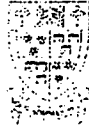


# SIMON FRASER UNIVERSITY

OFFICE OF THE DIRECTOR  
CAMPUS SECURITY

Telephone: 604-291-4174  
Fax: 604-291-5983



8888 UNIVERSITY DRIVE  
BURNABY, BRITISH COLUMBIA  
CANADA V5A 1S6

## MEMORANDUM

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|     |                                                                       |       |                                           |
|-----|-----------------------------------------------------------------------|-------|-------------------------------------------|
| To: | Bruce L. Anderson<br>Executive Director<br>Human Resources and Safety | From: | Nick Coutu<br>Director<br>Campus Security |
| Re: | Response to Senate re: Parking                                        | Date: | March 3, 2006                             |

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The following is in response to Professor Gordon's February 28<sup>th</sup> e-mail regarding parking demand and fees at SFU Burnaby campus. Although a specific date was not specified, Professor Gordon's e-mail references a previous Senate meeting which we understand to be April 4<sup>th</sup> 2005. Minutes of this meeting are used as a point of reference in this response.

We encourage anyone interested in the specific details of the parking issues facing the University to go to Campus Security's Parking web page ([www.sfu.ca/security/Parking](http://www.sfu.ca/security/Parking)) and print the new Parking Management Plan which carefully analyzes the current and future parking demands, and the proposed options and solutions to address replacing surface parking at Burnaby campus. Surface parking space is being lost due to construction of academic buildings and the UniverCity community. It should be noted that UniverCity will begin developing, in 2006-7, the area known as the "south slopes" or Lot B east (also called Lot G) and the temporary lot near the annex. This loss of surface parking beginning in 2006 will be addressed by the development and construction of a Parkade by UniverCity. In addition, future academic development (post 2010) for buildings to be constructed in Lot B west and Lot C will include underground or structured parking.

### 1. Parking Demand

*Professor Gordon's Question:*

*How have we gone from a situation of not requiring new parking to one of "looming shortages" that necessitate increased parking fees on those currently using the existing parking fees in the matter of a few short months?*

The minutes of the April 4<sup>th</sup>, 2005 Senate meeting (Item 4, para 4 through 8) report both current and planned construction activities and suggest that a negative impact to the demand for parking will be minimal as a result of:

- a) U-Pass
- b) Redirecting C Lot permit holders to B Lot

In fact, since the implementation of U-Pass in September 2003, transit ridership has increased 48%. And while the program has been hugely successful, the demand for student parking has affected the student waiting list only (see Figure 1) at this time and not the ability to fill the parking lots. The U-Pass program is only part of the solution to meet the commuting requirements of the community.

Figure 1

**Student Parking Wait List Summary**

| <u>Year</u> | <u>Parking<br/>Waiting<br/>List</u> | <u>%<br/>Decrease<br/>Since 2002</u> |
|-------------|-------------------------------------|--------------------------------------|
| 2002        | 3,741                               |                                      |
| 2003        | 3,552                               | 5%                                   |
| 2004        | 2,890                               | 22%                                  |
| 2005        | 2,683                               | 28%                                  |

Initial projections regarding parking demand were based on the findings of a joint TransLink and SFU study of SFU Burnaby Campus transportation requirements to the year 2021. Planned SFU and SFU Community Trust (UniverCity) expansion activity on surface parking lots was considered in the development of a Campus Transit Plan that was prepared in February 2005.

Findings indicated that while SFU will experience significant population growth over the next several years, minimal impact to the level of service as compared to 2003/04 can be realized if the current number of physical parking spaces are maintained or replaced with the loss of surface parking and if the following recommendations as outlined in section 6.0 of the Campus Transit Plan are introduced.

These include:

- An aggressive expansion of transit services, facilities and network to accommodate increased student enrollment and communities
- The target numbers for students in residence (4,000 in SFU residences and 1,000 in market housing).
- The U-Pass program is extended to include faculty and staff
- Long term parking fees are increased by at least 50% in real terms
- Significant improvements in the regional transit network by 2021, including both the RAV line and rapid transit line in the northeast sector.

The Campus Transit Plan further recommends an in depth study to determine current and long term parking supply requirements and funding considerations.

To this end Campus Security and Campus Planning and Development commissioned a study in 2005 for the purpose of developing an interim and long term plan to address parking demand over the next 25 years. Based on the premise that the University maintains the same number of physical parking spaces but increase the parking versus commuter ratio from 1:3 (1 space for every 3 commuters) to 1:4 (1 space for every 4 commuters), the Parking Management Strategy Committee focused specifically on parking management issues as they relate to interim parking facilities during construction and parking facility options (e.g., Stand alone structures, parking under new academic buildings) to maintain the current number of spaces.

The Parking Management Plan issued on February 7<sup>th</sup>, 2006 presents a strategy in this regard.

## 2. Parking Fee Increases

*Professor Gordon's Question:*

*Also, those of us who have been pay parking fees for many years faced steep increases in parking fees many years ago. These increased fees were supposed to be put towards new parking spaces in the form of new parkades. Could the Chair or designate please address where these increased fees have been accumulated (i.e., what fund), how much has been collected to date and how these funds have been used over the past few years?*

In the early 1990's, an increase in parking fees was approved to assist in funding the Convocation Mall and West Mall parking structures, increased operating costs and a small reserve to assist future maintenance, parking resurfacing expenses and improved lighting.

Increases of 2%, 5% and 20% were also implemented in 2001, 2003 and 2005 respectively to assist in funding increased operations and maintenance costs such as improvements to parking lots B and C which were in excess of \$1.3M, as well as projected future Parkade development as recommended in previous Campus Planning and Development studies. The current cost of parking for Lot C is \$33/month that includes PST and GST or approximately \$1/day. The cost of parking in reserved parking structures is \$82/month or \$2.73/day.

As parking is an ancillary operation, parking lot maintenance, enforcement and related security is funded through parking revenues, as is expansion and construction of new parking facilities. Current reserves of approximately \$2.8M are required for current and future maintenance, repair and capital expenditures needed for current parking structures and spaces.

The cost to provide new facilities is based on a number of factors with geotechnical issues particular to this campus and rising construction material and labour rates affecting the costs.

Construction of one underground parking space, in today's dollars, is estimated at \$25,000 - \$30,000. Based on this, we anticipate the cost of one underground structure facilitating approximately 1,000 parking stalls to cost approximately \$30M (today's dollars).

At the time of planning ASSC and HS, we understood that the next SFU Community Trust expansion would be the south neighbourhood and the decision had not been made to develop the Slopes neighbourhood. In addition, with the cost of building underground parking in excess of \$30k per stall, there were simply no funds or the perceived excess demand for parking at that time.

We have however since made a decision that under building parking must be considered each time an academic building is contemplated.