



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, **Committee Room #3, 2nd Floor at 10:30 AM on Wednesday, February 4, 2004.**

AGENDA

- A. Declarations of Conflict of Interest.
 - B. Confirmation of the minutes of the January 13, 2004 meeting.
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1.0 **FINANCE**

- 1.1 List of Cheques issued, for information only, and shown as Annex A. to this February 4, 2004 Agenda (vouchers 18136-18383).
- 1.2 Staff memorandum dated January 29, 2004, for information only, regarding the 2003 on-street revenue.
- 1.3 Staff memorandum dated January 15, 2004 recommending that the contract for the demolition of the residential house at 567 Duplex Avenue and the expansion of Carpark No. 39 be awarded to Mopal Construction Ltd. for a sum total amount of \$120,000 plus GST.

4.0 **PARKING OPERATIONS – ON-STREET**

- 4.1 Staff memorandum dated January 27, 2004 recommending approval of the installation of pay and display parking control equipment at the following locations subject to the approval of the Council of the City of Toronto:
 - 1) Mill Street, both sides, Parliament Street to Cherry Street;
 - 2) Trinity Street, east side, Mill Street to Front Street East;
 - 3) Cherry Street, west side, Eastern Avenue to CNR Overpass;
 - 4) Cherry Street, east side, CNR Overpass to Mill Street;
 - 5) Atlantic Avenue, east side, south limit of Atlantic Avenue to Liberty Street; and,
 - 6) Liberty Street, south side, Atlantic Avenue to Hanna Avenue.

5.0 **OTHER BUSINESS**

5.1 Staff memorandum dated January 21, 2004 recommending approval of a \$50,000.00 sponsorship donation in support of the City of Toronto's Tree Advocacy Planting Program for calendar year 2004.

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

- 1) "In East End, the Lion Bests the Elephant" (National Post, January 15, 2004);
- 2) "Atwood, Jacobs Sound Battle Cry Over Yorkville Condo Tower" (National Post, January 15, 2004); and,
- 3) "Yorkville Fans Brave Weather to Fight Tower" (Toronto Star, January 15, 2004).



BOARD MEMORANDUM

TO: Board of Directors FILE NO: 2130-00
FROM: Maurice J. Anderson DATE: January 21, 2004
SUBJECT: CITY OF TORONTO TREE ADVOCACY PLANTING PROGRAM (TAPP)

MEETING DATE: February 4, 2004

RECOMMENDATION:

That the Toronto Parking Authority contribute \$50,000 once again this year to the City of Toronto's Tree Advocacy Planting Program.

BACKGROUND:

Attached is a copy of a letter received from Deputy Mayor Joe Pantalone requesting the Toronto Parking Authority's participation once again in the City of Toronto's Tree Advocacy Planting Program. We have been a supporter and contributor of this program for the past three years. There are three sites which are signed with the TPA's logo. One at the Six-Points in the west end, a second at Dundas and Royal York in the west end and the third which was last year's sponsorship at York Mills and Yonge Street. I am not sure if the signage has been posted yet at the York Mills and Yonge site.

In the past the Board asked me to speak to the then Councillor Pantalone to ascertain if a tree planting initiative on our lots could not be accommodated within their program rather than choosing a site from various sites listed throughout the city. The comment that I received was that the Toronto Parking Authority should have a landscaping program for its own carparks in any event. This is a city program and should be considered totally separate from anything that we would or should do.

Sponsoring programs such as this can do no harm to the Parking Authority. Since the Parking Authority has contributed over the last three years and have set aside approximately \$100,000 for these types of sponsorships in our budget, I recommend that we once again support this program in calendar year 2004.

MJA:tt
Attach.

