



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 the Toronto Parking Authority Offices, located at **33 Queen Street East, 2nd Floor Boardroom at 4:00 PM on Tuesday, May 11, 2004.**

AGENDA

- A. Declarations of Conflict of Interest.
 - B. Confirmation of the minutes of the April 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 May 11, 2004 Agenda (vouchers 19467 - 19777).
- 1.2 Staff memorandum dated April 29, 2004 regarding an invoice received. **Details to be discussed in-camera.**
- 1.3 Staff memorandum dated May 6, 2004, for information only, regarding the off-street revenue results for March 2004.
- 1.4 Staff memorandum dated April 26, 2004, for information only, regarding the on-street revenue results to March 2004.
- 1.5 Staff memorandum dated April 19, 2004, for information only, regarding the Rehabilitation of Municipal Carpark No. 43 – C2 at 2 Church Street – 2004-2008 Repair Program (Supplemental Report for Consulting Services).
- 1.6 Staff memorandum dated April 21, 2004 recommending that the contract for the 2004 Line Marking Program for Surface Carparks be awarded to Peel Pavement Markings for a total amount of \$26,000.00 plus GST.

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- 1.7 Staff memorandum dated April 16, 2004 recommending that the contract for the 2004 Line Marking Program for the Parking Garages be awarded to JYW Marking Services for a total amount of \$18,000.00 plus GST.
- 1.8 Staff memorandum dated April 15, 2004 recommending that the contract for the Repairs to Stairs for Carpark Nos. 36 and 43 be awarded to Trezzi Construction Limited o/a Across Canada Construction for a total amount of \$142,200.00 plus GST.

2.0 **PARKING OPERATIONS – OFF-STREET**

- 2.1 Staff memorandum dated May 5, 2004 recommending approval of the expenditure of \$5,000.00 to Tourism Toronto for representing the Concierge Map for 2004.
- 2.2 Staff memorandum dated May 4, 2004, for information only, entitled "Security Report, Vehicle Break-in Summary – Off-street Facilities".
- 2.3 Staff memorandum dated May 7, 2004 recommending the establishment of a maximum parking rate of \$7.00 to operate from 0900h to 1800h daily at the following carparks:

Carpark 500 – 7 Jackson Avenue;
Carpark 501 – 11 Grenview Boulevard; and,
Carpark 504 – 9 Willingdon Boulevard.

The Maximum would be effective immediately.

3.0 **DEVELOPMENT**

- 3.1 Staff memorandum dated May 6, 2004 regarding a land transfer arrangement. **Details to be discussed in-camera.**
- 3.2 Staff memorandum dated April 27, 2004 regarding a property disposition. **Details to be discussed in-camera.**
- 3.3 Staff memorandum dated April 27, 2004 regarding lease authorizations and status report. **Details to be discussed in-camera.**

4.0 **PARKING OPERATIONS – ON-STREET**

4.1 Staff memorandum dated May 6, 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) Tichester Road, North Side, Bathurst Street to Lonsmount Drive;
- 2) Lonsmount Drive, West side, Tichester Road to First Laneway north thereof;
- 3) Heath Street, South Side, a point 65 meters west of Tweedsmuir Avenue to a point 16 meters further west.

4.2 Staff memorandum dated May 6, 2004 recommending that the on-street regulations on Gerrard Street East between DeGrassi Street and Carlaw Avenue be adjusted to charge \$1.00 per hour from Monday to Saturday from 0800 to 1800, with a 2-hour maximum stay. Parking would be free at other times and subject to the 3-hour limit.

5.0 **OTHER BUSINESS**

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

- 1) "Higher Parking Ticket Fines?" (Toronto Star, May 4, 2004);
- 2) "Parking Fines May go Higher" (Toronto Sun, May 3, 2004);
- 3) "Disputed Tower Wins Approval" (Toronto Star, May 1, 2004);
- 4) "Budget Marathon Ends with Bang, Fizzle" (Toronto Star, April 29, 2004); and,
- 5) "Heavenly Parking" (Toronto Star, April 29, 2004).



BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 7025-19
FROM: Amir Nathoo DATE: April 16, 2004
SUBJECT: **2004 Line Marking Program for Parking Garages**
Award of the Contract

MEETING DATE: **May 11, 2004**

RECOMMENDATION:

To award the Contract for the 2004 Line Marking Program for the Parking Garages to JYW Marking Services for the amount of \$16,598 plus \$1,402 as Contingency Allowance, being the sum total amount of \$18,000 plus GST.

