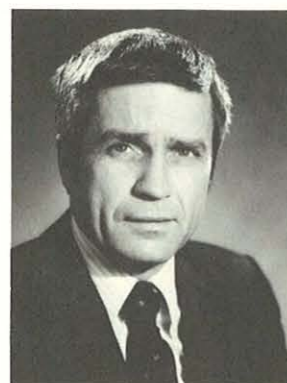


**The Parking Authority
of Toronto**

Annual Report 1979

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Cover Photo: Baldwin St. facade of the Kensington Garage



Chairman
John F. Sherk



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



Commissioner
David A.A. Stager

The Authority - A Brief Description

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

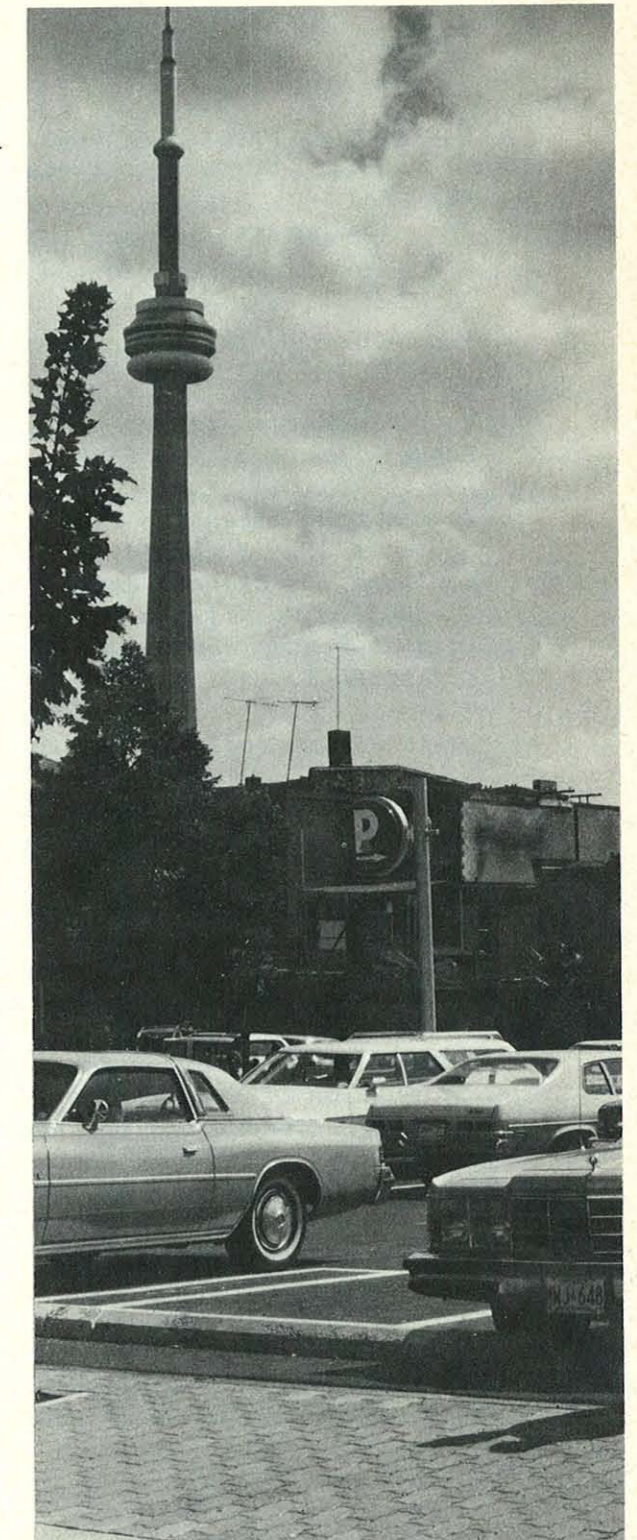
The Authority is responsible for the establishment, operation and management of all municipal off-street parking facilities throughout the City. It also operates carparks on leased lands and manages some carparks on a revenue-sharing or fee basis.

By Legislation, the Authority is required to be financially self-sustaining, and to pay real estate and business taxes, which in 1979 amounted to \$2,179,688.00. 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 by the City Auditor.



General Manager
Reginald W. Lewis



Letter of Transmittal

His Worship Mayor John Sewell, and Members
of the City of Toronto Executive Committee
City Hall
Toronto, Ontario
M5H 2N2

Your Worship, Ladies and Gentlemen:

Your Commissioners are pleased to present for your consideration the 1979 Annual Report of The Parking Authority of Toronto.

I draw your attention firstly to the Financial Statement which is found on pages 12, 13 and 14. In its 27th year of operation, the Authority achieved its highest annual operating surplus of \$4,218,059.00 of which \$1,194,571.00 will be turned over by the Authority to the City's General Fund as rental for City-owned lands on which municipal carparks have been established.

Business and realty taxes for 1979 amounted to \$2,179,688.00.

The Authority operated 15,385 permanent parking spaces on 81 municipal carparks. A detailed breakdown of the types of carparks and methods of operation is found on page 9.

In 1979, three carparks were opened and one carpark closed. Details of these openings and closings are found elsewhere in the report under the heading of Report on Operations.

I also draw your attention to pages 16 and 17 which contain an explanation of two methods of financing municipal carparks: the Payment-in-Lieu procedure and the Benefiting Assessment procedure. These systems of financing municipal carparks are currently under review by the Authority. In this regard, the Authority, in consultation with other interested Departments of the City Government, will be bringing forward recommendations to the City regarding modifications to the present method of calculating payment-in-lieu contributions.

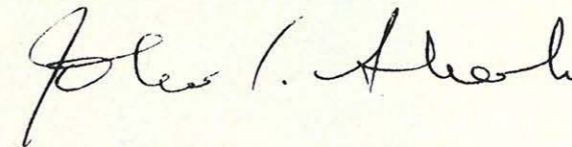
Parking studies consumed a large portion of the staff's time during the year under review, and in the "Looking Ahead" section on page 20, we are forecasting the kinds of studies we expect to undertake in 1980.

The Authority is still of the opinion that there is a requirement for a commuter parking garage to be constructed in the William R. Allen Road right-of-way, adjacent to the Glencairn Subway Station. A joint report of the Toronto Transit Commission and the Metropolitan Toronto Planning Department on this subject is expected shortly and the Authority will await with interest the results of that particular study.

The Authority appreciated the opportunity to meet with the Executive Committee of City Council on April 23, 1979 during which meeting a number of concerns were discussed. Among several items discussed was the future of some of the Bloor-Danforth subway lands being offered for sale by Metro and on which the Authority has established some of its municipal parking facilities.

As in previous years, the Authority wishes to express its thanks to the various individuals and agencies with which it has had dealings over the past year in support of Council policies related to municipal parking.

Yours very truly



John F. Sherk, Chairman.

Current Projects

Chinatown West

During 1979 the Authority has continued to search for ways to increase the municipal parking in Chinatown West. The staff examined possibilities for constructing a garage under Spadina Avenue. This presented problems with respect to entrance-exit locations compatible with the local street system, and locations of underground utilities which would have to be either avoided or relocated. The possibility of extending a planned private underground parking garage below Spadina Avenue was also examined but the cost for the additional spaces was not economically justifiable.

St. Lawrence Project

Plans for the construction of a 1250-space municipal parking garage within the St. Lawrence Project Development were aborted when the developer asked to be relieved of his commitment. Discussions are again underway with officials of the City's Housing Department for structured parking facilities in the St. Lawrence Project area to replace the existing surface spaces operated by the Authority.

Queen/Victoria Garage

In September the Authority decided to study the redevelopment of carpark 26, on Queen Street East, east of Victoria Street. This garage, with 514 spaces, has been in operation since April 1956 and requires considerable annual maintenance. A consultant was engaged to suggest development alternatives for the site which could accommodate other uses together with municipal parking. It is anticipated that redevelopment of the garage will commence in 1981.



