

Michael Thompson, General Manager
Green Line Project, City of Calgary
800 Macleod Trail S.E.
Calgary, AB T2P 2M5

Re: Crescent Heights Streetscape Masterplan and Mobility Studie

Dear Michael:

Thank you for all the hard work your teams have put in on the streetscape and mobility plans for Crescent Heights within the context of the Green Line LRT construction. Thank you also for the opportunity to ask questions, participate in conversations and provide our feedback on the initial proposal.

There are **many things the BIA loves** about what we've seen so far including the inclusion of trees, street furniture, separated walking/furniture zones, pedestrian level lighting, parklets, planters, varied textures, safer crosswalks for pedestrians and more – thank you for taking our wishlist and integrating it into the plan wherever possible.

We've also identified some areas we believe require further clarification/development to help ensure the vitality of the businesses impacted by construction and the eventual arrival of the Green Line along Centre Street. They are as follows:

- **Deliveries, loading/unloading zones:** We'd like to see a comprehensive plan for dedicated loading/unloading zones on side streets and/or alleyways to ensure each property along Centre St. has safe, adequate space for these activities.
- **Alleyway Improvements:** We foresee the new streetscape plan/mobility suggestions resulting in an increased need for alleyway use for vehicular traffic and parking where available. The current alleyways in Crescent Heights Village, particularly on the East side, are in poor condition, poorly lit and are sometimes used for illicit activities. Improved pavement, lighting and signage would go a long way in making the spaces behind the buildings more useable. In addition, as a part of the Taking Care of Business plan, we'd like to see some supports for businesses who require upgrades to their back entrances to facilitate deliveries and customer parking that may currently be happening on Centre St.
- **Integrated Parking Zones:** Given that not just parking, but also deliveries currently happening on Centre St. will move to the side streets, we'd like to see a two-block integrated parking zone or another solution to ensure short-term parking is available for every business within a reasonable distance for seniors and those with mobility challenges. Other ideas include dedicated handicap street parking, integrated angled parking on 1st St. N.W. between 9th and 11th Avenues and finding a location for a surface lot. We very much respect the impact these changes could have on residents in the area and are committed to finding a solution that honours both the businesses and the residents that support them.

- **Left-hand Turns North of 12th Avenue:** While we acknowledge that maintaining left-hand turns north 12th Avenue may not be possible, we request that every effort is made to avoid this scenario. There are currently 18 businesses located on those blocks within the BIA whose access will be impacted. Our fear is that by the time a driver has realized they can't turn left for their Pho, it will be too late and they'll not make the effort to turn around. If nothing can be done, our request is that a special marketing/ communications/signage program is provided for these blocks to re-educate drivers on the new access points to these businesses.
- **Incomplete Plan:** While the streetscape plan is thorough in outlining the types of blocks we'll see, it doesn't tell us which style will be utilized where and those decisions may have impacts on BIA businesses.
- **Public Art:** We would like to see plans for public art and creative lighting built into the design for Centre Street.
- **Crossings:** We'd like to see creative crosswalks on Centre Street and a multi-use crossing and bike-activated signal should be added to the new bike route.
- **Pedestrian Safety:** Curb extensions should be added for people walking north and south on Centre Street to improve safety by reducing crossing distance. Curb extensions provide an opportunity to introduce greenery and beauty into the project. A buffer space between the walking zone and moving vehicle traffic should be prioritized over space allocated to medians between vehicle traffic and the train where possible.
- **Speed Limit:** The design speed for vehicles travelling on Centre Street should be 40 km/h or less. This will help to support businesses by slowing drivers to a speed that they can perceive and recognize the businesses they are travelling past, and maneuver safely to stop and support those businesses. It would also allow curb corner radii and lane widths to be tightened. Tight corner radii are an important feature for creating a village feel and ensuring the safety of people travelling on foot.
- **Vehicle Lane Widths:** Tighter vehicle lane widths (3.3 m) will also reallocate some much-needed space to the pedestrian realm, particularly in constrained areas where pedestrian space is limited (more info: <https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/>).
- **9th Avenue Station Design:** While we acknowledge that the station design doesn't necessarily fall within the scope of the streetscape plan, we are excited about the opportunity to make this unique neighbourhood-scale station an example of community/BIA brand integration. We are looking for ways to keep the station interesting, approachable, human-centric and integrated with the BIA brand and the natural setting/bluff passengers will have just seen coming from the south. Also acknowledging station naming is outside of the scope of this conversation, as always, we're noting our wish that this station be called Crescent Heights Village station.
- **Property/Business Appropriation:** As the Green Line may be appropriating two of our members' properties and businesses, our request is that the business and property owners are offered fair and equitable value for their properties and businesses as well as any support the City can provide by way of relocation if desired.

