



Green Line LRT

Beltline Alignment Options
Four Options in Victoria Park
May, 2017
What we Heard

Engagement overview

In-Person Engagement

In May of 2017 The City of Calgary hosted public engagement sessions to hear feedback on four potential alignment options for the Green Line LRT in Victoria Park. On May 4, a drop-in session was held at the Alexandra Centre in Inglewood from 4:00-8:00 pm. 76 members of the public attended with many staying substantially longer than a usual drop-in session. Participant info collected shows a mix of attendees from the Beltline and Inglewood/Ramsay area. On May 6, a drop-in session was held at The Commons in the community of Ramsay from 9:00 am – 1:00 pm. 56 members of the public attended this event, again with a longer than usual attendance time. Participant info collected shows primarily attendees from the Inglewood/Ramsay area. At each session, project team members and facilitators answered questions and collected feedback at tables set-up for each alignment option. Feedback was collected on general opportunities and issues with each alignment – noted on feedback boards – as well as at specific locations – noted on the alignment maps. General feedback and event evaluation information was also collected at a central feedback table.

Targeted Engagement

On April 19, a letter was sent to all property owners in the 4-block area of Victoria Park identified as having potential direct and adjacent property impacts. Directly impacted property owners were invited to contact GreenLine@calgary.ca to set-up a one-on-one meeting with the project team. No property owners reached out to setup a meeting. Likewise, direct and adjacent property owners were invited to attend an afternoon drop-in session on May 4 (prior to the public event). No property owners attended that afternoon session.

Online Engagement

All in-person engagement activities were also replicated on The City's engage portal. Online engagement will run from May 4 – 11, and 351 pieces of online feedback were submitted.

What we asked

Participants were asked to review each of the four potential alignment options and a chart that showed what the Green Line team understand to be the opportunities and issues associated with that alignment. Participants were then asked to provide feedback on the listed issues and opportunities, or add ones that had not been noted. Participants were also given the opportunity to mark issues or opportunities directly on a large-scale map of the alignment option.



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What we heard

Over the course of the two in-person sessions and a week of online engagement, The City collected 791 pieces of feedback from area residents and stakeholders.

Feedback for each of the alignment options touched on the following major themes:

Option 1 – North of Victoria Park Alignment

- Strong focus on identifying local access and circulation issues on 12 Ave.
 - Event access and traffic volumes in the Victoria Park area as well as for residents trying to access into and out of Ramsay.
- Avoid impacting the community of Ramsay.
- Potential around public realm improvements in the area
- Concern about impacts and potential for opportunity with the Rundle Ruins.

Option 2 – MacDonald Avenue Alignment

- Most common feedback on potential negative community impacts associated with this alignment.
 - Noise, safety, and traffic flow concerns were all highlighted.
 - General issues around feelings of being cut-off, loss of heritage and character, and feelings that this tight-knit inner-city community is being impacted for the primary benefit of suburban commuters.
- Some feedback did come in on potential opportunities around this alignment.
 - Needed improvements to public realm and pedestrian connectivity
 - Acknowledgement of the technical merits of the option.

Option 3 – Staged Alignment

- Acknowledged that while the staging option would minimize impacts on Bus Barn operations and the community of Ramsay, there would still be substantial impacts to access and circulation in the area.
- Staged addition of a station did not seem to be an issue for participants
 - Future station and track realignment should include public realm improvements
 - Should not impede future development in the area.

Option 4 – Transition to 10 Ave S.E. Alignment

- Generated the greatest amount of conversation and feedback, and a wide range of opportunities, and some issues, were identified
- Minimize traffic access and circulation issues in the area was most common.
- Following this, a large number expressed support that this alignment did not impact the community of Ramsay.
 - Still a small number of community impact issues and concerns raised with this alignment; noise and impacts to adjacent condo developments
 - Limits to future developability under the tunnel.
- A large portion of the conversation also touched on the potential benefits of the 10 Ave station location, which could be coupled with improved pedestrian circulation to serve a broader catchment area.



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

Next steps

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 be shared with Council and the public in June.

Verbatim Comments

Comments below are grouped by alignment option. All in-person, as well as online comments are listed, including both issues & opportunity board comments as well as map comments.

Option 1 – North of Victoria Park Alignment

- What impacts to Vic Park?...there are no houses there.
- Constraint only for developer. Not for City, not for Vic Park.
- This issue is my issue. It's not that much more time. Asking people to move to save minutes is crazy.
- Lights at 6th Street will slow my trip across 12th (at 6th)
- 4 Street SE Station should be U/G or shifted further north.
- Safety issue w/ pedestrians leaving stampede & saddledome & crossing at grade tracks.
- Use 10 Avenue & avoid 12 completely
- Pushing through the project without enough money to build the corridor right.
- Stop locations do not service the community
- Benefits the whole city but not Ramsay
- 4th street station impacts ruins
- Business in Inglewood are underserved
- This turn (90% at) at 6th during traffic will be hard to make during traffic/games, etc.
- Not closing the 8th street is a must
- 5th street connector for 12 to 9th is essential
- Tracks (getting across tracks) are an issue
- Benefit to moving the line to 10Ave in that you can disperse people to extend from stampede to the 10 ave
- Not enough space for all types of transportation suggest on 12 between 4th street and 6th street
- 7th street (do not close street)



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- Portal location is too close to the new arena or where they are speaking of a new arena
- potential use of the area / giving up lands, if we do not it all gets worse
- cost issue if LRT crossing is next to 6th street
- Issue with 6 street lights (level crossing)
- Closing MacDonald avenue will make traffic worse
- Traffic and major crossing uses at 6th and 12th (increase of volume)
- Don't like the track crossing 12th. 9th seems too close for Calgary Next B. Congestion.
- Language behind the concepts is not similar/true for all concepts, "slower" etc.
- Put station as close to the Inglewood as you can = next to the new cul-de-sac
- Maximize [unsure] / maintain public access. Move from 12th to 10th ave
- Inconvenience to pedestrian points on MacDonald Avenue SE to 7th street
- Turn on 6th street is too slow. Station too close to stampede.
- Access to stampede is an issue with this. Platform will be busy.
- Tight turn at 6th street does not work, then it will, does it?
- Get rid of bus barns as first step so we aren't doing band-aid solutions. Also frees up more land for densification
- The sharp curve (road crossing) at Lion's Park doesn't work well, don't duplicate it here.
- Access/crossing of LRT across the 12 Ave going north. Train would have to slow to 1 km an hour to make that turn.
- Likes that it does not cut through Ramsay community
- 4th street station underground would work with new stadium
- Does not cut Ramsay in two
- Opportunity for grade separation at 4th street SE
- Less property impacts
- As an east villager, how about an overpass/underpass at 6th st SE for pedestrians/cars?
- Preserve connections on 7th
- 6th street access needs to happen. Vehicle or 5th street access needs
- Station works for if the new arena comes to the area
- Traffic calming on 9th once you cross the new bridge
- Impacts only City land
- Does not go through community of Ramsay
- prefer to have cul-de-sac at the north end of 9 st SE as well maintains quietness street has today
- concern about what happens at north end of 9 st SE. Will it be a dead end? Connection concern
- only option that would satisfy everyone in a tunnel all the way to l/r station
- concern over encroaching development
- use 12 ave to get into Ramsay as opposed to out of Ramsay (laning)



