



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 P.M. on Wednesday, June 1, 2005.**

### AGENDA

- A. Declarations of Conflict of Interest.
- B. Confirmation of the minutes of the May 4, 2005 meeting.

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

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#### **1.0 FINANCE & ADMINISTRATION**

- 1.1 List of Cheques issued, for information only, and shown as Annex A. to this June 1, 2005 Agenda (vouchers 24737 - 25115).
- 1.2 Staff memorandum dated May 25, 2005, for information only, regarding the on-street revenue results to April, 2005.
- 1.3 Staff memorandum dated May 20, 2005, for information only, regarding the off-street revenue results for April 2005 and year to date.

#### **2.0 DESIGN & CONSTRUCTION**

- 2.1 ***Staff memorandum dated May 25, 2005 recommending that:***
  - 1. ***the contract for the 2005 Repairs to Carpark No. 52 at 40 York Street be awarded to Duron Ontario Ltd. for a sum total amount of \$1,070,000.00 plus GST, and;***
  - 2. ***to pay the Toronto Transit Commission (TTC) an amount up to \$20,000.00 plus GST for the equipment, labour and engineering costs to facilitate the construction work required.***

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- 2.2 **Staff memorandum dated May 25, 2005 recommending that:**
1. ***the contract for the Lighting Rehabilitation for Carpark 52 at 40 York Street be awarded to Bally Mechanical Contractors Inc. for a sum total amount of \$241,500.00 plus GST, and;***
  2. ***the Toronto Parking Authority retain URS Canada Inc. as consultants for the Lighting Rehabilitation of Carpark 52 for a sum total amount of \$30,000.00 plus GST.***
- 2.3 **Staff memorandum dated May 26, 2005 recommending that:**
1. ***the contract for the Mall Roof Repairs at Carpark 15 at 50 Cumberland Avenue be awarded to Maxim Group General Contracting Limited for a sum total amount of \$113,000.00 plus GST, and;***
  2. ***the Toronto Parking Authority retain Halsall Associates Limited as consultants for the Mall Roof Repairs at Carpark 15 for a sum total amount of \$10,900.00 plus GST.***
- 2.4 **Staff memorandum dated May 30, 2005 recommending that the contract for the 2005 Surface Carpark Paving Program be awarded to Tony Battista Paving Inc. for a sum total amount of \$501,387 plus GST.**

### **3.0 PARKING OPERATIONS**

#### **Off-Street**

- 3.1 Staff memorandum dated May 20, 2005 recommending approval of the following rates for implementation at Carpark No. 708 – 150 Borough Drive:
1. \$1.00 per half hour
  2. \$6.00 maximum from 07:00 – 18:00
  3. \$3.00 maximum from 18:00 – 07:00

Rates are to be in effect 24 hours per day seven days per week.

### Off-Street (Cont'd)

3.2 Staff memorandum dated May 20, 2005 recommending approval of the following rates for implementation at Carpark 224 located at 220 Roncesvalles Avenue:

1. \$0.75 per half hour from 06:00 to 03:00
2. \$4.00 maximum from 18:00 to 03:00

Rates are to be in effect 21 hours per day seven days per week.

3.3 Staff memorandum dated May 25, 2005 recommending that:

1. the forthcoming RFP for winter maintenance services for Toronto Parking Authority unattended surface carparks request pricing for a five (5) year term;
2. a price be solicited for year one of the contract only and that all price changes in the subsequent four years of the contract be established using the Adjusting Index Calculation established in the City of Toronto Works and Emergency Services Winter Maintenance Contract, and;
3. the Environment Canada Guidelines for Liquid Anti-icing Prewetting practices be included in the new Request for Proposal document.

3.4 **Staff memorandum dated May 25, 2005 recommending approval of the expenditure of \$295,000.00 (PST included) to provide for the purchase of the following equipment required to re-equip and convert Carpark 36 – City Hall Garage to a credit card in/out facility:**

- (a) **Zeag Parking Access Revenue Control System with barrier gates, the Zeag EON Integrated Proximity Access Control System - \$271,000.00;**
- (b) **Nu Media Display Systems Light Emitting Diode (LED) Informational / Directional Sign System - \$15,000.00; and,**
- (c) **Customer Informational Sign Package - \$9,000.00.**

3.5 Staff memorandum dated May 20, 2005 recommending rate changes to the rates charged at various off-street facilities.

### On-Street

3.6 Staff memorandum dated May 19, 2005 recommending proposed changes to the on-street meter rates in North York Centre.

3.7 Staff memorandum dated May 26, 2005 recommending authorization for staff to proceed with a Request for Proposal to sell advertising on pay and display machines.

**5.0**      **IN-CAMERA**

5.1      ***Staff memorandum dated May 26, 2005 regarding a proposed property acquisition for municipal parking purposes.***

5.2      ***Staff memorandum dated May 26, 2005 regarding an agreement amendment.***

5.3      ***Staff memorandum dated May 26, 2005 regarding a proposed property acquisition for municipal parking purposes.***

**6.0**      **OTHER BUSINESS**

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

- 1)      “ ‘Sensitive’ ticketing sought” (Toronto Star, May 26, 2005);
- 2)      “Fines go up, tickets go down” (Toronto Star, May 25, 2005);
- 3)      “You can expect more holiday tickets” (Toronto Sun, May 25, 2005);
- 4)      “Drivers to Hornets: Buzz off” (Toronto Sun, May 24, 2005);
- 5)      “Controversial busway merits closer look: city” (Toronto Community News, May 20, 2005);
- 6)      “Don Valley transit plan stuck in gridlock” (Toronto Star, May 18, 2005);
- 7)      “Strike could stop GO trains” (Toronto Star, May 17, 2005);
- 8)      “Envelope, please: TO wins music shrine” (Toronto Star, May 17, 2005);
- 9)      “The natural evolution of a wireless world” (Globe and Mail, May 17, 2005);
- 10)     “Pay-raise debate set for city hall” (Globe and Mail, May 17, 2005);
- 11)     “Cellphone firms want you to get dialing for dollars” (Globe and Mail, May 17, 2005);
- 12)     “Will that be cash or wallet phone” (Globe and Mail, May 16, 2005);
- 13)     “Sprucing up the Square” (Toronto Star, May 10, 2005);
- 14)     “Vancouver tows 50,000 parking violators a year” (Canada.com News, May 6, 2005);
- 15)     “Park yourself” (Toronto Sun, May 8, 2005);
- 16)     “Clarifying our parking issues” (Beach Metro News, May 3, 2005);
- 17)     “City’s financial hole gets deeper” (Toronto Sun, May 3, 2005);
- 18)     “City warns of looming budget woes” (Globe and Mail, May 3, 2005);

- 19) "The private goes public" (Toronto Star, May 2, 2005); and,
- 20) "Luxury building maintains art deco look" (Toronto Star, April 30, 2005).

