



City Council

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Introduction



Entrance to the original garage on Queen Street East, near Victoria Street, built in 1956. This was the first municipal parking garage in Canada. Rather than make extensive and uneconomical repairs, the Parking Authority is replacing this structure with a new garage that will also house the offices of the Authority.

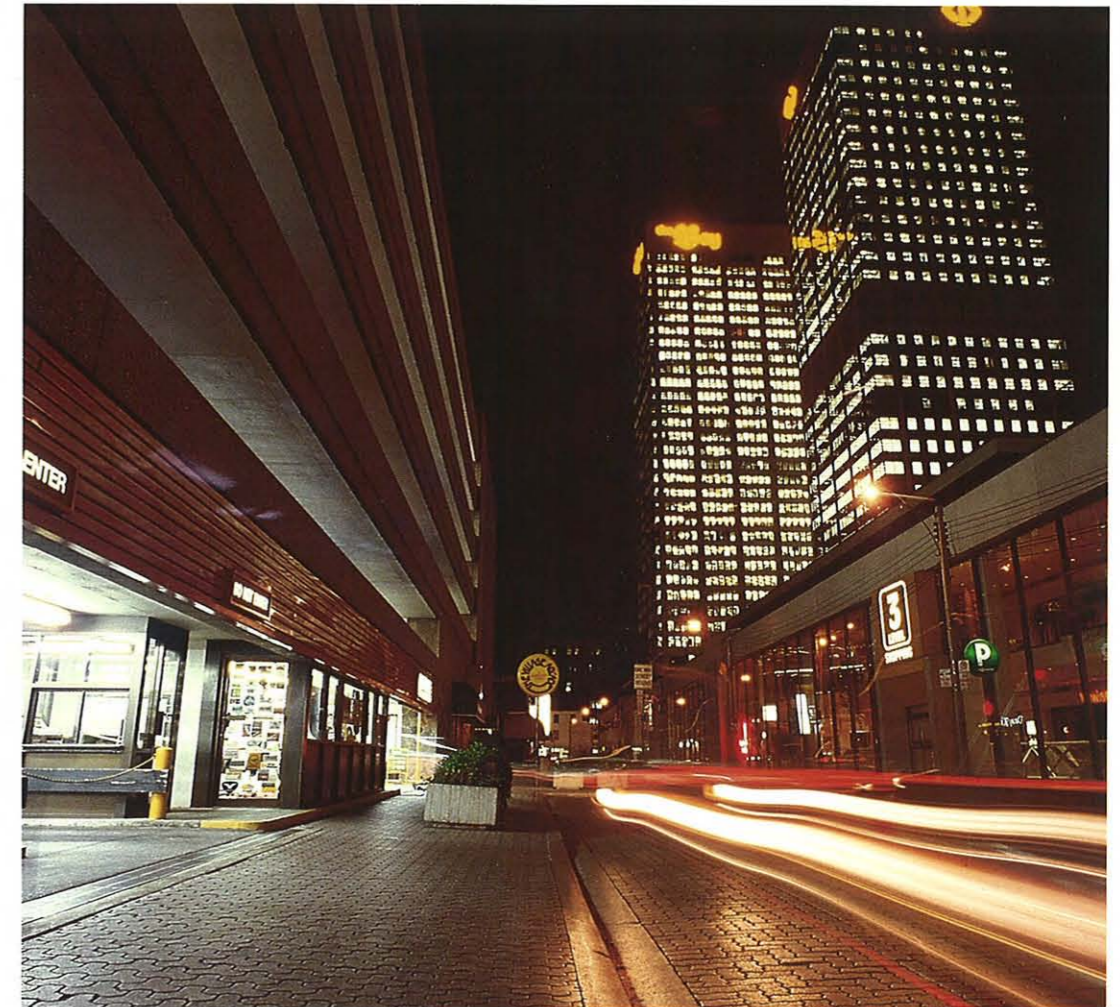
Cumberland Street looking eastward toward Yonge Street. The entrance and exit of the Yorkville/Cumberland garage are at the left. This parking facility, with 1,036 spaces, parks an average of 5,300 cars on busier days.

The Parking Authority of Toronto was established 35 years ago on June 24, 1952 by a City of Toronto by-law under enabling legislation from the Province of Ontario. The Authority's 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.



Chairman's Message

Alderman Paul Christie
Chairman
City Services Committee
City Hall
Toronto, Ontario
M5H 2N2

Dear Alderman Christie:

Your commissioners are pleased to present to you and your committee the annual report of The Parking Authority of Toronto for the year 1986.

It was 35 years ago that City Council created the Authority as the City's agency to develop and operate municipal off-street parking facilities. To commemorate this anniversary, a history of the Authority has been commissioned and will be published in June. The feature section of this report describes some of the more prominent innovations that the Authority has introduced to the parking industry over the years.

Since its inception, the Authority has grown at a strong and steady rate. The past year exemplifies this growth, with a record level of parking revenues collected—up 16% over the previous year. Payments to the City in 1986 included \$4,305,195 for the rental of land owned by the City, and \$3,937,582 in realty and business taxes.

Construction was completed on two carparks that were opened in 1986: a 149-space underground garage on St Clair Avenue, west of Yonge Street; and a 23-space surface carpark on Ferrier Avenue, north of Danforth Avenue. Seven redevelopment projects and two new carpark projects currently under construction or in the planning/design stage will add 1,840 parking spaces over the next three years. Four of the redevelopments have residential components: two projects undertaken in association with Metro Housing will include 262 senior citizen units, and two with Cityhome will provide 142 apartments and townhouses.

The continuing increase in land prices, exacerbated by the recent real estate boom, intensifies the importance of the land component in the Authority's development decisions. High property prices in the central area of the City dictate that parking facilities be constructed in conjunction with other uses or in otherwise underutilized locations. The high price of land along many neighbourhood

commercial strips has also made it difficult to justify the establishment of surface carparks, even where the demand exists. The theme of land price and land use is discussed further in the planning, design, and development section of this report and in the feature section.

The Authority is also acting as an incubator—supplying staff time and office space—for the City of Toronto Economic Development Corporation. The corporation was established in 1986 with a mandate to assist businesses in the creation and retention of jobs within the City. My fellow commissioners and I have been appointed directors of the corporation. The Authority's president and general manager, Reginald W Lewis, is also a director, and is the corporation's president and chief executive officer. Three other Authority staff hold cross-appointments to the corporation.

On behalf of my fellow commissioners and everyone at the Authority, I would like to congratulate Mr Lewis on his investiture as a Member of the Order of Canada. The ceremony at Government House represented formal recognition of the years of charitable work Mr Lewis has performed and with which he is still very much involved.

In addition to the feature section and the presentation of the Authority's financial statements, this report provides details on the development projects, and a discussion of significant activities in the Authority's operations and administrative divisions. The Authority would welcome questions and comments on any of the matters discussed in this report.

Laura Legge
Laura L. Legge, *Chairman*

Commissioners and Officers



Laura L. Legge



John F. Sherk



David A. A. Stager



Reginald W. Lewis

Commissioners

Laura L. Legge, QC,
Chairman
John F. Sherk
David A. A. Stager

Officers

Reginald W. Lewis, *President and General Manager*
Gabriel Mullan, *Director, Planning, Design and Development*
Maurice J. Anderson, *Director, Finance and Administration*
Brian M. Lees, *Director, Operations*

Comparative Highlights

	1986	1985
Parking revenues	\$23,696,000	\$20,500,000
Excess of parking revenues over expenses	\$ 8,610,000	\$ 5,927,000
Net income	\$ 7,982,000	\$ 6,246,000
Number of carparks ¹ – surface	82	82
– garage	9	8
Number of parking spaces ¹	13,562	13,590
Number of cars parked	12,047,000	11,134,000
Number of employees ² – full time	191	194
– part time/students	88	89

¹as at December 31

²as at June 30

Construction of the new Queen/Victoria garage, which was completed early in 1987, with space for 473 cars.



The Authority's director of planning and development, Gabe Mullan, and the manager of construction, Les Peterfy, consult the architect's drawings at the new Queen/Victoria garage site.



