

The Parking Authority
of Toronto
Annual Report
1982

A photograph of a multi-story parking garage building. The building has a concrete base and upper levels with balconies. A large, dark sign is mounted on the concrete base, featuring a white 'P' in a circle followed by the word 'ENTRANCE' in large white letters. To the right of 'ENTRANCE', the words 'MAXIMUM CLEARANCE 1982' are written in smaller white letters. The sky is a pale blue, and the overall lighting suggests a clear day.

① ENTRANCE MAXIMUM CLEARANCE 1982

The Parking Authority of Toronto

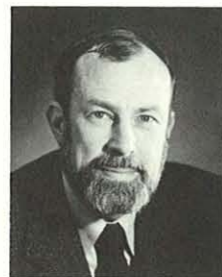
COMMISSIONERS



John F. Sherk,
Chairman



John F. Ellis



David A.A. Stager

OFFICIALS



Reginald W. Lewis CGA FCIS PAdm
General Manager

Maurice J. Anderson CA
Comptroller

Gabriel Mullan PEng MICE
Manager Design, Development and Planning

Peter Keaveny
Operations Manager

City Council

MAYOR

Arthur C. Eggleton

EXECUTIVE COMMITTEE

Frederick J. Beavis,
President of City Council
Anne Johnston
Tony O'Donohue
June Rowlands

ALDERMEN

Ward 1

Derwyn Shea
William Boytchuk

Ward 2

Ben Grys
Chris Korwin-Kuczynski

Ward 3

Richard Gilbert
Joseph J. Piccininni

Ward 4

Tony O'Donohue
Joe Pantalone

Ward 5

Ying Hope
Ron Kanter

Ward 6

John Sewell
Jack Layton

Ward 7

Joanne Campbell
David Reville

Ward 8

Frederick J. Beavis
Tom Clifford

Ward 9

Tom Jakobek
Dorothy Thomas

Ward 10

June Rowlands
Michael Walker

Ward 11

Anne Johnston
Michael Gee



Alderman William Boytchuk
Chairman
City Services Committee
City Hall
Toronto, Ontario
M5H 2N2

Dear Alderman Boytchuk

Your commissioners are pleased to present to your committee the 1982 annual report of the Parking Authority of Toronto, covering its thirtieth year of operation.

During 1982 the Authority parked more than 11.2 million cars on 15,764 parking spaces located at 81 surface carparks and 7 parking garages. The Authority generated revenue of \$19.6 million and paid expenses of \$14.7 million. Expenses included \$2.9 million in business and realty taxes and \$2.3 million for the rental of City-owned lands used by the Authority for municipal parking. The Authority retained \$4.9 million for the further development of Toronto's off-street parking program.

There were several interesting developments and changes that I would like to draw to your attention. Perhaps the most significant event was the construction of the first stage of the St Lawrence Garage in the St Lawrence redevelopment project. It is our second joint-use venture, the first being Holly Park Place, which consists of a 460-space garage, a Cityhome apartment building, and townhouses in the Yonge-Eglinton area. There are a number of further joint-use plans on the drawing board. A major landscaping program was launched, together with the reconstruction of several surface carparks. The Authority has also completed the installation of new word processing facilities that tie us in with the large network serving the City's offices.

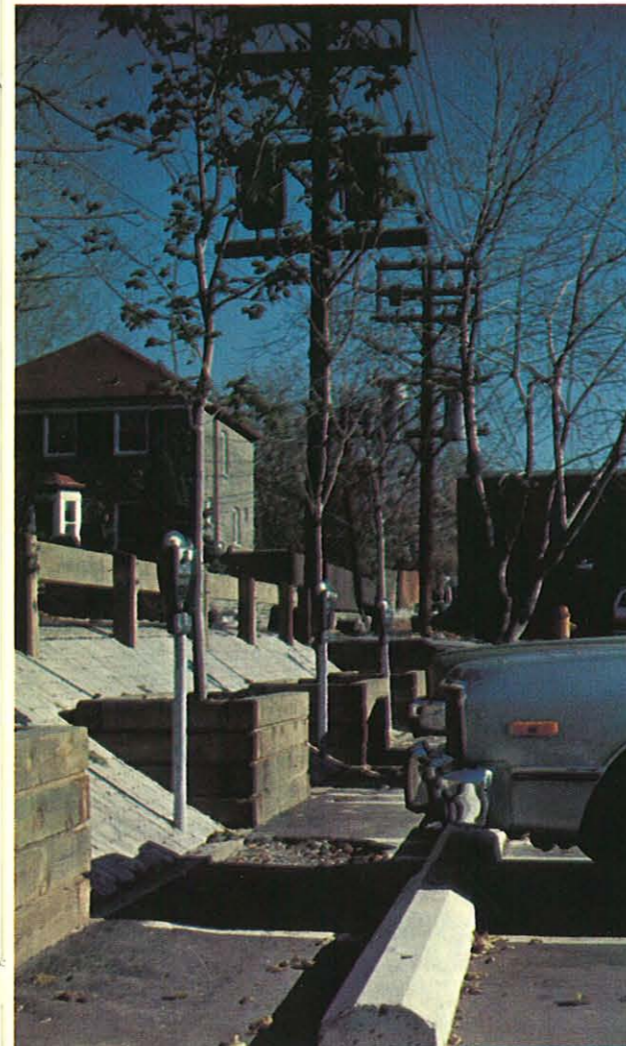
We would like to draw to your attention the financial statements on pages 22 and 23. These show that your Authority is operating in accordance with its mandate to be self-sufficient and is doing so with economic efficiency.

Your commissioners would welcome questions or comments on any of these matters or on the report that follows. We wish to express our thanks to the individuals and agencies that have assisted the Authority during the past year in support of Council's policies on municipal parking.



John F. Sherk
Chairman

Introduction



In 1952 the Province of Ontario gave the City of Toronto the authority to establish the Parking Authority of Toronto and to entrust to it 'the construction, maintenance, control, operation and management of municipal parking facilities within the City.' In June of that year the City Council of Toronto passed a by-law to establish the Authority, consisting of a chairman and two commissioners appointed by City Council.

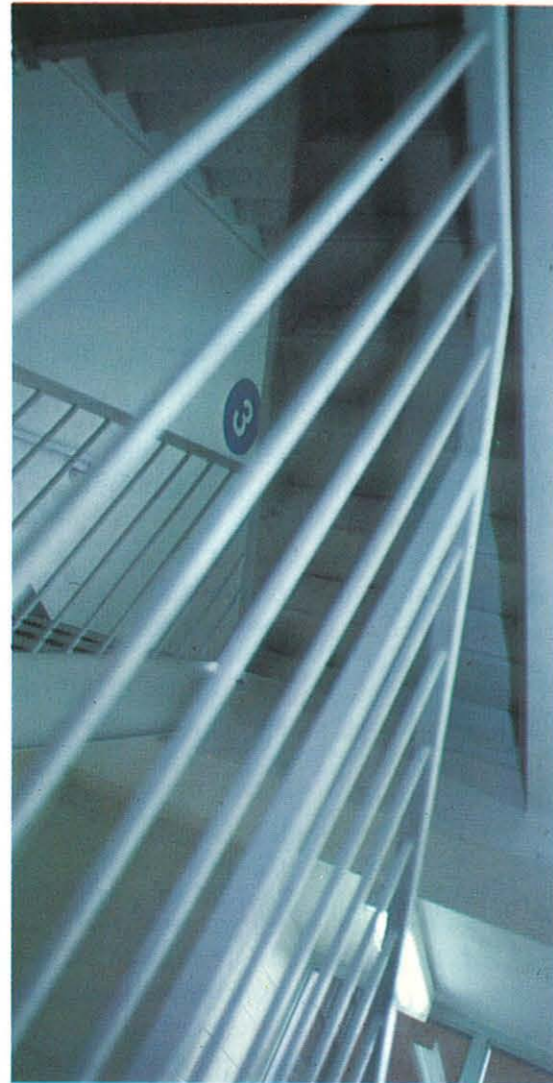
The mandate of the Authority includes the establishment and operation of all municipal off-street parking facilities in the city of Toronto. It also operates carparks on leased property and manages some facilities on a revenue-sharing or fee basis.