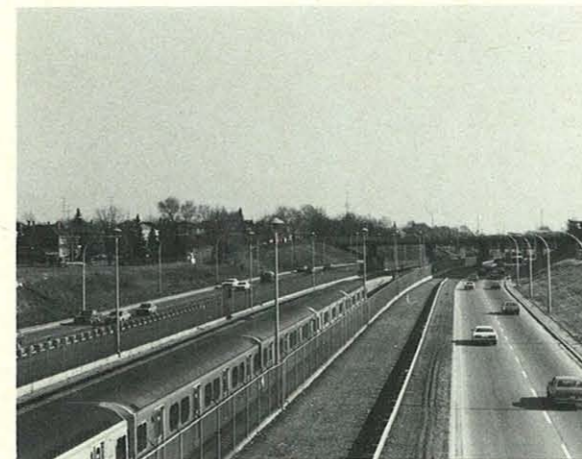
St. Lawrence Housing Project overlooking Municipal Carpark 72



Municipal Carpark 26, south side Queen Street E., at Victoria St.



Municipal Carpark 91 in the Bloor West Village



William R. Allen Rd. and the Spadina Subway

Bloor West Village

In March 1979, the Authority decided to acquire Block W15 of surplus Bloor Street Subway lands (between Windemere and Willard Avenues) to provide municipal parking for the Bloor West Village Area in response to a request from the local business community. The Authority operates three municipal carparks on surplus subway lands in this area; the remaining subway lands are used for parks purposes. A working committee of City officials, businessmen and residents, has been set up to study how these lands can be developed to serve both the business and the residential community.

Harbourfront Parking

Harbourfront did not renew its contract with the Authority for operation of seasonal parking facilities. However, discussions are underway with officials of Harbourfront for the development and operation by the Authority of permanent parking facilities to serve this popular area of the City.

Commuter Parking

A proposal by the Authority for a commuter parking garage of some 1,200 spaces to be constructed at the Glencairn Station on the Spadina Rapid Transit line remains under active consideration by the Authority and officials of the Metropolitan Corporation and the T.T.C.. A decision on this matter is expected to be taken during 1980.

At the same time the Authority is continuing its negotiations to acquire the surplus Metropolitan lands at the junction of the William R. Allen Road and Eglinton Avenue West for municipal parking purposes.

Report on Operations

Openings and Closings

On January 15, 1979, carpark 131 was opened at the north-west corner of Eglinton Avenue West and Hilltop Road. This new surface facility has 29 metered spaces and serves the short-stay parkers using the commercial and retail strip west of Bathurst Street.

This carpark was financed on a benefiting assessment basis, whereby part of the capital cost is met by the business property owners located in the vicinity of the carpark.

The Kensington Garage, with 296-parking spaces was opened on June 13, 1979 on the site of a former surface municipal carpark. The garage was soon operating at a record six-times turnover on the busy market days. Although this garage is constructed so that it can be enlarged in the future, there is an inability of the present local street system to accommodate the traffic generated by market activities.



Official opening of Holly Park Place L. to R. Alderman June Rowlands, Housing Commissioner Barry Rose, Chairman John F. Ellis (centre), Alderman Anne Johnston

Municipal carpark 29, south of Eglinton Avenue West on the east side of Holly Street was reopened on March 1, 1979, as a 460-space 5 level garage, a joint venture between the Authority and the City's Housing Department. The structure includes town-houses, as well as an apartment tower. The official opening ceremony of Holly Park Place, as this complex is known, took place June 17, 1979 in the urban park on the roof of the parking structure. Officiating on this occasion was the Authority's Chairman John F. Ellis; Executive Alderman June Rowlands representing Mayor John Sewell; Executive Alderman Anne Johnston; and Mr. Barry Rose, the City's Housing Commissioner.

The Authority ceased operation of carpark 118 at Queen Street East and Coxwell Avenue on August 31, 1979 when the Metropolitan Corporation sold this site to a private developer.



Mr. Carl Walker addressing the O.T.C. Parking Workshop



Kensington Garage, St. Andrew St., W. of Spadina Ave.



O.T.C. Parking Workshop

The Authority organized and hosted the 1979 Parking Workshop of the Ontario Traffic Conference at the Park Plaza Hotel, November 25-27, 1979.

Among the topics addressed at the workshop were:

- How to Conduct Your Own Parking Studies and Analyses
- Funding Municipal Parking Facilities.
- Concrete Slab Deterioration
- Design of Durable Parking Facilities
- Municipal Parking Facilities in Multiple-Use Developments.

The Annual Parking Workshop provides a forum for the delegates of the cities and towns in Ontario to assemble and exchange information, ideas, and methods and relate these to their own parking programmes.

I.M.P.C. Workshop

The 25th annual Institutional and Municipal Parking Congress Workshop and Trade Show was held on April 8 - 11, 1979 in Hollywood, Florida. At the April 10th Annual Business Meeting, the Authority's General Manager was elected President of the I.M.P.C. for the year 1979 - 1980. The Authority has been a member of the organization since its inception in 1956.

Municipal Carpark 131, N.W. cor. Eglinton Ave. W. and Hilltop Road.

Reconstruction

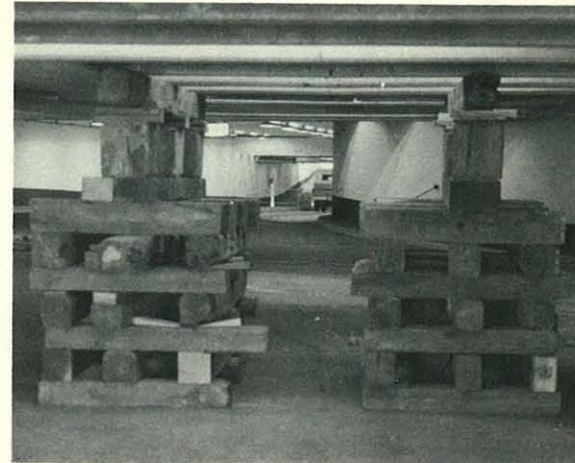
In July, the Queen Street West and the Chestnut Street ramps to municipal carpark 36, the Nathan Phillips Square Underground Garage were closed because of the deterioration of the entrance structure brought about by design failure. Work was begun almost immediately to rectify the problem and reconstruct the entrance. This has had a serious temporary effect on the garage both operationally and economically.

Surplus Subway Lands

In January, the Authority was advised by the Metropolitan Property Department that it was planning to dispose of its surplus lands along the Bloor-Danforth Subway Line. The Authority operates carparks on some of these lands, generally serving the commercial strips in which they are located and in some cases serving subway users along the Bloor-Danforth Subway Line. The lands are leased from the Metropolitan Corporation for a nominal annual fee on thirty days' notice to vacate.

The Authority therefore decided that it should purchase these lands and has made an offer to the Metropolitan Corporation. The year closed without a decision on the disposal of these properties, but the Authority continues to operate its municipal carparks located on these lands within the terms of the existing leases.

The loss of these municipal parking facilities would create a considerable parking shortage in the commercial areas which these lots serve. Also increased would be the parking problem on the residential streets around the subway stations.



(Queen St. entrance)



Removal of landscaping above Queen St. entrance



Municipal Carpark 85, located on Bloor-Danforth surplus subway lands.

Types of Carparks

Carparks can be operated in a number of different ways. The very busy, high-turnover carparks require parking attendants for control purposes; meters are used at neighbourhood carparks, for example, where parking activity is not as intense; and ticket-issuing machines are installed where meters are either not practical or financially feasible.

Different types of operation can be combined to meet a particular parking situation. For example, the large commuter carparks at the east and west terminals of the Bloor-Danforth subway line requires attendants only for the first few hours of intense parking activity in the morning, then a ticket-issuing machine can take over for the remainder of the day at a considerable saving in operating expense.

Type of Operation	Number of Spaces	% of Spaces
Manned	11,091	72.09
Metered	1,247	8.11
Machine	1,659	10.78
Combined Manned & Machine	982	6.38
Combined Meter & Machine	367	2.39
Monthly	39	0.25
Total	15,385	100

Types of Carpark Operation

The Authority provides carparks for the following purposes:

1. to serve short-term parkers in the downtown core and the midtown area;
2. to serve all-day parkers on the downtown fringe and at public transit stations including the east and west subway terminals;
3. to serve neighbourhood commercial/residential areas.