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- at-grade intersection at 6 street SE will add delay to commute + impact access to community
- Road + Bike safety for turns on 12 avenue between 5+6 st SE
- would like to see pedestrian access across 8 st SE CP crossing
- putting it underground would also satisfy future development
- Impact to Rundle ruins? Will it impact this area?
- Train, plus lane restrictions will impact traffic
- will there be options to bike to stations. Good connections + bike facilities
- does not cut through Ramsay Community Retains character
- would probably continue to use bus. Stations are too far from Ramsay (esp for seniors)
- like this option because it doesn't impact community / homes as much
- like the this option uses existing ROW for train instead of MacDonald Ave
- more desirable than MacDonald Ave (fewer land impacts)
- like that this option doesn't cut through the community
- I like that for noise and houses this option protects Ramsay. Its unfortunate about the 5km/hr curve
- fewer land impacts is awesome
- Like this option for proximity to new stadium
- Bad for traffic, slower trains.
- At grade crossing means big delays after games and commuting times (will also effect 12 ave cycle track)
- Not the best option, but not the worse option. Saves Ramsay, but will impact traffic and travel times.
- Tracks north of 12th don't interfere with 12th just 5th and 6th between CTrain and CPR?
- Impact on general hospital historic ruins.
- this option, though better than macdonald ave for already established downtown communities, is still coming off as super short sighted.
- Opportunity to integrate station platform with Rundle Ruins park to create signature public space.
- Opportunity for Arena Plan B to bridge tunnel portal like new central library
- Traffic lights can be timed for small waits for LRT to allow waves of traffic from Stampede & bus barns.
- Construction of 5 St underpass to 9 Ave would improve access to Stampede grounds.
- Opportunity for park space adjacent to tracks like C Square in East Village
- I don't like this option. When new condos go into Vic Park it will be as dense as downtown. Should be underground, less traffic impact.
- Opportunity for a new 6th St. underpass here.
- Opportunity to go underground and diagonally through this block to limit tight turns.



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- Opportunity to improve this pedestrian underpass connection to Inglewood.
- Eliminates the new impacts on Ramsay that were created by reintroduction of the MacDonald Ave alignment.
- Current funding allocation is limiting appropriate and preferred design options for this section of the line and should be increased.
- Underground tunnel should be built through Victoria Park, and once that is done it would only make sense to continue tunnel under Ramsay.
- Only 400 meters to extend tunnel option through Victoria Park and then only 400 more meters to continue tunnel under Ramsay
- Will still have significant impacts on traffic flow on 12th Ave that would be eliminated by tunnel or 10th Ave alignment options
- Is transit embarrassed by the train? If u don't see the value, developers won't either. Run the train next 2 the river. Avoid the sharp turn
- Start treating Greenline as a value adding asset to make the best pedestrian realm. Not expensive. Change your/the mindset.
- 1: just have some faith and put it by the river with a station. Younger demographic sees value in public transit. Developers like TOD.
- Preserve the possibility for an underpass here, even if it's a well-lit pedestrian-only underpass
- Turn earlier and run along the river. The west side of the elbow there is dead anyway.
- Looks good! Liking this option so far!
- This impedes access to downtown so much it almost negates the benefit of living here. I want to move.
- Stay away from the river ... will forever destroy any other options for river side development in this area.
- For tunnel, ideal portal exit exists on NE side of Ramsay out of existing near vertical slope, eliminate block long portal in Vic Park.
- Ctrain adjacent & parallel to the existing railway is strongly preferred routing.
Pros: Access&Egress/Visual&Sound Pollution
- Avoided Displacement of residents; preserves culture and heritage of ramsay; and voids significant cost to city.
- Preserves Access & Egress: McDonald bridge routings create a significant barrier ; an issue of livability and emergency vehicles (safety).
- Impacts traffic and future access to buildings like Orchard. Doesnt allow opportunity to intergrate with northern community like EV
- Does not impact Ramsay which provides an opportunity to strengthen the community with more transit options.



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- Too much impact on access/connection to the community between Ramsay and downtown/East Victoria village. Not the best option.
- The track over 12th means that Ramsay has to deal with a potential train every time we want to head to the beltline.
- Option 1: disruptive to the community of Ramsay. Impacts the bridge.
- Access to the proposed station is limited/constrained to/from the north.
- Stampede ground traffic outflow after games at saddledome/plan b will be severely impacted.
- Connection to Vic Park from Ramsay will be impacted. 8th Street scheduled to close. 7th street scheduled to close.
- Curious why the new options do not have to go through the same T & T committee process the other options did.
- This bus-barn (told it's temporary) should not decide the long term routing of the line.
- Traffic issues here would be HUGE! This is currently my main access/egress point in the community!
- I like that this route does not destroy my home and I can continue to live in one of Calgary's most awesome historic communities!
- It will be great to have a buffer between the community and CP Rail - Calgary Transit maintains their properties much better than CP!
- access in and out of Ramsay is slowed dramatically due to this at grade crossing, and likewise for game night exits
- keeps ramsay whole!
- Ruins would be a great loss with a station taking over thier current home... preserving the history is important
- this option kills all cycle track options to connect to the elbow river
- Opportunity to improve dangerous hill (potholes, gravel and water). A cul-de-sac at the level of the top of the hill would be perfect.
- Pedestrian underpass needs to connect to riverwalk along east side of river.
- Bus Barns with a limited lifetime should not decide a train location that will last much longer
- underpass should be looked at to go all the way under the new 9th Ave bridge to make connectivity better for all pedestrians/bikers
- Much better solution for Ramsay. Doesn't divide community. BUT traffic will be horrendous at 12th Ave and 6th Street station - not good
- Lrt next to the cpr line allows for a corridor of rail, more positive than cutting through a community
- Need safety/protection between park & train (10 St. SE Park)
- Punmp Track & Skills Park.
Use space for bike park and connection (like in Fish Creek)



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- 9 St SE could become a busier road after cutting off 8 St SE
- Ped/Cycle Access - Please, Please, Please
- Maintaining connection at MacDonald Ave vital!
- What happens [to bus barns] if more development happens at some point.
- Would like to see alignment closer to CPR and EV for better connection
- At grade crossing at 4 St SE would further isolate the community
- Could we make 12 Ave just continuous one-way EB all the way to 6 St SE?
- Move center street station further west so that it serves more of the Beltline community.
- Quick access to stampede from Inglewood.
- Green Line website is difficult to navigate
- Please ID all streets on engagement maps
- This is my second option (option 4 being the best for my family)
- This option doesn't impact Ramsay except from a traffic access point of view.
- You will distort the views of the park here.
- More details on the section between 11th street and Inglewood Ramsay station.
- How will you make sure that the sound does not penetrate into my house/room?
- Extend LRT on 12 next to Elbow and across into Canadian Pacific Railway,
- Illustrate if 7th street is open or closed.
- Potential underpass, both sides
- Preserve 7 St underpass, which is essential. Still would argue that loss of 8th st impacts emergency access.
- What are the impacts of crossing (cumulative impacts) on the Elbow River and the long term setback from the river?
- Any expense incurred in working around this building is a complete waste of \$. Good money after bad.
- Continue from 4 St SE across 6 St SE, hug transit facility on South side and tie into alignment east of elbow river.
- Major traffic flow issues relating to stampede events and games.
- Increased traffic if sports fans in large crowds coming in and out could damage ruins, shorten life-span.
- 4 st station at location shown is key
- Station too far from east village
- Design refinements (road on south side of LRT) to remove traffic/mode conflicts
- Traffic congestion during events
- RDMP is considering an underpass at 5th St SE, connecting Vic Park and EV. Train should NOT run at grade there. Push portal past 6th.