The Authority is required by law to be financially self-sustaining and to pay real estate and business taxes. In 1982 it paid \$2.9 million in taxes.

The City of Toronto holds the title to all the Authority's lands and buildings, even those purchased with funds earned or borrowed by the Authority.

The Authority is required to make an annual report to City Council and have its financial statement examined by the City Auditor.

New Developments



St Lawrence Garage

The first phase of the St Lawrence Garage in the new St Lawrence development between Front Street and the Gardiner Expressway was the major construction project in 1982. The first phase of the garage will provide 1,042 parking spaces; later expansion of the garage site will add approximately 890 spaces.

The Authority had been operating three carparks – numbers 43, 108, and 140 – immediately east of Yonge Street between The Esplanade and the railway right-of-way, and a fourth – number 72 – in the entire block bounded by Jarvis, George, Front, and The Esplanade. In the late 1970s, the City of Toronto Housing Department approached the Authority with a view to developing some or all of the land occupied by these carparks. The Authority, the City of Toronto Legal Department, the City of Toronto Planning and Development Department, and the City of Toronto Non-Profit Housing Corporation (Cityhome) together worked out a plan whereby the carparks would be taken over for housing and related projects in return for provision of parking spaces equal in number to those previously occupied by the Authority. Thus, Cityhome guaranteed that it would create 1,250 parking spaces in the area and convey them to the Authority in return for the right to develop the land or air-space in the former carparks.

In the first stage of the project Rampart Enterprises Ltd is building a garage on the former site of carpark 43. The Authority transferred to Rampart the development rights to the triangular piece of land at the southwest corner of the site when it had completed half of the construction. The arrangement also specified transfer of similar rights to land at the northeast corner when the garage would be completed. The Authority thereby received full replacement of the original parking spaces in carpark 43, and Cityhome received



development rights for the land. Similar transactions may result in redevelopment of the area covered by the four carparks with the Authority increasing its previous scale of operations.

Joint use

The St Lawrence Garage, the Yorkville-Cumberland Garage, and the Holly-Dunfield Garage are the first Authority projects involving the provision of parking space in conjunction with the extensive development of other amenities, such as housing or retail space. The Authority sees joint use as an important area for planning and development and is working on this exciting idea. It is currently studying carpark 5, on Wellesley Street east of Yonge Street, with a view to

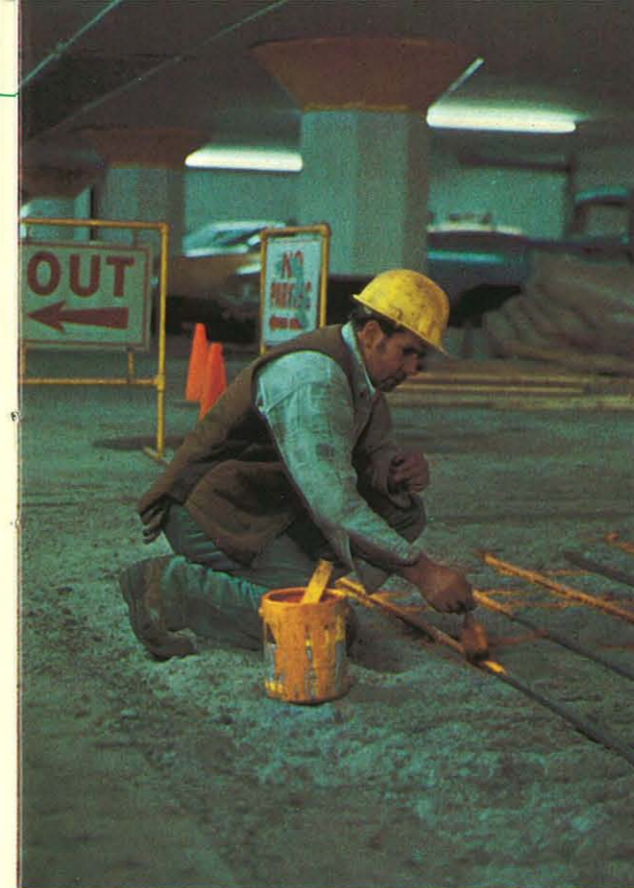
joint use. The Queen-Victoria Garage (carpark 26), the Authority's oldest garage, is another probable site for a joint-use project, in which the Authority might lease the air space above the garage – a study is now under way. Carpark 49 on Roehampton Avenue near the Yonge-Eglinton intersection may also be the site of such a venture.



Planning and Maintenance

The Authority develops plans for expanded or new facilities in response both to its own forecasts of future needs and to suggestions or complaints from members of City Council and people who live and/or work in the City of Toronto.

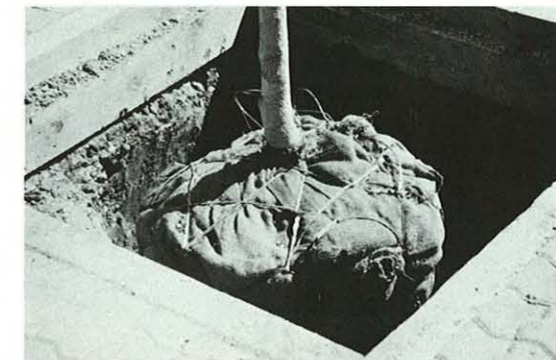
In 1982, the Authority conducted parking studies for Danforth Avenue between Coxwell and Woodbine Avenues, the Queen-Carlaw area, the Queen-Leslie area, the Queen-Spadina commercial strip, the University Avenue corridor, and the Kensington Garage area.



As a result, the Authority is engaged continuously in a broad range of maintenance activities. During 1982 it carried out major repairs and improvements in nine carparks: paving, installing new lighting, relining new layouts, and providing new fencing. In three garages, the Authority dealt with chronic problems of water leakage by repairing structural damage and fixing and repainting a number of surfaces.

The Authority operates a large number of carparks, both covered and open, through all seasons of the year, and the Authority constantly surveys the quality of its facilities, keeping them functional, safe, and attractive.

In many cities, Toronto included, salt is used by municipal authorities to make roads and sidewalks safe after snow has fallen or ice has formed. This salt, however, collects on car tires and car bodies and can thus be deposited wherever a car is parked, leading to severe slab delamination, chlorides entering cracks in the structure and destroying reinforcing rods.





