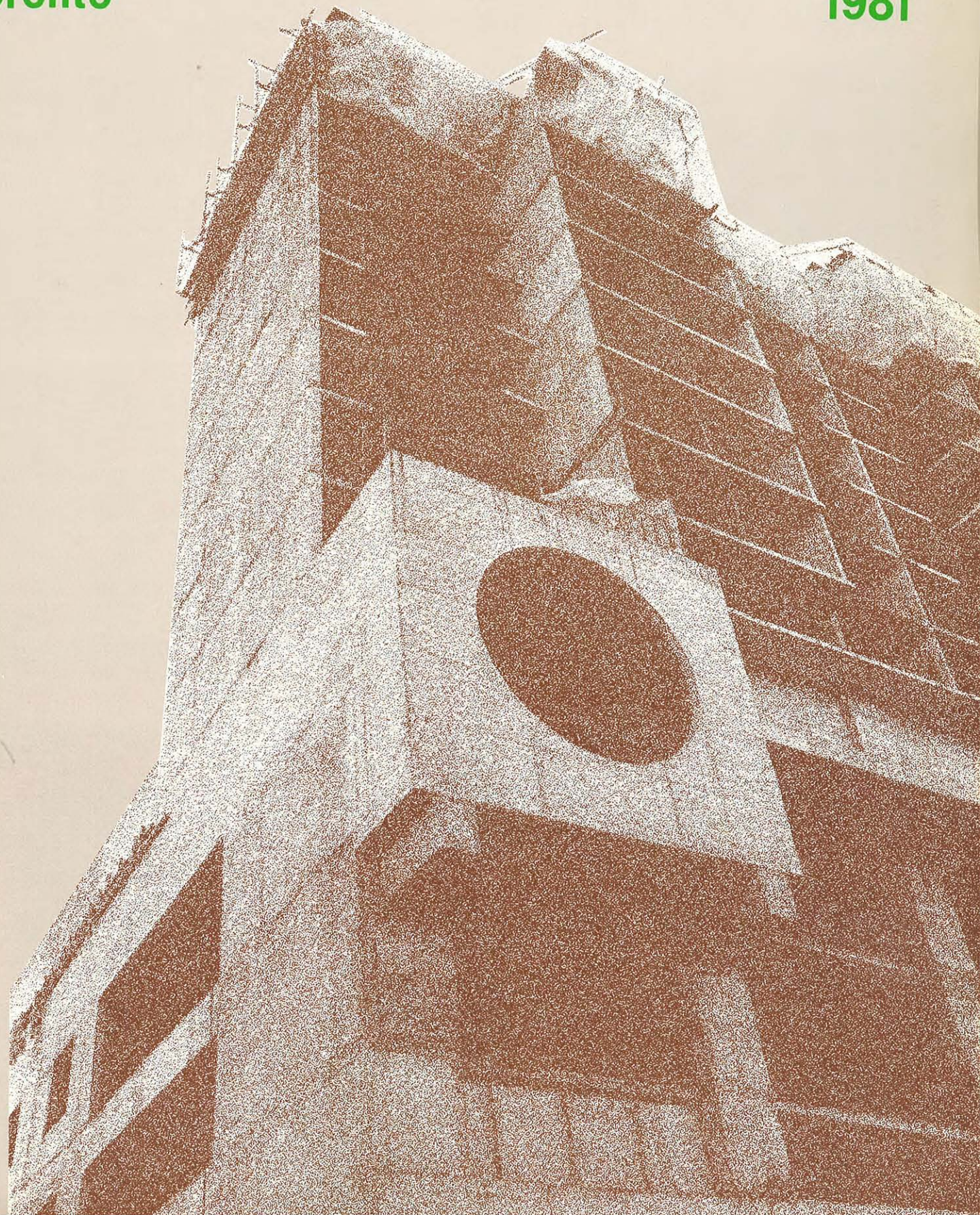


The Parking
Authority of
Toronto

Annual
Report
1981



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 1981, these payments amounted to \$2.7 million. For 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 by 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.



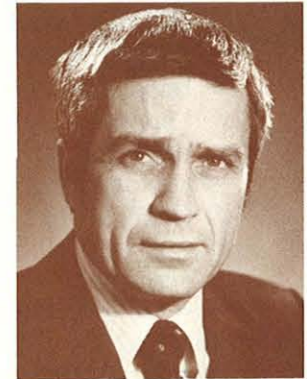
Chairman
John F. Ellis, MBE



General Manager
Reginald W. Lewis



Commissioner
David A.A. Stager



Commissioner
John F. Sherk

Chairman's Letter

Alderman Dorothy Thomas,
Chairman,
City Services Committee,
City Hall
Toronto, Ontario
M5H 2N2

Dear Alderman Thomas:

Your Commissioners are pleased to present to your Committee the 1981 Annual Report of The Parking Authority of Toronto covering its 29th year of operation.

During the year under review, the Authority parked more than 10.7 million cars on 15,878 parking spaces located at 80 surface carparks and seven parking garages.

The Authority generated revenue of \$18.1 million and paid expenses of \$12.9 million. Included in the expenses were \$2.7 million in business and realty taxes and \$2.4 million for the rental of City-owned lands used by the Authority for municipal parking purposes. The Authority retained \$5.2 million for the further development of Toronto's off-street parking program.

Highlights of the year's operations include:

- start of construction of the St. Lawrence Garage which will provide 1,900 parking spaces to serve the downtown and downtown fringe area,
- opening of five new surface carparks adding 244 parking spaces to the Authority's inventory,
- completion of ten area parking demand studies,
- opening of 515 temporary parking spaces to alleviate the shortage caused by construction of the new St. Lawrence Garage on the site of municipal carpark 43,
- reorganization of the Operations Section into three geographical districts, each under a District Manager.

The parking demand and usage studies completed by the planning staff will provide useful data on the use of existing carparks and assist in determining whether additional parking facilities may be required in the near future.

Much staff time has also been directed to repair of concrete parking slabs damaged by road salts and chemicals.

This repair activity, which involves the Nathan Phillips Square Underground Garage and the University Avenue Underground Garage, will continue into 1982. Repairs are not planned for the Queen-Victoria Garage. Instead, this property will be re-developed; a proposal call is in process of development.

The six-year search to find a suitable site for a parking structure to accommodate short-stay parking in the Chinatown West area has resulted in a parking garage proposal which the Authority will place before Council early in 1982.

It is expected that Stage 1 of the St. Lawrence Garage on The Esplanade east of Yonge Street will be opened by September 1982, and that work will have commenced on Stage 2 of the garage. When completed the garage will provide 1,900 parking spaces, but as the Authority has repeatedly emphasized, this will not be sufficient to satisfy even the current demand for public parking spaces in the area.

Parking rates were reviewed in April and October with minor adjustments made to meet increased operating costs and to influence usage patterns, notably at the Kensington Garage where the hourly rate was increased to encourage short-stay parking.

Your attention is drawn to the detailed financial statements found on pages 16, 17, 18

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 detailed report which follows. We also wish to express our thanks to the individuals and agencies which have assisted the Authority during the past year in support of Council policies related to municipal parking.

John F. Ellis
Chairman

Report on Operations

New Carparks Opened

Municipal carpark 138 at the south-east corner of Thelma Avenue and Spadina Road provides 37 parking spaces for the short-stay parking demand created by the shops in the Forest Hill Village. Local businessmen contributed to establishing this carpark through the benefiting assessment legislation. Mr. Bill Sawyer and Mr. Andy McDowell of the Forest Hill Business Association organized an official opening of this new municipal parking facility on June 6. Present on this occasion in addition to the members of the Business Association and residents of the area were His Worship Mayor Arthur Eggleton, Alderman Johnston, Alderman Gee, the Authority's General Manager and Administrative Assistant, District Manager Mr. Sam Roussos and Area Supervisor Mr. Ted Mate.



Alderman Michael Gee, Mr. Bill Sawyer, Alderman Anne Johnston and Mayor Eggleton at the June 6th opening of Carpark 138, Spadina/Thelma.

Plans for the development of surplus subway lands in the Bloor West Village Area were adopted by City Council on April 9, leading to the establishment of municipal carpark 143 between Willard and Windermere Avenue north of Bloor Street West.

This carpark — opened on November 27 — adds 108 spaces to the parking spaces inventory in the Bloor West Village Area.

