



REPORT FOR ACTION

Delegation of Authority Update

Date: October 17, 2022

To: Audit and Risk Management Committee of the Board of Directors of Toronto Parking Authority

From: President, Toronto Parking Authority

Wards: All

SUMMARY

At its meeting of November 8, 2021, the Board of Directors, Toronto Parking Authority (TPA) reviewed, approved and endorsed an update to TPA Policy Resolution 5-10: Delegation of Authority, as amended by resolution. Among other things, these amendments increased the TPA President's authority to make commitments on behalf of TPA from an amount not exceeding \$250,000 to an amount not exceeding \$500,000.

At the same meeting, the Board of Directors also established an Audit and Risk Management Committee and adopted the mandate and Terms of Reference presented in Item PA27.13. Under the Roles and Responsibilities adopted by the Board, the Audit and Risk Management Committee shall review a list prepared by Management that summarizes the items where the TPA President has used the increased delegation of authority.

The purpose of this report is to provide a summary outlining the TPA President's use of the increased delegation of authority between April 23, 2022 and October 6, 2022. This report also highlights areas of refinement that TPA will be recommending be incorporated into future amendments to TPA Policy Resolution 5-10: Delegation of Authority.

RECOMMENDATIONS

The President, Toronto Parking Authority recommends that:

1. The Board of Directors, Toronto Parking Authority, receive this report for information.

FINANCIAL IMPACT

There is no financial impact to this report.

DECISION HISTORY

At its meeting of May 10, 2022, the TPA Audit and Risk Management Committee adopted Item PR2.5, which provided an update on the commitments made by TPA using the increased delegation of authority between the November 9, 2021 and April 22, 2022 period. This report was subsequently adopted by the Board of Directors, Toronto Parking Authority at its May 27, 2022 meeting.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PA30.4>

At its meeting of November 8, 2021, the Board of Directors, Toronto Parking Authority reviewed, approved and endorsed an update to TPA Policy Resolution 5-10: Delegation of Authority, as amended by resolution.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PA27.2>

At its meeting of November 8, 2021, the Board of Directors, Toronto Parking Authority established an Audit and Risk Management Committee of the Board and adopted the mandate and terms of reference included in Attachment 1 to the November 8, 2021 letter from the Chair, Toronto Parking Authority.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PA27.13>

COMMENTS

This report provides an update to the TPA Audit and Risk Management Committee of the Board of Directors on the use of the increased delegation of authority by the President, TPA, for the period between November 9, 2021 and April 23, 2022 period.

Since Management's last update, TPA's President has authorized the award of three (3) contracts and two (2) contract amendments that fall within the President's increased delegation of authority to make commitments and amend contracts authorized by either the President or TPA Board of Directors. A summary of the contracts and contract amendments authorized is provided below. Additional information is included in the attachments to this report.

TPA President Commitments Made: \$250,000 - \$500,000

1. Wayfinding Signage Upgrades at 10 Portland Street (Car Park 96) and 74 Clinton Street (Car Park 111)

Scope: Fabrication and installation of developed wayfinding and signage at Car Park 96 and Car Park 111.

Procurement: Request for Proposals (RFP)

Contract Value: \$256,936.99 excluding Harmonized Sales Tax (HST)

Contract Award Date: August 15, 2022

Vendor: PTNR Production Inc.

Status: The contractor, PTNR Production Inc., has mobilized to site and fabrication and installation of wayfinding signage is scheduled to be completed in December 2022.

2. Column Structural Repairs - 75 Holly Street (Car Park 29)

Scope: Emergency structural repairs for two (2) existing columns at 75 Holly Street - Car Park 29.

Procurement: RFP

Contract Value: \$340,470 excluding HST

Contract Award Date: September 9, 2022

Vendor: Structural Contracting Ltd.

Status: Construction to repair concrete columns has begun. Completion is scheduled for end of October 2022.

3. Condition Assessment Priority Repairs - 110 Queen Street West (Car Park 36)

Scope: Emergency concrete repairs for deteriorated areas at Car Park 36 - 110 Queen Street West.

Procurement: RFP

Contract Value: \$495,000 excluding HST

Contract Award Date: October 6, 2022

Vendor: Brook Restoration Ltd.

Status: Project work has been awarded and awaiting statutory contract documents (for example - insurance, bonds, etc.) from contractor (Brook Restoration Ltd.). Completion for the concrete repair work is targeted for December 2022/January 2023.

Contract Amendments Authorized by TPA President for an Agreement Originally Approved in an Amount Greater than \$500,000

1. Stair Rehabilitation - 20 St. Andrew Street - Kensington Garage (Car Park 68)

Scope: Construction to replace three (3) staircases and decommission one (1) staircase.

Procurement: RFP

Original Contract Value: \$2,507,900 excluding HST

TPA Board Authority: PA30.11, adopted May 27, 2022

Contract Award Date: June 30, 2022

Vendor: Canada Construction Limited

Contract Amendments: \$1,650 for Storm Pump Investigation
\$ 4,950 for Sanitary Investigation

Amended Contract Value: \$2,514,500

Status: Construction in progress. Scheduled for completion Q2 2023.

Future Delegation of Authority Amendments

As TPA continues to accelerate its growth agenda and deliver against its strategic priorities, Management has identified potential refinements to the Delegation of Authority that provide an opportunity to streamline TPA's procurement of goods and services, provide greater flexibility for TPA to deliver its capital programs and settle legal disputes that do not present an enterprise level of risk. Potential refinements include:

- the establishment of a list of public agencies where the President may procure goods and services without carrying out a competitive procurement process or seeking authority from the TPA Board of Directors for the purchase of goods and services in amounts that are within the President's delegated authority to make commitments (e.g. up to \$500,000);
- Delegation of authority for TPA Directors to approve contract amendments for capital construction projects (threshold amount to be determined).

