

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

PARKING AT BURNABY HOSPITAL

RECOMMENDATIONS:

1. **THAT** Council forward a copy of the attached report to:
 - a) Debbie McMullen of 337 2nd Street, New Westminster, B.C. V3L 2K9
 - b) Burnaby Hospital's Chief Executive Officer

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2000 January 04, adopted the attached report providing information to the Traffic Safety Committee on Parking Issues around Burnaby Hospital and respond to a Council delegation.

Respectfully submitted,

Councillor D. Evans
Acting Chair

Councillor N. Volkow
Member

<p>:COPY - CITY MANAGER - DIRECTOR ENGINEERING</p>

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1999 11 22
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-???

SUBJECT: PARKING AT BURNABY HOSPITAL

PURPOSE: To provide information to the Traffic Safety Committee on Parking Issues around Burnaby Hospital and respond to a Council delegation.

RECOMMENDATION:

1. That a Copy of this report be sent to:
 - (a) Debbie McMullen of 337 2nd Street, New Westminster BC V3L-2K9,
 - (b) Burnaby Hospital's Chief Executive Officer.

REPORT

1.0 Introduction

At the regular Council meeting of November 8th, 1999, Mrs. Debbie McMullen, 337 - 2nd Street, New Westminster, appeared as a delegation to represent parking concerns of Burnaby Hospital Staff. The delegation contended that there are not enough parking spaces available in the hospital parking lot for staff. Moreover, even if they could find space they would avoid the hospital parking lot because of safety concerns and personal expense. They feel that the recently installed parking meters will have a negative impact on the surrounding neighbourhood resulting from staff seeking parking in the surrounding area. Further, they feel this creates a personal safety concern arising from staff seeking free parking on surrounding residential streets. They do not feel transit is a meaningful option because the service is not meeting their needs. Council raised a number of questions and subsequently directed the matter to staff for a report, to be referred to, and considered by the Traffic Safety Committee.

2.0 Parking Demand - Contributing Factors

Parking pressure in the area has recently increased because of the construction work being conducted in the hospital parking lot. Adding to this parking pressure are parking lots under construction at Creo, HSBC, and other projects along Gilmore. These projects have added to current parking demand because construction workers and Creo employees have no access to on-site parking and are utilizing on-street parking or the hospital parking lot. In order to reduce parking pressure caused by construction, we have created on street parking zones, on a temporary basis, on the west side of Gilmore and on Sanderson east of Gilmore. Discussion with SFHR staff revealed that the hospital parking lot construction would be substantially completed by the end of November, 1999. The CREO parking lot will be completed in February/March 2000.

3.0 On Street Parking at Burnaby Hospital

The on street parking demand generated by the hospital has been a source of continuing complaint from the neighbouring residents. To alleviate concerns, in the late 1970's, Council made an exception to its policy proscribing Resident Parking Only (RPO) zones by creating such a zone around the hospital. Over time the zone has crept outward and been amended as employees of the hospital have been willing to walk further to avoid on site parking charges. At present all streets within 500m walking distance of the hospital are candidates for RPO designation (subject to residents' approval).

More recently to assist in enforcement of RPO areas a more comprehensive approach has been employed in the immediate vicinity of the hospital.

At a regular Council Meeting of May 17, 1999, a comprehensive parking management strategy for the Burnaby Hospital/Sunset Street area was approved by Council. This plan deals with the competing interests for parking amongst businesses, residents, hospital staff, patients and visitors. The plan employs the use of two different models of resident parking. On Sunset Street, at multi-family residences, decals are used to identify residents and to allow effective enforcement of resident only parking zones. On single family residential streets RPO is signed and generally self enforcing. Neighbours are familiar with resident vehicles so enforcement is by way of complaint only. These measures are used to ensure that the surrounding neighbourhoods are not negatively impacted when increased parking pressure around the hospital causes motorists to seek parking in the surrounding area. Complementing resident only parking, metered parking works to ensure availability parking through turnover of parking, for the public and staff. To this end, metered parking has been implemented adjacent to the hospital on Kincaid, Ingleton, and on Sunset Street to allow for both short and long term metered parking.

Thus, hospital patients, visitors and staff have a selection of parking options. They can utilize the hospital parking lot, the emergency lot, the two hour zone metered zone on Kincaid west of the emergency driveway and on both sides of Ingleton from Kincaid to Elmwood Street. Occasional longer term parking is available for both the public and staff, in the ten hour

maximum stay metered zone, east of the emergency driveway along the North side of Kincaid Street. Metered zones are in force from 9 a.m.- 6 p.m., Monday to Friday, with a rate of \$1.00 an hour. (The maximum cost is \$3.00 for ten hours at the commuter meters.). Free parking is permitted in metered zones, on weekdays from 6pm until 9am. Weekends are free 24 hours a day.

