

From: [Tierney, Lara J.](#)
To: [Public Submissions](#)
Subject: FW: [EXT] Letter of support for the Green Line
Date: Monday, June 1, 2020 3:38:36 PM

Hello,

Not sure if it is too late to include the email below in the public submissions?

Sending it in case it isn't.

Thank you!

Lara Tierney

Team Leader, Stakeholder Relations
The City of Calgary – Green Line
4th Floor - Rocky Mountain Plaza - 615 Macleod Trail SE
P.O. Box 2100, Station M, Calgary, AB T2P 2M5 | Mail Code: 211
C 403.519.6177 | calgary.ca/greenline
E lara.tierney@calgary.ca



From: Gena Rotstein [mailto:gena@genarotstein.com]
Sent: Sunday, May 31, 2020 1:40 PM
To: Green Line Feedback <Greenline@calgary.ca>
Subject: [EXT] Letter of support for the Green Line

Hi,

As a frequent transit user I want to share my expressed desire to keep moving forward with the green line. As a business owner we need to have regular, affordable and efficient means of transportation for employees and customers. There are risks with any large scale infrastructure project, but the ROI is greater than the risk to NOT do this.

Please add this to the public record of support.

Thank you,

Gena Rotstein

sent by mobile device





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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 Ron

* Last name Bing, P. Eng Life Member

Email mybing@shaw.ca

Phone 4032380135

* Subject Ron Bing

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

Although we are going through an incredibly difficult time due to the low oil price and the Covid 19 Pandemic it is my opinion that we must proceed with the Green Line in order to protect Calgary's future. Public transit is an efficient way to transport Calgarians. We must reduce the amount of internal combustion vehicles entering the downtown core. I am 100% in favour of this project and I trust the City to build it in phases as money becomes available. Delaying or abandoning this project would be a terrible mistake for our City. It is my recommendation to share a monthly fee for vehicles entering our downtown for periods over 4 hours. This vehicle tax would bring in revenue that would be beneficial to our City and encourage people to either take transit, car pool, bike or walk to work. It is true that less people may work downtown in the future however this project continues to be important for our City. I expect the leadership to recommend the implementation of Phase 1 as soon as funds are available.

Thank you.
Ron Bing



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

* First name **Cathie**

* Last name **Miller**

Email **cl_miller@outlook.com**

Phone

* Subject **Green line**

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

Please just stop. Too expensive. Taxes are already too high. Our pockets are empty.



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

* First name **Sonia**

* Last name **Perna**

Email **sperna@shaw.ca**

Phone

* Subject **Green Line Project**

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

It is essential to start the Green Line project and fully fund this project for several reasons: to mitigate climate change by reducing the amount of cars on the road, to ease traffic congestion, and to provide extensive public transportation for all Calgarians including those who are low income or disabled and not able to drive. This will be a major factor in whom I vote for as councilor and mayor in the next election. I'm looking for progressive candidates who support ALL Calgarians not Big Business (wealthy business owners, developers etc.).

Councillors,

I appreciate the opportunity to participate so thank you taking the time to listen to public input. (I have waited all day to speak but at this point I am unable to stay to participate. I sincerely hope my written comments will be accepted by the committee.)

My name is Mathew Stone. I am a resident in Tuxedo Park, I am a business owner and an active member of my community, most recently having been a member of the North Hill Communities Local Area Plan – an engagement that lasted well over a year. While I am not an official representative of the Tuxedo Park community association, I do represent the views of many neighbors, friends and clients who live and work in the North Hill Communities.

Among the most frequently raised topic of conversation is the pace of change that is occurring in our neighbourhoods. For the most part there is genuine excitement at how our area of the city is evolving and growing. At the same time, however, there is always some frustration and concern with how things are happening – some people simply don't like change. And that's ok. These concerns and frustrations are generally overcome through engagement, getting the facts and sharing of solutions. In fact, some great initiatives in the area like the proposed land use initiatives, the Main Street initiatives, the North Hill Local Area Plan and even the original Green Line plan were all derived from sincere engagement that brings community members and city officials together.