On November 27 two other carparks were also opened on former surplus subway lands acquired from the Metropolitan Corporation. In the east, 27 spaces were opened at Langford Avenue north of Danforth Avenue, and in the central area 34 spaces were opened on the west side of Clinton Street north of Bloor Street West.



Municipal carpark 143, Willard/Windermere



Municipal carpark 144, Bloor/Clinton

On September 14, municipal carpark 141 — with 38 spaces — was opened at the north-east corner of Greenlaw and Mackay Avenues in the St. Clair/Dufferin area. The site selected was one of several examined over a period of two years in attempts to find a site toward the west end of the St. Clair/Dufferin/Lansdowne commercial strip. The east end of the strip is served by existing carparks 41 and 42.



Supervisors Ted Mate, Sam Roussos, Alderman Piccinni and Mayor Eggleton at the opening of Carpark 141.

The St. Clair Businessmen's Association organized an official opening of this new municipal parking facility on November 4 to which they invited His Worship Mayor Arthur Eggleton, Executive Alderman Joseph Piccinni, members of the Association, and various City officials. The Authority was represented by the Authority's North Central Manager, Mr. Sam Roussos, and the Area Supervisor, Mr. Ted Mate, who were later guests of the Association at lunch.

Rehabilitation of Carparks

An additional 17 spaces were added to the Authority's parking inventory through the rehabilitation of municipal carpark 81 on Lansdowne Avenue north of Bloor Street West. Similarly seven spaces were added to municipal carpark 137, Gough Avenue north of Danforth Avenue.



Municipal carpark 140, Church/Wilton

Municipal carpark 140 with 515 parking spaces was opened on the former Frasmet and Williams and Wilson properties in the St. Lawrence project area Phase C-2. This is a temporary measure designed to alleviate the parking shortage brought about by the construction of the St. Lawrence Garage on the site of municipal carpark 43. It is likely that carpark 140 will continue in operation for a period of about two years.

Throughout the year, the Authority continued rehabilitation of its surface carparks. Improvements included plantings of trees, shrubs, flower beds and construction of ornamental walls to suit the surrounding areas.



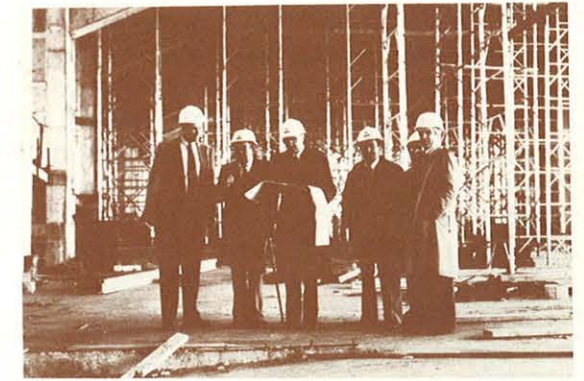
Municipal carpark 81, Bloor/Lansdowne

St. Lawrence Garage

An agreement was signed on April 3 for a municipal parking garage to be constructed in Phase C-1 of the St. Lawrence project. On April 6, construction commenced on Stage 1 of the garage which will provide 1,050 spaces. A second stage of the garage, to be constructed in Phase C-2 of the St. Lawrence development, will accommodate an additional 890 parking spaces. With the commencement of construction of the St. Lawrence Garage, the Authority decided to rescind monthly parking privileges at its surface carparks 43, 72, 108 and 140 in this general area because of the condition imposed by the construction of the garage.

Stage 1 of the garage construction, representing 50 per cent completion of the garage within the meaning of the construction agreement, was achieved on November 1, permitting a transfer of the agreed-upon lands to the construction company, Rampart Enterprises Limited, for private development purposes. The development of the area will eventually see, in addition to the parking garage, a Cityhome housing structure and commercial and office space.

Municipal carpark 43, the St. Lawrence Garage under construction.



Commissioner David Stager, Chairman John Ellis, General Manager R.W. Lewis, Special Projects Manager Jim Thomson, Operations Manager Peter Keaveny and Commissioner John Sherk visit the St. Lawrence Garage construction site.

The property is an old land-fill site that at one time formed the shoreline of Lake Ontario. In order to support the garage structure in this area, caissons had to be drilled to bedrock some 25 feet down. The garage is constructed on cement T-stilts tied together by cement crossbeams to prevent sideways motion.

During excavation several artifacts in the form of old glass bottles were recovered, some bearing the names of long defunct companies and some appearing to have been hand-blown.

Reorganization of the Operations Section

During the year the Operations Section underwent a major reorganization, the object of which was to improve control through decentralizing operations. Under the previous system, parking operations were divided into five districts with supervisors, including relief supervisors, assigned to these districts; supervisors reported directly to the Operations Manager.

Under the new system, parking operations were divided geographically into three large districts: North Central, South East and South West. A District Manager was appointed from the supervisors' list and assigned to each of these districts. In the North Central District, Mr. Sam Roussos is District Manager; he is based at municipal carpark 11, the Rosehill Garage. In the South East District, Mr. Art Dawson is the District Manager and he is based at municipal carpark 52, the University Avenue Underground Garage. In the South West District, the District Manager is Mr. Emile Zamiara and he is based at municipal carpark 68, the Kensington Garage.

Due to the scale of parking operations, municipal carpark 36 the Nathan Phillips Square Underground Garage and municipal carpark 15 the Yorkville-Cumberland Garage remain outside the district organization and under their own supervisory staffs.

The restructuring of Operations has required concurrent restructuring of the Maintenance Section. Under the previous system, all maintenance operations were based at the Nathan Phillips Square Underground Garage but under the new system maintenance personnel have been allocated to the three geographical districts and operate out of each district's home-base as described above.

Technical maintenance and support, such as in-shop maintenance of meters and machines, remain under central control in the Maintenance Section Shops at the Nathan Phillips Square Underground Garage.

Under the new organization, supervision has improved because of increased accountability of individual supervisors to the District Managers. Morale has improved at all levels because of a greater sense of teamwork and pride in individual work. The human element has not been forgotten; attendants and maintenance personnel are allocated to districts as close to their homes as possible.



Planning Studies

Bloor/Bathurst

This study was a result of neighbourhood concern about expansion of Honest Ed's, a popular retail establishment in the Bloor-Bathurst area. The report included a traffic flow study by the Department of Public Works, a retail strip study by the Department of Planning and Development and a parking demand study by the Authority.

The guidelines for each sub-study came from the representatives of the local community. Since the community became a full partner in the study process, the community representatives and City staff learned to recognize and understand each other's concerns in the situation.

The information gathered over a period of two days was analysed and presented to the residents at a public meeting. Community representatives, Planning Department staff and other interested parties are now considering possible solutions to the area's traffic and parking problems.



Gathering on-street parking data

Spadina/Thelma

The opening of municipal carpark 138 at the corner of Spadina and Thelma Avenue is described previously in this report. A parking demand study in 1977 showed there was a requirement for a carpark to serve the retail strip known as The Village.

Following the opening of the carpark, the usage/revenue performance of the carpark was studied to assist in estimating future usage and revenue data for proposed carparks. In this case the Planners wanted to compare actual usage with estimated usage to make adjustments, if necessary, in their usage estimation technique.



Municipal carpark 138, Spadina/Thelma

Bathurst/College

Municipal carpark 111, Clinton Street north of College Street, is located on lands owned by the City and partially leased from a private owner. Several development options have been put forward by the local business community which would incorporate the carpark as part of the development. The planning staff undertook a study of parking requirements for the local retail area and the data obtained supported the retention of carpark 111. The planners' report recommended that the carpark could be secured for the long term by including it in multiple-use development involving other properties in the area.



Municipal carpark 111, College/Clinton

Yonge/Davisville

Yonge Street between Merton Street and Berwick Avenue lies between two major subway stations, Eglinton to the north and Davisville to the south, but is under-developed when compared to the Yonge/Eglinton area. At the Yonge-Davisville node there is a mixed land usage but without the broad range of commercial services one finds at Yonge-Eglinton.

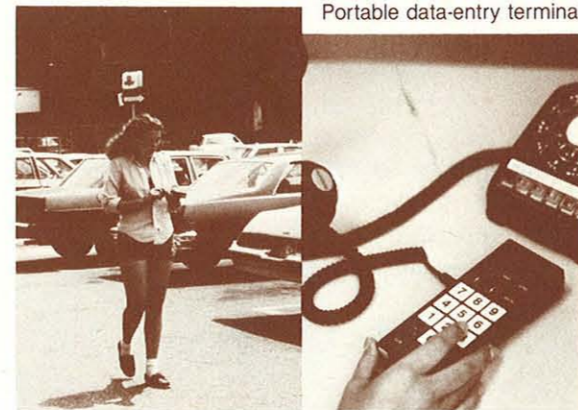
In 1980 a redevelopment proposal was approved for the land near the Davisville subway station. The Authority's study was to assess the parking demand likely to be generated by this development. The report of the study concluded that it would generate a requirement for additional parking facilities. The Authority is now looking at ways to utilize the air rights over the open-cut portion of the Yonge subway line west of Yonge Street for municipal parking purposes.