4.0 Burnaby Hospital Parking Lot

The SFHR contracts out to a private company, Metro Parking, for daily management of operations. Metro Parking receives a management fee for their service. The parking fee for the public is \$1.50 per hour up to a \$7 maximum daily rate. Subsidies are available for staff, with two payment options. The first is an annualized employee deduction program equating to a fee of \$1.99 per day. Alternatively, employees can take advantage of a daily rate of \$3.50 on an ad hoc basis. We are informed that these prices are in accordance with the collective agreement between SFHR and the employees.

The GVRHD leased out 100 parking spaces to CREO on a pre-paid basis, until the construction of the CREO parking lot is complete. The agreement with CREO was struck at a time when the parking lot was under-utilized. However, as a precaution, the agreement contained provisions to allow for priority to be given to visitors and staff. The agreement also contained a 60 day release clause along with a stipulation that allowed the right to reclaim any spaces needed by the hospital. To this end, when the parking lot construction commenced, 30 spots were reclaimed. This agreement expires in the New Year (2000) and given the increase in parking pressure due to construction in the area, SFHR will be re-evaluating the agreement. We note the SFHR inherited this agreement on January 1, 1999 when it took over parking operations from the GVRHD.

The parkade was constructed with 547 spaces to comply with the required 540 spaces under preliminary plan approval process. Accordingly, when the 100 spaces were leased it reduced the amount of spaces available to the public by 93. The Zoning Bylaw, 800.5 states:

800.5 Use of Parking Facilities - (1) *All required off-street parking spaces shall be used only for the purpose of accommodating the vehicles of clients, customers, employees, members, residents or tenants who make use of the principal building or use for which the parking area is provided, and such parking area shall not be used for off-street loading, driveways, access or egress, commercial repair work, display, sale or storage of goods of any kind.*

It could be argued that when the GVRHD leased 100 spaces to CREO in the Burnaby Hospital parking lot, it reduced the number of spaces to the public that are required under the bylaw. However, in light of the circumstances there is little point in pursuing the issue of the "legality" of the leased parking arrangement apart from staff drawing the concern to the attention of the hospital's parking administrator.

5.0 Hospital Parking in Other Cities


The issue of high parking demand relative to supply is not unique to the Burnaby Hospital and RPO zones are extensively deployed elsewhere around hospitals.

In New Westminster, the surrounding area at the Royal Columbian Hospital has been extensively metered, with a rate of \$1 hour. At the request of employees, the time limit was extended from two to ten hours in some areas. The cost for ten hours of parking at a meter is \$4.00. In the hospital lot at Royal Columbian, employees are charged \$3.50 for twelve hours but often space is not available. In Vancouver, at St. Paul's and Vancouver General hospitals, the surrounding area utilizes two hour time limited meters. Parking pressure is such that the focus is predominately on parking turnover for public use. Hence, no accommodation is made for on-street long term parking for use by hospital employees. Staff must pay for parking at the parkades or utilize transit. The price range for metered zones is from \$1.00 to \$2.00 per hour. The cost for daily staff parking in Vancouver General is \$5.00 per day and at St. Paul's, it is \$5.75 per day.