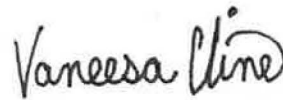
We look forward to continuing our work with your team as these plans evolve. Our request is that we're brought into planning conversations earlier in the process so that we can liaise with our businesses, ask and answer questions and advocate for our members **before and as** these types of plans are formulated. If conversations on loading, parking, mobility, etc. were happening with our business owners as these plans developed, the BIA was not aware of them and we feel like this was a missed opportunity to add value to the process.

Thanks again for your work on this enormous project that will play a major role in the city's economic recovery and the reinvention of Crescent Heights Village as a pedestrian-friendly main street in the coming years. We're proud to be a part of it.

Sincerely,



Camie Leard
Executive Director
Crescent Heights Village BIA



Vaneesa Cline
Chair, Board of Directors
Crescent Heights Village BIA

Cc: Don Fairbairn, Chair, Board of Directors
Graham Gerylo, Senior Planner
Druh Farrell, Ward 7 Councillor
Green Line Committee, Calgary City Council
Priorities and Finance Committee, Calgary City Council
Crescent Heights Community Association

James K. Gray, O.C., A.O.E.

Friday May 7, 2021

Delivered by email

His Worship Naheed Nenshi, Mayor of Calgary

Don Fairbairn, Chair, Calgary Green Line Board

Dear Mayor Nenshi and Mr. Fairbairn,

RE: Green Line Options

We are writing in recognition of the very significant challenges you face in planning and designing a Green Line LRT project such that it will produce a legacy of benefits for the people of Calgary in a way that doesn't put the City's future at risk as a result of capital and operating cost overruns. We support the creation of a Green Line that ultimately connects the thriving family communities of south and north Calgary with the cultural hub and business heart of the City, and we recognize that you are making crucial decisions in the context of a significantly weakened tax base, high downtown vacancies, large and growing federal and provincial deficits and uncertainty about commuting behaviours in a post-pandemic world. Just in the past few weeks, concerns about very significant cost inflation have added a further risk. We appreciate the seriousness with which you are evaluating all options in light of these challenging and dramatically changed circumstances.

We are writing today to detail an actionable and sensible surface-and-elevated alternative (the "Alternative Plan") that achieves greater benefits for the people of Calgary with much less risk and at significantly lower costs than the City's existing plan. We have attached maps that show the feasibility of this option.

The Alternative Plan would see the creation of a City Hall Central Transit Hub (Attachment "A") with the Green Line entering downtown on an elevated track from the new Event Centre (4th Street SE), over the CP tracks and into downtown, immediately adjacent to the new Platform Innovation Centre and 9th Avenue Parkade. This same elevated track could accommodate a pedestrian walkway that links downtown to the Event Centre and surrounding development. Attachment "B" (Green Line LRT Options North from City Hall Central Transit Hub) shows the efficiency of building north, across the Bow River and using Edmonton Trail (or Centre Street North) as the conduit for trains to and from the north, when the time comes to proceed with this extension. Attachment "C" shows the south extension to Seton. We have also enclosed a perspective (Attachment "D") that shows the southwest ground view of the segment of line between the Event Centre and downtown.