File: dfiles\2004\January\Pantalone(rec)\sponsorship2004



BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 3500-10
FROM: Gwyn Thomas DATE: January 27, 2004
SUBJECT: **Proposed Parking Control Equipment Installation Locations**

MEETING DATE: Wednesday, February 4, 2004

RECOMMENDATION:

It is recommended that:

1. The Board approves the installation of pay and display parking control equipment at the following locations subject to the approval of the Council of the City of Toronto:
 - 1) Mill Street, Both Sides, Parliament Street to Cherry Street;
 - 2) Trinity Street, East Side, Mill Street to Front Street East;
 - 3) Cherry Street, West Side, Eastern Avenue to CNR Overpass;
 - 4) Cherry Street, East Side, CNR Overpass to Mill Street;
 - 5) Atlantic Avenue, East Side, South Limit of Atlantic Avenue to Liberty Street;
 - 6) Liberty Street, South Side, Atlantic Avenue to Hanna Avenue
 2. Subject to the Board's approval of the foregoing recommendation, a copy of this memorandum, the Board Minute, and all pertinent background information be forwarded to the City of Toronto, Works and Emergency Services Department, Transportation Services Division for a technical review and the preparation of the necessary report(s) and legislation to authorize the installation of parking control equipment at these locations.
 3. The Board authorizes the City of Toronto Works and Emergency Services Department, in its report to Council, to identify and request funding for these initiatives over and above the 2004 Capital Budget allocation in the amount of \$255,000. Funds are available in Toronto Parking Authority capital reserves. This will ensure that the equipment is available to allow these proposals to proceed immediately following approval.
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BACKGROUND:

The recommendations herein arise from the ongoing evaluation of the effectiveness of the on-street parking program in the city of Toronto. Staff has reviewed the parking practices at these locations with respect to parking demand, occupancy and duration and has concluded that the installation of parking control equipment would more effectively manage the parking supply at these sites.

Parking demand at these locations is very high however compliance with the regulatory short-term limits currently in place is poor. Consequently, the rate of turnover is low and longer stay parking is more prevalent. This is primarily due to the ineffectiveness of the current regulations and the fact that these locations are either the last in the area where parking is uncontrolled or that has proximity to emerging commercial districts. The installation of parking equipment will improve the level of control, raise the parking turnover rate increasing the availability of short stay parking and, it will provide a more consistent level of parking management in these business districts.

Mill Street, Trinity Street and Cherry Street are located in the Gooderham and Worts Distillery District, an area in transition from predominantly industrial use to commercial/residential applications. These locations were forwarded to the Ward Councillor Pam McConnell for comment on December 12, 2003. At this time staff was informed that Councillor McConnell was working with residents in the area to find a solution to the issue of excessive long term parking on these local streets. On Thursday, January 22, 2004 staff attended a public meeting with Councillor McConnell, Toronto Transportation staff and area residents to discuss the introduction of pay and display machines as a resolution to the long term parking issue. The consensus was that pay and display machines would be an effective parking management tool to mitigate the parking concerns of the residents. Councillor McConnell supports the introduction of pay and display machines on these roadways and has requested that staff seek Board approval for this initiative and for the necessary funding to purchase the required equipment.

Atlantic Avenue and Liberty Street are located in Liberty Village, another area that is in transition from industrial to more commercial/institutional uses. Initially Authority staff met on site with Ms. Lynn Clay, Executive Director of the Liberty Village BIA, to discuss these initiatives and to generally examine the parking arrangements in the area. It was concluded that parking at these proposed locations should be controlled since they are essentially an infilling, or extension in the use of parking control equipment within the catchment area of the local business district where parking is currently regulated for short-term use. Ward Councillor Sylvia Watson has also been consulted on these initiatives.

Maps of these locations are attachments.

