
The Parking Authority of Toronto Annual Report 1984



City Council

MAYOR

Arthur C. Eggleton

EXECUTIVE COMMITTEE

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

ALDERMEN

Ward 1

Derwyn Shea
William Boytchuk

Ward 2

Ben Grys
Chris Korwin-Kuczynski

Ward 3

Richard Gilbert
Joseph J. Piccininni

Ward 4

Tony O'Donohue
Joe Pantalone

Ward 5

Ying Hope
Ron Kanter

Ward 6

Jack Layton
Dale Martin

Ward 7

Joanne Campbell
David Reville

Ward 8

Frederick J. Beavis
Tom Clifford

Ward 9

Tom Jakobek
Dorothy Thomas

Ward 10

June Rowlands
Michael Walker

Ward 11

Anne Johnston
Michael Gee

Cover Photo: Part of the extensive landscaping treatment of the Bloor Street addition to the Bedford Road carpark.

Printed and designed at University of Toronto Press

The Parking Authority of Toronto



John F. Sherk, *Commissioner*

GERALD CAMPBELL STUDIOS



David A.A. Stager, *Commissioner*

GERALD CAMPBELL STUDIOS



John F. Ellis, *Commissioner*
(Died 31 October 1984)

CAYOUK PORTRAITS



Laura Legge, *Commissioner*
(Appointed 10 December 1984)

ASHLEY AND CRIPPEN



Reginald W. Lewis, *General Manager*

KEN BELL

OFFICIALS

Reginald W. Lewis, *General Manager*
Maurice J. Anderson, *Comptroller*
Gabriel Mullan, *Manager Design,
Development and Planning*
Peter Keaveny, *Operations Manager*

The Parking Authority of Toronto was established in 1952 by a City of Toronto by-law under enabling legislation from the Province.

Its mandate includes:

- the construction, maintenance, control, operation, and management of all municipal off-street parking facilities,
- the operation of carparks on leased property and management of some facilities on a revenue-sharing or fee basis
- the requirement to be financially self-sustaining and to pay real estate and business taxes
- the provision that the City of Toronto hold title to all the Authority's lands and buildings, including those purchased with funds earned or borrowed by the Authority
- the requirement to make an annual report to City Council and to have its financial statements examined by the City Auditor.

During its 32 years of operation the Authority has grown to a staff of 325 persons, operating 80 surface lots and 8 garages.

Chairman's Message

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

Dear Alderman Boytchuk:

Your commissioners are pleased to present to your committee the annual report of The Parking Authority of Toronto for 1984.

During 1984 the Authority parked more than 11.3 million cars on 14,160 parking spaces located in 80 surface carparks and 8 parking garages. The Authority generated revenue of \$22,427,261 and paid expenses of \$16,413,538. Expenses included \$3,599,376 in business and realty taxes and \$2,253,349 for the rental of City-owned lands used by the Authority for municipal parking. The Authority retained \$6,013,723 for the further development of Toronto's off-street parking program.

The year 1984 saw continued growth in the Authority's parking facilities, with the addition of six new carparks and the extension of two others. The major repair of the Nathan Phillips Square Underground Garage continued on schedule, as did the Authority's landscaping program begun in 1982.

With this year's report we introduce a new "feature" section, which we hope will provide your committee with informative insights into the Authority's day-to-day operations. Each year, this section will look at a particular Authority department or activity. This year's feature explains how parking studies are initiated, carried out, and reported.

The financial statements included in this report demonstrate that the Authority has continued to operate in accordance with its mandate to be self-sufficient, and is doing so with economic efficiency.

During the year, the General Manager accepted additional civic responsibilities associated with the 150th anniversary of the City, and the visit of the Queen. The Authority arranged release time for the General Manager to serve as President of the Toronto Sesquicentennial Board and as Chairman of the Royal Visit Committee for the City. We were also pleased to assist the Papal Secretariat with advice on parking and revenue control procedure related to transportation arrangements for the Papal Visit.

A proposal initiated by the Authority led to the formation of the Canadian Parking Association in October 1984 when the Parking Authority of the City of Thunder Bay organized the initial meeting of the Association. The Comptroller was elected Treasurer. The Authority will host the Association's first workshop and trade show in October 1985.

It is with great sadness that we report the passing of John F. Ellis, who at the time of his death on October 31 was the Chairman of the Authority. Mr. Ellis was one of the three original commissioners appointed by City Council when the Parking Authority was founded in 1952, and had served the Authority continuously since that time.

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



John F. Sherk,
Chairman

In Memoriam *John F. Ellis MBE*



John Firstbrook Ellis died on October 31, 1984. His passing brought to an end a remarkable thirty-two years of continuous service as a commissioner of The Parking Authority of Toronto.

As one of the three original commissioners appointed by City Council when the Authority was founded in 1952, Mr. Ellis brought to his post a solid business background. He was instrumental in those early years in setting the standards for sound business practices which have been the cornerstone of the Authority's operations ever since.

Throughout his thirty-two years' tenure, Mr. Ellis maintained an active involvement in Authority affairs. He was always available to meet the demands of the commissioner's office, and took a strong personal interest not only in the Authority's business, but also in the life and welfare of its employees.

John Ellis was known to all as "the Colonel". As a Lieutenant-Colonel with the Canadian Army he led the Toronto Scottish Regiment overseas in World War II; was cited for "brilliant and determined leadership under fire"; and was subsequently made a Member of the Order of the British Empire. The qualities of commitment, professionalism, affability, and continuity that John Ellis brought to the Authority will be sorely missed.

New Developments



Unlike some previous years during which the Authority opened major garages, new development in 1984 responded to the needs of local business communities with several surface carparks.

The *Gerrard/Hamilton* carpark was developed in response to the request by local businesses for more parking space in the Broadview-Gerrard area. After this concern was brought to the attention of the ward aldermen, who then contacted the Authority, a parking study was conducted. This verified the problem and pinpointed a potential site for a carpark near the centre of demand. The required properties were purchased, and the carpark was opened on August 11. This is a pay-and-display operation with 41 spaces.

The *Wildwood* carpark in the Danforth-Woodbine area arose from a request by local businesses and a neighboring church to develop a vacant Metro-owned site as a carpark. The Authority's parking study indicated there was barely sufficient demand to justify a carpark, but the land was available at nominal annual rent, so the decision was made to proceed with a carpark as a community service. The

The construction of landscaping planters was one of the first steps in the development of the new *Gerrard/Hamilton* carpark. All Parking Authority planters are built of long-lasting pressurized lumber.

Wildwood carpark was opened on November 20 as a metered operation with 65 spaces.

A parking study conducted at the request of the business association from the *Glenforest/Yonge* area, just south of Yonge Blvd. indicated there was a demand for an additional 20 parking spaces. When the Authority received an offer to sell from the owners of a vacant lot directly behind the business strip, the land was purchased and developed as a pay-and-display operation. The *Glenforest/Yonge* carpark was opened in December with 26 spaces.

The new carparks on *Victoria Street* and *Chestnut Street* each of which is located just south of Dundas are examples of cooperation with the City to make the most efficient use of City-owned land. Both carparks were established on City property designated for future housing, but which the City Housing Department is not yet ready to develop. Net profits from these lots after deduction of operating and administrative expenses will be returned to the Housing Department. Also the land will revert to the Housing Department when it is required for development. The *Victoria Street* carpark opened in November with 51 spaces and the *Chestnut Street* carpark in December with 51 spaces.