The Alternative Plan has several compelling benefits including:

- Major reduction in cost. Tunneling is estimated to cost, on a per kilometre basis, at least four times as much as a surface/elevated track. The currently proposed tunnel option from 4th Street SE to 7th Avenue SW (underneath 2nd Street SW) is estimated to cost about \$2 Billion, plus added 'over budget' risk. In the Alternative Plan, the elevated line from the Event Centre (4th Street SE) to the City Hall Hub (which is both shorter and avoids costly tunnels) would cost about \$200 Million, saving about \$1.8 Billion.
- Significant reduction in risk. As we described in our [Op-Ed of April 3, 2021](#) the entire tunnel route carries a clear risk of dramatic cost overruns. On the planned route under 2nd Street there is thought to be a water-saturated, pre-glacial valley about 40 metres deep running southeast. In addition, the basic feature of downtown Calgary's sub-surface is water. It is built on waterlogged gravel, silts and clay and subject to severe flooding, as we all remember too well. Attempting tunnels in such geology is not just expensive, it is risky. The Alternative Plan avoids this risk entirely.
- The entire south leg of the Green Line (City Hall Central Transit Hub to Seton) can be built within the existing budget. Given the cost savings and risk reductions described above, the City would be able to confidently build the Green Line well within its existing \$5.5 Billion capital budget. This would both protect taxpayers and allow for funding of extensions to the north (including possibly the airport) and other vital infrastructure. Another exciting benefit of the Alternative Plan is that it allows the line to be extended, within the current \$5.5 Billion capital budget, to the growth corridor which includes the eight growing communities to the south of Shepard. This includes the South Health Campus which employs in excess 5,000 people and many patients. Furthermore, we understand the annual operating budget for the Green Line to be \$80 Million per year, of which 50% of the revenue is intended to come from ridership. Extending this line south would dramatically increase ridership revenue and protect the City's operating budget for other important priorities.
- Avoiding years of downtown disruption. The current plan to tear up 2nd Street SW to build tunnels will result in years of disruption to downtown businesses, residents and workers at a time when our downtown is already suffering. The Alternative Plan avoids this disruption entirely while also seamlessly connecting and supporting the cultural and entertainment hub just to the east of the downtown core with the growing communities of the south and then to those of the north. The Alternative Plan complements recent and planned development including the East Village, Arts Commons, BMO Centre expansion and the Event Centre and acknowledges that the City's downtown 'centre of gravity' is moving east.
- Improving the rider experience. Grade-level and elevated stations have natural visibility and safety advantages and improve the experience for LRT riders. The Alternative Plan could involve a design competition for the City Hall Hub that would

result in a world-class station that connects seamlessly with the iconic Central Library and redeveloped municipal buildings.

- Protecting Prince's Island Park. The current plan envisions a rail overpass that bisects Prince's Island Park, permanently casting a shadow and planting concrete supports through one of the City's most beautiful recreational and natural features. The Alternative Plan avoids blighting this important natural outdoor gathering place.
- Creating more local jobs, sooner. A little-understood problem with the existing tunnel plan is that the complexity of the engineering, specialized skills and equipment require contracts going to international engineering firms, sending jobs and money abroad. The Alternative Plan can be built with Calgary-based engineering and construction talent, creating more jobs for Calgarians, and doing so sooner.
- Making sure the Green Line can go ahead. The uncertainty and risk associated with the current "tunnel plan" is causing extra planning costs, delays, loss of confidence and political controversy that put the project at risk. The Alternative Plan, by reducing cost and risk, can help save the Green Line by allowing the City to move ahead with confidence. It would help secure federal and provincial funding by building confidence with our federal and provincial partners that Calgary has its house in order and is capable of delivering this immense project on time and on budget.

We offer this Alternative Plan in good faith, as a viable and responsible solution to the challenges, risks and uncertainties associated with the current tunnel plan. Some of the factors that have amplified the risk have arisen since the original tunnel plan was developed. We sincerely hope you will take those changed circumstances into account and give this proposal the consideration we believe it deserves.

As always, we would be pleased to meet and discuss any questions or comments you may have.

Yours truly,



James K. Gray and Barry Lester, P. Eng.

On behalf of the Ad Hoc Citizens' Committee

Copies:

