



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	Tyler
* Last name	Bedford
Email	tbedford@bta.ca
Phone	780-298-7626
* Subject	Green Line LRT construction

The below submission is on behalf of the Building Trades of Alberta and its more than 60,000 skilled trades members from 18 union locals, province wide.

The Green Line LRT project is an exciting development that means cleaner transit for Alberta's largest city and jobs for many skilled trades workers. With that, BTA is encouraging the City of Calgary to explore hiring Alberta-based local labour for Green Line's construction, and the contractors who employ them for all stages of its development.

Hiring local will help boost Alberta's employment numbers and help improve our current economic situation. This is good for workers, local businesses, shops and restaurants, government and more. Moreover, local hiring would help ensure the health, safety and wellbeing of all on site as a result of COVID-19 and the risks associated with importing labour from other jurisdictions.

Hiring local just makes sense in these times and can be done through Community Benefit Agreements (CBAs), which have seen success in other jurisdictions around Canada, including Metrolinx in Toronto and the Vancouver Olympics.

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

CBAs also ensure a certain number of women, apprentices, Indigenous and other underrepresented groups in the skilled trades are employed.

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BTA is proud to work closely with Build Together, Women of the Alberta Building Trades; Helmets to Hardhats (which helps veterans transition to careers in the skilled trades); Trade Winds to Success (which helps get Indigenous youth into the skilled trades); The Educational Partnership Foundation (which trains youth through BTA instructors in the skilled trades) and others.

BTA and its signatory contractors are ready to assist the City of Calgary on the Green Line LRT project, or others, at any time.

Thank you for your time and I encourage you to reach out with any questions or comments you may have.

Terry Parker
780-405-3777
tparker@bta.ca



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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 Laddie

* Last name Miller

Email laddiemiller@gmail.com

Phone

* Subject Green Line Project

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

I would like to express my support for the Green Line Project and let the city council know how important it is to me in my everyday life. I moved to Calgary from the U.S. in 2018, and that move would have been impossible without the public transit in place in Calgary. There are many people unable to afford a vehicle, and without public transportation, getting to work would be an impossibility. Public transit has allowed me freedom of movement in the city, and the ability to explore new places and have recreational and professional opportunities throughout the city.

The Green Line is the next step to making transit even more accessible to more people, and making their commutes quicker and easier. My only disagreement with the Green Line is that it does not reach all the way to the Calgary Airport. Making the line go directly to the airport is not only a convenience for those of us without vehicles, but for those with vehicles to avoid unnecessary parking fees and traffic. Doing so. would make Calgary an even better place to visit.

Please know that public transportation such as the Green Line is not a mere convenience for thousands of people like myself in Calgary, it is our lifeline and the only way that we can actively participate in the economy of this great 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	Moraig
* Last name	McCabe
Email	moomccabe@googlemail.com
Phone	403-992-5298
* Subject	Green Line Committee Meeting - June 1st

Dear Mayor and Councillors

As a resident of W3 who has been advocating for the Green Line to be built since 2015, I was hugely disappointed in 2017 that the Green Line LRT was not coming to W3 in Phase 1, to help us cope with the huge demand for transit at Northpointe. However, thanks to the advocacy of my new Councillor and community led advocacy, it appears that we may be getting actual MAX-level BRT (the 301 is only an express bus) in the Phase 1 Green Line recommendations coming forward from Administration, which is a huge relief. My concerns lay with the following (a) the funding of \$50-100M doesn't appear to cover the BRT all the way to Northpointe, where most of the corridor's ridership originates; (b) the funding is subject to the GoA & GoC approval the funding can be used for this.

I know that Phase 1 has to be built in order for W3 to ever see LRT to cope with our demand for transit capacity, but many residents in W3 would like to please see a guaranteed interim solution that builds MAX-level BRT to Northpointe. Many residents in W3 require transit to get to work because they can't afford to drive and park downtown, and to access City, health, social, immigrant, and food bank services to the south of us that just aren't available in our communities in W3. This is not just a commuter issue for us, although commuters too need to be able to rely on being able to actually get on a bus to get to work, something which wasn't a guarantee pre-COVID (and now isn't either, as all of our express buses have been cut).

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I know that you will hear from many (that don't support public transit) that in this post-COVID era we will all be working from home, but this is only one possible future, based on an assumption that comes from a position of privilege. Many in W3 won't have that luxury. We also need to consider that the Green Line won't even be ready for 6-7 years, by which time I highly doubt we will all be in lockdown.

To summarize, I would like to please request that you consider:

- (a) Approving the Phase 1 plan, so we can get this thing started and kick start our economy by providing jobs for the many thousands out of work in Calgary.
- (b) Ensuring that MAX-level BRT is provided for those of us north of 16th Ave, at the very least up to Northpointe, to capture the majority of the Centre Street corridor ridership, that will help to make a huge dent in operating costs.

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 Neil
* Last name Clark
Email neil_clark@live.com
Phone 4039994758
* Subject Project labour agreement for green line

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

I believe the green line would benefit from being built under a project labour agreement for the following reasons

Wages and benefits should not be used as a tool to lower a bid price, contractors should not be able to make their employees carry the cost of a low ball bid, keeping workers in a depressed economy down.

A more ethical hiring procedure can be used making sure those who have been out of work the longest go to work first on the project. This also can add protections for minority status workers.

Other cities have successfully used them for similar projects.



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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 Walker

Email robert.walker4@gmail.com

Phone

* Subject Green Line - I support public transit infrastructure

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

I am a resident and homeowner in Calgary and I support the Green Line project. It is critical that we build transit infrastructure to ensure we have a connected, livable, and modern city. I have a vehicle but I rely upon the CTrain and Calgary Transit buses for my daily commute. Please build 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 James

* Last name Johnson

Email jamesjohnson.tx@gmail.com

Phone

* Subject Green Line Should Move Forward as planned

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

A lot of work has gone into getting to the best possible result, with a good initial plan. The City of Calgary has the responsibility at this point to move forward with the Green Line LRT project as proposed and without alterations influenced by wealthy individuals that have shown a pattern of only looking after themselves.



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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 Rylan

* Last name Graham

Email rylan.graham@ucalgary.ca

Phone

* Subject GreenLine - Please Support this Project!

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

Good afternoon,
I am writing to the Green Line Committee to offer my support on this project. Please build this project for Calgarians today and into the future. This is a much needed project. Please do not allow a small group of detractors from derailing what is a much needed project.
Rylan



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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: Bridget
* Last name: Brown
Email: bridget.erin.brown@gmail.com
Phone:
* Subject: Support for Green Line

As Calgary grows, our city will be required to find traffic solutions. We know (and have examined in great detail) that an LRT route running North-South through the centre of the city will allow people who don't have access to personal vehicles to more easily get to work, school and other places they wish to go. It will alleviate pressure on our roadways as people choose to take convenient transit instead of drive.

Those who are not in favour of this people-moving flexibility tend not to be those who rely on public transit. They tend to be those who have special interests in keeping as many vehicles on the roads as possible, for whatever business reasons they have. That could be because they make their money from oil, from automobile sales, or from the construction of far-flung communities outside our city's core.

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

We are in the middle of an economic crisis. But right now we have access to federal dollars that make this project much more palatable than it would be without those funds. We are also in a situation where many people are out of work and need to have the flexibility to accept a job wherever it might be. The more transit options that are available, the more time people have to spend with their families, and doing other non-commuting activities.

It is sad that we have to write in support of a project that helps low income Calgarians access transportation, that helps people with disabilities travel more easily, that helps seniors leave their homes and be in the community with fewer barriers, and that helps

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Calgary become a more lucrative destination to investors. However that is the situation we are in. If Calgary wants to move past its dependence on oil revenue and truly become a world class destination, we need the amenities that world class destinations have. If Calgary wants to ensure our most vulnerable are able to access services and work opportunities, we need to make that as easy as possible. We have debated this issue to death. It is time for the Green Line.



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* First name

* Last name

Email

Phone

* Subject

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

Submission Re: The Green Line Project

“The future ain’t what it used to be.”

This well-known saying by former New York Yankees star Yogi Berra, was probably not meant to be a contribution to a public policy debate. But it should be the focus of City Council’s Green Line Committee when they meet on June 01.

The current cost for the Green Line project is \$4.9 Billion with funding of \$1.5 Billion from each of the federal and provincial governments, and the balance from the City. The majority of the \$4.9 Billion will be borrowed. The operating cost of the Green Line after completion is \$30-40 Million per year after revenue from the fare box is taken into consideration. This does not take into account the annual debt servicing costs on the money the City will borrow.

Some Calgarians have expressed concern about the risk because of the scale and cost of this project. “Business Leaders again question Green Line Plans”, Calgary Herald Monday May 04. They have proposed to “de risk “the project by significantly reducing the scale and cost of the project. “Here are ways to reduce Green Line’s financial risks, “Calgary Herald Friday May 08.

But financial and project execution risks are not the only risks facing this project.

The Ridership Risk

Ridership is the fundamental aspect of any transit project. It is the major criteria that determines the return on investment. It also directly impacts the net operating costs of the investment—higher fare box revenue, means less taxpayer subsidy. The City estimates that the daily ridership on the Green Line will be 65,000 people. This seems optimistic. In the north, the line only runs on Centre Street to 16 Avenue, and the existing bus rapid transit (BRT) line into the downtown will run beside it. In the south east the line only runs to Shepard. We do not know the assumptions that this ridership estimate is based on. Is it from the existing population? What assumptions have been made about population growth and downtown employment? Are there best and worst case scenarios? The ridership forecasts are being updated for the Committee meeting. This is a good idea. The updated ridership report should be made public.

Prior to the pandemic, the vacancy rate in the downtown was +/-25%. There is a real possibility that the pandemic, and the way Calgarians and companies have adjusted to it, will change where and how some of us work, and other aspects of our lives. Some have called this the “new normal”. In the transit world this has implications for ridership. The future will be different than what we thought when planning for the Green Line began. We can't predict it with certainty. But we can be very strategic about the infrastructure investments we make.

The Affordability Risk

In the last three months, the federal and provincial governments have had to spend massive amounts of money because of the pandemic and associated impact on our economy. These expenditures, while necessary, were not budgeted and will be funded by borrowing. The federal government's 2020 deficit is expected to be \$250 Billion. The total debt, just under \$1 Trillion. The 2020 provincial deficit is forecast to be \$15 Billion. The debt, just under \$100 Billion. The City of Calgary estimates lost revenue of \$250 Million to \$400 Million this year and has asked the provincial and federal governments for help.

The amount of personal debt has been a concern of the Bank of Canada and CMHC for some time. All this government and personal debt has to be repaid. Statistics Canada estimated Calgary's unemployment rate in March at 8.6%, with 17,000 Calgarians losing their jobs in March. Analysts have pointed out that this is the pre-pandemic number.

It has been argued that because the federal and provincial governments have each committed \$1.5 Billion to the Green Line project this is a good deal for Calgarians. But Calgarians pay taxes to all three levels of government, not just the City. You can only spend a taxpayer's dollar once. So if you choose to spend \$4.9 Billion on one massive project, other priority projects will not get funded. The pandemic has reminded us that there are many other priorities and demands on public

funds: in health care, long term care, pandemic preparedness, housing, encouraging the diversification of our economy, and other city priorities , to name a few. Finding the funds for these priorities while locked into paying high levels of debt will be difficult.

The Green Line is an infrastructure project. History has shown that investing in infrastructure projects in order to create jobs in a recession can be sound public policy. But it has to be the right project at the right cost. This requires discipline and hard choices. The focus of infrastructure projects is usually on the capital costs and job creation. The annual ongoing operating costs frequently get less or no attention. By the time the project is completed, it's too late. Spending \$4.9 Billion for the Green Line project as presently conceived, with a \$30-\$40 Million annual operating cost funded by the Calgary taxpayer is an expensive way to create jobs.

Calgarians and Albertans know that our economy was in trouble before the pandemic. So whether we return to a pre pandemic "normal" or a "new normal" we are in a period of great uncertainty.

Many companies headquartered in Calgary have cut back their capital expenditure programs because of current and future uncertainty and an unwillingness to add more debt to their balance sheets. This is a strategy Green Line Committee should seriously consider in its upcoming meeting.

A Way Forward

The alternative proposal put forward by a group of Calgarians is a thoughtful proposal that still invests in transit, and creates jobs, but with a more affordable capital and operating cost. It should not be dismissed as coming from armchair quarterbacks. It is from taxpayers. It should be considered on its merits.

The Green Line Committee needs to step back from looking at alignment details through the Downtown or the design of another bridge over the Bow River. The times we are in require that the Committee and Council look at the big picture.

The current Green Line project should be restructured as two separate strategic projects. One project is to invest in further improvements to the already well used Bus Rapid Transit System on Centre Street into the downtown. This is a scalable project. In other words the improvements do not need to be bundled in one large project. They can proceed as money becomes available, and they can proceed quickly.

The other project is a surface LRT line from downtown to the ridership rich residential communities like Mackenzie Town and Seton in the south east. Much of the planning and land acquisition work to date on the south east portion of the Green Line can be used on this revised project.

Bob Holmes is a former Commissioner of Planning and Transportation, Chair of the Calgary Planning Commission, and former Senior Vice President of Planning and Capital Projects at the Calgary Health Region.

Palaschuk, Jordan

From: Barbaatar, Davaa on behalf of City Clerk
Sent: Monday, May 25, 2020 10:12 AM
To: Public Submissions
Subject: FW: [EXT] Opposition to Green Line LRT Updated Alignment
Attachments: Waterfront-Green Line Letter to Council.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Email sent asking if OK to add to Agenda as is

From: Rick Li [mailto:wrinkly@gmail.com]
Sent: Saturday, May 23, 2020 3:25 PM
To: City Clerk <CityClerk@calgary.ca>
Subject: [EXT] Opposition to Green Line LRT Updated Alignment

Hello,

Please see attached regarding my concerns on the new proposed Green Line LRT updated alignment.

Thanks in advance.