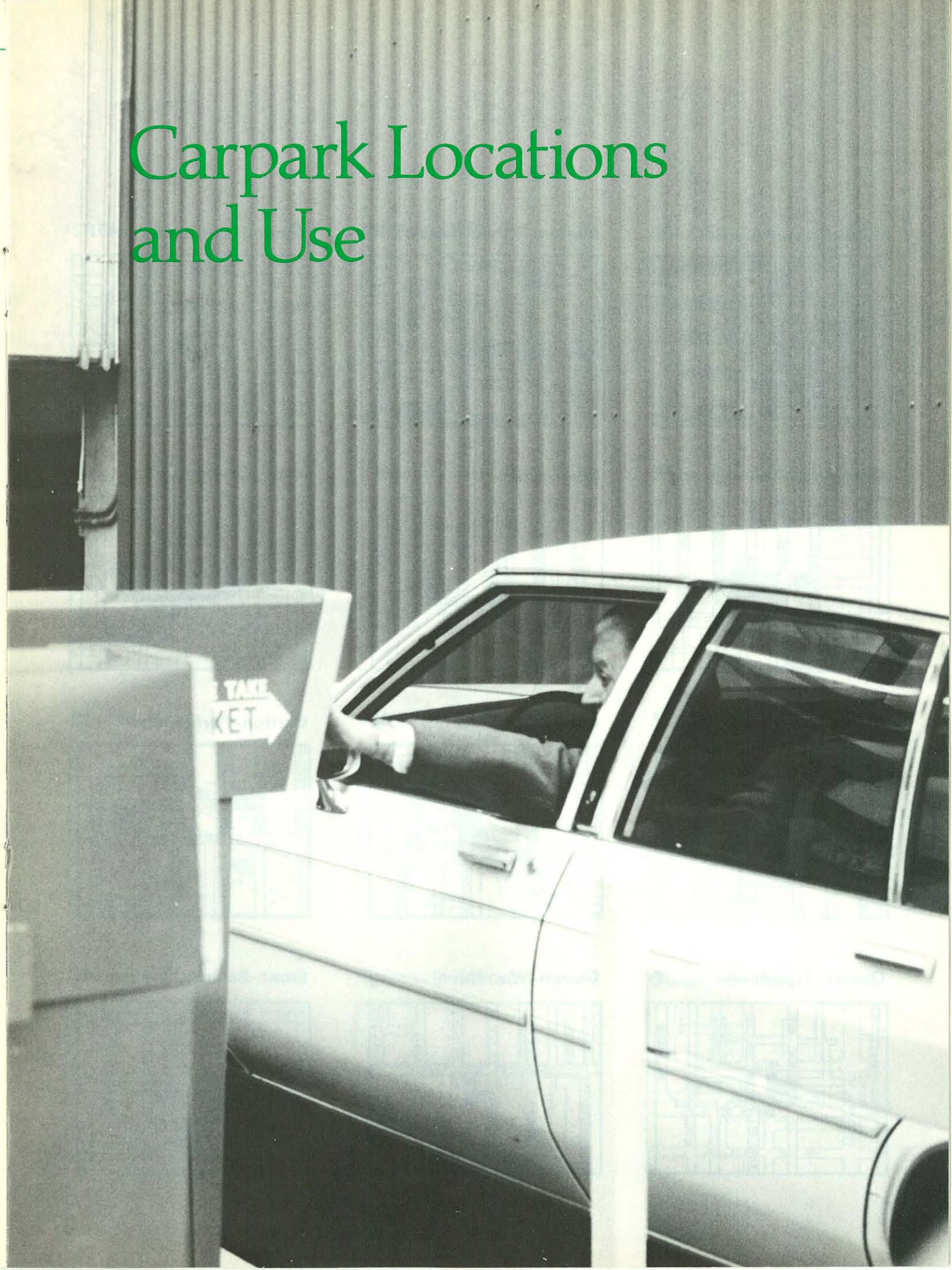
Landscaping

In 1982 the Authority implemented a major landscaping program. Impetus came from the purchase of the lots along the Bloor/Danforth subway that heretofore had been leased on short term from Metropolitan Toronto. A major rehabilitation plan led to a program of landscaping, planting, and maintenance.

Other carpark locations required varying degrees of landscaping, ranging from a general upgrading of existing landscaping to completely new plans.

In some areas plantings have to be carefully chosen for their ability to withstand salt and snow conditions. Pedestrians tend to find short-cuts through planted areas in the winter, destroying much of the shrubbery, and vandalism is always a concern, although the amount this year was much lower than anticipated.

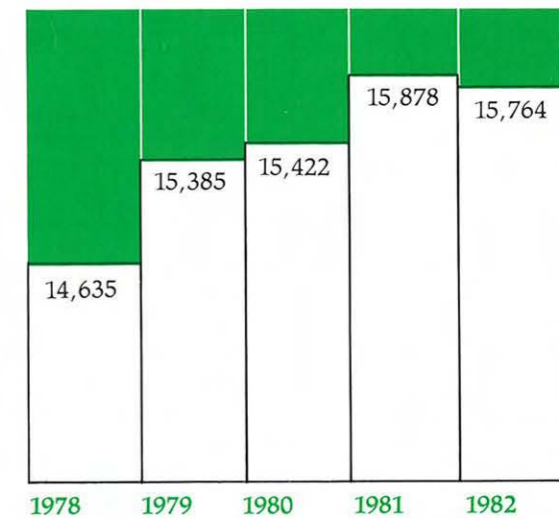
Carpark Locations and Use



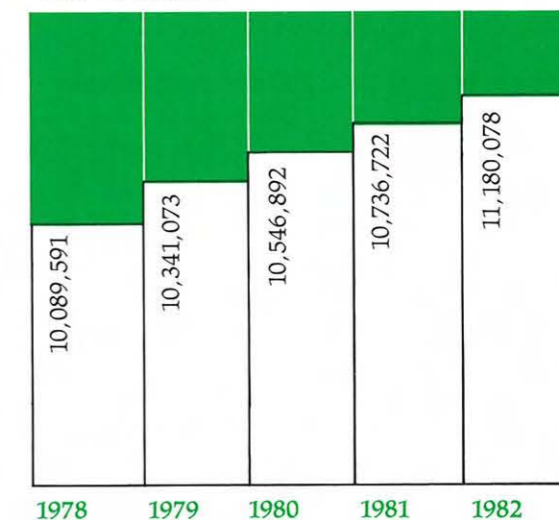
No.	Location	Capacity	No.	Location	Capacity
1	Hayden St. E. of Yonge	153	49	Roehampton Ave. E. of Yonge	125
2	Charles St. E. of Yonge	87	51	Lippincott St. S. of Bloor	147
3	Isabella St. E. of Yonge	120	52	University Ave. Garage	323
5	Wellesley St. E. of Yonge	147	53	Walnut Ave. S. of Richmond	150
11	Rosehill Garage	576	55	Bedford Pk. Ave. W. of Yonge	45
12	Alvin Ave. N. of St. Clair E.	166	58	Bedford Rd. N. of Bloor	140
13	Delisle Ave. W. of Yonge	160	62	Queen St. W. - Abell St.	27
15	Yorkville-Cumberland Garage	1036	63	Jarvis St. - Richmond St. E.	17
16	Cumberland St. W. of Bay	67	64	Durie St. N. of Bloor	155
17	Pape Ave. N. of Danforth	84	68	Kensington Garage	296
18	Keele St. S. of Dundas	78	70	College St. - St. George St.	81
19	Pacific Ave. S. of Dundas	71	71	Bellevue Ave. S. of Nassau	91
20	Cedarvale Ave. N. of Danforth	38	72	George St. S. of Front	463
21	Amroth Ave. S. of Danforth	54	78	Erindale Ave. E. of Broadview	88
26	Queen-Victoria Garage	501	79	Sherbourne St. N. of Carlton	112
28	Pape Ave. S. of Danforth	76	80	Keele St. N. of Dundas	54
29	Holly-Dunfield Garage	460	81	Lansdowne Ave. N. of Bloor	40
32	Bay St. - Lakeshore Blvd. W.	525	82	Margueretta St. N. of Bloor	54
33	Temperance St. E. of Bay	89	84	Salem Ave. N. of Bloor	35
34	Dundas Sq. - Victoria St.	53	85	Palmerston Ave. N. of Bloor	48
35	Eglinton Ave. - Duplex Ave.	93	87	Chester Ave. N. of Danforth	66
36	Nathan Phillips Square Garage	2017	88	Ferrier Ave. N. of Danforth	48
39	Castlefield Ave. W. of Yonge	164	89	Lipton Ave. E. of Pape	70
41	Norton Ave. W. of Dufferin	64	90	Eaton Ave. N. of Danforth	70
42	Elmwood, S. of St. Clair	66	91	Armadale Ave. N. of Bloor	144
43	The Esplanade, E. of Yonge	85	92	Indian Rd. N. of Bloor	227
44	Fuller Ave. N. of Queen	53	93	Euclid Ave. N. of Bloor	43
47	Broadview Ave. N. of Queen	92	96	Portland St. N. of Front	246
47	Burnaby Blvd. W. of Castleknock	175	97	Strathmore Blvd. W. of Donlands	14
48	Lee Ave. S. of Queen	68	98	Victoria Pk. Ave. N. of Denton	260

