



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, 2nd Floor, at 4:00 PM on Wednesday, June 9, 2004.**

AGENDA

- A. Declarations of Conflict of Interest.
- B. Confirmation of the minutes of the May 11, 2004 meeting.

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

1.0 FINANCE & ADMINISTRATION

- 1.1 List of Cheques issued, for information only, and shown as Annex A. to this June 9, 2004 Agenda (vouchers 19778 - 20179).
- 1.2 Staff memorandum dated June 3, 2004, for information only, regarding the off-street revenue results for April 2004.
- 1.3 Staff memorandum dated June 1, 2004, for information only, regarding the on-street revenue results to April 2004.
- 1.4 Staff memorandum dated May 26, 2004 recommending approval of revisions to Policy 4-5 – Expense Reimbursement Policy for Travel Related Costs While on Company Business.
- 1.5 Staff memorandum dated May 26, 2004 recommending approval of new Policy 4-18 – Mileage (Reimbursement for Use of Personal Vehicle)

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2.0 DESIGN & CONSTRUCTION

2.1 *Staff memorandum dated June 1, 2004 recommending that:*

- (a) the construction contract for the exhaust system replacement for Carpark No. 36 (Stage II) and Carpark No. 52 be awarded to Bally Mechanical Contractors Inc. for a total amount of \$1,220,000 plus GST; and,***
- (b) the Toronto Parking Authority recover from the City of Toronto the amount of \$268,890.11 (plus GST) as its proportionate share for the cost associated with Carpark No. 36 (Stage II, sub-level 1).***

2.2 *Staff memorandum dated May 26, 2004 recommending that the construction contract for the 2004 Repairs to Surface Carpark Nos. 51, 82, 85, 109, 116, 170, 519 and 700 be awarded to Gazzola Paving Ltd. for a total amount of \$112,000.00 plus GST.*

2.3 *Staff memorandum dated June 2, 2004 recommending that:*

- (a) the construction contract for the provision of a protection screen on Level P-5 be awarded to Model Railings and Ironworks Inc. for a total amount of \$27,144.00 plus GST; and,***
- (b) the consulting service contract be awarded to Read Jones Christoffersen Ltd. for a total amount of \$5,500.00 plus GST.***

2.4 *Staff memorandum dated June 4, 2004 recommending that:*

- (a) the construction contract for the 2004 Drain Replacement in TTC Tunnel at Carpark No. 11 at 21 Pleasant Boulevard be awarded to Across Canada Construction for a total amount of \$1,159,772; and,***
- (b) the TPA pay to the TTC an amount up to \$50,000.00 plus GST for the rail cars, equipment, labour and engineering costs to facilitate the construction work required.***

3.0 **PARKING OPERATIONS**

Off-Street

3.1 ***Staff memorandum dated June 1, 2004 recommending approval of the expenditure of \$40,392.00 to provide for the manufacture of decorative sign frames for installation in the off-street unattended carparks located in the former City of Toronto.***

3.2 Staff memorandum dated May 7, 2004 recommending the approval of the following rates for implementation at Municipal Carpark 217 located at 1445 Bathurst Street:

\$1.00 per half hour;
\$6.00 maximum, 7:00-18:00;
\$3.00 maximum, 18:00-7:00.

3.3 Staff memorandum dated June 3, 2004 recommending the approval of the following rates for implementation at 2700 Eglinton Avenue West – York Civic Centre:

Lots 1, 2, 3 and 4

\$0.75 per half hour;
\$5.00 maximum, 5:00 – 17:00;
No charge, 17:00-5:00.

Lot 2 (for Option 2 only, see report)

\$1.00 per half hour;
No maximum, 5:00-17:00;
No charge, 17:00-5:00.

On-Street

3.4 ***Staff memorandum dated June 3, 2004 recommending:***

(a) ***approval of the installation of pay and display parking control equipment on both sides of Ashtonbee Road from Pharmacy Avenue to a point 465 metres east of Pharmacy Avenue subject to the approval of the Council of the City of Toronto; and,***

(b) ***that these parking machines be installed for a six-month trial period throughout which they be monitored to examine the financial credibility and the associated maintenance liabilities of the installation.***

3.5 **Staff memorandum dated June 2, 2004 recommending:**

- (a) **approval of the expenditure of \$48,000.00 to provide for the purchase of one (1) 2004 GMC Safari Cargo Van and one (1) GMC Sierra 2500 Heavy Duty Pick Up Truck from Popham Pontiac Buick Limited; and,**
- (b) **authorization for the decommissioning of Vehicle No. B2 – 1993 GMC Safari Cargo Van and Vehicle No. B12 – 1995 GMC Pick Up Truck to be used for their trade-in value against this purchase.**