--

Rick Li

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: Rick Li

Address: #703 108 2nd ST SW, Calgary, Alberta, T2P1P1



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 Paul

* Last name Gary

Email infodesignform@gmail.com

Phone

* Subject Green Line Submission - Updated

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

Attached is a revised and updated letter submission provided yesterday

126 – 8th Avenue Northeast
Calgary, Alberta CANADA T2E 0P5

Paul Gary MID IDSA SEGD
Industrial designer

T 403-277-3270

E formwerkdesign@gmail.com

E infodesignform@gmail.com

Monday, May 25th, 2020

Public Submission via online form

RE: **Updated Green Line alignment - Crescent Heights - Updated**

Dear Sir;

After reviewing the information provided by the City through its localized in-person engagement process as well as recent information provided through the updated project review, the proposed alignment, as it is presented along Centre Street North is plagued by several mobility issues and deficiencies which were initially identified in its alignment proposal options back in 2016 (Option E). At that time, the City recommended an underground tunnel (Option D - "Highest ranked option") from 16th Avenue N, initially leading into the downtown core. Subsequently, another option would see it exiting McHugh Bluffs with a bridge over Princes Island. As it stands with the current update of having a train down the middle of Centre Street N, the initial tunnel proposal still remains the most effective and viable option.

Having had some experience in transit studies (York, Toronto, 1979), the current updated alignment is plagued with transit generated traffic issues. In the short term and long term, it will have a lasting impact on the residents of the adjacent neighbourhood of Crescent Heights, especially on the east side of the community. These deficiencies include:

- the alignment down the middle of Centre St N will create a backlog of southbound traffic to the downtown core at the junction where the train leaves Centre St N and curves towards the future bridge over McHugh Bluffs. According to city traffic engineers, a railway type arm is to be provided where on-street traffic and crossing train link meet. Here, the end result will be impatient drivers seeking alternate routes, either at 7th Ave, 10th Ave or 12th Ave NE and this, despite timed No Left Turns at these intersections. In most cases, drivers will want to go through adjacent avenues in order to attain their goal of avoiding Centre St N.
- with the congestion created by this railway arm control, increased vehicle traffic shortcutting will occur, attempting to save time by using Edmonton Trail N southbound. This will add to the congestion issues at an already peak capacity area – Memorial, Edmonton Trail N and the 4th Street flyover. Some vehicle traffic will also attempt to shortcut through the west side of Crescent Heights and Rosedale, then on to 10th Avenue, although this is substantially less concerning than on the East side of Centre Street N.
- the updated alignment of the Green Line on Centre Street N does away with on-street commercial parking. The net result will be an increased use of neighbouring residential on-street parking, either illegally, curtailed or eliminated Restricted Residential Parking Permit Zone, city implemented public user fee, or a combination of all these elements. Presently, the city does not have the enforcement resources or capabilities to address these issues.

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- in the city’s decision for a middle alignment of the rail link, it identifies it as “a safer alternative for pedestrians and traffic”. Research in this type of alignment is at best, inconclusive and would suggest otherwise. When separating two distinct modes of transportation for pedestrian crossing, grouping directional traffic together offers the pedestrian a clearer view for crossing. Thus, a grouped dedicated right-of-way for rail and similar direction one lane traffic is simpler for pedestrians to acknowledge and recognize. It also offers lower cost for the infrastructure as sidewalks can be accommodated into platform areas, as shown in most instances in Europe where the city has acknowledged several points of its research.
- the plan is also deficient with at least one additional station along Centre St N. In the 1979 study, while researching user patterns, a survey result amongst transit clients showed an average of 3 to 4 city blocks the maximum distance a user would walk to a subway station. The current localization of the station(s) should accommodate existing residents of avenues, as well the densified areas along Edmonton Trail in proximity of Centre St N. Thus, stations should be located on the West side of Centre St. N, between 7th and 8th Avenues and 10th and 12th Avenues, where current or proposed lights are to be located. In all these locations, extending or accommodating various platform grades can be achieved.

In reviewing the information provided by the city, the basis for its decisions to abandon the tunnel option were cost (10% above a \$4.9b envelope) and “technical issues”. On the first item; over an amortization period of 100 years (we checked with city engineers during the in-person engagement process), the 10% cost overrun is insignificant. Even the initial budget could be increased and it would still be easily managed. With respect to the second item; it appears the city should consider consulting and retaining external expertise as to building this type of underground transit system.

A good starting point as a case study would be Lausanne’s M2 system. With a population of 140,000 inhabitants and a surrounding additional 150,000+, they were able to produce the following system and stats:

- 70-90% of the system is underground (above ground being a small linking bridge)
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- 6.5 kilometres (4.0 mi) in length
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Given the issues and deficiencies outlined with proposed alignment to Centre Street North, the expected decrease in ridership in the immediate future and uncertain longterm transit usage, and changes in how urban densification will be allowed, it would be advisable to consider suspending development of the Centre Street N. portion until such time a clearer and more timely and viable option is proposed, based on future ridership needs, mobility needs, impact and stakeholder security, acquiring the necessary technical expertise to service the underground option and, not simply limit the project on budgetary shortfall projections. Ultimately, it is in everyone's interest to get this right as we will all live with the decisions for decades to come.

Best regards;

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Paul Gary BDes MID
Resident, Crescent Heights

pg. /

cc.:

residents: MA Smith, A Smith, C McLaren



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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 Alex
* Last name Reed
Email reedalex@hotmail.com
Phone
* Subject Green Line LRT: Centre Street

The Green Line LRT should be tunnelled under Centre Street from 24th Avenue N to the river bluffs for two major reasons:

1. The Green Line is intended to provide an enhanced means of travel when the line is extended to the northern communities. Being in a tunnel along Centre Street means that the LRT will be able to travel much faster along this segment, probably saving about five minutes per trip. The benefits to the passengers in 10 years will add up to more than \$100-\$300 million cost of burial. The surface alignment will require lengthy waits at the intersections with 12th, 16th and 20th Avenues. Burial of the LRT line will increase trip velocity which will attract more passengers than the surface route. We have the opportunity to get this decision correct now, instead of moaning how we got it wrong for the next 100 years.

2. Centre Street is a major commuting corridor for the northern half of the city. Derating this asset will push more traffic onto Edmonton Trail and 4th Avenue SE which are already restricted by the Memorial Drive traffic lights and the heavy traffic load already on 4th Avenue. Derating Centre Street will also push more traffic onto 10th and 14th Streets NW which are already at capacity trying to funnel traffic into the western side of downtown. The cost of upgrading these streets should be included in the cost of placing the LRT on the surface of Centre Street. In spite (or because) of being a major driving thoroughfare, Centre Street is a vibrant shopping & business district.

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

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Unrestricted

May 25, 2020

2:54:49 PM



Public Submission

City Clerk's Office

Bow River Bridge

My preference would be to see the LRT buried under the Bow River to protect the natural and park spaces along the river and Prince's Island. However, I understand the cost of deep burial is too significant. The LRT bridge should have an appearance that complements the arches of Centre Street Bridge. Whatever bridge is chosen will detract from the beauty of the park and pathway spaces in a manner similar to the 4th & 5th Avenue flyovers.

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 Michael

* Last name von Hauff

Email michael.vonhauff@gmail.com

Phone 4034735376

* Subject Green line LRT

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

Hi,
Just wanted to say that I fully support the green line expansion! Anything that makes it easier for people to get into the downtown core is a long term win for 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	Kimberley
* Last name	Nelson
Email	bluhrgirl@gmail.com
Phone	4038898866
* Subject	Green Line Support

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

Please proceed with the creation and expansion as appropriate of the Green Line LRT. As a Calgarian that made the choice in 2014 not to own a personal motor vehicle and instead travel the city by walking, biking and transit, this new line will further open the city to mobility, and help to address the endless (and continuing) legacy of sprawl. Of note, the closest station to my home would be 9th Ave in Crescent Heights, so I would like to commend the team on making sure this was able to be included. Having recently attended a physically distanced cello concert at St Patrick Island, I can say that the Ctrain crossing over the Bow River did nothing to detract from the experience, and I am sure with design and noise considerations this too will work with our beloved Prince's Park. The future of our city is in the hands of this council, and we cannot be taken hostage and held back in an auto-centric mindset by the will of a few individuals that oppose public active transportation projects. The decision to not own a personal vehicle was not made lightly, and done only after seeing the improvements that were being made to the Calgary Transit service levels. To take a step back from enabling Calgarians to make the same decision would be a disastrous mistake that would have long-reaching impacts.



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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 Parker

Email

Phone

* Subject Green Line Committee Meeting of June 1 2020

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

Please include the attached written submission in the Agenda for next Mondays Green Line Committee Meeting

Submission to the Green Line Committee

My name is Richard Parker. I am a Professional Planner and have been involved in the planning and development of Calgary since 1974 including working for the City from 1974-2003. I am writing to share with you some thoughts regarding the important decisions you are about to make regarding the Green Line. In previous correspondence with you I shared ideas regarding potential alternatives to the current proposal to construct Stage 1 of the Green Line from Shepard to 16 Ave North.

I believe that Calgary's circumstances have changed significantly in the past 6 months due to both the Covid Crisis and the significant drop in oil prices. Both of these have the potential to have a significant impact on the future of Calgary, particularly Downtown and transit ridership. These impacts are significant enough to hit the "Pause and ReThink Button" on the Green Line Project at this critical time.

I say this for the following reasons:

- Covid 19 could result in significant changes in the public's perception of and willingness to use Public Transit. At this stage we don't know what that will look like but Boris Johnson's, (A former very transit supportive Mayor of London) call for people to return to work but "not use Public Transit" could be a sign of things to come.
- The number of workers in Downtown Calgary could be impacted by Covid 19 and the oil price drop in a number of ways
 - Many employees could be required to or choose to work from home for at least part of the week.
 - Social distancing and other health requirements could result drop in the intensity of use of office space leading to fewer potential transit riders
 - Even when oil prices do rise, we cannot assume that it will lead to a return of significant oil and gas related employment in Downtown Calgary. Recent experience has shown that the oil industry is capable of producing oil and gas with far fewer staff than in the past due to technology etc.

All of these could have a significant impact on the demand for transit access to Downtown Calgary.

- Responding to the Covid Crisis has had a negative impact on the revenues and expenditures of all orders of government in Canada. Calgary is requesting help in balancing its books this year and both the Provincial and Federal Governments are running deficits that would have been deemed totally unacceptable a few months ago. This makes it even more important to ensure taxpayer's money is being wisely used.

Before going into any of the details of the Green Line Project I would encourage Council to consider the following question

“ Given what is happening to the National, Provincial and Local Economies, is the expenditure of \$4.9 Billion on Stage 1 of an LRT line that will not see transit passengers riding it for 7 years the best use of taxpayers money at this time”

I realize that this project will generate 20,000 jobs over the next 7 years and significant money has been spent to date. However alternative uses of \$4.9 Billion on other projects will likely produce as many if not more jobs locally and would enable Council to address a wider range of issues currently facing the City.

While the current Federal and Provincial contribution to this project is for LRT, given all the changes those governments have had to make in the last few months, an indication that the City is reconsidering its priorities is not a bad thing! It is like the person who is designing a new home when their financial circumstances suddenly change; do they keep going because they have already paid an architect for preliminary drawings or do they say let's rethink our future and how we spend our money.

Should Council decide that it wishes to proceed with the Green Line discussion I believe a more cautious approach to moving the project forward is justified because:

- All involved recognize that an LRT line from Shepard to 16 Ave. North is just the start of meeting the transit needs of the South East and North growth areas. Significant funds over and above the \$4.9 Billion will be required to provide those growth areas with attractive transit options to the car. The current proposal going part way to meeting each directions needs, and thereby not satisfying either does not make sense.
- All parties have acknowledged the significant challenges involved in linking the South East and North LRT lines through the Downtown and across the Bow River. I do not believe that the ridership demands for travel in either direction between South East and North Central Calgary justify the magnitude of expenditures involved. I believe an investigation of options to create a “Grand Central Station” transfer facility serving all major transit lines accessing Downtown Calgary could lead to a more efficient and less expensive way to meet future travel needs of all Calgarians.

These issues, coupled with concerns that have been raised over the past year regarding both operational and technical issues related to the Green Line mean that time taken now to evaluate concerns and consider alternatives is time well spent

While the Green Line has been a Council Priority for a number of years, events of the past 6 months justify hitting the “Pause and Rethink Button” and I encourage Council to do so.

Thank you for considering my thoughts.

Regards Richard Parker FCIP



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* First name	P
* Last name	GARY
Email	infodesignform@gmail.com
Phone	
* Subject	Green Line Submission response
* Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Please se attached PDF

126 – 8th Avenue Northeast
Calgary, Alberta CANADA T2E 0P5

Paul Gary MID IDSA SEGD
Industrial designer

T 403-277-3270

E formwerkdesign@gmail.com

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Monday, May 25th, 2020

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RE: **Updated Green Line alignment - Crescent Heights**

Dear Sir;