In 1979 the distribution of spaces by type of area served was as follows:

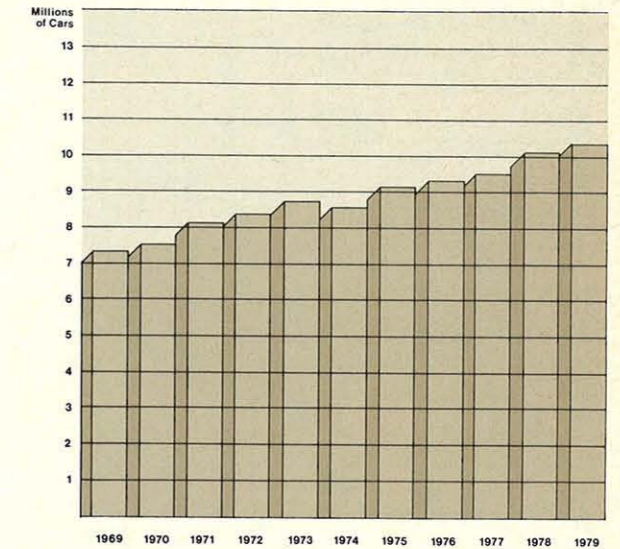
Carparks Serving	Number of Spaces	% of Spaces
Downtown Core	3,038	19.75
Downtown Fringe	2,624	17.06
Midtown	1,750	11.37
Uptown	1,699	11.04
Neighbourhood Commercial/Residential	2,866	18.63
Transit/Commuter	3,369	21.90
Special Use	39	0.25
Total Spaces	15,385	100
Total Carparks	81	

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	162
14	King St. E. of Church	21
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. of Bay	89
34	Dundas Sq.-Victoria St.	57
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	568
44	Fuller Ave. N. of Queen	53

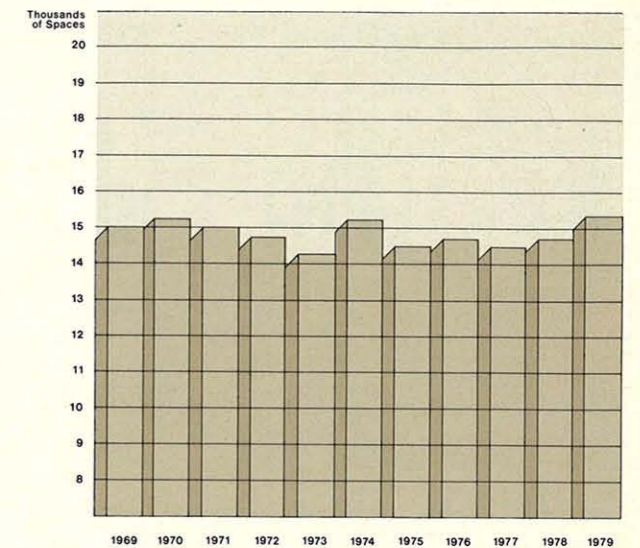
No.	Location	Cap.
45	Broadview Ave. N. of Queen	92
47	Burnaby Blvd., W. of Castleknock	174
48	Lee Ave., S. of Queen	68
49	Roehampton Ave., E. of Yonge	125
51	Lippincott St., S. of Bloor	147
52	University Ave. Garage	323
53	Walnut Ave., S. of Richmond	150
55	Bedford Pk. Ave., W. of Yonge	45
58	Bedford 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	448
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

No.	Location	Cap.
91	Armada Ave., N. of Bloor	144
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	1334
100	Warden Ave., S. of St. Clair	152
101	Cordova Ave., W. of Islington	438
102	Lomand 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	216
109	Aberdeen Ave., W. of Parliament	38
110	Danforth Ave., E. of Coxwell	25
111	Clinton St., N. of College	73
116	Kennedy Ave.-Glendonwynne 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	Pape Ave.-Danforth Ave.	14

