
Parking Capacity Justification

Oak Valley Health serves residents of south-east York and west Durham regions with hospital-based services provided by the Uxbridge and Markham Stouffville Hospitals.

Like many rural communities in Ontario, Uxbridge is experiencing demographic challenges arising from a growing and aging population which are resulting in increased demand for health services. To respond to these demands, Oak Valley Health is planning an integrated campus of care with three interconnected facilities, including a redeveloped hospital, a primary care building (hereafter referred to as the UxMed) and a Long-Term-Care home. Together, these facilities will support the delivery of a full continuum of services for the community.

By redeveloping the Uxbridge Hospital, Oak Valley Health will address its most pressing infrastructure challenges and continue to deliver key services in acute care, emergency care, ambulatory care and diagnostic imaging to the community – albeit in modern facilities that meet contemporary care standards and incorporate OASIS principals for healthcare design. By integrating the new hospital with the UxMed, Oak Valley will leverage prior investments in primary care, provide a seamless experience for patients accessing hospital and primary care services, and reduce the capital burden that would otherwise have resulted had these services been constructed in the new hospital. Finally, the addition and connection of the Long-Term Care home and the inclusion of Alternative Level of Care (ALC) patient beds will provide needed LTC capacity within the community while also addressing pressures on acute-care bed capacity in the hospital.

The redevelopment project will include new and expanded surface parking areas to support the three facilities. The purpose of this memorandum is to outline the proposed parking capacity in relation to the existing parking supply and the expected future parking demand. Due to site limitations, the parking supply will not meet the requirements of the Township of Uxbridge Zoning Bylaw. This memorandum therefore also provides justification for the proposal based on evaluation of current usage and metrics.



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Existing Site Parking

Presently, site parking is provided in surface lots on the east, south and west sides of the site as follows:

West Lot	141 spaces
South Lot	22 spaces
East Lot and Miscellaneous	63 spaces
Total:	226 spaces

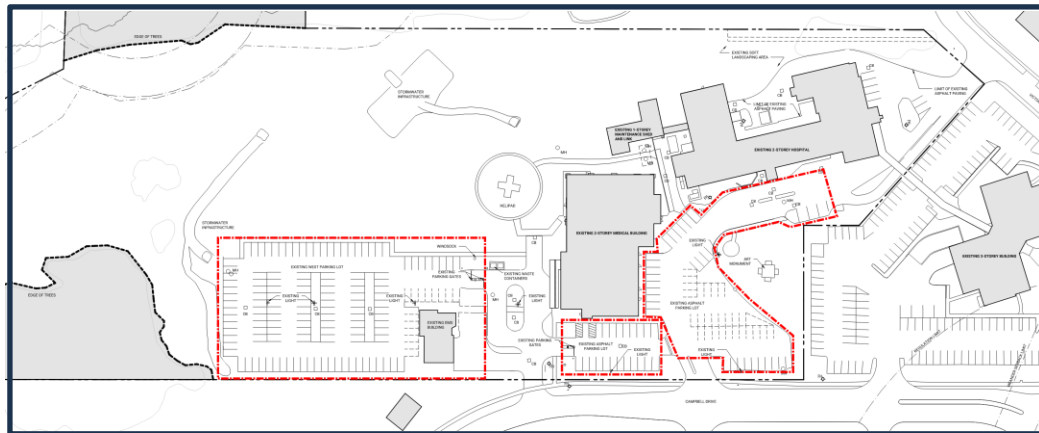


Fig 1 – Existing parking distribution

Of these 226 spaces, 132 were constructed with the UxMed building to meet the relevant zoning requirements. Parking areas are primarily located within gated lots to the south and west, with the east lots providing either short-term parking for the UxMed retail component or barrier free spaces for the existing hospital.

Zoning Bylaw Requirements

Based on the current proposal for the site redevelopment, which includes the existing UxMed, a replacement hospital and new Long-Term Care facility, the total number of parking spaces required by the zoning bylaw is as follows:

UxMed (existing):	132 spaces
Hospital (based on new gross floor area)	218 spaces
Long-Term Care (incl residents and patient rooms)	136 spaces
Total:	486 spaces

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Parking allotments for the various building types are calculated in accordance with the related metrics assigned in the bylaw. For the UxMed, the quantity is calculated based on a combination of the number physicians, retail and administrative spaces; for the Hospital the calculation relates to the square footage of usable program space; for the Long-Term Care, the quantity is a combination of a number assigned to each resident bed and the square footage of space allocated to patient rooms and relate program space.