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Paul Gary BDes MID
Resident, Crescent Heights

pg. /

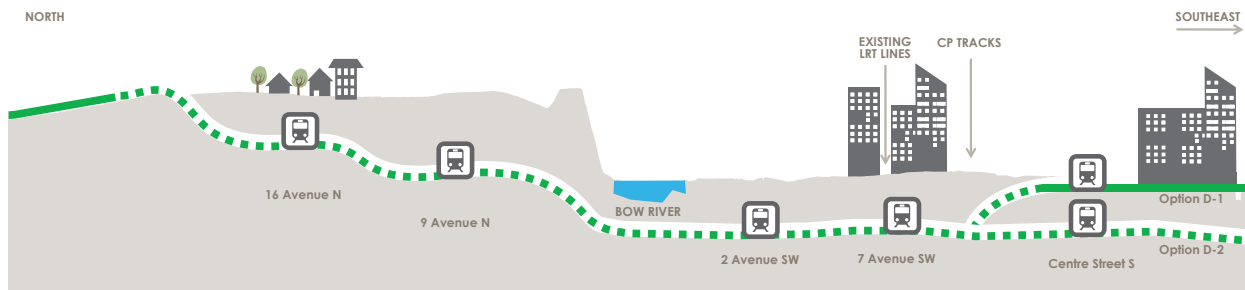
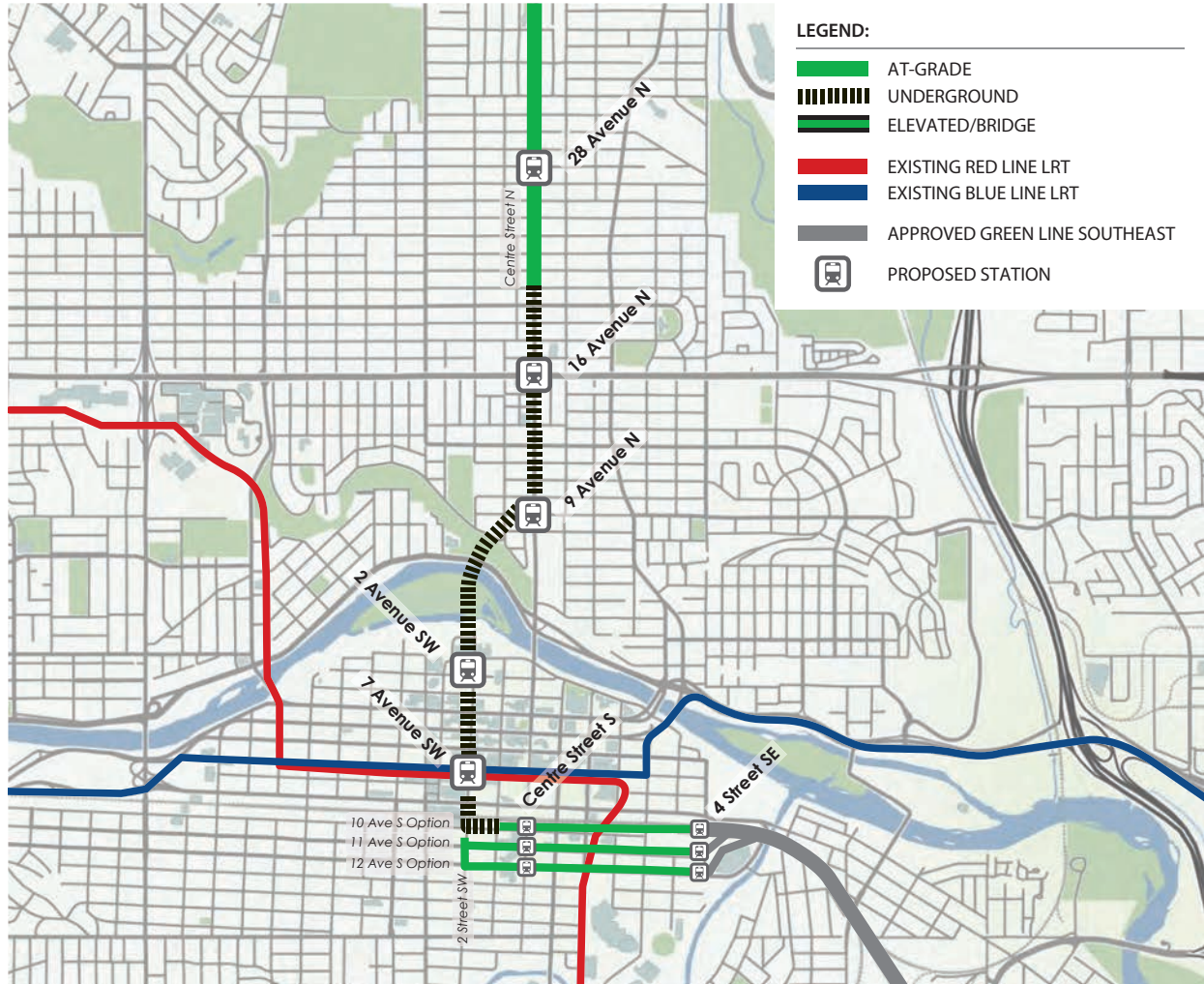
cc.:

residents: MA Smith, A Smith, C McLaren



Green Line LRT

Centre City Alignment Options

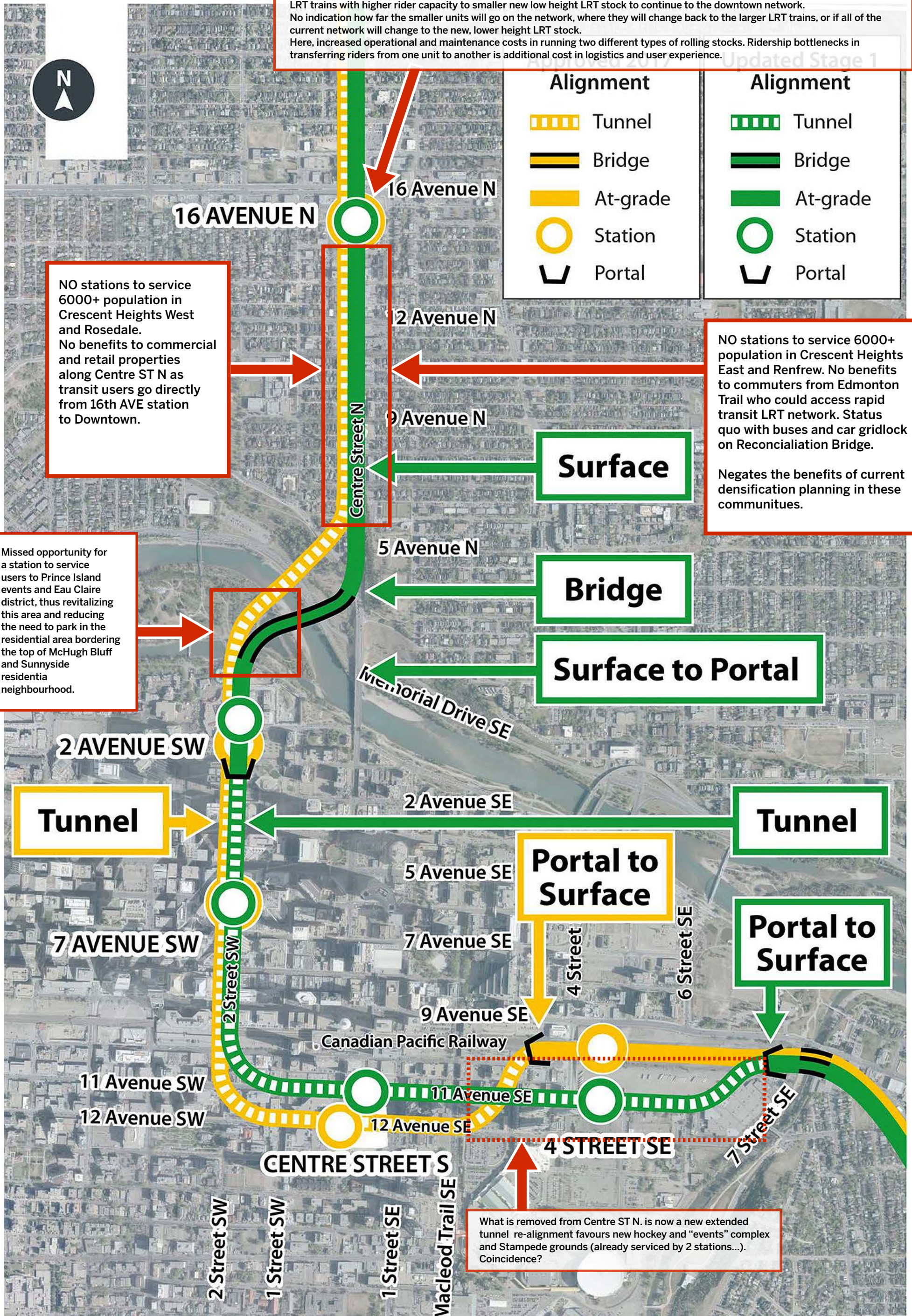


Option D | Highest Ranked Option

Tunnel under the river, underground in Centre City

According to City Transportation documents, this underground junction point is to service 2 types of rolling stock: the current large LRT trains with higher rider capacity to smaller new low height LRT stock to continue to the downtown network. No indication how far the smaller units will go on the network, where they will change back to the larger LRT trains, or if all of the current network will change to the new, lower height LRT stock. Here, increased operational and maintenance costs in running two different types of rolling stocks. Ridership bottlenecks in transferring riders from one unit to another is additional cost in logistics and user experience.

Updated Stage 1



NO stations to service 6000+ population in Crescent Heights West and Rosedale. No benefits to commercial and retail properties along Centre ST N as transit users go directly from 16th AVE station to Downtown.

NO stations to service 6000+ population in Crescent Heights East and Renfrew. No benefits to commuters from Edmonton Trail who could access rapid transit LRT network. Status quo with buses and car gridlock on Reconciliation Bridge. Negates the benefits of current densification planning in these communities.

Missed opportunity for a station to service users to Prince Island events and Eau Claire district, thus revitalizing this area and reducing the need to park in the residential area bordering the top of McHugh Bluff and Sunnyside residential neighbourhood.

What is removed from Centre ST N, is now a new extended tunnel re-alignment favours new hockey and "events" complex and Stampede grounds (already serviced by 2 stations...). Coincidence?

Alignment

- Tunnel
- Bridge
- At-grade
- Station
- Portal

Alignment

- Tunnel
- Bridge
- At-grade
- Station
- Portal

Surface

Bridge

Surface to Portal

Tunnel

Tunnel

Portal to Surface

Portal to Surface



What the City of Calgary proposed in 2017 STREET SECTIONS

CENTRE ST. N, HEADING SOUTH OF 16TH AVENUE

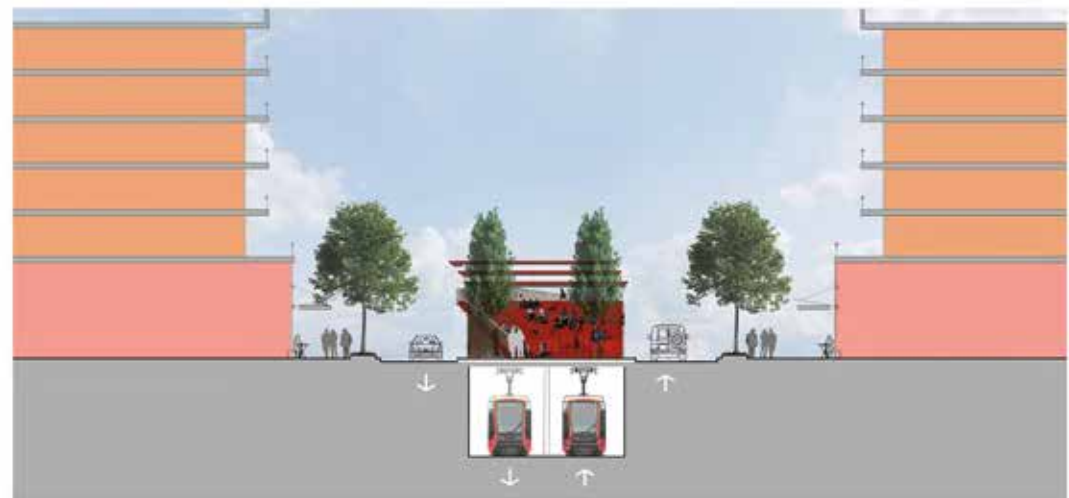
AUTHOR'S NOTE:

THIS CONCEPT WOULD REPRESENT THE STREET SPACE ALLOTMENT PROPOSED FOR AT-GRADE LRT.

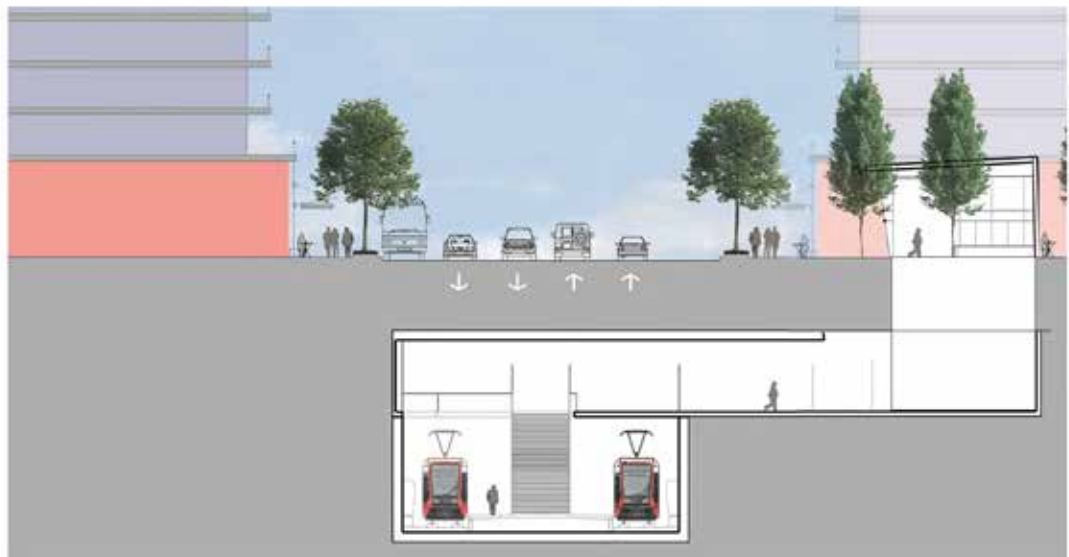
CURRENTLY, STREET WIDTH DIMENSIONS DO NOT ALLOW FOR THIS CONCEPT AND SEVERAL PROPERTIES ALONG THIS CORRIDOR WOULD REQUIRE EXPROPRIATION,



CENTRE ST N. AT THE PORTAL TRANSITION



CENTRE ST. N., NORTH OF 18TH AVENUE N



STREET SECTIONS

CENTRE ST. SOUTH OF 16TH AVENUE

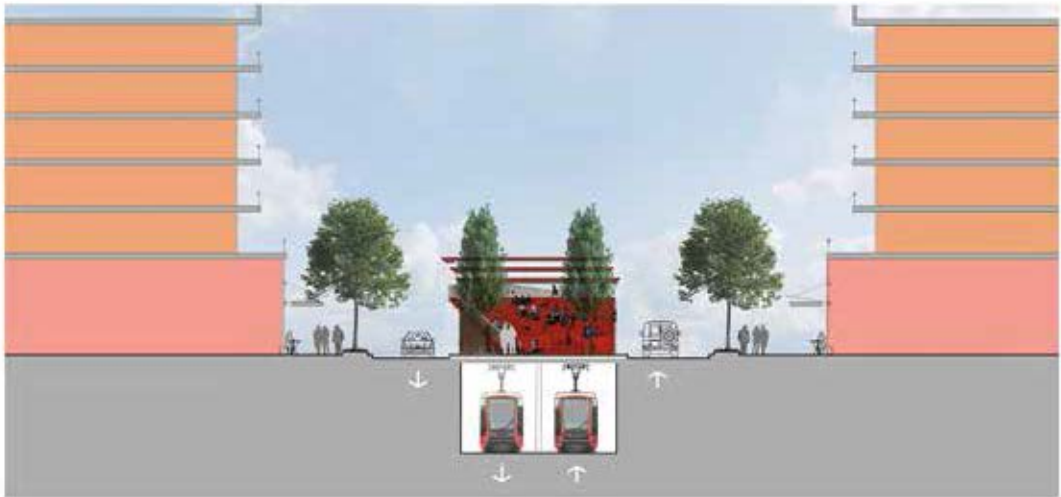
MODIFIED LAYOUT:

THIS CONCEPT WOULD PROPOSE A NEW THE STREET SPACE ALLOTMENT FOR THE PROPOSED AT GRADE LRT.