Cars Parked

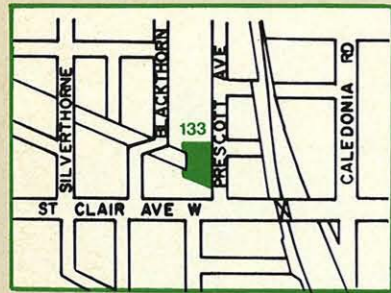


Parking Inventory

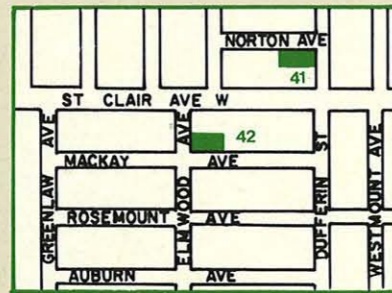


Municipal Carpark Throughout Toronto

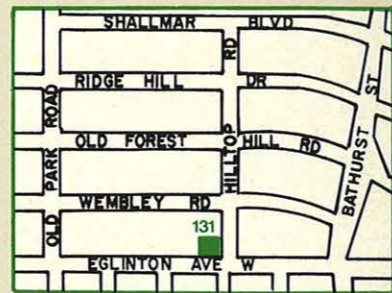
St. Clair-Lansdowne **A**



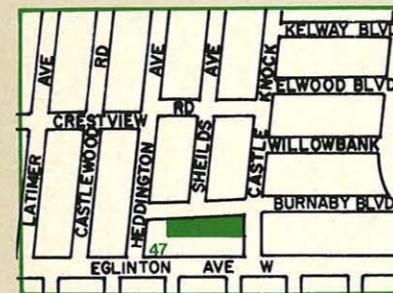
St. Clair-Dufferin **B**



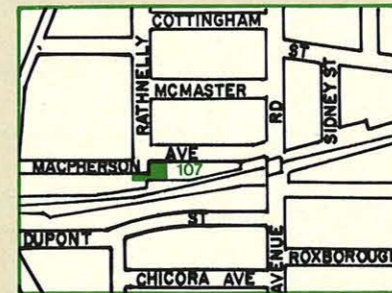
Eglinton-Bathurst **C**



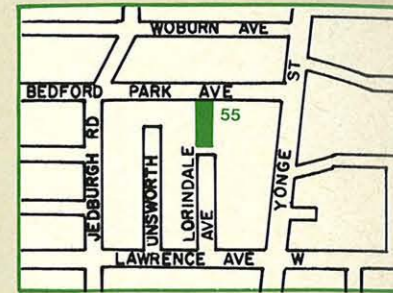
Eglinton-Avenue Rd. **D**



Avenue Rd-McPherson **E**



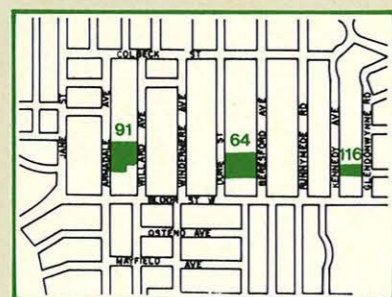
Yonge-Lawrence **F**



Bloor-Islington **J**



Bloor-Runnymede **K**



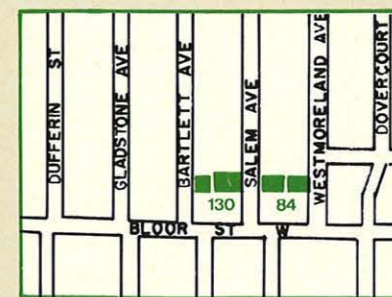
Bloor-Keele **L**



Bloor-Lansdowne **M**



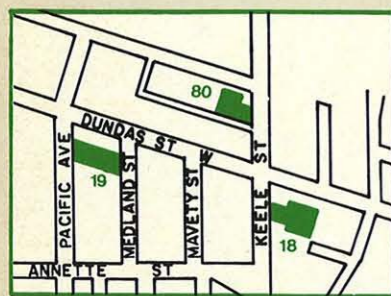
Bloor-Dufferin **N**



Bloor-Ossington **O**



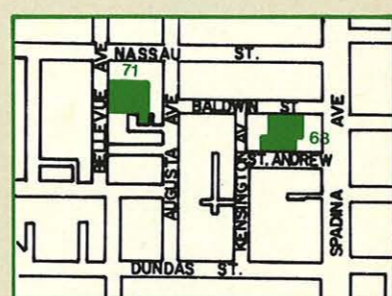
Dundas-Keele **S**



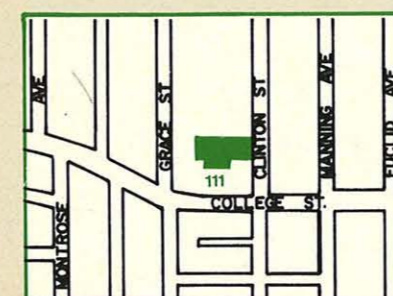
Adelaide-Strachan **T**



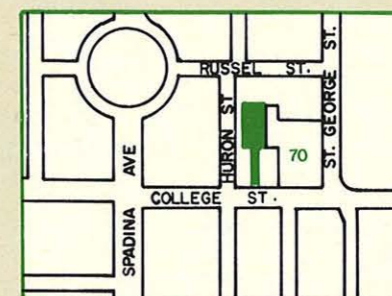
Spadina-Dundas **U**



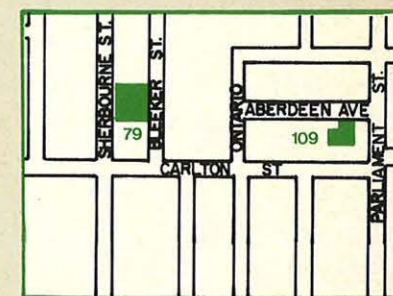
College-Clinton **V**



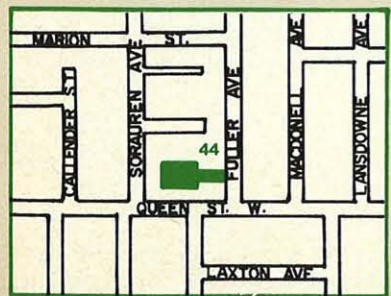
College-St. George **W**



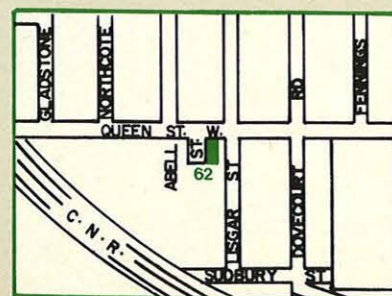
Carlton-Parliament **X**



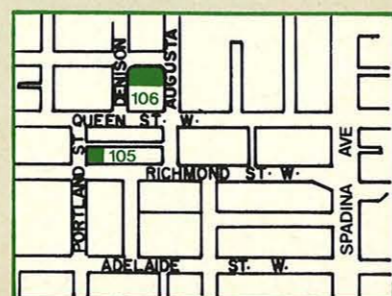
Queen-Lansdowne **b**



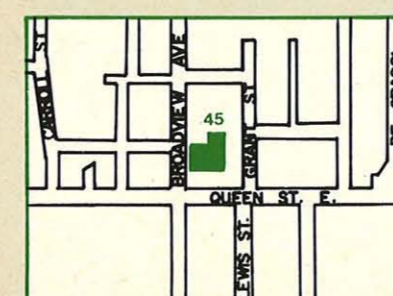
Queen-Dovercourt **c**



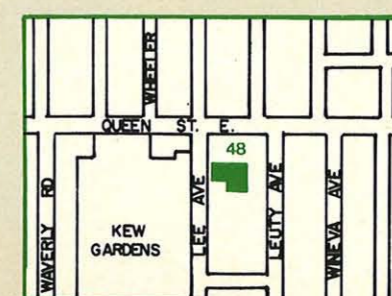
Queen-Spadina **d**



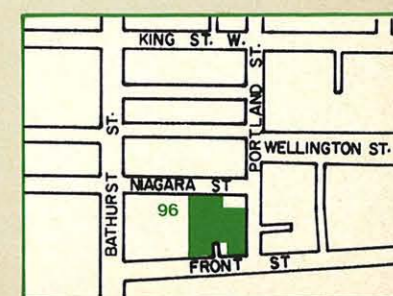
Queen-Broadview **e**



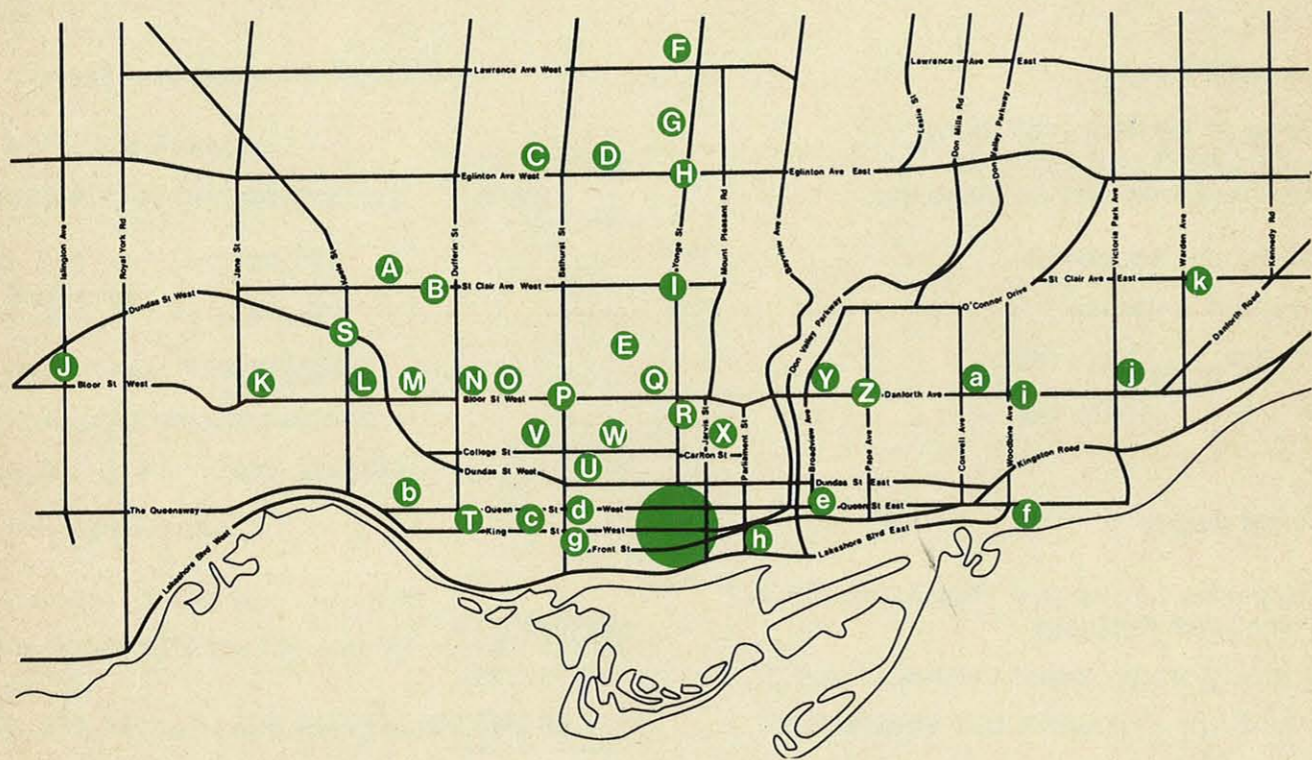
Queen-Woodbine **f**



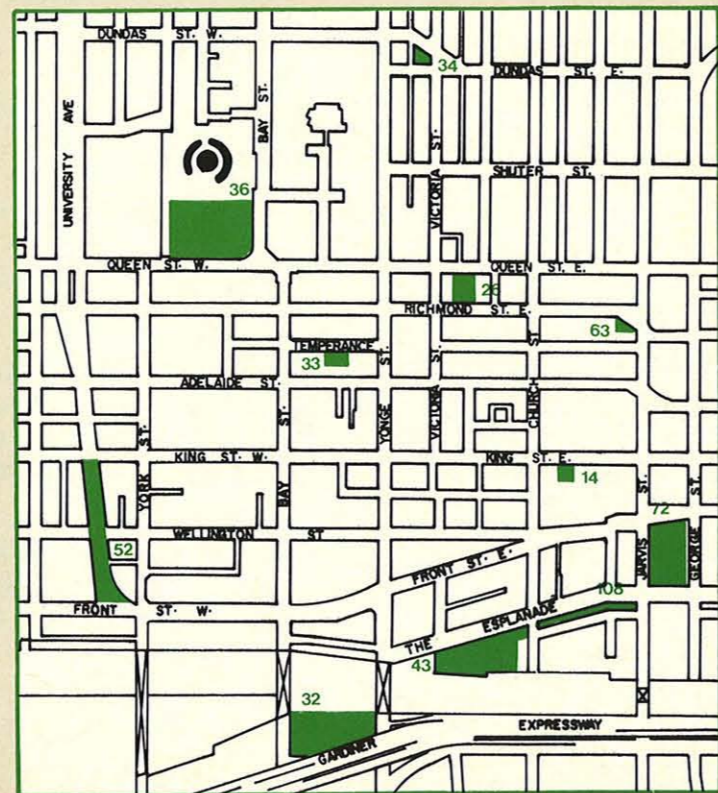
Front-Bathurst **g**



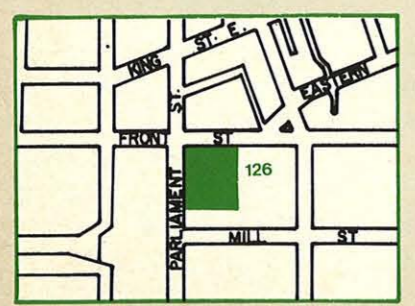
Cap.
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Downtown