A motorist leaves the new Queen/Victoria garage which was opened for operation in March, 1987.

Planning, Design, and Development

Fourteen development, redevelopment, enlargement, and downsizing projects were at various stages of planning, design, or construction in 1986.

Land costs

As noted in the Chairman's Message, land cost was a major consideration in planning these projects. The price of land purchased by the Authority has usually risen faster than the cost of construction. Land has therefore become a larger component of the capital expenditure for parking facilities.

In the development of car parks in the central area of the City (see map, page 24) this land-cost factor has resulted in the building of parking structures either in underutilized locations, or in conjunction with other uses. In contrast, land costs along neighbourhood commercial strips had been at a level that could financially justify the development of surface car parks. Recently, however, land costs along most retail strips have risen significantly, and have forced the Authority to consider development techniques and choices similar to those used in the central area.

Joint-venture projects

A technique new to the Authority—selling site density—was used to augment the financing of a parking structure at the existing municipal car park on Hayden Street, east of Yonge Street. The density on the site was sold to Bramalea Limited, which will use it in developing an office tower on Bloor Street, east of Yonge Street. Funds received from this sale will assist the Authority in creating a 500-space facility.

Prior to the demolition of the Queen/Victoria garage in 1985, the Authority examined the feasibility of a commercial joint-venture redevelopment of the site. It was concluded that a sufficient premium could not be earned to overcome the additional excavation and structural costs required to accommodate a multi-storey tower above the garage. The

project subsequently undertaken does, however, include a smaller commercial element of 2,500 square feet, on both the Queen and Richmond Street frontages. In 1987, the Authority will relocate its offices to the two floors above the retail section on the north side of the structure. The six-level 473-space garage is designed such that three more levels of parking could be added should future demand warrant this greater capacity.

One new car park and one currently under construction are located beneath large development projects. The 149-space underground garage and the 16-storey office tower on St Clair Avenue, just west of Yonge Street, opened in mid-September. The Authority operates the parking facility under a management agreement with the building's developer, Sutter Hill Developments Limited. The Authority also entered into construction and long-term lease agreements for a garage at the Spadina-Dundas intersection. A 129-space underground car park will be part of the ten-storey Dragon City mixed commercial-residential development.

Other agreements with outside parties include the redevelopment of three surface car parks, two of which include Cityhome housing projects. A five-level 414-space garage on Wellesley Street, east of Yonge Street, will have 98 residential units above; and the 330-space Larch Street underground garage will have 44 townhouse and apartment units on the upper levels. The Authority is also negotiating a long-term lease agreement for the construction of a parking and hotel structure on the south section of the Bloor/Bedford car park. An international hotel developer would construct the 212-room luxury hotel and the 290-space parking structure, and would then lease the garage to the Authority.

Two additional facilities are the redevelopment of the surface car park at Yonge Street and Sherwood Avenue, and at Clinton Street, north of College Street. The Yonge/Sherwood car park has 46 spaces



All divisions of the Parking Authority participate in the planning of new projects. Here Gabe Mullan (development) and Brian Lees (operations) review design plans for a new surface carpark.



The temporary carpark on Larch Street (near Spadina/Dundas) will be closed in 1987 when construction is begun on a combined garage and housing development. This is another joint project of the Parking Authority and Cityhome.



Planning analysts, Jolanta Nadolski (left) and Silvia Maritan, work on one of several parking studies conducted each year by the Authority to determine parking needs in specific parts of the City.

Planning, Design, and Development (continued)

located at grade at the rear of the property under the 105-unit Metro Housing senior citizen project. The College/Clinton carpark will also be redeveloped through joint venture: the Authority will operate a 77-space carpark at one level below grade, Metro Housing will construct 157 senior citizen units above it, and CHIN Radio will add a commercial component.

Standard projects

More conventional projects were undertaken or planned at five other facilities. A 23-space surface carpark on Ferrier Avenue, north of Danforth Avenue, opened in late August on surplus subway lands purchased from Metropolitan Toronto.

The carpark on Palmerston Avenue, north of Bloor Street West, was expanded to 58 spaces from 48 spaces by rearranging the parking stalls, and the temporary parking facility at Larch Street was extended from 52 spaces to 84 following demolition of buildings on Grange Avenue. The Greenlaw/MacKay carpark in the Dufferin/St Clair area will be enlarged from 38 to 55 spaces during 1987, following the purchase of two properties on MacKay Avenue.

A parcel of land has been severed from the Front/Parliament carpark, where the Toronto Library Board is constructing a library services building. Spaces in the carpark were reduced to 85 from 223.

The Chestnut/Dundas carpark (51 spaces) was closed to make way for the construction of a 144-unit Cityhome development.

Parking studies

The increasing price of land, among other factors, dictates that there be an accurate measurement of the demand for parking in an area. The methodology for parking studies that was the subject of the feature section in the 1984 annual report has been streamlined over the last two years. Consequently more than twice as many parking studies were conducted in 1986 as in any previous year.

This new procedure also enables the Authority to monitor the City's parking situation in a more systematic manner.

Thirteen parking studies were completed during the year. Parking deficiencies were identified in seven areas, and action plans to reduce or eliminate the short-fall were developed. Substantial parking-supply deficiencies were found in the Yonge/St Clair and the Yonge/Eglinton areas. In both cases, the redevelopment of the surface carparks already serving these areas is being considered as a way to increase the public parking supply.

In the Yonge/Davisville, Yonge/Blythwood, and Mount Pleasant/Eglinton areas, new sites are being sought on which to construct parking facilities. At Yonge/Davisville, the feasibility of constructing a structure over the TTC subway is being analysed. At Yonge/Blythwood, potential sites are being considered, and the Yonge/Sherwood carpark will improve the parking situation at the south end when it opens in the spring.

Studies in the Bloor/Bathurst and the Broadview/Danforth areas led to adjustments in the rate structures at existing carparks to discourage long-stay parkers and thereby to increase the space available for short-stay parkers. The Authority was unsuccessful in an attempt to purchase a parcel of surplus subway land on Clinton Street, north of Bloor Street West, on which a 19-space carpark would have improved the parking situation in the Bloor/Bathurst area.

New carparks receive a thick layer of top-quality asphalt to provide a durable, smooth, and well-drained surface—resulting in low-cost maintenance.



Clearly identified parking spaces for motorists with physical handicaps are provided by the Authority, in accordance with a City of Toronto by-law.



A large water truck is used to provide regular maintenance for the flowerbeds and other landscaping at the Authority's surface carparks.



Interlocking bricks and paving stones provide an attractive, easy to maintain surface in the pedestrian areas of some carparks.

Operations

Changes in the operation and maintenance of the Authority's garages and surface carparks are less visible to the public than the significant development and expansion projects discussed in the previous section. Improvements in operating methods and maintenance programs are, however, continually being made.

A test of four types of pay-and-display machines was undertaken during the year. The units, put into operation in different carparks, were observed and evaluated over a six-month period. The selected machine will replace existing units when it becomes uneconomical to repair them. The new unit will accept all denominations of coins (the present machines accept only quarters) which will allow greater flexibility in adjusting the rate structure.

The Authority is experimenting with the use of electronic signs in the Yorkville/Cumberland garage to improve the flow of traffic within larger garages. These signs display the location of available parking spaces. Other messages, such as anti-drinking and driving slogans, are also presented as a public service.

A three-day performance management course was held for district managers and field supervisors who were instructed in ways to motivate, evaluate, and discipline employees.

The operations manager, Peter Keaveny, retired in July after 30 years with the Authority. He joined the Authority in 1956 as a cashier and his tenure included 11 years as the administration manager. During his six years as operations manager, Mr Keaveny oversaw the addition of 21 carparks, effectively incorporating them into the Authority's operating structure. The current high quality of the operating staff—cashiers, maintenance workers, supervisors, and district managers—is a reflection of Mr Keaveny's dedication and expertise.