Members of Calgary City Council

Members of Green Line Board

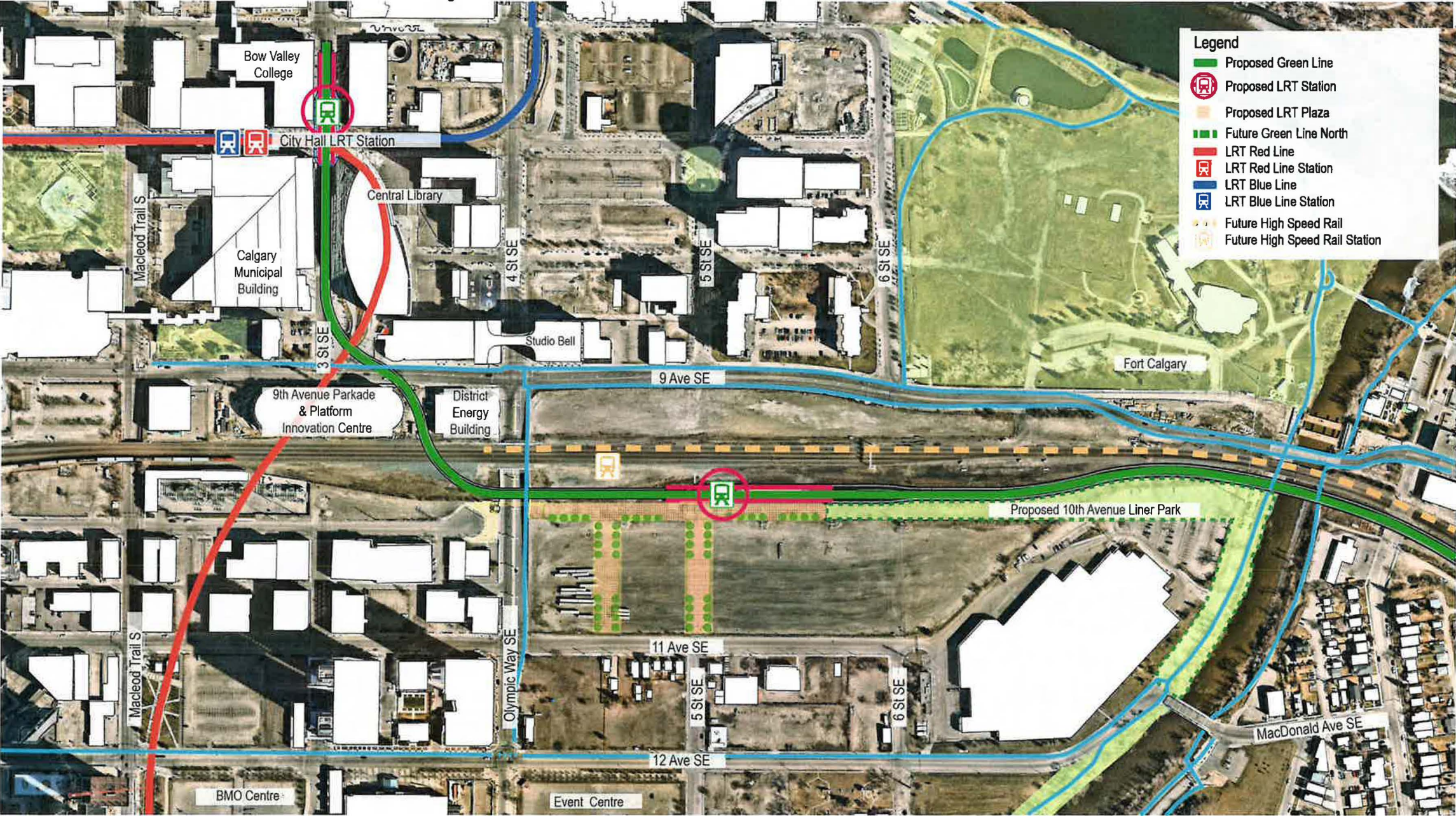
Michael Thompson, General Manager Green Line

