

## **Re: 12 Avenue Underground Beltline Green Line Alignment**

Attn: City of Calgary Transportation and Transit Committee

The Beltline Neighbourhoods Association is excited by the opportunity presented by the Green Line project to make our neighbourhoods better connected to the rest of Calgary by public transit. The Beltline is home to thousands of businesses, many important Calgary destinations and over 22,000 residents, an above average percentage of which rely on public transit.

We recently found out about City Administration's plans to shortlist the alignment options for the Green Line in the Beltline at last week's open house and were deeply concerned to find out that the remaining three options exclude 12 Avenue Underground, the option we believe by far best serves the Beltline's residents, businesses and destinations as well as all Calgarians who travel to the Beltline and Downtown.

### **Our Best Option: 12 Avenue Underground**

We believe the best option for the Beltline alignment is 12 Avenue Underground because it would have the best overall accessibility of service and the best integration with existing travel modes in what is already a challenging environment for mobility.

### **Best Accessibility**

The Beltline is home to over 22,000 residents, thousands of office and commercial businesses, social agencies as well as important Calgary destinations like the Sheldon Chumir Health Centre, Memorial Park, Calgary Stampede, BMO Convention Centre, Saddledome, and a potential future replacement arena and field house complex.

A 10 Avenue alignment would essentially bypass the Beltline along its northern periphery and be the furthest possible distance from the majority of Beltline residents and destinations. It is also just two blocks away from the planned future realignment of the Red Line under 8 Avenue S, which will have overlapping catchment and diminish the benefit of a new LRT line. In terms of accessibility, 10 Avenue is the least desirable alignment corridor and squanders the great potential for the Green Line in the Beltline.

An alignment through the heart of the Beltline on 12 Avenue would most effectively serve the 10/11/12 Avenue corridor while providing the greatest proximity to the majority of the over 22,000 residents and the major destinations that all lie to the south. This alignment corridor has the potential for the highest ridership and greatest benefit to the Beltline and all Calgary Transit passengers.

12 Avenue alignment would also allow for a critical transfer/connection point to be accommodated at the intersection of the Red Line and the Green Line on the north end of Stampede. By contrast, a 10 Avenue alignment would require passengers transferring



BELTLINEYYC.CA



The Beltline Neighbourhoods Association would like to respectfully ask the City Transit & Transportation Committee to direct City Administration to further investigate this option and share more details with the community so that we can serve as meaningful partners in making the Green Line a success for the Beltline and for all Calgarians.

**Additionally, we have a number of important questions we would like to put forward to City Administration.**

- 1) The current design does not show a connection station at the intersection between the Red Line and the Green Line at the north end of the Stampede. Why is this not being considered and what does this mean for people accessing the Stampede, Saddledome and Convention Centre from the southeast end of the Green Line?
- 2) Has the proximity of the adjacent Red Line on 7 Ave (which is planned to be moved under 8 Avenue in the future) been factored into the consideration of the Beltline alignment options along 10 Avenue given the redundant/overlapping catchment areas?
- 3) With near/medium term plans to relocate the Calgary Transit East Victoria Park bus garage, has the project team investigated the potential to accelerate this relocation for a better long term alignment through Victoria Park?
- 4) How do the Beltline alignment options fit within future Stampede and Victoria Park redevelopment plans?

Thank you for your consideration.

Sincerely,

**Beltline Neighbourhoods Association**

**Peter Oliver**  
President

**Tyson Bolduc**  
Director of Planning



21 September 2016

City Council, City of Calgary  
Office of the Councillors  
700 Macleod Trail SE  
Calgary, AB T2P 2M5



UNRESTRICTED  
TT2016-0705  
ATTACHMENT 6

Re: Report to Standing Policy Committee on Transportation and Transit: TT2016-0705

Honourable Mayor Nenshi and Members of City Council,

We the undersigned are pleased to present our support for an underground alignment of the Green Line LRT through the Bow River Valley and Calgary's Centre City.

We see the Green Line LRT as fundamental to Calgary's continued move to expand transportation options for Centre City employees and visitors. In addition to walking and cycling improvements, we support the City of Calgary's efforts to enable more people to travel to and within the Centre City by alternative transportation.

Our organisations collectively represent billions of dollars in existing and future investment in the Downtown, Eau Claire, and Chinatown areas. Our buildings provide employment, retail, tourism, hospitality, and residential spaces for thousands of Calgarians and visitors every day. The selection of an underground alignment is essential in ensuring the greatest public and private benefit from Green Line's significant investment.

An underground alignment will have the least disruptive impacts on access to our buildings, as well as on grade-level commercial spaces. The desirability and marketability of grade-level commercial would suffer in particular from an elevated option. Grade-level and above-grade level residential would become unviable with an elevated option.

We look forward to working further with the City of Calgary on the Green Line LRT and area public realm improvements. Together, we can ensure the greatest public benefit from our respective investments.

Sincerely,

Rob Blackwell  
Anthem Properties

Don Fairgrieve-Park  
Bentall-Kennedy

Ian Parker  
Brookfield Property Partners

Scott Taylor  
GWL Realty Advisors

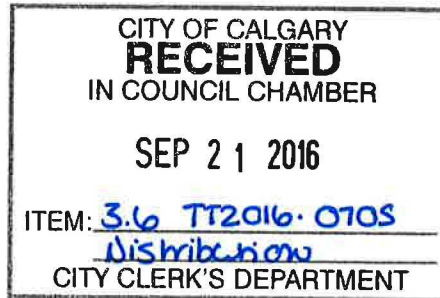
Rosanne Hill-Blaisdell  
Harvard Developments

David Routledge  
Oxford Properties

20 VIC Management Inc.  
Dome Tower  
333-7th Avenue SW  
Suite 900  
Calgary, AB T2P 2Z1

Telephone 403.441.4901  
Facsimile 403.441.4902  
www.20vic.com

UNRESTRICTED  
TT2016-0705  
ATTACHMENT 6



September 13, 2016

City Council, City of Calgary  
Office of the Councillors  
700 Macleod Trail SE  
Calgary, AB T2P 2M5

**Re: Report to Standing Committee on Transportation and Transit  
TT2016-0483**

Honourable Mayor and Members of Council

The owners of the CORE/TD Square would like to confirm that we have reviewed the information provided by the City as it relates to the Proposed Green Line LRT. We fully support the concept and are very pleased to see the City's progressive approach to improving public transit in Calgary.

The underground alignment is clearly the best option as it preserves opportunities for the creation of successful streetfront retail and a vibrant public realm. A bored tunnel will also minimize the disruption to the existing transportation system, and maintain access/egress.

Although not shown on the design sketches, we note that there is potential to provide a direct link to the existing CORE/TD Square CTrain station and the Green Line. On behalf of our tenants, we would very much welcome the opportunity to work with the City and the project team to ensure that this opportunity for enhanced transit integration is not overlooked.