5.0 **IN-CAMERA**

5.1 Staff memorandum dated June 1, 2004 regarding an invoice received.

5.2 **Staff memorandum dated June 1, 2004 regarding a license agreement.**

5.3 **Staff memorandum dated June 2, 2004 regarding a property disposition.**

6.0 **OTHER BUSINESS**

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

- 1) “Changes in parking fines punish only lawbreakers” (Scarborough Mirror, May 7, 2004);
- 2) “The Delicate Art of Parking –Yellow ticket rage, the mockdoc” (Toronto Star, May 14, 2004);
- 3) “The Delicate Art of Parking – Some parking laughter until the meter runs out” (Toronto Star, May 14, 2004);
- 4) “Parking ticket discount removed” (Toronto Star, May 19 2004);
- 5) “The perils of parking, driving, and city cycling” (Toronto Star, May 20, 2004); and,
- 6) “Trio of parks a sign of life after asphalt” (Toronto Star, May 30, 2004).

6.2 Staff memorandum dated June 3, 2004 regarding suggested TPA Board meeting dates for the remainder of calendar year 2004.

6.3 Staff memorandum dated May 26, 2004 regarding Toronto Parking Authority’s participation with SNC-Lavalin in a “Moscow Paid Parking Study”.



BOARD MEMORANDUM

TO: Board of Directors FILE NO: 2130-01
FROM: Maurice J. Anderson DATE: May 26, 2004
SUBJECT: MOSCOW - PAID PARKING STUDY

MEETING DATE: Wednesday, June 9, 2004

RECOMMENDATION:

That the Toronto Parking Authority participate with SNC-Lavalin if requested.

I am in receipt of the attached letter from SNC-Lavalin Engineers & Constructors regarding the above subject. They are requesting that the Toronto Parking Authority participate with them as a source of information and perhaps as an opportunity for Moscow officials to visit and conduct a tour of our operations for the above project.

I believe that we should participate in these types of endeavors and if possible, be paid accordingly. I will discuss this matter further with SNC-Lavalin.

MJA:tt
Attach.

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BOARD MEMORANDUM

TO: Board of Directors FILE NO:
FROM: Teresa Toigo DATE: June 3, 2004
SUBJECT: SUGGESTED BOARD MEETING DATES FOR THE REMAINDER
OF CALENDAR YEAR 2004

MEETING DATE: Wednesday, June 9, 2004

RECOMMENDATION:

That the Board approve the suggested list of Toronto Parking Authority Board meeting dates for the remainder of calendar year 2004.

Below is a list of suggested Board meeting dates for the remainder of calendar year 2004 taking into consideration vacations, Council, Committees, and other meetings. All meetings with the exception of Tuesday, June 29th, will again be held at City Hall beginning at 4:00 p.m.

Tuesday, June 29 th	-	TPA Office, 33 Queen Street East, 2 nd Floor
Tuesday, July 27 th	-	City Hall, Meeting Room B, 2 nd Floor
Tuesday, September 7	-	City Hall, Meeting Room B
Wednesday, October 13	-	City Hall, Meeting Room B
Tuesday, November 2	-	City Hall, Meeting Room B
Tuesday, December 7	-	City Hall, Meeting Room B

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BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 3500-10
FROM: Gwyn Thomas DATE: June 1, 2004
SUBJECT: **On-Street Revenue Results**

MEETING DATE: Wednesday, June 9, 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 April 2004.

Recorded revenue in April 2004 was \$2,897,909.44. This figure exceeded the April budget estimate (\$2,772,318) by \$125,591.

Recorded revenue in March 2004 was \$3,113,214.91 exceeding the March budget estimate (\$2,885,550) by \$227,665. Revenue shortfalls experienced in January and February 2004 were \$142,300 and \$24,900 under 2004 budget estimates respectively.

The revenue surplus experienced in April places the revenue for on-street program at \$185,849 over 2004 budget estimates.



BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 5011-45
FROM: Amir Nathoo DATE: June 4, 2004
SUBJECT: **2004 Drain Replacement in TTC Tunnel at Carpark No. 11
21 Pleasant Boulevard
Award of the Contract**

MEETING DATE: June 9, 2004

RECOMMENDATION:

1. To award the Construction Contract work for 2004 Drain Replacement in TTC Tunnel at Carpark No. 11 located at 21 Pleasant Boulevard to Across Canada Construction for the amount of \$1,039,772 plus \$100,000 as Contingency Allowance, and \$20,000 for Inspection and Testing Services being the sum total amount of \$1,159,772.
 2. To pay the Toronto Transit Commission (TTC) an amount up to \$50,000 plus GST for the rail cars, equipment, labour and engineering costs to facilitate the construction work required.
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BACKGROUND:

1. Carpark No. 11 is located at 21 Pleasant Boulevard (Yonge and St. Clair), and is over the TTC subway line. The carpark was built in two phases. The first phase of 3-1/2 levels was opened on December 2, 1969, providing 322 spaces. The 3-level addition providing a total of 6-1/2 levels or 565 spaces was opened on November 1, 1978.
2. The mechanical systems are part of the first phase of the garage and is work below the ground floor slab or on the underside of the slab located over the subway lines or within the TTC tunnel. The lighting levels within the tunnel are very poor.
3. The failure of heat tracing cables along the drain lines has resulted in cracking and breaking of drains and drain lines. Concerns were raised by TTC about water pouring during rainy season on to subway trains from broken drain lines. In fact, TTC has been complaining for a few years to have the drain work done and concrete repaired.
4. Access to investigate was difficult due to the subway train schedule and required a power cut to facilitate access between 2am to 5am and only when scheduled with TTC. When access was provided again this year, we noted delaminated concrete problem in some areas and at the expansion joints. The original scope of drain work was modified to deal with all structural problems that were not evident before, and at the same time to avoid additional costs of set up and mobilization in the future.

5. The working conditions are very severe. The contractor is required to pay a premium rate besides a minimum number of 8 hours each night, notwithstanding the limited working window of 1-1/2 to 2 hours, Monday to Saturday, and on Sunday 4 hours. The working hours are after 2am to 5am, except for Sunday to 8am.
6. The scope includes removal of existing mechanical work and providing all new drains, drain lines, heat tracing and insulating them, including removal of obsolete water lines. The new drain lines will also be equipped with a second unpowered heat tracing cable to be used in the future without having to access the tunnel area in the event the new cable (which will be monitored) fails. The scope of work also includes two new expansion joints, concrete repairs and temporary provisions to facilitate work.
7. To provide a level playing field to the bidder, and to reduce the guess work, the TTC costs have been stipulated as costs to be paid by Toronto Parking Authority in the tender documents.
8. Twelve (12) General Contractors were invited. They were required to attend two mandatory pre-tender meetings. Five (5) bidders attended the first meeting at the site at 2am on Sunday, May 16, 2004. Four (4) bidders attended the second pre-tender meeting at TPA office on May 20, 2004 at 10am. The pre-tender meetings were made mandatory to ensure the Bidder understand the scope of work and working constraints. Tenders received are listed below in the ascending order of the amount quoted, without G.S.T.

No.	Contractors	Amount
1.	Across Canada Construction (ACC)	\$1,039,772
2	Duron Ontario Ltd. (DOL)	\$1,123,000
3.	Structural Contracting Ltd. (SCL)	\$1,146,620
4.	Martinway Contracting Ltd. (MCL)	\$1,214,115

9. 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 low bidder ACC's tender to be 100%, the next bidder DOL's tender is 8% higher or a difference of \$83,228.
 - .2 The highest bidder MCL's tender is 16.8% higher compared to the low bidder ACC or a difference of \$174,343.
10. Two-thirds of the Contractors have chosen not to bid because of the very difficult nature of this project, not to mention severe constraints and a penalty clause imposed by TTC of \$5,000 per minute of delay in the event of the subway services getting interrupted. Everyone is required to take a one-day TTC Rule Book training course, which is valid for one year. Tender quantities have been estimated based on visual observations.
11. TTC carried out tests on samples of existing pipe insulation material. Bidders were informed that the old insulation around the drainpipe contains asbestos and will require special handling, which forms part of the scope of work.
12. ACC's tender appears to be reasonable. ACC has previously worked for TPA and the TTC, and is familiar with the requirements. We recommend that the tender of Across Canada Construction be accepted.
13. We are also requesting the approval for the sum of \$50,000 to be paid to TTC (for their engineering, equipment and labour costs) through a Purchase Order, and to be invoiced against the P.O. as the costs are incurred.

FINANCIAL BACKGROUND

This project was initially proposed to be carried out as maintenance project, and provision of \$160,000 was made when preparing the budget. Once the access was provided, it was noted that the work required was extensive and that special provision for asbestos removal would also be required. TTC also requested that suspended platform be provided to ensure the safety of the trains.

At the closing of the Tenders, it was decided that, due to the extensive nature of the work, this project be carried out as a capital project. In the capital budget, an allowance of \$2,500,000 was made for the exhaust fan replacement at Carpark No. 36 Stage II and Carpark No. 52.

1.	Total Capital Funds		\$2,500,000.00
2.	Less: Exhaust Fan Tenders if approved at this meeting		<u>\$1,021,948.61</u>
3.	Surplus funds under Capital Budget of the exhaust fan project		\$1,478,051.39
5.	Provisional cost to cover TTC engineering, equipment and labour costs		(\$50,000.00)
	Construction		
	Across Canada Construction	\$1,039,772	
	Contingency Allowance	\$100,000	
	Inspection and Testing	<u>\$20,000</u>	
	Sub-total	\$1,159,772	<u>(\$1,159,772.00)</u>
6.	Surplus Funds Remaining		\$268,279.39

These savings in the fan replacement project will be sufficient to entirely fund this new project.