Sadly, the level of frustration, sadness and concern have only grown in the last many months since the announcement that the original green line proposal was being discarded in favour an above ground alignment down Centre Street. This new approach may work to save some money but the impacts on the North Hill Communities will be massive and are not completely understood. The major studies on traffic flow, actual ridership north of Downtown, parking, community access and business impact have not been completed. This leaves many important questions and concerns unanswered. Things like:

- How to deal with the 25,000 cars that are using Centre street right now. Where will they go? Not all of them will move to the train or BRT.
- What will planners do to prevent communities like Tuxedo or Crescent Heights turning into pass-throughs for frustrated drivers looking to avoid the inevitable congestion?
- What happens to the Mainstreet initiatives? The new alignment effectively wrecks the potential promise of vibrancy for both Edmonton Trail and Centre Street. How do we ensure Centre Street doesn't become another 7th avenue?
- On top of all that information has not been shared and only becoming aware of now like risk analysis, cost/benefit analysis, updated downtown usage and more. What else do we need to know before making a wise decision?

These kinds of questions and impacts are not insignificant and real engagement needs to happen to deliver a project that works. It appears we are abandoning the approach of engaging

the community and simply rushing to build this segment without completely understanding the realities of the project for the promise of taxpayer dollars from other levels of government. Now we have heard from some who say adequate engagement has already happened. Since the realignment was announced, two open-houses were made available for the people living in communities north of the river. An online feedback tool was opened and viewed by a few thousand people but that was poorly promoted. All in the midst of a pandemic and an energy price crash when the public was rightly worried about their health, jobs and their families. Is this what passes for adequate public engagement for a project costing \$4.9 Billion dollars?

In 2016 the city was exploring a bid for the 2026 Olympics. An endeavour that was proposed to cost \$5.1 Billion – so comparable. In that instance over 20,000 Calgarians participated in online feedback tools and other formal surveys, dozens of in-depth interviews with community leaders and groups were conducted and many open-houses and events were held to get feedback. The price is about the same but the impacts of this will last forever. Why not apply the same principles of real engagement to this project?

Another example - the federal government has invested in detailed engagement with groups across Canada on a \$7 Billion dollar project that no one will ever see – a pipe buried in the ground. Yet they took the time to consult and gather facts. This is a train now coming through our front yard, how come the same principles of consultation and fact can't be applied to this decision?

I am not here to propose cancelling the project. Quite the opposite – a vibrant and resilient community needs transit infrastructure. Members of this community are highly supportive of integrated traffic solutions that are common to other great cities. **I am here to suggest the committee take a breath and pause the northern segment to fully engage the community and understand the impacts of what is about to happen.** This is too important and way too much money to simply rush a major realignment through without heed to its impact.

Civic government, more than any other level of government, has a direct connection to its citizens. Take the time to live up to that connection for this part of the project. Be responsive to community ideas and solutions to get this project done right. This kind of investment doesn't need to be rushed.

There are elements of the project that can proceed. You're shovel ready south of downtown. Start building it there. That makes sense, the facts are known and everything is ready. But please, north of Eau Claire? Clearly more work is needed. The citizens of Calgary deserve a system that works and the North Hill communities deserve better than a rush job.

Take the time to do the north leg right.



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

* First name Phil

* Last name Holck

Email philholck@gmail.com

Phone

* Subject Construction of the Green Line

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

I am writing to encourage the council to vote to move forward with the construction of the Green Line and to extend it north of the river in this phase. I am senior pastor of Lutheran Church of the Cross. The Green Line will help us provide an infrastructure which will help us to reduce our impact on the environment. From my standpoint, this is good stewardship. We have many families who live in Southeast Calgary and the Green Line will them the ability to commute and travel around the city without relying solely on cars. Though going north of the river will not necessarily help these parishioners to commute downtown, going across the river lays the foundation for additional stops and neighbourhoods north of the river to be served by the C Train. It also makes the C Train connection with the airport more of a possibility. Calgary is a first class city that is a great place to live... building the Green Line and taking it across the river will add to the livability of this city while enabling us to do our part to care for the future of this planet.



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

* First name: Mick
* Last name: Dilger
Email: mick.dilger@gmail.com
Phone: 403-651-4380
* Subject: Green Line

All,

Hello, my name is Mick Dilger.

I am CEO of Pembina Pipeline Corporation, one of the largest downtown employers in Calgary and have been a resident of Calgary almost my entire life. I have also been Past Co-Chair of the Calgary United Way with Pembina currently being Calgary's largest United WY Donor.

I usually stay silent on Municipal matters but I have a lot of love for this City and therefore must act in this circumstance.

As you know by now, working from home is a new reality for many businesses, governments, professional service firms and administrators. Not because they need to, rather because they want to. COVID-19 has prompted a major and permanent shift.