We look forward to continue working with the City and being involved in the planned traffic impact study to assist with developing the optimal multi-modal plan for the downtown. The Green Line presents an ideal opportunity to address and improve bike lanes, sidewalks, public realm, and open spaces while maintaining access/egress and traffic flow in the office and retail centre of Calgary.

Thank you.

Sincerely,  
**AIMCO RE GP CORP., as general partner and on behalf of, AIMCO REALTY INVESTORS LP and 1260642 ALBERTA LTD.**

By its manager (without personal liability) 20 VIC Management Inc.

Loy Sullivan  
Vice President, Downtown Calgary

cc. Patrick Dinneen, AIMCO RE GP CORP., as general partner and on behalf of, AIMCO REALTY INVESTORS LP

Richard Brazeau, CPA, CA, Vice President – Asset Management, 1260642 ALBERTA LTD.



# Calgary Chinatown Community Association

Address: Box 119, 197 1 ST. S.W., Calgary, AB. T2P 4M4

Email: yycchinatownca@gmail.com

August 20, 2016

Dear Members of the Standing Policy Committee on Transportation and Transit:

**Re: Green Line LRT Alignment**

Public transit such as the LRT Green line is an excellent way to connect communities. However if it is built above ground at 2nd ST SW, it will further segregate Chinatown from its neighboring community: Eau Claire.

During the winter months, a vast number of Canada geese flock to the wetlands (east of Prince's Island Park). During the spring time, these protected birds use the wetland for hatching their offspring. If the Green line overpass is built over the wetland with the potential of one or two pillars and piers situated at or near the wetlands, the beautiful birds will face severe detrimental consequences and their habitat may possibly be destroyed.

2nd Street SW is an important corridor for cyclist, pedestrians, and residents. There are numerous condos that are situated right on this corridor. A number of concerns for nearby residents include the following:

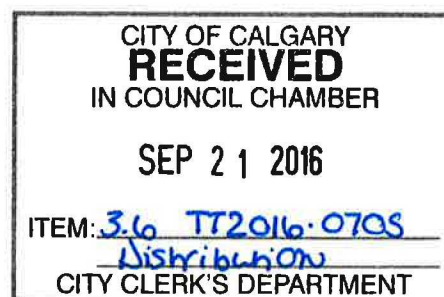
- Noise
- Vibration
- Shadowing
- Traffic
- Visual obstruction
- Unpleasant streetscape

History has shown that any above ground transit corridor such as 7th avenue has detrimental effects on businesses and residents. Crime typically increases due to less "eyes on the street". Unsavory and illicit activities are typically attracted to such overpass.

In consideration of the above concerns, option D, underground tunnel from Crescent Heights to Downtown core, is the best way to build the Green line.

Sincerely,

Derek Loo, Interim President – Calgary Chinatown Community Association  
403-808-2688





September 15, 2016

The City of Calgary  
Standing Policy Committee on Transportation and Transit  
C/O Andrew Sedor  
P.O. Box 2100, Station M  
700 Macleod Trail South  
Calgary AB T2P2M5

Attention: Councillor Shane Keating  
Chairman

Re: Proposed LRT Green Line – Downtown Routing



Dear Councillor Keating,

On behalf of the Chinatown District Business Revitalization Zone, we are writing with respect to our support of having the proposed LRT Green Line constructed below grade along 2<sup>nd</sup> Street SW in the downtown core of Calgary. We support the addition of the Green Line for the following reasons:

- An increased choice of transportation of residents of Chinatown to the north and south east sections of Calgary.
- Increase the ability for visitors to Chinatown to gain access to the district and decreasing the requirement of vehicular traffic and parking requirements. This will enable visitors to access Chinatown where it is the hub of Asian culture, ethnic community vitality, cultural business and tourism. We are strong supporters of having transit that will enable Chinatown and its businesses to grow and prosper.
- The addition of the Green Line will have visitors of Chinatown having less reliance on available vehicular parking, and ease of transportation in and out of Chinatown.
- By possibly extending the free fair zone which currently exists in the downtown core along 7th Ave to the north possibly to 20<sup>th</sup> Ave N, would greatly enhance ridership and familiarity with the line.

The Chinatown District BRZ is in favour of the Green Line located below grade along 2<sup>nd</sup> Street for the following reasons:

- The Green Line must not impede individuals from doing business in Chinatown, nor the movement of goods and materials into shops, restaurants, and persona; service businesses.
- Located below grade Chinatown's ongoing integration with Eau Claire, East Village, and the Downtown core, can continue.

- Pedestrian safety for residents, visitors, and workers will be at an elevated level with the Green Line below grade.
- There will not be a requirement for increased levels of snow removal if the Green Line is below grade, thus saving costs, and eliminating having snow pushed on the sidewalks adjacent to businesses and residents.
- As witnessed with the existing LRT line running at grade on 7<sup>th</sup> Ave, there will be greatly reduced traffic and pedestrian accidents, increasing public safety, and more reliable rapid transit if constructed below grade.

We trust that you will consider our request and should any clarification be required, please do not hesitate to contact the writer at (403) 303-2477 or [brz@chinatowncalgary.com](mailto:brz@chinatowncalgary.com).

Sincerely,



Rod Olsen  
Director – Chinatown District BRZ

CC: Mayor Naheed Nenshi  
Councillor Druh Farrell, Ward 7 City Councillor  
Councillor Andre Chabot  
Councillor Sean Chu  
Councillor Peter Demong  
Councillor Ray Jones  
Councillor Brian Pincott  
Councillor Evan Woolley



c/o Eau Claire YMCA, 101 3 Street SW  
Calgary, Alberta T2P 4G6

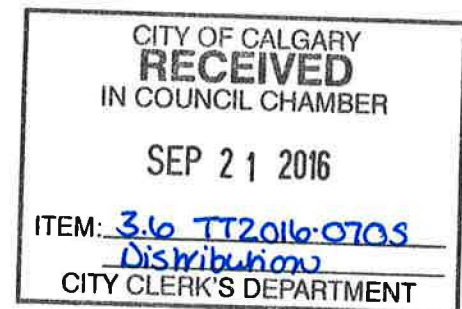
info@eauclaireca.com  
www.eauclaireca.com

September 15, 2016

City Council  
Standing Policy Committee on Transportation and Transit  
City of Calgary

(via email)

Dear Sirs:



We understand that the Committee will shortly be reviewing the City Administration's earlier recommendation of an entirely underground route for the proposed "Green Line" crossing of the Bow River and through Downtown

On behalf of the Eau Claire Community Association and the approximately 1700 residents of Eau Claire, I am writing to express our support for this recommendation. Our community of Eau Claire has a direct interest in Council's decision on this matter as all of the options originally proposed have the new line either passing through Eau Claire or immediately adjacent to it. Representatives of our Association have participated in a number of the public consultations on the various routing options. After reviewing all the options, we believe that the recommended underground route from 16<sup>th</sup> Avenue North extending south under the Bow River and through downtown, and coming back to the surface only south of the CPR tracks has the best potential to maintain the natural beauty of the river park system and the quality of life for residents in the downtown core.