No.	Location	Capacity
99	Warden Ave. N. of St. Clair	1416
100	Warden Ave. S. of St. Clair	152
101	Cordova Ave. W. of Islington	438
102	Lomond Dr. N. of Aberfoyle	284
103	Bloor St. W. of Islington	555
104	Ossington Ave. N. of Bloor	36
105	Richmond St. W. - Portland St.	47
106	Augusta Ave. N. of Queen	120
107	MacPherson Ave. opp. Rathnelly	39
108	Church St. S. of The Esplanade	163
109	Aberdeen Ave. W. of Parliament	38
110	Danforth Ave. E. of Coxwell	25
111	Clinton St. N. of College	73
116	Kennedy Ave. - Glendonwyne Road	28
126	Front St. - Parliament St.	223
127	Orchard View Blvd. W. of Yonge	38
130	Bartlett Ave. - Salem Ave.	38
131	Hilltop Rd. - Eglinton Ave. W.	29
133	Prescott Ave. - St. Clair Ave. W.	33
137	Gough Ave. N. of Danforth	13
138	Thelma Ave. E. of Spadina Rd.	37
139	Yonge Street N. of Sherwood	70
140	Church St. S. of Wilton St.	515
141	N/E corner of Greenlaw & MacKay	38
142	E/S Langford Ave. N. of Danforth	27
143	N. of Bloor St. W. bet. Willard and Windermere	108
144	N. of Bloor St. W. bet. Christie and Clinton	34
145	Elm St. bet. Yonge & Bay	50