Honourable Ric McIver, Minister of Transportation

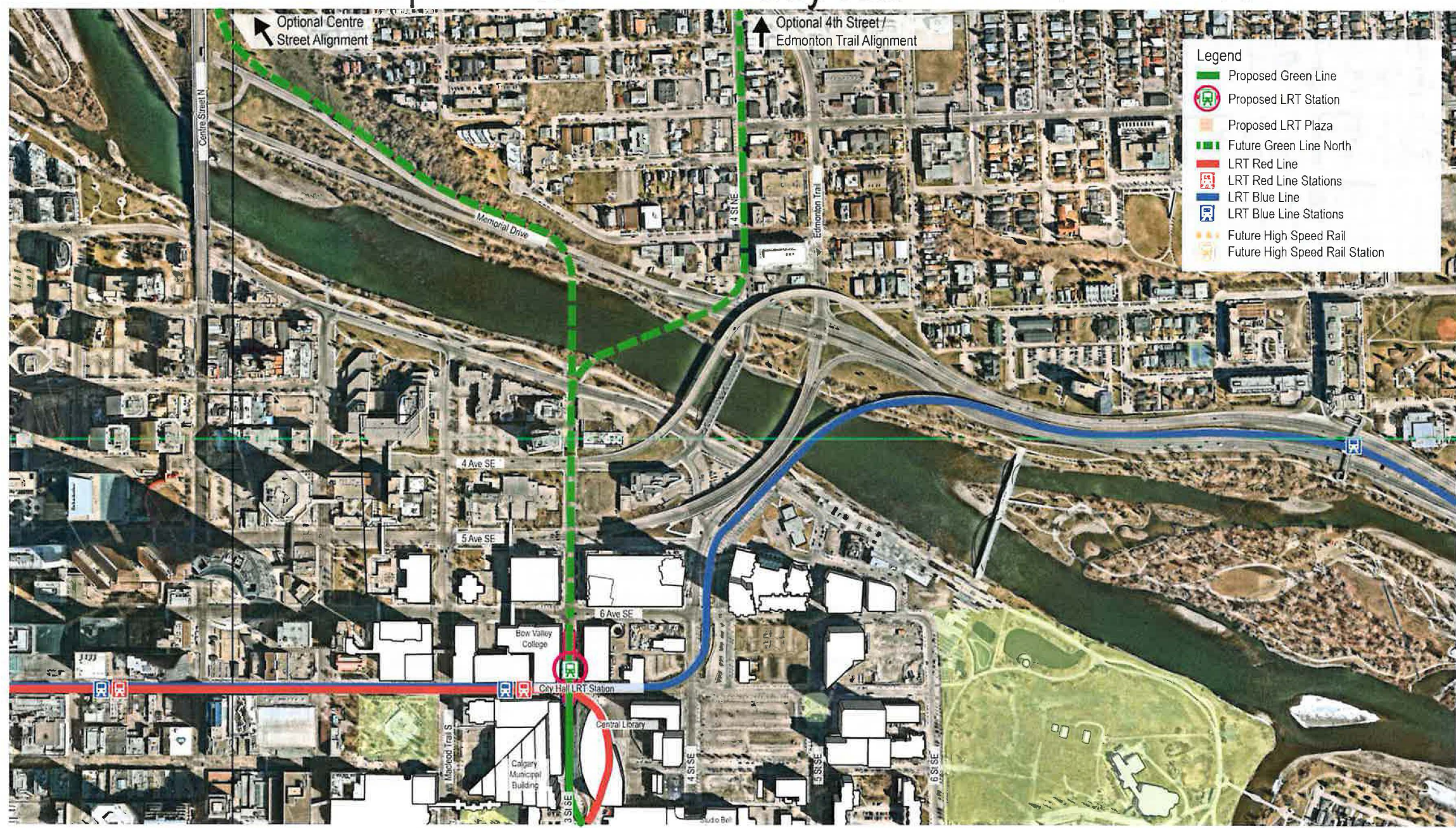
Mr. Ranjit Tharmalingam, Assistant Deputy Minister of Transportation

Green Line LRT - City Hall Central Transit Hub

ATTACHMENT "A"