BACKGROUND:

1. 2004 Line Marking Program for Parking Garages includes thirteen (13) parking garage or 4800 stall markings. The scope of work has been divided into three (3) groups. The intent is to have all the line marking work completed as soon as the weather and circumstances permit.
2. Sixteen (16) line marking contractors were invited to submit their tenders. Five tenders were received and are listed below in the ascending order without the G.S.T.

No.	Company	Amount
1	JYW Marking Services (JYW)	\$16,598.00
2	Direct Line Commercial (DLC)	\$19,477.30
3	Peel Pavement Markings (PPM)	\$19,696.80
4	College Parking Liners (CPL)	\$22,656.00
5	Martinway Contracting Ltd. (MCL)	\$38,640.00

3. We have prepared the attached Bid Comparison sheet to facilitate our review.
 - .1 Assuming the low bidder JYW's tender amount to be 100%, the next bidder DLC's tender is 17.35% higher or a difference of \$2,879.30.
 - .2 The second (DLC) and the third (PPM) bidders' amounts are very close or a difference of \$219.50.
 - .3 MCL's tender is 132.80% higher compared to the lowest bidder or a difference of \$22,042. It would seem MCL has misjudged the scope of work required.
 - .4 College Parking Liner did not provide unit prices and breakdown for each carpark. They quoted for each group.
4. JYW Marking Services has not previously worked for TPA. The prices quoted are reasonable and in line with other bidders. We can find no reason as to why this tender should not be awarded to JYW Marking Services.

FINANCIAL BACKGROUND

The following table provides details of each group, the number of spaces in each group, the budgeted amount for each carpark, and the tendered amount for each carpark or each group.

GROUP 1				
CP #	Address	Number of Spaces	Budgeted Amount	Tendered Amount
1	20 Charles Street East	430	\$1,634.00	\$1,516
15	50 Cumberland Street	1036	\$3,936.80	\$3,138
26	33 Queen Street East	650	\$2,470.00	\$2,378
34	25 Dundas Street East	270	\$1,026.00	\$1,021
Total Group No. 1		2,386	\$9,066.80	\$8,053
GROUP 2				
CP #	Address	Number of Spaces	Budgeted Amount	Tendered Amount
11	21 Pleasant Boulevard	565	\$2,147.00	\$1,777
13	19 Delisle Street	233	\$885.40	\$864
29	75 Holly Street	460	\$1,748.00	\$1,654
157	709 Millwood Road	20	\$76.00	\$85
404	95 Beecroft Street	401	\$1,523.80	\$1,490
Total Group No. 2		1,679	\$6,380.20	\$5,870
GROUP 3				
CP #	Address	Number of Spaces	Budgeted Amount	Tendered Amount
42	91 Via Italia	169	\$642.20	\$625
68	20 St. Andrew Street	450	\$1,710.00	\$1,602
96	10 Portland Street	37	\$140.60	\$162
111	74 Clinton Street	79	\$300.20	\$286
Total Group No. 3		735	\$2,793.00	\$2,675

2. Project Details

.1	Funds available under maintenance budget		\$18,240.00
.2	JYW Tender	\$16,598.00	
	Contingency Allowance	\$1,402.00	
		<hr/>	
		\$18,000	<hr/>
.3	Surplus or unused funds		\$(18,000.00)
			<hr/>
			\$240.00

From the above information, the average cost for line marking of each stall is \$3.75.

Amir Nathoo

Encls. Tenders



BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 5000-147
FROM: Amir Nathoo DATE: April 15, 2004
SUBJECT: Repairs to Stairs for Carpark Nos. 36 and 43
Repair Program 2004 – Review of Tenders

MEETING DATE: May 11, 2004

RECOMMENDATION:

To award the contract for the Repairs to Stairs for Carpark Nos. 36 and 43 to Trezzi Construction Limited o/a Across Canada Construction (ACC) for the amount of \$132,200 plus an additional amount of \$10,000 as Contingency being a sum total amount of \$142,200 plus GST.