At Pembina, we expect perhaps only 1,000-1,200 of our roughly 1,500 employees to return to working downtown even once COVID is behind us. We further expect a large number of the 1,000-1,200 who do return to working downtown to work from home part of the time.

Calgary's competitive advantage will come from being a beautiful, livable city close to

Calgary



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the mountains where people can work from home, or close to home, and avoid an unnecessary commute.

Accordingly, the current Green Line plan makes absolutely no sense in the new world. Why invest billions for a service few will need?

Even before COVID, the project was borderline from a cost-benefit perspective. With cost pressures rising and demand lowering, it needs a complete and total rethink.

Whether this leads to a scaled-back single line to the southeast or a total halt will be up to Council.

At Pembina, I preside over Multi-billion dollar projects. The first rule of a mega-project is to have all detailed engineering complete before rendering and thereafter scope changes of any kind. Any deviation from this is a recipe for a disaster in the making and has the potential, if not the likelihood of bankruptcy for our City. I would be happy to send you literature from global experts on this subject. We need to know what this thing will cost before we start.

We need to preserve capital as a community and stream the few resources we have into preserving those small businesses we have remaining in our city. They we're already getting killed on property taxes before Covid. The new debt load associated with the project as planned is entirely irresponsible to all taxpayers, and will starve other important community services of funds.

Call or email me if you'd like to discuss further.

Mick Dilger
443 Riverdale Avenue S.W.
Cal

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Thank you,

Mick Dilger

GC2020-0583

Attach 16

Letter 34a



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

* First name **Berkley**

* Last name **Downey**

Email **bmdowney@shaw.ca**

Phone

* Subject **I support the Green Line!**

Mayor and Council,

Growing up in SE Calgary, I never had easy access to an LRT line. Getting everywhere (High School, my afternoon school job, the mall, Downtown) required scheduling around 1 bus or begging for a ride.

When I moved to the University area I realized what access to the LRT can provide! My friends and I had affordable access to anywhere we wanted to go and because of that we travelled outside of our bubble - something I guarantee we wouldn't have done if we had to rely on Taxis.

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

Now as a resident of Renfrew, I again feel the pain of not having quick access to the LRT. I know for a fact that the Green Line would be utilized in both my current community, as well as the community where I grew up!

Safe, accessible public transit access will revitalize our downtown core, cut commute times for so many, and will encourage people to choose a more eco friendly way of commuting!

If we want to encourage sustainable growth in this city, the green line must be built!

We have been fed a false promise of a Green Line as long as I can remember! It is



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time to fill that promise and bring the LRT to the communities that have been left out for too long!

Thank you for your time



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

* First name **Alexander**

* Last name **Shevalier**

Email **president@thecdlic.ca**

Phone **4038194159**

* Subject **greenline submission**

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)
Please accept this as a summary of my comments at the greenline meeting.
Alex Shevalier



#321, 3132 – 26th Street N.E.
Calgary, Alberta T1Y 6Z1
Ph: (403) 262-2390 Fax: (403) 262 2408
E-mail: admin@thecdcl.ca / www.thecdcl.ca

May 29, 2020

Dear Members of City Council,

Great cities have great transit networks. Our Greenline will add to that network. Unfortunately, this process has been tortured and convoluted. We need a transit line that connects to the downtown core.

We need the jobs that it will bring.

We need the reductions in greenhouse gases.

We need greater transit connectivity.

This project is fully funded, and I am baffled as to why we would further delay this project.

I am concerned that this rethinking and revisiting decisions is undermining the reputation of City Council.

A delay to the Greenline is a delay to needed construction jobs.

It is a delay to the stimulus Calgary needs.

It is a delay to the 20,000 jobs Calgary needs.

The Greenline will reduce greenhouse gases by 30,000 tons. To meet our environmental obligations, we need to embrace these projects.

It will add more transit trips. Last year Calgarians enjoyed more than 100 million transit trips. We need more transit trips, not fewer trips.

The argument for delay is not new. The argument for further study is not new. These arguments are a familiar refrain. In 1977 the Daon group of developers wanted to study other options for transit for the first leg of the C-Train. In 1982, another group attacked the northwest expansion of Calgary Transit. Had we listened, then we would be a very different City and a more impoverished City.

Today, we have another group making the same arguments. Today we should make the same choice City Council made then. Approve the Greenline.

Great cities have great transit. Approve the Greenline.

On behalf of the 47,000 Members of the Calgary and District Labour Council I urge you to approve the Greenline.

In Solidarity,

Alexander Shevalier, President
Calgary and District Labour Council