed in April of this year, which I have enclosed.

At all times in this process, the invitation has been extended to COBT and Hammerheads program to be fully involved. A representative group of leaders from various training centres have provided ongoing advice and guidance for the work. You can see the importance given to apprenticeship in the RFP language which is also enclosed.

This is a very exciting venture, which Premier Wynne has highlighted in a number of speeches in recent weeks. The Government of Ontario is committed to having its investment in transit paying off in opportunities for young people in priority neighbourhoods, and supporting apprenticeship as a truly viable way to give these youth a decent future.

I trust that your union will help ensure the success of this project as it unfolds. Please feel free to call me if you have any questions.

Solidarity,

A handwritten signature in black ink that reads "John Cartwright". The signature is written in a cursive, flowing style.

John Cartwright
President

Enclosures
cope343



METROLINX

An agency of the Government of Ontario
Une agence du gouvernement de l'Ontario

President and Chief Executive Officer
Bruce McCuaig
(416) 202-5908
CEO@metrolinx.com

April 23, 2014

Steve Shallhorn
Community Benefits Network
c/o Labour Education Centre
15 Gervais Drive, Suite 100
Toronto ON
M3C 1Y8

Dear Mr. Shallhorn,

RE: Community Benefits Agreements

Metrolinx is pleased to support the concept of building Community Benefit Agreements (CBAs) into our major infrastructure projects.

We have been working with you and the Toronto Community Benefits Network (TCBN) to finalize a framework for the Eglinton Crosstown project.

I am pleased to see that Metrolinx, in collaboration with Infrastructure Ontario and the Ministry of Training, Colleges and Universities have finalized the framework to be included in the Crosstown RFP and Project Agreement.

I would ask that you sign a copy of the framework and return to myself so that we can jointly post the signed document on our respective websites.

The work done to date on this project demonstrates that working together we can make progress developing and implementing strategies for employment, training and apprenticeship opportunities as well as opportunities for the provision of goods and services from local suppliers and social enterprises.

Sincerely,

Bruce McCuaig
President & Chief Executive Officer

- c. Jack Collins, Executive Vice-President, Rapid Transit Implementation, Metrolinx
Judy Pfeifer, Vice President, Strategic Communications, Metrolinx





METROLINX

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METROLINX COMMUNITY BENEFITS FRAMEWORK

Introduction

Metrolinx

Metrolinx, an agency of the Government of Ontario, was created in 2006 to improve the coordination and integration of all modes of transportation in the Greater Toronto and Hamilton Area (GTHA). Metrolinx is planning and building a transportation system that allows residents to travel across the region more quickly and efficiently, while enhancing the region's prosperity, sustainability and quality of life. Currently, \$16B of transit projects are underway across the GTHA, including; bus rapid transit in York Region and Mississauga, York-Spadina subway extension, light-rail in Toronto, an expanded and improved GO Transit system.

Metrolinx recognizes that its major infrastructure investments should also provide benefits for the communities in which it works, including employment, training, apprenticeship, local supplier and social procurement opportunities where possible. Metrolinx has therefore committed to include a community benefits program for the Toronto Transit Projects (defined as the LRT projects planned for Finch, Sheppard and Eglinton Avenues), beginning with the Eglinton Crosstown LRT line (the "Crosstown", or the "Project"). The Crosstown will run across Eglinton Avenue between Mount Dennis (Weston Road) and Kennedy Station. This 19-kilometre corridor will include a 10-kilometre underground portion, between Keele Street and Laird Drive.

The Crosstown will be delivered through an Alternative Financing and Procurement mechanism. A Request for Proposals has been issued and two qualified consortia are expected to bid on the project. Delivery of the community benefits program will ultimately be included as part of the final contract between Metrolinx, its procurement agent Infrastructure Ontario (IO) and the winning bidder ("ProjectCo") (jointly, the "Parties").

Principles

Metrolinx's approach to community benefits programs will be:

- a. **Inclusive**, offering a range of employment, training, and apprenticeship opportunities for historically disadvantaged communities and equity seeking groups, as well as encouraging the provision of goods and services from local suppliers and social enterprises.
- b. **Accessible**, ensuring that information about employment, training, apprenticeship, and procurement opportunities are made readily available to residents, businesses and social enterprises.
- c. **Transparent**, making the community benefits plan in the final agreement with ProjectCo public, and publishing quarterly reports on progress.
- d. **Collaborative**, by working together with community, labour, business, government, and other stakeholders to share information, resources and learnings, and maximize the impact of the program



Toronto Transit Projects: Roles and Responsibilities

The information below describes the general roles and responsibilities of the primary partners involved in the community benefits program. This has been developed for the Crosstown, and the partners, roles and responsibilities may vary for the other Toronto Transit projects.

Metrolinx

As the owner of the Project, Metrolinx is responsible for:

- a. ensuring that the community benefits commitments made by ProjectCo in the agreement between the Parties maximize employment, training and apprenticeship opportunities as well as opportunities for the provision of goods and services from local suppliers and social enterprises
- b. monitoring and enforcing the agreement with ProjectCo., including provisions respecting the community benefits program.
- c. hiring a dedicated liaison who will work with the various business units at Metrolinx, ProjectCo, community partners and stakeholders to support the implementation of the community benefits program
- d. providing timely information about professional, administrative and technical employment opportunities at Metrolinx to workforce development and community partners and stakeholders for dissemination to local communities and other target employment groups

ProjectCo

As the implementer of the Project, ProjectCo is responsible for:

- a. submitting a plan six months after financial close of the RFP which outlines its commitments to apprenticeships, employment and local procurement for review and approval by Metrolinx. Once approved, this plan will form part of the project agreement.
- b. implementing the plan as approved unless any changes are made by mutual agreement with the other parties to the agreement (i.e. Metrolinx and IO)
- c. including a community liaison person or team as part of its plan
- d. reporting on its activities on a regular basis.

MTCU

As a key government partner, the Ministry of Training, Colleges and Universities (MTCU) will play an important role in helping coordinate workforce training and apprenticeship opportunities, distributing employment opportunities through its networks and agencies (including Employment Ontario and others), and ensuring prospective employees are ready for the opportunities to come. Specifically, MCTU will:

- a. fund and conduct a Labour Market Partnership (LMP) project to identify skills gaps, required neighbourhood outreach and other areas that will work to facilitate the employment pipeline for the Eglinton Crosstown line.
- b. Through its work force development service providers network (Employment Ontario) and partnerships, help create a streamlined mechanism through which prospective employees and ProjectCo can access employment services during the project.

- c. Link Employment Ontario training service providers with identified community training needs to prepare residents, when required for Metrolinx job opportunities

Community Partners

Metrolinx is committed to working with community groups and agencies along the Crosstown project, and welcomes input from a wide variety of stakeholders.

The Toronto Community Benefits Network (TCBN) has come forward as a key partner in this initiative. The TCBN was created by labour and community groups in January 2013 to bring the Community Benefit Agreements (CBA) concept to the building of Toronto's Light Rail Transit system, and advocates using legally binding CBAs in all major public infrastructure projects.

The Network envisions Toronto as an inclusive, thriving city in which all residents have equitable opportunities to contribute to building healthy communities and a prospering economy.

The Network believes that a priority for a thriving and inclusive city is the continued expansion of transit infrastructure and neighbourhood improvement to meet the needs of all residents. Accessible transit is critical for the social, environmental and economic wellbeing of our city today and into the future.

The expansion of transit that is envisioned for Toronto will result in opportunities for good jobs. It is crucial that all Torontonians have access to economic opportunities stemming from infrastructure investments. As such, the TCBN believes that the diversity of the workers on the LRT project should reflect the diversity of residents of Toronto.

As members of Toronto's communities the TCBN commits to working in partnership with Metrolinx and all other partners on a Community Benefits program that can advance our vision for an inclusive, accountable thriving City.

- a. Working together with MTCU, in assisting with outreach to and recruitment of prospective apprentices and employees where appropriate and able, providing training and/or mentorship for prospective apprentices and/or employees
- b. Developing and retaining a registry of social enterprises in the City of Toronto that can be shared with ProjectCo to encourage procurement of goods and services from social enterprises
- c. Working with Metrolinx, ProjectCo and MTCU as applicable to support events and initiatives designed to disseminate information about employment, training apprenticeship and social opportunities for the Eglinton Crosstown line.
- d. Acting as a resource for community information and feedback to Metrolinx on an ongoing basis.
- e. Participating in an ongoing working group as described below

Communications and Coordination

Metrolinx shall host regular meetings of a Community Benefits Working Group with the designated ProjectCo liaison, representatives from MTCU and from the TCBN (and other community partners as appropriate) to ensure smooth coordination of the activities identified as part of the community benefits program. This group will serve as a forum for dialogue for any issues that may arise and will work collaboratively to support and promote the community

benefits program. This group may also be invited to participate in discussions about other areas relevant to the Crosstown project, including but not limited to development on Metrolinx-owned property such as mobility hubs.

This group will also participate in the creation of the monitoring and evaluation framework for the community benefits program, review progress reports supplied by ProjectCo, suggest refinements and improvements to the program on an ongoing basis, and provide input into the quarterly reports published by Metrolinx which will summarize the relevant activities of all of the partners involved.



Bruce McCuaig
President & Chief Executive Officer
Metrolinx

April 23, 2014

Date



Steve Shallhorn
Community Benefits Network

April 28 2014

Date

THE EGLINTON CROSSTOWN LIGHT RAIL TRANSIT PROJECT



Declaration re. Apprentices on the Eglinton Crosstown LRT Project

Metrolinx recognizes the desirability of providing benefits for the communities in which its major light rail transit (LRT) infrastructure investment is occurring, including employment, training, apprenticeship, local supplier and social procurement opportunities, where possible, as affirmed by the Metrolinx Board of Directors on September 10, 2013 and set out in the Metrolinx Community Benefits Framework entered into between the Toronto Community Benefits Network (TCBN) and Metrolinx in April 2014.

The guiding principles that Metrolinx aspires to as set out in the Framework document include:

- **Inclusive:** offering a range of employment, training and apprenticeship opportunities for historically disadvantaged communities and equity seeking groups, as well as encouraging the provision of goods and services from local suppliers and social enterprises;
- **Accessible:** ensuring that information about employment, training, apprenticeship, and procurement opportunities are made readily available to residents, businesses and social enterprises;
- **Transparent:** making the community benefits plan in the final agreement with Crosslinx Transit Solutions ("Project Co" or "CTS") public and publishing quarterly reports on progress; and
- **Collaborative:** by working together with community, labour, business, government and other stakeholders to share information, resources and learnings to maximize the impact of the program.

As part of the Project, CTS is required to prepare an apprenticeship plan (the "Apprenticeship Plan") under the Project Agreement for the Project in which it proposes a strategy for achieving the apprenticeship goals that also takes into account the fact that CTS is a consortium comprised of four corporate entities with existing complex labour obligations that must be respected and is also subject to applicable laws that must be complied with.

The CTS Apprenticeship Plan defines an apprentice as "someone who is registered with the Ontario Ministry of Advanced Education and Skills Development (MAESD) and the Ontario College of Trades, and has signed a Contract of Apprenticeship with a union or employer".

The CTS Apprenticeship Plan outlines an approach that could:

- maximize the number of apprenticeships for the trades that are required to construct and maintain the Eglinton Crosstown; to create good paying, skilled jobs that provide strong future employment potential; and, to meet the labour needs of CTS and its subcontractors and the needs of future construction projects;
- contribute to a coordinated, streamlined process for entering the construction trades by promoting the use of existing trade union training programs and the newly created "Construction Pathway" for careers in the trades for youth at-risk, historically disadvantaged and equity seeking groups;
- facilitate communication and coordination, and build relationships among the Toronto Community Benefits Network, trade unions, employers, Ministry of Advanced Education and Skills Development, the City of Toronto Employment and Social Services, the United Way Toronto & York Region and other social and employment service providers; and
- track and report annually on Apprenticeship Plan results, including the number of apprentices that are employed on the Project, including those who start their apprenticeships on the Project.

The Apprenticeship Plan is an approach by which CTS fulfills its obligations under the Project Agreement regarding apprenticeship opportunities by itself directly providing such opportunities and/or by requiring its subcontractors to do so.

Metrolinx, Infrastructure Ontario, Crosslinx Transit Solutions, the Toronto Community Benefits Network, the Ministry of Advanced Education and Skills Development and the United Way Toronto & York Region aspire to achieving a goal of employing apprentices or journeypersons from historically disadvantaged communities and equity seeking groups to perform 10% of all trade or craft working hours, on a trade by trade basis, required to construct the Project.

The parties believe that this goal is a worthwhile outcome to work towards and that achieving this goal depends on the cooperation, collaboration and active involvement of government, business, labour and community partners. Most importantly, the parties recognize that achieving the goal is dependent on trade unions, pre-apprenticeship programs and other organizations that prepare apprentices, ensuring that there is a readily available supply of qualified apprentices and journeypersons from historically disadvantaged communities and equity seeking groups.

Progress will be tracked quarterly and reported annually. Reflecting the shared accountability for achieving the 10% hiring target, the parties agree to form a working group chaired jointly by MAESD, the TCBN and Metrolinx/CTS, and include other stakeholders as appropriate.

The working group will establish a Terms of Reference, including roles and responsibilities of members, and develop a monitoring and evaluation plan for the hiring targets identified in this declaration. The group will meet within two months of signing the declaration and agree to specific definitions of target populations, and establish the tracking, monitoring and reporting mechanisms for the target hiring of apprentices and journeypersons. The working group will commit to collectively resolving issues that may arise related to the supply and hiring of candidates from the target populations, and other issues that may arise related to the principles and aspirations identified in this declaration.

This declaration document does not vary, amend, supplement, restate or otherwise modify the Project Agreement for the Project.

This declaration document is applicable only to the Project and shall not be applied to other projects and not be construed as a precedent.

Signatories to this Declaration:

November 8, 2016



Bruce McCuaig
President & CEO
Metrolinx



Ehren Cory
Divisional President, Project Delivery
Infrastructure Ontario



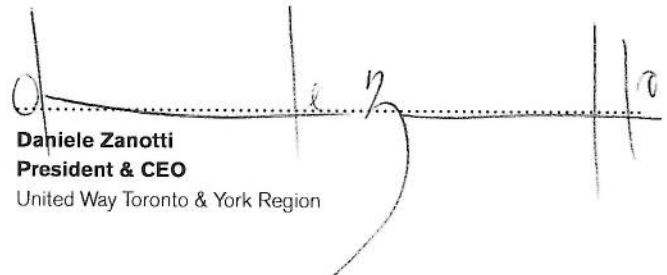
John Bisanti
CEO
Crosslinx Transit Solutions



Sheldon Levy
Deputy Minister of Advanced Education and Skills Development
Ministry of Advanced Education and Skills Development



Rosemarie Powell
Executive Director
Toronto Community Benefits Network



Daniele Zanotti
President & CEO
United Way Toronto & York Region



Woodbine Casino Expansion Community Benefits Proposal

Community Benefits Agreements are a proven approach to development that creates an effective, transparent, fair and inclusive process that supports good jobs, job training and community benefits.

A decade ago, Rexdale's Community Organizing for Responsible Development (CORD) mobilized for local needs in a proposed major redevelopment at Woodbine. Although the project did not materialize, the experience set the stage for a community benefits movement. In 2014 the Toronto Community Benefits Network, a coalition of over 80 labour and community groups, negotiated the first CBA in Toronto. The agreement with Metrolinx provides needed careers in construction trades and professional occupations for the Eglinton Crosstown Transit Project.

In August 2017, Ontario Lottery and Gaming (OLG) announced that it had selected Ontario Gaming GTA LP (a partnership between Great Canadian Gaming - 49%, Brookfield Business Partners - 49% and Clairvest Group - 2%) as the service provider for the existing slots and future casino at the Woodbine Racetrack in Rexdale. This project includes the development of a casino, restaurants/retail, a hotel, convention space and a theatre. This development project is an estimated value of \$1 Billion.

CORD has now joined TCBN to seek to secure a legally binding commitment with Ontario Gaming GTA LP for the construction and operation of the Woodbine Casino through a comprehensive Community Benefits Agreement. A proposal has been sent to the Ontario Gaming GTA LP partnership, which includes:

Local Hiring Targets

TCBN is looking to secure local hiring targets as part of this community benefits agreement. These targets include:

Construction - The Partnership shall commit to employing apprentices or journeypersons from historically disadvantaged communities and equity seeking groups to perform at minimum 10% of all trade or craft working hours, on a trade by trade basis.

Operations - The Partnership shall commit to ensuring that no fewer than 60% of full time equivalent employment for each part of the Project during the operations period, are held by local residents and/or persons from historically disadvantaged communities and equity seeking groups who may be recruited or hired under a program run by TCBN and/or its partners.

Hiring priority - shall be given to local area residents of the Etobicoke North area and then expanded to City of Toronto Neighbourhood Improvement Areas.

Full Time Targets

At least 40% of the total employees employed by Ontario Gaming GTA LP during the first two (2) years of operation of the Project shall work Full Time and at least 60% of the total employees employed by Ontario Gaming GTA LP shall work Full Time during all other years of operation of the Project.

Living Wage Provisions

The Living Wage for the first year of operations is defined is to be \$16 per hour if health insurance benefits are provided, or \$18.52 per hour if health insurance benefits are not provided.

Workforce Development and Training Funding

- **Construction:** Ontario Gaming GTA LP to contribute funds for high quality training, including apprenticeship, to ensure job readiness.
- **Operations:** Ontario Gaming GTA LP agrees to support the Hospitality Workers Training Centre for high quality training for operational positions, to ensure job readiness.

Annual Revenue Contributions – Community Benefits

Annual revenue contributions will be made to support ongoing community programs highlighted below:

- **Arts and Cultural Space** - Free community access to suitable live event/venue facilities. This includes hosting an annual festival that highlights and showcases local community art and culture
- **Post-Secondary Scholarships** – For local area residents pursuing college, university and/or apprenticeship education
- **Local Community Endowment Fund** – TCBN will establish a Community Endowment Fund to support local initiatives and projects to be approved by the Community Benefits Steering Committee
- **Mental Health Strategy** - TCBN and its partners will develop a local mental health strategy to identify community and culturally appropriate mental health services in Etobicoke North and provide educational support for community members to access family support options and addictions counselling
- **Child Care accommodations** - Free child care accommodation for employees hired (including during any related training) through TCBN's community benefits program.
- **Local Food Strategy** – The Partnership agrees to work with TCBN and partners to create a local food strategy that is sustainable and which creates opportunities to address food insecurity in the community.
- **Green Building Standards** - The Partnership agrees to integrate climate change considerations into infrastructure planning to ensure environmental sustainability for this development, and to provide the necessary training for employees to perform their jobs in accordance with the development's green focus.

Local Procurement Targets

A Supply Chain Diversity Policy will create opportunities for local businesses and social enterprises to benefit from the proposed development and secure agreements that support both construction and operational requirements.



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Lorna

* Last name Dodd

Email lornajdodd@gmail.com

Phone 4035547992

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I will be retiring at the end of June. I am giving my car away and will be using only walking and transit to get around this great city. Please continue to make the green line a priority. It is absolutely necessary for the future of this city.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Tyler
* Last name	Wright
Email	sankler16@yahoo.com
Phone	4034644460
* Subject	Green line

Hello and Good Day,

I am concerned on the construction upcoming for the Greenline LRT. I worked as an electrician on the South Health Campus and being one of the few non union contractors on site meant we had less say as workers, but more concerning, the company was less accountable and ended up costing the province almost twice as much as was quoted. That's why I think the Greenline should be built under a Community Benefit Agreement much like the Metrolinx was in Toronto, Ontario. This will ensure the best protection for us the workers and the province's tax payers in general.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

On top of having a CBA, I want to see more opportunities for people from any walk of life to come into my trade. As such, contractors that take part in programs such as Helmets to Hardhats (H2H), Tradewinds to Success (TWTS), Build Together women of the Building Trades, and The Education Partnership Foundation (TEPF) should be given preference.

And finally I don't want to see the same contractors from years before get special preference to bid on spite of the previous comment, so I think tendering documents should be listed on <https://coolnetalberta.com/> so all contractors are given the same opportunity to bid on the project.

I appreciate you taking the time to go over my concerns. Alberta infrastructure projects

ISC:

1/2

Unrestricted

May 24, 2020

6:05:35 PM



Public Submission

City Clerk's Office

are going to be essential to getting us out of this catastrophe, and I want to see that they are built by Albertans, for Albertans and without going over budget

Thanks

Concerned Electrician



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Lane

* Last name Dell

Email

Phone 14036136035

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I do not support the green line. They are planning to go right under my building at 240 11th Ave SW. the historic Lewis Lofts. This has damaged property value and nothing has been shown or proven that this won't have an affect on our building, on the noise or the structural makeup of the area. This is besides the grossly over budget the Green Line has already been proposed. Another huge issue is how the new proposal goes directly through Prince's Island Park becoming an eyesore in one is Calgary's more iconic area, and downtown Calgary's best park and riverside destination. I'm fully against building the line at this time.



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* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)



CLIMATE HUB SUBMISSION ON THE GREEN LINE

Green Line Committee meeting May 25, 2020

We support proceeding with construction of Stage 1 of the Green Line as proposed in the Stage 1 Alignment.

We congratulate the Green Line Project Team for listening to Calgarians and taking steps to mitigate the financial and construction risks, and their work on improving the customer experience.

Investment in the Green Line follows the principles of Green Stimulus. Council needs to ensure investment in Calgary's recovery aligns with the actions adopted in the City's *Climate Resilience Strategy*. These principles focus on environmental sustainability, climate mitigation, and a just transition to a carbon neutral economy. Green stimulus is the best way to meet the Administration's recommended criteria for investment.

- **The Green Line will contribute to the goals of the *Climate Resilience Strategy***
Transit is a key component of Program 5: Low or zero-emissions transportation modes, specifically by making transit a more viable choice in areas of the city which are currently under served, and by encouraging transit-oriented development along the route. Additionally, the Green Line has direct benefits for GHG emission reduction, with estimates that the line will reduce greenhouse gases by 30,000 tonnes, the equivalent of 6,000 vehicles being taken off the road on opening day.
- **The Green Line will be an important part of Calgary's economic recovery**
The City estimates the total investment of \$4.903 Billion will create an estimated 12,000 direct and 8,000 indirect jobs. This is significant and comes at a critical time when it is important to bolster Calgary's economy. Breaking the project into two segments as proposed will keep more of the project's budget within the community.

Enhance the benefits of the Green Line by continuing to invest in active transportation to provide affordable and healthy transportation options for all Calgarians by expanding protected bike lanes networks in all communities, enhancing pedestrian/bike/transit interconnection, and investing in designated bus lanes and in new buses to increase hours and quality of service. This aligns with the *RouteAhead Strategy*.

The Calgary Climate Hub's submission is a first contribution to inform the conversation about the implementation of the Green Line. We will continue to provide additional recommendations to Council as the project proceeds with detailed design and construction. We will be pleased to meet with Councillors and Administration to share our expertise.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name: Orrie
* Last name: Bliss
Email: orrie@shaw.ca
Phone: +14036168438
* Subject: Greenline

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The Greenline LRT should be built under a Community Benefit Agreement much like the Metrolinx was in Toronto, Ontario.

-Contractors that take part in programs such as Helmets to Hardhats (H2H), Tradewinds to Success (TWTS), Build Together women of the Building Trades, and The Education Partnership Foundation (TEPF) should be given preference.

-The Tendering documents should be listed on <https://coolnetalberta.com/> so all contractors are given the same opportunity to bid on the project.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Jon

* Last name L

Email bcn.yyc@gmail.com

Phone

* Subject Green Line LRT

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hello, I support the Green Line LRT, and I hope the Mayor and Council do as well. This project will improve many Calgarians' lives as it will provide an equitable and efficient way for people to move around our city to support the local economy, participate in the workforce, run errands to grocery stores, and enjoy social interactions with friends. We rarely talk about the benefits of public transit because it is just there, but these investments save the city, and Calgarians, a lot of money, they attract new and diversified corporations, and they are a beacon to energetic young populations that we are a city that is changing and looking to the future. Please support Green Line on June 1.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Brian

* Last name Nichols

Email shilong.nichols@gmail.com

Phone

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I'm writing to support the continued construction of Stage 1 of the Green Line to advance public transit in Calgary. The more connected public transportation, the more it becomes a central means of getting around. Traffic congestion is eased and air quality is immediately improved. It benefits the public health and the economic well being of residents who have a more reliable means of traveling in the absence of private transportation. It is the type of project that will help Calgary recover from the deepening economic downturn. This is the time for public investment in projects to benefit the future. This is the time to think about long term prosperity and this is precisely the kind of project to create more long term prosperity. Good government works to provide for the long term benefit of the people; the green line is precisely the kind of project good governments under take. NIMBY protests or special interests should not be allowed to derail the collective future and prosperity of Calgary.



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* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

While I have not read all of the details recently, I would like to say I am in support of the Green line. Calgary is in need of additional transit options, that reaches more areas of the city efficiently.

While I would prefer underground options over at grade options, and may have other concerns about particulars, including of heritage buildings and assets, I feel it is paramount to express support overall for this project.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Kendra

* Last name Horosko

Email khorosko@hotmail.com

Phone 403-466-0397

* Subject Bring on the Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The Green Line LRT is vital to Calgary's economic and social recovery. It will connect people to different workplaces, reduce social isolation, and enable people to participate in their communities.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name JONATHAN

* Last name VAN HEYST

Email jdvan.93@gmail.com

Phone 4034788854

* Subject Green Line LRT

Dear Mayor and Councillors,

I am writing to express my support for the revised Green Line LRT alignment, to be presented to Council Committee on June 1, 2020. As a resident and citizen of Calgary, I support the community, societal, economic, and environmental benefits of improved public transit in this city. I believe that the Green Line is a large and important step towards improving mobility of all Calgarians while reducing our dependence on single-occupant vehicles.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I have been following this project and attending public engagement events since 2016, when I studied the project as part of my university final year project course. I had the opportunity to attend a public open house presenting the updated Stage 1 alignment in February, as well as the online presentation in May. I have been impressed by the project team's efforts to make changes to better align with the project vision while staying within the budget. In particular, the update to a shallower tunnel in the downtown and a surface-running alignment on Centre Street will increase the accessibility and desirability of the Green Line for more Calgarians and visitors.

Please consider the voices of the thousands of ordinary citizens of this great city who support and rely on public transit every day. We support this project and its role in shaping a more equitable, prosperous, and sustainable city.

ISC:

1/2

Unrestricted

May 24, 2020

8:09:52 PM



Public Submission

City Clerk's Office

Sincerely,
Jon van Heyst



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Eric

* Last name Vondran

Email e.vondran@gmail.com

Phone

* Subject I support the Green Line.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Calgary needs to take a the long view for prosperity and I believe a robust public transit system is a strong part of that.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Andrea

* Last name Locke

Email andrea.j.locke@hotmail.com

Phone 4038304484

* Subject Green line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I'm a huge supporter of public transit. I took the bus and train to school and work for a long time. However, this green line does not make sense. With COVID, less people are comfortable taking transit. We can not afford it. We need to focus on supporting small businesses and reducing taxes as many will come from this pandemic provincially and federally. Thank you!



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Janet

* Last name Gourlay-Vallance

Email

Phone

* Subject Support for Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I consider the Green Line essential infrastructure that will improve the lives of millions of Calgarians across generations, revitalizing our city over the long term and providing investment and jobs. The Green Line will provide a transportation link for thousands of Calgarians and will pull thousands of cars from our roads. This will improve the health and ambiance of our city while giving us a step-up toward carbon-neutrality. I feel we need to stay the course and not be distracted by the minority interests. This project is for the common good of all Calgarians.



Public Submission

City Clerk's Office

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Richard

* Last name Santin

Email rsantin0@telus.net

Phone 4034638601

* Subject Green line contract

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Due to the present circumstances facing Alberta the awarding of the Greenline has become a crucial strategy for Albertas well being for not only Calgary, but for all of Canada. The city of Calgary is faced with dire short falls in revenue. The only way to assure that Calgary can maintain its relevance is by putting Calgarians, then Albertans, and then Canadians to work. We need a new deal like Roosevelt proclaimed during the Great Deppression". By putting Calgarians to work we maintain our relevance and provide Training for future employees needed to ensure the needed knowledge for future projects. Please consider that the needed knowledge is already at hand and that the labour is waiting for you to make the appropriate decision. We of the "Calgary Strong" are just waiting for you to lay down the gauntlet.

Sincerely,
Richard Santin



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Daorcey

* Last name Le Bray

Email dlebray@gmail.com

Phone 4038080577

* Subject Complete support for Green Line

Dear Green Line Committee:

Thank you for your continued oversight and governance of the Green Line. This is likely the most important project in Calgary's history and I hope that you can unanimously support the latest version of the Stage 1 Alignment and plan.

A wise politician once told me that public transit is the most valuable investment a government can make for (and in) the public it serves. The Green Line is not just needed for Calgary now, but for the long term as a piece of critical infrastructure. The Green Line is a mobility tool in so many senses of the word. It provides social mobility to help people escape cycles of poverty by providing efficient ways to get to school and work. It provides economic mobility as it draws people from around the world to a city that works for them--a modern city with modern transportation. And, of course, it provides transportation mobility by helping all Calgarians getting to where they need to and want to go as efficiently as possible.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The Green Line is a tool for economic development and a symbol of our optimistic and opportunity-filled future. It illustrates the welcoming, modern, and vital city we aspire to be. It is a statement of optimism that Calgary needs.

I hope you can vote in favour of this latest update on the Green Line. I know you can continue to show the leadership our city needs by championing this incredible and

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May 24, 2020

8:39:42 PM



Public Submission

City Clerk's Office

important project.

Thank you.

Daorcey Le Bray



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name: Natalie
* Last name: Sit
Email: natalie.sit@gmail.com
Phone:
* Subject: Please support the Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am a born and raised Calgarian. Transit in Calgary has always been an important part of my life in this city. I can still remember using Fish Creek Station when it first opened, and I celebrated every southern extension of the Red Line. When I first become involved in politics to help make our city better, it was actions to improve public transit that most inspired me.

The promise of the Green Line is, therefore, close to my heart. I hope that the committee can unanimously support the latest alignment update. I am particularly happy with the underground alignment through the Beltline which is now my home and the community in which I am raising my young daughter.

While public transit has been important to me over these past decades, I realize that my advocacy is now most important for her. I will certainly take my family on the Green Line on the first day it opens, but it will be my daughter and her generation that will use it every day as a critical part of their modern city. It will be an intrinsic part of their lives, and it will be a part of the modern Calgary that draws the world as a place to live, work, and play.

Thank you for your service to the citizens of Calgary, and thank you for your continued support of this important project. Our support for the Green Line is support for future generations of Calgarians.

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Unrestricted

May 24, 2020

8:41:09 PM



Public Submission

City Clerk's Office

Sincerely,
Natalie Sit



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Sean
* Last name Sabraw
Email sabraw.s@hotmail.ca

Phone

* Subject Green line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)
I urge council to support moving forward with the green line into north Calgary. This is an important part of getting Calgarians around in the most climate friendly way and will serve many of those who need it the most.



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* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The implementation of the green line is critical to our growth as a city. Calgary currently lacks a robust transit system, resulting in reduced use of transit services. The green line will help bridge the current gap, improving the mobility and modernity of our city.



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name

* Last name

Email

Phone

* Subject

Dear Council,

Thank you for the opportunity to express my support for proceeding with the Green Line Stage 1. There is no question this is a huge undertaking and, as with any such large-scale project, there will be questions and concerns. While there have been some substantial changes, it appears the project team and members of Council have put substantial effort into understanding the risks and opportunities of the project. As such, I believe that the proposal recognizes our current reality and, at the same time, preserves the project intent in terms of linking Calgarians across the City with an efficient, reliable and accessible transportation option that not only enables travel to and from work, but also facilitates a more connected City by allowing easy use of transit for all types of daily journeys. In doing so, I believe the Green Line will greatly improve mobility and help set the stage for a stronger economy and more resilient City, not to mention directly benefiting business and future development along the corridor.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I do ask Council to pay close attention to the impact of the proposed Bow River Crossing. This will substantially affect the Eau Claire riverfront and Prince's Island Park, an extremely popular public space for Calgarians. It has to be done right and to the highest standard to minimize any adverse outcomes. It also has to preserve high quality east-west connectivity along the Bow River Pathway. This is key active mode transportation and recreation corridor and opportunities to continue the separation of bicycle and pedestrian pathways, as at West Eau Claire and Riverwalk, should be secured in

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May 24, 2020

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Public Submission

City Clerk's Office

conjunction with this project. I also ask you to please ensure the proposed pathway along the bridge remains in the project scope as this will greatly enhance active travel connections.

Thank you.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Chandra

* Last name Thomas

Email

Phone (403)276-8547

* Subject Letter of support for at grade route on Centre St N and 9 Ave N station

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am fully in support of the Green Line running at grade on Centre St N. I am a resident of Crescent Heights and look forward to being able to walk a couple of block to access the Green Line. For me, the at grade configuration has always been my preferred route. I have been a frequent user of Calgary Transit for more than 40 years and look forward to a transit system that is focussed on connecting residents of Calgary to all parts of the city rather than just downtown.

The Green Line was moved from the Nose Creek route to Centre St N with a vision that the Green Line would connect and revitalize the communities along the route. It is to be so much more than a means to shuttle people to and from downtown. The uncertainty of the route and the timing has led to significant decline along Centre St N and the Green Line needs to move forward now, as further delays will exacerbate this situation.