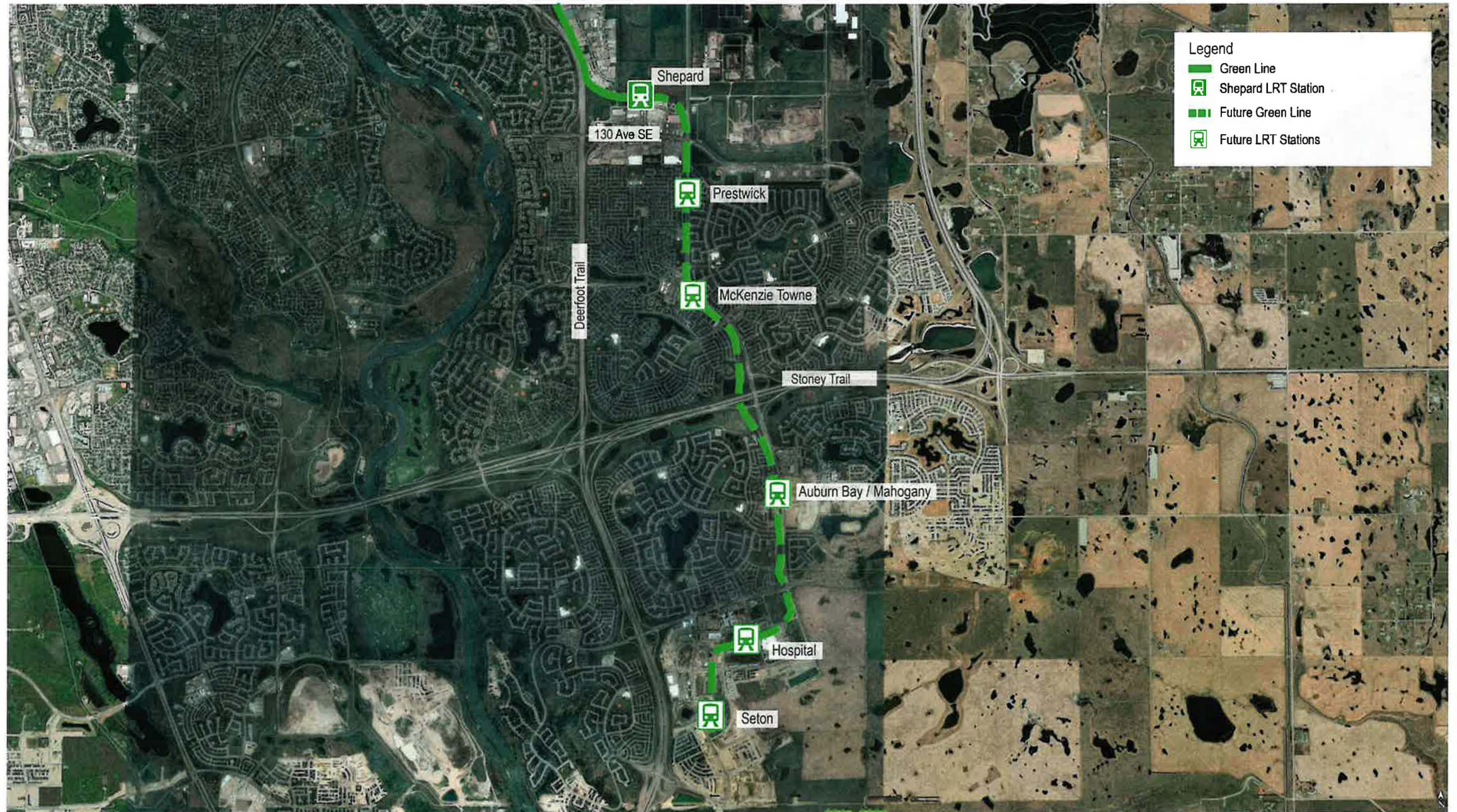


Green Line LRT Options North from City Hall Central Transit Hub



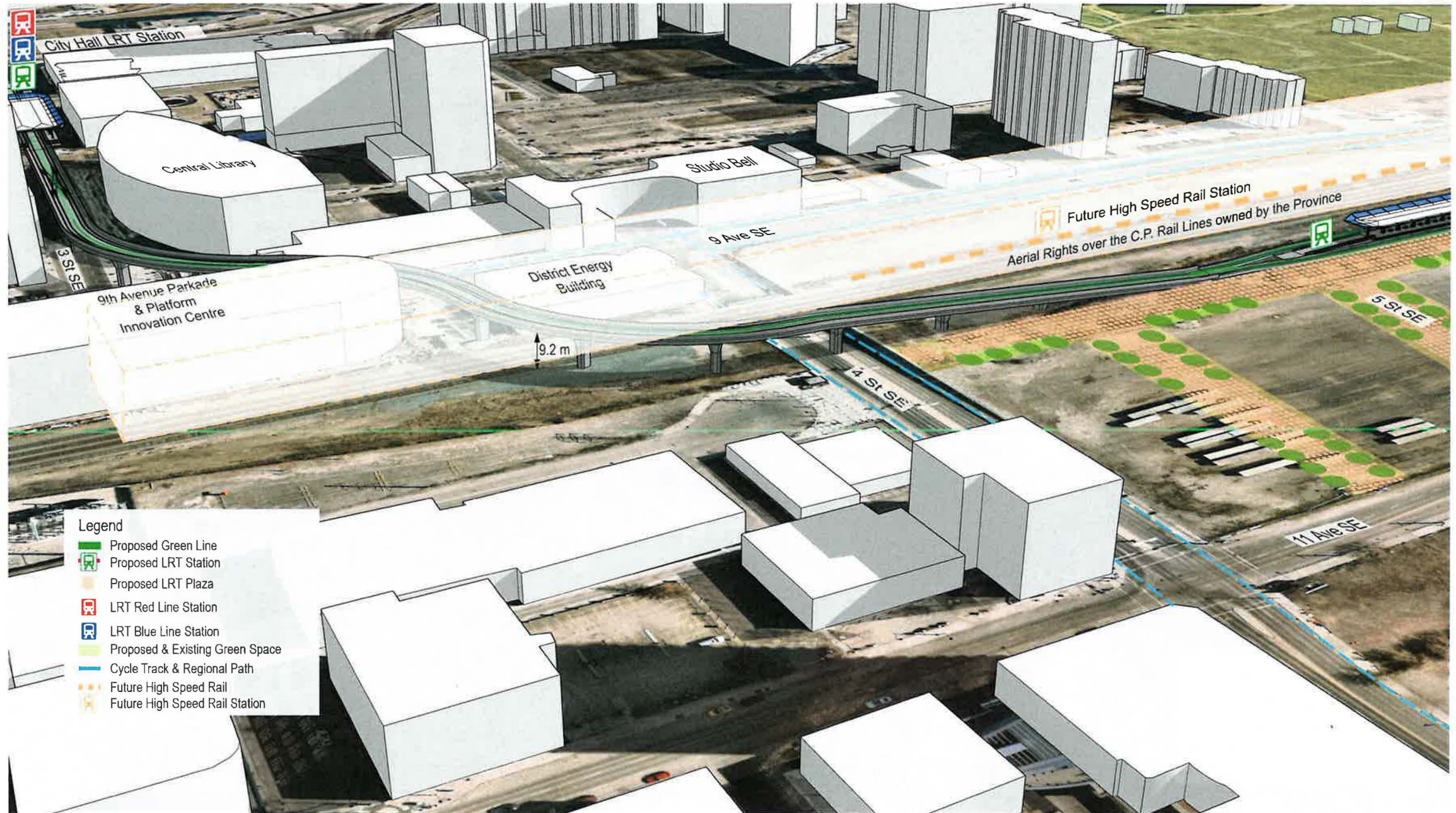
Green Line LRT South Extension

ATTACHMENT "C"



Southwest Ground View

ATTACHMENT "D"



In accordance with sections 43 through 45 of Procedure Bylaw 35M2017, the information provided may be included in the 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 230 and 636, for the purpose of receiving public participation in municipal decision-making. Your name 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 and comments will be made publicly available in the Council agenda. My email address will not be included in the public record.

First name (required)	Kevin
Last name (required)	Blakely
What do you want to do? (required)	Submit a comment
Public hearing item (required - max 75 characters)	GC2021-0736 Attachment 4 of Segment 2 Functional LRT Plan, GC2021-0736
Date of meeting	May 19, 2021
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	The plan is for the Green Line bridge over the Bow river to be designed to withstand the current 1 in 100 year flood level. The 1 in 100 year flood level is based upon historical flood level data. Global warming is causing higher rain intensity and more rapid ice/snow melt. Consequently, a water level that is currently considered a 1 in 100 year flood level may in 10 or 20 years be only equivalent to a 1 in 50 year flood level. Consideration should be given to designing the bridge to sustain a flood level higher than the 1 in 100 year flood level.

