



**Toronto Parking  
Authority**

**Office des parcs de  
stationnement de  
Toronto**

*The Toronto Parking Authority exists to provide  
safe, attractive, self-sustaining, conveniently  
located and competitively priced off-street and  
on-street public parking as an integral component  
of Toronto's transportation system.*

## **NOTICE OF MEETING AND AGENDA**

A meeting of the Toronto Parking Authority will be held at City of Toronto City Hall, located at **100 Queen Street West, Meeting Room B, 2<sup>nd</sup> Floor,** at **4:00 P.M. on Thursday, February 24, 2005.**

### **AGENDA**

- A. Declarations of Conflict of Interest.
- B. Confirmation of the minutes of the January 12, 2005 meeting.

*Italicised items: Approval of these items will result in expenditure/receipt of funds*

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#### **1.0 FINANCE & ADMINISTRATION**

- 1.1 List of Cheques issued, for information only, and shown as Annex A. to this February 24, 2005 Agenda (vouchers 23224 – 23840).
- 1.2 ***Staff memorandum dated February 16, 2005 recommending an upgrade to electronic door locks for all pay-on-foot stations (with the exception of Carparks 1 and 11) at a quoted cost of \$677.00 per station plus installation and ORST where applicable for a sum total amount of \$11,000.00. An amount of \$12,000.00 is included in the 2005 operating budget for this upgrade.***
- 1.3 ***Staff memorandum dated February 16, 2005 recommending the purchase of 20 new validator/receipt printers to replace the existing printers at locations that will continue to operate with exit lane fee computers through 2005 at a total cost of \$15,000.00 to be depreciated over 3 years for an annual expense of \$5,000.00. The expense incurred to repair the existing units in 2003 and 2004 was approximately \$36,000.00 and \$32,000.00 respectively. The 2005 operating budget includes a repair expense of \$15,000.00. Most of this cost will be avoided with the purchase of these new units which carry a one-year factory warranty resulting in a net annual savings compared to budget.***
- 1.4 ***Staff memorandum dated February 4, 2005 recommending that the Toronto Parking Authority contribute \$50,000.00 to the City of Toronto's Tree Advocacy Program for calendar year 2005.***

### 3.0 **PARKING OPERATIONS**

#### **Off-Street**

3.1 Staff memorandum dated February 18, 2005 recommending approval of the following rate charges for implementation on March 1, 2005:

1. Increase all day rates from \$8.00 to \$10.00 at Carpark 417 (5650 Yonge Street);
2. Establish a monthly permit at Carpark 195 – 15 Price Street (to be restricted to the period from 17:00 – 09:00 at a rate of \$40.00 per month); and,
3. Increase in all day rate from \$12.00 to \$14.00 at Carpark 221, 121 St. Patrick Street.

3.2 ***Staff memorandum dated February 21, 2005 recommending approval of the expenditure of \$356,000.00 (PST included) plus a contingency amount of \$20,000.00 to provide for the purchase of Zeag Orion revenue control equipment, Zeag EON proximity equipment, digital audio and video components and customer service sign package to re-equip and to convert the following carparks to semiautomated operations:***

***Carpark 5 – 5 Wellesley Street;  
Carpark 12 – 30 Alvin Avenue;  
Carpark 39 – 20 Castlefield Avenue;  
Carpark 49 – 30 Roehampton Avenue;  
Carpark 58 – Bedford Road.***

3.3 ***Staff memorandum dated February 21, 2005 recommending:***

1. ***approval of expenditures to upgrade the current Zeag-P900 series Pay-on-Foot revenue control equipment to the Zeag-Orion series equipment at Toronto Parking Authority parking garage facilities as follows:***

***CP 1 – Hayden St. Garage–20 Charles St - \$228,000.00 (PST incl.)  
CP 11 – Rosehill Garage–21 Pleasant Blvd - \$212,000.00 (PST incl.)***

2. ***approval of a contingency allowance in the amount of \$10,000.00 per location to finance the potential need for infrastructure upgrades/repairs.***

3.4 ***Staff memorandum dated February 21, 2005 recommending that:***

1. ***The Board approve the expenditure of \$146,831.00 (Provincial Sales Tax included) to provide for the purchase of three (3) 2005 GMC Safari Cargo Vans and two (2) GMC Sierra 2500 Heavy Duty Pick up Trucks from Addison on Bay Limited, 832 Bay Street; and,***
2. ***The Board further authorizes the decommissioning of the following Toronto Parking Authority vehicles. These vehicles will be used for their trade-in value against this purchase:***

