



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 PM on Tuesday, March 23, 2004.**

### AGENDA

- A. Declarations of Conflict of Interest.
- B. Confirmation of the minutes of the February 23, 2004 meeting.
- C. Mr. Nick Lordache will be in attendance at 4:10 p.m. to receive congratulations from the Board on the occasion of his retirement after 20 years of service.

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#### 1.0 FINANCE

- 1.1 List of Cheques issued, for information only, and shown as Annex A. to this March 23, 2004 Agenda (vouchers 18784-19158).
- 1.2 Staff memorandum dated March 3, 2004, for information only, regarding an invoice. **Details to be discussed in-camera.**
- 1.3 Staff memorandum dated March 3, 2004 recommending that:
  - (a) the contract for the Landscape Planting and Maintenance Program for years 2004, 2005 and 2006 for the Tender No. 1 be awarded to Salivan Landscape Ltd. for a sum total amount of \$295,168.94 plus GST. For the year 2004, the contract amount will be \$117,104.90 plus GST; and,
  - (b) The contract for the Landscape Planting and Maintenance Program for years 2004, 2005 and 2006 for the Tender No. 2 be awarded to West Central Groundskeeping Inc. o/a Clintar Groundskeeping Services for a sum total amount of \$191,685.18 plus GST. For the year 2004, the contract amount will be \$84,665.63 plus GST.

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1.4 Staff memorandum dated March 16, 2004, for information only, regarding the on-street revenue results for January and February 2004.

2.0 **PARKING OPERATIONS – OFF-STREET**

2.1 Staff memorandum dated March 19, 2004, for information only, entitled “Security Report, Vehicle Break-in Summary – Off-street Facilities”.

2.2 Staff memorandum dated March 15, 2004, recommending changes to the rates charged at various off-street facilities.

2.3 Staff memorandum dated March 19, 2004, for information only, regarding the temporary closure of Municipal Carpark 179 (Gerrard Street East and Broadview Avenue).

3.0 **DEVELOPMENT**

3.1 Staff memorandum dated March 19, 2004 regarding the acquisition of a property for municipal parking purposes. **Details to be discussed in-camera.**

4.0 **PARKING OPERATIONS – ON-STREET**

4.1 Staff memorandum dated March 18, 2004 recommending an adjustment to on-street rates and hours of operation in the Central Area.

4.2 Staff memorandum dated March 19, 2004, for information only, regarding the St. Clair Avenue West Transit Improvements Environmental Study.

5.0 **OTHER BUSINESS**

5.1 Staff memorandum dated March 12, 2004 recommending approval of final revisions to the Toronto Parking Authority Policy Resolution Manual reviewed by the Policy Review Committee of the Board.

- 5.2 Copies of the following articles recently appearing in local newspapers:
- 1) "Is Green "P" Parking too powerful for neighbourhoods" (Village Post, March 2004);
  - 2) "Uninspiring Condo Won't Improve with Age" (Toronto Star, March 6, 2004);
  - 3) "Councillor Targets Yard Parking" (Toronto Star, March 2, 2004);
  - 4) "Rae of Hope" (Toronto Star, February 28, 2004);
  - 5) "Yorkville Squares Off Over Condo" (Toronto Star, February 24, 2004);
  - 6) "Condo Parking Deal Queried" (Toronto Star, February 26, 2004);  
and,
  - 7) "Powerful Coalition Fights Yorkville Condo" (Toronto Star, February 15, 2004).

5.3 Copy of letter dated March 16, 2004 from Shirley Hoy, CAO of the City of Toronto, regarding the Toronto Parking Authority contribution of surplus funds.



# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 7025-26  
FROM: Amir Nathoo DATE: March 3, 2004  
SUBJECT: LANDSCAPE PLANTING AND MAINTENANCE PROGRAM  
FOR YEARS 2004, 2005 AND 2006  
AWARD OF TENDER No. 1 – Salivan Landscape Ltd.  
AWARD OF TENDER No. 2 – Clintar Groundskeeping Services

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MEETING DATE:

RECOMMENDATION:

1. To award the Contract for the Landscape Planting and Maintenance Program for years 2004, 2005 and 2006 for the Tender No. 1 to Salivan Landscape Ltd. for the amount of \$268,335.40 plus Contingency Allowance amount of \$26,833.54 being the sum total amount of \$295,168.94 plus GST. For the year 2004, the contract amount will be \$106,459.00 plus a Contingency Allowance of \$10,645.90 being a sum total amount of \$117,104.90 plus GST.
  2. To award the Contract for the Landscape Planting and Maintenance Program for years 2004, 2005 and 2006 for the Tender No. 2 to West Central Groundskeeping Inc. o/a Clintar Groundskeeping Services for the amount of \$174,259.25 plus a Contingency Allowance amount of \$17,425.93 being the sum total amount of \$191,685.18 plus GST. For the year 2004 the contract amount will be \$76,968.75 plus a Contingency Allowance of \$7,696.88 being a sum total amount of \$84,665.63 plus GST.
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A. BACKGROUND:

- 1A. The Landscape Planting and Maintenance Program work has been divided into two projects or two Tenders. Tender No. 1 consists of 37 carpark and parking garages. Similarly, Tender No. 2 consists of 36 carpark and garages. The division was necessary to reduce the scope of work to a manageable level by individual companies and hopefully avoid complaints and receive better service.
- 2A. Unlike previous year contracts, provisions have been included in the contract that, in the event TPA is not satisfied with the planting materials and or services provided, TPA may terminate the contract at the end of that particular year. Provisions were also included to ensure only one Tender could be awarded to one company.

- 3A. Four landscape contractors were invited to submit their tenders. Tenders received are listed below in ascending order without the GST.

	<b>CONTRACTORS</b>	<b>TENDER No. 1</b>	<b>TENDER No. 2</b>
.1	Salivan Landscape Ltd.	\$268,335.40	
.2	Clintar Groundskeeping Services		\$174,259.25
.3	Land Price Group In.c	\$626,342.00	\$618,094.00

- 4A. The tenderers were also required to submit the breakdown of tender amount for each year of the work. The details for each year under each tender is shown below under Table Nos. 1 and 2. Table No. 3 provides the details of the two low bidders for Tender Nos. 1 and 2, and includes a ten (10%) percent contingency allowance to provide a total amount required under each year.

**TABLE 1**

<b>Tender No. 1</b>					
<b>No.</b>	<b>Contractors</b>	<b>Year 2004</b>	<b>Year 2005</b>	<b>Year 2006</b>	<b>Total Tender</b>
1	Salivan Landscape Ltd.	\$106,459.00	\$79,742.53	\$82,133.87	\$268,335.40
2	Land Pride Group	\$257,946.00	\$206,120.00	206,120.00	\$626,342.00

**TABLE 2**

<b>Tender No. 2</b>					
<b>No.</b>	<b>Contractors</b>	<b>Year 2004</b>	<b>Year 2005</b>	<b>Year 2006</b>	<b>Total Tender</b>
1	Clintar Groundskeeping	\$76,968.75	\$48,645.25	\$48,645.25	\$174,259.25
2	Land Pride Group	\$256,290.00	\$202,535.00	\$202,535.00	\$618,094.00

**TABLE 3**

<b>Tender Nos. 1 and 2 Low Bidders</b>					
<b>No.</b>	<b>Contractors</b>	<b>Year 2004</b>	<b>Year 2005</b>	<b>Year 2006</b>	<b>Comment</b>
1	Salivan Landscape Ltd.	\$106,459.00	\$79,742.53	\$82,133.87	Tender #1
2	Clintar Groundskeeping	\$76,968.75	\$48,645.25	\$48,645.25	Tender #2
	<b>Sub-Total</b>	\$183,427.75	\$128,387.78	\$130,779.12	
3	10% Contingency Allowance	\$18,342.78	\$12,838.78	\$13,077.91	
4	<b>TOTAL EACH YEAR</b>	\$201,770.53	\$141,226.56	\$143,857.03	