Proposed Parking Capacity

The total number of proposed parking spaces following the site redevelopment is as follows:

West Lot (expanded)	165 spaces
South Lot (existing)	22 spaces
North Lot (new)	14 spaces
East Lots (redeveloped)+ misc	174 spaces
Total:	375 spaces

This parking will be developed in four new and/or expanded lots on the north, south, east and west of the site and has been maximized while also respecting the landscape open space requirements of the bylaw.

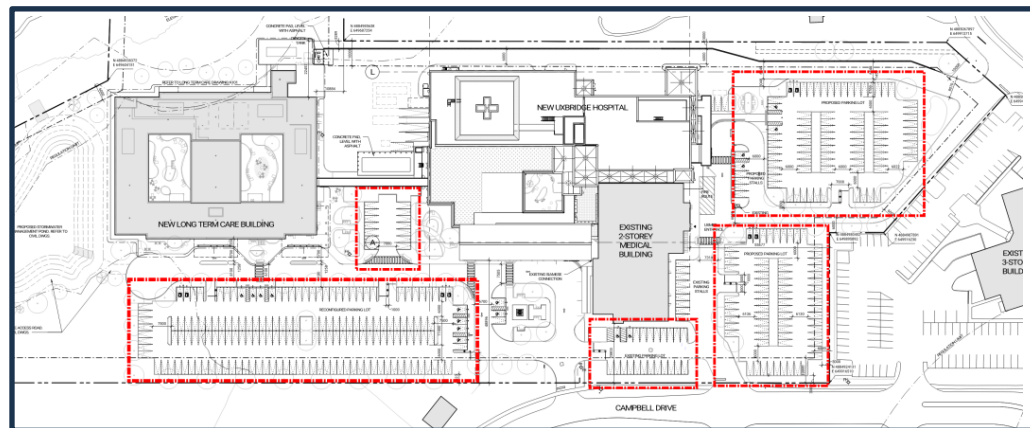


Fig 2 – Ultimate parking distribution



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Justification for Proposed Parking

The factors to consider in evaluating the suitability of the proposed parking capacity on the site are threefold:

1) LTC Accommodation

The Long-Term Care is new program on the site and the parking allocation noted above is calculated on the floor area for the Long-Term Care and hospital beds using the zoning bylaw metrics. Based on operational metrics provided by Universal Health (the LTC Operator), parking allocations have historically been set at 0.4 parking spaces per resident room or bed, which accommodates both the peak staff parking usage during shift changes and visitor usage. Using these metrics, a reasonable parking allocation for the LTC is:

192 x 0.4	(resident rooms)	78 spaces
50 x 0.4	(patient rooms)	20 spaces
Total:		98 spaces

2) Hospital Expansion

The parking allocation for the hospital is calculated on the usable floor area of the proposed new hospital, which is larger than the existing hospital. It should be noted however that this size increase is driven more by right-sizing current program space than by expanding the hospital's service volumes. In 2021, Oak Valley Health submitted a Functional Program to the Ministry of Health which has driven the proposed increase in the size of the hospital to account for a projected increase in staff and workload (procedures, inpatients and emergency visits) of approximately 100% over the next 20 years. In simple terms this growth should double the parking demand for the Hospital only.

3) Parking Utilization

Oak Valley Health controls access to the west and south parking lots and has converted much of the east hospital parking lot to accessible stalls, which have a low utilization rate. Most site parking is taking place within the controlled lots.

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To establish realistic utilization of their existing assets, OVH has undertaken a parking assessment using data collected at the entrance gates to the various lots and has determined the following:

- 1) During peak hours, approximately **75** spaces are occupied by staff, volunteers, physicians, nurses and support personnel who access the lots with access cards. These staff serve both the UxMed and the existing hospital.
- 2) In addition to staff, an average of **70-90** visitors were observed to use the lots daily, with an average stay of 1 hour. The peak utilization at any given time was observed to be approximately **30** spaces.
- 3) During the winter months, approximately **10** spaces are occupied for snow storage and removal equipment and are unavailable to staff and visitors.