Areas of operation (As at December 31, 1986)		
	Number of spaces	Percentage of spaces
Downtown core	2,546	19%
Downtown fringe	3,475	26%
Midtown	1,815	13%
Uptown	1,795	13%
Neighbourhood commercial/residential	3,799	28%
Transit/commuter	132	1%
Total	13,562	100%

Types of operation (As at December 31, 1986)		
	Number of spaces	Percentage of spaces
Cashier garages	6,398	47%
Cashier surface carparks	3,152	23%
Machine	2,482	18%
Meters	1,153	9%
Machine and meters	337	3%
Monthly permits	40	—
Total	13,562	100%



The director of finance and administration, Maurice Anderson, and machine operator Audrey Dickson use the extensive computer system introduced at the Authority this year for finance and accounting operations, as well as analysis of carpark usage.



Cashier Cheryl Grandison at the control board of the Delisle carpark. Half of the parking ticket is filed according to licence numbers when a car enters the carpark. This is then matched with the motorist's half when the car leaves the carpark.



Former chairman David Stager presents Peter Keaveny, retiring manager of operations, with a certificate in recognition of his outstanding contribution to the Parking Authority through 30 years of service.

Administration and Personnel

The introduction of in-house computers into the administrative area has resulted in significant changes over the past two years. Three computer applications were completed in 1986.

First, the accounting and payroll system was enhanced when its functions were transferred to a microcomputer from a ten-year-old bookkeeping machine. In addition to the advantages of fewer manual calculations and faster results, the new system will provide improved control of expenses and greater confidence in budget projections.

Second, work was completed on a program designed to provide statistical data on the occupancy and usage levels of the cashier-operated carparks. The program analyses ticket data that has been collected regularly since 1974. This information is used in parking studies, in the biannual rate-review process, and in ad hoc analyses of carparks.

The third project stimulated by computer installation was the development of an in-house program to handle the courtesy-envelope system. This program tracks all envelopes issued and is vital in ensuring the payment of courtesy-envelope fees. Transferring the system from a City Hall computer to a microcomputer at the Authority results in significant cost savings.

The Authority's information map (in its third edition) was reprinted this year as a result of the popularity of the initial maps printed in 1985. The primary purpose of the map is to identify the location of municipal parking facilities, but other information such as the location of public buildings, hotels, and tourist attractions, is also included.

Although the Authority has long been an equal opportunity employer, the Authority reinforces this hiring policy by placing the following statement in its employee handbook and at the top of all job application forms:

"The Parking Authority of Toronto is an equal opportunity employer and, as such, its policy on recruitment is to seek employees using an

open-search, competitive approach at all levels. The Parking Authority will not refuse to employ, nor discriminate against a person in regard to employment, or any term or condition of employment, discipline or discharge because of race, creed, colour, national origin, political or religious affiliation, sex, sexual orientation, age, marital status, family relationship, or disability."

The Authority welcomes the following new employees:

Office Staff	Sandra Caracciolo Janet Hall Brian Lees Jolanta Nadolski
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Cashiers	Steve Batscos Clement Boubilil Horne Eng Jeff Harris Robert Kantz Jim Krick Sean Leckey Bruce Lee Tom Phillips Anselmo Pinto Efrian Rodriguez Harry Sarwan Norman Steinhaur Don Wood
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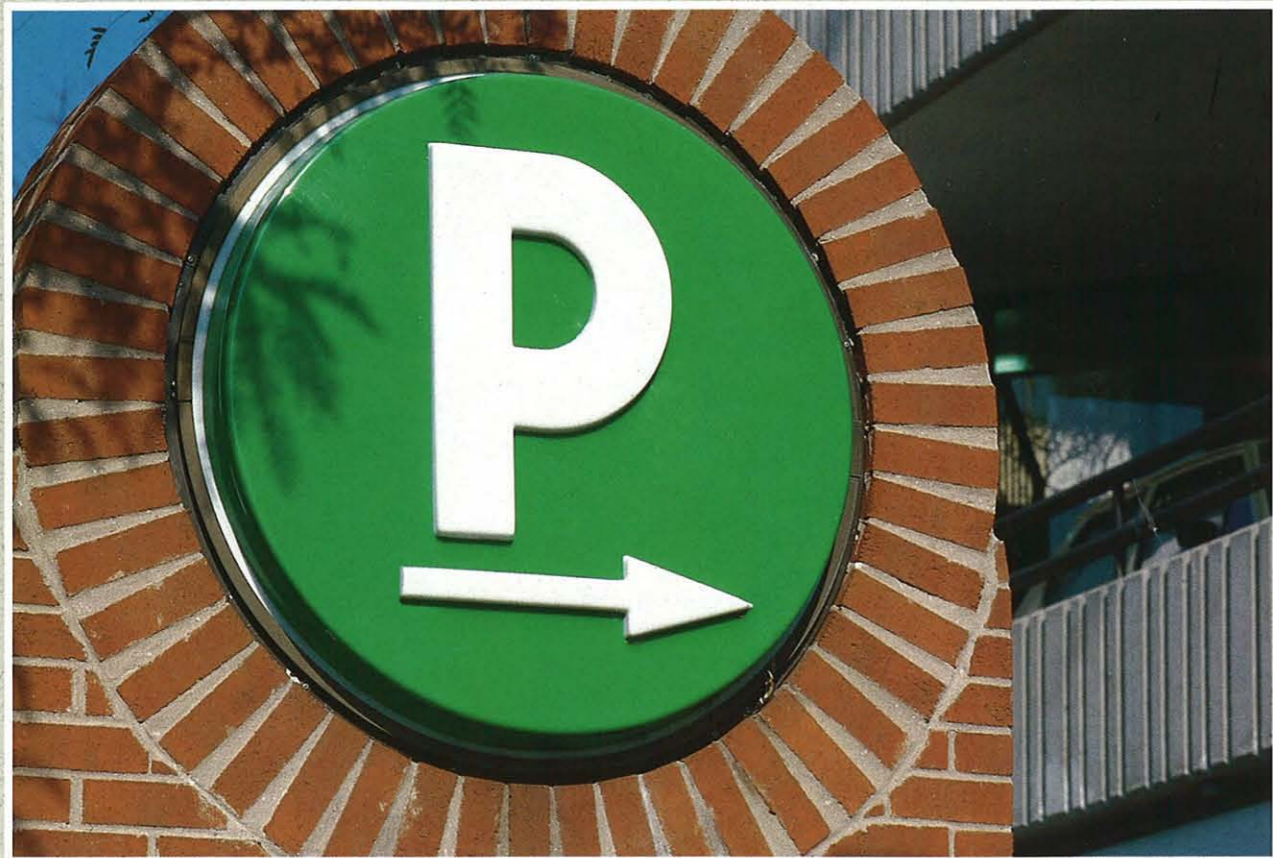
Maintenance Staff	Julio Cordeiro Mentes Kurusi Mirko Maric Peter Paraschos Roy Persaud Ruben Sarraf
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The Authority is grateful to the following employees, who retired in 1986, for their years of service:

- John Demma
- Peter Keaveny
- Terry Vincent



Entrance and exit at Queen Street West for the garage under Nathan Phillips Square, built in 1958.



The simple, circular "P" sign at the Holly/Dunfield garage helps motorists recognize the municipal parking facility incorporated in this City-owned residential development.



A valet-service, elevator-style garage was built on Temperance Street in 1957, but was taken down in 1966 because the self-park facilities proved to be more efficient and popular.



Contractor's sign announcing the construction of the Queen/Victoria garage.



In 1953 rates at carpark #1 (near Yonge and Hayden) were 10 cents per hour, with a maximum of 35 cents after 6 p.m. The contemporary round "P" sign replaced the original Parking Authority sign in 1956.

Highlights of 35 Years of Growth and Innovation

June 24, 1987 will mark the 35th anniversary of the date that City Council passed by-law 18680, establishing The Parking Authority of Toronto. The concept of a municipal agency operating with a mandate to be financially self-sufficient was a unique model at the time of its creation.

Over the years there have been many innovations, not only in the design and construction of the carparks, but also in the operation and monitoring of them. This feature section highlights some of the more significant innovations introduced by the Authority over its 35 years of operation. A more comprehensive history of the Authority will also be published in 1987.