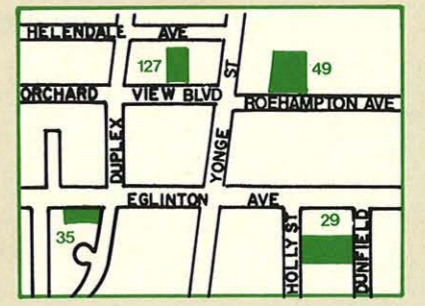
Front-Parliament h



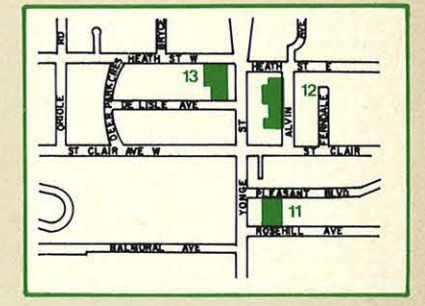
Yonge-Castlefield G



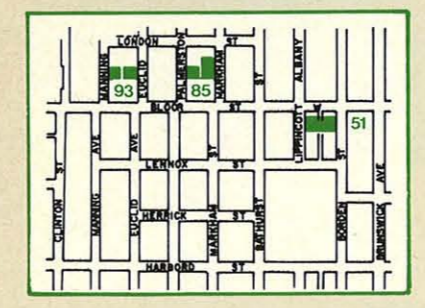
Yonge-Eglinton H



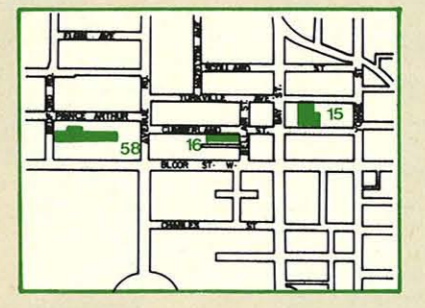
Yonge-St. Clair I



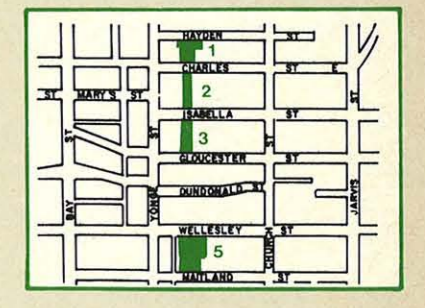
Bloor-Bathurst P



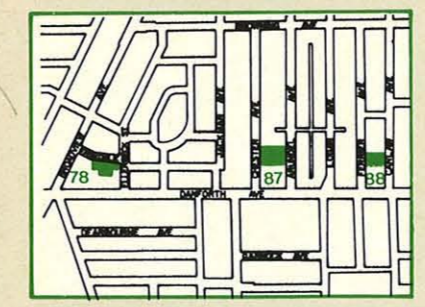
Bloor-Bay Q



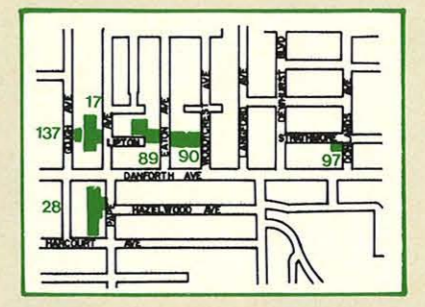
Bloor-Yonge R



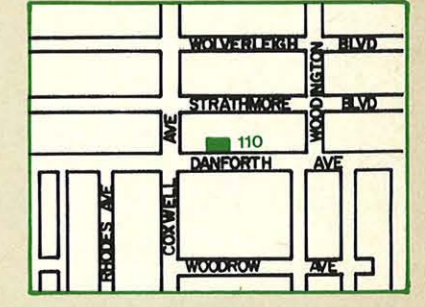
Danforth-Broadview Y



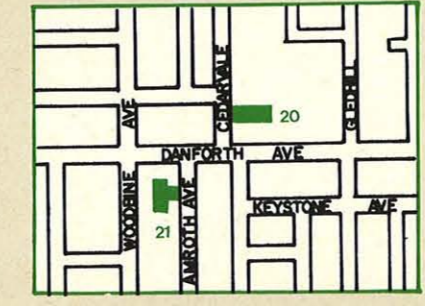
Danforth-Pape Z



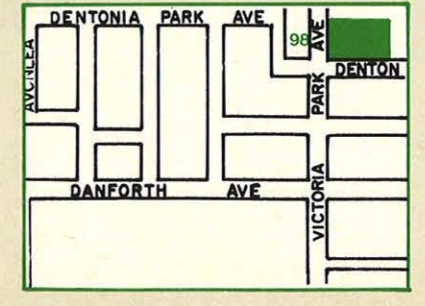
Danforth-Coxwell a



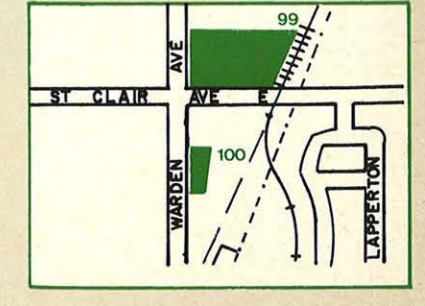
Danforth-Woodbine i



Danforth-Victoria Pk. j



Warden-St. Clair k



Financial Statements - Assets

	1979	1978
Current Assets		
Cash in bank and on hand including Term Deposits	\$10,493,342	
Accrued Interest on Deposits	44,554	\$ 7,970,862
	<u>\$10,537,896</u>	
Accounts Receivable	275,429	217,141
Prepaid Expense	42,622	35,558
Inventories	60,713	85,259
	<u>\$10,916,660</u>	<u>\$ 8,308,820</u>
Fixed Assets		
Carparks-Lands and improvements Completed Projects	\$24,062,724	
Projects under construction	7,392,294	
Furniture, Fixtures and equipment	847,957	31,441,403
	<u>32,302,975</u>	
Proceeds from sale of debentures held by the City	257,680	257,680
Proceeds from sale of property held by the City	188,339	192,930
	<u>\$43,665,654</u>	<u>\$40,200,833</u>

Auditor's Opinion

I have examined the Balance Sheet of the Parking Authority of Toronto as at December 31, 1979 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, 1979 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 3, 1980