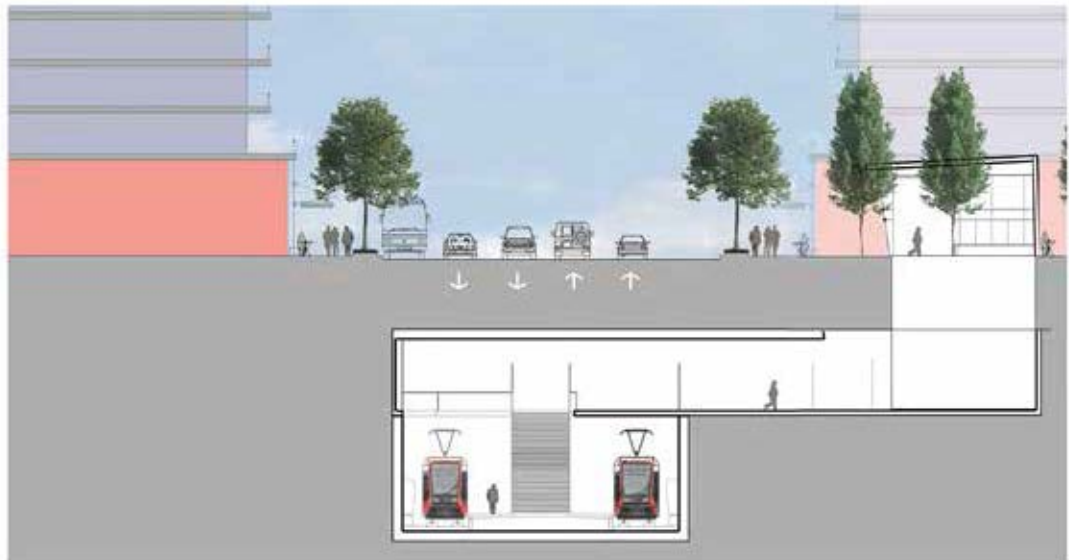
THIS WOULD ALLOW STATIONS ALONG CENTRE STREET N, ONE INCREASED LANE REVERSAL LANE OF TRAFFIC (WHICH COULD BE SUBSTITUTED FOR ONE SIDE ON STREET PARKING STALLS)



CENTRE ST. AT PORTAL TRANSITION

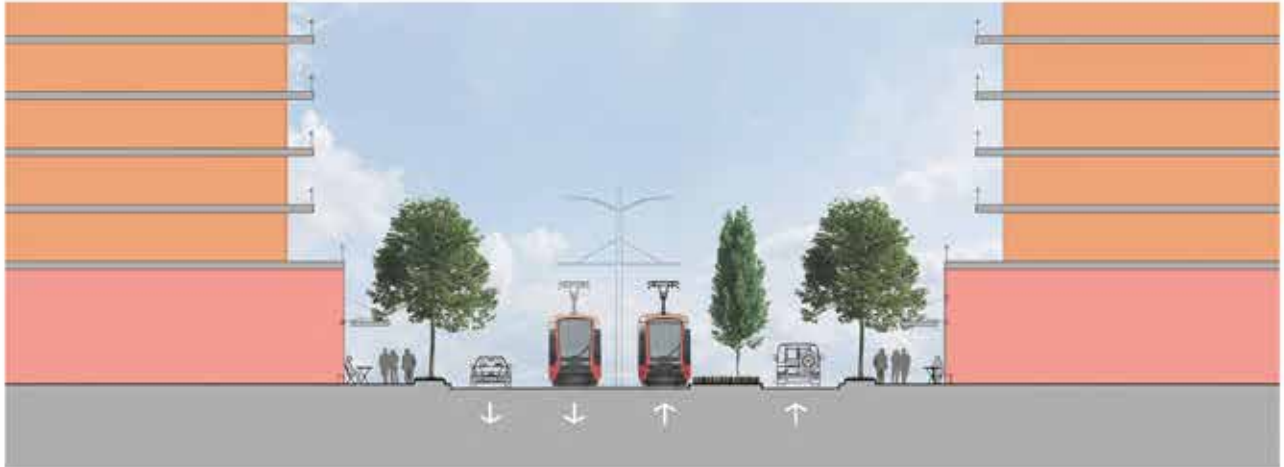


CENTRE ST. NORTH OF 18TH AVENUE



1) What the City of Calgary proposed in 2017

CENTRE ST. N, HEADING SOUTH OF 16TH AVENUE



2017 PROPOSED LAYOUT:

CURRENTLY, STREET WIDTH DIMENSIONS DO NOT ALLOW FOR THIS CONCEPT AND SEVERAL PROPERTIES ALONG THIS CORRIDOR WOULD REQUIRE EXPROPRIATION.

BENEFITS

PROS NONE.

CONS

- NO STATIONS FOR RESIDENTS NOR ACADEMIC INSTITUTION USERS IN THE COMMUNITIES .
- REMOVAL OF TWO LANES OF TRAFFIC LEADING TO INCREASED SHORTCUTTING THROUGH NEIGHBOURING COMMUNITIES, ALREADY CLOGGED WITH SHORTCUTTING AND SPEEDING TRAFFIC, ESPECIALLY DURING PEAK PERIODS.
- SHORTCUTTING TRAFFIC WILL NOW WANT TO TAKE EDMONTON TRAIL TO DOWNTOWN CORE, LEADING TO INCREASED TRAFFIC CONGESTION AT MEMORIAL DRIVE / RECONCILIATION BRIDGE AND THE FLYOVER.
- NO ON-STREET PARKING STALLS, LEADING TO ILLEGAL PARKING IN RESIDENTIAL NEIGHBOURHOOD STREETS AND LOSS REVENUE TO THE CITY.
- INCREASED COSTS TO CONSTRUCT AN ELEVATED PORTION AT MCHUGH BLUFFS AS THIS WILL BE NEEDED TO RAISE THE TRACKS IN ORDER TO PREVENT IMPEDING THE FLOW OF SOUTHBOUND TRAFFIC ON THE WEST SIDE.

2) What should be done in 2020 to South of 16th Avenue N. alignment to lessen the impact on adjacent neighbourhoods

CENTRE ST. N, HEADING SOUTH OF 16TH AVENUE



MODIFIED LAYOUT:

THIS CONCEPT WOULD PROPOSE A NEW STREET SPACE ALLOTMENT FOR THE PROPOSED AT-GRADE LRT.

THIS WOULD ALLOW STATIONS ALONG CENTRE STREET NORTH, ONE INCREASED LANE REVERSAL LANE OF TRAFFIC (WHICH COULD BE SUBSTITUTED FOR ONE SIDE ON STREET PARKING STALLS).

BENEFITS

PROS

- 2 PLATFORM STATIONS, ONE @ 12TH AND ONE @ 7TH, FOR RESIDENTS AND ACADEMIC INSTITUTION USERS IN THE COMMUNITIES. COMMERCIAL BENEFIT TO RETAIL ESTABLISHMENT WITH POSSIBLE NEW INVESTMENT OPPORTUNITIES.
- NO EXPROPRIATION COSTS AS PLATFORM CAN BE ACCOMMODATED IN EXISTING SIDEWALK AREAS WHERE NEEDED AT 12TH AND AT 7TH.
- THREE LANES OF TRAFFIC INSTEAD OF TWO, WITH PEAK LANE REVERSAL OPTION.
- ONE SIDE ON-STREET PARKING STALLS OPTION INSTEAD OF THREE LANES OF TRAFFIC
- LESS COSTS TO LEAD AN ELEVATED PORTION AROUND MCHUGH BLUFFS TOWARDS PRINCE'S ISLAND BRIDGE. THIS WILL ELIMINATE ANY ISSUES OF IMPEDING THE FLOW OF SOUTHBOUND TRAFFIC ON THE WEST SIDE.

CONS

- STILL AN AT-GRADE SOLUTION. IMPACT DURING CONSTRUCTION.
- AT-GRADE SOLUTION MEANS MORE MAINTENANCE DUE TO CLIMATE WEAR AND PRONE TO SERVICE DISRUPTIONS.
- INCREASED CHANCES OF PEDESTRIAN AND VEHICLE SAFETY ISSUES. MORE COSTS TO TRAFFIC MANAGEMENT INFRASTRUCTURE (INCREASED SIGNALLING, LIGHTS, ETC.)
- REMAINING PARKING AND SHORTCUTTING ISSUES THROUGH ADJACENT NEIGHBOURHOODS

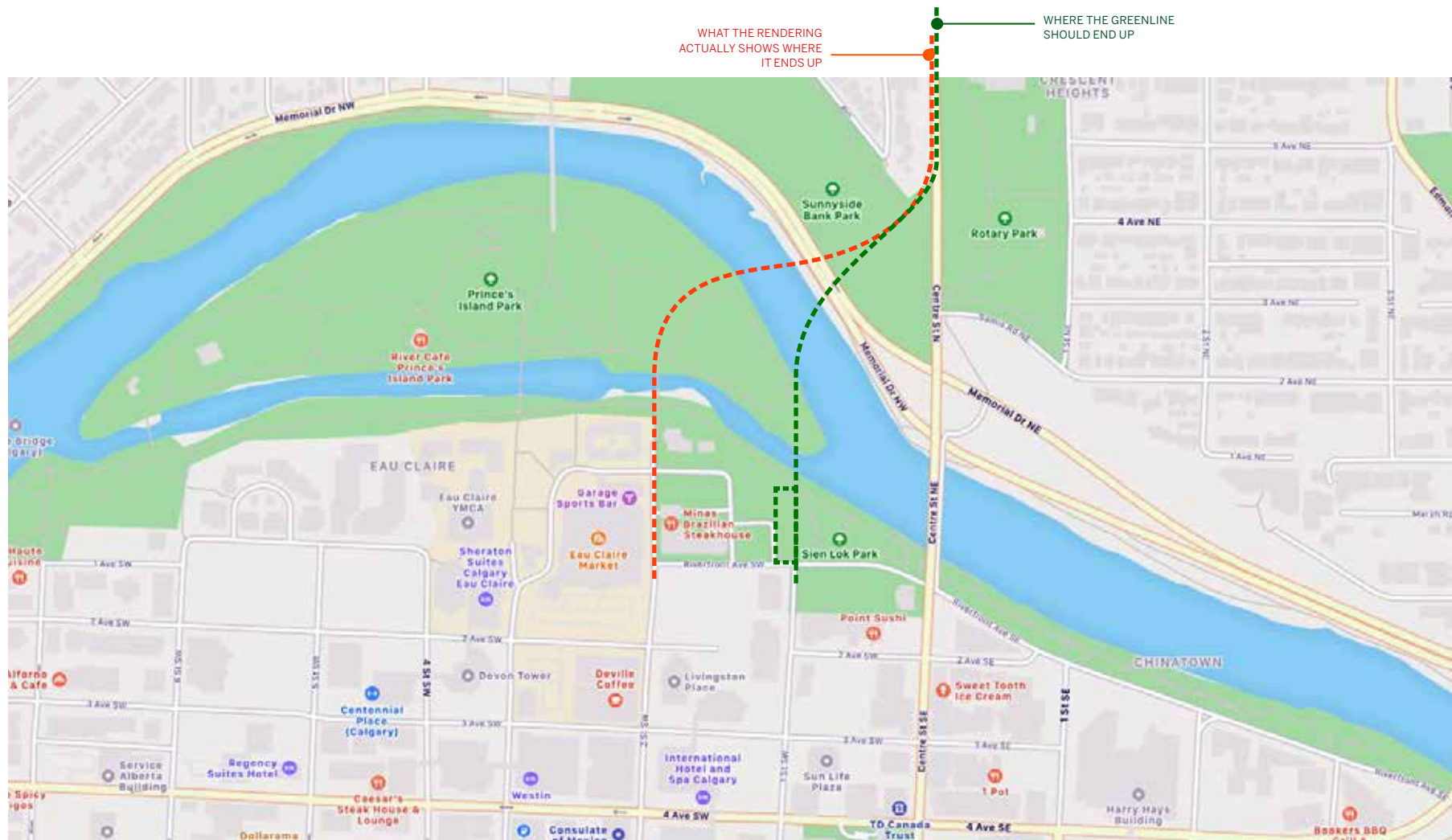
RECOMMENDATION

- THE BETTER LONG-TERM LIFESPAN SOLUTION AND EXISTING SYSTEM INTEGRATION, BOTH FOR THE CITY AND ITS NEIGHBOURING COMMUNITIES, IS TO GO UNDERGROUND WITH AT LEAST ONE STATION IN THE COMMUNITY, AS APPROVED IN THE ORIGINAL STUDY OUTCOME.
- MAJOR CIVIC PROJECTS SUCH AS THIS ARE MEASURED IN 60-70 YEAR LONG-TERM OUTCOMES, NOT SIMPLY ON 2020 BUDGET NEEDS AND FINANCIAL SHORTFALL.
- IF THIS PORTION OF THE PROJECT CANNOT BE RENDERED AS ORIGINALLY INTENDED, IT SHOULD BE POSTPONED UNTIL SUCH TIME AS IT WOULD ALLOW A PROPER CONCLUSION TO THE INITIAL CHOSEN RECOMMENDATION.

From CBC March 04-2020 Online article

Concept images for Green Line bridge over the Bow river Localisation errors in presentation

Please check accuracy of renderings when releasing to public.





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 Ken
* Last name Stephenson
Email ken@kenacocapital.ca
Phone 403.510.6115
* Subject Green Line

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

This Council seems willing to spend \$1.3 billion on the north leg that may never be extended by future Councils. To suggest that the leg as a stand alone is economically or functionally sound makes no sense. It will duplicate the Centre St. bridge at a cost of hundreds of millions of dollars which already has a bike and pedway, and a dedicated bus lane.

