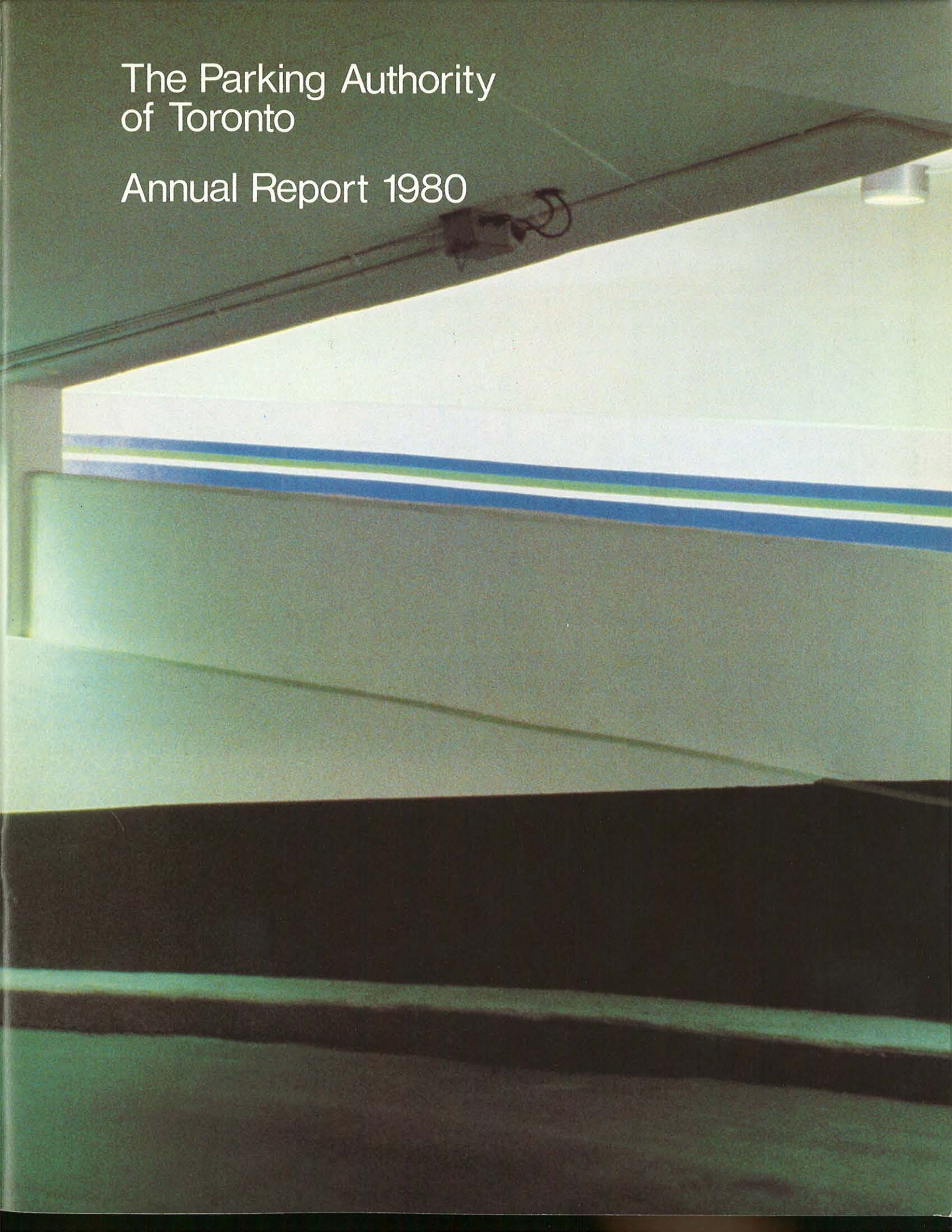


The Parking Authority
of Toronto

Annual Report 1980



Welcome IMPC Delegates

The Parking Authority of Toronto is honoured to host delegates to the 1981 Institutional and Municipal Parking Congress Workshop and Trade Show, Toronto, July 5 to 8, 1981. This will be the IMPC's 27th such gathering and its third time in Toronto.

The Authority has been a member of the Congress, which is comprised of public-sector parking operators from Canada and the United States, since it was created in 1962. Mr. R. W. Lewis, the Authority's General Manager, is Immediate Past President of the IMPC.



General Manager
Reginald W. Lewis

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Cover: Ramps at Rosehill-Yonge Garage

The Parking Authority of Toronto, established as a corporate body in 1952 by provincial statute and city by-law, comprises a Chairman and two Commissioners appointed by City Council.

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

By legislation, the Parking Authority of Toronto is required to be financially self-sustaining and to pay real estate and business taxes. In 1980, these amounted to \$2,453,329. For 1980, the year in review, the Authority remains a profitable agency.

Title to the Authority's properties is vested in the City of Toronto, even though the lands and buildings are acquired using the Authority's surplus or borrowed funds.

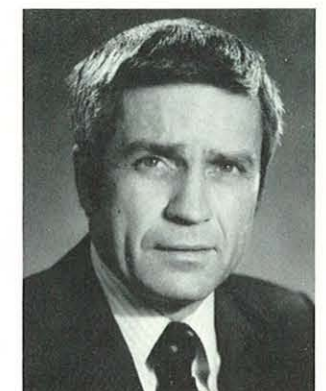
The Authority is required to report annually to City Council and its financial statement must be examined by the City Auditor.



Chairman
David A.A. Stager



Commissioner
John F. Ellis, M.B.E.



Commissioner
John F. Sherk

The Chairman Reports

Your Commissioners are pleased to present the 1980 Annual Report of the Parking Authority of Toronto.

In the following summary, there are some basic financial data which highlight the Authority's operation, then some notable events of the year, and finally a number of issues and concerns which continue to occupy the Authority's attention.

During the 28th year of operation, the Authority ...

- parked more than 10.5 million cars
- on 15,422 spaces
- in 74 surface car parks and 7 garages
- realized gross revenue of \$15.1 million
- paid expenses of \$9.4 million – including \$2.4 million for business and realty taxes
- resulting in a net operating surplus of \$5.7 million
- from which \$1.2 million was paid to the City for rent on municipally-owned lands
- and retained \$4.5 million for development of Toronto's off-street parking program.

The year's operations included ...

- surplus subway land purchased from the Metropolitan Corporation for \$1.4 million. These lands were previously on short-term lease from Metro and will now undergo rehabilitation as long-term car parks
- Ontario Municipal Board approval for 37-space car park at Spadina Road and Thelma Avenue to serve Forest Hill Village. This car park will be opened by June 1981
- completion of 12 parking demand studies
- establishment of a municipal car park at Yonge and Sherwood added 70 spaces
- adjustments to car parks 43 and 108 on The Esplanade for street improvements reduced spaces by 103
- closing of car park 14 on King Street East for sculpture park, reducing parking spaces by 21.

Major issues and projects which appear on the Authority's agenda in 1981 include:

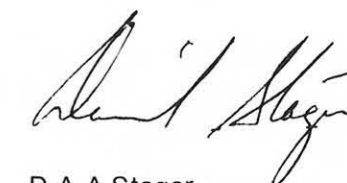
- The St. Lawrence Project. The Authority will construct a garage with more than 1,000 spaces in the first phase. Another 890 spaces will be added in phase two
- Chinatown/Spadina Parking. The Chinatown area of Spadina Avenue requires a major parking facility but the cost of suitable accommodation would result in excessively high parking rates. The Authority is continuing to work with City officials in a search for the solution

- Eglinton West Parking. The Authority continues to negotiate a purchase or lease from Metro to operate the adjacent lands for much-needed parking in the City of Toronto
- Queen/Victoria Garage Redevelopment. This garage – built in 1956 – requires such costly maintenance that a redevelopment plan has become more economical and offers an opportunity for improved parking facilities as well as more intensive land use.