1950s

As a guide to encourage motorists to park "inside the lines," the Authority began painting double-striped space dividers on its carparks in the 1950s. This practice has significantly reduced the number of scratches and dents caused by cars parking too close together, and has helped to eliminate spaces that are almost—but not quite—large enough to park in.

Parking vouchers in the form of stamps were introduced in 1954 to offset the free-parking advantage of suburban shopping malls. Shopkeepers purchased stamps from the Authority and passed them on to customers to help defray the costs of parking. This procedure still operates in many neighbourhood carparks.

The Queen/Victoria garage became the first municipal parking garage in Canada when it opened in 1956. The immediate acceptance of the garage resulted in its expansion two years later. After 29 years of operation the garage was demolished (in 1985) because of severe deterioration of the concrete. A replacement garage is scheduled for opening in early 1987.

After monitoring the operation of mechanical garages in the United States, the Authority constructed two of these in 1957: one on the south side of Temperance Street, between Yonge Street and Bay Street; and one on the

south side of Dundas Street, just east of Yonge Street. These garages were attendant-operated and used elevators rather than the now-conventional ramps to move cars to the various parking levels. The advantage of mechanical garages was that more cars could be parked on a parcel of land than in a ramp-style garage. The structures proved to be an inefficient means of parking cars in Toronto because customers grew irritated with the sometimes long wait for their cars and with the continually malfunctioning elevators—especially in cold winter weather. The two garages were demolished in the mid 1960s.

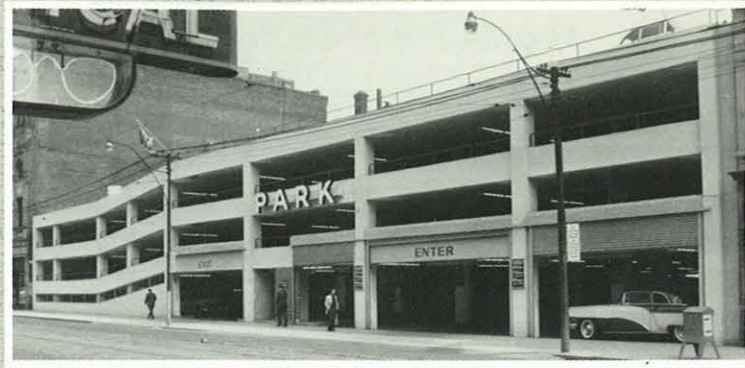
The familiar green and white "P" sign has identified municipal parking in the City since 1957. In order to standardize parking signage throughout North America, the Authority licenses the design to other municipal parking organizations for a nominal fee. Approximately 12 municipalities use this simple and attractive design to indicate municipal parking.

The idea of providing parking below public open space was conceived after Authority commissioners visited examples in San Francisco and Los Angeles, California. In 1958, a garage was opened under the Nathan Phillips Square, and in 1965 the garage was extended under the new City Hall.

The Authority has always taken great pride in the appearance of its carparks and its field staff. Uniforms for field employees were first introduced in the 1950s to identify to the public the staff members who are responsible for the operation of the carparks. The uniforms also serve to instil pride among the employees. In an attempt to provide a more comfortable workplace for the cashiers and to improve the overall appearance of cashier-operated carparks, the design for cashier shelters has been improved over the years.

1960s

In the early 1960s, the Authority recognized that developers were having difficulties in providing economical means of complying with off-street parking requirements.



The original Queen/Victoria garage was expanded to increase its capacity only a year after its construction.



The Queen/Victoria garage was designed to be both operationally functional and architecturally attractive. The result is a municipal parking garage which enhances the streetscape along Queen and Richmond Streets.



Directional signs were used in the Authority's early days to acquaint the City's residents and workers with the location of new carparks.



"If you drive, drink tea" was advice given to its customers by the Authority several years before the current crusade against impaired driving.

Highlights of 35 Years of Growth and Innovation (continued)

Legislation was obtained in 1963 to permit developers to make a payment in lieu of providing parking. The payment is calculated by a formula that approximates the construction and land cost of the required spaces. The payment goes into a municipal parking fund and is used by the Authority to create additional parking facilities.

When the increasing prices of land made it economically difficult to develop neighbourhood carparks, the Authority obtained legislation in 1961 to allow the expected financial deficit from a proposed carpark to be levied against the properties that would benefit from the carpark. This financial short-fall is amortized over a 20-year period and apportioned on a front-footage basis, in accordance with the distance of the property from the parking facility.

In conjunction with the construction of the University subway line, the Authority implemented one of its most innovative features. In 1962, it constructed a two-level garage between Front Street and King Street, over the subway tunnel but under University Avenue, in space that would have required expensive "back fill" to enclose the subway. Thus, a garage was developed and the subway construction costs were reduced.

Pay-and-display machines were introduced on the Authority's carparks in 1967 as a more economical means for collecting parking fees than placing parking meters at every stall. The machines also eliminate time sharing, and allow for more economical rate changes.

1970s

During the 1970s, the trend toward mixed-use developments increased appreciably. The Authority collaborated with other City agencies or with private developers to create complementary uses on a land site. Much of the planning for projects constructed in the 1980s was prepared at this time. Examples of mixed-use projects completed in the 1970s are the Authority offices combined with a retail mall and the Yorkville/Cumberland garage (1974), and the Holly/Dunfield garage with residential units above it (1979).

In 1974, the Authority experimented with car-pooling rates, which meant that cars with three or more passengers were given reduced rates at two large parking facilities downtown.

1980s

A shuttle bus service between the newly-opened St Lawrence garage and the downtown area was offered to parkers for several months in 1983 in order to bring the garage to full utilization.

Because many of its carparks have other potential uses in addition to parking, the Authority has continued to explore joint-development projects. One example was the joint venture with Cityhome to construct multi-level parking and housing structures: the results were the Holly/Dunfield garage in 1979 and the St Lawrence garage in 1983. Four other similar projects are currently at various stages of planning and construction.

The Authority reinstated the courtesy-envelope system in 1981, rather than have the police ticket cars that were illegally parked. The fee associated with the courtesy-envelope can be mailed to the Authority's office or placed in payment boxes located at the carparks for the convenience of the motorists.

This selection of some of the activities of the Authority over the past 35 years demonstrates the effectiveness of its operations and confirms its position as an innovative and successful municipal organization for improving parking facilities in the City of Toronto.

Balance Sheet

as at December 31, 1986
(with comparative figures as at December 31, 1985)

Assets	1986	1985
Current assets		
Cash	\$ 207,450	\$ 73,483
Investments, at cost (market value \$35,296,400; 1985—\$30,586,900)	35,213,721	30,518,510
Accrued interest income	848,547	541,632
Accounts receivable	42,229	253,890
Inventories, at cost	136,032	99,276
Prepaid expenses	73,107	65,924
	<u>36,521,086</u>	<u>31,552,715</u>
Fixed assets (Note 2)	57,751,897	51,433,903
Other assets		
City of Toronto—proceeds from sale of debentures held by the City	257,680	257,680
	<u>\$94,530,663</u>	<u>\$83,244,298</u>
Liabilities and Surplus	1986	1985
Current liabilities		
Accounts payable and accrued liabilities (Note 3)	\$ 4,529,755	\$ 1,167,497
Deferred revenues	30,736	532,078
Accrued employee sick leave benefits (Note 4)	595,694	617,200
Sinking fund surpluses (Note 5)	2,247,394	2,061,346
	<u>7,403,579</u>	<u>4,378,121</u>
Current surplus (Note 6)	29,117,507	27,174,594
	<u>36,521,086</u>	<u>31,552,715</u>
Capital liabilities		
Net debenture debt (Note 7)	353,012	385,806
Capital surplus	57,656,565	51,305,777
	<u>\$94,530,663</u>	<u>\$83,244,298</u>

Approved by the Authority:


Chairman


President and General Manager

Statement of Operations

for the year ended December 31, 1986
(with comparative figures for the year 1985)

