

CITY OF CALGARY
RECEIVED
IN COUNCIL CHAMBER

JUN 21 2017

ITEM: 3.3 TT2017-0534
Distribution
CITY CLERK'S DEPARTMENT

CITY OF CALGARY
RECEIVED
IN COUNCIL CHAMBER

SEP 21 2016

ITEM: 3.6 TT2016-0705
Distribution
CITY CLERK'S DEPARTMENT

UNRESTRICTED
TT2016-0705
ATTACHMENT 6

21 September 2016

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

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

CITY OF CALGARY
RECEIVED
IN COUNCIL CHAMBER

SEP 21 2016

ITEM: 3.6 TT2016-0705
Distribution
CITY CLERK'S DEPARTMENT

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:

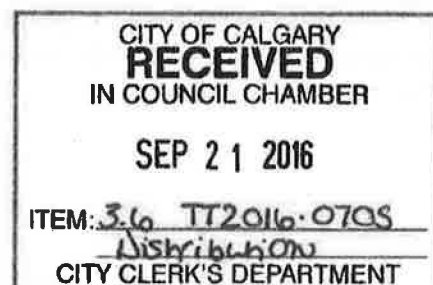
- Noise
- Vibration
- Shadowing
- Traffic
- Visual obstruction
- Unpleasant streetscape

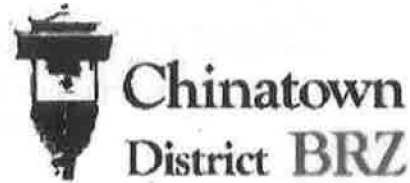
History has shown that any above ground transit corridor such as 7th avenue has detrimental effects on businesses and residents. Crime typically increases due to less "eyes on the street". Unsavory and illicit activities are typically attracted to such overpass.

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



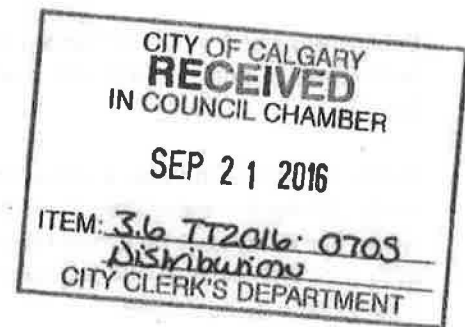


September 15, 2016

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 2nd 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 20th 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 2nd 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 persons; 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 7th 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.

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

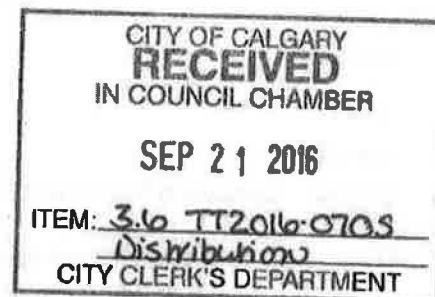
info@eauclaireca.com
www.eauclaireca.com

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 16th 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 2nd 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

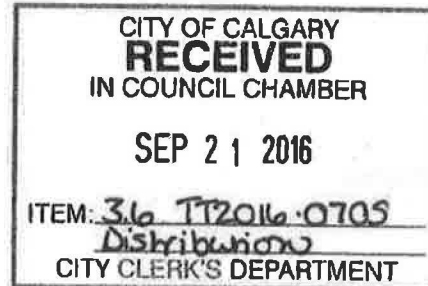
c.c. Ward 7 Councillor Farrell's office



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 vigorously 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.

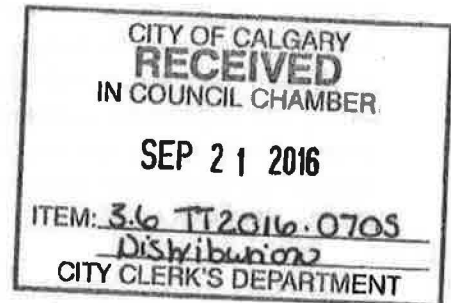
Yours very truly,

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

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 10th Street NW and 14th 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,

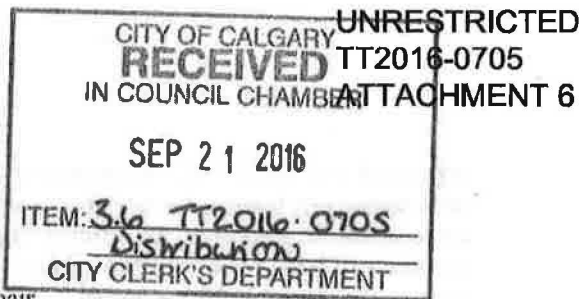
Robert McKercher
Board Member, Chair of Planning Committee
Hillhurst Sunnyside Community Association

