

The Parking Authority of Toronto ANNUAL REPORT 1972



CITY COUNCIL

MAYOR

David Crombie

EXECUTIVE COMMITTEE

Reid Scott
Art Eggleton
Karl Jaffary
William Kilbourn

ALDERMEN

Wards	Wards
1 Elizabeth Eayrs William Boytchuk	7 Karl Jaffary John Sewell
2 Archie Chisholm Edward Negridge	8 Frederick J. Beavis Tom Clifford
3 Mike D'Arcy Goldrick Joseph J. Piccininni	9 Reid Scott Dorothy Thomas
4 Art Eggleton George Ben, Q.C.	10 William Kilbourn Paul B. Pickett, Q.C.
5 Ying Hope Colin Vaughan	11 Anne Johnston David P. Smith
6 William L. Archer, Q.C. Dan Heap	

THE PARKING AUTHORITY OF TORONTO



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



Commissioner
Hugh C. Elsam



Commissioner
B. Michael Grayson, Q.C.



General Manager
Robert G. Bundy, B.Com.



Secretary-Treasurer
Reginald W. Lewis, C.G.A., F.C.I.S.

Commissioners of the Parking Authority of Toronto are appointed by and responsible to City Council.



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

His Worship Mayor David Crombie, and Members of the City of Toronto Executive Committee, City Hall, Toronto, Ont.

Your Worship and Gentlemen:

Your Commissioners are pleased to present the Balance Sheet and the Annual Report of The Parking Authority of Toronto for the year ended December 31st, 1972, the twenty-first year of operation, and to report that satisfactory progress has been made in the period under review.

As will be seen from this Report, your Authority continues to serve an increasing number of citizens. A new high was achieved of 8,750,000 cars parked, and gross revenues from off-street parking of \$6,428,480. Net income derived from on-street parking meters was \$865,648. Debt charges amounted to \$1,261,463 and municipal realty and business taxes to \$1,227,046.

Since inception \$7,790,000 has been spent out of Parking Authority surplus for the acquisition of debt free assets, the title of which is held by the City of Toronto. This is additional to capital surplus created by the use of operating revenues to pay principal and interest on debt charges.

The Authority has conducted its operations for the City on sound business principles. We have endeavoured to carry on in an economical manner and at the same time to offer to the motoring public the best possible service. It has been the Authority's policy since inception to turn all surpluses back to the citizens of Toronto in the form of fixed assets and

it is your Authority's intention to continue this sound development.

Prior to the establishment of the Parking Authority, the parking problem was an active political issue and was quite rightly the cause of grave concern. Indeed such concern gave rise to the establishment of this Authority. At the present time, however, because there is a fairly extensive network of permanent parking facilities in Toronto, the provision of parking is now considered a low priority issue.

As will be seen from the table of carpark locations contained elsewhere in this Report, the majority of the Authority's carparks are located outside of the downtown core. Your Authority is acutely aware that even though neighbourhood areas are, on the whole, a sub-economic proposition, their establishment is essential to the protection of neighbourhood property values. In recognizing that such operations are not economically feasible as an individual entity, the Authority will continue its policy of underwriting neighbourhood parking by means of its surplus revenues derived from the operation of its profitable parking facilities.

In 1972 the Authority closed two carparks. One containing 76 spaces was located at Dorval Road and Edna Avenue, the site of this carpark having been temporarily leased from the Metropolitan Corporation. The other parking facility was located in Willowvale Park with 95 spaces, and was turned over to the Parks and Recreation Department for incorporation into Willowvale Park.

My fellow Commissioners and I are proud of the fact that our General Manager, Mr. Robert G. Bundy, was named "Parking Man of the Year" by the International Municipal Parking Congress. This is an award given to a government official showing outstanding leadership in developing parking programmes.

In closing, your Authority wishes to draw your attention to the article "The Serious Problem Looming Ahead" in its 1971 Report. Your Commissioners' concern at the matters set forth in that article has not abated since publication in our last Report. We also wish to record our appreciation of the various Councils of the City of Toronto and Metropolitan Toronto who have contributed so much in assisting us to develop the off-street parking operation of Toronto's transportation system.

Yours very truly,

John F. Ellis,
Chairman.