	1986	1985
Parking Revenues	\$23,696,159	\$20,499,977
Parking Expenses		
Operating		
Salaries, wages and employee benefits	5,869,148	5,590,308
Municipal taxes	3,888,727	3,756,284
Light, heat and water	823,147	803,992
Maintenance	783,816	1,202,276
Rent	679,895	462,948
Equipment acquisitions	298,649	240,102
Snow clearing	206,814	182,029
Insurance	162,302	107,347
Tickets	118,948	96,433
Sundry	267,494	239,306
	<u>13,098,940</u>	<u>12,681,025</u>
Administration	1,986,829	1,892,089
	<u>15,085,769</u>	<u>14,573,114</u>
Excess of Parking Revenues Over Expenses	8,610,390	5,926,863
Rental charge—City of Toronto (Note 8)	4,305,195	3,162,877
Income from Carpark Operations	4,305,195	2,763,986
Other Income		
Interest income	3,083,535	2,908,908
Proceeds on disposal of fixed assets (Note 9)	551,427	533,132
Sundry	41,757	39,812
	<u>3,676,719</u>	<u>3,481,852</u>
Net Income (Note 6)	<u>\$ 7,981,914</u>	<u>\$ 6,245,838</u>

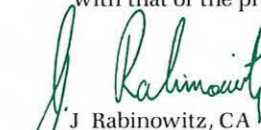
Auditor's Report

To the Council of the Corporation of the City of Toronto and the Commissioners of The Parking Authority of Toronto.

I have examined the balance sheet of The Parking Authority of Toronto as at December 31, 1986 and the statement of operations 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.

As described in note 1(c) to the financial statements, the Authority does not follow the accounting principles prescribed for Ontario municipalities in its accounting for fixed assets.

In my opinion, except for the accounting for fixed assets referred to in the preceding paragraph, these financial statements present fairly the financial position of the Authority as at December 31, 1986 and the results of its operations for the year then ended in accordance with the accounting principles disclosed in note 1 to the financial statements applied on a basis consistent with that of the preceding year.


J. Rabinowitz, CA
City Auditor
Toronto
March 10, 1987

Notes to Financial Statements

December 31, 1986

1. Accounting policies

(a) Financial statements

These financial statements reflect the financial position and results of operations of the Authority's municipal off-street parking facilities (parking garages and surface carparks). They do not include the operations of the City of Toronto's on-street parking facilities (parking meters, overnight permits and boulevard parking) and payments received by the City under agreements from developers in lieu of providing parking facilities. These reserve funds are recorded by the City. The revenues and expenses of the Authority do not include the operations of the Village Arcade Shopping Mall, which is managed by the Authority. The net income from this operation is paid over to the City and held in a separate reserve fund in its own accounts.

(b) Basis of accounting

Revenues and expenses are recorded on the accrual basis of accounting.

(c) Fixed assets

The Authority does not hold title to its carparks neither to the lands nor the improvements thereon. However, in order to reflect the assets acquired by the Authority out of its own funds, the Authority does not follow the accounting principles prescribed for Ontario municipalities in its accounting for fixed assets. Fixed assets are recorded at cost on the balance sheet, net of any disposals, with a likewise amount included in capital surplus. In addition, the Authority charges its capital expenditures on carpark development directly to current surplus. No provision is made for depreciation. Municipal accounting in Ontario requires that fixed assets be recorded as a charge to operations in the year of acquisition and shown as an asset only to the extent of the amount of the outstanding principal portion of unmatured long-term liabilities incurred for the acquisition of fixed assets.

2. Fixed assets

The cost of fixed assets acquired by the Authority out of its own funds is as follows:

	1986	1985
Land	\$15,996,157	\$14,749,075
Parking garages	25,578,789	25,591,876
Surface carparks	2,917,671	2,687,462
Developments under construction	11,281,332	6,639,609
Furniture, fixtures and equipment	1,977,948	1,765,881
	<u>\$57,751,897</u>	<u>\$51,433,903</u>

3. Accounts payable and accrued liabilities

Accounts payable and accrued liabilities include a net payable of \$3,442,589 due to the City of Toronto (1985—\$222,568 net receivable). The 1986 balance includes a receivable of \$105,009 in respect of expenses incurred by the Authority, on behalf of the City, which related to the City of Toronto Economic Development Corporation.

4. Accrued employee sick leave benefits

Provision has been made over the years to provide for the payment of sick leave credits which may become due to employees upon termination of employment

under the terms of the accumulative sick leave benefit plan. The liability for such benefits accrued to the end of 1986 has been fully provided for.

5. Sinking fund surpluses

The liability of accumulated excess sinking fund earnings, available to meet any further debt charges or for use in financing capital projects, was increased in 1986 by \$186,048 (1985—\$203,475) as a result of further surplus earnings declared by the Municipality of Metropolitan Toronto with reference to sinking fund debentures issued for parking purposes.

6. Current surplus

The surplus is available to the Authority for the development of parking facilities. Unexpended authorizations for such capital developments, including those approved in the City's 1987 capital budget, amount to some \$25 million. The movement in the surplus for the year is as follows:

	1986	1985
Balance, beginning of year	\$27,174,594	\$22,777,708
Capital expenditures on carpark developments	(6,039,001)	(1,848,952)
Net income	7,981,914	6,245,838
Balance, end of year	<u>\$29,117,507</u>	<u>\$27,174,594</u>

7. Net debenture debt

	1986	1985
Total issued	\$14,836,807	\$14,836,807
Redeemed to date (balance to be redeemed by 1997)	(13,436,374)	(12,798,012)
Value of sinking funds	(1,048,847)	(1,654,415)
	<u>351,586</u>	<u>384,380</u>

Funds advanced by the City of Toronto pending the issue of debentures

	1986	1985
	1,426	1,426
	<u>\$ 353,012</u>	<u>\$ 385,806</u>

The total debt servicing costs (principal and interest) for 1986 in the amount of \$159,686 (1985—\$418,258) have been met out of revenues derived from the City's operations of on-street parking meters and are not reflected in the expenses of the Authority.

8. Rental charge—City of Toronto

Under a 1985 arrangement with the City of Toronto, the Authority is required to pay annual rentals over the years 1984–89 for the use of City-owned properties leased to it, equal to 50% of its surplus from parking operations for the year or \$2,000,000, whichever is greater.

9. Proceeds on disposal of fixed assets

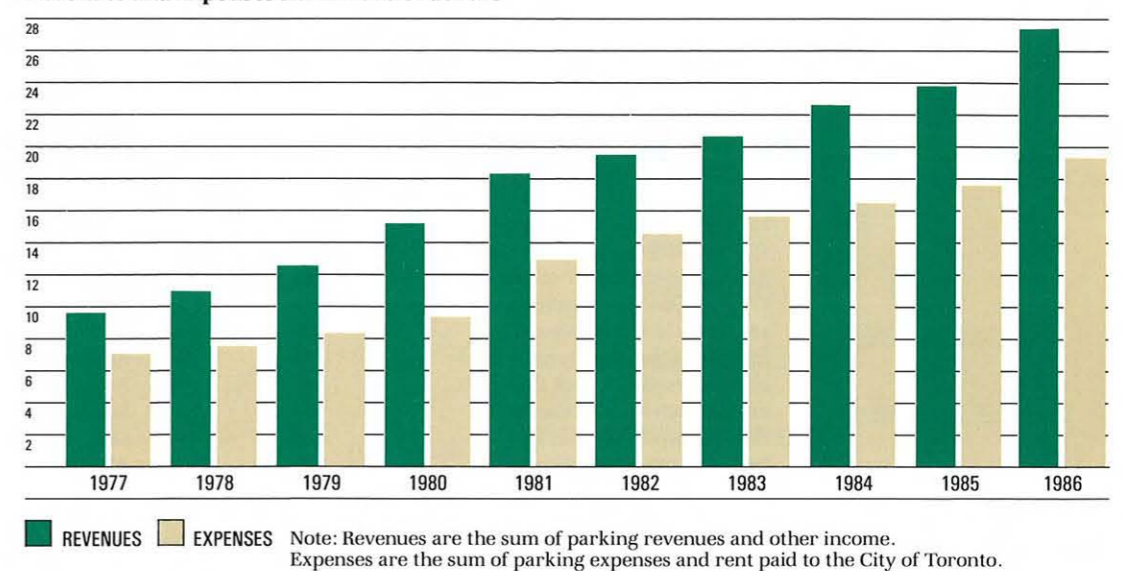
Proceeds on disposal of fixed assets include \$504,265 (1985—\$504,265) relating to the final installment recoverable from the City of Toronto with respect to the conveyance of carpark #79 (405 Sherbourne Street).