An at grade route along Centre St N and a 9th Avenue station will be a welcome improvement. The current state of Centre St N is that it serves to move tens of thousands of fast moving vehicles past our community to and from downtown while diminishing the quality of life for residents. The vehicular traffic bisects the community making it difficult to cross Centre St. The large volume of traffic is dangerous, loud and belches exhaust into our community. An at grade train with a slowing of the speed limit to 30 or 40 km per hour will result in a more comfortable and enjoyable experience on and crossing Centre St N. The lower speeds will allow for individuals travelling through Crescent Heights to see and stop in the community, contributing to the vibrancy and revitalization of the neighbourhood. Few vehicles park on Centre St N currently so the

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May 24, 2020

9:16:00 PM



Public Submission

City Clerk's Office

loss of parking with this route configuration should not have significant impact and a future where most people come to the community by the Green Line is an exciting one to imagine.

There are two conditions that I think are very important to address. The density of development around the 9th Ave N station needs to be clear. The character of this part of Crescent Heights needs to be maintained. Building heights should be a maximum of 6 stories on Centre St N near the 9 Ave N station. Additionally, it is important that the train and vehicular traffic be slowed and the maximum speed be 30-40 km per hour.



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* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

In summary:

- The minimal risk, minimal impact, employment-providing south portion of the Green Line is strongly supported by the Chinatown Community Association.
- The underground 2nd Street segment from 7th Ave SW to 2nd Ave SW, with covered trench station at the Eau Claire Market site, if done right, is acceptable as a downtown terminus.
- The bridge over Prince's Island Park, the Wetlands, and Riverwalk is viewed as an expensive approach, at this time, to providing rapid transit a short distance to 16 Ave N on Centre St. N and is not supported by the community.



Calgary Chinatown Community Association

卡加利華埠街坊會

May 24, 2020

Green Line Technical Committee Chair and Members of Calgary City Council
800 MacLeod Trail South
P.O. Box 2100, Station
Calgary, AB T2P 2M5

Attn.: Councillor Shane Keating, GL Technical Committee Chair
His Worship, Mayor Neheed Nenshi
Councillor Druh Farrell, Ward 7, Greenline Committee Member
Other Members of Calgary City Council

Re.: Green Line LRT Updated Alignment Feedback

Your Worship and Members of Calgary City Council,

The Green Line LRT alignment will have major effects, both good and bad, on the Chinatown community. We rely heavily on the traffic from Centre Street to bring residents, employers, employees and visitors into and out of the heart of our community. The recommended Green Line alignment in Calgary's downtown is on 2nd Street SW, along the west edge of the Chinatown community and within clear sight-line view to the entrance of the iconic Chinese Cultural Centre, a major community hub. Chinatown's north border is the Bow River, where the Green Line's proposed bridge will have an irreversible impact.

The Calgary Chinatown Community Association is vitally interested in supporting development that enhances quality of life in the inner city for residents, workers, tourists, and fellow Calgarians who seek enjoyment near the Bow River. We understand that the new LRT line can bring a greater number of visitors to our shops and restaurants and provides an ease of mobility for our residents. We also realize, that with the reduction in occupancy of downtown offices, revitalization of the city centre may depend more than ever on the riverbank communities which draw people to live, to work, to experience the outdoors, to enjoy leisure, and to improve their quality of life.

Throughout the development of the Green Line LTR planning and engagement process we have remained engaged and sought to find a balance for the varying needs within our community as well as the needs for the city as a whole. There are a number of concerns that the Chinatown residents recited with regards to the Green Line realignment to a bridge and above ground station at 2nd Avenue. There are concerns for pedestrian safety, especially for our Seniors, that a street level track pose. The community is also very sensitive to the additional exposure to crime that may be presented with the new alignment. Worries have also been raised for mental health related issues associated with train noise for nearby residential buildings and adjacent recreational parks and pathway areas.



Calgary Chinatown Community Association

卡加利華埠街坊會

At the May 12, 2020 Green Line Update Presentation, we were shown new designs, including the movement of the Portal to the north and the station incorporated under the future Harvard redevelopment of the Eau Claire Market site, allowing 2nd street to continue to have 2-way traffic. With these changes several community concerns have been addressed and we are grateful for that.

However, we have always remained steadfast in our belief that the newly proposed bridge over the Bow River was not something that we could support. A broad spectrum of Chinatown community stakeholders, consulted by the Green Line Team in December 2019, were unanimous in their opposition to an LRT bridge over the Bow River. The Community Association recently confirmed the view of Chinatown community stakeholders, when Board members (residents) indicated that they continue to oppose a bridge over the Bow River, and that an underground alignment in the downtown is preferred to preserve our natural resources and landscape for future generations. Our longstanding foremost concern, the connection to Centre St. N being a bridge rather than an under-river tunnel (approved in the extensive 2017 engagement) seems little recognized.

The forever impact of the bridge on the city centre can be avoided if the river crossing is delayed until a tunnel under the river and a proper underground segment of the line on Centre Street North can be funded.

In summary:

- The minimal risk, minimal impact, employment-providing south portion of the Green Line is strongly supported by the Chinatown Community Association.
- The underground 2nd Street segment from 7th Ave SW to 2nd Ave SW, with covered trench station at the Eau Claire Market site, if done right, is acceptable as a downtown terminus.
- The bridge over Prince's Island Park, the Wetlands, and Riverwalk is viewed as an expensive approach, at this time, to providing rapid transit a short distance to 16 Ave N on Centre St. N and is not supported by the community.

Respectfully Submitted,



Calgary Chinatown Community Association



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

May 23, 2020

Calgary City Council
The City of Calgary
Office of the Councillors (8001)
P.O. Box 2100, Station M
Calgary, AB, Canada T2P 2M5

Re: Green Line LRT Stage 1 Recommendations

Dear Councillors,

Since the spring of 2014, the LRT on the Green Foundation has involved itself in every aspect of the Green Line LRT project. Our volunteers have blitzed bus stops to hear from transit users, spoken to Calgarians across our city, organized stakeholder conferences, attended community functions as well as City of Calgary engagement events and participated at both Green Line and T&T committees. While initially disappointed that the original 2017 alignment plan could not move forward, the Foundation believes that the revised Green Line Stage 1 plan offers the best balance between Calgarians' desires for Green Line and the need to build within the existing funding envelope. We urge Council to approve the plan.

In the spring of 2017 Calgarians were presented with a plan to build LRT from 16th Ave N to Shepard station. In comparison to the original Stage 1 it's important to note that the updated plan not only accomplishes the exact same goal, it accomplishes more. This is not just a plan for stage 1, this is Stage 1 Plus. A new station at 9th Ave has now been added, a new multi-use pathway crossing over the Bow River has now been added, public realm improvements to Centre Street have now been added, integration of the 2nd St SW station with Eau Claire market has now been added, improvements to the BRT corridor north of 16th Ave N have now been added and the accessibility and experience for transit users has now been improved with stations located just beneath the surface, not seven stories underground. Yes it may look a bit different, but the updated Stage 1 should be viewed as a story of positive additions, not negative subtractions.



LRT on the Green

While the current crisis has led some to view Calgary's economic future through a negative lens, a look back to the flood of 2013 demonstrates that Calgary is resilient when challenged by adversity. The LRT on the Green Foundation believes that over the long term of Green Line Stage 1's construction timeframe our city's economy will bounce back. This is supported by the Royal Bank of Canada's May 2020 provincial economic forecast that shows Alberta returning to GDP growth of +4.6% by 2021.

In the short term there is not a shadow of doubt that Calgary needs the economic benefits a \$4.9 billion investment and 20,000 jobs will bring to our city. With funding for Stage 1 already secured, these jobs are entirely within the power of Council to create through an approval of Stage 1 and represent an incredible return on investment given the City of Calgary's yearly contribution to Green Line construction is just under 2% of its annual budget.

With that eye to the future, the LRT on the Green Foundation is asking Council to take additional steps beyond approving Stage 1 to help address a gap in policy that has existed since 2017. For three years Calgarians living and working in communities outside of the Stage 1 boundaries have been waiting to learn the next direction Green Line will take once Stage 1 construction begins. To expedite this process, the Foundation is encouraging Council to use the 2015 Green Line Staging Report (TT2015-0881) as a template for next steps and asks that Council amend the Administration recommendations to include the following:

- That Council direct Administration to target a Green Line extension north to 96th Ave N and south to McKenzie Towne as the aspirational Stage 2 plan.
- That Administration report back to Council no later than Q4 - 2020 with an updated cost estimate for the aspirational Stage 2 plan that takes into account the lessons learned from Stage 1 including, but not limited to, the level of public realm improvements required for public acceptance of a surface running train along Centre Street.
- That Administration create a package of early works projects for the aspirational Stage 2 plan including, but not limited to, land acquisition as well as identifying opportunities for the creation of transitway segments and grade separation along the Centre Street/Harvest Hills Boulevard corridor and report back to Council with an estimated cost and a list of possible funding sources no later than Q4 - 2020.



LRT on the Green

By adopting these directives Council will:

- ✓ Expedite the resolution of a review that has been under way for 3 years.
- ✓ Send a clear message to Calgarians that there is a commitment to Green Line beyond the current Stage 1 plan.
- ✓ Help structure important decisions for both communities and developers concerning additional density.
- ✓ Set an aspirational Stage 2 plan built around dramatically increasing ridership and lowering operating costs as per the TT2015-0881 report.
- ✓ Position Green Line Stage 2 early works to be eligible for any post-Covid stimulus funding that may become available.
- ✓ Bring further improvements to the north central corridor that will help offset the loss of traffic lanes on Centre Street for the 25% of vehicles that currently cross the Centre Street Bridge daily after beginning their journeys north of Beddington Trail.

Making the decision to move forward with construction of Green Line Stage 1 and the creation of 20,000 much-needed jobs is a win for the Calgary of today. Adopting our proposal for the creation of an aspirational Stage 2 plan and identifying early works projects sets the stage for the Calgary of tomorrow. Council should be applauded for spending the last several years making sure a thorough discussion on Green Line occurred but now is the time for action. Now is the time to begin construction of this massive stimulus project, deliver jobs and make a giant leap forward towards improving how Calgarians access the places they live, work and play. As the City of Calgary's motto says; 'Onward'.

Best Regards,



Jeff Binks
President
LRT on the Green Foundation



LRT on the Green



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Kyle

* Last name Mitchell

Email kyle.d.mitchell@gmail.com

Phone 2505073080

* Subject As a parent, resident of Crescent Heights, and citizen, I support the Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I support the Green Line.
As a parent, it's important to me that my kids have access to transportation options as they grow up. I am so excited about the possibility of being able to get to the Beltline, Inglewood, even visit my grandparents in Seton easily on transit with my kids, and later for them to be able to get themselves places independently as they grow up. I certainly hope that the Green Line becomes a reality before they grow up and move out.
As a resident of Crescent Heights, I see this project as our only opportunity to improve Centre Street. Right now it's a traffic sewer. It's loud, it's scary, it's polluted, the sidewalks are cracked, and the businesses are suffering from a lack of pedestrian activity. This is our one chance to make it a beautiful, vibrant street. We can't wait any longer.
As a citizen, I value social equity and sustainability, and that means prioritizing healthy, low-cost, transportation options such as walking, biking, and transit.



Public Submission

City Clerk's Office

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Karla

* Last name Danan

Email kmvdanan@gmail.com

Phone

* Subject Building the Green Line is an issue of anti-racism

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Public transit is disproportionately relied upon by those who are any mix of racialized, low-income, and/or newcomer, who must contend with long wait times and unreliable service. They have no other choice but to wait for infrequent service to get to work and home safely. As made even more evident with the COVID-19 pandemic, many of these workers are commuting to and from essential workplaces to provide care and maintenance for the general population. Moving forward on the Green Line is vital to improving the livelihoods of Calgary's most vulnerable. To further delay this critical project is for City Council to turn its back on the racialized, low-income, and newcomer populations of Calgary.

As someone who does not drive and cannot afford a car, Calgary is bordering on unlivable with the current state of its public transit. I am also a young, educated, racialized person who was born and raised in Calgary, only to choose to leave because of the city's disappointing transit system. To delay the Green Line would deepen Calgary's brain drain problem. There has been ample research and investment to build a Green Line that will start to address Calgary Transit's shortcomings. It is critical to move this work forward now and prevent any further delay of the Green Line.

ISC:

1/1

Unrestricted

May 24, 2020

10:12:42 PM



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Vincent

* Last name Terstappen

Email vinceters@outlook.com

Phone

* Subject Support for Green Line updated Stage 1 alignment

Thank you for the opportunity to provide feedback on the updated Green Line Stage 1 alignment. I am writing to express my support for the updated alignment and for the Green Line project.

First and foremost, I would like to thank the project team, the City of Calgary, Mayor, and Council for their hard work on the Green Line and this realignment. Your expertise, attention to detail, level of engagement, thoughtful consideration of feedback, and comprehensive planning are evident. For me, this has instilled a great deal of trust in the project team and the City to deliver this project.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I was born and raised in Calgary, completed my undergraduate studies at the University of Calgary, and recently moved back to the city after several years away. The changes that I noticed after this time away were inspiring! The East Village, bike lanes, rapid transit bus lines, and new communities - it has been fun to rediscover and reconnect with the city while starting a family here. To me, the Green Line fits into this evolution and is another wonderful step for Calgary as a vibrant, connected, growing city. The updated Green Line alignment seems very thoughtful, the engagement has been thorough, and proceeding with the Green Line feels to me like the right thing to do.

This project excites me as a Calgarian with a young family who is eager to see how this project will connect the city. Changes to Calgary's transportation system - notably bike lanes and bike paths throughout the southwest as well as the Red Line, bus lines,

ISC:

1/2

Unrestricted

May 24, 2020

10:37:14 PM



Public Submission

City Clerk's Office

and BRT - have enabled my family to choose multiple ways to get to work and other activities while owning and maintaining just one car. This connectedness has greatly enhanced my quality of life, my health, and my connection to the city. To me, the Green Line extends this opportunity to so many more Calgarians! This is one of the main reasons that I support the Green Line.

I would also like to thank the Green Line team for the opportunity to learn about the new alignment via the online Microsoft Teams session last week. It was very informative, highlighted the team's knowledge and thoughtfulness, and it was greatly appreciated to have the opportunity to join an engagement session virtually.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Jennifer

* Last name Black

Email jennifer.n.black@gmail.com

Phone 4039924038

* Subject I support the Green Line alignment

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

As someone who cares deeply about the power of public transportation to better individuals, communities, and cities, I chose the community of Crescent Heights for one reason: a dot on map that hailed the arrival of a Green Line station at 9th Avenue. I'm so excited to see this project now moving forward. Now that I have two kids in tow, public transit is an important part of how we get around, and it's important to me that my kids have access to transportation options as they grow up. I am so excited about the possibility of them to be able to get themselves places independently as they get older. I think the Green Line is an investment in Calgary's future. Please approve the Green Line alignment and invest in Calgary's future. Thank you to the Green Line team for their incredible work on this project.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	John
* Last name	Thomson
Email	john@thomsonfamily.ca
Phone	403-245-4547
* Subject	Green Line Submission

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Please refer to the attached letter addressed to the entire City of Calgary Council.
---	--

John Thomson, CA, CPA
825 Hillcrest Avenue SW
Calgary, Alberta T2T 0Y8

May 24, 2020

***Letter to the Mayor and all Councillors of the City of Calgary
Respecting the Upcoming Deliberations on the Proposed Green Line Transit
Project***

On April 30, 2020, an Ad Hoc Committee of concerned citizens formally made a submission to the City of Calgary concerning the Green Line transit project. The essence of their submission is:

“Council needs to update its assumptions and make other critical choices to de-risk the Green Line in order to head off a potential financial disaster. “

I fully support all of the statements made in the submission. The Sensitive Alternative Submission proposes a number of specific steps that Council can endorse to remove some of the financial risk with this enormous project. Furthermore, the Ad Hoc Committee requests that Council review its assumptions for the entire project – this makes infinite sense given the economic challenges that Calgary and Alberta face in the current environment.

In my opinion, these economic challenges will persist and our Calgary community will look very different in the coming years than what was forecasted only a few short years ago. Calgary has historically experienced a number of boom-bust cycles but has emerged with both economic and population growth – I have witnessed several such cycles during the 42 years I have called Calgary home. The current economic malaise started in late 2014 with the dramatic fall in energy prices and has since been exacerbated by federal & provincial government policies hostile to the energy industry and most recently by the collapse of energy prices, the COVID-19 epidemic, and the global recession of early 2020. Since 2015, Calgary’s population has grown by 55,000 to 1,285,000 (page 95 of the 2019 Annual report) which in the historical context that I have witnessed is hardly robust. The Ad Hoc Committee’s analysis of the risks in the current environment are clear and the presumption of an ever-expanding population growth in Calgary needs to be reassessed.

Transit is a heavily subsidized public service in Calgary. In the fiscal year just ended December 31, 2019, Transit generated \$181 million of revenues (page 84 of the 2019 Annual Report) while incurring \$477 million of costs (excluding amortization – page 14 of the 2019 Annual Report) – a 62% deficit. And this was only on the operating side with significant capital expenditures incurred to maintain and expand the system. Such costs

are not identifiable from the 2019 Annual Report but clearly must have been significant given the expansion of the MAX Bus Rapid Transit lines and the continued pursuit of the Green Line Project in addition to the normal on-going renewal capital expenditures.

In my opinion, Transit has a bias much like a funnel – the mouth (being the ever-expanding developer fueled communities on the periphery) feeding into the neck (being Downtown). From a historical perspective, the overall long-term design of the Transit system is admirable – LRT, MAX Bus Rapid Transit, and regular bus service – as it criss crosses the entire city and feeds the Downtown as the hub of the entire system. The AD Hoc Committee’s submission pointedly referred to many realities of today’s environment of Spring 2020 and in particular the 25%+ vacancy of Downtown commercial office space, the high likelihood of COVID-19 resulting in a dramatic increase of work from home employees with the resultant decrease in Transit demand, and the expected prolonged period of global economic recovery. The Green Line as proposed is a very expensive expansion of Transit services and may end up being a **“...colossally expensive White Elephant”**.

I urge City Council to seriously consider the proposals of the Ad Hoc Committee both as to de-risking the elements of Segment 1 of the Green Line design and furthermore the entire basis of the Green Line expansion given historical assumptions on population growth and future Transit demands in the City of Calgary. Perhaps the Green Line Project should be postponed indefinitely or cancelled outright. To quote the Ad Hoc Committee’s final statement:

“To reiterate, Calgary will emerge as a better and stronger city over the long run. But this can only happen if we adapt to new realities and avoid irreversible mistakes in the meantime.”

It is time for Calgary’s City Council to make the right decisions to de-risk the Green Line.

Yours truly,

[submitted by email]

John Thomson, CA, CPA



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Ronald

* Last name Lee

Email leernald82@gmail.com

Phone 403-860-5081

* Subject Response to the Greenline LRT updated alignment May 12, 2020

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I would like my report to be included in response to the Greenline realignment to be included in the public inquiry at the council meeting record for May 25, 2020.

FROM:

Ronald Lee (Director) Calgary Lees" Benevolent Association Calgary , Alberta <PHONE # 403-860-5081

2020 May 25

Green Line Technical Committee and Members of Calgary City Council Attention: Councillor Shane Keating, GL Technical Committee Chair His Worship, Mayor Naheed Nenshi Druh Farrell WARD COUNCILLOR> Other Members of Calgary City Council 800 MacLeod Trail South P.O. Box 2100, Station Calgary Alberta, T2P 2M5 Submitted by E-Mail to Office of the City Clerk

publicsubmissions@calgary.ca

RESPONSE TO THE GREEN LINE LRT UPDATED ALIGNMENT (MAY 12, 2020) Your Worship and Members of Calgary City Council,

In 2017, Calgary City Council approved the Green Line LRT alignment with a deep tunnel under 2nd Street SW in the downtown core, the Riverwalk Pathway, Prince's Island Park, Bow River, Crescent Heights community, and Centre Street to 16th Avenue North. This alignment was largely accepted by Calgarians after 2 years of quality and very satisfying public engagement. This alignment brought the promise to:

- preserve the Riverwalk pathway, Prince's Island Park and the wetlands,
- protect the birds, fishes and other wildlife,
- be the city-shaping initiative which would revitalize the Crescent Heights, Chinatown, Eau Claire, Beltline and Victoria Park communities,
- be the legacy LRT line serving the long-standing needs of Calgary's growing north-central and southeast suburban communities, and
- be built within budget.

This is a promise that has not been forgotten and one which should not be broken.

Since then, it has become apparent that this Green Line LRT Alignment cannot be built within the \$4.9B allocation of funds because of the deep tunnel risks in the 2nd Street SW downtown segment and under the Prince's Island and Bow River crossing. It is also understood that recent cost estimates show this approach costing at least 10% higher than the \$4.9B approved funding limit. We appreciate City Council's wisdom to direct the Green Line Project Team to revisit the build and alignment approach and bring back the reasonable legacy alternative.

Calgarians are still holding The City to these promises.

Our Concerns

Earlier this year, the Green Line Project Team presented and hosted several public engagement sessions where they outlined alternative ideas. Several Calgarians participated in these sessions to provide feedback and consequently, the Green Line Project Team revised and presented their updated Green Line LRT alignment on May 12th. While we are supportive of the SE segment to the Downtown, we find the alignment and the build approach north of the downtown core unacceptable. Specifically,

- a LRT bridge over Prince's Island Park and the Bow River breaks the promise to preserve the park and protect birds and fishes;
- the LRT bridge intersecting at the top of the Centre Street Bridge will impede southbound vehicle traffic, impair access to downtown and Chinatown, hurt business operators and festival / event organizers;
- dedicating the 2 center lanes of the Centre Street bridge for bus-rapid-transit (BRT) will create traffic havoc (i.e. congestion on the bridge and left / right turns on the Avenue roadways) and impact pedestrian safety at street crossings (i.e. Chinatown's 2500 population is 40% seniors) in the Chinatown community;
- placing the LRT line at-grade (i.e. street level) with two center roadway train lines breaks the promise of a city-shaping initiative as it would create traffic barriers east / west, increase accident risk at intersections, deter people from visiting by personal vehicles, and more
- the Green Line LRT Project speaks in generalities of a better urban realm for Crescent Heights and Chinatown with no actual design and commitment to follow-through; and
- the proposed Green Line LRT alignment is a 'less than' approach where scope and quality is reduced to stay within the \$4.9B funding envelope. This, again, breaks the promise of a legacy mass transit system.

Our Alternative Approach to a Legacy Green Line LRT

To keep many of the Green Line Project's promise as best as possible, we believe the Green Line LRT alignment and project should be modified whereby:

- The SE segment from Sheppard to Elbow River (Inglewood / Ramsay) is approved immediately for design / build and utilizes this capacity to spur the economy, create jobs, and provide much needed LRT transit ridership to downtown as soon as possible;
- The Elbow to the Beltline segment be approved only after The City provides full and transparent understanding of the costs and benefits of the current 11th Avenue underground alignment vs. the 2017 12th Ave / 10th Avenue South alignment;
- The Beltline to Eau Claire segment under 2nd Street SW be approved only 'with absolute promise' that there will never be a bridge over Prince's Island and the Bow River, thus protecting the park, the river, the Riverwalk Pathway, and the River Run condominiums in Eau Claire;
- The Calgary North segment from 160 Ave North to downtown be built as 'expanded and enhanced' Bus-Rapid-Transit (BRT) system including

additional BRT vehicle capacity and expanded running schedule to match the growing demands of communities north of the Bow River; ○ operating Green Line using 'low-cost, low-carbon emission' natural gas buses; ○ enhanced intersection signaling system for priority BRT crossing; ○ developing BRT-based Transit-Oriented Development (TOD) stations that encourages small business, Mainstreet community development; ○ rebuilding the 16th Avenue / Centre Street intersection for smooth, efficient, and safe transit, vehicle and cyclists crossing; ○ incorporating 'Mainstreet' urban development with a relaxing 'public realm'

in Crescent Heights and Chinatown including 40 kph traffic speed limitation, pedestrian safety, wide sidewalks, off-street parking, and restricted residential street access for these communities and Tuxedo Park; and o establishing a revised North-Central BRT downtown route for a better Red, Blue and Green Line LRT inter-connection and engagement with a new Eau Claire market and the 'Tomorrow's Chinatown' local area plan.

All of these modifications certainly cannot be achieved within \$4.9B, but they represent the best way to maintain a legacy mass transit system which can be achieved in phases within the economic and fiscal capacity of all levels of government. Given a post-COVID economic climate, the Green Line LRT must only proceed if it does not become a financial burden to Calgary taxpayers and transit ridership.

Please ensure that Council deliberates these suggestions in detail and gives Administration time to bring forward the right answers. We cannot afford to and do not want less than an optimum solution within the long term economic capacity to cover both the capital and operating costs. A vote to approve each segment individually would be most appropriate and delaying a vote on the unknown or unanswered is absolutely necessary.

We appreciate the need to create jobs and add to the economy as the cost of construction and capital equipment is low, but we must build the right alignment and approach in the right way.

As a former member of ACCT who opposed the spot rezoning of Chinatown, I find council's actions reprehensible .

REGARDS,

RONALD LEE



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name: Bethany
* Last name: Whittal
Email: beth.whittal@gmail.com
Phone:
* Subject: Green line

Good evening,

I am writing to you today to express my enthusiastic support for the green line c-train. I have full faith that the council will implement creative solutions to address environmental impacts, budgeting concerns, and accessibility considerations. I urge the council to demonstrate commitment to this project. The green line is a worthy investment of our resources, expertise and cooperation. Personally, I have chosen to be a public transit user to because I am strong advocate of accessible public transportation. The green line is a more inclusive approach to mobility for Calgarians. It also supports so many well-being outcomes that Calgarians value. Unfortunately, a pattern of decision-making that prioritizes drivers will only continue to marginalize low-income families, people with disabilities, and new Canadians. I ask that you consider the vast diversity of Calgarians who need accessible public transit to go to work, school and explore our wonderful city. The small, albeit noisy group that is working to delay, and end this project are unable to see the proven economic benefits and quality of life achieved through accessible transportation. They do not speak for me or many of the people I know and work with.

Thank you,
Bethany

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Josephine

* Last name Tsu

Email josephinetsu@hotmail.com

Phone

* Subject Greenline LRT

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I don't agree to build Greenline LRT at this time because tax burden to Citizen!
1) Due to Covit 19,millions lay off around the world that have affected whole world economy, demand for oil at all time low, encountered negative oil price never happened in history!
(2) Our local economy is based on Oil & Energy sector that have no recovery time line! Many oil company had left Calgary, many more business will be closing in the coming months, will see more vacancy in downtown area.
This green line from Downtown and stopped at 16 Ave. N.W. will have how many rider a day to justify spending 2-3+ billion dollars to build this route causing tax burden for citizen!

(4)Please consider to STOP building this route until recovery of economy and extension North of 16th Ave to Sandstone area is approved!
Thanks You



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Build the Green Line to support the Calgary of the future. The current City Council must not allow a small, wealthy cabal with self-centred interests, PR resources, but no vision for the city and citizens as a whole to dictate the development of Calgary for their own narrow benefit. Calgary was and is built on the aspirations of all Calgarians. All of us want to get around the city as efficiently and cost-effectively as possible, and have multiple, alternative mobility choices. It is imperative that Council commit to building the Green Line as critical urban infrastructure. Build it now, and build it well.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Katie
* Last name	Levinson
Email	katie.amory@gmail.com
Phone	
* Subject	Build the GreenLine now
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	I'm a university student and use the LRT all the time to quickly get to my classes. The Green Line will help me more easily travel all over Calgary, and it will help many of my fellow students who can't afford a car or the parking fees to get to university. Please build the Green Line now.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Caleb

* Last name Leung

Email cycleung@gmail.com

Phone

* Subject Green line development north of down town

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am a resident of Crescent Heights and I also operate a small business in the neighborhood. I would just like to voice out my views of the Green line and my uneducated suggestions.

I think the budget does not allow this current alignment to be useful and the return of investment is not worthy of the risks taken to build this. The alignment is somehow down south and a really short line up to the north (16aveN). Which I think it benefits very few people who actually commute daily from the communities north of 16. Not only will it disrupt the crescent Heights residents and businesses for many years of constructions, it will serve little practical purposes after it is built since the North has a very efficient and effective bus routes.

My suggestion: Use all the budget to build the south line all the way to Seton. Leave the North alone until there is money to build it right.

Thanks for you time.



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Jonathan

* Last name McCaslin

Email jon_mccaslin@hotmail.com

Phone

* Subject Green Line - Stage One Alignment

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I strongly support the Green Line - Stage One Alignment Plan and the inclusion of an above ground station at 9th Avenue NW and Centre Street.

Jonathan McCaslin
211 – 8th Avenue NE
Calgary, AB
T2E 0P8

May 25, 2020

To Whom It May Concern:

My name is Jonathan McCaslin and since 2004 I have been a resident of Crescent Heights. I wish to express my support for the City of Calgary's plans for the Green Line – Stage One Alignment and for the project as a whole.

I believe that the Green Line and its proposed extension through Crescent Heights represents a positive opportunity to expand the infrastructure of our city. This is an important investment in the long-term future of our neighbourhood and of the city at large.

As Calgary continues to grow I believe that it is important to invest in a properly funded public transportation system as an efficient means to move people across our ever-growing city and connect our neighbourhoods. It is imperative that all Calgarians, regardless of location, income or social-economic status are able to access all points of our beautiful city in a reasonable manner without relying on the use of an automobile. The Green Line is key to Calgary's future.

The addition of a train station at 9th Avenue NW and Centre Street will connect our neighbourhood in a positive way with the rest of the city. I believe that the Centre Street/Crescent Heights corridor has the potential to be a vibrant pedestrian and business-friendly community. However, due to the high volume of traffic on Centre Street, it is currently not amicable in either regards. The current status quo along Centre Street is unacceptable, unattractive for business development and very dangerous for pedestrians. The Green Line and its route along Centre Street, along with the inclusion of an above ground station at 9th Avenue NW will greatly improve the quality, accessibility and safety of our neighbourhood.

I also believe that the investment in the Green Line (and Calgary's public transportation network at large) will contribute to the reduction of traffic not only in Crescent Heights, but in our city as a whole. Overall, I view the Green Line as an important step towards improving the quality of life for all Calgarians.

If Calgary truly aspires to be a world-class city, attracting (and retaining!) people and business from across Canada and around the world, a properly funded and accessible train line and public transportation system is integral.

I strongly support the Green Line and I support the inclusion of an above-ground station located at 9th Avenue NW and Centre Street.

Sincerely,

Jonathan McCaslin



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Daniel

* Last name Levinson

Email danny@picolina.net

Phone

* Subject I support building the Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The Green Line is an integral part of Calgary's transportation plan. Building it now will leverage support from the federal government and demonstrate Calgary's commitment both to enhancing the lives of our citizens and to a carbon neutral future. To abandon it will be to abandon our claim to be a 21st century city. I urge you to take the long view and commit to the Green Line.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Terry
* Last name	Wong
Email	ed@calgarychinatown.com
Phone	4039187298
* Subject	Green Line Technical Committee Meeting - Written Submission (May 25); Committee Date (June 1st)
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	On behalf of the Chinatown Business Improvement Area, please find enclosed a formal letter of response for the Green Line Technical Meeting - June 1st



Chinatown

華埠促進會 **BIA**

Business Improvement Area

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



CALGARY
CHINATOWN

May 25, 2020

Submitted by E-Mail to Office of the City Clerk publicsubmissions@calgary.ca

The City of Calgary
800 MacLeod Trail South
P.O. Box 2100, Station
Calgary Alberta, T2P 2M5

Attention: **Green Line Technical Committee**
His Worship Mayor Nenshi and City Council

UPDATED GREEN LINE LRT ALIGNMENT

Your Worship and Members of City Council

Doing the Right Thing and Doing Things Right

Today, Calgarians are wondering if, and when, this City will ever return to its grand economic form that it enjoyed before the oil and gas market crash and the onset of COVID-19. In the next couple of weeks, they are going to wonder if they will again be afflicted by a threat to their prosperity and their quality of life. This upcoming threat will be self-inflicted by the decision of City Council on June 15th.

On June 1st, the Green Line Technical Committee will receive recommendations from City Administration regarding the 'Updated Green Line LRT Alignment'. Approval of these recommendations will drive Calgary towards 5-7 years of construction and community building.

Most Calgarians believe that the Green Line LRT Project will bring much-needed economic stimulus and jobs to the local economy and no one doubts the benefits of the initiative. Many also believe that this is a city-shaping initiative that can build communities and move people to places. However, if the wrong alignment and approach are approved, then Calgary – particularly downtown and north central – will suffer irreparable damage forever.

The critical decisions to be made is to, 'Do the Right Things' and to 'Do Things Right'.

Chinatown BIA's Green Line LRT Engagement

The Chinatown BIA support the Green Line LRT Project vision and the principles accepted by City Council. Unfortunately, or fortunately, we believe there are different alignments and different build approaches to realize this vision:

'A city-shaping transit service that improves mobility in communities north and southeast Calgary, connecting people and places and enhancing the quality of life in the city.'

It is the openness to which we consider and evaluate the divergent opinions that will lead us to the right alignment and approach and bring benefit to all communities and businesses, our residents and taxpayers, and the environment.

The Chinatown BIA has attended most, if not all, of the public engagement sessions. They have met privately with the Green Line Project Team to better understand the proposed alignment, to share ideas, and to facilitate broader public engagement.