6.2 Copy of letter dated May 4, 2005, for information only, from Rob Richardson of the City of Toronto Parks, Forestry & Recreation Division thanking the Toronto Parking Authority for its participation in the 2005 "Trees Across Toronto Event" which was held on Saturday, April 30<sup>th</sup>, 2005 and contribution to the 2005 Toronto Tree Advocacy Planting Program.



# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 1248-00, 5224-00  
FROM: Ian Maher DATE: May 20, 2005  
SUBJECT: **Establishment of Rates for Carpark No. 224  
Polish Credit Union – 220 Roncesvalles Avenue**

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MEETING DATE: June 1, 2005

RECOMMENDATION:

**It is recommended that the following rates be established for Carpark No. 224 – 220 Roncesvalles Avenue.**

- **\$0.75 per half hour from 06:00 to 03:00**
- **\$4.00 maximum from 18:00 to 03:00**

**The rates will be in effect 21 hours per day seven days per week.**

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BACKGROUND:

A new carpark will be operated by way of management agreement at the Polish Credit Union 220 Roncesvalles Avenue. The lot will serve the busy Roncesvalles retail strip. The proposed rate is consistent with rates at similar facilities. The carpark is expected to be busiest during evenings and on Saturdays. At the request of the Credit Union, parking will be prohibited between the hours of 03:00 to 06:00 daily. This will ensure that overnight vehicles do not crowd out the day parkers.



# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 7020-01  
FROM: Gwyn Thomas DATE: May 25, 2005  
SUBJECT: **Toronto Parking Authority Winter Maintenance Contract  
Environment Canada Guidelines - Best Management Practices for Salt  
Use on Parking Lots and Private Roads**

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MEETING DATE: Wednesday, June 1, 2005

RECOMMENDATION:

It is recommended that:

- 1) **The forthcoming Request for Proposal solicitation for winter maintenance services for Toronto Parking Authority unattended surface carparks request pricing for a five (5) year term;**
  - 2) **A price be solicited for year one of the contract only and that all price changes in the subsequent four years of the contract be established using the Adjusting Index Calculation established in the City of Toronto Works and Emergency Services Winter Maintenance Contract; and**
  - 3) **The Environment Canada Guidelines for Liquid Anti-icing and Prewetting practices be included in the new Request for Proposal document.**
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BACKGROUND:

The Board, at its meeting held Monday, February 23, 2004, received for information a report entitled "The Municipal Low Salt Diet". Mr. Kevin Mercer, Executive Director of the RiverSides Stewardship Alliance, presented this report. The Riversides Stewardship Alliance is an incorporated citizens committee that deals with water quality issues. The "Municipal Low Salt Diet" is a road salt use reduction strategy with a focus on chloride pollution and its effects on our waterways. The purpose of the presentation was to apprise the Board of the forthcoming Environment Canada (EC) document, "Best Management Practices for Salt Use on Parking Lots and Private Roads"; to invite the Toronto Parking Authority to participate as a partner in the Municipal Low Salt Diet program and to solicit funding accordingly.

The Board was advised that Authority staff was working and consulting with the City of Toronto Works and Emergency Services Department to adopt, where applicable, the practices developed in the City's Snow Management Plan, Salt Management Plan and Snow Disposal Site project. These documents have been recognized as some of the most comprehensive, forward thinking plans in the industry today and have had an influential role in the development of the Environment Canada documents.

The Board was also advised that Toronto Parking Authority staff participated in the stakeholder advisory group established by Environment Canada to develop the forthcoming document for parking lots and private roads.

**Following the deliberations on the report/presentation the Board resolved that, upon the release of the Environment Canada “Best Practices” document staff review the recommended practices, identify those most suitable to the Authority’s operation and prepare a report to the Board with a recommended approach for the implementation.**

#### DISCUSSION:

The Environment Canada document “Best Management Practices for Road Salt Use on Parking Lots and Private Roads” was released in July 2004. It is a guidance document dealing with the environmental management of road salts used for the control of snow and ice on parking lots and private roads. It is not intended to be used prescriptively but rather as advice to property owners and contractors for consideration in the development of their own practices, policies and procedures. The document emphasizes that the suggested practices should not be interpreted as promoting salt reduction measures over safety.

The document acknowledges the significance of snow and ice control in the Canadian climate and recognizes the significant role road salt plays in maintaining safe passable streets, parking lots and property access. The motivation for the new guidelines arises from concerns with the excessive use of road salt and the harmful consequences that it can have on the surrounding environment. Due to the corrosive nature of salt it may cause deterioration of roadway surfaces, concrete structures and vehicles as well as damage or kill grass and trees and other vegetation. In light of the growing concerns about the distribution of large quantities of chlorides into the environment and the ensuing negative environmental impacts, rock salt was the subject of a comprehensive five-year scientific assessment under *the Canadian Environmental Protection Act, 1999* where it was concluded that road salt is having adverse impacts on the environment and these impacts must be managed.

The document deals with practices related to:

- Material Storage and Handling
- Salt Application
- Snow Storage and Disposal
- Materials
- Equipment
- Decision Making Tools
- Operational Considerations
- Training.

The Toronto Parking Authority is currently in the third and final year of a three-year winter maintenance contract with a private contractor. It is a full service contract (snow clearing, snow removal and salting/deicing) with fixed annual pricing.

The contract speaks to all of the salient points in the Environment Canada document and is generally consistent with the recommended practices therein and places the responsibility for the implementation of these practices with the contractor. This ensures that the responsibility for the entire service rests with one service provider and it encourages diligence in terms of the cost of delivering the services.

The only significant difference between the Authority’s contract and the recommended practices in the EC document is in the salt application methods. Although the structure of our contract encourages cost effectiveness in the distribution of salt, which has the desired effect on the environment, the EC document discusses alternative distribution methods that further reduce



the amount of salt applied to the parking lots without reducing its effectiveness. These distribution methods are referred to as Liquid Anti-icing and Prewetting. Both of these methods promote the use of a liquid freeze point depressant that is typically a salt and water brine solution. A brine solution is typically made up of 75% water and 25% solid salt.

Applying solid salt ensures that there is a supply of salt that will go into solution as more moisture in the form of melted snow and ice is added. One distinct disadvantage is that it takes longer for solid salt to form the brine that is necessary to melt snow and ice and it is unlikely that the brine will reach a sufficiently high concentration to provide the maximum effectiveness of the salt. As a result the effective working temperature of solid salt is higher than if it were applied in liquid form.