THE PARKING AUTHORITY OF TORONTO

THE PARKING AUTHORITY OF TORONTO was established by Provincial Statute and City By-Law in 1952. It is a corporate body and is comprised of a Chairman and two Commissioners who are appointed by, and responsible to City Council. Commissioners of the Authority must be qualified in the same manner as THE MUNICIPAL ACT requires of a member of the council of a local municipality.

The Authority is responsible for the establishment, operation and management of municipal parking facilities throughout the City of Toronto. It is city-owned and is required to be self-sustaining. 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 must annually report to City Council and all its activities are subject to the scrutiny of the City Auditor.

The objective of the Parking Authority is to provide a high-quality, low-cost service by establishing throughout the City an efficient system of municipal parking facilities. The system comprises -

- Carparks for short-term parkers in the downtown core,
- Carparks for all-day parkers on the downtown fringes,
- Commuter-shopper carparks at Subway Stations,
- Carparks to serve neighbourhood-business districts as well as residential areas.

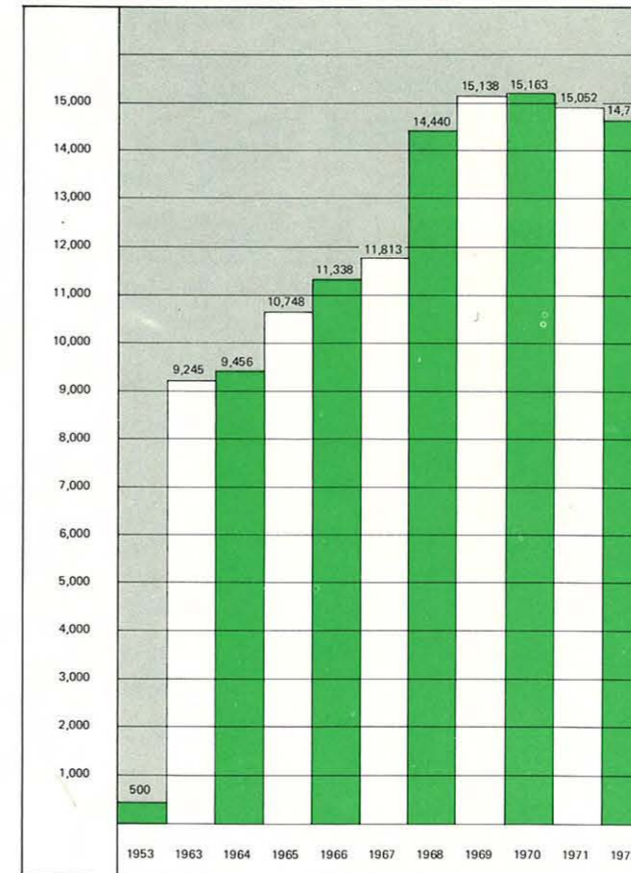
An important and directly related effect is that by providing off-street parking the Authority helps to eliminate curb parking on main traffic arteries, thereby making available the entire roadway for the movement of vehicles.

The Authority's rate schedules are designed to accommodate the short-term parker in the downtown municipal lots. This is done in order to assist the businessman or shopper who wishes to visit the downtown core, complete a transaction, and then move on. It is also done to discourage the all-day parker from coming into the downtown core and causing the clogging effect that lack of parking space creates in the traffic pattern.

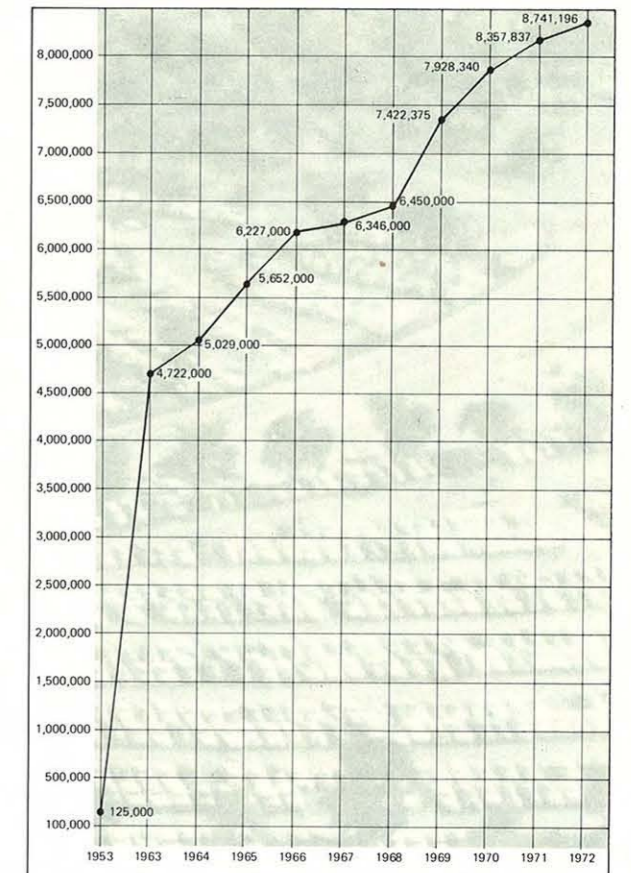
There are however municipal parking lots on the fringe of downtown as well as at the east and west terminals of the Rapid Transit System with reduced rates for the long-term parker. In this way the Authority endeavours to maintain a balanced parking programme.

