



# Green Line Recommendations

PRESENTATION TO THE GREEN LINE COMMITTEE

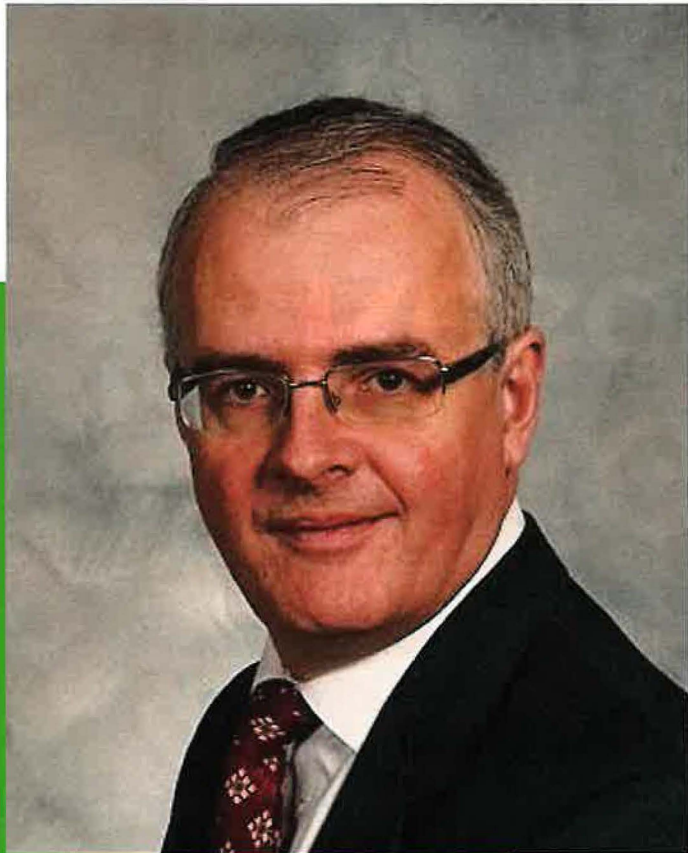
JUNE 1, 2020

**NAIOP**  
COMMERCIAL REAL ESTATE  
DEVELOPMENT ASSOCIATION

**cDA** Calgary  
Downtown  
Association

**BOMA**  
CALGARY

INTRODUCTION



# Richard Morden

Senior Vice President, Office Properties West, QuadReal Property Group  
Chair of the Board, BOMA Calgary



TOGETHER WE HAVE INVESTED OVER \$10 BILLION IN DOWNTOWN CALGARY OVER THE LAST 10 YEARS.



THE GREEN LINE IS AN ESSENTIAL PROJECT AND SHOULD NOT BE DELAYED.

**Green Line will enhance mobility, create jobs and improve the quality of life for all Calgarians.**



THERE ARE AREAS WHERE THE PLAN CAN BE IMPROVED.