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Option 2 – MacDonald Avenue Alignment

- Life will be more difficult for north side of Ramsay
- Massive disruption to the Ramsay community
- Impact to green space around MacDonald Avenue
- Risky and intrusive to have tracks run right through the middle of the community
- Turns an inclusive feeling community into a segregated one
- With 8 st turning into a cul-de-sac, more traffic would naturally go to MacDonald
- Slows traffic
- Least favorite of the four options
- Moving the bus barns should be the first step
- Not great value for historic community. 18 homes eliminated compared to original 4 houses
- Pedestrian experience impacted by train frequency
- Not reasonable in relation to long-term planning
- At grade crossing in Ramsay will heavily impact traffic congestion on 12
- This option is not an option. Please do not tear our home down.
- No pros other than \$. Cuts through the middle of historic community and makes connections for bus barns, which has to move eventually anyhow.
- Worst option. Major impact to Ramsay 12 Ave impact. Will be too close to Calgary Next B too much congestion.
- The route on MacDonald avenue is goofy for multiple reasons. Eg. Isolating houses
- Impact to the community not worth faster travel times
- Special event traffic issues around MacDonald Avenue
- Affects a greater number of individuals and lands compared to 10 Avenue
- Loss of affordable rent with loss of homes
- Necessary safety precautions around houses adjacent
- Not a good idea to demolish part of a community when there are better alternatives. Least use of the 4 options
- New infrastructure may not match historic nature of the community
- 4th street station is a great opportunity
- Cheaper/cost savings
- 9th street underpass at 9th ave. Substitute for 8th st closure.
- Make 7th a one-way (southbound) for better flow and safety
- Walking path at cul-de-sac shown (necessity!!)
- Develop the bus barns land sensibly
- Underground station at 4th str to align with future development
- Closing 7th is an opportunity because it is such a low clearance already
- Beautify the streetscape with wildflowers along the track



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- Suggest stronger messaging about how the alignment and station locations were established and how they cannot be treated in isolation
- This is the least preferred option. Breaks up continuity
- Connection to Inglewood somewhere around 9-11th street
- This bisects a heritage community. One of Calgary's first neighbourhoods. How will property values be impacted? Community access will be significant.
- Impacted if 8th is cut-off by green line and closed at CP tracks. What will the noise be like for homes close to the Green Line?
- Allows for future development that will make sense at that time.
- Most appealing because it frees up the bus station land for future development
- community separation
- destroys homes + home value
- creates a valley through community @ end of 9 street SE
- Based off what is "planned" for vacant space
- very little way in towards downtown (will have to go through 9 ave traffic)
- Safety + number of crossings in community
- c-train crossing to leave community in North
- new noise source next to homes
- train adjacent to homes
- plan based on location of bus barn that has plans to be destroyed at some time in the future
- makes a traffic mess along McDonald
- ensure public realm improvement along CP corridor regardless
- scale of infrastructure will dwarf character of community
- difficult to provide input at less detailed level of design
- grade challenges will make it feel like this is overwhelming
- Alignment should encourage connectivity b/w EV, Ing, Ramsay
- Misses opp to improve edge position
- concern about quality of space adjacent to track
- We are damaging a vibrant community in order to serve suburbs
- lots of crossing arms & bells so lots of noise
- nope. Splitting a community and creating an extra barrier in a community already divided by train tracks should be considered unacceptable
- this is terrible option. It creates a physical separation through an already small neighbourhood. I vote for literally anything else
- **still HATE this option -Just sayin'** isolates community. Doesn't consider steep grade @ 9th st SE. Destroys homes. NO benefit to Ramsay
- Large new park, more green space



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- landscaping and infrastructure treatments need to respect + reflect community
- anything that impacts the community to this extent would need to have programming associated "a people element"

- 1. Reduces green space.
- 2. Compromises critical access to Ramsay and Inglewood.
- 3. Huge Cost of expropriating all local businesses and homes.
- This option destroys a historical landmark, Pops Dairy Bar. This is an Iconic Calgary historical site. The cost expropriating will be huge.
- We are devastated by this option. It will destroy the historic community of Ramsay. It's the least eco-friendly option - not a green line.
- This option adds two new bridges over critical green space. It destroys the land, view and makes it unsafe for community pedestrians.
- This option greatly reduces access in and out of Ramsay for community residents and emergency services.
- PLEASE review going underground here!!! Having the tracks and station under Victoria Park will only benefit the city.
- Best alignment for the tracks but going underground in Inglewood makes the most sense and I am disappointed that this is not an option
- Great option as it provides the best access to Stampede Grounds and fastest travel time. The impact of low floor LRT is being exaggerated.
- Residences in the area will hear the crossing arms and bells every 5 minutes during peak time
- This area of Ramsay is now isolated
- Another set of lights to complicate going to or from downtown.
- This option is sad :(It removes heritage properties, increases neighborhood noise, bisects the neighborhood, and creates traffic issues
- Another at grade rail crossing with that will cause noise pollution every time a train passes.
- Wasted space
- Many more "directly" impacted than yellow area. Less access, loss of alley, noise, train speed up to 50kmph and running late into the night.
- With limited access, this could be developed as a public park.
- Leaving these parking lots after an event will get harder with all the train crossings.
- Bridges will have a big impact on the character of the river. Trail connections across these bridges will be less user friendly.
- Intersection looks non-standard. Will be bad after events with the frequency of trains.
- No impact on 12th west of river but many impacts on traffic on 12th east of the river.



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- Might be better to leave 12th on McDonald bridge, instead of widening and speeding it up. One less bridge.
- Backsloping and impact on existing park space.
- How would the train deal with the hill?
- Worst plan for sure! Cuts a community in two and increases noise & traffic congestion especially during stampede & after events @ the dome.
- This area is part of a larger, vibrant innercity community. Any houses not directly hit by this route might as well be. Sprawl>vibrancy=fail
- This option still has no known benefits to this community.
- Too much of an impact on Ramsay to be considered a viable option
- Creates possible barrier to pathway users who want to access Enmax Park
- Why not "bend" the alignment northwards around the E end of the bus barn? And then bridge the Elbow adjacent to the current CP line.
- This would tear our community apart and further restrict our limited access in and out of our neighbourhood.
- We are losing valuable park space. A dog park next to LRT tracks seems dangerous. This tight turn looks like a place traffic will back-up.
- Do we get to keep this connection for vehicular traffic?
- I think the train should continue underground through Vic Park. Lived in dwntn Toronto for 10 yrs, I can't believe anything else is optional
- This will isolate a part of Ramsay - putting train tracks on all sides of these homes.
- The economic impact is worse than just the homes that would need to be purchased, but also the negative impact on those left behind.
- Now have to interface with the Greenline to the rear and to the north, impacting values.
- The loss of more of Calgary's few 100 year old homes to create this ROW is shortsighted and unnecessary.
- With a CPR right of way available, destroying historic homes and further limiting community access is an unnecessary imposition on Ramsay.
- This options continues to have multiple negative impacts on Ramsay with no benefits for Ramsay.
- Limits access for emergency vehicles into the Ramsay community. Especially, when there are train crossings at two other entrances.
- Limits access to Ramsay community especially when considering other city proposed street closures in the community.
- Leaves a portion of Ramsay "stuck" between two train lines.
- Reduces green space in the Ramsay community.
- This option butchers a historic gateway connecting Ramsay, beltline, and the rivers district.



