



# Welcome

## Green Line in Your Community

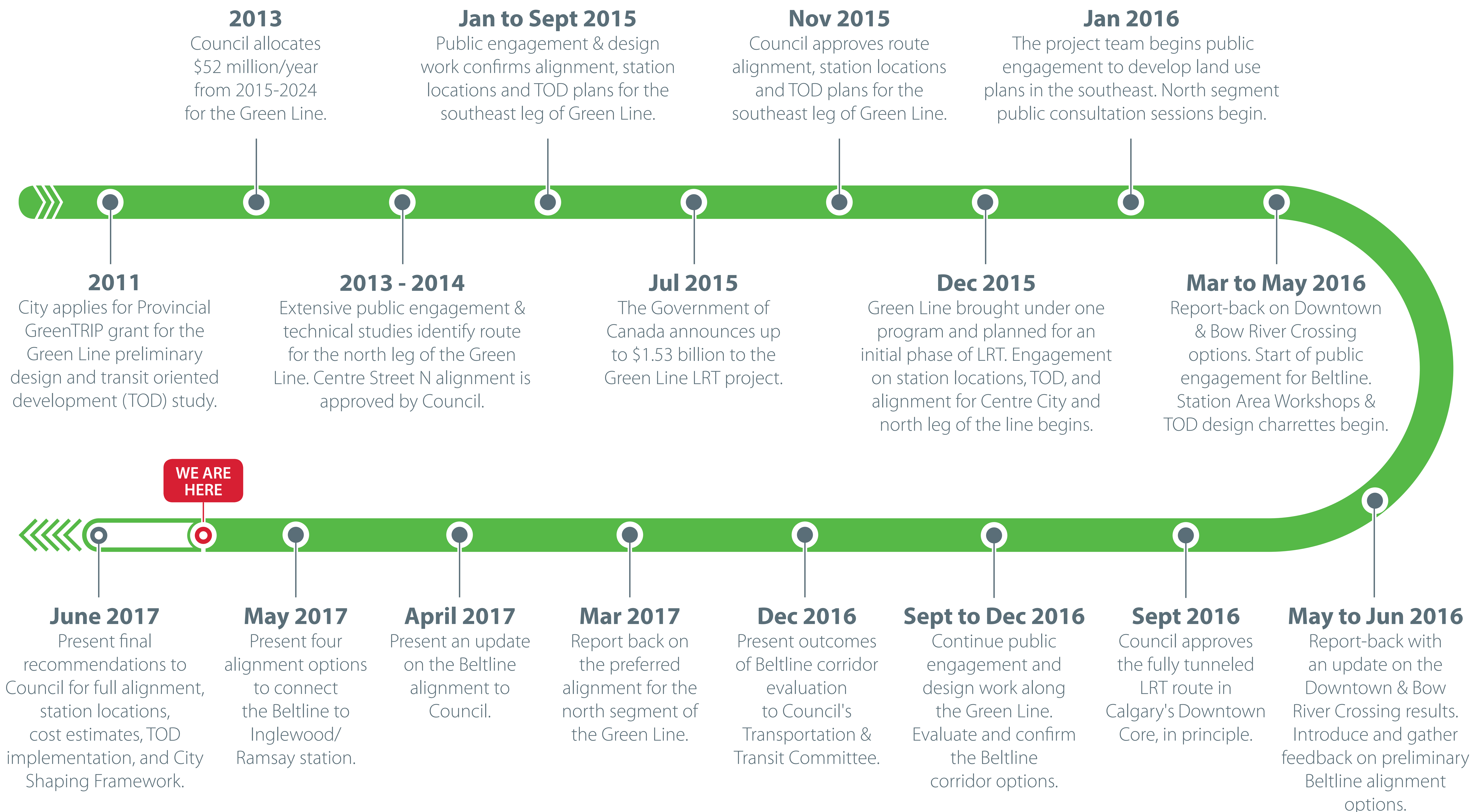
Today's session will provide you with information about Administration's recommendation for connecting the Green Line in the Beltline to Victoria Park and Inglewood/Ramsay station.