Liquid Anti-icing is a proactive method of snow and ice control in which a concentrated liquid freeze point depressant or brine is sprayed directly on the pavement surface. Applying a concentrated brine solution has the advantage of providing instantaneous melting capabilities at a much lower and effective working temperature than solid salt. The one disadvantage is that in the absence of a continuous supply of solid chemical (salt) the brine will dilute and become increasingly susceptible to freezing. One of the most effective uses of liquid anti-icing practices is the application of brine to dry pavement prior to a storm or frost where it will be present to begin melting when frost or snow arrives

Prewetting is a technique whereby a concentrated liquid freeze point depressant/brine is sprayed onto solid salt or sand at the time it is placed onto the pavement surface. Prewetting is the application of brine to solid salt in either the vehicle spreader chute or the spinner as it is dispensed onto the roadway. The application of the liquid increases the speed at which the solid salt begins to work and it ensures that there is solid salt present to slow the rate of dilution and the potential for freezing.

These practices have proven to be effective in the winter maintenance practices on City of Toronto roadways. The current City of Toronto contract specifies these practices in the scope of work and requires that contractors not only provide the necessary specialized equipment, they must also demonstrate a full understanding of these practices and their implications in the various winter storm conditions. Past experience clearly indicates that Liquid anti-icing and Prewetting clearly reduce the amount salt used not only because of the reduced concentration of salt in the brine solution but also due to the increased effectiveness of the application.

## TORONTO PARKING AUTHORITY CONTRACT

In July 2005 the Toronto Parking Authority will be soliciting pricing through a Request for Proposal for our next winter maintenance contract.

The current contract is a three-year term and annual costs are in the order of \$1,000,000. It is anticipated that with the significant increases in fuel costs and insurance premiums contract pricing will rise accordingly. In an effort to mitigate these anticipated costs several changes in the provisions of the contract have been recommended herein; an increase in the term of the contract from three years to five years; the solicitation of a single price for year one of the contract with the application of the Adjusting Index Calculation used in the City of Toronto Works and Emergency Services Winter Maintenance Contract; and, the inclusion of liquid anti-icing and prewetting practices as set out in the EC document.

Lengthening the term of the contract will allow proponents to arrange longer term pricing for equipment leases, materials, staffing and sub-contractor agreements, all of which should reduce the cost of the service.

The solicitation of a single price for the first year of the contract with the price changes (increase or decrease) in subsequent years based on documented operational cost changes in the workplace calculated using the City of Toronto Adjusting Index will tie Authority contract costs to the marketplace rather than our current predisposition to the annual price increases submitted by the proponent. Adjusting Index is calculated using the actual annual wage variation in the Truck Driver category of the City of Toronto Fair Wage Schedule for Road Building Work and the annual cost variation set out in the Ontario Provincial Standards Specification OPSS 127 – Schedule of Rental Rates for Road Building Equipment. This concept is used in many contracts of this nature because it reflects the percentage increase or decrease in the cost of labour, vehicle capital and operational maintenance cost incurred by the contractor over the life of the contract. By comparison the annual price increases experienced by the City are lower than those submitted in the current Authority contract. Price adjustments in the City contract have been in the order of 1-1.5% annually. The submitted prices for the current Toronto Parking Authority contract reflect annual increases in the order of 3%. An example of the Adjusting Index Calculation is attached.

The inclusion of liquid anti-icing and prewetting will reduce salt cost without compromising the effectiveness of our winter maintenance practices. The successful proponent must demonstrate a clear understanding of these practices and supply the equipment and materials necessary to undertake them effectively.

In addition to these specific changes our document will also be strengthened wherever appropriate with applicable references to the Environment Canada best practices document.



# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 3500-10  
FROM: Gwyn Thomas DATE: May 25, 2005  
SUBJECT: **On-Street Revenue Results**

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**MEETING DATE: Wednesday, June 1, 2005**

**RECOMMENDATION:**

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

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**BACKGROUND:**

At its meeting held Monday April 11, 2005, the Board received for information the memorandum entitled "On Street Revenue Results", a summary of the revenue performance for the On Street program for the months of January, February, and March 2005. Recorded revenue for that period totaled \$8,104,556.47, exceeding the budget estimate of \$7,977,285 by \$127,271.47 or 1.6%. At the time the report was prepared the annual budget estimate for 2005 was \$35,500,000. Through the deliberations of the Budget Review Committee this figure has been amended and now stands at \$36,321,000. This change is the result of the reconciliation of the anticipated revenue from the City of Toronto Parks and Recreation parking facilities and the revenue projections for the rate changes introduced during the analyze of the Toronto Parking Authority 2005 Operating Budget by the Budget Review Committee.

The following summarizes the revenue results for the on street parking program for the month of April 2005 based on the revised 2005 budget estimates.

Recorded revenue in April 2005 was \$3,044,428.66, falling short of the revised April budget estimate of \$3,092,416 by \$47,987.

Reported revenue in January 2005 was, \$2,336,739.92, \$168,511 under the revised 2005 budget estimate of \$2,505,250. Reported revenue in February 2005 was \$2,660,652.61, exceeding the revised 2005 budget estimate by \$75,379 and in March 2005 reported revenue was \$3,108,239.53 exceeding the 2005 budget estimate by \$36,989.

The recorded revenue year to date for 2005 is \$11,150,060, \$104,130 under the revised 2005 budget estimate of \$11,254,190 for this period.



# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 4096-30  
 FROM: Ian Maher DATE: May 20, 2005  
 SUBJECT: OFF-STREET REVENUE RESULTS – Year-to-Date April 2005

MEETING DATE: June 1, 2005

RECOMMENDATION:

That this report be received for information.

BACKGROUND:

The table summarizes the revenue results for the first quarter of 2005.

		<b>2004 (\$000)</b>	<b>2005 (\$000)</b>	<b>Diff (\$000)</b>	<b>%</b>	<b>Budget (\$000)</b>	<b>Diff (\$000)</b>	<b>%</b>
Jan	Att	3061	3027	(34)	(1.1)	3173	(146)	(4.6)
	Unatt	1141	1189	48	4.0	1211	(22)	(1.8)
	All	4202	4216	14	0	4384	(168)	(3.8)
Feb	Att	3281	3076	(205)	(6.7)	3290	(214)	(6.5)
	Unatt	1297	1301	4	0	1328	(27)	(2.0)
	All	4578	4377	(201)	(4.6)	4618	(241)	(5.2)
Mar	Att	3492	3281	(211)	(6.4)	3399	(118)	(3.5)
	Unatt	1437	1450	13	0.9	1423	27	1.9
	All	4929	4731	(198)	(4.2)	4822	(91)	(1.9)
Apr	Att	3286	3362	76	2.3	3512	(150)	(4.5)
	Unatt	1425	1494	69	4.8	1544	(50)	(3.4)
	All	4711	4856	145	3.1	5056	(200)	(4.1)
YTD	Att	13120	12746	374	(4.8)	13374	(628)	(4.7)
	Unatt	5300	5434	134	1.7	5506	(72)	(1.3)
	All	18420	18180	(240)	(2.9)	18880	(700)	(3.7)

Overall, the revenue for the month of April 2005 exceeded the 2004 April revenue for both the attended and the unattended facilities. However, the results were all below the budgeted results. The budget estimate reflects the fact that Easter weekend occurred in March in 2005 as opposed to April in 2004.