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- This site has promising development plans which will be killed off by this alignment option.
- Steamrolls local, inner-city occupants in favour of commuters with no connection/investment in the area.
- This is the worst option, in that it destroys the character of an essential heritage asset - not just for locals, but for all Calgarians.
- If the city chooses this option, those responsible will be laughed at in urban planning textbooks for the rest of time.
- This seems like a horrible option compared to the other three. It would be destroying the beautiful historic community of Ramsay.
- There is a large grade change on the south side of the river. Does the train just tunnel right into the side of the hill?
- This option would create a large amount of "dead" land on the south side of the river. The issues far outweigh the minimal opportunities.
- Negative impact on entire community, options north along the existing tracks makes more sense!
- The Ward 9 Councillor can guarantee he is not re-elected if this alignment moves forward!
- Aside from displacing many families and cutting part of the neighbourhood off, it's one more way for residents to be stuck behind trains.
- If 8th st is being shut for the train then McDonald bridge exit and community access to 12th cannot also be closed.
- My neighbourhood already feels like a lobster trap: I can get in but I can't get out. This makes it difficult to go downtown.
- Worst option of the four!! Agree with and echo all the negative impacts on Ramsay already listed by others to date.
- Only 400 meters to extend option through Victoria Park and then only 400 more meters to continue tunnel under Ramsay
- Current funding levels prevent development of appropriate and preferred design options for Vic Park/Ramsay line sections.
- Underground tunnel should be built through Victoria Park, and once that is done it would only make sense to continue tunnel under Ramsay
- Will have significant impacts on traffic flow on 12th Ave that would be eliminated by tunnel or 10th Ave alignment option
- Although reportedly discarded, adequate funding of this section would fund tunnel that meets needs of all stakeholders in Vic Park/Ramsay
- If tunnel built, ideal portal exit exists on NE side of Ramsay from near vertical slope that would eliminate block long portal in Vic Park



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- Why even consider putting a train right through the middle of prime living?? Have you looked at the cool houses and revitalization?
- Any 12 ave alignment options will jam up traffic so bad that Ramsay will never be used for a cut-through commuter route again! Bravo!
- Very Negative. Impacts to access&egress, visual and sound pollution and resident displacement are unacceptable.
- displacement of residents is a huge cost to community and city.
- significant issues regarding access and egress. creates issues for livability and emergency vehicles (Safety).
- Not worth the destruction just for this train line. Spend the extra \$. Ramsay doesn't deserve it. I'm sure the rest of Calgary will agree
- Why is Ramsay being sacrificed for a station Beltline when the route along 10th has the least impact?
- Option 2: disruptive to the community of Ramsay.
- NO! This obstructs our ability to connect downtown/Beltline/Inglewood! It divides our neighbourhood (Ramsay) & destroys heritage street.
- Severs a historic community
- Significant cost to procure land and demolish homes along ROW.
- Safety impacts as my child will have to cross these lines during peak times just to get to school.
- Option 2 is the least desirable. Why sacrifice one of Calgary's few historic character neighbourhoods, if other options are available?
- Great idea to develop this into public park space. Adding green space here would compensate for taking out green space by the bridge.
- The Stampede connection to Ramsay - sharing a road is not going to work. Consider Stampede traffic that uses this road - ie trucks.
- This is my home - I'd like to keep living in Ramsay rather than have a train go through my property!
- with multiple options for placement along this route all options should be shown, this options sucks in every way possible, no one benefits
- The city should be embarassed that this option ever made it to public consideration! Poorly done!
- this whole area of Ramsay and the rest of the community are affected negatively by this option
- access still closes!
- access closes
- You DO realize that there is a steep hillside here! You plan to create a valley going through the hill to do this? A roller-coaster perhaps



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- no access
- This part of the community gets isolated and will become a abandoned region of Calgary
- kills only north access point in and out of the community that is left with proposed other changes to the area
- Bad traffic
- Ruins will be lost, where does preservation of history ever get considered in this city
- poor location for a station - bad for stadium/stampede. Poor location for beltline and useless to Ramsay. Why is it here?
- limited lanes affects all the traffic from and to the stampede grounds, this option allows for no buffer after a game, station is to close
- Only one lane in or out - the bus is ALWAYS parked here to change drivers, how will it work with just one lane?!
- pops dairy bar (Bruhle) building has been a part of the neighborhood for years... more history gone
- Bye-bye beautiful entry-way art!
- What about the historic homes?
- This has become a dumping ground while it waits for a decision on Green Line. Make it right!
- The worst plan ever - traffic, houses isolated, many crossings, higher initial cost, noisy near homes, creates a physical valley to do this
- Tearing a beautiful inner city heritage community apart for the commuters of suburbia is shameful.
- Consider moving station west one block
- Keep train off 12!! Stampede hates, Ramsay hates, CMLC dislikes.
- Station on 12 makes most sense for future development plan.
- Ruins are a historic site that must be preserved
- Need 6 st connection to East Village
- Traffic during events will clog roads in the community.
- Question - How long will access be restricted to build new bridge and road.
- Concern about access to 9th when 7th closes
- Impact to property owners due to noise and privacy
- Concern about loss of green space [next to MacDonald Ave]
- [offensive comment removed]
- Elevate the line to reduce impact to community and stick to 12 Ave alignment
- Concern about stampede access and residential traffic [agriculture trail]
- What will the ends of the blocks look like (adjacent to the tracks)? Fences? Arms? Lights?
- 19th and 21 ave are both impacted by the cul-de-sac on 8th [traffic overflow]. Need to limit cut-through



Green Line LRT

Beltline Alignment Options
Four Options in Victoria Park
May, 2017
What we Heard

- Can we move/preserve heritage homes.
- Trade-off opportunity. Make park area adjacent to the track.
- Need pedestrian underpass to Inglewood (8th)
- Add density in this area [north part of Ramsay]
- Make a great pedestrian connection in the cul-de-sac
- Can a ped connection be maintained at the surface at CPR tracks?
- Create a connection to Inglewood for cars.
- Station is in good location for access to both communities.
- Concern about safety of pedestrian access (especially at night)
- Concern about loss of Art Pointe at Inglewood station location
- Need some drop-off capacity at this station to limit traffic back-ups
- We can't get out of our street!
- How do we get out of our alley? how do we get garbage pick-up? What will happen to our property values due to the line?
- Severs this part of the community. (house impacts, new & historic)
- Cut-off from our neighborhood and the city. Can't get out.
- Devalued property. No emergency access. No garbage pick-up. No Utility access.
- Property value will crash for this cut-off part of Ramsay.
- Get rid of cross-over and move Centre street station west
- Impact to Rundle Ruins heritage site is undesirable.
- Ask council to re-evaluate budget envelope. Should be looking at a full tunnel. Would address all stakeholder issues.
- Loss of dog park south of MacDonald avenue
- Missed benefit of having a station in the community.
- This option scares-off people buying/moving into the community before the Green Line gets built.
- Good to see new bridge providing access into Ramsay.
- Adds additional noise and disturbance to Ramsay.
- Understand why LRT line is proposed here. It is straight and clean.
- Concern about short-cutting in the community.
- Ped/cycle connection between north and south of LRT tracks needed on 9th street
- It is difficult to understand the potential impact to this northern block given the uncertainty of the design.
- Development of landscaping and noise attenuation not concentrated by CP
- What about landscaping and improvements along CP tracks?
- Cut-off access and circulation
- Build an inner-city pump-track here.



Green Line LRT

Beltline Alignment Options
Four Options in Victoria Park
May, 2017
What we Heard

- Isolates homes and destroys home values
- Connection b/w Ramsay and Inglewood due to 8th closure. Are there any other paths being discussed?
- Improve the CPR underpass along river. Poor sightlines, unsafe, steep, not cleared, no lighting.
- Limited opportunities for development with this option. Minimal opps for density with community being cut-off
- Connect road and tracks on north side of VPTC. Instead of MacDonald ave, build bridge next to penguin car wash
- Move the station closer to the east village. Fill the gap with entrepreneurial endeavors.
- Will be a huge traffic impact on 8th
- Impacts to Elbow River and long term (100 y) setback of the river.
- Obstruction of city view with new bridge and road re-grading
- Concern for reduced property value in houses all around the right-of-way
- This is Calgary's original heritage suburb.
- What do these homes get? View or sound attenuation? Nothing?
- The intersection of 8th near Bellevue will be jammed during busy commute times, while vehicles wait for trains-limiting access from the west
- Concern about the speed of the LRT through the neighbourhood. Are there sound barrier plans?
- Don't tear down houses in Ramsay!
- Direct impact or strongly impact or potential impact, feeling stuck!
- "non-impacted" properties will still be strongly impacted with the train this close.
- How do things like landscaping and sound attenuation work in such close proximity to these homes? there view is sacrificed.
- A disproportionate impact to Ramsay to give a better situation in the Beltline.
- Raze this entire area. Prime redevelopment opportunity. The problems with access cannot be fixed.
- Major negative impacts to our access at front and back of house. Noise until late at night. Destruction of houses. This route is illogical.
- What are the considerations for alley access for residents on 8th st? How frequently will trains be running and how will that impact access?