The Authority is fortunate in the harmony it has enjoyed with elected representatives and other civic officials. By working closely with the Metro and City Planning Boards, the Metropolitan Police, the Toronto Transit Commission, Civic Departments and related bodies, it has evolved a parking programme that contributes to smooth flowing traffic patterns and the development, as well as redevelopment, of Toronto's business and residential communities.

MUNICIPAL PARKING SPACES



CUSTOMERS SERVED



BALANCE SHEET as at December 31, 1972

THE PARKING AUTHORITY OF TORONTO

ASSETS

Current Assets:

Cash in bank and on hand including Term Deposits	\$7,741,628		
Accrued Interest on Deposits	22,706	\$ 7,764,334	
Accounts Receivable		19,222	
Prepaid Expense		25,277	
Inventories		<u>28,572</u>	
			\$ 7,837,405

Fixed Assets:

Car Parks - Lands and improvements Completed Projects	\$17,596,571		
Projects under construction	2,775,827		
Renovations of office premises and Furniture, Fixtures and Equipment	466,313	20,838,711	
Proceeds from sale of debentures held by the City		241,572	
Proceeds from sale of property held by the City		366,215	
			<u>\$29,283,903</u>

LIABILITIES

Current Liabilities:

Accounts Payable	\$ 614,288		
Deferred Revenue	16,198	\$ 630,486	

Sick Credit Reserve:

.....		187,280	
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Reserve to meet Debt Charges:

.....		68,387	
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Current Surplus:

Balance December 31, 1971	\$ 4,970,642		
Add: Profit for year 1972 after provision for Capital Acquisitions and Debt Charges	1,980,610	6,951,252	
			<u>\$ 7,837,405</u>

Capital Liabilities:

City of Toronto			
For funds advanced by the City for capital expenditures pending the issue of debentures			702
Debenture Debt:			
Issued		\$14,320,259	
Less: Redeemed to December 31, 1972	\$1,611,553		
Sinking Fund Investment as at December 31, 1972	5,744,946	7,356,499	6,963,760
			14,482,036

Capital Surplus:

Note: Contingent Liabilities \$96,000			<u>\$29,283,903</u>
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AUDITOR'S OPINION

I have examined the Balance Sheet of the Parking Authority of Toronto as at December 31, 1972 and the Statement of Revenue and Expenditure for the year ended on that date, and have obtained all the information and explanations I have required. My examination included a general review of the accounting procedures and such tests of accounting records and other supporting evidence as I considered necessary in the circumstances.

In my opinion, the accompanying Balance Sheet and Statement of Revenue and Expenditure present fairly the financial position of the Authority as at December 31, 1972 and the results of its operations for the year ended on that date in accordance with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Toronto,
May 16, 1973.



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

THE PARKING AUTHORITY OF TORONTO

**Statement of Revenue and Expenditure
for the year ended December 31, 1972**

Parking Revenue	\$6,015,818	
Parking Area Expenses	<u>3,739,526</u>	\$2,276,292
Sundry Revenue		<u>412,662</u>
		\$2,688,954

Administration Expenses		
Salaries and wages	\$ 307,731	
Rent and Utilities	30,548	
Maintenance	2,835	
Postage, stationery & office supplies	10,442	
Drafting supplies, etc.	1,245	
General Expense	37,647	
Travelling and Conference Expenses	36,131	
Employee Welfare Plans	36,326	
Honoraria	7,500	
Legal	4,000	
Advertising	4,023	
Lease of Equipment	8,600	
Furniture and Equipment	<u>3,221</u>	490,249