It's disingenuous for the City to be portraying Centre St. N. as an oasis for pedestrians, there are near to none now and less with an LRT.

LRT will not enhance the businesses on Centre St., it will devastate them.

I believe it is disingenuous for the City to try to justify this line by claiming there will be transfer from buses to LRT at 16th Ave. Why would a rider get off a bus that is going to take him or her to their destination to get on a train that takes them to a single point on 7th Ave.

I do not have the advantage of spending \$125,000 per day on engineering and surveys but my guess is the ridership from 16th Ave and 9th Ave stations will be pitifully low. THIS LEG WILL BE A \$1.3 BILLION DOLLAR WHITE ELEPHANT, forever.

Recommendation:

ISC:

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Unrestricted

May 25, 2020

4:03:44 PM



Public Submission

City Clerk's Office

-
- Stop all work on the leg from 7th Ave N.
 - Apply the funds to the SE line to extend it to Seton so it will be more viable.
 - If future Councils wish to build an LRT to North Calgary then build it all at once and it may not be up Centre St.
 - Use part of the \$1.3 Billion as a reserve for the downtown construction.



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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 Patrick
* Last name Lindsay
Email
Phone 403.461.5233
* Subject River Run

Dear Green Line Committee,

The City's latest alignment involves destroying the homes of 23 families that live in River Run. As owners in River Run, our main concerns are:

1. Bias
2. Redevelopment without involving landowner

1. Bias

The City messaging regarding the Greenline highlights all potential benefits and downplays or omits mentioning costs. Benefits are quantified (potential ridership, potential jobs). Costs are not quantified (diminished value of the park, number of negatively impacted drivers on Centre and downtown, number of homes destroyed, anticipated financial losses).

The City could have provided objective, unbiased information such that citizens could be in a position to have an informed view. Since the City has not done so, we are in the position of likely having our homes destroyed without even knowing whether the project will be a net benefit to the City.

2. Redevelopment without involving landowner

ISC:

1/2

Unrestricted

May 25, 2020

4:26:17 PM



Public Submission

City Clerk's Office

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

The City talks about its engagement with stakeholders. As a group of 23 families that the Greenline intends to push out of their homes, we are clearly stakeholders.

We learned that the City wants to demolish our homes, not through any direct communication with us but, instead, from diagrams posted by the City at a public engagement event that show the train veering off of 2nd street into our homes. To say that the City's "engagement" with us is poor is an understatement. The City has provided no information to the owners of River Run that is not publicly available.

We expressed our interest in working with the City to redevelop our land if needed to accommodate the train, as the train only requires part of our land. After that offer, the next alignment had the train alignment moved further on our land. The City has not discussed any potential redevelopment with us.

Based on our review of the City website, we learned this month that the City is having ongoing discussions with developers regarding how to redevelop our land. The City has excluded us, the landowners, from such discussions. To say that such private discussions erode trust is an understatement.

Please do not destroy our homes. If our homes must be destroyed, please stop excluding us from discussions regarding how our land may be redeveloped.

Regards,

Patrick and Jane Lindsay

Dear Green Line Committee,

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1. Bias
2. Redevelopment without involving landowner

Bias

The City messaging regarding the Greenline highlights all potential benefits and downplays or omits mentioning costs. Benefits are quantified (potential ridership, potential jobs). Costs are not quantified (diminished value of the park, number of negatively impacted drivers on Centre and downtown, number of homes destroyed, anticipated financial losses).

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Redevelopment without involving landowner

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Regards,

Patrick and Jane Lindsay



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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	Cameron
* Last name	Yost
Email	cam_yost@hotmail.com
Phone	4039756900
* Subject	Centre Street Realignment

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

Our family is one of many living in the Crescent Heights community that struggle with the staggering amount of cut through traffic the area contends with. Our household is very happy to see that consideration is being given to how our neighbourhood and Centre Street could evolve to become more pedestrian friendly and for how the Greenline will benefit the City for generations to come. We are, however, deeply concerned that the proposed realignment on Centre Street, particularly the proposed turn strategy, will route even more traffic through an area that already suffers from an overabundance of it and does not take into account existing infrastructure. There is currently traffic management infrastructure at 8th Avenue, 10th Avenue and 12th Avenue. Utilizing the existing infrastructure would be far less burdensome on the community than adding additional infrastructure on 7th and 9th. The design team has also not provided a clear plan for the other consistent issues raised including how the additional parking burden on the community will be managed, impacts to property values, potential for increased crime, etc. We strongly feel that much more consultation is needed with the community members of Crescent Heights to understand common concerns and create meaningful plans to address them. Given the length of time it took to land on the original alignment, the few months provided to citizens to digest the revised alignment and related impacts was not enough. The minimal engagement was further truncated by COVID 19 restrictions impacting the few consultations that were set to take place. Additional consultation time should be added to account for that and to allow those that stand to be most impacted by the development time to work with the design team to

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May 25, 2020

4:36:22 PM



Public Submission

City Clerk's Office

develop meaningful solutions to the consistent concerns raised.



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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 Alex

* Last name Naylor

Email alexandra.naylor21@gmail.com

Phone

* Subject Calgary NEEDS the Green Line

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

Calgary is split into two cities - those who can afford to drive comfortable expensive cars and pay for taxis home when intoxicated, and those who rely on public transit to get to and from their jobs or social events. In my travels to other cities with more connected transit systems, I have seen that the street life is more diverse and walk-up traffic to local businesses is much more frequent. The Green Line would be an important step to ensure that middle and working class Calgarians, who aren't part of the quickly-disappearing caste of rich oil oligarchs, can get around the city in a safe and sustainable manner. I want the Calgary of the near future to allow for affordable, convenient movement 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 Andrea

* Last name Battistel

Email acmbattistel@gmail.com

Phone

* Subject Support for the Green Line

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

The Green Line is an important step forward for the city of Calgary. The Green Line will add fast, frequent rapid transportation needed to keeping Calgary moving and help to reduce unnecessary congestion on our roadways. It will also move us forward towards meeting our climate goals by taking vehicles off the road. The Green Line is a much needed step forward for Calgary, leveraging years of planning, public engagement and \$3 billion in approved provincial and federal investment. The Project will directly benefit Calgarians and our city's economy and well-being when we need it most.



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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	MacDonald
Email	Craig.macdonald94@gmail.com
Phone	4039910425
* Subject	Support for the Green Line

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

Please continue support for the Green Line LRT project.

The Green Line is an ambitious and sorely needed project. It would be a terrible shame to stop the project after so much fantastic work has already been done. Being able to access these parts of the city by transit would be a blessing. A revitalized north centre corridor and easier access to the south-east would be exactly what the city needs to maintain a cohesive whole. Building the Green Line sooner rather than later is important as investments into TOD communities take time. I'm excited to see what the city looks like in 20 years, and what amazing communities spring up around the new transit hubs.

Please continue to support the Green 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	Madeline
* Last name	Bemrose
Email	maddiebemrose@gmail.com
Phone	4034040324
* Subject	Green Line comments

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

My main concern with the Green Line, which as a whole I support, would be the increase of traffic residential areas - specifically Renfrew. Since folks will be looking for alternative routes to Centre street Edmonton Trail is likely going to be come much busier. People will look to avoid Edmonton trail people and many will seek out Renfrew as a way around dense traffic (we already see this happening but I expect it will get much worse). If the Green Line is to go ahead as planned some infrastructure will need to be put in place to prevent an increase of traffic in Renfrew and to slow down the traffic that does choose to travel through Renfrew. Reduced residential speed limits (30km/hr), bump outs, increased 4-way stops, and the closing of some street access to 16th could all help achieve this.

Lastly, because Edmonton Trail is going to see an increase in traffic (including increased foot traffic for folks travelling to the Green Line) it is important that Main Streets funding continue to ensure that Edmonton Trail can be outfitted to ensure proper crosswalks, and wider sidewalks (among the other things that residents involved many request). As it is now Edmonton Trail has narrow sides walks and sub-par crosswalks.

Both the increase of traffic in Renfrew and the creation of a safer Edmonton Trail should be done well before the Green Line's Centre St. portion to ensure safety.

ISC:

1/2

Unrestricted

May 25, 2020

8:37:15 PM



Public Submission

City Clerk's Office

Thank you



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 Binnu

* Last name Jeyakumar

Email binnus@gmail.com

Phone

* Subject Binnu

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

Hello I think our city definitely needs the Green Line to increase transit access to a greater number of residents. We need to provide residents with more alternatives to driving. A strong transit infrastructure is key to any thriving city. Particularly in a time of economic hardship as now, such an investment can help create jobs and help ensure mobility 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	James
* Last name	Attfield
Email	jamesattfield@gmail.com
Phone	4038018428
* Subject	Green Line Expansion

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

I don't have any objections to the Green Line per se and am glad to see it going forward. With that, I do have some concerns around how it may affect the rerouting of traffic into nearby neighborhoods like Renfrew and Crescent Heights. My worry is that the Green Line may lead to greater congestion along Centre St. which may push increased traffic into the surrounding communities and residential areas.

I think it would be worth looking into this issue and coming up with ways to discourage traffic from detouring through nearby neighborhoods. Traffic is already a major issue in my community of Renfrew because we are close to the major thoroughfares of Edmonton Trail and 16th Ave. Despite being a residential area with schools, parks and plenty of young families with children, speeding motorists who disobey stop signs are far too common and pose a serious danger to those who live in the community. I hope, and also expect, that the City is aware of this issue and will implement sufficient measures to mitigate traffic rerouting through nearby communities. Bump outs, traffic circles, speed bumps and permanent barricades are all options and should be assessed as part of a comprehensive response to the preceding concerns.

Thank you for the opportunity to add my voice.



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 Peter

* Last name Haley

Email wisdomhi@shaw.ca

Phone

* Subject Green Line - Updated Alignment

To the Members of the Green Line Committee:

In consideration of the Green Line Committee's imminent recommendation to Council regarding the current "updated Stage 1 alignment", I am urging the committee members to reflect on the following suggestions:

1. Revisit the rationale that led to the original approved route and its Bow River crossing strategy, and test the updated proposal against it;
2. Examine the duality/redundancy of the current proposal between 16th Avenue N, and 6th Avenue S.
3. Reflect carefully on the spatial character, safety, and urban design of the segment in Point 2, above;
4. Prioritize this segment ... if necessary at the expense of other segments north of 16th Avenue N and south of Ramsey/Inglewood Station;
5. Support the proposed realignment of the underground routing from the Eau Claire Station through the Downtown and along 11th Avenue S;

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

I look forward to engaging in a discussion of these suggestions with you at your meet-

ISC:

1/2

Unrestricted

May 25, 2020

11:31:22 PM



Public Submission

City Clerk's Office

ing on June 1st.

Respectfully,

Peter Haley
Calgary, AB



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: Carolynn
* Last name: Van de Vyvere
Email: carolynn@ivydesign.ca
Phone: 4036187114
* Subject: Greenline LRT

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

A good transit system is a hallmark of a great city. Public transportation shapes the physical, social, and economic landscape of an urban landscape, providing daily benefit to residents and visitors alike. I moved to Calgary in the 1990s when it was not a great city. The downtown core emptied out every evening at five, cultural venues were few and far between, and transit was abysmal. It's a different city today. Our city has blossomed in recent years, and I'm proud to call Calgary home. That said, our transit system still has a ways to go. If we are to continue along this road of making Calgary a liveable city, a place where people choose to live even if the streets aren't paved with oil and gas money, we must take this opportunity to invest in the Green 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 Hamish

* Last name MacAulay

Email buzzangus@gmail.com

Phone 4038354049

* Subject Green Line approval

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

Tens of thousands of Calgarians need this project. We need to get to work, get to school or get to medical appointments. Every C-Train line has been crowded and well used within a year of completion. Not because people love mass-transit, but because we need it. Please ask anyone who opposes this if they, or their friends, have taken mass transit in this city in the last decade. If the answer is no, theirs is a small voice and should not be given greater credence because it is loud. If Calgary is going to rebuild its economy, its workers need to get to work at a time when choices are being made between car payments, rent and food.



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 Stella

* Last name Lau

Email stellawanglau@gmail.com

Phone

* Subject Greenline

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

I'm currently an owner of at 222 Riverfront Avenue. My building sits on 2nd Street. The new greenline route will run right along side of my unit and cause extreme noise and disruption and anxiety to me. Not to mention our home value will likely drop by 50%. Our treasured princes island park will be destroyed. I bought my condo for the tranquility and peace of the park and the quick access to river paths. Not for 5 years later there will be a train going by for 20 hrs a day ringing it's bells and alarms. This is not right for the city to do this to all the poor owner and residents who have units along 2nd Street. The greenline should either go up centre st the entire way or wait until it can be done properly underground.

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: Sally Dinh and Duc Dinh

Address: 411 108 WATERFRONT CRT SW, CALGARY AB T2P 1K7

Pendola, Amy J.

From: Barbaatar, Davaa on behalf of City Clerk
Sent: Monday, May 25, 2020 2:44 PM
To: Public Submissions
Subject: FW: Opposition to Green Line LRT Updated Alignment

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Email sent asking if OK to add to Agenda as is

From: D Ng [mailto:dng99@shaw.ca]
Sent: Friday, May 22, 2020 4:59 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

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(MAY 12, 2020)**

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- **Revitalize the Crescent Heights, Chinatown, Eau Claire, Beltline and Victoria Park communities with the spirit of best practices of urban planning in mind;**
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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;
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- 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: _____ Darlene Ng

Address: _____ 3307 Underhill Dr. NW Calgary, AB T2N4E4



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)

I'm happy to see a station at 9 Ave on Centre Street North, and space for cyclists and pedestrians on the proposed bridge over the Bow River. This is a big improvement over the last draft. I support the Green Line and I'm in favour of this new plan.

Pendola, Amy J.