Open-cut subway line in the Yonge-Davisville area

Unmanned Carpark Study

Each year the Authority undertakes a study to measure the usage of metered and machine-operated carparks. Unlike manned carparks, there are no tickets from which usage data can be extracted in the normal way. Instead, each carpark must be surveyed by other means. To do this, the Authority employs students to record essential information on portable computer terminals. The information is fed into the City's computer and is returned in the form of usable data related to occupancy and duration. From these data, the Authority can determine if a carpark is meeting the demand for parking in a particular area, and whether the existing parking fee structure is appropriate for that area.



Summer student using portable data-entry terminal.

Operations Summary

Operating modes for parking facilities can vary greatly. High turnover carparks require parking attendants; meters are used at neighbourhood carparks when 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 near 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 utilized for the remainder of the day to achieve considerable savings in operating expenses.

In 1981 the distribution of spaces by type of operation and location was as follows:

Areas Served	Number of Spaces	% of Spaces
Downtown Core	3,103	19.0
Downtown Fringe	2,728	17.2
Midtown	1,750	11.0
Uptown	1,767	11.1
Neighbourhood Commercial / Residential	3,130	19.7
Transit/Commuter	3,451	21.7
Special Use	39	0.3
Total Spaces	15,878	100
Total Carparks	87	

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
3. neighbourhood commercial and residential areas.

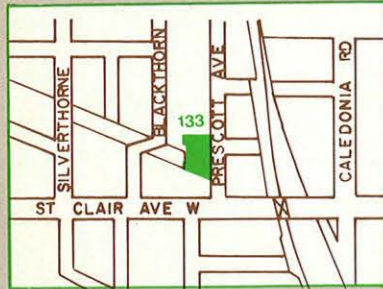


Type of Operation	Number of Spaces	% of Spaces
Manned Garages	5,222	32.9
Manned Surface Carparks	5,962	37.5
Combined Manned and Machine	982	6.2
Combined Manned and Meters	87	0.5
Combined Machine and Meters	405	2.5
Machine	1,948	12.3
Meters	1,233	7.8
Monthly	39	0.3
Total	15,878	100

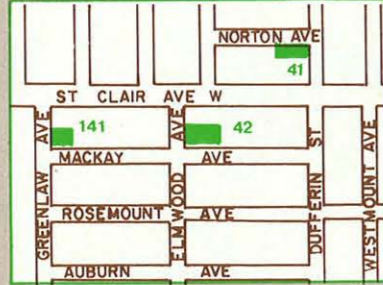
No.	Location	Cap.	No.	Location	Cap.
1	Hayden St. E. of Yonge	153	49	Roehampton Ave. E. of Yonge	125
2	Charles St. E. of Yonge	87	51	Lippincott St. S. of Bloor	147
3	Isabella St. E. of Yonge	120	52	University Ave. Garage	323
5	Wellesley St. E. of Yonge	147	53	Walnut Ave. S. of Richmond	150
11	Rosehill Garage	576	55	Bedford Pk. Ave. W. of Yonge	45
12	Alvin Ave. N. of St. Clair E.	174	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	514	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	Armada Ave. N. of Bloor	144
43	The Esplanade, E. of Yonge	195	92	Indian Rd. N. of Bloor	253
44	Fuller Ave. N. of Queen	53	93	Euclid Ave. N. of Bloor	43
45	Broadview Ave. N. of Queen	92	96	Portland St. N. of Front	246
47	Burnaby Blvd. W. of Castleknock	174	97	Strathmore Blvd. W. of Donlands	14
48	Lee Ave. S. of Queen	68	98	Victoria Pk. Ave. N. of Denton	260