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 2nd 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 2nd 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 2nd 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 2nd 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 2nd 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,

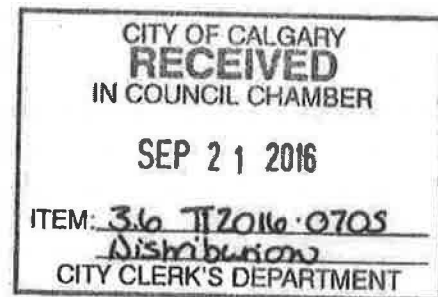
Denise Man

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: lequenec@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 2nd 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 2nd 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 2nd 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 2nd 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 2nd 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 2nd 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 2nd Street then has the potential to impair the value of residential and commercial units facing onto 2nd Street.
6. 2nd 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 2nd 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.

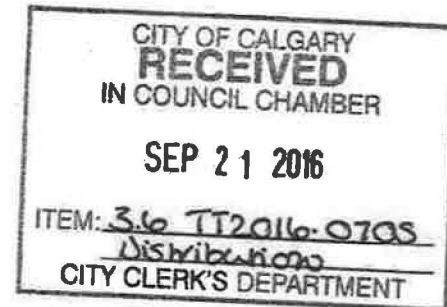
We would like to thank the city for the transparent stakeholder consultation phase, which shows the city is being considerate to all impacted residences. As well we would like to be clear that we do support the green line to increase the use of public transportation into the downtown core.