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“High-quality
experience”

Green Line Comm
Matthew McArth
19-May-2021

TOUCH



one arm



arm injury



new parent

SEE



blind

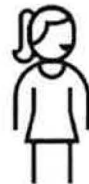


cataracts



distracted driver

HEAR



deaf

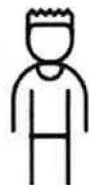


ear infection



bartender

SPEAK



non-verbal



laryngitis

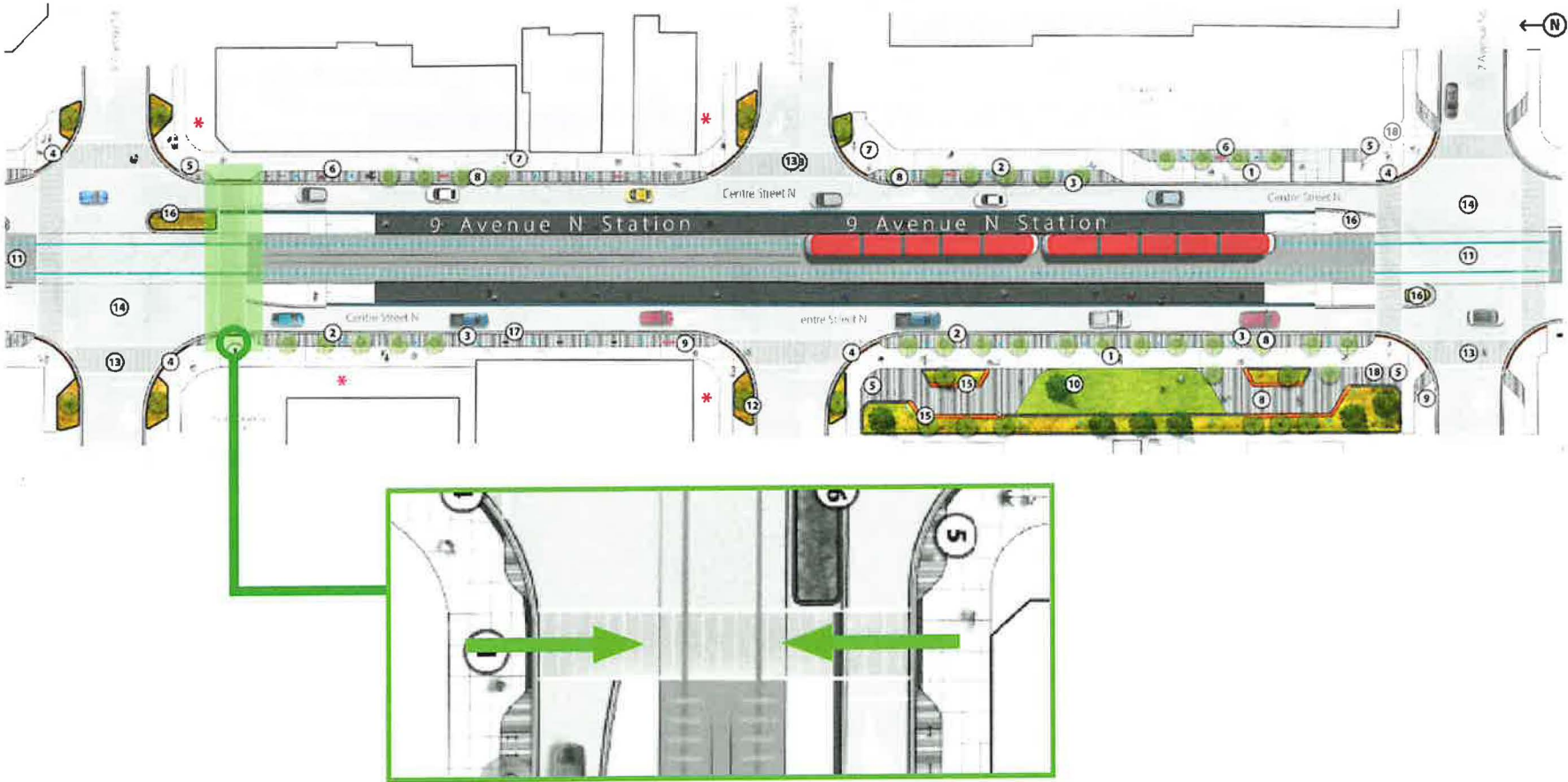


heavy accent

“22% of Canadians
live with some form
of disability”

Fig. 3. Examples of disabling situations. Source: Inclusive Microsoft Design [91].

Conceptual Streetscape Design | 8 Avenue N to 9 Avenue N



Conceptual Streetscape Design | 8 Avenue N to 9 Avenue N