Municipal Carparks Throughout Toronto

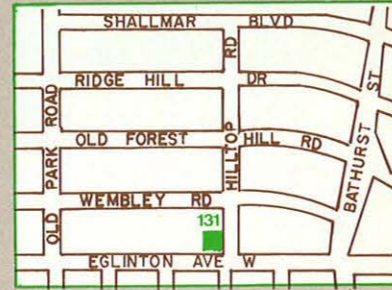
St. Clair - Lansdowne **A**



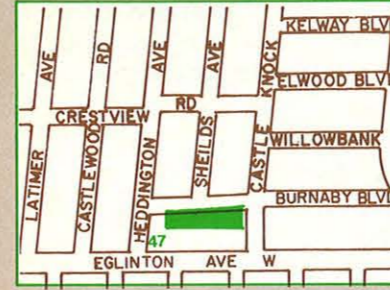
St. Clair - Dufferin **B**



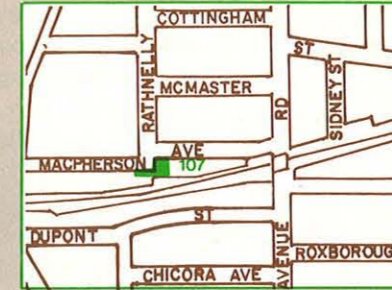
Eglinton - Bathurst **C**



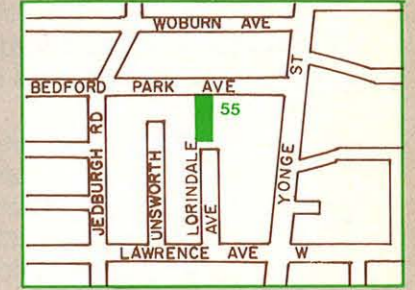
Eglinton - Avenue Rd. **D**



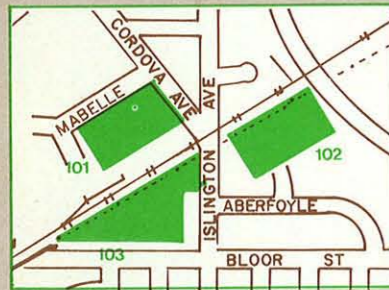
Avenue Rd - McPherson **E**



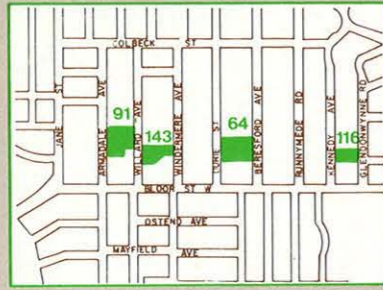
Yonge - Lawrence **F**



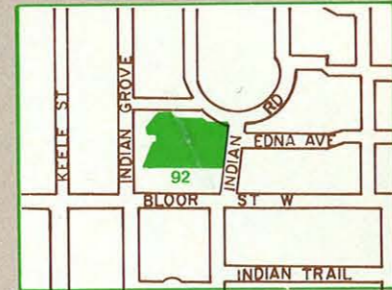
Bloor - Islington **J**



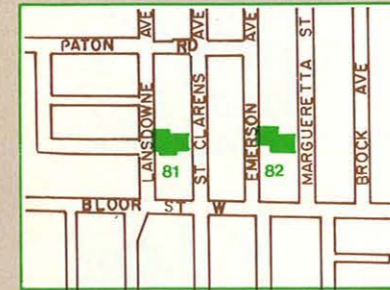
Bloor - Runnymede **K**



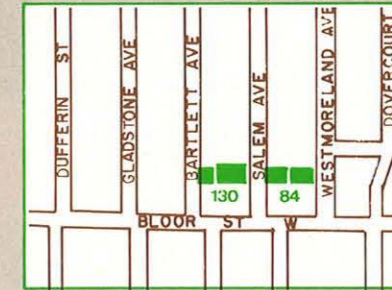
Bloor - Keele **L**



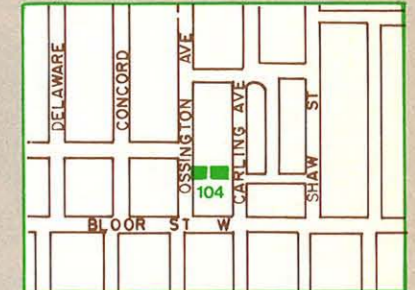
Bloor - Lansdowne **M**



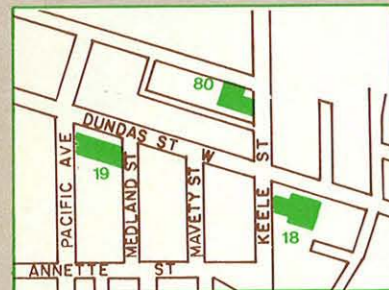
Bloor - Dufferin **N**



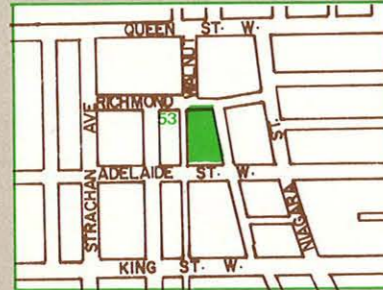
Bloor - Ossington **O**



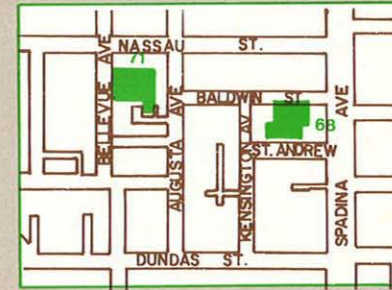
Dundas - Keele **S**



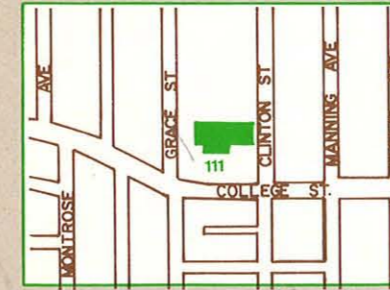
Adelaide - Richmond **T**



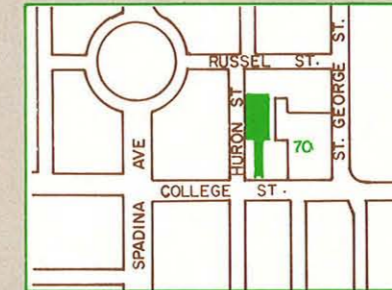
Spadina - Dundas **U**



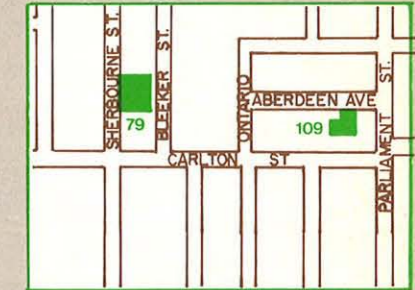
College - Clinton **V**



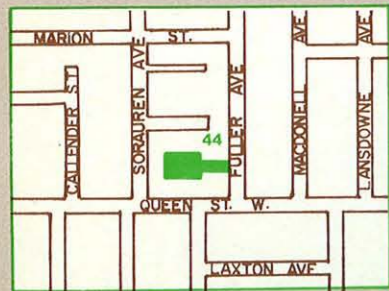
College - St. George **W**



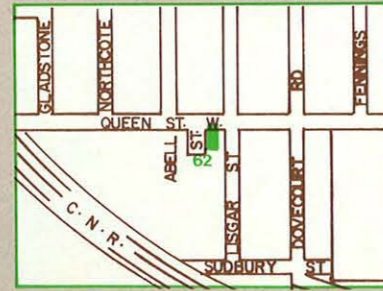
Carlton - Parliament **X**



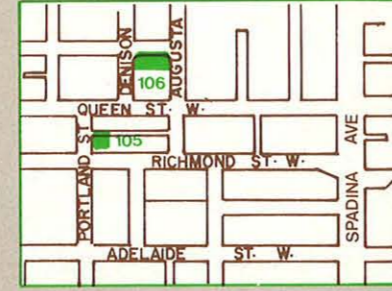
Queen - Lansdowne **c**



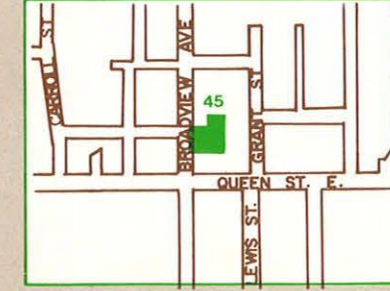
Queen - Dovercourt **d**



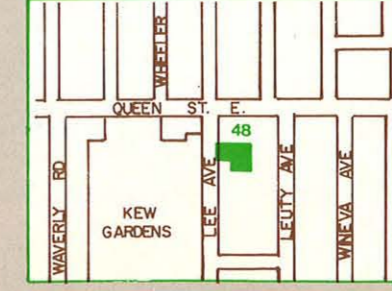
Queen - Spadina **e**



