



**The Parking Authority
of Toronto**

**Annual Report
1975**

The Parking Authority of Toronto

50 Cumberland Street, Toronto M4W 1J5
Telephone: (416) 923-6616



Our cover photograph shows the new colours for the symbol adopted by the Authority as one step in a program to improve the visual aspects of municipal parking facilities in the city. The original symbol which was green on a white background, was developed by the Authority in the 1950s and is copyrighted in both Canada and the United States. It is the desire of the Authority that this sign be used by all municipalities to indicate the location of high quality, convenient and economical municipally-operated carparks. The Authority therefore allows its usage for a nominal licence fee.

THE PARKING AUTHORITY OF TORONTO is a corporate body established in 1952 by Provincial Statute and City By-Law. It is comprised of a Chairman and two Commissioners who are appointed by, and responsible to, City Council.

The Authority is responsible for the establishment, operation and management of all municipal off-street parking facilities throughout the City. It also operates carparks on leased lands and manages some carparks on a revenue-sharing or fee basis.

By legislation the Authority is required to be self-sustaining representing no burden to the general taxpayer, and to pay real estate and business taxes, which in 1975 amounted to \$1,565,231. Even though the Authority purchases lands and buildings from its surplus or borrowed funds, title to these properties is vested in the City of Toronto.

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



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



Commissioner
David A. A. Stager



Commissioner
John F. Sherk



General Manager
Reginald W. Lewis

*His Worship Mayor David Crombie and Members of the City of Toronto
Executive Committee
City Hall, Toronto, Ontario*

Your Worship and Gentlemen:
Your Commissioners are pleased to submit to you this report of the activities of The Parking Authority of Toronto during 1975. It was our 24th year of operation.

The Authority provided parking for more than 9.6 million automobiles during 1975, an increase of nearly half a million over the previous year despite the fact that the number of available spaces was reduced to 14,580 from 15,296.

Gross revenues increased to \$7,220,182 from \$6,506,338 reflecting both the increase in the use of our carparks and rate increases instituted during the year. Net surplus was \$1,607,999 of which half was returned to the City as rent for City lands used for parking purposes which were not purchased by the Authority.

Three carparks were closed and two carparks were opened during the year. Carpark 30, with 462 spaces, at the north-east corner of Church and Front Sts. was taken over November 30 for development purposes by the owners of the property. Carpark 38, with 192 spaces, at St. Patrick and Dundas Sts. was closed September 30 to make way for the new No. 52 Police Station now under construction. Carpark 86, with 59 spaces, on Spadina Road north of Bloor Street, was closed February 21 because of subway construction.

The two new carparks opened are metered locations designed to serve commercial districts. Carpark 111 with 75 spaces, serves the retail area at Clinton and College Sts. A sitting-out area near the entrance to the carpark was added to provide accommodation for the many visitors to the area.

Carpark 118, with 26 spaces, at Queen St. and Coxwell Ave. serves the commercial district centered on this busy intersection. An adjacent area, unusable for parking purposes, was turned over to the Parks Department for development as a small park. It provides a sitting-out area for visitors and a quiet pedestrian link from the commercial section to the residential area to the north.

Elsewhere in this report is an account of work undertaken by the Authority and its staff during the year. The addition of a planner to the Authority's staff reflects a growing involvement by the Authority in the planning processes taking place in the City and indeed the whole Toronto Region. In this connection the Authority has assembled an extensive library on housing, urban planning and environmental issues related to parking.

Our co-operation with other municipal agencies in land use and transportation studies, and with citizens' groups in neighbourhood land use studies, and the Authority's efforts to improve the aesthetic qualities of carparks, all point to the greater attention paid by the Authority to the environmental aspects of our City's development.

The introduction of computerized information storage and retrieval in our offices reflects too, the growing demand for faster, more sophisticated information by ourselves, members of City Council and others, so that decisions required to meet the changing needs of our City might be based on a better understanding of the use of the automobile within the Toronto Region.

The Authority is most grateful to the many municipal organizations and citizens' groups for their excellent co-operation and assistance in helping further the efforts of the Authority's staff to provide the best possible municipal parking for the citizens of this City as well as for those who visit us.

We are pleased to report that our General Manager, Reginald W. Lewis, was elected a director of the Institutional and Municipal Parking Congress at its annual meeting in April, 1975.

Shortly before the writing of this report, your Commissioners were saddened to learn of the death of Ralph C. Day, former Mayor of Toronto who was elected Chairman of the Authority at its initial meeting on July 8, 1952 and served with dedication and distinction until his resignation in 1963 to become Chairman of the Toronto Transit Commission. Under Mr. Day's chairmanship the Authority became the largest operation of its kind on this continent. The Authority owes much to Mr. Day for his guidance and unstinting efforts on its behalf during the formative first decade of its existence.

Yours very truly,

John F. Ellis,
Chairman

Progress Report

From a modest beginning in 1953 with five carparks with 500 spaces providing parking for 125,000 automobiles, The Parking Authority of Toronto has grown in 24 years into a major municipal utility which last year provided parking for nearly 10 million automobiles on 14,580 spaces at 76 locations.

The Authority must balance several interests and needs in order to offer the kind of parking accommodation required in a metropolitan area of more than two million people and which is growing both in numbers of people and of automobiles.

Today, the Authority provides carparks for the following purposes:

1. to serve short-term parkers in the downtown core;
2. to serve all-day parkers on the downtown fringe and at public transit stations;
3. to serve neighbourhood business areas;
4. to serve residential areas where permanent parking is scarce.

The ratio of these is as follows:

Downtown core (bounded by Simcoe, Dundas, Jarvis, Waterfront)	No. of Spaces		
Downtown core	3043	21%	
Downtown fringe	2324	16%	
Midtown areas	1762	12%	
Local commercial areas	4373	30%	
Subway terminals (Islington, Warden)	3078	21%	
Total	14,580	100%	

Meeting New Needs

Each year, members of the Authority staff spend considerable time investigating potential sites for municipal carparks, either to replace those which have been converted to other uses or in response to requests for such investigations by City aldermen, municipal departments, businessmen and ratepayer groups.