***Vehicle No. B2 – 1994 Ford Aerostar Van;  
Vehicle No. B14-1994 GMC Safari Cargo Van;  
Vehicle No. A62-1999 Ford Windstar Van;  
Vehicle No. A20-1996 Ford F250 Pick up Truck;  
Vehicle No. A30-1996 Ford F250 Pick up Truck.***

#### **On-Street**

3.5 Ratification of a telephone poll conducted on February 11, 2005 approving a staff memorandum dated February 8, 2005 recommending that the TPA Board of Directors recommend that Toronto City Council approve the following changes to the on-street rates for implementation in 2005:

1. Increase the current hourly rate from \$1.50 per hour to \$2.00 per hour on Bloor Street West between Avenue Road and Bathurst Street;
2. Increase the current hourly rate from \$1.00 per hour to \$1.50 per hour for Queen Street East from Woodbine Avenue to Nursewood Road; and,
3. Increase the current hourly rate from \$1.00 per hour to \$1.50 per hour for the section of Gerrard Street East from Hamilton Street to Degrassi Street and Broadview Avenue between First Avenue and Simpson Avenue.

#### **5.0 IN-CAMERA**

5.1 ***Staff memorandum dated January 17, 2005 regarding invoices received.***

5.2 ***Staff memorandum dated February 24, 2005 regarding a proposed property acquisition for municipal parking purposes.***

5.3 Staff memorandum dated February 24, 2005 recommending approval to negotiate a property lease agreement.

## **6.0        OTHER BUSINESS**

6.1        Copies of the following articles recently appearing in local newspapers:

- 1)        "Insurer sees big profit as car claims fall" (Toronto Star, Feb 18, 2005);
- 2)        "Cash clock is ticking, province told" (Globe and Mail, Feb. 17, 2005);
- 3)        "Already hurting, businesses lament death of hockey season" (Toronto Star, February 17, 2005);
- 4)        "Bid to defer rise in parking fee fails" (Globe and Mail, Feb.17, 2005);
- 5)        "Councillors mark time awaiting \$92 M bailout" (Toronto Star, Feb 16, 2005);
- 6)        "Parking Police Target Queen" (Beach Metro News, Feb.8, 2005);
- 7)        "All of city's parking permits now online" (Toronto Star, Feb.5, 2005);
- 8)        "ACC hotel complex planned" (Toronto Star, Feb 5, 2005);
- 9)        "City fears \$600K parking loss" (Toronto Star, February 3, 2005);
- 10)       "TTC, city move toward resolving budget woes" (Toronto Star, February 2, 2005);
- 11)       "Car-free day gassed by city" (Toronto Sun, February 1, 2005);
- 12)       "Chief's not the only big-time commuter" (Toronto Star, Jan 28, 2005);
- 13)       "They took a parking lot, put up a Forest Hill paradise" (National Post, January 27, 2005);
- 14)       "Parking permit fee flap raises ire of south Scarborough councillor" (Toronto Community News, January 26, 2005);
- 15)       "Parking sparks debate" (Toronto Community News, January 26, 2005);
- 16)       "Unequal parking fees overtakes Beachers claims Bussin" (Beach Metro News, January 25, 2005);
- 17)       "Editorial: Parking fee excessive" (Toronto Star, January 24, 2005);
- 18)       "Jack Layton still following local issues in riding" (Town Crier, January 21, 2005);
- 19)       "Majority at meeting opposed parking lot" (Town Crier, Jan. 21, 2005);

- 20) "Public gets to weigh in on St. Clair plan" (Toronto Community News, January 21, 2005);
- 21) "Overnight parking could get costlier" (Town Crier, January 21, 2005);
- 22) "Parking's great divide" (Toronto Star, January 20, 2005);
- 23) "Transit corridors considered in TTC plan" (Toronto Community News, January 19, 2005);
- 24) "TTC staff get own parking lot" (Town Crier, January 17, 2005);
- 25) "Group will give input on design of transit corridor" (Toronto Community News, January 14, 2005); and,
- 26) "Council nitpicks at litter-pickers' \$19.32 Student hourly pay rising to union rate it's 'hard to justify' says budget chief" (Toronto Star, January 13, 2005).