Amendments to TPA Policy Resolution 5-10: Delegation of Authority are contemplated in First Quarter (Q1) of 2023.

CONTACT

Jeffrey Dea, Vice President, Business Development, Toronto Parking Authority
(437) 243-6545, jeffrey.dea@toronto.ca

Rose-Ann Lee, Chief Financial Officer, Toronto Parking Authority (647) 202-9440,
Rose-Ann.Lee@toronto.ca

SIGNATURE

W. Scott Collier
President

ATTACHMENTS

Attachment 1 - Internal Memo: Wayfinding Signage Upgrades at 10 Portland Street
(Car Park 96) and 74 Clinton Street (Car Park 111)

Attachment 2 - Internal Memo: Column Structural Repairs - 75 Holly Street
(Car Park 29)

Attachment 3 - Internal Memo: Condition Assessment Priority Repairs - 110 Queen
Street West (Car Park 36)

Attachment 4 - Report PA30.11 - Stair Rehabilitation - 20 St. Andrew Street -
Kensington Garage (Car Park 68), adopted by Board on May 27, 2022

ATTACHMENT 1

INTERNAL MEMO: WAYFINDING SIGNAGE UPGRADES AT 10 PORTLAND STREET (CAR PARK 96) AND 74 CLINTON STREET (CAR PARK 111)



INTERNAL MEMORANDUM CONTRACT AWARD

DATE: August 15, 2022
TO: Vice President, Operations, Toronto Parking Authority
FROM: Director, Off-Street Operations, Toronto Parking Authority
SUBJECT: Project No. 2022-CON-VAR-1040.20.1: 2021 Wayfinding Signage Upgrades Carpark96 and Carpark 111 – Contract Award
WARDS: Spadina-Fort York – Ward 10, University-Rosedale – Ward 11

RECOMMENDATIONS

The Vice President, Operations recommends that:

- 1) The President, Toronto Parking Authority grant authority to award the contract for the fabrication and installation of the Wayfinding and Signage Upgrade Projects at 10 Portland St. (Carpark 96) and 74 Clinton St. (Carpark 111) to PTNR Production Inc., having submitted a compliant bid and meeting all specifications in conformance with the tender requirements, in the amount of \$256,936.99 excluding HST.

FINANCIAL IMPACT

The amount to award the contract for the fabrication and installation of the **Wayfinding and Signage Upgrade Projects** is \$214,114.16 plus \$42,822.83 as a contingency allowance, being the sum total amount of \$256,936.99 excluding HST.

2022-CON-VAR-1040.20.1: 2021 Wayfinding Signage Upgrades Carpark96 and Carpark 111

Funding for this work is available in the approved TPA 2022 Capital Budget under Wayfinding – Standardization TPA908874, Internal Order 700291

CALL SUMMARY

On May 12, 2022, TPA issued a RFT No. 2022-CON-VAR-1040.20.1 for the contract services needed to carry out the fabrication and installation of the developed wayfinding & signage design tender packages for Carpark 96 and Carpark 111. The RFT for these services was issued for public tender on MERX. Upon closing of the tender period on June 2nd, 2022, one proposal was received.

Due to the number of bids received, TPA also engaged and approved cost consultant (Hanscomb Limited) to provide a third-party high level estimate to obtain additional cost certainty for the bid received. The estimate provided by Hanscomb confirmed that the bid submission received was within a reasonable tolerance of current market value.

Based on the bid price, ability to complete the work in the prescribed time and the conformance to tender requirements, TPA is recommending that the contract of work be awarded to PTNR Production Inc. Commencement of work is scheduled to start in Q3 and completion is scheduled for Q4 2022.

COMMENTS

TPA manages and/or owns 36 parking garages across the City of Toronto. These facilities have a continual flow of visitors from different demographic segments, entering and exiting both on foot and by vehicle. The wayfinding, signage and identity graphics for Toronto Parking Authority facilities must therefore be logical, clear and easily understood in order to allow for quick navigation, and facilitate to flow of pedestrian/vehicular traffic for an optimal customer experience.

As part of the Toronto Parking Authority's (TPA) plan to upgrade the wayfinding and signage standards across existing parking facilities - due to poor physical condition, energy inefficiency, incorrect messaging, colour schedules, outdated brand standards and/or not meeting regulatory and/or industry standard specifications and requirements, these facilities were chosen as pilot sites to implement and test a new cohesive wayfinding design standard developed by Steer Davies Gleave North America Inc. incorporating industry best practices, that is flexible and future-proof which can later be expanded and implemented across all of TPA's portfolio of parking garage facilities.

CONTACT

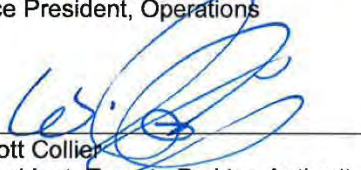
Joshua Cowx,
Director, Off-Street Operations,
(437) 774-9714,
Joshua.Cowx@toronto.ca

Gus Georgakopoulos
Coordinator, Operations
(416) 791-9741
Gus.Georgakopoulos@toronto.ca

SIGNATURE



Jarrett McDonald
Vice President, Operations



Scott Collier
President, Toronto Parking Authority

ATTACHMENT 2

INTERNAL MEMO: COLUMN STRUCTURAL REPAIRS - 75 HOLLY STREET (CAR PARK 29)



REPORT FOR ACTION

Contract Award – CP29 - Column Structural Repairs (75 Holly Street)

Date: September 6, 2022

To: President, Toronto Parking Authority

From: Vice-President of Operations, Toronto Parking Authority

Wards: Toronto-St. Paul's (Ward 12)

SUMMARY

The Toronto Parking Authority (TPA) is seeking approval to proceed with emergency structural repairs to two (2) existing columns at Car Park 29, located at 75 Holly Street.