Some of the locations examined during 1975 were:

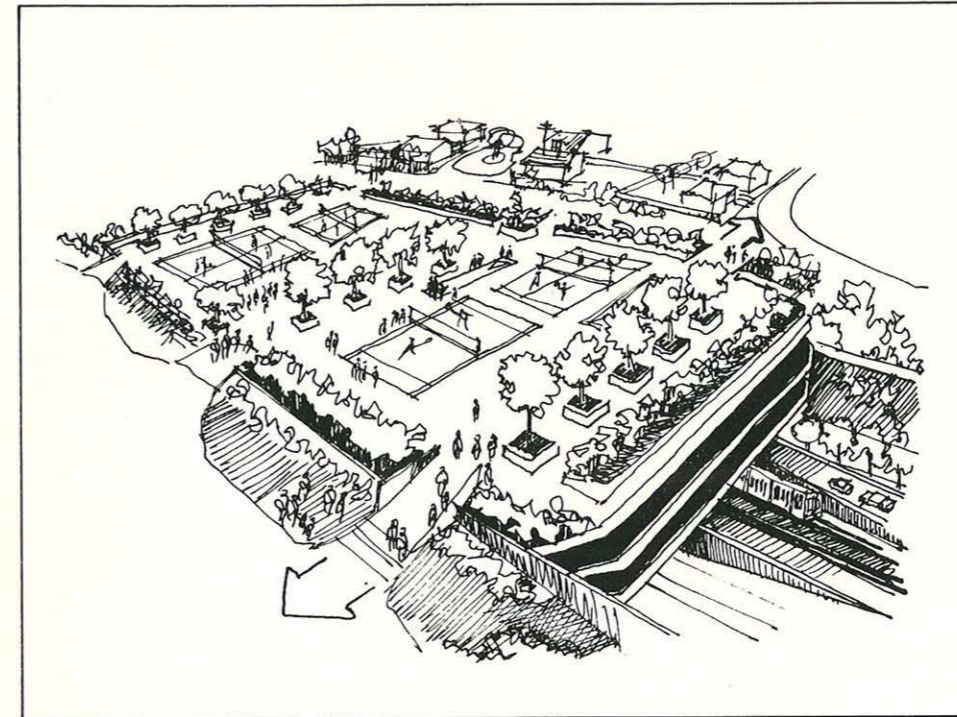
Gerrard / Coxwell
Parkview Gardens / Bloor
Eglinton / Hilltop Rd.
Glen Echo TTC Loop
Luttrell TTC Loop
Oxford / College
Front / Parliament
Yonge / Lawrence
Dundas / University
Mount Pleasant / Eglinton

No decisions were made during 1975 regarding these locations with the exception of Front and Parliament Sts., at which construction of a carpark, with a capacity of 225 spaces, is scheduled to be completed during 1976.

When carpark 38 at St. Patrick and Dundas Sts. was closed to make way for a new police station, the Authority staff began intensive investigations of the area seeking suitable parking locations for visitors to the Art Gallery of Ontario.

The Authority staff spent considerable time during the year attending meetings of standing committees of Council and of neighbourhood and other municipal groups when parking matters were under consideration. Some of these latter groups are:

Yonge Corridor Improvement Committee
St. Lawrence Neighbourhood Committee
Kensington Parking and Traffic Committee
Ryerson Planning Committee
Berczy Park Committee (Front & Wellington)
Central Waterfront Transportation Sub-Committee



A conceptual drawing showing recreational facilities and landscaping atop the proposed park-and-ride garage over the Spadina right-of-way.

Because the provision of off-street parking must be considered as an element of the overall transportation policies of a municipality, Authority representatives participated in a series of meetings with representatives of the Ontario Ministry of Transportation and Communications, the Metropolitan Toronto Planning Department and the Toronto Transit Commission to discuss matters of common interest, including the provision and operation of commuter parking areas. Parking for subway users is provided by the Parking Authority at stations outside the City of Toronto through special agreements with Metropolitan Toronto.

These meetings serve to enable each of the separate bodies to become familiar with the priorities and needs of the other and serve as a catalyst in stimulating logical solutions to area-wide problems.

A prime example of the value of this co-operation was the emergence of a proposal by the Authority during 1975 to construct a park-and-ride facility over the Spadina right-of-way between Lawrence and Eglinton Aves.

Many residents of north and northwest Metro, as well as those further out, who work and shop in the downtown area, cannot take advantage of convenient bus feeder service to a rapid transit line and therefore tend to drive their automobiles into the mid- and downtown areas, adding to congestion in already-congested areas. The Spadina Park-and-Ride facility will offer these people an attractive alternative to driving downtown.

People travelling to work downtown from other areas have recognized the convenience of parking facilities adjacent to outlying subway stations. On weekdays the Authority carpark at Islington and the North York carpark at Finch are usually full by 8:15 a.m. and the Authority's carpark at Warden is approaching capacity.

The Spadina Park-and-Ride facility will offer unparalleled convenience to commuters using Highway 401 and the Spadina right-of-way below Lawrence Ave.

Entry and exit to the facility would be solely by grade-separated roadway and rapid transit, thus segregating the operation from the surrounding community and avoiding intrusion of traffic onto local streets.

Implementation of this proposal will make a significant contribution to the improvement of transportation service in the northwestern part of Metropolitan Toronto and beyond.

Multiple Use Studies

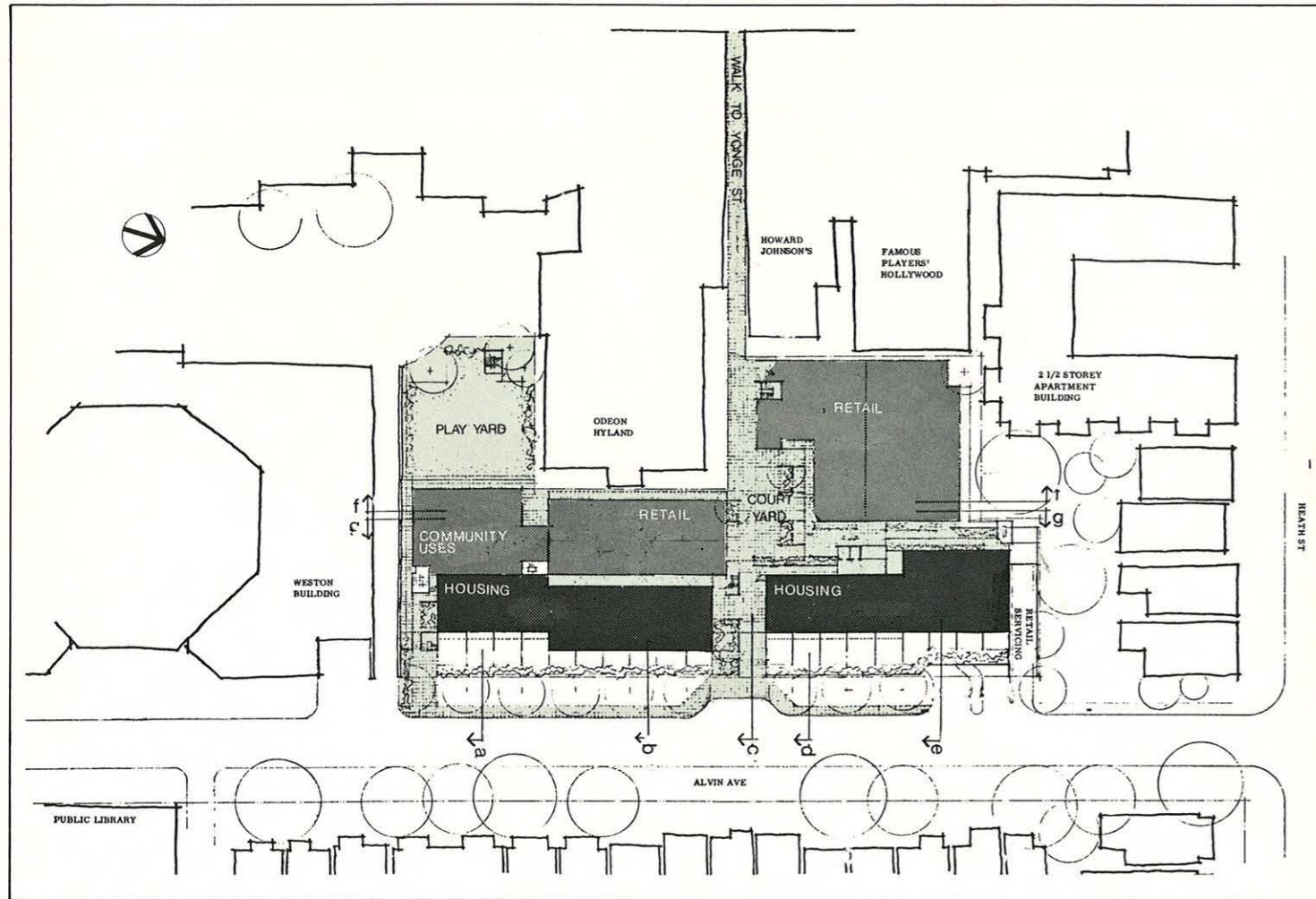
Parking is as much a component of land-use policy as it is an element of transportation policy. A substantial portion of the items on the Authority's agenda, and much of the staff's time during the past two years have concerned the relation of parking to land use. Two years ago the Authority initiated a multiple-use study of all City lands designated for use by the Authority. The Authority's staff worked closely with the City's housing and planning board staff and consultants to examine alternate ways of making more beneficial use of 45 sites. From these studies emerged proposals for multiple-use development of 10 such sites. Seven of these were given closer study during 1975. They are:

- Carpark 13, Heath St. / Delisle Ave.
- Carpark 29, Holly St., south of Eglinton Ave.
- Carpark 39, Castlefield Ave. / Yonge St.
- Carpark 45, Queen St. / Broadview Ave.
- Carpark 49, Roehampton Ave, east of Yonge St.
- Carpark 71, Bellevue Ave. / Kensington Market

Of these, closest scrutiny was given to carparks 12 and 29 and a study of alternatives was undertaken by a Working Committee which included representatives from the Housing Department, Planning Department, Parking Authority, the Yonge-St. Clair Task Force and other local community groups as well as the ward aldermen.



A neighbourhood working committee discusses a proposal for a combined housing and parking garage development on one of the Authority's carparks.



Ground level plan of development proposed for Carpark 12 on Alvin Ave. north of St. Clair Ave. E., just east of Yonge St.

The development proposed for carpark 12 calls for 98 family and non-family housing units, retail space, public and semi-public and private open space and a parking structure accommodating all 174 spaces presently on the site plus an additional 42 spaces for residential parking.

The proposal for carpark 29 recommends construction of 200 non-profit senior citizens and family housing units, a parking facility for 500 cars and provision for parklands on the southern portion of the property and over the garage roof.

During 1975 the Authority also gave consideration to alternative use of carpark 44 at Fuller Ave. and Queen St. which is under-utilized. As well, the Authority explored possible commercial development of a portion of the frontage of its parking garage at Queen and Victoria Sts.

Visual Improvement Project

Carparks and parking garages are not the most aesthetically appealing uses of urban land. Their design and use must be undertaken with great care, especially today, when the quality of urban living is a major consideration of our society. People are concerned about noise, vandalism, debris and general appearance of carparks.

These matters have received careful attention from Authority commissioners and staff. During 1975, a major study, called the Visual Improvement Project, was commissioned by the Authority in an attempt to improve the appearance of municipal carparks.

From this study has emerged a manual which delineates in detail considerations for carpark design, the impact of which will become apparent as the specifications are implemented by the Authority. First among these are a new type face and signage for Authority markings, some of which are presented in this report, as well as new natural wood fencing and more extensive use of trees and shrubs and pedestrian walkways.



Off-street carparks are made as attractive as possible to complement the surrounding area.



New lettering adopted by Authority for signs as part of visual improvement project.

These visual improvements will be concentrated initially on carparks in or near residential areas and will include reconstruction of shelters and fencing, some of it in stone, repainting and resurfacing, and new lighting.

Operational improvements, while not as obvious, will include adjustment to stall dimensions and layout to suit the usage characteristics of individual carparks, and relocation of access and egress points in the interests of safety, local traffic patterns and user convenience.



Photo right shows attendant wearing new uniform adopted as part of Visual Improvement Project. Old uniform is shown in 1974 photo, above.



Computerization

During the past year the Authority, with the assistance of programmers and others connected with the City's data processing office, began to store the majority of its statistical data in the City's computer. Authority staff members, who had been doing much of the information processing and report auditing by manual means, were trained in computer procedures and as a result, less time will be required to provide information which the Authority is called upon frequently to provide — often at short notice. In addition, information which heretofore was not readily available will now be provided in detail by the computer. Information from metered and machine ticket carparks is not yet available in a form that can be fed into the computer, but plans call for their eventual incorporation into the program so that data from all Authority carparks will be available.



Ticket information which in the past was processed by manual means is now fed into computer terminals by Authority staff.



The Authority's electronic accounting system provides timely and complete financial information.

Royal Commission on Metro

During the year the Authority presented a brief to the Royal Commission studying the structure of the Metropolitan Toronto government. The Authority told the Commissioner there appears to be no evidence of a need for Metropolitan Toronto to take a more direct role in the provision of public parking than through the general co-ordination of parking policies by the Metro Toronto Transportation Committee. If a Metro Parking Authority were to be established, it would be operating primarily in the City of Toronto and primarily in local business areas and residential neighbourhoods, where the responsibility clearly lies with the local council.

To the extent that there is a need for public parking in the boroughs — notably at subway stations — the most logical arrangement would be that the Parking Authority of Toronto act as management agent or tenant for the boroughs or the T.T.C. It would be a costly error for Metro or the boroughs to duplicate the staff and expertise that is so readily available through an existing Parking Authority of Toronto, the brief said.

Balance Sheet

as at December 31, 1975

The Parking Authority
of Toronto

Auditor's Opinion

I have examined the Balance Sheet of the Parking Authority of Toronto as at December 31, 1975 and the Statement of Revenue and Expenditure for the year ended on that date, and have obtained all the information and explanations I have required. My examination included a general review of the accounting procedures and such tests of accounting records and other supporting evidence as I considered necessary in the circumstances.

In my opinion, the accompanying Balance Sheet and Statement of Revenue and Expenditures present fairly the financial position of the Authority as at December 31, 1975 and the results of its operations for the year ended on that date in accordance with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

John F. Connor, C.A.
City Auditor.

Toronto,
June 16, 1976.