The weakest segment continues to be the Yonge corridor as is indicated on Map 1. The neighbourhood facilities, with the exception of the Danforth, continue to perform well.

Ian Maher



# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 5052-51  
FROM: Amir Nathoo DATE: May 25, 2005  
SUBJECT: **2005 Repairs to Carpark No. 52 at 40 York Street  
Award of Contract**

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MEETING DATE: June 1, 2005

RECOMMENDATION:

1. To award the construction contract for 2005 Repairs to Carpark No. 52 at 40 York Street to Duron Ontario Ltd. for the amount of \$971,260 plus \$98,740 as contingency allowance, being the sum total amount of \$1,070,000 plus GST.
  2. To pay the Toronto Transit Commission (TTC) an amount up to \$20,000 plus GST for the equipment, labour and engineering costs to facilitate the construction work required.
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BACKGROUND:

1. The below-grade Carpark No. 52, with municipal carpark address of 40 York Street, is located over the TTC subway under University Avenue from Front Street to King Street. The carpark has two levels: upper and lower, with the lower level floor slab forming the subway tunnel roof.
2. TTC retained SNC Lavalin as Consultants to carry out condition survey of the TTC subway tunnel structure. SNC's scope of services included the lower level slab of the garage. In their report SNC has identified problem areas which include the leaks from the expansion and control joints from the lower level of the garage. The report also identifies delaminated areas of the tunnel walls and concrete ceiling on the underside of the garage slab. The lower level slab is approximately 900mm thick.

The work within the TTC tunnel is under dispute and has not yet been resolved as the terms of agreement are not very clear, and TPA is of the opinion that TTC is also responsible for the poor maintenance and ventilation-related problem. However, we are carrying out the work within the carpark first to stop the leaks through the joint and a new waterproofing membrane for preserving the structure.

3. The work within the carpark has been divided into two phases. Phase I deals with work on the upper level and Phase II deals with work on the lower level. The mastic / asphalt and membrane will be removed from both levels, unsound concrete repaired, new waterproofing membrane and asphalt will be provided, including new expansion joints.

4. Nine (9) general contractors were invited to submit their tenders. Tenders received are listed below in the ascending order without the GST.

No.	Contractors	Amount Tendered	Percentage
1	Duron Ontario Ltd (DOL)	\$971,260	100%
2	Structural Contracting Ltd. (SCL)	\$1,049,550	108.1%
3	Across Canada Construction (ACC)	\$1,282,470	132.04%
4	SRS Restoration Limited (SRS)	\$1,437,290	147.98%
5	Can Mar Contracting Limited (CMC)	\$1,645,100	169.38%

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 Duron Ontario Ltd is the low bidder. Assuming the low bidder DOL's tender to be 100%, the next bidder SCL tender is 8.1% higher or a difference of \$78,290.
- .2 The highest bidder CMC tender is 69.38% higher compared to the low bidder DOL or a difference of \$673,840. It would seem CMC has misjudged the scope and or the constraints or is not interested in this project.

6. Duron Ontario Ltd's unit prices are reasonable. DOL has previously worked for TPA, and is also carrying out stair repair work this year. We are satisfied with DOL's work and we recommend that the above tender be awarded to Duron Ontario Ltd.

7. The garage drains are in bad condition and we suspect some drain lines are plugged. We will require entering TTC tunnel to try and restore their function. TTC will charge for power shut down and for the manpower to provide access required. We are therefore requesting, in addition, the approval of funds to facilitate the work required.

#### **FINANCIAL BACKGROUND**

1. Funds available under Capital Budget		\$1,500,000	
2. Construction Costs			
Low Tender	\$971,260		
Contingency Allowance	\$98,740		
Sub-total	\$1,070,000		(\$1,070,000)
3. TTC Labour and Equipment			(\$20,000)
4. Surplus or unused funds			\$410,000

Amir Nathoo



# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 5052-52  
FROM: Amir Nathoo DATE: May 25, 2005  
SUBJECT: **Municipal Carpark No. 52 – Lighting Rehabilitation**

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MEETING DATE: June 1, 2005

RECOMMENDATION:

1. To award the Lighting Rehabilitation for Carpark No. 52 contract to Bally Mechanical Contractors Inc. for the amount of \$215,000 plus \$21,500 as contingency allowance plus \$5,000 for Inspection and Testing being the sum total amount of \$241,500 plus GST.
  2. To retain URS Canada Inc as Consultants for the Lighting Rehabilitation of Carpark No. 52 for the amount of \$24,300 plus \$2,700 as disbursement, plus \$3,000 as contingency allowance being the sum total amount of \$30,000 plus GST.
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BACKGROUND:

1. The below-grade parking garage on University Avenue extends from Front Street to King Street and is located over the TTC subway line.
2. During 1995 and 1996, the garage old fluorescent lighting fixtures were replaced with holophane metal halide fixture with the aid of federal/provincial/municipal infrastructure funds. The numbers of fixtures were constraint due to limited available funds. New light fixtures loose 10 to 15% efficiency (in terms of lighting levels) within the first year of usage. This is inherent characteristic of the fixture and the problem is compounded due to the lens becoming yellowish with time, and thus affects lighting level. The lens has a life span of 7 to 10 years.
3. The lighting levels have deteriorated due to insufficient fixtures and the characteristic problems of lighting fixtures as noted above. To improve or to bring the lighting levels to TPA standard, URS Canada Inc. company was retained as Consultants to evaluate the feasibility and to design, including reviewing construction work for the proposed lighting upgrade work required. It is proposed to add new fixtures and replace all existing lenses.
4. Seven (7) electrical contractors were invited to submit their bids. Tenders received are listed below in the ascending order with the GST.

No.	Contractors	Amount Tendered	Percentage
1	Bally Mechanical Contractors	\$215,000	100%
2	Zerem Electrical Services Ltd.	\$224,850	104.58%
3	West Electrical Contractors Inc.	\$482,618.98	224.47%



5. The Consultant has reviewed the tenders and has submitted their recommendations, which is self-explanatory. The summary of their review is as follows:
  - .1 West Electrical Contractors' tender was incomplete, as they did not include pages 2, 3 and 4 of the Tender Form.
  - .2 Bally Mechanical Contractors Inc (BMC) bond form has an error. In the form of Agreement to Bond, the bonding company wrote at the top incorrectly the name of the bonding company, instead of the tender submitting company. BMC also did not indicate completion time.
  - .3 Zerem Electrical Services Ltd. tender is complete or has no error.
  - .4 In the case of BMC, the tender document is witnessed but not sealed. However, we took a legal opinion and were advised that it is now a common and preferred practice and would not be a just cause to declare it informal.
  - .5 The consultant recommended that the tender be awarded to the low bidder Bally Mechanical Contractors Inc.
6. We concur with the Consultant noting that the completion time will be clarified with Bally Mechanical, and request that the contract for lighting work be awarded to Bally Mechanical Contractors Inc.
7. It was originally proposed to design this year and tender this work next year. However, it was subsequently decided to design and tender this year to complete all the work at Carpark No. 52.