From: Barbaatar, Davaa on behalf of City Clerk
Sent: Tuesday, May 26, 2020 11:13 AM
To: Public Submissions
Subject: FW: [EXT] Concerns regarding the Green Line LRT updates alignment

Follow Up Flag: Follow up
Flag Status: Completed

From: Kyla Margulies [mailto:margulies.kyla@gmail.com]
Sent: Tuesday, May 26, 2020 10:52 AM
To: City Clerk <CityClerk@calgary.ca>
Subject: [EXT] Concerns regarding the Green Line LRT updates alignment

Concerns regarding the Green Line LRT updates alignment

The Green Line LRT alignment approved by Calgary City Council in 2017 committed to an underground tunnel beneath 2nd St SE in the downtown core, the Riverwalk Pathway, Prince's Island Park, Bow River, Crescent Heights community, and Centre Street to 16th Ave N. 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
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- 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
- 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 built approach norther of the downtown core are **unacceptable**.*

specifically:

- An LRT bridge over Prince's Island Park and the Bow River breaks the promises made to:
 - preserve the park and its wetlands, birds, fish and beavers
 - 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 resident of those communities
- the LRT bridge intersecting at the top of Centre Street Bridge will impede southbound vehicle traffic, impair access to downtown and Chinatown, hurt business operators and festival/event organizer
- placing the LRT line at-grade (i.e., street level) with two centre 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 \$4.9 B 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 overall negative effect on the community property values.
- This new plan is short sighted. Taking short cuts is not the right way to improve our transit system and will only create more problem further down the road
- An LRT bridge will invite vandalism, lowering the aesthetic appeal of the community.
- While the plan promises to address the conservation concerns regarding the wetlands after the fact, I am concerned about the wildlife that will be displaced or killed during the process. Additionally, I Am concerned about how the construction over Prince's Island Park, the wetlands and the Bow River will impact the water quality of the Bow.

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 this segment of the plan. t should not, in its current form, be approved by Council.

Sincerely,

Kyla Margulies
108 2nd Street SW, Calgary, Alberta

Pendola, Amy J.

From: Barbaatar, Davaa on behalf of City Clerk
Sent: Monday, May 25, 2020 3:40 PM
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: Gerry Gao [mailto:gerry.gao@gmail.com]
Sent: Monday, May 25, 2020 10:44 AM
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

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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: Gerry Gao

Address: 108 2nd Street SW Calgary, AB

--

Gerry Gao

Pendola, Amy J.

From: Barbaatar, Davaa on behalf of City Clerk
Sent: Monday, May 25, 2020 3:40 PM
To: Public Submissions
Subject: FW: [EXT] Green Line Concern

Follow Up Flag: Follow up
Flag Status: Flagged

From: kim ngo [mailto:kimngo07@yahoo.ca]
Sent: Monday, May 25, 2020 10:47 AM
To: City Clerk <CityClerk@calgary.ca>
Cc: kim ngo <sieuhan@gmail.com>
Subject: [EXT] Green Line Concern

Green Line Technical Committee and Members of Calgary City Council
Attention: Coucillor Shane Keating, GL Technical Committee Chair
His Worship, Mayor Naheed Nenshi
Councillor Druh Farrelll, Ward 7, Greenline Committee Member
Other Members of Calgary City Council

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

MY CONCERNS REGARDING THE BUILDING OF GREEN LINE

Your Worship and Members of Calgary City Council,

The building of the Green Line need to be reconsidered. The proposal of the Green Line was at the point of time when oil industry at it's optimum, thus the economy was thriving. Calgary traffic was bottlenecked most of town during the busy periods.

Considering the future of Oil, Calgary will be in downturn for years to come. This means Calgary's current road infrastructure is sufficient to handle the traffic load.

Until then, lets take care of the deficit first, then build a world class Green Line the way it should with a tunnel to cross the Bow through downtown with no regrets.

To build the Green Line on surface in downtown downgrades the image of Calgary.

Sincerely,

Kim Ngo
#505 108-2 Street SW
Calgary, AB
T2P 1P1



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	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 it as a shovel ready project of precisely the sort that the city should be invested in right now as we plan for a post-covid recovery, especially since so much of the funding has already been approved from non-municipal sources. It would be folly to now abandon a project which promises to address so many long-range transit, congestion, and environmental concerns as does the green line. This is an investment into the next fifty years of the city, and the objections to it I most often hear reflect a lack of the kind of long-range vision which is needed right now. The demand that the green line be "rethought," I suggest, little more than an effort to stall the project to death, a demand engineered by folks who would prefer that public funds be used to provide welfare relief to a failed petroleum economy instead. Please tell me what I need to do address this issue at the June 1st meeting.

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. cityclerk@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.**

Prince's Island Park is really a very rare "jewel" that Calgary's Downtown has in its ownership. I have travelled to numerous cities worldwide and I can tell you no other city has such a unique and beautiful park such as Prince's Island Park.

The construction of an LRT bridge over the Bow River and Prince's Island Park would forever negatively change the feel, character and uniqueness of Prince's Island Park. This LRT Bridge would create an eye sour with significantly increased noise pollution making it almost as bad as Toronto's Gardiner Expressway. Toronto council still talks about tunneling this roadway.

Please make the right choice for Calgary's future and history and vote to have an LRT tunnel built under Prince's Island Park and the Bow River as was originally approved by you.

If the City of Calgary really wants to be a world class city to attract worldwide businesses and people, it must build world class infrastructures, such as an LRT tunnel under the Bow River and Prince’s Island Park.

As an engineer, myself, I love challenges and I love even more to find economic ways to overcome challenges. Tackling challenges will bring out the best in Calgarians.

I have not seen the technical challenges that the Greenline LRT team is afraid of tackling, but as you probably know more complex and challenging train and vehicle tunnels have been successfully built all over the world. I don’t understand why Calgary should shy away from building the right solution in a sub-surface LRT. Some of these major tunnels built under major waterways are listed in the table below.

Rail and Car Tunnels are Successfully Built below Bodies of Water (rivers, sea channels, lakes, bays, straits and inlets) all over the world. Some examples are:					
Tunnel Name	Body of water that Tunnel is built under	Location	Length of Tunnel below body of water in KMs	Depth of Tunnel below Sea Level in Meters	Year Started & Year Operational
Seikan Tunnel	Tsugaru Strait	Japan	23.3	790	1971-1988
Channel Tunnel	English Channel	United Kingdom & France	50.1	115	1988-1994
Holland Tunnel	Hudson River	USA- NY+NJ	2.6	28.3	1920-1927
Queensway Tunnel	Mersey River	England - Liverpool	3.2	51.8	1925-1934
New Elbe Tunnel	Elbe River	Germany - Hamburg	3.3	24	1968-1975
Tokyo Bay Tunnel	Tokyo Bay	Japan	9.6	45	1989-1997
North Cape Tunnel	Mageroya Strait	Norway	6.8	212	1993-1999
Eiksund Tunnel	Vartdalsfjorden Strait	Norway	7.8	287	2003-2008
Ryfjike Tunnel	Horgefjord Strait	Norway	14.3	293	2013-2020

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. **More importantly, this revised re-alignment with an LRT above-surface bridge will forever negatively change the unique character of Calgary’s “jewel” in Prince’s Island Park.**

Please do not approve the building of a LRT bridge over Prince’s Island Park and the Bow River.

Calgarians, like me and my neighbours, are still holding The City to these promises. **Act like and be a World Class City taking world class decisions and actions and approve and build an LRT Tunnel under Prince’s Island Park and the Bow River.**

My Concerns are summarized as follows

I do not support the updated Green Line LRT alignment that was presented on May 12, 2020. I do support the SE segment to the Downtown, but I DO NOT support the alignment and the build approach north of the downtown core and I find this totally unacceptable.

Specifically:

- **Any LRT bridge over Prince's Island Park and the Bow River would forever destroy the world class uniqueness of Prince's Island Park and also importantly 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 and make it a world class piece of infrastructure which will surely showcase Calgary to the world in a much more attractive and positive fashion that will help to attract news businesses to Calgary – 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: Nick and Berta Ciappa

Address: 1915 -222 Riverfront Ave SW, Calgary

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

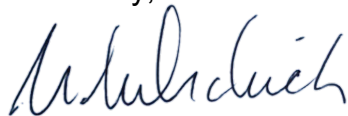
As many have said, this project is the most expensive and complex in Calgary's history. I hope that when you consider the best use of limited tax dollars provided by Calgarians, Albertans and Canadians that you reject the idea of the current plan to connect two relatively short LRT segments with costly 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

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

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- **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:

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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: Jackson Wong

Address: Unit 311, 128-2nd Street SW



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 Tommy

* Last name Wong

Email wong6@telus.net

Phone 4032013357

* Subject Opposition to Green Line LRT updated alignment

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

Hello,

Please find attached my opposition to the proposed re-alignment .

Thx

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
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- **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:

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 - 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.
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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: Tommy Wong

Address: Unit 508, 108-2nd Street SW, Calgary

Palaschuk, Jordan


From: Carolina Lopez <admin@minassteakhouse.com>
Sent: Monday, May 25, 2020 8:39 PM
To: Public Submissions
Cc: Jose Montes
Subject: [EXT] Green Line Letter from MINAS
Attachments: Green Line LTR.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Email sent asking if OK to add to Agenda as is

Good evening,
Please see attached for your consideration.

Regards,

Carolina Lopez
Minas Brazilian Steakhouse
www.minassteakhouse.com
 [Facebook](#)  [Twitter](#)



This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the sender. This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.



May 25th, 2020

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

Attention: Green Line Technical Committee
Ward 7 Councillor Druh Farrell

GREEN LINE LRT UPDATED ALIGNMENT (MAY 12, 2020)

My name is Carolina Lopez Chinchilla, owner/operator of MINAS Brazilian Steakhouse restaurant located along 2nd Street SW (the Waterfront Condominium complex) in the Chinatown community. We bring the traditional cuisine from the heart of Southeast Brazil, under the guidance of master head chef and husband Jose Montes. It's Brazilian open barbecue cuisine, known as rodizio. Served tableside on skewers, our delicious selection of meats is complemented by a wide variety of delicious traditional dishes. We opened our restaurant in March 2015.

Positive

We are located within 100M of the proposed 2nd Street LRT line and Eau Claire station on Harvard Development property. Initially, we were very concerned about the prospects of a train line directly on 2nd Street and are relieved that the alignment has been moved. Without this, our business would have been severely threatened due to potential traffic congestion concerns, and Walk-in traffic interruptions. Our destination restaurant relies heavily on customers who drive their vehicles from all parts of Calgary and the region, and many are not conveniently on an LRT or transit line.

Negative

We remain very concerned that an LRT train over Prince's Island Park and the Bow River will turn people away from the park as the peace and tranquillity of the park will be forever altered, if not destroyed. The park has served as a gathering place for picnics, family gatherings, summer festivals like the Folk Festival, and many more activities. The Riverfront Walkway is also a highlight for many visiting Eau Claire / Chinatown. The proposed low-level LRT bridge is viewed negatively by respondents to the Public Engagement survey, and we fear that there will be a loss of patronage.

Chinatown is our community and taking away 2 lanes of Centre Street and bridge traffic will only deter the public from going to Chinatown and driving along Centre Street, leaving us with limited roads that lead to our business. Patrons or visitors will avoid going to Chinatown if they have to face a single lane roadway into downtown. We believe Calgary north will benefit better from an expanded transit and BRT network through Centre Street and the downtown core.

Respectfully,

A handwritten signature in cursive script that reads "Carolina Lopez Chinchilla".

Carolina Lopez Chinchilla
403.399.2455

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



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
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 - 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,

Philip Ho

1801 - 108 Waterfront Court SW & 304 – 128 2nd Street SW

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.

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Sincerely,

Philip Ho

1801 - 108 Waterfront Court SW & 304 – 128 2nd Street SW



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 Waterfront

* Last name Unit Owner

Email n_naemeh@hotmail.com

Phone

* Subject Opposition to Green Line LRT Updated Alignment

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:

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- 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.

* Comments - please refrain from

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.

ISC:

1/2

Unrestricted

May 27, 2020

12:15:16 PM



Public Submission

City Clerk's Office

providing personal information in this field (maximum 2500 characters)

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

My Concerns

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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 Waterfront Green Line Owners (WFGLO)

* Last name Waterfront Green Line Owners (WFGLO)

Email wfglo31@gmail.com

Phone

* Subject June 1st Green Line LRT submission

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

Please see the following attachements:

Cover Letter
Public Opinion Poll
Summary of Public Opinion Poll
Call to Action Poster

Thank you
WFGLO Coordinators

2020 May 25

WFGLO – Waterfront Green Line Owners Group
wfglo31@gmail.com

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

Attention: **Green Line Technical Committee and Members of Calgary City Council**
Councilor Shane Keating, GL Technical Committee Chair
His Worship, Mayor Naheed Nenshi
Members of Calgary City Council

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

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

Please find the following attachments:

- **Attachment 1**
 - A copy of a WFGLO Public Opinion Poll
- **Attachment 2**
 - A summary of responses of 401 online respondents and physical signatures of 389 with a total of 790. These were collected from respondents owning and/or living in condominiums, users of Prince's Island Park, and those operating businesses in Chinatown/Eau Claire communities to the Green Line LRT Updated Alignment Proposal presented March 4th through May 12th by the Green Line LRT Project Team to Calgarians.
- **Attachment 3**
 - The 'call to action' poster

The WFGLO group is an informal citizens group of concerned citizens and residents of the Waterfront condominium complex consisting of 10 buildings (Riverfront Avenue SW, Waterfront Mews, 2nd Street), Riverfront (1st St SW), and River Run (Barclay Parade SW) condominiums. We have attended each of the community forums in Chinatown and Eau Claire as well as special Green Line LRT Project Team presentations at WFGLO organized information sessions. We share with City Council our interest, enthusiasm and concerns about the Green Line LRT alignment as proposed.

In principle, we are interested in:

- Preserving the Prince's Island Park, the wetlands, the Riverwalk pathway, and the Bow River in their current form;
- Protecting the birds, fish and other wildlife;
- Participating in Calgary's largest city-shaping initiative which would revitalize and affect our communities of Chinatown and Eau Claire;
- Supporting a public transportation system that serves all Calgarians and;
- Ensuring the project is fiscally responsible without any surprises and added financial burdens on Calgary taxpayers.

The 2017 Green Line LRT alignment fulfilled many of these interests and became a promise of good things for our communities and our condominiums. However, due to risk concerns and rising cost estimates, we understand and appreciate that Calgary City Council had to find alternative ways to build the Green Line LRT.