The *Glen Cedar/Eglinton West* carpark, located in the City of York five blocks west of Bathurst, came about when the York Parking Authority did not have sufficient funding to purchase a strategically located vacant service station and develop it as a carpark. A complex agreement was reached whereby Metro Toronto would purchase the land with funds provided by The Parking Authority of Toronto, then lease the land to the Authority at a nominal rate. The *Glen Cedar/Eglinton West* carpark was opened in December. It is a pay-and-display operation with 33 spaces.

In addition to the six new carparks described above, the Authority also expanded two other carparks during 1984:

The *Chester/Arundel* carpark, near Danforth and Logan, was expanded from 66 to 83 spaces with a complete reconfiguration and the addition of Authority-owned land which had been held in reserve until required by increased demand. It is a pay-and-display operation. At the request of local residents, the reconfiguration retained a paved footpath between *Chester* and *Arundel Streets*.

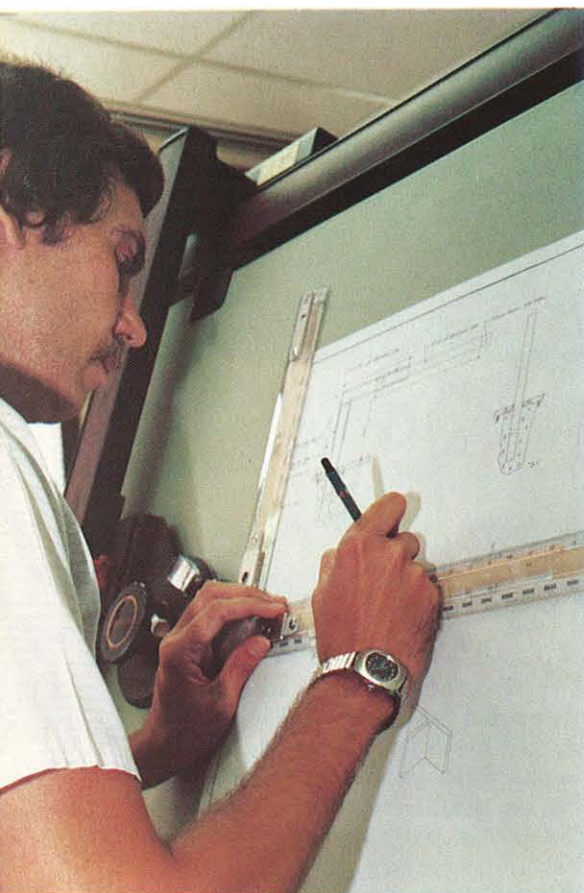
The *Kennedy/Glendonwyne/Bloor* carpark, near Runnymede, was expanded from 27 to 56 spaces, utilizing adjacent City-owned property acquired from the City Housing Department, which decided that the property was not suitable for development. It is also a pay-and-display operation.



Carpark paving has three basic stages, as illustrated in the pictures below of the development of the *Glenforest/Yonge* carpark. First, hot asphalt is dumped into a spreader, which deposits a 5 cm. thick layer of asphalt in 2-metre-wide bands. Workmen even out the asphalt by hand-raking, and also spread, smooth, and tamp down asphalt in areas not reachable by spreader. Power rollers then apply final compressing and smoothing. The result is a smooth, long-lasting parking surface, such as the one pictured above at the new *Wildwood* carpark.



Planning



The planning of a carpark involves the preparing of many detailed construction drawings, such as the one being drawn above by draftsman Rod McNeely.

Planning during 1984 centred on four major projects:

Proposal calls were sent to developers for multiple-use development of a new, expanded *Queen/Victoria* garage. The existing garage is no longer economical to repair (it was the first municipally-operated garage in North America when it opened in 1956). When no acceptable responses were received, the Authority decided to proceed with construction of a garage on the Richmond Street frontage, leaving the Queen Street frontage available for future development. The Queen Street frontage will be used as a surface carpark in the interim. Demolition of the old garage is slated to begin in 1985. The new garage will have 550 spaces on 11 levels. Entrances and exits for the new garage will be provided on both Queen and Richmond Streets.

Negotiations were begun with the developer of the southwest corner of *Dundas and Spadina* to lease a planned 130-space underground garage for operation as a municipal carpark.

There are tentative plans for building two additional levels on the *Kensington* garage, contingent on improvement in surrounding traffic patterns. Installation of traffic lights at Spadina and St. Andrew has assisted traffic circulation to the extent that the Authority can now plan for further expansion.

Finally, the planned *Larch Street* garage continued to be a matter of active discussion among the Authority, the ward aldermen, City departments, and the residents' and businessmen's associations. The Authority has continued to assess options and explore alternatives for the specific design of that garage.

In addition to the four projects described above, parking studies were conducted during 1984 in the following areas:

- Eglinton/Glen Cedar
- College/Clinton
- Queen/Parliament
- Queen/Broadview

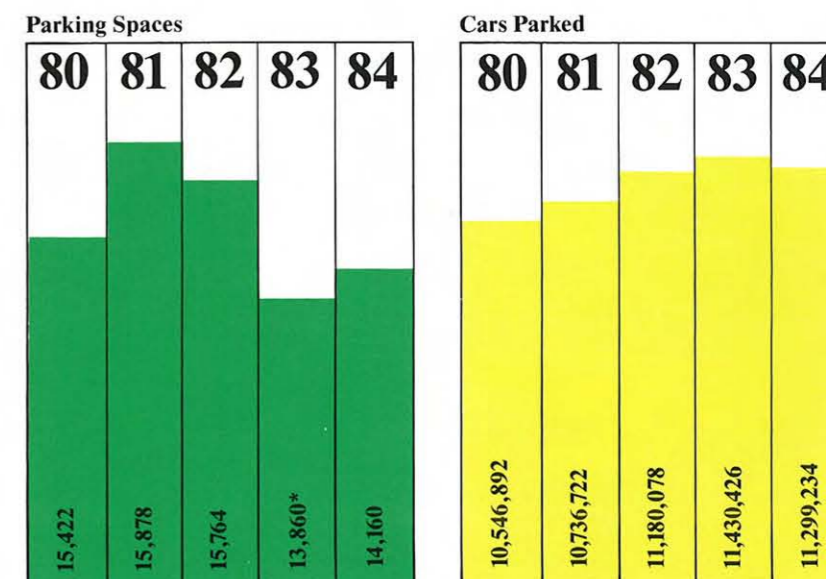


Careful planning includes provision for future expansion. The eastern wall of the *St. Lawrence* garage shows sections of knockout panels that can be easily removed to connect all floors of the present garage with a future 850 space extension.

Maintenance and Operations

Major maintenance projects during 1984 included the ongoing repair of the City Hall and Holly/Dunfield garages. Work in the City Hall garage was begun in 1980, and has included a section-by-section repair of structural damage caused by salt corrosion and water leakage. Repair of the garage is now 85 per cent complete, with the remaining sections scheduled to be finished in 1985. Similar repairs to the Holly/Dunfield garage were completed in 1984.

In addition to these two major repair projects, routine maintenance during 1984 included full schedules of surface re-stripping, carpark cleaning, upkeep of landscaped areas, and repainting of garages.