- 5A. We have prepared the Bid Comparison sheet to facilitate the review. With reference to the Bid Comparison sheet, please note the following observations and comments:

- .1 Salivan submitted one tender for Tender No. 1 and did not submit the bid for the Tender No. 2. In their letter, Salivan has explained that no one company would be awarded both tenders and as their Head Office and the yard are located in the east end, they claim to offer their best

price on the Tender No. 1. Clintar similarly bid one tender or Tender No. 2 and did not bid the first Tender No. 1. Clintar did not provide any explanation for not bidding the first Tender No. 1. Land Pride Group has submitted tenders for both Tender Nos. 1 and 2.

- .2 Salivan is the low bidder for Tender No. 1 and Clintar is the low bidder for Tender No. 2.
- .3 Land Pride Group's tender amounts are very high compared to the low bidders. It would seem Land Pride has either over estimated the scope of work required or is not interested in the projects.
- .4 Salivan, in their tender, has also voluntarily indicated the following cost of water truck used in watering the plants.

**TABLE 4**

Year	Water Truck Cost	Watering Cost per Carpark
2004	\$38,100.00	\$1,029.73
2005	\$39,052.50	\$1,055.47
2006	\$40,224.07	\$1,087.14
Total Water Truck Cost	\$117,376.57	\$3,172.34

- .5 Under **Salivan's tender amount**, when deducting the water truck cost, provides the following interesting details under Table No. 5 below.

**TABLE 5**

No.	Years	Water Truck Cost	Labour Material	Total Amount
1	2004	\$38,100.00	\$68,359.00	\$106,459.00
2	2005	\$39,052.50	\$40,690.03	\$79,742.53
3	2006	\$40,224.07	\$41,909.80	\$82,133.87
TOTALS		\$117,376.57	\$150,958.83	\$268,335.40
Percentage		43.75%	56.25%	100%

It would therefore seem from the above Table No. 5 that approximately 44% of the total cost is associated with watering the plants and the trees during the season.

- .6 With reference to Table 3, it is evident that there is a small difference between the amounts under years 2005 and 2006. However, the big amount difference between years 2004 and 2005 is due to the requirement of planting trees at various carparks under 2004 year.
- 6A. Salivan, has in the past, provided excellent landscape and maintenance services to TPA. Clintar has also worked for TPA in the past, and we were satisfied with their services.
- 7A. We are recommending that the **Tender No. 1 be awarded to Salivan Landscape Ltd.** and that **Tender No. 2 be awarded to Clintar Groundskeeping Services.** Both these companies are reputable and have, in the past, provided excellent services.

- 8A. During the past six years, two contracts of three-year duration each were awarded to Hank Deneen Landscape and Parente Landscaping Inc. (PLI) respectively. Numerous complaints were received besides the poor service for both contracts. In fact, last year one month's payment was denied to PLI due to very poor landscaping service.

**This year we have included numerous changes to the Contract to alleviate previous problems.** Changes include:

1. Only larger landscaping companies were invited. Smaller companies were cheaper due to lower overhead, but could not provide good quality service due to manpower problems, etc. Secondly, rather than a single contract, there were two tenders this time to ensure the scope was easily manageable.
2. The provision of watering the plants not less than three (3) times per week is included. Again, we found most of the time the contractors were relying on rain to fall and, hence, a constant excuse problem.
3. The contract duration was also extended by one month to start beginning of April to October to ensure the flowerbeds are prepared early. Last year, during the month of June and July, the Contractor was still clearing and preparing the flowerbeds.
4. The size and the number of plants and trees, including chemical treatment frequency, has also been stipulated in the contract, to avoid unnecessary arguments.

**C. FINANCIAL BACKGROUND 2004**

The approved amount under the 2004 maintenance budget is not sufficient. The intent will, therefore, be to postpone other project(s) scheduled for this year to next year, to ensure the overall approved amount is not exceeded.