Car Park 29 was built circa 1977, it consists of one underground parking level and 4 suspended parking levels with 449 spaces in the Yonge and Eglinton neighborhood. The garage includes a Toronto Community Housing complex above the garage.

TPA retained Read Christofferson Jones (RJC) in December 2021 to perform a building condition assessment of the car park. After the general review, RJC identified 6 columns showing signs of concern. After destructive testing and a detailed review of the 6 columns, it was observed that 2 columns showed enough corrosion and section loss within the rebar ties to no longer to be in compliance with CSA A23.3, and therefore the Ontario Building Code. RJC recommended that the column repairs be implemented as soon as possible. RJC was then retained to complete a design proposal and tender package to complete the repairs.

The Request for Tender (RFT) package for stair replacement was issued on August 18, 2022, with four (4) bids received upon tender close on September 1, 2022.

Based on the submission of a compliant bid, the bid price, ability to complete the work in the prescribed time and the conformance to tender requirements, TPA is recommending that the contract of work for CP29 - Column Structural Repairs (75 Holly Street) be awarded to Structural Contracting Ltd. The repairs are scheduled to start in September 2022 with completion scheduled for October 2022.

RECOMMENDATIONS

The Vice-President of Operations, Toronto Parking Authority recommends that:

1. The President of Toronto Parking Authority provide authority, to award the construction contract for CP29 - Column Structural Repairs (75 Holly Street) to Structural Contracting Ltd., having submitted the lowest compliant bid and meeting all specifications in conformance with the Construction Tender requirements, in the amount of \$260,470 plus \$80,000 as a contingency allowance, being the sum total amount of \$340,470 excluding Harmonized Sales Tax.

FINANCIAL IMPACT

The amount to award the construction contract for the CP29 - Column Structural Repairs (75 Holly Street) is \$260,470 plus \$80,000 as a contingency allowance, being the sum total amount of \$340,470 excluding Harmonized Sales Tax.

Funding for this work is available in the approved TPA 2022 Capital Budget, under Internal Order 700314, Health and Safety -Safety Compliance Improvements, CPK449-01.

DECISION HISTORY

N/A

COMMENTS

The Toronto Parking Authority (TPA) is taking necessary action to complete emergency structural repairs on two existing columns at Car Park 29 located at 75 Holly Street. The two columns are on gridlines D/34 on P2 and G/37 on P2.

TPA retained Read Christofferson Jones (RJC) in December 2021 to perform a building condition assessment of the car park. After the general review, RJC identified 6 columns showing signs of concern. After destructive testing and a detailed review of the 6 columns, it was observed that 2 columns showed enough corrosion and section loss within the rebar ties to no longer to be in compliance with CSA A23.3, and therefore the Ontario Building Code. RJC recommended that the column repairs be implemented as soon as possible. RJC was then retained to complete a design proposal and tender package to complete the repairs.

The Request for Tender (RFT) package for stair replacement was issued on August 18, 2022, with four (4) bids received upon tender close on September 1, 2022.

Table 1: Summary of Bids Received (CP29 - Column Structural Repairs (75 Holly Street))

Contractor	Ranking	Bid Price (excl HST)
Structural Contracting Ltd	1	\$260,470.00
Alliance Restoration 2012 Ltd	2	\$280,480.00
Maccero Construction (Ontario) Ltd.	3	\$288,400.00
Heritage Restoration Inc.	4	\$294,184.00

CONTACT

Jarrett McDonald, Vice President, Operations, Toronto Parking Authority,
(437) 833-3363, Jarrett.McDonald@toronto.ca

Howard Jung, Director of Parking Infrastructure & Asset Management, Toronto Parking Authority, (437) 249-7391, Howard.Jung@toronto.ca

H. Jung Sept 6/2

SIGNATURE



W. Scott Collier, President
Toronto Parking Authority

ATTACHMENTS

Attachment 1 - 75 Holly Street, CP 29 Column Report
Attachment 2 – RJC Award Recommendation



September 06, 2022

Justin Marques
Toronto Parking Authority
33 Queen Street East
Toronto, Ontario M5C 1R5

Dear Mr. Marques,

**RE: Column Structural Repairs
75 Holly Street, Toronto, ON
Bid Submission Review and Award Recommendation**

RJC No. TOR.131815.0003

1.0 INTRODUCTION

The Bid Documents for the Column Structural Repairs at 75 Holly Street in Toronto, Ontario were made available to the invited Bidders on August 18, 2022. All four (4) invited Bidders attended the mandatory pre-bid closing site meeting held at 11:00 A.M. on August 24, 2022, and we understand that all four bidders submitted Bids to the Toronto Parking Authority prior to the Bid Submission deadline of 2:00 P.M. on September 1, 2022.

The bid prices, in ascending order, are:

Contractor	Sub-Total	HST (13%)	Total
Structural Contracting Ltd. *	\$260,470.00	\$33,861.10	\$294,331.10
Alliance Restoration (2012) Ltd.	\$280,480.00	\$36,462.40	\$316,942.40
Macdero Construction (Ontario) Ltd.	\$288,400.00	\$37,492.00	\$325,892.00
HRI Group Inc.	\$294,184.00	\$38,243.92	\$332,427.92

* - The bid submission contained an arithmetic error. The corrected values have been presented.

We have reviewed the bid submission material and have prepared and attached a bid form summary. The bid form summary provides a side-by-side breakdown of each Bidders' Bid Submission to allow for direct comparison on an item-by-item basis.

Variation in the lump sum and unit cost items is apparent from one Contractor to the next. The unit cost variation appears directly related to which items are to be performed by the Contractor's own forces and which will require a sub-contractor as well as how eager the Contractor is to be awarded the project.