The Chinatown BIA has also hosted several Chinatown community, business ratepayer and resident discussion forums throughout 2019 and 2020 to listen, share, understand and formulate advocacy positions on how the Green Line LRT could best serve the Chinatown community and Calgarians. Upon request, we have also assisted ratepayers, residents, and community groups in assessing the updated Green Line LRT proposal, establishing alternatives, and reaching their understanding and position on alignment and approach. Virtually all of the community advocates and residents are of the same mind:

We believe democracy and right decisions starts with being informed, being heard, being understood, and being thoughtful, objective, rational, fact-based and skilled at arriving at the right position.

The BIA has also hosted meetings with neighboring community associations (e.g. Eau Claire and Crescent Heights) and business improvement areas (e.g. Eau Crescent Heights, Victoria Park, Calgary Downtown Association) where we served as meeting hosts, meeting facilitators, group moderators, and on occasion as participants in sharing our understandings and perspectives.

Finally, we have engaged regularly with NAIOP and BOMA (i.e. representatives of land developers, building owners, and building operators), the Ad-Hoc Committee (i.e. informal concerned citizens group), and private land owner interests before formulating our position.

Chinatown BIA Believes in the Green Line LRT Project

The Chinatown BIA believe that the Green Line LRT Project

- **must be built as a legacy**
 - Do the Right Things and Do Things Right because you only get one expensive chance;

- **is about moving people from their place of origin to their place of destination**
 - To maximize ridership and deliver a very satisfying trip, you must provide transit service close to people's home as you possibly can; the travel time must be comparable or shorter than other transportation methods.

- **is a city-shaping initiative**
 - This project must enhance and grow with Calgary and Calgarians. The Green Line LRT cannot deteriorate, take away, or destroy property, business prosperity, and lives of Calgarians;

- **is built to support communities, residents, businesses and property owners**
 - This project must sustain and improve Calgarian's quality of life, the value of what they own (e.g. property, businesses, etc.), and the opportunities for education, business, and social gathering;

- **must preserve Prince's Island Park including the wetlands and to protect the birds, fish and wildlife**
 - This was the promise of the 2017 Green Line LRT Alignment. Calgarians continue to enjoy the natural beauty of the park and river as evident by the users during this COVID-19 social distancing period;

- **must be built within available \$4.9B funds or less.**
 - Calgarians have expressed demands that the Green Line LRT be built for \$4.9B or less, not a dime more. Secondly, the build must be in keeping with the legacy promised. If the updated alignment is a compromise of the legacy just to stay within the \$4.9B budget, then it's better to build only the parts that we can afford and leave the rest until later; we cannot afford a compromise.

The Chinatown BIA believes that the updated Green Line LRT alignment falls short of meeting desired expectations for a variety of reasons.

Chinatown Visitor Origin and Destinations

In 2015, a survey was conducted with visitors to a summertime Chinatown festival and

- 49.13% of respondents identified car/taxi as their frequent or regular mode of visiting Chinatown;
- 37.41% walked;
- 29.14% travel by bus;
- 11.82% ride their bicycles

Additionally,


- 73.91% of respondents identified themselves as living over 20 blocks away from Chinatown,
- 14.29% between 5-20 blocks,
- 11.18% live within 5 blocks.

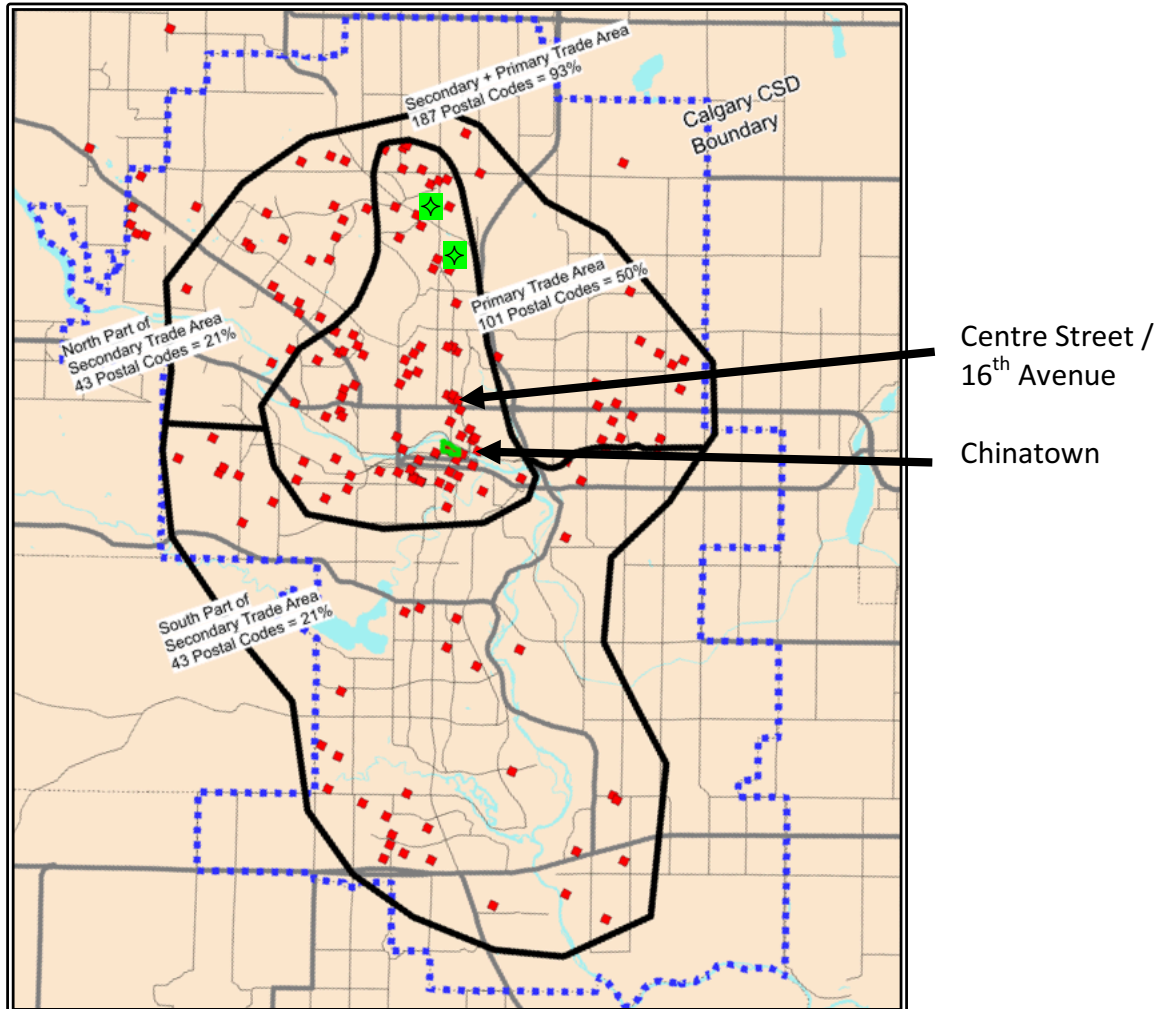
This shows that Chinatown is highly dependent on visitors travelling greater than than 20 blocks away (74%) and nearly 50% travel by personal vehicle and 30% by bus.

Centre Street Alignment – Negative Traffic Implications

The proposed Centre Street alignment to 16th Avenue proposes the removal of 2 center-lanes to accommodate BRT (downtown to 16th Avenue North) and LRT (5th Avenue to 16th Avenue North).

Reducing north and south bound lanes to one lane each way has significant commuter effects to Chinatown and downtown where 25,000 vehicles a day travel. City estimates see Centre Street vehicle traffic reduced from 25,000 vehicle daily to less than half. They suspect that many of these vehicles will divert to 10th St NW, Edmonton Trail NE, and Deerfoot Trail. Given these choices, Edmonton Trail is the only diverted route likely to be used but it is not not desirable especially if you travel from west of Centre Street. Communities of Tuxedo Park have already expressed great reservations of vehicles cutting through their communities to reach Edmonton Trail.

Chinatown relies heavily on visiting commuters who come from Beddington, Huntington, Thorncliffe Greenview, etc. which are along Centre Street. This is illustrated by the  symbol on the map in the following page. These communities and visitors are largely along the Centre Street alignment.



Centre Street Implications on Businesses

Chinatown and Crescent Heights businesses relies heavily on Centre Street North for food supply distribution. Many business merchants on both sides of the Centre Street Bridge have corresponding businesses or supply distribution connections up and down through to and on 16th Avenue N (i.e. BBQ meat delivery, butcher meat delivery, prepared food – dim sum, bakery, etc. delivery, etc.)

- Left turn and finding parking along Centre Street will become increasingly difficult to complete especially from a curb lane crossing 2 LRT/BRT lines and on-coming vehicle traffic.
- Designated left turn intersections will only be slightly effective as these intersections will have east and west bound turns at the convenience of LRT and BRT priority traffic signals.
- Limited loading zone and back lane zone travel will be heavily utilized resulting in increased commercial travel and loading / off-loading parking along Crescent Heights residential roadways.
- A Calgary Parking Authority parkade loading area will not suffice as loading / offloading must be within 25m of business for product safety reasons.

These traffic impediments will deteriorate business efficiencies.

Centre Street Implications on Commuters

Single lane of north or south bound traffic will be consistently congested with

- double the quantity of vehicles on the single lane
- as they queue waiting for people to complete left and right turns,
- as they wait for a stalled vehicle to clear in front of them,

- as they wait for BRT and transit buses to load and offload against the curb and then cross back into the centre lane,
- as they wait for emergency vehicles to address distress situations

Chinatown (and some merchants in Crescent Heights) fear that regular Centre Street commuters will not use the diversion routes or worse, not come to Chinatown in favour of our convenient destinations (i.e. Panorama, Country Hills, NE Calgary, etc.).

Prince's Island Park and the Wetlands

In addition to Prince's Island Park being a gem for Calgarians and visitors, it should be noted that the wetlands are within the Chinatown community. For the community, our residents, and our visitors, the Chinatown BIA strongly believes in preserving the park and the wetlands and protecting the birds, fish and wildlife. A bridge crossing cannot be permitted and this was expressed strongly in 2015-2017 when a bridge option was first contemplated, then rejected.

Studies have shown that it takes time for migratory birds to return to developed areas and its especially difficult if these areas are noisy, contain risks (i.e. electrical lines), and disruptive to their habitat. This is a common technique to keep birds away from oil extraction tailing ponds. The LRT Bridge overhead electrical lines, the whistling of the train, and the squealing of the wheels while deter bird and wildlife from returning.

A fight to preserve and protect the park will resemble the time the Chinese community fought to protect Chinatown along 2nd and 3rd Avenue in the 1960's and 70's when previous City Council officials wanted to build the east-west downtown penetrator to join Memorial Drive to Bow Trail.

Let not history repeat itself again.

Conclusion and Final Position

The Chinatown BIA strongly believes that the Green Line LRT Project should only proceed as follows:

- Separate the Green Line LRT alignment into four initiatives and phases of development:
 - Sheppard to Elbow (Stage 1)
 - **proceed immediately** as this is define and ready
 - this will create local jobs quickly
 - Elbow to Eau Claire (Stage 1)
 - **proceed ONLY to Eau Claire without ever crossing Prince's Island Park and the Bow River**
 - the S-curve bridge can never be built
 - Downtown to Beddington Trail (Stage 1)
 - **Replace the Centre Street Green Line LRT with enhanced transit and BRT network, specifically,**
 - **Increase better level of service and capacity transit system**
 - along Edmonton Trail
 - along 4th Street NW
 - **Implement dual BRT network** in Calgary North
 - a BRT serving downtown to Beddington Trail serving all stops along Centre Street North especially new TOD stations
 - a BRT serving from downtown straight to Beddington Trail and onwards to 160th Avenue N and returning along Centre Street North with stops at new TOD stations
 - Sheppard to Seton (Stage 2)
 - **Design / Build the SE LRT extension to SETON as soon as possible**

- Use remaining funds diverted from the Bow River bridge crossing and Centre Street alignment and train station.
- Commission immediately a Main Street urban corridor / public realm development plan for Tuxedo Park, Crescent Heights and Chinatown as the future of transit can serve as a catalyst for urban renewal and revitalization. Like 17th Ave SE, these communities will either suffer or benefit from transit initiatives done right or wrong.

The Chinatown BIA believes these options will save Chinatown and Crescent Heights, serve commuters across Calgary North Central, be achievable within the \$4.9B budget, and realize significant local job creation including transit operators and maintenance.

Sincerely,



Grace Su,
Chinatown BIA Chair



Terry Wong,
Chinatown BIA Executive Director



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name: Nicole
* Last name: Gapero
Email: nicole.gapero@ucalgary.ca

Phone

* Subject: Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)
I am in support of the addition of the Green Line in Calgary as it will provide more affordable and efficient commute for those around the city who do not currently have acces and are struggling with what Calgary's transit system lacks currently



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Eric

* Last name Moore

Email

Phone

* Subject Green Line Committee Meeting 1st june 2020

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I have attached a pdf of my submission to Council for the above meeting which represents the owners of the properties at 506,507,508,509 Lewis Lofts, 240 11 Ave SW Calgary.

To whom it may concern,
Green Line Committee Meeting on June 1, 2020.
City of Calgary.

24 May 2020

This submission is being made on behalf of:
Eric D. Moore and Carma Assel-Moore, 507 Lewis Lofts, 240 11 Ave SW, Calgary.
368869 Alberta Ltd., 509 Lewis Lofts, 240 11 Ave SW, Calgary.
957055 Alberta Ltd., 506 & 508 Lewis Lofts, 240 11 Ave SW, Calgary.

As owners of condominiums in the Lewis Lofts building there are several concerns that we have with the proposed Green Line route and economic feasibility of the plan as a whole. We will list our concerns below.

Current route plan and the effect on Lewis Lofts and its' owners

We have owned in the building for close to 20 years. Our units were bought as investments, either personally, or in the name of our numbered companies. As independent contractors these investments are, in effect, our pension plan. The City of Calgary's continual changes in route, tunnel plan, station locations, and personnel, has led to a rather drawn out affair that has impacted the valuation of the condominiums that comprise the Lewis Lofts. On average our property valuations have decreased between 20-30% since the City announced their initial plan. The continual uncertainty of what the City is going to do has impacted upon any plans we might have had to divest our property portfolio. Units in our building just do not sell any more, unless the seller wants to list way below market value. These statements are made in the light that Calgary is a depressed market, however, the City's actions have just depressed the Lewis Loft values even more. We know this because other properties that we own in the downtown area have not suffered the same level of devaluation as compared to Lewis Lofts.

The building itself does not have a conventional substructure footing, and as such, will be substantially impacted by tunnelling under the building. Our next door neighbour, another circa 1911 building, had its' building structure cracked when a newer 10 storey building was excavated on its' east side.

Our units are on the 5th floor of the Lewis Lofts building, and when the CP Rail trains come to a halt between 9th and 10th Ave SW our building literally shakes. Why does the City think tunnelling under a 1911 building, with no real footings, will not cause tremendous damage to the structure? The City might as well just plough the building down before it starts tunnelling, it would be much safer.

Feasibility of the Green Line

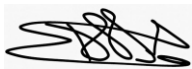
Previous submissions to Council via the Green Line Committee have already suggested that tunnelling under the Bow River is not recommended, however, tunnelling down 2nd Street SW, from a geological point of view, isn't the optimal choice either. As a Geologist, who has been involved with drilling over 1500 horizontal bore holes, I might suggest the City's choice of route is somewhat lacking. Firstly, it is well know that there is an underground water course that runs roughly down 2nd Street SW. This water course, in layman's terms, travels between the Bow River and the Elbow River. It passes past the East Tower of Bankers Hall and almost caused a

foundation collapse while the East Tower was being constructed. This water course passes right by the Lewis Lofts too. Most municipalities would not considering boring tunnels in such a location, so why is Calgary?

Another unknown for the City to grapple with is the actual physical geology that the tunnels will pass through. Although the City may have cut some observation boreholes near the Lewis Lofts, the City has no idea what is underneath the Lewis Lofts, or any of the surrounding buildings. This may not seem to be a big issue to the layman, however, to a Geologist who has bored thousands of holes it is a huge potential issue. The proposed Green Line tunnels will not be boring through solid rock. The lithology present is a type of glacial till. It is substantially large rocks and boulders surrounded by weakly compacted clays and sediments, some of which contain substantial sections of porosity filled with water. This is an unstable lithology to bore tunnels in, and because it contains the potential to have large glacial erratic boulders it makes the process of tunnelling even worse. The potential for damaging, or losing, boring equipment in the hole is much greater in this scenario. Think of it as somewhat like drilling a hole in a piece of wood, and then hitting a nail. The hole doesn't end up where you wanted it to go, and you're off to Home Depot to buy a new drill bit! Except, the City would be losing their "drill bit" to the hole. This is a potential consequence of the City boring through unknown stratigraphy. In this case it would be doubtful that a tunnel boring contractor could be held responsible for such a catastrophic loss. The taxpayer would be paying for it.

With the recent covid-19 pandemic events one has to wonder how the City of Calgary can justify such a tunnelling project expense? Ridership is going to be drastically reduced because people will be less likely to use public transport for years to come, whether it is due to contamination concerns, physical distancing, or the fact that many people will choose to work from home. This should be a time in which the City should be concerned with reducing costs, not escalating them. At some point someone in the City has to be brave enough to say that this is no longer a fiscally feasible project. The taxpayers of the future should not be responsible for a "legacy project" that has gone wrong.

Sincerely,



Per: Eric D. Moore, President 368869/957055 Alberta Ltd.
Carma Assel-Moore
Owners, Lewis Lofts



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Brent

* Last name Zuber

Email blzuber@hotmail.com

Phone 4035600431

* Subject Positive support for more investment into public transit - Positive on Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I believe Calgary, the Province, and the Federal Government need to invest more into public transit. Our large (spread) urban cities have a large deficit in good public transit, and we will benefit greatly by closing the gap with other mega-cities worldwide.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Elliot
* Last name	Weinstein
Email	weinstein.elliots@gmail.com
Phone	
* Subject	Green Line support
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Hello, I am a resident in Calgary, living in ward 11. I fully support the green line and would like to see it approved and construction started. Thanks!



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

To whom it may concern, please consider this letter my strong support for the latest in the Green Line planning. Our City is in desperate need of equitable mobility, which I believe this LRT line will greatly contribute to. Thanks!



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Carolyn

* Last name Horwitz

Email carolyn.horwitz@gmail.com

Phone

* Subject Green Line - north Calgary

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The north part of the green line from Eau Claire across the river needs to be reconsidered. There has not been enough neighborhood consultation with crescent Heights regarding the new 'above ground' changes. Yes, there have been a few open houses but the changes were made without consultation and thus there are still too many unanswered questions. The actual residents of the neighborhood need more information and actual plans surround parking, traffic flow and access to our own neighborhood. If the demand for transit is to bring people from the far north to down town, why not start the green line in the north and bring it south vs having it stop at 16 Ave with no real time line or funding to extend it north? It seems like the process was started for the green line but changes were made so the optics to stop it would cause people to lose their jobs. Let's think through the north end extension better to have it make financial and logistical sense.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Camie

* Last name Leard

Email camie@crescentheightsvillage.ca

Phone 4038747694

* Subject Crescent Heights Village BIA Green Line Position

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)
Please find attached the Crescent Heights Village BIA's position on the May 2020 Green Line Alignment

MAY 25, 2020

Green Line Alignment Position Crescent Heights Village BIA

Submitted for consideration by Calgary City Council May 25, 2020 by the Crescent Heights Village Business Improvement Area Board of Directors

Introduction

Centre Street lies at the heart of Calgary's north and is one of our beloved (and designated) Main Streets. Described by the City as places where citizens come together, Main Streets are places where we want to go, we enjoy, and we coalesce as a community. Main Streets are resilient, adaptable, and attractive public spaces that, celebrate the character of the community, encourage diversity of local business and create a vibrant destination.

Take a walk down Centre Street in 2020 and it's abundantly clear that this historic and important mainstreet has been left behind. Crumbling sidewalks lined with neglected buildings are sparsely populated with nervous pedestrians - scared to cross four lanes of commuter traffic. Cars and busses full of Calgarans from all over the city (85% of whom are not local to the area) rush through the neighbourhood twice a day, leaving behind a desolate road intended to be the heart of a village community, but left to languish for years of uncertainty as the City addressed other concerns in other areas.

At the same time, intrepid small business owners have managed to eke out a living despite parking woes and dwindling pedestrian traffic - some have been here for decades. Founded as a village in 1901, Crescent Heights is Calgary's first community outside the valley. Annexed in 1911 and established as a neighbourhood in 1914, Crescent Heights is steeped in the history (and built on the hard work) of Calgary's Chinese community. Today's Centre Street is home to an eclectic mix of diverse business owners from all over the world. It's for these hard working, risk-taking, job-creating Calgary business owners that the new Crescent Heights Village BIA was formed in 2020 and on behalf of whom we offer this position on the proposed Green Line LRT alignment released on May 12, 2020.

The Potential

The Crescent Heights Village Board of Directors believe Centre Street's time has come. Our community (and, indeed, all of North Calgary) has waited long enough for the City's attention and investment. It's time to shift the role of Centre Street from an unplanned and haphazard commuter traffic thoroughfare to a vibrant and colourful, people-focused local business hub where Calgarians from all over the city come to eat, shop, work and play - by foot, by bike, by car and, of course, by transit.

The proposed alignment of May 12, 2020 provides an unprecedented opportunity to rethink, reinvent and revitalize Centre Street by:

- Reducing out-of-area commuter traffic while improving access to local businesses
- Slowing car traffic down with narrowed lanes
- Creating opportunities for city-funded sidewalk improvements, pageantry, trees, infrastructure and lighting we may not otherwise see
- Creation of a 9th Avenue (Crescent Heights Village) station bringing foot traffic to area businesses

Of course, with this exceptional opportunity comes exceptional risk, including:

- Three to five seasons (or more) of construction disruption to small business owners who have already experienced the unprecedented and devastating effects of COVID-19.
- The loss of a great deal of precious parking along Centre Street that business owners rely on for their customers, for pick-up/delivery services and for loading - parking that is already inadequate.

Our job as the Business Improvement Area is to assess the needs of the businesses in our area in the short, medium and long term. Often, these are in opposition to one another - as is the case with the Green Line alignment. While there's no doubt the long-term benefits of the development will be transformative for Centre Street Village, getting there will be difficult at best, calamitous at worst. Given the recent economic downturn, challenges seen in other BIAs under construction (17th Avenue S.W.) and now the impact of the pandemic - the risk to many of these small business owners is substantial.

Our Position

Trying to balance the opportunity and the risk results in our position of **conditional support of the proposed Green Line alignment, contingent on:**

1. A robust and material business support program which might include but is not limited to:

- Grants, reverse levies, tax freezes and other financial support measures through construction and for a period following its completion.

Additional consideration of:

- A policy of using local businesses for construction needs throughout the project (office rental, business services, insurance, food and beverage, etc.)
- Marketing and advertising support (both financial and City communications channels) throughout construction (beyond on-site signage).
- Strict protocols on maintaining access to businesses including pedestrian escorts, flagging, etc.
- Managing parking of site workers and others.

2. Replacing lost parking in its entirety and adding additional parking capacity, potentially by:

- Building a CPA parkade
- Buying existing surplus parking from landowners
- Expanding two-hour parking into the residential streets
- Finding areas for angled parking/parking nodes (1st Avenue W)

Unprecedented times call for unprecedented measures. Never before has the City asked small businesses to make the sacrifice of enduring a long construction period after five years of recession and a global pandemic that put them out of business for months.

Likewise, there isn't another BIA in the city that offers zero parking along the BIA's main street with the possible exception of International Avenue, which enjoys ample opportunity on residential side streets and large parking lots.

But the Crescent Heights Village Board believes moving forward is more important than waiting for the perfect circumstances — this far along in the process, standing still is as good as stepping backwards. We want to step forward and create an exceptional future for Centre Street.

Additional Considerations

It's important to note that our ratepayer community does not unanimously support this alignment, nor does our board. The project team has asked the business owners of Crescent Heights to take a major leap of faith with many unanswered questions. Given the long term potential benefits to the area, it's a leap we're willing to take with an understanding the Green Line project team and Council will continue to work with us to support the businesses in our area. In the spirit of that collaboration, we also request consideration of the following:

1. Consultation and funding of public realm improvements including:

- Public art
- Trees and Greenery
- Alley lighting/beautification
- Interim traffic calming and parking measures such as a 4-to-3 lane conversion and permanent parking on both sides
- Improved sidewalks and crosswalks
- Pedestrian scale lighting
- Use of character materials
- Multi-use pathway on the train bridge
- Bike parking (re-installation of existing CH branded racks)
- Installation of benches and other streetscape enhancements that can be removed and replaced during and after construction
- Maintaining permeability of centre street with no fences or arms dividing the street

- 2. Station Naming:** It is our request that the 9th Avenue station be called Crescent Heights Village to give it a sense of place that celebrates Calgary's history, to recognize it as a destination, and to give back to businesses in our area by promoting economic development once the project is complete. Input on the 16th Avenue station naming, design and public realm is also requested.

3. Traffic/speed Management including:

- Lower posted and street design speed of Centre Street to 40 km/hour between 7th and 16th Avenues for both trains and motor vehicles to provide a “Main Street” feel, improve safety, and promote economic development (speeding vehicles don’t stop for coffee)
- Dedicated left-turn lanes
- Busses share LRT lane versus using the car lanes

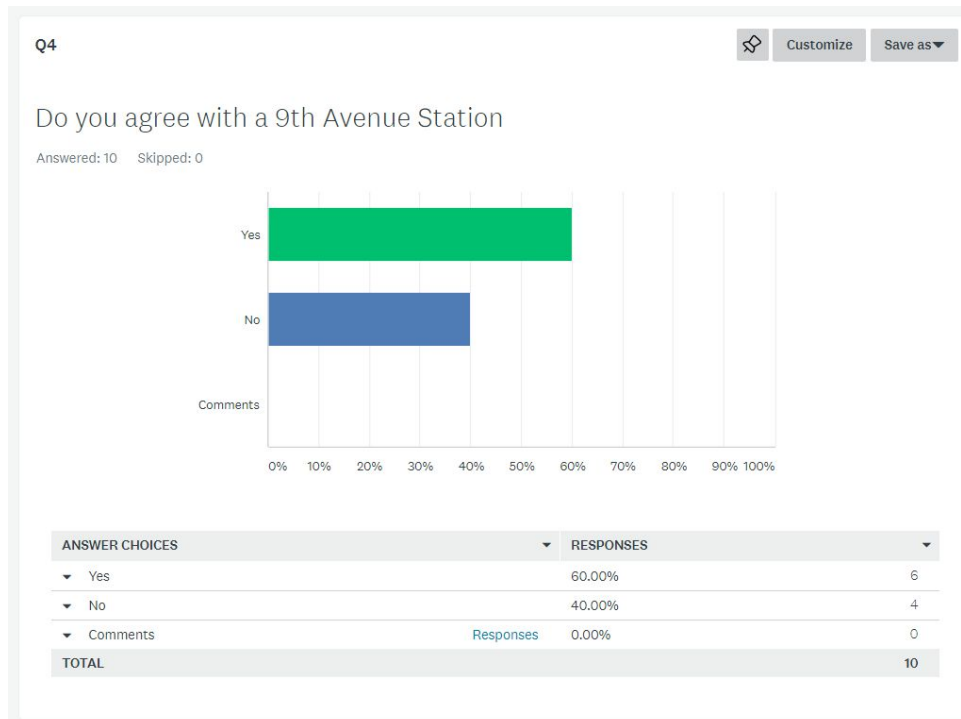
Summary

The business owners in the Crescent Heights Village BIA have shown a tremendous amount of grit over the last decades as Centre Street sat in limbo. Dangling in the winds of politics, economics and public opinion, these restaurateurs, accountants, pharmacists, herbalists, retailers, dentists, barbers and grocers have continued to create jobs and serve their community with pride and resilience. Let’s reward their perseverance by giving them a Centre Street that works - during construction and for decades to come.

Appendices

1. March 2020 Engagement Results Infographic
2. BIA ratepayer survey results

Appendix 2: BIA Ratepayer Survey Results





Comments:

- *Side running streetcars preferred for pedestrian friendly use.*
- *Yes. Initially I was skeptical but I think overall it is a good thing because it allows more trees to be plan*
- *If the streetcars are used, then centre-running is the best option, but there should not be street level cars on Centre Street*

What are your thoughts, opinions or concerns about the City's proposed alignment and approach?

1. *Great for the enviroment. My concern is has no impact on business since we dont have enough parking at the back of the building most of the time we have the delivery service parks on street for couple mins to pick the order.*
2. *I think the stops should start passed 16th ave. Since those are the ppl likely wanting to leave their vehicles at home to take transit downtown. Ppl living in crescent are already walking in to work or taking the bus down.*
3. *Encouraged with the idea of getting Calgarians and visitors to use public transit.*
4. *During a very uncertain time financially, running the Green line across the river and up to 16th Avenue is a poor idea. The funds would be better used in other areas, or to improve the other parts of the Green Line if they cannot be diverted. When the city is struggling with a serious*

property tax issue, the pandemic is showing that more people are able to e-commute and funding problems are likely, why would we ever make it more difficult for people from the north to reach downtown? This is going to lead to further companies and their employees leaving the downtown core, and significantly increase the property tax issue, which is already a very significant problem.

5. *I can see why residents would prefer Centre Alignment. For business owners, I think Centre Alignment may provide more clarity of who is responsible for what.*
6. *Side running would be safer.*
7. *I'm not a fan of another bridge, especially one literally beside an existing bridge, over the river at all. There is already a centre street bridge and that should be refurbished and reutilised OR accept the risks and build the tunnel according to the original plan.*

Dresden has their UNESCO heritage status stripped because of a bridge over the river Elbe in 2017. I believe Calgary will suffer similar consequences because of a bridge. Calgary will have their status as an up and coming world city stripped also if we can't figure out how to put a train under the river AND mar the wetlands AND destroy the river wildlife ecosystem AND fail to recognise that building yet another bridge literally beside an already existing bridge is a short sighted endeavour that does not utilize our best professionals (including engineers, geologists, designers, etc) abilities. Why can't we just widen the centre street bridge? Was it because calgarians didn't think far ahead enough back when the original bridge was built ??

Calgary wants to be a world class city? Then it's gotta come together and use our best minds, use our best resources, and organise something that will keep us as a top city for generations to come.

Keep the train and train stations underground with access to the surface. Think London and Hong Kong. Underground trains, underground stations, underground retail malls, with surface connections via escalator/elevator/stairs. 8 stories of underground retail space in a central location would be amazing.

Save the bluffs. Save the river. Save the wetlands. Save the space in Eau Claire market to design and build something truly worthy of that overground space!

8. *I love the alignment. I want to make sure we also get the following as part of the project: Parking: Increase the amount of 2-hour parking on side streets Art: Public art Greenery: Trees and planters with native plantings Walking infrastructure: Improved sidewalks and crosswalks Walking and wheeling connections: Multi-use pathway on the new LRT bridge. Lights: Pedestrian-scale*

lighting Waste: Trash receptacles on Centre Street. Buses: Buses share LRT lane Materials: Brick, wood, cobblestone character materials used at stations Bike parking: Re-install branded Crescent Heights Village bike parking when project complete Crescent Heights Village Station: Approve 9th Ave Station & name it "Crescent Heights Village" Safety: Increase safety for people crossing Centre Street by lowering the speed limit for the train and motor vehicles to 40 km/h, and designing vehicle travel lanes for lower speeds Permeability: No fences or arms dividing the street Access: Permit left turns from Centre Street Noise: Quiet train operation (i.e. Centre Street is a pleasant place to sit outside, shop)



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Greg

* Last name Miller

Email greg.miller@outlook.com

Phone

* Subject Let's move forward with the Stage One Green Line plan

* Comments - please refrain from providing personal information in this field (maximum 2500 characters) Please accept this as my public submission for the June 1 council meeting.

The Stage One Green Line plan is right for North Central Calgary

These are uncertain times in Calgary. The pandemic and the collapse in oil and gas markets have left us wondering what our future holds. We're faced with a choice: invest in our future, or retreat to our past?

Very soon council will be asked to invest in improved mobility, in the Green Line. Council will be asked to approve a revised Stage One plan that will finally begin to deliver improved transit services for the north and for all of Calgary. I support this plan. It's the first step to achieving transportation and community improvements for North Central Calgary. It's an investment in our future.

For years Centre Street has been the most highly transited bus corridor in the city. We recognize the greatest hurdle to adding much needed capacity up Centre Street is crossing the Bow River. Now, thanks to a \$3 Billion funding commitment and a new bridge, the Green Line makes crossing the river and connecting the north a reality. If we don't seize this opportunity now, if we lose this precious funding, then I fear this opportunity will not return for a long, long time.

Our overall goal is connected LRT service through downtown all the way up Centre Street and along Harvest Hills Boulevard. I believe that with Stage One's commitment to the north literally poured in concrete across the Bow up to 16th Avenue, this is far more likely to happen. It will happen over time, station by station, as incremental funding comes available. This has been the pattern for almost every other CTrain extension, and there's every reason to believe the Green Line will follow suit.

While Stage One will not yet deliver the entire train we need, it does commit to BRT improvements along the way, including priority signals, bus lanes, and improved bus shelters. It will also improve service reliability by letting BRT and express buses travel on a dedicated right of way from 13th Avenue all the way to downtown. I believe this bundle of BRT improvements is a critical part of the Stage One proposal and must be included.