The 2020 Green Line Engagement process did not afford the community enough time to fully digest the recommendations especially those presented on May 12 (less than 2 weeks before the deadline for public submissions). As such, there remains a lot of unanswered questions, speculation, and doubts. We made a request to City Manager David Duckworth for more time but this was not granted. Instead, our questions were either deferred to the design/build stage or unanswered. Therefore, we do not feel that we can make an educated and informed decision about the entire Green Line Alignment. We hope that Calgary City Council on June 15th will consider accepting Segment 1 of the Green Line alignment and defer Segment 2 until more expert consultation and appropriate studies can take place.

As such, the 2020 Green Line LRT alignment addresses a portion of our interest and concerns, thus we wish to indicate our:

- Support for the 2nd Street SW underground tunnel segment from the Beltline through to Eau Claire station, then end the line here.
- Demand that the S-curve LRT Bridge over the Riverwalk, Prince's Island Park, the wetlands, and the Bow River not proceed.
- Request that The City reconsider for Segment 2, alternative approaches to serving the citizens north of the Bow River that do not include a bridge crossing, such as an expanded bus rapid transit (BRT).

WFGLO signatories believe the Green Line to be a legacy system, which means doing the right things by selecting an alignment and build approach providing the greatest benefits to property owners, business operators, residents, and visitors. This requires doing it the right way by ensuring the best value for capital dollars, low risk, satisfying level of transit service, affordable ridership, low operating costs, supporting industry, revitalizing the economy and providing local jobs.

Members of the WFGLO Coordinator group undersigned will be presenting our perspective on Monday June 1st and will speak to the concerns of the 790 signature respondents highlighted in Attachment 2.

Sincerely,

Habiba Elahee

Josie Ho

Barbara Mendaglio

Sona Kuliyeva



PRESERVE THE PARK



PROTECT THE BIRDS AND FISH



URGENT ATTENTION REQUIRED

After only 2 weeks of public engagement, the City Green Line LRT Project Team has unveiled its final alignment recommendations and this will affect you, your life in the community, and all Calgarians. (<http://engage.calgary.ca/greenline>)

WFGLO has been advocating to **preserve Prince's Island Park**, to **Protect the Birds and Fishes**, and to **Save Our Community** by asking The City to:

1. Get the LRT trains off the surface of 2nd Street SW
 - o **This has largely been achieved**
2. Stop a LRT Bridge crossing over Prince's Island Park and the Bow River
 - o **A bridge is still in the plan**

YOUR SUPPORT IS NEEDED – NOW!

To preserve and protect Prince's Island Park, the Riverwalk, the wetlands, and the enjoyment of a downtown urban park for generations to come, we need you to tell City Council

- **Do not cross Prince's Island Park/Bow River with an LRT Bridge**
 - o Keep this urban park and river pristine for future generations

Without a bridge, we recognize that Calgary North needs rapid transit

- **Expand the Bus Rapid Transit (BRT) Line from Downtown to Calgary North, providing an effective, affordable, and flexible mass transit system**
 - o This approach serves North Calgary communities and supports the development of Centre Street as a vibrant and viable 'Mainstreet'

HERE'S HOW YOU CAN TELL THE CITY – BY MAY 25

The Green Line Project Team will present their recommendations to the Green Line Technical Committee on Monday June 1st. Now more than ever, it is important that individuals and businesses write to City Council via the Office of the City Clerks at publicsubmissions@calgary.ca with your concerns and preferences. The deadline for submissions to be included in the report is this Monday May 25th at 12 noon.

A sample letter is provided at www.greenlineinfo.ca for your use as a starter to modify as you see fit.

DON'T DELAY, TELL CITY COUNCIL NOW.

PRESERVE PRINCE'S ISLAND PARK 保護王子島公園

Situation Overview & Key Issues:

City altered original LRT route as costs inflate

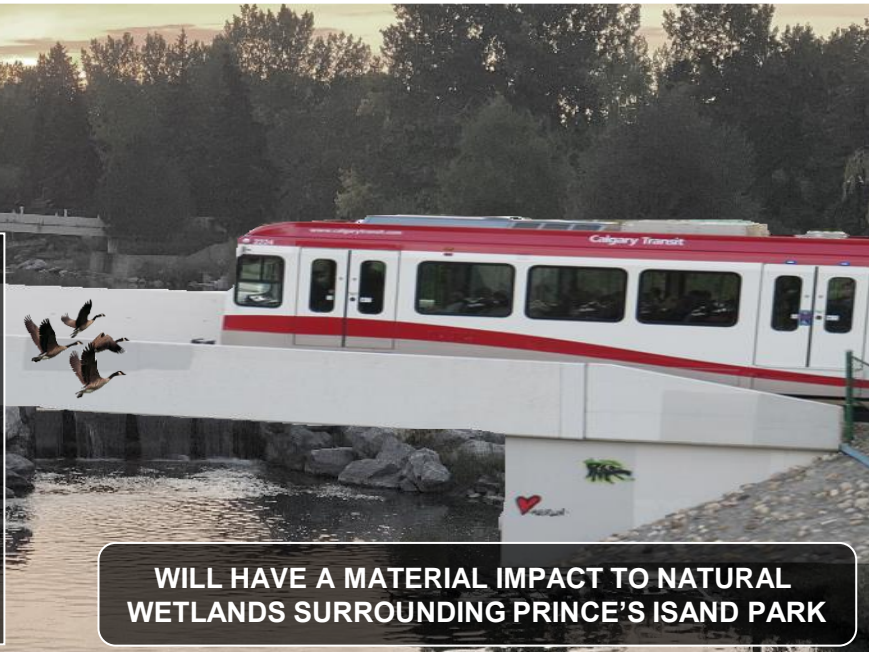
- Bridge over Prince's Island Park (vs. underground)
- Above ground through Centre Street North

Timeline for consultation too short (~10 weeks until vote)

- No detailed plans & engineering
- Inadequate consultation with stakeholders

Will impact generations to come

- Destruction of Prince's Island Park
- Safety concern (EMS access, crossings, etc.)
- City is writing a blank cheque to fund overruns
- Expropriation of homes



WILL HAVE A MATERIAL IMPACT TO NATURAL WETLANDS SURROUNDING PRINCE'S ISLAND PARK

KEEP IT UNDERGROUND 请使用地下隧道建绿线轻轨

Key Objectives & Desired Outcomes:

Construct the Green Line... THE RIGHT WAY!

- Green Line should ultimately be constructed, but...
- One chance to do it the right way – do it underground

If we cannot do it the right way now, we should wait

- Construct once we have the resources to do so
- More time will benefit all involved
- Less risk of negative outcomes & cost overruns

Revert back to original below surface alignment

- Preserves the park and wetlands
- Meets broader stakeholder objectives



QUALITY OF LIFE & COMMUNITY IN AND AROUND THE PARK WILL BE ADVERSELY AFFECTED

PLEASE SIGN YOUR SUPPORT BELOW OR VISIT
<https://tinyurl.com/yycgreenline>

LET YOUR VOICE BE HEARD

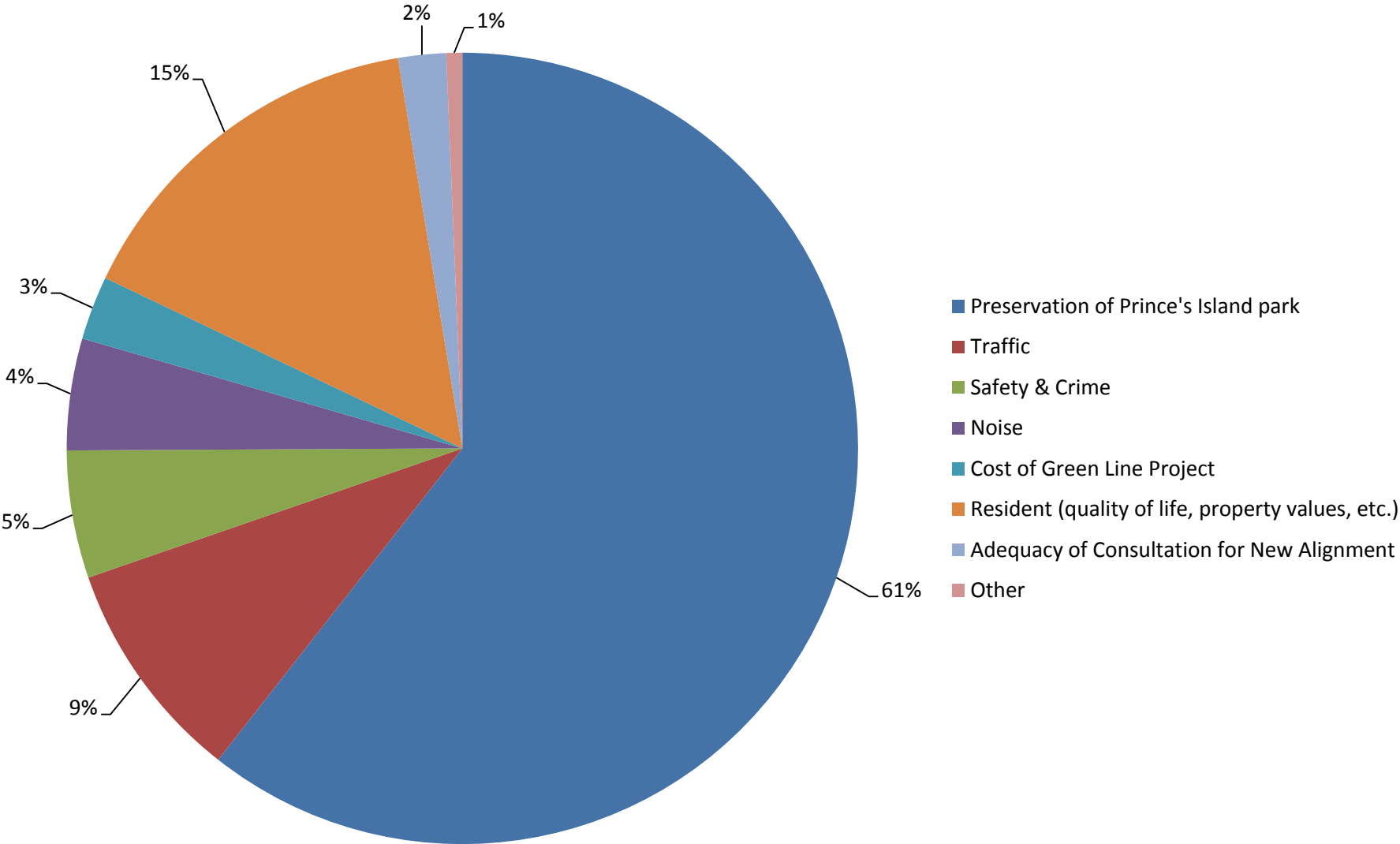
City Clerk's Office
Mail Code #8007

P.O. Box 2100, Station M
Calgary AB Canada T2P 2M5
403-268-5861 cityclerk@calgary.ca

Name: _____ Address: _____

Email: _____ Signature: _____

Key Concerns in Comments Submitted*



*Note: Based on a total of 401 online responses; 231 respondents (or 58%) included a comment. Including paper copies, there were 790 responses.

Please note:

An opinion poll with 401 individuals' names and their location was provided with this submission, with respect to Report GC2020-0583, Green Line Update Stage 1.

As no Freedom of Information and Protection of Privacy Act statement to collect personal information with the intent of reproducing it in an Agenda was included, the opinion poll will not be made part of the public Agenda, but the list of names and locations will be provided to Council by a confidential attachment, not to be released further.



Calgary River Valleys champions and engages the public in the protection, appreciation and stewardship of Calgary's rivers, creeks, wetlands and watershed resources.

We are the voice of our rivers.

May 26, 2020

Attention: **City Clerk**
Sent via Email to: PublicSubmissions@Calgary.ca,
Re: **GreenLine Committee Meeting June 1**
Green Line LRT Updated Stage 1 Alignment Proposal
From: **Calgary River Valleys**
Via Email: CalgaryRiverValleys2@outlook.com

Overview of Calgary River Valleys' Comments

Category	Comments
Demonstrated Need for bridge vs Tunnel to Cross Bow River	Principle 1 in Appendix B of the Calgary Transportation Plan (CTP) states that "A balanced triple bottom line framework should be used to assess the social, economic, and environmental implications of the crossing and the corridor it serves and all alternatives, including the option of doing nothing." More information and transparency is required to confirm this Principle has been adhered to.
Site / Location for Bridge	Principle 2 in Appendix B of the CTP requires consideration of several factors when "planning, designing and constructing" river crossings. These include: use of the river corridor by people and wildlife, recognition that a bridge is human development within a <i>watercourse ecosystem</i> , review of impacts from a new bridge in both flood and drought conditions, impacts on riverbank erosion, and river channel movement. <u>CRV is concerned that the proposed siting of the Bow River bridge in the downtown area appears to based more on the prior 2017 tunnel alignment than on the most appropriate bridge location.</u> <i>CRV believes rigorous and comprehensive studies of the impacts of a new river crossing should be completed prior to acceptance of an alignment / site for any new bridge.</i>



Category	Comments
Biophysical & Social Impacts	Principle 3 in Appendix B of the CTP requires consideration of impacts (including cumulative impacts) from a new bridge on river changes due to droughts, floods, and ice conditions, changes to the water flow and impacts on river erosion & deposition, plants & wildlife habitat including fish passage, as well as long term impacts from operations. Our river valley corridors are recognized as a jewel, and their natural functionalities and biodiversity should be protected to the highest extent possible.
Co-location of Complementary Functions and Infrastructure, & Avoidance of Adverse Impacts	Principle 4 in Appendix B of the CTP intends to minimize future “ impacts from construction, rehabilitation and ongoing operation and maintenance ”, by ensuring that all possible needs are addressed in the design phase, so as to avoid lost opportunities to build key infrastructure elements into the bridge. Before a decision is made about the GreenLine LRT alignment, CRV believes decision-makers should know what we are protecting and what we will be losing with the various bridge alignment options that could be considered
Transparent Adherence to Legislation & Policies, & Documentation of Environmental Trade-Offs	Principle 6 in Appendix B of the CTP requires that “ proper planning and design of watercourse crossings must be governed and supported by environmentally responsible legislation. ” Documentation should be made publicly available, including the environmental options already reviewed, as well as the reasoning for recommendations that so far appear to be <u>not</u> fully compliant with environmentally responsible legislation & policies BEFORE any decision is made on the alignment / siting for a river crossing

Who Is Calgary River Valleys (CRV)?