Amir Nathoo

5. We are requesting this emergency work to prevent the escalating and persisting problem, including safety related problem to our neighbours emanating or facilitated by our property.

FINANCIAL BACKGROUND

1.	Funds available under maintenance budget (Emergency Work)		\$0.00
2.	Consultant		
	Fees	\$4,800	
	Disbursement	\$200	
	Contingency Allowance	<u>\$500</u>	
	Sub-total	\$5,500	(\$5,500)
3.	Construction		
	Tender	\$25,144	
	Contingency Allowance	<u>\$2,000</u>	
	Sub-total	\$27,144	<u>(\$27,144)</u>
4.	Funds Required		\$32,644

Amir Nathoo



BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 1547-00
FROM: Ian Maher DATE: June 3, 2004
SUBJECT: **Rates at 2700 Eglinton Avenue West-York Civic Centre (YCC)**

MEETING DATE:

June 9, 2004

RECOMMENDATION:

It is recommended that the Toronto Parking Authority (TPA) approve the following rates for implementation at 2700 Eglinton Avenue West.

Lot 1, 2, 3, and 4

1. **\$0.75 per half hour;**
2. **\$5.00 maximum, 5:00-17:00;**
3. **no charge, 17:00-5:00**

Lot 2 (For option 2 only, see below)

1. **\$1.00 per half hour;**
2. **no maximum, 5:00-17:00;**
3. **no charge, 17:00-5:00**

These rates are to be in effect five days per week (Monday to Friday).

BACKGROUND:

The York Civic Centre is being redeveloped to incorporate court rooms, offices, council chambers and counter services associated with the Provincial Offences Courts. With these additions to the site, the demand for parking has changed and there is a need to distribute the parking among the staff and visitors. The existing parking supply is as follows:

PARKING SUPPLY	TOTAL SPACES
Lot 1-main lot	120
Lot 2-rear	45
Lot 3-north east lot	48
Lot 4-Parks lot	38
Total	251

PUBLIC PARKING:

At the request of Facilities and Real Estate (FRE), the TPA will operate the public parking component of the YCC site. The Provincial Offences Court will commence operating August 1, 2004. The following options have been developed to deal with distribution of public and staff parking:

Option 1 Lots 1 and 2 will be used by the public and operated by the TPA, while Lots 3 and 4 will be reserved for the sole use of City staff members.

Option 2 Lots 2, 3 and 4 will be used by the public and operated by the TPA, while Lot 1 will be reserved for the sole use of City staff members.

A decision as to which option to pursue will be made by Facilities and Real Estate prior to August 1, 2004.

Option 1 will have the following rates for all Lots involved:

- \$0.75 per half hour
- \$5.00 maximum, 5:00-17:00
- no charge, 17:00-5:00

Option 2 will have the above rates for Lot 3 and 4, but Lot 2 will have the following rates because these spaces are more desirable to the public:

- \$1.00 per half hour
- no maximum, 5:00-17:00
- no charge, 17:00-5:00

This is the same approach to rate setting in effect at Carpark 706 and 707 at the Scarborough Provincial Courts.

CONCLUSION:

The TPA will commence the operation of the public lots in the first week of August and depending upon the chosen option; these lots will fall under the FRE or the Parks (Lot 4) Master Agreement.



BOARD MEMORANDUM

TO: Board of Directors FILE NO:
FROM: Teresa Toigo DATE: June 3, 2004
SUBJECT: SUGGESTED BOARD MEETING DATES FOR THE REMAINDER
OF CALENDAR YEAR 2004

MEETING DATE: Wednesday, June 9, 2004

RECOMMENDATION:

That the Board approve the suggested list of Toronto Parking Authority Board meeting dates for the remainder of calendar year 2004.

Below is a list of suggested Board meeting dates for the remainder of calendar year 2004 taking into consideration vacations, Council, Committees, and other meetings. All meetings with the exception of Tuesday, June 29th, will again be held at City Hall beginning at 4:00 p.m.