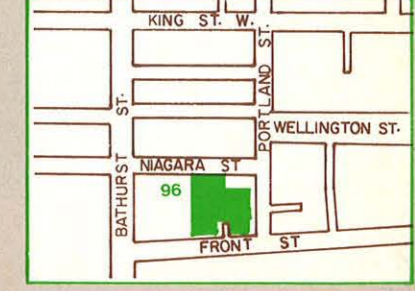
Queen - Broadview **f**

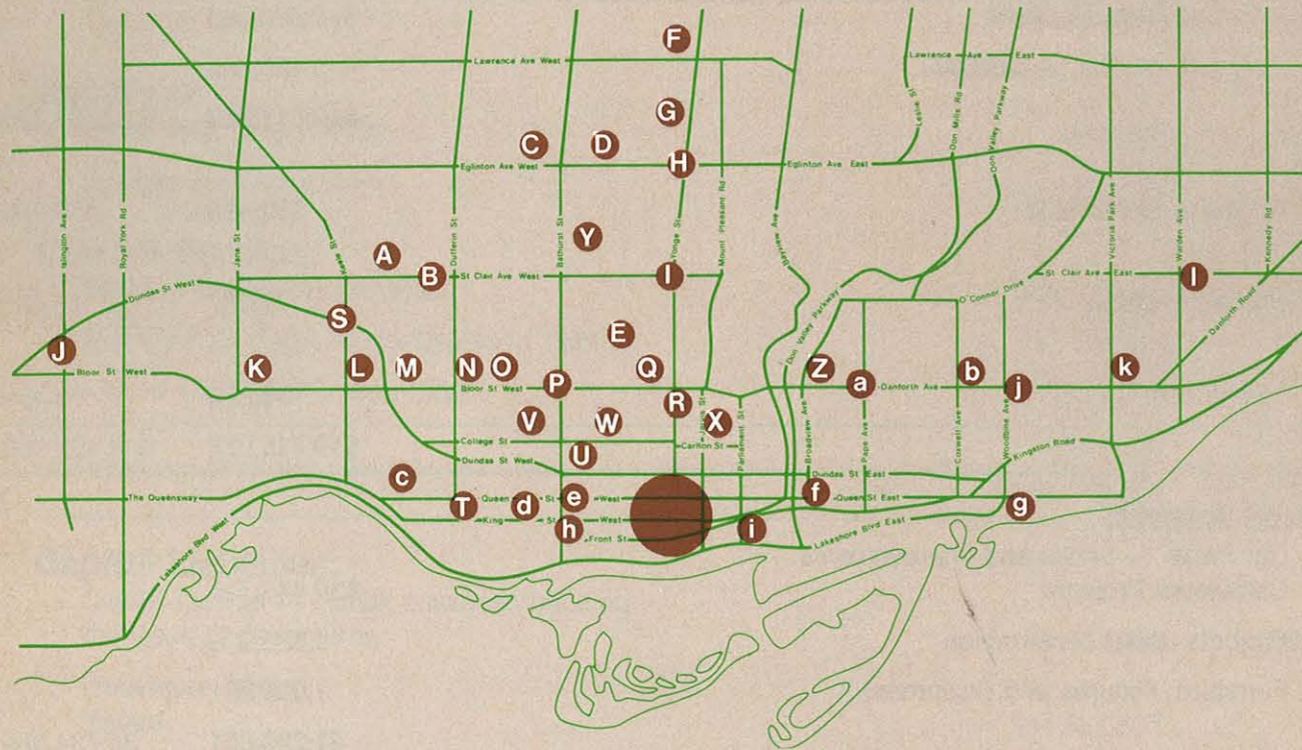


Queen - Woodbine **g**

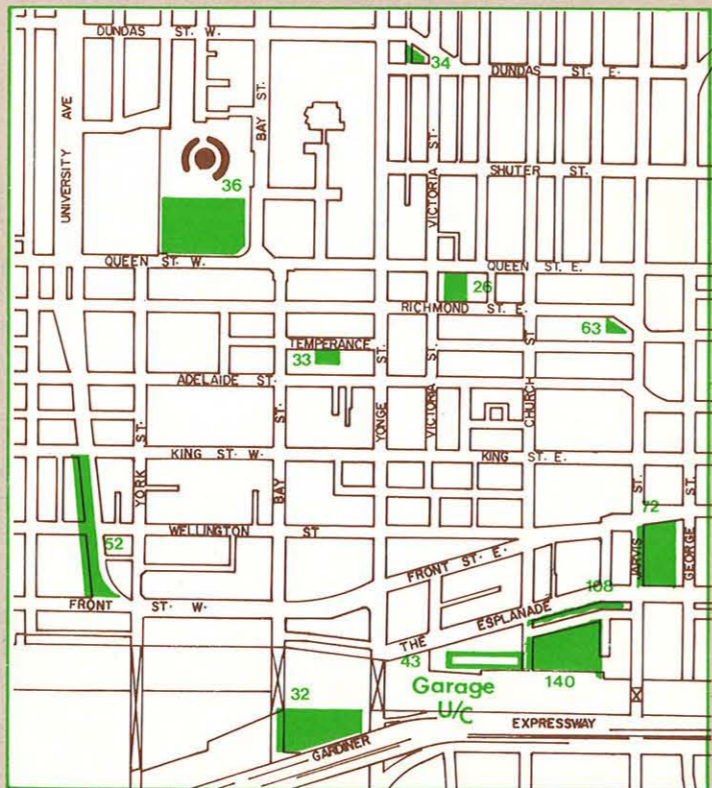


Front - Bathurst **h**

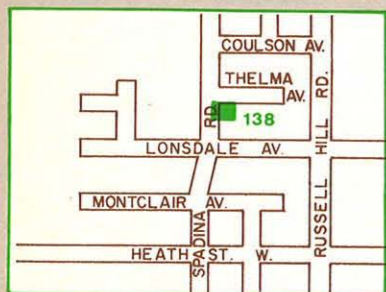




Downtown



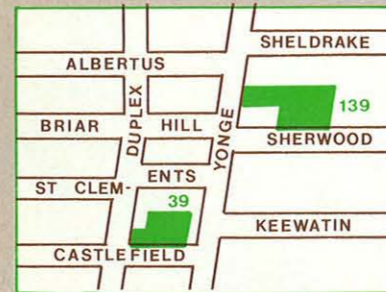
Spadina Rd.-Heath Y



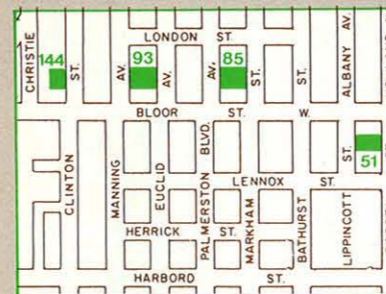
Front-Parliament i



Yonge-Castlefield G



Bloor-Bathurst P



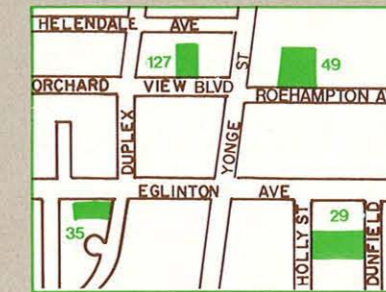
Danforth-Broadview Z



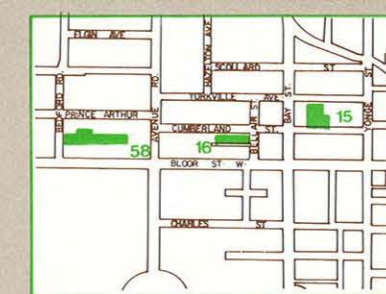
Danforth-Woodbine j



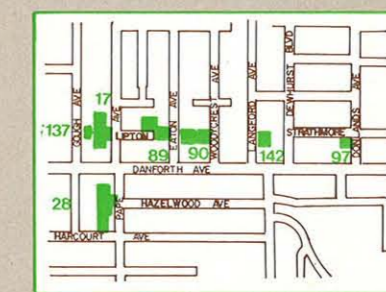
Yonge-Eglinton H



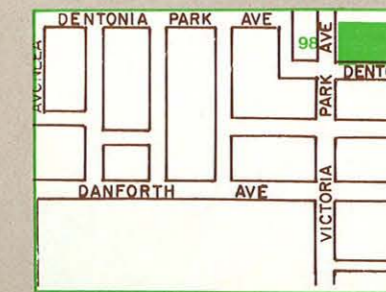
Bloor-Bay Q



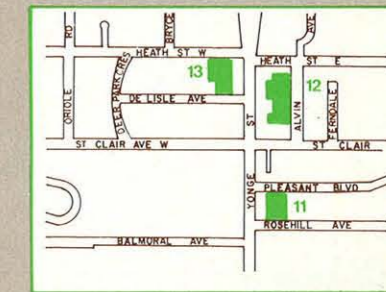
Danforth-Pape a



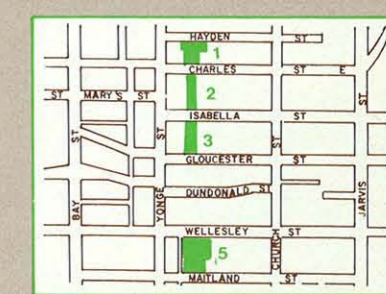
Danforth-Victoria Pk. k



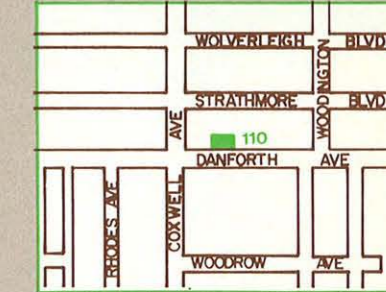
Yonge-St. Clair I



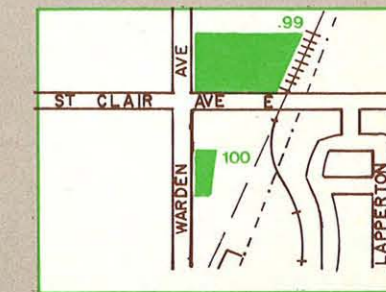
Bloor-Yonge R



Danforth-Coxwell b

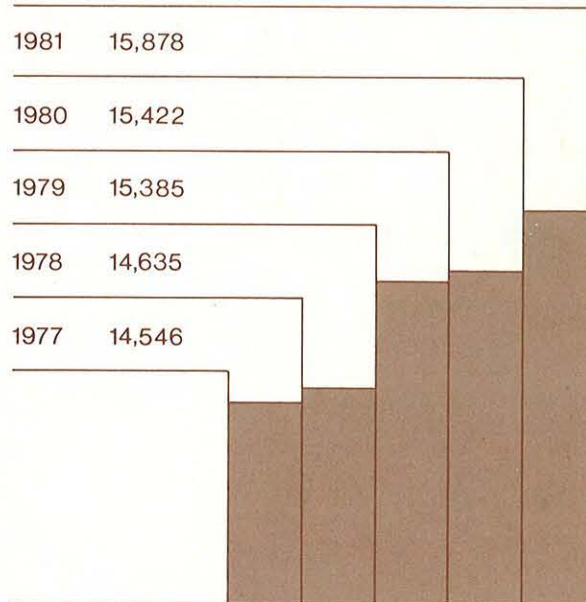


Warden-St. Clair l

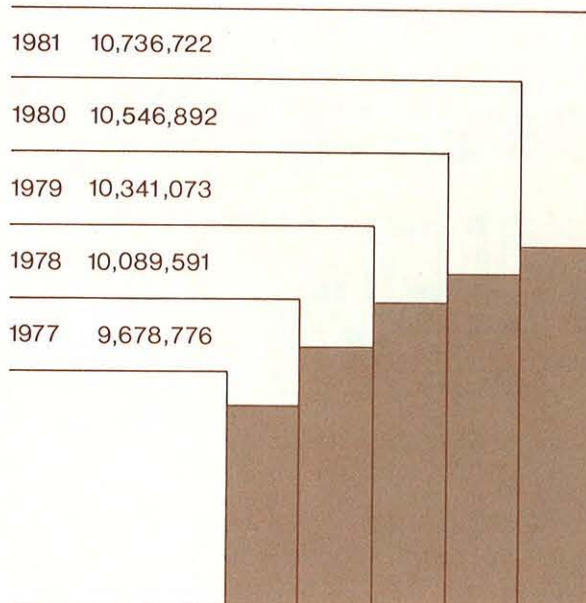


No.	Location	Cap.
99	Warden Ave. N. of St. Clair	1416
100	Warden Ave. S. of St. Clair	152
101	Cordova Ave. W. of Islington	438
102	Lomond Dr. N. of Aberfoyle	284
103	Bloor St. W. of Islington	555
104	Ossington Ave. N. of Bloor	36
105	Richmond St. W. — Portland St.	47
106	Augusta Ave. N. of Queen	120
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	21
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