Assets

Current Assets:

Cash in bank and on hand			
including Term Deposits	\$2,667,784		
Accrued Interest on Deposits	20,403	\$ 2,688,187	
Accounts Receivable		39,554	
Prepaid Expense		9,504	
Inventories		43,689	
			\$ 2,780,934

Fixed Assets:

Car Parks — Lands and improvements			
Completed Projects	\$20,004,257		
Projects under construction	6,366,851		
Furniture, Fixtures and Equipment ...	454,624	26,825,732	
Proceeds from sale of debentures held			
by the City		254,617	
Proceeds from sale of property held			
by the City		206,297	

\$30,067,580

Liabilities

Current Liabilities:

Accounts Payable	\$ 371,292		
Deferred Revenue	16,099	\$ 387,391	

Sick Credit Reserve: 262,537

Current Surplus:

Balance December 31, 1974	\$ 705,898		
Provision for capital expenditures			
in 1975	182,891		
Profit after provision for debt	\$ 523,007		
charges for year 1975, 50% of			
which is payable to the City			
of Toronto	1,607,999	2,131,006	
			\$ 2,780,934

Capital Liabilities:

City of Toronto			
For funds advanced by the City for			
capital expenditures pending the			
issue of debentures			702
Debenture Debt:			
Issued	\$14,320,259		
Less: — Redeemed to			
December 31, 1975	\$2,303,636		
— Sinking Fund Investment			
as at December 31, 1975	7,546,654	9,850,290	4,469,969

Capital Surplus: 22,815,975

\$30,067,580

Note: Contingent Liabilities \$150,000

Statement of Revenue and Expenditure

The Parking Authority of Toronto

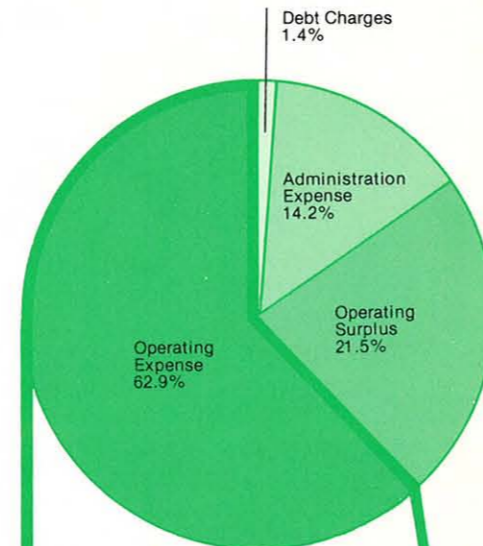
for the year ended December 31, 1975

Parking Revenue	\$7,220,182		
Parking Area Expenses	4,715,172	\$2,505,010	
Sundry Revenue		271,098	
			\$2,776,108
Administration Expenses			
Salaries and wages	\$ 503,966		
Rent and Utilities	197,971		
Maintenance	8,351		
Postage, stationery & office supplies	11,173		
Drafting supplies, etc.	1,459		
General Expense			
(incl. Special Surveys)	131,733		
Travelling and Conference Expenses	30,208		
Employee Welfare Plans	126,670		
Honoraria	12,000		
Legal	6,665		
Advertising	9,041		
Lease of Equipment	14,373		
Furniture and Equipment	6,834	1,060,444	
Direct Operating Surplus			\$1,715,664
Debt Charges			
— Debenture Debt Charges	\$ 247,664		
Less: Interest earned on fully paid Sinking Fund Deposits	\$130,335		
Interest on funds advanced to City	9,664	139,999	107,665
			\$1,607,999

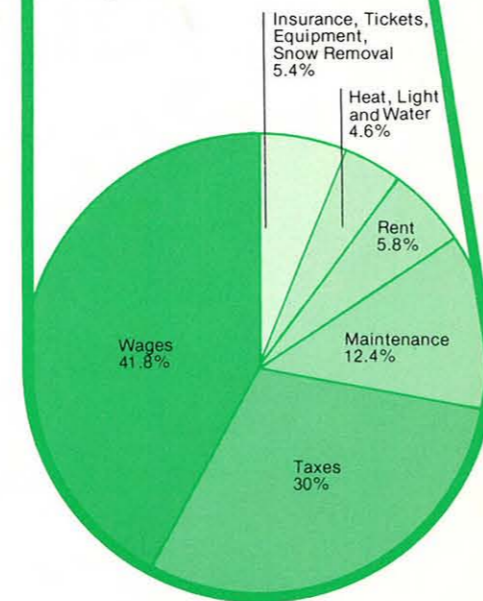
This is the Statement of Revenue and Expenditure referred to in my certificate dated June 16, 1976 appended to the Balance Sheet of the Parking Authority of Toronto.

John F. Connor, C.A.
City Auditor.

How the income dollar was spent:



How the operating dollar was spent:



People

To carry out its many activities during 1975 the Authority had a staff of nearly 200 comprised of the following:

Management	7
Clerical	17
Supervisors & Attendants	136
Maintenance	39

Of the Authority's 76 carparks, 35 are manned and 41 unmanned, with meters or ticket-issuing machines. The Authority's permanent staff is augmented, principally during the summer, by temporary help in order to conduct annual maintenance programmes and to permit members of the permanent staff to take their vacations.

A suggestion plan was instituted during the year to encourage employees to come forward with suggestions for improvement of Authority service to the public and to properly compensate them for such suggestions.

