



Frequently Asked Questions – Stage 1 of Green Line LRT

GENERAL

Why does it make sense to start building the Green Line from Stage 1 - 16 Avenue N (Crescent Heights) to 126 Avenue S.E. (Shepard)?

- The Green Line will carry 60,000 to 65,000 Calgarians on opening day between 16 Avenue N and 126 Avenue S.E.
- Stage 1 involves building the most technically complex piece of the project first, while offering the best opportunities for expandability in the future.
- It will serve all Calgarians by connecting to major activity, employment and industrial centres outside the downtown core (Quarry Park, Douglas Glen, South Hill), and over 60 existing community services such as recreation centres, parks and libraries.
- Stage 1 of construction will connect to the Centre City including the Red and Blue LRT lines and three of Calgary's four new Bus Rapid Transit (BRT) routes, providing improved transit connectivity for Calgarians across the city.
- Six new Transit Oriented Development (TOD) sites along Stage 1 will allow people to live, work, and play close to transit.

Why is the Green Line being constructed in stages instead of all at the same time?

- The full Green Line LRT is 46 km long and extends from 160 Avenue N to Seton in the southeast.
- The full line is too large to build at one time, from both from an affordability and a project readiness perspective.
- The City of Calgary is anticipating funding from all three levels of government for the Green Line LRT. We anticipate this funding will be approximately \$4.65 billion to cover the capital cost of the project.
- Based on the expected available funding, we have recommended starting with a 20 km long line which can be extended in the future, as additional funding becomes available.

When will Stage 1 of the Green Line be constructed?

Stage 1 is projected to begin construction in 2020, pending approvals and funding, and is anticipated to open in 2026.

When will the line be extended to the north and the southeast?

- Administration will continue to advance the long-term vision for the Green Line, including the TOD planning work, land acquisition and transportation and transit planning to prepare for future stages of construction.
- While we do not know specifically when future stages of the Green Line will be funded, we will



be well positioned to expand the line in affordable and incremental pieces to the north and the southeast after the core Stage 1 project is constructed.

- Typical past funding for extensions of the existing network range from \$200M to \$300M.

What are the benefits of Stage 1 of the Green Line?

Stage 1 of the Green Line will:

- Provide travel options to 191,000 existing jobs in planned station areas.
- Jobs in the Stage 1 station areas are expected to increase to 225,000 jobs in the long-term (30+ years).
- In the 10 years leading up to opening day, Stage 1 of the project is estimated to create over 12,000 direct construction jobs and over 8,000 supporting jobs (engineering, planning, administration, etc). This creation of jobs is in addition to the operating jobs for opening day of service.
- Reduce greenhouse gases by 30,000 tonnes, the equivalent of 6,000 vehicles being taken off the road on opening day.
- Connect over 2,300 existing affordable housing units within walking distance of the planned Stage 1 station areas.

What will happen with the existing BRT and bus routes in the north and southeast when Stage 1 is constructed?

On Centre Street, transit service will continue to run into downtown as it does today. The routes 301 and 3 will continue to operate. In the southeast, local bus routes will be rerouted to feed in to the stations at 126 Avenue S.E. (Shepard). Transit service planning will occur one year prior to the opening of Stage 1, planned for 2026.

BELTLINE/CENTRE CITY

Why does it make sense to invest in a tunnel in the Centre City?

The tunnel in the Centre City offers the best opportunities for future generations of Calgarians. It allows us to maintain the pedestrian, cycling and vehicle connections in the core, while enabling future development to occur unhindered in our city's economic centre. The City evaluated a number of options with the cost varying from \$1.5B (street level) to \$1.95B (fully tunnelled). All options evaluated in the downtown core required some length of underground tunnel in order to connect with the existing Red and Blue LRT lines. It would not be possible to connect with these lines with a street-level system due to technical challenges with operating three intersecting LRT lines in addition to the existing road network, and the requirement to be under or over Canadian Pacific Railway's main line.



The fully tunneled option:

- Enables the road, cycling and pedestrian network to remain intact in the downtown.
- Reduces potential impacts to Prince's Island Park and the Bow River valley.
- Was highly supported by the public and stakeholders in the area.

How does the undetermined Beltline to Inglewood/Ramsay alignment fit into the Stage 1 recommendation?

All four Beltline alignment options currently under evaluation fit within a \$500-600 million capital cost range (excluding land acquisition). The staging recommendation accommodates whichever alignment is ultimately selected.

NORTH

I have an impacted property, but it's not part of Stage 1. What will happen to my property and when will it be bought?

Administration is currently working on a plan to acquire properties north of Stage 1. More information on this plan will be available after final recommendations for the Green Line LRT have been approved by Council in June 2017.

Will Transit Oriented Development (TOD) still happen in the north? When?

Administration's next step is to develop an approved TOD implementation plan. A corporate strategy is required to understand the market and where to best implement the first TODs. We will continue moving forward with next steps in land use planning for TOD communities outside of stage 1. More information will be available on this as the TOD implementation plan is finalized in June 2017.

Will Centre Street receive any upgrades (e.g. sidewalks, cycling infrastructure etc) in phase one?

The City has been reviewing the need to replace the pavement along Centre Street for a number of years, but has put this project on hold pending the finalization of the Green Line alignment and staging plan. Following approval of the Green Line alignment and Stage 1 recommendation in June 2017, The City will start reviewing the reconstruction of the pavement structure along Centre Street. This will include a review of potential public realm upgrades.

When will the airport link be constructed?

The City is currently completing a study to explore connecting the Airport to the existing Blue Line LRT and the future Green Line LRT. At this time we do not know the outcome of the study or when a connection to the Airport will be constructed.



Will the portal at 20 Avenue N be built in Stage 1?

The underground station will be constructed at 16 Avenue N, but it is unlikely that the portal north of the station will be constructed. Construction of the portal would be the first step in the next extension of the Green Line to the north along Centre Street.

SOUTHEAST

How long will it take me to get downtown from Shepard?

It will take under 30 minutes to travel from Shepard to downtown on the Green Line LRT.

When can we expect to see development happen in the southeast around the Transit Oriented Development areas?

Transit Oriented Development (TOD) will occur over time along the Green Line LRT. Some of the development may occur during Stage 1 construction as developers start to see investments being made in tracks and infrastructure, while other areas may experience a slower, more organic shift in development around stations over the longer-term.