The more general concerns which arise with increasing frequency are:

- Multiple-use development of parking lands. The downtown surface car parks represent an extremely high opportunity cost in terms of additional usage. These will gradually be converted to garage structures incorporated in commercial and residential developments.
- Traffic circulation at parking garages. More efficient parking structures place a higher traffic burden on the street system. Until these problems are solved, the Authority cannot proceed with garage construction
- Parking rates and public policy. The general level of parking rates and differentials for long and short-stay parking have a significant influence on parking usage. The Authority continues to review and adjust rates to influence traffic patterns as well as to achieve an economical return on assets
- P.A.T. service – efficient, courteous, innovative. The Authority, as a public agency, not only must achieve economic efficiency but also attempts to provide courteous service and to introduce new methods and materials in the parking industry.

Your Commissioners would welcome questions or comments on any of these matters or on the report which follows. We would also like to thank the individuals and agencies which have assisted the Authority during the past year in support of Council policies related to municipal parking.



D.A.A. Stager
Chairman

What We've Been Doing



Carpark 139, Yonge St. - Sherwood Ave.

Forest Hill Village, Spadina Rd.

The vitality of Toronto's retail communities owes much to the presence of off-street, short-stay parking facilities, and during 1980 the Authority took three steps to meet the increasing need for facilities of this kind.

Forest Hill Village

In March, 1980, Ontario Municipal Board approval was received for the Authority's proposal to establish a 37-space municipal carpark on a former service station site at the south-east corner of Spadina Road and Thelma Avenue. This facility will be built with the cooperation of Forest Hill Village merchants, who will contribute towards its cost under the Benefiting Assessment legislation. Construction of the machine-operated carpark is expected to commence in April, 1981.

Yonge Street, North

The Metropolitan Toronto Housing Company Limited made its property on Yonge Street north of Sherwood Avenue (a former Loblaw's site) available to the Authority for municipal parking purposes, pending the eventual construction of a senior citizens' housing development which is expected to commence in 1982. The Authority accepted the offer and established municipal carpark 139 at this location on August 1, 1980, adding 70 spaces to the municipal parking inventory serving the area.

Commuter Parking

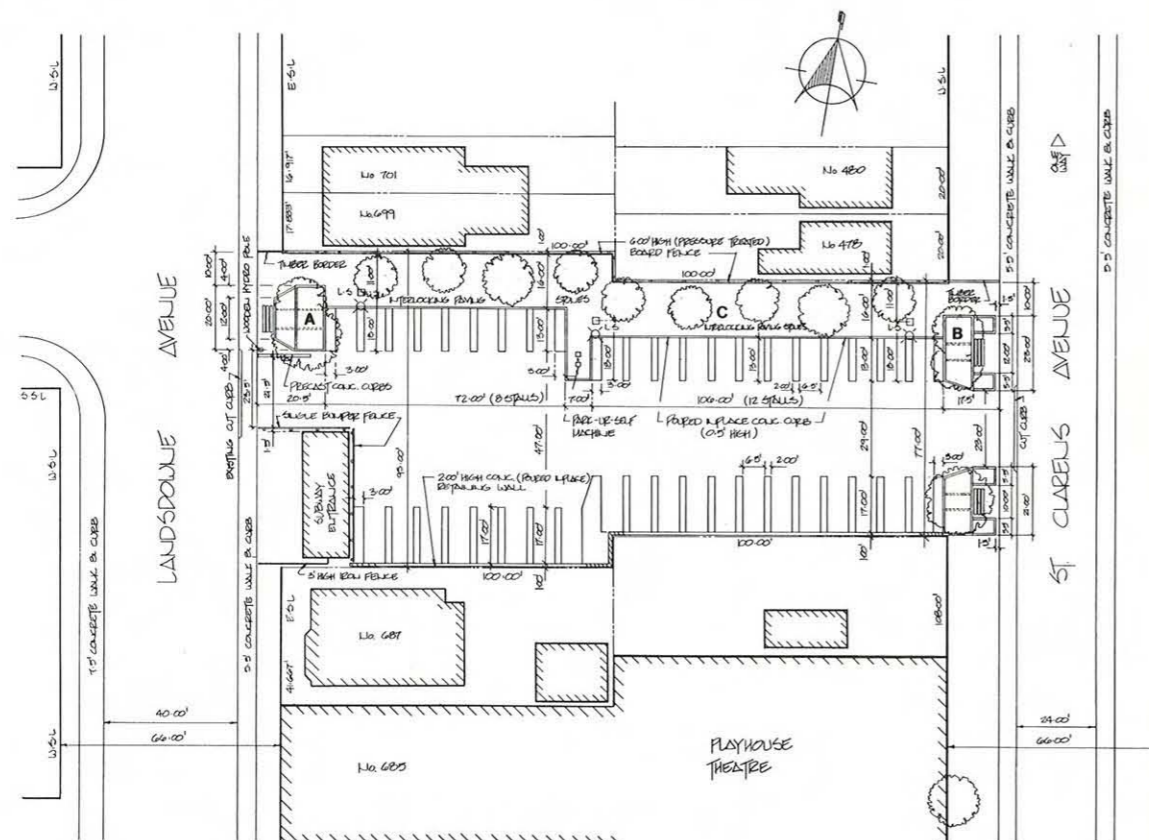
The Authority operates parking facilities for transit commuters at Islington Avenue and Bloor Street and at Warden Avenue and St. Clair Avenue under an agreement with the Metropolitan Corporation and the Toronto Transit Commission.

The lease for these properties is due to expire on September 30, 1983.

The opening of new parking lots at Kipling Avenue and Kennedy Avenue resulting from extension to the Bloor/Danforth Subway line has had no significant long term impact on the number of motorists using the Islington and Warden facilities.

Municipal carpark 99 at Warden and St. Clair Avenues was returned to its original configuration of 1416 spaces in July, 1980, when TTC construction work related to the subway line extension was completed. (During construction, this carpark's capacity had been reduced to 1334 spaces.)

Over the years, the Authority has operated municipal parking facilities on surplus subway lands leased from the Metropolitan Corporation. To ensure their continuing availability as parking sites, the Authority purchased eleven properties from Metropolitan Toronto in 1980 at a cost of \$1.4 million. These carparks are now being rehabilitated, and in some cases reconfigured.



Proposed reconfiguration and landscaping of a newly acquired subway land.



Reconstruction of the Queen St. ramp, Carpark 36



Completed ramp, Carpark 36



Widening of the Esplanade resulted in a loss of 103 municipal parking spaces

Nathan Phillips Square Underground Garage

In July, 1979, both the Queen Street West and the Chestnut Street ramps to municipal carpark 36, the Nathan Phillips Square Underground Garage, were closed because of deterioration to the entrance structures, resulting from design failures, which had led to a near collapse situation. Work was begun immediately to rebuild the entrances and serious operational and economic problems were experienced during this reconstruction phase.

On June 5, 1980, both entrance ramps were re-opened. Improvements include shelters, entrance reconfigurations, new lighting and repainting. (An objective of the reconfiguration was to eliminate the use of the ramp as a thoroughfare between Queen and Armoury Streets.)