- CRV was formed in 1990 at the request of Calgary City Council; the River Valleys Committee (RVC) was placed under the Parks Foundation Calgary’s umbrella, to provide an opportunity for Calgarians to participate in the development of policies and projects to manage use of Calgary’s river valley system.
- In 2008 and 2009, Calgary River Valleys (at that time as the River Valleys Committee) was extensively involved in the Plan-It Calgary process that resulted in the development of the *Principles and Design Considerations for River Crossings* that form Appendix B in the Calgary Transportation Plan.
- In 2010, CRV became an independent society commonly known as Calgary River Valleys (CRV).
- CRV has worked in collaboration with many City of Calgary departments, Province of Alberta staff, representatives of Calgary communities, and members of the general public to provide input on major urban planning and development proposals, including among others:
 - Crowchild Trail bridge pedestrian & cycling pathway addition
 - Nose Creek Watershed Water Management Plan



Input to Revised Green Line LRT Stage 1 Alignment

- Wetland Conservation Plan
 - Harvie Passage design & post-2013 flood re-build design
 - Various Area Structure Plans large parcel outline plans, city-wide policies, public parks and individual riverfront development proposals
 - Stoney Trail bridge over the Bow River & 37 St SW bridge over Fish Creek
 - Southwest Calgary Ring Road
 - Calgary Growth Management Plan to focus urban development in corridors
 - Original 2017 GreenLine LRT alignment, station workshops and charettes.
- From 2009 to present, CRV has been the lead organizer of an annual citizen science project to locate and count the Brown Trout spawning nests in the Elbow River as a trend indicator of the river's ecosystem health; this data was used by the City of Calgary and the Government of Alberta in 2018 to identify suitable locations for restoring fish spawning habitat in the Elbow River in 2019.
 - Other recent CRV work includes providing input for the post-2013 flood restoration of the Chevron Learning Pathway in the constructed wetland on Prince's Island, providing input and some funding for City of Calgary's River Access Signage project so boaters and rafters could safely and responsibly access the river, as well as small riverbank restoration projects to re-naturalize some privately-owned sections of Calgary's riverbanks, and to encourage other river-adjacent landowners to do the same.

General Information re CRV Comments re GreenLine Stage 1 Alignment

Our comments on the Green Line LRT 2020 Updated Stage 1 Alignment Proposal have been generated through discussions with our members, contacts, and staff. The majority of our comments and concerns lie with the proposed plan to build a bridge over the Bow River. As indicated above, CRV was significantly involved with the process that developed the *Principles and Design Considerations for River Crossings*, that make up Appendix B in the Calgary Transportation Plan (CTP).

In particular, CRV has concerns that the process for the GreenLine LRT Stage 1 Alignment Proposal has not properly adhered to CTP Appendix B Principles 1, 2, 3, 4, and 6. Our comments below will summarize these concerns.

Principle 1 of Calgary Transportation Plan Appendix B: Demonstrated Need For the Crossing - Bridge vs Tunnel

The original 2017 approved plans for the GreenLine alignment included plans for a tunnel under the Bow River, which was the option preferred by the public after months of GreenLine engagement, even though it was clear it would come at a higher cost. It was also preferred by environmental stewardship groups like ours because the tunnel option would have fewer impacts on the river and its valley.

Recently, we learned that these plans had been changed to recommend a bridge to cross the Bow River instead. It is the opinion of CRV members that the reasoning for defaulting to a new bridge to cross the Bow River did not comply with Principle 1, in that it was not well-demonstrated. CRV was subsequently advised by GreenLine team members that this change was required as a cost-saving measure, and to improve accessibility



for users of the GreenLine. The balancing of all costs and benefits, long-term impacts, and opportunities should be well-demonstrated and publicly available.

Principle 1 states that a **“balanced triple bottom line framework should be used to assess the social, economic, and environmental implications of the crossing and the corridor it serves and all alternatives, including the option of doing nothing.”** While the economic reasoning has been outlined, it has not been made clear that the other two pillars of Triple Bottom Line assessments have been considered in a “balanced” way; more information and transparency is required regarding the “demonstrated need” for a bridge rather than a tunnel or even no crossing at all. CRV would be pleased to review and provide comments on technical documents outlining the justification for this recommendation if such documents were shared with us.

Principle 2 of CTP Appendix B: Advanced Planning for Appropriate Siting

The siting proposal for a new bridge appears to be based on the original 2017 tunnel location, rather than an independent evaluation of the best possible location for a bridge crossing. It has not been made fully clear to us as to why an existing transportation corridor across the Bow River such as the Centre St Bridge could not be used for the GreenLine LRT.

We understand there are competing forces the GreenLine team is dealing with regarding this project, including various groups who are for and against different locations to locate a bridge over the Bow River. We also understand the GreenLine team’s position that the south end of a bridge over the Bow River would be better closer to existing dense residential development and employment destinations (i.e. closer to 2 St SW rather than at Centre St S), so as to support connectivity and compact growth. In general, we support this intent. However, the general theory to support the development of major transportation corridors such as this, is that they, with planning support, would result in Transit Oriented Development on any new alignment.

The proposed siting for the GreenLine bridge from 2 St SW downtown to connect to Centre St N would need to be either on an angle, or in an “S-shape” as has been suggested. Any new bridge would therefore also be significantly longer within the river valley than one in a straight alignment across the river, and would therefore have a considerably larger impact on the Bow River and its valley. If a Centre St siting were used, there would be no new bridge footprint, although some other impact issues could be added. We believe the larger environmental impacts that will result from this trade-off need to be fully considered before the bridge location or site is finalized.

A new bridge, especially a long bridge as has been proposed, will no doubt have other additional impacts on the river valley with pedestrian access and egress staircases potentially connecting to Memorial Drive, and Prince’s Island. CRV believes a more complete study of these environmental considerations should be conducted before a siting decision is finalized.

Specifically, our members would like the factors outlined in Principle 2 to be given more consideration prior to a siting decision. These include:

- **“Use of the river and stream corridors by people, fish, migratory birds and other wildlife and the sensitive integration of human development within *watercourse ecosystems*,”**



- “Waterway constraints, such as *hydrology* (e.g. volume of water from droughts to floods, etc.), hydraulics (e.g. erosive power of moving water and ice, etc.) and channel morphology (e.g. meandering, braiding, entrenchment of the river channel, etc.)”, and
- “Location and design of stream channel crossings”.

Principle 2 specifically states, “River crossing sites should only be chosen after careful determination of the least damaging crossing location – before the crossing and the associated infrastructure leading to it are designed.” Any new bridge the City of Calgary builds should be treated as an opportunity to build something better than we have done in the past, with the expectation that it will exist for hundreds of years. Any such river crossing should minimize the impacts on the river valley and watercourse ecosystem.

Principle 3 of CTP Appendix B: Adherence to Recommendations of Biophysical and Social Impact Assessments

We have been advised by the GreenLine team that a Biophysical Impact Assessment (BIA) has not yet been completed for this project, and that it cannot be undertaken until the GreenLine Stage 1 Alignment Proposal has been approved by City Council. While it is clear from our interactions with the GreenLine team that some studies have been completed or technical opinions have been received with regard to the plans for a Bow River bridge, this technical documentation has not been shared with us nor posted on the City’s website.

Various considerations of impacts are required for adherence to Principle 3. Any decision regarding a bridge over the Bow River instead of a tunnel should certainly include the consideration of:

- Plants and animals that would be impacted, as well as existing park infrastructure and usage,
- Seasonal and climate-related hydrological changes (droughts, floods, ice conditions, etc.),
- Conditions and functionalities of the watercourse ecosystem before and after construction,
- Hydraulic conditions and functions (e.g. erosion, scouring and deposition),
- Connectivity of viable wildlife habitats, including fish passage, and
- Long term impacts on the ecosystem from bridge operations.

Principle 4 of CTP Appendix B: Successful minimization of impacts from construction, rehabilitation and ongoing operation and maintenance through engineering design and rehabilitation requirements

We know there are already significant impacts on the Bow River in Calgary, especially in the section through downtown. There are already 12 full span bridges within 2.5 km either direction of the proposed new site for the GreenLine LRT bridge. Each bridge represents an additional cumulative impact on the river ecosystem, each with its own impacts on river flow and water quality, and each contributing to further degradation of the wildlife corridor. Any new bridge would also represent an opportunity to “bundle” infrastructure and improvements that were missed in the design of previous crossings.

Since the 2013 flood, much of the riverbank along this section of the river has had rip rap (large boulders) placed along it to prevent bank erosion. While rip rap can help to prevent erosion of the riverbank or riparian area, it significantly negatively impacts the normal functionalities of riparian areas, since it transfers hydrological energy to other sites downstream and eliminates habitat for ground-nesting birds, insects, and



prevents normal transit by other native species, both local and migratory. Any new river crossing also represents an opportunity to restore or improve functionality of the riverbank and riparian areas in this part of Calgary.

With regard to flood risk, we have been advised that both the proposed Bow River bridge and the proposed portal at the south end of it, at 2 St SW, would be designed to withstand a 1 in 200-year flood. The expectation is that any bridge alignment that is selected will be located within the river valley for substantially more than 200 years. We believe the standard for flood resiliency for this public infrastructure should be substantially higher than a 1 in 200-year flood level. CRV has been advised by City of Calgary Water Resources experts that we likely to receive substantially more precipitation in the next 50 to 70 years, and in fewer but more concentrated events, therefore resulting in greater likelihood of more frequent and more damaging floods in future.

The result from significantly increased precipitation will also include impacts to the riverbed and banks, such as currently unforeseen scouring, erosion, and deposition of river rocks and sediment. These kinds of impacts from the 2013 flood modified the 10th St Wave by shifting large rocks within the river and re-routed sections of the river channel. Future flood events are likely to leave considerably larger after-effects.

While some information related to these issues was synthesized into the summary documents shared by the GreenLine team, without being able to review the technical details that informed the team on these environmental impacts and issues, we cannot determine if these CTP principles were adhered to. We believe that before a final decision is made for a new bridge over the Bow River, comprehensive studies of the potential impacts should be made available for review.

Principle 6 of CTP Appendix B: Effective Policies, Regulations, Guidelines and Enforcement

This CTP principle states that “**proper planning and design of watercourse crossings must be governed and supported by environmentally responsible legislation.**” CRV was pleased to note that the GreenLine team outlined in their online engagement sessions that much additional work will need to be done to comply with Federal and Provincial legislation.

As per the City of Calgary’s River Access web page: “**The Bow and Elbow rivers are integral to our city and provide extensive opportunities to promote social, economic, and environmental well-being in Calgary.**” In addition to compliance with legislation, we encourage and support compliance with the City policies that have been developed to ensure protection of these natural areas in Calgary. CRV would support a move by the City of Calgary to include publicly available documentation with all planning files that would identify the policies that were considered and which were deemed to be in (or not in) the public interest. For example, it would be desirable to provide documentation that indicates which scenarios were considered that may have higher and lower costs but also have fewer or more environmental benefits. Planning recommendations could then be shown to be based on weighing the costs and benefits, which would provide more transparency and would likely create more public buy-in for planning matters.



Relevant City policies related to environmental matters include but are not limited to:

- Open Space Plan (2003), which states “**Calgarians recognize and appreciate that parks, urban forest and natural areas are significant contributors to the environmental quality and recreational fabric of Calgary,**”
- Municipal Development Plan (2009), which provides the objective to “**maintain biodiversity and landscape diversity, integrating and connecting ecological networks throughout the city,**” with an ecological network including the components of the river valley system, natural environment parks, regional and neighbourhood parks, and pathways among other components.
- Our BiodiverCity – Calgary’s 10-Year Biodiversity Strategic Plan (2015), which “**establishes clear, strategic and comprehensive principles to consider biodiversity in all aspects of local planning and management, from land use and mobility to social and economic development,**”
- The Durban Commitment (2016), which “**recognizes that biodiversity is the variety of life on earth on which human well-being is dependent and that biodiversity provides eco-system services that underpin all of our community’s needs.**”
- The Riparian Action Program (2017), which states, “**Responsible planning and management of riparian areas will benefit Calgarians by providing cleaner water and improved drainage that supports recovery after climatic events, including flood and drought.**”
- As well as other plans, including: Calgary Urban Park Master Plan, Calgary River Valleys Plan, and the Calgary Wetland Conservation Plan.

Conclusion

There are clearly multiple competing forces and voices from members of the public and special interest groups regarding the GreenLine. Calgary River Valleys recognizes and appreciates the effort put in by the GreenLine team to attempt to balance competing forces but we believe this project must address these Principles for river crossings, especially with regard to siting and impacts before a decision is made on the alignment across the Bow River through downtown.

We were pleased to see that some feedback received from the public earlier this year was incorporated into the latest iteration of the proposed Stage 1 Alignment. One example is the plan to include pedestrian and cycling infrastructure with a new bridge, which didn’t appear to be included in earlier versions of the plan. We also appreciated the efforts by the GreenLine team to answer questions during the recent online engagement sessions and to explain why some suggestions from the public could not be included in the GreenLine LRT alignment proposal recommended for approval.

However, we want to ensure the Triple Bottom Line framework is well-balanced for this project, that environmental and social considerations are given their due, just as economic considerations are. Before any final decision is made, we recommend a rigorous, comprehensive, and transparent review of the environmental and social impacts be completed, or if these have already been done that this information be shared.



Input to Revised Green Line LRT Stage 1 Alignment

CRV would be happy to help develop Terms of Reference for additional studies and participate in technical discussions surrounding how best to balance the economic, environmental, and social implications of this major infrastructure project.

The section of the Bow River valley in question that is proposed for the potential bridge siting location is often described as a jewel making up part of Calgary's open space. As we impose our urban and suburban footprint in a broad corridor between the foothills and the prairie, our river valleys are the major concession that we make, as a City, to biodiversity and natural functionalities, including wildlife corridors. The downtown section of the Bow River is already heavily encumbered and impacted by the development practices of the past, and any plan for a new bridge must consider the impacts it will impose on this natural asset. We must use this as an opportunity to rise to a higher and better standard.

Calgary River Valleys looks forward to working with City Administration to provide input for subsequent stages of this project as it progresses.

For further information, please contact CRV Program Manager, Anne Naumann, via email at CalgaryRiverValleys2@outlook.com.

Sincerely,



Bill Morrison
President, Calgary River Valleys

cc: CRV Circulation