# Shared goal with the City — maximize potential, while managing risk.



**Eau Claire  
Development**

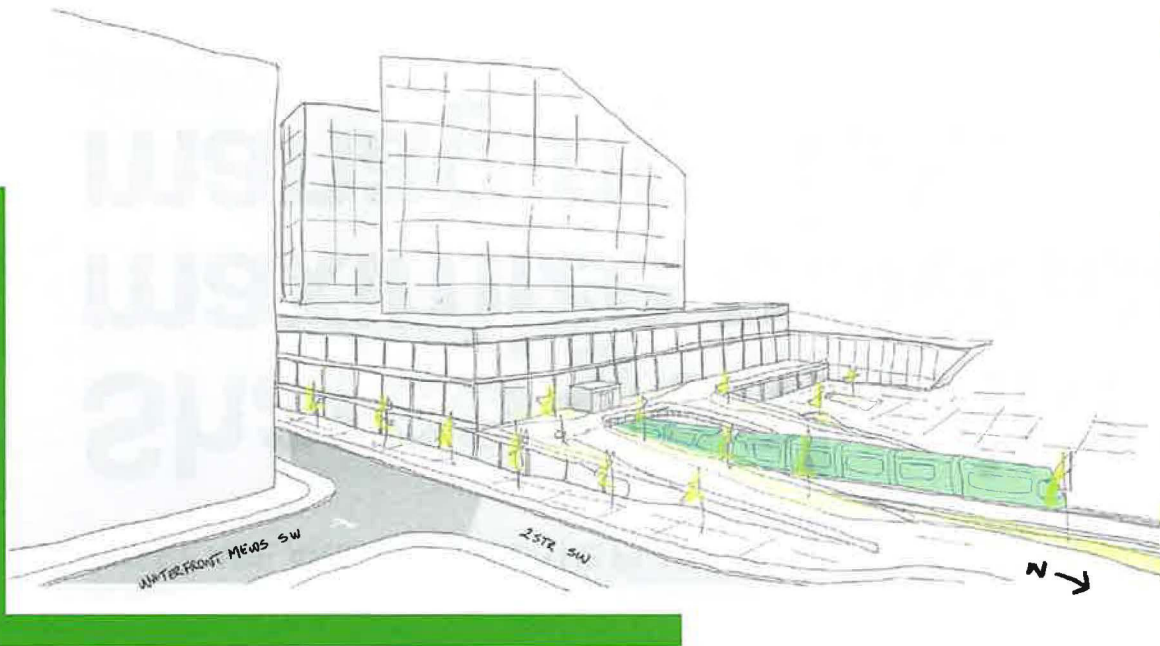


**Beltline  
Alignment**

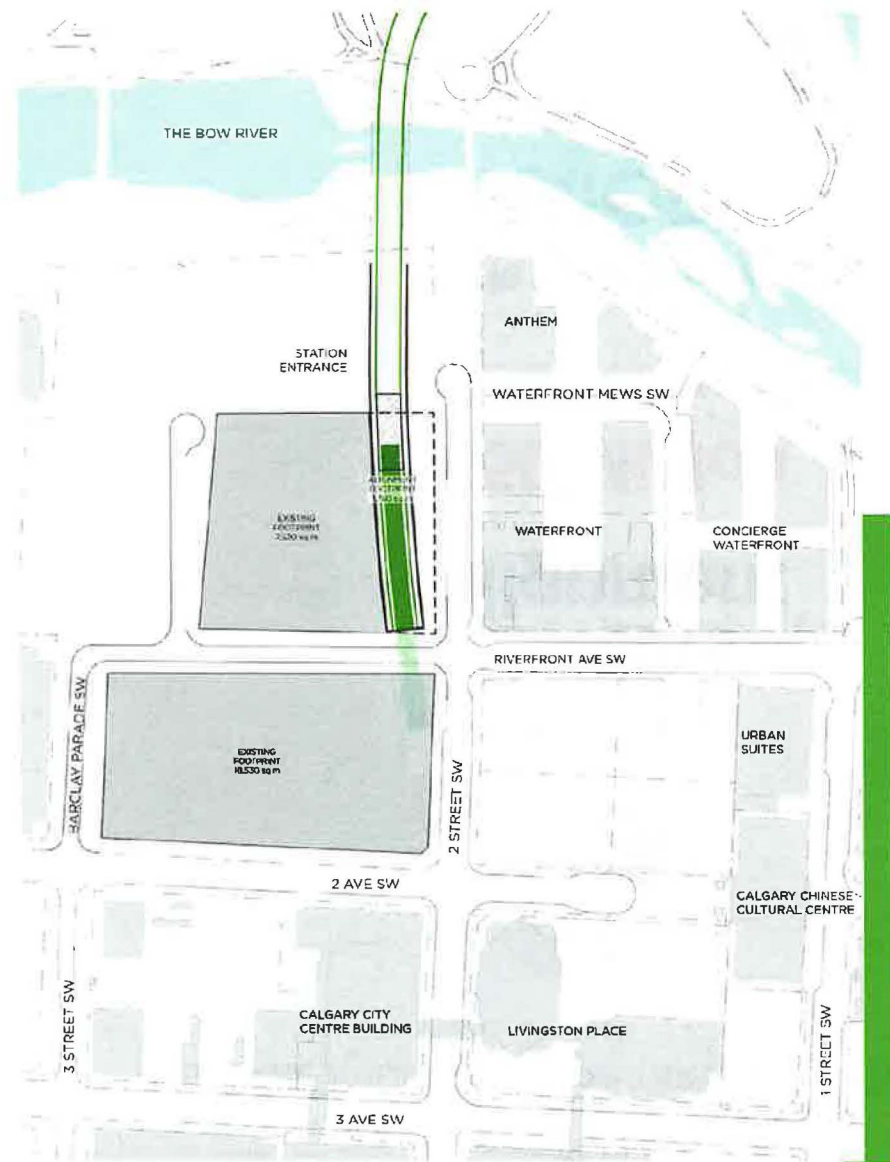


**Construction  
Staging**

# Eau Claire – Green Line Team & downtown community collaboration a win!



- Applaud many Councillors and Green Line Team for listening and working with the business community and residents.
- Support below grade from Beltline to Riverfront Mews, with an integrated station/portal on the Eau Claire Market site.



# The best solution for Eau Claire.

- Keeps 2<sup>nd</sup> Street open and maintains more east/west avenues for all modes of transportation.
- Reverses expected property tax losses associated with January 2020 alignment.
- Assists in kick-starting development and re-development, keeps Chinatown and Eau Claire communities together.

THERE ARE STILL TWO AREAS THAT WE HAVE RECOMMENDATIONS ON

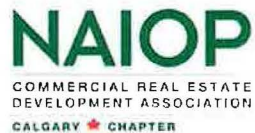


## Beltline Alignment

**\$150 Million**

Protect potential property tax revenues.

**Chris Ollenberger**



## Construction Risk

**\$4.903 Billion**

Approach to stay on budget.