BACKGROUND:

1. Carpark No. 36 or City Hall garage is located at 100 Queen Street West, Nathan Phillips Square, Toronto. The area is bounded by Queen Street on the south side, Bay Street on the east, the Law Courts on the west, and the New City Hall on the north side. The east/west expansion joint divides the carpark into the south part as Stage I and north part as Stage II.
2. Carpark No. 43 is located at 2 Church Street, Toronto, or foot of Church Street, south of the Esplanade. The west part or C1 part of the garage was built first and opened on January 20, 1983, while the east part or C2 was built later and opened on March 9, 1990.
3. The scope of work generally includes:

Carpark	General Scope
36 - Stage I	Stair No. 3 (adjoining control office – squirrel), to: <ul style="list-style-type: none">- replace the stair from sub-level 1 to street level.- paint the entire stairwell, including the existing steel stair.
43 - C1	Stair No. G5 (south side emergency stair): <ul style="list-style-type: none">- replace treads and risers for two levels, levels 3 to 5.- paint the new work.
43 - C2	Stair No. 1 (north side stair): <ul style="list-style-type: none">- replace the stair from level 1 to level 2- paint the new work.

4. Nine General Contractors were invited to submit their bids. Six tenders were received and listed below in the ascending order without the GST.

No.	Contractors	Amounts
1	Across Canada (ACC)	\$132,200
2	Duron Ontario Ltd. (DOL)	\$134,325
3	Langstaff Restoration Limited (LRL)	\$134,945
4	Martinway Contracting Limited (MCL)	\$163,900
5	Macdero Construction Ltd. (MCL)	\$190,200
6	Galrich Corporation (GC)	\$197,575

5. We have prepared the attached Bid Comparison Sheet to facilitate our review. With reference to the Bid Comparison Sheet, please note the following observations and comments:

- .1 Assuming the tender amount of the low bidder ACC to be 100%, the next bidder DOL is 1.61% higher or a difference of \$2,125. It should be noted that the tender amounts of the low three bidders are very close.
- .2 The highest bidder Galrich is 49.45% higher compared to the lowest bidder or a difference of \$65,375.
6. Across Canada Construction (ACC) has previously worked for TPA. We were satisfied with ACC's work. ACC's unit prices are reasonable. We can find no reason as to why this tender should not be awarded to Across Canada Construction.
7. There has been, for sometime now, a shortage of structural steel members in the market due to high demand in the world, particularly in China. Structural steel prices have increased considerably resulting in higher project costs. **Steel suppliers cannot guarantee prices beyond two weeks** and therefore the Bidders are protecting themselves against changing market prices. **It is anticipated that this steel shortage problem will persist for the next couple of years at least.**

FINANCIAL BACKGROUND

1. Funds available under Maintenance Budget		
Carpark No. 36 – Stair	\$25,000	
Carpark No. 43 – Stair	\$60,000	
	\$85,000	\$85,000

2. Construction Cost		
ACC's Tender for CP No. 36	\$64,150	
ACC's Tender for CP No. 43	\$68,050	
	\$132,200	\$132,200

3. Contingency Allowance		\$10,000
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4. Additional Funds Required		\$57,200
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Please note that notwithstanding the above request for additional funds, the overall approved maintenance budget will not be exceeded due to the Carpark No. 11 lighting project being re-scheduled from year 2004 to year 2005.



BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 5000-00
FROM: Ian Maher DATE: May 5, 2004
SUBJECT: REQUEST FOR SPONSORSHIP FUNDING – CONCIERGE MAP 2004

MEETING DATE: May 11, 2004

RECOMMENDATION:

It is recommended that the Board of Directors of the Toronto Parking Authority approve funds of \$5,000 to be provided to Tourism Toronto for representing the Concierge Map for 2004. The map will indicate the 5 new carparks opened by the TPA since the previous printing.

BACKGROUND:

The Concierge Map is prepared by the City of Toronto Tourism Department and distributed to various tourist offices and hotels in the Toronto area. Approximately 750,000 maps are distributed annually. The map indicates locations of Toronto Parking Authority lots in the central area (refer to attached copy of 2003 Map). The City has requested a contribution of \$5,000 from TPA to print the 2004 version of the Map. The 2004 Map will include the following new facilities:

- Carpark 212 – 363 Adelaide Street
- Carpark 216 – 207 McCaul Street
- Carpark 219 – 87 Richmond Street East
- Carpark 221 – 121 St. Patrick Street
- Carpark 222 – 305 Bremner Boulevard

The Toronto Parking Authority previously contributed \$5,000 for the preparation of the current concierge map. That funding was approved by the Board of Directors at their meeting of November 26, 2002 (Minute #02-197).

