



Welcome

Green Line in Your Community

Today's session will provide you with information on options The City is exploring for connecting the Green Line in the Beltline to the future Inglewood/Ramsay station.

Stay engaged!

Follow the Green Line story at calgary.ca/greenline

Green Line LRT Why are we here?

Our challenge:

Evaluate **how to best connect** the Beltline communities to the future Inglewood/Ramsay station.



Planning the Green Line requires The City to balance a number of priorities including:



Operational requirements for transit (ie. providing a service that operates efficiently and sustainably)



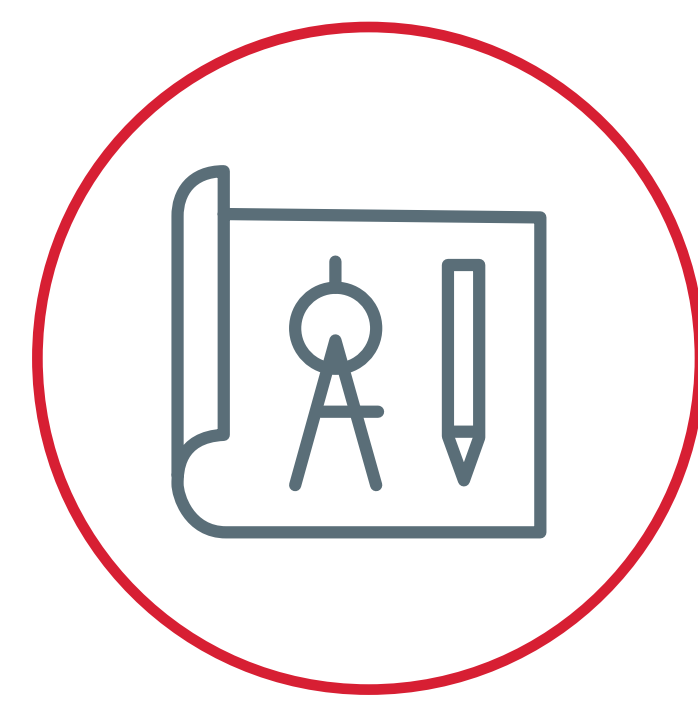
The needs of local stakeholders (ie. residents, businesses, community hubs, and attractions)



The need to design and operate the right LRT for all Calgarians, for today and for the next 100 years

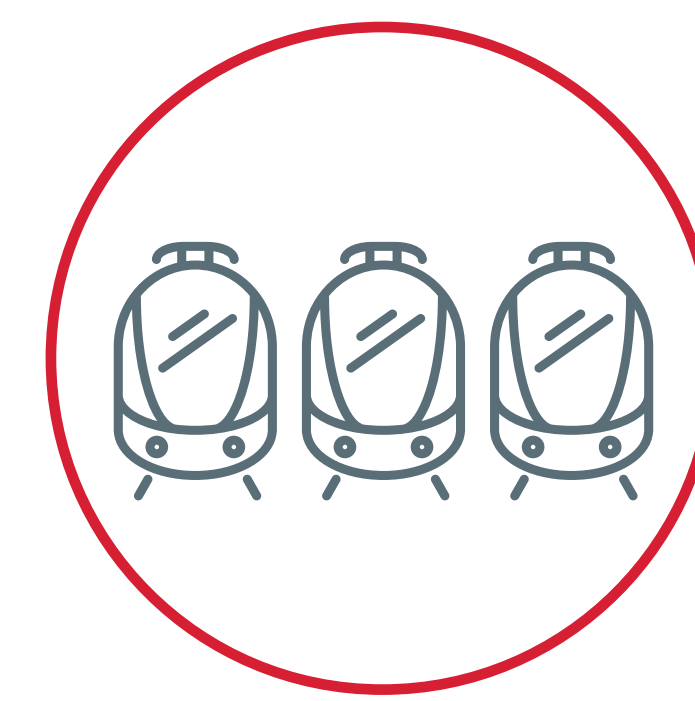
Green Line LRT Why are we here?