*Decrease due to commuter carparks reverting to TTC





Manned operations are the most efficient operating mode for car parks with heavy demand and high turnover rates, such as the *Delisle Ave. W. of Yonge* carpark pictured above. Attendant shelters are designed and built to Parking Authority specifications, in keeping with the policy of making all car parks as aesthetically pleasing as possible.

Areas Served

SPECIAL USE	40 SP / 0.28%
TRANSIT/COMMUTER	132 SP / 0.93%
UPTOWN	1,809 SP / 12.78%
MIDTOWN	1,845 SP / 13.03%
DOWNTOWN CORE	3,098 SP / 21.88%
DOWNTOWN FRINGE	3,613 SP / 25.52%
NEIGHBOURHOOD COMMERCIAL RESIDENTIAL	3,623 SP / 25.58%

TOTAL SPACES 14,160 / TOTAL CARPARKS 88

Modes

Authority car parks are operated in one of three ways: with coin-operated meters, with pay-and-display ticket-issuing machines, or with attendants. The choice of operating mode for each car park is determined by the parking demand that the car park is intended to serve. Car parks with heavy demand and high turnover rates, such as most downtown lots, are best served by a manned operation. Neighborhood lots serving mainly short-stay shoppers are adequately served with meters. Pay-and-display machines may be used where meters are not practical or economical. Certain car parks combine two operating modes; a lot serving mainly long-stay commuter needs may be manned during peak morning hours, with pay-and-display machines operating the rest of the day.

Type of Operation

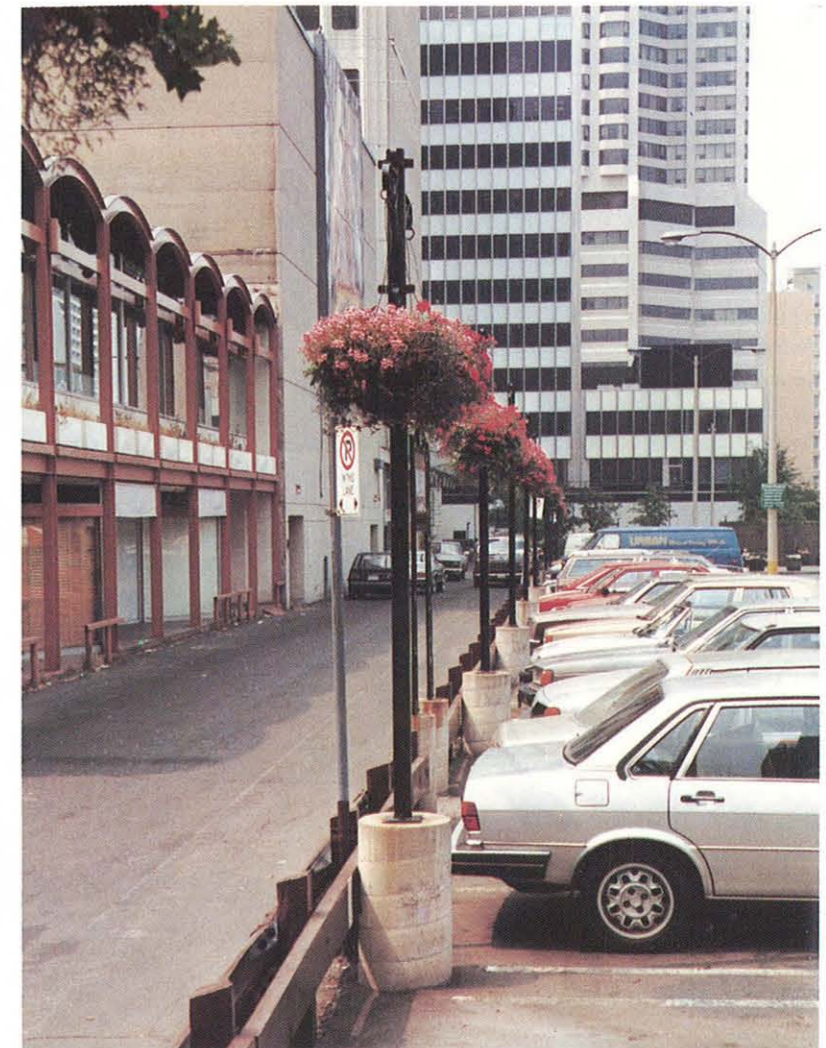
MONTHLY	40 SP / 0.28%
COMBINED MACHINE AND METERS	337 SP / 2.38%
METERS	1,128 SP / 7.97%
MACHINE	2,561 SP / 18.08%
MANNED SURFACE CARPARKS	3,344 SP / 23.62%
MANNED GARAGES	6,750 SP / 47.67%

Rates

Parking rates are based mainly on demand, but they are also designed to encourage certain types of parking and to discourage others. Car parks intended primarily for commuter use, for instance, have a low daily maximum while downtown car parks intended mainly for short-stay parking may have a competitive hourly rate and no daily maximum. Rate structures are reviewed at least twice a year and adjusted as needed to reflect current demand.



The rates at the *Wellesley St. E. of Yonge* carpark are designed to encourage short-stay parking with a competitive half-hourly rate, while discouraging long stays by increasing the rate after the second half-hour and having no daily maximum.



The *Belair/Cumberland* carpark serves both Yorkville and neighboring Bloor Street shopping areas, so it too has rates designed to strongly favor short-stay parking.

Personnel

New Employees

The office staff added to its ranks Kelly Griffith, switchboard operator and receptionist, and 19 new cashiers joined the Authority staff:
 Steven Krause
 Chris Rutledge
 Cliff Rahim
 Nick Venosa
 Patty Semmens
 Ross Minichiello
 Mike Plantamura
 Bob Haslett
 Domenic Luciano
 Bob Johnston
 Chris Voulgaris
 Paul Kourounis

Cheryl Grandison
 Robert Bergon
 Barbara Szafalowicz
 Charles Gallant
 Paul Weller
 Leslie Ford
 Rande Jurik

Promotions

Congratulations to Andreas Georgiou and Jim Jenkinson who were promoted to Supervisor.

Ten Years of Service

The Authority will host a dinner in 1985 to salute the following employees who achieved ten years service in 1984:
 William Nedbailik
 Awad Massoud
 Brian MacInnis
 Morris Cohen
 Rod McNeely
 Ramsen Salehmohamed
 Cliff Fortier
 Harachan Chhina
 Mian Aziz
 Bill Martin
 Ron Everard
 Frank Poje
 Fred Fenning

Retirements

Best wishes to Maintenance Supervisor Bob Niven and Supervisor Bob Ferris who retired in 1984.

Maintenance Supervisor Bob Nevin receiving his retirement award from the late John Ellis, then Authority Chairman. Looking on are (left to right) Commissioner John Sherk, Commissioner David Stager, and General Manager Reginald Lewis.



Deaths

The Authority records with regret the passing of two long-service employees: Supervisor William (Willie) Yee on June 23, 1984 and Supervisor Arthur (Art) Dawson on December 11, 1984.

Willie Yee joined the Authority staff in 1963 and was promoted supervisor in 1967. Before serious illness forced him into disability leave of absence in October 1983, he was working in the North Central District.