**Eileen Stan**





## INTRODUCTION



# Chris Ollenberger

Managing Principal, QuantumPlace Development

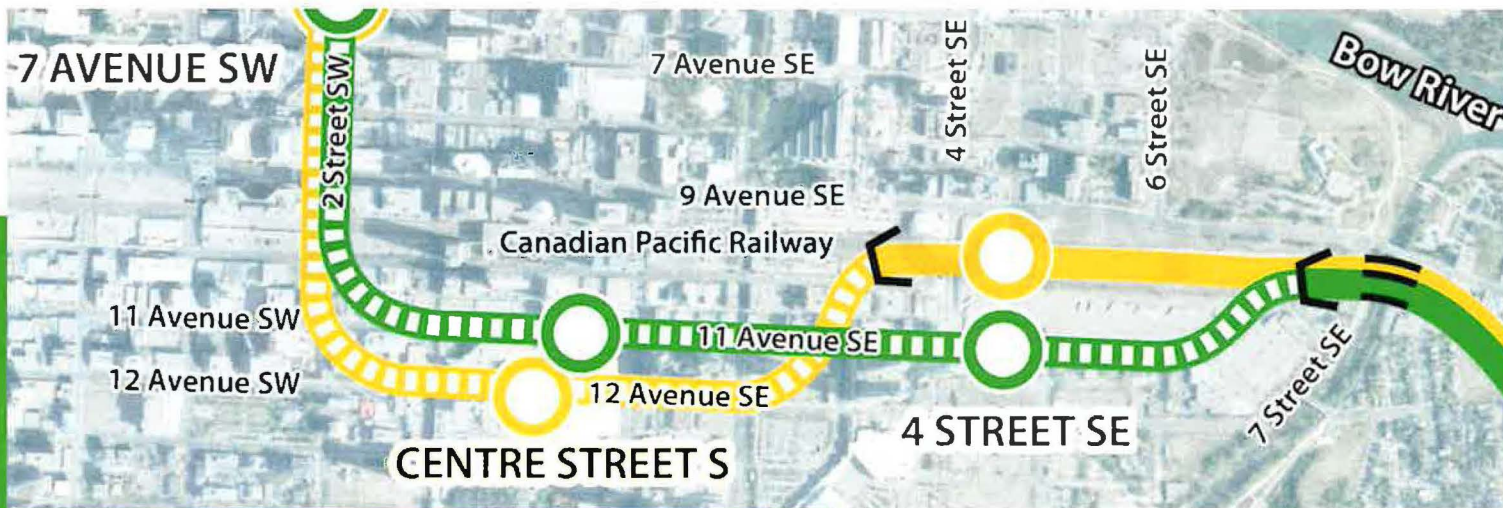
Chair, NAIOP Government Affairs Committee

Former CEO, Calgary Municipal Lands Corporation



# Maximize CRL Revenues in the Rivers District

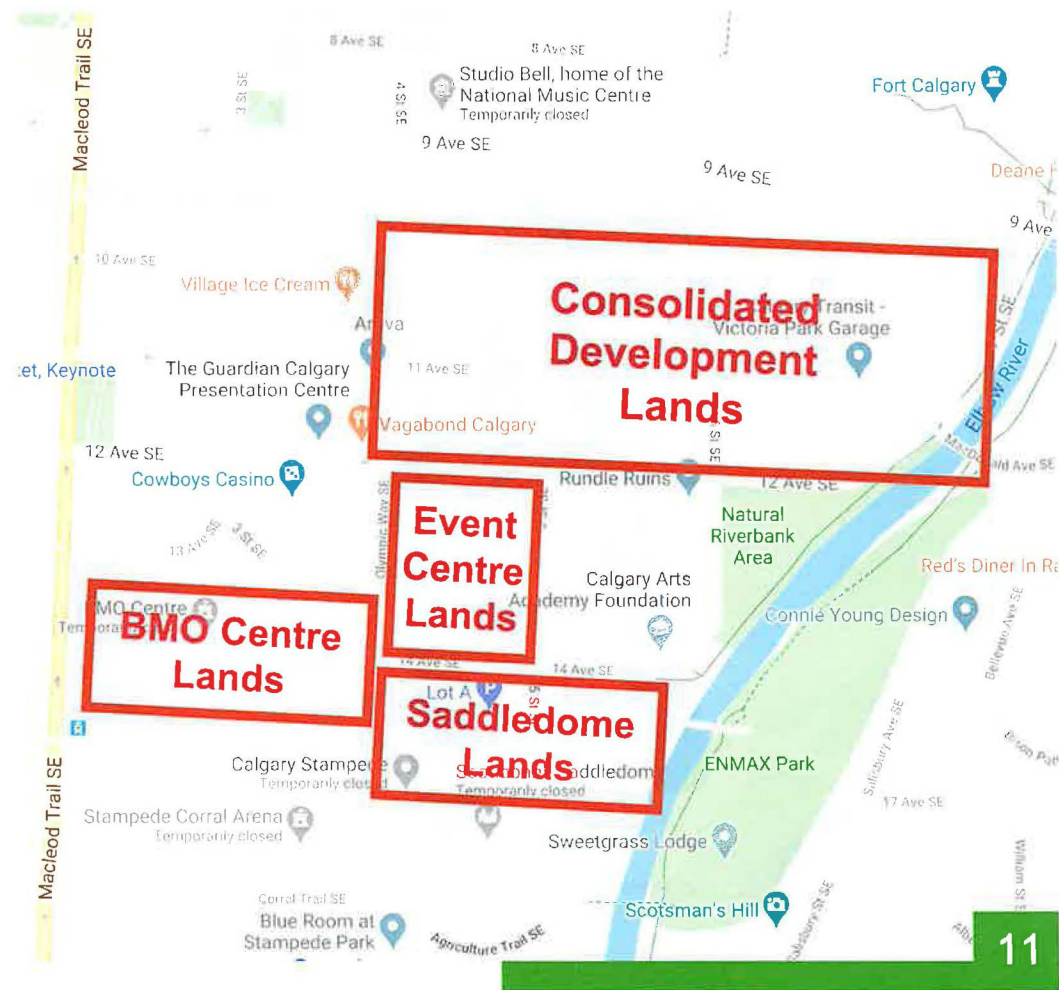
- Future development in the Rivers District is the source of CRL revenue. Alignment down 11<sup>th</sup> Avenue notably reduces CRL revenue potential by impairing multiple large development sites.
- This is a result of reduced developable area on certain parcels, increased impacts and costs from the portal and location of the tunnel on future development, and placing the tunnel on developable land vs undevelopable.