The City is exploring several alignment options to understand their issues and opportunities, while balancing a number of constraints:



Victoria Park redevelopment

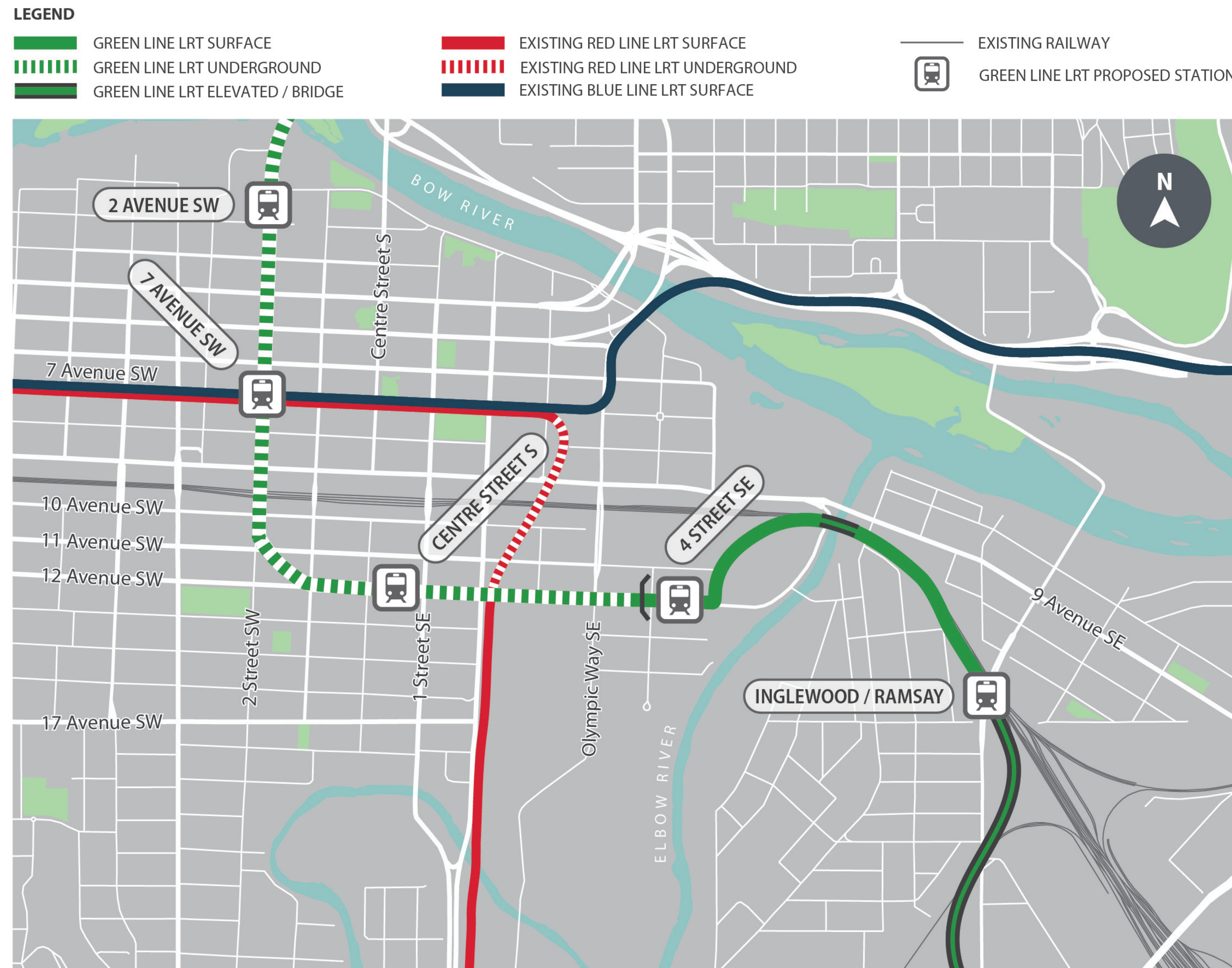
- Canada Municipal Land Corporation (CMLC) is currently developing its Rivers District Masterplan, which includes urban residential and commercial developments, Stampede grounds, the Saddledome, and a future culture and entertainment district.
- The City of Calgary is working with CMLC to support the area transportation network once the Rivers District Masterplan is built out to best serve Calgarians, whether you travel by foot, bike, bus or car.