Willie was one of three employees who went ashore together at Normandy with the 14th Field Regiment, RCA on D-Day, June 6, 1944. Willie was always proud of his army service, and at his funeral he was accorded full Royal Canadian Legion honours.



William Yee



Arthur Dawson

Art Dawson, who was the Supervisor at the Nathan Phillips Square Underground Garage, suffered a heart attack and died suddenly at home.

Art joined the Authority staff in 1963 as a cashier, and he was promoted to supervisor in May 1966. In March 1981 he was one of three supervisors selected for the first appointments as District Managers, appointments which are rotated among the supervisory staff.

In off-duty hours Art was an avid golfer. As well as being the perennial M.C. at the annual golf awards dinner, he was always numbered among the prize-winners. His name appears three times on the Parking Authority Golf Trophy.

Both Willie and Art leave behind a legacy of long years of dedicated and loyal service to the Parking Authority.

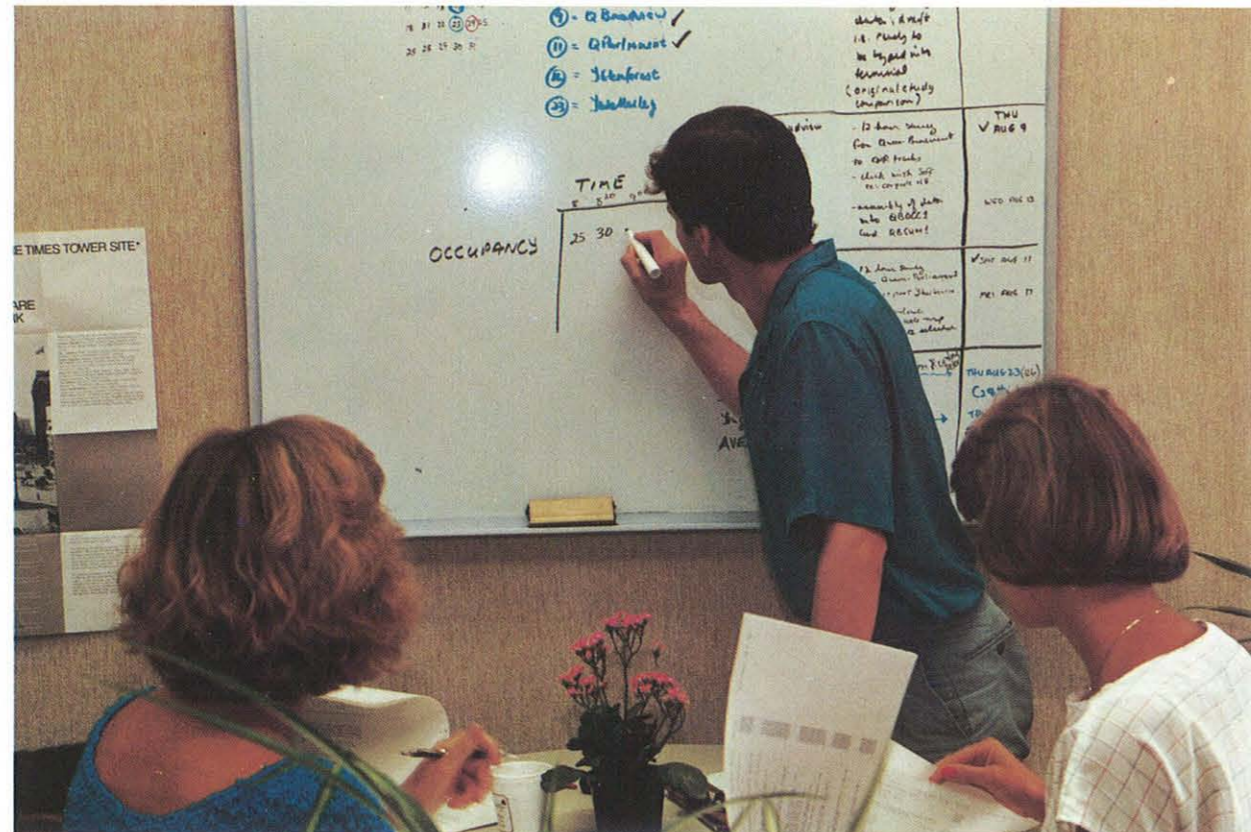
The Parking Study

The parking study is the Parking Authority's method for determining the nature and magnitude of parking problems. A parking study consists of an objective assessment of a particular parking situation, carried out by members of the Authority's planning department. It provides the Authority with the data needed to plan for corrective action. The parking study is thus the first step in the development of every new parking facility.

Each year the Authority studies several commercial and industrial areas of the City to assess the adequacy of the supply of public parking space. The supply of parking in an area is considered to be adequate when those seeking to park can find a space almost all of the time. If the parking supply is not sufficient to serve the demand in an area, the next step is to identify the most appropriate way to reduce or eliminate the supply shortfall.

Attention is focused on particular commercial and industrial areas as a result of one or more of the following:

- the periodic review of parking trends carried out by staff of the Authority.
- the closing of a privately-operated parking facility or a reduction in the number of legal on-street parking spaces.
- the expectation of a significant property development or redevelopment.
- the opportunity to redevelop an Authority carpark or to acquire a potential site for a new carpark.
- a request by members of Council or officials of the City.
- a request by a local business or residents group.



Parking data are stored in the City of Toronto central computer in City Hall. These data can be instantaneously accessed, entered, and manipulated through terminals in the Parking Authority offices. Selected data can even be entered directly from the field, using portable data entry terminals that send data into the central computer over standard telephone lines.

The need for an area parking study is based on four indicators:

- 1 The extent to which the existing parking spaces are occupied at peak times.
- 2 The extent of illegal parking.
- 3 The expectation of a significant decrease in the number of public parking spaces.
- 4 The expectation of a property development or redevelopment that would affect the demand for parking space.

A study is undertaken if any of these indicators suggests the likelihood of a present or future shortage of public parking spaces. The purpose of the study is to quantify the magnitude of any parking supply deficiency and to identify the best way to reduce or eliminate it.



Students are frequently employed by the Parking Authority to survey existing parking restrictions, inventory, and rates within designated areas. Information gathered in this way becomes part of the data base for a parking study of that area.

The first step in an area parking study is to define the boundaries of the area and to gather some basic data, specifically:

- 1 The existing number and locations of parking spaces that serve non-residential properties in the area by type (off-street public, off-street private, on-street metered and on-street without meters).
- 2 The locations, types, and floor areas of existing non-residential land use development.
- 3 The extent and locations of expected future changes in area parking supply and land use development.

Surveys are then conducted to determine how the existing parking spaces are being used, particularly with respect to the occupancy pattern and the duration pattern. The occupancy pattern is the variation in the number of parking spaces occupied through the day; the duration pattern is the proportionate breakdown of parkers by duration of stay. Because the use of parking facilities varies by season and day of week, the survey results are adjusted to reflect parking patterns on a typical or average day.

The occupancy pattern will indicate if there currently is insufficient parking available in the area; occupancy will be very high at off-peak as well as at peak times. The existing shortage of parking spaces is defined by how much of the peak demand has not been satisfied. This is estimated by referring to the observed occupancy patterns in the area on less busy days as well as the occupancy

patterns in other areas of the City where the parking duration pattern and the land use development characteristics are similar. Data from manned facilities across the City as well as the results of past area parking studies provide the information on occupancy patterns in other areas.

