



# Green Line LRT

Beltline Alignment Options

MacDonald Avenue Public Information Session

March, 2017

What we Heard

## Engagement overview

On March 2, 2017, The City of Calgary hosted a public information session and panel discussion of the proposed MacDonald Avenue alignment for the Green Line LRT in the Community of Ramsay. The session took place from 6:00 to 8:30 pm, was held at The Commons Calgary, and was live-streamed on The City's webpage. The session began with a short presentation on the Green Line project and an overview of the issues and constraints that had led The City to re-open the MacDonald Avenue alignment option for exploration. Following the presentation, participants were given an opportunity to pose questions or make comments to a panel that included:

- Program Manager: Fabiola MacIntyre
- Segment Lead: Jon Lea
- Inglewood/Ramsay Project Coordination Lead: Dale Lynch
- Ward 9 Councillor: Gian-Carlo Carra

## What we asked

Participants were asked to share their comments or questions with the project panel. Participants were given the opportunity to speak directly to the panel, or to write their question and have it posed for them.

## What we heard

Over the course of the evening session, The City collected 51 written questions and comments and fielded 28 live questions or comments from the audience. An additional 28 questions have come in to the project team via email since the in-person session. All 107 questions and comments can be found in the verbatim portion of this report, and will be addressed in a forthcoming question and answer document.

Participant questions and comments touched on the following major themes:

- **Community Impacts of the Alignment**  
The most common comments and questions received touched on community impacts, with many participants noting how this option would disrupt and divide the community. People wanted to know more details on what The City understood to be the pros and cons of this alignment, especially when the negative community impacts were quite clearly articulated.
- **Access & Circulation**  
The next most common set of participant questions and comments expressed concern that the neighbourhood was already experiencing access and circulation issues, and that the MacDonald Avenue alignment would only worsen those. Beyond access and circulation concerns for area



# Green Line LRT

Beltline Alignment Options

MacDonald Avenue Public Information Session

March, 2017

What we Heard

residents, many questioners also wanted to know how access for emergency services would be accommodated and improved.

- **Other Alignment Options**

Many participants shared preferred alternate alignments and wanted to know more about the alignment options that had been previously explored and dropped. Questions focused on what these options were, and why these options were no longer being pursued.

- **The Engagement Process**

Comments and questions that touched on the engagement process focused on how The City is sharing information about this option with an emphasis on improving timeliness and effectiveness, as well as an overall need for more information greater transparency.

- **Green Line Priorities**

Comments and questions that touched on Green Line priorities focused on understanding how The City plans to address the needs LRT users against the community impact of the MacDonald Avenue alignment. Participants were frustrated that this option appears to prioritize commuters, cost, and train operations over the Ramsay community.

- **The Victoria Park Transit Centre (Bus Barns)**

Participants wanted more information on why the Victoria Park Transit Centre was considered a priority, as well as how the potential future development of this site weighed into project decision-making.

- **LRT Operations**

Some questions and comments touched on operational concerns: noise, vehicle choice, speed and right-of-way.

- **The Decision Making Process**

Participants wanted greater clarity on when and how project decisions will be made.

- **LRT Safety**

There were questions and concerns about how The City will ensure safety in the area.

- **Property Acquisition**

There were questions about the City process for acquiring properties.

For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.



## Next steps

Planning is currently underway for the next round of stakeholder engagement within the community. The questions and comments found here have been provided to the project team for review, and will help to inform both a forthcoming question and answer document, as well as future communication and engagement around the MacDonald Avenue alignment option.

## Verbatim Comments

Comments below are grouped by major themes. Many comments and questions included multiple topics or themes, as a result, some comments and questions may show up in multiple theme areas.

### Comments touching on **Community Impacts of the Alignment**

- Will there be visual renderings? Specifically what will the end of 9st look like?
- Building the Green Line along Macdonald Ave would impact and take away limited green space for Ramsay and further ghettoize the river pathway. Another loss for our community. Aligning with CPR bridge doesn't add another "ugly" and unsafe place.
- What commitment will the city make to beautify out area and make up for this loss?
- Ramsay would be sacrificing a lot w/ Mac Ave option. One plus would be an actual station in our community, but we were told this was not negotiable. Where is the give + take?
- Fifteen years ago we bought our home on 11 Ave + 9 St SE. We chose a friendly, connected, safe inner city community. We have invested heavily in our home and our neighborhood, both financially and socially. We believe that inner city communities must be strong, diverse and connected in order for Calgary to be a great city. What we have right now is just that kind of inner city neighborhood. Families ride their bikes on our street. Neighbors talk + have backyard barbecues. We can hear birds sing. We can walk downtown. We do not want you to take that away, when doing so in completely elective. The City needs to care about more than moving people to and from the suburbs. As inner city residents, we are invested in making sure this city does not die as a hallow urban core. our heritage homes and lifestyle have value. Knocking them down for the sake of ease or insignificant savings is not acceptable. The City has a responsibility to do better. To create a city that has a future because it have viable inner city neighborhoods. This is more important that whether a train have to slow down to 15km/hr. Make the decision that shows you understand that saving a commuter 2 minutes is not worth destroying our homes and community.
- What will it be like to live 1/2 a block from the train on MacDonald Avenue? What will the noise be like? How will my property value be affected? Why is our quiet, connected, heritage community worth sacrificing to save a commuter 2 minutes? How can you ensure the safety of pedestrians and children without walling off the train tracks?