Based on this assessment the peak utilization of spaces in the controlled lots was **115**. It is reasonable to add **10** spaces to account for visitors using the barrier free and short-term spaces in the east parking lots for a total of **125** spaces on the site. This number accounts for peak utilization by both staff and visitors for the UxMed and the existing hospital, while being less than the total number of spaces assigned by the zoning bylaw to the UxMed building alone. Since the UxMed is primarily clinic and retail space, with higher visitor volumes than the hospital, a conservative estimate of its parking usage could be 60-70% of the total, meaning that the existing hospital demand is between 40-50 spaces.

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Reviewing the three factors above, a reasonable parking allocation for the redeveloped site would therefore be:

Medical Building:	75 spaces
New Hospital:	100 spaces
Long-Term Care:	98 spaces
Total:	273 spaces

This number assumes the following:

- 60% of the existing parking demand (125 spaces) is attributable to the UxMed building and will remain consistent for the foreseeable future.

- The proposed parking provision of **375 spaces** exceeds this number by 102 spaces, providing a 30% surplus to account for changing conditions and unanticipated growth.

As noted above, the hospital redevelopment will occur in phases, with Early Works projects providing the site infrastructure that will enable the construction of the Long-Term Care and Hospital buildings. Generally, project phases are illustrated below.

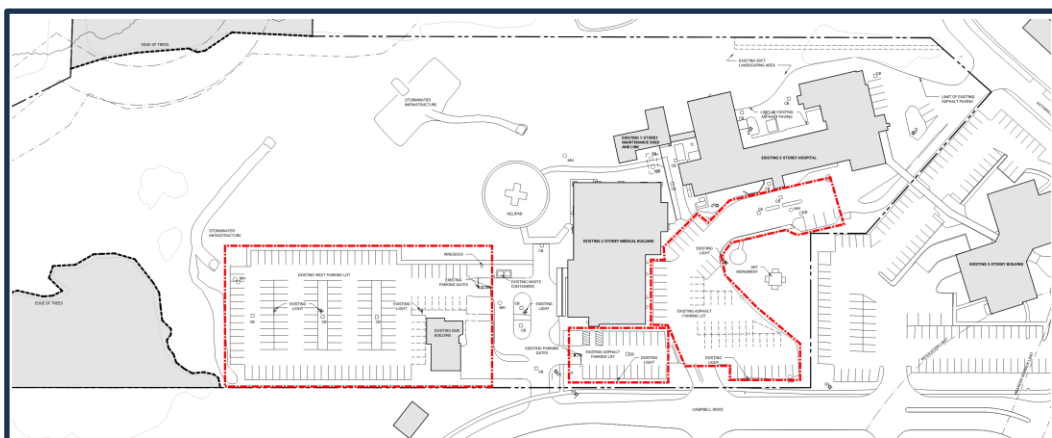


Fig 3 – Existing parking distribution

West Lot:	141 spaces
South Lot:	22 spaces
East Lot and Misc:	63 spaces
Total:	226 spaces



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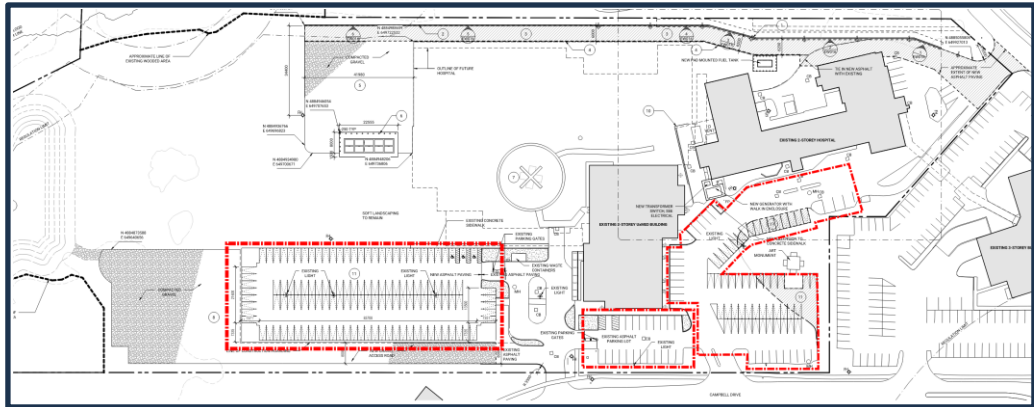