1C	Funds available under 2004 Maintenance Budget		\$58,644.56
2C	Landscape Tenders for Year 2004		
	a) Tender No. 1		
	Salinas Landscape	\$106,459.00	
	Contingency Allowance	\$10,645.90	
	Sub-total	\$117,104.90	(\$117,104.90)
	b) Tender No. 2		
	Clintar Groundskeeping	\$76,968.75	
	Contingency Allowance	\$7,696.88	
	Sub-total	\$84,665.63	(\$84,665.63)
3C	<b>Additional Funds Required</b>		<b>\$143,125.97</b>

During the Year 2004, the average cost per carpark/garage for Landscape and Maintenance work is \$1,960.63 per year (\$143,125.97/(37+36)).

**D. FINANCIAL BACKGROUND FOR YEARS 2004, 2005, 2006**

1D	Tender No. 1 Salivan Landscape	\$268,335.40
	Contingency Allowance	\$26,833.54
	Sub-total	\$295,168.94
2D	Tender No. 2 Clintar Landscape	\$174,259.25
	Contingency Allowance	\$17,425.93
	Sub-total	\$191,685.18
3D	<b>Total Amount for Tender No. 1 and Tender No. 2</b>	<b>\$486,854.12</b>

AN/ae







# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 5000-200  
FROM: Gwyn Thomas DATE: March 19, 2004  
SUBJECT: SECURITY REPORT, VEHICLE  
BREAK-IN SUMMARY – OFF-STREET FACILITIES

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**MEETING DATE: Tuesday, March 23, 2004**

**RECOMMENDATION:**

**It is recommended that this memorandum be received for information purposes.**

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**BACKGROUND:**

Attached is a copy of the Monthly/Year-to-Date summary of vehicle break-ins for Toronto Parking Authority off-street parking facilities for the months of October, November and December 2003. The following summarizes those monthly reports:

**October 2003**

In October 2003 there were 42 vehicle break-in occurrences, 2 more than in October 2002 when there were 44 occurrences. The Year to Date summary indicates that there are 3 fewer occurrences up to October 2003 (921) than up to October 2002 (924). This is an improvement in the 6%, 9%, and 2% variances seen in June, July and August 2003. It clearly indicates that the impact of the significant increase experienced in March 2003 where occurrences rose from 68 in February to 184 in March, an increase of 170%, has now been offset by the overall reduction in occurrences in 2003. There were 372 operating days in October 2003, 340 or 91 % of which were break-in free.

**November 2003**

In November 2003 there were 32 vehicle break-in occurrences, a reduction of 33 occurrences or 51% when compared to November 2002 when there were 65 occurrences. The Year to Date summary indicates that the number of vehicle break-ins up to November 2003 (953) is now 4% or 36 occurrences lower than up to November 2002 (989). This statistic further illustrates the overall reduction in occurrences being experienced in 2003. There were 360 operating days in November 2003, 330 or 92 % of which were break-in free.

**December 2003**

In December 2003 there were 28 vehicle break-in occurrences, a reduction of 56 occurrences or 67% when compared to December 2002 when there were 84 occurrences. The Year to Date summary indicates that the number of vehicle break-ins up to December 2003 (981) is now 9%

or 92 fewer occurrences than up to December 2002 (1073). There were 372 operating days in December 2003, 347 or 93 % of which were break-in free.

### Summary

The Toronto Parking Authority has an excellent record with respect to crime prevention at our facilities. Monthly statistics indicate that in the last quarter of 2003 there were 46 fewer occurrences than for the same period in 2002; in 2003 there were 104 occurrences versus 191 in 2002.

Year-to-Date statistics clearly indicate that criminal activity in our facilities has been stabilized and reduced by 9% in 2003 in comparison to 2002. There was a total of 4380 operating days in 2003 of which 3704 days, or 85%, has been break-in free. In 2003, we have experienced an average of 0.21 break-ins per 1000 vehicles parked.

A total of 13 arrests were made in 2003, 7 of those in the last quarter.



# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 4085-30  
FROM: Ian Maher DATE: March 15, 2004  
SUBJECT: REVIEW OF RATES – MAJOR OFF-STREET FACILITIES – MARCH 2004

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MEETING DATE: March 23, 2004

RECOMMENDATION:

It is recommended that the Toronto Parking Authority approve the following rate changes effective May 3, 2004, at its major off-street facilities.