FILE NO: 4096-33

DATE: February 21, 2005

1. ***Increase the current hourly rate from \$1.50 per hour to \$2.00 per hour on Bloor Street West between Avenue Road and Bathurst Street;***
2. ***Increase the current hourly rate from \$1.00 per hour to \$1.50 per hour for Queen Street East from Woodbine Avenue to Nursewood Road;***
3. ***Increase the current hourly rate from \$1.00 per hour to \$1.50 per hour for the section of Gerrard Street East from Hamilton Street to Degrossi Street and Broadview Avenue between First Avenue and Simpson Avenue.***

The recommended changes to the on-street rates itemized above were considered by the on-street committee of the Board of Directors of the Toronto Parking Authority, at their meeting of January 18, 2005. The following members were in attendance and voted in favour of the changes.

- Director Stan Kumorek (Committee Chair)
- Board Chair George K. Soulis
- Board Vice Chair John Maletich
- Director Robert Brent
- Member Dave Roberts

It is intended that the changes, if approved, will be implemented as part of the 2005 budget cycle.

**DISCUSSION:**

The rate changes recommended for Gerrard Street East and Queen Street East are in accordance with the target rates set for these areas which were approved by Toronto City Council in July of 1999. The sole remaining area in the city that will not have rates consistent with the 1999 approved rate structure is Corso Italia, located on St. Clair Avenue West between Dufferin Street and Harvie Avenue. The rate adjustment for this area, which would have increased the rate from \$1.00 per hour to \$1.50 per hour, was considered by the sub-committee at their January 19, 2005 meeting, but not approved by the rate sub-committee at this time due to the impending disruption to area businesses arising from the construction of the proposed exclusive street car right-of-way.

The increase in rates on Bloor Street West between Avenue Road and Bathurst Street do not have prior City Council approval. However, this is an area that is consistent with the other areas of the city designated as Zone "A" (\$2.00 per hour) and the \$2.00 rate is appropriate.

These changes will generate annual revenue increases as indicated below:

|                     | Annual Review Increase |
|---------------------|------------------------|
| Bloor Street West   | \$70,000               |
| Queen Street East   | \$235,000              |
| Gerrard Street East | \$55,000               |
|                     | \$360,000              |

**CONCLUSION**

The changes recommended herein largely complete the implementation of the 1999 Council approved rate plan. In addition it extends to \$2.00 zone west along Bloor Street.

Ian Maher



# BOARD MEMORANDUM

TO: Board of Directors FILE NO: 2130-00  
FROM: Maurice J. Anderson DATE: February 4, 2005  
SUBJECT: **TREE ADVOCACY PROGRAM**

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**MEETING DATE:** Thursday, February 24, 2005

**RECOMMENDATION:**

**That the Toronto Parking Authority contribute \$50,000.00 to the City of Toronto's Tree Advocacy Program for calendar year 2005.**

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For the past four years the Toronto Parking Authority has sponsored and contributed to the City of Toronto's Tree Advocacy Program in the amount of \$50,000.00 each year. The attached letter is requesting that we contribute \$50,000.00 again for calendar year 2005.

We currently we have four sites in the City clearly signed, recognizing the Toronto Parking Authority's contribution to the program. We have provided funds in our 2005 budget to cover contributions such as this. I will work with Councillor Pantalone's office to choose a site for this year.

MJA:tt

File: d:\files\BoardReports\2005\mja(recc)\2005 Tree Advocacy Program



# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 7005-02  
FROM: G.C. Daigle DATE: February 16, 2005  
SUBJECT: PURCHASE OF 20 EPSON TM-H6000II RECEIPT PRINTER & VALIDATORS

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**MEETING DATE:** Thursday, February 24, 2005

**RECOMMENDATION:**

That the Board approve a purchase of 20 new validator/receipt printers to replace the existing printers at locations that will continue to operate with exit lane fee computers through 2005. The total cost will be \$14,537 plus a contingency of \$463 for a total of \$15,000. They will be depreciated over 3 years for an annual expense of \$5,000. The expense incurred to repair the existing units in 2003 and 2004 was approximately \$36,000 and \$32,000 respectively. The 2005 operating budget includes repair expense of \$15,000. Most of this cost will be avoided with the purchase of these new units which carry a 1 year factory warranty resulting in a net annual savings compared to budget.