IM/ae



BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 5000-200
FROM: Gwyn Thomas DATE: May 4, 2004
SUBJECT: **Security Report, Vehicle
Break-In Summary - Off-Street Facilities**

MEETING DATE: Tuesday, May 11, 2004

RECOMMENDATION:

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

BACKGROUND:

The Toronto Parking Authority has established and implemented security patrols in its parking facilities with a view to the eradication of criminal activity with a specific emphasis on the occurrence of vehicle break-ins. 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 January, February and March 2004. The following summarizes those monthly reports:

January 2004

In January 2004, 4120 or 1.07% fewer vehicles parked in these facilities than in January 2003. There were 37 vehicle break-in occurrences in January 2004, 8 or 18% less than in January 2003 when there were 45 occurrences. In January 2004 there were 0.97 break-ins per 10,000 vehicles parked in these facilities versus 1.16/10,000 in January 2003.

February 2004

In February 2004, 24691 or 6.51% more vehicles parked in these facilities than in February 2003. There were 43 vehicle break-in occurrences in February 2004, a reduction of 22 occurrences or 34% when compared to February 2003 when there were 65 occurrences. The Year to Date summary indicates that there were 80 vehicle break-ins that occurred up to February 2004, 27% or 30 occurrences fewer than experienced up to February 2003 when there were 110. In February 2004 there were 1.06 break-ins per 10000 vehicles parked in these facilities versus 1.71/10000 in February 2003.

March 2004

In March 2004, 27775 or 6.97% more vehicle parked in these facilities than in March 2003. There were 66 vehicle break-in occurrences in March 2004, a reduction of 107 occurrences or 62% when compared to March 2003 when there were 173 occurrences. The Year to Date summary indicates that there were 146 vehicle break-ins up to March 2004, 48% or 137 fewer occurrences than up to March 2003 when there were 283. In March there were 1.55 break-ins per 10000 vehicles parked in these facilities versus 4.34/10000 in March 2003.

SUMMARY

These statistics clearly indicate that criminal activity in our facilities has been stabilized and significantly reduced over the course of the past 15 months. Year-to-date statistics indicate that 48346 or 4.15% more vehicles parked in these facilities in the first quarter of 2004 than in the first Quarter of 2003. There were 137 or 48% fewer occurrences than for the same period in 2003; in 2004 there were 146 occurrences versus 283 in 2003. In 2004, we have experienced 1.20 break-ins per 10000 vehicles parked in these facilities versus 2.43/10000 in 2003.

Three arrests have been made in 2004, 1 in January and 2 in February.



BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 1346-00, 4085-29
FROM: Ian Maher DATE: May 7, 2004
SUBJECT: Establishment of Day Maximum Rate at Carpark Nos. 500, 501 and 504

MEETING DATE: May 11, 2004

RECOMMENDATION:

It is recommended that the Board of Directors of the Toronto Parking Authority authorize the establishment of a maximum parking rate of \$7.00 to operate from 0900h to 1800h daily at the following Carparks:

500 – 7 Jackson Avenue;
501 – 11 Grenview Boulevard; and
504 – 9 Willingdon Boulevard.

The maximum would be effective immediately.

BACKGROUND:

Effective May 2, 2004, the half-hour rates at the 5 Kingsway CarparkNos. 500, 501, 502, 503 and 504 were increased from \$0.50 to \$0.75. As there is no daytime maximum rate in effect at the four westernmost of these lots (500, 501, 503, 504) the increase had the effect of increasing the cost of parking for a normal work day from \$8.00 to \$12.00. This has created a situation where the rates at the carparks are not consistent with rates in similar areas of the city.

I have received a number of phone calls from employees of area businesses indicating that this has created a hardship for them. I note that the available monthly permits in this area are heavily subscribed with a lengthy waiting list.