Read Jones Christoffersen Ltd.
Creative Thinking Practical Results

100 University Ave, North Tower, Suite 400
Toronto, ON M5J 1V6

tel 416-977-5335
fax 416-977-1427

email toronto@rjc.ca
web rjc.ca



Bond and 50% Material Payment Bond. For the purposes of this review, we have evaluated the bid submissions on the more stringent requirements.

2.4 Acknowledgment of Addenda

All Bidders acknowledged receipt of Addendum No. 1 and Addendum No. 2, which formed part of the Bid Submission.

2.5 Conditions Inserted on the Bid Form

No conditions were noted on the bidders' bid submissions.

2.6 Construction Schedule

Macdero Construction (Ontario) Ltd. provided an Alternate Substantial Completion Deadline of 45-60 days from the start of construction. Given the nature of the project, the specified date of Substantial Completion is 28 days, providing for a construction schedule of 4 weeks. Should Macdero Construction (Ontario) Ltd. not be able to feasibly complete the work within the specified construction schedule, their bid may be deemed non-compliant.

3.0 SUMMARY OF BID SUBMISSION REVIEW

In our 2022 Building Condition Assessment dated June 16, 2022, we provided our opinion of probable construction costs for shoring and repair of localized columns within the parking garage. The probable construction costs for shoring and repair of localized columns was \$200,000.00 + H.S.T (\$50,000.00 + H.S.T and \$150,000.00 + H.S.T for shoring and column repairs respectively).

The lowest bid price submitted by Structural Contracting Ltd. was \$260,470.00 + H.S.T. which is approx. 30% higher than the original estimate. There appears to be several reasons for the price difference including but not limited to:

1. The tendered scope for this rehabilitation program has increased from our original recommendations as follows:
 - a. The original estimate for vertical surface repairs was made for traditional concrete repair methods of removing deteriorated concrete, cleaning and supplementing reinforcing steel, and casting new concrete. Whereas the scope of this project was expanded to include new reinforced concrete jacketing at Column D/34.



As no compliant bid submissions were received, we recommend that the tender be cancelled and re-tendered or the Toronto Parking Authority request a resubmission of one or all of the bids.

Should Structural Contracting Ltd. submit the required Surety's Consent and Certificate of Independent Bid Determination, to the satisfaction of Toronto Parking Authority, we recommend that the Contract for the Column Structural Repairs at 75 Holly Street in Toronto, Ontario, as outlined in the bid documents dated August 2022, be awarded to Structural Contracting Ltd.

5.0 CLOSING REMARKS

Trusting this is the information you require at this time; however, if you have any questions or concerns, please do not hesitate to contact our office.

Yours truly,

READ JONES CHRISTOFFERSEN LTD.

A handwritten signature in black ink, appearing to read "Ricky Chan".

Ricky Chan
Engineering Intern
Building Science and Restoration

Reviewed by:

A handwritten signature in black ink, appearing to read "Nigel Parker".

Nigel Parker, M.Eng., P.Eng., LEED AP BD+C
Associate
Building Science and Restoration

A handwritten signature in black ink, appearing to read "Jeremy Horst".

Jeremy Horst, C.E.T., LEED AP
Principal
Building Science and Restoration

Encl. Bid Form Summary



September 06, 2022

Justin Marques
Toronto Parking Authority
33 Queen Street East
Toronto, Ontario M5C 1R5

Dear Mr. Marques,

RE: Column Structural Repairs
75 Holly Street, Toronto, ON
Bid Submission Review and Award Recommendation

RJC No. TOR.131815.0003

1.0 INTRODUCTION

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The bid prices, in ascending order, are:

Contractor	Sub-Total	HST (13%)	Total
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* - The bid submission contained an arithmetic error. The corrected values have been presented.

We have reviewed the bid submission material and have prepared and attached a bid form summary. The bid form summary provides a side-by-side breakdown of each Bidders' Bid Submission to allow for direct comparison on an item-by-item basis.

Variation in the lump sum and unit cost items is apparent from one Contractor to the next. The unit cost variation appears directly related to which items are to be performed by the Contractor's own forces and which will require a sub-contractor as well as how eager the Contractor is to be awarded the project.

Read, Jones Christoffersen Ltd.
Creative Marketing Practical Results

100 University Ave, North Tower, Suite 400
Toronto, ON M5J 1V6

tel 416-977-5335 email toronto@rjc.ca
fax 416-977-1427 web rjc.ca



Bond and 50% Material Payment Bond. For the purposes of this review, we have evaluated the bid submissions on the more stringent requirements.

2.4 Acknowledgment of Addenda

All Bidders acknowledged receipt of Addendum No. 1 and Addendum No. 2, which formed part of the Bid Submission.

2.5 Conditions Inserted on the Bid Form

No conditions were noted on the bidders' bid submissions.

2.6 Construction Schedule

Macdero Construction (Ontario) Ltd. provided an Alternate Substantial Completion Deadline of 45-60 days from the start of construction. Given the nature of the project, the specified date of Substantial Completion is 28 days, providing for a construction schedule of 4 weeks. Should Macdero Construction (Ontario) Ltd. not be able to feasibly complete the work within the specified construction schedule, their bid may be deemed non-compliant.

3.0 SUMMARY OF BID SUBMISSION REVIEW

In our 2022 Building Condition Assessment dated June 16, 2022, we provided our opinion of probable construction costs for shoring and repair of localized columns within the parking garage. The probable construction costs for shoring and repair of localized columns was \$200,000.00 + H.S.T. (\$50,000.00 + H.S.T. and \$150,000.00 + H.S.T. for shoring and column repairs respectively)

The lowest bid price submitted by Structural Contracting Ltd. was \$260,470.00 + H.S.T. which is approx. 30% higher than the original estimate. There appears to be several reasons for the price difference including but not limited to:

1. The tendered scope for this rehabilitation program has increased from our original recommendations as follows:
 - a. The original estimate for vertical surface repairs was made for traditional concrete repair methods of removing deteriorated concrete, cleaning and supplementing reinforcing steel, and casting new concrete. Whereas the scope of this project was expanded to include new reinforced concrete jacketing at Column D/34.