Northern communities have watched for decades as other areas of Calgary receive infrastructure and transit investments. Finally, after 2 years of consultation, the new North Hill Plan offers hope for investment and community improvements around Edmonton Trail, Centre Street, and 4th Street. Foundational to the North Hill Plan is an assumption that the Green line is built to support it. This investment in community redevelopment is significantly impaired without the transit and mobility options that the Green Line will bring.

Calgary's past was built on one primary industry. Our primary transportation mode was based on the automobile. We cannot, we must not, assume either of these alone represent our future. The investments we make now to provide choice in transportation along with choice in housing, recreation and culture will have a direct bearing on the future industries we'll attract, and the Calgarians they'll employ. Investing in the Green Line today will help enable the choice we need for the future we want.

The Green Line has been planned for years, with input from countless residents, businesses, and elected representatives alike. It's time to realize our return on years of investment from Calgarians. Let's move forward with Stage One.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Kent

* Last name Vuong

Email aiybee@gmail.com

Phone

* Subject Green Line LRT

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

This project is an opportunity to revitalize Centre Street, keep people employed, and serve an area of the SE that has poor transit access. Please don't kill this project.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Ronald

* Last name Wilburn

Email wilburn.ron@gmail.com

Phone 4032835835

* Subject Green line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

This is to express my support for the green line construction project. I see this project as satisfying a number of extremely important priorities as our city emerges from the Covid-19 crisis. For one thing, it is a shovel-ready project, ready to go once normalcy is restored. For another thing, it represents a new and realistic direction for municipal development. Oil revenue has been shown to be undependable. Climate change has been shown to be immanent and threatening. Public transportation is geared to the future, not the past. I realize that some in the business community object to the proposed route. But I strongly suspect that this is nothing more than a stalling tactic at a time when standing still is no longer an option.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name: Sasha
* Last name: Lavoie
Email: sashalavoie@gmail.com
Phone: 5875727991
* Subject: In support of the Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I'm a 33 year old living in the Beltline. I use public transit to get to my job at the University. My partner and I own one vehicle and use it several times a week. I broadly support the green line. Ever since first visiting Europe as a teenager, as well as other great cities in the world, Mexico City, New York City, I've come to the conclusion that great public transit is part of the make up of a great city. I am discouraged that a small group of older, privileged white men are what makes up the anti-transit movement. I hesitate to make assumptions, but I doubt this group needs access to public transit and therefore lacks insight into how beneficial this project truly is. I've been excited about this project from the get-go, as well see this excitement in younger friends of mine. Let's keep this city growing in the right way.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Alberta Assembly of Social Workers

* Last name c/o Mare Donly, MSW, RSW

Email maremontell@mac.com

Phone

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The Alberta Assembly of Social Workers Supports Calgary's Green Line
Calgary's Green Line is a vitally important project for Calgary's future. The Alberta Assembly of Social Workers (AASW) fully supports the expansion of our LRT system as it will improve access and mobility for Calgarians in the two quadrants of the city currently underserved. A fast, efficient and economical transit system plays a crucial role in poverty reduction, enabling better access to employment, basic goods and services, reducing transportation costs and creating jobs. A complete LRT/BRT system throughout Calgary also enhances quality of life for all, making our communities healthier places to live and breathe. The current plan before this council, implementing Phase I of the Green Line, while improving the BRT lines north and south is the best way to prepare for Calgary's future growth and expansion.

The Alberta Assembly of Social Workers Supports Calgary's Green Line

Calgary's Green Line is a vitally important project for Calgary's future. The Alberta Assembly of Social Workers (AASW) fully supports the expansion of our LRT system as it will improve access and mobility for Calgarians in the two quadrants of the city currently underserved. A fast, efficient and economical transit system plays a crucial role in poverty reduction, enabling better access to employment, basic goods and services, reducing transportation costs and creating jobs. A complete LRT/BRT system throughout Calgary also enhances quality of life for all, making our communities healthier places to live and breathe. The current plan before this council, implementing Phase I of the Green Line, while improving the BRT lines north and south is the best way to prepare for Calgary's future growth and expansion.

The Alberta Assembly of Social Workers is an anticolonial, antiracist and equity seeking civil society action group. We value diversity and see it as a strength among us and welcome all social workers and those committed to the core values and ethics of our discipline. We are grounded in a social work praxis of personal transformation, relational accountability, peace-building and solidarity action.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Tudor

* Last name Dinca

Email tcdinca@gmail.com

Phone 5875865864

* Subject Support for the Green Line (Alignment with a tunnel to 16th Avenue)

Good morning,

I would like to take this opportunity to express my conditional support for the construction of the Green Line LRT project. I say conditional because the city seems to be pushing for the alignment that will go along Center Street, at street level. From my experience of using a number of public transportation services from around the world, I can say that, without a doubt, in order to ensure a reliable method of transport that causes the smallest footprint in terms of congestion and time waste, the city should pursue an alignment that goes underground all the way up to 16th Avenue. It is true that the cost would be an additional 250 million to 300 million dollars as indicated by the city but in the long run the reduced amount of maintenance combined with a much lower frequency of accidents and incidents along the track will make this tunnel a well worth investment.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

As well, I would encourage City administration and Council to think about the present inefficiencies that we all, as Calgarians, are experiencing as a result of having the older lines of our C-Train system run at ground level (especially those that run through downtown). The amount of time, resources and other inefficiencies that have resulted in our present day as a result of poor planning in the 1980's are probably more costly than the initial cost of having to tunnel underground downtown. Let's not make these mistakes again.

ISC:

1/2

Unrestricted

May 25, 2020

9:01:40 AM



Public Submission

City Clerk's Office

Please do build the Green Line but do so with an underground tunnel that goes all the way up to 16th Avenue. Thank you for your time.

Tudor Dinca



Public Submission

City Clerk's Office

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Jon
* Last name Kozak
Email jonkozak@gmail.com
Phone
* Subject Green Line Reflection

I've been to several engagement sessions and have to say the latest version with revisions is one I can support. I commend the efforts of the Northern voice in the need for there to be a next phase that addresses the access to the many transit users in the north regions of Calgary. I get the concern of the bridge and it's effect on Prince's Island Park. It's about adding a view rather than taking it away. Secondly it would add a transit multimodal pathway system which is equally valuable to the LRT line.

I'll stop my viewpoint tho and reflect on someone I've been following. Consider this, Canada's largest company has a lot of interest in Calgary, even if they don't directly state it. While we pandered for the attention of Amazon HQ, it's interesting to see what interest Spotify has on the globe, climate and their impact, next to their support for entrepreneurs and shipping products ethically.

While they've adjusted to the new norm and noted offices will transition or close, here's there expectation:

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Sustainable offices: We look for LEED-certified office space, and most of our square footage is LEED Gold or Platinum. We've chosen buildings in areas with high transit and walkability scores, and built with local materials wherever possible. This also includes minor but locally impactful things like adding bike racks and storage to every office.

ISC:

1/2

Unrestricted

May 25, 2020

9:09:16 AM



Public Submission

City Clerk's Office

Quote again "high transit" because they see every option be it foot, bike, drone being an option for getting products from business to customer.

I know this hits home for several councillors looking to price products based on waste or considering the plan for shipment corridors important for growing business. This is Canada's largest company telling us where the future is going.

I respect Calgary's past but we are taking about the future. I will now share tho that I'm disappointed that digital payments has taken so long to be fully implemented. Projects should be revised (as they have) for the better results but we need to continue to think with a growth mindset and what options exist on top of transit being just about moving people.

Thank you and again I fully support this green line project going forward.



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Curtis

* Last name Mah

Email curtmah@gmail.com

Phone 5874362878

* Subject WE NEED THE GREENLINE !!!

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

We need the greenline in Calgary, we need a new future, please please please support this project



Public Submission

City Clerk's Office

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Simonetta
* Last name	Acteson
Email	simonetta.acteson@gmail.com
Phone	4038040372
* Subject	Green Line

We are writing to object to the passing of the Green Line proposal before Calgary City Council.

Though we strongly support the need for effective and accessible public transit, we do not support Green Line, in its entirety, but most specifically the downtown to 16th Avenue portion, as proposed for the following reasons:

1. Our post COVID-19 world is unknown and the repercussions will be felt for years (if not indefinitely). The requirements for publically accessible transit may be required to undergo significant changes now and in the future. In a changing world, cities must react with alternative and elastic options which can offer users separation and safety while responding quickly to changing needs. A \$4.95 Billion infrastructure investment that does not accommodate any future flexibility during a time of many unknowns is hugely irresponsible. The very future of a downtown workplace hub is questioned at this time as many companies re assess how to work from home, and what reasons for congested office spaces are still valid and important.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

If even a small fraction of the proposed funds were allocated to exploring and implementing alternate methods of public transportation that could be reviewed, altered as needed, and be responsive to our changing future, the City would be better posed to address the future urban world.

ISC:

1/2

Unrestricted

May 25, 2020

9:21:24 AM



Public Submission

City Clerk's Office

2. We strongly object to a bridge being put over the Bow River and any part of Prince's Island. The environmental, visual and physical alterations to one of our most prized and loved areas in our City is simply unforgivable.

While attending numerous open houses and online presentations, we have heard City administration cite so much conflicting and changing information about the proposed bridge and the need for it that it is impossible to believe anything being put forward. For example:

a. When asked if the train could be placed on Centre Street bridge rather than introducing a new bridge, the response was that the Bridge could not accommodate the weight. In the last presentation attended, this answer changed to the need to have the location moved to the west to increase accessibility (how different is two blocks? Are people not expected to walk to a train??) Which answer is correct? Does anyone actually know?

3. In our opinion public participation has been seriously flawed for the revised proposal for downtown to 16th Avenue N. The proposal was significantly changed and new information and refinements to the proposal have continue



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Rebecca

* Last name Middlebrook

Email rebeccamiddlebrook@gmail.com

Phone

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I grew up in McKenzie Lake in the SE and getting to the university using city transit was always a long process, often made more difficult with rush hour traffic or inclement weather. I never understood how an entire quadrant of the city was just forgotten when it came to implementing efficient transit options. After one year of frustrations I moved inner city to be closer to my post secondary institution, but I was lucky enough to be in a situation that allowed me to move out of my parents home. Having the green line train reaching in to the deep SE will provide others more options on how to navigate this city, reducing their reliance on vehicles, freeing up time previously spent in traffic—time that can be spent at a job or with loved ones. Calgary needs the green line to help transition us into a forward-thinking city that understands the value of promoting multi modal forms of transit, lessening people's dependence on single occupancy vehicles.



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name John

* Last name McDermid

Email johnmcdermid@shaw.ca

Phone 403-277-8653

* Subject Submission of documents for June 1 Green Line SPC of Calgary City Council

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The Crescent Heights Community Association would like to submit the attached documents for the June 1, 2020 meeting of the City's Green Line SPC. I attach our letter of today's date in both Word and pdf formats. Thank you.



Monday, May 25, 2020

To: Calgary City Council's Green Line Standing Policy Committee

From: Crescent Heights Community Association

As a board, we support improvements to Crescent Heights. We perceive the Green Line to be an improvement for our community. There are still many details to be worked out and we do not have unanimous support among board members or residents, but at this stage, we support going forward with the Green Line. We will be active in future engagement, and we encourage our residents to be as well, as this project needs to improve Centre Street and bring positive change to our community.

CHCA's priorities for the Green Line are now as they have been through many years of engagement on the Centre Street alignment:

- Public Realm Improvements;
- Walkability;
- Traffic Mitigation; and
- Robust Support for Businesses

We are pleased that our support is in accord with the newly-minted Crescent Heights Village BIA, an entity that did not exist when CHCA endorsed the earlier below-grade configuration. We will work with our BIA partners to ensure the vitality and viability of local business through the planning, construction and completion phases of the Green Line.

We have arrived at our position of support through the City's engagement process, lively conversations within our community and through consultation with neighbouring communities; we have examined possible adverse impacts and balanced them with improvements and net benefits to Crescent Heights.

Despite differences of opinion about the addition of a 9th Avenue station, CHCA supports the station and takes the following firm position on the scale and scope of development in the station area: we consider the approved six-storey development at the Tigerstaedt site as the benchmark

for the station area. We support building heights no higher than six storeys. Future 9th avenue station area development must align itself in the Centre Street corridor and not extend east or west into adjacent low density residential. Sensitive transition to the adjacent low density LUD is of paramount concern to CHCA.

We extend our thanks to the Green Line Project Team.

Please find below two additional documents. The first is a list of specific streetscape improvements we would like to see for Centre Street. The second is a graphic drawing by Sam Hester, who was hired by the BIA and CHCA to capture residents' opinions, concerns and thoughts at the March 8 Green Line engagement session.

Yours very truly,

John McDermid
Director
for Crescent Heights Community Association

Streetscape:



Outdoor dining



Bike parking



Tree-lined transit corridor



Pedestrian-scale lighting



Public art



Traffic calming



Wood "character" material adds warmth



Creative lighting



Improved crosswalks

- **Art:** Public art
- **Greenery:** Trees and planters with native plantings
- **Walking infrastructure:** Improved sidewalks and crosswalks
- **Walking and wheeling connections:** Multi-use pathway on the new LRT bridge.
- **Lights:** Pedestrian-scale lighting
- **Traffic calming:** Traffic diversion on parallel streets to prevent cut-through traffic
- **Buses:** Buses share LRT lane
- **Materials:** Brick, wood, cobblestone character materials used at stations
- **Bike parking:** Re-install branded Crescent Heights Village bike parking when project complete
- **Crescent Heights Village Station:** Approve 9th Ave Station; name it “Crescent Heights Village”
- **Safety:** Improve safety for people crossing Centre Street by lowering the speed limit for the train and motor vehicles to 40 km/h, and designing vehicle travel lanes for lower speeds
- **Permeability:** No fences or arms dividing the street
- **Access:** Permit left turns from Centre Street
- **Noise:** Quiet train operation (*i.e.*, Centre Street is a pleasant place to sit outside, shop).

Construction

- **Access:** Maintain access to businesses
- **Promotion:** Events and advertising campaigns advising Calgarians that Centre Street is open for business
- **Cut-throughs:** Traffic calming on parallel streets to prevent cut-through traffic during construction
- **Time:** Minimize the length of time of construction
- **Dust:** Dust abatement
- **Business support:** Establish a business support program to support businesses through construction.



BUSINESS IMPROVEMENT AREA



WHAT DO YOU THINK OF THE GREEN LINE ALIGNMENT?

There's a real **DIVERSITY** of perspectives!
There are **pitfalls & opportunities!**

WHAT ABOUT **RETAIL?**
I'M CONCERNED THAT IT WILL BE MORE DIFFICULT TO ATTRACT BUSINESSES WITH THE TRAIN, THAN WITHOUT IT!

TRAINS ARE A LOT QUIETER THAN BUSES.
Overall, this looks good, BUT **TRAFFIC FLOW** might be an issue.

TRAINS ARE A LOT QUIETER THAN BUSES.
I've lived in a bunch of Canadian cities, but I haven't experienced low-floor LRT. It's hard for me to provide input without really knowing what it's like!

WE TRAVEL TO CHINATOWN AT LEAST ONCE A WEEK...
CONNECTIVITY TO CHINATOWN would make a big difference for us!

OUR OPINIONS ARE INFORMED BY OUR PAST EXPERIENCES WITH PROJECTS LIKE THIS, LIKE THE CLOSING OF CENTRE STREET A WHILE AGO.
I THINK THIS WILL **REVITALIZE** CENTRE STREET BUSINESSES!

IN THE LONG RUN, THIS WOULD BE A BENEFIT TO CHINATOWN! **SLOWING TRAFFIC DOWN** AND BRINGING MORE **WALKABILITY** WOULD BE A BOOST TO OUR COMMUNITY!

INCORPORATING **Trees** means noise reduction, shade, benefit to people and wildlife!
I THINK WE NEED A **STATION AT 9th AVENUE** TO HELP PEOPLE COMING TO THE BUSINESSES!

THE SIDE-RUNNING ALIGNMENT WOULD INTEGRATE WELL WITH THE BUSINESSES!
AN OPPORTUNITY TO **CREATE BARRIERS** THAT ARE ATTRACTIVE & SAFE!
YOU COULD EAT DINNER HERE!

WE LOVE **Crescent Heights**
BUT CAN WE LIVE THROUGH THE **GROWING PAINS?**
THE CITY HAS AN OPPORTUNITY TO LEARN FROM WHAT OTHER CITIES HAVE DONE.

THE DESIGN SHOULD **BLEND IN!**
THE "PORTAL" FEELS LIKE AN INTERESTING OPPORTUNITY FOR SOMETHING COOL!
OUR RIVER VALLEY IS THE GEM OF THE CITY!

THIS KIND OF PLAN TAKES **TIME**
WE NEED TO DO THIS **RIGHT...** AND DO IT **QUICKLY, TOO!**
I DON'T MIND THE PLAN, BUT THE MISSING PIECE FOR ME IS **TRUST**. IS THIS THE BEST SOLUTION? ONLY TIME WILL TELL!

IT'S IMPORTANT TO ME THAT THE STREET IS **INTERACTIVE!**
A TRAIN... AT STREET LEVEL? HOW?!

STICKING A TRAIN IN THE MIDDLE OF CENTRE STREET **CHANGES** CRESCENT HEIGHTS FOREVER!

CROSSINGS ARE IMPORTANT!
Clearly, a lot of work has gone into the planning. BUT AS A RESIDENT, I'M CONCERNED ABOUT **WALKABILITY!**

PROPERTY VALUES?
WE WANT TO MAKE THE **BEST POSSIBLE PLAN!**
Riding a **LOW-FLOOR TRAIN** is a pleasant experience!

IT HAS TO BE **SAFE & CONVENIENT** FOR PEDESTRIANS & BIKES!
IT'S IMPORTANT NOT TO LOSE THE **CONNECTION** TO ROTARY PARK!
EAST-WEST CROSSINGS ARE A BIG OPPORTUNITY FOR **IMPROVEMENT!**

IT'S AN OPPORTUNITY TO HELP CALGARIANS **RE-THINK** CENTRE STREET.
IT'LL NO LONGER BE A **COMMUTER STREET**.
A TRAIN WOULD **WELCOME** MORE PEOPLE IN!

WINTER-FRIENDLY INFRASTRUCTURE!

WITH LESS TRAFFIC, IT'LL BE **EASIER** TO CROSS THE STREET!
WHERE ARE THOSE CARS GOING TO GO?
YOU CAN'T JUST WISH THE TRAFFIC AWAY!
RUSH HOUR?

LOOK AT THE **BORDERS** OF OUR COMMUNITIES!
I CAN SEE THE VALUE AS A **COMMUTER TOOL**... BUT HOW COULD THIS BE A **COMMUNITY CONNECTOR?**

WE WANT TO FEEL WE CAN **TRUST** THE CITY'S PLAN!
WHAT ARE THE **IMPACTS?**
IS THERE A PLAN FOR **INCREASED CRIME** NEAR THE STATIONS?

SAFETY AT **CROSSINGS**
A CROSSING FROM RENFREW!
A CROSSING AT 52nd STREET!
WHEN I CROSS CENTRE STREET, I'M **SCARED!**

RIGHT NOW IT FEELS A BIT DAUNTING TO WALK UP THE HILL TO CRESCENT HEIGHTS!
A TRAIN WOULD **WELCOME** MORE PEOPLE IN!
WE'RE THINKING AHEAD TO A TIME WHEN CALGARY'S WORK ENVIRONMENT IS MORE **DIVERSIFIED** & IT'S NOT JUST ABOUT GOING DOWNTOWN.

WE WANT TO MAKE SURE THAT **CHANGES** HAPPEN WITH **CONSULTATION & COMMUNITY BUY-IN!**

WE'RE A **GATEWAY** TO THE REST OF THE CITY! THIS IS NOT A TRAIN TO NOWHERE... IT'S A TRAIN TO **SOMEWHERE!**
I WANT THE CITY TO APPLY PRINCIPLES OF **COMMON SENSE & GOOD BUDGETING!**

WE'VE ALL BEEN WAITING FOR A VERY LONG TIME FOR CENTRE STREET TO **DEVELOP!**
WE'RE GENERALLY PRETTY **OPTIMISTIC!**
I DO AGREE THAT CENTRE STREET NEEDS HELP... BUT IS THIS THE RIGHT WAY?

WE HOPE THIS PLAN WILL BE GROUNDED IN OUR **HISTORY!**
WE'VE BEEN IN OUR HOUSE FOR **47 YEARS!**
WE KNOW THAT WHEN YOU LIVE IN A NEIGHBOURHOOD, THERE'S ALWAYS GOING TO BE SOME **DISRUPTION** THINGS **CHANGE!**

THIS IS SUCH A **BEAUTIFUL** PART OF THE CITY.
WE WANT TO **PROTECT** IT!
TO ME, THE GREEN LINE FEELS LIKE A NECESSARY EVIL. IF WE HAVE TO DO IT, LET'S DO IT **RIGHT!**

THE CITY REALLY NEEDS TO **LISTEN**.
I REALLY WANT TO BE TAKEN **SERIOUSLY!**
WE WANT TO MAKE SURE THIS PLAN IS GROUNDED IN THE **REALITY** OF WHAT OUR LIFE IS LIKE, HERE!

WE NEED A **STOP!** THIS IS OUR **OPPORTUNITY** TO CONNECT CRESCENT HEIGHTS TO THE TRANSIT SYSTEM!

WE'VE BEEN IN OUR HOUSE FOR 47 YEARS!
WE KNOW THAT WHEN YOU LIVE IN A NEIGHBOURHOOD, THERE'S ALWAYS GOING TO BE SOME **DISRUPTION** THINGS **CHANGE!**

BEING ABLE TO JUMP ON A TRAIN WOULD IMPROVE **SAFETY FOR WOMEN!**
IF THERE'S NO FENCE, HOW WILL THIS BE **SAFE?**
OFF-PEAK HOURS? **RUSH HOUR?**

WHERE WILL PEOPLE **PARK?**
ON STREET **PARKING** SHOULD BE ALLOWED ON EDMONTON TRAIL ALL THE TIME EXCEPT RUSH HOUR!

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MARCH 8th 2020

SAM HESTER
The23rdStory.com



Public Submission

City Clerk's Office

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Annette
* Last name	Fung
Email	annettefung1@gmail.com
Phone	4036808318
* Subject	Against the Green Line LRT updated Alignment (May 12,2020)

2020 May 25

Silver Dragon Restaurant
106 3 Ave SE
Calgary, AB T2G 0B6

The City of Calgary
P.O. Box 2100, Station
Calgary Alberta, T2P 2M5

Attention: Green Line Technical Committee

GREEN LINE LRT UPDATED ALIGNMENT (MAY 12, 2020)

My name is Annette Fung, owner/operator of the Silver Dragon Restaurant located in the heart of Chinatown at 3rd Avenue / Centre Street Southeast. We have been a venerable Chinatown business serving authentic Cantonese /Szechuan cuisine and Dim Sum by trolley carts to Calgarians since 1966.

Due to the downturn of Oil and Gas business, high office vacancies in Downtown and now under the restrictions of public gatherings because of COVID-19, our restaurant has suffered significantly with the loss of customers, revenue, lingering operating costs

ISC:

1/2

Unrestricted

May 25, 2020

10:03:38 AM



Public Submission

City Clerk's Office

(i.e. lease, property tax, BIA levy, utilities, etc.), This loss of business and revenue cannot continue much longer which may cause loss of job positions.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

However, as soon as COVID-19 is under control, 1-2 years away, I fear that Chinatown will suffer further reductions as Green Line LRT construction gets underway along Centre Street at Crescent Heights but this will continue for eternity. The proposed Centre Street alignment includes redesignation of the 2 center-lanes for dedicated north-south LRT and BRT lines from Chinatown through 16th Avenue North; FOREVER.

My business and many others in Chinatown cannot suffer this 'choke-hold' on Centre Street that will severely restrict optimal business performance and prosperity. Traffic congestion will impact those customers who predominantly come from Calgary's north central region and those out of town customers who travel into Calgary by car.

I have been told this is the time for City Council to re-examine the impacts of the Green Line LRT on Chinatown and to explore other transit options for Calgary north-central rather than surface running LRT. I have been told that an enhance transit and BRT system could be achieved within the \$4.9B budget through the savings of LRT at Centre Street and eliminating the LRT bridge across the Bow River. This should be seriously considered along with the benefits of protecting the peacefulness of Prince's Island Park, the wetlands and the birds, fish and wildlife habitat.

Sincerely,

Annette Fung

Copies: His Worship, Mayor Naheed Nenshi
Members of Calgary City Council
City Manager – David Duckworth
General Manager – Michael Thompson
Chinatown BIA



Public Submission

City Clerk's Office

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Joe

* Last name Slabe

Email joeslabe@yahoo.ca

Phone

* Subject Input to the Green Line Committee

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I'm writing to support moving ahead with the Green Line as it's currently proposed. I've watched with alarm as a group of wealthy individuals have attempted to convince council and Calgarians not to move ahead with this project. I suspect that few if any of them regularly take public transit so I view their input as out of touch and not in the best interests of the community as a whole. Having lived in Calgary for over 50 years, I've been frustrated with the infrastructure deficit in our city. I believe this is the time to move forward with confidence on this project as the social and economic benefits outweigh the risks outlined by a group of shortsighted naysayers opposing the Green Line for their own, selfish reasons.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name John

* Last name Scott

Email rocketboot@gmail.com

Phone

* Subject Public Transit to fight for the Environment and against Poverty

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Though we value the green spaces within our city, we have to think of the big picture. Extending the city's public transit will reduce cars on the road, which will positively effect the environment beyond the benefits of a single park.

Those with limited mobility rely on services like public transit to bring them closer to basic essentials, connects them to employment opportunities, and allows for a higher quality of living.

Public Transit brings people together and expands communities for those in need to find the support to help them move forward. With this additional access It helps to level the playing field, providing more people with the means to succeed and contribute to the progress and prosperity of our city.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Jane
* Last name	Ebbern
Email	jane.ebbern@gmail.com
Phone	403-283-7162
* Subject	Imperative to Approve the Proposed Stage One Alignment of the Green Line

Dear Councillors and the Mayor,

There has already been extensive citizen engagement and discussion and engineering revisions to the original Green Line plan over the last 2 years and city staff are now presenting a well thought out, well researched green line project for approval. It is time to stop talking about the green line and get this shovel ready project approved and in progress. Here's why.

- of the \$4.9 billion cost, \$3 billion of this is coming from federal and provincial coffers and to delay further, puts this funding at some risk.

- more than ever, during our COVID19 economic recovery, we need the huge jobs benefit of this major infrastructure project - an estimated 12,000 direct and 8000 indirect jobs.

- this line is a key environmental advance - estimated at taking 6000 cars off the road on opening day for a savings for 30,000 tonnes of greenhouse gases.

- this line will provide better transportation choices, particularly for the more vulnerable Calgarians and should promote more transit oriented development. And better transit is a key part of attracting new businesses to Calgary as we seek to diversify.

A small, special interest group of wealthy Calgarians is trying to derail the proposed

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

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Unrestricted

May 25, 2020

10:29:13 AM



Public Submission

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Green Line project at the last minute. They somehow seem to think that they are better able to assess construction and engineering risks and transit route alternatives than our transportation experts at city hall? They talk about the need to "stop, look and listen", but we have been doing just that for 2 years and it is time to now get this project underway. The Green Line is vital for Calgary's future. Let's get access to this federal and provincial funding soonest possible and get spades in the ground please.

Please vote to approve the proposed Stage One Alignment of the Green Line on June 1st.

Sincerely,
Jane Ebborn
a concerned Calgary citizen



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Dave
* Last name	Colquhoun
Email	daphnecolquhoun@hotmail.com
Phone	17788211967
* Subject	Calgary Green Line Concerns
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Please accept the attached letter for consideration at the next meeting of the Calgary Green Line Committee.

2020 May 25

Dear Mayor Nenshi and Councilors:

SUBJECT: CALGARY GREEN LINE CONCERNS

Each of you recently received a letter from my former transit colleague, Neil McKendrick, outlining several valid concerns with the current phasing plan for the Calgary Green line.

I worked closely with Neil for 30 years in my previous role of Manager of Transit Planning at Calgary Transit and Transportation Co-lead for the Calgary Transportation Plan (2009). I agree with the concerns Neil has identified and believe that the current plan to build two short LRT segments in the north and southeast sectors will not provide the level of mobility benefits which Calgarians should expect from a \$4.9 billion capital investment. To reinforce this point, I would like to highlight some of the lessons learned from the phased construction of the Northwest LRT line.

The completion of the northwest line to the University of Calgary, in 1987, had the benefit of directly serving major educational institutions and the 1988 Olympic Games venue at McMahon Stadium and attracted significant ridership from across the city. However, I believe that it's fair to say that the line did not meet the service expectations of many northwest residents due to excessively long feeder bus travel times to the LRT terminus and resultant lack of travel time savings compared with previous express bus services. As a result, public pressure led City Council to endorse operating costly duplicate bus services to downtown from Ranchlands, Scenic Acres, Ranchlands and Dalhousie for sixteen years, until the line was extended to Dalhousie in 2003.

Unfortunately, similar complaints will likely be raised if the southeast line is terminated at Shepard Station as a large segment of the catchment areas will be beyond a 20-minute feeder bus travel time. Based on Northwest LRT rider surveys, we learned that feeder bus ridership falls off significantly beyond this threshold. As 60 percent or more of LRT riders typically arrive by feeder bus, and given the limited park and ride opportunities available along the line, it is critical that the line be extended to McKenzie Towne and preferably, to Seton to achieve the best possible ridership for a \$4.9 billion investment.

It is my view that there is no reasonable justification for proceeding with the short LRT segment along Centre Street as it will in no way replace the well-used express bus services in this corridor. Investment in LRT services in this corridor should be deferred until sufficient funding is available to properly serve the population base in north Calgary.

Some Calgarians are saying that The City should not be investing in new transit infrastructure at this time, given the difficult circumstances we are currently facing with the Covid 19 pandemic, disruption in the energy industry, and the resultant impacts on downtown employment and transit ridership.

I do not share this view and believe that investing in the green line will aid the city's economic recovery by creating essential local jobs and positioning Calgary to adapt to future challenges associated with climate change. However, the current challenging circumstances demand that Council take every step possible to minimize risk by ensure that the Green line can be completed within budget and to ensure that the project achieves the greatest return on investment with the available funding.

It is unlikely that any level of government will have the financial capacity in the foreseeable future for further extension of the LRT line; therefore, whatever is built must withstand the test of time for many years.

Constructing two short LRT segments, as proposed, is not the best use of limited tax dollars and will provide little benefit for either corridor at a significant cost. Therefore, my recommendation is that the greatest benefit and return on investment would be to construct the entire Southeast LRT line – downtown to Seton and minimize the extent of tunneling or elevated segments for the downtown. Plans to extend the line northward along Centre Street at this time should be dispensed with and any savings in capital funds should be used to upgrade bus rapid transit services in north Calgary.

This is a critical decision for Calgary's future, and I urge you to carefully consider these thoughts.

Sincerely,

A handwritten signature in black ink that reads "Dave Colquhoun". The signature is written in a cursive, flowing style.

Dave Colquhoun

Former Manager of Transit Planning, Calgary Transit



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Denise
* Last name Chan
Email dbbchan@gmail.com

Phone

* Subject June 1 - Green Line Committee Written Submission

I was surprised by the overall positive tone of the May 12 report. Many issues are not addressed or the solutions/decisions are detrimental to my property. Concerns I still have include:

- Number one concern is safety. People push the limits on the yellow lights/flashing hands when crossing Centre Street.
- Traffic impact studies not complete until after the project has begun (i.e. relying on Google Maps to reroute traffic – comment from traffic expert at the Open House!). Concerns about impact to Rosedale, Renfrew, and short cutting through Crescent Heights. Traffic calming measures like circles and humps will likely be suggested but do not reduce the risk to zero, especially for all the small children in the area. Further, there were no answers on how 16th Avenue will be impacted by a station and reduced traffic flow. 16th is congested, even on the best of days. Will this push further traffic into the neighbourhood? Edmonton Trail is also not equipped to handle double the amount of traffic.
- Loss of parking on Centre Street (and likely Edmonton Trail in the future) pushes parking into the neighbourhoods. With more dense housing being built (a topic for another day), there is already a lack of parking on some streets in Crescent Heights. Where are people visiting businesses going to park? What is the impact on the viability of the businesses as well?
- 9th Ave Station – not welcomed. Centre running train forces the worst of both worlds – a station and still allowing right hand turn traffic into the community. Crescent Heights already experiences inner city crime (car theft, garage break ins, garbage picking). A

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

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Unrestricted

May 25, 2020

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Public Submission

City Clerk's Office

train station will bring increase foot traffic and crime into the area. Will Calgary Transit strictly enforce ticket purchase to ride the train north to reduce this traffic?

- This says nothing of what our Eau Claire neighbours are losing. I cannot begin to describe what a train bridge across the city's river and Prince's Island means to the area. I walk to work year round and highly value the river area and the wildlife it brings. I greatly worry about the impact of another bridge on wildlife.

- Noise pollution where the bridge will come over the river which impacts our neighbourhood park and playground (Rotary Park) is a big concern. We use this space every day for half of the year and this is a disruption to the enjoy ability of the area. We already pay a large property tax bill. I forsee this bill increasing for decades to come.