J. Rabinowitz, C.A.
City Auditor.

Liabilities

	1979	1978
Current and Accrued Liabilities		
Accounts Payable	\$ 725,609	\$ 974,152
Deferred Revenue	21,902	19,134
Reserves		
Employees' Sick Credits	351,530	306,334
Sinking Fund Surpluses	503,013	277,140
Current Surplus		
Balance December 31, 1978	\$ 6,732,060	
Payment to City for use of certain lands in 1978	(1,194,571)	
Provision for capital expenditures in 1979	(503,182)	
Net Revenue in 1979 from Village Arcade Mall operation, applied against balance of 1976 start-up expenditures of \$79,844	62,240	
Profit for the year 1979 (\$1,194,571 of which is payable to the City of Toronto)	4,218,059	9,314,606
	<u>\$10,916,660</u>	<u>\$ 8,308,820</u>
Capital Liabilities		
City of Toronto - Funds advanced pending the issue of debentures	3,373	121,919
Debenture Debt: Issued	\$14,557,807	
Less:-Redeemed to December 31, 1979	(6,306,692)	
-Sinking Fund Investment as at December 31, 1979	(5,952,447)	2,697,903
	<u>2,298,668</u>	<u>2,697,903</u>
Capital Surplus	30,446,953	29,072,191
	<u>\$43,665,654</u>	<u>\$40,200,833</u>

Statement of Revenue and Expenditure

for the year ended December 31, 1979

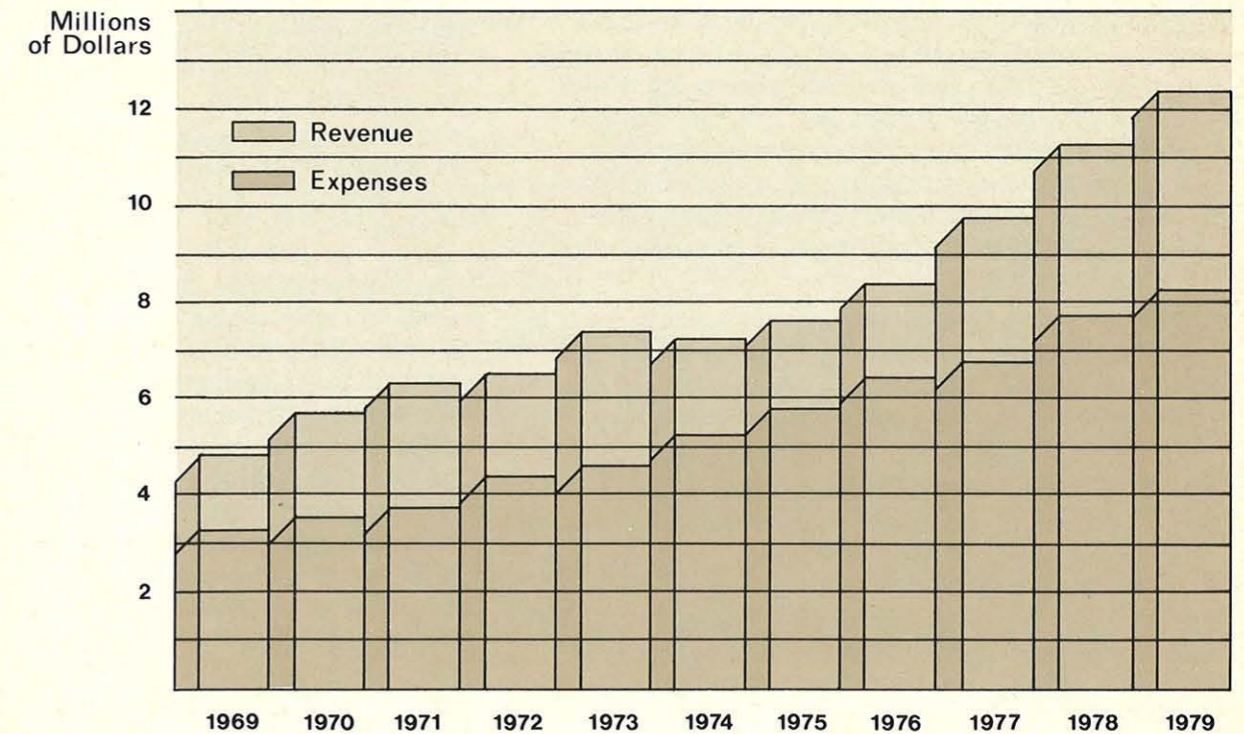
	1979	1978
Parking Revenue	\$11,328,257	\$10,416,237
Parking Area Expenses	<u>7,118,567</u>	<u>(6,714,966)</u>
	\$ 4,209,690	\$ 3,701,271
Sundry Revenue	<u>1,050,944</u>	<u>612,314</u>
	\$ 5,260,634	\$ 4,313,585
Administration Expenses		
Salaries and wages	\$ 517,128	\$ 463,701
Utilities, Heat & Taxes	108,052	90,226
Maintenance	10,860	10,838
Postage, stationery & office supplies	19,785	15,180
Drafting Supplies, etc	2,277	2,685
General expense (incl. Special Surveys)	168,985	60,361
Travelling and Conference Expenses	16,218	16,129
Employee Benefit Plans	124,191	100,018
Honoraria	16,149	12,720
Legal	1,052	63,223
Advertising	10,206	11,129
Lease of Equipment	41,252	29,914
Furniture and Equipment	<u>3,163</u>	<u>6,802</u>
	\$ 1,039,318	\$ 882,926
Direct Operating Surplus	\$ 4,221,316	\$ 3,430,659
Debt Charges		
Debenture Debt Charges	\$ --	
Exchange	<u>14,373</u>	
	\$ 14,373	
Less: Interest on funds advanced to City	11,116	(3,257) 1,621
	\$ 4,218,059	\$ 3,432,280

Note: 1979 Debenture Debt Charges, totalling \$800,664 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.

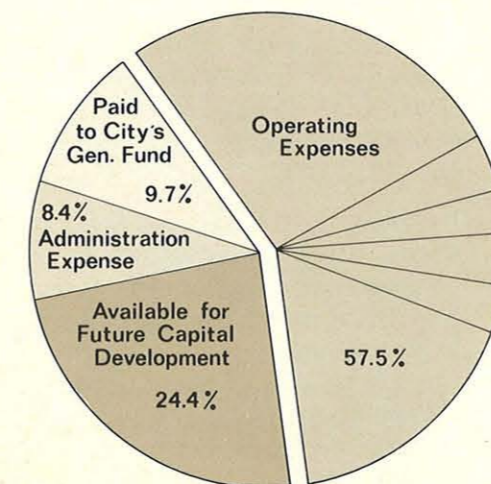
This is the Statement of Revenue and Expenditure referred to in my Certificate dated March 3, 1980 appended to the Balance Sheet of the Parking Authority of Toronto.

J. Rabinowitz, C.A.
City Auditor.

Revenue and Expenses



Distribution of the Income Dollar



wages	26.5%
snow removal, equipment, insurance	3.9%
water, light, heat	3.0%
rent	3.7%
maintenance	3.4%
taxes	17.0%

Funding Off-Street Parking

Payment-in-Lieu

In the early 1960s the Authority recognized that a major problem facing a developer was to find an economic method for providing parking required under the zoning by-law. Moreover, some parking to be provided by the developer might be located where it would not be conducive to good City development and would also interfere with the orderly movement of traffic.

If developers were permitted to make a payment into a special fund in-lieu of providing some, or all, of the parking required under the zoning by-law, then the revenue accruing to this special fund could be used to provide off-street parking facilities on a coordinated centralized basis, as opposed to a number of small scattered facilities adding further to congested traffic flow.

The Authority developed a formula which takes into account varying land costs and construction costs of parking structures. The land value factor is based on an estimate obtained from the City Property Department, and the construction cost factor is calculated by using actual expenditures adjusted by the current Canadata Construction Cost Index.

Under this arrangement, even though developers make a capital contribution to the off-street parking fund, they have no interest in municipal parking facilities other than they are relieved from providing parking under the zoning by-law. Tenants and customers pay the going parking rate and park their cars on the same basis as any other member of the public. Because the de-

veloper has no equity in municipal parking facilities, the City has agreed to accept 50% of the costs of providing the required parking.