As no compliant bid submissions were received, we recommend that the tender be cancelled and re-tendered or the Toronto Parking Authority request a resubmission of one or all of the bids.

Should Structural Contracting Ltd. submit the required Surety's Consent and Certificate of Independent Bid Determination, to the satisfaction of Toronto Parking Authority, we recommend that the Contract for the Column Structural Repairs at 75 Holly Street in Toronto, Ontario, as outlined in the bid documents dated August 2022, be awarded to Structural Contracting Ltd.

5.0 CLOSING REMARKS

Trusting this is the information you require at this time; however, if you have any questions or concerns, please do not hesitate to contact our office.

Yours truly,

READ JONES CHRISTOFFERSEN LTD.

A handwritten signature in black ink, appearing to read "Ricky Chan", is positioned above the name and title of the signatory.

Ricky Chan
Engineering Intern
Building Science and Restoration

Reviewed by:

A handwritten signature in black ink, appearing to read "Nigel Parker", is positioned above the name and title of the signatory.

Nigel Parker, M.Eng., P.Eng., LEED AP BD+C
Associate
Building Science and Restoration

A handwritten signature in black ink, appearing to read "Jeremy Horst", is positioned above the name and title of the signatory.

Jeremy Horst, C.E.T., LEED AP
Principal
Building Science and Restoration

Encl. Bid Form Summary



June 23, 2022

Justin Marques, P.Eng. PMP
Toronto Parking Authority
33 Queen Street East
Toronto ON M5C 1R5

Dear Mr. Marques,

RE: Parking Garage Column Temporary Shoring and Material Testing **RJC No. TOR.131815.0002**
Carpark No. 29 – 75 Holly Street, Toronto ON
Summary Report

1.0 INTRODUCTION

In conclusion to the TPA's requested additional services, as per TPA-RJC Change Order number 1 dated April 11, 2022, and as per your request, Read Jones Christoffersen Ltd. (RJC) completed the requested additional services. These additional services have been done with respect to comparing the forecasted design loads with the forecast design capacities at six column locations where there were visual signs of progressive corrosion related concrete deterioration. These locations included:

- Level B at D/17 and D/13,
- Level P1 at D/34 and D/28,
- Level P2 at G/17,
- Level P3 at D/3.

As outlined in our report 100% - DRAFT report dated May 27, 2022, based on our visual and acoustical (hammer tapping) observations the portions of the structure in question are suffering from corrosion related concrete deterioration to the point where structural serviceability and integrity concerns exist.

In general, our services included numerical structural analysis of select and isolated portions of the normally reinforced cast-in-place concrete structure (columns, beams and slabs) within the immediate vicinity of the above noted column locations. This was done to determine the extent of shoring that may be recommended based on observed deterioration.

Read Jones Christoffersen Ltd. 100 University Ave. North Tower, Suite 400 tel 416-977-5335 email toronto@rjc.ca
Creative Thinking Practical Results Toronto ON M5J 2X4 fax 416-977-1427 web rjc.ca



Column Location	Design Tie Reinf.	Measured Tie Dimensions* (% Section loss)	Tie Comments	Design Vertical Reinf.	Measured Vertical Dimensions* (% Section loss)	Vertical Comments
Level B D/17	#3 @ 16"	#3 @ 11" (0%)	Very minor corrosion on tie reinforcing	20 #10	#10 (N/A)	Minor corrosion on vertical reinforcing. Section loss not measured due to sound concrete remaining behind vertical bar.
Level B D/13	#3 @ 16"	#3 @ 10.5" (0%)	Very minor corrosion on tie reinforcing	20 #10	#10 (N/A)	Very minor corrosion on vertical reinforcing. Section loss not measured due to sound concrete remaining behind vertical bar.
Level P1 D/34	#4 @ 9"	#4 @ 9" (approx. 50%)	Significant corrosion on both exposed tie reinforcing in test pit. 30mm clear cover	21 #10	#10 (N/A)	Minor corrosion on vertical reinforcing. Section loss not measured due to sound concrete remaining behind vertical bar; however, bar deformations corroded and face of exposed bar flattened.
Level P1 D/28	N/A	N/A	No horizontal reinforcing exposed in test pit. Ferro scanning identified horizontal reinforcing approx. 12" from wall edge. 44mm clear cover.	4 #9	#9 (N/A)	Minor corrosion on vertical reinforcing. Section loss not measured due to sound concrete remaining behind vertical bar.
Level P2 G/17	#3 @ 12"	#3 @ 12.5" (approx. 33%)	Significant corrosion on top tie reinforcing in test pit. 41mm clear cover	8 #7	#7 (N/A)	Corrosion noted on vertical reinforcing. Section loss not measured due to sound concrete remaining behind vertical bar and surface mounted electrical conduits obstructing test pit removals.
Level P3 D/3	#3 @ 12"	#3 @ 13 to 15" (0%)	Very minor corrosion on tie reinforcing. 34.7mm clear cover	6 #9	#9 (N/A)	Minor corrosion on vertical reinforcing. Section loss not measured due to sound concrete remaining behind vertical bar.

*Where multiple reinforcing bars were exposed within the test pit the most severe section loss measurements are presented.



Based on the destructive testing, the observed delaminations appear to be a result of the corrosion and section loss from the column vertical bars and ties. Corrosion products of reinforcing steel occupy many times the volume of the original material and the resulting swelling of the embedded reinforcing steel due to corrosion creates very high tensile stresses. Concrete delaminations occur when the tensile stresses exceed the concrete tensile strength, and the size of a concrete delamination increases as the corrosion process continues.