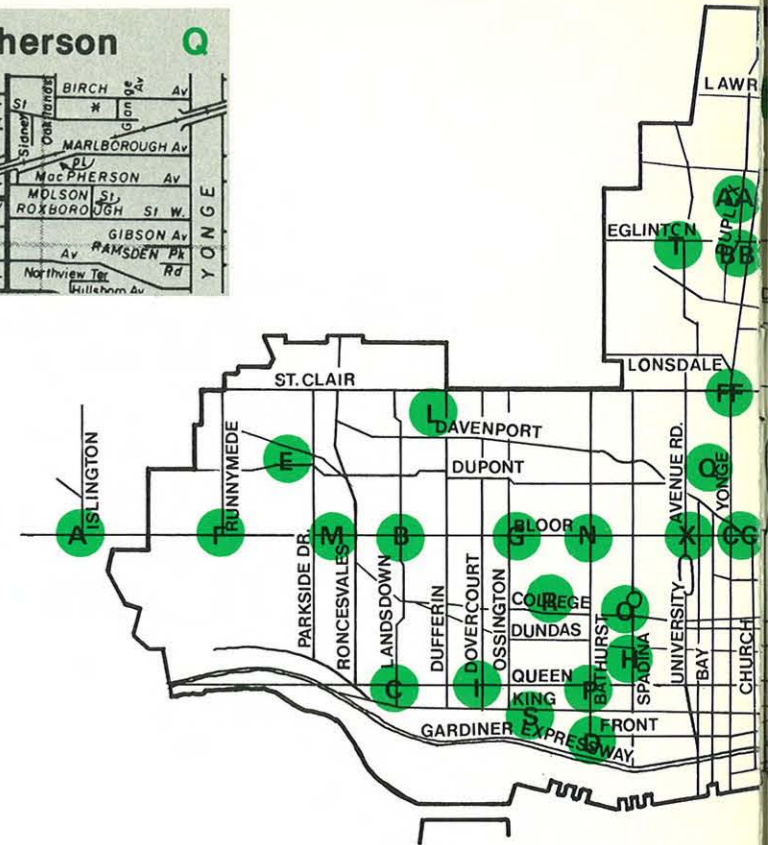
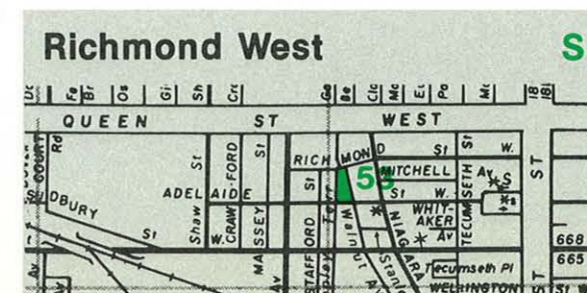
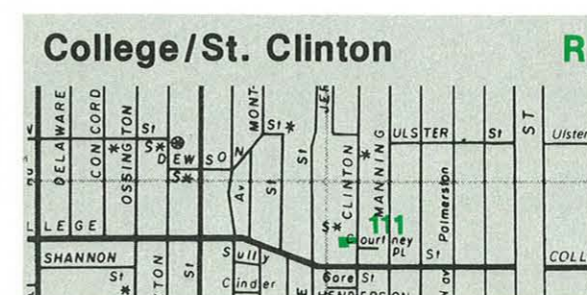
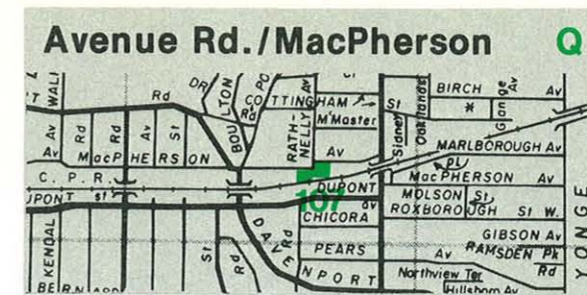
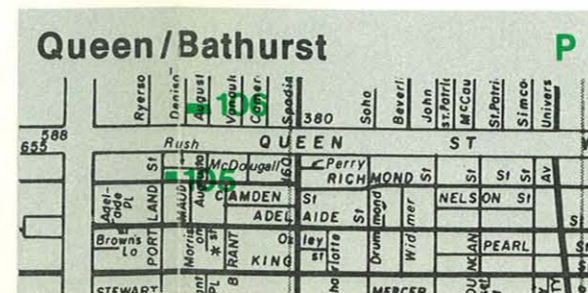
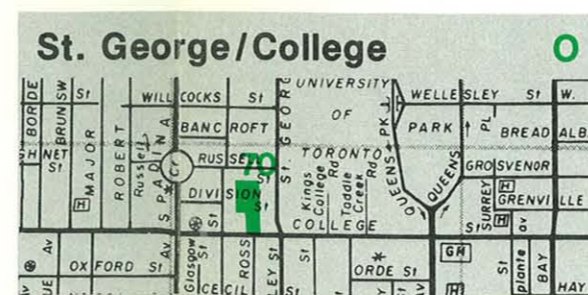
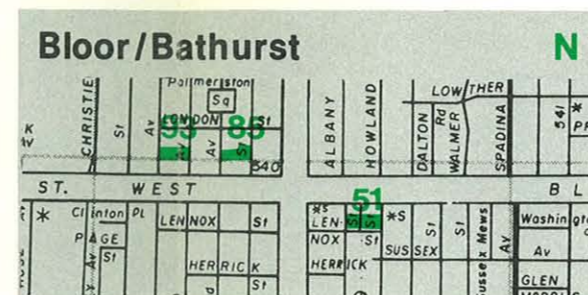
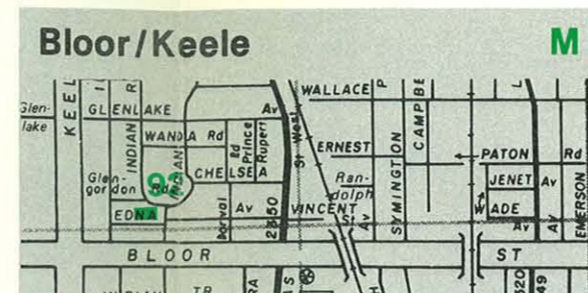
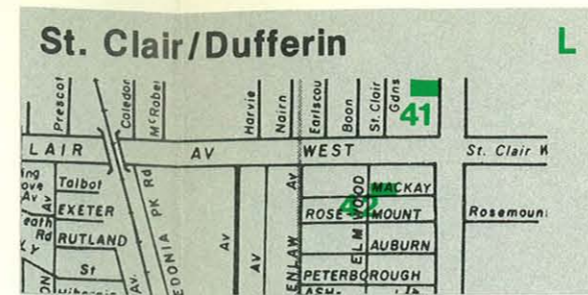
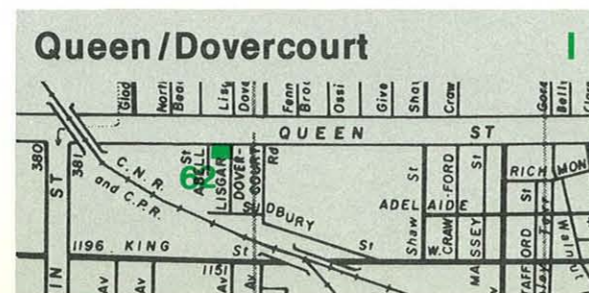
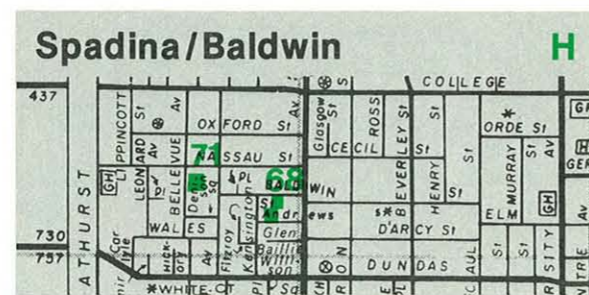
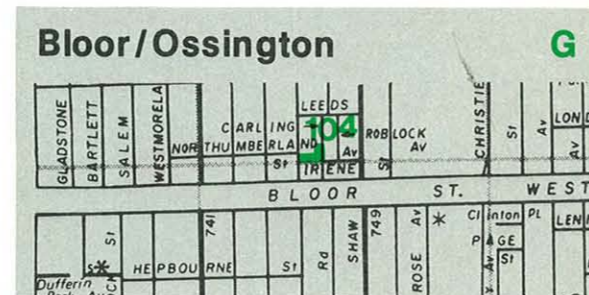
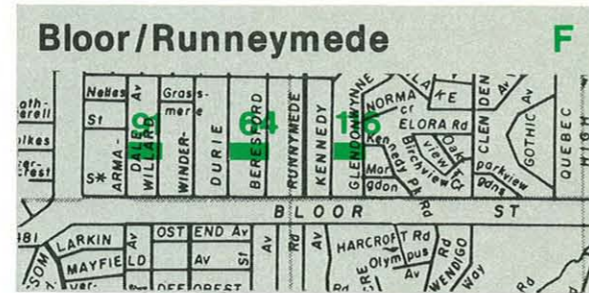
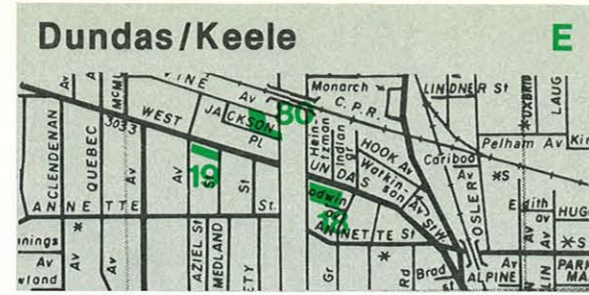
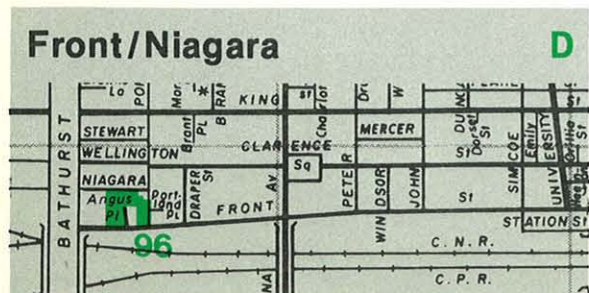
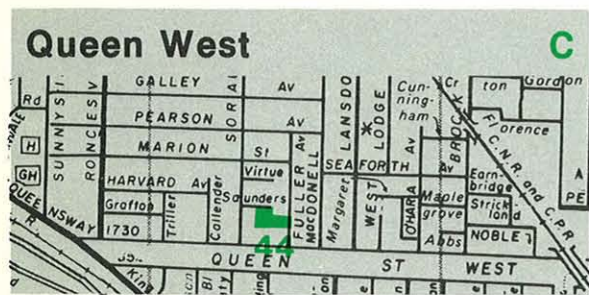
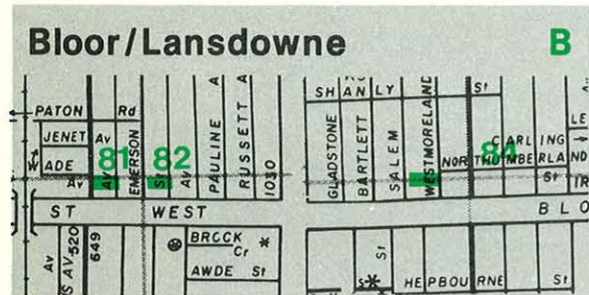
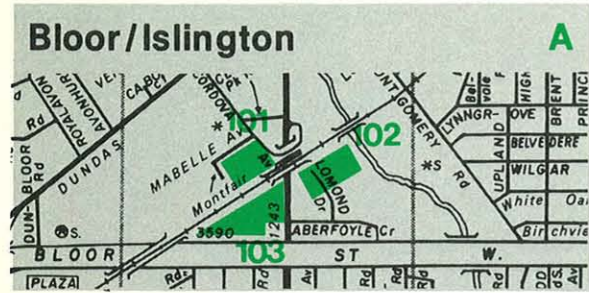
Eight new members were inducted into the 10-Year Club, bringing membership in the club to 46, nearly a quarter of our total staff.