# Green Line LRT

Beltline Alignment Options

MacDonald Avenue Public Information Session

March, 2017

What we Heard



- Based on your research to date what are some of the reasons you have found that would make the MacDonald bridge route challenging or problematic. In sum - what are the CONS with the MacDonald bridge route.
- Prefer option 1-> tunnel on 12th Ave around Transit Center. Concerns -division of community. -too many uses on 12th ave -keep Rail together
- Still not clear why specifics please was 10th ave not considered as option? Could create an edge and still be vibrant way to bring line through without disruption of entire north end of Ramsay. I am thinking most cost effective & keeping vibrancy in both Vic Park & Ramsay
- 4)MacDonald Ave idea - don't understand! More \$? Lose valuable heritage homes, split a small community restrict access in + out of the community.
- Concerns: Dividing our community -Property values w/ a c-train next door < -Safety of community children -noise -Emergency vehicle access
- We don't use the train -that's why we live in Ramsay! We paid more for our house and pay higher property taxes to live close to downtown. Now our community could be torn apart for commutes from deep Southeast -not fair! [email address removed] please add to email distribution [email address removed]
- What is the benefit of this option to Ramsay? What is the benefit of Macdonald Ave alignment specifically?
- Based on research to date – what are the cons with the Macdonald Bridge option?
- Long term resident of Ramsay – We would like a community, sense of community, a win. Right now we have a community that is feeling a sense of loss. Loss of exit on 8th, the potential closure at 7th, exit at Shamrock is difficult and Spiller//25 Ave is difficult. Experiencing isolation. Will challenge us to remain a community. What is the cost to our community and what is the value of that?
- Long term resident – 20 – 25 years ago nobody wanted to live here. We took pride to build community, beauty, character. One of the most historical areas. Progress eating at the area. Chose Ramsay because it's a great community. Lots of aging community members. Ambulance couldn't access for medical emergency because of narrow alley. Police couldn't respond to car break in because of train.
- Relatively new resident. First community I've ever felt at home in. Has affected home. Had one on one meeting yesterday. One of the benefits is 1.5 minutes improvement - was the information received yesterday. When it comes to the benefits for Ramsay – we won't use this train. We can walk to downtown faster. We are being asked to sacrifice so we can get downtown commuters into the core faster. This isn't right. You said vehicle/ transit access was important to Beltline – this doesn't help their situation on 12th ave. Doesn't seem well planned out – there are definite gaps. We need to tie everything together and build the community we want.
- Grew up on other side of the river. Thankful to neighbors for changing perspective on Ramsay and making it a great place to live. Doesn't need to travel to suburbs. Cost of moving the bus barns is

# Green Line LRT

Beltline Alignment Options

MacDonald Avenue Public Information Session

March, 2017

What we Heard



\$300 million. What makes more sense gutting a quarter of the neighborhood vs. cutting the length of the Green Line to the North/ South.

- The cities issue is not that the trains will need more maintenance or that the bends in the track cannot be built in order to adhere with the initially proposed alignment, but is instead that it will take an extra minute to commute through the area. It is clear from this statement that the city intends to BLOW these trains through the community and not have them quietly integrated into and used by the community ... they will after all need to save that minute to realize the return on the cost of destroying all those houses.
- The alignment through MacDonald Avenue cannot be “at grade” as the slopes through the area are too steep to move the train up and then down again to align with the new Inglewood/Ramsay station. This means that the existing street levels can’t even be maintained ... this will look like a scar cut through the community. How is the character to be improved or even maintained if the streets can’t even line up anymore? This also would undoubtedly result in “more affected land area”.
- The city has suggested that there will be more opportunities for development along the route in Ramsay if the train runs along MacDonald Avenue ... so by this theory, in addition to tearing down peoples homes and cutting apart and isolating various parts of the community, “more development opportunities” can only mean tearing down more homes and replacing them with something else. And this would only be true if in fact the train would be stopping at any point along the route which is proposed to dissect Ramsay. But it will not be stopping and it will not attract anything. It is a transportation corridor and that’s all it will ever be through Ramsay. A concrete and steel corridor.
- For those homes that are not directly destroyed, those that remain will be staring at and hearing these trains every 5 minutes in each direction, all day every day, in addition to having the spectators on the trains staring back at them into their yards and homes. This will change the fundamental character of the neighbourhood. The demand for and value of homes anywhere near this type of transportation corridor will drop, just as they do in every other similar situation world-wide. The city has asked for Ramsayites to identify what it is that we will be losing and what it is that we wish to preserve. What we are preserving is the quiet cohesive unique eclectic (if small) community that has been developed over a hundred years. As others have stated, Ramsay is one of the very few communities in Calgary that does not feel like a cookie-cutter planned sterile suburb. It is a place that actually feels like an organic home that has developed naturally over time and displays all the corners and marks and the good and the bad of it’s natural development over time .... it retains the indelible stains of it’s human history. That is what makes it so appealing. That is what makes it worth preserving. A concrete and steal transportation corridor cut through the community will do nothing but erase that history, that sense of community and home, no matter how pretty the train is that parades through on that corridor. Furthermore it will kill the desire of those who remain to take the pride in ownership to preserve and improve upon that character.
- The city is marketing this train as an opportunity for Ramsayites to access other communities in SE Calgary. I doubt very much that there is much if any demand for this. Ramsayites prefer to access



