



STAFF REPORT INFORMATION ONLY

Toronto Police Service: Withdrawal of the Parking Enforcement Unit's 2011-2020 Capital Program Request

Date:	January 28, 2011
To:	Budget Committee, City of Toronto
From:	Alok Mukherjee, Chair, Toronto Police Services Board

SUMMARY

The purpose of this report is to advise the City of Toronto Budget Committee about a decision to rescind the Toronto Police Service - Parking Enforcement Unit's 2011-2020 facility capital program previously approved by the Toronto Police Services Board.

RECOMMENDATION

It is recommended that the Budget Committee receive this report.

FINANCIAL IMPACT

There are no financial implications with regard to the receipt of this report.

ISSUE BACKGROUND

At its meeting held on January 05, 2011, the Toronto Police Services Board was in receipt of a report dated December 21, 2010, from William Blair, Chief of Police, with regard to the Toronto Police Service – Parking Enforcement Unit's 2011-2020 Capital Program Request.

COMMENTS

The Board approved the foregoing report which contained a recommendation that the Board rescind its previous approval of the 2011-2020 Parking Enforcement Unit's Facility Capital Program. The Board also agreed to advise the City of Toronto Budget Committee and the City's Deputy City Manager and Chief Financial Officer of the withdrawal.

CONCLUSION

A copy of Board Minute No. P07/11, in the form attached as Appendix “A”, regarding this matter is provided for information.

CONTACT

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SIGNATURE

Alok Mukherjee
Chair, Toronto Police Services Board

ATTACHMENT

Appendix A – Board Minute No. P07/11

cc: Mr. Cam Weldon, Deputy City Manager and Chief Financial Officer

a: TPS - withdrawal of the Parking Enforcement Unit's 2011-2020 capital program request.doc

APPENDIX A

THIS IS AN EXTRACT FROM THE MINUTES OF THE SPECIAL PUBLIC MEETING OF THE TORONTO POLICE SERVICES BOARD HELD ON JANUARY 05, 2011

#P7. TORONTO POLICE SERVICE – WITHDRAWAL OF THE PARKING ENFORCEMENT UNIT’S 2011-2020 CAPITAL PROGRAM REQUEST

The Board was in receipt of the following report December 21, 2010 from William Blair, Chief of Police:

Subject: TORONTO POLICE SERVICE – WITHDRAWAL OF THE PARKING
ENFORCEMENT UNIT’S 2011-2020 CAPITAL PROGRAM REQUEST

Recommendations:

It is recommended that:

- (1) the Board rescind its approval of the 2011-2020 Parking Enforcement Unit’s Capital Program (Min. P260/10 refers); and
- (2) the Board forward a copy of this report to the City of Toronto Budget Committee and the City’s Deputy City Manager and Chief Financial Officer for information.

Financial Implications:

Approval of the recommendations in this report will result in the withdrawal of the previously approved Capital program for the Service’s Parking Enforcement Unit (Min. P260/10 refers).

Background/Purpose:

The Parking Enforcement Unit is currently housed in two separate leased facilities, known as the East (PKE) and West (PKW) parking enforcement operations. The PKE facility also houses the Parking Enforcement unit’s headquarters (PHQ). The lease for the PKE facility, located at 1500 Don Mills Road, expires on June 30, 2014. The lease for the PKW facility, located at 970 Lawrence Avenue West, expires on December 31, 2014.

The Service examined the option of consolidating the PKE and PKW operations into one facility in order to eliminate lease payments and reduce administrative costs by being in one location.

At its meeting of September 23, 2010, the Board approved a capital project for Parking Enforcement to purchase and renovate, or to construct, a consolidated facility at a very preliminary cost estimate of \$23M. The project cost estimate was predicated on the ability of City Real Estate and the Service to find a suitable property in a defined area of the City. It is essential that a consolidated facility be located in a geographic area that ensures effective staff deployment, so that there is minimal impact on enforcement activities and overall service delivery and support.

Capital programs are expected to be forwarded to City Council for approval in February 2011, through the City Budget Committee. Based on the high cost and payback period for the proposed parking enforcement consolidated facility, and since the City did not establish debt targets for the parking enforcement consolidated facility project, the Service revisited the project to determine if a more cost-effective option could be identified.

Discussion:

The Service has considered options that would take into consideration the main issues related to the location of a consolidated Parking Enforcement operation, specifically:

- maintain the goal of moving out of leased facilities (the two facilities cost \$1.5M annually to lease, and the leases expire in 2014);
- ensure operational needs are not adversely affected and enable the continued effective deployment of Parking Enforcement Officers (PEOs) across the City; and
- acquire and construct or modify a facility in the most cost-effective manner.

The recent acquisition of the property at 330 Progress Avenue, for the Service's new Property and Evidence facility, has provided the option of establishing a consolidated parking facility at this site. The site is large enough to include a consolidated parking facility. However, the location is not optimal from an overall operations perspective as PKW would incur significant more travel time, thereby potentially impacting its enforcement activities.

Revised Proposal:

An ideal location for a consolidated Parking Enforcement unit that would not impact on service delivery may be very difficult to find given the unit's requirements. As a result, the Service has examined other options and developed an alternative proposal that would be much more cost-effective to implement by making use of existing Service facilities:

- locate Parking East and Parking Headquarters operations in the existing building at 330 Progress Avenue, as the existing office space could accommodate both Property and Evidence Management and the Parking Enforcement unit requirements; and
- locate Parking West operations at existing police facilities in the west end of the City.

The cost to implement this proposal would be significantly less than the \$23M approved in the current 2011-2020 Parking Enforcement Capital Program. Initial estimates suggest that the renovation costs at Progress Avenue, combined with any renovations required at existing west-end Service facilities for PKW, would be approximately \$8M. Taking into consideration PKE and PKW lease savings, it is estimated that the funding of this proposal could be accommodated through recoverable debt, with an approximate seven year payback. Renovations would have to begin in 2012 to ensure the facilities are ready to be moved into by Parking Enforcement staff prior to the expiry of the leases in 2014.

The Service will therefore submit a capital project request in the 2012-2021 Capital Program that would reflect the above proposal, and provide more up-to-date cost estimates for the project.

Future Plans for 330 Progress Avenue:

The primary use for the new facility at 330 Progress Avenue is for the Property and Evidence Management unit. However, in addition to the option of moving PKE and PHQ to 330 Progress Avenue, the Service has also identified potential opportunities for an archive and storage location and the possibility of housing the Public Safety unit at the 330 Progress Avenue site. The Service is also continuing to examine the potential use of the unused land at 330 Progress Avenue for other police operations, and has included a placeholder in its 2011-2020 Capital Program for this purpose.

Conclusion:

The Service's parking enforcement facility capital program was approved by the Board at its September 2010 meeting.

The estimated cost (\$23M) and long payback period, combined with the difficulty of finding a consolidated facility that effectively meets the operational needs of Parking East and Parking West, has caused the Service to revisit its original plan. As a result, a revised and more cost-effective proposal has been identified that utilizes existing Service facilities.

This revised proposal will be included as a project in the Service's 2012-2021 capital program request. The parking enforcement capital program previously approved by the Board can therefore be rescinded.

The Service has discussed this proposal with the City Manager and Deputy City Manager/Chief Financial Officer who both support the revised approach being taken.

Mr. Tony Veneziano, Chief Administrative Officer, Administrative Command will be in attendance to answer any questions from the Board.

The Board approved the foregoing report.