Victoria Park Transit Centre

- The Victoria Park Transit Centre (VPTC) sits just west of the Elbow River, between CP Railway and 12 Avenues S. It is an active transit centre, open 24/7, with one third of the city's daily bus fleet operating out of the facility.
- The centre can be relocated but no commitments have been made in terms of funding or timelines.
- The estimated cost of a replacement facility, not including remediation of the lands in Victoria Park, is approximately \$300 million.
- The City does not currently have the funds to relocate the centre, so Administration has been exploring Green Line alignment options that would not require immediate relocation of the Transit Centre.

Option 1 – North of the Victoria Park Transit Centre



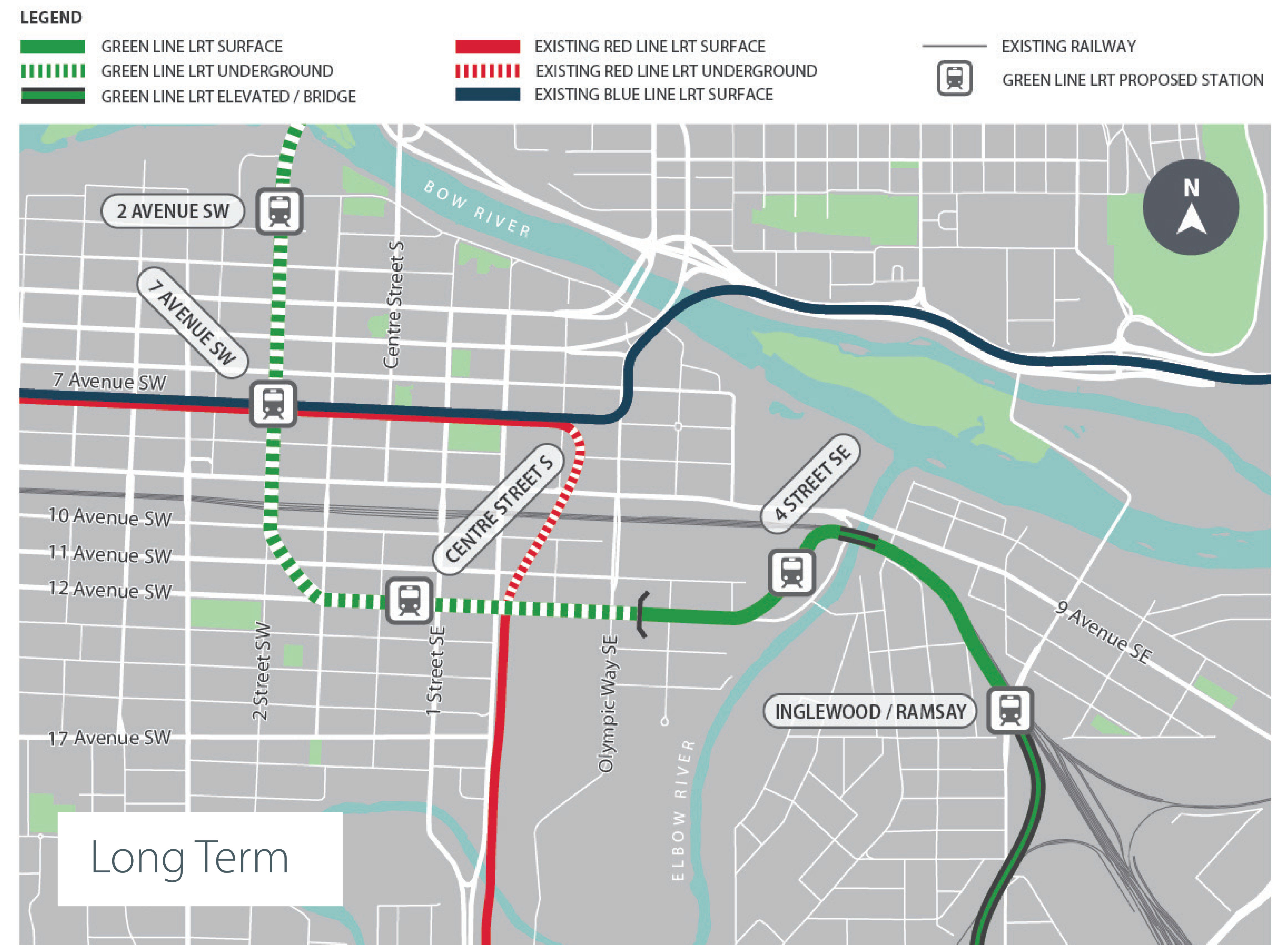
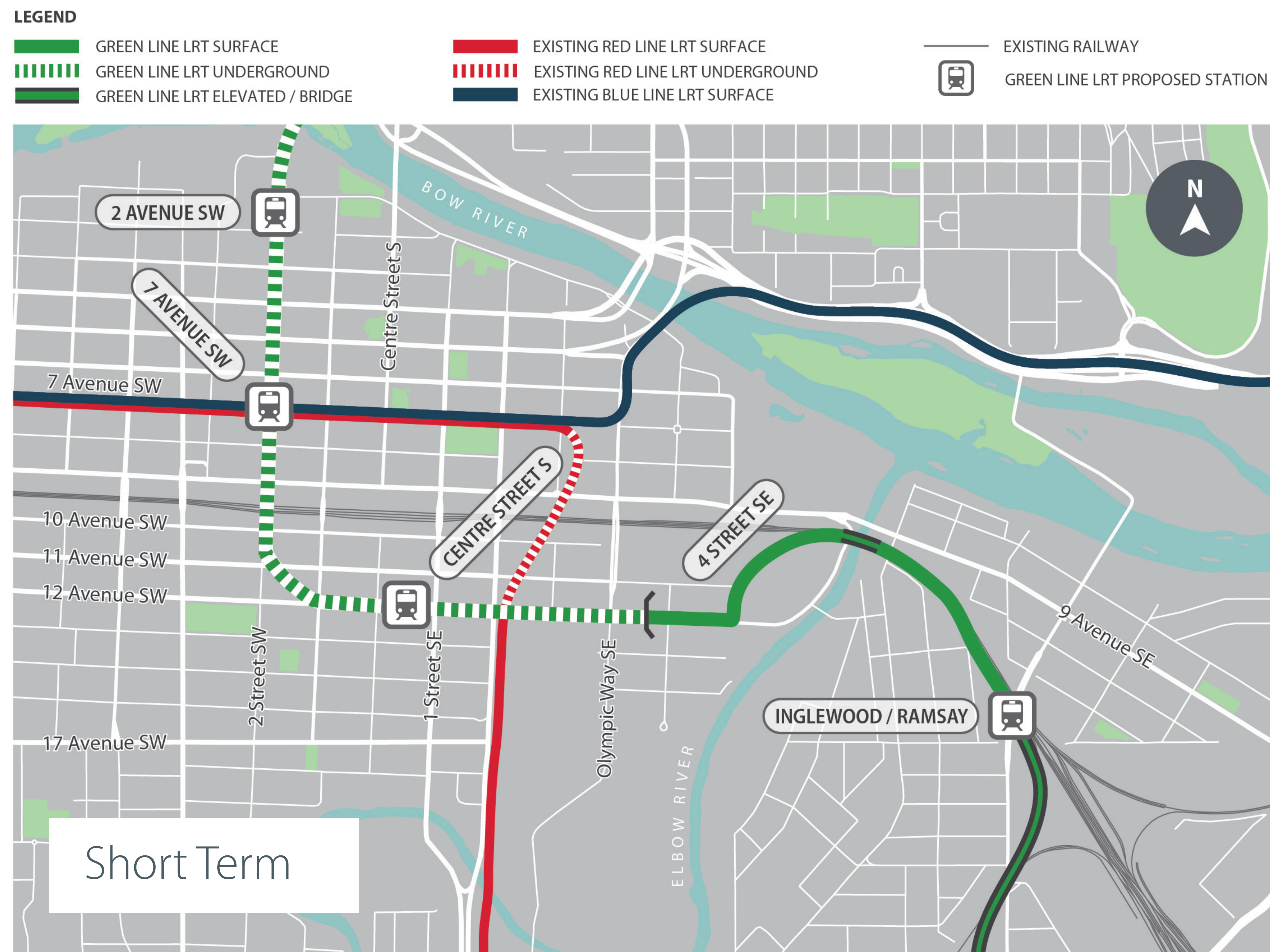
- Ties directly into the previously approved alignment at Elbow River
- Slower LRT travel time and costly wear and tear on LRT vehicles due to tight LRT turns around Victoria Park Transit Centre
- Impacts site layout, bus operations, and access to maintenance and storage bays at the Victoria Park Transit Centre