Repair work to the floors in this garage is on-going, causing only minor disruptions to operations. Work towards solving the water seepage problem on the Square itself which causes water penetration through the garage roof and at the expansion joints is also underway.

Reductions in Capacity

The Authority is concerned about the erosion of the public parking supply in downtown Toronto, and on its fringe. For example, the widening of The Esplanade has resulted in the Authority losing a total of 103 parking spaces from municipal carparks 43 and 108 located on the south side of The Esplanade.

One of the Authority's first carparks passed into history on October 1, 1980, when municipal carpark 14, which had 21 spaces on King Street East (between Church and Jarvis Streets) was taken back by the City of Toronto to develop a sculpture garden as part of its rehabilitation plans for this part of downtown Toronto.

The loss of these parking spaces has caused the Authority to again examine the feasibility of building a municipal parking facility below St. James' Park.

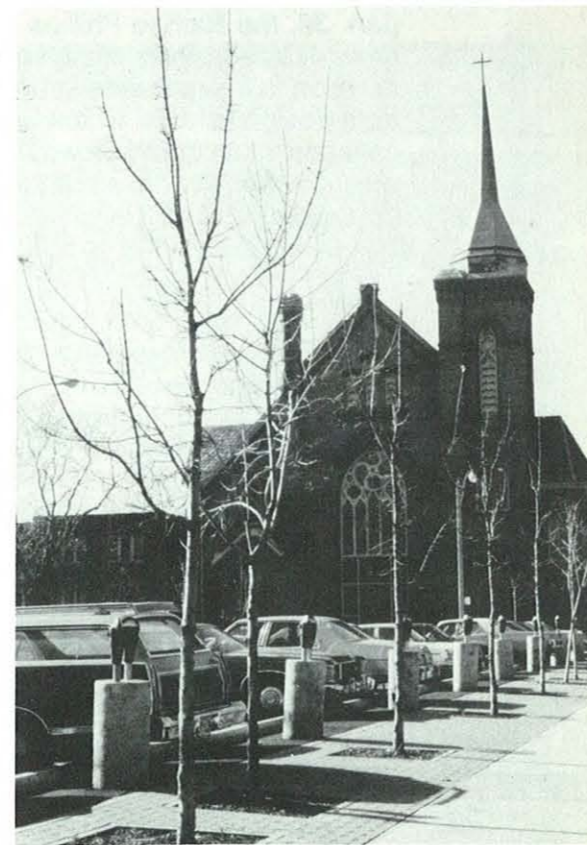
The capacity of municipal carpark 34 was reduced from 57 to 53 spaces with the installation of a new sidewalk and planting of trees on the Dundas Square frontage, activities which were part of the City's Yonge Street improvement programme.



Carpark 91



Carpark 13



Carpark 106

Operations Summary

Operating modes for parking facilities can vary greatly. Very busy, high turnover carparks require parking attendants; meters are used at neighbourhood carparks where parking activity is not as intense and ticket-issuing machines are installed at facilities where meters are either not practical or not financially feasible.

Different modes can be combined to meet a particular requirement. For example, the large commuter carparks at the east and west terminals of the Bloor/Danforth subway line require attendants for only the first hours of intense parking activity in the morning. A ticket-issuing machine is then utilised for the remainder of the day to achieve considerable savings in operating expenses.

The Authority provides municipal carparks to accommodate the following:

1. short-stay users in the downtown core and the midtown area;
2. all-day users on the downtown fringe and at transit stations including the east and west subway line terminals;
3. neighbourhood commercial and residential areas.

In 1980 the distribution of spaces by mode of operation and area was as follows:

Carparks Serving	Number of Spaces	% of Spaces	Type of Operation	Number of Spaces	% of Spaces
Downtown Core	3,013	19.54	Manned	11,079	71.84
Downtown Fringe	2,536	16.44	Metered	1,296	8.40
Midtown	1,750	11.35	Machine	1,659	10.76
Uptown	1,767	11.46	Combined Meter & Machined	367	2.38
Neighbourhood Commercial/Residential	2,866	18.58	Combined Manned & Machine	982	6.37
Transit/Commuter	3,451	22.38	Monthly	39	0.25
Special Use	39	0.25	Total	15,422	100
Total Spaces	15,422	100			
Total Carparks	81				

No.	Location	Cap.
1	Hayden St. E. of Yonge	153
2	Charles St. E. of Yonge	87
3	Isabella St. E. of Yonge	120
5	Wellesley St. E. of Yonge	147
11	Rosehill-Yonge Garage	576
12	Alvin Ave. N. of St. Clair E.	174
13	Delisle Ave. W. of Yonge	160
15	Yorkville-Cumberland Garage	1036
16	Cumberland St. W. of Bay	67
17	Pape Ave. N. of Danforth	84
18	Keele St. S. of Dundas	78
19	Pacific Ave. S. of Dundas	71
20	Cedarvale Ave. N. of Danforth	38
21	Amroth Ave. S. of Danforth	54
26	Queen-Victoria Garage	514
28	Pape Ave. S. of Danforth	76
29	Holly-Dunfield Garage	460
32	Bay St.-Lakeshore Blvd. W.	525
33	Temperance St. E. at Bay	89
34	Dundas Sq.-Victoria St.	53
35	Eglinton Ave.-Duplex Ave.	93
36	Nathan Phillips Square Garage	2017
39	Castlefield Ave. W. of Yonge	164
41	Norton Ave. W. of Dufferin	64
42	Elmwood, S. of St. Clair	66
43	Esplanade, E. of Yonge	518
44	Fuller Ave. N. of Queen	53
45	Broadview Ave. N. of Queen	92

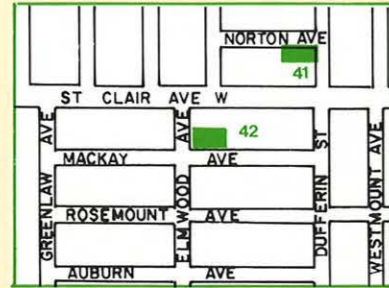
No.	Location	Cap.
47	Burnaby Blvd., W. of Castleknock	174
48	Lee Ave., S. of Queen	68
49	Roehampton Ave., E. of Yonge	125
51	Lippincott St., S. of Bloor	147
52	University Ave. Garage	323
53	Walnut Ave., S. of Richmond	150
55	Bedford Pk. Ave., W. of Yonge	45
58	Bedford Rd., N. of Bloor	140
62	Queen St. W. - Abell St.	27
63	Jarvis St.-Richmond St. E.	17
64	Durie St., N. of Bloor	155
68	Kensington Garage	296
70	College St.-St. George St.	81
71	Bellevue Ave., S. of Nassau	91
72	George St., S. of Front	463
78	Erindale Ave. E. of Broadview	88
79	Sherbourne St., N. of Carlton	112
80	Keele St., N. of Dundas	54
81	Lansdowne Ave., N. of Bloor	23
82	Margueretta St., N. of Bloor	54
84	Salem Ave., N. of Bloor	35
85	Palmerston Ave., N. of Bloor	48
87	Chester Ave., N. of Danforth	66
88	Ferrier Ave., N. of Danforth	52
89	Lipton Ave., E. of Pape	70
90	Eaton Ave., N. of Danforth	70
91	Armada Ave., N. of Bloor	144