If there is expected to be a change in the supply of parking available to the area, the estimated space deficiency is adjusted by the number of spaces involved.

Any additional demand for parking space likely to result from anticipated property development or redevelopment in the area is also estimated. This is done by applying trip attraction rates to the new development floor area. A trip attraction rate is an observed ratio of peak hour cars parked to development floor area for a particular type of land use (e.g. retail, office, etc.). The trip attraction rates used are those estimated for the area during the study as well as those of other areas with land use characteristics similar to those of the new development.

When a current or anticipated future parking supply deficiency is revealed by this study, the next step is to determine how to reduce or eliminate it. If the Authority already operates a garage or lot in the area, one could consider expanding it and/or changing its rates to discourage long-term parkers and make more spaces available for short-term parkers. Potential sites for a new garage or carpark are also explored.

For each potential solution, calculations are made of the revenue and cost implications to the Authority. Traffic and other neighbourhood implications are also major considerations in reaching a conclusion on how to bring the parking supply into balance with demand.

Draftsman Greg Parks prepares a preliminary lay-out drawing of a potential carpark site, an important step in the evaluation of possible solutions to identified parking problems.



Statement of Assets and Liabilities

Balance Sheet as at December 31, 1984 (with comparative figures at December 31, 1983)

ASSETS	1984	1983
Current Assets		
Cash in bank and on hand including term deposits	\$23,309,813	\$23,966,781
Investments, at cost (market value \$4,687,000)	4,695,400	—
Accrued interest	372,604	243,078
Accounts receivable	312,959	762,306
Prepaid expense	59,123	62,738
Inventories, at cost	<u>107,205</u>	<u>77,602</u>
	\$28,857,104	\$25,112,505
Fixed Assets		
Car Parks – Lands and improvements		
Completed Projects	\$43,032,602	
Projects under construction	4,790,391	
Furniture, fixtures and equipment	<u>1,546,270</u>	<u>47,609,782</u>
Proceeds from sale of debentures held by the City	257,680	257,680
Proceeds from sale of property held by the City	<u>—</u>	<u>35,998</u>
	\$78,484,047	\$73,015,965

LIABILITIES	1984	1983
Current and Accrued Liabilities		
Accounts payable	\$ 3,603,168	\$ 4,262,602
Deferred revenue	26,337	21,941
Reserves		
Employees' sick credits	591,754	568,788
Sinking fund surpluses	1,858,137	1,677,816
Current Surplus		
Balance, December 31, 1983	\$18,581,358	
Provision for capital expenditures in 1984	(1,817,373)	
Net revenue for the year 1984	<u>6,013,723</u>	<u>18,581,358</u>
	\$28,857,104	\$25,112,505
Capital Liabilities		
City of Toronto – funds advanced pending the issue of debentures	1,426	1,426
Debenture Debt:		
Issued	\$14,836,807	
Less: Redeemed to December 31, 1984	(12,581,096)	
Sinking fund investment as at December 31, 1984	<u>(1,638,651)</u>	<u>992,404</u>
Capital Surplus	<u>49,008,457</u>	<u>46,909,630</u>
	\$78,484,047	\$73,015,965

AUDITOR'S REPORT

I have examined the Balance Sheet of The Parking Authority of Toronto as at December 31, 1984 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, 1984 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.

J. Rabinowitz, CA
City Auditor
Toronto
March 4, 1985

Statement of Revenue and Expenditure

for the year ended December 31, 1984 (with comparative figures for the year 1983)

	1984	1983
Parking revenue	\$19,064,734	\$18,348,285
Parking area expenses		
Salaries, wages and employee benefits including supervision	\$ 5,283,236	\$ 5,156,487
Municipal taxes	3,555,861	3,349,777
Maintenance	1,358,084	1,232,337
Rent	832,503	749,526
Light, heat and water	760,052	693,418
Insurance and sundry expenses	455,416	503,110
Equipment acquisitions	259,908	204,961
Tickets	84,725	91,299
	\$12,589,785	\$11,980,915
Net income from carpark operations	\$ 6,474,949	\$ 6,367,370
Administration expenses	1,569,359	1,504,661
Operating surplus before the undernoted items	\$ 4,905,590	\$ 4,862,709
Other income		
Interest earnings – investments	\$ 2,726,360	
– capital funds held by City	6,085	
Proceeds from disposals of fixed assets	593,912	134,783
Sundry revenue	36,170	42,007
	\$ 3,362,527	\$ 2,310,106
Other charges (see notes 2 & 3)		
City of Toronto for use of city-owned lands	\$ 2,253,349	\$ 2,253,349
Exchange on debt charges	1,045	15,699
	\$ 2,254,394	\$ 2,269,048
Net revenue for the year	\$ 6,013,723	\$ 4,903,767

NOTES

(1) This statement does not include the revenues (\$218,858 in 1984 – \$209,074 in 1983) and expenditures (\$196,946 in 1984 – \$171,141 in 1983) relating to the Village Arcade Shopping Mall. Net revenues from this operation are required by legislation to be paid over to the City of Toronto and held by the City in a special reserve fund.

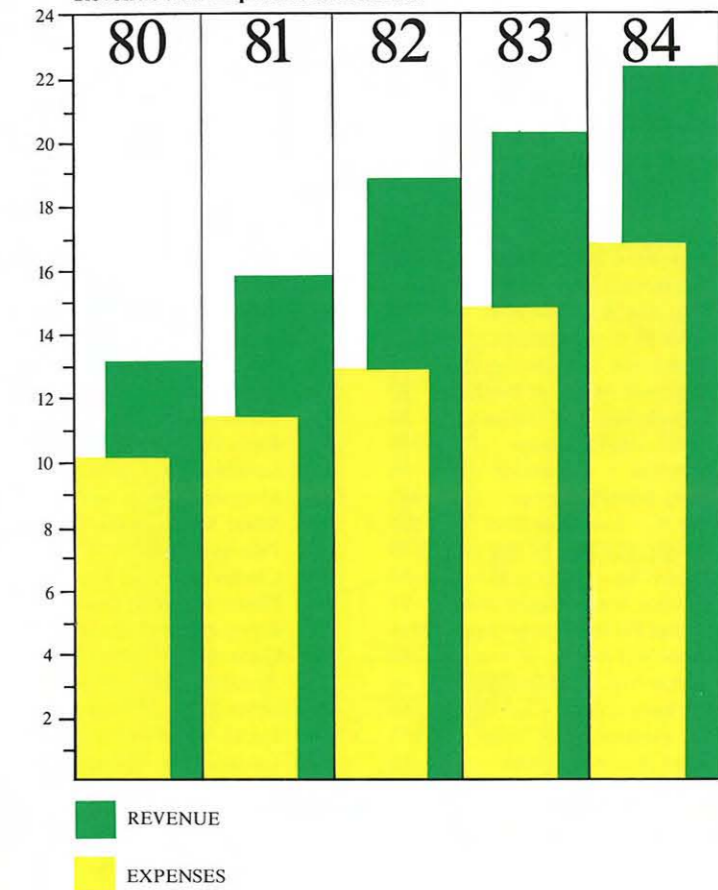
(2) 1984 debenture debt charges, totaling \$580,663 were fully provided for out of parking meter funds and other reserve funds of proceeds from sales of carpark properties.