Direct Operating Surplus \$2,198,705

Appropriated for:

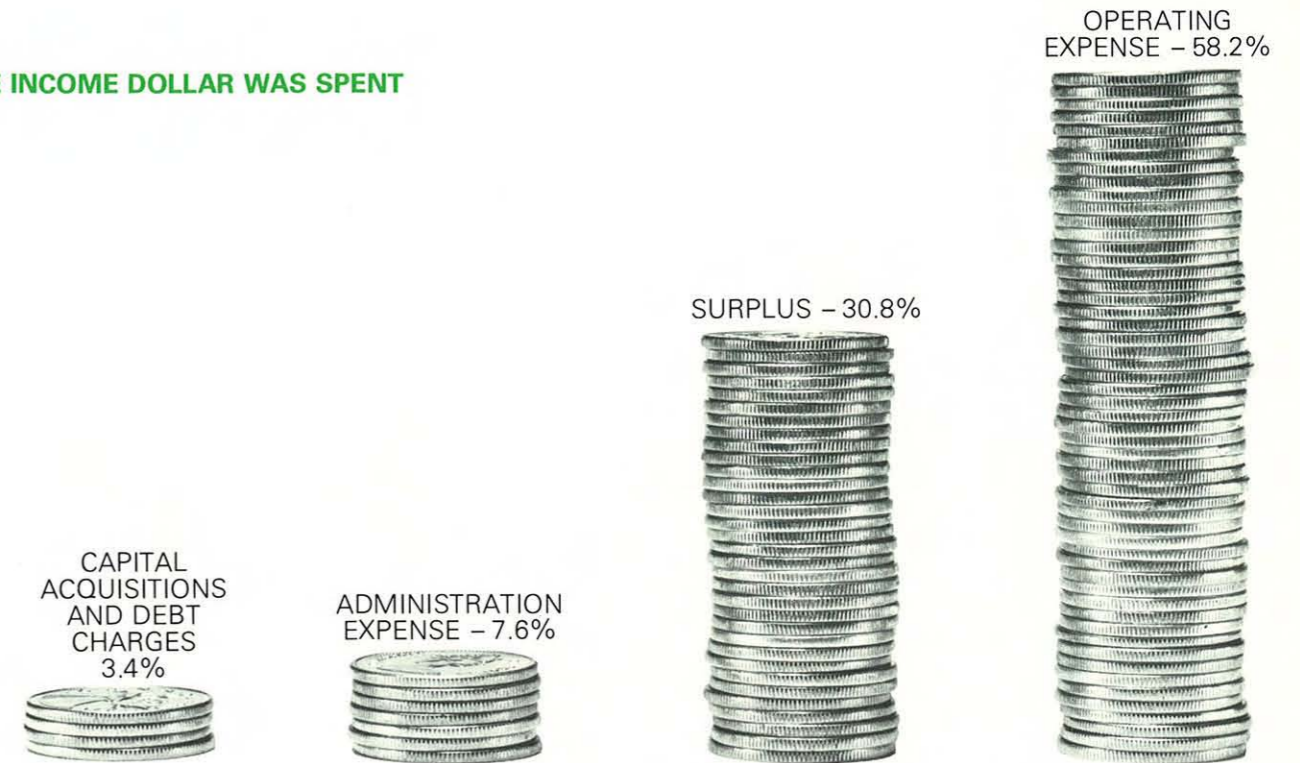
Acquisition of Parking Lands and improvement thereon	\$ 161,024	
Debenture Debt Charges	<u>57,071</u>	218,095
		<u>\$1,980,610</u>

This is the Statement of Revenue and Expenditure referred to in my certificate dated May 16, 1973 appended to the Balance Sheet of the Parking Authority of Toronto.