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

Sincerely,



Leslie LeQuelenec

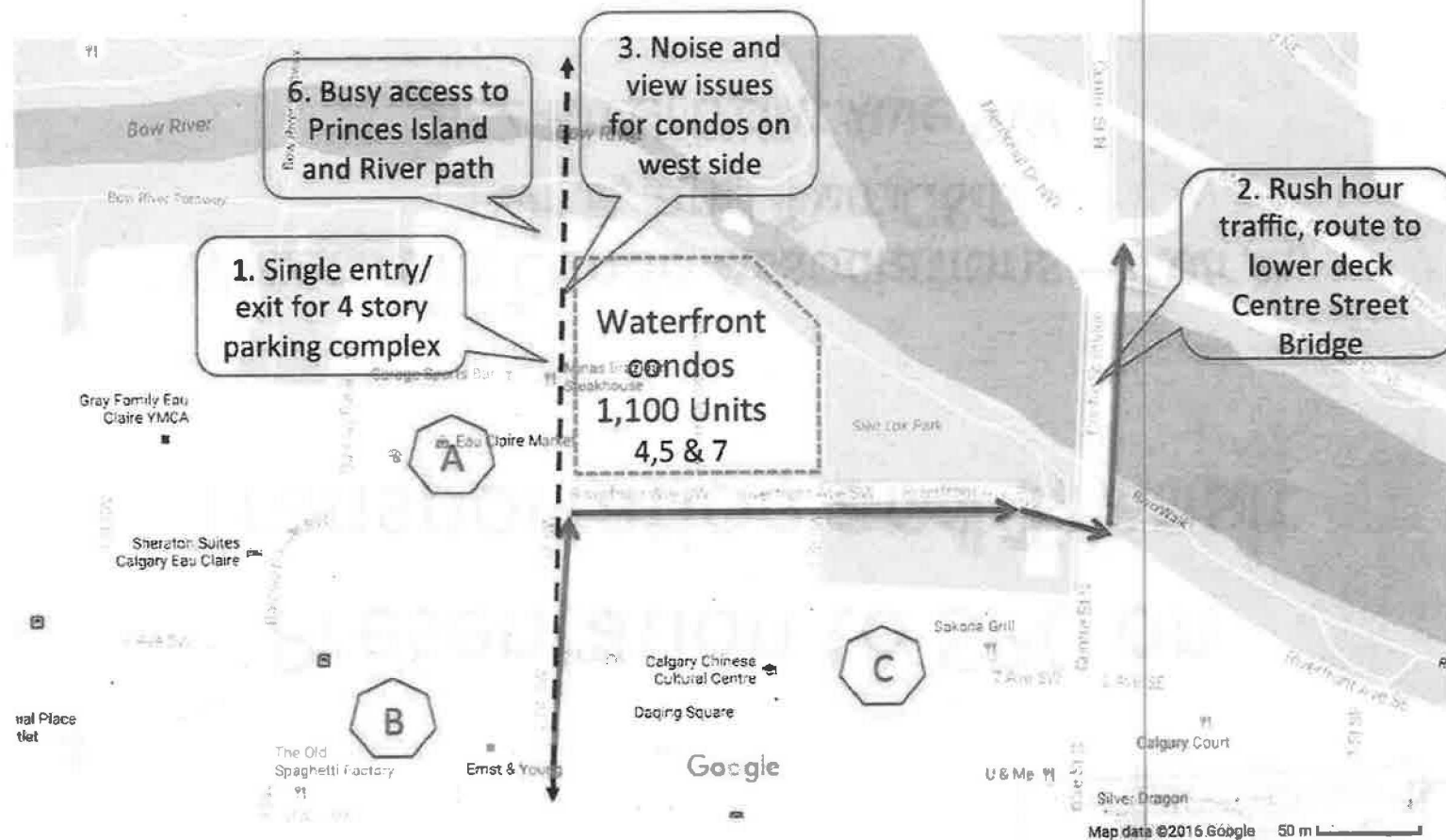


Presentation to SPC on Transportation and Transit

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

UNRESTRICTED
TT2016-0705
ATTACHMENT 6

Waterfront Condo Complex in Chinatown



← --- → Green Line on 2nd 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

2

UNRESTRICTED
TT2016-0705
ATTACHMENT 6

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 2nd Street SW could lead to additional traffic congestion.
2. Heavy traffic in the area during rush hour using 2nd 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 2nd 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 2nd Street SW, nor do proposals to date from Harvard for Eau Claire redevelopment. Potential for value impairment.
6. North end of 2nd 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

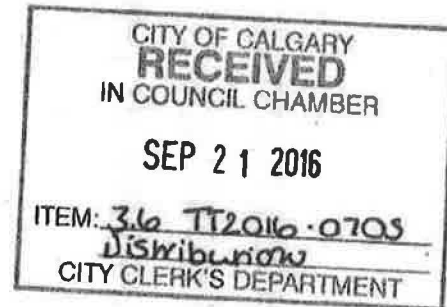
#1, 128 – 2nd Avenue S.W., Calgary, Alberta, T2P 0B9
Tel: (403) 265-8446 Fax: (403) 233-0070
www.cccsa.ca

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 2nd 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 2nd Street SW across and below the CP Rail tracks between 9th 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 2nd Avenue and 2nd 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).

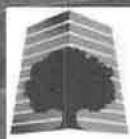
For these reasons CCSC gives its full support to the present Green Line LRT alignment.

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



**Bentall
Kennedy**



**Investment
Management
Corporation**

Presented By:

Richard Morden

Vice President Investment Management
Bentall Kennedy

Research since June SPC T&T

Since June 15, 2016 meeting

- bcIMC 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 2nd 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



Scarborough, On



 **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



Bangkok Mass Transit System Public Company Limited.