Our Community Association supports this recommendation for several reasons, including its minimal potential impact on Prince's Island Park, on some residences in Eau Claire very near the proposed route, and on current pedestrian and vehicle traffic in or next to Eau Claire.

As the City continues its more detailed planning of the Green Line, we would also encourage close co-ordination with the plans for the redevelopment of the Eau Claire Market. Our preference would be to see an Eau Claire transit station aligned underground with 2<sup>nd</sup> Street and located as north as reasonably possible to provide direct, underground, out-of-the-weather access to a new Eau Claire Market. That could help enhance the appeal of the Market and Plaza as retail and recreational destinations for the community and for the whole city, contributing to the vitality we seek for our community.



I hope these comments are helpful and I appreciate your consideration. Our Association looks forward to continuing to work consultatively with the City and the Green Line Team as this important project proceeds.

Sincerely,

James A. Hughes

Chair,  
Eau Claire Community Association

c.c. Ward 7 Councillor Farrell's office

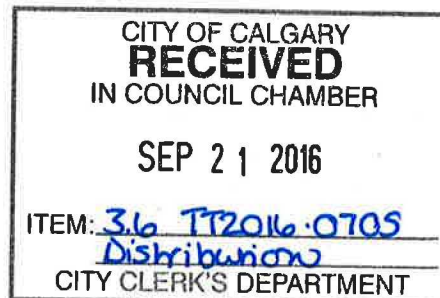




## CRESCENT HEIGHTS COMMUNITY ASSOCIATION

Jonathan Lea  
Senior Transit Planner  
Green Line LRT Program

Wednesday, 14 September 2016



**Re: Crescent Heights Support for Option D, Below-grade, Green Line North**

Dear Jon:

The Crescent Heights Community Association, through its Traffic and Planning Committee, endorses the below-grade Option D configuration of the Green Line North's traverse of our community and its entry into downtown Calgary.

Our community has been vigourously engaged in the public consultation process and was represented in the original Citizen Advisory Group that met for the first time in May of 2013. We have participated fully in the broader public engagement over the last two years that led to the presentation of a range of options: at grade, a mixture of at-grade and below grade and the full tunnel Option D. Each option also provides for a number of variations for the Green Line's entry into downtown. Just over a year ago, CHCA went on record with our assessment of the four original options A to D. We identified the advantages and disadvantages of each option, testing for potential adverse impacts and positive effects each might have on our community. In the course of the engagement process and our own discussions of the options, we have maintained as our highest priority that the Green Line, in whatever configuration, provide optimum potential for significant improvements to the Centre Street North corridor.

We also wish to note that in coming to our position of support for Option D, we looked beyond our community boundaries and evaluated potential impacts to our neighbours, particularly in Chinatown and Eau Claire. We believe that the at-grade and elevated segments of the other options will have serious adverse impacts on these neighbouring communities. Crescent Heights has never taken a beggar-thy-neighbour approach to any transportation and land use decisions that could affect communities beyond our own boundaries.

Currently, Centre Street functions principally and almost exclusively as a transportation corridor. Its potential as a Main Street and as a pedestrian and commercial corridor is far from realized. The public engagement process revealed a great many wishes and hopes for the street: bike lanes, on-street parking, a possible reduction of vehicle lanes, the preservation of wide sidewalks where that condition exists and the removal of the lane reversal system, the latter being the touchstone of its current status first and foremost as a transit and transportation function. The wish lists for a future Centre Street produced a combination of uses that cannot all be accommodated in this, the narrowest segment of the right-of-way in the whole of the Centre Street North corridor.

In endorsing the below-grade Option D, tunnelling below our community, we believe that the Green Line in this configuration provides the greatest potential for future corridor improvement. We favour this option precisely because it has the effect of relieving pressure on surface land uses, which are many and often competing uses. Centre Street is a major transit corridor. While carrying crushing volumes of local and non-local private and commercial vehicles, commuter traffic, cyclists and pedestrians, Centre Street struggles to realize its commercial potential and divides our community rather than unifies it.

Crescent Heights has just completed and taken delivery of a report describing the community's collective vision for the future of the community, based on extensive community engagement and prepared in partnership with the University of Calgary's Urban Lab. We are very excited about a strong convergence of community aspirations. As the Green Line and the city's Main Streets program proceed, we are very hopeful that the two planning processes operate in concert and become the vehicle for rejuvenation at the surface and above, while the Green Line traverses our community below grade.

We strongly support Option D for the future Green Line North LRT.

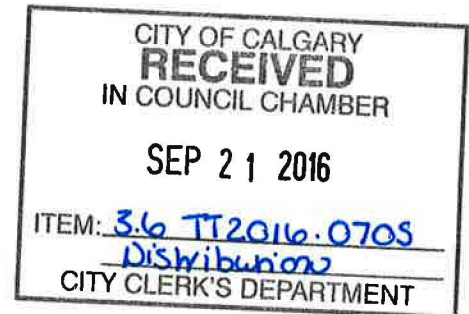
Yours very truly,

Crescent Heights Community Association  
Traffic and Planning Committee



September 20, 2016

City Council, City of Calgary  
Office of the Councillors,  
800 MacLeod Tr. SE  
Calgary, AB T2P 2M5



Via email to: Jonathan Lea, City of Calgary Senior Transit Planner, Green Line LRT,  
Mayor Nenshi and City Council Members

**Re: TT2016-0705: Green Line Quarterly Update and Centre City Recommendation**

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Honorable Mayor Nenshi and Members of City Council:

The Hillhurst Sunnyside Planning Committee ("HSPC") has been asked to provide its community perspective on the Green Line Light Rail Transit project and Centre City alignment. HSPC supports the recommendation from City Administration on Option D Tunnel – fully tunneled under the Bow River and Downtown Calgary.

Based on the five options presented and the ranked results from the Green Line public engagement process, Option D is the most favourable option. Option D would have the least physical impact on Hillhurst Sunnyside. Residents expressed strong concerns in opposition to Options B and E, which showed a new bridge spanning from the downtown core over Prince's Island Park and Sunnyside Bank Park (both of which are adjacent to our community). Option D has the lowest impact to the Bow River and Bow River Pathway.

Option D maintains the usability of Centre Street for car/bus traffic and stops increased traffic backup into and out of downtown, preventing increased pressure on 10<sup>th</sup> Street NW and 14<sup>th</sup> Street NW in our community. The underground tunnel option also minimizes impact on the historic Centre Street Bridge and downtown.