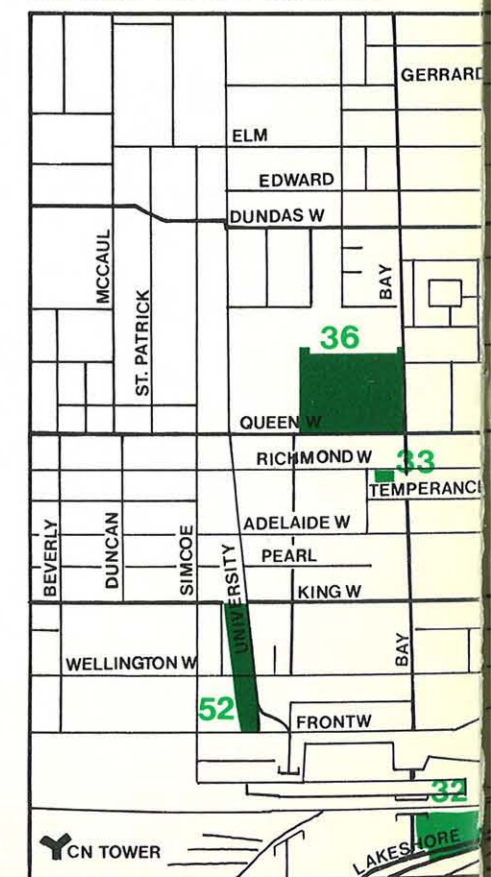
The Operations Manager and the shift supervisory personnel meet daily to co-ordinate supervision of the Authority's off-street parking operations.