# Green Line LRT

Beltline Alignment Options

MacDonald Avenue Public Information Session

March, 2017

What we Heard

the downtown core and it is access in this direction that is being cut off by this transportation corridor. In any case, this argument is of no relevance to the MacDonald Avenue alignment because Ramsayites will have the exact same access to the train no matter what the alignment is. As the train will not stop anywhere in Ramsay even if it runs at ground level down the center of our existing streets ... IT WILL NOT STOP IN RAMSAY ... if a Ramsayite living on MacDoanld Avenue wants to go to SE Calgary they will have no choice but to still go to the INGLEWOOD/RAMSAY station to catch the train ... maybe the breeze at their back of the train blowing by them down MacDonald Avenue will speed them on their walk to the station!!

- Ramsay residents are united, and completely opposed to the Macdonald option, but the reality is the other alignment also has very negative impacts on the connectivity of the community to downtown. Please re-evaluate the Beltline alignment options, as the 10th Ave alignment makes sense.
- How wide will the Right-of-Way be and which properties will be affected?
- Will there be a new TOD zone defined to align with the proposed route?

## Comments touching on **Access & Circulation**

- I quote: "not going to pull any triggers" on losing connectivity then who is responsible for making a CPR road right-of-way a condition in a land purchase/sale contract? I refer specifically to the 8th St. crossing!
- Green Line & City Road/Parking (Dale) need to have in-depth conversations w/ 911 1st responders about the proposed road closures: what are 911 responders concerns? Dale said he hasn't spoken with them!!
- RAMSAY HAS PAID PROPERTY TAXES FOR OVER 100 YEARS. Have you considered improving vehicle connectivity, after closing 8th street, by putting a road under pass from 8th street/9th street. Going East to Inglewood 10 Ave + 10 Street. Avoids turning 9th street into a corridor + underpass into Inglewood.
- How will neighbors access Maggie Street? (by car)
- How will traffic & emergency vehicles access our neighborhood?
- Emergency Access + Egress. I witnessed a robbery early this morning from my house vehicle contents being stolen. Called 911. Thief escaped on foot. Returned. Called 911 a second time was told police had arrived. They hadn't. Thief ran off a second time. Moments later police arrived. Told me "we would have been here sooner, but the darn train." Thief escaped into darkness less than 60 seconds earlier, if police don't know how to access our neighborhood now, what does our future hold in that regard? Emergency vehicles can't get in and don't even know how! They should have used 7th and Mac Ave Bridge - But THIS going away!

# Green Line LRT

Beltline Alignment Options

MacDonald Avenue Public Information Session

March, 2017

What we Heard



- My concern is 12th Ave SE. I just don't see how a surface LRT will be beneficial the Blue + Red lines are choking off downtown (East -> West) Now, the green line (at surface) will choke off MacLeod Trail so east/west + south will disrupt traffic rush hour, not even addressing Stampede/Flames/concert traffic you can't afford not to go underground on 12th Ave! [email address removed]
- 3) Don't understand why the 12th preference it's already very busy how will traffic be affected? Reduced to one lane?
- Concerns: Dividing our community -Property values w/ a c-train next door < -Safety of community children -noise -Emergency vehicle access
- If the line cuts through our community its limiting access/egress to the community even more!
- That thought has gone into the impact of emergency service into & through the community of Ramsay
- How will this impact traffic circulation and parking in the community?
- Long term resident of Ramsay – We would like a community, sense of community, a win. Right now we have a community that is feeling a sense of loss. Loss of exit on 8th, the potential closure at 7th, exit at Shamrock is difficult and Spiller//25 Ave is difficult. Experiencing isolation. Will challenge us to remain a community. What is the cost to our community and what is the value of that?
- How will traffic and emergency vehicles access our neighborhood?
- Long term resident – 20 – 25 years ago nobody wanted to live here. We took pride to build community, beauty, character. One of the most historical areas. Progress eating at the area. Chose Ramsay because it's a great community. Lots of aging community members. Ambulance couldn't access for medical emergency because of narrow alley. Police couldn't respond to car break in because of train.
- Relatively new resident. First community I've ever felt at home in. Has affected home. Had one on one meeting yesterday. One of the benefits is 1.5 minutes improvement - was the information received yesterday. When it comes to the benefits for Ramsay – we won't use this train. We can walk to downtown faster. We are being asked to sacrifice so we can get downtown commuters into the core faster. This isn't right. You said vehicle/ transit access was important to Beltline – this doesn't help their situation on 12th ave. Doesn't seem well planned out – there are definite gaps. We need to tie everything together and build the community we want.
- Gian-Carlo mentioned at the meeting that the City is currently working to try to solve the "traffic nightmare" created at the train crossing at 25th ave & Macleod, and it is going to cost an enormous amount of money to try to fix that now. Are the 12th Ave alignment options not creating the exact same situation at the Macdonald access into downtown? How can our connectivity to downtown possibly be maintained (or made better) if an at surface train crossing is proposed across the roadway? Cars will be backed up through the community during rush hour, just as they are at the 25th ave & Macleod nightmare.