The construction and design of the Northwest LRT line through Sunnyside has left a legacy on Hillhurst Sunnyside. Ground-level pedestrian, vehicular and bicycle mobility is maintained across the LRT tracks, ensuring connectivity for community residents and visitors to our shopping district of Kensington. We support the proposed low floor trains to maintain vitality and connectivity through the north-central communities.

As a Transit Oriented Development ("TOD") community, Hillhurst Sunnyside has seen an acceleration of higher density mixed-use and midrise redevelopment around Sunnyside Station since City Council



approved the 2009 TOD amendment to the Hillhurst Sunnyside Area Redevelopment Plan. Increased accessibility to transportation and housing options help attract and maintain a diversity of residents and visitors into the community. Option D reduces the disruption and division of communities from above-ground rail lines. Ground-level pedestrian activity is crucial to maintaining a vibrant commercial retail district; as such, HSPC does not support the elevated train tracks through Centre City as shown in Option C.

Thank you for your consideration. Please contact the undersigned should you have further questions.

Sincerely,

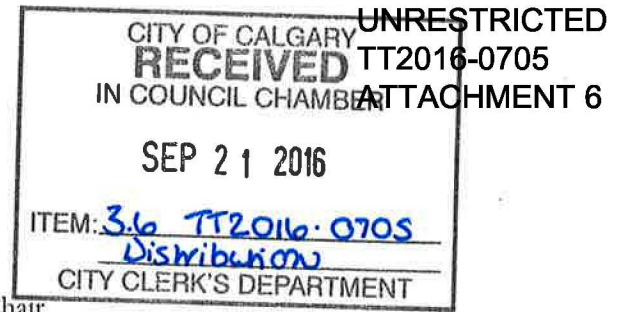
Robert McKercher  
Board Member, Chair of Planning Committee  
Hillhurst Sunnyside Community Association

Cc: Honourable Mayor Naheed Nenshi  
Ward 01 Councillor Ward Sutherland  
Ward 02 Councillor Joe Magliocca  
Ward 03 Councillor Jim Stevenson  
Ward 04 Councillor Sean Chu  
Ward 05 Councillor Ray Jones  
Ward 06 Councillor Richard Pootmans  
Ward 07 Councillor Druh Farrell  
Ward 08 Councillor Evan Woolley  
Ward 09 Councillor Gian-Carlo Carra  
Ward 10 Councillor Andre Chabot  
Ward 11 Councillor Brian Pincott  
Ward 12 Councillor Shane Keating  
Ward 13 Councillor Diane Colley-Urquhart  
Ward 14 Councillor Peter Demong  
Jeremy van Loon, Chair, Hillhurst Sunnyside Community Association  
Lisa Chong, Community Planning Coordinator, HSCA  
Members, Hillhurst Sunnyside Planning Committee

September 21, 2016

River Run Condominiums  
Denise Man  
12 Barclay Walk SW  
Calgary, AB, T2P 4V9

Standing Policy Committee (SPC) on Transportation and Transit  
Councillor Shane Keating, Chair and Councillor Sean Chu, Vice Chair  
The City of Calgary  
P.O. Box 2100, Station M  
Calgary, AB, T2P 2M5



Dear Councillors,

Please find enclosed a written submission on behalf of the River Run Condominiums endorsing the proposed underground routing for the Calgary Green Line LRT.

Recognizing the benefit and need to bring more sophisticated modes of transportation to the downtown core, we are in support of the LRT. However, we have concerns with the at-or-above-grade options along 2<sup>nd</sup> Street. In addition to sharing like concerns as our adjacent neighbors at Waterfront Towers, we also have unease regarding:

#### River Run Condominium's Structural Integrity

- River Run, being one of the smallest (3 floor) and oldest residences along 2<sup>nd</sup> St. Eau Claire, may not have been built with the structural integrity to withstand the development and operation of a close proximity LRT. Currently, the units shake from the mere construction taking place at further distances than the proposed 2<sup>nd</sup> St. route, so residents are naturally concerned that an LRT would lead to perpetual and unsustainable wear on our building structure.

#### Preservation of Prince's Island

- There are several families who have resided along the parkway for 20+ years and have continued to work with the city to preserve and enhance the unique nature of Calgary's largest downtown greenspace. Many residents do not want to see our urban park's natural site lines ruined by a visible LRT.

#### Safety

- Since 2<sup>nd</sup> St. ends in a cul-de-sac and serves as a key entry point to the park, children can often be seen practicing their bike riding in the cul-de-sac, people walking their dogs or seeking their latest pokemon while cyclists bike in and out of the downtown core via 2<sup>nd</sup> street. At-grade proposals including Options B&E could both be a significant impact to the current utilization of the cul-de-sac and become a cause for safety concerns given the high volume of pedestrian and cyclist traffic.

We appreciate the city's continued commitment to engage and consider our thoughts and concerns regarding the Green Line. Should you have any questions or concerns please do not hesitate to reach us.

Best Regards,

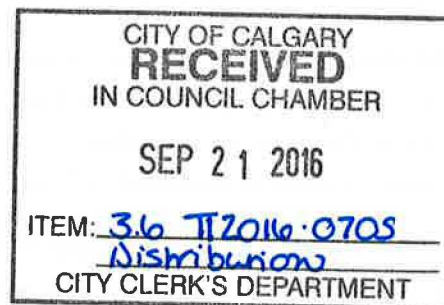
Denise Man

# Waterfront Condo Associations – Twr A, Twr B and Twr C&D

Leslie LeQuenec • 222 Riverfront Ave SW • Calgary, AB, T2P 0X2  
Phone: (403) 680-8060 E-Mail: lequeneec@shaw.ca

Date: September 14, 2016

Standing Policy Committee (SPC) on Transportation and Transit  
Councillor Shane Keating, Chair & Councillor Sean Chu, Vice Chair  
The City of Calgary  
P.O. Box 2100, Station M  
Calgary, Alberta  
T2P 2M5



Dear Councillors:

I am providing this written submission to you to ask you to consider an underground routing for the Calgary Green Line LRT in the downtown core, in particular any portion of the Green Line that may be routed down 2<sup>nd</sup> Street SW.

I am a resident of a large condo complex located at 222 Riverfront Ave SW residing in unit 2321 on the Northwest corner of the building. I am also the President of the Tower B Condo Association. The complex occupies land bounded by 2<sup>nd</sup> Street SW, Riverfront Ave, the Bow River and Sien Lok Park. The completed and occupied portion of this complex amounts to about 620 residential units. When the site is fully built out in early 2018 there will be about 1100 residential units in the buildings.

This submission is being made on behalf of the 3 Condo Associations currently active at Waterfront, Twr A, Twr B and Twrs C&D.