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**BACKGROUND:**

The validator/receipt printers are used in each lane to validate the processed ticket and print all receipts and journal tapes. The current models are older EPSON dot matrix (impact) printers that utilize a ribbon. They have required frequent repair to address printing and cold weather related operating problems. The problems are primarily related to the receipt printing function and not the validation part. The annual repair costs make an upgrade to eliminate the problems and associated expense feasible at this point.

The recommended unit is a thermal printer that has been tested both in the office and in the field for approximately 2 months. The response of attendants has been overwhelmingly positive due primarily to the faster print speed but also to the improved reliability of performance.

The benefits of the newer unit are:

1. Thermal printing of receipts involves fewer moving parts. We have always had thermal printers at our pay-on-foot facilities and have not experienced similar maintenance problems. The problems associated with the impact printers should be eliminated.
2. The printing speed of the new units is many times faster than the existing impact printers. This allows attendants to process exiting customers faster.
3. The units have a much larger drum memory capacity for retaining data and print on a wider roll of paper. Combined with the faster print speed this provides the Authority with options (flexibility) in terms of enhancing or modifying processes. For example plans to automate the attended lot Courtesy Envelope (or "Parking invoice") involve printing more data/receipts to process each Courtesy Envelope. The slow speed of the impact printer would make this part of the process inconvenient for attendants and customers. The faster receipt printing will solve this potential problem.

### **Pricing Comparison**

To ensure that pricing was competitive we looked at couple of other brands.

|                  |         |          |
|------------------|---------|----------|
| IBM              | \$1,610 | per unit |
| TPG Model A760   | \$735   | per unit |
| EPSON TM-H6000II | \$665   | per unit |

The other factors that were considered in deciding to remain with an EPSON unit are:

- EPSON receipt printers are widely used in this application and could be considered the “HP” of retail receipt printing applications. They are also widely used in banks.
- Our fee computer software uses EPSON escape codes. They are simple, easily accessible and widely used. To select another brand would result in additional programming costs to integrate with our equipment.

GCD:tt  
Attachments



# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 5001-00, 5011-00  
FROM: Gwyn Thomas DATE: February 21, 2005  
SUBJECT: **UPGRADE OF PAY ON FOOT EQUIPMENT**  
**Carpark 1 – Hayden Street Garage, 20 Charles Street**  
**Carpark 11 – Rosehill Garage, 21 Pleasant Boulevard**

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**MEETING DATE:** Thursday, February 24, 2005

**RECOMMENDATION:**

It is recommended that:

1. The Board approve expenditures to upgrade the current Zeag-P900 series Pay-on-Foot revenue control equipment to the Zeag-Orion series equipment at Toronto Parking Authority parking garage facilities as follows:  
  
Carpark 1 - Hayden Street Garage – 20 Charles Street - \$228,000 (P.S.T. incl.)  
Carpark 11 – Rosehill Garage - 21 Pleasant Boulevard - \$212,000 (P.S.T. incl.)
  2. The Board approves a contingency allowance in the amount of \$10,000 per location to finance the potential need for infrastructure upgrades/repairs.
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**BACKGROUND:**

The current supplier of Pay-on-Foot equipment to the Toronto Parking Authority is Zeag North America Incorporated (Zeag). Zeag equipment was first introduced into the Toronto Parking Authority's operation in 1995. Since 1995 Zeag North America have worked in partnership with the Authority to develop a revenue control system that meets our needs. Zeag equipment currently controls 7 Toronto Parking Authority carparks:

Carpark 1-Hayden Street Garage;  
Carpark 11-Rosehill Garage;  
Carpark 26-Queen/Victoria Garage  
Carpark 13-DeLisle Court Garage;  
Carpark 34-Dundas Square Garage;  
Carpark 43-St. Lawrence Garage; and  
Carpark 410-Beecroft Garage.

There are currently has two versions of Zeag Pay-on-Foot equipment in use in Toronto Parking Authority parking garages, the P900 series and the more recent Orion Series. In 1999 production of the P900 series was discontinued in favour of the Orion series. In 2006 Zeag will begin to reduce their level of support for the P900 series placing greater emphasis on the Orion product. The only garages still controlled by P900 equipment are Carpark 1, Hayden Street

Garage and Carpark 11, Rosehill Garage. The original P900 system was installed in the Carpark 1- Hayden Street in November 1996 in Carpark 11 – Rosehill January 1, 1997. Annual transactions at these facilities are in the order of 270,000 and 310,000 customers respectively.