Tuesday, June 29 th	-	TPA Office, 33 Queen Street East, 2 nd Floor
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BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 3400-Streets A
FROM: Gwyn Thomas DATE: June 3, 2004
SUBJECT: **Proposed Parking Control Equipment Installation Locations**

MEETING DATE: Wednesday, June 9, 2004

RECOMMENDATION:

It is recommended that:

1. The Board approves the installation of pay and display parking control equipment on both sides of Ashtonbee Road from Pharmacy Avenue to a point 465 metres east of Pharmacy Avenue, subject to the approval of the Council of the City of Toronto;
2. These parking machines be installed for a six month trial period throughout which they be monitored to examine the financial credibility and the associated maintenance liabilities of the installation;
3. 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.
4. 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 \$150,000. Funds are available in Toronto Parking Authority capital reserves. This will ensure that the equipment is available to allow this proposal to proceed immediately following approval.

BACKGROUND:

The recommendations herein arise from request from Councillor Michael Thompson, Ward 37 – Scarborough Centre to examine the feasibility of controlling on street parking through the implementation of pay and display machines to improve accessibility and turnover at these locations.

With the exception of the hours between 7:00 a.m. to 9:00 a.m. on street parking is currently allowed on the south side of Ashtonbee Road between Pharmacy Avenue and a point 465 metres east of Pharmacy Avenue. Parking is prohibited on the south side from a point 465

metres east to Pharmacy Avenue to Warden Avenue and on the entire north side of the street between Pharmacy Avenue and Warden Avenue. Wexford Park is located on the north side of Ashtonbee Road adjacent to the permitted parking area and Centennial College is also located on the north side immediately east of the park.

Wexford Park experiences a significant level of sporting activity on a regular basis. On street parking was implemented on the south side of the Ashtonbee Road to provide parking for users of the park since parking is not provided in the park. Students attending Centennial College typically park in the available on street stalls to avoid paying for parking in the college parking facility located immediately east of the park. This practice reduces available parking for parks users. The introductions of pay and display machines and parking rates similar to those in place in the college parking facility should improve the distribution of the parking supply in the area.

The Ashtonbee Road area is somewhat isolated in terms of the use of on street parking equipment. Typically when parking machines or meters are installed in isolated areas they tend to become a liability rather than an asset. They are more susceptible to, and generally experience more frequent vandalism and parking enforcement is less frequent. This inevitably results in poor compliance and poor revenue generation. The performance of these parking machines will be monitored for a nine month period following their introduction to determine their effectiveness in controlling parking as well as to assess their impact on the parking meter/machine operation. The results of the staff review and the final recommendations will be placed before the Board following the trial period.

A map of this location is attached.



BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 2000-01
FROM: G.C. Daigle DATE: May 26, 2004
SUBJECT: POLICY 4-5 : EXPENSE REIMBURSEMENT POLICY FOR TRAVEL RELATED COSTS WHILE ON COMPANY BUSINESS

MEETING DATE: **Wednesday, June 9, 2004**

RECOMMENDATION:

That the Board approve the revisions to the attached policy which relate specifically to daily maximum allowances that may be claimed for ground transportation and meals/lodging that are not required to be supported by receipts.

BACKGROUND:

The revisions are intended to recognize situations in which a receipt may not be obtainable while at the same time reducing the maximum allowances without a receipt to more frugal limits with the intention to motivate employees to obtain receipts if their daily expense exceeds the maximum allowances.

The existing policy requires a receipt for all ground transportation to/from the airport or railroad station and their home/hotel. The revision to the policy eliminates the requirement to submit a receipt unless the cost exceeds \$15. This limit is added to recognize that some cost is involved in getting to/from the airport or train station and provides a minimum compensation to the employee if they choose not to obtain a receipt.

The existing policy related to meals/lodging allowed for a maximum reimbursement of \$85 per day but also required receipts as support. It was decided that such a policy did not consider situations, for example, where an employee contributed his/her share of a meal paid for by another employee or a non-employee. In such situations the employee would not reasonably be able to obtain a receipt. Under the revised policy the daily allowance is reduced to \$50 without the requirement to provide a receipt. The amount of \$50 is considered a more realistic and frugal amount. The policy goes on to require that those employees who had their meal paid for may not claim the related allowance for that meal.

GCD:tt
Attachments



BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 5000-141
FROM: Amir Nathoo DATE: June 1, 2004
SUBJECT: **Mechanical Work for Carpark Nos. 36 (Stage II) and 52
Exhaust System Replacement
Award of Construction Contract**

MEETING DATE: June 9, 2004

RECOMMENDATION:

1. To award the Construction Contract for the exhaust system replacement for Carpark No. 36 (Stage II) and Carpark No. 52 to Bally Mechanical Contractors Inc. for the amount of \$1,108,000 plus the amount of \$112,000 as Contingency Allowance being a sum total amount of \$1,220,000 plus G.S.T.
 2. To recover from the City of Toronto the amount of \$268,890.11 (plus GST) as its proportionate share for the cost associated with Carpark No. 36 (Stage II, sub-level 1).
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BACKGROUND:

1. The below-grade Carpark No. 36 is located at 100 Queen Street West, and is the area 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 joints divide the carpark into the south part as Stage I and the north part as Stage II.
2. Carpark No. 52 is also a below-grade Carpark. It is below University Avenue from Front Street to King Street, and the municipal address is 40 York Street.
3. MCW Consultants Ltd. were retained as Engineering Consultants for this project under Board Minute 03-268, dated April 29, 2003. The retrofit project involves replacing of mechanical exhaust fans and providing new smoke sensors to activate the fans, as needed. Fans will be removed in phases to ensure the Carparks remain operational. They prepared the tender documents and will provide contract administration.
4. Fourteen (14) Contractors were invited, of which four (4) submitted their bids. Bids received are listed below in the ascending order without the G.S.T.

.1	Bally Mechanical Contractors Inc. (BMC)	\$1,099,000.
.2	Bird Mechanical Ltd. (BML)	\$1,227,000.
.3	Morocas General Contractors Ltd. (MGC)	\$1,426,151.
.4	Kenaidan Consulting Ltd. (KCL)	\$1,450,000.

5. The Consultant's review and recommendation is herein attached and is self-explanatory. The summary of recommendation is as follows:

No.	Details	Carpark 36	Carpark 52	Total
1.	Tender Price of BMC	\$915,000	\$184,000	\$1,099,000
2.	Alternate price of new grating	\$0.00	\$9,000	\$9,000
	Total	\$915,000	\$193,000	\$1,108,000

6. BMC has recently completed a project of providing maintenance water provision for Carpark Nos. 36 and 43. The project was completed on schedule and on budget. We were satisfied with their work.
7. We concur with the Consultant's recommendation to award the construction contract for exhaust system replacement to Bally Mechanical Contractors Inc.
8. For Carpark No. 36 Stage II, Sub-level 1 (which belongs to the City of Toronto), the proportionate cost should be recovered from the City.

FINANCIAL BACKGROUND

A. Total Project Details

The following table provides the total project cost details, including the breakdown between the TPA and the City of Toronto costs.

No.	Details	TPA Share	COT Share	Total Project Cost
1.	Building Permits			
	Carpark No. 36	\$9,226.81	\$3,075.61	\$12,302.42
	Carpark No. 52	\$2,536.30	\$0.00	\$2,536.30
2.	Consulting Fees			
	Carpark No. 36	\$32,826.00	\$10,942.00	\$43,768.00
	Carpark No. 52	\$9,232.00	\$0.00	\$9,232.00
3.	Construction			
	Carpark No. 36	\$686,250.00	\$228,750.00	\$915,000.00
	Carpark No. 52	\$193,000.00	\$0.00	\$193,000.00
4.	Contingency			
	Carpark No. 36	\$69,368.50	\$23,122.50	\$92,491.00
	Carpark No. 52	\$19,509.00	\$0.00	\$19,509.00
	Totals	\$1,021,948.61	\$265,890.11	\$1,287,838.72

B. TPA Account Details

1.	Funds available under Capital Budget	\$2,500,000.00
2.	Building Permits	(\$11,763.11)
3.	Consulting Fees	(\$42,058.00)
4.	Construction Cost	(\$879,250.00)
5.	Contingency Allowance	(\$88,877.50)
	Surplus Funds or Funds Remaining	<u>\$1,478,051.39</u>

Amir Nathoo



BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO:
FROM: Gwyn Thomas, Sam Roussos DATE: June 2, 2004
SUBJECT: **Purchase of Replacement Vehicles
Operations Department**

MEETING DATE: **Wednesday June 9, 2004**

RECOMMENDATION:

It is recommended that:

1. **The Board approve the expenditure of \$48,000 to provide for the purchase of one (1) 2004 GMC Safari Cargo Van and one (1) GMC Sierra 2500 Heavy Duty Pick Up Truck from Popham Pontiac Buick Limited; and**
 2. **The Board further authorizes the decommissioning of Vehicle No. B2 - 1993 GMC Safari Cargo Van and Vehicle No. B12 - 1995 GMC Pick up Truck to be used for their trade in value against this purchase.**
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BACKGROUND:

The vehicles that are being replaced are both used in the on-street operation. Vehicle No. B2 – 1993 GMC Safari Cargo Van is used for revenue collection and Vehicle No. B12 - 1995 GMC Pick up Truck is a maintenance vehicle. These vehicles have 133,000 kilometers and 132,000 kilometers recorded on them respectively and are in need of major repairs to keep them in a state of good repair.

The following summarizes the quotations received for these vehicles.