Option 3 – Staged Alignment

- No station in short term is a deal breaker
- Uncertainty of timing on getting station
- not having a 4th street station at opening is going to be very inconvenient



Green Line LRT

Beltline Alignment Options
Four Options in Victoria Park
May, 2017
What we Heard

- surface disruption traffic at 6th st SE
- No station by possible new arena in short term (x2)
- Further way from future highspeed rail station
- Connectivity to Ramsay from Beltline for traffic
- Further from sites in Inglewood
- better band for the buck not to have a short term option
- making the same mistake as 25st SE LRT crossing (do it right)
- Money spent on short-term option
- Environmental impact of river crossing
- station location (closer to east village)
- Closure of 6th street SE prevents future underpass
- Game Day access and circulation issues
- 4th st station access to bike path on 9th ave
- Who's getting off at this station?
- Traffic + pedestrian impacts on 6th st SE
- Conflict on 12 Ave
- Next to option 4, this appears to be the best alternative option. Limited impacts on neighbourhood, community while serving its purpose
- Extra costs for 2nd phase
- Not enough development here now
- Portal too close to stadium
- Take the time to do it right
- Faster than option 1
- Possible City public facility on bus barn land
- Long-term may fit w/ long term timelines of new arena construction
- Reduces impact on Ramsay compared to MacDonald avenue
- Better station location for Stampede & Ramsay
- Possible connections to future development
- Option 3 has little or no negative impact on Ramsay community
- Less impact to future possible arena site
- Less impact to Ramsay
- Stampede & Saddledome
- concerns about the traffic impacts on 6th Street SE + 12 Ave SE
- Good option but still has traffic impacts. Better along 11 ave
- short term is not efficient
- what is short term? It could be 30 years before the new station.
- increased traffic through Ramsay after games



Green Line LRT

Beltline Alignment Options
Four Options in Victoria Park
May, 2017
What we Heard

- No station next to stamped (vic park station & centre too far)
- access (future) to the station via Macdonald Ave
- my second favourite option. LOVE that it leaves Ramsay intact
- Alley access at the 8 st cul-de-sac
- Like the idea of a station at Bus Barn
- Doesn't impact my home of our historic community
- much safer community children in Ramsay
- Swap bus barn land with Remington land just North
- Like that option follows CPR + does not impact community
- Build an underground facility with GL on top
- Put the bus barn at the Dominion Bridgeland
- This alignment is bad news all around. All the re-work in Option 3 makes the case for going underground in Inglewood
- Traffic jams after large events or during the commuting times
- Having a station in this area during the short term is key. Who knows how long term the transit centre redevelopment will take
- If the track were on the north side of 12th, it wouldn't have to cross 12th at grade.
- These lands will be sandwiched between the CTrain and CPR tracks which may limit their access and desirability for future redevelopment.
- Would this affect the old hospital ruins?
- No stations for a long distance.
- How do people access this area by train before the Bus Barns are redeveloped? Empty land won't be empty when Green Line opens
- Closure of 6th Ave impacts access to Stampede Youth Campus
- No station in Victoria Park over short term is large issue, especially with Arena Plan B.
- We must have a station in the 5 - 6 St SE area as part of the initial construction. Otherwise, route through Victoria is a complete waste
- My preferred option, though I wish you could skip ahead to the long-term alignment and put it underground through Victoria Park.
- Glad to see at least one option that retains the MacDonald bridge, without adding another bridge next to it.
- Opportunity for a nicer turnaround than a large expanse of asphalt. An island with fountain or landscaped would be nice.
- This crossing looks problematic for traffic - it crosses both 12th and 6th. Will traffic on 12th still become one way at 4th?
- Wastefulness abundant.
- I'm for any option that goes around/through the bus barns and does not cut through Ramsay.



Green Line LRT

Beltline Alignment Options
Four Options in Victoria Park
May, 2017
What we Heard

- I can live with the staged development of the LRT station. However, I'm deeply concerned about the impact to traffic flow on 12th Ave.
- A bit of an odd option/compromise but eliminates the impacts on Ramsay of the very poorly thought out MacDonald Ave alignment.
- Station location seems odd but may reduce some of the impacts on 12th avenue traffic flow
- Only 400 meters to extend option through Victoria Park and then only 400 more meters to continue tunnel under Ramsay
- Eliminates the new impacts on Ramsay that were created by reintroduction of the MacDonald Ave alignment
- Current funding levels prevent development of appropriate and preferred design options for Vic Park/Ramsay line sections.
- Underground tunnel should be built through Victoria Park, and once that is done it would only make sense to continue tunnel under Ramsay
- Will still have significant impacts on traffic flow on 12th Ave that would be eliminated by tunnel or 10th Ave alignment option
- Although reportedly discarded, adequate funding of this section would fund tunnel that meets needs of all stakeholders in Vic Park/Ramsay
- If tunnel built, ideal portal exit exists on NE side of Ramsay from near vertical slope that would eliminate block long portal in Vic Park
- Deal with/move the bus barns now if choosing this option.
- This complicates future developments once bus barns move. Also conflicts with future arena development.
- Makes access for East Village residents more difficult

- Ctrain adjacent & parallel to the existing railway is strongly preferred routing.
Pros: Access&Egress/Visual&Sound Pollution

- Preserves Access & Egress: McDonald bridge routings create a significant barrier ; an issue of livability and emergency vehicles (safety).
- Avoided Displacement of residents; preserves culture and heritage of Ramsay; and voids significant cost to city.
- Good im with 4th better
- With this staged approach, the ROI will take much longer since there is no stop close to the Stampede events.
- Is there an option that allows Ramsay access to the Beltline without dealing with a Train Crossing. Trains currently trap us.



Green Line LRT

Beltline Alignment Options
Four Options in Victoria Park
May, 2017
What we Heard

- Option 3: Provides good access to Stampede Park w/o sectioning-off Ramsay. Keep the new line parallel w/existing tracks where possible.
- still impedes traffic flow along 12th ave
- Does provide more opportunity to develop greenspace where Vic Park Transit barns now stand.
- Options to beautify this space are limited, especially the increased development at the car wash sight.
- Will the potential underpass also include a bike lane or access? This will allow better access to 9th for bike commuters
- slightly more positive for ramsay, no division of community, but access remains an issue
- no access when 7th closes for 9th ave bridge reconstruction
- closes at some point in the future
- no access
- crossing at grade is prohibitive to access to Ramsay... emergency access is an issue when we have to deal with trains as well
- ruins would be affected.... history lost
- there seems to be a lack of consideration or understanding of the way this area works at the busy times... it is already a traffic jam
- at grade crossings where we have a new school proposed for this location of stampede park is dangerous
- Why isn't this underground?!
- how long would be waiting till a station is actually built?
- With the closure of 7th and 8th Street, this road should not be further impeded with train crossing!
- Pedestrian access needed from Penguin area to Deane House - road crossings awful and current trails COLD in winter!
- Opportunity for this to be a tunnel that goes under tracks to the road by the Nash - improve community connectivity
- Great buffer between CP and Ramsay. Calgary Transit takes better care of their properties.
- Utilizes existing transit corridor and keeps community noise at a single location (along rail lines)
- Great opportunity to improve end of street with cul-de-sac at same lever as upper part of hill!
- good opportunity to get rid of the grafitti wall... er, I mean retaining wall here. Replace with something parallel to tracks.
- opportunity for the city to get big bucks for the transit barn with future TOD in this area (riverfront). Helps recoup some of the costs!



