



## 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 Steven (Yusun)

\* Last name Jin

Email s.jin1990@gmail.com

Phone 403-554-3612

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

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

I am strongly suggesting City Council to cancel the Green Line LRT North project completely, including the Stage 1 project. This opinion has been explained in the email and its attached letter I sent to the Council and Green Line Team on March 25, 2020. In conclusion, Green Line LRT North project could create less benefits for residents than the harms as to destroy the existing Center Street N, generate huge costs and big tax burden for whole city, and impose several years of construction mess for Calgary North residents. BRT is a much better option for the North, which could provide the basic transportation needs for the residents on North-End communities. Severe Covid-19 and worsen economy downturn do also require the City to re-consider the Green Line North Plan.

**Steven Jin, President**  
**Calgary Chinese Union Association (CCUA)**  
332 Hawkstone Close  
Calgary, Alberta T3G 3P2  
s.jin1990@gmail.com  
403-554-3612©

May 25, 2020

**Green Line Technical Committee and Members of Calgary City Council**

Attention: Councillor Shane Keating, GL Technical  
Committee Chair  
His Worship, Mayor Naheed Nenshi  
Other Members of Calgary

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

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

Your Worship and Members of Calgary City Council,

I am a 25 years of Calgarian, having lived in Travois Cres NW for 8 years since 1990 and then moved to other communities, so I know very well about Calgary North, especially the Centre Street N.

After I visited the nice Green Line simulation demo of City website, I did have **big concerns** about Green Line North plan. On March 5, I attended the Green Line LRT Open House in Chinatown. All of the displays are professional with high quality; however, it shows only the Stage 1 from Downtown up to 16 Ave N. I left with several comments about the plan. Later, I joined the team's web presentation on May 20 that provided with quite detailed plan. I was disappointed as finding that the city keeps moving the direction as planned without considering many Calgarians' feedbacks and comments.

**My opinion is: the Green Line North Plan shall be turned down completely! The soon, the better; no further wasting tax payers money on the planning and future project!**

The reasons are abundant. Please carefully read the letters of **Chinatown BIA** and many community associations. Also, please pay special attention to an [Opinion Letter](#) that has given a well written objection to the Green Line North plan by **Barry Lester**, 45 years of transportation engineering experience in Canada and a member of an ad hoc citizens' committee, published on Calgary Herald, May 6. Severe **Covid-19** in Calgary and economy downturn is also another reason to cancel Green Line North Plan.

In addition, I have several opinions:

1. If looking at all existing LRT lines and the new extension projects in recent years, all were well planned, designed and constructed except Green Line North. They all didn't occupy a single main traffic street or boulevard, but Green Line North is

occupying Centre Street N and greatly sacrificing motor vehicle traffic, pedestrian walking and street side business. This is wrong!

2. Green Line North plan appears an amateur idea or simply a not well-thought political promise for voters. Stage 1 is just part of Green Line North LRT plan. It shall not be started to go ahead for its detailed design process and construction without well review and approval of overall Green Line North LRT plan.
3. There is no alternate road that could replace Centre Street for main traffic if it is occupied by Green Line LRT. A "nearby" road westward is 4<sup>th</sup> Street N that is ended at 10 Ave N (an internal community road) at south and merged into Centre Street at its north end at 72 Ave NE. After merging, there is only Center Street alone; no more alternate road going north. Another "nearby" road eastward is Edmonton Trail N, that is a one lane two-way road, ended at McKnight Blvd. Both roads could not be used as regular routes for daily traffic, except occasional detour.
4. Centre Street N is a main traffic road. From downtown up to 20 Ave N it has a lane direction conversion arrangement, so that there are 3 lanes to downtown in mornings and 3 lanes out of downtown in evening. Even if building LRT on Centre St. they could be reduced to at most 2 lanes; not 1 lane. The current design places only one lane.
5. Adding and keeping a **BRT from downtown up to 130 Ave N**, instead of LRT of Green Line N, is a better, economical option. The BRT running on current Centre Street N would not increase much traffic, while providing convenience to the residents of north communities, incorporated with local buses. Why must go LRT scheme for the North? LRT is just a transportation means, with high costs of construction and maintenance. It couldn't work well if no large parking lots and local buses. Its riding load rate couldn't be high to justify and support the LRT scheme.
6. For 30 years, the Centre Street N has a **bottleneck spot** that is at end of Centre Street N before approaching Beddington Trail N. There is a road barricades to stop cars driving through. This is very inefficient arrangement for north residents, who have to turn around and drive 10 more minutes more on roads. Of course, BRT is allowed to drive through the barricades. Why don't remove the bottleneck and widen the road to allow cars to drive through there too. Maybe this can offer benefits and convenience to those north residents, no much less than building a costly Green Line North.