At its meeting February 23, 2004 the Board approved Memorandum 4.3, "Upgrade of Pay on Foot Equipment – Carpark 43" thereby endorsing the purchase of Zeag Orion series to complete the upgrade of the equipment at that garage. In this memorandum the Board was informed that due to the age and declining reliability and serviceability of the P900 equipment currently controlling Carpark 1, Hayden Street Garage, and Carpark 11, Rosehill Garage, staff would be allocating funding in the 2005 Operating Budget to upgrade this equipment to the Orion series.

As set out in Memorandum 3.2 entitled "Surface Carpark Automation" in the current Board agenda, staff have reevaluated the marketplace and have found that Zeag North America equipment and network costs have remained very competitive since they were first introduced into the Toronto Parking Authority operation in 1995 and the product and management system has proven to be very reliable and adaptable to our operation.

The Toronto Parking Authority is currently working with Zeag North America in the development of a new fee computer/cashier's station for the Orion product that will be available later this year. This funding has been recommended herein in form of a contingency since actual costs for the new product line have not yet been finalized.

The total cost for these projects are \$228,000 for Carpark 1 and \$212,000 for Carpark 11. The Board with its approval of the 2005 Operating Budget authorized funding in the amount of \$250,000 and \$230,000 respectively for this undertaking.

#### **SUMMARY:**

This expenditure will complete the upgrade to the Zeag Orion system in existing Toronto Parking Authority operations. The compatibility of the equipment under the more current operating platform will enable the entire system to operate more effectively improving the efficiency and the consistency of this service to our customers.



# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO:  
FROM: Gwyn Thomas/Sam Roussos DATE: February 21, 2005  
SUBJECT: **Purchase of Replacement Vehicles**  
**Operations Department**

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**MEETING DATE:** Thursday, February 24, 2005

**RECOMMENDATION:**

It is recommended that:

1. The Board approve the expenditure of \$146,831 (Provincial Sales Tax included) to provide for the purchase of three (3) 2005 GMC Safari Cargo Vans and two (2) GMC Sierra 2500 Heavy Duty Pick Up Trucks from Addison on Bay Limited, 832 Bay Street; and
2. The Board further authorizes the decommissioning of the following Toronto Parking Authority vehicles. These vehicles will be used for their trade in value against this purchase.

Vehicle No. B2 - 1994 Ford Aerostar Van;  
Vehicle No. B14-1994 GMC Safari Cargo Van;  
Vehicle No. A62-1999 Ford Windstar Van;  
Vehicle No. A20-1996 Ford F250 Pick up Truck;  
Vehicle No. A30-1996 Ford F250 Pick up Truck.

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**BACKGROUND:**

Vehicle Nos. B2-1994 Ford Aerostar Van and B14-1994 GMC Safari Cargo Van are used in the on-street revenue collection, Vehicle No. A62-1999 Ford Windstar Van is used for off-street revenue collection and Vehicle Nos. A20-1996 Ford F250 Pick up Truck and A30-1996 Ford F250 Pick up Truck are off street maintenance vehicles. With the exception of Vehicle A62 all of these vehicles have in the order of 100,000 kilometers recorded on them, all are in poor condition and the maintenance costs for each is escalating annually. The following summarizes the quotations received for these vehicles.

| Dealer Name           | Quotation | Trade In | Net Cost  | PST      | Total Cost |
|-----------------------|-----------|----------|-----------|----------|------------|
| Addison on Bay Ltd.   | \$146,155 | \$10,200 | \$135,955 | \$10,876 | \$146,831  |
| Popham Pontiac Ltd.   | \$148,800 | \$6,100  | \$142,700 | \$11,416 | \$154,116  |
| Old Mill Pontiac Ltd. | \$146,065 | \$5,000  | \$141,065 | \$11,285 | \$152,350  |

The following are the vehicles to be decommissioned:

| Vehicle No. | Year | Name/Model              | Kilometres | Trade-In Value |
|-------------|------|-------------------------|------------|----------------|
| B2          | 1994 | Ford Aerostar Van       | 147,500    | \$1,000        |
| B14         | 1999 | Ford Windstar Van       | 144,693    | \$1,200        |
| A62         | 1994 | GMC Safari Van          | 88,000     | \$2,500        |
| A20         | 1996 | Ford F250 Pick Up Truck | 173,000    | \$2,750        |
| A30         | 1996 | Ford F250 Pick Up Truck | 175,000    | \$2,750        |
| Total       |      |                         |            | \$10,200       |

#### **SUMMARY**

The low trade in values offered by these dealerships serves to emphasize the poor condition of these vehicles. Funding in the amount of \$166,000 is allocated for these purchases in the Toronto Parking Authority 2004 Operating Budget.