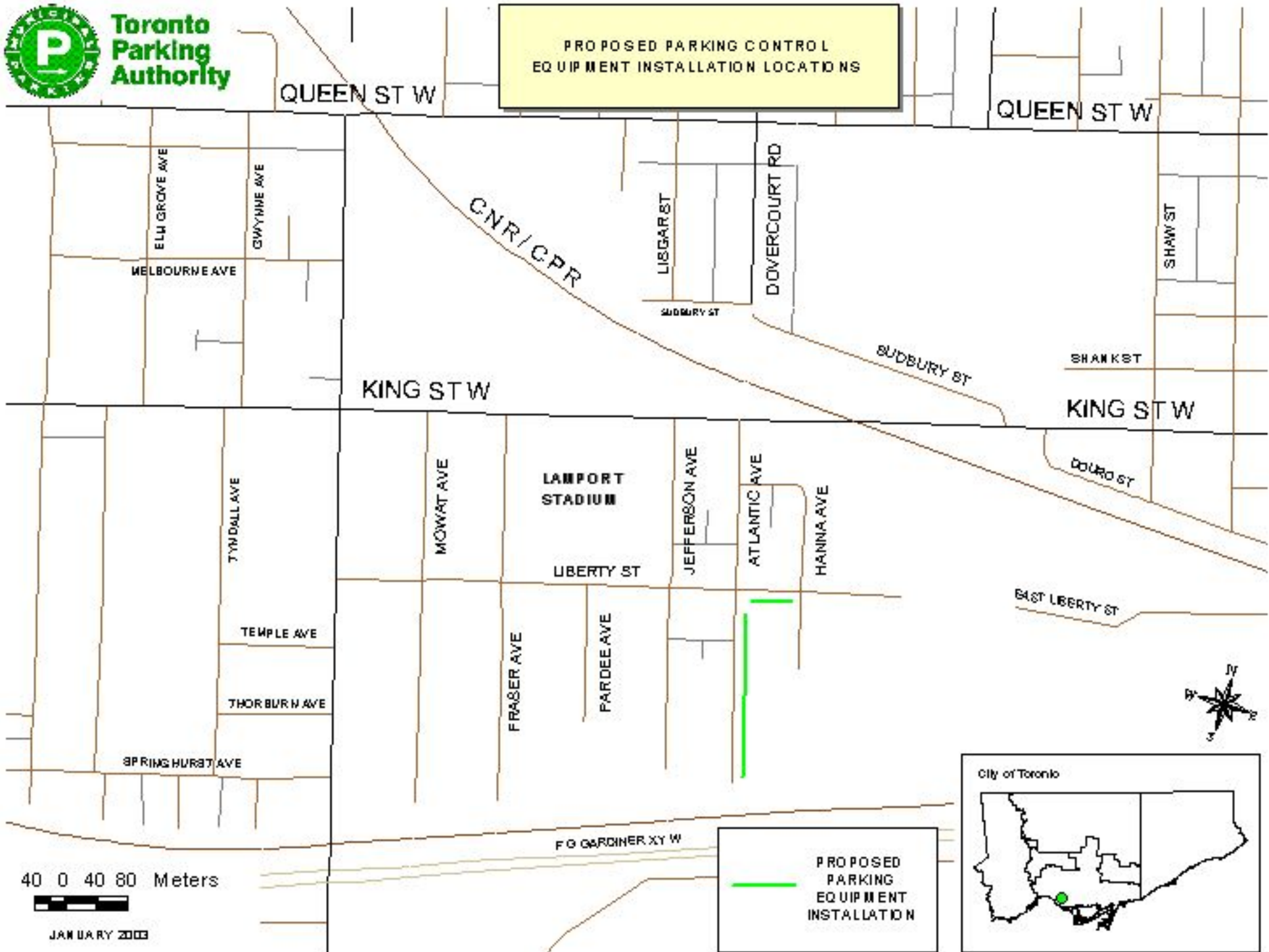
SUMMARY

Each location recommended herein is in an area where available parking is currently at a premium and where additional controls have been identified as a resolution to existing parking concerns. Expanding the current inventory into these locations is vital to developing a more balanced and consistent level of parking management throughout the business communities in the city of Toronto.