I was surprised by the overall positive tone of the May 12 report. Many issues are not addressed or the solutions/decisions are detrimental to my property. Concerns I still have include:

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Traffic impact studies not complete until after the project has begun (i.e. relying on Google Maps to reroute traffic – comment from traffic expert at the Open House!). Concerns about impact to Rosedale, Renfrew, and short cutting through Crescent Heights. Traffic calming measures like circles and humps will likely be suggested but do not reduce the risk to zero, especially for all the small children in the area. Further, there were no answers on how 16th Avenue will be impacted by a station and reduced traffic flow. 16th is congested, even on the best of days. Will this push further traffic into the neighbourhood? Edmonton Trail is also not equipped to handle double the amount of traffic.

Loss of parking on Centre Street (and likely Edmonton Trail in the future) pushes parking into the neighbourhoods. With more dense housing being built (a topic for another day), there is already a lack of parking on some streets in Crescent Heights. Where are people visiting businesses going to park? What is the impact on the viability of the businesses as well?

9th Ave Station – not welcomed. Centre running train forces the worst of both worlds – a station and still allowing right hand turn traffic into the community. Crescent Heights already experiences inner city crime (car theft, garage break ins, garbage picking). A train station will bring increase foot traffic and crime into the area. Will Calgary Transit strictly enforce ticket purchase to ride the train north to reduce this traffic?

This says nothing of what our Eau Claire neighbours are losing. I cannot begin to describe what a train bridge across the city's river and Prince's Island means to the area. I walk to work year round and highly value the river area and the wildlife it brings. I greatly worry about the impact of another bridge on wildlife.

Noise pollution where the bridge will come over the river which impacts our neighbourhood park and playground (Rotary Park) is a big concern. We use this space every day for half of the year and this is a disruption to the enjoy ability of the area.

We already pay a large property tax bill. I forsee this bill increasing for decades to come to account for the costs of the Green Line. All this while the project destroys the value of the neighbourhoods.

I appreciate that a large team has worked on this project of many years. I have met some of them at the open houses. However, rushing through this decision just to make use of the funding is short sighted. Many residents living in both Crescent Heights and Eau Claire have made lifetime decisions on where to live based on plans ten years in the making. This now feels like a betrayal and that is disappointing.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name: Vaneesa
* Last name: Cline
Email: vaneesa@shaw.ca
Phone: 4038623905
* Subject: Greenline

I lease an office space inside the boundaries of the Crescent Heights Village BIA and am a long-time resident of the community. Based on information shared by others through community engagement and while engaging in activities as they related to the establishment of the Crescent Heights Village BIA, I spoke in front of City Council in September 2019 about the benefits of having a tunnel under the river and to continue below the surface up to the 16th Avenue station. After much more thorough research on similar projects elsewhere and their impact, asking questions of the Greenline Team, gaining a better understanding of what makes a world-class city, reading, and questioning, I have changed my position.

The vision for the Green Line north of 16 Avenue N has been a surface running train since the city's 2017 recommendations. It makes more sense to have the Green Line stations south of 16th Avenue also at surface level. This option allows for a station at 9th Avenue N that integrates into the community and the businesses around it and will finally provide Crescent Heights residents and businesses better transportation in this community.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The current recommendation the Greenline team checks all the boxes. While there are still some questions, they are not unsurmountable and it does not seem sensible to defer approval of this recommendation.

For many business owners, especially those in the service industry, the Greenline can

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Unrestricted

May 25, 2020

10:42:26 AM



Public Submission

City Clerk's Office

help provide access to workers in a larger geographic area because of the increased mobility and efficiency. It also provides the opportunity to take transit into the core for meetings, lunches, and conferences at the local hotels and conference facilities without having to find parking.

The Greenline team is professional, acts with integrity, and has access to many experts with a wide scope of diversity to help ensure they get it right and make the best decisions for Calgary as a whole. While there are challenges for current business owners and community as anticipated, there is nothing that cannot be overcome with their continued consultative approach, and creating programs to help ensure business owners can still thrive during this period.

I am confident the city will re-assemble the man-made marsh and wetlands area known as the Chevron pathway, and that once the train and bridge are built, more pedestrian traffic in the area will deter the re-establishment of the numerous homeless camps in the area.

Let's not lose the tale

Calgary has one of the highest migration of young people to other cities. We are potentially losing future talent. Let's build a world-class city and do what we can to help young people stay and carve out their own life. Let's embrace our Western Canadian Heritage, take our savvy, innovative intuitiveness, and build bridges to help everyone end this decade better than we started.

The last few months have provided an opportunity for safe engagement online. The pandemic provided an opportune time to engage while people were home, not going out to movies, the gym, and generally having a little more time on their hands. My feeling is the additional time already given is more than sufficient for all stakeholders. While in-person engagement is appreciated, I hope that after our pandemic pause, the City of Calgary will continue to include online town halls.

One of the most significant challenges for the north Centre leg of the LRT has always been the barrier of the river and getting over or under it. This failure to get it done has contributed to the lack of mass investment and development. Centre Street as a corridor, whether you look at the section before 16th Avenue or areas farther north toward McKnight, is decaying. There are several areas along this corridor that are not developed, derelict, and many properties that are unkept and increasingly worsening over time as properties age.

When there was significant public opposition to the recommended LRT alignment through the community of Sunnyside, implementation priority was shifted to the northeast line – delaying it being built. However, once the LRT to Sunnyside and farther north was completed, local businesses grew and residential housing prices increased in value and made it a much more desirable neighbourhood for both young families and people who wished to age in place, and have a community they could live in long term – without having the burden or financial expense of a car. My concern about delaying proceeding with the Greenline and the Centre Street alignment is that it will further put many of Calgary's loved and well-established communities at risk of thriving. Many well-established communities north of the Centre Street bridge have been waiting, waiting a long time.

Property owners pay the same mill rate. This means that for our 'higher valued' inner-city residences, that are on less land, residents who likely use less roadway on our commutes, one could presume we are less of a burden on the tax system – but they close our inner-city schools (provincial), forcing people with children to move farther out, offer a poor police presence, lack inner-city grocery (food desert), close recreation centres (municipal), blow up our hospitals (provincial), and let our main streets suffer (municipal).

Inner-city communities have been subsidizing the rest of the transit system for nearly 40 years since the first LRT line was built. Since then, communities much younger than ours have an LRT station because it was easier to extend the line than dealing with the barrier of getting over the river. People in these communities have been paying taxes repeatedly. It is time for these communities to benefit from this type of infrastructure. We have not been a priority in the past. Many of the communities directly north have been paying taxes for years, many times over that of other communities that have LRT. We probably could have paid for LRT over and over, but don't have a line all because of the barrier of the river and getting over or under it.

Let's not forget, many of these communities we are now trying to get to are more than 40 years old.

- Beddington Heights established in 1979,
- Huntington Hills in 1967,
- Thorncliffe was established in 1954,
- Capitol Hill in 1948,
- Winston Heights - Mountview in 1932,
- Tuxedo in 1929,
- more than 100 years ago, Mount Pleasant in 1912.
- And a few more communities not mentioned.

And for Crescent Heights, I feel one of the biggest challenges is to help ensure we have access to a good transportation system that includes accessibility for vehicles, pedestrians, and good public transit that serves us and the rest of the city without sacrificing the enjoyment of living in our community or negatively impacting our property values.

I've had a few people say to me that they see lots of people from Crescent Heights walk up and down the bridge, as though we like it and want to be active. Don't get me wrong, I love anything that can incorporate getting healthy and staying active, but I hate not having the option of being able to take the bus downtown. What do I mean by that? Often, especially during peak times, if you're trying to catch a bus south of 16th Avenue N, the busses just bypass you because they are at capacity.

And I am not looking to just take the bus downtown. Most often, I am trying to get through downtown and into Mission and Mount Royal, on bus routes, that bypass me as I walk down Centre Street North. Half a person's commute should not have to be on foot, along the bus line they intend to use, and for me, it has totally discouraged me to take transit, and I can honestly say, my neighbourhood is treated as a thoroughfare for the benefit of Calgary.

With Centre Street shifting to a mass transit corridor, more people will take transit, it could reduce traffic congestion on Deerfoot, and help encourage people who used to take Centre or Edmonton Trail most of the way down, back on to the Deerfoot where they should be, and single-vehicle traffic left primarily for local residential and business traffic.

We are already used as a thoroughfare for the rest of the city, with 3 lanes of traffic into the core in the AM, and 3 lanes northbound out of the core starting in the early afternoon. This traffic does not stop – they are passing through. This is not good for the local business. What I find a little frustrating is that inner-city residents, past and present, including those in Crescent Heights, have been paying city taxes over and over and again and we are still not properly served by transit. Great transportation systems need to serve all kinds of stakeholders, whether it's daily commuters, occasional users, businesses, and staff along the routes, landowners, developers, and tourists to name a few.

I am a fan of the development that is happening around 8th and 9th Avenue N, I do not think that recent developments that have helped spur on recent economic activity, and made living in the neighbourhood a little more pleasant, as sustainable for the long-term. The primary concern I have is that that the LRT not coming up Centre Street North will continue this decades-long halts in improvements.

Build station on 9th. Help us to finally get good, environmentally safe, pedestrian-friendly cost-efficient transportation to Calgary's north. And in September 2019, I spoke to City Council advocating for how much I favoured underground tunneling, a 9th Avenue Station, and how much better it would be for the City of Calgary and the community of Crescent Heights. I wish to have that struck from the record.

I am a resident who lives near the south side of Rotary Park, has a professional business operating out of 1110 Centre Street North, and one of the founding Board Members for Crescent Heights Village BIA... I've spent a lot of time thinking about the short-term and long-term consequences of building the Greenline north along Centre.

Like many of you, I have several concerns about this project and agree with many that it is important to 'Build the Project Right'. The traffic on Centre Street is a nightmare. Being a pedestrian during lane reversal AM and PM is dangerous because of poor visibility, especially during the winter months and often cars do not stop for pedestrians, they just plow through Centre Street at excessive speed. Traffic does not treat us as a residential neighborhood, or as a gateway to connecting downtown to the north side – we are more like a speedway of traffic in and out of the city core that is not supporting our local businesses. One good thing is that at least the Calgary Police can catch some of these speeders.

I also think the train will encourage transit use and help get more people out of the core and make driving along Centre street easier and give more room for the 6 or 7 BRT and bus routes (301, 2,3,17, etc.) get moving more quickly, without having to go over the speed limit.

LRT's help gets more people in and out of dt core, reduce unnecessary vehicles along Centre St make it safer for pedestrians & residents. Busses more room to safely navigate more efficiently, and quickly up to 16th Avenue and beyond. With fewer people in their cars by creating more transit users (ie not diverting them to other roadways) and providing buses and BRT lines with more room, it could help relieve a lot of unnecessary congestion.

During peak hours, no parking is available on Centre street, because of lane reversal. I also hear from my clients and clients of other people in the area that they feel unsafe parking along Centre Street because of the fast speed of traffic and opt to pay for parking on the side streets, where they feel safer.

During the daytime, I see almost no one parked between 9th and 13th Ave. While the loss of parking is minimal during this economic downturn, it is important the city address public parking for people who choose to drive. This can be done in part by ensuring public parking is made available for a nominal cost in new developments that go up, much as the city did with construction projects like Kensington Gate. It's cheap, accessible, and easy to use.

There is no denying that the parking revenue adds up over the course of a year. But let's face it \$20,000 of parking revenue over 6-day weeks is \$64 daily for the area (is this up to 16th AVE and both sides of E/W)? This helps drive to my point that few park here.

I am also concerned about the lack of not having a station at 9th Avenue. While I initially favoured tunneling, it no longer makes sense to me. The ecological impact on wildlife and fauna, temporary disruption of river flow, and the high cost of ongoing maintenance for a tunnel that has to transition from above ground to underground in a severe winter climate where the temperatures often change 20 degrees Celsius (and more) in 24 hours is unimaginable. Especially when concrete cracks more in wintry weather.

I am confident the city will re-assemble the man-made marsh and wetlands area known as the Chevron pathway, and that once the train and bridge are built, more pedestrian traffic in the area will deter the re-establishment of the numerous homeless camps in the area.

These are photos I took the morning of May 24, 2020





This also leads to me consider how 'desirable' it would be to be in a deep underground subway tunnel. The amount of ventilation that would be needed, especially during times of extreme weather changes, sounds like quite the challenge. I can only imagine the sound of high-pitched fans that would be required to move the air around. Not a very pleasant experience, nor a safe one. Then there is the challenge of electrical – especially when flooding occurs.

This ambient noise would help make it more difficult to be aware of your surroundings, and in the event, danger presents itself, fewer places for you to go. The huge benefit of a surface line station is the additional blanket of safety it could provide. Ie – having the option of popping into a café to buy a cup of coffee or walk up to a restaurant and ask them about their menu.

We've seen some high-density residential, office, and retail development that has occurred next to existing LRT stations at Lions Park (northwest), Stampede/Elton (South), Southland (South) and Franklin (Northeast). These additional residents help support the success of many local businesses, whether it is the dentist, coffee shop, grocer, or local restaurant, without increasing traffic. Proven examples that higher density does not necessarily increase traffic congestion – it's people starting to recognize the value of living and working close to the LRT system.

When you consider car repairs, fuel, loan payments, parking fees, insurance, taxes, and licensing, traveling by LRT is certainly inexpensive, convenient, safe, and environmentally friendly.

The City of Calgary has presented some great ideas – ones that I am hopeful they will follow through on. For example, the showed how they can

- integrate the scale and design of stations with adjacent land uses
- have a design that offers the barrier-free accessibility standards
 - o which are potentially even more important in a post-covid world, ie helping to prevent the spread of diseases.
 - Having to go underground, possibly through more doors, needing to hold onto handrails while on stairs, concerns about being in more confined spaces, and touching surfaces that hundreds of other people touch during a day can lead to the spread of bacteria and viruses. While we know we can mitigate these risks by practicing proper hand sanitation, but even the most careful passenger can still pick up an infectious disease.
- If it is underground, there need to be no steps to help ensure accessibility for all (long runways – not stairs
- I also hope the city will invest time, effort and funds (beyond main streets) to ensure the station design functions well, is intuitive, understandable and creates a “significant place” in the community from a customer perspective
- Have a station where the people are. Many conscientious people understand that and are helping to ensure LRT is going where the demand is (present or planned), **not** just somewhere it is easy to get land (ie along Deerfoot to Nose Creek)
- While closed-circuit cameras, security can only do so much, and would feel more vulnerable in a subway, and have less worry on a surface line, and feel less at risk for pickpocketing, assault
- During crowding, there are only so many ways to get out. Exits only on either side of the corridor

Part of me is surprised we are still discussing tunneling versus surface and I am a bit frustrated even with myself for somehow letting myself get pulled in to a position that undermines the expertise and planning of the transit project.

Even in 2004, more than 16 years ago, expert Urban Planners, and engineers, stated the challenges of having a tunnel under the Bow River would mean the train may stay underground until 16th Avenue or 24th Avenue N.

I feel some people are trying to get into the weeds. I understand part of it. We need to have something to help ensure the city is accountable. But I also feel like some of these questions cannot be answered. That they are two specific, like having to know the brand of kitchen taps you want for your kitchen reno – but you have not even started the demo yet. I trust the experts and the Greenline Team because they have taken a consultative approach. This project has been vetted and vetted.

I am primarily concerned about noise, pedestrian safety, and overall quality of life – and feel the city has adequately answered these questions.

Convenience - Congestion is a huge issue in Calgary. I hope that more LRT users (especially in the core) will help relieve congestion, especially between Memorial and 17th Avenue S.

Safety - Ditching the car can potentially save lives. I read a study on publictransportation.org, ditching the car, and taking public transit saves 200,000 deaths every year. While the source is American, I would presume it would be similar in Canada. According to the International Association of Public Transport, light rail is approximately six times safer than traveling by car.

On Centre Street, we currently have the C train route 301 running north and it does not serve our community as it stops at 16th Ave. The BRT lines are unpredictable, and I don't feel safe walking or biking around them. They interrupt and impede the flow of our traffic and waste space with dedicated lanes but don't move that many people when compared to LRT.

Reliability - Because light rail cars travel on tracks, they can still run in some adverse weather conditions in which buses & cars cannot. They stick more to a schedule than BRT

Environmental Benefits - LRT is extremely green.

The cost to maintain an underground station especially during the winter months would be more costly than a surface line and more cost-efficient and better use of taxpayers' money

The current BRT vehicles and buses in use are very noisy. While lower-cost initially, not as environmentally friendly, and require a lot of maintenance because of the rubber tires that need changing much more often (and used tires end up in landfills) when compared to metal LRT wheels. Metal LRT wheels also use less energy and offer lower operation & maintenance costs.

I trust the city to have a thoughtful approach when taking into consideration ecology and wildlife in our urban setting. The landing area of the south end of the bridge integrates nicely. There is lots of room for cyclists, pedestrians, and families to hang out and I like how it enhances the green space.

An LRT above ground would have less impact on water table and disruption to wildlife.

Don't have construction during nesting periods or times of local migration. DO IT RIGHT. A bridge is better for the environment. Not a tunnel.

Crescent Heights is primarily a residential neighbourhood that is also an important link to the downtown core and gateway to the northside of the city. Having a Centre city leg that links the south and north supports employment and increased residential density in the downtown core.

Currently, Centre Street serves as a thoroughfare in and out of downtown, where there are 3 lanes of traffic heading into the core in the morning, and 3 lanes coming out of the core starting in the afternoon. I have often been concerned for my safety when out for walks along Centre Street.

The surface line will help slow down traffic, making it more pedestrian-friendly as long as it is designed in a way that it is integrated with the streetscape like the city says and not barrier right down the middle of the community.

I've experienced firsthand how well-planned transit systems help commuters of all types help cities thrive, support economic development, encourage tourism, foster the development of business and cultural districts, and make a positive impact.

Pre-COVID, and soon post COVID, it is important economic development, cost, and the actual benefit are

I would like to know what the current average hourly operating cost of LRT is, including operating, maintenance, and utility costs. Versus the average cost per bus passenger. I would also like to know more about what Calgary Transit overtime costs were in 2019. It is challenging work, and I imagine a hard job to recruit for.

The Green Line project is very much in alignment with the federal government's stated goals and platform on environment and job creation, and the provincial governments' recognition that infrastructure is an excellent way to boost the economy and provide much-needed jobs, especially for those who have skills that they are not able to use in an industry that may not have work for them soon. I and am confident we will find a workable solution.

The City has acknowledged they can do better to communicate to stakeholders on this project and already know what they need to implement. We have a strong staff on CHV BIA and CH CA to help ensure the city is accountable. I trust the city will manage disruption and BIA and CA will be there to help mitigate that.

Building the LRT does have an impact – it will bring more people, more improvements. It is important local businesses are supported by residents. Those who are creative, innovative, and offer a quality product, service, will get through it.

The City of Calgary and staff have done an excellent job with the budget regarding capital operational maintenance cost and the overall value. Jobs and infrastructure projects go hand in hand and are an excellent way to create them, support local businesses, and help our economy recover. LRT means we have lower labor costs which are especially important because it's already difficult for Calgary Transit to attract new drivers.

Up to 16th is where stage 1 ends, the city has shown charts where it shows many users will be those living and working in the core – and they need access to better transportation. It should not take 3 buses to get from Crescent Heights to Ramsay or the nearest farmers market.

A thoroughfare straight to 16th Ave would be a detriment to long-time established and emerging business district developing South of 14th. Of course, make sure there is sufficient traffic signage, but don't clog up the street with it.

Chinatown, Eau Claire, and the downtown core are not properly served by grocery stores, and they need more access to choice. A train up to 16th Avenue will help make it more accessible to Co-Op and Safeway on and near 16th.

I love how the bridge integrates with the skyline less over traffic will mean less noise from Centre St current buses are very noisy and movements unpredictable and not safe to be around.

And the low profile of the bridge samples helps us still see lots of skies! The pathway examples and bike lanes are cool too.

The 9th Ave station helps serve the community- doing so will help move people in and out of the core allowing people off at night will help ease congestion and open up more spots for users getting in at 16th Ave North

There is a lack of residential development along Centre St north up to McKnight. The development of Phase 1, followed by Phase 2, could help boost investment and get more development along with derelict parts of Centre Street.

Of course, these benefits do not come for free. Building a rail system comes with significant upfront costs & ongoing expenses to provide affordable means of transportation and support tourism. We subsidize roads too.

ADVANTAGES of LRT over BRT

- More comfortable ride
- Higher passenger capacity per lane per hour in the right conditions
- Lower operating costs per passenger
 - Rubber tires
 - Drivers
- Lower noise, both inside and out
- A benefit to other road users where surfaces are rebuilt - i.e. fewer jolts for the buses
- Aesthetic - very well-designed trams are adding visual appeal to the urban landscape
- Seen as a positive benefit to areas - part of urban renewal schemes, affecting property values

- Legibility - people including infrequent public transport users can see where it goes and feel confident a LRT vehicle will come soon
- A 9th Avenue side running station could integrate well into the community
- Symbolic value: owing to the cost and effort required, can be seen as proof that a government is committed to public transport

DISADVANTAGES of LRT compared to BRT

- Higher capital costs - initially
- The inflexibility of route e.g. in case of breakdown or a temporary street closure due to a special event or parade
- Disruption to traffic and local businesses during construction
- Too many people think they are a transportation and urban development expert
 - Construction disruption

The LRT may help induce investment and development. I read a report that said some industry sectors have a greater propensity to locate near transit, that knowledge-based industries tend to locate in high-density areas, which are close to mass transit systems. I think there is a possibility we could have a little 'hub' of something. Maybe we are an incubator neighbourhood for start-ups, or something else.

Traffic-related deaths are lower for light rail than for buses.

Sources: Centre for Transit-Oriented Development; Old Dominion University's 2010 State of the Region ReportCons

Benefits - It would be easier for employers to offer employees incentives to take transit to work. More about that here <https://www.vtppi.org/tranben.pdf>

Back in the early 1980s were in a recession. Housing prices fell by 20% in Calgary, unemployment and interest rates were high, bond rates were low in relation to high-interest rates.... but building the C-train line was still a success. I think this decade can be the same.

As of 2017, Calgary has one of the busiest light rail transit systems in North America, with 306,900-weekday riders, and has been growing steadily in recent years.^[8] About 45% of workers in Downtown Calgary take the CTrain to work. Please don't take anyone too seriously if they are comparing the cost of this to other infrastructure projects, or government costs (ie healthcare, schooling, roadway). It seems to go against common sense to link them.

Lastly, I am curious about what is building it right? The City of Calgary advised it is not technically feasible to build a tunnel under the river as the cut and cover method required through the downtown core means the Eau Claire station won't be built at a sufficient depth to permit tunneling under the river. So regardless of whether the northern segment to 16th is built now or 20 years from now, we are going to have a bridge. Let's move forward.

Regards,
Vaneesa Cline



Public Submission

City Clerk's Office

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Veith

* Last name Becker

Email vtb@gmx.net

Phone

* Subject Green Line support

Hi there,

I am writing to express my strong support for the proposed green line project on as fast a schedule as possible.

We need the green line to

- provide equitable transport options for all Calgarians,
- reduce the need to own a car to live and work in Calgary,
- replace car trips and thus reduce the need for extensive car infrastructure that reduces density

I am a Crescent Heights resident and I am not concerned that this will have negative long term effects on the neighbourhood, quite the opposite. I am certain green line will facilitate business along its run due to above mentioned effects.

Green line must not delayed any further, Calgary's current traffic concept is already not sustainable anymore and a modern traffic concept that is applied broadly and with determination is long overdue. Any further delay will leave Calgary unprepared for the future that is certain to come and we will regret stalling it now for decades to come.

* Comments - please refrain from providing personal information in this field (maximum 2500)

I am quite frankly disappointed that in matters of urban development public engagement plays such a prominent role while effective means to improve this city are straight

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May 25, 2020

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Public Submission

City Clerk's Office

characters)

forward and well tested all over the world. Why do I as a layman have to spend my time writing statements like this when experts and studies all over the world show how it's done for decades now? Stop listening to unfounded opinions of nay sayers and follow expert consensus that is proven to work.

We also cannot stop with just the green line. We need more LRT or tram lines on a significantly accelerated schedule in a town of more than a million people as well as other equitable transport option, especially bike infrastructure, to be prepared for the many challenges of the future, which will not be the challenges of the past. Transition away from Ressource based economy will have Calgary competing with a host of different cities worldwide with often vastly more advanced urban living concepts for jobs and investments. It honestly feels as if calgary is dropping the ball on this trend, being inactive where it shouldn't and spending time and resources on tent pole projects that will appear as the ruins of the priorities of old rather sooner than later and will lock Calgary in outdated infrastructure that is a liability already today.

It is time to turn this city around to make it work for all Calgarians. We cannot focus on ring roads, vanity arenas and at the same time dismiss projects that provide actual long term improvements and returns for all.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Nathan
* Last name Liegman
Email nliegman@gmail.com

Phone

* Subject Green Line June 1 Submission

I am very concerned that many aspects of the updated plan for the Crescent Heights have not been adequately addressed. I think it is absolutely irresponsible to move forward with the proposed plan without more community engagement and a DETAILED plan to address the following:

Parking – The committee has not investigated, or at the very least, communicated the impact on the community of reducing two lanes of parking. How will this be addressed?

Vehicle traffic – Same concerns. Are there models showing where traffic will be re-routed. How much cut-through traffic is expected. How will this be mitigated?

9th Ave Station – Most neighbors I have spoken with do not want this station and I was very surprised to see this put forward in the new plan. Will this increase the amount of undesirables in the community? How will this affect property density?

Pivoting directions to a surface train adds myriad new impacts to Crescent Heights and should have been matched with the same level of consultation. Based on my attendance at the various open houses, this new plan feels rushed. The community was supportive of the original underground plan. We are not supportive of this one.

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May 25, 2020

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Michael

* Last name Glaser

Email michaelg822@gmail.com

Phone 4037028014

* Subject Support for the Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

As a homeowner in Ramsay the green line is so important for my family. I believe more public transit is a great thing for the city and fully support the plans for this project.



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Randy

* Last name Wall

Email r17wall@gmail.com

Phone 403-827-8700

* Subject Green Line Committee, June 1, and Green Line Council, June 15

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The proposed changes to Centre St. for the proposed Green Line will have a negative effect on the North Hill for decades to come. Reducing traffic to one lane in each direction, with ZERO street parking, will cause immeasurable harm to the businesses, as well as those who simply use Centre St, to travel by car. Those 20,000 vehicles per day will need to find some alternative- which alternative has never been suggested by the planners.

Having only one lane will not only create chaos for personal vehicles, it will also significantly disrupt Calgary Transit. This will be especially true for the successful BRT, which leapfrogs the conventional Transit buses. With only one lane, the BRT buses will be forced to stay behind personal vehicles and conventional buses - rendering the BRT trip to be no different than a conventional bus trip.

With many of the cross-streets closed, and with only one lane, the routes for large vehicles will be impacted. Will delivery trucks still be able to access businesses? Will school buses still be able to access their schools and drop-off points for students? The proposed massive transformation of the North Hill into a pedestrian-only area would take between 20 to 30 years to even BEGIN to have a positive effect. In the meantime, there will be one station (15 Ave N), or possibly two stations (between 9 and 10 Ave - 500 meters from 15 Ave station - what is the point of a station so close to 15 Ave and so close to downtown? There are hardly any passengers that board southbound buses to go downtown on that stretch of Centre St.) that dead-end, and will remain a dead-end until at least 2030.

This proposed north segment of the Green Line seems to be purely ideological - a

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May 25, 2020

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Public Submission

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solution in search of a problem.

I agree with those that find creating an entirely separate LRT system, both as to type of track and type of cars, that will create an additional \$500 million in cost, to be gratuitous.

I also support the expansion of the BRT for the North Hill instead of the very ill-conceived plan for the Centre St LRT that will disrupt the North Hill for decades.



Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Bruce
* Last name	Brownlee
Email	bruceabrwnlee@gmail.com
Phone	403 852 9052
* Subject	Calgary Green Line LRT

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I take issue with the change of direction to the original 2017 alignment. Specifically the new proposed above grade bridge north of Eau Claire thru Crescent Heights terminating at 16th Avenue N. Not only will this new proposed alignment have an impact on the residential community (devalued properties, annexed properties (River Run) but it will have a long term effect on the natural environment of the Bow River and Princes Island. Further impacts will be felt on the flow of traffic on Centre street with an elevated LRT that will remove 2 lanes of traffic on the bridge to downtown. This will impact all businesses from Chinatown to the Beltline. I understand the need for the Green Line but strongly urge council and his worship, May Nenshi, to reexamine this Northern section of the Green line. This leg of the Green line should be as was originally proposed in 2017 (underground) and if this best solution means delaying this leg of the line until proper funds are available then so be it. There are ways to increase service to this Northern section of the city thru increased BRT services until the LRT can be extended the way it was originally presented and agreed upon by all those within that serviceable area.

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May 25, 2020

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Public Submission

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name James

* Last name Gray

Email Jim.Gray@brookfield.com

Phone (403) 770-7208

* Subject Green Line Submission - for June 1 Green Line Committee Meeting

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please find attached a submission regarding the proposed Green Line plan. It is provided on behalf of an ad hoc committee of concerned citizens of Calgary.
Thank you.
Jim Gray

May 25, 2020

Submission to City of Calgary Green Line Committee

For Monday, June 1, 2020 meeting

First, we want to express our appreciation to every member of the Green Line Committee, all members of City Council and the City's administration for their service to Calgary during this exceptionally difficult time in our city's history. The global crash in energy prices and the health, social and economic crisis brought on by COVID-19 have called upon you to demonstrate an exceptional level of compassion and commitment and you are rising to the challenge. Thank you.

We are in the midst of a major transformation; "Office centrality is over"

It is clear that the combination of the ongoing energy disruption and COVID-19 are transformative. What these massive disruptions mean for the future is impossible to know. Neither the energy transformation nor the pandemic have run their course. There can be no consensus on the new normal nor the extent of the changes that will result. In a survey of over 5,000 Canadians conducted by EKOS (April 30 -May 7) 73% said they expected a "broad transformation of our society" and only 26% expect a "return to the status quo" after COVID-19.¹

One of the biggest changes is the almost total shift to remote, home-based work for every type of administrative, professional, managerial, governmental and corporate employee - the people who in the past worked downtown. Zoom, Teams and other platforms for online communication and collaboration are now part of our daily routine.

In the past two weeks major employers like Shopify, Spotify, Twitter and Facebook have announced they are permanently shifting to remote work. The CEO of Shopify, the largest company in Canada (having recently surpassed RBC in market capitalization)², declared last week that "office centrality is over."³ Even after the pandemic passes, an increase in home-based work will be the norm for many. Not because people *have* to work from home. It will be because they, and their employers, *want* to. Work and commuting will never be the same. The implications for public transit planning are enormous.

Money is tight; there is no room for error

Along with this broad social transformation, the City of Calgary's financial situation (along with that of every government) is dire. Mayor Nenshi correctly said that "Calgary will be hit harder than any other city" by the global recession, energy price crash and COVID-19.

Calgary families and businesses can't afford a tax increase. With corporations downsizing and their revenues crashing, with real estate values decreasing and with many small and medium-sized businesses like restaurants and shops going under, our tax base is eroding at an alarming rate. Larger companies in

¹ EKOS Research, referenced online by Frank Graves:

<https://twitter.com/VoiceOfFranky/status/1260033305564426240>

² <https://ca.finance.yahoo.com/news/shopify-sales-surge-businesses-shift-111446602.html>

³ <https://twitter.com/tobi/status/1263483496087064579?s=20>

the energy sector will continue to downsize and may never return to pre-COVID levels. We have great faith in the resiliency of our city but we have never before faced such an uncertain future.

As a result, a thoughtful economic recovery plan and stimulus are very important. At the same time, fiscal discipline is imperative. As you know, a big mistake on a massive project like the Green Line will result in a huge economic penalty for decades. It will lead directly to cuts to essential services and projects and unbearable tax hikes on families and businesses. In short, a big mistake on a major project like this quite literally puts our city's future at risk.

The Green Line needs to be substantially de-risked

In light of this new reality Council is faced with a critical choice: 1. Proceed with the current pre-crash, pre-COVID plan; OR 2. Recognize the new reality and modify the current plan in a way that substantially reduces risk.

A Green Line plan that is cost effective and has a chance of being viable can create construction jobs in the short-run and improve service in the long-run. Such a plan will secure funding from the two other levels of government.

Based on our technical analysis (undertaken by members of our group with a background in transit planning and major transportation projects here and in other cities) we are very concerned that the current (pre-crash, pre-COVID) plan:

- Has a serious risk of being substantially over budget (both capital and operating).
- Will create two uneconomic stubs, instead of one viable line. By not extending far enough north or south to serve high-population areas, you are spending \$4.9 billion on a line that will fail. It won't improve service and attract riders at levels that can be justified by the cost. There are good reasons why every other segment of our present system was built as a viable unit to connect downtown and a suburb.
- Will require a future City Council to find billions more from taxpayers to extend the line in both directions to give it a chance of being economically viable. There is no guarantee provincial and federal governments will have the ability and desire to help.
- Contains unnecessarily complex and expensive segments along the Beltline and under downtown.
- Involves putting a bridge over Prince's Island Park and building a short and disruptive section up Centre Street North that is highly problematic.
- Is reckless to the point that it puts Calgary's reputation at risk. It risks making it more difficult to find supportive funding partners in the future and reducing public confidence in the City's government.

