



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 W., Meeting Room C, 2<sup>nd</sup> Floor, at 4:00 PM on Tuesday, November 29, 2005.**

### AGENDA

- A. Declarations of Conflict of Interest.
- B. Confirmation of the minutes of the October 17, 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 November 29, 2005 Agenda (Scotiabank: voucher 25732 and TD Bank: vouchers 30065 - 30602).
- 1.2 Staff memorandum dated November 23, 2005, for information only, regarding the on-street revenue results for October 2005 and year to date.
- 1.3 Staff memorandum dated November 24, 2005, for information only, regarding the off-street revenue results to October 31, 2005 and for the month of October 2005.
- 1.4 ***Staff memorandum dated November 18, 2005 recommending that the Toronto Parking Authority contribute \$15,000.00 in support of Bike Week 2006.***

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## **2.0 DESIGN & CONSTRUCTION**

2.1 ***Staff memorandum dated November 24, 2005 recommending that the construction contract for the 2005 Lighting Upgrade for Surface Carpark Nos. 507, 508 and 511 be awarded to Tony Battista Paving Inc. for the sum total amount of \$120,000.00 plus GST.***

2.2 ***Staff memorandum dated November 24, 2005 recommending that the construction contract for the new Woodbine Carpark Nos. 183 and 187 be awarded to Mopal Construction Limited for the sum total amount of \$250,000.00 plus GST.***

## **3.0 PARKING OPERATIONS**

3.1 Staff memorandum dated November 23, 2005, for information only, entitled "Security Report, Vehicle Break-in Summary – Off-Street Facilities".

3.2 Staff memorandum dated November 24, 2005 recommending that the Toronto Parking Authority advise the Works Committee that they will not providing special parking privileges to motorcycles in its off-street parking facilities. Motorcycles will continue to be treated as other motorized vehicles.

3.3 Staff memorandum dated November 24, 2005 recommending that the Board of Directors of the Toronto Parking Authority authorize the President of the Toronto Parking Authority ("TPA") to report to the January 4, 2006 Policy and Finance Committee Meeting:

- 1) advising that the TPA will not be extending free parking privileges to vehicles bearing veterans license plates in its off-street parking facilities beyond calendar year 2005; and,
- 2) requesting Toronto City Council not to extend the free parking privileges at on-street metered and machined spaces beyond calendar year 2005.

## **5.0 IN-CAMERA**

5.1 ***Staff memorandum dated November 24, 2005 regarding a property acquisition for municipal parking purposes.***

## **6.0            OTHER BUSINESS**

- 6.1            Copies of the following articles recently appearing in local newspapers:
- 1)            “Editorial: City road map lacks direction” (Toronto Star, Nov 16, 2005);
  - 2)            “City, Province strike plan for new power balance” (Globe and Mail, Nov 15, 2005);
  - 3)            “Parking tags dip – 2.5% drop with cop slowdown” (Toronto Sun, Nov 11, 2005);
  - 4)            “A child of the ‘60’s shows its age” (Toronto Star, Nov 7, 2005);
  - 5)            “Judging St. Clair” (Toronto Star, Nov 5, 2005);
  - 6)            “Seven ways our city set to change” (Toronto Star, Nov 5, 2005);
  - 7)            “Power without cash still big prize: Miller” (Toronto Star, Nov 5, 2005);
  - 8)            “Hopes revived for St. Clair streetcar” (Toronto Star, Nov 4, 2005);
  - 9)            “Decision reserved on St. Clair challenge” (Toronto Star, Oct 26, 2005);
  - 10)           “Judge’s activism under scrutiny” (Toronto Star, Oct 26, 2005);
  - 11)           “Introduce user fee for in-town traffic” (Toronto Star, Oct 26, 2005);
  - 12)           “City charges judge with bias in St. Clair case” (National Post, Oct 20, 2005);
  - 13)           “City could still see St. Clair streetcar project rolled out” (Toronto Star, Oct 20, 2005); and,
  - 14)           “New parking lot slotted for St. Clair” (Forest Hill Town Crier, Oct 2005).
- 6.2            Copy of City of Toronto Media Release dated November 23, 2005, for information only, entitled “Governing Toronto Advisory Panel recommends major changes for Toronto City Council”.
- 6.3            Copy of Toronto City Council October 26-28<sup>th</sup>, 2005 meeting highlights for information only.
- 6.4            Staff memorandum dated November 24, 2005 regarding suggested TPA Board meeting dates for calendar year 2006.
- 6.5            Letter from the Multiple Sclerosis Society of Canada regarding the 2006 TPA Charity Golf Tournament.





# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 3500-10  
 FROM: Gwyn Thomas DATE: November 23, 2005  
 SUBJECT: **On-Street Revenue Results**

**MEETING DATE:** Tuesday, November 29, 2005

**RECOMMENDATION:**

**That this report be received for information purposes.**

**BACKGROUND:**

In previous reports the Board has been informed that through the deliberations of the Budget Review Committee the Authority's initial 2005 budget estimate of \$35,500,000 for the on street parking program had been increased to \$36,321,000. Attached please find a summary of the adjustments made by the Budget Revenue Committee for the on-street program and a reconciliation of the submitted/adjusted budget as approved by the Board and as amended by Council.

The recorded revenue year to date in October 2005 is \$29,082,329.17, \$808,774.83 under the revised budget estimate of \$29,891,104 for this period. Essentially this shortfall is attributable the adjustments introduced by the Budget Review Committee. The following chart illustrates that when the year-to-date revenue in October is compared to the Authority's initial agreed to budget number of \$35,640,000, the on street program is performing acceptably. Recorded revenue is currently less than 1% (0.85%) under the 2005 budget target.

One unforeseeable factor that has reduced revenue significantly in 2005 is the increased municipal roadway construction activity experienced in 2005 over 2004. The removal of equipment and the closure of on street parking spaces due to construction in 2005 have accounted for approximately \$100,000 more in lost revenue in 2005 than in 2004.

Month	Board Approved			Council Approved		
	2005 Budget	2005 Actual	Difference	2005 Budget	2005 Actual	Difference
January	\$2,460,287.96	\$2,336,738.86	-\$123,549.10	\$2,505,250.00	\$2,336,738.86	-\$168,511.14
February	\$2,538,502.82	\$2,660,652.61	\$122,149.79	\$2,585,274.00	\$2,660,652.61	\$75,378.61
March	\$3,013,494.89	\$3,108,239.53	\$94,744.64	\$3,071,251.00	\$3,108,239.53	\$36,988.53
April	\$3,034,181.20	\$3,044,428.66	\$10,247.46	\$3,092,416.00	\$3,044,428.66	-\$47,987.34
May	\$3,057,470.05	\$3,060,680.67	\$3,210.62	\$3,116,243.00	\$3,060,680.67	-\$55,562.33
June	\$3,190,788.36	\$3,103,441.47	-\$87,346.89	\$3,252,645.00	\$3,103,441.47	-\$149,203.53
July	\$2,831,134.26	\$2,773,557.18	-\$57,577.08	\$2,884,673.00	\$2,773,557.18	-\$111,115.82
August	\$3,034,437.98	\$3,049,468.11	\$15,030.13	\$3,092,678.00	\$3,049,468.11	-\$43,209.89
September	\$3,108,568.90	\$3,010,795.08	-\$97,773.82	\$3,168,523.00	\$3,010,795.08	-\$157,727.92
October	\$3,063,244.60	\$2,934,327.00	-\$128,917.60	\$3,122,151.00	\$2,934,327.00	-\$187,824.00
<b>Total</b>	<b>\$29,332,111.00</b>	<b>\$29,082,329.17</b>	<b>-\$249,781.83</b>	<b>\$29,891,104.00</b>	<b>\$29,082,329.17</b>	<b>-\$808,774.83</b>





# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 4085-31  
FROM: Ian Maher DATE: November 24, 2005  
SUBJECT: **OFF-STREET REVENUE RESULTS– OCTOBER 2005 YEAR-TO-DATE**

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MEETING DATE: **November 29, 2005**

RECOMMENDATION:

**That this report be received for information.**

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BACKGROUND:

The month-by-month and year-to-date results are indicated on the attached table. The results are indicated by attended and unattended facilities. The unattended facilities continue to outperform the attended facilities.

The results from the month of October are consistent in direction with the results from the previous months of 2005, however, the under-performance is slightly lower than had been experienced in the June, July and August period.

As may be seen on Maps 1 and 2 attached, the facilities at Yonge/Eglinton, Yonge/St. Clair and Yonge/Bloor continue to be the most problematic.

In addition to the continuing problem areas, revenue at Carpark No. 52 (University/Front garage) and Carpark No. 36 (Nathan Phillips Square garage) seem to have had revenue difficulties associated with the on-going major repair work at these locations.

The maps from September year-to-date are also attached, for reference, as they have not previously been provided to the Board of Directors.