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Follow the Green Line story at [\*\*calgary.ca/greenline\*\*](https://calgary.ca/greenline)

# Green Line LRT Overall timeline





# 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)

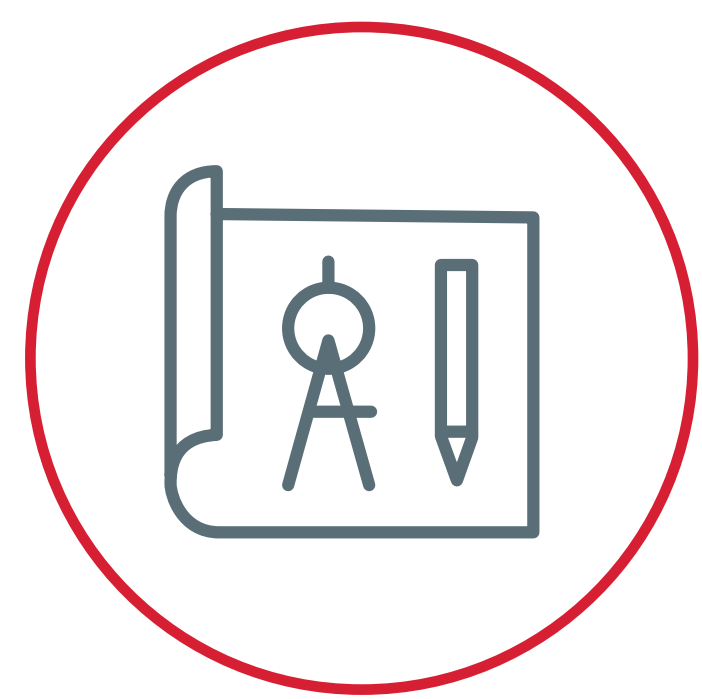


The need to design and operate the right LRT for all Calgarians, for today and for the next 100 years



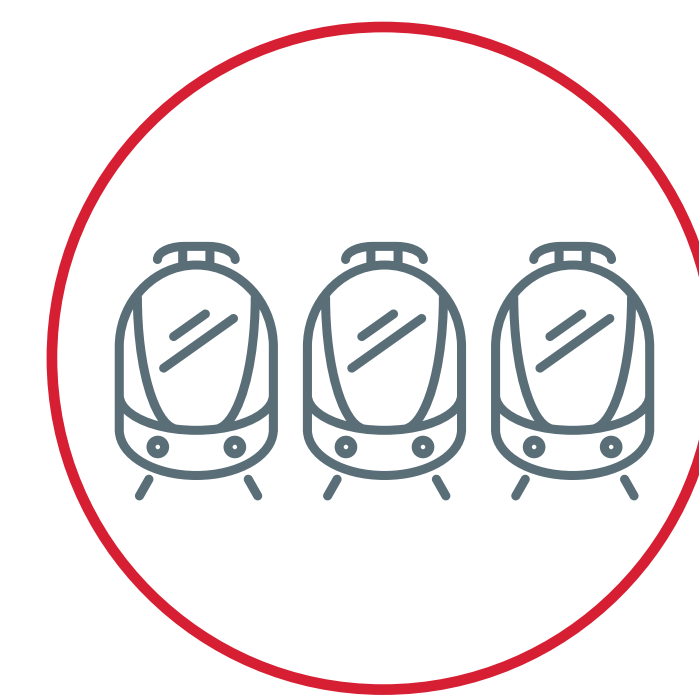
# Green Line LRT Why are we here?

**Administration explored several alignment options to understand their issues and opportunities, while balancing a number of constraints:**



## Victoria Park redevelopment

- Calgary 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 Avenue 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



## What we heard:

- Limits impact to the community of Ramsay
- Concern about access and circulation on 12 Avenue S
  - Barrier to residents trying to get into and out of Ramsay
- Concern about need for pedestrian and bicycle access across and along the line



## Option 2 – MacDonald Avenue S.E.

- 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 property impacts, the potential impact to access and circulation in the community, and community concerns about division of the neighbourhood



### What we heard:

- Concern about feeling cut-off, loss of heritage and character, and feelings that tight-knit inner-city community is being impacted for the primary benefit of commuters
- Noise, safety, and traffic flow concerns
- Acknowledgment of the technical merits of the option