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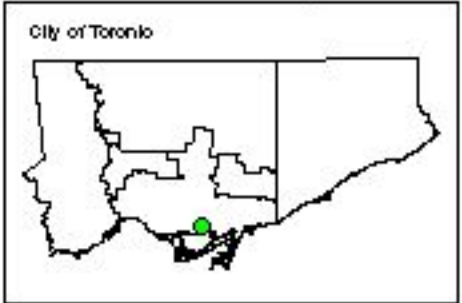
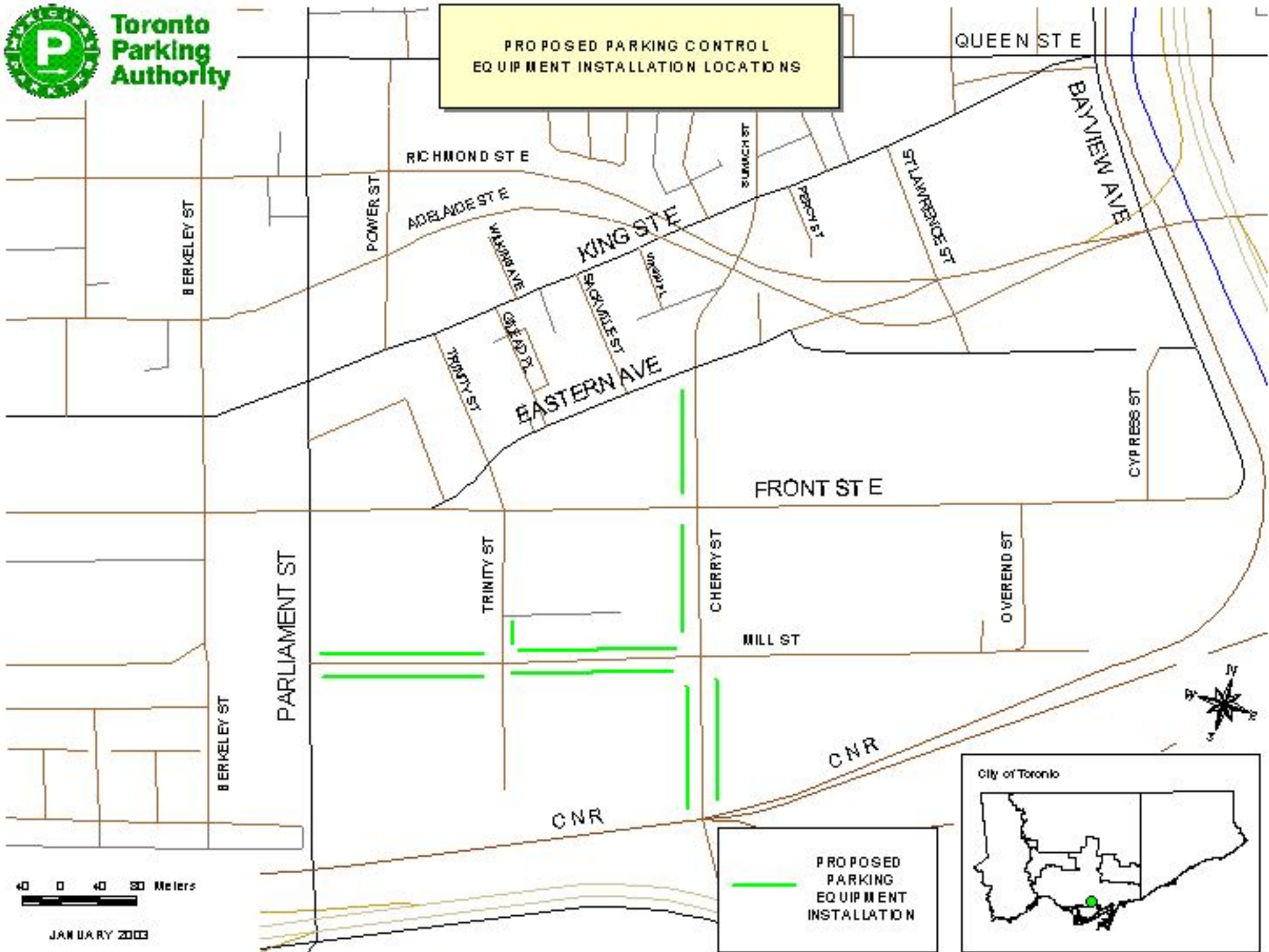
PROPOSED PARKING CONTROL
EQUIPMENT INSTALLATION LOCATIONS