Ian Maher



# BOARD MEMORANDUM

TO: Board of Directors FILE NO: 2130-00  
FROM: Maurice J. Anderson DATE: November 18, 2005  
SUBJECT: PARTNERSHIP IN 2006 – BIKE WEEK

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**MEETING DATE: Tuesday, November 29, 2005**

**RECOMMENDATION:**

**It is recommended that the Toronto Parking Authority contribute \$15,000.00 in support of Bike Week for calendar year 2006.**

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**BACKGROUND:**

In December 2004, the Toronto Parking Authority Board approved a sponsorship in the amount of \$15,000.00 in support of Bike Week 2005. The attached letter from Mr. Rod McPhail is requesting support for Bike Week 2006. The amount they are requesting is the same level of support as last year.

As stated in the attached letter, our logo appeared on 30,000 printed pieces of information and was highly publicized within the Toronto cycling infrastructure. We provide on many of our off-street parking facilities lockable bicycle parking stands and sign each of these areas with our "Pedal and Park" logo. This helps us promote the use of our facilities to many in the City of Toronto.

Monies have been provided in our 2006 operating budget to support this endeavor.

MJA:tt  
Attach.

File: d:\files\Board Reports\mja(recc)2006-Bike Week





# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 5000-152  
FROM: Amir Nathoo DATE: November 24, 2005  
SUBJECT: **2005 Lighting Upgrade for Surface Carpark Nos. 507, 508 and 511  
Award of Contract**

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**MEETING DATE: November 29, 2005**

**RECOMMENDATION:**

**To award the Construction Contract of 2005 Lighting Upgrade for Surface Carpark Nos. 507, 508 and 511 to Tony Battista Paving Inc. for the amount of \$110,833.40 plus \$9,166.60 as contingency allowance, being the sum total amount of \$120,000 plus GST.**

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**BACKGROUND:**

1.

<b>Carpark No.</b>	<b>No. of Stalls</b>	<b>Address</b>	<b>Summary of Scope</b>
507	24	66 Third Street, Toronto	Modify existing panel, provide new additional lighting.
508	45	128 Eighth Street Seventh Street, Toronto	New panel and new lighting work.
511	54	120 Sixth Street, Toronto	New panel and new lighting work.

2. Eight (8) Contractors were invited to submit their tenders. Tenders received are listed below in the ascending order without the GST.

<b>No.</b>	<b>Contractors</b>	<b>Amount Tendered</b>	<b>Percentage</b>
1	Tony Battista Paving Inc. (TBP)	\$110,833.40	100%
2	Zerem Electrical Services (ZES)	\$177,180.00	159.9%
3	Across Canada Construction (ACC)	\$186,025.00	167.8%

3. We have prepared the attached Bid Comparison Sheet (BCS) to facilitate our review. With reference to the BCS, please note the following observations and comments:
  - .1 TBP is the low bidder. Assuming the low bidder TBP to be 100%, the next bidder ZES's tender is 59.9% higher or a difference of \$66,346.60
  - .2 The highest bidder ACC's tender is 67.8% higher compared to the low bidder TBP or a difference of \$75,191.60.
4. West Electric Contractor (WEC) is bidding as a sub-contractor to Tony Battista Paving Inc. because WEC does not have bonding capabilities. TBP has worked previously for TPA and we were satisfied with their work.
5. We request the Tender of Tony Battista Paving Inc. be approved for the above project.
6. It would seem we underestimated the budget amount for this project. The cost of saw-cutting, excavation, backfilling and new asphalt to facilitate underground conduit work was missed in the estimate because in new construction this cost is not relevant. However, the overall maintenance budget amount for 2005 year will not be exceeded as the other projects are being completed well within the budget amount.

<b>Carpark No.</b>	<b>Budgeted Amount</b>	<b>Tender Amount</b>
507	\$15,000	\$18,115.00
508	\$27,000	\$44,518.80
511	\$28,000	\$48,199.60
<b>Total</b>	<b>\$70,000</b>	<b>\$110,833.40</b>

FINANCIAL BACKGROUND

1	Funds available under Maintenance Budget		\$70,000
2	Construction Costs		
	Tony Battista Paving Tender	\$110,833.40	
	Contingency Allowance	\$9,166.60	
		<u>\$120,000</u>	<u>(\$120,000)</u>
3	Additional funds required		\$50,000



3. The purchase and sale agreement of the remaining two carparks or Carpark Nos. 183 and 187 was recently completed. It is now proposed to build these two carparks in the Spring of the year 2006.
4. A meeting was scheduled with Mopal Construction Limited to negotiate the incremental adjustment to Mopal's 1999 unit prices. Mopal has requested a 30% price adjustment for the seven year old unit prices or 4.3% for each of the seven years.