Green Line LRT

Beltline Alignment Options
Four Options in Victoria Park
May, 2017
What we Heard

- Why not along north side of 11th Ave? Or have no cars on 11th (train only) and widen 12th for vehicles?
- I like the idea of a station here, it serves Stampede and both Ramsay and Beltline.
- traffic problem unless underground here!
- Traffic issues here already (esp. after events). Make it underground!
- Start a car underpass here that goes north along 6th Street into East Village (under tracks)
- Happy that it doesn't go right through Ramsay but very concerned about traffic issues in the areas around bus barn and 6th Street/12th Ave
- We need access/egress points that are not impeded by trains. Minutes matter when waiting on a fire truck or ambulance.
- Ramsay currently has all roads impeded by CP or C-Train except the 12th Ave (west of Ramsay) and 12th Street (east of Ramsay) Improve this!
- Issue - Proximity to houses. Visual impact, loss of view.
- Issue - Noise and sound attenuation.
- Pedestrian access to community of Inglewood.
- Pedestrian access at 8th St
- This is a baaaaaad underpass (CPR @ 8th)
- What if the long-term plan for the bus depot move falls through?
- Access to new orchard development
- Trains crossing next to new stadium on 12 ave an issue
- 9th Street. Consider Cul-de-sac at house grade, not hill bottom.
- Opp - Recreation development on City owned property (bike park!)
- Concern with redevelopment around 4th street station and lack of community.
- It may be intrusive to have train so close to future Riverwalk and park space.
- Bus barn space could become a nice community hub with the right development here.
- LRT crossing both 12 and 6 at grade will limit access into and out of Ramsay.
- Consider below grade on 11 until after road crossings.
- Consider pedestrian bridge across elbow at termination of 8 st
- Make a decision about the bus barns!
- Ramsay traffic will be an issue with 6th St closure
- Put the station on 11 and 5 st and portal between 4th and 5th
- Portal here will sterilize lands to the north
- Vehicle access to new Plan B arena will be slowed by trains

Option 4 – Transition to 10 Ave S.E. Alignment

- We will never know about \$ for tunnel on 12 Ave coming up @ 6 st if it isn't publicly vetted
- Cul-de-sac closes Ramsay off from Inglewood



Green Line LRT

Beltline Alignment Options
Four Options in Victoria Park
May, 2017
What we Heard

- Showing 7 st open is not right b/c there is no heigh acoomodatio
- The 10 avenue litigation/property issues MUST be resolved as it is the most practical in ALL aspects including community, traffic issues (too much volumen on 12 ave, including level crossings (trains at 5 minute intervals at peak periods) icreses vehiclur traffic with teh closing of the level crossing at 8 street.
- Disagree with last point. Think that a couple of blocks is good to disprese ped and vehicle traffic.
- Cut-through (from south to downtown) taffic will use the avenue if you cul-de-sac 8th. If you are going to lose 8th you need to keep MacDonald. W/o Remington on board you cannot have portal @4th st SE
- This is favorite option. Concerned land cost will make it uneconomic
- 10- avene transition creates buffer during evnts between 4st station and new arena/stampede
- Correction: This option has low impact on Vic Park
- Tunnel Constraints: Not for City, Not for Vic Park, only for developer
- Can this historic building be recolacted? Saves demoloshing house on MacDonald Avenue option
- Sound Attenuation next to line, 10st SE. All options
- This is Chinook Station all over again. Repeating mistakes of the past. Transit should be more convenient than driving, not less.
- Why go to 12 Ave rather than stay on 10 Ave through Beltline?
- This option doesn't show the impact of the CPR 50 year plan which changes what is fesable
- If construction over the river happens @ same time as 9th ave bridge that would bring harm to the community.
- Missed opportunity tio have connection at Victoria Park Red Line station.
- Compromised redevelopment of properties between 11-12 ave, MacCleod Tr @ 4 st SE
- Art Point Gallery, will it survive?
- Missed opportunity to provide good access to BMO centre expansion
- Why not put station on 12 ave. Future develpm,ent will change to move urban development in front of stadium site?
- Tracks don't cross 12 Ave @ grade. Still can use MacDonald ave w/o interference
- Pedestrians and bikes can access from 8th st + 9th ave
- Love station close to muisc mile (9th)
- This is our 1st option. Please don't tear down my home
- Least impact, serves Beltline/Ramsay/Stampede effectively, few technical limits, best of the 4
- Connecting from Ramsay to Inglewood 9th st. underpass



Green Line LRT

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Four Options in Victoria Park
May, 2017
What we Heard

- Appears to be an option with the least impact on surrounding communities while still serving its purpose
- Good connectivity for both east vic park and east village
- By putting the line on 12 ave you will kill an already vibrant area through years of construction. This is better
- Closest to new stadium potentially
- This is the best option b/c it maintains community cohesion.
- Good to push close to existing tracks, even just from a noise perspective
- Does not destroy my city or family home. Can use it, not watch it go by.
- Alignment minimizes impact to development of Vic Park
- Minimizes impact to existing structures
- Pass the buck (\$\$\$) to the developers re: properties between 12 + 10 ave
- Soft edges from all the properties south and a really nice transition to the north side
- Best option available
- Proximity to music centre could be a pedestrian music mile
- Is the straightest line, but doesn't wreck the community
- Penny cabs from Stampeded to station could be an entrepreneurial opportunity
- Overall like this option better than the others, makes sense to be beside CPR
- This is a much better alternative than MacDonald Avenue since it doesn't destroy people's homes
- Ped/Cycles underpass east and west side of 8th under tracks
- most uninvasive for the future. Can change what on top over time.
- 12st will stay open because it is a major community route.
- We need pedestrian and bicycle access under the tracks at 8 st and 9 st
- Love this option the best of 4
- No level crossing is a huge positive
- Not putting a big building on MacLead and 12 if there is a train under
- 6 st north of track needs ped/cycle connector
- opportunities of pathway along south side of route between 10 and 11 ave. A green belt would be nice
- Ped/cycle access under tracks at 9th ave either side of elbow river
- Provides easier access to east village in addition, with a new stadium and revitalization of 12 you have an opportunity for business (retail)
- Above ground makes more sense. Cheaper to do than the long tunnel
- This option makes perfect sense, so it will probably not be approved
- Wonderful access to National Arts Centre and East Village