Fig 4 – Parking distribution following early works

Stage 1: Site parking following Early Works:

West Lot:	128 spaces
South Lot:	22 spaces
East Lot and Misc:	81 spaces
Total:	231spaces

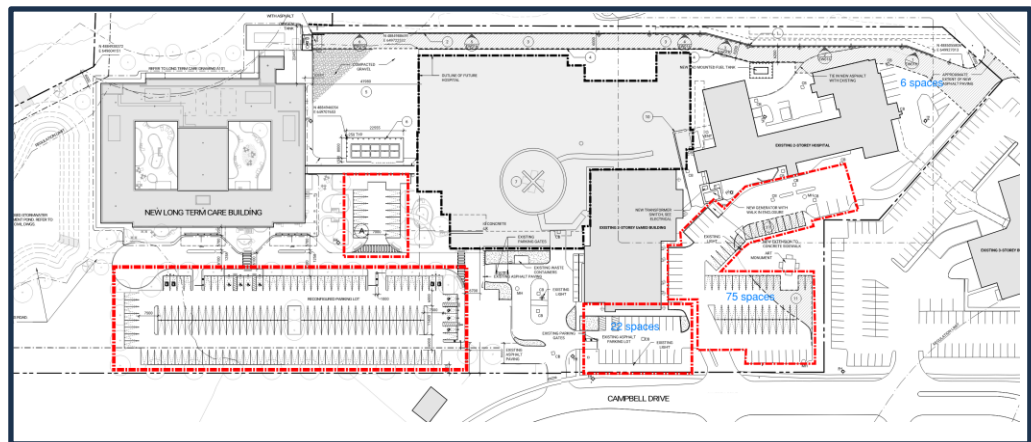


Fig 5 – Parking distribution during hospital construction

Stage 2: Site parking following LTC Construction:

West Lot:	165 spaces
North Lot:	14 spaces
South Lot:	22 spaces
East Lot and Misc:	81 spaces
Total:	282 spaces



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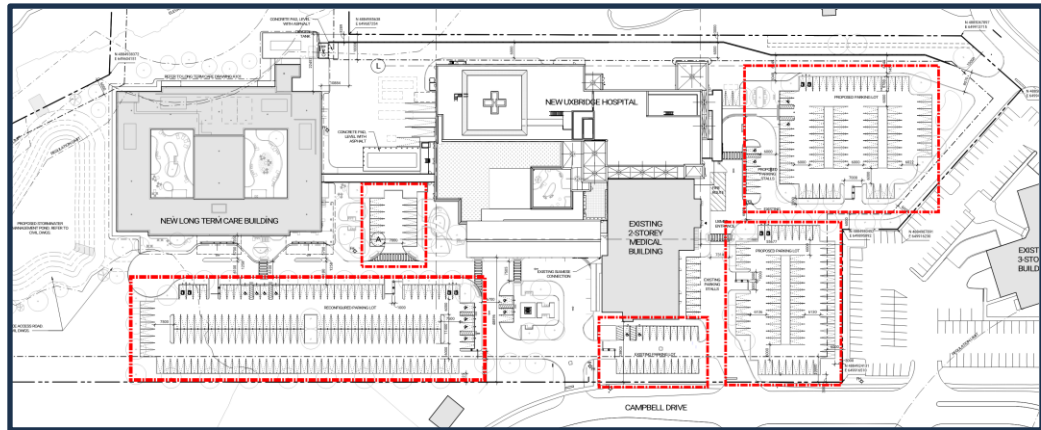


Fig 6 – Parking distribution following construction

Stage 3: Site parking – Completion:

West Lot:	165 spaces
North Lot:	14 spaces
South Lot:	22 spaces
East Lots and Misc:	174 spaces
Total:	375 spaces

The exact sequence and timing of these phases is presently under review. Throughout all phases, the expectation is that, at minimum, parking capacity will be provided to meet the demand of the facilities that are online at the time. During early works, 125 spaces. At the completion of the Long-Term Care building, 223 spaces and then, finally the full complement of 375 spaces when the new hospital is complete. In each case, additional capacity is available to account for micro-phasing and construction sequencing. In addition, OVH has established a short-term rental agreement with the adjacent property owner to provide approximately 40 spaces if the need arises.