(3) The 1984 charge for use of city-owned lands reflects the annual rent approved by City Council in 1981 for the years 1981–83. The charge for 1984 is presently under review and is therefore subject to possible change.

Expenditures

ADMINISTRATIVE EXPENSES	7.0%
AVAILABLE FOR FUTURE CAPITAL DEVELOPMENT	26.8%
OPERATING EXPENSES	
– snow removal, equipment insurance	3.6%
– heat, light, water	3.4%
– taxes	15.9%
– rent–city owned lands	10.1%
– rent–others	3.7%
– maintenance	6.1%
– wages	23.4%
	66.2%

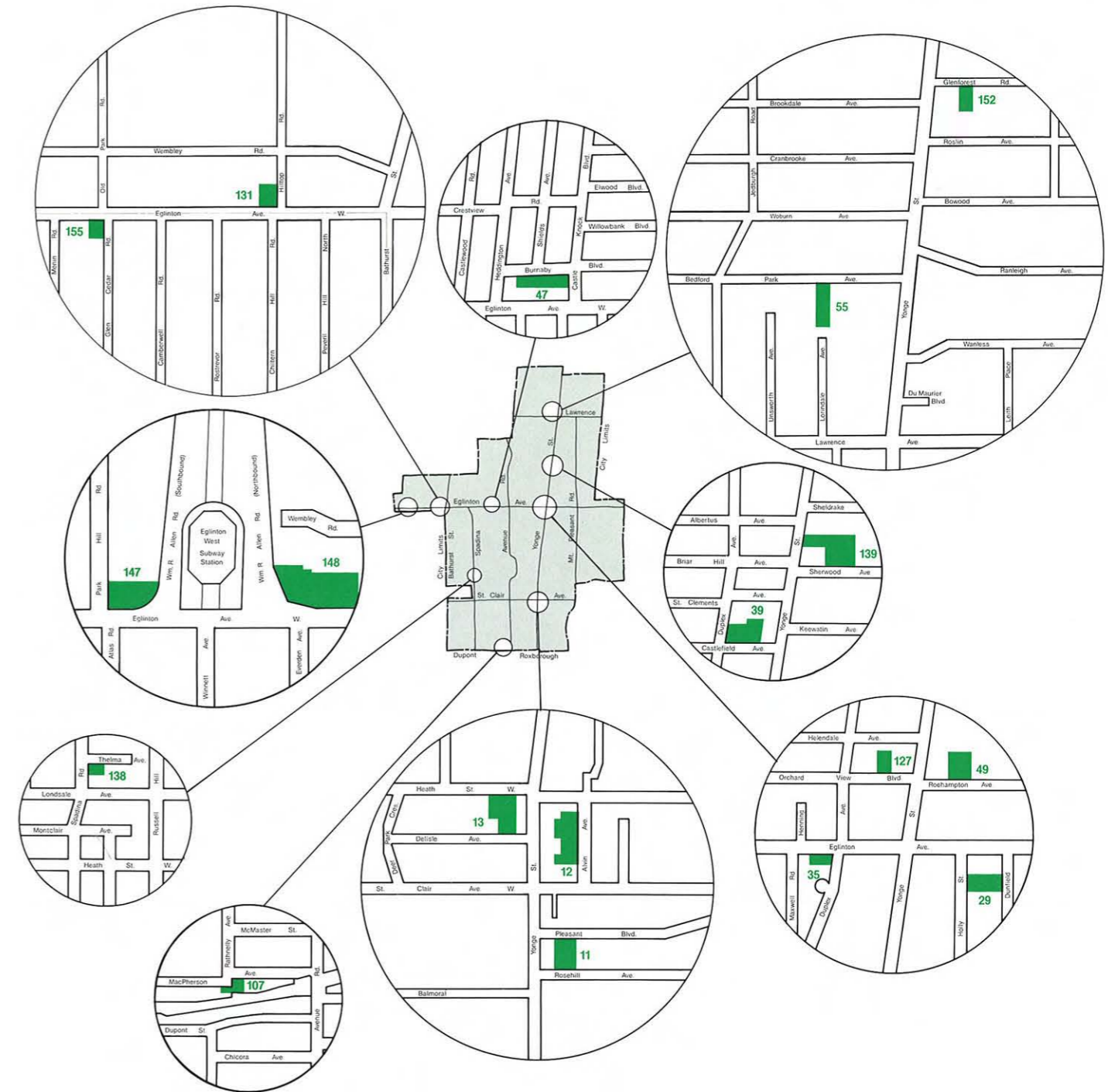
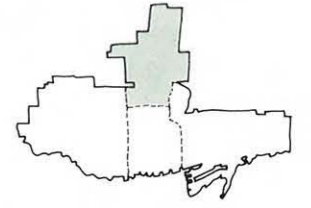
Revenue and Expenses in Millions



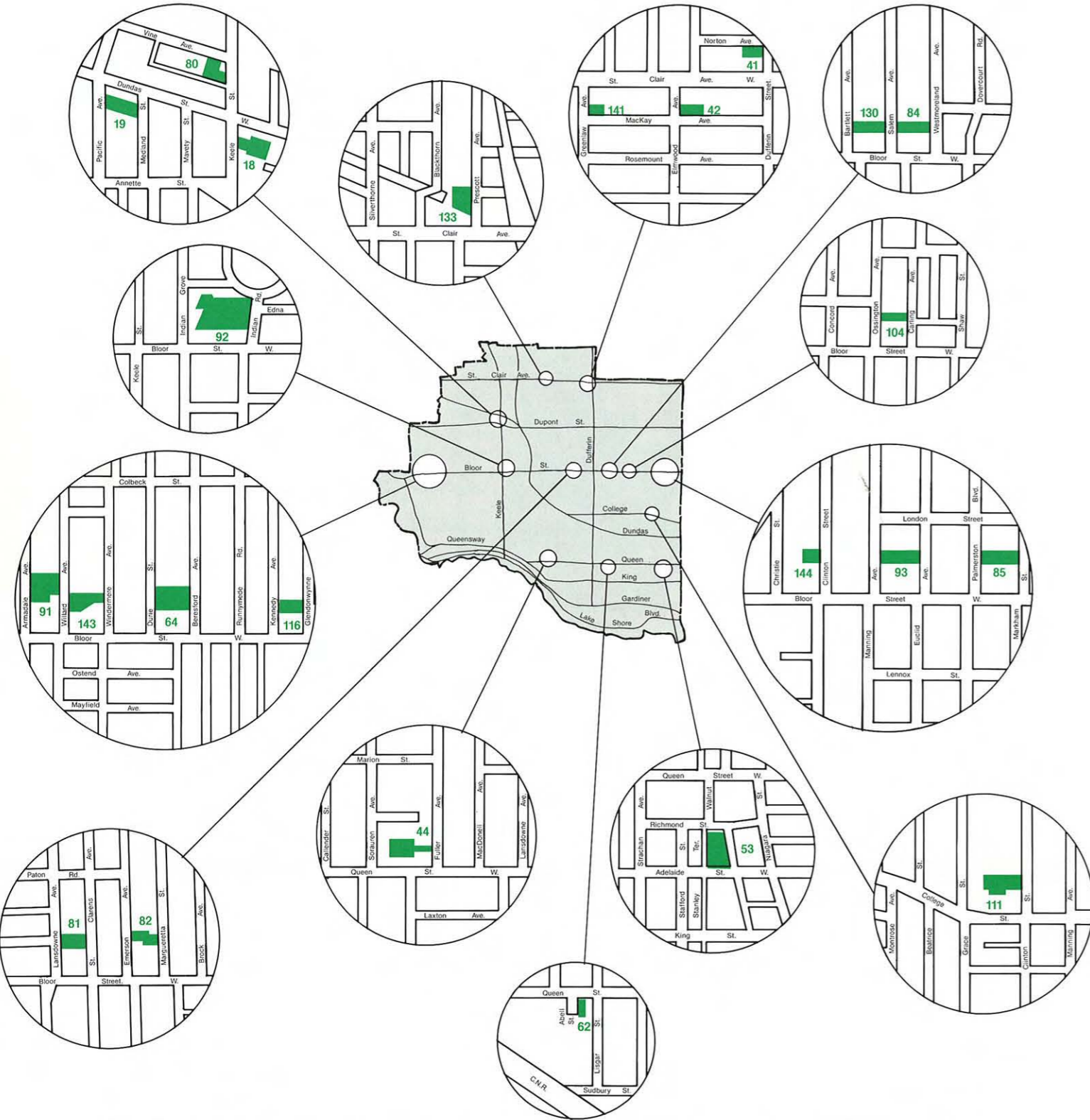
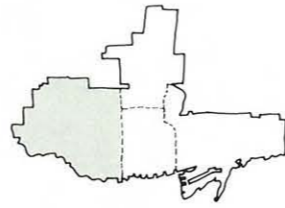
Carpark Locations