Parking Inventory - spaces



Cars Parked



Assets

	1981	1980
Current Assets:		
Cash in bank and on hand including Term Deposits	\$18,886,538	
Accrued Interest on Deposits	125,355	
	\$19,011,893	\$13,797,423
Accounts Receivable	550,493	479,206
Prepaid Expense	72,997	75,481
Inventories	79,692	70,490
	\$19,715,075	\$14,422,600
Fixed Assets:		
Car Parks — Lands and improvements Completed Projects	\$30,443,715	
Projects under construction	9,836,905	
Furniture, Fixtures and Equipment	1,006,281	
	41,286,901	34,734,889
Proceeds from sale of debentures held by the City	257,680	257,680
Proceeds from sale of property held by the City	48,092	70,282
	\$61,307,748	\$49,485,451

Note:

1980 Accounts payable and current surplus have been restated to reflect an accounting change in 1981 whereby rental charges due to the City of Toronto for use of city-owned properties, during the current year, are now accrued at the year-end.

Auditor's Opinion

I have examined the Balance Sheet of The Parking Authority of Toronto as at December 31, 1981 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, 1981 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.

March 10, 1982

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

Liabilities

	1981	1980
Current and Accrued Liabilities:		
Accounts Payable	\$ 4,096,655	\$ 2,432,767
Deferred Revenue	178,913	93,124
Reserves:		
Employees' Sick Credits	470,305	435,273
Sinking Fund Surpluses	811,748	349,343
Current Surplus:		
Balance December 31, 1980	\$11,112,093	
Provision for capital expenditures in 1981	(2,176,634)	
Net revenue for the year 1981	5,221,995	
	14,157,454	11,112,093
	\$19,715,075	\$14,422,600
Capital Liabilities:		
City of Toronto — Funds advanced pending the issue of debentures	477,083	356,589
Debenture Debt: Issued	\$14,557,807	
Less — Redeemed to December 31, 1981	(7,556,817)	
— Sinking Fund Investment as at December 31, 1981	(5,552,667)	
	1,448,323	1,836,454
Capital Surplus:		
	39,667,267	32,869,808
	\$61,307,748	\$49,485,451

Statement of Revenue and Expenditure

	1981	1980
Parking Revenue	\$15,143,422	\$13,319,572
Parking Area Expenses	(11,662,951)	(9,561,463)
	\$3,480,471	\$ 3,758,109
Sundry Revenue	3,017,958	1,820,412
	\$6,498,429	\$ 5,578,521
Administration Expenses		
Salaries and wages	\$ 673,317	\$ 577,677
Employee Benefit Plans	162,507	149,074
Utilities, Heat & Taxes	91,052	82,348
Maintenance	14,215	9,207
Postage, stationery & office supplies	19,366	20,060
Drafting supplies, etc.	1,402	1,760
General Expenses (incl. Special Surveys)	116,411	139,541
Travelling and Conference Expenses	22,538	19,182
Honoraria	18,600	16,761
Legal	7,140	10,155
Advertising	47,416	16,010
Lease of Equipment	33,579	38,476
Furniture and Equipment	30,952	2,270
	\$1,238,495	\$ 1,082,521
Direct Operating Surplus	\$5,259,934	\$ 4,496,000
Debt Charges		
Interest charges on funds advanced by City	\$ 33,931	
Exchange on debt charges	4,008	
Debenture Debt Charges	37,939	(6,400)
Net Revenue	\$5,221,995	\$ 4,502,400

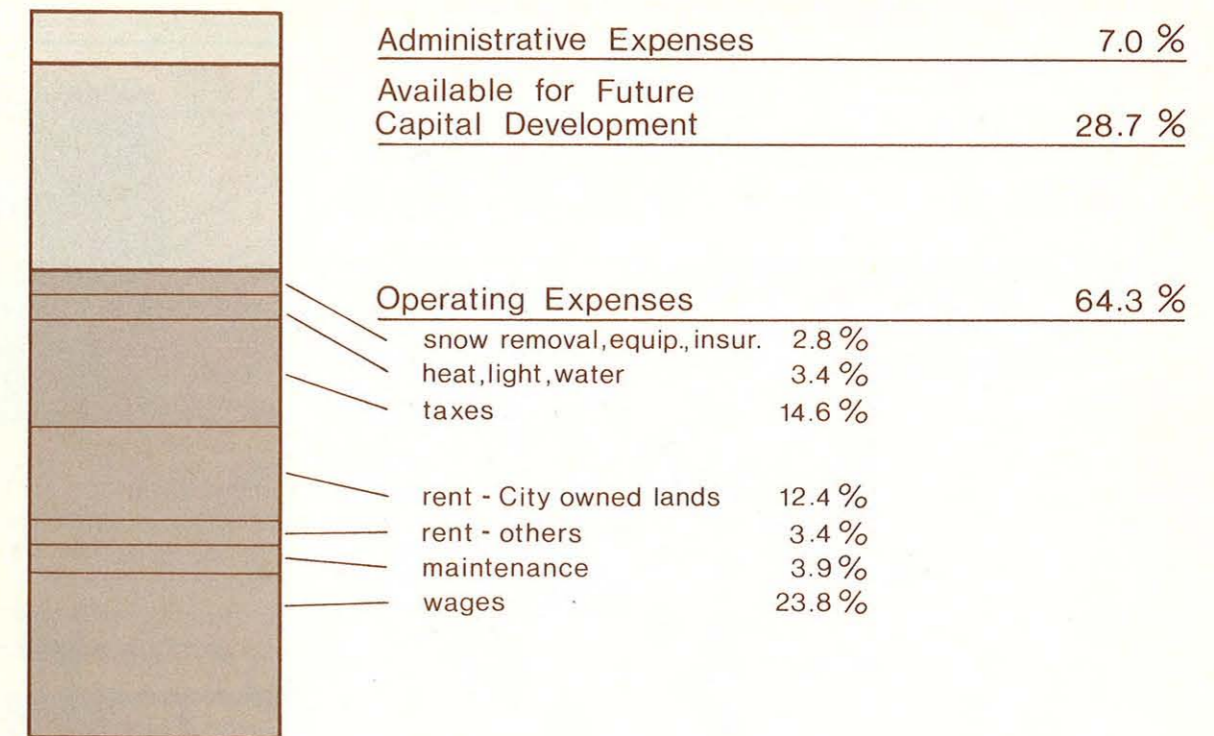
Note: (1) 1981 Debenture Debt Charges, totalling \$748,298, were fully provided for out of parking meter funds and other reserve funds of proceeds from sales of carpark properties and from the reserve of operating surplus of the Village Arcade Shopping Mall held by the City of Toronto.

(2) 1980 Expenses are restated to reflect accounting changes in 1981 concerning the manner in which rental charges for use of city-owned properties are now accrued at the year-end and are reported for statement purposes as an expense against parking area operations. In 1981 the rental charges for city-owned land were \$2,253,349. The rental charge in 1980 was \$1,194,571.