If the City Council insists on Green Line North plan by ignoring and turning down all of objections from Calgary citizens, I still would like to suggest to move the s-bridge cross the Bow River to east side of the existing Central Bridge, and use **elevated** structure alone **1st Street SE**, rather than the current tunnel design under 2 Street SW.

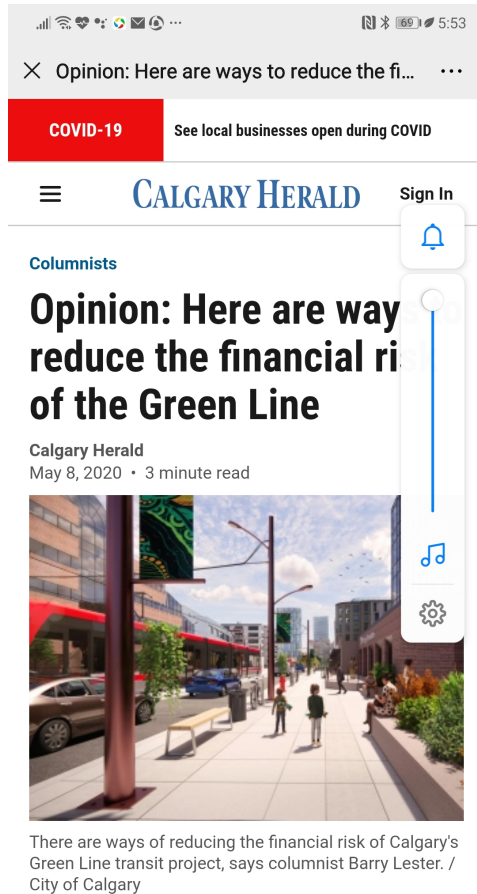
You may contact me for further information and discussions.

Regards,

Steven Jin, M.Sc. P.Eng.  
403-554-3612

Cc. Terry Wong of Chinatown BIA and Ed Tam of CCCA

## Barry Lester's Opinion Letter posted on Calgary Herald on May 6, 2020:



The sign warns us to “Stop, Look and Listen” before crossing the railway tracks

## Opinion: Here are ways to reduce the financial risk of the Green Line

<https://calgaryherald.com/opinion/columnists/opinion-here-are-ways-to-reduce-the-financial-risk-of-the-green-line/?from=groupmessage>

**Barry Lester** has 45 years of transportation engineering experience in Canada and a member of an ad hoc citizens' committee.

I fully support his valuable opinions and analyses.

**Steven Jin**



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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	Dirk
* Last name	van Wyk
Email	dirk@makedoVISIBLES.com
Phone	4032837665
* Subject	Green line support

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	I support the construction of the Green Line
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\* First name Baher

\* Last name Binesh

Email baher.bin@gmail.com

Phone 4035609354

\* Subject Centre Street above Surface routing

Hi,

As a resident of Crescent Height, I believe having the train above ground on the Centre Street is not a permanent solution. While this can cost less for the time being, in long run it cause several issues. For example, Centre street is one of the few ways to go in & out of Calgary downtown. By removing two lanes from the street, the traffic will be limited to just two lanes which is obviously inadequate since during rush hour even three line from each side cannot handle the traffic load. As its a plan for a busier Calgary in future, I see a big issue with it even right now. The plan is also add lights with possibility of turning left that can limit the traffic even more as there will be only one lane for north and south side of the street. Another problem with that is the safety of Crescent Height community as by having stations above ground, we will see many more people come and go in the area that affect peoples safety. The other issue with above surface train is pedestrians safety to walk through the street and also with larger commute in the area, its not safe for children to be around the Centre Street anymore.