Option 2 – MacDonald Avenue



- Faster overall LRT travel times
- Would not produce the same wear and tear on LRT vehicles
- Would reduce impact to bus operations at Victoria Park Transit Centre as the main entrance/exit is not shared with LRT
- Is not supported by the community due to the required property impacts, the potential impact to access and circulation in the community, and community concerns about division of the neighbourhood

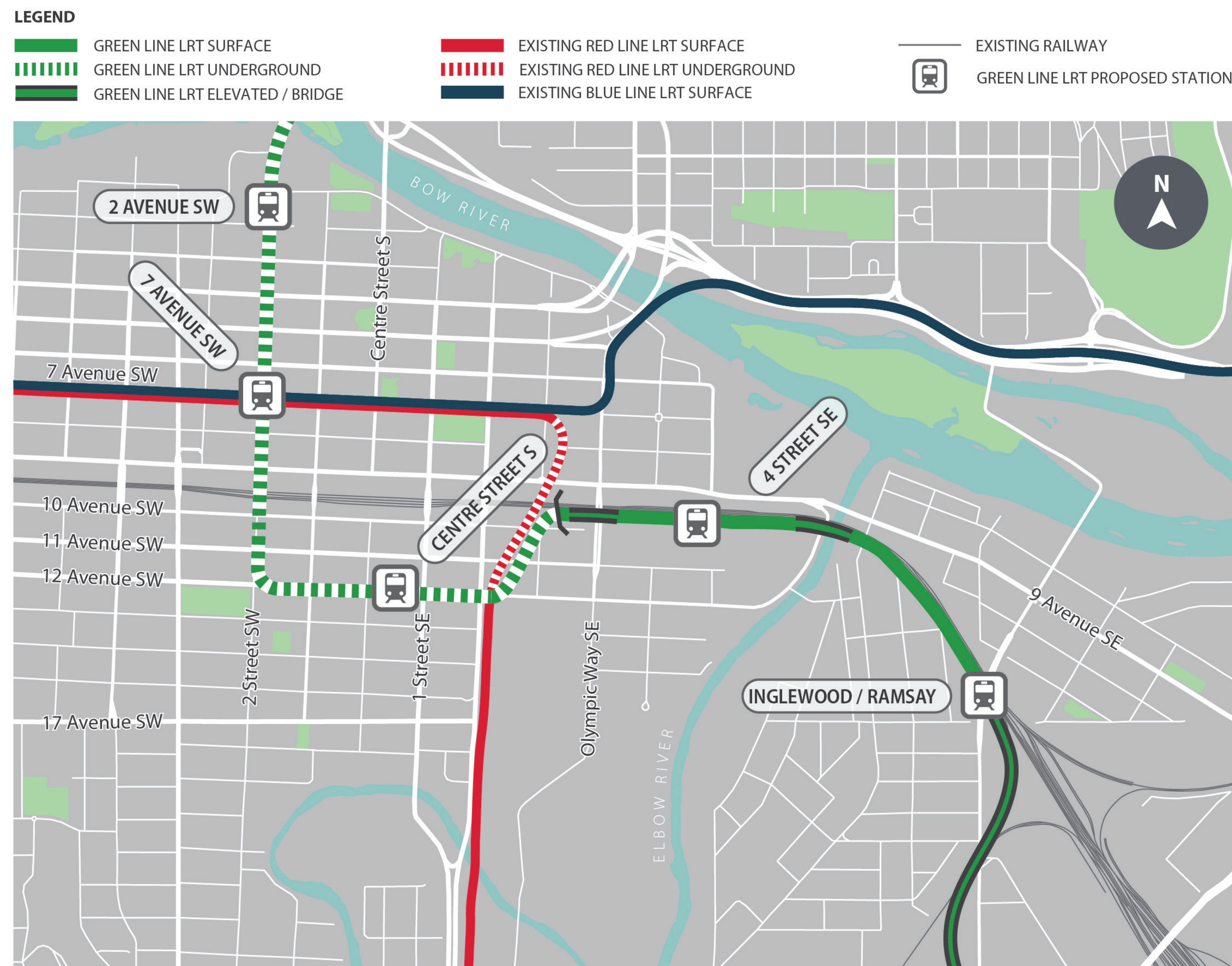
Option 3 – Staged Option



Would route the Green Line north of the Transit Centre until the Centre is re-located, at which time the Green Line tracks would be re-aligned and a station built on the former Transit Centre lands. This would:

- In the long term, allow flexibility in adapting to future needs as Transit Centre moves and area develops
- **Not include** 4 Street S.E. station in the area until after Transit Centre is moved
- Result in higher costs due to modifying and rebuilding infrastructure in the future

Option 4 – Transition to 10 Avenue S.E. Option



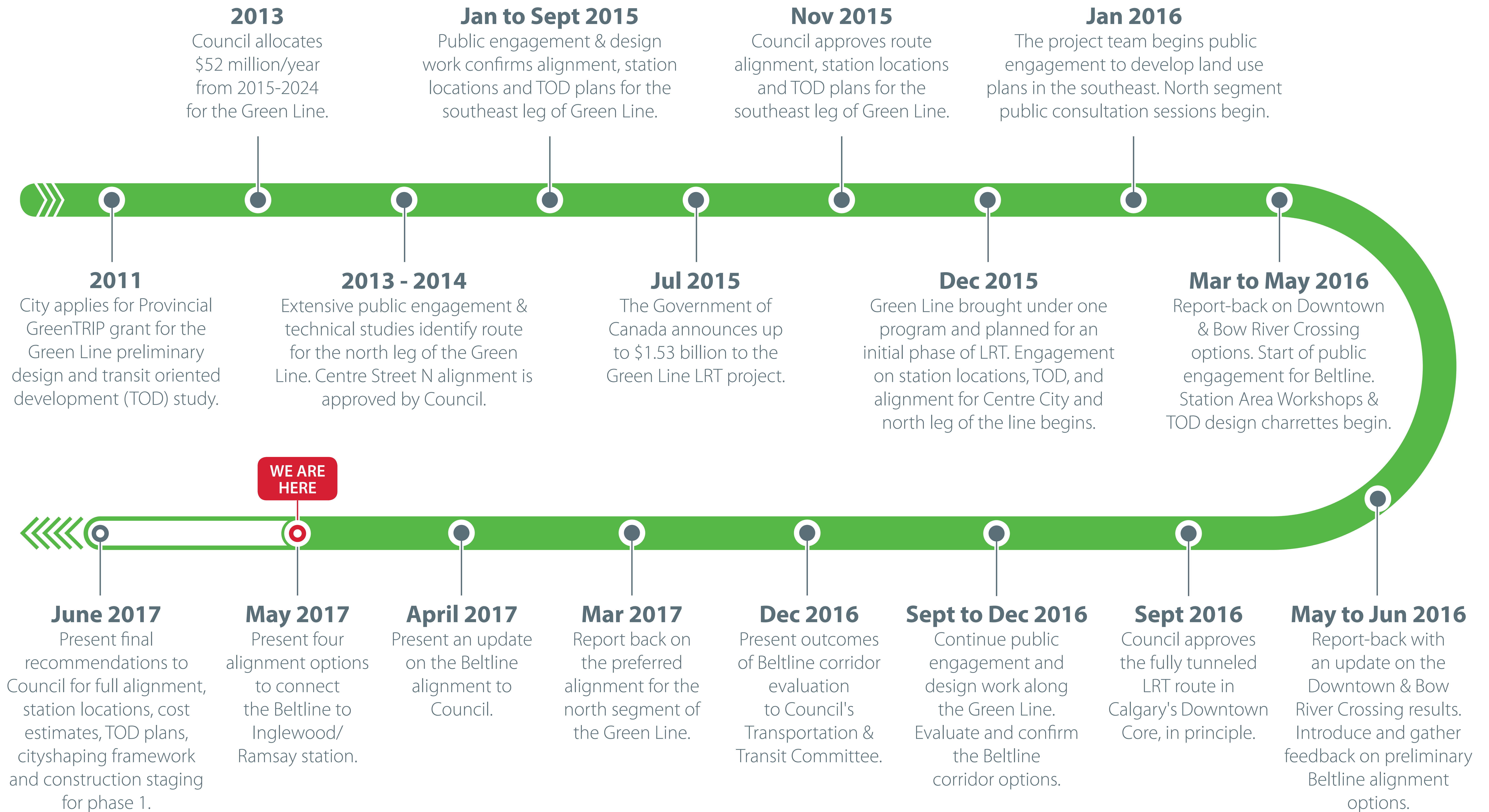
Would see the line jog north underground from the Centre Street station on 12 Avenue S to 10 Avenue S, where it would come to surface and run parallel to the south side of the CP tracks. This would:

- Minimize impacts to the existing area traffic network
- Provide faster travel times for the LRT
- Minimize impacts to the Victoria Park Transit Centre
- Minimize impacts to existing residential communities
- Impact properties and businesses in Victoria Park area
- More complex construction and tunneling methods under historic properties and the existing Red Line tunnel

Option Comparison

Metric	North of Victoria Park Transit Centre	MacDonald Avenue	Staged Near-Term & Long-Term		Transition to 10 Avenue S	Full Tunnel (removed from consideration)
Estimated LRT Run Time	Slower	Medium	Faster	Medium	Faster	Faster
Community Impacts	Minimal impacts to existing communities	Highest impacts to existing communities	Minimal impacts to existing communities	Minimal impact to existing communities	Some impact to Victoria Park community	Some impact to Ramsay community (for tunnel portal)
Development Impacts	Places portal adjacent to development site	Places portal adjacent to development site	No station in Victoria Park	Constrains future development of Transit Centre lands	Constrains development above tunnel	Low impact on future development
Capital Cost Consideration	These options all fall within the available \$550-\$600 million estimated cost for this segment.					Significantly higher than cost target
Property Cost Consideration	Property costs will be a major differentiator between individual options. Costs are determined through negotiated land agreements.					Low
Stakeholder Sentiment	Concern about portal location & 12 Ave traffic impacts	Concern about community impact, portal location & 12 Ave traffic impacts	Concern about portal location & 12 Ave traffic impacts	Concern about portal location & 12 Ave traffic impacts	Unknown	Favoured by many stakeholders
Operational Considerations	Impacts to Transit Centre Operations & LRT operations	Minimal operational impacts	Impacts to Transit Centre operations & LRT operations	Minimal operational impacts	Minimal operational impacts	Minimal operational impacts

Green Line LRT Overall timeline



Next steps Making a recommendation

- In June 2017, Administration will recommend an alignment to City Council. Council makes a decision based on information presented.
- No single alignment option can serve all stakeholders and meet all objectives without impact.
- Administration must evaluate, understand and weigh the trade-offs of each option.
- The trade-offs of each alignment option and rationale for why one is being recommended over the others will also be shared with Council and the public.

Next steps Making a recommendation

Administration

Alignment Considerations

- Technical Feasibility
- Constructability
- Costs
- Property Impacts
- Community Impacts
- Connectivity
- Bus and LRT Transit Operations
- Stakeholder Sentiment
- Development Potential
- Transit Service & Customer Experience



Recommendation Considerations

- Return on Investment
- Vision for the Future of the Area



Council Decision