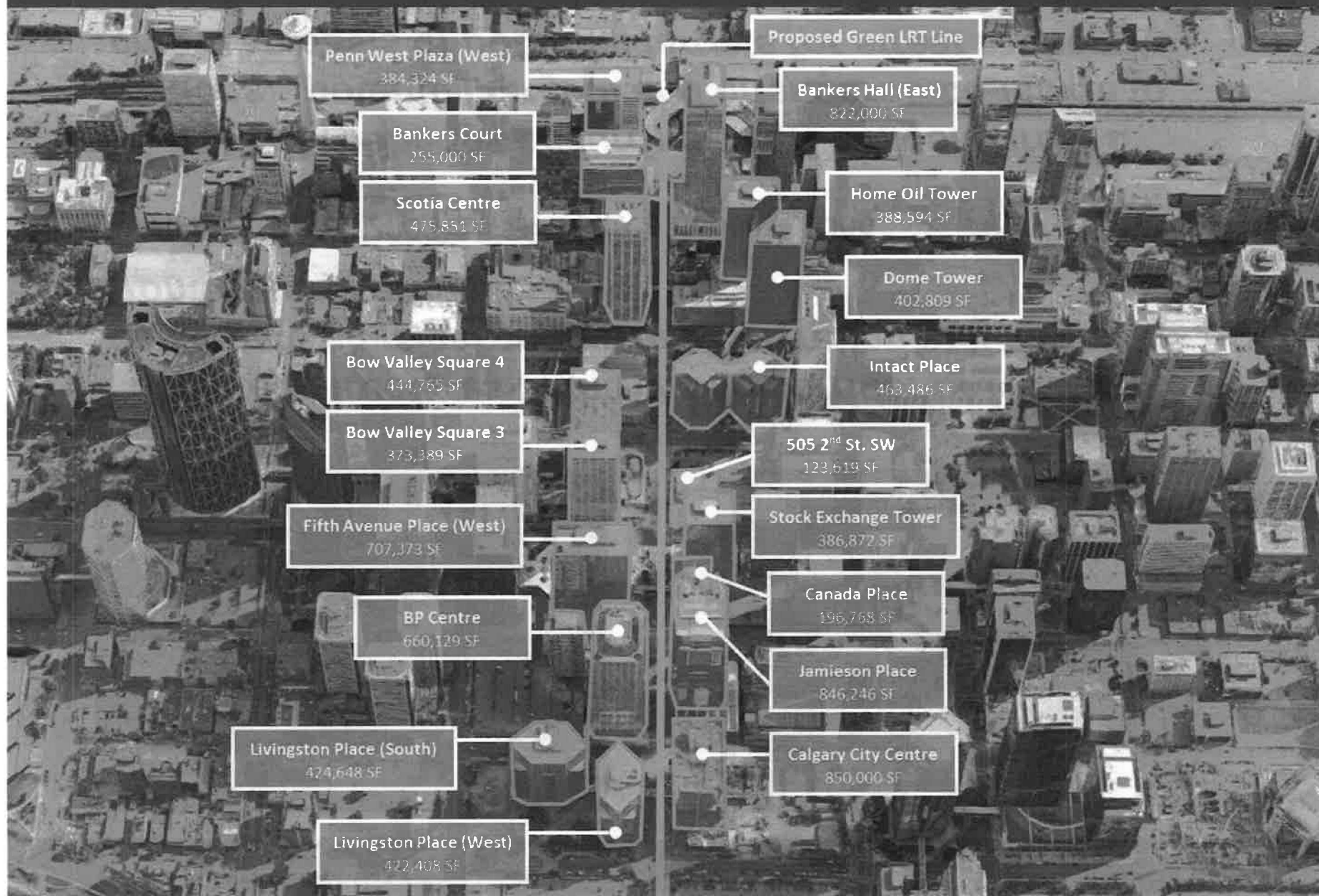
“A peak of robberies occurring 1 to 1.5 blocks from L stations...potential targets and offenders...co-incide to create an oasis of potential targets for street robbers”

- Block & Davis (1996) on Chicago's L



Chicago Transit Authority

Significance of 2nd Street



Significance of 2nd 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



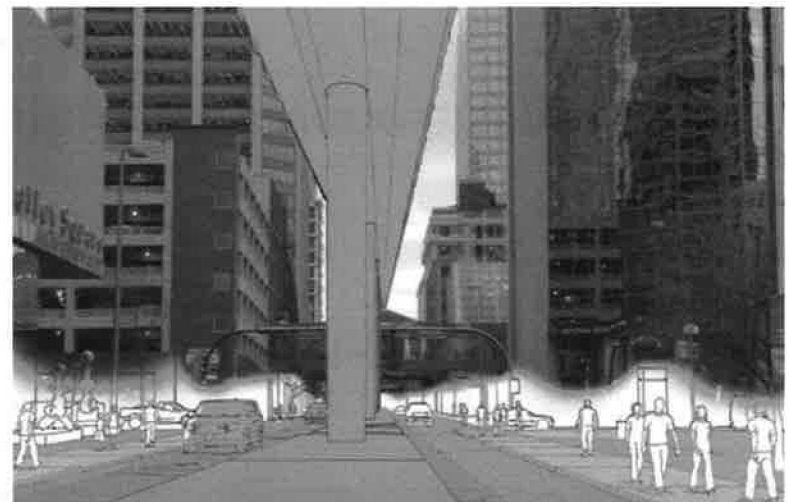
Impact – Calgary Lost Taxes

| 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) |
| Total Potential Annual Tax Lost | \$ (5,288,187) | \$ (4,319,463) | \$ (8,638,726) |
| # Houses Equivalent @ \$1,782 mean | 2,968 | 2,424 | 4,848 |
| # Houses Equivalent (City Tax Only) | 4,940 | 4,035 | 8,069 |

Advantages of Underground Transit

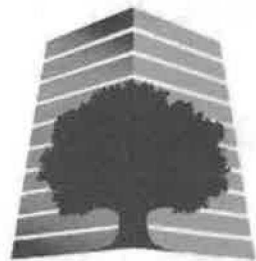
Girnau & Blennemann - 1989

- 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 2nd Street will suffer – everyone else will have to pay.



**Bentall
Kennedy**



**Investment
Management
Corporation**

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