Dealer Name	Quotation	Trade In	Net Cost	PST	Total Cost
Popham Pontiac Ltd.	\$51,800	\$3,000	\$48,000	\$3,904	\$52,704
Addison on Bay Ltd.	\$50,190	\$1,000	\$49,190	\$3,935	\$53,125
Old Mill Pontiac Ltd.	\$51,744	\$2,000	\$49,744	\$3,979	\$53,723

The low trade in values offered by these dealerships serves to emphasize the poor condition of these vehicles. Funding in the amount of \$58,000 is allocated for these purchases in the Toronto Parking Authority 2004 Operating Budget.



BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 5000-149
FROM: Amir Nathoo DATE: May 26, 2004
SUBJECT: **2004 Repairs to Surface Carpark Nos. 51, 82, 85, 109, 116, 170, 519 and 700
Award of Construction Contract**

MEETING DATE: June 9, 2004

RECOMMENDATION:

To award the Construction Contract for 2004 Repairs to Surface Carpark Nos. 51, 82, 85, 109, 116, 170, 519 and 700 to Gazzola Paving Ltd. for the amount of \$101,479.50 plus an additional amount of \$10,520 as Contingency Allowance being a sum total amount of \$112,000 plus G.S.T.

BACKGROUND:

1. 2004 repairs to various surface carparks includes resurfacing, fence replacement and partial replacement or repairs of asphalt work.
2. Fifteen (15) paving contractors were invited of which eight (8) submitted their tenders. Tenders received are listed below in the ascending orders without the G.S.T.

.1	Gazzola Paving Limited (GPL)	\$101,479.50
.2	Melrose Paving Co. Ltd. (MPC)	\$109,668.50
.3	Forest Contractors Ltd. (FCL)	\$118,038.00
.4	Mopal Construction Limited (MCL)	\$130,120.00
.5	Tony Battista Paving Inc. (TBP)	\$138,224.75
.6	Ashland Paving Ltd. (APL)	\$159,550.00
.7	Across Canada Construction Ltd. (ACC)	\$176,356.00
.8	Associated Paving Co. Ltd. (APC)	\$198,715.00

3. 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 GPL's tender to be 100%, the next bidder MPC's tender is 8.07% higher or a difference of \$8,189.
 - .2 The highest bidder APC's tender is 95.8% higher compared to the lowest bidder or a difference of \$97,235.50.

4. The following table provides the Carpark number address, budgeted amount and tendered amounts by GPL:

Nos.	Address	Budgeted Amount	Tendered Amount
51	365 Lippincott Street	\$8,000	\$4,025.00
82	9 Emerson Avenue	\$30,000	\$19,110.00
85	557 Palmerston Ave. & 640 Markham St.	\$0.00	\$3,497.50
109	51 Aberdeen Avenue	\$25,000	\$23,457.00
116	255 Kennedy Avenue	\$3,000	\$4,070.00
170	117 Hammersmith Ave.	\$5,000	\$4,410.00
519	5 Dayton Lane Lot	\$25,000	\$11,260.00
700	101 Grangeway Avenue	\$25,000	\$31,650.00
	Totals	\$121,000	\$101,479.50

5. Gazzola Paving Ltd has provided similar services to TPA in the past, and we were satisfied with their work. GPL's unit prices are reasonable in the event additional work is required.
6. We recommend that Gazzola Paving Ltd's tender be approved for the above project.

FINANCIAL BACKGROUND

1.	Funds available under Maintenance Budget		\$121,000
2.	<u>Construction</u>		
	Gazzola Paving Tender	\$101,479.50	
	Contingency Allowance	<u>\$10,520.50</u>	
		<u>\$112,000.00</u>	<u>(\$112,000)</u>
3.	Unused or Surplus Funds		<u>\$9,000</u>

Amir Nathoo



BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 5000-00
FROM: Ian Maher DATE: June 3, 2004
SUBJECT: Usage and Revenue at Off-Street Facilities to April 2004

MEETING DATE: June 9, 2004

RECOMMENDATION:

That the report be received as information.

BACKGROUND:

The April 2004 usage and revenue results continue to track closely with the projections. The following table summarizes the results:

	2003 (\$000)	2004 (\$000)	Budget (\$000)	Variance (\$000)
April	\$4,282	\$4,711	\$4,670	\$41
YTD April	\$17,279	\$18,422	\$18,380	\$42

There were 9 carpark which had budget variances in excess of \$10,000; five of which were negative variances and 4 of which were positive variances.

Facility	Carpark No.	2003	2004	Budget	Variance
<i>Negative</i>					
Charles/Hayden	1	\$124,759	\$138,744	\$150,775	(\$12,031)
St.Clair/Alvin	12	\$128,885	\$112,684	\$128,851	(\$16,167)
Yorkville Garage	15	\$293,749	\$296,749	\$313,775	(\$17,526)
Queen/Victoria	26	\$147,372	\$214,698	\$228,200	(\$13,502)
Bay/Lakeshore	32	\$215,498	\$188,263	\$200,000	(\$11,737)
<i>Positive</i>					
Dundas Sq.	34	\$104,854	\$139,310	\$116,798	\$22,512
Nathan Philips Sq.	36	\$550,183	\$573,500	\$563,206	\$10,294
St.Lawrence	43	\$369,890	\$387,329	\$350,450	\$36,879
1501 Yonge St.	223	\$0.00	\$13,580	\$0.00	\$13,580

The variances are consistent with the first quarter results.