<b>Carpark No.</b>	<b>Municipal Address</b>	<b>Number of Stalls</b>	<b>1999 Tender Amount</b>	<b>2006 Adjusted Tender</b>
183	166 Woodbine Ave	22	\$95,886.48	\$124,652.45
187	116 Winner Circle	10	\$86,391.30	\$112,308.69
<b>Totals</b>		<b>32</b>	<b>\$182,277.78</b>	<b>\$236,961.14</b>
<b>Average cost per stall</b>			<b>\$5,696.18</b>	<b>\$7,405.04</b>

5. Mopal Construction Limited has previously worked for TPA and we were satisfied with their work. We find the request of 30% adjustment for seven (7) years to be fair and reasonable. We request that the above contract be awarded to Mopal Construction Limited.

**FINANCIAL BACKGROUND**

1	Funds available under Capital Budget		\$250,000
2	Construction Costs		
	Mopal Tender Carpark No. 183	\$124,652.45	
	Mopal Tender Carpark No. 187	<u>\$112,308.69</u>	
	Sub-Total	\$236,961.14	
	Contingency Allowance	<u>\$13,038.86</u>	
		\$250,000	<u>(\$250,000)</u>
3	Surplus or additional balance		\$0.00

AN/ae



### August 2005

In August 2005, 1,444 or 0.35% fewer vehicles parked in these facilities than in August 2004. There were 86 vehicle break-in occurrences in August 2005, 11 or 15% more than in August 2004 when there were 75 occurrences. This is attributable to the substantial increase in occurrences at Carpark 36–City Hall Garage and Carpark 150–Larch Street Garage (Chinatown). In response there were three arrests were made in Carpark 36 and one arrest made in Carpark 150 in August. There were six (6) arrests in the month of August.

The Year to Date summary indicates that 304 vehicle break-ins occurred up to the end of August 2005, 156 or 34% fewer occurrences than experienced up to August 2004 when there were 460. In August 2005 there were 0.90 break-ins per 10,000 vehicles parked in these facilities versus 1.33 per 10,000 in August 2004.

### September 2005

In September 2005, 1,197 or 0.28% fewer vehicles parked in these facilities than in September 2004. There were 53 vehicle break-in occurrences in September 2005, a increase of 26 occurrences or 96% when compared to September 2004 when there were 27 occurrences. This is the result of increased occurrences at Carparks 1 (Hayden Street Garage), 36 (City Hall Garage), 43 (St. Lawrence Garage) and 68 (Kensington Garage Chinatown). In response to this increase there were two arrests were made in Carpark 1 and one arrest was made in Carpark 150 Larch Street Garage in Chinatown. There were four (4) arrests in the month of September.

The Year to Date summary indicates that there were 357 vehicle break-ins that occurred up to September 2005, 27% or 130 occurrences fewer than experienced up to September 2004 when there were 487. In September 2005 there were 0.94 break-ins per 10,000 vehicles parked in these facilities versus 1.25 per 10,000 in September 2004.

### October 2005

In October 2005, 6,541 or 1.50% fewer vehicles parked in these facilities than in October 2004. There were 39 vehicle break-in occurrences in October 2005, an increase of 23 occurrences or 144% when compared to October 2004 when there were 16 occurrences. This is the result of increased occurrences at Carparks 68 - Kensington Garage and Carpark 150 - Larch Street Garage in Chinatown. In response to this increase one arrest was made in Carpark 163 – Dragon City Chinatown. There were four (4) arrests in the month of October.

The Year to Date summary indicates that there were 396 vehicle break-ins up to October 2005, 21% or 107 fewer occurrences than up to October 2004 when there were 503. . In October 2005 there were 0.94 break-ins per 10,000 vehicles parked in these facilities versus 1.16/10,000 in October 2004.

### **Third Quarter Summary**

In August, September and October 2005 statistics indicate that vehicle break-ins in our facilities have been significantly reduced over the past year. Year-to-date statistics show that there were 107or 21% fewer occurrences than for the same period in 2004; in 2005 there were 396 occurrences versus 503 in 2004.