10. Contractual obligations

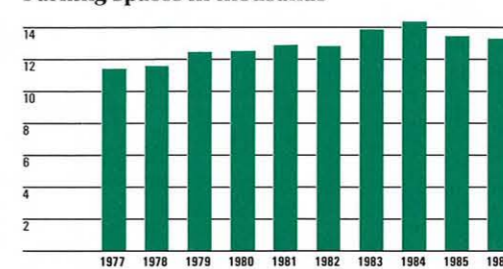
The Authority is committed to make additional expenditures of \$3.3 million for capital developments. Further, commitments over the next seven years under leasing agreements for use of lands and equipment (other than City-owned properties) total some \$407,900 for basic rental charges.

Financial Highlights

Revenues and Expenses in millions of dollars

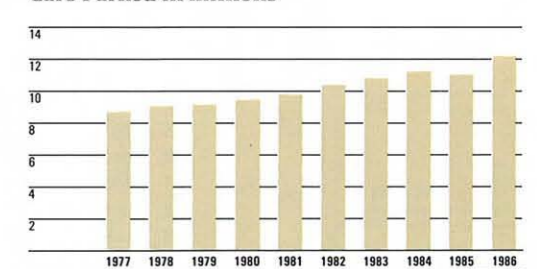


Parking Spaces in thousands



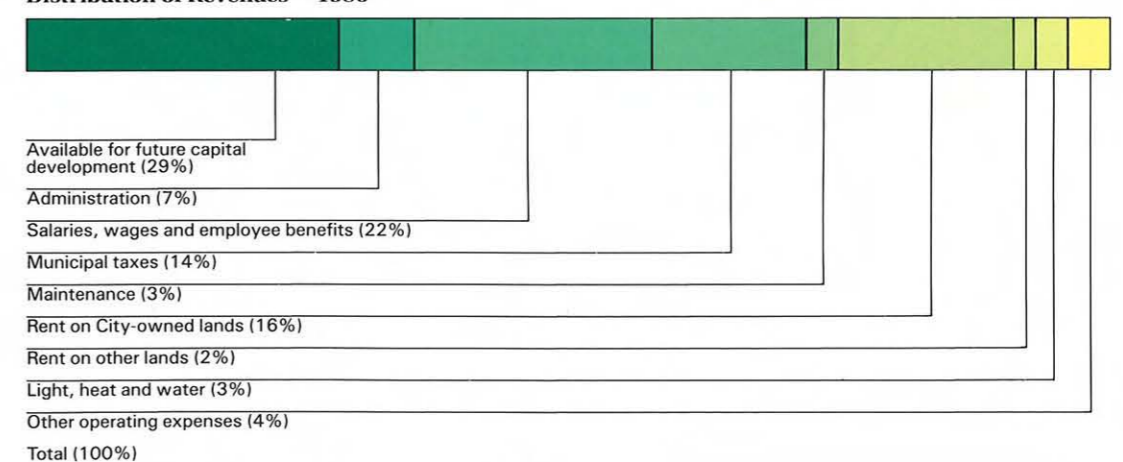
Note: Excludes spaces in six commuter carparks which reverted to the TTC in 1983.

Cars Parked in millions



Note: Excludes cars parked in six commuter carparks which reverted to the TTC in 1983.

Distribution of Revenues – 1986



Note: Revenues are the sum of parking revenues and other income.

Carpark Locations

as at March 31, 1987

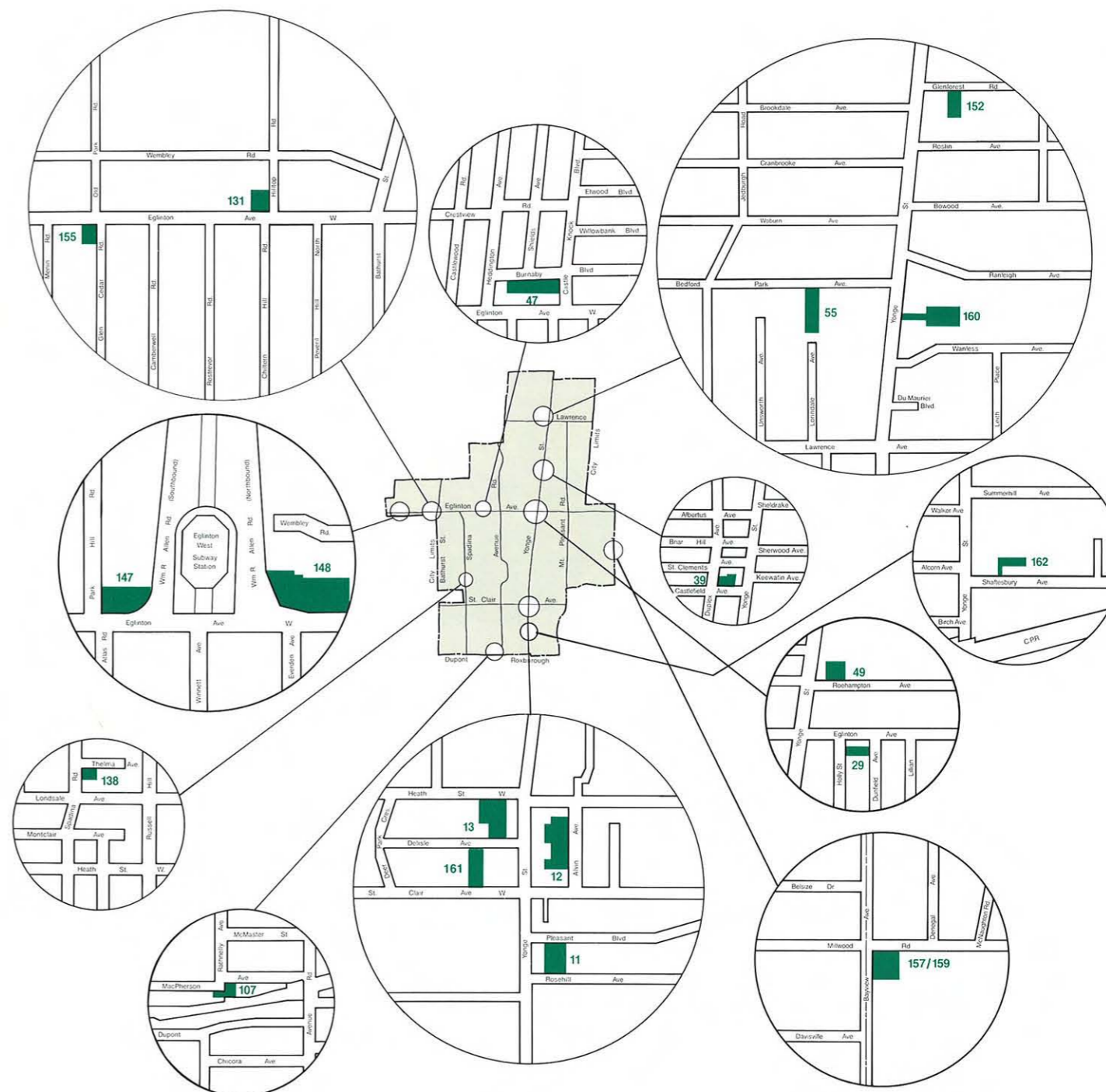
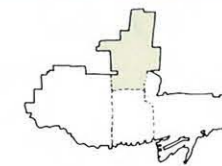
No	Location	Capacity
1	Hayden St e of Yonge	153
2	Charles St e of Yonge	77
3	Isabella St e of Yonge	79
5	Wellesley St e of Yonge	149
11	Rosehill Garage	571
12	Alvin Ave n of St Clair E	166
13	Delisle Ave w of Yonge	160
15	Yorkville-Cumberland Garage	1036
16	Cumberland St w of Bay	69
17	Pape Ave n of Danforth	83
18	Keele St s of Dundas W	78
19	Pacific Ave s of Dundas W	71
20	Cedarvale Ave n of Danforth	37
21	Amroth Ave s of Danforth	54
26	Queen-Victoria Garage	473
28	Pape Ave s of Danforth	76
29	Holly-Dunfield Garage	460
32	Bay St - Lake Shore Blvd W	525
33	Temperance St e of Bay	88
34	Dundas Sq - Victoria St	53
36	Nathan Phillips Square Garage	2014
39	Castlefield Ave w of Yonge	163
41	Norton Ave w of Dufferin	64
42	Via Italia s of St Clair W	66
43	St Lawrence Garage	1553
44	Fuller Ave n of Queen W	53
45	Broadview Ave n of Queen E	92
47	Burnaby Blvd w of Castle Knock	175
48	Lee Ave s of Queen E	128
49	Roehampton Ave e of Yonge	66
51	Lippincott St s of Bloor W	146
52	University Ave Garage	323
53	Walnut Ave s of Richmond W	150
55	Bedford Park Ave w of Yonge	45
58	Bedford Rd n of Bloor W	230
62	Queen St W - Abell St	27
63	Jarvis St - Richmond St E	17
64	Durie St n of Bloor W	155
68	Kensington Garage	292
71	Bellevue Ave s of Nassau	91
72	George St s of Front E	404
78	Erindale Ave e of Broadview	93
79	Sherbourne St n of Carlton	112
80	Keele St n of Dundas W	54
81	Lansdowne Ave n of Bloor W	40
82	Margueretta St n of Bloor W	56