Ian Maher



BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 2000-01
FROM: G.C. Daigle DATE: May 26, 2004
SUBJECT: POLICY 4-18 : MILEAGE (REIMBURSEMENT FOR USE OF PERSONAL VEHICLE)

MEETING DATE: **Wednesday, June 9, 2004**

RECOMMENDATION:

That the Board approve the attached policy wherein the rate per kilometer is set at \$0.46 for employees using their personal vehicle on TPA business.

BACKGROUND:

The current rate of \$0.36 per kilometer has been in effect for a number of years. Annually, during preparation of the operating budget, I review the costs published by the Canadian Automobile Association (CAA), the prescribed rate set by Canada Revenue Agency (CRA) and have surveyed our external auditor with respect to rates paid by some of their clients. Typically we have always been within the range of rates noted. At the same time the City of Toronto's rate was also noted and was typically higher than other sources.

The City of Toronto is paying \$0.46 for 2004. The CAA costs range from \$0.39 to \$0.69 depending on the number of kilometers driven. The CRA has not updated prescribed rates since 2003 but they are at \$0.42 for the first 5,000 kilometers and \$0.36 thereafter. Based on recent increases in gasoline prices their current rates will almost certainly increase. In comparison the City's current rate of \$0.46 appears reasonable and is recommended effective June 1, 2004.

It should also be noted that the TPA reimburses operations supervisors and taggers for one-half of their insurance premium for business use that they are required to buy because of the extensive use they make of their personal vehicle. The rates per kilometer quoted herein are based on personal use insurance premiums, not business use. As a result reimbursing staff for a portion of their business use insurance is appropriate as it is not covered by the rate per kilometer.

GCD:tt
Attachments



BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 3400-Streets A
FROM: Gwyn Thomas DATE: June 3, 2004
SUBJECT: **Proposed Parking Control Equipment Installation Locations**

MEETING DATE: Wednesday, June 9, 2004

RECOMMENDATION:

It is recommended that:

1. The Board approves the installation of pay and display parking control equipment on both sides of Ashtonbee Road from Pharmacy Avenue to a point 465 metres east of Pharmacy Avenue, subject to the approval of the Council of the City of Toronto;
2. These parking machines be installed for a six month trial period throughout which they be monitored to examine the financial credibility and the associated maintenance liabilities of the installation;
3. 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.
4. 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 \$150,000. Funds are available in Toronto Parking Authority capital reserves. This will ensure that the equipment is available to allow this proposal to proceed immediately following approval.

BACKGROUND:

The recommendations herein arise from request from Councillor Michael Thompson, Ward 37 – Scarborough Centre to examine the feasibility of controlling on street parking through the implementation of pay and display machines to improve accessibility and turnover at these locations.

With the exception of the hours between 7:00 a.m. to 9:00 a.m. on street parking is currently allowed on the south side of Ashtonbee Road between Pharmacy Avenue and a point 465 metres east of Pharmacy Avenue. Parking is prohibited on the south side from a point 465

metres east to Pharmacy Avenue to Warden Avenue and on the entire north side of the street between Pharmacy Avenue and Warden Avenue. Wexford Park is located on the north side of Ashtonbee Road adjacent to the permitted parking area and Centennial College is also located on the north side immediately east of the park.

Wexford Park experiences a significant level of sporting activity on a regular basis. On street parking was implemented on the south side of the Ashtonbee Road to provide parking for users of the park since parking is not provided in the park. Students attending Centennial College typically park in the available on street stalls to avoid paying for parking in the college parking facility located immediately east of the park. This practice reduces available parking for parks users. The introductions of pay and display machines and parking rates similar to those in place in the college parking facility should improve the distribution of the parking supply in the area.

The Ashtonbee Road area is somewhat isolated in terms of the use of on street parking equipment. Typically when parking machines or meters are installed in isolated areas they tend to become a liability rather than an asset. They are more susceptible to, and generally experience more frequent vandalism and parking enforcement is less frequent. This inevitably results in poor compliance and poor revenue generation. The performance of these parking machines will be monitored for a nine month period following their introduction to determine their effectiveness in controlling parking as well as to assess their impact on the parking meter/machine operation. The results of the staff review and the final recommendations will be placed before the Board following the trial period.

A map of this location is attached.