Municipal Carparks Throughout Toronto

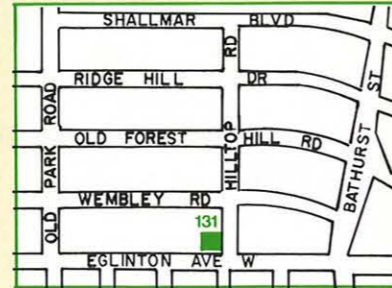
St. Clair-Lansdowne **A**



St. Clair-Dufferin **B**



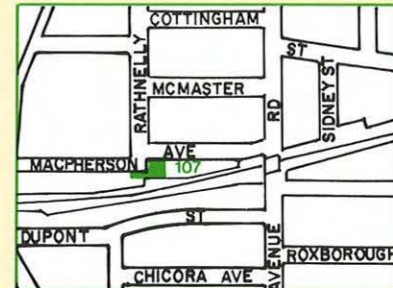
Eglinton-Bathurst **C**



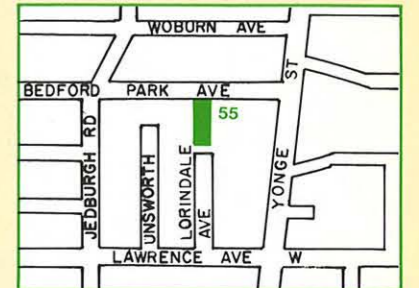
Eglinton-Avenue Rd. **D**



Avenue Rd-McPherson **E**



Yonge-Lawrence **F**



Bloor-Islington **J**



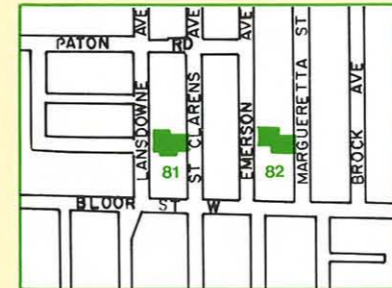
Bloor-Runnymede **K**



Bloor-Keele **L**



Bloor-Lansdowne **M**



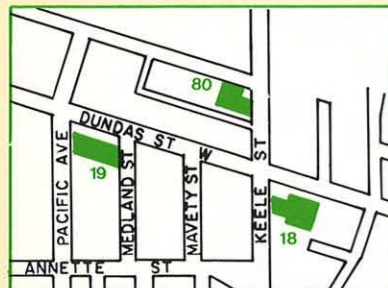
Bloor-Dufferin **N**



Bloor-Ossington **O**



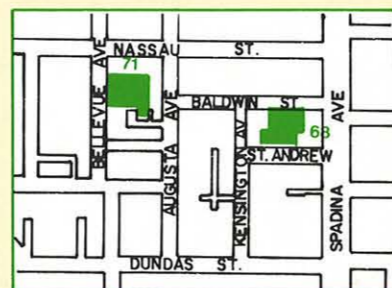
Dundas-Keele **S**



Adelaide-Strachan **T**



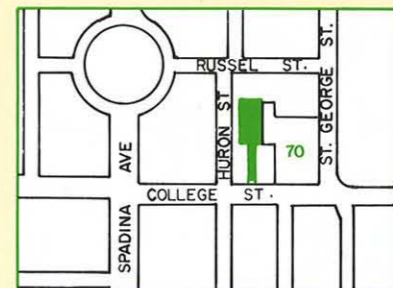
Spadina-Dundas **U**



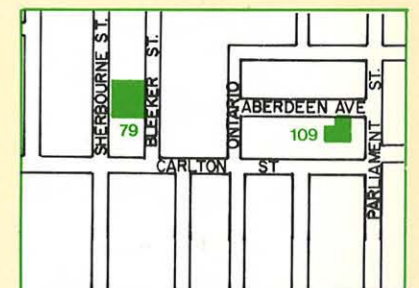
College-Clinton **V**



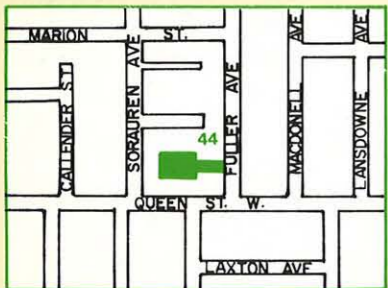
College-St. George **W**



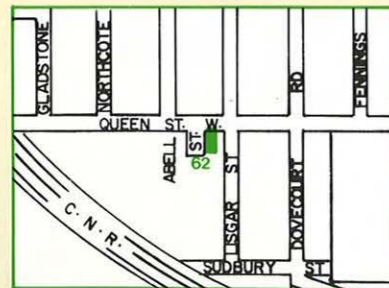
Carlton-Parliament **X**



Queen-Lansdowne **b**



Queen-Dovercourt **c**



Queen-Spadina **d**



Queen-Broadview **e**

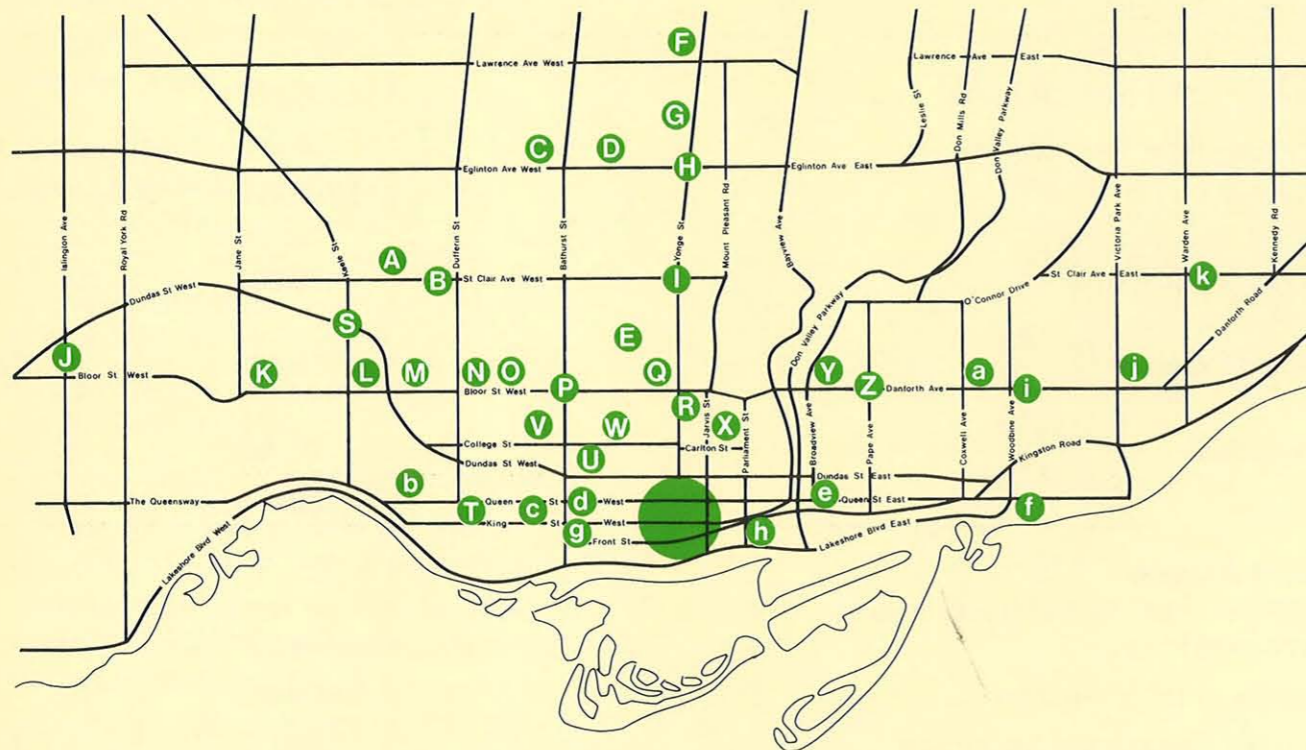


Queen-Woodbine **f**

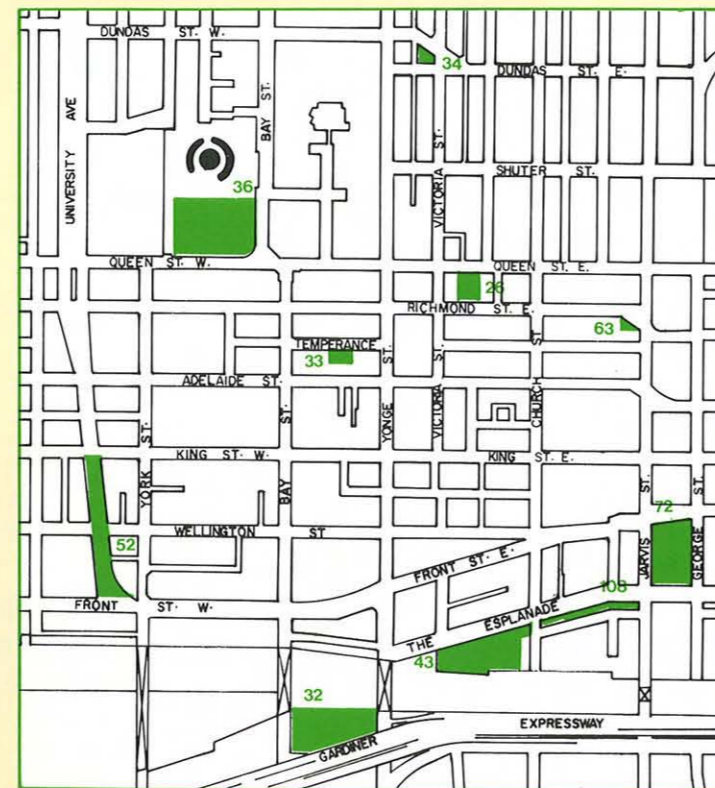


Front-Bathurst **g**





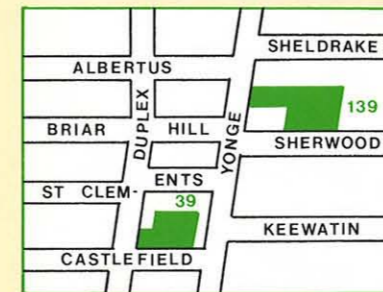
Downtown



Front-Parliament h



Yonge-Castlefield G



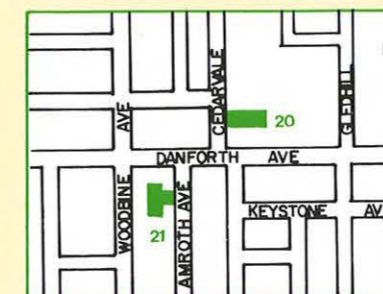
Bloor-Bathurst P



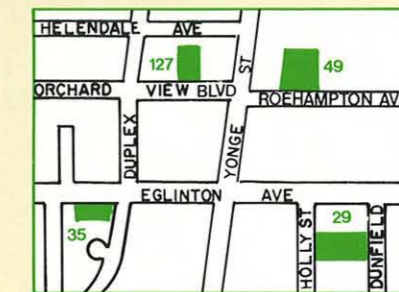
Danforth-Broadview Y



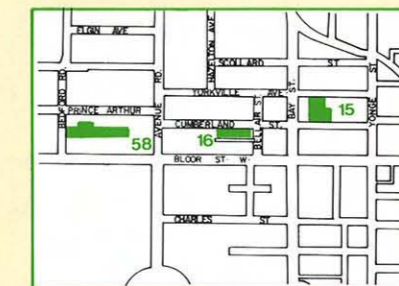
Danforth-Woodbine i



Yonge-Eglinton H



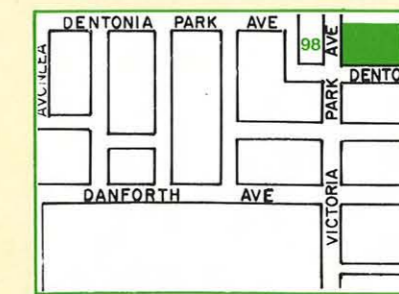
Bloor-Bay Q



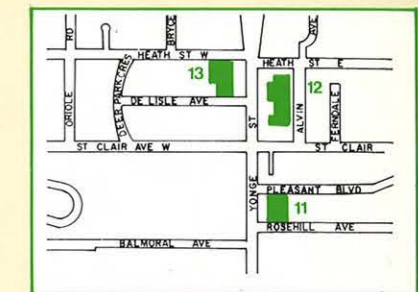
Danforth-Pape Z



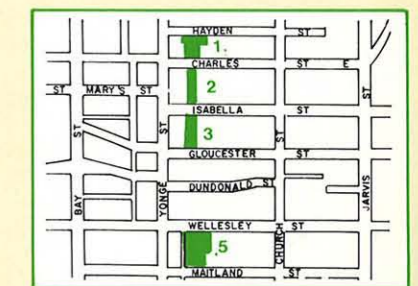
Danforth-Victoria Pk. j



Yonge-St. Clair I



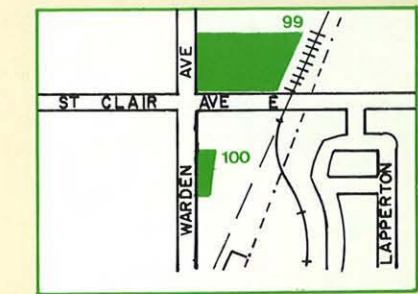
Bloor-Yonge R



Danforth-Coxwell a

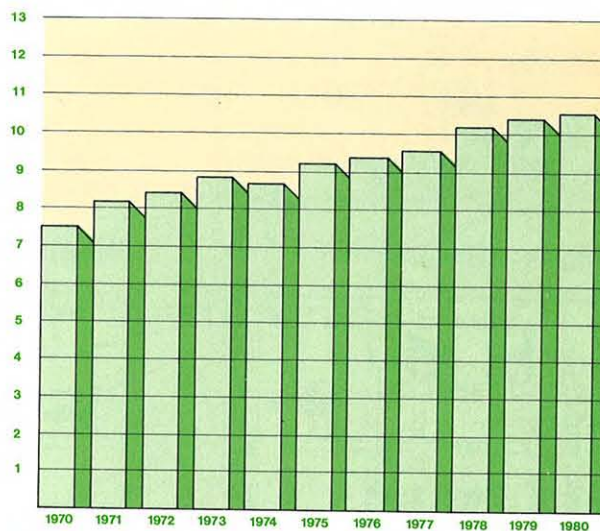


Warden-St. Clair k

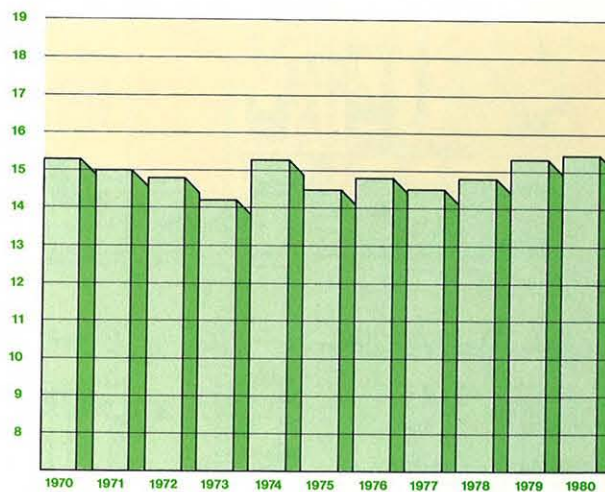


No.	Location	Cap.
92	Indian Rd., N. of Bloor	253
93	Euclid Ave., N. of Bloor	43