*u/c - under construction

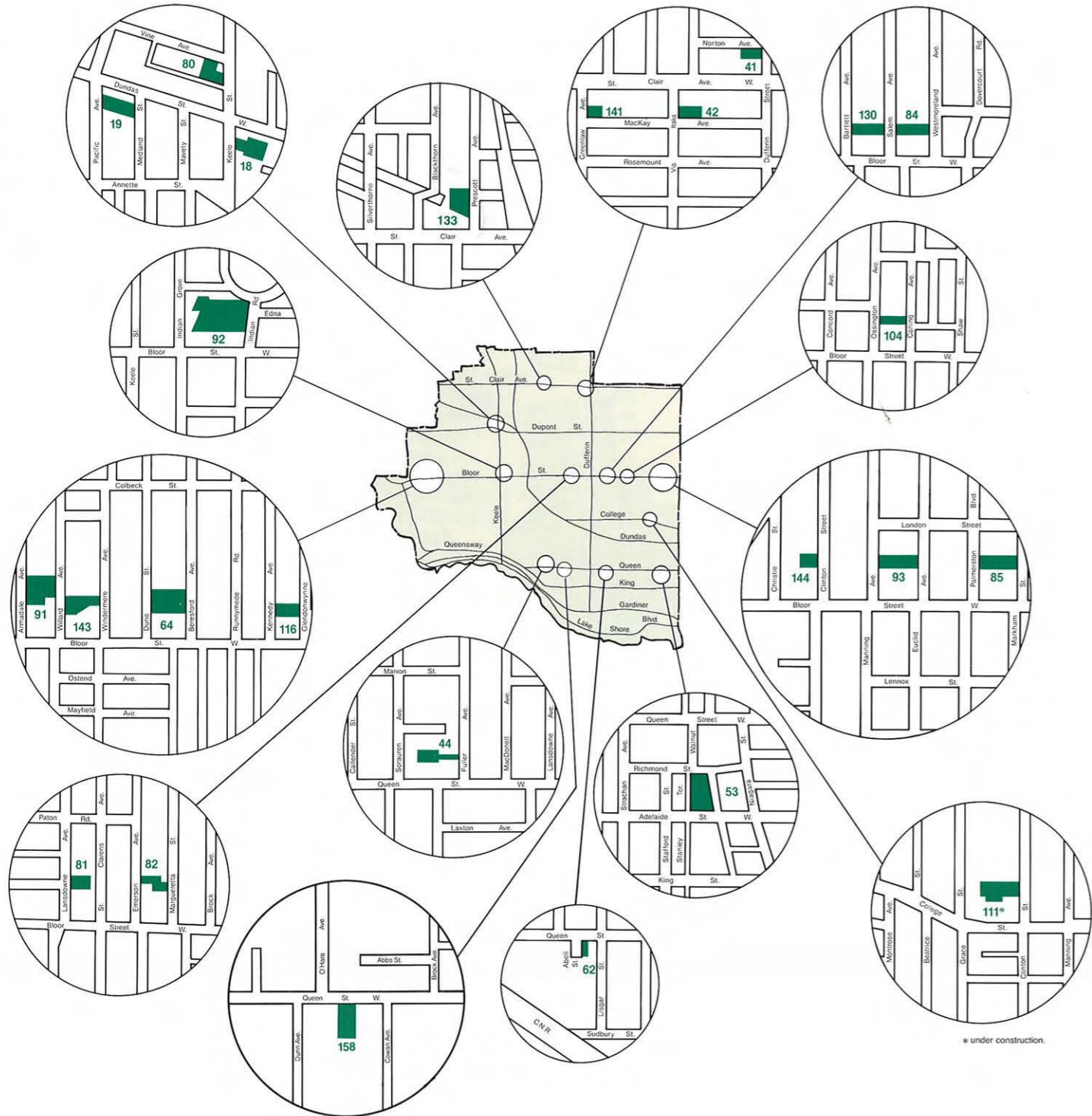
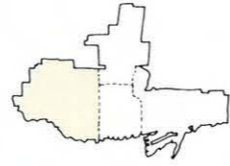
No	Location	Capacity
84	Salem Ave n of Bloor W	35
85	Palmerston Ave n of Bloor W	58
87	Chester Ave n of Danforth	83
88	Ferrier Ave n of Danforth	47
89	Lipton Ave e of Pape	70
90	Eaton Ave n of Danforth	30
91	Armadale Ave n of Bloor W	144
92	Indian Rd n of Bloor W	226
93	Euclid Ave n of Bloor W	44
96	Portland St n of Front W	246
104	Ossington Ave n of Bloor W	40
105	Richmond St W - Portland St	46
106	Augusta Ave n of Queen W	120
107	MacPherson Ave - Rathnelly Ave	40
108	Church St s of The Esplanade	163
109	Aberdeen Ave w of Parliament	35
110	Danforth Ave e of Coxwell	25
111	Clinton St n of College	u/c*
116	Kennedy Ave - Glendonwynne Rd	56
125	Richmond St E - Sherbourne St	183
126	Front St E - Parliament St	85
130	Bartlett Ave n of Bloor W	38
131	Hilltop Rd - Eglinton Ave W	28
133	Prescott Ave - St Clair Ave W	33
137	Gough Ave n of Danforth	17
138	Thelma Ave e of Spadina Rd	37
141	Greenlaw Ave - MacKay Ave	38
142	Langford Ave n of Danforth	27
143	Windermere Ave n of Bloor W	106
144	Clinton St n of Bloor W	33
146	Gerrard St E - Hamilton St	43
147	n/w Eglinton W / W R Allen	53
148	n/e Eglinton W / W R Allen	79
149	Woodycrest Ave n of Danforth	35
150	Larch St s of Dundas W	84
151	Wildwood Cres - Kingsmount Park Rd	65
152	Glenforest Rd e of Yonge	26
153	Victoria St s of Dundas E	51
155	Eglinton Ave W - Glen Cedar Rd	33
156	Ferrier Ave n of Danforth	23
157	Bayview-Millwood Garage	20
158	Queen St W w of Cowan	32
159	Bayview Ave - Millwood Rd	10
160	Yonge St s of Ranleigh	37
161	St Clair-Yonge Garage	149
162	Shaftesbury Ave e of Yonge	22