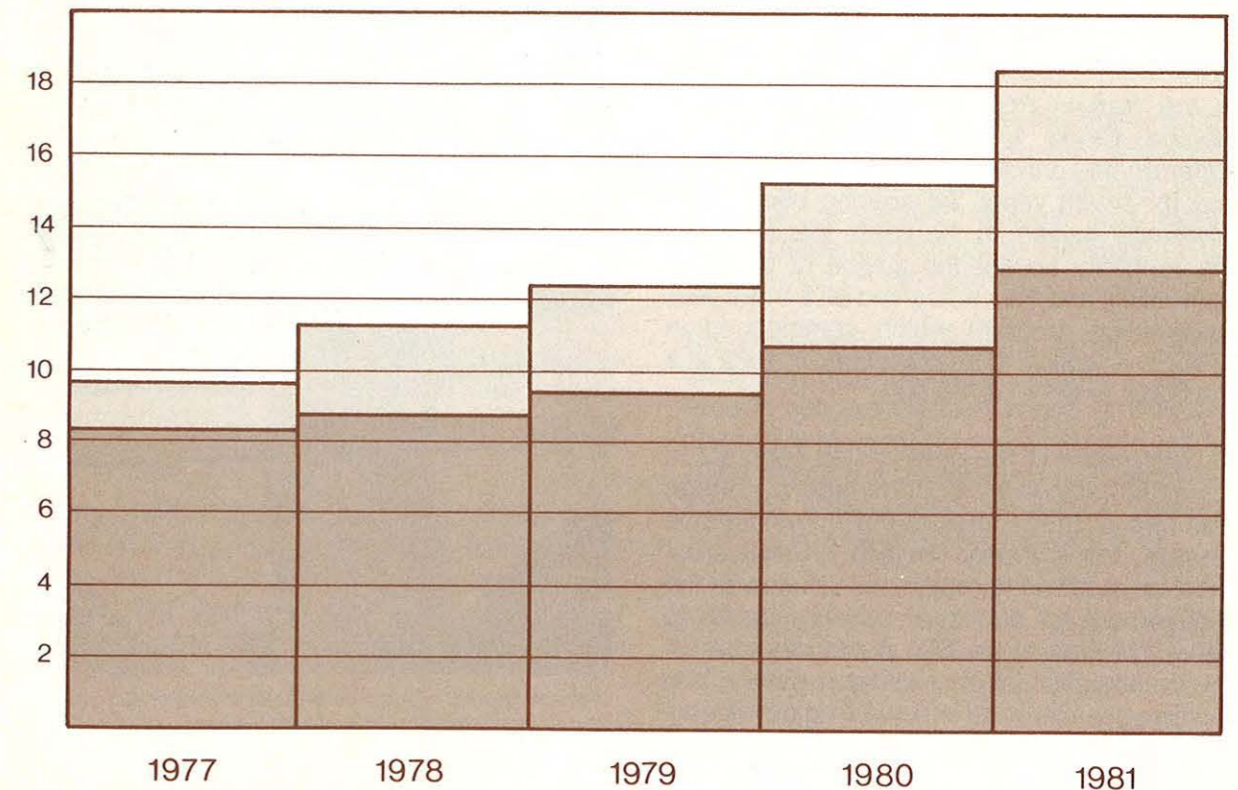
This is the Statement of Revenue and Expenditure referred to in my certificate dated March 10, 1982 appended to the Balance Sheet of The Parking Authority of Toronto.

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

Distribution of the Income Dollar



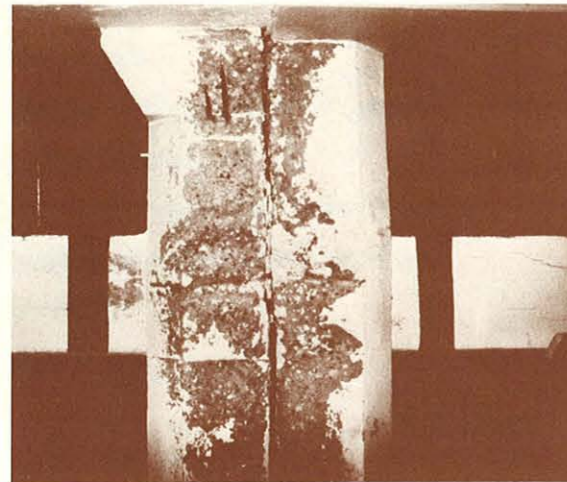
Revenue Expenses millions



Deterioration of Concrete Structures

Deterioration of concrete due to absorption of road salts and chemicals is a world-wide problem, particularly in structures over 20 years old. The Authority's three oldest garages have been severely affected by this problem.

In unwaterproofed parking slabs the salts and chemicals will penetrate the concrete causing the steel reinforcing bars to rust and expand, thereby lifting the surface of the concrete in a condition known as spalling.



Column at municipal carpark 26, the Queen-Victoria Garage, showing deterioration

In the Nathan Phillips Square Underground Garage, Stage 1, the parking floors were waterproofed only after the garage had been in use for seven years. As spalling became increasingly evident in the years that followed, the Authority sought the advice of concrete specialists, and then embarked on a three-year reclamation program which commenced in 1980. This work is to be completed in 1982 at a total cost of about \$750,000.

In 1981 repair of the deteriorated concrete in the University Avenue Underground Garage was begun. In the case of the Queen-Victoria Garage, the Authority decided on redevelopment as opposed to reclamation in view of the requirement for additional parking spaces to serve this area of the City. A proposal call for the construction of an expanded garage and multiple-use structure is now being developed.

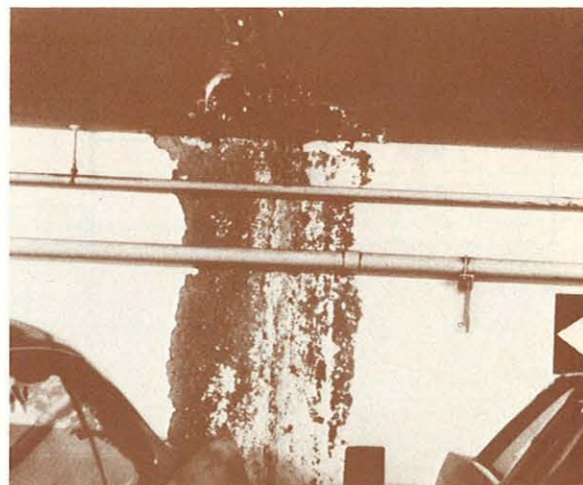


Damaged concrete removed to expose reinforcing bars

Since the Authority's experience with concrete deterioration and reclamation have placed it in the forefront of the battle, so to speak, the Authority has been requested to present its experiences and findings at conferences and seminars where this is a subject for discussion.



Work being undertaken to repair floor slab at municipal carpark 36, the Nathan Phillips Square Underground Garage



Damage caused by water seepage at municipal carpark 52, the University Avenue Underground Garage

Other Activities of Note

Yonge/Sherwood Multiple-Use Proposal

The General Manager and other members of the staff met several times throughout the year with the Ward Aldermen, Metropolitan Toronto Housing officials, and interested members of the local business and residential community regarding a joint venture at municipal carpark 139, Yonge/Sherwood, which would include a senior citizens' housing structure and a component of municipal off-street parking.



Municipal carpark 139, Yonge/Sherwood, site of development proposal

The business community insists that the municipal parking service must not be reduced, and the residential community is concerned that any development in the area be compatible with the existing ambience of the adjacent residential area.

Negotiations so far have resulted in all parties agreeing in principle to a joint development which will include a municipal carpark at grade level. The matter is now undergoing further study by the Metropolitan Housing Company Limited.

Office Reorganization

The second and third floors of the Authority's offices have been renovated to utilize better the available space. On the second floor storage facilities were reduced in order to rearrange work stations with less crowding. On the third floor dividing walls were erected and office space created to accommodate the requirements of the Operations Section and the Planning Section. The new space arrangement provides for a much-needed small meeting room on this floor.

Union Negotiations

Union negotiations between C.U.P.E. Local 43 and the Authority which commenced in August concluded in September with the signing of a new 13-month contract. Highlights of the settlement include:

- wage increase of 12.5 per cent
- extension of the dental plan to cover increased orthodontal services
- increased group life insurance
- increased optical benefits
- increased long-term disability benefits
- increase in shift hours bonus and driving hours bonus

Village Arcade

The Village Arcade is a sixteen-store shopping complex located on the ground floor of the Authority's office building adjacent to the Yorkville-Cumberland Garage, and extends from Cumberland Street on the south to Yorkville Avenue on the north.

Notwithstanding its location in the commercially-attractive Yorkville Village area, the Arcade has experienced a slow growth since opening in November 1974. Losses of previous years were slowly recovered up to 1980, and in the year under review the Arcade showed a small operating profit for the first time.



The Village Arcade at municipal carpark 15, the Yorkville/Cumberland Garage

Although there has been some turnover of store occupancies in the early years, the Arcade appears to have stabilized, and the long-time tenants have become an established part of the Yorkville scene.