If this is observed to be the case, then a small amount of concrete section loss would still result in the columns having utilization ratios less than 1.0. In this instance, the columns may remain A23.3 compliant; however, the observed delaminations may also be a consequence of corrosion of the ties, which are critical for buckling prevention of the vertical bars. Based on the observations summarized in section 3.0 above, it appears that the two columns located at gridline D/34 and G/17 are displaying signs of concrete delamination and tie corrosion that cannot be ignored, and will be discussed in more detail below:

Column D/34 and G/17

As observed in the field, some tie corrosion and section loss was recorded at the circular column D/34, and rectangular column G/17. With respect to the provision of the required area and spacing of column ties in a reinforced concrete column, the A23.3 definition of column load carrying capacity and column design compliance with A23.3 is essentially a pass-fail. The A23.3 recommended column tie area and spacing are required, and A23.3 does not recommend what a reduced column load carrying capacity may be for tie areas that are less than the A23.3 recommended rebar magnitude. The current columns (due to tie area section loss) are not A23.3 compliant in terms of the definition of its A23.3 design strength. As such, RJC recommends these two columns to be retrofit to meet A23.3 standards.

RJC recommends temporary reshoring immediately below parking level P3 at columns D/34 and G/17 be designed and provided down to the top of footing to relieve parking slab loads acting on the column (Refer to Appendix A). We further recommend the live load around these column on the parking levels be removed (physically blocked parking access to floor areas adjacent to column). The corrosion recorded at each column is an ongoing process, and it is critical that repairs (mentioned hereafter) be undertaken before the ties deteriorate any further. We recommend the reshoring and blocked parking access remain in place until either a) or b) are resolved for each column:

Column G/17 (rectangular)

- a) Proposed repairs and reinstatement of the tie area is accomplished as part of a repair program that also removes the corroded steel and removes and replaces the delaminated column concrete. (Recommended option).
- b) A repair is conducted in which the corroded steel is left in place and a new 150mm concrete jacket is poured around the columns with new ties and vertical bars installed as required.



APPENDIX A

PLAN & ELEVATION DRAWINGS

Read Jones Christoffersen Ltd.



Photo 1: Column on Level B at D/13



Photo 2: Column on Level P1 at D/17



Photo 3: Edge of Wall on Level P1 at D/28



Photo 4: Column on Level P1 at D/34



Photo 9: Edge of Wall on Level P1 at D/28



Photo 10: Column on Level P1 at D/34



Photo 11: Column on Level P2 at G/17



Photo 12: Column on Level P3 at D/3

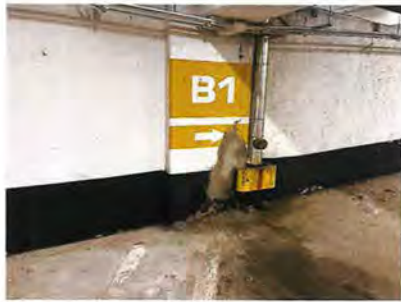


Photo 17: Typical completed concrete test pit patching prior to painting



Photo 18: Typical completed concrete test pit patching prior to painting

ATTACHMENT 3

CONDITION ASSESSMENT PRIORITY REPAIRS - 110 QUEEN STREET WEST (CAR PARK 36)



INTERNAL MEMORANDUM TENDER AWARD

DATE: September 7, 2022
TO: President, Toronto Parking Authority
FROM: Vice President, Operations, Toronto Parking Authority
SUBJECT: Project No. 2021-CS-CP36-1040.32.1: 110 Queen Street West – Condition Assessment Priority Repairs
WARDS: Spadina-Fort York – Ward 10

SUMMARY

As part of the Toronto Parking Authority's (TPA) State of Good Repair Plan (SOGR) of existing parking facilities, TPA is acting to undertake urgent repairs at Car Park 36 (CP36) located at 110 Queen Street West.

During the ongoing condition assessment of CP36, TPA's consultant, WSP Canada Inc. (WSP) identified areas of concrete deterioration within CP36 for which they recommended immediate action due to the extent of deterioration observed, and the potential risks to public safety.

Due to the need to quickly address items, the availability of staff, and familiarity with the facility, TPA engaged WSP to provide design, tendering and contract administration services for the required repair work. A tender package was issued to three contractors on September 6th, 2022, with three bids received on September 19th, 2022. Bids were assessed by both TPA and WSP, with WSP providing a bid review summary and recommendation for award.

Subsequent to the receipt of bids, TPA was provided with a deficiency notice for immediate action from Toronto Hydro (Hydro) regarding the condition of Hydro's vault serving CP36, which was identified to be TPA's responsibility to maintain. To allow these deficiencies to be scoped, priced and dealt with at the same time as the rest of the urgent repairs taking place at CP36, TPA is proposing a funding allowance be allocated as a means of addressing the deficiencies at Hydro's vault through the same contract for the urgent repairs currently being recommended for award.

Based on the bid assessments completed, it is recommended that the Priority Repair work at CP36 be awarded to Brook Restoration Ltd. (Brook) in the amount of \$495,000, including \$299,416 for the base

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110 Queen Street West – Car Park 36 – Priority Repairs

scope of work, \$60,584 as a contingency allowance, and \$135,000 as an allowance for work required within the Toronto Hydro vault net of all taxes and charges.

Funding for the urgent repair work will be through the Health and Safety compliance improvements budget and funded through CPK449-01 (internal order 700314).

RECOMMENDATIONS

The Vice President, Operations, recommends that:

- 1) The President of the Toronto Parking Authority grant authority to award the tender for the Priority Repairs at 110 Queen Street West (Car Park 36) to Brook Restoration Ltd., in the amount of \$495,000 excluding HST, including \$299,416 in base scope, \$60,584 in contingency, and \$135,000 as an allowance for Hydro vault repairs.