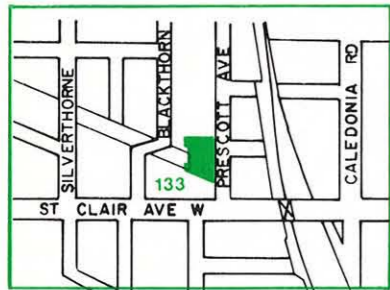
Parking Inventory - spaces



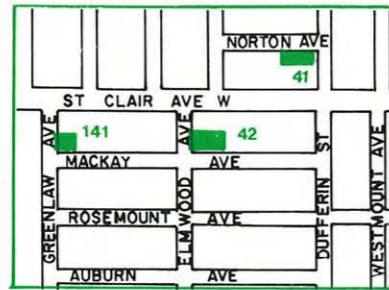
Cars Parked



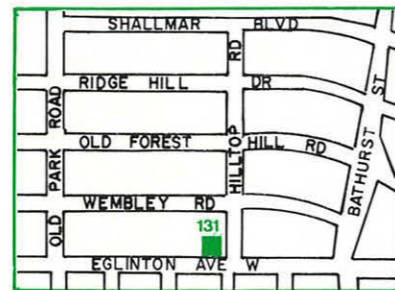
St. Clair-Lansdowne **A**



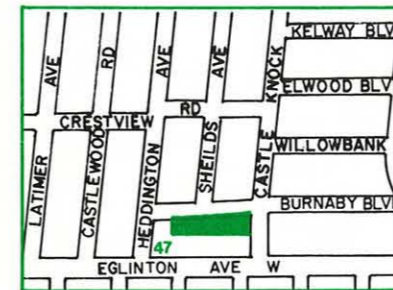
St. Clair-Dufferin **B**



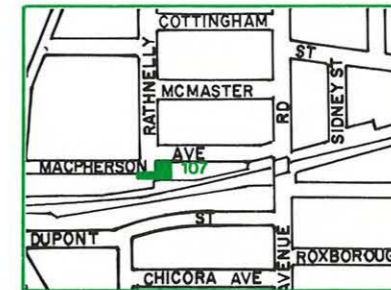
Eglinton-Bathurst **C**



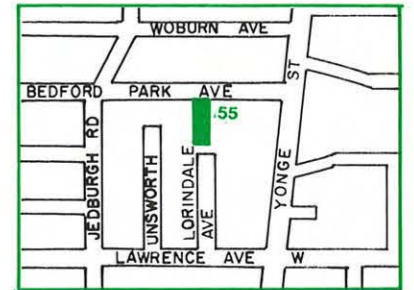
Eglinton-Avenue Rd. **D**



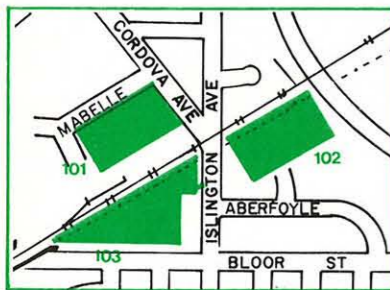
Avenue Rd-McPherson **E**



Yonge-Lawrence **F**



Bloor-Islington **J**



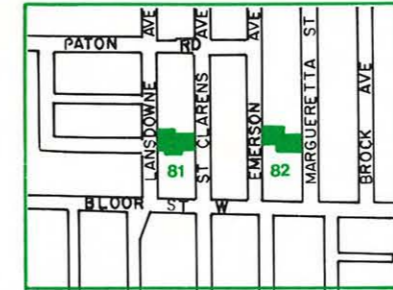
Bloor-Runnymede **K**



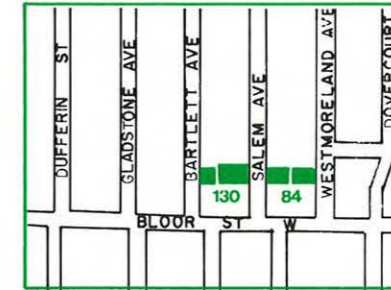
Bloor-Keele **L**



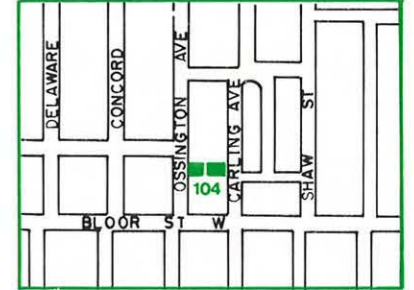
Bloor-Lansdowne **M**



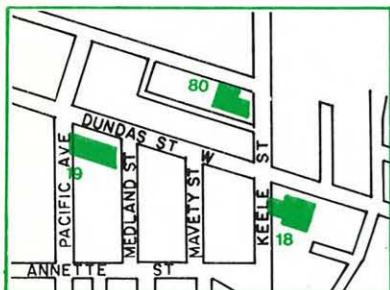
Bloor-Dufferin **N**



Bloor-Ossington **O**



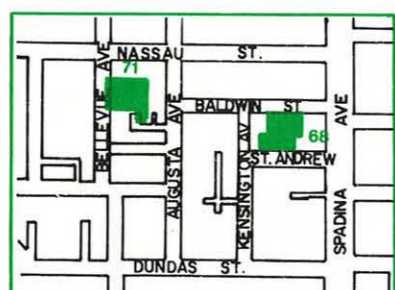
Dundas-Keele **S**



Adelaide-Richmond **T**



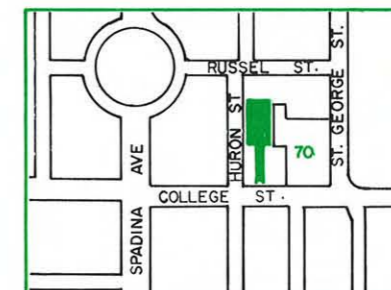
Spadina-Dundas **U**



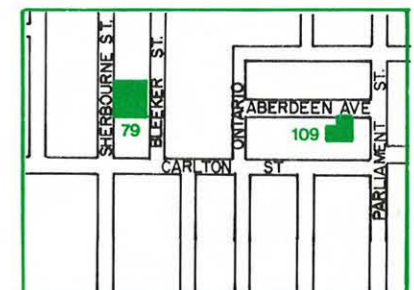
College-Clinton **V**



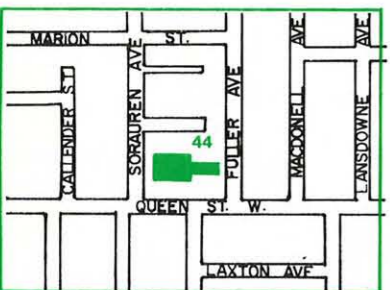
College-St. George **W**



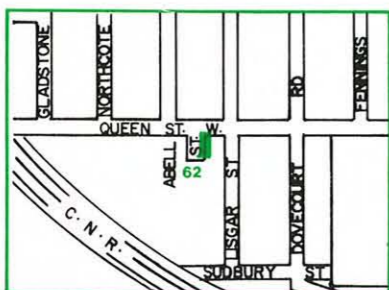
Carlton-Parliament **X**



Queen-Lansdowne **c**



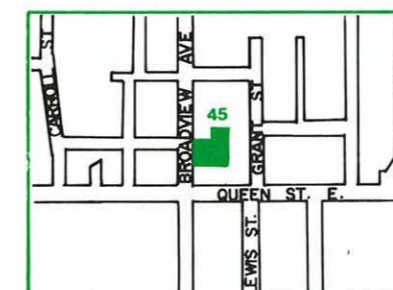
Queen-Dovercourt **d**



Queen-Spadina **e**



Queen-Broadview **f**



Queen-Woodbine **g**



Front-Bathurst **h**





The small metered carparks, generally set in behind commercial frontage to serve neighbourhood retail strips, have a rate that is not only compatible with demand but also comparable to the rate at the nearby on-street meters. This encourages motorists to use the off-street carpark and discourages illegal parking on the residential side streets. The rate at most of these carparks is still in the range of 15¢–25¢ per hour. But there may, for example, be time limits. The rate at carparks 41 and 42 in the busy St Clair-Dufferin commercial area is 25¢ per hour, but the local business community complained that the low parking rate was attracting long-stay parkers and there was no space available for shoppers and visitors. The imposition of a one-hour limit was enough to discourage the long-stay parkers, and now shoppers and visitors can find parking space.

New procedures

In October the Authority installed word processing equipment in its headquarters and linked it with the system already established by the City of Toronto for its municipal offices. This installation should improve the effectiveness of service and assist staff members in their work. The system is integrated with the Authority's other computer systems and provides for the computation and analysis of parking statistics, access to the City of Toronto's information bank on traffic and land use statistics, and the systematic auditing of the Authority's parking transactions.

For its high-turnover manned parking facilities, the Authority has been attempting to implement a computerized cash-control system to speed up customer transactions. Several field trials of equipment have been carried out. The Authority is confident it now has an appropriate solution and will be upgrading in 1983 the speed and accuracy with which it processes its customers at its major parking operations.

Areas Served	Number of Spaces	Percentage of Spaces
Downtown Core	3050	19.35
Downtown Fringe	2618	16.60
Midtown	1750	11.10
Uptown	1759	11.16
Neighbourhood Commercial Residential	3123	19.81
Transit/Commuter	3425	21.73
Special Use	39	0.25
Total Spaces	15,764	100
Total Carparks	88	

Type of Operation	Number of Spaces	Percentage of Spaces
Manned Garage	5209	33.04
Manned Surface Carparks	5895	37.40
Combined Manned & Machine	982	6.23
Combined Manned & Meters	87	0.55
Combined Machine & Meters	337	2.14
Machine	1990	12.62
Meters	1225	7.77
Monthly	39	0.25
Total	15,764	100



Personnel

Retiring staff

A number of valued members of the Authority's staff retired during 1982. These included Fredrick Allen of the maintenance staff (after 12 years of service); Frank Armstrong, operations co-ordinator in the office of the operations manager (12 years); Stan Budziak of the maintenance staff (1 year); Edna Frampton, senior accounting clerk (23 years); Douglas Kemp of the maintenance staff (22 years); Cyril Pritchard, cashier (18 years); Herbert Smith, cashier (12 years); Edward Thompson, supervisor, North Central District (22 years); James Thomson, special projects manager and formerly operations manager (23 years).

At a dinner in honour of James Thomson, John F. Ellis, then chairman of the Authority, reminded the audience of how far the Authority has come since Thomson joined the staff: 'In 1959, when Jim Thomson joined the Authority, stage one of the City Hall Underground Garage was only a year old, the University Avenue Underground was still in the planning stages, and the carpark numbering system hadn't got beyond number 47. In that year the Authority operated 7,300 spaces compared to today's 15,800 ... We see Jim as not just a witness to that progress, but as a valued participant who helped make it happen.' To each of its retiring witness-participants, the Authority expresses its gratitude.



Ed Thompson receiving his retirement award from the Chairman, John Sherk.

New employees

Gabriel Mullan joined the Authority as Manager of Design, Development and Planning. Joining the office staff were Sue Horton and Emily Sifontes. Eighteen people were added to the cashiers' staff: Peter Czarnecki, R. Jim Ferris, Larry Gagne, Marios Georgiou, Ross Green, Ed Hames, Gary Hadfield, Terry Hrynyk, Dawood Khan, Jim Jenkinson, Bill Lem, Pam Ludlow, Brenda Lynch, Scott Osborne, Michael Savard, Doug Scott, Alan Thompson, and John Woods. Seven new faces appeared in the maintenance staff: Ted Cichala, Jack Lewington, Alex MacIsaac, Wylie McNeil, Bill Morse, Dominic PannoZZo, and Albert Ruckstuhl. Stephen Koo joined the part-time staff.



Reginald Lewis and David Stager (left and right) look on while John Sherk presents the retirement award to Frank Armstrong (second from right).

Twenty-five years of service

Frank Boehm was honoured on the completion of twenty-five years of service with the Authority. He joined the staff in 1957 as a checker and elevator operator, served later as a cashier, and was promoted supervisor in 1969.

Death

Ross Callender, on long-term disability leave from the Authority, died in July 1982.

Visitors

The Parking Authority of Toronto is the only parking authority in North America incorporated as a self-financing organization, and many municipalities are interested in learning about our operations. Through visits and the exchange of ideas, the personnel of the Authority learn about new concepts in design, maintenance, and the collection of revenue. Several delegations came during 1982 to learn about the Authority. The Authority was pleased, for example, to have the directors of the Parking Authority of Philadelphia come in May to look at the system and also in the same month a delegation from the Calgary Parking Authority, who came to study our methods of operation at first hand.

Statement of Assets and Liabilities

Assets

NOTE

On December 31, 1982 an option to purchase certain lands for municipal parking purposes was held by the City of Toronto. The option was exercised in 1983 and required an outlay of approximately \$3,000,000 from the Parking Authority's current surplus account.

Current Assets		1982	1981
Cash in bank and on hand including Term Deposits	\$24,133,740		
Accrued Interest on Deposits	26,934	\$24,160,674	\$19,011,893
Accounts Receivable		646,819	550,493
Prepaid Expense		73,411	72,997
Inventories at cost		75,606	79,692
		<u>\$24,956,510</u>	<u>\$19,715,075</u>
Fixed Assets			
Car Parks – Lands and improvements Completed Projects	\$31,901,021		
Projects under construction	10,739,155		
Furniture, Fixtures and Equipment	1,095,532	43,735,708	41,286,901
Proceeds from sale of Debentures held by the City		257,680	257,680
Proceeds from sale of property held by the City		43,445	48,092
		<u>\$68,993,343</u>	<u>\$61,307,748</u>

Liabilities

	1982	1981
Current and Accrued Liabilities		
Accounts Payable	\$ 3,843,773	\$ 4,096,655
Deferred Revenue	251,591	178,913
Reserves		
Employees' Sick Credits	485,175	470,305
Sinking Fund Surpluses	1,387,407	811,748
Current Surplus		
Balance December 31, 1981	\$14,157,454	
Provision for capital expenditures in 1982	(61,738)	
Net revenue for the year 1982	4,892,848	
	<u>18,988,564</u>	<u>14,157,454</u>
	\$24,956,510	\$19,715,075
Capital Liabilities		
City of Toronto – Funds advanced pending the issue of debentures	198,270	477,083
Debenture Debt		
<i>Issued</i>	\$14,836,807	
<i>Less – Redeemed to December 31, 1982</i>	(8,448,152)	
– Sinking Fund Investment as at December 31, 1982	(5,043,018)	
	<u>1,345,637</u>	<u>1,448,323</u>
Capital Surplus	<u>42,492,926</u>	<u>39,667,267</u>
	<u>\$68,993,343</u>	<u>\$61,307,748</u>

The Parking Authority of Toronto
Balance Sheet
as at December 31, 1982
(with Comparative Figures at December 31, 1981)

Auditor's Report

I have examined the Balance Sheet of The Parking Authority of Toronto as at December 31, 1982 and the Statement of Revenue and Expenditure for the year then ended. My examination was made in accordance with generally accepted auditing standards, and accordingly included such tests and other procedures as I considered necessary in the circumstances.