When considering the final routing for the Green Line in the downtown and in particular using an underground routing, which we support, please take the following into consideration:

1. The completed portion of the Waterfront complex utilizes a single 4 story parking complex with a single entrance/exit opening onto 2<sup>nd</sup> Street north of Riverfront Ave. Given that most units have 2 parking stalls plus visitor and commercial parking stalls there is a lot of traffic in and out of this parking complex on a given day. The concern is that a surface route or even an elevated route would cause significant traffic congestion as people come and go from our parking complex.
2. During the afternoon rush hour period traffic is very heavy on 2<sup>nd</sup> Street and Riverfront Ave as this is the preferred route used to reach the lower deck of the Centre Street Bridge. The lower deck becomes a one way northbound route during rush hour and is a key exit point from the downtown core as it leads onto Memorial Drive. Again the concern is a surface or elevated route would only make this situation worse.

3. Another concern is noise from the Green Line, especially from an elevated route, in close proximity to the balconies/condo units on the west or 2<sup>nd</sup> Street side of the Waterfront complex. There are a significant number of units that would overlook or look right at a surface or elevated Green Line.
4. In addition there are commercial businesses and spaces to be leased for commercial businesses located on 2<sup>nd</sup> Street on the west side of the Waterfront condo complex. The residents of Waterfront would like these businesses to be viable and close proximity to a surface or elevated route may be an issue.
5. Additionally, when the owners purchased units in this complex the likely routing of the Green Line was down Centre Street or along Edmonton Trail. No provisions were made in the design of the complex (residential units or commercial units) for any surface or elevated Green Line routing. A routing on 2<sup>nd</sup> Street then has the potential to impair the value of residential and commercial units facing onto 2<sup>nd</sup> Street.
6. 2<sup>nd</sup> Street is also a major access point to Princes Island and the River walkway. The walkway is used by pedestrians to access Kensington and the East Village and is a favourite route for runners and bikers. Green Line infrastructure along 2<sup>nd</sup> street potentially impacts this access for both pedestrians and cars looking to park at Eau Claire market. As well there are many events held on Princes Island during the summer months making this issue a bigger challenge. Not all cities are blessed with a downtown green space of the size and quality of Princes Island. We would urge you to take this into consideration. An underground routing would surely minimize impact on the benefits the people of Calgary gain from Princes Island and, as well, minimize the impact on the wildlife habitat provided by Princes Island.
7. At this time our complex often has problems with the transient population and with petty theft. Transients are looking for a place to stay warm and we have experienced theft from our bike room, storage lockers and vehicles. An overhead line may make this problem worse if it provides darkened or other unsecured areas for transients to occupy.

In the future there could be a significant number of new residential condos developed in the vicinity of this condo complex; new units in Chinatown, as part of City Place and in the proposed Harvard development at Eau Claire. The Green Line LRT will be an essential infrastructure for all of this. However, an underground routing is preferred, leaving the street level to be developed in a very pedestrian friendly manner.

We would like to thank the city for the transparent stakeholder consultation phase, which shows the city is being considerate to all impacted residences. As well we would like to be clear that we do support the green line to increase the use of public transportation into the downtown core.

Thank you for your consideration and am open to talking further with you about any questions and concerns you may have.

Sincerely,



Leslie LeQuelenec

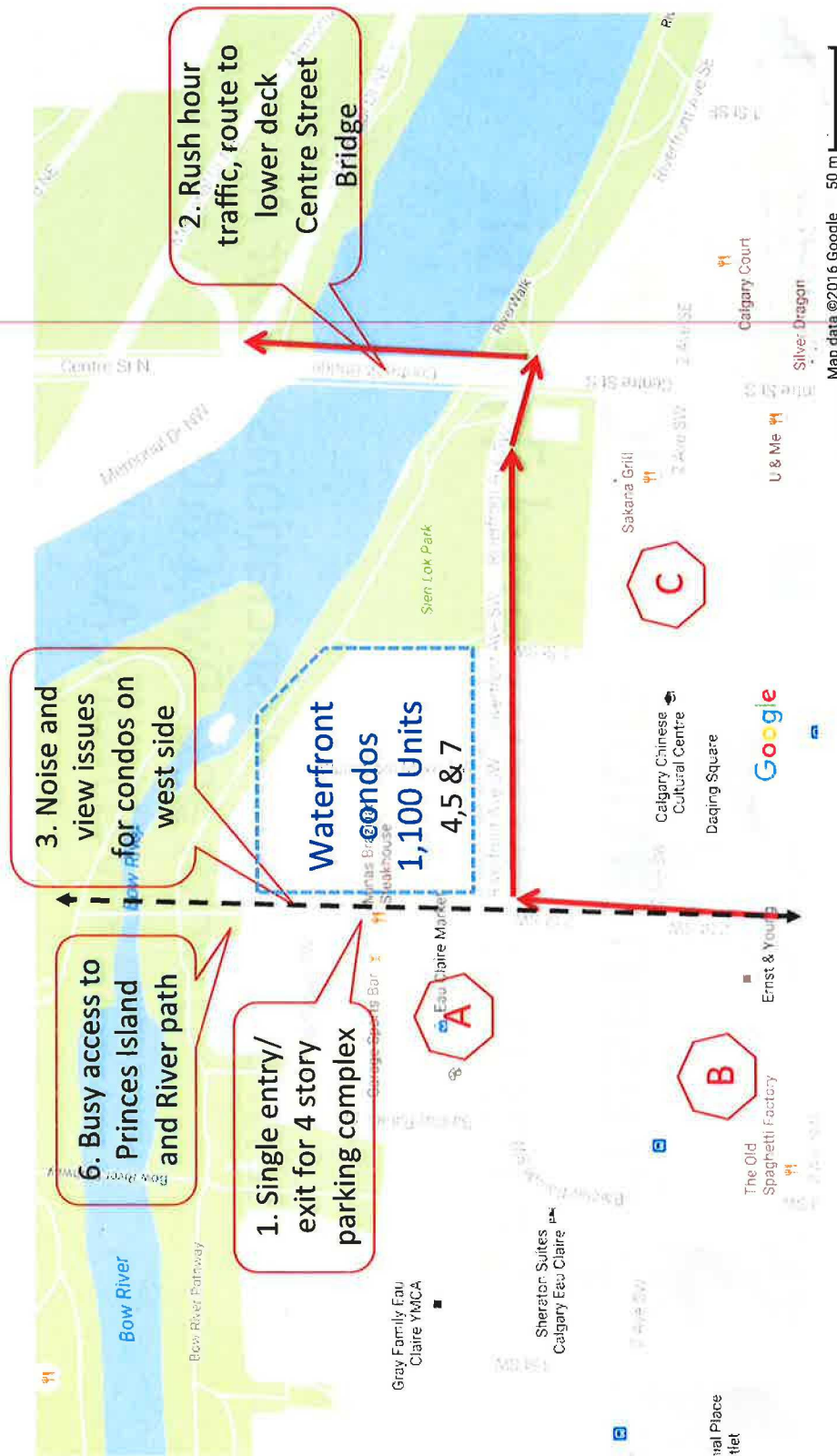




# Presentation to SPC on Transportation and Transit

Waterfront Condo Associations – Twr A,  
Twr B, and Twr C&D  
222 Riverfront Ave SW

# Waterfront Condo Complex in Chinatown



← -- -- → Green Line on 2<sup>nd</sup> Street

A – Eau Claire Redevelopment by Harvard

B – City Centre by Cadillac Fairview – Office/Hotel/Residential?