In light of these unacceptable risks, we offer an alternative approach. To summarize, we suggest that the City:

- Proceed with the Elbow River to Shepard segment. Much of the preparatory work has been done and this is a lower-risk segment.
- Rethink the plan for the Elbow River, Beltline and downtown segment. There is no good reason to connect the north and the south with an expensive and risky downtown connection. Most

commuters are destined for downtown. Avoid risky and expensive tunnels in favour of surface or elevated lines.

- Put the Bow River crossing and Centre Street North segment on hold. Instead, enhance BRT service for north Calgary. Consider building a north LRT line later in the event it makes sense and the funds are available.
- Consider using savings to extend the Green Line further south from Shepard. Extending to the south is easier to execute and less costly on a per-km basis. This could create one viable line between downtown and the population and employment centres in the southeast part of the city.
- Reconsider the costs and benefits of ground loaded rail cars, which are incompatible with the existing fleet of platform-loading cars.

This is about your legacy

The key point we wish to emphasize is that the current plan is an unacceptable gamble. In the face of massive uncertainty and economic fragility it would be the height of irresponsibility to proceed without fully de-risking and carefully reconfirming every element of this immense and complex project.

A failure to fully de-risk and reconfirm the project would be the most reckless decision in Calgary's history. On the other hand, a decision to rethink and de-risk the project, as difficult as this might be, will be remembered as an act of courage and foresight, and a positive turning point for the city we all care so much about.

Again, thank you

We are grateful for the time and effort you put into guiding our wonderful city. We appreciate the fact that you have made prudent adjustments to this important project in the past. We know you face criticism every time you turn around and want you to know we are here to be constructive, helpful and supportive.

Respectfully submitted on behalf of an Ad Hoc Committee of Calgary citizens,

James K. Gray
Barry Lester
Patti Grier
Neil McKendrick
Emily Farquhar (Struck)
Brian Felesky
Ken Stephenson
Daniel Cheng
Phil Roberts
And others



Public Submission

City Clerk's Office

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Madeleine

* Last name Gustavson

Email madeleine.gustavson@gmail.com

Phone

* Subject Green Line Support

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am writing this statement in staunch support of the Green Line project. Increased rapid transit infrastructure in the city is quite frankly one of the factors that will keep me from moving away from the city in the future. This project stands as an incredible opportunity for economic recovery from COVID and decreasing our city's reliance on individualized transport. An additional C-Train line is long overdue.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name STEVEN

* Last name HO

Email sho3.arch@gmail.com

Phone 4038706169

* Subject Updated Green Line LRT Alignment

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

My name is Steven Ho. I am an Architect living in the Tuxedo Park community. I have projects in Chinatown and along Centre Street North between 9th Avenue and McKnight Blvd. I am very concern about the LRT running surface along Centre Street to the North end. Before the pandemic lockdown, rush hour traffic on Centre Street is slow and packed like a parking lot, especially with poor weather conditions. I can't imagine if we only down to one lane on Centre Street both direction with LRT and BRT line in the middle section. There is no way Centre Street can handle the traffic even though the traffic study suggests public will detour using Edmonton Trail, Deerfoot Trail and 14 Street. People using Centre Street does not going all the way to Beddington and beyond. The traffic branches off at 12th Ave, 16th Ave, 20th Ave, 41st Ave and McKnight Blvd. Therefore, people using Centre Street because of the convenience and its centralize location. I would still think either going underground on Centre Street as previously proposed or NO LRT to the North and use BRT service. Centre Street is a major North-South thoroughfare. It will be a bottle neck "AGAIN" coming from the North with 2 lane traffic and down to one lane to Chinatown and downtown. This is exactly what's happening on Deerfoot Trail at McKnight Blvd. It's a bottle neck situation. If we only have one lane on Centre Street and LRT/BRT in the middle, it will be a disaster. I can expect slower traffic, stop and go for the traffic light, accidents, pedestrian crossing, etc. What happen if there is stalling vehicle or accident? How could you handle if only one lane traffic! I thought it will be at least two lane traffic plus the LRT track. What happen to the 3.81m road widening setback?

ISC:

1/2

Unrestricted

May 25, 2020

11:42:16 AM



Public Submission

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36th Street NE is already a bad example. Rush hour traffic plus the LRT crossing every few minutes in addition to the traffic light. I try to avoid going there during rush hour because of the traffic. What does that mean? That means it will affect the business along the 36 Street NE. By the same token, it will definitely affect the business along Centre Street and Chinatown.

Please please don't make this mistake again. If there is not enough money to do underground from downtown to 16th Avenue N, then go with the BRT system. Currently 300 and 301 is very successful. Construction of the Green Line will further impact the business along Centre Street and in Chinatown in addition to the COVID-19 lockdown.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Srimal
* Last name	Ranasinghe
Email	srimal.ranasinghe@gmail.com
Phone	
* Subject	Long Overdue

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	The Green Line is a much needed, incredibly important infrastructure project for Calgary, setting the stage, tone and direction for what sort of city we will evolve into over the next few decades. While there are certain finer-grain details one can quibble over, overall, the project as proposed makes Calgary a more equitable, vibrant, sustainable city in the longer run. As such, I, and my whole family, wholeheartedly support this.
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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name James
* Last name Cousin
Email james_cousin@hotmail.com
Phone 4034678308
* Subject Calgary Green Line

Re: Calgary Green Line.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I attend the Online Engagement Session on May 21st to get more information from the planner's perspective on the Green Line. I have also read the greenlineinfo.ca group's perspective. I think both sides make valid points as to what they want the Green Line to be. However, one point that the planners made in the Engagement Session that I believe is problematic is the reason given for building beyonds 7th Ave downtown to 16th. They stated the main consideration is that it will be easier to expand later. However, with the cost right now and economic uncertainty, that could be many decades away. Calgary will have a train to nowhere that serves no purpose for a long, long time. With the the negative effects on traffic on 16th, it will also put too much pressure on other routes to downtown (Memorial Drive, Edmonton Trail) creating more traffic problems. Plus, the bridge through Prince's Island Park ruins one of the great public areas in Calgary. I don't see why the city doesn't consider building the Green Line from 7th to Seaton as currently proposed to actually have a fully functioning transit line. Also, unlike greenlineinfor.ca, Calgary should still build the 7th to Elbow River Section underground as proposed because having an at grade train through the Beltline and North/South direction downtown will be a traffic nightmare.

Calgary successfully built the NE section of the Blue line before expanding west. Build the SE section to Seaton to make it an actual transit alternative for Calgarians!

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May 25, 2020

11:44:12 AM



Public Submission

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Thanks,
James



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Joan

* Last name Lawrence

Email info@jcommunications.ca

Phone 403-276-9946

* Subject Calgary Alliance for the Common Good support for the Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

If someone else from the CACG has already submitted, apologies for the duplication.



Green Line The Calgary Alliance represents over 35,000 Calgarians bringing together faith, labour, non-profit and community organisations. We are raising our collective voice in support of the construction of the Green Line **as proposed in the Stage 1 Alignment**. We believe the project team has presented a plan that successfully mitigates construction and budget risks and will integrate well with the existing transit system and adjacent neighbourhoods.

Support for vulnerable populations We are raising our collective voice to ask that the Green Line proceed to meet the needs of Calgary's most vulnerable.

Specifically, we ask that city council recognize that:

- **The Green Line will connect areas which are currently under served by transit.** Transit is an essential service for vulnerable Calgarians to get to work, to travel to medical and other appointments, and to reduce social isolation. It is critical to maintain and expand transit to under-served areas of the city in the north central and southeast.
- **The Green Line will connect over 2,300 existing affordable housing units** with the South Health Campus, the Central Library, and provide integration with other major transit routes, including the BRT.
- **The Green Line will provide jobs.** As a shovel-ready project, construction of the Green Line will provide 12,000 direct and 8,000 indirect jobs at a time when many are suffering due to the economic slow down of the pandemic. These jobs will be spread throughout the communities along the route.

Green Stimulus We are raising our collective voice to ask that the Green Line proceed as part of the effort to shift our economy to an increasingly environmentally sustainable path.

Specifically, we ask that city council recognize that:

- **The Green Line will contribute to GHG emission reductions.** Estimates provided by the project team indicate that the line will reduce greenhouse gas emissions by 30,000 tonnes, the equivalent of 6,000 removing vehicles on opening day.
- **The Green Line will contribute to active transportation.** Transit is a key component of The City's Climate Resilience Strategy, contributing to transit-oriented development, walkable communities, and integration with other active modes of transportation.
- **The Green Line will contribute to attracting new business and diversifying our economy.** The Green Line will connect Calgarians to social and cultural destinations and promote affordable housing and will help position our city as a desirable location. Enhancing transit access to downtown will reduce the chance of office towers becoming stranded assets.

Ultimately City Council's decision will reveal whether they support a city that looks after ALL of its citizens, one that believes in helping our vulnerable get to their place of work, helping families take their children to school and recreational facilities, and helping our seniors remain mobile or... one that turns a blind eye to the transportation hurdles our vulnerable, aging, and lower income members face on a daily basis.

We must build a city for the Calgary we want in 10, 20, 30, 100 years. So, the Calgary Alliance is asking for our City Council to support the construction of the Green Line and delay no longer.

The Calgary Alliance for the Common Good:

Anatolian Turkish Islamic Center of Calgary
Anglican Diocese of Calgary
CUPE 38
Knox United Church
Roman Catholic Diocese of Calgary - Office of Social Justice
St. Andrew's Anglican Church
St. Laurence Anglican
UBCJA - 2103
Beth Tzedec Congregation
Calgary Climate Hub
Eritrean Canadian Community Association of Calgary
St. Thomas United Church
Bethany Care Society
Hillhurst United Church
Lutheran Church of Our Saviour
St. David's United Church
Ambrose University
Lutheran Church of the Cross
Vibrant Communities Calgary
B'Nai Tikvah
Amalgamated Transit Union Local 583
General Teamsters Local 362
Calgary Interfaith Council
Good Shepherd Moravian
Scarboro United
St. Mary's University
Trinity Place Foundation of Alberta
St. Stephens Anglican Church
Christ Church Anglican
Lutheran (ELCIC ABT) Synod
United Church Presbytery
Unitarian Church of Calgary
Calgary Centre for Global Community
Holy Nativity Anglican
CUPE 1169



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Annie

* Last name Wang

Email wwllyygg@gmail.com

Phone

* Subject Green line LRT

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please reconsider the design for the Green line LRT. Please save Chinatown, the princess's island park, and the communities in Eau Claire. Make it close to the east village Superstore if possible. The east village needs development.
Thanks,
Annie



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Dan

* Last name Evans

Email evans.dan@mac.com

Phone

* Subject Petition to Defer Approval of Green Line North to allow for further community engagement.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Submitted on behalf of 1100+ signatories to the petition.

May 25, 2020

Mayor Nenshi and Calgary City Council
PO Box 2100, Station M
700 Macleod Trail South
Calgary, Alberta
T2P 2M5

This Petition is submitted on behalf of the 1000+ signatories of the Green Line Done Right petition.

To see the petition, go to GreenLineDoneRight.com

As Calgarians who live, own businesses, and enjoy the parks, pathways, roadways and amenities in the neighbourhoods on both sides of Centre Street, **we are opposed to the new Green Line alignment from Eau Claire to 16th Ave N as currently presented.**

We want Calgary City Council to defer approval of this leg of the Green Line until proper community engagement can be completed; answers to critical questions can be shared with the public, and all impacts of the project on our community can be fully understood.

Background

In 2017, after almost 10 years of planning, design, engineering, budgeting and public consultation, the City of Calgary had consensus on an alignment for the Green Line.

Then it got changed.

Due to budget concerns, City Administration was tasked to come up with a new alignment that could be done within the available budget. That resulted in a fundamental change to the alignment from Eau Claire to 16th Ave N – moving the train from underground to run at street level.

We believe for the Green Line to be successful it has to be done right. This is a 100-year project for our city, and changing course without proper consultation or a thorough impact assessment is not a smart approach.

Making the Right Decision

We want Calgary City Council to be able to make the right decisions for us and for our city, and that means adequate time to evaluate the new alignment, complete impact assessments, and conduct extensive engagement with the citizens of Calgary.

This had started, but public engagement was halted as a result of COVID-19, without answering critical questions regarding the final design and community impact of the north part of the line.

We should not compromise and build a transit system that we'll regret. We need to build the right transit solution to serve our communities. We are willing to wait to get it right, so that it will meet Calgary's needs in the short and long term.

Making the right decision means delaying approval until:

- The Green Line Team has the opportunity to answer all outstanding design and planning questions;
- The Green Line Team has the opportunity to do appropriate community engagement on a completed plan;
- The City of Calgary has a plan and timeline in place for extension of the line beyond 16th Ave.

City Council should not approve the new 2020 alignment north of Eau Claire and along Centre Street until proper engagement can be completed, and critical questions can be answered.

Unanswered Questions

1. How can you approve a new alignment without adequate community engagement?

The 2017 approval was based on 2 years of consultation. The 2020 alignment has had less than 16 weeks, and for more than half of that time we've been in a pandemic. Asking people during this time to think of anything but their safety and the health of their family and their communities is dismissive.

2. How can you approve a new alignment without fully understanding and planning for the impact of traffic in residential communities?

We're concerned about the diversion of vehicle traffic through residential streets. The proposed plan relies on the use of residential streets to detour traffic when there is an accident; to route traffic to business destinations; and to loop traffic through the neighbourhood in order to restrict turns from Centre street to designated intersections. In addition, there is no plan for the 20,000+ commuter vehicles per day that will now have to be

re-routed. Administration acknowledges that a mobility plan has not been done, and that it will have to happen at some point in the future.

3. How can you approve an alignment without a final design, cost and impact of the future crossing at 16th Ave N.?

The new alignment presented for approval terminates at 16th Ave N and does not include a plan for a future crossing of a major artery. The Green Line Team admits that they haven't worked this out yet, and aren't including that as part of Stage 1. The design of the crossing, with a potential portal south of 16th Ave, will have a significant impact on the surrounding community and businesses. The design of this component must be decided upon and the community consulted.

4. How can you approve a new alignment if you're not able to confirm where stations will be and how they respond to community need?

At this point, City Administration is recommending a station at 9th Avenue. This decision will have significant impact on the community on issues ranging from access and business development, to traffic impact and neighbourhood crime. Decisions regarding a 9th Ave N station must be included in a more complete community engagement process.

5. How can you approve a new alignment without a full understanding of how the bridge will impact the environment and the visitor experience on Prince's Island?

The location, design and impact of a bridge over Prince's Island is of critical concern to all Calgarians, not just those living in adjacent neighbourhoods. The current plan will disrupt the pathway system on both the south and north side of the river, as well as destroy existing green spaces.

It's clear that the cost of the bridge will have a significant impact on the project budget, and that means it's essential to finalize an acceptable design prior to approving the northern alignment. Once again, we worry that budget will be the only design criteria for what should be a critical urban design decision for Calgarians. In addition to aesthetics, a detailed environmental impact study can only be done after a bridge design is finalized.

6. How can you approve a new alignment if there's no firm commitment to extend the LRT beyond 16th Ave N.?

Currently, there's no initiative in place to plan or fund LRT expansion north of 16th Avenue. According to the Green Line Team the future expansion of the green line past 16th Ave N is unknown and will be completely dependent on future funding proposals and budget. Without an expressed commitment and timeline to extend LRT beyond 16th Ave N, we question the value of a north line that is only 2 km long, and possibly stays that way for decades. The Green Line plan needs to commit to further northern expansion as a priority before approval.

7. *How can you approve a new alignment without providing businesses a thorough and honest assessment on how this will affect their business?*

The proposed 2020 alignment will have significant impact on the businesses along Centre Street. The combination of years of construction, reduced vehicle access and loss of parking will need to be carefully planned and managed to avoid permanent closure of businesses. The current recommendation does not provide solutions to these negative impacts, nor has there been adequate engagement with the business community to discuss mitigation strategies.

8. *How can you approve a new alignment without understanding how cyclists will be accommodated and the impact on residential streets?*

The current alignment does not provide any clear direction on how cycling traffic will be accommodated. With only one lane open for vehicle traffic on Centre Street, there won't be any room for cyclists. The Green Line Team suggests that cyclists may be moved to 1st Street NE, but there are no plans for how this might affect residential parking or traffic flow.

9. *How can you approve a new alignment without clarity regarding whether the vision for the Centre Street urban realm can be delivered?*

There have been drawings presented of what the future urban space could look like on Centre Street. However, our understanding is that the recommended plan is dependent on a number of things, including co-operation from private property owners along the route. There needs to be much more clarity about what the City is prepared to commit to in order to live up to the ambitious vision for this streetscape.

10. *How can you approve an alignment if you haven't fully evaluated something as significant as whether trains are running down the centre or the side of Centre Street?*

Design of the northern leg of the Green Line will have an inescapable influence on life in Crescent Heights, and that influence will be significantly different if the train is center-running or side-running. It's more than just a logistics questions, it's an experiential question, and it's unthinkable that the final decision hasn't been presented to the community for feedback.

You Must Defer Your Decision

This list of outstanding issues is not complete and there will be many more if and when a complete design proposal is put forward. However, given the scope and size of the project, and its lasting impact on the people of our City, as both users and taxpayers, we believe there is too much unanswered to approve the northern portion of this project at this time and urge Council to defer a final decision on the line north of Eau Claire until such time as those are adequately answered.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Stephan

* Last name Guscott

Email stephan.guscott@gmail.com

Phone

* Subject Please approve the Green Line Jan 28 2020 Stage 1 Alignment without delay.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I strongly support the January 28 updated Green Line Stage 1 Alignment and urge the Green Line Committee and City Council to approve the same alignment urgently and without delay.

I have been taking Calgary Transit my entire life—the bus to the stampede parade, to school, to university, and to businesses I love. For all my life, the bus was how I got around-- because it was all I could afford. Now I have the privilege of accessing a personal vehicle for transportation, but I still prefer transit—because it is more affordable, better for the environment, and better for my health.

The only times I avoid taking transit is when I would need to connect across multiple buses and would end up commuting for 1-4 hours, depending on how my connections played out. Right now, that is my experience trying to access businesses, parks, or services by transit in north central Calgary or deep southeast Calgary.

A north central BRT aligned with the green line LRT that crosses the Bow river would solve this problem. These are communities that are underserved, and for Calgarians who rely on transit to get around, transit is a necessity. If this project is delayed now, the need for dependable and affordable transit will only rise, and we will have done a disservice to the next generation of Calgarians.

I urge you to lead Calgarians during this uncertain time, of health and economy, to build the infrastructure to provide the essential services Calgarians need and deserve. Please support action on the green line today.

ISC:

1/1

Unrestricted

May 25, 2020

11:50:59 AM



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name

* Last name

Email

Phone

* Subject

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)



May 25, 2020

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

Re: Green Line Alignment

Dear Mayor Nenshi and City Council,

In the coming week Calgary's City Council will face a major decision on a project that has been in the works for over 10 years, the Green Line LRT. This massive infrastructure project is designed to link underserved communities from Calgary's deep south to the far north. As owners of land and buildings along the route and developers who would be contributors to some of the Transit-Oriented-Development (TOD) along the length of the route, as well as Community Associations and Business Improvement Districts that would be impacted, we see ourselves as key stakeholders in decisions that are made.

As stakeholders, we strongly believe the project should proceed as quickly as possible. It is estimated that the construction of the south segment alone - Shepard to the Elbow River –will provide the city approximately 20,000 construction jobs. Those jobs are critical to the economic health of the city right now. Additionally, the Green Line will spur development along the line, including the critically important Rivers District, all of which will be important contributors to the economic well-being of our ailing community.

And as stakeholders, we want to see the project be a positive example of intelligent city building. We believe that City Administration's Green Line planning team has done an impressive job of juggling a myriad of issues, budgets and community concerns in coming up with the current 2020 alignment, particularly related to the improved alignment through the downtown core to Eau Claire.

However, we believe strongly that some important changes can be made to ensure the entire Green Line maximizes its potential as a significant city building project.

Alignment through the Beltline

When the project was finalized in June of 2017 the Council approved alignment was from the Elbow River along 10th Avenue with a slight curve south to 12th Avenue before turning into the downtown core. This alignment was agreed to by all the stakeholders in the Rivers District, including such significant players as the Calgary Stampede, Calgary Sports and Entertainment (Calgary Flames), commercial

property developers, Calgary Municipal Land Corporation and the Beltline Community Association representing the residents.

Since then, the Green Line alignment through the Beltline has been altered to cross the Elbow River with a curve and portal bisecting two development sites in order to get to 11th Avenue which it follows, before turning into the core. We are strongly urging Council to return to the original 2017 alignment for several important reasons.

Development of the Rivers Entertainment District, including the construction of the new entertainment centre (arena), depends on a Community Revitalization Levy (CRL) that is funded by the increased property taxes from development in the area. The most significant catalyst to private, tax-paying redevelopment in the Rivers District was the original Green Line alignment, and these developments would be difficult or simply not viable with the new alignment resulting in a direct negative impact on the potential revenue generation for the CRL. We believe this number will be, conservatively, between \$150 and \$250 million of foregone revenue over the life of the CRL, a significant amount that would be going to fund the new Event Centre and assist in the development of the whole district.

Additionally, the original alignment along 12th Avenue in the Beltline improves transit access for a broader population and better positions a Centre St. station for integration into the future development of surrounding vacant parcels.

We strongly urge that Council consider the following amendment to Administration's proposed plan:

- Council directs administration to amend the alignment of **Segment 2** (Elbow River to Eau Claire) incorporating the previously Council approved 2017 alignment through the Beltline to maximize revenue opportunities for the CRL in Victoria Park.

Eau Claire Station

We applaud the Administration's Green Line Team for both listening to and working with the business community and the residents of the Eau Claire and Riverfront communities, in proposing a below grade solution from the Beltline to the banks of the Bow River, including an underground station on the existing Eau Claire Market site. We believe this is the best solution to the alignment through this segment of the line and that it will assist in kick-starting re-development in the area.

Green Line North of Eau Claire

The segment from Eau Claire to 16th Avenue N is the most difficult part of the Green Line for a number of reasons. While we fully supported the original concept of tunnelling all the way under the Bow River to 16th Avenue N., we also understand the financial risks associated with an under the river tunnel are too great. We also believe that extending the LRT to the northern communities is an important goal of the entire project and one that is worth pursuing as expeditiously as possible.

However, we would propose that Council take a cautious approach in the development and construction of the rail line north of the Bow River. The Administration's Green Line Team has proposed a schedule

whereby there will be another six to eight months of public engagement and design work before finalizing this proposed route.

We believe it would be financially prudent to wait until the south leg of the Green Line, from Shepard to Eau Claire, is tendered and contracted, therefore ensuring the entire project is within the assigned budget before proceeding with tendering of the northern leg. This would ensure that the budget of \$4.903 billion which has been committed by all three levels of government will be sufficient to complete the project as envisioned.

We strongly urge that Council consider the following amendment to Administration's proposed plan:

- Council directs Administration to phase construction of Stage 1, aligned with the following segments:
 1. Segment 1: Shepard to Elbow River;
 2. Segment 2: Elbow River to Eau Claire;
 3. Segment 3: Eau Claire to 16th Avenue N.

- Council approves construction of **Segment 1**, from Shepard to the Elbow River, to begin as soon as possible.

- Council approves construction of **Segment 2**, from the Elbow River to Eau Claire, to begin once final alignment is confirmed and the land and right of way acquisitions needed are obtained.

- Council directs Administration to complete community engagement and further design work of **Segment 3**, from Eau Claire to 16th Ave N. Once complete, and after Administration has completed tendering of **Segments 1** and **2** and is able to confirm adequate funding is in place, proceed with tendering of **Segment 3**.

- Council approve the construction of the **BRT component** of the new 2020 Green Line alignment that is included in Administration's recommendation (from 16th Avenue to Beddington), to begin as soon as possible, in order to provide enhanced transit to the city's northern communities.

It can't be overstated that the Green Line is a critical piece of public infrastructure that will serve the city of Calgary and its citizens for the next 100 years and should be built now. The Green Line Team has done an extraordinary job juggling a myriad of issues and conflicting positions from residents, building owners and potential transit users. We are almost there and we hope that Council will consider these final suggested improvements when giving final approval and the go-forward directive.

Thank you for your consideration.

This submission to Calgary City Council is endorsed by members of the following organizations listed on the following page.

Richard Morden, Senior Vice President, Office Properties, Western Canada, Quadreal Properties & Chair, BOMA Calgary

Guy Huntingford, Director Strategic Initiatives, NAIOP Calgary

Scott Macdonald, Vice President, Development & Construction, Alberta, Harvard Developments Inc.

Guy Priddle, General Manager, Calgary Office Properties, The Cadillac Fairview Corporation Ltd

Lloyd Suchet, Executive Director, BOMA Calgary

Jessica Karpat, President, Mount Pleasant Community Association

Eileen Stan, Matco Development Corp & Chair of the Board, Calgary Downtown Association

Robert Homersham, Barrister & Solicitor & President-Elect, NAIOP Calgary

Chris Ollenberger, President, Quantum Place Development & Chair NAIOP Government Affairs Committee

Rosanne Hill-Blaisdell, Managing Director & COO, Harvard Developments Inc.

Rob Blackwell, Chief Operating Officer, Aspen Properties & Chair-Elect BOMA Calgary

David Routledge, Vice President, Real Estate Management West, Oxford Properties Group

Ian Parker, COO, Western US & Canada, Office Division, Brookfield Properties

Dwight Jack, Senior VP, Office Leasing, Canadian Office Division, Brookfield Properties

Chris Nasim, Vice President, Asset Management Prairie Region, GWL Realty Advisors

Paul Gedye, Director of Development, GWL Realty Advisors.

Cody Clayton, President, Remington Development Corporation

Jamie Cooper, Senior VP, Land Development & Construction, Remington Development Corporation

Gillian Lawrence, General Manager - Land Development, Remington Development Corporation



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Sharon

* Last name Howland

Email sharon.howland@gmail.com

Phone

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Put simply, the years and years of public consultation and the various modelling scenarios demonstrate that The City has done its due diligence. We need to trust the experts on this and move forward with the Green Line project as planned.



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Brett
* Last name	Jackson
Email	bjackson@cenairus.com
Phone	4038044721
* Subject	Lewis Lofts -Two Tunnels Under Lewis Lofts
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Hello, attached is a written submission on behalf of the Condo Board at Lewis Lofts in response to, and for presentation at, the upcoming June 1 Green Line Committee Meeting. Thank you



Green Line LRT

Two Tunnels under Lewis Lofts

What is the impact? 59 Homeowners wonder

May 25, 2020

Lewis Lofts Condominium – Who we are

- Originally built in 1910 as a warehouse
- Converted to 59 residential condo units in 1995
- Combination of a concrete side and wood side - built at different times with different techniques
- Building envelope and foundation are old, heterogeneous and undocumented
- Underground parkade was added in 1995 and extends approximately 4m below street level
- Not built on stable bedrock
- Level A Municipal Heritage Designation
 - Notable, unique and rare; worthy for consideration under the Historical Resource Act
- There are only four residential heritage warehouse buildings in Calgary, Lewis being the largest, supply is very limited

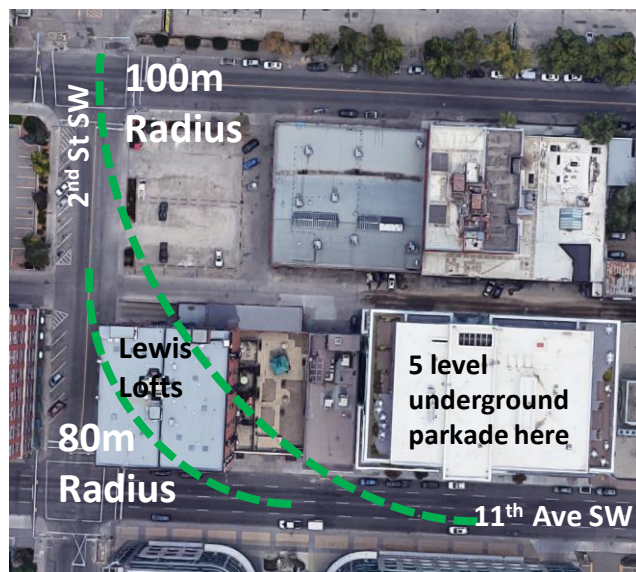


Where we think we are on the Green Line Route

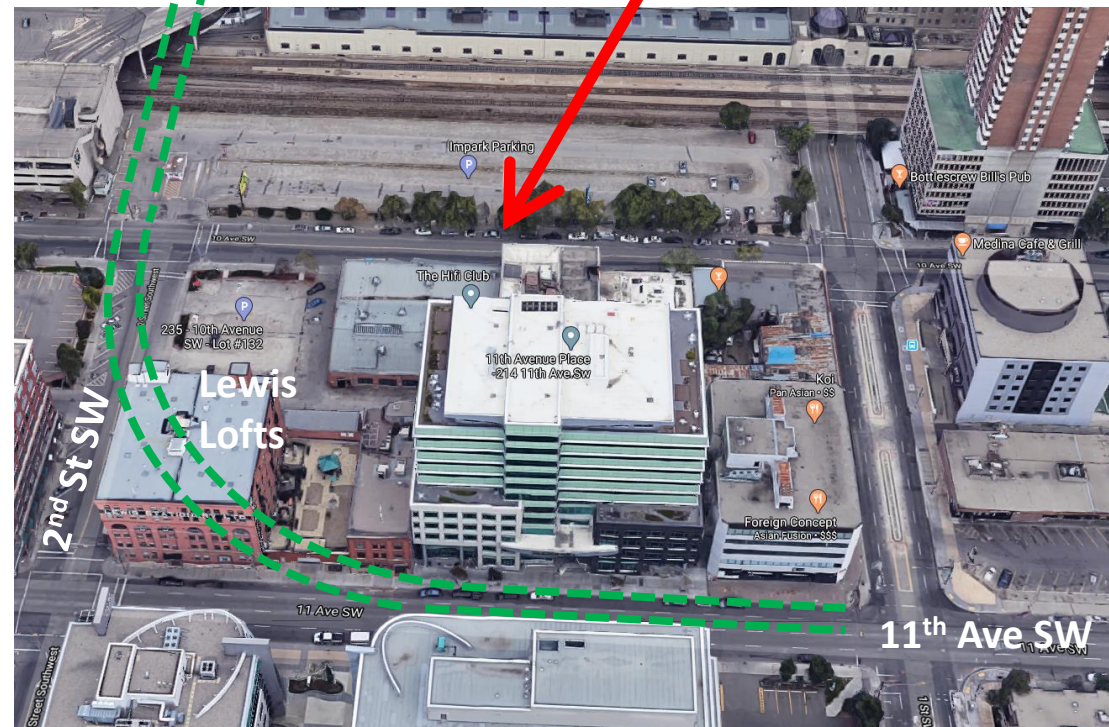
- We have not been provided detailed routing to review and analyze
- The green lines in the right-hand view are our best approximation based on the City website
- Both the North and South line tunnels run under our building from what we can tell
- In 2017, the City said expect expropriation and we are a stakeholder
 -> we assume from this we are in the path of the tunnels currently



How far off could we be?

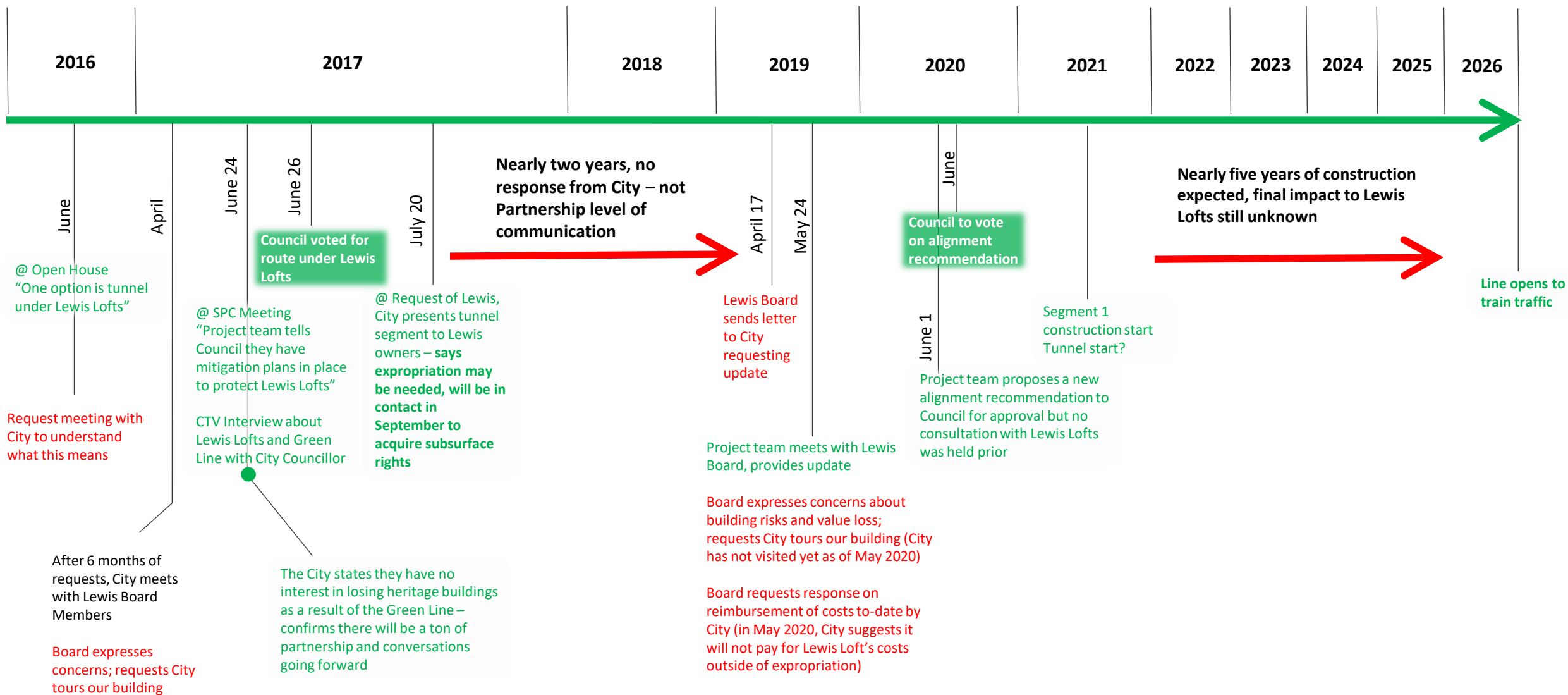


Our assumption of where the tunnels will go->



- 80m radius close to the tightest existing Calgary LRT turn
- 90m minimum light rail tunnel radius recommend by NRC Track Design Handbook
- 100m+ will interfere with existing 5 level deep underground parkade

This is going to be a 10+ year ordeal for Lewis Loft Owners What did the City say? What did we do?