BELTLINE ALIGNMENT

# Rivers District Development

- The City is investing heavily in the Rivers District for the benefit of all citizens.
- We should maximize the revenue generating potential of the district for CRL funds to support a higher return for taxpayers on these investments.
- CMLC's Rivers District Master Plan aligns with 2017 Council approved Green Line alignment through Beltline. This would need reconsideration for 2020 11 Avenue Alignment.

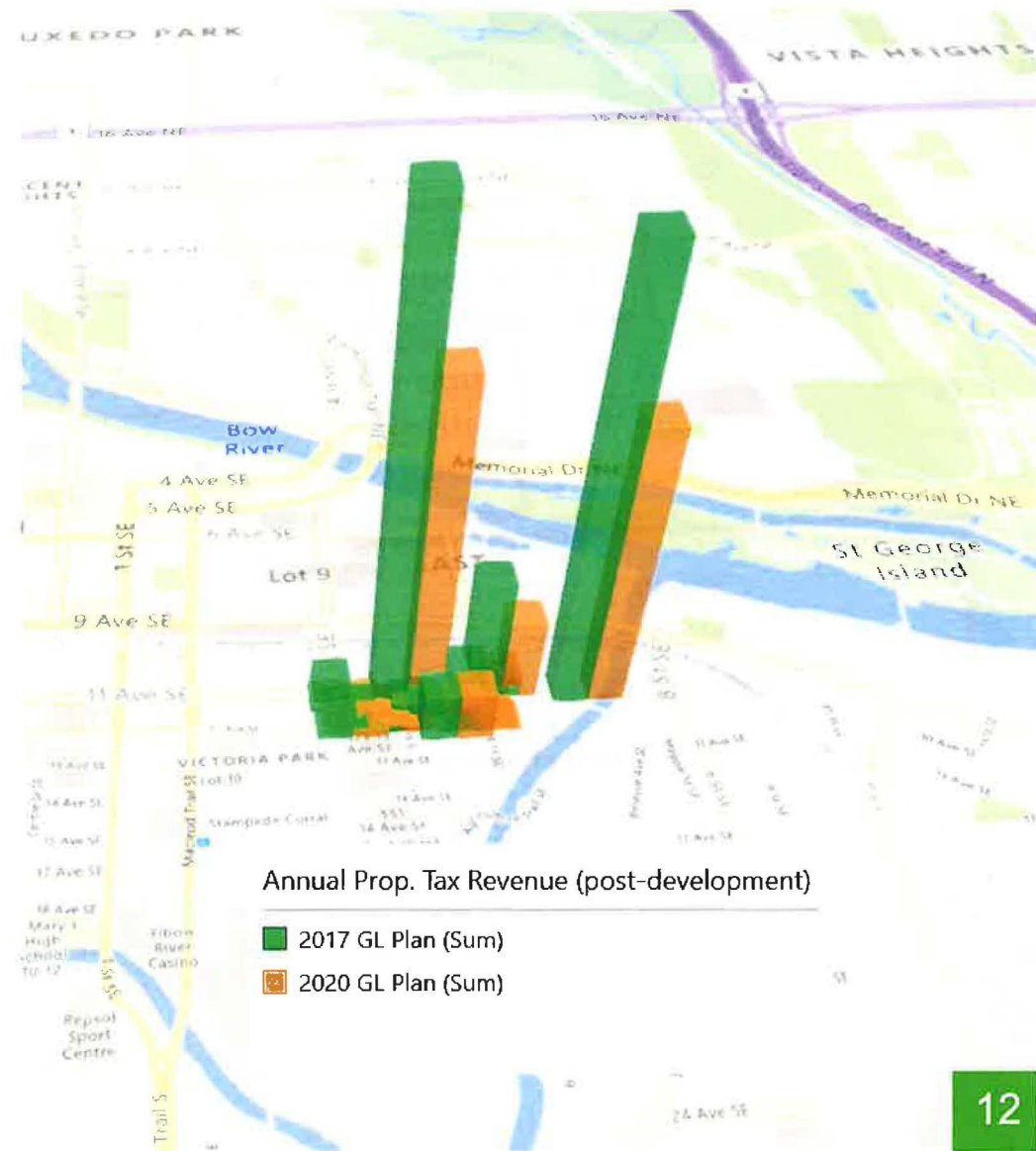




BELTLINE ALIGNMENT

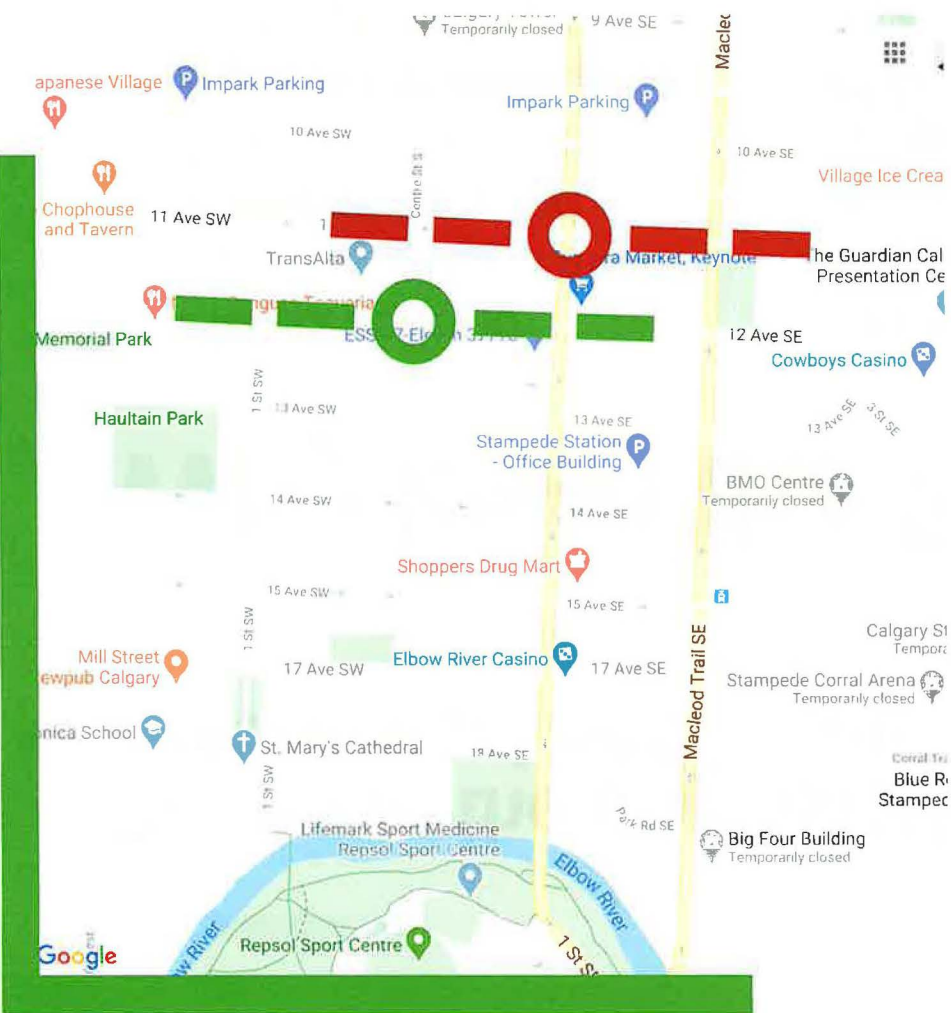
# Annual Property Tax Revenue Impact

- Care should be taken to not impair future development sites, maximize their unimpacted footprint, and encourage timely development as much as possible.
- The 2017 alignment is estimated to generate 145% more in annual property tax revenue than the proposed alignment along 11th Avenue.





## BELTLINE ALIGNMENT



# Beltline Transit User Considerations

- 2017 10-12 Ave LRT Infrastructure costs are essentially the same as the 2020 11 Ave alignment. The only difference is very conservative assumptions on potential land costs (some properties are already owned by the City, and yet in the budget).
- The Centre St station in the 2017 alignment is far superior, and includes St. Mary's School and Repsol Sports Centre in the walkshed. The 2017 Centre St station offers better location within the Beltline, including being further west, and also offers multiple opportunities for TOD integration into future development, where the 2020 version only has one.

## RECOMMENDATION

**Return to the original 2017 alignment along 10 Ave east of MacLeod Tr and 12 Ave through the Beltline.**

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# Why keep the 2017 alignment?

- Protect ability to generate millions more in property tax and CRL revenue by not impairing multiple large future development sites.
- Provide improved transit access to a larger population of people in the Beltline.
- Estimated cost and technical challenges of LRT infrastructure on the original alignment is comparable to the proposed alignment.



