



Memo

2019 January 29

ISC: Unrestricted

To: Members of Council

From: Doug Morgan, Director Calgary Transit

Re: Response to Administrative Inquiry – 2019 January 14, Barlow/ Max Bell LRT Park and Ride Concerns

At the 2019 January 14 Council meeting, Councillor Jones submitted an Administrative Inquiry of eight questions pertaining to the Barlow/Max Bell LRT station north park and ride lot. Below is Calgary Transit's responses to the Administrative Inquiry:

- 1. When the LRT was built 30+ years ago what was the Transportation department's reasoning for installing a platform at Barlow/Max Bell? Was it to serve as an additional method of transportation to Max Bell Arena for large sporting/entertainment events?**

Barlow/ Max Bell station was opened on April 27, 1985 as part of the original Northeast CTrain line. The station was built with the intention that it would be part of a future comprehensive Transit Oriented Development on the Fire Park land. The station provides transit access to the surrounding industrial areas, communities, and the Max Bell Arena. Barlow/MaxBell Station itself has 1,050 boardings and 910 alighting's on a typical weekday. Like other stations (Stampede, Lion's Park) the station was envisioned to support events and Max Bell as well as activity in the surrounding area.

- 2. When was the Northside of the Barlow/Max Bell LRT Station temporary parking site established and why? Was it complaints from the land owner that people were parking on private property or was it from citizens who felt there was a need and requested Transit provide a parking site for their customers?**

The land in question is comprised of two sites, the bus loop (currently registered as owned by Century Park Properties Inc.) and the north lot (also privately owned), and are zoned DC with conditions when developed. These conditions are outlined in the attached Bylaw #47Z96.

When the access road and bus loop were constructed, with permission by the landowner, it created easy access to the station for customers. When the access road was upgraded in 2011, the number of people who started to use this as an informal park and ride lot increased. Customers would park along the access road, restricting transit vehicle access to the station. To rectify this, Calgary Transit received approval from the property owner to create a temporary park and ride lot to meet demand for parking. This helped reduce operational delays from vehicles blocking the bus loop. The park and ride lot will remain temporary until the land redevelops, at which point the development conditions stipulate that a permeant upgraded park and ride and bus loop would be provided. Timeline for redevelopment is unknown at this point

- 3. How was Transit able to create this parking lot when it is on property that is not owned by the City of Calgary? Is the City paying an annual rental fee for this location to the land owner and at what cost?**

The park and ride lot was unofficially established when the access road and the bus loop was constructed with permission granted by the landowner. The City (Calgary Transit) does not pay any annual rental fee or lease for this location.

- 4. Has The City, at any time, considered purchasing a portion of this vacant property from the current land owner to install an official LRT Parking lot? What would the current cost of the purchase of this land be valued at?**

The City (Calgary Transit) has never considered the purchase of this land to develop a park and ride lot. The cost to purchase the land would need to be investigated further, but Calgary Transit does not currently have funding to construct additional park and ride lots in this area. The intent was for the land to be redeveloped to a transit supported use. The



development conditions stipulate that any development of the area would require the LRT parking and bus loop access to be provided. This area is quite close to the downtown and developing a major single use park and ride facility here would not be in alignment with Calgary Transit's approved park and ride policy of focusing park and ride more than five kilometers outside the downtown.

5. **Calgary Transit customers who commute to the downtown core can park at any LRT Parking locations for free parking and some chose to secure a parking spot by paying a monthly parking fee. Has the department considered setting up a monthly parking initiative at the Barlow/Max Bell temporary gravel parking site and could the funds collected from this be used to upgrade the parking area? Why is it that most stations allow parking 7-days-a-week 24-hours-a-day and yet Barlow/Max Bell allows parking only from 02:00 until 18:00? Are the cars ticketed and towed if they are parked there past 6:00 p.m.?**

Since the bus loop and parking lot are temporary until the area is developed, we have not considered setting up a monthly parking initiative at this location. In addition, the projected revenue generated for monthly reserved parking will not likely be sufficient enough to recover the cost of upgrading the parking. Cars will not be ticketed if they are parked past 18:00. However, Calgary Transit will be revising the signage to reflect the updated conditions and make it consistent with the other park and ride lots.