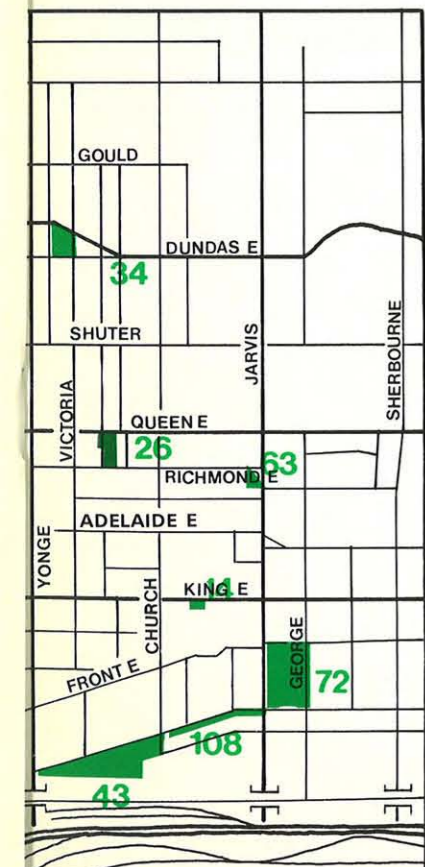
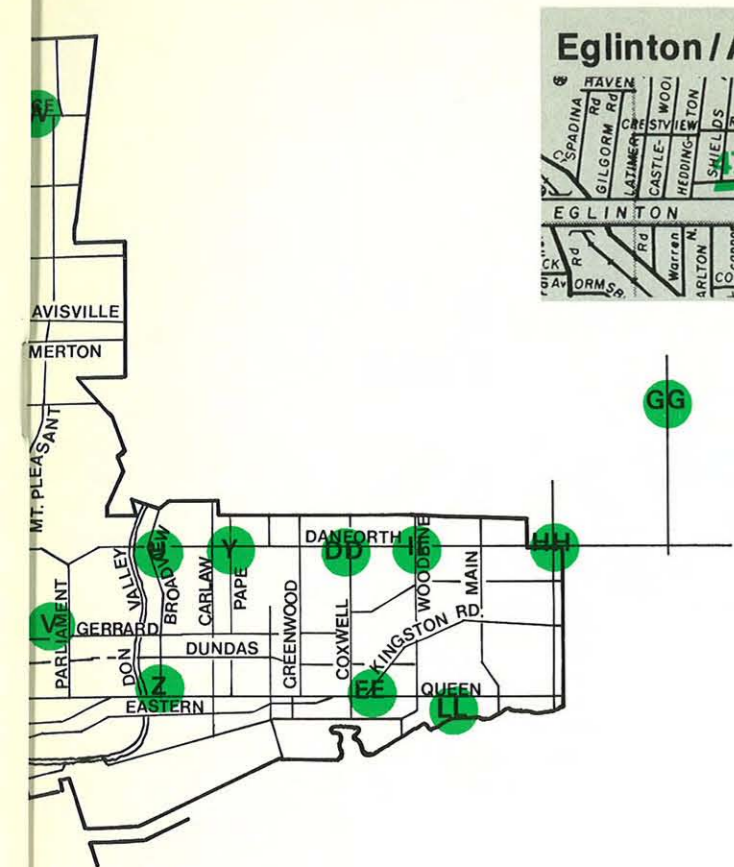
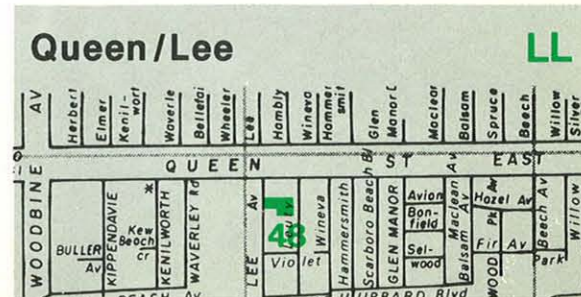
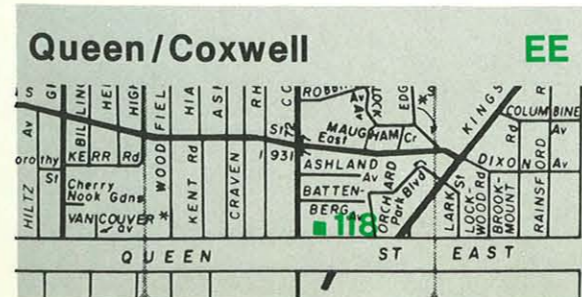
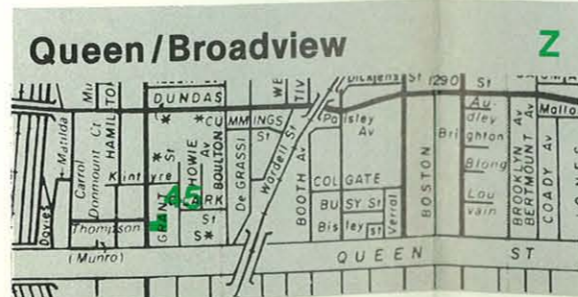
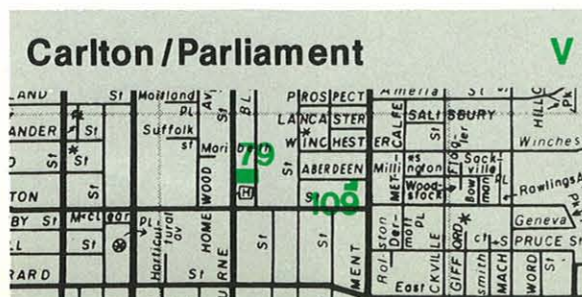
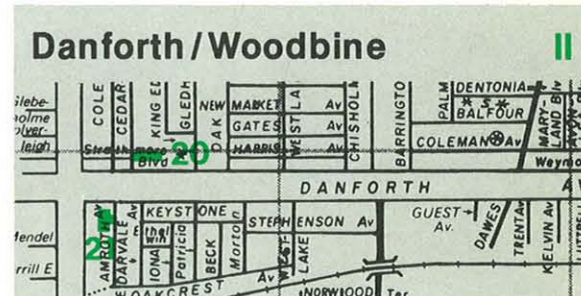
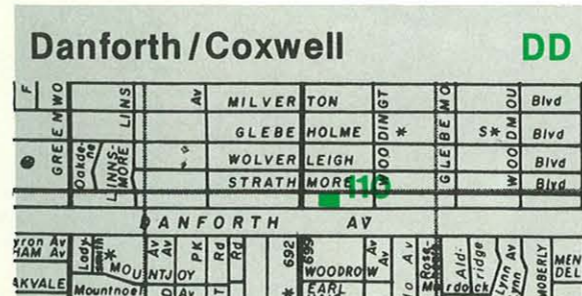
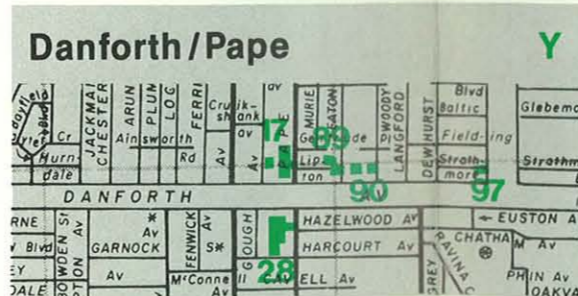
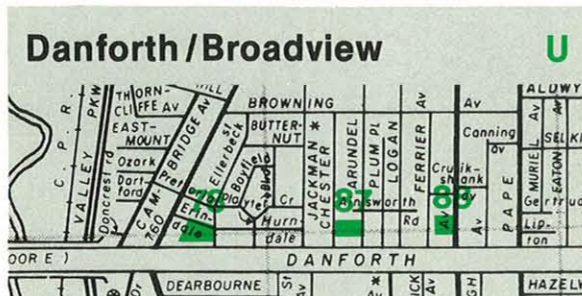
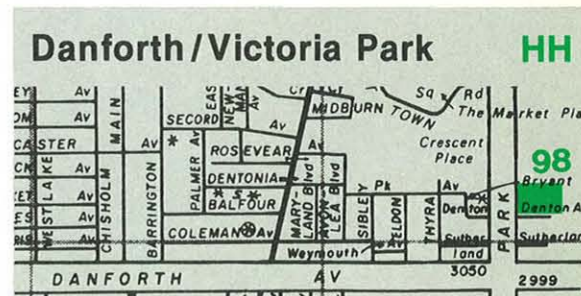
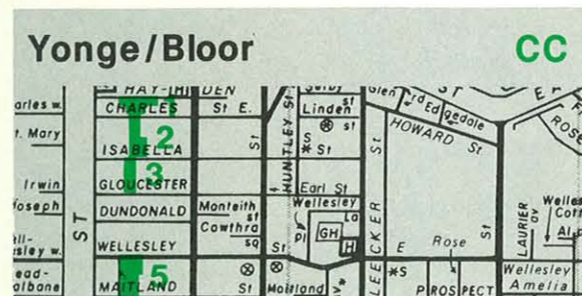
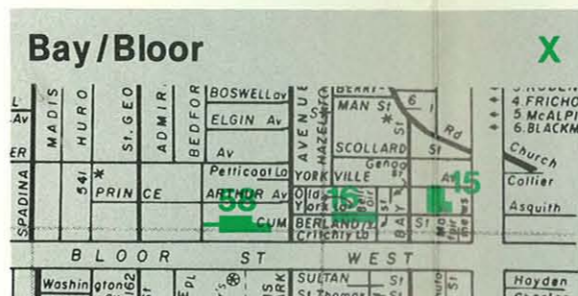
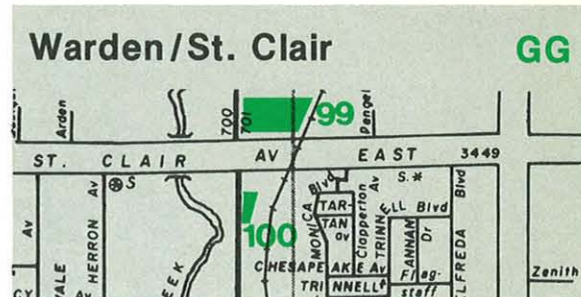
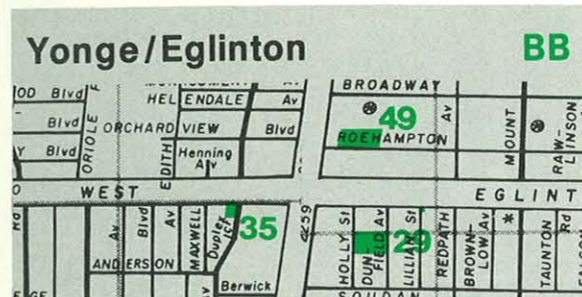
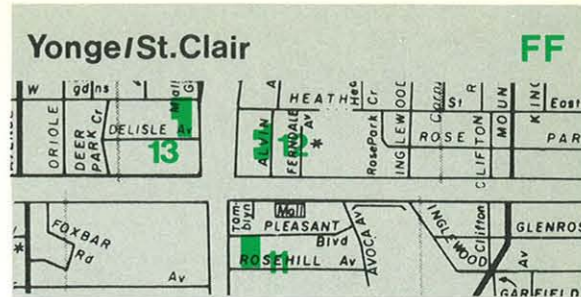
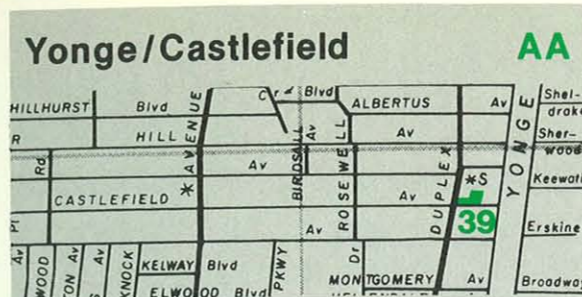
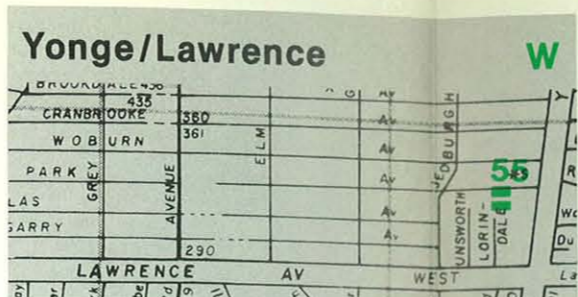
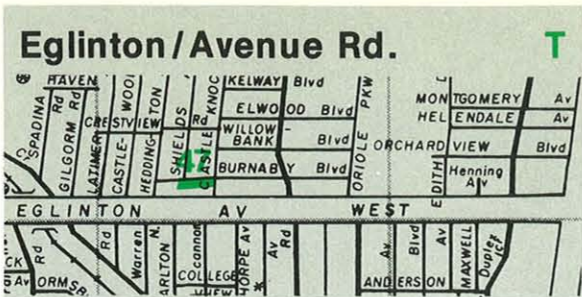
City of Toronto Municipal Carparks

