

**Varsity View Local Area Plan
Parking Subcommittee Meeting #2
Wednesday, January 11, 2012
Brunskill School Library – 101 Wiggins Avenue South
7:00 pm**

Attendees: Brenda O'Connor, Susan Hatfield, Patty Englund, Shirley Fourney, George Tannous, Marianne Amos, Dave Billard, David Yanciw – SHR Parking Office, Mark Emmons – Planner, Shirlene Palmer – Recording Secretary

1. Welcome & Introductions

Meeting called to order at 7:00 p.m.

The purpose of tonight's meeting is to:

- Continue discussion towards creating parking recommendations to bring to the larger Varsity View Local Area Plan (LAP) committee.

Mark thanked David Yanciw from Saskatoon Health Region (SHR), Parking Office for attending tonight to provide information and join in on the discussion. Mark reminded the group that stats regarding RUH parking were provided by David and shared with the Parking Subcommittee prior to the last meeting.

Mark noted the recommendations created at tonight's meeting will be presented to the entire LAP Committee next Wednesday. The mandate of the Parking Subcommittee is to identify specific tweaks to the existing parking plan that would address parking issues in the neighbourhood.

2. Follow Up from Meeting #2

Mark noted there is a lot to cover at tonight's meeting, but first he related answers to queries from the last meeting. The University of Saskatchewan brought some very good information about how their parking works, what parking they have, enforcement, etc., although there were questions regarding City of Saskatoon parking enforcement.

Queries from meeting #2:

- **Who enforces the parking permit zone?**
Mark noted parking enforcement is done by an assigned Parking Enforcement Officer for Varsity View. This officer is a commissionaire and assigned for the entire day, so they know their markings. They are specifically tasked with ticketing violations of the Residential Parking Permit Program.
- **Is it possible to give multiple tickets to a vehicle?**
It is possible to get multiple tickets. The issue is a vehicle is marked and if not gone when officer returns it will be ticketed. Then, once they have a ticket they cannot get another ticket for another two hours. So, they can only get an additional ticket when officer returns again.
- **What is the fine structure?**

First ticket is \$10, if paid in 14 days, and \$50 after. If a second ticket is received, it is \$20, if paid in 14 days, but not sure what cost is to after 14 days. So in essence, if someone has two tickets, the cost would be \$30 if paid in 14 days.

- **Do not really want to see fine rates change necessarily. Is there any way to target repeat offenders as a way of avoiding ticketing harshly for those who may have a legitimate reason for being late, such as an appointment going overtime? Would like to target more of the commuters who illegally park repeatedly when going to work or school.**

Mark noted currently the equipment used does not have this capability, but when new equipment is purchased in the near future, this may be an option. Until then, we cannot target repeat offenders. If the option is available when equipment is updated, the City would then need to look at how repeat offenders would be charged, escalating ticket price, no reduced charge, etc

Comment made that places like Ronald McDonald House may require additional parking passes to ensure parking for the guests, depending upon how parking enforcement changes.

3. Saskatoon Health Region (SHR) Parking, David Yanciw, Parking Office

David explained currently there are the same amount of visitor parking stalls as there always was, it is staff parking that is being displaced as a result of the Children's Hospital construction. In addition to the area most people consider visitor parking, there is also parking on level 4 and 5 for visitors. The cost, if a visitor does not leave all day is \$15, otherwise it is \$18/day or \$50/weekly or \$120/monthly. For some people with limited means, the cost can be too much, but the issue is if price is too low, then there would never be any space. They are always looking at how can they make parking easier for patients and visitors and prevent the abuse that would happen with low parking prices.

David noted there are currently about 350 staff waiting for parking. There has been some discussion of having requests for proposals put forward to build a parkade offsite to house SHR demand, but cost is high to get staff shuttled back and forth. With the building of the Children's Hospital of Saskatchewan (CHS) being built right in the middle of the visitors' parking lot, 250 staff stalls have been taken over by visitors. About 500 staff members have been displaced to Lot E on University of Saskatchewan temporarily and are being shuttled to and from work, during the 5-year lease of the parking lot. Once the Parking Office is able to see how many are actually parking in Lot E, they may be able to offer some people on waiting list a spot.

SHR does participate in the City of Saskatoon Transit's ECO-Pass program that allows staff members to have discounted transit passes, but he is unsure of the numbers participating.