What do 59 homes look like elsewhere?

It is a big area, if a tunnel were to cause settling or vibrations that forced people out it would be a major impact to the Lewis Lofts owners and the City who would have to compensate them all.

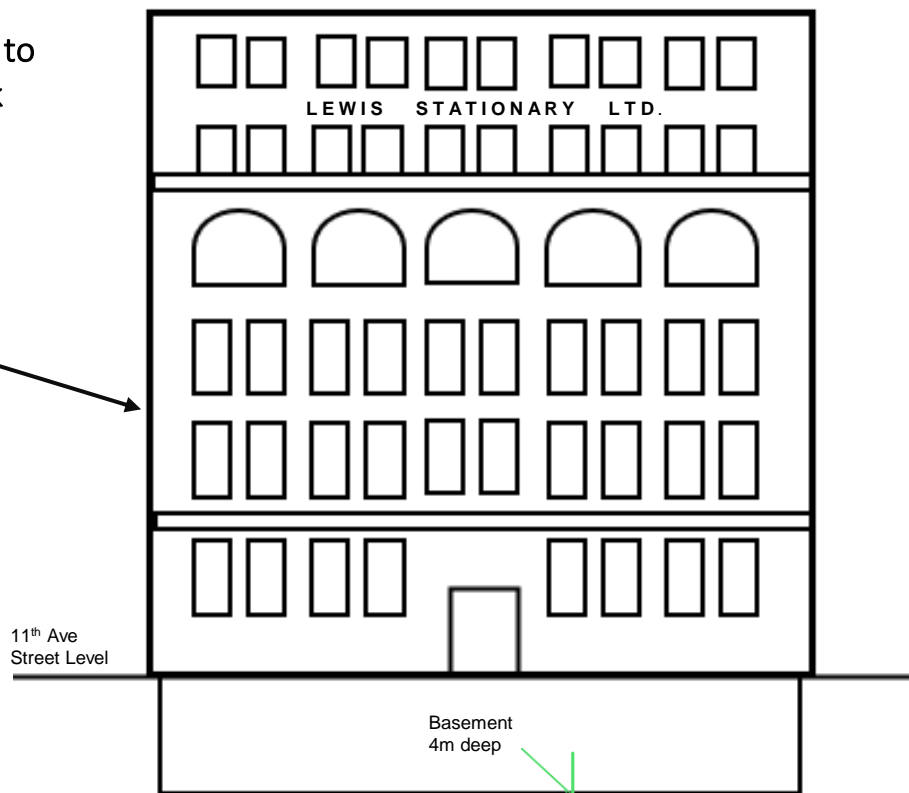
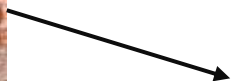
A tunneling failure under Lewis Lofts could be nearly 50% of the scale of Lynnwood Ridge where homeowners lost their places due to contamination...it was highly disruptive to people's lives, costly to the project owner and a very long and public resolution -> it is reasonable to consider also that if Lewis Loft residents are driven from their homes they won't find a comparable vintage home.

Nearly equivalent amount
of homes as Lewis Lofts

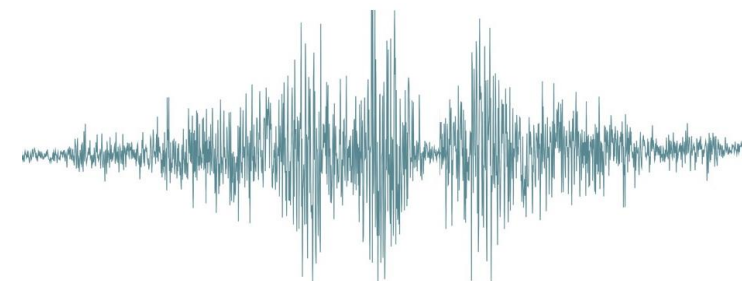


Lewis Loft owners and experts are very concerned about the tunnels

Significant risk of serious structural damage due to ground settling – building moves and walls crack



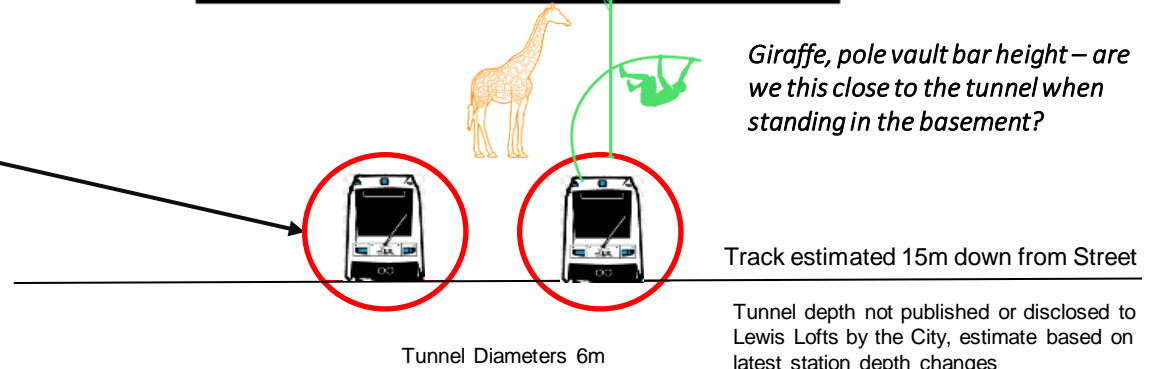
How bad will be the vibration be during construction and operation of the tunnels?
– Quality of life and ability to remain in homes is in question



Catastrophic tunnel boring failures are not uncommon, especially in soils as found under Lewis Lofts



Photo Credit: Tunnel Builder Magazine



Lewis units have already lost significant value on just the potential of tunnels below the building
–Significant further financial losses are expected



Track estimated 15m down from Street

Tunnel depth not published or disclosed to Lewis Lofts by the City, estimate based on latest station depth changes

Tunnel Diameters 6m

Lewis Lofts is built on “Bow River Gravel”*

*Excerpts from: **Geotechnique in Calgary – A 60-year retrospective**

Heinrich K. Heinz, Mauricio Pinheiro
Thurber Engineering Ltd., Calgary, Alberta, Canada
Tai T. Wong
SAIT Polytechnic, School of Construction, Calgary, Alberta, Canada

**The nature of these fine-grained soils is complex, and they have been associated with geotechnical issues.....*

**.....high silt content (around 90% silt has been measured), and is essentially cohesionless.*

- These quotes come from a technical article specifically about the challenges of foundation construction in Calgary’s downtown area
- Hard, and expensive (Banker’s Hall East Tower), lessons have been made in trying to build subsurface structures in the silt and clay region found between Centre and 8th St SW. **Based on the drilling reports provided by the City, Lewis Lofts appears to sit atop a deep silt and clay region**
- **We are concerned there is a significant risk of our building settling if, indeed, our building sits on the fine-grain cohesionless soil.** It is not clear to us what geotechnical analysis has been conducted by the City on the proposed route under our building.
- **We are on shallow footings in the gravel layer with brick walls, settling will cause serious cracking**

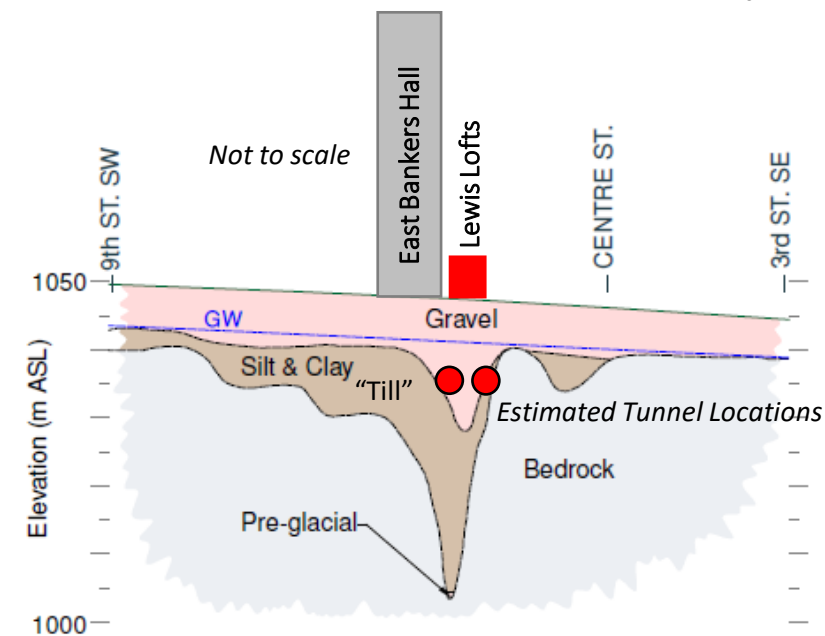


Figure 1. West-East stratigraphic section of Calgary's downtown core along 8th Avenue (Thurber, 2007).



Settling damage is not a new issue for vintage warehouses in the Beltline

- Most built on sand/gravel river bed soil conditions
- Three warehouse lofts; Hudson, Imperial and Alberta Paint were recently damaged structurally by adjacent new deep foundation construction
- Caused by settling
- Potential for damage to Lewis Lofts is greater as it involves tunnelling under the building

We think the City is aware of the issue, we hear local experts are concerned, we see additional bore sampling taking place...

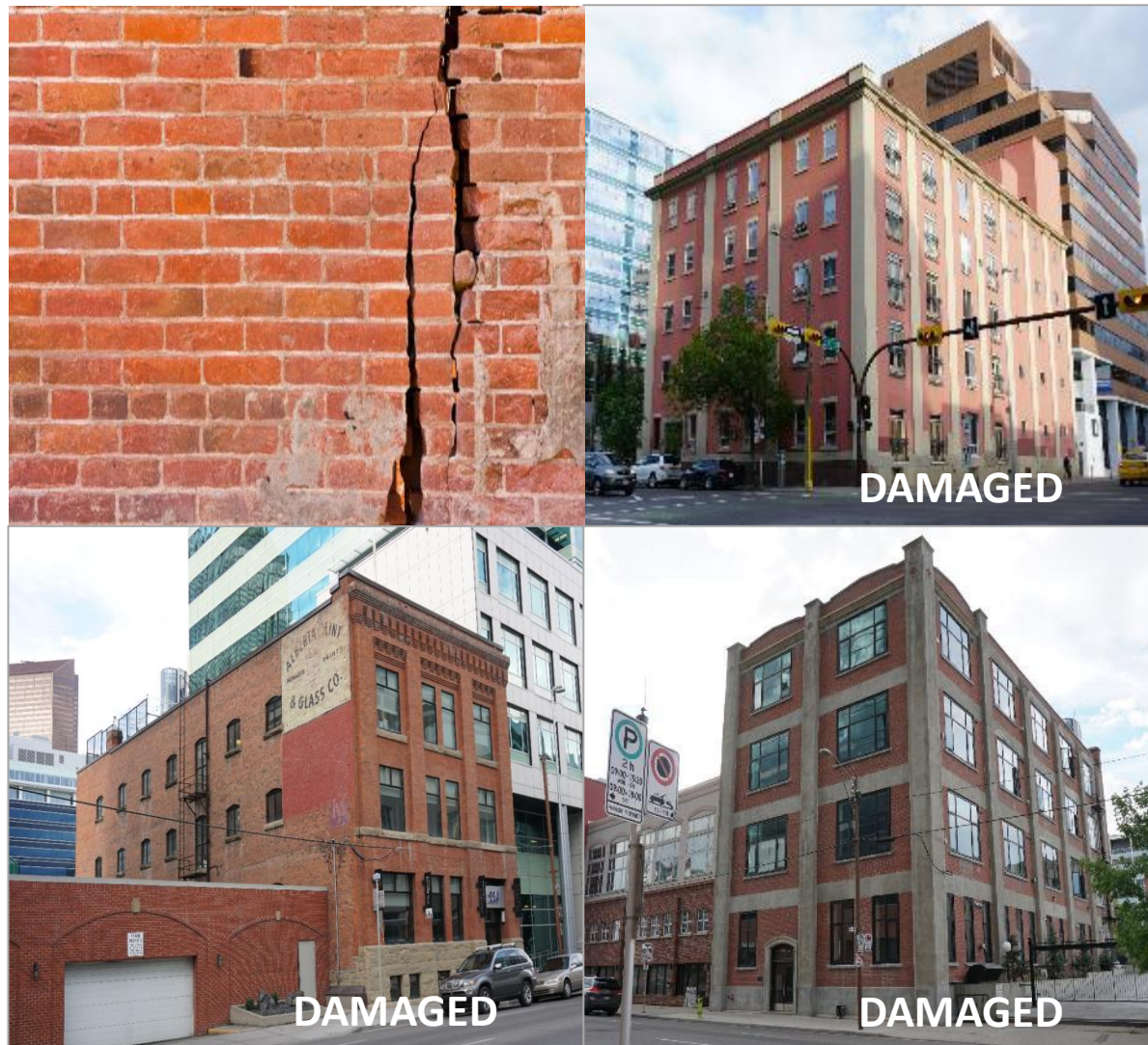
Is the Green Line Project team recommending this route because a guaranteed solution has been put in place?

If so, why hasn't this been shared?

If not, why would Council vote to proceed without knowing the risks?

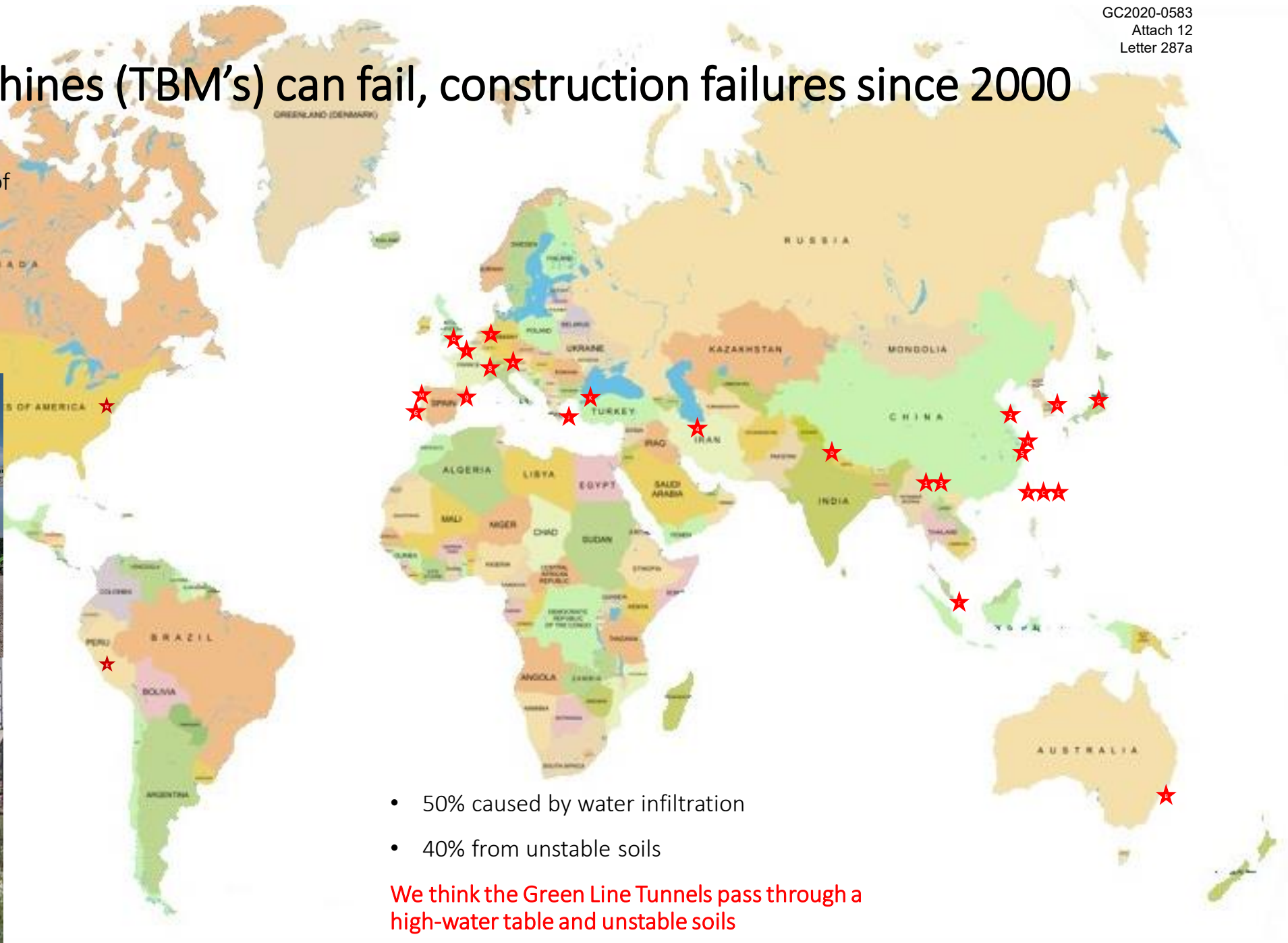
Or is Lewis Lofts and the owners subordinate to the tunnel?

If so, this position should be announced and a plan agreed upon to protect the building and ensure the owners are made whole before proceeding with further tunnel work.



Tunnel Boring Machines (TBM's) can fail, construction failures since 2000

- 27 incidents with substantial loss of property
- Many caused surface settling and significant building damage
- 70% in Metro LRT Lines



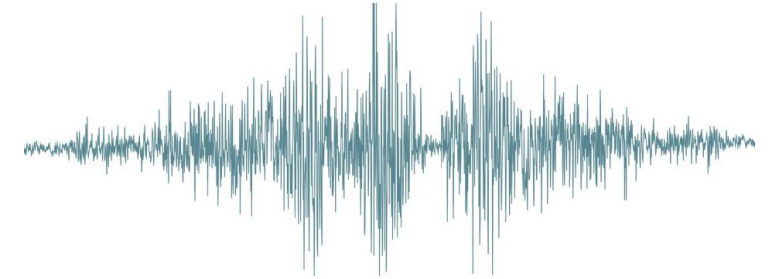
- 50% caused by water infiltration
- 40% from unstable soils

We think the Green Line Tunnels pass through a high-water table and unstable soils

We will have 100 tons of train going under us and a boring machine

Big stuff will be happening beneath our homes, many times per day, for the foreseeable future.

We asked will the train or the TBM be turned off if we cannot sleep or concentrate -> Answer by the Green Line project team was NO in July 2017



We learned from a contract tunneling engineer at the City that we will be severely disrupted when the TBM goes under, twice. Does this not indicate our building will be exposed to potentially damaging stresses besides displacing residents during construction?

The City said there are post construction processes in place to manage disruptions, and resulting losses in market value, but we may be years away, or more, from knowing this outcome and reaching a resolution if so. Yet, we are already seeing damage now to our market value caused by the City's plans, before construction even starts.

We are losing money already, nearly \$5 million to-date



This was 2015: Lewis Lofts market value outperforms the average condo

Calgary's rare 'hard lofts' still in high demand amidst depressed market



Unlike other cities, Calgary has relatively few 'hard lofts' derived from 100-year-old warehouses. The Hudson, above and below, is one of four such buildings.

SHARON CROWTHER
CALGARY
SPECIAL TO THE GLOBE AND MAIL
PUBLISHED OCTOBER 30, 2015
UPDATED MAY 15, 2018

In 2017: Council approves Green Line route alignment including tunnels under Lewis Lofts

Calgary

City council approves the Green Line as focus turns to funding

Green Line alignment, stations approved but full build-out could be far in the future

Scott Dippel - CBC News - Posted: Jun 26, 2017 5:45 PM MT | Last Updated: June 27, 2017



City council has voted 12-3 on the final alignment and station locations for the Green Line, Calgary's next LRT project. (Evelyne Asselin/CBC)

In 2020: Lewis Loft market value has dropped significantly more than the local condo market since 2017

The marketplace reflects our concerns over the tunnels under Lewis Lofts:

- Unit re-sales have nearly stopped, one has sold since 2017, **sales virtually frozen**
- Initial independent appraisal information estimates at least **\$5m in value loss**, over and above, the local condo value decline

The Green Line project has placed a cloud over the Lewis Lofts -> People there can't get out and people buying don't want the hassle or uncertainty of dealing with the pending issues; the value has plummeted on just the potential of tunnels running beneath. This has caused significant impact on owners' lives, finances and retirement.

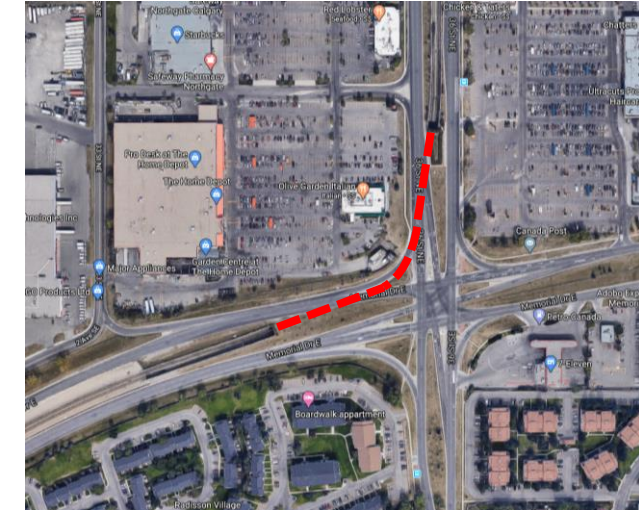
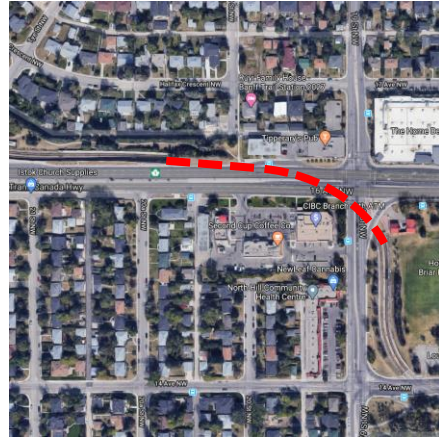
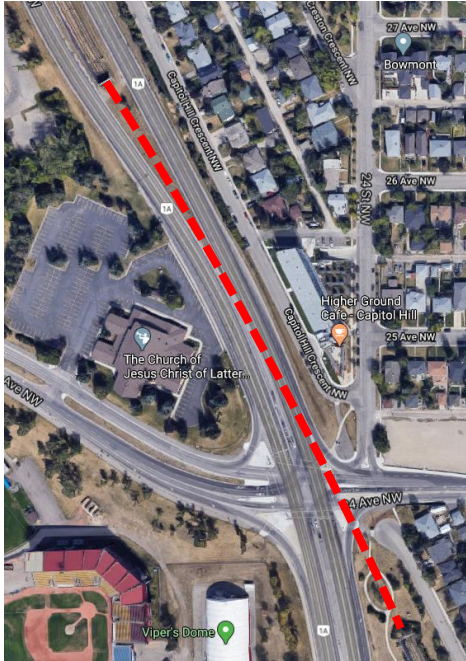
The Condo corporation has also deferred much needed exterior refurbishments due to the concern of structural damage to the building envelope caused by the tunneling.

A failure of the building following construction could be quite significant; the value of the building alone currently is in the range of at least \$20 million. In addition, there would be very significant relocation costs and other losses suffered by 59 owners and families.

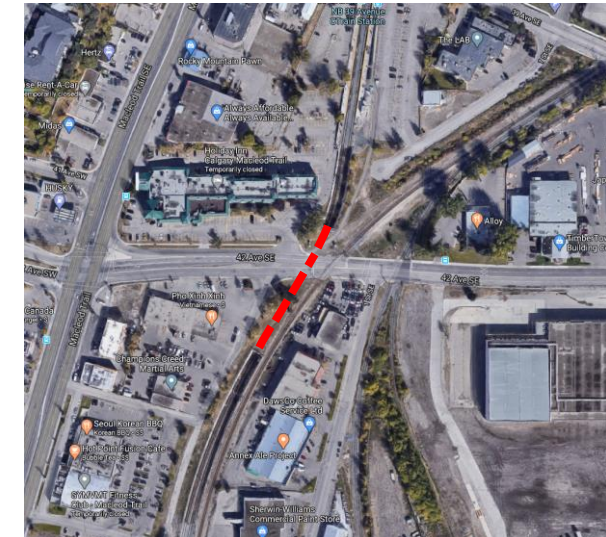
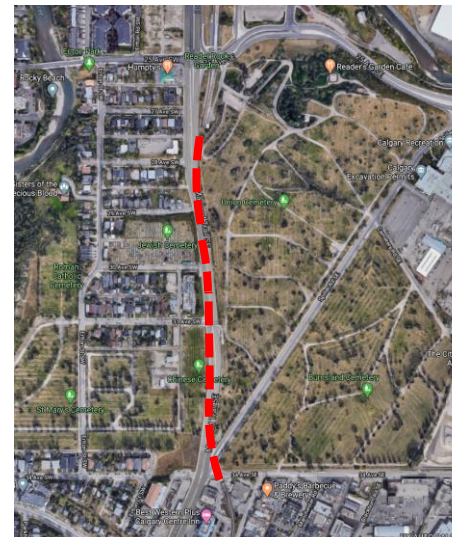
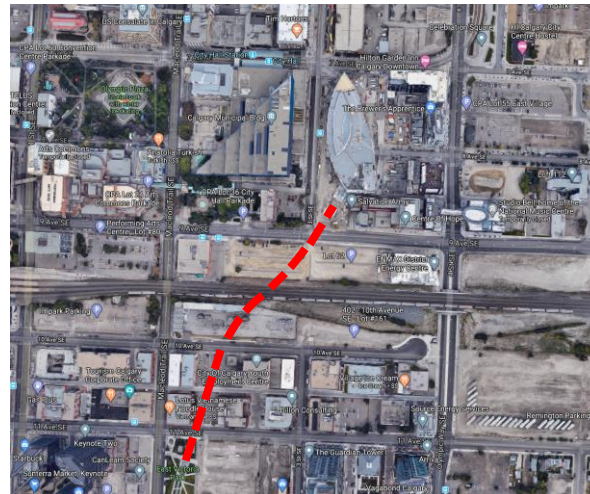
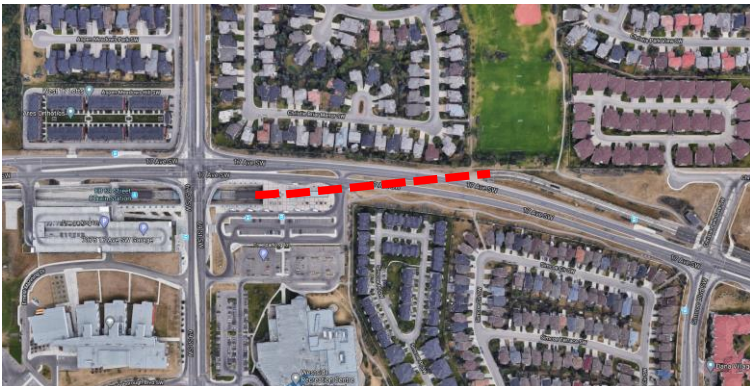
On May 22, 2020, the City advised Lewis Lofts that **"The City has not identified or confirmed a requirement for an acquisition from the Lewis Lofts Condo Corporation."** The City for the last three years has indicated, both in person and on public maps, that we are on the path of the alignment. We feel the Lewis owners have carried the cost for the City to determine its ultimate plans and needs.

Has the City tunneled under buildings before?

All existing tunnels, shown in red,
do not run under buildings



LRT Tunnels In Calgary



The New library has a train running beneath it....does it not compare?



Built for Ashdown Hardware in 1911



Width doubled in ~1914, "new" east portion wood post and beam; west portion is concrete – little record of design



Comparisons...

1. Speed of Train

Observed 0-15 km/hr under library

50-60 km/hr under Lewis Lofts
(figure given by Hatch engineer @ open house in 2017)

That is up to 16x more energy transmitted under Lewis than the Library by a 100 ton train

2. Foundation Design

<- 4m deep foundation, dug by horses

30m deep foundation, drilled into bedrock ->

<- Tunnels beneath not considered in design

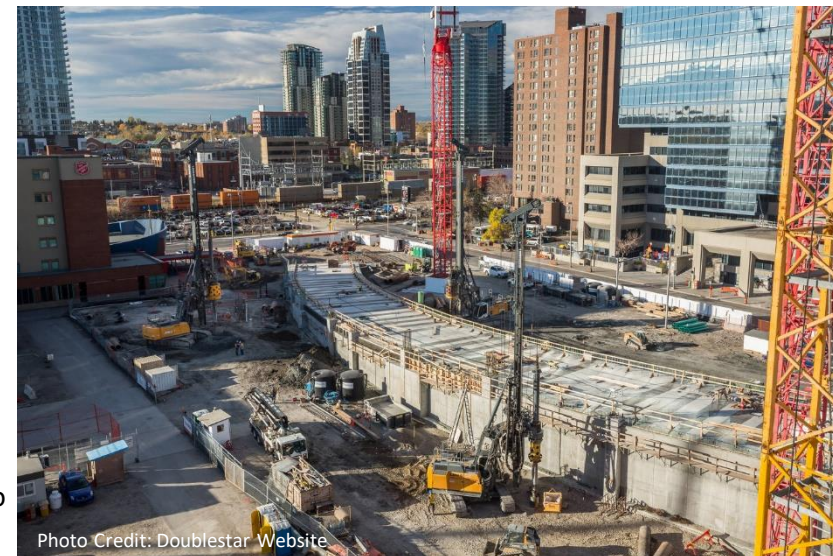
Millions spent on acoustic isolation of capped tunnel and building ->

<- Building has been in place for 106 years without structural issues

Train line existed before building, no risk of construction failure->



New Calgary Public Library built in 2017-2019



What do Lewis Owners want?

We are not judging the merits of the Green Line project as a whole: our concerns presented here are regarding the **integrity of our building, quality of life and financial wellbeing of the owners and affected families.**

1. **We are requesting Council postpones the decision of the alignment until the real costs and impacts are established with respect to Lewis Lofts**
 - > The latest response by the Green Line Team to our questions indicates that the recommendation will be to go under us and the details of “how” will be presented in the fall 2020.
 - > These tunnels will ultimately successfully carry trains but there are serious, and very costly, risks to mitigate beforehand and we don't understand how a route alignment decision can be made without more finite understanding; your Project team is saying to us they don't have answers to where the specific location of the curve will be between 2nd St SW and 11th Ave, nor the height, span between, or the speed of the train. From an engineering perspective this appears to be an incomplete recommendation and we are assuming:
 - A. The Contractor(s) selected will be responsible for solving these unresolved issues which relieves the City from the liability or,
 - B. We are not being provided the details as we are directly impacted in a substantive enough way (cut and cover?) it may influence the decision
2. **We want the City to be transparent about the recommended alignment before the decision;** there are limited paths for the tunnel to take, and from what we can see, all lead under us. There must be a general idea of the potential impacts to us and revealing this after the decision shows no indication of a partnership or genuine concern for 59 stakeholders who will live above this project.
3. **Ideally, an alternate route.** There are alternate routes and do these routes look more attractive if considering the worst-case scenario which could be at least \$20 million in damages to Lewis Lofts if there is a major incident?
4. We feel the City is focused on getting the alignment decided upon and the fate of Lewis Lofts will be sorted out later; this cloud the City has placed over our building has forced owners to postpone life decisions, alter financial plans, directly lose money and in general has trapped the owners for several years now likely with many more to go. **We want the City to treat this situation with special consideration and present a plan on how to protect our interests and make us whole for the duration of the project.**



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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Diana
* Last name Soroaga
Email diana.soroaga@gmail.com
Phone 4038620028
* Subject Green Line Support

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am so ashamed to see fellow Calgarians delaying and potentially even cancelling a project as important and life changing for citizens as the Green Line. There was such a big hurrah from the community (including some of individuals now leading the anti-transit campaign) during the approval and negotiation process of the new arena, I would hope to see the same in order for approval of a much more important and meaningful project.