The most significant changes have occurred at Carparks 1 – Hayden Street Garage and Carpark 36 – City Hall Garage where number of occurrences has increased by 62. Also, although the number of occurrences in the Chinatown garages, Carparks 68 – Kensington Garage, 150 – Larch Street Garage, and 163 – Dragon City Garage, is below 2004 levels there has been a significant increase in activity at these locations in the third quarter. There were a number of issues that have contributed to this however through more focused security

enforcement twenty-seven (27) arrests have been made at these facilities year-to-date accounting for 54% of the total arrests made in Toronto Parking Facilities this year. **There have been fifty (50) arrests to date in 2005.**



# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 5000-45  
FROM: Ian Maher DATE: November 24, 2005  
SUBJECT: **Parking for Scooters and Motorcycles in Off-Street Facilities**

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**MEETING DATE: November 29, 2005**

**RECOMMENDATION:**

**It is recommended that the Toronto Parking Authority advise the Works Committee that they will not be providing special parking privileges to motorcycles in its off-street parking facilities. Motorcycles will continue to be treated as other motorized vehicles.**

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**BACKGROUND:**

At its meeting of October 26, 27, 28 and 31, 2005, Toronto City Council adopted the report from the General Manager, Transportation Services, which included a clause that requested:

“that the Toronto Parking Authority submit a report to the Works Committee detailing how the TPA could designate a small area at all of their indoor and outdoor ‘Green P’ lots where motorcycles, as defined in the Highway Traffic Act, may park for free . . .”

City Council has exempted motorcycles from payment at on-street meters and pay and display machines.

**COMMENTS:**

The Toronto Parking Authority, since its inception in 1952, has always accommodated motorcycles in its facilities in the same manner and at the same rate as all other motorized vehicles. This process has been successfully employed without operational difficulties for 50 years. There would appear to be no operational requirement to change the practice.

In fact, a practice of exempting motorcycles from payment would introduce complexities into the TPA’s revenue control system which would increase costs and potentially create revenue shortfalls. Many of the Authority’s facilities with gates operate with no attendant-on-duty, and it is not easy to see how these could provide free parking for motorcycles.



Were the TPA to attempt to provide a specific area for parking motorcycles in its facilities, it would, in most cases, require the conversion of existing parking stalls to motorcycle stalls. This would reduce the operational efficiency of the facility as it would require the Authority to estimate the peak number of motorcycle spaces required, and to hold them available despite an unmet demand for car parking.

**CONCLUSION:**

The practices of the Authority with respect to motorcycle parking have been utilized without difficulties for 50 years. Implementing free parking would create operational problems with respect to revenue control, and could reduce the space efficiency of the lots. For this reason, it is recommended that the current practices be retained.

IM/ae

City Council meeting of October 26 to 28, 2005

## **Soccer stadium for Toronto**

Plans for a 20,000-seat soccer stadium at Exhibition Place won Council's support after hours of debate. Council's decision includes the commitment of about \$10 million in City funding to the project. The federal and Ontario governments have committed a total of \$35 million and private-sector partner Maple Leaf Sports and Entertainment has agreed to contribute \$18 million to the stadium's construction. The waterfront facility is expected to cost about \$63 million to build. The Canadian Soccer Association is also a key supporter of the project.

## **Tax relief for businesses**

Council approved a strategy designed to reduce the tax burden that has contributed to a trend of businesses choosing to locate in nearby municipalities that have lower business taxes than Toronto. The plan will gradually shift a fraction of the property tax load currently paid by businesses to the residential property class rate over a period of 15 years, starting in 2006. The goal is a tax ratio in which business taxes (commercial, industrial and multi-residential) will come down to 2.5 times the residential tax. The change will add about \$10 to the average household's annual tax bill. Council also took steps to attract commercial investment and promote the upkeep of heritage properties.

## **Child care spaces in Toronto**

Council endorsed the allocation of federal funding that will create about 6,000 additional child care spaces in Toronto over the next three years. The province is overseeing implementation of the national child care program through its Best Start initiative. The City will use its \$125 million in Best Start funding to build on Toronto's existing Child Care Service Plan.

## **Independent study of northern sewer plan**

Council took action to oppose plans for a major sewer line expansion supporting development in York Region north of Toronto – a sewer project that many observers contend will damage the watershed on which Toronto depends. City Council approved funding for an independent study of the "big pipe" project north of the city and will ask Ontario's environment minister to defer provincial approval of the 19<sup>th</sup> Avenue sewer (which would traverse the Oak Ridges Moraine and sensitive aquifers) in order to permit the consideration of alternatives. In addition, the City is asking for an assessment of potential impacts under the Canadian Environmental Assessment Act.