96	Portland St., N. of Front	246
97	Strathmore Blvd., W. of Donlands	14
98	Victoria Pk. Ave., N. of Denton	260
99	Warden Ave., N. of St. Clair	1416
100	Warden Ave., S. of St. Clair	152
101	Cordova Ave., W. of Islington	438
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 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	14
139	Yonge Street, N. of Sherwood	70

Cars Parked · millions



Parking Inventory · thousands



Assets

	1980	1979
Current Assets		
Cash in bank and on hand including Term Deposits	\$13,739,404	
Accrued Interest on Deposits	58,019	
	\$13,797,423	\$10,537,896
Accounts Receivable	479,206	275,429
Prepaid Expense	75,481	42,622
Inventories	70,490	60,713
	14,422,600	\$10,916,660
Fixed Assets		
Car Parks – Lands and improvements Completed Projects	\$30,484,806	
Projects under construction	3,309,910	
Furniture, Fixtures and Equipment	940,17	
	34,734,889	32,302,975
Proceeds from sale of debentures held by the City	257,680	257,680
Proceeds from sale of property held by City	70,282	188,339
	\$49,485,451	\$43,665,654

Auditor's Opinion

I have examined the Balance Sheet of The Parking Authority of Toronto as at December 31, 1980 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, 1980 and the results of its operations for the year then ended in accordance with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Toronto
March 11, 1981

J. Rabinowitz, C.A.,
City Auditor.

Liabilities

	1980	1979
Current and Accrued Liabilities		
Accounts Payable	\$ 1,238,196	\$ 725,609
Deferred Revenue	93,124	21,902
Reserves		
Employees' Sick Credits	435,273	351,530
Sinking Fund Surpluses	349,343	503,013
Current Surplus		
Balance December 31, 1979	\$ 9,314,606	
Payment to City for use of certain lands in 1979	(1,194,571)	
Provision for capital expenditures in 1980	(1,992,388)	
Transfer from Sinking Fund Surpluses and applied against Capital expenditures	464,442	