# Green Line LRT

Beltline Alignment Options

MacDonald Avenue Public Information Session

March, 2017

What we Heard



- Many residents of Calgary (SE & NE), use the Macdonald route to access downtown (not just Ramsay residents). How is this connection to downtown not going to be compromised by the 12th Ave alignment options?
- The new Ramsay ARP is planning for a significant increase of people into the community in a very short period of time. This will further strain the connections into and out of the community. With 8th Ave already slated to be closed, the Macdonald access cannot be seriously compromised as well.
- With the new alignment, what changes will there be to Maggie St?
- Will Macdonald Ave be accessible by all (people, cars, bikes)?
- - Does the city require that traffic planners/designers/engineers spend some time navigating the city on foot, bike, transit to see first hand the obstacles these modes face? If not, should this be a new requirement?
- -Right now, we have City officials coming to us and asking us what they should do about the potential road closures and changes to our neighbourhood. Why should this be the case? Aren't the transportation and planning folks the ones who are supposed to come up with these ideas?

## Comments touching on **Other Alignment Options**

- How about Sky train option. Run the train just like in Vancouver.
- Can you consider 7th Street rather than MacDonald bridge/12th street?
- Has any option ever been looked at to go OVER the tracks to go up 9ave? West of the River?
- Still not clear why specifics please was 10th ave not considered as option? Could create an edge and still be vibrant way to bring line through without disruption of entire north end of Ramsay. I am thinking most cost effective & keeping vibrancy in both Vic Park & Ramsay
- 1) Preferred alignment is 10th Ave Tunnel + around Vic Park Transit Centre
- 2) If MacDonald Ave is being considered then 10th Ave should be back on the table
- I can save the city millions of dollars for 16 ave station. And I have a plan. See you at the next meeting. [personal information removed]
- The route along 10th Ave seems so much more practical. From N.B. McLeod Trail eastward to Adelaide street is free of buildings except the Penguin Car wash (no longer in service). -Its already a transportation corridor and seems like an obvious choice to run more tracks.
- Did you explore a tunnel option under Macdonald Ave?
- Long term resident of Ramsay. Huge corridor Macleod Trail/ 10 Ave completely open with no buildings – has this been considered? Follow up: Is that with respect to existing buildings / future development?
- How about sky train option – run just like Vancouver; Why didn't you consider this option?
- How do we know we won't be back here again with tight radius at 12th and 2nd Street?
- Has any option ever been looked at to go over the tracks to go up 9th Ave? West of the river.



# Green Line LRT

Beltline Alignment Options

MacDonald Avenue Public Information Session

March, 2017

What we Heard



- Long term resident/ CA member. People rarely wish to live right next to train. Would it better serve long term development to be aligned next to 10th / 11th ave. Where you put the train development will happen – this applies to the station area not the track itself. People don't want to live next to train tracks. To date 65 people have been killed by LRT. How can you ensure an at grade train on Macdonald ave will be safe for the community.
- It is also clear that the alignment along 12 Avenue is and was solely the decision of the city. It was not chosen or preferred by those stakeholders who might be affected in those areas. If it is listened carefully to everything the city said about the 12 Avenue alignment, every statement used only the word "we" (meaning them, the city) evaluated this, and "we" looked at that, and "we" determined this ... and this was borne out by the comments of the 12th Avenue business member at the meeting who stated they knew nothing about the project until they found city workers doing assessment work on the 12th Avenue alignment blocking access to the front of their business. It is also noted that the city stated clearly several times that although a 10th Avenue alignment might be less beneficial, as they would then only have a "semi-circle" of additional C-Train spin-off development around each station due to the presence of the CP tracks, that it was not actually ever stated that 10th Avenue was an actual problem or not possible to build. In regards to an 11th Avenue alignment, the city had even less reason to dismiss this option other than to state that a 12th Avenue alignment had slightly more merit in the cities assessments. WHAT THIS MEANS IS ... that the city appears to have solely selected the 12th Avenue alignment all on their own without input from any other party .... the affected members along 10th, 11th, or 12th Avenues either don't really care which Avenue is used or weren't even asked, and the decision is based on the cities own projected potential slight advantage of one avenue over the other in the distant future. In that case, based on the extensive suggested and expected/anticipated development of the Stampede grounds, it would be best to keep the alignment as close as possible to the existing CP rail corridor such that the Stampede grounds will have as much open unbroken tracks of land available as possible to build whatever massive structures need to be built without a train cutting through them.
- It seems that many Ramsay residents consider the 10th Ave alignment option as having a far less negative impact on the community, and the 10th Ave alignment seems to solve a lot of the problems cited by the city that are created by the 12th Ave alignment (i.e. disruption of the bus barn operations, tight turns, loss of connectivity into downtown at MacDonald access). Is the 10th Ave option still on the table?
- After reviewing the Process & Evaluation Criteria it is extremely unclear as to how the 12 Ave option ended up being recommended as the "Highest Ranked Corridor" by the City. In particular, the "Stakeholders" and "Community Well-being" categories were ranked extremely low for the 10 Ave options and very high for the 12 Ave options. How is this possible? Was Ramsay, the Stampede, and the Victoria Park Transit facility not considered stakeholders in this alignment? It is my understanding that all of these stakeholders are very negatively affected by the 12 Ave alignment,



# Green Line LRT

Beltline Alignment Options

MacDonald Avenue Public Information Session

March, 2017

What we Heard

and very strongly preferred the 10th Ave alignment option. Why were we not considered in the evaluation of the Beltline alignment options, when it has a major impact on our community?