FINANCIAL IMPACT

The amount to award the change order for the Priority Repairs at CP36 is \$495,000 excluding HST, including \$299,416 in base scope, \$60,584 in contingency, and \$135,000 as an allowance for Hydro vault repairs.

Funding for the Priority Repairs at CP 36 is included in the approved TPA 2022 Capital Budget under WBS No. CPK449-01, internal order 700314. This tender value will be captured through the existing project number 2021-CS-CP36-1040.32.1 for the Condition Assessment project, with the Contractor budget, contingency and hydro vault allowance being tracked independently.

COMMENTS

During the condition assessment that took place this year, TPA's consultant, WSP identified areas of concrete deterioration requiring urgent repair at the underside of the P1 level parking slab, at a column within the south fan room, at concrete struts located within the ventilation shaft adjacent to Queen Street, and at the underside of the slab forming the roof of the access ramp on the south side of Queen Street. TPA retained WSP to provide consulting services to develop a repair strategy, tender documents, and carry out construction review and contract administration services.

Due to the need to quickly address these urgent repair items, the availability of staff, and familiarity with the facility, TPA engaged WSP to provide design, tendering and contract administration services for the required repair work. A tender package was completed and issued to three contractors on September 6th, 2022, with three bids received on September 19th, 2022. A summary of the bids received for the base scope of work can be seen in Table 1.

Table 1: Summary of Base Scope Bids Received (CP36 – Priority Repairs)

Contractor	Ranking	Bid Price (excl HST)
Brook Restoration Ltd.	1	\$148,821.43 (A)
Delbridge Contracting Limited	2	\$379,375.00
Can Mar Contracting Limited	3	\$397,500.00

Optional items were also included in the tender documents. These items were included based on:

- The potential need to perform additional concrete repairs once the work begins,
- The need to obtain discrete pricing for discussions with the Sheraton hotel for the concrete knockdowns on the shared ramp, and,
- The need to determine if the concrete strut repairs within the Queen Street vent shaft will be done as part of this urgent repair or as part of a subsequent repair package for CP36.

Pricing received for optional items recommended by WSP and reviewed by TPA listed in Table 2.

Table 2: Summary of Optional Bid Prices Received (CP36 – Priority Repairs)

Contractor	Additional concrete repairs	Sheraton ramp concrete knockdowns	Concrete strut repairs	Total for Optional Items
Brook Restoration Ltd.	\$32,733.59	\$18,112.20	\$99,748.78	\$150,594.57 (B)
Delbridge Contracting Limited	\$32,125.00	\$6,750.00	\$98,125.00	\$137,000.00
Can Mar Contracting Limited	\$53,500.00	\$28,000.00	\$110,500.00	\$192,000.00

Both base and optional scope items were assessed by TPA and WSP. WSP provided a bid review summary and recommendation for award, with the pricing provided by Brook Restoration being deemed fair and reasonable for the scope of work involved. Based on WSP's bid review and TPA internal review of the pricing received, TPA determined it best to proceed with the optional price items due to the potential life-safety risks associated with delaying such works.

Subsequent to the receipt of bids, TPA was provided with a deficiency notice for immediate action from Toronto Hydro (Hydro) regarding the condition of Hydro's vault serving CP36, which was identified to be TPA's responsibility to maintain. To allow these deficiencies to be scoped, priced and dealt with at the same time as the rest of the urgent repairs taking place at CP36, TPA is proposing a funding allowance be allocated as a means of addressing the deficiencies at Hydro's vault through the same contract for the urgent repairs currently being recommended for award.

Based on the bid assessments completed, it is recommended that the Priority Repair work at CP36 be awarded to Brook Restoration Ltd. in the amount of \$495,000, including \$299,416 for the base and optional scope of work items, \$60,584 as a contingency allowance, and \$135,000 as an allowance for work required within the Toronto Hydro vault net of all taxes and charges.

A breakdown of the total fee associated with Brook Restoration can be seen in Table 3.

Table 3: Summary of pricing for Brook Restoration (CP36 – Priority Repairs)

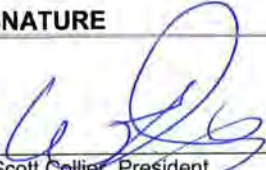
Brook Restoration	Cost
Base and optional scope items (A + B)	\$299,416
Contingency allowance (Approx. 20%)	\$60,584
Allowance for upcoming emergency hydro vault work	\$135,000
Total Project Budget:	\$495,000

CONTACT

Jarrett McDonald, Vice President, Operations, Toronto Parking Authority,
(437) 833-3363, Jarrett.McDonald@toronto.ca

Howard Jung, Director of Parking Infrastructure and Asset Management, Toronto Parking Authority,
(416) 393-7335, Howard.Jung@toronto.ca

SIGNATURE



W. Scott Collier, President
Toronto Parking Authority

ATTACHMENTS

Attachment 1: WSP Tender Award Recommendation
Attachment 2: Toronto Hydro Deficiency Notice

ATTACHMENT 4

REPORT PA30.11 - STAIR REHABILITATION - 20 ST. ANDREW STREET - KENSINGTON GARAGE (CAR PARK 68), ADOPTED BY BOARD ON MAY 27, 2022



REPORT FOR ACTION

Contract Award – Exit Stairwell Rehabilitation at 20 St. Andrew Street (Car Park 68)

Date: May 11, 2022

To: Board of Directors, Toronto Parking Authority

From: President, Toronto Parking Authority

Wards: University-Rosedale (Ward 10)

SUMMARY

The Toronto Parking Authority (TPA) is seeking to obtain board approval for emergency repairs to three (3) existing stairwells at Car Park 68, located at 20 St. Andrew Street. Car Park 68 is a 25-year-old, seven (7) story parking structure with 433 spaces in the Kensington Market neighborhood. The annual gross revenues of Car Park 68 are forecasted to be approximately \$1.3M for 2022. Pre-pandemic (2019) gross revenues were \$1.6M. Car Park 68 is one of the top 15 highest revenue-generating garages across our portfolio. As such, this investment is not only critical from a safety perspective, but also consistent with our strategy to reinvest in our infrastructure (SOGI) capital and reduce reputational risk to our brand.