6. **Does Calgary Transit Security officers also police this parking lot or is this the responsibility of Calgary Police Department because it is on private land?**

Calgary Transit Peace officers do monitor and respond to incidents in the bus loop and the parking area. Overall, this station has a very low crime rate and very few calls are generated for the bus loop or parking area.

7. **Citizens have public safety in mind at Barlow/Max Bell LRT Station and parking lot. They do not feel safe at this location what can The City do to upgrade security surround this area?**

Customers who use this station and want to access 19 Street are encouraged to use the sidewalk to access the station (outlined in blue in attachment). The sidewalk is well lit, maintained and within City right-of-way. Also, to report an incident, customers can call Transit Watch at 403-262-1000 option 1 to speak with one of our security personnel who can dispatch peace officers or contact with one of the emergency services. Some customers have noted that they do not use the sidewalk but rather travel through the private property to access the adjacent businesses and residents (outlined in red in attachment).

Calgary Transit is exploring increased lighting for the parking lot area and will be repairing the fencing to discourage unauthorized access to private property. Signage will also be placed outlining the private property areas and the appropriate pathway to get to surrounding areas. This is in addition to current station upgrades underway that will improve station lighting and camera locations, upgrade wayfinding signs, and introduce new tactile surfaces and high visibility finishes to meet accessibility standards.

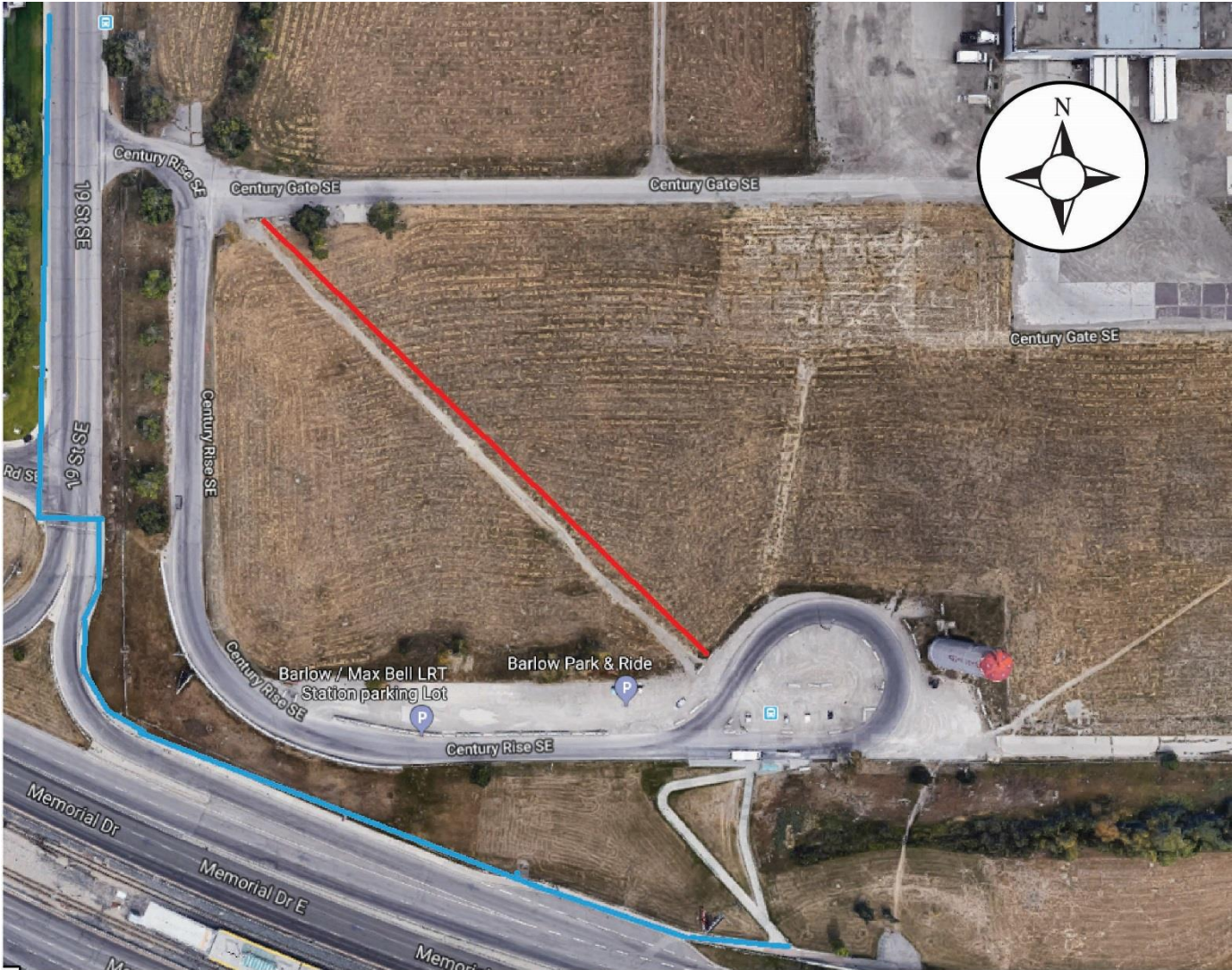
Please let me know if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Doug Morgan", is written over a light blue horizontal line.