# Eileen Stan

Vice President, MATCO Development Corp

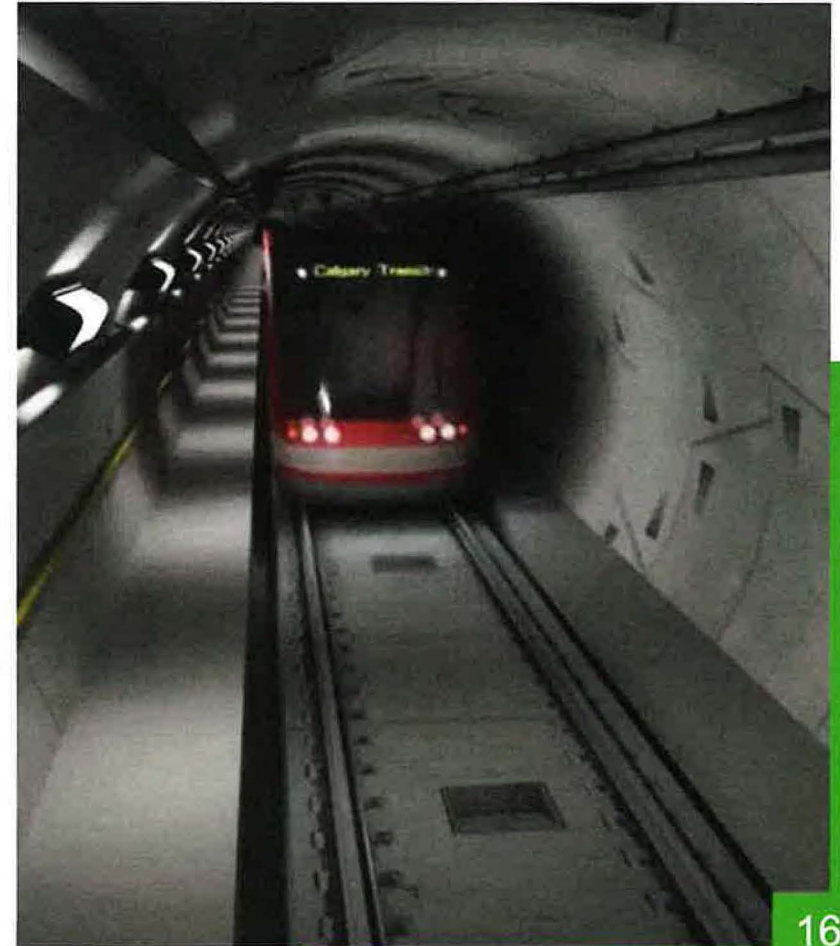
Chair of the Board, Calgary Downtown Association

NAIOP Government Affairs Committee



# Managing Risk

- The Green Line is the biggest infrastructure project in our city's history, and must be built to minimize financial risk.
- Phasing the approval of construction funding with sensible off-ramps can help manage against cost overruns and find potential savings.
- It is financially prudent to wait until the south leg of the Green Line, from Shepard to Eau Claire, is contracted before proceeding with tendering the northern leg.





# Divide Stage 1 into 3 Segments

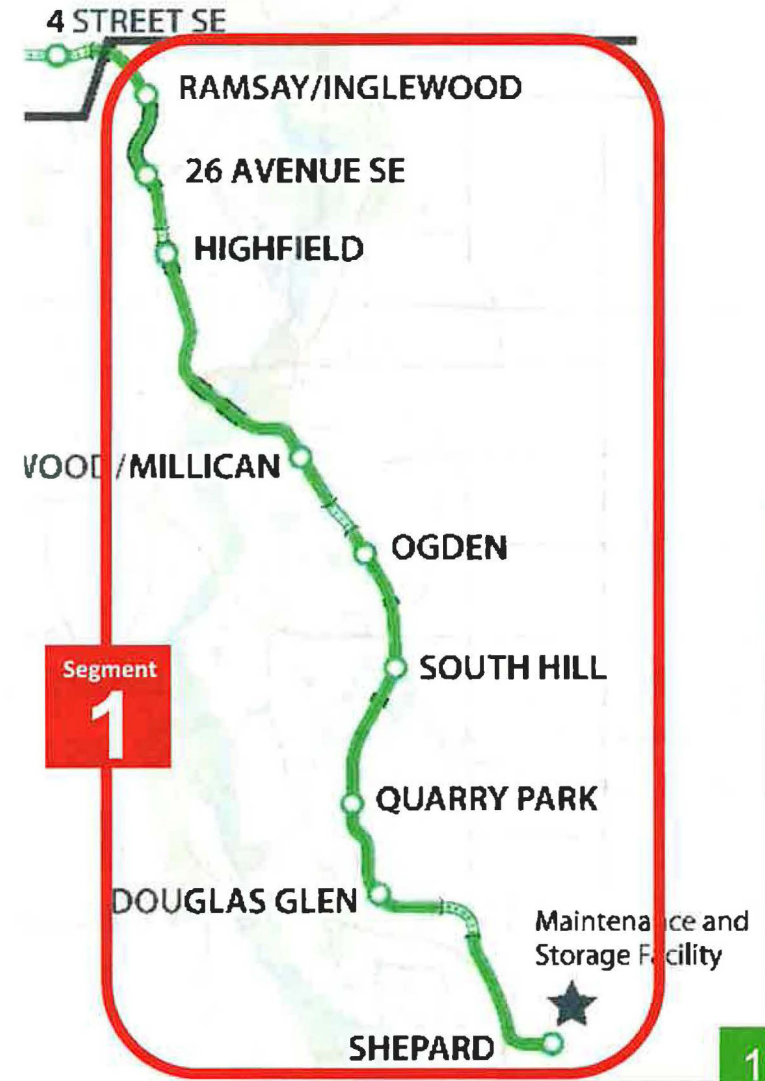
- Shepard to Elbow River
- Elbow River to Eau Claire
- Eau Claire to 16 Ave N