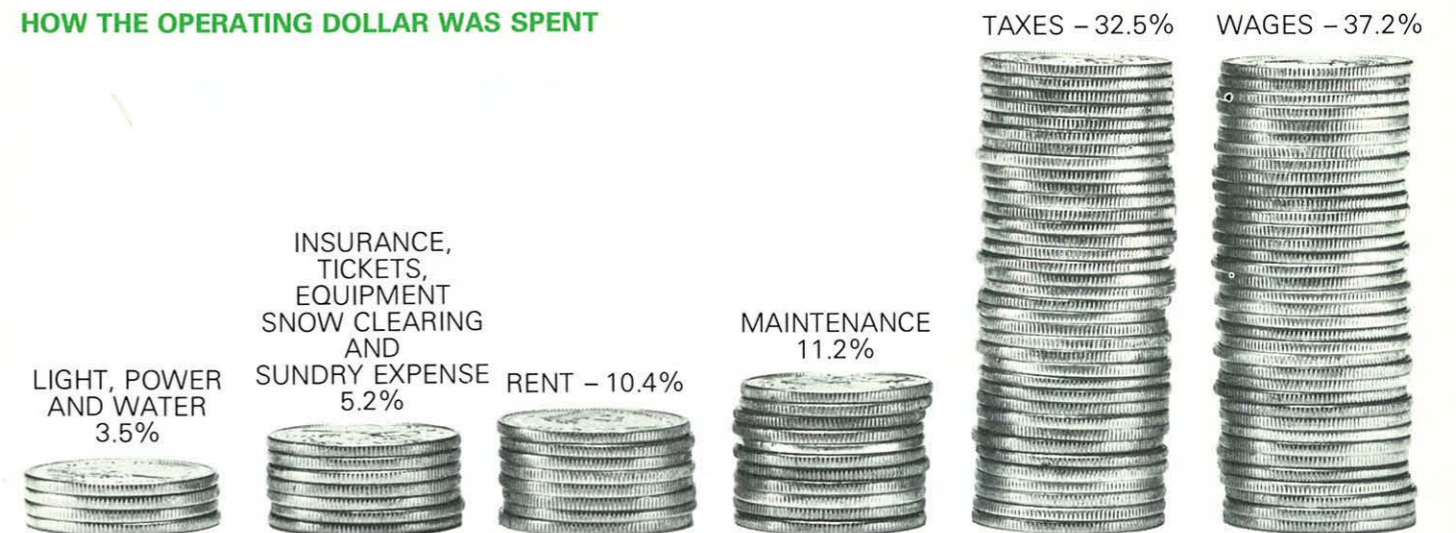


John F. Connor, C.A.,
City Auditor.

HOW THE INCOME DOLLAR WAS SPENT



HOW THE OPERATING DOLLAR WAS SPENT





The Arms, Crest and Supporters have their own emblematic meaning which are now given for information.

The first quarter of the shield contains the lions of the Royal Arms of England. Special dispensation from Her Majesty Queen Elizabeth II enabled the use of this device as, normally, their use is not allowed in Coats of Arms.

The White Rose of York shown in the second quarter of the shield is emblematic of the origin of Toronto as the Town of York.

In the third quarter symbolizing the industrial stature of Toronto is a cogwheel.