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PROPOSED PARKING CONTROL
EQUIPMENT INSTALLATION LOCATIONS



PROPOSED
PARKING
EQUIPMENT
INSTALLATION

0 40 80 Meters

JANUARY 2003



BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 5039-00
FROM: Amir Nathoo DATE: January 15, 2004
SUBJECT: DEMOLITION OF 567 DUPLEX AVENUE
EXPANSION OF CARPARK NO. 39
AWARD OF CONTRACT

MEETING DATE: February 4, 2004

RECOMMENDATION:

To award the contract for the demolition of 567 Duplex Avenue residential house and the expansion of Carpark No. 39 to Mopal Construction Ltd. for the amount of \$110,434 plus a contingency amount of \$9,566 being a sum total amount of \$120,000 plus cost.

BACKGROUND:

- 1A. Carpark No. 39 is located at 565 Duplex Ave. and currently provides 163 parking spaces. The demolition of 567 Duplex Avenue residential house will provide approximately eight additional spaces.
- 2A. This residential property was previously rented and has been vacant for over a year.
- 3A. Twelve general contractors were invited of which five (5) submitted their bids. Bids received are listed below in the ascending order without the GST.

.1	Mopal Construction Ltd. (MCL)	\$110,434.00
.2	Tony Batista Paving (TBP)	\$114,056.50
.3	Loc-Pave Construction (LPC)	\$116,100.00
.4	Gazzola Paving Ltd. (GPL)	\$126,805.43
.5	Langstaff Restoration Ltd. (LRL)	\$227,400.00

- 4A. We have prepared the attached Bid Comparison sheet to facilitate our review. With reference to the Bid Comparison sheet, please note the following comments and observations:
 - .1 Assuming MCL's lowest tender to be 100%, the next bidder TBP's tender is 3.28% higher or a difference of \$3,622.50.
 - .2 The highest bidder LRL's tender is 105.91% higher when compared to the lowest bidder. It would seem LRL is very busy and is not interested in this project and probably the reason for bidding so high.

.3 Generally all the other tenders are very close and in fact very competitive.

5A. MCL's prices are reasonable and has previously worked for TPA. MCL is also currently working on Carpark 216 on McCaul Street. We find no reason as to why the project should not be awarded to Mopal Construction Ltd.

A. FINANCIAL BACKGROUND

1B.	Funds available under capital budget		0.00
2B.	Construction costs		
	.1 MCL's tender	\$110,434	
	.2 Contingency Allowance	<u>\$ 9,566</u>	
		\$120,000	<u>(120,000)</u>
3B.	Funds required		\$120,000

budget estimate. The shortfall experienced in December is a clear reflection of the comparatively weak economic activity experienced in the city of Toronto during the month of December 2003 and to some degree a result of a somewhat aggressive budget estimate.

SUMMARY

In 2003, based on actual revenue of \$31, 869,541, the actual average collection day revenue is \$126,466; the actual average monthly revenue is \$2,655,795. The reported revenue shortfall in 2003 of \$432,613 represents a 1.3% variance from 2003 budget estimates. In view of the events of 2003 and their impact on the local economy the on-street program performed as anticipated.

Since September 1998 when the Toronto Parking Authority assumed responsibility for on-street parking the program has generated \$122,882,816.91 gross revenue. Although further analysis indicates that during this period a budget shortfall of \$2,751,734 was experienced, it should be noted that in 1999, the transition year for the program when changing technologies, rate structures and operating hours had a profound effect on the predictability of the revenue stream, the program experienced a budget shortfall of \$2,934,692. Since 2000 the on-street program has exceeded budget by \$182,958.