CONSTRUCTION STAGING

# Segment 1 – Shepard to Elbow River

- Approve Segment 1 alignment and station locations.
- Release the RFP for Segment 1 and proceed to executing a Project Agreement.
- Start construction as soon as possible.



CONSTRUCTION STAGING

# Segment 2 – Elbow River to Eau Claire

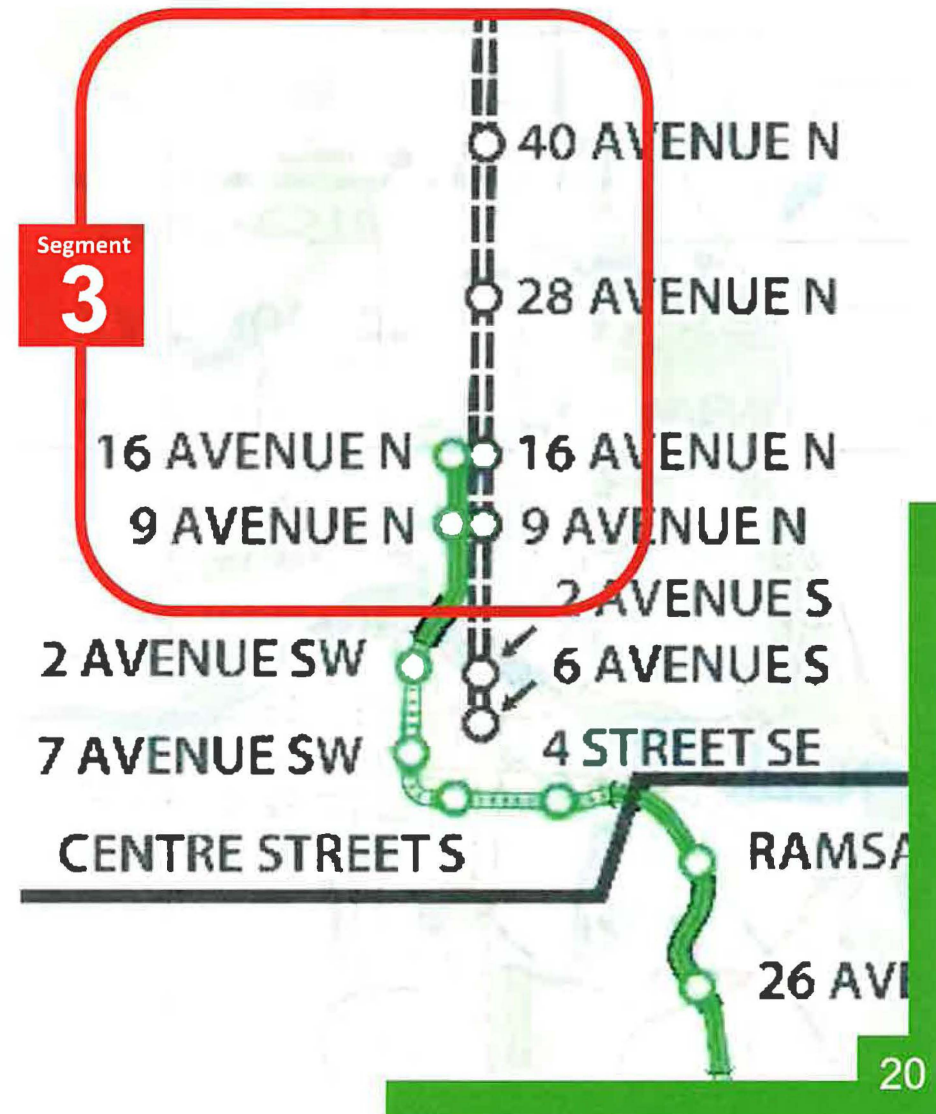
- Approve Segment 2 pending verification of alignment through the Beltline.
- Prepare the Functional Plan for Segment 2 and prepare and release the RFP and start Segment 2 construction.