Revenue from Village Arcade Mall 1980 Operation, applied against balance of 1976 start-up expenditures	17,604	
Profit for the year 1980 (\$1,194,571 of which is payable to the City of Toronto)	5,696,971	
	12,306,664	9,314,606
	\$14,422,600	\$10,916,660
Capital Liabilities		
City of Toronto – Funds advanced pending the issue of debentures	356,589	3,373
Debenture Debt Issued	\$14,557,807	
Less – Redeemed to December 31, 1980	(7,064,996)	
– Sinking Fund Investment as at December 31, 1981	(5,656,357)	
	1,836,454	2,298,668
Capital Surplus	32,869,808	30,446,953
	\$49,485,451	\$43,665,654

Statement of Revenue and Expenditure

	1980	1979
Parking Revenue	\$13,319,572	\$11,328,257
Parking Area Expenses	(8,366,892)	(7,144,057)
	\$ 4,952,680	\$ 4,184,200
Sundry Revenue	1,820,412	1,050,944
	\$ 6,773,092	\$ 5,235,144
Administration Expenses		
Salaries and Wages	\$ 577,677	\$ 517,128
Utilities, Heat and Taxes	82,348	82,562
Maintenance	9,207	10,860
Postage, Stationary and Office Supplies	20,060	19,785
Drafting Supplies, etc.	1,760	2,277
General Expenses (incl. Special Surveys)	139,541	168,985
Travelling and Conference Expenses	19,182	16,218
Employee Benefit Plans	149,074	124,191
Honoraria	16,761	16,149
Legal	10,155	1,052
Advertising	16,010	10,206
Lease of Equipment	38,476	41,252
Furniture and Equipment	2,270	3,163
	\$ 1,082,521	\$ 1,013,828
Direct Operating Surplus	\$ 5,690,571	\$ 4,221,316
Debt Charges		
Interest on funds advanced to City	\$ 19,544	
Exchange on debt charges	(13,144)	
	6,400	(3,257)
	\$ 5,696,971	\$4,218,059

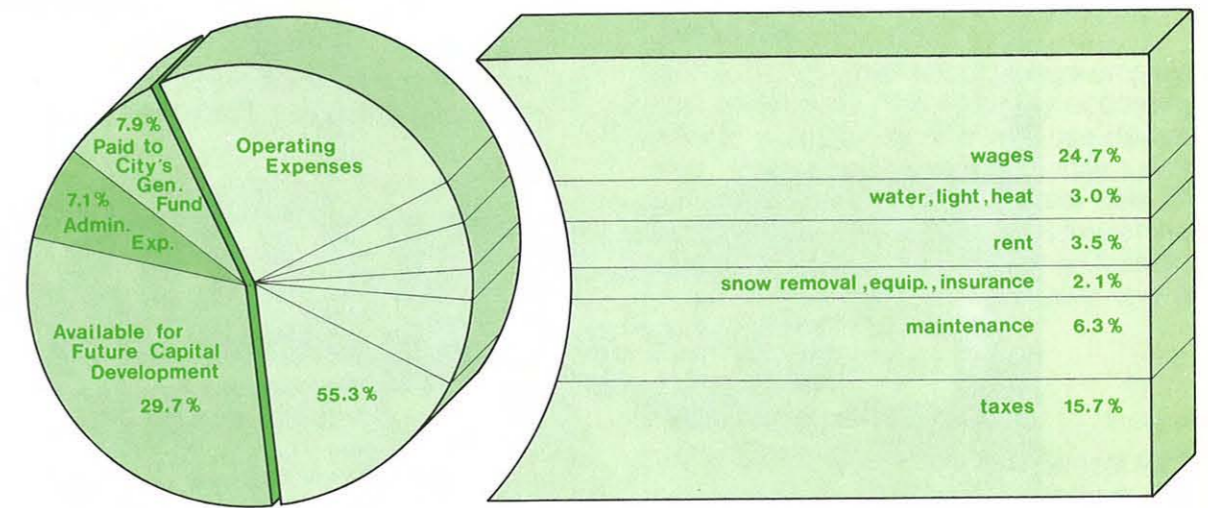
Note: (1) 1980 Debenture Debt Charges, totalling \$784,383 were fully provided for out of parking meter funds and other reserve funds of proceeds from sales of carpark properties held by the City of Toronto.

(2) 1979 Expenses have been restated to reflect change in allocation of heat and utility charges for the Cumberland Street parking garage complex.