## Option 3 – Staged Around Victoria Park Transit Centre

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



### What we heard:

- Lack of station in the short term was seen as an issue
- Concern that this alignment would still have substantial impacts to access and circulation in the Victoria Park and Ramsay area
- Minimize impacts on the community of Ramsay and provide options for developing the Transit Centre land in the future



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

Would continue underground from Centre Street S station, going under MacLeod Trail S.E. and the Red Line LRT tunnel before jogging north 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
- Have impact on some properties and businesses in Victoria Park
- Require more complex construction and tunneling methods under historic properties and the existing Red Line tunnel



### What we heard:

- Option generated the greatest amount of conversation and feedback
- Minimizes traffic access and circulation issues in the area, should include improvements to pedestrian and cycling access as well
- Does not impact the community of Ramsay
- Station location serves both Victoria Park and East Village
- Acknowledgment of land requirements



# Option Comparison

Recommended

Metric	Option 1: North of the Victoria Park Transit Centre	Option 2: MacDonald Avenue SE	Option 3: Staged Around the Victoria Park Transit Centre		Option 4: Transition to 10 Avenue SE	Full Tunnel (removed from consideration)
			Near-Term	Long-Term		
Estimated LRT Run Time	Slowest (8.5 minutes)	Medium (7.0 minutes)	Medium (7.0 minutes)	Slow (8.0 minutes)	Fast (6.0 minutes)	Fastest (5.5 minutes)
Community Impacts	Minimal impacts to existing communities	Highest impacts to existing communities	Minimal impacts to existing communities	Minimal impact to existing communities	Minimal impact to existing communities	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	Complicates future development of Transit Centre lands	Complicates future development above tunnel	Low impact on future development
Capital Cost Consideration	\$550 million	\$600 million	\$540 million	Additional \$20 million for track reconstruction and station	\$600 million	\$900 million
Property Cost Consideration	Property costs will be a major differentiator between individual options. Costs are determined through negotiated land agreements. Property acquisition remains a high risk for the project.					Costs are determined through negotiated land agreements.
Stakeholder Sentiment	Concern about portal location & 12 Ave S traffic access and circulation impacts	Concern about community impact, portal location & 12 Ave S traffic access and circulation impacts	Concern about portal location & 12 Ave S traffic access and circulation impact	Concern about portal location & 12 Ave S traffic access and circulation impact	Minimizes impacts to community, traffic access and circulation	Favoured by many stakeholders
Transit Operational Considerations	Significant impacts to bus & LRT operations	Minimal operational impacts	Impacts to Transit Centre operations & LRT operations	No impact (Transit Centre is relocated)	No impact to Transit Centre & LRT operations	No impact to Transit Centre & LRT operations
Traffic Operational Considerations	Impacts to traffic access and circulation on 12 Ave S	Impacts to traffic access and circulation on 12 Ave S	Some impacts to traffic access and circulation	Some impacts to traffic access and circulation	No impact to traffic access and circulation	No impact to traffic access and circulation



# Recommendation – Transition to 10 Avenue S.E.

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While no single option can serve all stakeholders and meet all objectives without trade offs, Administration has determined that **Option 4: Transition to 10 Avenue S.E.** presents the best balance across evaluation criteria.

## Opportunities of Transition to 10 Avenue S.E.:

- Minimizes traffic access and circulation concerns
- Reduces impact to community of Ramsay
- Improves station access for community of East Village
- Enables future development

## Challenges of Transition to 10 Avenue S.E.:

- The recommended alignment requires land acquisition in the form of partial, full, and underground strata (for the tunnel). The exact land requirements are still under review. Once the alignment is approved by Council, Administration will advance design and arrange to meet one-on-one with all impacted property owners. Land acquisition is a risk for any project. If The City cannot acquire the required land, Administration will re-evaluate the remaining alignment options and determine the best course of action.



## Recommendation – What happens next?

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- Administration will recommend Transition to 10 Avenue S.E. to the Standing Policy on Transportation and Transit (SPC on T&T) on June 21, 2017, and then to City Council on June 26, 2017
- Administration will seek Council approval to proceed with design and land acquisition associated with the recommended option
- Council could approve the recommendation as-is, or could require Administration to take additional steps before granting approval
- If the required land cannot be acquired by The City, Administration will re-open the evaluation of alignment options to determine the best course of action