Physicians do not have to go on the wait list for parking. There is also an after hours program where staff can pay to park between the hours of 2:30 pm and 5:30 am. This can be offered as even though hospital is run 24/7, the bulk of business is done during working hours.

Questions:

- **What will happen when the next bulk of parking is lost?**

David noted SHR will be losing 1/3 of parking stalls during the Children's Hospital construction. Prior to construction beginning, there were 2171 total stalls with 746 visitor stalls. There will be 750 stalls lost for the short-term, but none of them will be visitor stalls. Some visitor stalls will be moved, but the same number will be available. Most of these lost stalls will return, as two more levels will be added to the current tower once building is completed.

- **What happens to Cancer Centre patients?**
They have assigned stalls and their numbers will remain the same.

David noted the Parking Office tries to do as much juggling of spots as they can do to ensure the best use of all space. Some days are busier than others, such as clinic days, so parking is more scarce.

- **Why was CHS site chosen at RUH instead of Saskatoon City Hospital or St. Paul's Hospital?**
David stated he was not part of these discussions, but a lot of thought was put into the decision and many things were taken into consideration.
- **So have there been any proposals for offsite parking from anyone and where would they go?**
David doesn't have this information. Anything like that would be up to the bidder.
- **What do you see in the future for parking for the hospital once the CHS is built?**
David stated it most likely will be status quo. The reality is health care does not receive money for parking and donations usually aren't given for parking. So anything SHR does with parking they have to be self-paying.
- **What does SHR have for bicycle parking?**
There are cages where staff can lock their bikes in as well as rack at various entrances. Part of the issue is some people don't like what cages and bicycle racks do for the aesthetics.
- **What is the length of time it will take to build the CHS?**
It will take 5 years to complete the CHS.
- **Did SHR do any surveys of other hospitals located beside a university?**
David noted the hospital has a lot more parking than some places. Approximately 50% of SHR staff have parking, where places such as Halifax only offer around 4% of staff parking and some hospitals like in Kitchener don't even have parking or it is extremely expensive.
- **When will the additional parking stalls be taken away?**
By the end of February, the 750 stalls will be removed.

In summary, David noted in reality, SHR provides as much parking as feasible, but there is never enough and there will always be people willing to walk from free parking offered in an

adjacent area, rather than pay for the opportunity to park closer. SHR is always interested in exploring opportunities, but projects must remain cost neutral.

4. Discussion for Recommendations

Recommendation #1

- **That City of Saskatoon Transit consider ways to better serve the Royal University Hospital to encourage more transit ridership and decrease the demand on parking. This would include looking at the typical schedule of workers as well to identify opportunities to accommodate more potential riders by targeting shift changes.**
- Transit is thinking of redoing the hub, so the SHR should be involved in this discussion. It would be relatively easy to add one stop after Place Riel for certain routes. Or have some buses come right in to hospital grounds for easier visitor and patient access as well as staff.
- It was noted this is on U of S land, so maintenance, including roadways would be their responsibility and increased heavy vehicular activity may be discouraged.
- One challenge may be since staff would be from all over the city, additional buses may run empty if routes were to be changed to accommodate earlier shift starts.

Recommendation #2

- **Parking around President Murray Park be included in the 1 and 2 hour regulated parking area. Included in this recommendation would be to expand the No Parking zone at the T junction at Colony and Aird along Munroe to be the width of Munroe, plus the width of a crosswalk on either side of the roadway. Also, need to ensure appropriate No Parking signage is on the corners of the park, identifying the minimum distance from intersections that vehicles can park.**
- It is a safety issue. Parking is so congested around the park it is unsafe to cross the street.

Recommendation #3

- **Brunskill School should be included in the 1 and 2 hour regulated parking area.**
- Noted they may require more visitor parking passes, if there is only 1 and 2 hour parking around park and school, since certain situations may require longer parking, such as field trips.

Recommendation #4

- **The Community Association to survey the surrounding area outside of the Residential Parking Permit area explaining what is being done with parking around the school and park to see if they might now be interested in becoming part of the permit zone.**
- This is a proactive approach, rather than waiting for an issue to arise overnight when other parking changes are implemented.
- After discussion, it was agreed to have the Community Association decide what the appropriate area to survey should be, instead of identifying a boundary within which to survey.