Green Line LRT

Beltline Alignment Options
Four Options in Victoria Park
May, 2017
What we Heard

- This would make it easier to go to library and music centre so it is central cultural centre
- Have a pedestrian underpass at 8th st and 9th ave
- 12 Ave options limit development north of 12 ave east of 4th st SE
- Least invasive, plus best use of land, ie: adjacent to CPR
- Better opportunities to connect north of 9th ave community
- Protects historic community
- Minimal level crossing is good b/c we know that level crossings are a nightmare for communities.
- Ped/cycle underpass crossing Elbow
- Happy to see 12 ave underground
- With 8th st closing, there will be more cut-through traffic up through 19th ave. This is not good. 19th ave will need to be closed at 11th
- #1 bus needs to be 2 min faster to connect to red and blue lines at city hall station.
- Station by Stampede is good
- Have to think long-term, and what is best for all of Calgary
- Keep tracks to one area (CP + LRT)
- Do more tunneling in Beltline and less in the north-south
- Doesn't make sense to go south-north-south
- Doesn't create vibrancy, least pretty
- Acceptable but prefer station from staging option
- Create "dead" zone along 10th Av CP not good neighbors. 4th station - unsafe area
- "Ugly" create huge rail corridor not desirable
- Final treatment for North end 9th st at Green Line tracks. -create cul-de-sacs
- Leaves the riverfront property for future development + more vibrancy close to Ramsay
- Serves EV spacing from arena
- Has the possibility to make this end of Ramsay better looking where it looks poor now because of CP tracks
- Lots of great opportunity for high density residential
- Like that this minimizes train traffic with vehicles
- Old VPTC space could be park space/common space
- Like this option SO much more than others! Keeping everything along the CP corridor makes sense!
- Like the Access to East Village & use of existing corridors
- As a house owner directly impacted I LIKE THIS
- 12th ave access is important. Like this option
- Like that this option keeps access to Ramsay via McDonald so still easy to get downtown
- Like keeping 12th ave open -> especially special events



Green Line LRT

Beltline Alignment Options
Four Options in Victoria Park
May, 2017
What we Heard

- LIKE THAT ALL RAIL NOISE / IMPACT IN EDGE OF COMMUNITY HOMES
- Like that this station also serves EV people at 4 street SE station
- Best Option!
- Gives EV a station doesn't impact buildings or traffic
- Enmax site is good place for a portal. Not much else you can do w/ that space
- your relieving congestion not adding it!!
- we love this one! It reduces congestion downtown and is very forward thinking
- Least impact on Ramsay Homes / community and traffic flow
- like this option best
- make it so!
- this makes that most sense
- very happy that you are using an existing transit corridor rather than making another one
- Like 10 Ave transition -serves East Village better and minimizes impact on Ramsay
- Best option for ALL! Involved
- Like it the best
- Swap cham-over for station. Move station as far west as possible to catch Beltline people
- "low impact" good for traffic flow
- nice to preserve 12 ave
- LOVE THIS!
- This 10th Ave option is a good one...it leaves room for creative development from 12th Ave to the Tracks, including the Remington lands.
- Option 4 with 4th St station, is close to the Stampede grounds but also Studio Bell, the New Central Library, City Hall and Fort Calgary.
- This is the most obvious option - it has minimal impact to all stakeholders. It creates an option for redevelopment along 10, 11, & 12th Ave
- This option allows for greatly enhanced Stampede traffic management as compared to 12th Ave.
- Go underground here so there is no disruption to local traffic/property when the area is redeveloped
- This is awesome, allows 12 street to flow freely
- Option 4 - Seems like a Win Win Win! You don't impeded vehicle or cycle traffic on 12 ave. You don't knock out heritage homes in ramsay.
- Please make sure a good pedestrian underpass is built. Wide and bright, so its safe at night
- Station is closer to east village which is nice plus! Music center, new library, and Fort Calgary
- I think it would be ludicrous not to use the CPR ROW to the fullest extend. there are no traffic conflicts with this plan.



Green Line LRT

Beltline Alignment Options
Four Options in Victoria Park
May, 2017
What we Heard

- I love this plan! It reduces congestion in downtown while preserving the heritage and function of Ramsay. This is long term thinking.
- Maybe the station could provide a pedestrian link over or under the tracks to the east village?
- It would be nice if pedestrian or bike connection could be maintained here. If not, the trail under the bridge should be improved.
- This alignment is good because it follows an existing barrier (CPR tracks) instead of creating a new one.
- Is there a development plan for this property? If not, great chance for train tunnel. Easier to deal with empty lot than houses in Ramsay
- Lots of ways to integrate station into existing/future development on both sides of CP track
- I think this is the best option!!! Less impact on traffic and the community of Ramsay. Taking advantage of the CP Rail line is the way to go.
- put a highly walkable plaza type station here to better connect with future vic park, Inglewood, Ramsay, Beltline, Stampede and downtown
- best option by far for future development and connectivity between existing community hubs. Think vibrancy and community/amenity interaction
- Lots of people who rely on transit live here. Overpass/underpass to link East Village would be ideal.
- Opportunity for 5 Street Underpass to add connectivity to station from East Village
- Access to NMC and New Central Library equally important as access to BMO and Stampede Grounds. Nice compromise.
- Concerned about impact on existing buildings. Can buildings stay? How will it impact day to day life of tenants?
- How will LRT limit development on this property? Don't want to be left with gravel lot for decades to come.
- Can Enoch Sales House be saved/restored as part of construction?
- Are there still plans for high speed rail station? Does LRT station design allow HSR station integration down the road?
- Great opportunity for public plaza and green space.
- Creates a weird parcel of land. Possible to create L shaped zero parking development parcel with plaza space? Possible cool café location.
- Great compromise that allows station to be shared equally between East Village & Victoria Park. Offers two pedestrian paths to Plan B Arena
- Like this option the best IF the tunnel can be built without affecting the existing buildings in Vic Park and doesn't limit future builds.
- Aside from completely underground from Inglewood/Ramsay, this is the best option I have seen.



Green Line LRT

Beltline Alignment Options
Four Options in Victoria Park
May, 2017
What we Heard

- Why does the line need to jog south (only 2 blocks, so not really worth it) just to go north again?
- Good option making use of existing rights-of-way without creating new barriers and traffic/safety impacts.
- Good option using existing rights-of-way without impacting traffic. This is the best above ground option.
- This Option makes the most sense to access multiple facilities in the area, not just the Stampede grounds.
- Council must decide from City-wide position if a station on 10th Ave is preferred over one on 12th Ave. If "yes", Option 4 is best.
- isnt this land set-aside for a high speed rail station?
- I would rather see the turn happen over here at 5th, with a station at 5th and 11th.
- Opportunity for an underpass at 6th.
- Opportunity to save our bridge.
- this is by far the best solution, allows access to east village and stampede grounds/arena with minimal negative impact on victoria park
- Best option presented. Uses space effectively near existing train tracks and minimizes impacts on neighbouring communities.
- Great option. Good access points to Stampede and East Village.
- Certainly the path of least resistance and will make a big swath of ugly. If you place train within development it adds vibrancy. Not here.
- This will create a train and transit slum along 9th. This is really 1970's backwards thinking & the area around it will be dead.
- 4: Best option for the city as a whole. Area in Ramsay by train shouldn't be grass & fence, but come w/ programming, multi-use, ped realm.
- 4: Give Ramsay programmable rail containers and pedestrian quality like Riverwalk next to Greenline. All people envision is an ugly lrt.
- Best possible option. Grouping train lines reduces barrier-effect, allows higher speed, features less at-grade crossings, and saves Ramsay.
- Best possible option. Grouping train lines reduces barrier-effect, allows higher speed, features less at-grade crossings, and saves Ramsay.
- Best station placement; does a better job connecting to East Village and leveraging the huge investments there by CMLC.
- Station placement helps to liven this gateway and tap redevelopment potential.
- This alignment is good, in that it preserves the essential character and long-term potential of this area in Ramsay.