C – Active Chinatown Planning process

16-09-14

Waterfront Condo Associations

# Concerns with Green Line LRT at Grade or Elevated

1. Four (4) story parking complex with a single entrance/exit opening onto possible route on or above 2<sup>nd</sup> Street SW could lead to additional traffic congestion.
2. Heavy traffic in the area during rush hour using 2<sup>nd</sup> Street and Riverfront Ave to access lower deck of Centre Street bridge.
3. Close proximity of condo units with balconies on the west side of Waterfront to possible route on or above 2<sup>nd</sup> Street SW., issue of noise and views. Potential for impaired value on resale of units by owners.

# Concerns with Green Line LRT at Grade or Elevated

4. Commercial businesses and commercial spaces yet to be leased on west side of Waterfront will be adversely impacted.
5. Waterfront was not designed to accommodate a Greenline route on or above 2<sup>nd</sup> Street SW, nor do proposals to date from Harvard for Eau Claire redevelopment. Potential for value impairment.
6. North end of 2<sup>nd</sup> Street is major access point for Princes Island and the River walkway/bike path; issue of pedestrian and biker safety with either option. Potential impact on beneficial use of Princes Island.



# Concerns with Green Line LRT at Grade or Elevated

7. Risk that structures related to grade or elevated routing will end up shelter transients/homeless; already dealing with thefts from bike room, lockers and vehicles as well as people sheltering in the parking complex.

Thank you for a transparent stakeholder consultation phase and we do support the Green Line LRT, with preference for an underground route, to increase use of public transportation in the Calgary downtown core.



## 卡城華人社區服務中心

### Calgary Chinese Community Service Association

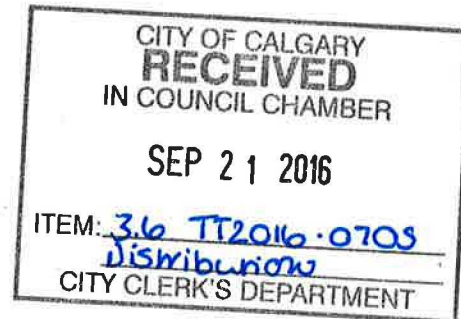
#1, 128 – 2<sup>nd</sup> Avenue S.W., Calgary, Alberta, T2P 0B9  
Tel: (403) 265-8446 Fax: (403) 233-0070  
www.cccsa.ca

UNRESTRICTED  
TT2016-0705  
ATTACHMENT 6

March 21, 2016

Office of the City Clerk  
The City of Calgary  
700 Macleod Trail SE  
P.O. Box 2100, Postal Station "M"  
Calgary, Alberta T2P 2M5

Dear Sir/ Madam,



#### RE: Green Line LRT Centre City Alignment

Calgary Chinese Community Service Association (CCCSA) is a registered charity based in Calgary. Our client population is diverse and includes children and young families, new immigrants, and the elderly. Many of our clients live in Chinatown. As a community service association, we wish to advocate on behalf our clients in Chinatown on this important issue.

CCCSA strongly supports Option D (Tunnel under the Bow River, Underground in City Centre) as we believe it is the best option for the Chinatown community. Our reasons are as follows:

- 1) It is the least disruptive option for the movement of people and traffic within Chinatown
- 2) It is the least disruptive option for the movement of people and traffic between Chinatown and neighboring communities such as Eau Claire
- 3) It is the most aesthetically pleasing option and preserves the visual unity of the community

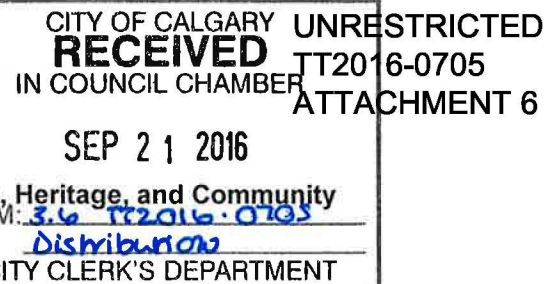
CCCSA strongly believes in the benefits of the Green Line LRT. It will help further connect Chinatown with other communities in Calgary. It will help the residents of Chinatown, many of whom rely on public transit, achieve greater freedom of movement. In order for Chinatown to fully benefit from the Green Line LRT, we also encourage the Standing Committee to ensure Chinatown residents will have convenient access to the future 2<sup>nd</sup> Ave SW station.

Sincerely,

Donald Yung, MD, CCFP (COE)  
Co-Chair of the Board

**Chinatown  
Community  
Stakeholders'  
Committee**

for the Preservation of Calgary's Chinese Culture, Heritage, and Community



**PUBLIC SUBMISSION TO THE  
21 SEPTEMBER 2016 MEETING OF THE  
STANDING POLICY COMMITTEE ON TRANSPORTATION AND TRANSIT**

The Chinatown Community Stakeholders Committee (CCSC) thanks the Standing Policy Committee on Transportation and Transit for this opportunity to present this public submission that conveys to City Council our point of view on the LRT on the Green Line alignment through a 111 year old residential neighbourhood, a vibrant commercial retail district, and a premier tourist and visitor destination that will be dramatically affected: Calgary's Chinatown.

CCSC is an affiliation of several significant community service associations, family associations (*tongs*), cultural societies, youth groups (i.e., I Love YYC Chinatown), and residential buildings; plus individual residents, business operators, property owners, and professionals with an interest and stake in Chinatown. We have been engaged with The City on a variety of matters including the Chinatown Area Redevelopment Plan, land designation and use matters, cultural festivals, and events. Our mandate is the preservation of Calgary's Chinese culture, heritage, and community.

With regard to the LRT on the Green Line alignment, CCSC supports this LRT project for Downtown and Chinatown and only the alignment that will tunnel under the Bow River and along 2<sup>nd</sup> Street SW across and below the CP Rail tracks between 9<sup>th</sup> and 10 Ave SW (Option D). CCSC believes this alignment best protects Chinatown's residential, retail, and visitor / tourism interests by ensuring an integrated, vibrant, pedestrian / bicycle / vehicle safe, and aesthetically pleasing streetscape that is vital to a thriving Chinatown. The Option D proposal of an underground LRT station at 2<sup>nd</sup> Avenue and 2<sup>nd</sup> Street SW is one that CCSC strongly supports.