The legislation for making a payment-in-lieu of providing parking is contained in Chapter 189 of the City of Toronto Act, as amended, which requires each application to be approved by the Ontario Municipal Board.

In practice, the developer makes an application to the Committee on Buildings and Development and that Committee requires the Parking Authority to report on the developer's application. In its report to the Committee on Buildings and Development, the Authority includes the calculation of the payment-in-lieu, and a recommendation as to whether the payment should be accepted from the developer. This recommendation is based on whether the Authority has a municipal parking facility in the vicinity of the proposed development or whether a municipal parking facility is planned for that area.

Events have proved the success of the payment-in-lieu formula. Developments that might have been stalled on the parking question have gone ahead, and the Authority has developed, and is developing, off-street municipal parking facilities to serve a wide range of land uses throughout the City.

However, the Authority has recognized that the existing formula for payment-in-lieu could be considered inequitable because of the wide range of land uses requiring parking, not all of which are located in areas where the Authority would consider building a parking garage. The Authority now has under study a

report it commissioned to review the existing funding procedure and to develop a more flexible and equitable approach to funding municipal off-street parking facilities when and where needed.

Benefiting Assessment

When the Authority determines that there is a substantial demand for municipal parking service, but that a proposed municipal carpark established to meet that demand would likely incur a deficit, the Authority may recommend that a carpark be constructed under the Benefiting Assessment legislation. The enabling legislation for levying a portion of the construction cost against benefiting properties in a defined area is contained in Section 4 of the City of Toronto Act, 1960-1961 as amended.

While the Authority may recommend that a municipal carpark be established under the Benefiting Assessment legislation, the decision to do so rests with City Council.

The enabling legislation is silent on zoning considerations but it is the Authority's policy to exclude residentially-zoned properties from its calculations, and to include only the benefiting properties located in the commercial strip the carpark will serve.

The formula for calculating the division of costs between benefiting property owners and the Parking Authority takes into consideration the estimated profit or loss position, and the costs of amortizing development and land acquisition costs.

Based on the assumption that properties located closest to the site of the proposed carpark will benefit more than those properties located at a distance from it, the Authority calculates a graded assessment per foot-front based on distance from the carpark site. The amount of the special tax assessment to be paid by individual property owners depends upon the frontage of the property and the proximity to the carpark.

The special tax assessment is usually calculated to be paid over a period of 15 years, although there is a provision in the legislation for the commutation of the amount of special tax if an individual wishes to pay a lump sum amount.

The original Kensington Market carparks were built under the benefiting assessment legislation, as were municipal carparks 41 and 42 in the Dufferin/St. Clair area and municipal carpark 131 at Eglinton Avenue West and Hilltop Road. A proposal to construct a municipal carpark at the south-east corner of Spadina Road and Thelma Avenue in the Forest Hill Village commercial strip is under active consideration at this time. The cost of constructing a parking garage under Spadina Avenue to serve the Chinatown West area was calculated on a shared-cost basis and the resulting cost to the surrounding property owners was such that it has resulted in a negative response from them at this time.

Staff Update

Congratulations to the following members of the Operating Staff on their promotion to Supervisor:

Mr. William Martin
Mr. Americo Santos

We welcome the following new employees to the Operating Staff as cashiers:

Mr. Paul Stephen
Mr. Robert Murphy
Mr. Kenneth Ramsay
Mr. Donald Jung
Ms. Gladys Fernandez
Mr. Marek Piekarczywski
Mr. Lexton Smith
Mr. Paul Mattachioni
Mr. Leonard Martin
Mr. Nicolae Iordache
Mr. Ian Alleyne
Mr. Frank Lee
Mr. Herbert Sharp
Mr. James Stephen
Mr. Paul Blaney
Mr. Carl Tander
Mr. Arthur Connolly
Mr. Joseph Mattachioni
Mr. Georgios Sellis
Mr. Robert Bridgeo
Mr. Irwin Marcus
Mr. Nick Nicolaou
Mr. Scott Selby
Mr. Octavio Costa

... and to the Maintenance Staff:

Mr. Erni Arvinen
Mr. Bruce Hartlen
Mr. Zekilis Hadjiapostoli
Mr. Anthony DiTomasso
Ms. Alexandra Goldshmidt
Mr. Hugh Hanlon
Mr. Rocco Plantamura
Mr. John Fritz
Mr. Andreas Makridea
Mr. Michael Scheibli
Mr. David Rahim

Mr. Ronald MacKay
Mr. Christopher Wheeler

... and to the Administrative Staff

Mrs. Marcy Bandlé

Our very best wishes to the following members who left on retirement in 1979:

Mr. Leslie Nevin - Supervisor
January 1955-May 1979

Mr. John McQueston-Attendant
July 1958-September 1979

Mr. Henry Brendel-Attendant
September 1964-January 1979

Mr. Peter Hamon-Attendant
September 1964-January 1979

Mr. Zygmunt Krajewski-Attendant
April 1969-May 1979

Mr. Morris Rubinoff-Attendant
February 1970-January 1979

Mr. Benjamin Jones-Attendant
October 1970-March 1979

Mr. Alfred Ebbs-Maintenance
November 1962-March 1979

Mr. Donald Irving-Maintenance
September 1974-October 1979

It is with deep regret that we record the death of the following employees:

Mr. George Lawrence, an Attendant who commenced his employment with the Authority in December 1960, died on December 27, 1979.

Mr. Bedford (Scotty) MacAngus, a member of the Maintenance Staff since February 1969, died on November 13, 1979.

Mr. Perry Thompson, a member of the Maintenance Staff since July 1975, died on February 4, 1979.

Three Generations

When brothers Paul and Joseph Mattachioni joined the Authority in April and September respectively, they secured a niche for themselves and the Mattachioni family in the history of the Parking Authority. They represent the third generation of the family to have served with the Authority. Mr. A. (Gus) Mattachioni, the grandfather, joined the Authority in July 1958, retired from full-time service in 1978, but continues to work on a part-time basis. Gus' son John worked summers while a student, and his son Laurie, father of Paul and John, worked full-time. So congratulations to our first three-generation family—the Mattachioni's—grandfather Gus, sons John and Laurie, and grandsons Paul and Joseph.



Mr. "Scotty" McAngus



Supervisor Sam Roussos consults with cashier Louis Morales at Carpark 36



Supervisor Leslie Nevin (centre), who retired in June having served with the Authority since January 1955.



Mr. Frank Armstrong of the Operations Manager's staff.

Looking Ahead

In the 1980s the eastern fringe of downtown Toronto, the St. Lawrence Neighbourhood, and Harbourfront will be the focus for the Authority's Planning Staff. Parking spaces in this area of the City are used primarily by those people who have downtown destinations. In the near future, a growing, locally-based residential/commercial community will compete for space. A classic urban planning dilemma results; on the one hand, a zone of transition, dominated by surface carparks which serve the vital commercial heart of Metro Toronto and on the other hand, the same area is viewed as a prime local development area.

The downtown-bound commuter will be faced with the problem of either searching for another parking space elsewhere in the fringe, which puts the same kinds of pressure on that area or is faced with critically examining his choice of travel mode.

The local development area will require an environment conducive to living, that is without thousands of cars inundating the neighbourhood in the morning and evening rush hours. But it will also have to face the reality of being within five minutes of the financial/commercial heart of the City.

The second major issue in the 1980s is the question of park-and-ride facilities. The Authority became involved with the "Metro/TTC Transit Policy Committee" in the summer of 1979. This committee brought together transportation experts from the Provincial, metro and City levels. The City of Toronto Membership was comprised of staff from the Department of Public Works, the Department

of Planning and Development and the Parking Authority.