In Bloor West Village, the carparks have a day maximum rate of \$6.00 from 0900h to 1800h. The later than normal start hours are intended to discourage use of the parking spaces by park and ride users of the Bloor Subway. The same rate structure is being proposed in the Kingsway area for the same purpose. I note that Carpark No. 502 already has a \$7.00 - day maximum in effect.

It is recommended that Carpark 503 continue to operate without an all day rate as it is the most heavily utilized.

IM/ae



BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO:
 FROM: Ian Maher DATE: May 6, 2004
 SUBJECT: OFF-STREET REVENUE RESULTS – QUARTER 1 2004

MEETING DATE: May 11, 2004

RECOMMENDATION:

That this report be received for information.

BACKGROUND:

The following table summarizes the First Quarter Revenue results for 2004.

	Cars 2003	Parked (000) 2004	Revenue (\$000)		Budget 2004	Variance
			2003	2004		
January	1012	1000	4251	4202	4269	(67)
February	988	1090	4218	4579	4445	133
March	1097	1187	4528	4929	4994	(65)
Q1 Sum	3097	3277	12997	13710	13708	--

The first quarter revenue met the budget estimate overall. There were significant variances at some facilities as indicated below (all variances greater than +/- \$20,000 indicated):

Carpark	Variance (\$)	% Variance
1	(30,963)	(6.9)
11	(24,590)	(5.4)
12	(28,780)	(7.6)
13	25,181	10.5
15	(44,254)	(4.7)
29	(20,791)	(5.9)
34	85,827	25.0
36	126,639	7.6
43	57,656	5.5
49	(20,323)	(9.1)
215	(42,677)	(10.9)
219	(26,521)	(73.8)
404	25,456	13.2

The strong results at Carpark Nos. 36 and 43 are encouraging, as they are the two largest facilities and have been suffering excess capacity for many years. The Nathan Phillip Square garage will experience a surge of usage later this year due to the permanent closure of the Eaton Centre north garage.



BOARD MEMORANDUM

TO: Maurice J. Anderson

FILE NO: 3500-10

FROM: Gwyn Thomas

DATE: April 26, 2004

SUBJECT: **On-Street Revenue Results**

MEETING DATE: Tuesday, May 11, 2004

RECOMMENDATION:

That this report be received for information purposes.

BACKGROUND:

The following summarizes the revenue results for the on street parking program for the month of March 2004.

Actual revenue in March 2004 was \$3,113,214.91. This figure exceeded the March budget estimate (\$2,885,550) by \$227,665. Aside from the anticipated increase in revenue in month of March due to favourable changes in the weather, this surplus may also be attributed to the fact that 2004 is a leap year and as a result one additional collection day occurred in March.

Actual revenue in January and February 2004 was \$142,300 and \$24,900 under 2004 budget estimates respectively. The revenue surplus experienced in March places the first quarter revenue for on-street program at \$60,402 over 2004 budget estimates.



MEMORANDUM

(For Information Only)

TO: Maurice J. Anderson **FILE NO.:** 5043-38
FROM: Amir Nathoo **DATE:** April 19, 2004
SUBJECT: **Rehabilitation of Municipal Carpark No. 43-C2 at 2 Church Street
2004-2008 Repair Program
Supplemental Report for Consulting Services**

At the last Board Meeting, a report was submitted and approved to select Yolles Partnership Inc. as engineering consultants for the services required for the above project. This additional information is submitted to address the concern raised by a Board Member, as I was not present at that meeting due to family illness.

1. The condition survey report prepared by Read Jones Christoffersen Ltd. (RJC) detailed the scope of work required. A copy of this report was provided to all the proponents submitting the proposals. The RFP also noted that if in the opinion of the proponent additional investigation was required, they should include the fee for their service, however, the investigation cost would be paid by TPA.
2. The Toronto Parking Authority's Request for Proposal detailed the scope of consulting services required, including the key milestones, schedule, and completion and submission of fee schedules. The requirement that the Project Manager (PM) be a registered and practicing Professional Engineer in Ontario, with a minimum of ten year experience, was also stipulated in the RFP.
3. The proponents were also provided with a copy of the TPA's evaluation matrix.
4. All the restoration engineering firms invited to submit proposals are quite capable of carrying out the work required. All the proponents' proposals are detailed and therefore, our focus has been the team members and in particular, the PM and the fees to be paid for services required.
5. Our approach has been to provide a level playing field for the proponents to facilitate proper review of the proposals. It is very obvious that Yolles Partnership Inc's (YPI) fee is low for Phase III or Contract Administration during construction work compared to other proponents. This concern was conveyed to Mr. Peter DiLullo, a Partner with YPI, who has clarified in his letter of April 2, 2004 to TPA, that:
 - they have reviewed all the information provided in the RFP package;
 - visited the site and fully understand the scope of services required; and
 - they are willing and are capable to provide engineering services to fully satisfy TPA requirements.