6.0 Conclusion

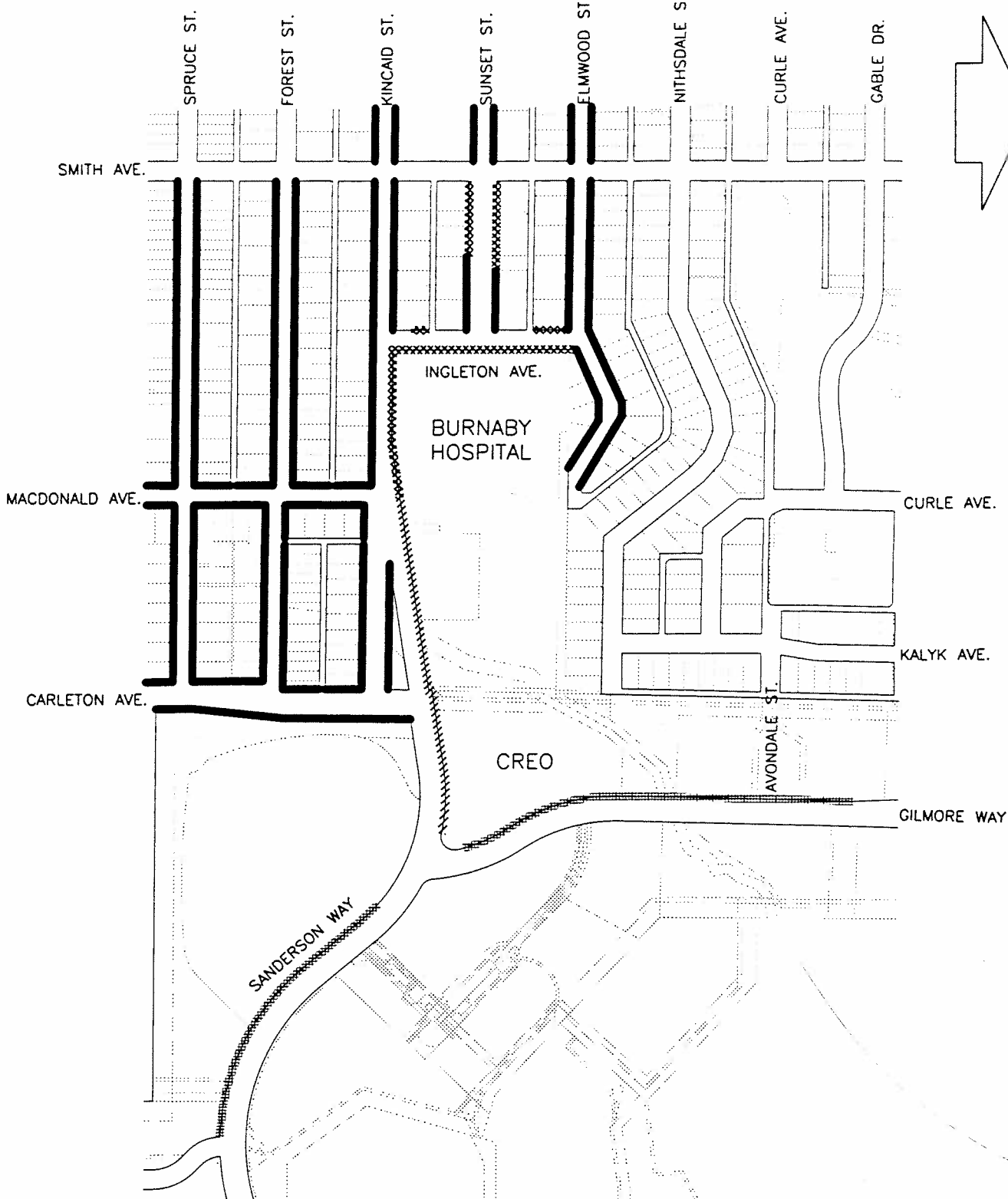
The experience of other cities demonstrate that RPO zones and pay parking are usual in hospital settings to manage demand. In Burnaby, hospital employees have subsidized parking available at less expensive rates than the general public and further this rate is lower than other hospitals charge in the Lower Mainland. We note parking is free at metered spaces after 6 pm on weekdays and free 24-hours on weekends. Consequently, safety should not be jeopardized by staff seeking free parking away from the hospital during the evening hours. Further, the SFHR plans to upgrade the safety features of the parkade by painting walls and ceilings white, installing security cameras, and installing panic stations. It is felt that these measures will improve the perception of safety in the parking lot and staff will feel comfortable about their personal safety.

It must be recognized that the primary purpose of the metered zone is to turn over parking on a regular basis so that spaces can be conveniently accessed by the public. However, in balancing the interests of all concerned, and in anticipation of the long-term parking needs of hospital employees, patients, and visitors, a ten hour zone for occasional commuter was installed. Finally, we believe that the current parking pressure in the area will subside once both CREO and the hospital parking lots are complete.


ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

KL:

cc: City Manager



LEGEND
 ————— RESIDENT ONLY PARKING
 ////////////// 10 Hrs METERED ZONES
 xxxxxxxxxxxx 2 Hrs METERED ZONES
 ~~~~~~ TEMP CONSTRUCTION PARKING

| NO. | DATE | REVISION |
|-----|------|----------|
|     |      |          |

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**PARKING RESTRICTIONS  
 BURNABY HOSPITAL AREA**

|                  |                |              |
|------------------|----------------|--------------|
| DRAWN BY: HLOUIE | SCALE: N.T.S.  | <b>A</b> 526 |
| APPRV'D BY: CDL  | DATE: 99-12-09 |              |