## Comments related to **The Engagement Process**

- Please answer questions. All of your answers were non-answers that were either evasive or blatantly didn't answer the question.
- Said last time you did an open house in Ramsay about the Green Line there was 300 people. Why would you have a space that can only handle 175 people?
- Can I make a suggestion for the next community meeting: Provide a detailed map showing streets from Beltline, through Vic park, showing 10, 11, 12th ave + streets impacted through Ramsey's neighborhood into Inglewood + proposed stations. Thx!
- Lack of specific information forwarded to residence & businesses about impact in their communities regarding, road closures Green Line options, 17th ave sidewalk rebuild etc. Why are we (your constituents, taxpayers and those who pay your wages), learning details that impact their home & business to late too little. Less charettes. more table talk w/ options outlined in specific details.
- Ramsay would be sacrificing a lot w/ Mac Ave option. One plus would be an actual station in our community, but we were told this was not negotiable. Where is the give + take?
- Why did we not receive written notice of this meeting? (or email)
- GIAN - I am so appreciative of your support of an commitment to, your constituents, thank you. You keep saying you're not going to pull the trigger "unless..." respectfully how much weight do you pull to ensure that the trigger isn't pulled until these issues are met in your mind and how can we help you ensure we're heard.
- Long term resident of Ramsay – this option is a last minute re-addition. This was taken off the table during the Beltline conversation. If neighbors knew 12 Ave alignment led to this option – they would maybe reconsider other options. Why not bring this back on the table as a compromise and look at 11th Avenue option. If bus barns were being considered for sale to developers (Railtown) why don't we consider relocation of these
- Member of the CA – we never collaborated between Beltline/ Ramsay on options. We worked closely with Inglewood – missing conversation with the Beltline to make the compromise and find the right solution for the middle. Knowing we had fantastic engagement with Green Line initially. Need to do that again with Beltline. City should unite and facilitate conversation between two communities. Contacted Beltline CA to start the conversation and ensure both are staying interconnected.
- Long term resident – I like what you say – my problem is that you talk about taking information back and engaging us. But I don't think you know how to engage us. The ARP is the most minimal community planning – pressured by time (reports to council) . You need to do a much better job, we don't care about your June date. We want the engineers talking to us, not the engagement people,



# Green Line LRT

Beltline Alignment Options

MacDonald Avenue Public Information Session

March, 2017

What we Heard

have enough staff and give it more time. These things take time. Pipeline talking people from the suburbs and bringing them downtown. Just because you have a tight timeline don't rush it.

- Resident of Inglewood/ member of the BIA. Connectivity – 9th ave bridge and the replacement. You are lucky you are having this conversation there was no conversation about the bridge. The BIA and other organizations are unanimous in saying that 4 lanes is not supported. Move quickly through these neighborhoods (through/ not to) Feels a sense of loss for the community – replacement of bridges. Not sure what it means to be listened to. Reference to Civic Camp – does not align with the civic camp principles.
- Represents a local business on 12 Avenue. The issue for this business – lots of social issues, we need to assist in building the community around us. Had conversation with councilor to improve the area and come together to build the community. Involvement with Victoria Park BRZ. Only found out about Green Line last year when trucks were out front of the business. Why are the individual property owners not invited to these sessions. Committed to the understanding of change – afraid that the change isn't being communicated. What happens to our business. This will disrupt the urban centre that has been developed on 12th ave. Need to be able to provide input on the details and how it interacts with the business and community.
- We need innovators and big thinkers about new ways of doing things, and if the City doesn't have those kind of thinkers and innovators to look at situations differently, then why don't they hire consultants with expertise in these fields?
- -Also the gentlemen at the end of the panel (the "transportation czar") did not answer a single question straightforwardly. Why not? If he does not have answers I think he should have been honest and said that he didn't know the answer, not give us more vague bureaucratic responses. If he did answers then how come he couldn't explain them concisely and accurately? If he is unable to have proper conversations with the community then I strongly encourage the green line team to re-evaluate his involvement in this project and find someone who is able to answer our questions. The right person for the right job.

## Comments related to **Green Line Priorities**

- I understand that people commuting from the far south may have additional minutes added to their commute. But you are seriously going to ask people to leave their homes so people who chose to live in the south have a few minutes less of a commute? They chose to live that far
- is the issue suburb Calgarians, or that our infrastructure is supporting out of Calgary Cities such as Okotoks? How are we regaining the \$'s from them?
- Fifteen years ago we bought our home on 11 Ave + 9 St SE. We chose a friendly, connected, safe inner city community. We have invested heavily in our home and our neighborhood, both financially and socially. We believe that inner city communities must be strong, diverse and connected in order for Calgary to be a great city. What we have right now is just that kind of inner city neighborhood. Families ride their bikes on our street. Neighbors talk + have backyard barbecues. We can hear

# Green Line LRT

Beltline Alignment Options

MacDonald Avenue Public Information Session

March, 2017

What we Heard



birds sing. We can walk downtown. We do not want you to take that away, when doing so in completely elective. The City needs to care about more than moving people to and from the suburbs. As inner city residents, we are invested in making sure this city does not die as a hollow urban core. Our heritage homes and lifestyle have value. Knocking them down for the sake of ease or insignificant savings is not acceptable. The City has a responsibility to do better. To create a city that has a future because it has viable inner city neighborhoods. This is more important than whether a train has to slow down to 15km/hr. Make the decision that shows you understand that saving a commuter 2 minutes is not worth destroying our homes and community.