Daniel Johnson Architect Inc (DJA) was retained by TPA in August 2021 to perform a condition assessment of the car park, and undertake design services. DJA's structural consultant found several deficiencies that require immediate attention, including the four stairwells at the North and South of the building. The current condition of the stairs is consistent with the end of service life for a 25-year-old facility. DJA provided a letter to TPA from their structural consultant identifying that prompt action is needed in 2022 to replace the stairwells for public safety.

The Request for Tender (RFT) package for stair replacement was issued for public tender on MERX on March 30th, 2022, with two (2) bids received upon tender close on April 27th, 2022.

Based on the bid price, ability to complete the work in the prescribed time and the conformance to tender requirements, TPA is recommending that the contract of work for 5066-37 – Exit Stairwell Rehabilitation at 20 St. Andrew Street (Car Park 68) be awarded to Canada Construction Ltd. (CCL). Replacement of the stairs is scheduled to start in June 2022 and the construction completion is scheduled for Q1 2023.

RECOMMENDATIONS

The President, Toronto Parking Authority recommends that:

1. The Board of Directors of Toronto Parking Authority provide authority to the President, Toronto Parking Authority, to award the Construction Contract for the 5068-37 – Exit Stairwell Rehabilitation at 20 St. Andrew Street (Car Park 68) to Canada Construction Ltd., having submitted the lowest compliant bid and meeting all specifications in conformance with the Construction Tender requirements, in the amount of \$2,507,900 plus \$800,100 as a contingency allowance, being the sum total amount of \$3,308,000 excluding Harmonized Sales Tax.

FINANCIAL IMPACT

The amount to award the construction contract for the 5068-37 – Exit Stairwell Rehabilitation at 20 St. Andrew Street (Car Park 68) is \$2,507,900 plus \$800,100 as a contingency allowance, being the sum total amount of \$3,308,000 excluding Harmonized Sales Tax (HST).

Funding for this work is available in the approved TPA 2022 Capital Budget, CPK 348-01.

DECISION HISTORY

N/A

COMMENTS

The Toronto Parking Authority (TPA) is taking necessary action to rehabilitate the existing stairwells at Car Park 68 located at 20 St. Andrew Street. The existing four stairwells are deteriorating and need urgent repair to ensure public safety.

Daniel Johnson Architect Inc. (DJA) was retained by TPA in August 2021 to perform consulting services that included a condition assessment of the existing stairwells, development of a design solution, and contract administration services.

Following the condition assessment, DJA provided TPA a letter from their structural engineer identifying that prompt action is needed within 2022 to rehabilitate and replace the steel stairwells (see Attachment 1 photos).

TPA worked with DJA through the design process to develop a RFT package for construction services to address the repair needs of the stairwells. The scope of work included replacement of the existing steel staircases, doors, and roofing. In addition, new ventilation and drainage system upgrades were included to improve the interior stairwell environment for both the general public and TPA staff. The work is planned to be phased to maintain car park operations, with only one stairwell being worked on at any time during construction.

The southeast stairwell is not being addressed as part of this project and will be temporarily closed to public access due to its' deteriorated condition with the intention to install an elevator in its place in 2023/2024 as part of a separate project to enhance access to this car park.

The RFT package was issued for public tender on MERX on March 30th, 2022, with two (2) bids received upon tender close on April 27th, 2022.

Due to the number of bids received, TPA also engaged an approved cost consultant (Hanscomb Limited) to provide a third-party high-level estimate to obtain additional cost certainty for the bids received. The estimate provided by Hanscomb confirmed that the bid prices received were within a reasonable tolerance of current market value.

All bid submissions were evaluated by both TPA staff and DJA. The selection was guided by the fee quoted, high level confirmation of the construction cost by an independent cost consultant, adherence to submission requirements, and acceptance of the terms and conditions noted in the RFT. A letter of recommendation for contract award was provided by DJA. A summary of the bids submitted can be seen in Table 1.

Table 1: Summary of Bids Received (5068-37 – Exit Stairwell Rehabilitation at 20 St. Andrew Street (Car Park 68))

Contractor	Ranking	Bid Price (excl HST)
Canada Construction Ltd.	1	\$2,507,900
Rochon Building Corporation	2	\$3,377,000

CONTACT

Jarrett McDonald, Vice President, Operations, Toronto Parking Authority,
(437) 833-3363, Jarrett.McDonald@toronto.ca

Howard Jung, Director of Parking Infrastructure & Asset Management, Toronto Parking
Authority, (437) 249-7391, Howard.Jung@toronto.ca

SIGNATURE

W. Scott Collier, President
Toronto Parking Authority

ATTACHMENTS

Attachment 1 – Car Park 68 (20 St. Andrew Street) Stairwell Photos

ATTACHMENT 1 –

CAR PARK 68 (20 ST. ANDREW STREET) STAIRWELL PHOTOS

Figure 1: CP68 (20 St. Andrew Street) – Stairwell Photo No.1

Signs of corrosion on stair nosings



Figure 2: CP68 (20 St. Andrew Street) – Stairwell Photo No.2

Staining/signs of leakage at back of risers.



Figure 3: CP68 (20 St. Andrew Street) – Stairwell Photos No.3

Corrosion at stair treads and risers.