- Query as to who fills out survey on rental property. It was noted the residents are responsible, not owners. In order to make this change, there needs to be 70% approval.

Recommendation #5

- **The City to direct Parking Enforcement Officers to have greater focus on issuing multiple tickets for vehicles parked too long. Parking enforcement should also attempt to be less predictable in patrolling the neighbourhood, as well as to increase the number of times they loop through Varsity View.**
- The more commuters and students park in an area the smarter they get, they know enforcement officer routes and are able to move prior to getting a ticket, so need to change things up.

Recommendation #6

- **The City of Saskatoon parking fines need to remain comparable to U of S parking fines.**
- Noted that current fine rates on campus are comparable with City fines.
- Query is there is any policy on idling of cars as many staff vehicles around Luther Towers run their cars while they smoke in them. There is no policy, but schools are now putting signs up and people usually follow them. Very difficult to enforce.

Recommendation #7

- **Ensure Luther Tower pays annually for visitor and staff parking the same as all residents of Varsity View do.**
- Discussion of how much and how often Luther Towers pays for parking around building. Passes are not being used appropriately at all times and more monitoring needs to be done by management.
- Mark noted it appears as though Luther pays \$25 x approximately 45 spaces annually to cover the cost of the spaces on their side of the street, but uncertain how visitor passes work for them and will verify this.
- This was not the impression committee members got from the meeting with Darryl Utley. However, the written report submitted by Darryl notes that they pay the City for parking.
- It was noted if around school changes to 1 and 2 hour parking, the staff at Kinsmen Children's Centre (KCC) will be in the same position as all their onsite parking is full.
- Idea was brought forward to look at the possibility of installing pay stations on blocks. The subcommittee member believes this would solve many of the issues. Others noted the challenge with this is high cost to install pay stations, as well as challenge to control amount of parking.

Recommendation #8

- **Install a "No Parking" sign on the northeast corner of Wiggins and 14th Street.**
- **Install a "No Parking" sign westbound on 14th Street at the corner of Clarence.**
- Cars park so close to the corner the visibility is bad, making it dangerous turning north or south onto Wiggins from 14th Street.

- There is a driveway on the corner at Clarence and 14th with just enough space for a vehicle to park between corner and beginning of driveway, but this is not believed to be a legal parking space.

Recommendation #9

- **The Parking Enforcement Officer should not only focus on violations of the Residential Parking Permit Program, but also the periphery of the zones looking for other parking violations, such as crowding corners, rear lanes, etc.**
- There are many vehicles illegally parked that don't have anything to do with the length of time a vehicle is parked.
- People tend to crowd corners or rear lane entrances just outside of the permit zone, trying to find an unregulated space as close to their destination as possible.

Recommendation #10

- **Regulate parking along east side of Cumberland from College Drive and 14th Street to be a maximum 2 hour parking zone.**
- In the wintertime, it becomes obvious that many vehicles parked along Cumberland do not move for weeks or months because snow is piled around and on top of vehicles.

Recommendation #11

- **That the Community Association takes on a greater role in regards to parking in the neighbourhood by reviewing the local parking situation and taking the lead to approach the City with proposed changes.**
- The Community Association should decide whether this requires a formal review every 1 or 2 years or whether it should occur less formally whenever parking issues are identified (eg. Placing parking on the agenda a couple of times per year to see if any members of the Executive are aware of particular parking issues that need to be raised with the City)..

There was a brief review of what a Parking Benefits Program could look like as it was discussed briefly at previous meetings. Residents would be given or sold passes to park, but in addition, parking would be also sold to commuters who wish to purchase to park in an area daily for the long-term. There are many, many variations. It could be limited to certain hours or it could be 24 hours a day or one side of the street or maybe one month one side and the next month is on the other side or pair odd days of the month with the odd addressed side or the street, etc. Some of the funding could potentially go towards improvements in the community.

- It is important to note this could not take place without further discussion with residents and a study by the City.
- Everyone agreed the top priority is accessible and safe parking for residents.
- It was agreed that with the above recommendations, the existing program will be improved and a massive overhaul is not necessary at this time.

5. Closing Remarks

Mark thanked everyone for coming out and working to get all these recommendations together. These recommendations will be brought forward to the full LAP Committee next week.

Meeting adjourned: 10:00 pm