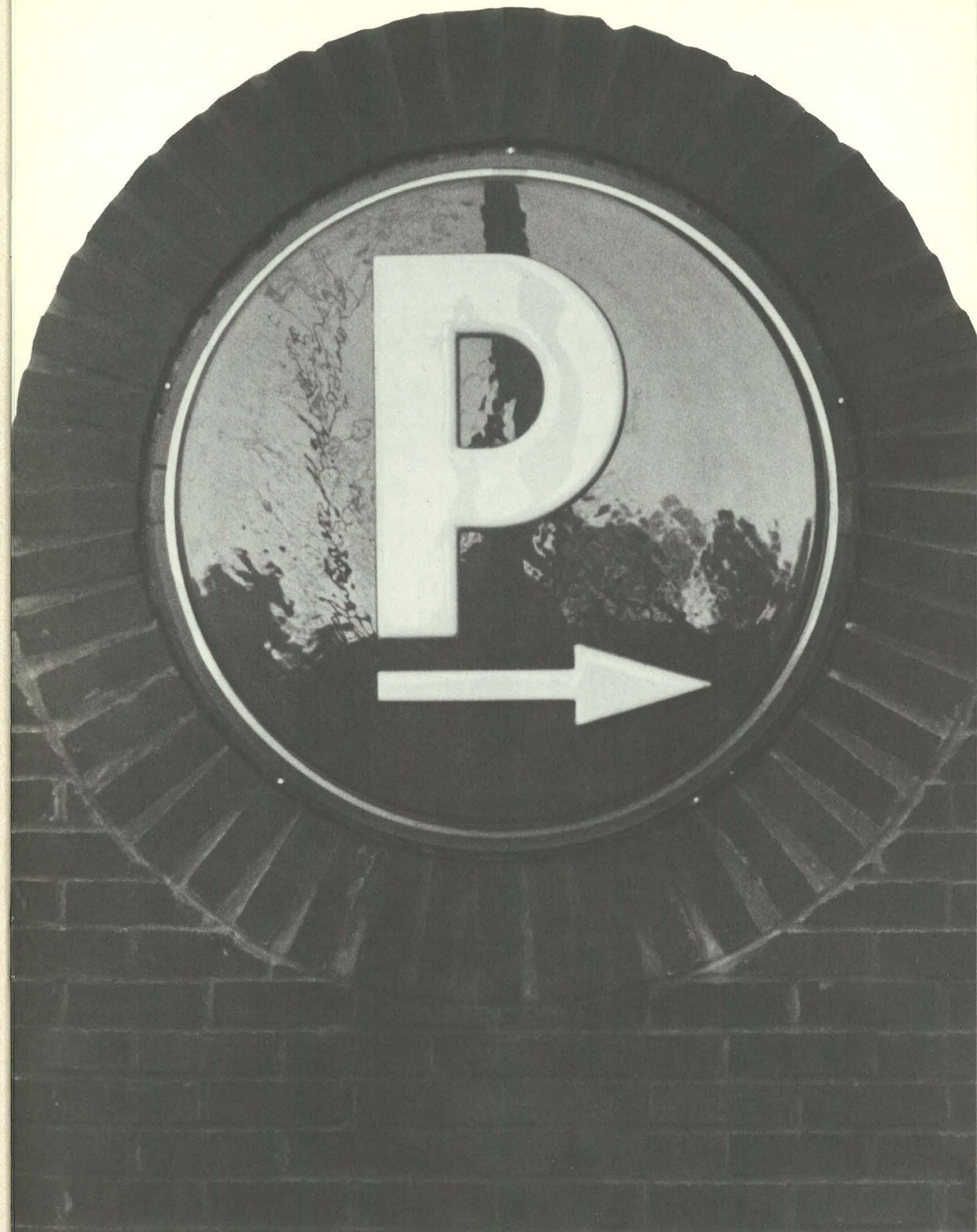
Commuter-related parking was analyzed and discussed and final recommendations were drafted; with the following ones of prime interest:

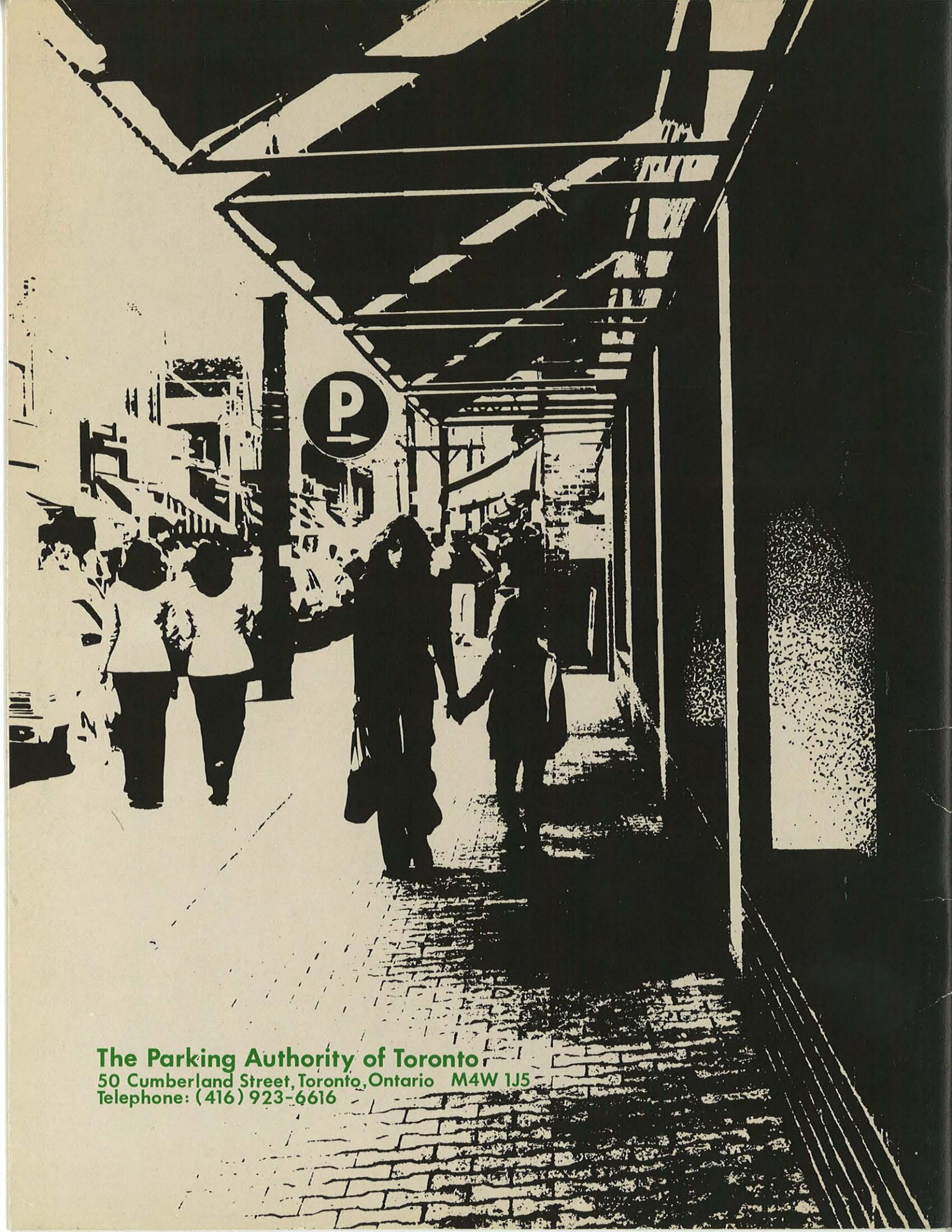
- a) There is a substantial unsatisfied demand for transit-related parking.
- b) The committed and proposed programme for the expansion of the commuter parking supply will be adequate to meet the expected demand at least to the early 1980s. Planning for facilities to meet the demand beyond that point in time should begin now.

The Authority also continues to advocate the construction of structured parking facilities along the Spadina Subway south of Highway 401.

The Authority has continued to argue that in most cases surface commuter carparks are an inefficient use of valuable land. A greater amount of revenue could be realized in many cases if parking structures were built and the air rights of these structures sold to developers.

The Authority's Planning section, in concert with other City Departments, is moving towards a system where planning information, such as floor space, existing and future parking inventory, can be made readily available from a computer terminal. With existing and future computer programs, it is hoped to speed up and further refine the parking study process.





The Parking Authority of Toronto
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