In my opinion, these statements present fairly the financial position of the Authority as at December 31, 1982 and the results of its operations for the year then ended in accor-

dance with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Toronto
March 8, 1983



J. Rabinowitz, CA
City Auditor

NOTES

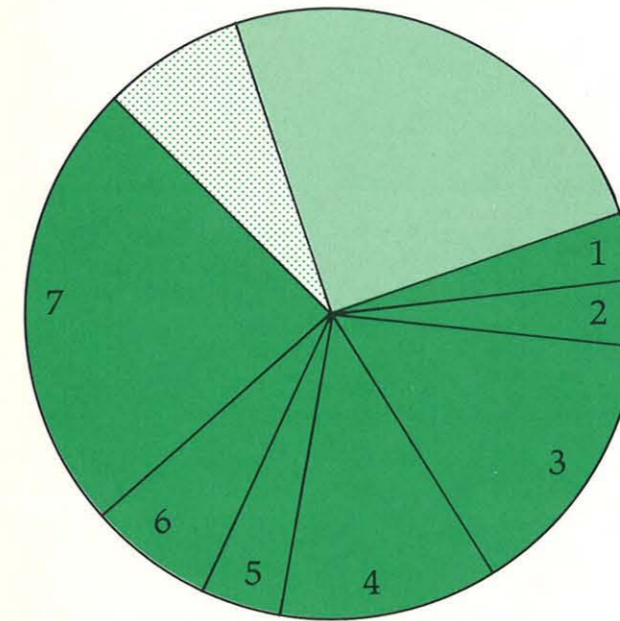
1 / 1982 Debenture Debt Charges, totalling \$753,870 were fully provided for out of parking meter funds and other reserve funds of proceeds from sales of car-park properties.
 2 / Parking area expenses for both 1982 and 1981 include \$2,253,349 payable to the City of Toronto in each year for use of certain City-owned lands occupied by the Authority. Also included in parking area expenses are charges for municipal taxes totalling \$2,839,152 for 1982 and \$2,644,548 for 1981.

Statement of Revenue and Expenditure

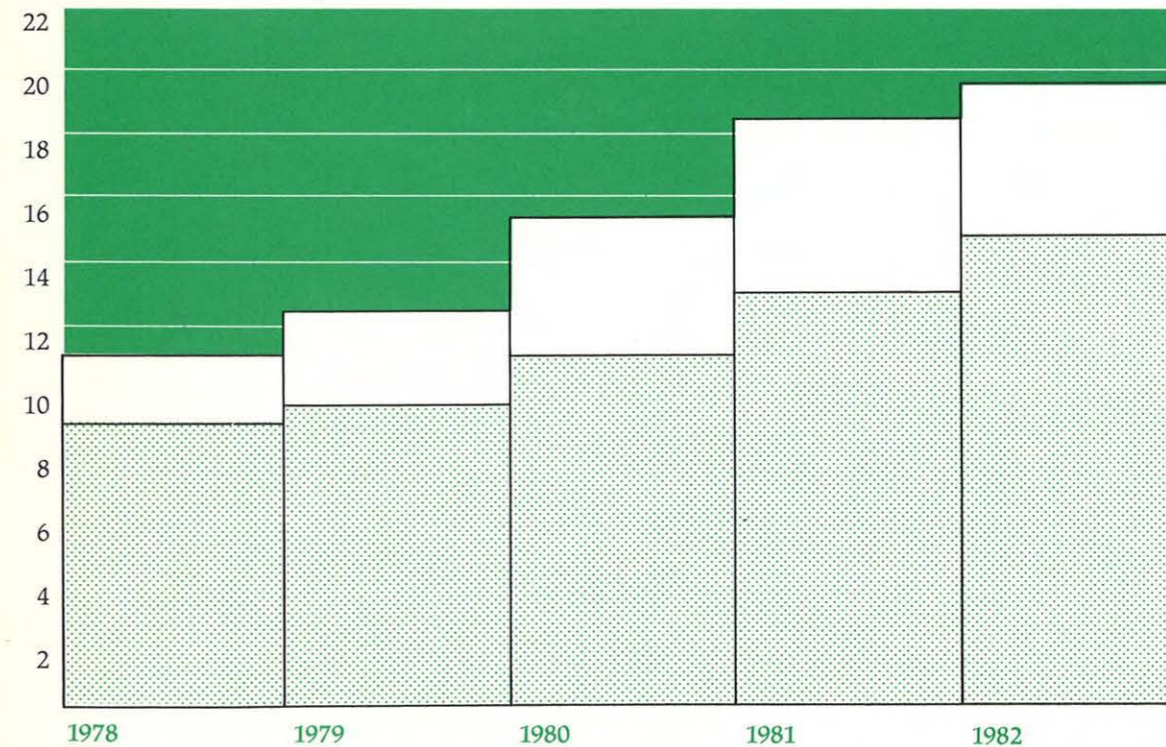
	1982	1981
Parking Revenue	\$16,518,351	\$15,143,422
Parking Area Expenses	<u>13,264,071</u>	<u>11,662,951</u>
	\$3,254,280	\$ 3,480,471
Interest earned	3,007,580	2,908,909
Other Revenue	66,840	109,049
	<u>\$6,328,700</u>	<u>\$ 6,498,429</u>
Administration Expenses		
Salaries and wages	\$ 742,360	\$ 673,317
Employee Benefit Plans	185,649	162,507
Utilities, Heat & Taxes	101,933	91,052
Maintenance	13,467	14,215
Postage, stationery & office supplies	24,697	19,366
Drafting supplies, etc.	1,475	1,402
General Expenses (incl. Special Surveys)	215,448	116,411
Travelling and Conference Expenses	25,257	22,538
Honoraria	20,097	18,600
Legal	6,336	7,140
Advertising	5,633	47,416
Lease of Equipment	52,498	33,579
Furniture and Equipment	<u>4,760</u>	<u>30,952</u>
	<u>1,399,610</u>	<u>\$ 1,238,495</u>
Direct Operating Surplus	\$4,929,090	\$ 5,259,934
Debt Charges		
Interest charges on funds advanced by City	\$ 8,730	
Exchange on debt charges	27,512	
Debenture Debt Charges	<u>-</u>	<u>37,939</u>
	<u>36,242</u>	<u>37,939</u>
Net Revenue	<u><u>\$4,892,848</u></u>	<u><u>\$ 5,221,995</u></u>

This is the Statement of Revenue and Expenditure referred to in my certificate dated March 8, 1983 appended to the Balance Sheet of The Parking Authority of Toronto.