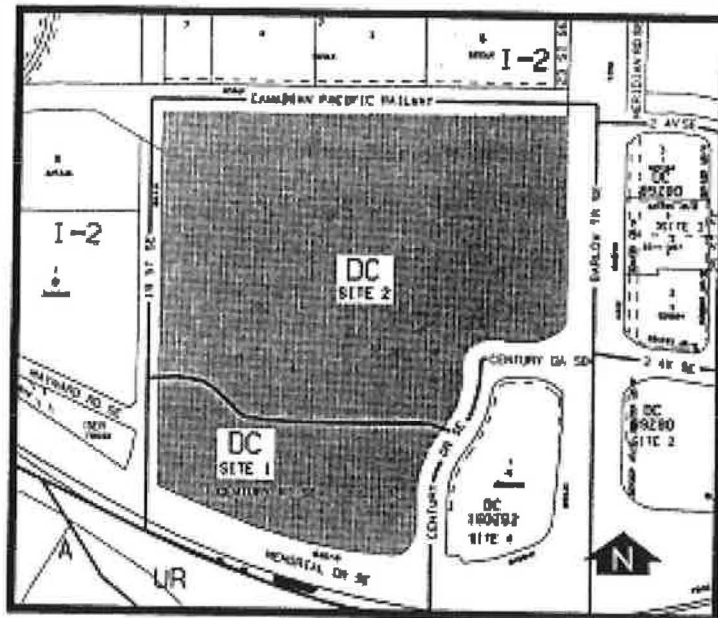
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c: Administrative Leadership Team



Amendment No. 95/094
Bylaw No. 47Z96
Council Approval: 22 July 1996

SCHEDULE B



1. Land Use (Site 1)

Land use shall be for a selected range of office, commercial and industrial activities in single or multiple use structures. The following land uses are permitted:

Essential public services
Utilities

The following land uses are discretionary:

Accessory Uses (CU)
Amusement arcades
Ancillary commercial uses (CU)
Billiard parlours
Child care facilities
Cleaning, servicing, testing or repairing
Commercial schools
Drinking establishments

Entertainment establishments
Financial institutions
Grocery stores
Laboratories (CU)
Liquor stores
Manufacturing, fabricating, processing, assembly, disassembly, production, or packaging of materials, goods or products including the movement or storage of materials, goods and products ancillary thereto (CU)
Mechanical reproduction and printing establishments
Offices (CU)
Transit park and ride facilities (CU)
Parks and playgrounds
Personal service businesses
Private clubs and organizations
Private schools
Public and quasi-public buildings
Radio and television studios
Restaurants
Retail stores
Signs

Note: Certainty of land use only is afforded applications for uses designated (CU).