1. Raise half-hour rate from \$1.50 to \$1.75, all day rate from \$13.00 to \$14.00 and night maximum rate from \$5.00 to \$6.00 at the Dundas Square garage – Carpark 34;
2. Raise the Monday to Saturday all day rate from \$13.00 to \$15.00 at Carpark 215 – 86 – 100 Yorkville Avenue;
3. Increase the event rate from \$20.00 to \$25.00 at Carpark 32 – 45 Bay Street (effective April 5, 2004);
4. Increase the day maximum rate from \$8.00 to \$8.50 at Carpark 125, 323 Richmond Street East;
5. Increase the half-hour rate from \$0.50 to \$0.75 at Carpark Nos. 500, 501, 502, 503 and 504 – the Kingsway lots;
6. Increase the monthly rates in accordance with the schedule below effective June 1, 2004; and

Carpark	Description	Current Rate	Proposed Rate
52	University Garage	260	270
26	Queen Victoria Garage	230	240
404	Beecroft Garage	130	140
1	Charles / Hayden Garage	170	180
58	Bloor / Bedford Garage	165	175
34	Dundas Square Garage	210	220
32	Bay / Lakeshore	170	180
29	Holly / Dunfield Garage	140	145
125	Richmond / Sherbourne Garage	125	135
78	Danforth / Broadview	85	90

7. Ensure an appropriate notice be provided to our customers and the affected Ward Councillors.
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**BACKGROUND:**

The attached report entitled "Review of Rates at Major Off-Street Carparks – March 2004" sets out the background and justifications for the proposed changes to the rates at the Authority's major off-street facilities.

Rates at the attended and pay-on-foot carparks were last reviewed and changed in April of 2003. The rates at the major unattended facilities (over \$200,000 annual revenue) were last reviewed in July of 2003.

Very few rate changes are being recommended as the carparks are generally functioning well and there is no significant change expected in the operating environment over the next six months.

Only two changes are being recommended to the basic half-hour rate:

- Carpark 34 due to high usage levels; and
- Kingsway Carparks (#500, 501, 502, 503 and 504) to align these facilities with basic rate structure at comparable Authority lots.

The rate changes recommended herein will generate about \$550,000 in additional revenue on an annual basis. Given the proposed timing, this translates to about \$350,000 in calendar year 2004.

The recommended rate changes were considered and approved by the Board's Rate Sub-Committee at their meeting of Monday, March 8, 2004.

IM/ae



# BOARD MEMORANDUM

TO: Board of Directors FILE NO: 2000-01  
FROM: Maurice J. Anderson DATE: March 12, 2004  
SUBJECT: TORONTO PARKING AUTHORITY POLICY RESOLUTIONS

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**MEETING DATE: Tuesday, March 23, 2004**

**RECOMMENDATION:**

**That the Board approve the most recent revisions to the Toronto Parking Authority Policy Resolution Manual as recommended by the Policy Review Committee of the Board**

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We have now completed our review of the Policy Resolutions. All of the changes recommended by various Directors and by the Board have been made. The attached blue sheets represent the last of the policies requiring amendments and changes. If the Board approves the attached revisions, we will put together a Policy Resolution Manual in its final and complete form and distribute one to each member of the Board.

MJA:tt  
Attach.

File: d:\files\2004\March\Board\rec\policymanual



# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 5179-00  
FROM: Gwyn Thomas DATE: March 19, 2004  
SUBJECT: TEMPORARY CLOSURE:  
CARPARK 179 – GERRARD STREET EAST/BROADVIEW AVENUE

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**MEETING DATE: Tuesday, March 23, 2004**

**RECOMMENDATION:**

**It is recommended that this memorandum be received for information purposes.**

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**BACKGROUND:**

Carpark 179 is located on the south side Gerrard Street East between Broadview Avenue and Boulton Avenue. The City of Toronto Works and Emergency Services Department and the Toronto Transit Commission are preparing to undertake Toronto Transit Commission streetcar track rehabilitation/reconstruction on Gerrard Street East between Broadview Avenue and Jones Avenue. The contract is scheduled to commence on May 17, 2004 and be completed by July 9, 2004. It is expected that the contractor will begin working at Jones Avenue and work westerly to Broadview Avenue. A map of the area is attached.