No.	Location	Capacity	No.	Location	Capacity	No.	Location	Capacity
1	Hayden St. e. of Yonge	153	51	Lippincott St. s. of Bloor	146	109	Aberdeen Ave. w. of Parliament	35
2	Charles St. e. of Yonge	87	52	University Ave. Garage	323	110	Danforth Ave. e. of Coxwell	25
3	Isabella St. e. of Yonge	120	53	Walnut Ave. s. of Richmond	150	111	Clinton St. n. of College	73
5	Wellesley St. e. of Yonge	150	55	Bedford Pk. Ave. w. of Yonge	45	116	Kennedy Ave. - Glendonwyne Road	56
11	Rosehill Garage	571	58	Bedford Rd. n. of Bloor	230	125	Richmond St. E. - Sherbourne St.	183
12	Alvin Ave. n. of St. Clair E.	166	62	Queen St. W. - Abell St.	27	126	Front St. - Parliament St.	223
13	Delisle Ave. w. of Yonge	160	63	Jarvis St. - Richmond St. E.	17	130	Bartlett Ave. - Salem Ave.	54
15	Yorkville-Cumberland Garage	1036	64	Durie St. n. of Bloor	155	131	Hilltop Rd. - Eglinton Ave. W.	28
16	Cumberland St. w. of Bay	69	68	Kensington Garage	292	133	Prescott Ave. - St. Clair Ave. W.	33
17	Pape Ave. n. of Danforth	83	70	College St. - St. George St.	81	137	Gough Ave. n. of Danforth	16
18	Keele St. s. of Dundas	78	71	Bellevue Ave. s. of Nassau	91	138	Thelma Ave. e. of Spadina Rd.	37
19	Pacific Ave. s. of Dundas	71	72	George St. s. of Front	404	139	Yonge Street n. of Sherwood	70
20	Cedarvale Ave. n. of Danforth	37	78	Erindale Ave. e. of Broadview	88	141	n/e corner of Greenlaw & MacKay	38
21	Amroth Ave. s. of Danforth	54	79	Sherbourne St. n. of Carlton	112	142	e/s Langford Ave. n. of Danforth	27
26	Queen-Victoria Garage	501	80	Keele St. n. of Dundas	54	143	n. of Bloor St. W. bet. Willard and Windermere	106
28	Pape Ave. s. of Danforth	76	81	Lansdowne Ave. n. of Bloor	40	144	n. of Bloor St. W. bet. Christie and Clinton	33
29	Holly-Dunfield Garage	460	82	Margueretta St. n. of Bloor	56	146	Gerrard St. E. at Hamilton St.	41
32	Bay St. - Lakeshore Blvd. W.	525	84	Salem Ave. n. of Bloor	35	147	n/w Eglinton/W.R. Allen	53
33	Temperance St. e. of Bay	88	85	Palmerston Ave. n. of Bloor	47	148	n/e Eglinton/W.R. Allen	79
34	Dundas Sq. - Victoria St.	53	87	Chester Ave. n. of Danforth	83	149	Woodycrest Ave. N. of Danforth	35
35	Eglinton Ave. - Duplex Ave.	93	88	Ferrier Ave. n. of Danforth	47	151	Wildwood Cres. - Kingsmount Park Rd.	65
36	Nathan Phillips Square Garage	2014	89	Lipton Ave. e. of Pape	70	152	Glenforest Rd. e. of Yonge St.	26
39	Castlefield Ave. w. of Yonge	163	90	Eaton Ave. n. of Danforth	30	153	Victoria St. s. of Dundas E.	51
41	Norton Ave. w. of Dufferin	64	91	Armada Ave. n. of Bloor	144	154	Chestnut St. s. of Dundas W.	51
42	Via Italia s. of St. Clair	66	92	Indian Rd. n. of Bloor	226	155	Eglinton Ave. W. at Glen Cedar Rd.	33
43	The Esplanade e. of Yonge	1553	93	Euclid Ave. n. of Bloor	42			
44	Fuller Ave. n. of Queen	53	96	Portland St. n. of Front	246			
45	Broadview Ave. n. of Queen	92	104	Ossington Ave. n. of Bloor	35			
47	Burnaby Blvd. w. of Castleknock	174	105	Richmond St. W. - Portland St.	46			
48	Lee Ave. s. of Queen	68	106	Augusta Ave. n. of Queen	120			
49	Rochampton Ave. e. of Yonge	126	107	MacPherson Ave. opp. Rathnelly	40			
			108	Church St. s. of The Esplanade	163			