I am not going to argue which version of the Green Line project is better; it is not my place and I especially don't think it's important at this time. What is important is that the Green Line project progresses at a reasonable pace to provide much needed transit services to feeder communities and to Calgarians in general - be that by bus, underground or at grade rail services. As seen in this especially difficult time Calgarians did not use the Saddledome to survive a global pandemic, but they did rely on public transportation to get them to work, groceries and access other essential services. The biggest mistake with public transit is it always gets built too late; investment in public transit does not compare to that of roads despite it being a 'top priority' in numerous planning documentations, including many at the City of Calgary.

What do we want our legacy to be in 20 years time? I would like to look at the 2040 Calgary Transit Network Map and reflect on a council and community that saw through a group posing as concerned citizens that spread its propaganda and pretended to advocate for the 'proper Green Line' and instead built something beautiful.

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May 25, 2020

11:58:08 AM



Public Submission

City Clerk's Office



Public Submission

City Clerk's Office

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Richard

* Last name Zach

Email rrrichardzach@gmail.com

Phone

* Subject Green Line

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

We need public transit infrastructure more than ever. Build it as planned.



Public Submission

City Clerk's Office

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name Marie

* Last name Semenick-Evans

Email marieevans@shaw.ca

Phone

* Subject Letter regarding proposed Green Line alignment

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)
Please see the attached letter.

Dan Evans and Marie Semenick-Evans
202 9th Avenue NE
Calgary, AB T2E 0V4

May 25, 2020

Mayor Nenshi and Calgary City Council
PO Box 2100, Station M
700 Macleod Trail South
Calgary, Alberta
T2P 2MS

To Your Honour and Councillors,

We're writing to you to implore council to delay approval of the segment of the Green Line north of Eau Claire to 16th Avenue North.

We've been residents of Crescent Heights for over 25 years, as well as being residential developers in the neighbourhood. We've been supporters and active participants in the evolution of our community, including being supporters the Green Line.

It's important to understand that we are not coming in late to the party here. We have been following the Green Line for many, many years and were active participants in all public engagement leading up to the original approval in 2017.

The City spent over 2 years engaging our community and building consensus on the original alignment, which is why we are so surprised and frustrated at the dismissive approach to engagement on the new alignment presented in January 2020.

The new alignment was first released at the end of January 2020, and engagement with the community started a few weeks later on Feb 12th. Public engagement was abruptly halted only 5 weeks later when the city was forced to shut down due to COVID-19.

But to our surprise, it wasn't just halted, but essentially abandoned as City Council decided to push through and have the new alignment presented on June 1.

We were already disappointed by the short engagement that there was when engagement ran prior to being halted. We went to the several open houses and found many significant questions were still unanswered, like traffic management, community crime and impact on parking. The Green Line North plan that was presented was not complete. Here are just a few of unresolved planning issues.

Community Engagement:

First we'd like to point out that you have presented a new plan for the North Green Line during a period when at least half of that time we've been in a pandemic. Asking citizens during this time to think of anything but their safety and health and that of their family and their communities is insensitive and dismissive.

There is no acceptable reason to believe you need to approve the north leg at this time without adequately completing community engagement. We're not alone in this feeling. We heard this over and over in our community, and decided we had to take action.

We started a petition that garnered over 1100 signature in 10 days. We're clearly not alone in our frustration. We've presented that petition as a separate submission.

Residential Traffic:

When asked what the city will do to prevent traffic from cutting through the residential neighbourhood of Crescent Heights the response was that additional studies would need to be done, but not until after approval. How can you approve a plan that doesn't have answers for the residents of Crescent Heights as to how the community will be affected by traffic?

To be successful the proposed Green Line plan is already planning to rely on the use of residential streets of Crescent Heights to make it work. From what we understand, with this new plan, there are 2 confirmed ways that traffic will be directed through the community of Crescent Heights:

1. When there is an accident on Centre Street, traffic will be redirected through the neighbourhood,
2. To get to a business, customers will have to make a turn at designated streets and travel through the residential streets to get to their destination,

In addition, the city has in the last couple of weeks stated that it is willing to open up parking for businesses on the avenues that run adjacent. The traffic and parking provisions made to the plan have not been made know to the community at large, and must be part of any complete public engagement.

In addition, there is no commuter traffic mitigation strategy. Where are the 20-30,000 vehicles that travel on Centre Street each day going to go? We were informed that a broader plan will be done after approval – we need to know before approval to know whether it should be approved – whether it's do-able.

We do not want our beautiful residential streets of Crescent Heights to become inundated with traffic. Our community has high pedestrian utilization – people of all ages (children, seniors, work professionals) moving through the neighbourhood to our parks and amenities and walking to and from work.

The Green Line proposal is not viable if it cannot be successful without imposing such traffic measures on our residential community.

9th Avenue Station:

We were informed at your pop up open house that transit doesn't bring crime to neighbourhoods. When we spoke to our city police they suggested just the opposite – that there is an increase in crime where the train goes. This is a very important consideration for placement of a station in Crescent Heights and demands further consultation with the community.

In addition to crime, any station in the community will result in parking demand. Combined with the elimination of street parking on Centre street, this will push parking onto adjacent residential streets. This is, in fact, the solution proposed by the Green Line team, and is not an acceptable solution for residents in the community.

You Must Defer Approval

It's unacceptable to think you're making such a significant decision on behalf of Calgarians without completing public engagement. We strongly urge City Council to defer it's approval of the proposed Green Line alignment north of Eau Claire until answers to these important planning questions can be provided and community engagement can be adequately completed.

Thanks for your consideration.

Sincerely,

Dan Evans and Marie Semenick-Evans



Public Submission

City Clerk's Office

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* I have read and understand that my name, contact information and comments will be made publicly available in the Council Agenda.

* First name	Stephen
* Last name	Marando
Email	marandosteve@gmail.com
Phone	403-618-1393
* Subject	Green Line - 9th Ave N Station Objection

I am writing with strong concerns pertaining to the addition, once again, of a 9th Ave N station. I live close to the area and I and many of the neighbours directly impacted by the addition of this station are vehemently opposed it. Studies have shown that for those homes closest to stations suffer from increased noise from the trains, increased pedestrian traffic, increased trash, vandalism, and crime all of which, will lead to reduced safety for those residences along with a reduction in residential property values. There will also be increased parking congestion near stations. These studies show being within 300 meters of a station have a negative impact on property values. Crescent Road issues are a prime example of what happens when an increase volume of people are unchecked. In addition, I would argue a station so close to downtown, is not necessary and the negative impacts to any of those residences in close proximity far outweigh any benefits.

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Also, if a station is absolutely required, a better location would be at the commercial section of 10th and 11th Ave N. where there is a higher commercial presence.

I also raise the argument that this LRT line, at this point in time, is not necessary. The city would be better off spending money on infrastructure projects with lower price tags that could be better cost controlled. Prior to the Covid-19 virus, downtown office vacancy was in the neighborhood of 25%. With the virus this vacancy rate has skyrocketed. Businesses that continue to function with their people working from home are discovering that they don't need staff in office towers to continue to function. It is

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May 25, 2020

12:03:47 PM



Public Submission

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highly probably, in this current economy, and an economy projected to be poor for a long time to come, will decide holding expensive real estate is no longer viable, nor necessary. The volume of people using this line will diminish significantly under these current economic conditions. The line will become a white-elephant draining the city of the opportunity to conduct cost effective projects and continuing to place an operation financial burden on tax-payers who are already suffering. My vote is to shelve the line and stop any further expenditures on the project.

From:
Sent: Monday, May 25, 2020
To: Public Submissions
Subject: FW: [EXT] Opposition to Green Line LRT Updated Alignment

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Email sent asking if OK to add to Agenda as is

From: Joseph Wang [mailto:zwtwsw@gmail.com]
Sent: Sunday, May 24, 2020 7:34 PM
To: City Clerk <CityClerk@calgary.ca>
Subject: [EXT] Opposition to Green Line LRT Updated Alignment

Green Line Technical Committee and Members of Calgary City Council

Attention: Councillor Shane Keating, GL Technical Committee Chair
His Worship, Mayor Naheed Nenshi
Councillor Druh Farrell, Ward 7, Greenline Committee member
Other Members of Calgary City Council

800 MacLeod Trail South
P.O. Box 2100, Station
Calgary Alberta, T2P 2M5

Submitted by E-Mail to Office of the City Clerk publicsubmissions@calgary.ca

MY CONCERNS REGARDING THE GREEN LINE LRT UPDATED ALIGNMENT (MAY 12, 2020)

Your Worship and Members of Calgary City Council,

The Green Line LRT alignment approved by Calgary City Council in 2017 committed to an underground tunnel beneath 2nd Street SW in the downtown core, the Riverwalk Pathway, Prince's Island Park, Bow River, Crescent Heights community, and Centre Street to 16th Avenue North. This approved alignment, which I continue to support, brought with it the promise to:

- **Preserve and enhance public access and enjoyment of the Riverwalk pathway and Prince's Island Park;**
- **Protect the wetlands and the birds, fish and other wildlife that call it home;**
- **Revitalize the Crescent Heights, Chinatown, Eau Claire, Beltline and Victoria Park communities with the spirit of best practices of urban planning in mind;**
- **Create a legacy LRT line to serve the long-standing needs of Calgary's growing communities; and**
- **Embrace and deliver on the vision of Calgary as a world class, vibrant, and walkable city where all residents can access and enjoy the beautiful natural setting and culturally diverse communities of the downtown core.**

I understand and appreciate that due to funding and other concerns, City Council directed the Green Line Project Team to revisit the alignment and build approach in order to examine other alternatives, but the proposed revised alignment does not meet the commitments made to community residents.

Calgarians, like me and my neighbours, are still holding The City to these promises.

My Concerns

An updated Green Line LRT alignment was presented on May 12, 2020. I support the SE segment to the Downtown, but the alignment and the build approach north of the downtown core are **unacceptable**.

Specifically:

- Any LRT bridge over Prince's Island Park and the Bow River breaks the promises made to:
 - Preserve the park and its wetlands, birds and fish;
 - Maintain or increase access and walkability of the local pathways and park spaces;
 - Maintain the spectacular views of Prince's Island Park and the Bow River, which are currently enjoyed by the local residents and many members of the public visiting the area;
 - Enhance and revitalize the local neighbourhoods through the thoughtful addition of mass transit in a manner that respects the history and residents of those communities.
- The LRT bridge intersecting at the top of the Centre Street Bridge will impede southbound vehicle traffic, impair access to downtown and Chinatown, hurt business operators and festival / event organizers;
- Placing the LRT line at-grade (i.e. street level) with two center roadway train lines breaks the promise of a city-shaping initiative. It would create traffic barriers east / west, increase accident risk at intersections, deter people from visiting by personal vehicles.
- The proposed Green Line LRT alignment is a 'less than' approach where scope and quality is reduced to stay within the \$4.9B funding envelope. This, again, breaks the promise of a legacy mass transit system.
- An LRT Bridge over the river will have the impact of obstructed views, produce significant noise and light pollution and an overall negative effect on my property value.

As a local resident who stands to be impacted by the future Green Line LRT, I find the current proposal, with respect to the issues outlined above, unsupportable. This is our only opportunity to make the Green Line the best it can be – settling for an inferior proposal shouldn't be on the table.

I urge the Green Line Technical Committee and Members of Calgary City Council to revisit and rethink this segment of the plan. It should not, in its current form, be approved by Council at their June 15th meeting.

Sincerely,

Name: Zongqi Wang

Address: 705-138 Waterfront Court SW Calgary AB T2P 1L1

From: Tyson Bolduc <planning@beltlineyc.ca>
Sent: Monday, May 25, 2020 10:31 AM
To: Public Submissions; City Clerk
Cc: CAWard8 - Zev Klymochko; CAWard11 - Chris Carlile; CAWard7 - Dale Calkins; CAWard9 - Shifrah Gadamsetti; Office of the Mayor; Gerylo, Graham; Tierney, Lara J.; Thompson, Michael; Peter Oliver
Subject: [EXT] Green Line LRT – Updated Stage 1 Alignment – BNA Letter of Support
Attachments: 2020-05-25 – Green Line – BNA – Letter of Support.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Email sent asking if OK to add to Agenda as is

Good morning,

With respect to the upcoming meeting of the Green Line LRT Project Committee on June 1, please find attached the Beltline Neighbourhoods Association's **letter of support** for the updated Stage 1 alignment recommendation.

Please let us know if we can provide any further clarification to the City Clerk's Office or the Committee to help support this process.

Thank you,

Tyson Bolduc
Director of Planning and Urban Development
Beltline Neighbourhoods Association

www.beltlineyc.ca



May 25, 2020

The City of Calgary
700 Macleod Trail S.E.
Calgary, AB T2G 2M3

ATTN: Green Line LRT Project Committee

RE: Green Line – Stage 1 Alignment

Dear members of the Green Line LRT Project Committee,

The Beltline Neighbourhoods Association is pleased to have had an opportunity to collaborate with the City of Calgary's Green Line team as a stakeholder over the past several years. Through our Beltline Urban Development Committee (BUDC), we have had a chance to share our insights and the perspectives of the community on numerous occasions through a variety of mediums including public open houses, workshops, and participation in public hearings of Calgary City Council and its standing policy committees.

As a community, we are excited about the Green Line's huge potential to bring about meaningful change to the Beltline through connectivity and investment in our civic infrastructure. Visionary projects on the scale of the Green Line are a rare opportunity to make a significant difference to our City. The Green Line is a project that will benefit Calgarians for generations, and we have an opportunity to invest in our future prosperity by supporting growth, attracting investment (that will help to diversify our economy), and creating a more vibrant, sustainable and livable city that will benefit everyone, either directly or indirectly. With so much at stake, it is essential that we get the Green Line right.

The Green Line alignment previously approved by City Council in June 2017 included a bored tunnel from 16 Avenue North to East Victoria Park along 12 Avenue South with an underground transition to 10 Avenue SE and portal to a surface station at 4 Street SE adjacent to the CPR right-of-way. Since summer 2019, we have participated in several conversations with the project team as they've reevaluated their previously-approved alignment to mitigate risk, leading up to their current recommendation, which we **strongly support**.

The Recommended Alignment

The portion of the alignment that passes through Centre City is of critical importance. Getting the Beltline and Downtown sections right is fundamental to ensuring the success of the entire system. Future extensions to the north and southeast will depend on the reliability of the core segment to bring about maximum value to Calgarians. Cutting corners on the Centre City segment risks reducing system reliability and introducing inefficiencies that will negatively impact ridership and increase the costs associated with future segments.

The Green Line Team has brought forward a prudent and realistic solution to the Centre City segment. This recommendation mitigates risks, and critically, maintains the original project vision. The revised alignment for Stage 1 addresses many of the fundamental concerns we have heard from members of our community. We also believe it maximizes ridership for this stage of the project while providing a springboard for expansion as soon as funds become available. Our specific comments on the recommended alignment are as follows:

- **We support the cut and cover tunneling approach:** significant project risk is mitigated by switching to a cut-and-cover tunnelling approach in the Centre City. The proposed solution also allows for shallower stations that are easier to access, which we believe will encourage greater ridership and uptake. Equally, we believe a surface alignment, as has been proposed by some observers, would create major problems for traffic and pedestrians throughout the Beltline in addition to causing accessibility issues and reducing the ridership experience.

- **We support the 11 Avenue underground alignment:** the proposed 11 Avenue alignment effectively addresses the concerns that have been previously raised by the BNA, and many other stakeholders in the area. Achieving deeper penetration into the Beltline, this alignment will serve more of the community (along with several new developments along the corridor) than the previously-approved alignment with a station adjacent to the CPR tracks. The recommended alignment is also closer to the new Event Centre and Stampede Park. Based on input we have received from residents, and the need to avoid traffic disruption along the Macleod Trail and 1 Street SE corridors, **we believe that an 11 Avenue alignment must be located below grade**, and we strongly support the project team's decision to recommend this.
- **We support a 2 Street SW underground alignment:** we previously shared our concern that a tunnel portal in the Beltline would be devastating for future developability and would introduce significant CPTED concerns to the heart of our community. We are pleased that the Green Line Team is avoiding this by recommending the continuation of the underground alignment from 11 Avenue northward along 2 Street SW. We understand that this solution also addresses technical concerns with crossing the CPR main line and the 7 Avenue transit corridor.
- **The Bow River bridge is an effective compromise:** given the technical challenges and risks associated with the deep tunnel boring approach, we believe that a bridge is an appropriate compromise that can contribute positively to the public realm, further enhanced by the proposed pedestrian connectivity. We understand that concerns have been raised about the prospect of a new bridge over Prince's Island. We believe that the recommended alignment, which locates the bridge over the less-used extreme east side of the island, largely negates these concerns. We would encourage the City to demand design excellence and set a high bar for its execution so that it may become an iconic and beloved landmark for the City.
- **There are opportunities for greater mobility:** the recommended Bow River bridge and 2 Street SW tunnel will create exciting opportunities to facilitate greater connectivity for pedestrians and cyclists. If these infrastructures can be implemented to accommodate pedestrians and bikes along new CPR and river crossings, then we envision a seamless new connection along 2 Street SW (which will soon have new dedicated cycling infrastructure south of the CPR) through downtown, and over the river with connections to Prince's Island and the Centre Street corridor through Crescent Heights.

Benefits to the Beltline

The Beltline is an integral part of the lives of most Calgarians, **currently home to 25,000 people and the second highest concentration of offices in the city – all of whom contribute significantly to the City's property tax revenues** (this number and demand continues to increase as evidenced by census data, current construction, and active development permits). We think it is essential that the Green Line development be considered thoughtfully everywhere in the city and would argue that how it travels through and engages with the Beltline will be key to its success or failure.

The Green Line will provide significant direct benefits to our community. The recommended alignment is good for business, good for residents and good for investment in our public realm. We are the densest and least car-dependant community in the City, and effective transit connections are a vital part of how we get around. With two new stations, we also see significant opportunities to revitalize active nodes by enabling new centres of intensity and vibrancy, and creating new intermodal mobility hubs.

The Green Line will also provide better access and proximity to the Stampede, new arena/event centre, BMO Centre and East Village; more convenient passenger transfers to the new Red Line Stampede Station and stronger integration between Beltline residents and businesses (without disruption to existing transportation modes on 12 Avenue SW and the Macleod Trails). The recommended alignment will support the City's modal shift priorities; getting more people out of their cars. Greater transit usage will lead to less traffic in Victoria Park on event days, and **will reduce the demand for surface parking, freeing up high-value developable land to more appropriate uses.**



The Timing is Critical

We understand that a small number of vocal Calgarians have been pushing for a delay to the Green Line project due to economic concerns. In our view, a delay would have devastating consequences for the project, and would potentially mean the loss of funding from other levels of government. Calls for delays seem to be rooted in concerns about the price of oil and the current COVID-19 pandemic. While both issues are serious, they represent a moment in time, and delaying the project now would be the product of short term thinking. Work has already begun on the creation of an entertainment district and the further development of Stampede Park. The Green Line will provide critical access to these developments. **Now is not the time to delay.** Over the course of the next five years, the following significant projects will be coming to fruition:

- The 17 Avenue connection into Stampede Park and the new Stampede Red Line LRT station – 2023
- The half billion dollar expansion to the BMO Centre, which will make Calgary into a Tier 1 conference destination and provide a significant boost to our economy – 2024
- The new Event Centre in East Victoria Park at 12 Avenue and 4 Street SE – 2024
- Peripheral developments along Stampede Trail and 17 Avenue to support these projects and bring greater vibrancy to the area, including at least one major hotel on 12 Avenue that will help support the BMO Centre.

The Green Line goes hand-in-hand with these projects and it is integral to their success, with better transit being essential to accommodate the resulting increase in intensity and movement.

De-Risking The Green Line

A popular buzzword used by a group looking to City Council to reject the project team's recommendation is 'de-risking.' We agree that the project needs to bring maximum value to Calgarians, and the risk of budget overruns must be mitigated. However we also believe that the Green Line Team has done a commendable job of helping to achieve this goal with their current recommendation. **By abandoning the bored tunnel approach and making other changes, the project has already been significantly 'de-risked'.** In our view, the recommended alignment is prudent and does a good job of balancing risk, the need for realistic solutions, and incorporating stakeholder inputs. Most of the alternative approaches that have been put forward have already been thoroughly evaluated and rejected for very practical reasons. **It's now time to move forward.**

Another proposal that has been put forward to 'de-risk' the project involves reducing the project scope by cancelling or deferring the portion of the line extending north of downtown (or north of the Beltline in some scenarios). Our understanding is that a deferral would significantly harm the viability of future extensions up Centre Street – already Calgary's busiest transit corridor – and would reduce the projected ridership to levels that would undermine the project's value (diminishing the return on taxpayer investment). It is critical that the Green Line achieve its mandate to provide maximum value to the taxpayers who will rely on it for years to come.

A Final Word

The BNA is deeply concerned about the rhetoric being used by ad hoc citizen committees who have invested considerable time and resources to discredit the comprehensive work that the Green Line team, and their experienced (largely Alberta-based) consultants have done. Using what appears to be incomplete information, flawed assumptions and alternate proposals that lack rigour, expert input and context, these groups purport to represent the best interests of taxpayers and our community at large. **They do not.**

In our view, these committees do not speak for most Calgarians, and critically, they fail to adequately represent those citizens and businesses who would be the greatest benefactors of the project. The Green Line is a vital and smart infrastructure investment for Calgary, **especially** in the current economic environment. To suggest that we cripple the project because of today's price of oil, or because of COVID-19 (a serious, but ultimately temporal event) represents the kind of short-term thinking that will ultimately lead to missed opportunities, and reflection on how we could have done better. These groups present a troublingly cynical view of our future, and undermine the value of investing in long-term prosperity. A delay in key investments today could very well create further



economic hardship (in terms of both unrealized increases in property value and lost economic stimulus opportunities), negatively impacting all Calgarians, including those who currently oppose the project.

We urge City Council to consider how this project will ultimately shape Calgary as a place that can attract meaningful investment, support growth, and drive greater economic diversity. To realize that vision, we need to adopt a long view; we need to get the Green Line right.

In light of the exciting new developments in East Victoria Park (such as the Event Centre, BMO Centre Expansion, Victoria Park Station) and the challenges encountered with the 2017 bored-tunnel underground alignment, we strongly urge the Green Line LRT Project Committee and City Council to accept the project team's recommendation. This project, as proposed today, will weave together new city-shaping investments and deliver positive, wide-reaching economic and mobility benefits to the City for decades to come. Calgary needs this investment now more than ever.

Sincerely,



Peter Oliver
President, BNA



Tyson Bolduc
Director of Planning, BNA

cc: Office of the Mayor
Cllr. Jeromy Farkas, Ward 11
Cllr. Evan Woolley, Ward 8
Cllr. Druh Farrell, Ward 7
Cllr. Gian-Carlo Carra, Ward 9
Michael Thompson, General Manager (temporary), Green Line
Graham Gerylo, Senior Manager, Stakeholder Relations, Green Line
Lara Tierney, Team Leader, Stakeholder Relations, Green Line
publicsubmissions@calgary.ca
cityclerk@calgary.ca



From: Azat Kuliyeu <azat_k84@hotmail.com>
Sent: Monday, May 25, 2020 6:14 PM
To: Public Submissions
Subject: [EXT] Re: Opposition to Green Line LRT Updated Alignment

Hello,

Yes, please include my submission as part of the public agenda/minutes package.

From: Public Submissions <PublicSubmissions@calgary.ca>
Sent: May 25, 2020 5:33 PM
To: Azat Kuliyeu <azat_k84@hotmail.com>; Public Submissions <PublicSubmissions@calgary.ca>
Subject: RE: Opposition to Green Line LRT Updated Alignment

Hello,

Thank you for your submission regarding the Green Line. Please advise if you would like your submission to be included as part of the public agenda/minutes package?

In accordance with sections 43 through 45 of Procedure Bylaw 35M2017, as amended, **your name, contact information and comments will be made publicly available** as part of the agenda and be published at www.calgary.ca/ph. Please be advised that we have an online submission form for submissions going forward to Committees and Council. It can be found here <https://forms.calgary.ca/content/forms/af/public/public/public-submission-to-the-City-clerks-office.html>

*Note: Personal information provided in submissions related to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and section 33 (c) of the Freedom of Information and Protection of Privacy Act of Alberta (FOIP) for the purpose of receiving public participation in the municipal decision-making process. If you have any questions regarding the collection and use of your personal information, please contact the City Clerk's Legislative Coordinator at 403-268-5861.

Thank you,

Jordan Palaschuk
Legislative Advisor,
Governance & Protocol Services, City Clerk's Office
City Manager's Office | The City of Calgary | Mail code: #8007
T 403.268.5861 | **D** 403.268.1123 | **F** 403.268.2362 | **E** jordan.palaschuk@calgary.ca
P.O. Box 2100, Station M, Calgary, AB Canada T2P 2M5
ISC: Protected

From: Azat Kuliyeu [mailto:azat_k84@hotmail.com]
Sent: Saturday, May 23, 2020 11:24 AM
To: City Clerk <CityClerk@calgary.ca>; Public Submissions <PublicSubmissions@calgary.ca>
Subject: [EXT] Opposition to Green Line LRT Updated Alignment

Green Line Technical Committee and Members of Calgary City Council

Attention: Councillor Shane Keating, GL Technical Committee Chair
His Worship, Mayor Naheed Nenshi
Councillor Druh Farrell, Ward 7, Greenline Committee member
Other Members of Calgary City Council

800 MacLeod Trail South
P.O. Box 2100, Station
Calgary Alberta, T2P 2M5

Submitted by E-Mail to Office of the City Clerk publicsubmissions@calgary.ca

MY CONCERNS REGARDING THE GREEN LINE LRT UPDATED ALIGNMENT (MAY 12, 2020)

Your Worship and Members of Calgary City Council,

The Green Line LRT alignment approved by Calgary City Council in 2017 committed to an underground tunnel beneath 2nd Street SW in the downtown core, the Riverwalk Pathway, Prince's Island Park, Bow River, Crescent Heights community, and Centre Street to 16th Avenue North. This approved alignment, which I continue to support, brought with it the promise to:

- **Preserve and enhance public access and enjoyment of the Riverwalk pathway and Prince's Island Park;**
- **Protect the wetlands and the birds, fish and other wildlife that call it home;**
- **Revitalize the Crescent Heights, Chinatown, Eau Claire, Beltline and Victoria Park communities with the spirit of best practices of urban planning in mind;**
- **Create a legacy LRT line to serve the long-standing needs of Calgary's growing communities; and**
- **Embrace and deliver on the vision of Calgary as a world class, vibrant, and walkable city where all residents can access and enjoy the beautiful natural setting and culturally diverse communities of the downtown core.**

I understand and appreciate that due to funding and other concerns, City Council directed the Green Line Project Team to revisit the alignment and build approach in order to examine other alternatives, but the proposed revised alignment does not meet the commitments made to community residents.

Calgarians, like me and my neighbours, are still holding The City to these promises.

My Concerns

An updated Green Line LRT alignment was presented on May 12, 2020. I support the SE segment to the Downtown, but the alignment and the build approach north of the downtown core are **unacceptable**.

Specifically:

- Any LRT bridge over Prince's Island Park and the Bow River breaks the promises made to:
 - Preserve the park and its wetlands, birds and fish;
 - Maintain or increase access and walkability of the local pathways and park spaces;
 - Maintain the spectacular views of Prince's Island Park and the Bow River, which are currently enjoyed by the local residents and many members of the public visiting the area;
 - Enhance and revitalize the local neighbourhoods through the thoughtful addition of mass transit in a manner that respects the history and residents of those communities.

- The LRT bridge intersecting at the top of the Centre Street Bridge will impede southbound vehicle traffic, impair access to downtown and Chinatown, hurt business operators and festival / event organizers;
- Placing the LRT line at-grade (i.e. street level) with two center roadway train lines breaks the promise of a city-shaping initiative. It would create traffic barriers east / west, increase accident risk at intersections, deter people from visiting by personal vehicles.
- The proposed Green Line LRT alignment is a 'less than' approach where scope and quality is reduced to stay within the \$4.9B funding envelope. This, again, breaks the promise of a legacy mass transit system.
- An LRT Bridge over the river will have the impact of obstructed views, produce significant noise and light pollution and an overall negative effect on my property value.

As a local resident who stands to be impacted by the future Green Line LRT, I find the current proposal, with respect to the issues outlined above, unsupportable. This is our only opportunity to make the Green Line the best it can be – settling for an inferior proposal shouldn't be on the table.

I urge the Green Line Technical Committee and Members of Calgary City Council to revisit and rethink this segment of the plan. It should not, in its current form, be approved by Council at their June 25th meeting.

Sincerely,

Azat Kuliev

1627-222 Riverfront Ave SW T2P 0X2 Calgary, Alberta

From: Barbara Surplus <surplusb@shaw.ca>
Sent: Sunday, May 24, 2020 3:48 PM
To: Public Submissions; City Clerk; Office of the Mayor; Sutherland, Ward; Magliocca, Joe; Gondek, Jyoti; Chu, Sean; Chahal, George; Davison, Jeffrey R.; Farrell, Druh; Woolley, Evan V.; Carra, Gian-Carlo S.; EAward10 - Lesley Stasiuk; Farkas, Jeromy A.; Keating, Shane; Colley-Urquhart, Diane; Demong, Peter
Subject: [EXT] Green Line Submission to City Council
Follow Up Flag: Follow up
Flag Status: Flagged
Categories: Email sent asking if OK to add to Agenda as is

Dear City Clerk and Public Submissions Officer:

Kindly include this letter as part of the public submissions to the Green Line hearings.

Thank you.

Dear Mr. Mayor and Council Members,

I have read, with great dismay, the Green Line Team's recent update on the Green Line North Project. This has led me to write to you today to express my deep sorrow that you have not taken into account the current reality of the dire economic situation in Calgary, nor have you listened to and taken to heart the multiple and very valid concerns many of the people most directly affected by this rail line have offered you. It is as though we, and our lives in Crescent Heights, don't really matter because many of you have already made your minds up. And that, as they say, is that.

I urge you to re-think your plans for the north Green Line. The game changed completely when you removed the Bow River tunnels. You can't simply bring the line above ground and expect us now to be overjoyed that 60,000 pounds of rolling stock will be rumbling through our neighbourhood umpteen times a day, not to mention the certain destruction of our beautiful Prince's Island wetlands in the name of "progress". How could you even think of that as an acceptable plan?

What makes the North line so utterly unpalatable is that it will terminate barely beyond downtown for years, perhaps even decades. You've thrown us a bone with the 9th Avenue station but that means nothing to most of us. We can walk downtown faster than it takes to wait for a bus some days as it is. Many of our residents actually live closer to downtown than they do to 9th Avenue.

Spend the North Line money on making the South Line **simply excellent**. If you build two lines that are, literally, halfway to nowhere, you're counting on more funding to extend both to take them to their full potential. But who knows if and when that will arrive? It's all a huge uncertainty but

you're gambling now that it will happen some day in the future. Not one of us can even begin to count on that occurrence.

As you are all fully aware, the world – and Calgary's good old cash-cow oil industry - has changed. I urge you to take some time to think about how our tax base has been ravaged, a situation from which we may never fully recover, and then tell your citizens where the money for these future line extensions will come from. Chances are pretty good that you may not be in City Hall by the time the funds arrive, if they ever do, but we will have to live with your decisions for generations to come. It may not be the "glorious legacy" you have hoped for.

Your truly,

Barbara Surplus
136 7 Avenue NE
CALGARY, AB T2E 0M5

403 608 1304

From: Edmond Shin <shin.edmond@gmail.com>
Sent: Sunday, May 24, 2020 5:14 PM
To: City Clerk; Public Submissions
Subject: [EXT] Opposition to Green Line LRT Updated Alignment

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Email sent asking if OK to add to Agenda as is

Green Line Technical Committee and Members of Calgary City Council

Attention:

Mayor Naheed Nenshi
Councillor Druh Farrell, Ward 7, Greenline Committee member
Other Members of Calgary City Council

800 MacLeod Trail South
P.O. Box 2100, Station
Calgary Alberta, T2P 2M5

Submitted by E-Mail to Office of the City Clerk publicsubmissions@calgary.ca

MY CONCERNS REGARDING THE GREEN LINE LRT UPDATED ALIGNMENT

The City continues to rapidly pursue the Green line without proper consideration of the economic implications of COVID-19 and this impact on the need for the project. There are multiple reasons why the decision must be delayed for review of alternate options:

- The City cannot afford a project of this magnitude at a time of great economic uncertainty when:
 - Estimated 2020 debt: Federal – \$250B, Provincial AB – \$20B ;
 - This currently proposal still carries significant risk of cost overruns;
 - Falling oil prices and a Calgary economy under pressure.
- COVID-19 is creating material uncertainties on transit ridership and potentially long term changes to commuter behaviour due to increased permanent working from home.
- Online feedback is not sufficient to gather public opinion, the most recent changes have not had the opportunity for the public to participate in open house reviews. Those announced changes to the 2nd street alignment and simple assurances the needed environmental oversight for crossing Prince's Island require both public disclosure and public comment and review.
- Effect on the spectacular views of Prince's Island Park and the Bow River, which are currently enjoyed by the local residents and many members of the public visiting the area.
- An LRT Bridge over the river and south down 2nd street will have the impact of significant noise / light pollution and overall negative effect on peacefully enjoyment of the area by the residents of Eau Claire.

• **As a local resident who stands to be impacted by the future Green Line LRT, I find the current proposal, with respect to the issues outlined above, unsupportable.**

Sincerely,

Edmond Shin

#1516, Riverfront Ave SW

Calgary AB, T2P 0W3