CONSTRUCTION STAGING

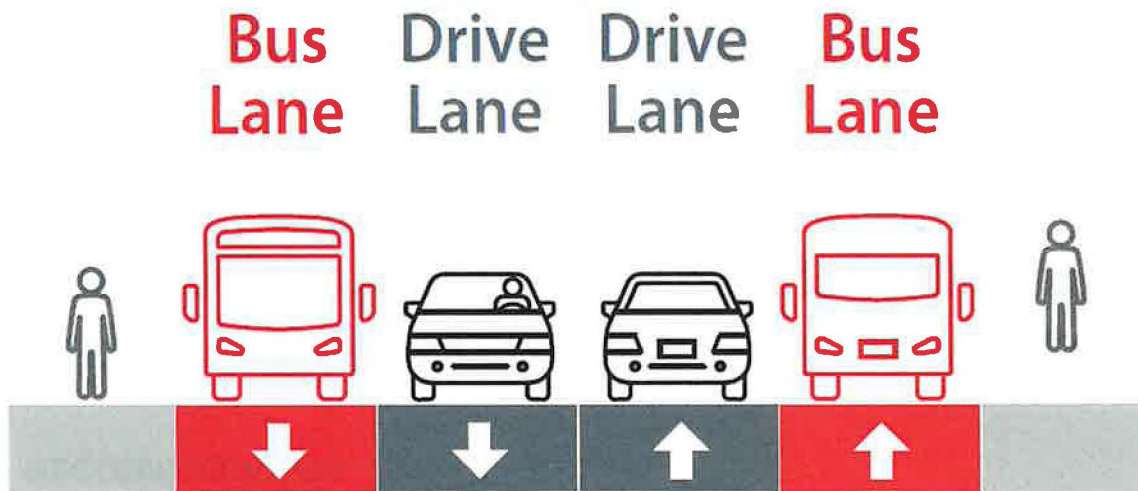
# Segment 3 – Eau Claire to 16 Ave N

- Complete the Functional Plan and Studies for Segment 3, including the bridge over the Bow River, and continue stakeholder engagement.
- After Administration has completed the tendering process for Segments 1 and 2, prepare and release the Segment 3 RFP and start Segment 3 construction.





# We support approving BRT immediately



- Approve the North Central BRT improvements identified in Administration's Recommendations
- Proceed with construction of the North Central BRT improvements as soon as possible

RECOMMENDATION

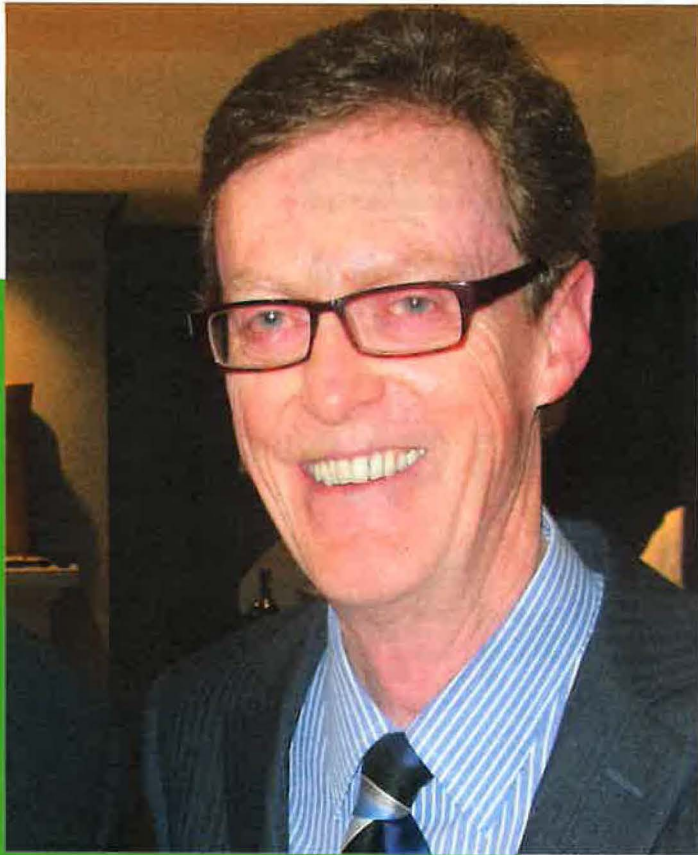
## **Divide Stage 1 into 3 Project Segments to manage risk and maximize available funding.**

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# **Why stage construction?**

- Allows program to proceed on shovel ready work without delay.
- Aligns with schedule to complete community engagement.
- Staging of tendering allows for potential savings to be realized in subsequent phases.
- Structure ensures Stage 1 stays within \$4.903B budget.

INTRODUCTION



# Guy Huntingford

Strategic Advisor, NAIOP Calgary

Former CEO, BILD Calgary Region



## CONCLUSION

- **We believe in the Green Line.**
- **We believe in Calgary's future.**
- **We believe in the Green Line as a catalyst for jobs.**
- **We believe in maximizing the use of Provincial and Federal funding.**



# Recommendations

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- **Divide Stage 1 into 3 Project Segments to manage risk and maximize potential.**
- **Return to the original 2017 alignment through the Beltline to optimize revenue potential.**

# Thank You

## Questions?