IMPC Annual Workshop and Trade Show

The 27th Annual Workshop and Trade Show of the Institutional and Municipal Parking Congress was held in Toronto at the Harbour Castle Hilton Hotel, July 4 - 8. About 500 delegates were in attendance. There was major participation by the Authority in organizing the five-day workshop. At the opening session His Worship Mayor Arthur Eggleton brought greetings from the City of Toronto, and the Chairman, Dr. David Stager, welcomed the delegates on behalf of the Authority.

Later in the Workshop the General Manager, assisted by other members of the staff, presented an audio-visual report on the Authority's parking operations.



Mayor Arthur Eggleton welcoming the delegates to the 27th Annual I.M.P.C. Workshop.

At a Board of Directors meeting prior to the main Workshop sessions, the General Manager was elected Chairman of the Board of Advisors of the Congress.



Chairman, Mr. Stager, speaking to the delegates at the I.M.P.C. Workshop.

Ontario Traffic Conference

The Authority continued its membership in the Ontario Traffic Conference with particular interest in the Conference's Annual Parking Workshop. Mr. Karl Plooard, Assistant Technical Director, represented the Authority at this year's workshop which was held in Cambridge, Ontario October 25 - 26, and he was later appointed to the Conference's Parking Committee.

Metropolitan Toronto Traffic Conference

The Authority re-appointed Commissioner John F. Sherk and the General Manager to be its representatives at the Metropolitan Toronto Traffic Conference (MTTC).

The MTTC is a part of the Board of Trade of Metropolitan Toronto and meets regularly to consider traffic-related matters which the Board considers bears on the social and economic development of the Metropolitan area.

Cooperation with Other Municipalities

The Authority continued its policy of sharing its parking expertise with other municipalities wishing to be advised on parking matters:

On February 16 - 17 the General Manager met with municipal officials from Bathurst, Fredericton, and Moncton, New Brunswick to discuss the establishment of parking authorities.

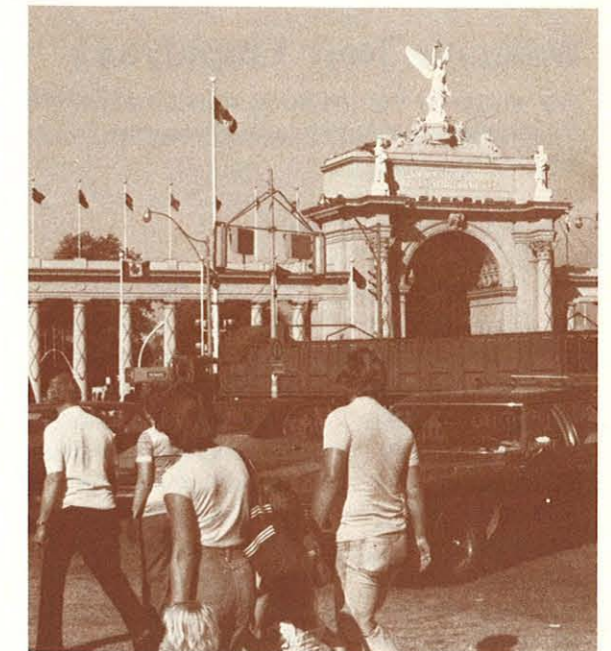
On March 9 - 10 Mr. Al King of Fredericton, New Brunswick visited the Authority to learn about parking authority operations in respect to a possible establishment of a parking authority for his City.

Two municipal officials from Quebec City visited the Authority on September 14 to discuss matters of parking lot design and operation.

On November 19 Mr. Victor Bridle and Mr. John Webster of the City of Kitchener visited the Authority's offices to discuss payment-in-lieu and benefiting assessment procedures, and application of these procedures to the Kitchener situation.

In addition to visits such as those described above, the Authority responds to many telephone and letter enquiries on various aspects of the parking business.

Canadian National Exhibition Assoc.



Peripheral parking area operated by the Authority during the annual Canadian National Exhibition

Together with other municipal agencies the Authority is invited annually to nominate a representative to the Municipal Section of the Canadian National Exhibition Association (CNEA). Commissioner John F. Sherk, the Authority's representative to the CNEA since 1974, was re-appointed in 1981.

The Authority has operated the large peripheral parking areas during the annual Canadian National Exhibition since 1959.

Staff Update

Chairman's Office

In September, Mr. John F. Ellis succeeded Mr. David A.A. Stager as Chairman of the Authority for the ensuing year.

District Managers Appointed

With the reorganization of the Operations Section, covered elsewhere in this report, the following supervisors were appointed District Managers:

North Central District, Mr. Sam Roussos
 South West District, Mr. Emile Zamiara
 South East District, Mr. Art Dawson

Welcome New Employees

We welcome the following new employees to the Administrative staff: Miss Beverley Luckett, Mrs. Kuntie Ramdhin.

...to the Attendants' staff:

Mrs. Donna Baresic	Mr. Tom Manson
Mr. Dave Bellows	Mr. Jim McMahon
Mr. Danny Bobadilla	Mr. Fred McMillan
Mr. Peter Chhina	Mr. Ed McTernan
Mr. Bill DeAngelis	Miss Barbara Mintz
Mr. John Delinis	Mr. Michael Moraites
Mr. Andrew Drummond	Mr. Henry Morgan
Mr. Alton East	Mr. David Neilson
Mr. Iggy Florez	Mr. Bruce Riddell
Mr. Jean-Paul Hamel	Miss Shirley Seaforth
Mr. Jack Leader	Mr. Sukhden Singh
Mrs. Terry MacKenzie	Mr. Paul Tschesnokow
Miss Linda Macumber	
Mrs. Elizabeth Magnaye	

...to the Maintenance staff:

Mr. Michael Bowman
 Mr. Stan Budziak
 Mr. Bill Droulias
 Mr. Jerzy Ejsner
 Mr. Louis Gubas

25 Year Service Awards

During the year two long-service members of the staff appeared before meetings of the Authority to receive awards from the Chairman on achieving 25 years' service.



Peter Keaveny, Operations Manager, (centre) receives his 25-year service award from Chairman Stager, Commissioner Ellis, Commissioner Sherk and General Manager Reginald W. Lewis.

Mr. Peter Keaveny joined the Authority's staff as a Cashier in July 1956 and was promoted to Supervisor in September 1960. Appointed as Administration Manager in March 1969, he served in that position until May 1980 when he was appointed Operations Manager vice Mr. James Thomson who was appointed Special Projects Co-ordinator. In his present position, Mr. Keaveny oversees the day-to-day manning, operations, and maintenance of the Authority's surface carparks and parking garages.

Mr. Eddie Payne joined the Authority's staff in March 1956 and has been employed as a Cashier at a number of the Authority's parking facilities across the City. He is currently employed as Cashier at municipal carpark 70, the former Central Library lot at College and St. George Street. During the presentation ceremony Mr. Payne recalled several amusing anecdotes from the Authority's early days.

Ten Year Employees

Sixteen employees joined the ranks of the ten-year veterans who were entertained at the biennial dinner held this year at the Park Plaza Hotel on the evening of October-14. This brings to 59 the number of employees, including those since retired, who have achieved ten or more years of service with the Authority.

Those receiving the traditional gift from the Chairman, Mr. John F. Ellis, on this occasion were:

Mr. F. (Fred) Allen	Mr. J. (Joe) Rice
Mr. R.J. (Ron) Anderson	Mr. S. (Sam) Roussos
Mr. F. (Frank) Armstrong	Mr. M. (Morris) Rubinoff
Mr. N. (Nisar) Beg	Mr. H. (Herb) Smith
Mr. A. (Alec) Campbell	Mr. J. (Jack) Summers
Mr. A. (Alec) Harper	Mr. S. (Stan) Szczepanowski
Mr. P. (Peter) Kobrynovich	Mr. F. (Felix) Unglik
Mr. T. (Ted) Mate	Mr. E. (Ed) Wagner



Supervisor Alex Harper receives his retirement award from the Authority.

Retirements

Our best wishes go with the following employees who retired during the year under review:

Mr. A. (Alec) Harper
 Mr. C. (Carl) Hurd
 Mr. M. (Mike) Keenash
 Mr. S. (Stanley) Moon
 Mr. S. (Stan) Szczepanowski
 Mr. F. (Felix) Unglik



Carl Hurd and Stanley Szczepanowski receive retirement awards from the Authority.

Deaths

It is with sorrow that we record the death of Mr. J. Conn on January 22, 1981 and Mr. A. DiTomasso on December 23, 1981.



**The Parking
Authority of
Toronto**

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