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



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* First name	Gil
* Last name	McGowan
Email	afl@afl.org
Phone	
* Subject	AFL Letter to Calgary City Council RE Procurement of the Greenline Light Rail Transit Line - May 29,
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Sent on Behalf of Gil McGowan, President of Alberta Federation of Labour



May 29, 2020

Mayor Nenshi & Council Members  
The City of Calgary  
800 MacLeod Trail  
Calgary, AB T2P 2M5

Dear Mayor Nenshi & Council Members:

**RE: Procurement of the Greenline Light Rail Transit Line**

The Green Line is Calgary's next Light Rail Transit (LRT) line and will nearly double the size of our current LRT network.

In the City of Calgary's consultation, they refer to The Green Line as "more than just a transit project; it will improve the way we live, work, play and move in the city by helping to create sustainable, livable and vibrant communities".

This is also true for how we procure this important piece of community infrastructure. Investment of public dollars should provide a public benefit.

The public procurement process for infrastructure should ensure that Alberta workers, businesses, and communities will benefit from the money being spent. This means adopting a stronger public procurement policy for the project, which would include binding Community Benefit Agreements.

Community Benefit Agreements have been used in many provinces and states to ensure local workers and communities benefit from public procurement, and to ensure better training and inclusion of women, Indigenous workers and other less represented groups in the trades.

Where possible government procurement should utilize local workers and local materials (Canadian sourced products and materials).

The building of the Green Line LRT is an opportunity for the City of Calgary to do just that. We encourage you to ensure public benefit when spending the public dollars to build this crucial community infrastructure.

Sincerely,

A handwritten signature in black ink, appearing to read "Gil McGowan", followed by a long horizontal line.

Gil McGowan  
President  
Alberta Federation of Labour





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\* First name Ashish

\* Last name Makin

Email ashishmakin@gmail.com

Phone 4039710969

\* Subject Greenline - Please Save the Park!

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

Respected Sir/Madam,

Please don't take a decision that spoils the tranquility of the prince's island park. The decision of taking the greenline on a bridge over the prince's island park will be a disaster for downtown.

Please keep long time vision in mind before making a decision that might only give you a short term financial relief.

Please don't spoil a beautiful park where children love to play and spend time.

Please be mindful of the impact a train bridge will have on the community and park life.

Thank You!



**Guardian South Corporation**  
**1188-3<sup>rd</sup> St., SE**  
**Calgary, AB, T2G 1H8**

**27 May 2020**

### **COMMENTS TO THE CITY'S GREENLINE COMMITTEE ON THE GREENLINE PROPOSAL**

The Guardian South Condominium Corporation has the following comments:

- 1) Providing it meets current cost estimates and cost sharing commitments, Guardian South supports the alignment currently proposed by the City's Administration. It would bring great value to residents in this part of the Beltline in terms of convenience and connectivity. In addition, it should result in reduced traffic during events and thus improve the quality of life in the East Victoria Park region.
- 2) We note the latest alignment includes a crossing over the Elbow river after which the Greenline would track beneath 11<sup>th</sup> Ave from 7<sup>th</sup> St SE to 2<sup>nd</sup> St SW using a "cut and cover" approach rather than a boring a deep tunnel, in order to save costs and improve ridership experience. We support this approach from a financial perspective and also because it saves travel times for all while minimizing unintended interactions between pedestrians, vehicular traffic and the LRT in this densely populated and trafficked part of the city.
- 3) We support the location of a station between 4<sup>th</sup> and 5<sup>th</sup> St SE. Given the proximity to the Stampede area and future event centre, Guardian South strongly supports sensitive planning and development for the area around the station to meet livability requirements in concert with providing an energetic public realm. That is, the area must function both as an active meeting place and conduit for large crowds yet simultaneously provide an inviting public realm for local residents and enable and encourage local businesses to flourish during periods between events. Together with the expected construction of a new 5<sup>th</sup> St SE roadway and underpass beneath the CP Rail line, we foresee both challenges and opportunities in realizing this vision, and look forward to reviewing specific plans when available.
- 4) Similarly, the proposed station at Centre St must also be thoughtfully designed to provide Greenline passengers safe and convenient access to streets and avenues in all directions two blocks away from the footprint of the station, and particularly including 1<sup>st</sup> St. SW.
- 5) Guardian South recognizes Greenline construction will create significant hardships to residents and businesses along 11<sup>th</sup> Ave. It is expected we will contribute to, and comment upon, the details of road modifications and closures required during that period.

Thank you for your time.

GC (Geoff) Granville

President, Guardian South Corporation (CNN 1611563)