FILE NO: Carparks

DATE: February 21, 2005

**RECOMMENDATION:**

**Carpark 5 – 5 Wellesley Street;  
Carpark 12 – 30 Alvin Avenue;  
Carpark 39 – 20 Castlefield Avenue;  
Carpark 49 – 30 Roehampton Avenue;  
Carpark 58 – Bedford Road.**

A map of these facilities is Attachment No. 1.

**BACKGROUND:**

|             |                        |
|-------------|------------------------|
| Carpark 5   | 5 Wellesley Street;    |
| Carpark 12  | 30 Alvin Avenue;       |
| Carpark 39  | 20 Castlefield Avenue; |
| Carpark 47  | Castleknock            |
| Carpark 49  | 30 Roehampton Avenue;  |
| Carpark 51  | Lippincott             |
| Carpark 58  | Bedford Road.          |
| Carpark 215 | Yorkville              |

These surface facilities currently operate under what may be characterized as the conventional method for attended facilities. Typically they are attended between the hours of 7:00 a.m. and 11:00 p.m. (varies somewhat by facility). Full time staff is in place during the daytime hours when the facilities are busiest and are supplemented with part time student workers during the evening hours when business subsides. Although the fee computers for these lots are electronically networked to our head office these are all essentially stand alone operations in that they are not part of our current network equipment management system nor are they

monitored through our central monitoring station for security purposes or for customer service. In most cases the revenue control equipment currently in use at these locations is older, is in poor condition and is being considered for replacement. This evaluation has been undertaken prior to investing in new equipment to assess the staffing requirements at each facility and to determine if alternative operating methods and newer technologies may be more efficient, economical and more consistent with the Authority's more progressive operating platforms and practices currently in place in our facilities operated with pay on foot and pay and display technology. However, in the case of pay on foot technology it would need to be less expensive for these smaller locations than the costs of the typical full pay station approach taken in the larger garage applications.

All of our facilities controlled by pay on foot equipment are administered through a wide area network and are audited, managed and monitored through the system's management program. This technology links local entry stations, exit stations and pay stations through a central server to provide credit card in/out and full service pay station options at each facility. Each facility has an audio and video link to our central monitoring station and can be fully operated from that location. Staff is currently installing this equipment in Carpark 26 – Queen/Victoria Garage to introduce a credit card in/out operation as an augmentation to the existing attended operation.

Our surface carparks controlled with pay and display technology are linked through a radio frequency web-based network where all financial, maintenance and operating information is transmitted and monitored by Authority staff.

Based on the results of this assessment it was determined that it would be feasible to introduce operating changes in seven of these eight facilities; through the introduction of pay on foot technology Carparks 5, 12, 39, 49, and 51 could be operated as unattended facilities during the evening hours when customer activity has substantially subsided; Carparks 47 and 51 could be operated as pay and display facilities; in light of the pending redevelopment of Carpark 215 (Yorkville) the current operating practices and equipment will remain unchanged. This report deals primarily with Carparks 5, 12, 39, 49, and 51.

## **DISCUSSION:**

The current supplier of Pay-on-Foot equipment to the Toronto Parking Authority is Zeag North America Incorporated (Zeag). Zeag equipment is a magnetic stripe technology that was first introduced into the Toronto Parking Authority's operation in 1995 and currently controls seven (7) of our major carparks. As previously discussed, each facility is controlled locally by means of a cashier's station, workstation and a resident sub-station and is globally controlled through a network and a central server located at our head office at 33 Queen Street East. The management program for the network is the Zeag Management System (ZMS). This program provides real time equipment status alarms, financial data, as well as a range of operational reports and allows for full accessibility to the information from any workstation on the network.