Having received the above assurance, I am satisfied and am glad the Board approved the recommendation. Please also note, this is not the first instance of such a situation. Carpark No. 195 had a similar low fee problem.

AN/ae



BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 7025-19
FROM: Amir Nathoo DATE: April 21, 2004
SUBJECT: **2004 Line Marking Program for Surface Carparks
Review and Award of Tender**

MEETING DATE: May 11, 2004

RECOMMENDATION:

To award the construction contract for the 2004 Line Marking Program for Surface Carparks to Peel Pavement Markings for the amount of \$25,137.71 plus the additional amount of \$862.29 as contingency allowance being the sum total amount of \$26,000 plus G.S.T.

BACKGROUND:

1. Ninety-four (94) surface carparks or 6,619 stalls have been scheduled for line marking work under 2004 Line Marking Program this year. The carparks are divided into three (3) groups.
2. The following tables A, B, and C provide information with regards to each carpark's number, address, number of stalls, budgeted and tendered amounts.

TABLE A – GROUP 1 NORTH				
CP #	Address	Number of Stalls	Budgeted Amount	Tendered Amount
3	13 Isabella Street	29	\$110.20	149.93
5	15 Wellesley Street	135	\$513.00	472.50
12	30 Alvin Avenue	166	\$630.80	581.00
39	20 Castlefield Avenue	163	\$619.40	570.50
47	125 Burnaby Blvd.	175	\$665.00	612.50
49	30 Roehampton Ave.	126	\$478.80	441.00
131	912 Eglinton Ave W.	28	\$106.40	149.80
139	6 Sherwood Ave.	46	\$174.80	161.00
195	15 Price Street	71	\$269.80	248.50
400	10 Kingsdale Ave	48	\$182.40	168.00
402	10 Empress Ave.	29	\$110.20	149.93
403	10 Harlandale Ave.	112	\$425.60	392.00
410	w/s Beecroft Rd. (York Mem. Gdns.)	173	\$657.40	605.50
411	1880 Avenue Rd	32	\$121.60	147.20

TABLE A – GROUP 1 NORTH

CP #	Address	Number of Stalls	Budgeted Amount	Tendered Amount
412	11 Finch West	62	\$235.60	217.00
415	5151 Yonge St.	32	\$121.60	149.76
417	5641 Yonge St	10	\$38.00	150.00
651	1169 Weston Rd	47	\$178.60	164.50
655	935 Eglinton Ave W.	94	\$357.20	329.00
658	Dufferin Lot N. of Rogers	94	\$357.20	329.00
660	406 Oakwood N. Of Rogers	21	\$79.80	149.94
661	433 Rogers Rd	24	\$91.20	150.00
663	1 Shortt St.	130	\$494.00	455.00
667	1531 Eglinton Ave W. (1531, 1533 & 1535)	23	\$87.40	149.96
Total Amount Group 1 – North		1870	\$7,106.00	\$7,093.52