- What will it be like to live 1/2 a block from the train on MacDonald Avenue? What will the noise be like? How will my property value be affected? Why is our quiet, connected, heritage community worth sacrificing to save a commuter 2 minutes? How can you ensure the safety of pedestrians and children without walling off the train tracks?
- Why is the priority of the bus barn so high? (i.e. higher than people's homes)
- Why does downtown indicate "don't divide a community at street level" but this is NOT indicated for Ramsay despite C.A. indicating this is a priority?
- We don't use the train -that's why we live in Ramsay! We paid more for our house and pay higher property taxes to live close to downtown. Now our community could be torn apart for commutes from deep Southeast -not fair! [email address removed] please add to email distribution [email address removed]
- Can you be candid and talk about the operational costs, all detailed considerations/ criteria and why you are considering the new routes? Not high-level – detailed answer requested.
- Long term resident – I like what you say – my problem is that you talk about taking information back and engaging us. But I don't think you know how to engage us. The ARP is the most minimal community planning – pressured by time (reports to council) . You need to do a much better job, we don't care about your June date. We want the engineers talking to us, not the engagement people, have enough staff and give it more time. These things take time. Pipeline talking people from the suburbs and bringing them downtown. Just because you have a tight timeline don't rush it.
- Relatively new resident. First community I've ever felt at home in. Has affected home. Had one on one meeting yesterday. One of the benefits is 1.5 minutes improvement - was the information received yesterday. When it comes to the benefits for Ramsay – we won't use this train. We can walk to downtown faster. We are being asked to sacrifice so we can get downtown commuters into the core faster. This isn't right. You said vehicle/ transit access was important to Beltline – this doesn't help their situation on 12th ave. Doesn't seem well planned out – there are definite gaps. We need to tie everything together and build the community we want.
- Grew up on other side of the river. Thankful to neighbors for changing perspective on Ramsay and making it a great place to live. Doesn't need to travel to suburbs. Cost of moving the bus barns is \$300 million. What makes more sense gutting a quarter of the neighborhood vs. cutting the length of the Green Line to the North/ South.

# Green Line LRT

Beltline Alignment Options

MacDonald Avenue Public Information Session

March, 2017

What we Heard



- The city goes on and on about how they are planning for the long distant future of the green line and what the city will be for the children and grandchildren, and that is why they want to make sure that they get this right. Yet somehow in the same mouthful the city acknowledges that the bus barns are in the short term necessary while acknowledging that they are planned to be eliminated sooner rather than later. So where is the long term planning? And the city is willing to sacrifice the very essence of what Ramsay is and peoples homes, and a hundred years of history, only to save a bus barn for a few years? It is also interesting how the city tries to add the cost of the bus barn closure/move to the Greenline budget, when this is an activity that was and is planned separately and will happen with or without the Greenline ... therefore blaming this cost as a prohibitive expense to the construction of the Greenline is a red herring. In fact, the entire bus barn closure move will be paid for by the city at some point anyhow, and a line going through MacDonald Avenue will be even more expensive than routing the line around the bus barn. This means that instead of just paying for the bus barn removal and putting the line through there, the city will end up paying for the bus barn removal AND paying the extra cost of shoving the line through MacDonald Avenue through Ramsay. Short-term, small-minded thinking AND MORE EXPENSIVE.
- It does appear that this realignment is more about the cities currently “unknown” new setbacks from the major CP transportation route. This appears to be a sales job to sell something that will be pushed through anyway because the city clearly already knows that the setback from the CP rail line will not allow them to place the Greenline on the abandoned lands next to the CP tracks as originally proposed. It is therefore clear that the line will be placed down MacDonald Avenue no matter what the community wants or doesn't want, or says or doesn't say. So might as well make it as difficult for the city as possible and get something huge in return if they want to sell us on this. The sooner we get them to admit to that, the sooner the bargaining can begin and it will lay all the cities cards on the table and the city will not be able to hide behind statements that the “new” setbacks were a “surprise” that now leaves them no other option, or that it is “unrelated” and that they “didn't know”, and that it would then be too late to offer much or anything in return.
- It is also clear that the alignment along 12 Avenue is and was solely the decision of the city. It was not chosen or preferred by those stakeholders who might be affected in those areas. If it is listened carefully to everything the city said about the 12 Avenue alignment, every statement used only the word “we” (meaning them, the city) evaluated this, and “we” looked at that, and “we” determined this ... and this was borne out by the comments of the 12th Avenue business member at the meeting who stated they knew nothing about the project until they found city workers doing assessment work on the 12th Avenue alignment blocking access to the front of their business. It is also noted that the city stated clearly several times that although a 10th Avenue alignment might be less beneficial, as they would then only have a “semi-circle” of additional C-Train spin-off development around each station due to the presence of the CP tracks, that it was not actually ever stated that 10th Avenue was an actual problem or not possible to build. In regards to an 11th Avenue alignment, the city had even less reason to dismiss this option other than to state that a 12th Avenue alignment had slightly more merit in the cities assessments. WHAT THIS MEANS IS ... that the city appears to have solely



# Green Line LRT

Beltline Alignment Options

MacDonald Avenue Public Information Session

March, 2017

What we Heard

selected the 12th Avenue alignment all on their own without input from any other party .... the affected members along 10th, 11th, or 12th Avenues either don't really care which Avenue is used or weren't even asked, and the decision is based on the cities own projected potential slight advantage of one avenue over the other in the distant future. In that case, based on the extensive suggested and expected/anticipated development of the Stampede grounds, it would be best to keep the alignment as close as possible to the existing CP rail corridor such that the Stampede grounds will have as much open unbroken tracks of land available as possible to build whatever massive structures need to be built without a train cutting through them.