Green Line LRT

Beltline Alignment Options
Four Options in Victoria Park
May, 2017
What we Heard

- Good alignment there. Should Rough-in for extension under 12th to be continuation of future Intl Ave (17th ave) BRT when it converts to LRT
- Pedestrian overpass here
- Vehicle/cycle underpass here
- Best option. Better connection to East Village a plus; Saves Ramsay, has huge future development potential. Uses existing rail corridor.
- Seems to be by far the best option compared to the others. Better for the transit hub, and Better for new Arena option in Victoria Park.
- The best out of the four, but why not cut it back a bit farther east through the empty parking lots instead of taking out the buildings?
- Like this option the best! Also seems like less turning points/slow downs. This seems like the best of the four options!
- This is the best option presented thus far. Agree that it makes best use of land and existing barriers/right of way.
- Short of building a tunnel under Vic Park/Ramsay, this is the best option of the four by far!! Concentrate infrastructure & service E. Vill.
- Eliminates the new impacts on Ramsay that were created by reintroduction of the MacDonald Ave alignment
- Current funding levels prevent development of best and stakeholder preferred design options for Vic Park/Ramsay line sections.
- Eliminates impacts on traffic flows on 12 Ave
- Best option. East village to have a population of 10,000 when it is complete. This allows for better balance of access of EV & Stampede user
- This alignment allows for a more balanced dissipation rate of users from the Stampede/Arena events vs. the 17 ave LRT station.
- Please have a wide span underneath bridge to maximize public realm for bike path/river walk users passing underneath.

- Ctrain adjacent & parallel to the existing railway is strongly preferred routing.
Pros: Access&Egress/Visual&Sound Pollution
- Preserves Access & Egress: McDonald bridge routings create a significant barrier ; an issue of livability and emergency vehicles (safety).
- Avoided Displacement of residents; preserves culture and heritage of ramsay; and voids significant cost to city.
- This is the SAFEST of all the options since there are no street level tracks that cars and pedestrians have to cross in Victoria park



Green Line LRT

Beltline Alignment Options
Four Options in Victoria Park
May, 2017
What we Heard

- It creates a great access for the green line to the new public library and the Bell music centre. also great for East Village residents.
- Removes the congestion issues near stampede park with a 12th avenue station.
- Best option presented. Considers all stakeholders. Great community connection (N+S). Great redevelopment opportunities.
- Best option for the surrounding communities.
- This alignment respects Ramsay, and the original engagement work we did for the Green Line
- From Ramsay, does not require crossing the track to get to the Beltline. Better Ramsay/Beltline Access.
- this creates less disruption to the entertainment area and ties in east Village with the rest of the line
- Option 4 is preferred; it does not section-off a piece of Ramsay and has good access to Stampede Park and East Village.
- Laurie (Ramsay resident): Best of the bunch. Uses existing road/train corridors. Easy access to entertainment/other districts.
- Preferred option for our family and well regarding amongst out Ramsay neighbors as well.
- still seems strange to go south, then north, then south again. Can we save some \$\$\$ by moving beltline station?
- This really seems like the best option for honouring the character and community of existing historic streetscapes in Ramsay & Victoria Park
- It's a good idea to place the station in the culture/entertainment district, yes. But why not extend the district out to the station?
- There is still going to be a tonne of noise between LRT and CP Rail. Any opportunities to build noise reducing walls around the community?
- underground and away from 12th allows for better connectivity and development at vic park
- has investigation happened to ensure existing buildings will not been affected? hope so, would be a shame for this option to not be viable
- maybe a reconsideration under 10th and aligning with this option allows for more room in budget to stay underground in vic park
- station location allows for a nice connection to the east village as well... this is the best option on the table
- add pedestrian connection (stairs) to the 4th street underpass... nice placement to capitalize on the city investment in EV as well
- option remains in the corridor that is already provided by the CPR
- pedestrian underpass needs continue all the way under 9th ave bridge, with the future 6 train lines above design is key!



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- this option is good for Ramsay and is what we had always believed we were getting
- access issues will still remain with road closures, we need some concrete answers on these issues as well
- access issues will still remain with road closures, we need some concrete answers on these issues as well
- this option allows greater development opportunity and connectivity to EV, Inglewood, Ramsay and the Downtown
- Great station location - connects three communities and serves Stampede and stadium better!
- You get to keep the beautiful bus barn - yay! Cost savings are good.
- I get to stay living in my home in the most beautiful part of the city!
- Keeps historic homes and maintains Ramsay's charm!
- This option allows for better redevelopment in Vic Park area and provided a connection point to the east village. this is a winning option
- As a person living in this end, the LRT will actually act as a barrier to CP and improve this noise issue if a wall is at bottom of hill!
- Opportunity to end this road with a beautiful cul-de-sac that maintains the quiet street charm at 9th Street
- Calgary Transit maintains its properties better than CP so this is a great aesthetic improvement .
- I was excited to see this option - it will be an improvement to Ramsay rather than a detriment!
- Improve pedestrian pathway on the EAST side of the Elbow River so it goes over to RiverWalk behind Deane House
- Maintains the connectivity between Ramsay homes and easier access (no tracks to cross here)
- clear and unchanged access for vehicles here - love it! This is my main route to enter or leave Ramsay so happy it's kept track-free!
- Awesome as it allows the Stampede/Stadium traffic to flow without train traffic interference.
- keeps 6th Street open and allows for future underpass to East Village!
- When the bus barn goes, the city gets lots of \$\$\$ for the riverfront property as it's not surrounded by trains! Recoup cost of moving barns.
- Opportunity to connect to Inglewood via a tunnel that comes up near the Nash and Army Surplus.
- Awesome solution to Ramsay concerns about access/egress, maintaining historic charm and keeping the community together.



Green Line LRT

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- Love that this option utilizes the area that is already being used for train traffic - it would be bad to be surrounded by trains
- Opportunity for a future source of funding when selling land and relocating bus barns as the riverfront property is not surrounded by trains
- Great that the LRT doesn't go along the riverfront and destroy the Elbow River riverwalk areas.
- The people in Ramsay North won't feel isolated from their wonderful Ramsay south neighbours!!
- Great option that doesn't disconnect this part of Ramsay from the remainder of Ramsay
- This is by far the best option and clearly the smart decision for the city and its occupants. Truly hope this option becomes a reality.
- Connectivity is a beautiful thing. This option connects the East Village, Victoria park, Plan B new arena, Stampede grounds etc.
- Great opportunity for future redevelopment around station.
- Tracks align next to CP tracks minimizing impact to surroundings.
- Bus barns can remain until a later date saving the city a \$300 million dollar hit (although it would be nice for it to disappear).
- No tight C-train corners needed to get around the bus barn.
- Permanent alignment of station is in place avoiding future construction and re-location of tracks down the road.
- Old church ruins off of 12 will be undisturbed saving some of Calgary's heritage (not possible with other options).
- Minimum traffic issues created vs other options.
- Ramsay can remain in tact. Minimally impacted vs other options. Possible traffic issues along 12th vs other options minimized as well.
- A great place for an underpass for connectivity between Ramsay and Inglewood due to the closure of 8th St at the tracks.
- Minimum number of buildings affected vs other options.
- Move 4th St station to 11 ave to solve land issue under litigation
- Move center street station to 11 would mostly solve Ramsay issue
- Green buffer space. Parks, bike paths, etc.
- Give us a new park! next to tracks, between 9th st and alley north of 11 ave
- Ped underpass at 9th
- Make this an underpass
- Pedestrian underpass @8st under the tracks
- Low impact on Ramsay residents
- Best option of the 4, no impact to MacDonald avenue area (other than increased traffic)
- Why can't 7th st underpass stay open?



Green Line LRT

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- Allows people to walk from "plan B" stadium past pubs/commercial on way to station.
- Station is away from Ramsay ruins
- At 5th. Might there be an underpass? 2nd bridge required? station interference?
- Pedestrian underpass
- Better than 12 ave station, because it captures east village
- Best use of land (under litigation with private owner)
- As close to entertainment district as Vic Park station is now. Integrate into development here.
- This makes by FAR the most sense. No explanation why the yellow area is significant issue.
- Close to the east village and Victoria Park
- Smaller impact. Curve to CPR line.
- Love these options. Effective, not subject to short term problems.
- Perfect location with large catchment area.