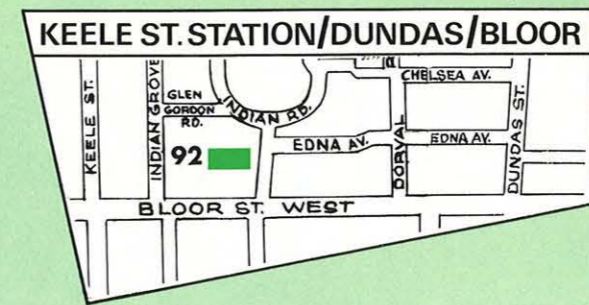
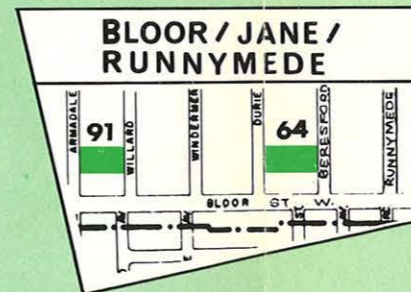
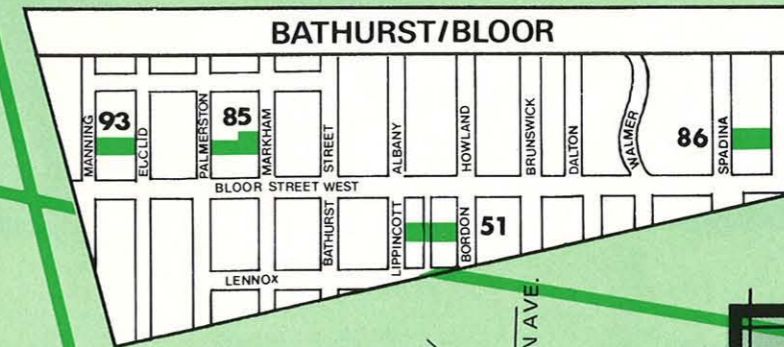
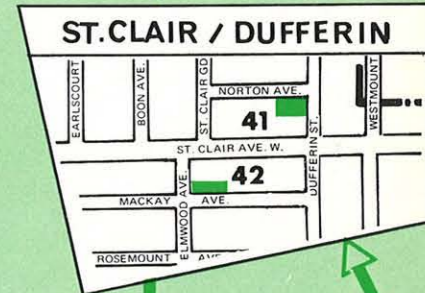
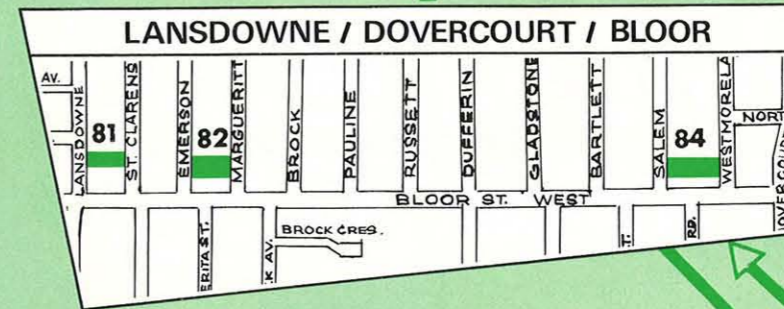
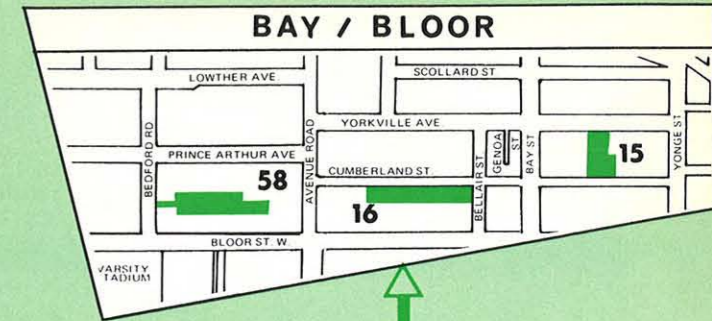
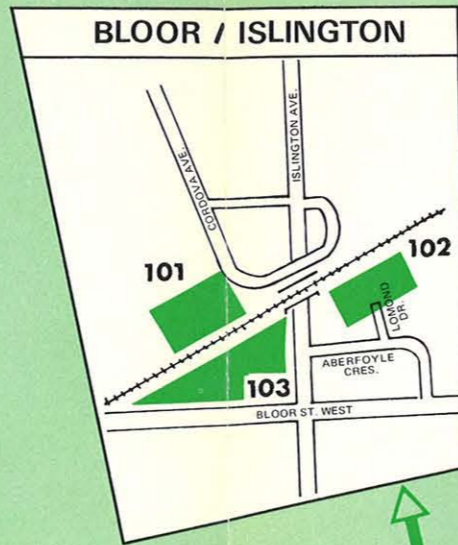
The steamboat, representing the paddle steamer "Great Britain", which plied Lake Ontario in the 1830's and was a frequent visitor to the harbour at York, portrays both the eminence of Toronto as a world port and commerce.

The central placing of the Maple Leaf symbolizes Toronto as the Capital of the Province of Ontario.

A Mississauga Indian is the dexter supporter. This figure represents the early inhabitants of the area upon which the City of Toronto has grown. The sinister supporter is a female figure representing Britannia and is indicative of the bonds between Canada and Britain.

The mural crown of the Crest is shown composed of Masonry. This device is frequently used in English cities as a corporation symbol.

The beaver is intended to depict both the Canadian identity of Toronto and industry.