TABLE B – GROUP 2 EAST

CP #	Address	Number of Stalls	Budgeted Amount	Tendered Amount
17	716 Pape Ave.	85	\$323.00	297.50
20	101 Cedarvale Ave.	37	\$140.60	149.85
21	72 Amroth Ave	54	\$205.20	189.00
32	45 Bay St.	525	\$1995.00	1837.50
45	111 Broadview Ave.	92	\$349.60	322.00
48	85 Lee Ave.	68	\$258.40	238.00
78	35 Erindale Ave.	93	\$353.40	325.50
87	14 Arundel Ave.	83	\$315.40	290.50
88	25 Ferrier Avenue	47	\$178.60	164.50
89	20 Eaton Ave.	70	\$266.00	245.00
90	17 Eaton Ave.	30	\$114.00	150.00
108	1A Church St.	46	\$174.80	161.00
110	1612 Danforth Ave.	25	\$95.00	150.00
126	43A Parliament St.	84	\$319.20	294.00
142	31 Langford Ave.	27	\$102.60	149.85
146	573 Gerrard St. E.	43	\$163.40	150.50
149	12 Woodycrest Ave.	35	\$133.00	149.80
156	18 Ferrier Ave.	23	\$87.40	149.96
170	117 Hammersmith Ave.	30	\$114.00	150.00
177	10 York St.	40	\$152.00	150.00
179	653 Gerrard St. E.	25	\$95.00	151.00
180	268 Rhodes Ave	41	\$155.80	149.65
701	197 Blantyre Ave	38	\$144.40	149.72
706	284 Milner Ave	98	\$372.40	343.00
707	1530 Markham Rd	24	\$91.20	150.00
Total Amount Group 2 – East		1763	\$6,699.40	\$6,657.83

TABLE C – GROUP 3 WEST

CP #	Address	Number of Stalls	Budgeted Amount	Tendered Amount
41	7 Norton Ave.	64	\$243.20	224.00
44	14 Fuller Ave	71	\$269.80	248.50
51	365 Lippincott St.	146	\$554.80	511.00
53	803 Richmond St	49	\$186.20	171.50
64	265 Durie St.	155	\$589.00	542.50
71	35 Bellevue Ave.	91	\$345.80	318.50
80	400 Keele St.	54	\$205.20	189.00
81	695 Lansdowne Ave.	40	\$152.00	150.00
84	9 Salem Ave. 10 Westmoreland Ave.	35	\$133.00	149.80
85	557 Palmerston Ave. 640 Markham St.	58	\$220.40	203.00
91	265 Armadale Ave.	144	\$547.20	504.00
1044	745 Ossington Ave. 6 Carling Ave..	40	\$152.00	150.00
106	15 Denison Ave.	120	\$456.00	420.00
116	255 Kennedy Ave.	56	\$212.80	196.00
130	7 Bartlett Ave. 6 Salem Ave.	38	\$144.40	149.72
141	141 Greenlaw Ave.	53	\$201.40	185.50
143	265 Willard Ave.	88	\$334.40	308.00
144	376 Clinton Avenue	33	\$125.40	149.82
158	1325 Queen St. W.	32	\$121.60	149.76
164	453 Spadina Rd.	43	\$163.40	150.50
167	18 Ossington	20	\$76.00	150.00
181	1155 King St. W.	329	\$1,250.20	1151.50
205	465 Huron Street	20	\$76.00	150.00
212	363 Adelaide St.	25	\$95.00	150.00
218	3354 Dundas St. W.	13	\$49.40	149.89
500	7 Jackson Ave.	52	\$197.60	182.00
501	11 Greenview Blvd.	80	\$304.00	280.00
502	342 Prince Edward Dr.	44	\$167.20	154.00
503	12 Willingdon Blvd.	79	\$300.20	276.50
504	9 Willingdon Blvd.	116	\$440.80	406.00
507	66 Third St.	24	\$91.20	150.00
508	128 Eighth St.	45	\$171.00	157.50
509	104 Fourth St.	22	\$83.60	149.82
510	3239 Lakeshore Blvd.	22	\$83.60	149.82
511	Seventh St., 120 Sixth St.	54	\$205.20	189.00

TABLE C – GROUP 3 WEST				
CP #	Address	Number of Stalls	Budgeted Amount	Tendered Amount
512	3220 Bloor St. W.	57	\$216.60	199.50
513	575 Royal York Rd.	28	\$106.40	149.80
514	139 Islington Ave.	11	\$41.80	149.83
516	Woolgar Laneway Rear of 1124 The Queensway	49	\$186.20	171.50
517	Superior Lot rear 2404 Lakeshore Blvd. W.	15	\$57.00	150.0
20	Dundas St. W., 2 Blocks E. of Kipling	62	\$235.60	217.00
650	16 John St., N. of Weston Rd.	158	\$600.40	553.00
651	1169 Weston Rd.	47	\$178.60	164.50
653	17 Riverview Gardens	104	\$395.20	364.00
654	16 Riverview Gardens	100	\$380.00	350.00
Total Amount Group 3 – West		2986	\$11,346.80	\$11,386.36
Average cost per stall for all Groups			\$3.80	

3. Sixteen (16) line marking contractors were invited of which three (3) have submitted their tenders. Tenders received are listed below in the ascending order without the G.S.T.