In order to fully evaluate the current marketplace a Request for Information was sent to the three major parking equipment suppliers located in the Greater Toronto Area, Zeag North America Inc, our current supplier, WPS North America and Electromega Limited. This document solicited information on network availability and configuration, equipment specification/options and hardware, software and equipment pricing.

Based on the responses received all three suppliers offer a network based solution with entry stations, coin and credit card exit lane payment station options that would make it possible to operate these lots as unattended facilities during non-peak periods as an augmentation to the attended operation. The exit station is a miniaturized version of a typical pay on foot pay station but is much less expensive than the larger conventional pay station.

The evaluation of the responses to the Request for Information clearly indicates that the Zeag

Orion and the integrated EON proximity control product lines continue to be the most equitable solution for the Toronto Parking Authority (Attachment No. 2). Zeag equipment costs are the lowest and the implementation costs are significantly lower since the Authority currently uses the Zeag system and the requisite support network; hardware, software and the associated licenses are already in place. This significantly reduces the cost of this project and the introduction of new equipment is considered add-on peripherals to an existing network. Neither WPS North America Inc. nor Electromega Limited offer a system that is compatible or that could be interfaced with our current network. The WPS system is a bar code technology and the Electromega product is an incompatible centre magnetic stripe system. Consequently, in order to implement either of these product lines the Authority would have to commission a duplicate system, a central server, workstations, cashier's stations, the associated software and software licenses, and another communications network. Parallel internal accounting, auditing and revenue-processing processes would also be necessary and are onerous to develop. Authority parking technicians would require extensive training and customer service initiatives such as rebate tickets or courtesy-parking tickets developed for the current different system would not be accepted universally throughout our operation

The implementation of this equipment in Carparks 5, 12, 39, 49, and 51 will substantially and immediately reduce operating costs at these facilities. It will allow these lots to operate as unattended facilities during off peak periods that will significantly reduce the need for part time staff during these periods. It will also allow these lots to function as 24-hour operations that will facilitate the streamlining of rate structures through the elimination of the flat rate and deposit formats that will also foster an additional reduction in the use of part time staff during attended periods. It will minimize the likelihood of criminal activity and reduce the current security and supervisory needs for each area.

## **SUMMARY**

Funding for this project is not provided for in the Toronto Parking Authority 2005 budget cycle however it is estimated that these changes will reduce staffing costs for these facilities by approximately \$165,000 annually. The implementation of pay and display technology in Carparks 47 and 51 will reduce operating costs in those facilities by approximately \$190,000 annually. The total cost for the implementation of the recommendations herein is \$356,000. This cost will be depreciated (expensed) over ten years at the rate of \$35,600 annually. The annual savings in operating costs (beyond ten years) will be \$355,000. The annual increase in profit will be approximately \$320,000 with approximately one half of the savings being realized in calendar year 2005 if implemented by June 30, 2005.



# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 7005-02  
FROM: G.C. Daigle DATE: February 16, 2005  
SUBJECT: UPGRADE TO PAY-ON-FOOT STATION DOOR LOCKS

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**MEETING DATE:** Thursday, February 24, 2005

**RECOMMENDATION:**

That the Board approve an upgrade to electronic door locks for all pay-on-foot stations (with the exception of carparks 1 and 11) at a quoted cost of \$677.00 per station plus installation and ORST where applicable. The total cost will be \$9,903.96 plus a contingency amount of \$1,096.04 for a total expenditure of \$11,000.00. An amount of \$12,000 is included in the 2005 operating budget for this upgrade.

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**BACKGROUND:**

The pay stations currently utilize a key-only lock. The electronic upgrade would retain the key but also require that the person opening the pay station door insert a magnetic stripe card into the card reader in order to activate the key lock.

The benefits of the upgrade include:

1. We will be able to track staff who opened the pay station door in the event of any incidents/events concerning the money contents or any other issues that may arise.
2. Control would be enhanced as the manual keys would be inoperative without a valid access card used in combination with them.
3. In the event that we decide to contract the pay station collections to an armoured car carrier in the future we will have the necessary tracking mechanism in place.

Carparks 1 and 11 are not included in this upgrade because the software version running at these locations does not permit such an upgrade. All of the carpark 1 and 11 equipment is scheduled for upgrade during 2005 and the electronic locks will be incorporated as part of the upgrade.

This upgrade cost is included in the 2005 operating budget for account 540XXX ("Repairs/upgrades to revenue control equipment") as a specific item.

GCD:tt  
Attachments