2. Development Guidelines (Site 1)

The General Rules for Industrial Districts contained in Section 43 of Bylaw 2P80 and the permitted and discretionary use rules of the I-2 District shall apply unless otherwise noted below:

a) Building Height

Maximum building height shall be 10 storeys not exceeding 36 metres (118 ft) at any roofline.

b) Density

Maximum density for all uses shall be 3.0 FAR exclusive of parking structures and mechanical rooms.

c) Retail Development

Retail stores, Drinking establishments, liquor stores and personal service businesses shall be limited to the first and second storeys of multi-use buildings and shall not exceed 30 percent of the gross floor area of a building.

d) Vehicular, Transit and Pedestrian Access

An application for a development permit on any portion of the site shall include general information relating to the entire site and development specific details which address, satisfactory to the Development Authority, the provision for:

- i) Transit vehicle access to the Barlow(Max Bell) C-Train station and transit vehicle access through the site between 19th Street and Barlow Trail, satisfactory to the Director of Transportation.

- ii) Site development which allows secure and direct pedestrian access to the Barlow(Max Bell) C-Train station and provides for natural surveillance of pedestrian sidewalks, entries and circulation routes, security lighting and landscaping commensurate with the concept of defensible space.
- iii) Traffic circulation patterns which facilitate ongoing development requirements.
- iv) A shared LRT parking arrangement for a maximum of 60 parking stalls satisfactory to the Director of Transportation.

e) Landscaping

Individual development sites shall be landscaped in a manner consistent with the I-2 General Light Industrial District requirements for landscaping as though they are separate parcels of land.

f) Development Plans

Approval of this application does not constitute an approval of a development permit. A development permit application shall be submitted to the Development Authority.

3. Land Use (Site 2)

The permitted and discretionary uses of the I-2 General Light Industrial District of Bylaw 2P80 shall be the permitted and discretionary uses respectively excepting:

Auto body and paint shops
 Automotive sale and rentals
 Automotive services
 Automotive specialties
 Churches
 Crematoriums and Columbariums
 Greenhouses and nurseries
 Recreational and commercial vehicle repair, service, sale and rental
 Intensive agricultural uses
 Kennels
 Warehouse stores

and with the additional discretionary uses of:

Personal service business
 Retail stores

Certainty of Use (CU) is afforded to applications for: offices; laboratories; manufacturing, fabricating, processing, assembly, disassembly, production or packaging of materials, goods or products; and movement or storage of materials, goods or products.

4. Development Guidelines (Site 2)

The General Rules for Industrial Districts contained in Section 43 of Bylaw 2P80 and the permitted and discretionary use rules of the I-2 General Light Industrial District shall apply unless otherwise noted below:

a) Density

The maximum density for office development is 2.0 FAR exclusive of parking structures and mechanical rooms.

b) Building Height

The maximum height allowed for offices is 10 storeys not exceeding 30 m at any roofline.

c) Retail Development

Retail stores, drinking establishments, liquor stores and personal service businesses shall be limited to the first and second storeys of multi-use buildings and shall not exceed 30 percent of the gross floor area of a building.

d) Vehicular, Transit and Pedestrian Access

An application for a development permit on any portion of the site shall include general information relating to the entire site and development specific details which address, satisfactory to the Development Authority, the provision for:

- i) Transit vehicle access to the Barlow(Max Bell) C-Train station and transit vehicle access through the site between 19th Street and Barlow Trail, satisfactory to the Director of Transportation.
- ii) Site development which allows secure and direct pedestrian access to the Barlow(Max Bell) C-Train station and provides for natural surveillance of pedestrian sidewalks, entries and circulation routes, security lighting and landscaping commensurate with the concept of defensible space.
- iii) Traffic circulation patterns which facilitate ongoing development requirements.

e) Landscaping

Individual development sites shall be landscaped in a manner consistent with the I-2 General Light Industrial District requirements for landscaping as though they are separate parcels of land.

f) Development Plans

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