Table D – Tenders		
Nos.	Name of Contractor	Amount
1	Peel Pavement Markings (PPM)	\$25,137.71*
2	College Parking Liners (CPL)	\$26,337.00*
3	Direct Line Commercial Property Services (DLCPS)	\$27,560.55

* corrected for mathematical errors.

4. We have prepared the Bid Comparison sheet to facilitate our review. With reference to the Bid Comparison sheet, please note the following observations and comments:
 1. Assuming the low bidder PPM's tender to be 100%, the next bidder CPL tender is higher by 4.77% or a difference of \$1,199.29.
 2. The highest bidder DLC Services tender is 9.6% higher compared to the low bidder or a difference of \$2,422.84.
 3. PPM has made multiplication errors in number of stalls x unit price:
 - Group 1, CP49
 - Group 2, CP 21
 4. CPL did not provide unit price breakdowns and made addition errors.
 - Group 1, transferring the total to summary page D-11
 - Group 2, transferring the total to summary page D-11
 - Group 3, transferring the total to summary page D-11
5. Under the terms of the Contract, Bidders are required to submit with their tenders Bid deposit in the amount of 10% of the tender amount. **Tender amount includes the total cost of the work plus the G.S.T.** PPM has submitted a certified cheque as a Bid deposit, based on the total cost of the work and not the tender amount. We feel this is a genuine error and do not wish to penalize the Bidder.
6. Peel Pavement Marking has previously worked for TPA and we were satisfied with their work. The unit rates are reasonable. We recommend that the tender of Peel Pavement Markings be accepted for the above project.

FINANCIAL BACKGROUND

1.	Funds available under maintenance budget	\$25,152.20
2.	Construction Work	
	Group 1 – North	\$7,093.52
	Group 2 – East	\$6,657.83
	Group 3 – West	<u>\$11,386.36</u>
	Sub-total	\$25,137.71
	Contingency Allowance	<u>\$862.29</u>
	Total Project Cost	\$26,000 <u>(\$26,000)</u>
3.	Additional Funds Required	\$847.80

Amir Nathoo



BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 3400-Streets T
FROM: Gwyn Thomas DATE: May 6, 2004
SUBJECT: **Proposed Parking Control Equipment Installation Locations**

MEETING DATE: May 11, 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) Tichester Road, North Side, Bathurst Street to Lonsmount Drive;
 - 2) Lonsmount Drive, West Side, Tichester Road to First Laneway north thereof;
 - 3) Heath Street, South Side, A point 65 metres west of Tweedsmuir Avenue to a point 16 metres further west.
 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 \$75,000. 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 Joe Mihevc has also been consulted and concurs with 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.



BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 3000-00
FROM: Ian Maher DATE: May 6, 2004
SUBJECT: **Reduction in Meter Charge Hours, Gerrard Street East between De Grassi Street and Carlaw Avenue**

MEETING DATE: May 11, 2004

RECOMMENDATION:

It is recommended that the Authority request that the on-street meter regulations on Gerrard Street East between De Grassi Street and Carlaw Avenue be adjusted to charge \$1.00 per hour from Monday to Saturday from 0800 to 1800, with a 2 hour maximum stay. Parking would be free at other times and subject to the 3-hour limit.

BACKGROUND:

At the request of Councillor Fletcher, a survey was undertaken to assess the usage levels at the on-street metered spaces along Gerrard Street East from Broadview Avenue to Carlaw Avenue. At the present time, evening and Sunday rates are in effect along the entire length of this roadway. Councillor Fletcher indicated that her impression was that usage was quite low in the more easterly portion of the strip.

A review of the utilization data for these blocks indicated that usage is high from Broadview to De Grassi Street during daytimes, evenings, and Sundays, but during evenings and Sundays, there are very low usage levels east of De Grassi Street. For this reason, it is recommended that the evening and Sunday hours be removed east of De Grassi Street. This creates a situation where the meter rules will change in the middle of the block (north side). However, the two areas with different rules will be separated by a substantial area where parking is not allowed due to a crosswalk, TTC stop and driveways.

IM/ae