**FINANCIAL BACKGROUND**

1	Funds available under Maintenance Budget		\$80,000
2	Consultant		
	Fees	\$24,300	
	Disbursements	\$2,700	
	Contingency	\$3000	
		\$30000	(\$30,000)
3	Construction		
	Construction Tender	\$215,500	
	Contingency allowance	21,500	
	Inspection / Testing	\$5,000	
	Sub-total	\$241,500	(\$241,500)
4	Additional Funds required		\$191,500

Please note that we have postponed some projects to facilitate this work. The overall maintenance project will not be exceeded.

Amir Nathoo



We propose a 6 month pilot or test period and if proven to be successful, would extend the term for a further 5 years. A fee would be paid to the TPA for the opportunity to advertise and we would expect a proposal that would include maintenance of the exterior of the machines. In addition, the successful proponent will be required to abide by the City of Toronto's advertising policy.

**Conclusion:**

Upon further consideration, TPA staff recommends proceeding with a request for proposal from advertising firms for ideas to provide advertising on the TPA's pay and display machines.

Attachments:  
Sample Advertising



# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 5015-59  
FROM: Amir Nathoo DATE: May 30, 2005  
SUBJECT: **Carpark No. 15 at 50 Cumberland Avenue – Mall Roof Repairs  
Award of Contract**

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MEETING DATE: June 1, 2005

RECOMMENDATION:

1. To award the construction contract for Mall Roof Repairs at Carpark No. 15 – 50 Cumberland Avenue to Maxim Group General Contracting Limited for the amount of \$99,180 plus \$9,820 as contingency allowance, plus \$4,000 for Inspection and Testing being the sum total amount of \$113,000 plus G.S.T.
  2. To retain Halsall Associates Limited as Consultant for the Mall Roof Repairs at Carpark No. 15 for the amount of \$9,550 plus \$350 as disbursement plus \$1,000 as contingency allowance being the sum total amount of \$10,900 plus G.S.T.
- 

BACKGROUND:

1. Carpark No. 15 at 50 Cumberland Avenue has two below-grade parking levels and six above-grade parking levels. The property on the east side includes a commercial component of mall stores at street level and offices on the upper floor.
2. The store tenants complained with regards to roof leaks that required investigation. Toronto Parking Authority retained Halsall Associates Limited as Consultant to investigate the problems. The Consultant recommended original roof replacement and addition of additional drain. The roof has never been replaced since the garage was opened in 1974.
3. Five (5) roofing contractors were invited. Tenders received are listed below in ascending order without the GST.

.1	Maxim Group General Contracting Limited (MG)	\$99,180
.2	Viana Roofing and Sheet Metal Ltd. (VRS)	\$109,250
.3	Tritan Inc (TI)	\$118,460

4. All the above three bidders have not worked for TPA. However, they have all worked for the Consultant. The Consultant's review report is attached and self-explanatory. The summary is as follows:

- .1 All the three general roofing contractors are carrying the same sub-contractor Viana Roofing. The Consultant is of the opinion they could be asked to obtain additional quotes to reduce the construction costs.

The other explanation could be that since all the general contractors are carrying the same sub-contractor Viana Roofing, it may be because Viana has quoted low compared to the other sub-contractors.

- .2 The roofing work will require for mechanical units to be temporarily removed. The Consultant will apply for the Building Permit. It is anticipated to start the work in September (cooler weather) with construction duration of 5 to 6 weeks.
5. Maxim Group General Contracting Limited is the low bidder. Assuming the low bidder MGG's tender to be 100%, the next bidder VRS' tender is 10.2% higher or a difference of \$10,070. The highest bidder TI is 19.44% higher compared to low bidder or a difference of \$19,280.
6. We can find no reason as to why the above project should not be awarded to Maxim Group General Contracting Limited.

### **FINANCIAL BACKGROUND**

We did not provide funds in our budget to cover this expenditure. This is an emergency repair and is necessary to ensure that our tenants can operate their businesses without being inconvenienced.

Amir Nathoo



# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 5000-155  
FROM: Amir Nathoo DATE: May 30, 2005  
SUBJECT: **2005 Surface Carpark Paving Program  
Award of Contract**

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MEETING DATE: June 1, 2005

RECOMMENDATION:

**To award the Construction Contract of 2005 Surface Carpark Paving Program to Tony Battista Paving Inc. for the amount of \$485,079 plus \$16,308 as contingency allowance, being sum total amount of \$501,387 plus GST.**

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BACKGROUND:

1. The 2005 Surface Carpark Paving Program includes 34 surface carparks. The following Table 'A' under item 3 includes carpark numbers, addresses, summary of scope of work, budgeted and tendered amounts. Please note that under tendered amount of Table 'A' column, the recommended low bidders amount are indicated to facilitate the review. The work of these 34 carparks is being done with funds under maintenance projects.
2. TPA recently purchased a property at 2 Elsmere Avenue. This property will be linked with an adjoining TPA Carpark No. 650 after the property is constructed to TPA standard. Carpark No. 650 at 2 Elsmere Avenue is a capital project. We have included the work required with the maintenance project to take advantage of the economy of scale. We have, however, indicated the amounts separately under financial background information. The work includes demolition of a secondary structure, ramp connection, paving work for the affected areas, including lighting upgrade and fence modification.