## **Affordable housing projects**

Council approved funding for two affordable housing projects, mostly involving money available to the City under the Canada-Ontario Affordable Housing Program. One project will involve Toronto Artscape's development of 26 live-work units in the Wychwood Green/Arts Barn initiative. The other project will involve the City's purchase of a downtown property at 110 Edward St. for the creation of what is expected to amount to about 300 units of affordable and mixed-use housing.

## **Election campaign finances**

Council decided to end the practice of giving Toronto municipal election candidates the option of offering tax rebates to corporations and unions that contribute money to the candidate's election campaign. As a condition of candidates' participation in the 2006 Election Contribution Rebate Program, any campaign financial surpluses must be given to the City of Toronto.

## **Survey of homeless population**

Council approved a plan to assess the needs of homeless people in Toronto. Staff, volunteers and community agencies will conduct this survey one night next spring.

## **Neighbourhood support strategy**

Council adopted a Strong Neighbourhoods Strategy that builds on the City's current efforts at community building (such as the Community Safety Plan established last year). The Strong Neighbourhoods Strategy, which involves co-ordinating resources and creating new partnerships, identifies 13 priority neighbourhoods for investment in their social and physical infrastructures. Specific financial resources for those investments will be determined during the City's 2006 budget process.

## **Motorcycle parking**

Operators of motorcycles will benefit from a decision to give them free parking on Toronto streets. Council agreed to amend City bylaws in order to exempt motorcycles from parking fees at on-street parking meters/machines. The rationale is that parking receipts tend to disappear from parked motorcycles, resulting in unwarranted parking fines. Council also wants the Toronto Parking Authority to consider designating areas for motorcycle parking at its parking lots.

## **Renewable energy in Toronto**

Energy consumption and air pollution were the focus as Council directed staff to create an action plan aimed at increasing the City's use of energy from renewable sources. Further, the City's "green-power" strategy will encourage all Torontonians to choose green power over fossil fuels whenever possible.

## **Response to Bellamy Report**

(This item deals with an action that Council took at its September 2005 meeting. The item was inadvertently left off the print version of Council Highlights for September, but was included in the online edition.)

Council decided to take a series of actions in response to receipt of Madam Justice Denise Bellamy's report on the Toronto Computer Leasing Inquiry and the Toronto External Contracts Inquiry. Among its actions, Council directed the City Manager, in consultation with the City's Integrity Commissioner and Auditor General, to consult with all members of Council in a review of, and response to, the report's recommendations. Council also referred the report to the police for investigation and to the Canada Customs and Revenue Agency for review of certain issues. Council also directed the Integrity Commissioner, the City Clerk and the City Solicitor to take specific actions with respect to Justice Bellamy's findings.

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## **Volume 8 Issue 7**

*Council Highlights*, a summary of selected decisions that were made by City Council, is produced by Corporate Communications for readers' convenience. The official documentation of decisions, and related reports, are on the City's Web site at [www.toronto.ca](http://www.toronto.ca) ("Accessing City Hall" portal)

Address for e-mail inquiries about Council business: [clerk@toronto.ca](mailto:clerk@toronto.ca)

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Council Highlights online: [http://www.toronto.ca/council\\_highlights](http://www.toronto.ca/council_highlights)



# BOARD MEMORANDUM

TO: Board of Directors FILE NO:  
FROM: Teresa Toigo DATE: November 24, 2005  
SUBJECT: SUGGESTED BOARD MEETING DATES FOR CALENDAR YEAR 2006

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**MEETING DATE: Tuesday, November 29, 2005**

**RECOMMENDATION:**

**It is recommended that the Toronto Parking Authority Board approve the suggested TPA Board meeting schedule for calendar year 2006.**

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Below is a list of suggested Board meeting dates for calendar year 2006 taking into consideration vacations, Council, Committees and other meetings. All Board meetings would again be held at City Hall beginning at 4:00 p.m. except for the meeting on January 11<sup>th</sup> to accommodate the Board's annual luncheon to follow:

Wednesday, January 11, 10:30 a.m. (Annual Board luncheon to follow)  
Wednesday, February 15  
Tuesday, March 21  
Tuesday, April 18  
Wednesday, May 10  
Tuesday, June 20  
Tuesday, July 18  
Tuesday, Sept 5  
Tuesday, October 3  
Tuesday, November 7  
Tuesday, December 12

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File: d:\files\Board\Board\recc\2006 meeting dates