The planning and scheduling of the project is such that vehicular traffic flow on Gerrard Street East will be limited to one lane of traffic westbound. As a result access to Carpark 179 cannot be accommodated across the excavated work area therefore sometime towards the end of the contract, in late June or early July, Carpark 179 will be closed for approximately two weeks. Where possible the businesses on the south side of Gerrard Street East in the area of the carpark will be given access to property from the public lane located at the rear of the businesses in this block. It is not possible to provide access to the carpark from this public lane behind due to the cinder block wall/wood fence on the south side of the property.

Toronto Parking Authority staff are involved in the preconstruction planning for this work. Once the scheduling has been finalized staff will prepare the appropriate advance notification to the local business community and signs will be erected on the facility ahead of schedule to inform our customers of the closure.

The anticipated lost revenue for this facility is in the order of \$190 per diem. Should this work require the closure for the entire two weeks the lost revenue will be in the order of \$2,660.



# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 3000-00  
FROM: Ian Maher DATE: March 18, 2004  
SUBJECT: Adjustment to On-Street Rates and Hours of Operation – Central Area

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MEETING DATE: March 23, 2004

RECOMMENDATION:

It is recommended that the Board of Directors of the Toronto Parking Authority adopt the following recommendations, and request City Council to take the necessary steps to implement the measures adopted:

1. Establish a new on-street charging zone, Zone AA, with a rate of \$3.00 per hour, as indicated on Map 2 attached.
  2. Extend the boundary of the current \$2.00 on-street Zone A to the east and north/west, as indicated on Map 2 attached.
  3. Reduce the hours of the chargeable on-street parking at the extended zone meters from 03:00 to 23:59, with free parking allowed at other times.
  4. Create a new enforcement zone covering the \$2.00 and \$3.00 meters with a voluntary payment / set fine of \$20.00 and \$25.00 respectively.
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BACKGROUND:

The existing rate zones, rate prices and hours of operation in the Central Area were established by City Council in July of 1999, and have been in effect since that time. The exception is the change in the charge period in the entertainment district where the hours for which a charge applies were extended from 2100h to 0300h in Fall of 2000. The new zones and hours of operation were established to address various harmonization issues regarding the on-street parking program that existed at the time the program was transferred to the jurisdiction of the Toronto Parking Authority.

The specific issues which were identified at that time were largely to do with the lack of turnover occurring at the meters. Four actions were adopted to address this lack of turnover:

1. Increase the hourly rate from the then existing \$1.00 per hour to a rate of either \$2.00 per hour or \$1.50 per hour depending on the location (in addition, a small number of locations were left at \$1.00 per hour due to low usage levels);
2. Extend the maximum allowable parking time from one hour to two hours to accommodate a wider range of short-stay activities;



3. Extend the charge period into the evening and to Sundays to create turnover during these previously uncovered periods of commercial activity and high parking demand; and
4. Increase the set fine and voluntary payment amounts associated with Parking Infraction Notices to ensure they remain a deterrent to non-compliance with the charging required.

In addition to the above, the TPA has, over the past four years, replaced the vast majority of the then existing single space meters with pay and display machines.

This memorandum summarizes the findings outlined in detail in the report entitled "Review of On-Street Meter Rates and Practices for the Central Area – March 2004". A copy of this report is provided.

### **Results of 1999 Rate Changes**

Overall, the program has been quite successful at creating turnover. Surveys undertaken, before and after the change to the rules, indicate that the number of vehicles staying for long periods of time at the metered spaces (either without paying or by way of meter feeding) has decreased by about half, and now only constitute about 25% of the total occupied hours. This has had the effect of creating a large increase in the total number of parking operations which are occurring. There is still a relatively high level of meter abuse which continues to displace potential short stay parking operations.