## 3. Table 'A', - Carpark, Address and Amounts Detail.

No.	Carpark No.	Address	City	Scope	Budgeted Amount	Tendered Amount
1	12	30 Alvin Avenue	Toronto	patch, pave, interlock	\$8,000.00	\$7,000
2	20	101 Cedarvale Avenue	Toronto	patch, pave	\$3,000.00	\$3,065
3	28	670 Pave Ave	Toronto	re-pave south half	\$30,000.00	\$39,415
4	32	45 Bay Street	Toronto	patch, pave	\$5,000.00	\$7,000
5	41	7 Norton Avenue	Toronto	patch, pave	\$5,000.00	\$4,575
6	49	30 Roehampton E of Yonge	Toronto	patch, pave	\$5,000.00	\$5,376
7	55	23 / 23R Bedford Park W of Yonge	Toronto	pave	\$5,000.00	\$7,275
8	58	9 Bedford Rd N of Bloor	Toronto	pave & bumper	\$55,000.00	\$57,995
9	64	265 Durie St N of Bloor	Toronto	patch, pave	\$5,000.00	\$7,905
10	71	35 Bellevue S of Nassau	Toronto	patch, pave	\$5,000.00	\$10,303
11	108	1A Church S of Esplanade	Toronto	patch, pave	\$5,000.00	\$9,327
12	126*	43A Parliament St	Toronto	patch, pave		\$4,820
13	130	7 Bartlett Ave / 6 Salem Ave	Toronto	patch, pave	\$5,000.00	\$4,755
14	141	141 Greenlaw / Mackay	Toronto	patch, pave	\$5,000.00	\$5,360
15	156	18 Ferrier / Logan N of Danforth	Toronto	patch, pave	\$10,000.00	\$8,150
16	167	18 Ossington	Toronto	patch, pave	\$11,000.00	\$38,635
17	177	10 York / Lakeshore	Toronto	re-pave	\$22,000.00	\$39,995
18	181*	1155 King St West	Toronto	patch, pave		\$25,000
19	215*	74 Yorkville Ave	Toronto	patch, pave		\$12,966
20	401	246 Brooke Ave	North York	patch, pave	\$5,000.00	\$9,868
21	402	10 Empress Ave	North York	patch, pave	\$5,000.00	\$4,564
22	410	Beecroft W lot (180 Beecroft Rd)	North York	patch, pave	\$5,000.00	\$14,337
23	412	11 Finch Ave West	North York	patch, pave	\$5,000.00	\$5,027
24	414	Jolly Miller /3885 Yonge St	North York	patch, pave	\$5,000.00	\$5,145
25	415	5151 Yonge St	North York	patch, pave	\$5,000.00	\$7,752
26	506	140 Fifth Street	Etobicoke	patch, pave	\$5,000.00	\$5,995
27	507	66 Third Street	Etobicoke	interlocking	\$8,000.00	\$4,882
28	509	105 Fourth St	Etobicoke	fencing	\$8,000.00	\$6,350
29	511	120 Sixth Street	Etobicoke	patch, pave	\$5,000.00	\$4,867
30	520	20 Royal Avon Cres 2 blks E of Kipling	Etobicoke	re-pave	\$51,000.00	\$95,154
31	521*	7 Monkton Ave	Etobicoke	curbs		\$3,657
32	656	1A Mould Ave lot N of St. Clair	York	pave & bumper	\$10,000.00	\$18,645
33	663	1 Shortt Street lot	York	patch, pave	\$5,000.00	\$5,423
34	701	197 Blantyre Ae / Bushby E of McCowan	Scarborough	patch, pave	\$5,000.00	\$2,804
		<b>TOTALS</b>			<b>\$311,000.00</b>	<b>\$555,079.</b>

4. Sixteen paving contractors were invited to submit their bids. Tenders received are listed below in the ascending order without the GST.

No.	Contractors	Amount Tendered	Percentage
1	Tony Battista Paving Inc (TBP)	\$555,079	100%
2	Melrose Paving Company Ltd (MPC)	\$563,352	101.49%
3	Gazzola Paving Limited (GPL)	\$620,629.90	111.81%
4	Mopal Construction Limited (MCL)	\$621,120	111.90%
5	Associated Paving Company Ltd (APC)	\$906,615	163.33%
6	Ashland Paving Ltd (APL)	\$1,013,092.50	182.51%
7	Across Canada Construction (ACC)	\$1,100,875	198.33%
8	Loc-Pave Construction Ltd (LPC)	\$1,133,900	204.28%

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 The low four bidders (TBP, MPC, GPL, MCL) are reasonably close, compared to the high (APC, APL, ACC, LPL) four bidders. The four high bidder tenders are very high compared to the four low bidders. It would seem either they have misunderstood the scope of work or they are busy and have bid intentionally high. Our review is focussed on the low bidders.
- .2 Melrose Paving the second low bidder's tender was actually the lowest at tender opening. MPC's tender was corrected for mathematical error. Melrose did not add the amount of Carpark No. 410 in the tender amount. The correction resulted in Tony Battista Paving Inc. becoming the lowest bidder.
- .3 Tony Battista Paving is the low bidder. Assuming the low bidder TBP's tender is 100%, the next bidder MPC is 1.49% higher or a difference of \$8,273.
- .4 The fourth low bidder MCL's tender is 11.9% higher compared to the low bidder TBP or a difference of \$66,041. The difference between the fourth and the third low bidder GPL is very close or \$490.10.

6. Tony Battista Paving's unit prices are reasonable. TBP has previously worked for TPA for work at Carpark Nos 215 and 217. We were satisfied with their work. We recommend that the above tender be awarded to Tony Battista Paving Inc.

7. Four carparks have been added to the original scope as their condition deteriorated during the winter months. Some of the quantities have increased again for the same reason. We have, however, adjusted the overall scope of work to accommodate some of the additions. The net result being a shortfall amount of approximately \$112,387. We have not negotiated these changes with the low bidder due to time constraints. We will negotiate with the low bidder after the contract is awarded through a change order.



8.

**FINANCIAL BACKGROUND****1. Capital Work – Carpark No. 650**

.1	Funds available under Capital Project		\$1,000,000.00
.2	Land Costs		
	Environmental Study	\$9,488.52	
	City of Toronto	\$6,046.00	
	Land Cost	\$499,568.93	
		<u>\$515,103.45</u>	(\$515,103.45)
.3	Construction Cost		
	Tender Amount	\$61,692	
	Contingency Allowance	\$6,308	
	Sub-Total	<u>\$68,000</u>	(\$68,000)
.4	Surplus or unused funds		\$416,896.55

**2. Maintenance Work – 34 Carparks**

.1	Funds available under maintenance work		\$311,000
.2	Construction		
	Tender	\$493,387	
	Scope reduced	\$80,000	
	Contingency Allowance	\$10,000	
	Sub-total	<u>\$423,387</u>	(\$423,387)
.3	Additional funds required		\$112,387

**3. Two Projects Combined**

.1	Funds available		
	Capital for Carpark No. 650	\$484,896.55	
	Maintenance Budget for 34 carparks	<u>\$301,000.00</u>	
	Funds Available	\$785,896.55	785,896.55
.2	Construction		
	Carpark No. 650 work	\$61,692	
	All other carparks	<u>\$423,387</u>	
	Sub-total	\$485,079	
	Contingency allowance	<u>\$16,308</u>	
	Sub-total	\$501,387	(\$501,387)
.3	Surplus or unused funds		\$284,509.55



# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 1248-00, 5224-00  
FROM: Ian Maher DATE: May 20, 2005  
SUBJECT: **Establishment of Rates for Carpark No. 708  
Scarborough Civic Centre – 150 Borough Drive**

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**MEETING DATE:** June 1, 2005

**RECOMMENDATION:**

It is recommended that the following rates be established for Carpark No. 708 – 150 Borough Drive.

- \$1.00 per half hour
- \$6.00 maximum from 07:00 – 18:00
- \$3.00 maximum from 18:00 – 07:00

The rates will be in effect 24 hours per day seven days per week.

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**BACKGROUND:**

As part of a land exchange agreement, the City is acquiring a portion of an existing 120 space surface parking lot at 150 Borough Drive. A portion will remain in private ownership (Goldman Group). The City and Goldman are requesting that we operate the facility on an interim basis until it is redeveloped as a parks facility and condominium. The lot provides parking for employees and visitors to the Scarborough Civic Centre. The lot is being operated in order to gauge the parking demand in the vicinity in relation to a possible extension to the Civic Centre parking garage.



# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 5036-00  
FROM: Gwyn Thomas DATE: May 25, 2005  
SUBJECT: **Carpark 36 – 110 Queen Street West  
Credit Card In/Out Operation**

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**MEETING DATE: Wednesday, June 1, 2005**

**RECOMMENDATION:**

**It is recommended that:**

- 1. The Board approve the expenditure of \$295,000 (PST included) to provide for the purchase of the following equipment required to re-equip and to convert Carpark 36 – City Hall Garage to a credit card in/out facility.**
    - a) Zeag Parking Access Revenue Control System with barrier gates, the Zeag EON Integrated Proximity Access Control System, - \$271,000;**
    - b) Nu Media Display Systems Light Emitting Diode (LED) Informational/Directional Sign System - \$15,000; and**
    - c) Customer Informational Sign Package - \$9,000.**
- 

**BACKGROUND:**

The revenue control equipment currently in use at Carpark 36 has been designated for replacement. The ticket issuing equipment, installed in 1987, is in poor condition and is no longer fully supported by the manufacturer/supplier. The gate equipment is approximately 10 years old and must also be replaced.

The Keyscan access control system used to control monthly card access was introduced in 1996. Keyscan is a stand-alone system operated by proprietary hardware and software. It must be supported accordingly and can not be fully integrated with Toronto Parking Authority systems.

Alternative methods of operation have been examined and it has been determined that the introduction of a credit card in/out operation is feasible. The equipment that will control the entrances and exits to Carpark 36 will be the same as that used for a pay-on-foot operation however pay stations would not be installed in the facility. This operating method continues to offer the traditional services of an attendant as well as offer the customer a non-attendant related payment option by inserting a credit card into the entry station to enter the garage and inserted into the exit station to tender payment and leave the facility. The type of operation was introduced in Carpark 26 – Queen/Victoria Garage in March 2005. Prior to its introduction credit

card transactions represented approximately 15 – 20% of the total transactions. Since the introduction credit card transactions have risen steadily and have reached 35 – 40%. This has allowed for a reduction in the use of part time student labour.

## **DISCUSSION:**

### **Revenue Control/Proximity System**

The current supplier of Pay-on-Foot equipment to the Toronto Parking Authority is Zeag North America Incorporated (Zeag). Zeag equipment is a magnetic stripe technology that was first introduced into the Toronto Parking Authority's operation in 1995 and currently controls seven (7) of our major carparks. As previously discussed, each facility is controlled locally by means of a cashier's station, workstation and a resident sub-station and is globally controlled through a network and a central server located at our head office at 33 Queen Street East. The management program for the network is the Zeag Management System (ZMS). This program provides real time equipment status alarms financial data, as well as a range of operational reports and allows for full accessibility to the information from any workstation on the network.

The Board at its meeting held Thursday, February 24, 2005 awarded the contract for the semi-automation of surface Carparks 5, 12, 39, 49, and 58 to Zeag North America Incorporated. This contract was valued at \$356,000 and brings the total number of facilities controlled through the Zeag ZMS Management System to twelve (12).

The staff recommendation to award the surface carpark contract to Zeag was predicated on the results of a Request for Information (RFI) issued in January 2005 that was sent to the three major parking equipment suppliers located in the Greater Toronto Area. This document solicited information on network availability and configuration, equipment specification/options and hardware, software and equipment pricing.

The evaluation of the responses to the RFI clearly indicated that the Zeag Orion and the integrated EON proximity control product lines continue to be the most equitable solution for the Toronto Parking Authority. Zeag equipment costs are the lowest and the implementation costs are significantly lower since the Authority currently uses the Zeag system and the requisite support network; hardware, software and the associated licenses are already in place. The pricing submitted for surface carpark project has been extended to the upgrade of Carpark 36 as recommended herein.

### **LED Sign System**

With the its approval of the conversion of Carpark 26 – Queen/Victoria Garage at its meeting held Tuesday, June 29, 2004, the Board endorsed the purchase of light emitting diode (LED) changeable message signs from a Mississauga based company Nu Media Display Systems Incorporated. Prior to this the Toronto Parking Authority currently had two LED changeable message signs in use in its operation, one at Carpark 52, installed in 1995 and one at Carpark 36, installed 1998. These signs had been purchased from Nu Media Display Systems Incorporated and have proven to be exceptionally reliable and the local technical support provided has been excellent, factors that have been realized through two procurement processes.

At that time the signs at Carparks 52 and 36 functioned remotely in that message changes had to be made in the field with the use of a notebook computer. Nu Media developed an inexpensive Windows based software package that allowed these signs and the new signs at Carpark 26 to be managed centrally through a desktop computer with the capability to manage and monitor an infinite number of these signs from a central location.

Nu Media's demonstrated competitiveness in the industry and in product and technical support and the opportunity to develop a controlled network that can inexpensively integrate the existing signs in the Authority's inventory could not be overlooked. The five Nu Media signs to be installed in Carpark 36 will be an extension of the existing network. These will be posted at each exit lane to inform customers of the status of the lane, 'attendant on duty', 'credit card only', 'closed', etc.

### **Informational/Directional Sign Package**

A conventional sign package will also be introduced. Four free standing signs will be installed, one at each access point to the garage to advise customers of their options on entry to the facility. Similar wall mounted signs will be posted throughout the garage to reinforce the delivery of this information.

The sign frames will be manufactured by Superior Alloy Technology. This firm currently manufactures the base covers for the pay and display machines. At its meeting held Monday, April 11, 2005, the Board approved the award of the off-street sign frame fabrication contract to Superior alloy Technology. As a result additional pricing will not be sought.

### **SUMMARY:**

The total cost for the implementation of the recommendations herein is \$295,000. Funding in the amount of \$295,000 is allocated for this work in the Toronto Parking Authority 2005 Operating Budget.



# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 4085-30  
FROM: Ian Maher DATE: May 14, 2005  
SUBJECT: **ATTENDED AND UNATTENDED RATE REVIEW**

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MEETING DATE: June 1, 2005

RECOMMENDATION:

**That the Toronto Parking Authority (TPA) Board of Directors approves the rate changes identified in Schedule 'AU' Unattended Facilities and Schedule 'AA' Attended Facilities for implementation on July 4, 2005. The changes to the monthly permit rates will be implemented for August 2005, to allow a suitable notification period.**

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ATTACHMENTS:

**SCHEDULE AA/AU: Proposed Rate Changes and Justifications  
(Attended and Unattended)**  
**SCHEDULE BA/BU: Attended and Unattended: Utilisation and Revenue Comparison:  
2004 versus 2005**  
**SCHEDULE C: Monthly Rates, Quotas and Usage**  
**SCHEDULE D: Competitor Rates and Maps**

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BACKGROUND

The changes recommended in schedule 'AA' and 'AU' were approved by the Rate Committee of the TPA Board at their meeting of May 18, 2005. This rate review includes all of the Authorities attended and unattended off-street facilities. The major facilities (annual revenue in excess of \$200,000) are reviewed twice per year, once in spring and once in fall.