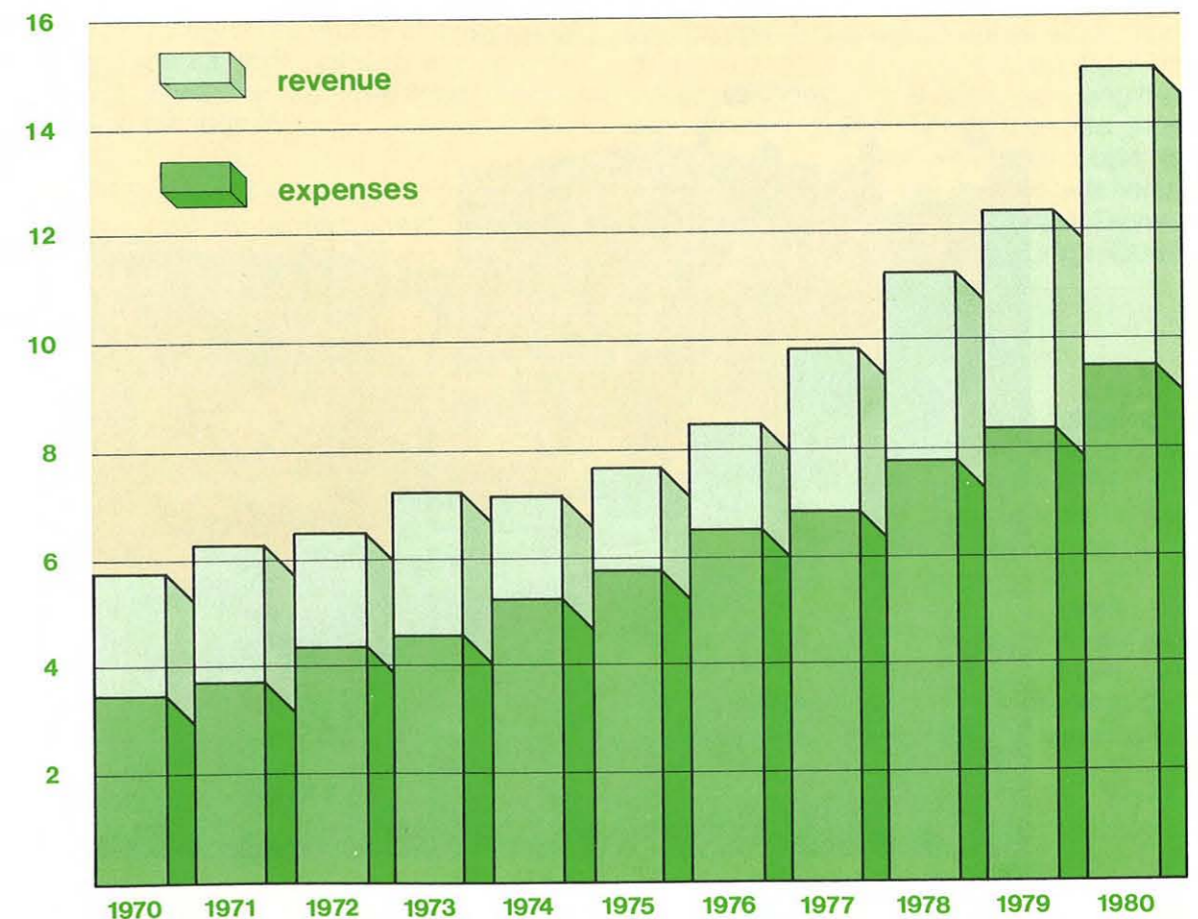
This is the Statement of Revenue and Expenditure referred to in my certificate dated March 11, 1981 appended to the Balance Sheet of The Parking Authority of Toronto.

J. Rabinowitz, C.A.,
City Auditor.

Distribution of the Income Dollar



Revenue and Expenses - millions





Construction of Phase C-1 St. Lawrence Garage on Carpark 43



Carpark 43 before construction

Future Focus

St. Lawrence Project

The Authority continues to be involved in the City of Toronto's St. Lawrence project.

During the project's C-1 Phase, a land exchange was negotiated which will result in a gradual loss of carparks 43 and 108 during the construction of the St. Lawrence Parking Garage. Phase C-1 will have a total of 1045 spaces.

Phase C-2 of the project calls for an additional 890 spaces to this garage.

As indicated elsewhere in this Report, the Authority is concerned regarding the loss of spaces at carparks 43 and 108. Some of these losses of the Authority's spaces are expected to be recovered when the City acquires the Frasset lands and the former Williams and Wilson property, south of Wilton Street between Church and Market Streets. The Authority's surface facility at this location accommodates 450 spaces and will be operated while the St. Lawrence Parking Garage is being built.

The total number of spaces to be provided in the garage will more than offset the loss of 1250 surface spaces as development of the St. Lawrence project continues.

Downtown and its Fringe

When the loss of privately-operated public parking space in the downtown and its fringe is taken into consideration, the overall inventory of parking spaces available to the public in this area will be reduced. Any gain in spaces resulting from particular developments is generally not likely to be made available to the public for short-stay parking, but rather will be pre-allocated. The Authority recognizes that it will have to carefully monitor and comment on this situation from time to time.

Land Use

Land in "single use" is not always employed most beneficially. The Authority accordingly looks to multiple-use or mixed-use development, when appropriate, to modify existing parking facilities or to undertake new construction on surface carparks. Some of these proposals are initiated by the Authority, others from outside the Authority and two merit reference in this Report:

Municipal Carpark 26

The Authority is studying a proposal for the redevelopment of municipal carpark 26, a parking garage located on the south side of Queen Street, east of Victoria Street.

The proposal calls for other land uses on this site in conjunction with an expanded capacity for the Garage.

As indicated in the Authority's 1979 report, this carpark in its present configuration requires extensive and costly on-going maintenance. A remodelled and expanded garage will reduce or eliminate these costs and could also serve the parking requirements of the "Confederation Square Office Development" proposed for the Yonge/Queen/Victoria/Richmond block.

Municipal Carpark 96

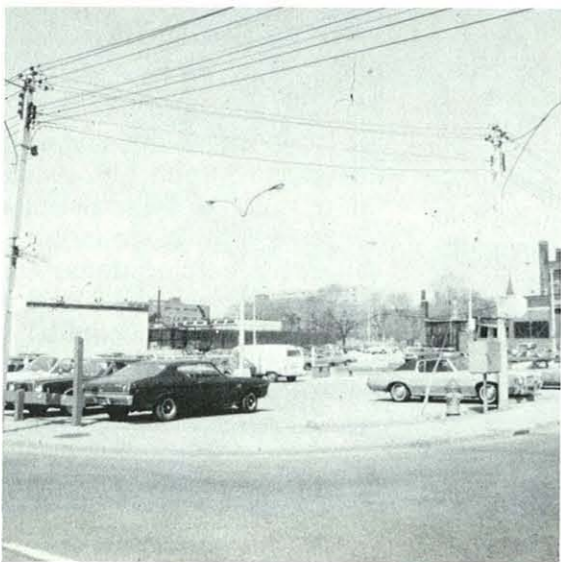
City of Toronto officials again approached the Authority regarding a proposal to establish cooperative housing units on the site of municipal carpark 96, located on Portland Street north of Front Street. This carpark is almost entirely surrounded by industry and serves the parking demand generated by it. The housing proposal calls for a two-stage residential development which could, eventually, incorporate municipal parking facilities both on the surface and in an underground garage.



William R. Allen Rd. - Eglinton Ave. W., west intersection



Carpark 26, Queen St. - Victoria St., soon to be rebuilt



Carpark 96, Portland St. - Front St.