While the program has been successful at reducing the incidence of long stay parking, it has been less successful at rationing the spaces. That is, in a substantial portion of the Central Area, the demand for parking at on-street spaces substantially exceeds the supply of these on-street spaces for large portions of the day. The only way to address this imbalance is to implement an increase in the basic hourly rate. An increase in the set fine voluntary payment amount is also required to encourage compliance with these rates.

Conversely, a review of the usage levels at the metered spaces with extended hours have indicated that meters with extended operating hours are experiencing low usage levels after 2359h on most night.

### **Rates at Off-Street Facilities and at On-Street Facilities in Other Cities:**

The Parking Authority operates 4 off-street facilities which are located in the proposed Zone AA. The hourly rates at these facilities range from \$3.50 to \$5.00. Private off-street parking facilities in the proposed Zone AA charge rates ranging upwards from \$5.00 per hour. The on-street parking will remain priced below other alternatives. Rates at municipal off-street facilities in the proposed extension to the \$2.00 zone range upwards from \$2.50 per hour.

A review of on-street rates in other Canadian and U.S. cities was undertaken. Commercial areas comparable to Zone AA in Vancouver have a basic rate of \$4.00 per hour. Calgary has a basic rate of \$3.50 per hour. In large parts of New York City, the use of on-street parking is restricted to commercial vehicles only during the daytime. These vehicles pay up to \$3.00 per hour.

### **Recommended Changes**

As a result of the review, it is being recommended that an increase in the basic hourly charge from \$2.00 to \$3.00 be implemented in Zone AA as indicated on the attached Map 2. Zone AA encompasses approximately 670 on-street spaces with current annual revenues of about \$3,200,000. The change to the basic hourly rate will generate net additional revenues of approximately \$1,300,000 annually.

It is recommended that the hours of operation be adjusted at the approximately 200 spaces currently identified for late night charges to end at 23:59. This will have a minimum revenue impact due to the low paid usage occurring at these times. The negative revenue impact will likely be approximately \$50,000 annually.

In addition to the creation of the new Zone AA, it is recommended that the boundaries of the existing \$2.00 zone be extended to include parts of the existing \$1.50 zone. The change to the boundary is indicated on Map 2. The effect of the changed boundary would be to increase the rate from \$1.50 to \$2.00 at approximately 750 spaces. These spaces currently generate revenues of about \$2,500,000 annually. The rate increase would generate net additional revenues of about \$500,000 annually.

## **CONCLUSION**

The area indicated as Zone AA on Map 2 is experiencing levels of usage in excess of the available spaces at most times. This is the area of the highest concentration of commercial activity in the city. In comparable areas in other cities in Canada and United States, rates are typically higher. An increase in the on-street rates is warranted in this circumstance. The adjustment to the boundary of the \$2.00 zone to extend it to the east and the northwest is desirable to address the high usage levels in these areas. The changes, if implemented, will generate about \$1,750,000 on an annual basis. Assuming the changes are implemented by September of 2004, the net revenue increase for 2004 will be about \$450,000.

In summary, the reasons for these changes are as follows:

1. Create additional space on-street.
2. Current rates are less than other cities.
3. Even with the higher rates, the on-street rates are less expensive than off-street parking.
4. Discourage abuse.

The recommendations contained herein were considered by the on-street sub-committee of the TPA Board of Directors at their meeting of March 8, 2004.



# BOARD MEMORANDUM

TO: Board of Directors FILE NO: 1720-22  
FROM: Maurice J. Anderson DATE: March 19, 2004  
SUBJECT: ST. CLAIR AVENUE WEST TRANSIT IMPROVEMENTS ENVIRONMENTAL STUDY

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**MEETING DATE: Tuesday, March 23, 2004**

**RECOMMENDATION:**

**It is recommended that this memorandum be received for information purposes.**

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Attached are copies of two letters that we sent out earlier this month regarding the above subject. These letters are on the agenda only to keep you informed.

MJA:tt  
Attach.

File: dfiles\2004\March\Board\rec\stclairtransit