J. Rabinowitz, CA
 City Auditor



Revenue and Expenses in Millions



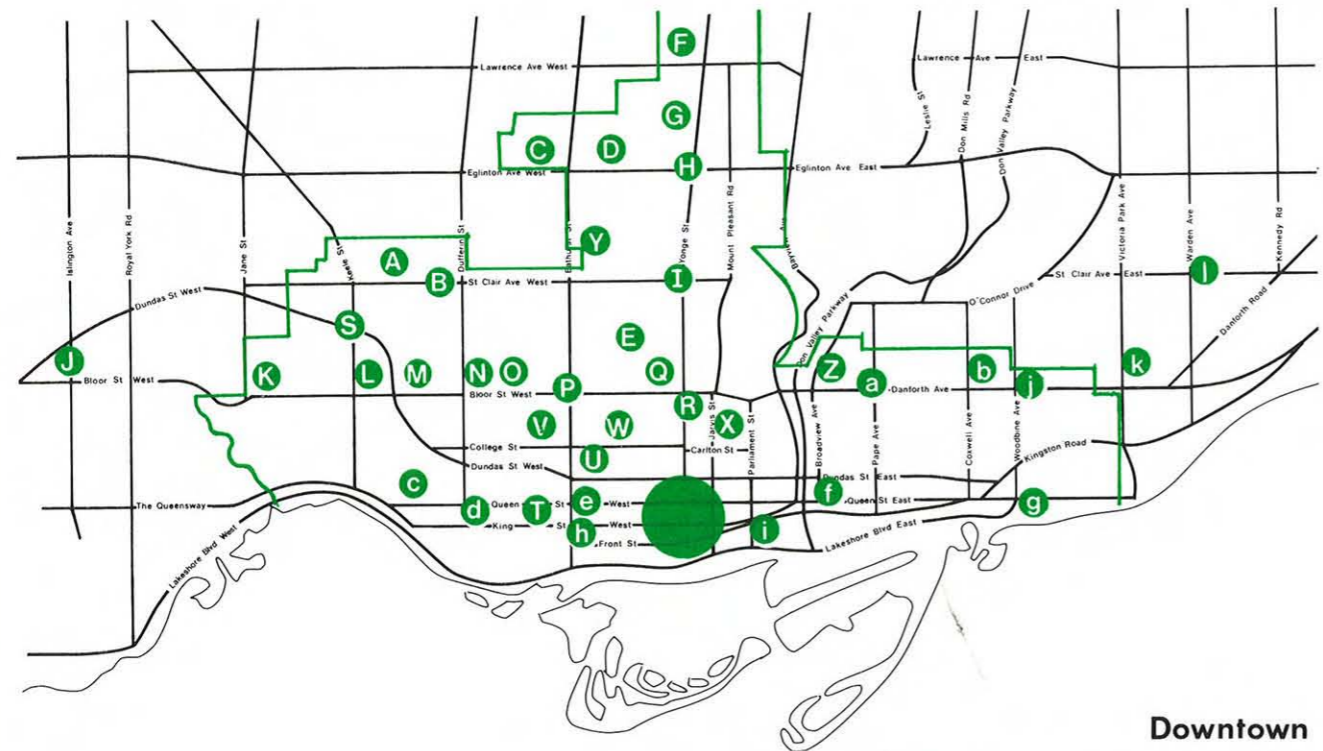
□ Revenue
 ■ Expenses



The Parking
Authority of
Toronto

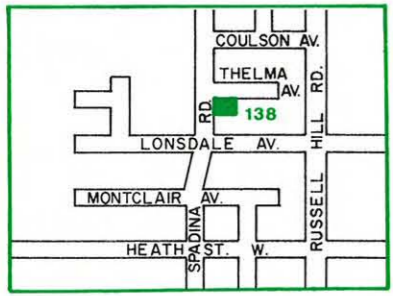
50 Cumberland Street
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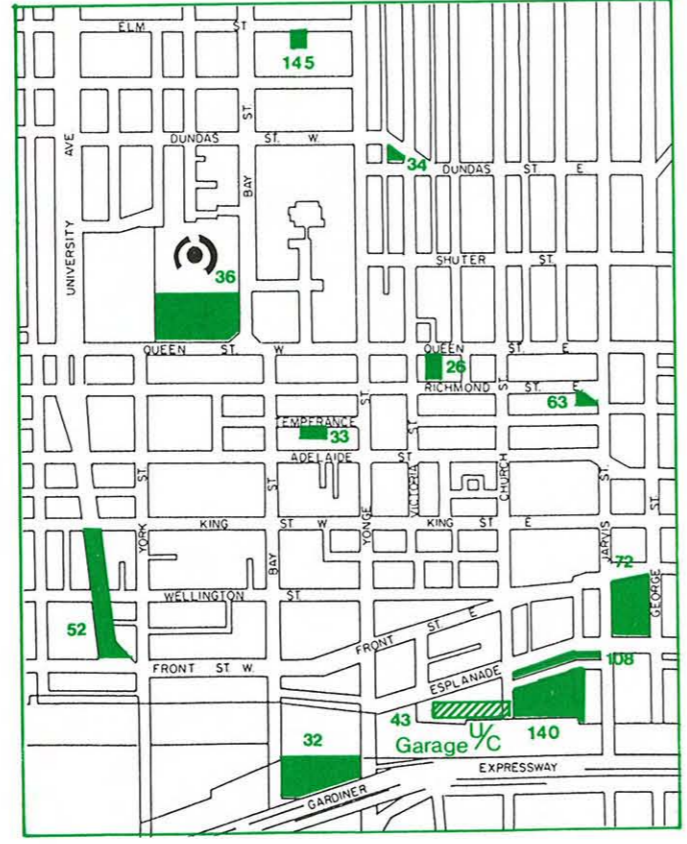