63
104
105
106

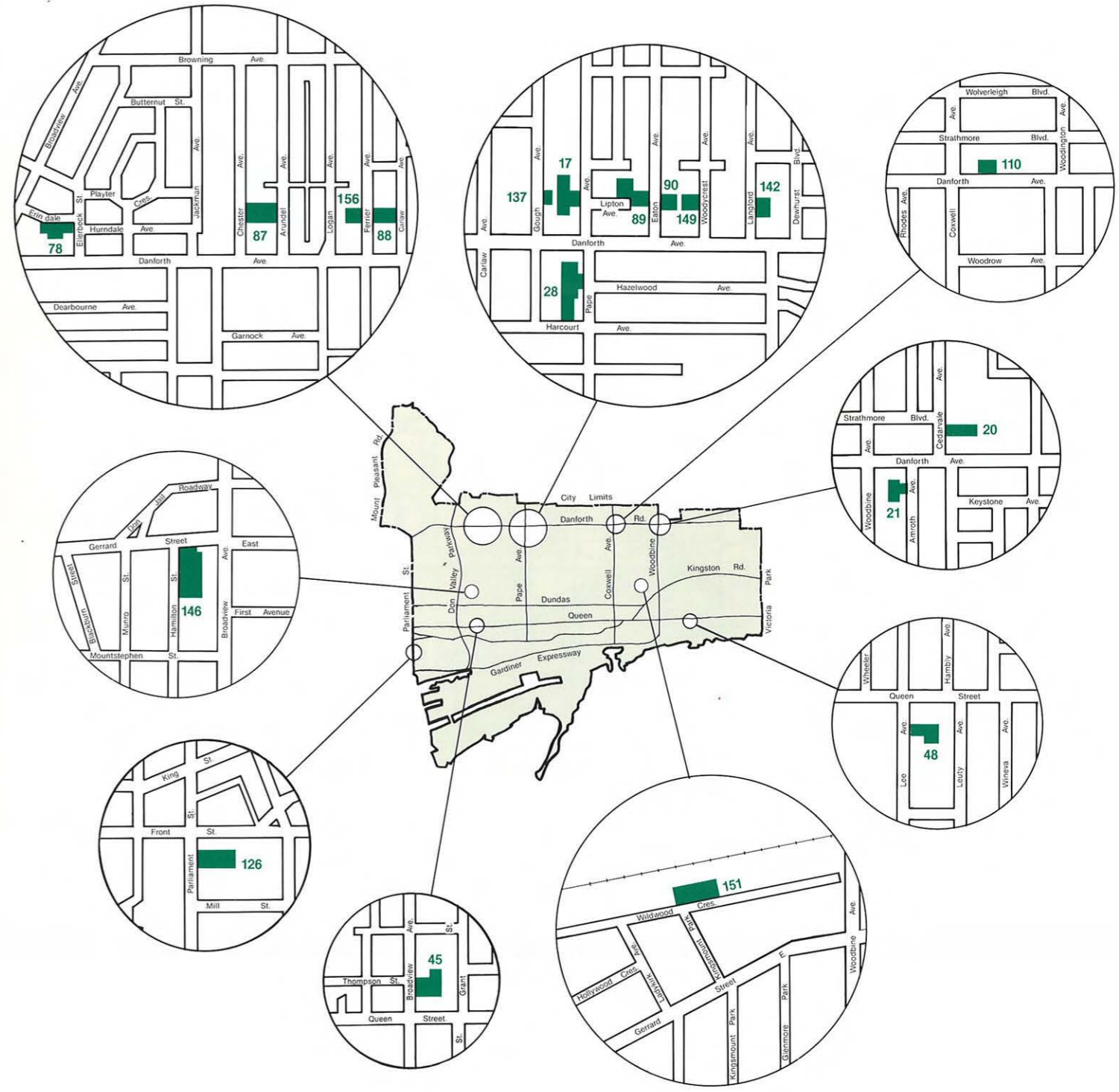
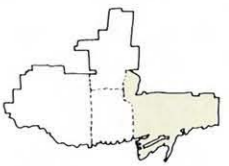
North Area



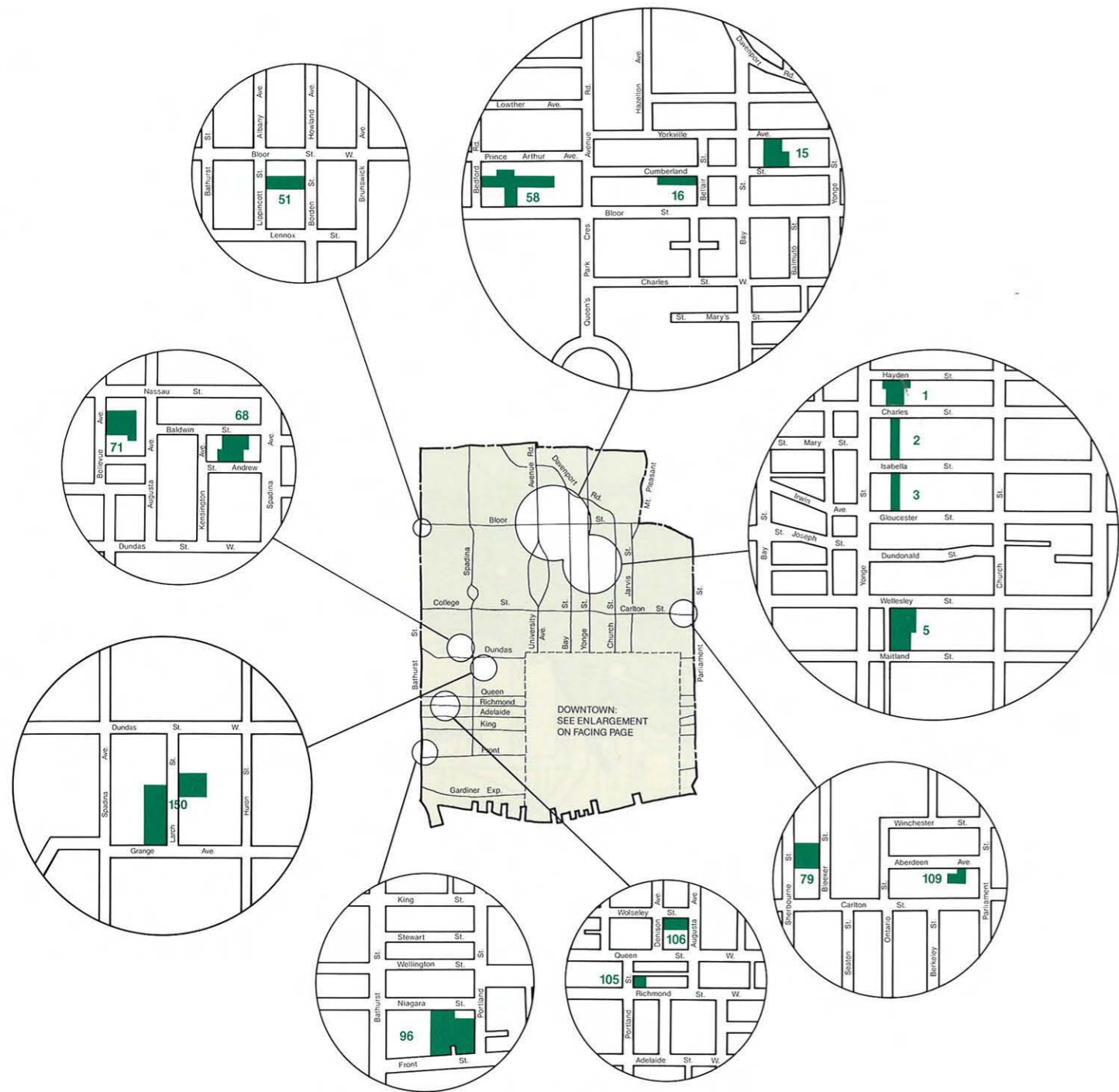
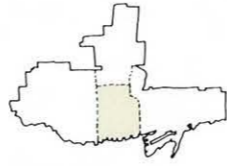
West Area



East Area



Central Area



Downtown Area





The Parking Authority of Toronto
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