

**To:** Russel White, Director of Prediction Services, Environment Canada  
**From:** Cindy Yu, Operational Meteorologist, Environment Canada, C.Y.  
**Date:** October 10, 2017  
**Subject:** Proposal for Feasibility Study of A Parking Share Cooperative Program for Shift Workers of the Pacific Storm Prediction Centre

## **Introduction**

The Pacific Storm Prediction Centre hereafter referred to as PSPC, is one of the three major storm prediction centres under the Prediction Services of Environment Canada responsible for providing weather forecasts and warnings to Yukon and British Columbia. The PSPC office is located at 401 Burrard St in downtown Vancouver. Operational meteorologists working for PSPC are shift-work based. In 2010, as part of the Budget 2010 (a budget cut by the federal government to decrease the annual budget by 25%), PSPC eliminated free parking for shift workers. Shift workers are encouraged to take public transit or seek for available parking near the office.

## **Statement of Problem**

PSPC operates 24 hours a day and 7 days a week with variable shift start- and end-times. Our staff, therefore, can enter and exit the office at any time of the day. Since the elimination of free parking on site, our staff addressed difficulties in travelling to and from work between 2 to 6 am. There are two significant implications of this problem. First, no parking lots within a two block radius from the office offer 24/7 access, forcing workers to walk several city blocks at night to reach their vehicles. Second, workers who are unable to find parking nearby are obligated to take night buses, where the wait times can be up to one hour. No other public transportation is available during these hours. In both scenarios, staff safety becomes a primary concern. Besides, parking lots with 24-hour access in downtown Vancouver cost significantly more than day-access parking lots.

## **Proposed Solution**

During Budget 2010, Water Survey branch of Environment and Climate Change Canada has eliminated many fleet vehicles. The parking spots, which these fleet vehicles used,

reside behind a security gate in the same building as PSPC. The ownership of these stalls has been returned to Public Service and Procurement. These stalls, however, have remained unoccupied ever since. I want to utilize a portion of the fleet vehicle parking spots. Due to the nature of shift work, a parking spot can be shared efficiently between a few individuals. I intend to form a cooperative parking share program where a group of shift workers will pay to use several fleet vehicle spots. In return, the shift workers will gain access to the security gate in the basement.

## **Scope**

To assess the feasibility of this parking sharing program, I plan to examine the following six issues:

1. How many people are willing to participate in a parking share program?
2. Does Public Service and Procurement Canada have plans for these unoccupied stalls?
3. Is it possible to form a parking agreement where staff will bare the cost of lease?
4. What is the estimated monthly payment for participants, and how does it compare to the fair market value?
5. How many parking spots are needed for this parking share program?
6. Is there any ongoing negotiation between workers' union and the treasury board regarding parking?

## **Methods**

1. Survey shift workers on potential size of the parking share group, and preferred monthly payment.
2. Exchange information with Public Service and Procurement Canada to determine stall availabilities
3. Probe the site manager of Brookfield Asset Management on policies of accessing fleet vehicle parkings.
4. Consult shift scheduler to determine a staff to parking spot ratio
5. Consult a union steward to ensure there are no on-going negotiation regarding parking.

## **Qualifications**

I am a meteorologist working at the PSPC. I have sufficient knowledge of our organizational structures, and therefore the appropriate contacts for my scope of work.

## **Conclusions**

Parking has been an on-going issue among our workers since the budget cut of 2010. If we can secure parking spots onsite at a cost, it will significantly relieve safety concerns of our staff. The shared parking spot method will also cut down our staff parking costs. In addressing the six issues above, I can determine the viability of implementing a co-operative parking share program. This program is cost-effective to our workers, and a cost recovery to Public Service and Procurement Canada.