Downtown

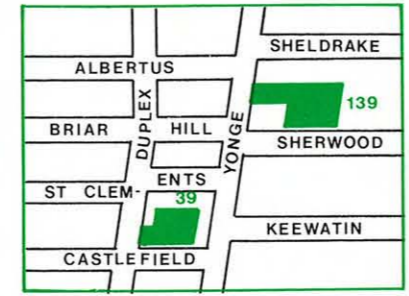
Spadina Rd.- Heath **Y**



Front-Parliament **i**



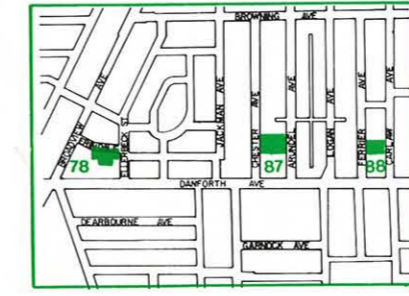
Yonge-Castlefield **G**



Bloor-Bathurst **P**



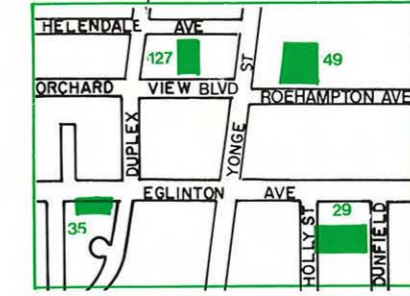
Danforth-Broadview **Z**



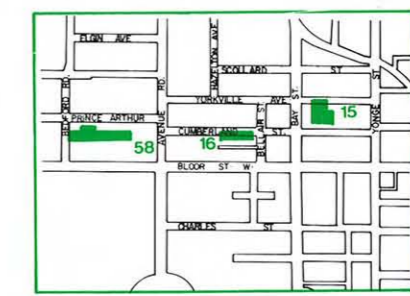
Danforth-Woodbine **J**



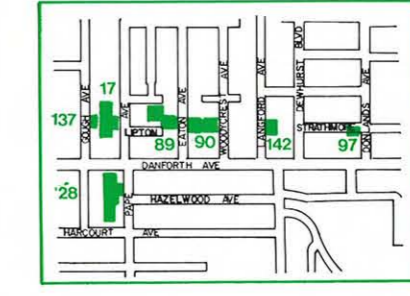
Yonge-Eglinton **H**



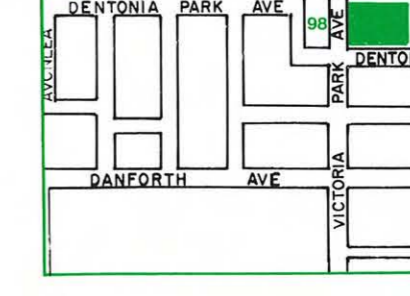
Bloor-Bay **Q**



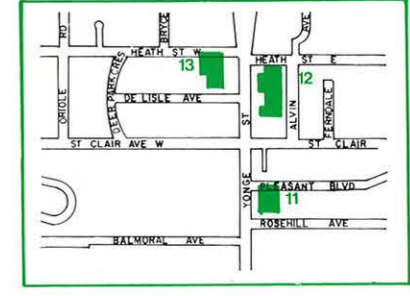
Danforth-Pape **a**



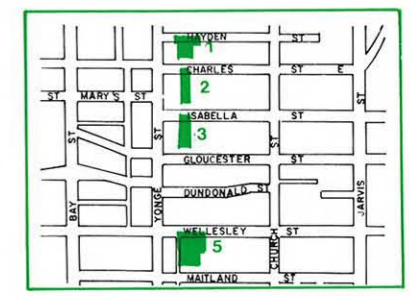
Danforth-Victoria Pk. **k**



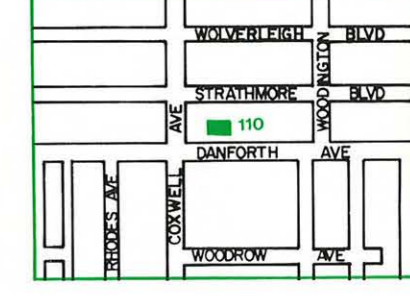
Yonge-St. Clair **I**



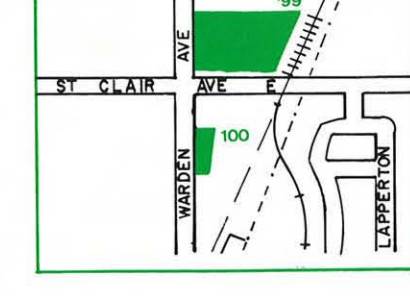
Bloor-Yonge **R**



Danforth-Coxwell **b**



Warden-St. Clair **l**



Operations

Modes of operation

Different parking needs call for different modes of parking facility. Carparks with high turnover require parking attendants. Neighbourhood carparks, where there is not as much parking activity, usually need only meters; where meters are not practical or economically sound, ticket-issuing machines are installed.

In certain cases, two modes can be usefully combined. One notable example is the large commuter carparks near the east and west terminals of the Bloor/Danforth subway line. They require attendants only during the first hours of intensive parking activity in the morning; a ticket machine is used at other times and results in considerable savings in operating expenses.

Carparks operated by the Authority cater to three distinct types of parking need: short stay (downtown or midtown); all-day stay (downtown fringe and transit stations); and shopping and residential (neighbourhoods).

The table shows the distribution of parking spaces operated by the Authority in 1982.

Parking rates

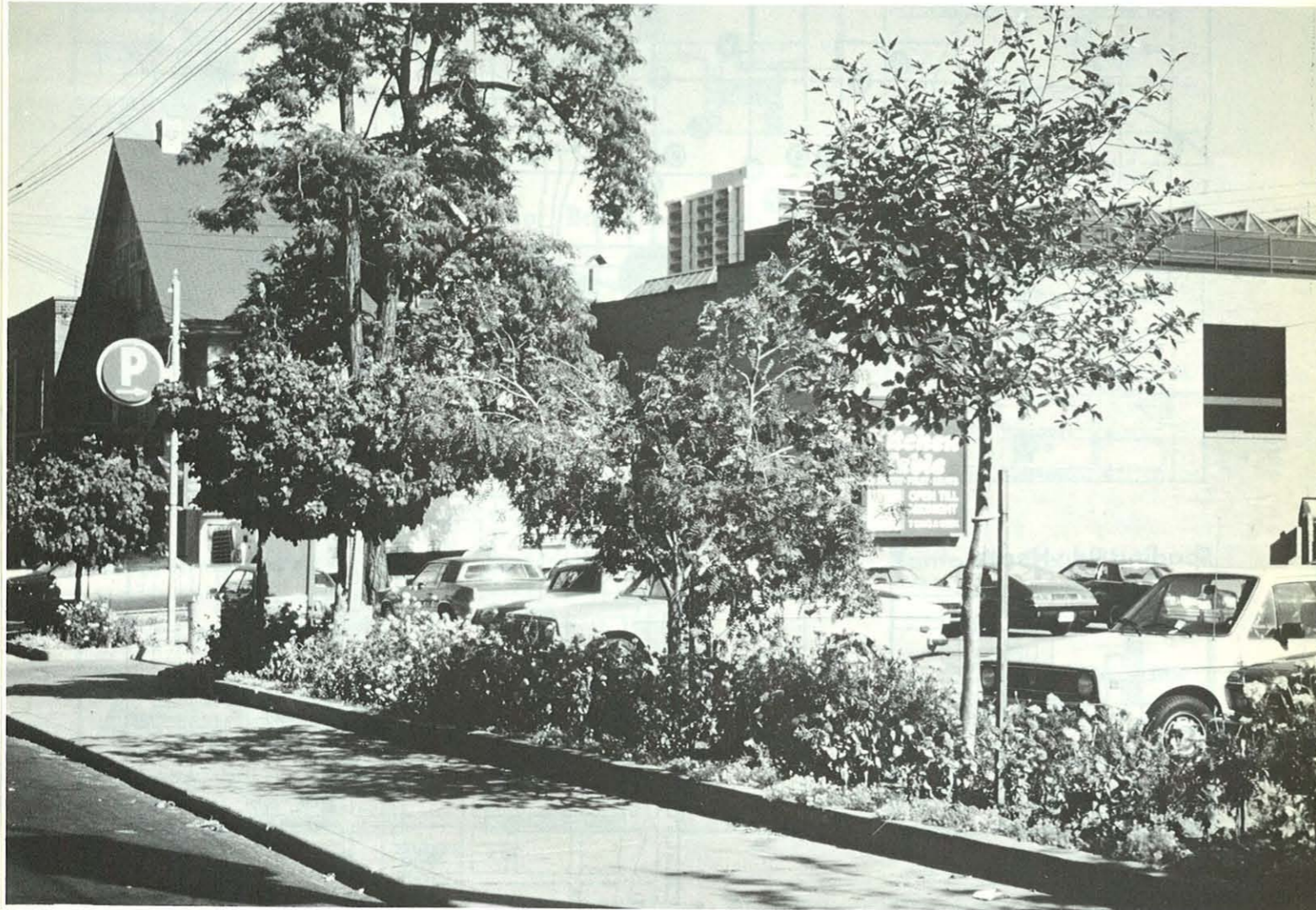
The Authority attempts to respond to two types of parking demand: short stay (three hours or less) and long stay (usually associated with the daily work trip). Parking rates reflect the two types of demand, and the Authority reviews the rates at least once a year to meet alterations that may have occurred in the nature of the parking demand.

At the large commuter-oriented carparks near the terminals of the Bloor/Danforth subway line, the aim is to encourage the motorist to leave his or her car at the outskirts and to continue the journey downtown by public transit. The parking fee in conjunction with the transit fare ought to encourage the

motorist to park and to ride the subway. For the Authority's five carparks at Islington and Warden, with a total of about 2,800 spaces, the rate was set at 50¢ for all-day parking in 1968 and was changed only recently to 75¢.

A typical short-stay carpark is carpark 16, with 67 parking spaces, on Cumberland Street at Bellair in the heart of the Yorkville shopping district. The fee is set to discourage all-day parking so that space will be available for short-stay parkers. The rate is 90¢ per half-hour for the first two half-hours, rising to \$1.00 per half-hour in the third and subsequent half-hours. There is no day maximum fee.

There are of course variations between the two extremes. At the large parking garages where there is a capacity to accommodate both long- and short-stay demand, there will be a day maximum as well as an hourly or a half-hourly rate. Two carparks on the fringe of the downtown core offer an attractive all-day parking rate for carpoolers.



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