- Surface Parking
- Underground Parking



DOWNTOWN TORONTO





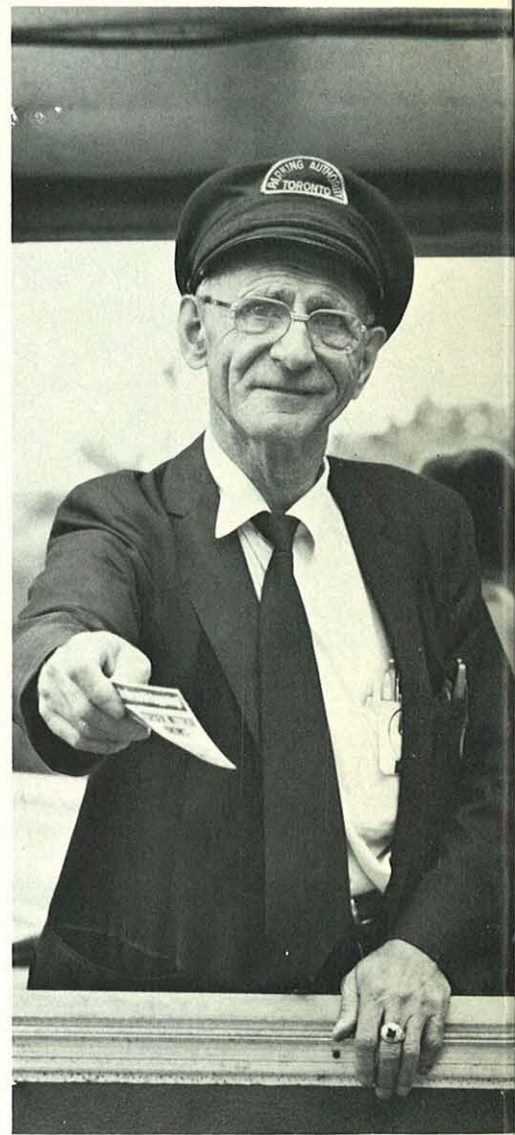


A research assistant at work in the Authority's library.



**Ask for free
Parking Stamps**

**redeemed on nearby
Municipal Carpark**



Since its inception, the Authority has been aware of the needs of merchants in business districts for customer parking facilities to combat the loss of business to suburban shopping centres offering free parking. The Authority offers a validation system using Parking Authority stamps whereby the local merchant can offer his customer "free" parking at Authority carparks.

The Authority makes available at face value, in various denominations, books of stamps. When a merchant first purchases stamps from the Authority, he is issued a distinctive easel sign that can be displayed in his premises advertising the "free" parking service. The customer presents to the merchant his parking ticket from the municipal lot, the merchant affixes a validation stamp to the ticket, which is then honoured at the Authority's carpark.

Carpark design and layout are produced by the Authority's drafting staff.