- After reviewing the Process & Evaluation Criteria it is extremely unclear as to how the 12 Ave option ended up being recommended as the "Highest Ranked Corridor" by the City. In particular, the "Stakeholders" and "Community Well-being" categories were ranked extremely low for the 10 Ave options and very high for the 12 Ave options. How is this possible? Was Ramsay, the Stampede, and the Victoria Park Transit facility not considered stakeholders in this alignment? It is my understanding that all of these stakeholders are very negatively affected by the 12 Ave alignment, and very strongly preferred the 10th Ave alignment option. Why were we not considered in the evaluation of the Beltline alignment options, when it has a major impact on our community?
- When the recommendation was made to rank the 12 Ave option as the highest ranked corridor, was the Green Line team aware that the Victoria Park Transit facility could not be relocated due to the excessive cost? Now that this is known along with all of the other major negative impacts being created by the 12 Ave alignment, are the Beltline alignment options being re-evaluated? It would seem the 10th Ave option would be much higher ranked than the 12 Ave option now.
- - Some feel the city is putting the cart before the horse, why not make sure the city has a complete linked sidewalk system before spending billions on another train?

## Comments touching on **The Victoria Park Transit Centre (Bus Barns)**

- Why is the priority of the bus barn so high? (i.e. higher than peoples homes)
- Why is there not a consideration to move the Vic Park Transit facility? 300 buses per-day having a complicated entry & exit across a tiny bridge / McDonald.
- What can't you build around bus barns to start, then realign when it's destroyed?
- Looking at the satellite view – there is no impact with transit barns appears to be the parking lot.
- Long term resident of Ramsay – this option is a last minute re-addition. This was taken off the table during the Beltline conversation. If neighbors knew 12 Ave alignment led to this option – they would maybe reconsider other options. Why not bring this back on the table as a compromise and look at 11th Avenue option. If bus barns were being considered for sale to developers (Railtown) why don't we consider relocation of these
- Why is there not a consideration to move the Vic Park transit facility? 300 buses per day having a complicated entry and exit across a tiny bridge/ Macdonald

# Green Line LRT

Beltline Alignment Options

MacDonald Avenue Public Information Session

March, 2017

What we Heard



- Why are you using a short term plan for the bus barns for long term plans for the Green Line
- Grew up on other side of the river. Thankful to neighbors for changing perspective on Ramsay and making it a great place to live. Doesn't need to travel to suburbs. Cost of moving the bus barns is \$300 million. What makes more sense gutting a quarter of the neighborhood vs. cutting the length of the Green Line to the North/ South.
- The city goes on and on about how they are planning for the long distant future of the green line and what the city will be for the children and grandchildren, and that is why they want to make sure that they get this right. Yet somehow in the same mouthful the city acknowledges that the bus barns are in the short term necessary while acknowledging that they are planned to be eliminated sooner rather than later. So where is the long term planning? And the city is willing to sacrifice the very essence of what Ramsay is and peoples homes, and a hundred years of history, only to save a bus barn for a few years? It is also interesting how the city tries to add the cost of the bus barn closure/move to the Greenline budget, when this is an activity that was and is planned separately and will happen with or without the Greenline ... therefore blaming this cost as a prohibitive expense to the construction of the Greenline is a red herring. In fact, the entire bus barn closure move will be paid for by the city at some point anyhow, and a line going through MacDonald Avenue will be even more expensive than routing the line around the bus barn. This means that instead of just paying for the bus barn removal and putting the line through there, the city will end up paying for the bus barn removal AND paying the extra cost of shoving the line through MacDonald Avenue through Ramsay. Short-term, small-minded thinking AND MORE EXPENSIVE.

## Comments about LRT Operations

- My Question: Does the type of light rail locomotive chosen influence (constrain) the layout of the track?
- Information: What is the estimated remaining service life of the MacDonald and Inglewood Bridges? Are there geological or hydrologic constraints to the design, location and capacity or stations.
- What will it be like to live 1/2 a block from the train on MacDonald Avenue? What will the noise be like? How will my property value be affected? Why is our quiet, connected, heritage community worth sacrificing to save a commuter 2 minutes? How can you ensure the safety of pedestrians and children without walling off the train tracks?
- Since the Green Line has the biggest impact on Ramsay, if there any possibility to change the name of the station to Ramsay station? Or the Ramsay/Inglewood station?
- What is the target R.O.W. width of a two lane l.r.v. line through the residential area between 8th and 11st? B) how fast would an LRV go between 8th + 11st
- why do we need low floor trains? REMAINDER OF NORTH AMERICA HAS LRT ADJACENT. IS LOW FLOOR/BIG CHANGE/ BIG BILL WORTH MORE THAN HIGH FLOOR STANDARD LRT/LESSER CHANGE/ MEDIUM BILL