William R. Allen Road – Eglinton Avenue West

Early in 1978, the Metropolitan Commissioner of Traffic asked the Authority if it had any interest in utilizing certain lands at the junction of the William R. Allen Road and Eglinton Avenue West for municipal parking purposes. These lands are located on both the east and west quadrants of this extremely busy junction and are now surplus to the Metropolitan Corporation's requirements. In view of the demand for parking to serve the adjacent retail community and the changes in parking requirements for those people using the Eglinton West subway station the Authority studied the feasibility of establishing a municipal parking facility on the site.

The Authority decided that there was sufficient demand to warrant proceeding further and so advised Metropolitan Toronto. During 1980 the Authority continued correspondence with appropriate City and Metropolitan officials concerning the establishment of such a parking facility.

Metropolitan Toronto's Roads and Traffic Department has now established parking facilities on the site but, nevertheless, negotiations are continuing to determine the possibility of the Authority operating these parking facilities. The Authority has presented the Metropolitan Corporation with a firm proposal for managing these carparks and awaits its response.

Harbourfront Parking

In 1980, the Authority engaged a consultant to assess the economic feasibility of building and operating a municipal parking structure at Harbourfront, in the vicinity of York Quay. The results of the study indicated that it is unlikely that a parking structure would be economically self sufficient at this time. This is because of the uncertainty of the nature and timing of further developments and changes in the existing parking supply at Harbourfront. However, the Authority is optimistic that arrangements can be developed that will permit construction of a parking structure and intends to continue liaison with Harbourfront officials regarding municipal parking facilities which are required to serve the area.

Planning for Toronto's Parking Needs

Council policies that guide the Authority in integrating its activities into a Toronto wide land use and transportation system, are articulated in a series of documents promulgated by City Council.

In 1976, the Central Area Plan was implemented and the resulting establishment of firm policies and programmes for guiding future growth and development in the central area ended a long period of uncertainty.

In 1980, City Council approved the Central Area Parking and Loading Study which contains policies aimed at limiting the increase of automobile traffic commuting into the downtown area by controlling the supply of all-day parking.

The latter study classifies long-term parkers into essential and non-essential commuters, based on the degree of urgency they have for driving into the central area. The study also introduced parking requirements for buildings with multiple uses through the application of a mixing formula. This concept holds that each land use type generates parking demands at different times during the day which should be recognized in determining the maximum number of spaces required for a particular development.

Although the City's major planning focus has been on the central area, other policies have been formulated to strengthen and encourage the revitalization of retail communities throughout the city. Retail communities, known as retail strips in planning terms, are important to the City and its people because they are integrally-related to residential neighbourhoods and act as immediate centres for Toronto's various ethnic groups.

Retail communities encourage pedestrian activity and provide both markets for small businesses as well as alternate residential facilities.

As the ability of the retail strip to attract customers is improved so its overall economic health and its ability to provide high quality service increases. Providing adequate parking is fundamental to accomplishing this task.

When considering the development of new parking facilities, Authority planners are sensitive to and cognizant of the criteria laid down by City Council through its policy reports, and the Authority, consequently, considers as its development priorities the following:

1. multiple use developments which contain parking facilities, street-related retail activity and housing;
2. the provision of adequate parking for short-stay visitors to the central area;
3. the establishment of parking facilities for retail communities in areas defined as vital to the City's overall retail network.

The Planning Section completed 12 parking studies in 1980 in pursuit of these priorities.

About Parking Authority People

In June, the Authority's Planner, Mr. Domenic Sorbara participated as a panelist at the Parking Workshop presented by the week-long "Ontario Renews" programme sponsored by the Ontario Ministry of Housing and the Ontario Council of the Urban Development Association of Canada.

In July Mr. Peter Keaveny was appointed Operations Manager, succeeding Mr. James Thomson who was appointed Special Projects Manager. In his new appointment, Mr. Thomson will have special responsibilities for new construction projects, including the St. Lawrence Parking Garage.

Mr. Barry Martin joined the Authority's staff as Administration Manager, succeeding Mr. Peter Keaveny.

In September, Commissioner David A. A. Stager became Chairman of the Authority, succeeding Commissioner John F. Sherk.

Three long service employees joined the ranks of the 25-year club during the year. They were Mr. Bob Nevin, Maintenance Supervisor (August, 1955); Mr. Reginald W. Lewis, General Manager (September 1955); and Mr. Carl Hurd, Cashier (November, 1955).

The Authority welcomes the following new employees to its administrative staff:

Miss Jean Jerman
Mrs. Iola Biancolin

... and to our operating staff as cashiers:

Mr. Robert Allison
Mr. Clifford Morley
Mr. Kelvin Reece
Mr. Roderick Murty
Mr. Terry Skinulis
Mr. Harry Aslin
Mr. Michael Tymchuk
Mr. Paul Payne
Mr. John Lyons

Mr. John Spragg
Mr. Louis Law
Miss Mary DiMenna
Mr. George Mandrapilias
Mr. Peter Cahill
Mr. Bruce Mullan
Mr. Robert Delaney
Mr. James Wang

... and to our maintenance staff:

Mr. Robert Avery
Mr. Bernard Halligan

Two retirements occurred during the year:
Cashier Mr. J. Stokes
Cashier Mr. K. Ool

and it is with sorrow that we record that Mr. Ool died shortly after his retirement.

It is also with sorrow that we record (also) the death of Mr. Gus Mattachionni. In 1979 we reported on the Mattachioni family and the three generations which have worked for the Authority.

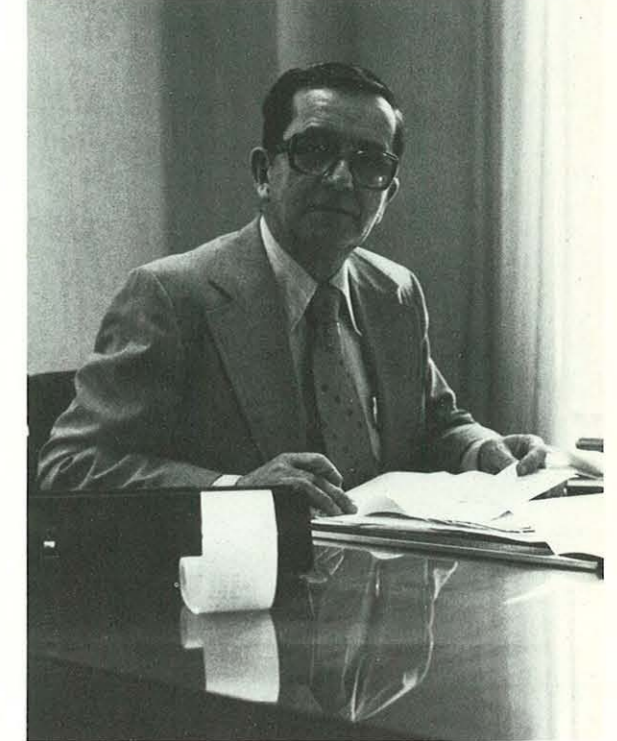
Our sympathies go out to the Mattachioni and Ool families.



Mr. Carl Hurd, cashier



Mr. Barry Martin, Administration Manager, consults with Mrs. Edna Frampton, Senior Accounting Clerk.



Mr. Peter Keaveny, Operations Manager



Mr. R. Nevin, Maintenance supervisor



Mr. James Thomson, Special Projects Manager



The Parking Authority of Toronto
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