The spring review of the major facilities is the main review which considers changes to the overall rate structure while the Fall review is intended to deal with potential rate adjustments to handle unexpected changes in usage or revenue. Both of these matters are addressed at the spring review for the carparks with revenue less than \$200,000.

ECONOMIC CONDITIONS

Official statistics indicate that the Canadian economy continues to expand at a moderate rate. Price inflation remains quite low with an annual rate of approximately 2.3%.

USAGE AND REVENUE

The usage and revenue summaries for all carparks in the year to date are included as attachment 'BA' and 'BU'. As can be seen the results for most of the facilities on a year over year basis are somewhat disappointing. However, despite these generally sub-par results the rate structure in place at most carparks is both appropriate and effective; and the usage has

been optimized with respect to the use of rate adjustments. To the extent the results for this year have been disappointing, they do not seem to be related to the rates, which in most cases have remained stable for many years.

The basic half-hour rate at the off street carparks are set on a system wide basis. The structure is intended to ensure that facilities, which are located in similar location and circumstances, have rates consistent with one another. For example, the half-hour rates at the lots in the Kingsway are the same as the Bloor West Village and Greektown, as are the rates at the three downtown garages.

A change to this overall rate structure is not warranted at this time. However, some localized adjustments are indicated in schedules 'AA' and 'AU'.

### CHANGES TO MONTHLY PERMIT RATES

Proposed changes to the monthly permit rates are indicated in schedule 'AA' and 'AU'. Generally rate increases are proposed for facilities where large waiting lists exist.

### REVENUE IMPACTS

The revenue impacts of the proposed changes will be very modest, totaling less than \$50,000 in additional revenue.

### CONCLUSION

This rate review proposes very few changes. Given the current performance levels at facilities, it is not felt that substantial changes are warranted at this time.

Ian Maher  
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# BOARD MEMORANDUM

TO: Maurice J. Anderson FILE NO: 3050-00  
FROM: Ian Maher DATE: May 19, 2005  
SUBJECT: **Proposed Changes to On-Street Meter Rates – North York Centre**

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MEETING DATE: June 1, 2005

RECOMMENDATION:

That the Board of Directors of the Toronto Parking Authority approve an increase in the hourly meter rate from \$1.50 per hour to \$2.00 per hour in the area indicated as Zone 'A' on Map 1, generally described as North York Centre, Yonge Street and adjacent local roads between Sheppard Avenue in the south at Church Street in the north, but excluding Beecroft Road and Parkholme Avenue. In accordance with Section 179 (7)D of the Municipal Code, Councillor Fillon has given his consent to this change so further approval by City Council is not required.

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This recommendation was adopted by the Rate Committee of the TPA Board at their meeting of May 18, 2005.

BACKGROUND:

The on-street metered parking in the City of Toronto is organized into 4 rate zones with the following characteristics (the rate zones are indicated on the attached map):

Zone	Per Hour	Location	Description of areas in Zone
AA	\$3.00	City financial core	High density core commercial area
A	\$2.00	Central Commercial districts	Activity largely associated with commercial office facilities
B	\$1.50	High intensity retail areas	Neighbourhood retail areas with intensive activity levels
C	\$1.00	Low intensity retail area	Local retail service centers

Zones A, B, and C were established in July 1999 following the comprehensive on-street parking review conducted by the Toronto Parking Authority which resulted from the amalgamation of the seven municipalities and the subsequent jurisdictional transfer of responsibility for the delivery of parking services to the TPA.

The AA \$3.00 zone was established in 2004 in response to the very high activity levels being experienced in the financial core. The facilities in this zone were previously set as Zone A (\$2.00/hr) spaces.



At the time of the establishment of the three-zone system, there were discussions as to whether it was appropriate to include the on-street parking in the North York Centre. On one hand, it would seem appropriate to include it due to its commercial character. On the other hand, there was some uncertainty with respect to the accuracy of the data used to determine the level of TPA parking activity. As a cautionary step, it was determined at that time that the area be designated as a Zone B, subject to a future review.

### **Usage Levels**

The usage levels at the meters in the North York Centre were reviewed using 2004 usage data. There are a total of 43 pay-and-display machines controlling 295 spaces in the area between Sheppard Avenue and Church Avenue along Yonge Street (Zone A on Map 1), in addition to 96 single space meters are located on the side streets. The area to the west of the proposed new Zone 'A' has 11 pay and display machines controlling 94 spaces as well as 34 single space meters. In addition, there are 10 pay-and-display machines controlling 60 spaces and 53 single space meters from Church Avenue north to Finch Avenue.

The pay and display and single space meter spaces indicated as Zone 'A' on Map 1 generated approximately \$1,100,000 in revenue in 2004 or about \$2,800 per space. This reflects a situation where slightly under 60% of the potential revenue from these spaces (assuming 100% sales) is being achieved. This reflects actual usage levels of about 90% once non-revenue operations such as handicapped parking, etc. are considered. The usage levels in the area indicated as Zone 'B' to the north are much lower.

The usage and revenue levels are consistent with similar areas where the Zone 'A' rates are in effect.

### **Area Character**

The area under consideration is identified as the North York Official Plan as the City Centre. The Official Plan indicates that this area is "intended to function as the city core or downtown for North York and function as a Metropolitan Major Centre". It is also the Official Plan policy that "Development of the Centre shall be encouraged more strongly than similar development elsewhere in the city by permitting commercial, office and residential building to be erected at higher density than anywhere else in the city" (former City of North York).

The area sits at the intersection of two high capacity transit lines.

The City's new Official Plan maintains the Centre designation and identifies this area as a primary location for commercial activity growth.

The metered parking area along Beecroft Road serves mainly a local community service function for the community facilities such as the library, swimming pool and lawn bowling facilities. For this reason, it is more appropriate to retain this area at the Zone 'B' rate of \$1.50 per hour.

### **Revenue Implications**

The spaces in Zone 'A' generated approximately \$1,100,000 in revenue in 2004. The proposed rate increase would result in net annual revenues of between \$250,000 and \$350,000 on an annual basis.

### **Off-Street Rates**

The TPA operates 6 off-street parking facilities in the area under consideration. The hourly rates at these facilities range from \$2.00 to \$3.00 per hour. The on-street rates would remain at or be lower than the off-street rates following the proposed rate change.

## **CONCLUSION**

The increase in the hourly meter rate for the North York Centre from \$1.50 to \$2.00 would create a rate zone consistent with areas in the City with similar land use. The on-street rate would be equal to or lower than the rates at adjacent off-street facilities.

Ian Maher