The benefits of this alignment through the downtown core and along Chinatown are immutable. In fitting with the vision The City has for the Green Line to be both a transit system and a platform for land, economic, and neighbourhood development, and for City Shaping, we envision that the Green Line and an LRT station in close proximity to Chinatown can increase the residential population base, the volume of tourists and local visitors travelling to and from Chinatown, and the number and variety of local retailers operating in the community. An LRT station close to Chinatown will also bring a greater collection of young people and families to Chinatown, which is vital to the community's vibrancy, vitality, and growth, and will contribute to the continued sustainability and prospects of future development.

The increased number of visitors will support Chinatown's identity as a distinctive and vibrant cultural area contributing to the mosaic of values and experiences within Calgary. It will be especially convenient for the Chinese seniors and others who travel to Chinatown to access services and work, or for residents of Chinatown who need to travel outside to visit family amongst other things. An LRT station close to Chinatown should relieve some of the pressure for affordable parking within Chinatown. Improved parking is seen as a top priority by Chinatown merchants (See Autumn 2016 issue of *The Hub* the official newsletter of the Chinatown Business Revitalization Zone).

For these reasons CCSC gives its full support to the present Green Line LRT alignment.

Grace Su (on behalf of the Chinatown Community Stakeholders Committee)



# The Green Line

## Economic & Other Impacts - Green Line LRT Alignment - Downtown Core

September 21, 2016

Presented By:  
**Richard Morden**  
Vice President Investment Management  
Bentall Kennedy



# Research since June SPC T&T

## Since June 15, 2016 meeting

- bclMC engaged Altus Group – review financial & other impacts
- Altus provided literature review on impacts of elevated & at-grade LRT's
- BK consulted with other owners along 2<sup>nd</sup> Street to determine views

## Primary Findings

- 5% to 10% decrease in assessed values expected
- Findings based on two separate studies by BC Assessment on impact from Skytrain





 **TORONTO**



***“If our objective in integrating higher order transit into our city is to create great places for walking, for commerce, living... elevated infrastructure doesn’t work well for any of those objectives.”***

- Jennifer Keesmaat, Chief Planner, City of Toronto

***“Noise caused by elevated transit is problematic”***

- Andy Byford CEO - TTC



***“Elevated structures in the wrong corridor or location can create physical and visual separation and blight frontage properties.”***

- ITA Research (2003) on Bangkok’s Hopewell Line



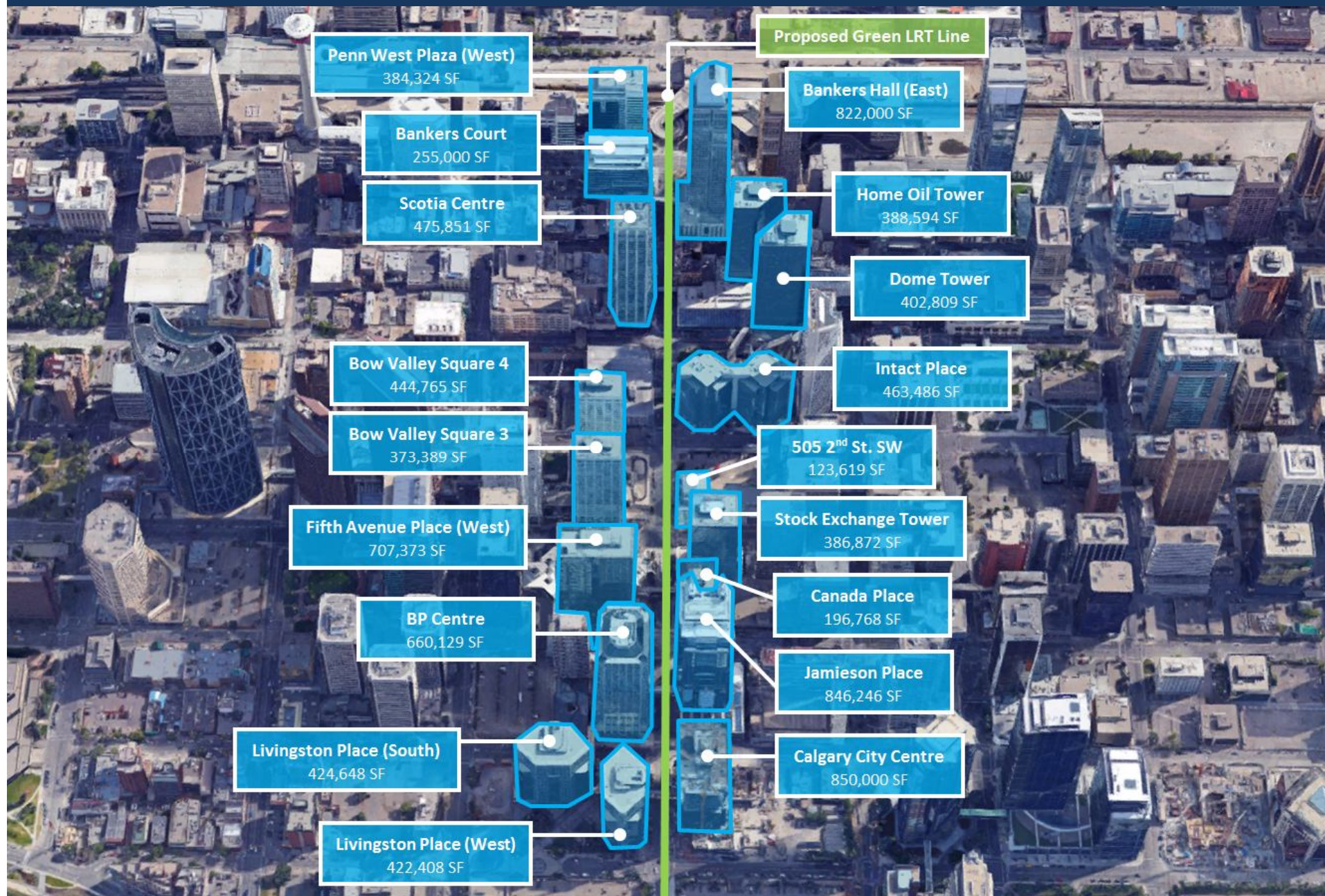
***“A peak of robberies occurring 1 to 1.5 blocks from L stations...potential targets and offenders...co-incide to create an oasis of potential targets for street robbers”***

- Block & Davis (1996) on Chicago’s L





# Significance of 2<sup>nd</sup> Street





# Significance of 2<sup>nd</sup> Street

**8.6 million sf**  
of office space impacted



**21.5%**  
of total downtown office inventory

# Disadvantages of Elevated & At Grade LRT

## 1. Noise and visual pollution

- Vancouver's Skytrain
- San Francisco's BART

## 2. Traffic congestion

- Bangkok's Green Line
- Minneapolis' Metro

## 3. Increased nearby crime

- Chicago's "L"

Leads to:

↓ **property values**

↓ **tax revenue**

↓ **property investment**





# Vancouver Skytrain - Review

**5% - 10%**

reduction in property values



*BC Assessment*  
*We Value BC*

According to reports by:

- BC Ombudsman
- BC Assessment Authority



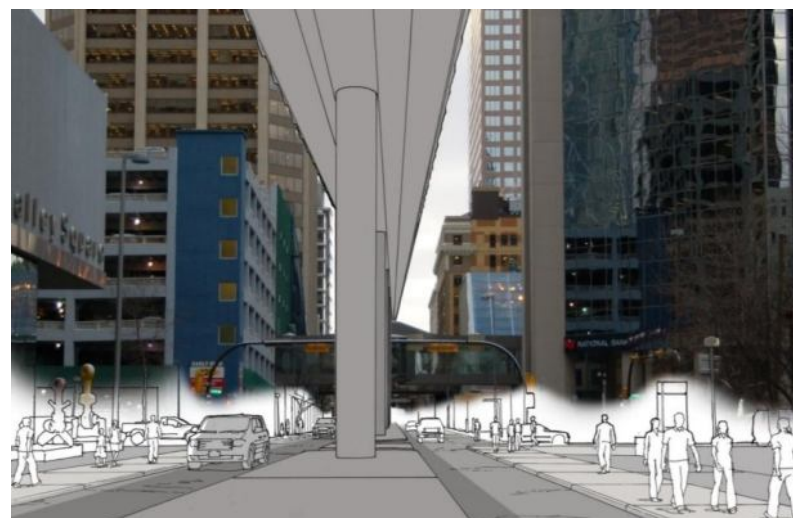
# Impact – Calgary Lost Taxes

Tax Loss Impact	June SPC T&T Meeting	5% Value Reduction	10% Value Reduction
Assessed Value Reduction	\$ (297,300,000)	\$ (236,500,000)	\$ (473,000,000)
Annual Real Estate Taxes Lost	\$ (4,737,357)	\$ (3,768,533)	\$ (7,537,066)
Annual Business Tax Lost	\$ (550,830)	\$ (550,930)	\$ (1,101,660)
<b>Total Potential Annual Tax Lost</b>	<b>\$ (5,288,187)</b>	<b>\$ (4,319,463)</b>	<b>\$ (8,638,726)</b>
<b># Houses Equivalent @ \$1,782 mean</b>	<b>2,968</b>	<b>2,424</b>	<b>4,848</b>
<b># Houses Equivalent (City Tax Only)</b>	<b>4,940</b>	<b>4,035</b>	<b>8,069</b>

# Advantages of Underground Transit

## Girnau & Blennemann - 1989

- Shortens travel times
- Increases passenger loads
- Reduces car traffic
- More space for pedestrians
- Greater traffic safety
- Less environmental pollution



# Conclusion

- Elevated & at-grade alignments do not work well in high density, mixed use and commercial environments.
- Assessment base on 2<sup>nd</sup> Street will suffer – everyone else will have to pay.



Bentall  
Kennedy



Investment  
Management  
Corporation

***bcIMC & Bentall Kennedy support  
Green Line Alignment Option D - Underground***

## Presentation Outline

Sept. 21, 2016 to Transportation and Transit SPC

Re: Item TT2016-0705

## Introduction

- Good morning Mr. Chairman and Councillors
- My name is RW and I am here today representing the CE&S

## Background

- By way of background, the Stampede prepared a Concept Plan in 2006
- Since that date, it has invested more than \$1/2 billion for facilities and infrastructure
- The new Agrium Western Events Centre, Enmax Park, a new home for the Young Canadians, restoration of the Weston's bakery to house an arts centred elementary and middle school, an amphitheatre and plaza, and an archives centre called the SAM as part of its new Youth Campus have been built, under construction or going through the approval process
- As many of you know the Stampede has proposed a significant expansion to the BMO Centre, which will generate significant increases in attendance including a lot of out of town visitors who will likely use the LRT
- There is also the question of a new arena location, and one possible location places the new arena on the north part of the Park, right by the Green Line
- however all of the required support for those facilities will also require roadways capable of handling exhibitors, livestock, taxis, school buses, tour buses and the list goes on
- Presently, the Park hosts, on average 1,800 events a year and draws up to 5 Million visitors each year (4 on the Park and 1 to the Saddledome)...can you imagine the numbers with the full buildout of the Concept Plan?

## The Green Line

-The Stampede has attended the City workshops for the Developed Areas Guidebook as part of this exercise and requested a meeting with the Green Line Team earlier this year, given both the positive and negative options facing the Park

-It first met with the team, along with CMLC in late May where it expressed its very serious concerns with regard to the 11<sup>th</sup> and 12<sup>th</sup> Ave surface alignment

-it also attended a meeting with the CSEC (Calgary Sports and Entertainment Corporation) and CMLC on July 4 along with the Green Team

- It re-iterated its concerns with how a surface alignment on 11<sup>th</sup> or 12<sup>th</sup> Ave. would compromise access to its front door.

-while the team was not able to clarify exactly how it might play out, but it did suggest the block where the two stations would be (somewhere around Stampede Trail and 12<sup>th</sup>) the roadway would be blocked for cars, buses, taxis, service vehicles



-jumping to our other access point, presently the south entrance has created less than optimal access due to the LRT and 26<sup>th</sup> Ave

-the City is working with Stampede to try to alleviate this situation and to also create another access through a level crossing of 17<sup>th</sup> Ave into the Park, where people will be able to drive right through the Park (no parking fees!) and access the 4<sup>th</sup> St Underpass into downtown and the East Village

- The 12<sup>th</sup> Ave surface alignment will create an even bigger challenge than what the Stampede and City are facing with the 26<sup>th</sup> Ave situation, especial when you think of the above plans, along with extra development being thwarted by an at grade line on 12<sup>th</sup> Ave.

- The Stampede is suggesting that if the line is to go on 11<sup>th</sup> or 12<sup>th</sup> Ave, it should be underground and not surface again until near the bus barns

-The selection of the three choices took the Stampede by surprise. While I am sure it was an oversight of the Green Line Team, the Stampede was not informed of the choices or the open houses, but fortunately a community association invited the Stampede to its open house last week

#### Conclusions

- The narrowing down of choices to three appears to be too narrow too quick
- The report on page 6 outlines a number of issues to be addressed but there is nothing about the impact on the Stampede front door and its 5 million plus visitors
- The Stampede would request that at least one more option be kept on the table, that of an underground alignment on either 11<sup>th</sup> or 12<sup>th</sup> Ave to continue to remain underground until the vicinity of the Bus Barns
- While it acknowledges the expense associated with underground construction, this area will continue to draw millions of Calgarians to the Park and the associated redevelopment to the north who will draw even more supporters of the line
- It hopes that we will build a system that is capable of handling such intensity in a small area and that we don't create another 26<sup>th</sup> Ave/LRT congestion point for our front door
- The Green Line is indeed a key part of the infrastructure to make all of these venues accessible for not only visitors, but all Calgarians
- I would be happy to answer any questions