# Green Line LRT

Beltline Alignment Options

MacDonald Avenue Public Information Session

March, 2017

What we Heard



- Since the Green Line has the biggest impact on Ramsay – can we change the name of the station to the Ramsay station?
- The city has suggested that this proposed corridor along MacDonald Avenue will be an additional opportunity for development in Ramsay, however, it is essential to note that having a ground level train is of no advantage if that train doesn't actually stop along the streets in Ramsay. No matter what alignment is chosen, any opportunity for development will remain the same as it already is solely due to the already confirmed/pre-determined presence/location of the Inglewood/Ramsay station. A MacDonald Avenue alignment of a train that DOES NOT STOP IN RAMSAY will not create any such integration or opportunity. The city wants to market the new low floor model train as more accessible and incorporated into communities .... but this would only be true if it stopped at every block like a streetcar (which Ramsay used to have apparently) but this will not be the case here. Instead it is only all of the community's activities that will have to come to a complete stop every 5 minutes in order to accommodate each train as it moves through, with spectators on the train from other communities taking in the view as they roll through on their way to their alternate destinations.
- A comparison was made to the liveable walkable cities in Europe where these types of trains are also used ... the key difference in those cities is that those trains stop at regular intervals along those streets. The only difference between the existing "disaster of a C-Train line like that along 36 Street NE that needs to be avoided at all costs" and this one is that this proposed one along MacDonald Avenue will have less separation and be immediately adjacent to the "walkable" sidewalks as it blows through the community.
- The cities issue is not that the trains will need more maintenance or that the bends in the track cannot be built in order to adhere with the initially proposed alignment, but is instead that it will take an extra minute to commute through the area. It is clear from this statement that the city intends to BLOW these trains through the community and not have them quietly integrated into and used by the community ... they will after all need to save that minute to realize the return on the cost of destroying all those houses.
- - A need for more connection/transfer points outside of downtown transit corridor to make it easier and more efficient to get around the city. Why not focus on more circle routes rather than directing so much traffic downtown?

## Comments about the **Decision Making Process**

- GIAN - I am so appreciative of your support of and commitment to, your constituents, thank you. You keep saying you're not going to pull the trigger "unless..." respectfully how much weight do you pull to ensure that the trigger isn't pulled until these issues are met in your mind and how can we help you ensure we're heard.
- How will the final decision be made regarding where the track/station will be? (i.e. what will the process be, what are the deciding factors)



# Green Line LRT

Beltline Alignment Options

MacDonald Avenue Public Information Session

March, 2017

What we Heard



- What's changed that this is back on the table, if it was once off the table?
- Live east of the area – glad to live in city with infrastructure improvement on the horizon. Mentioned it will be phased in. Sounds like North alignment will move forward does that mean this will move slowly? Will one alignment move forward before the other?
- Member of the CA – we never collaborated between Beltline/ Ramsay on options. We worked closely with Inglewood – missing conversation with the Beltline to make the compromise and find the right solution for the middle. Knowing we had fantastic engagement with Green Line initially. Need to do that again with Beltline. City should unite and facilitate conversation between two communities. Contacted Beltline CA to start the conversation and ensure both are staying interconnected.
- How will the final decision be made about where the track and station are located? I.e. what will the process be, what are the deciding factors?
- -No one was able to give us a clear answer of why the 12th Ave option was first taken off the table and why at this point in the process it is being put back onto the table. Please have someone who can answer this clearly.

## Comments about **LRT Safety**

- What will it be like to live 1/2 a block from the train on MacDonald Avenue? What will the noise be like? How will my property value be affected? Why is our quiet, connected, heritage community worth sacrificing to save a commuter 2 minutes? How can you ensure the safety of pedestrians and children without walling off the train tracks?
- Concerns: Dividing our community -Property values w/ a c-train next door < -Safety of community children -noise -Emergency vehicle access
- Long term resident/ CA member. People rarely wish to live right next to train. Would it better serve long term development to be aligned next to 10th / 11th ave? Where you put the train development will happen – this applies to the station area not the track itself. People don't want to live next to train tracks. To date 65 people have been killed by LRT. How can you ensure an at grade train on Macdonald ave will be safe for the community.

## Comments about **Property Acquisition**

- What is the process if our property must be demolished for construction?
- My concern is being the first house to not be expropriated by the city. How is the city going to compensate the property value decrease when my house is next door to the c-train? There are feasible alternatives that do not cut our neighborhood in half!
- What is the process if our property must be demolished for construction?

## **Other/Uncharacterized** Comments

# Green Line LRT

Beltline Alignment Options

MacDonald Avenue Public Information Session

March, 2017

What we Heard



- What impact does the 12 ave option have on "orchard" development
- What is the current planned alignment along 1st/12 street from Ramsay/Inglewood Station to The Crossroads market Station
- Resident of Inglewood/ member of the BIA. Connectivity – 9th ave bridge and the replacement. You are lucky you are having this conversation there was no conversation about the bridge. The BIA and other organizations are unanimous in saying that 4 lanes is not supported. Move quickly through these neighborhoods (through/ not to) feels a sense of loss for the community – replacement of bridges. Not sure what it means to be listened to. Reference to Civic Camp – does not align with the civic camp principles.