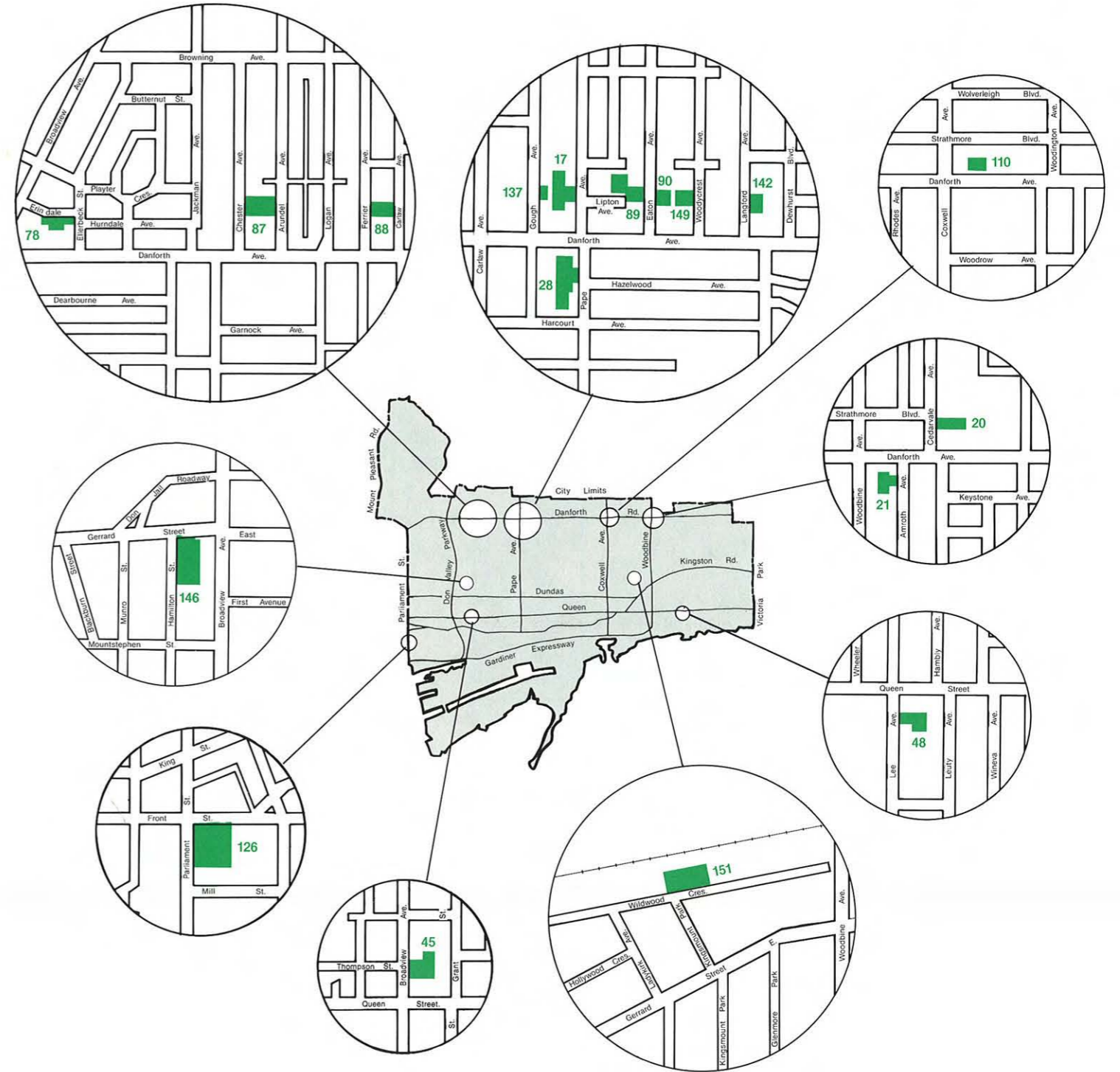
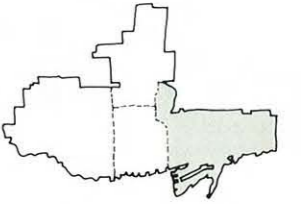
North Area



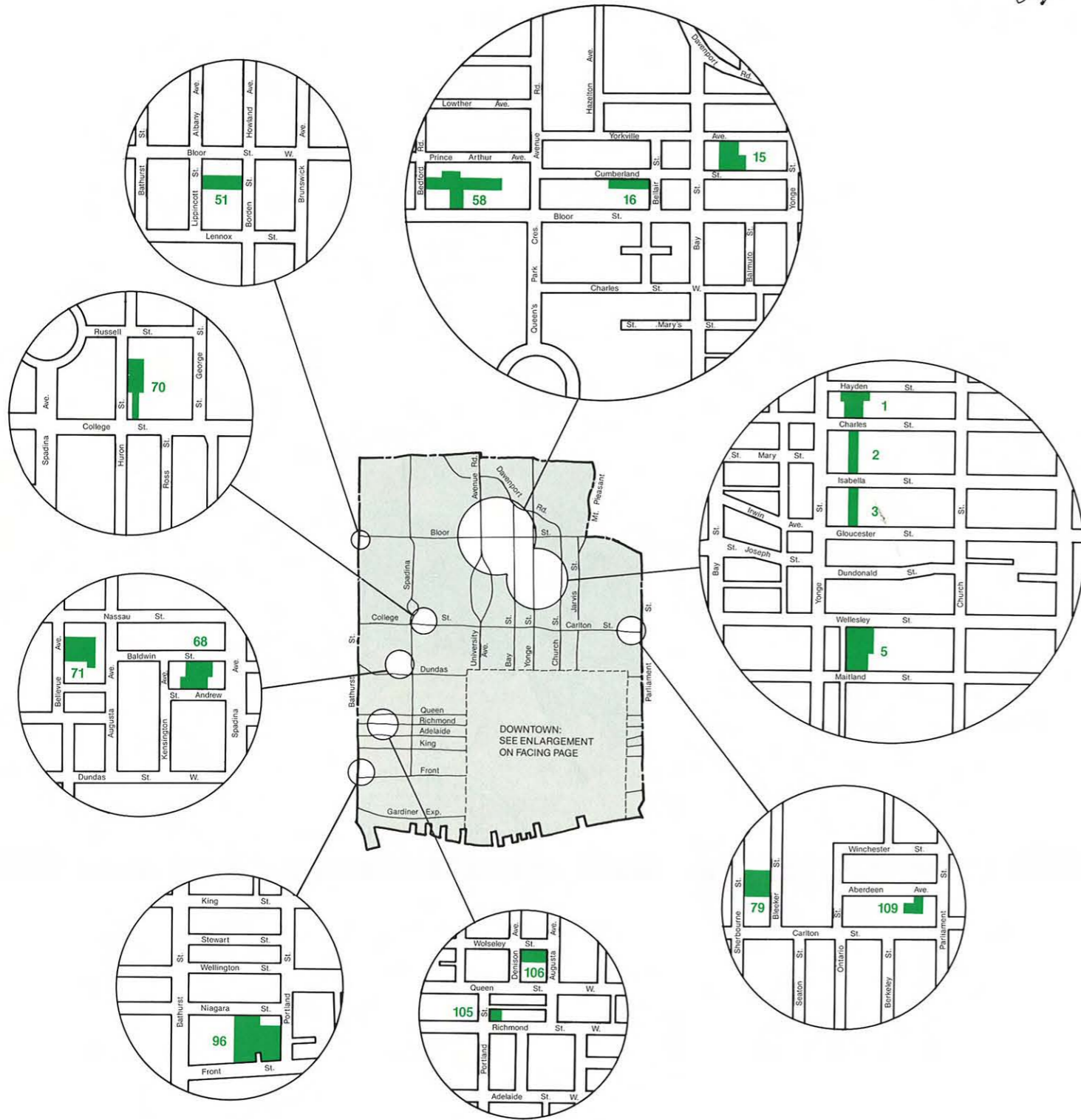
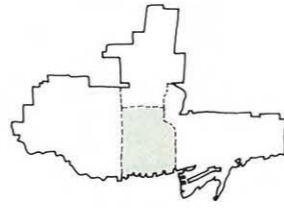
West Area



East Area



Central Area



The Parking Authority of Toronto
50 Cumberland Street
Toronto Ontario M4W 1J5
(416) 923-6616