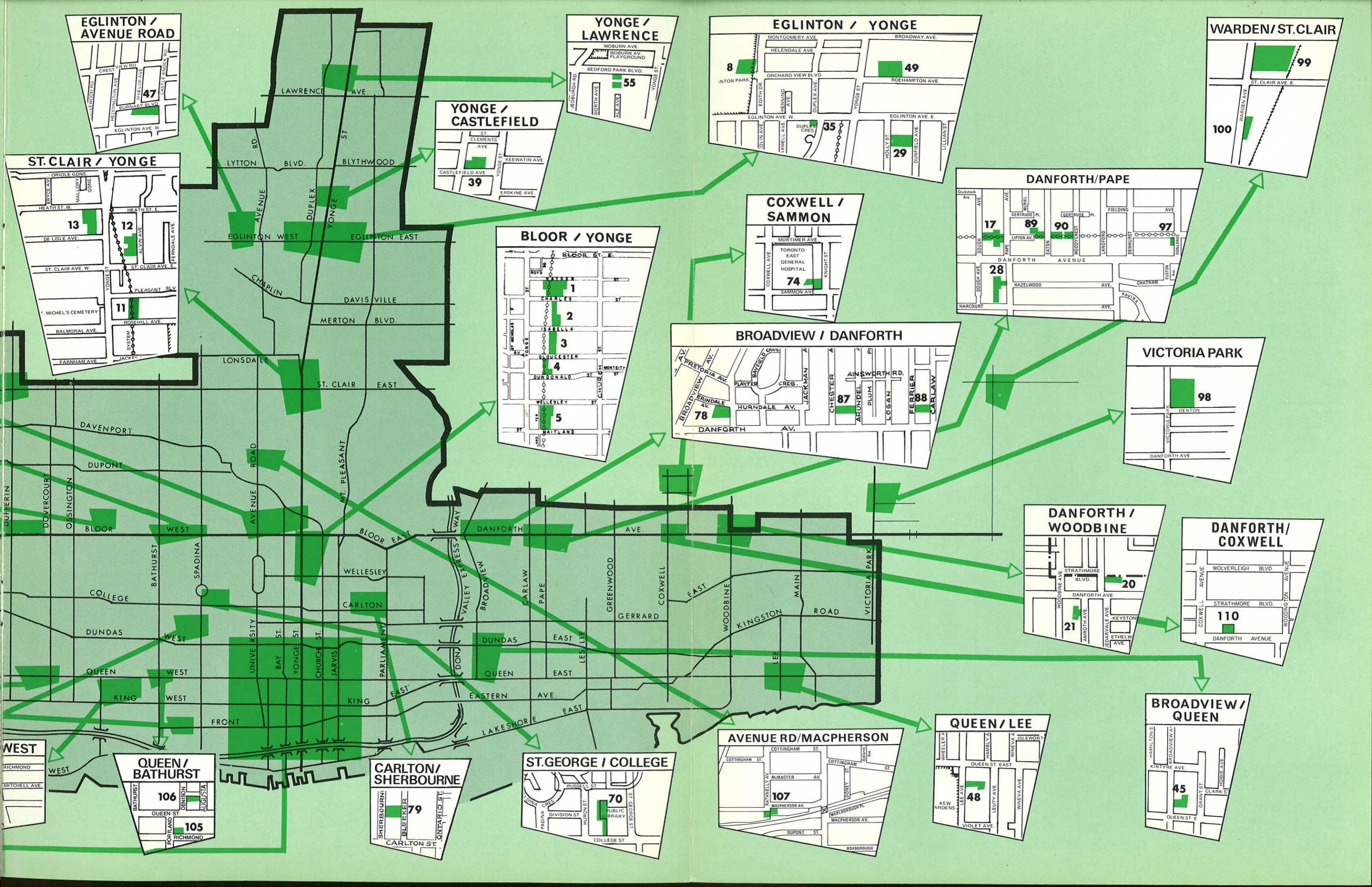
CITY OF TORONTO



MUNICIPAL CARPARKS

SURFACE LOTS 

GARAGES 



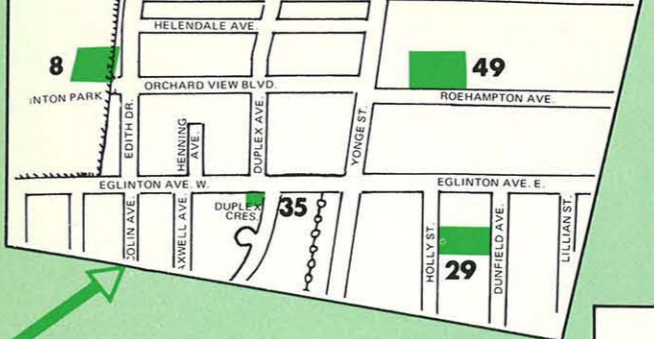
EGLINTON / AVENUE ROAD



YONGE / LAWRENCE



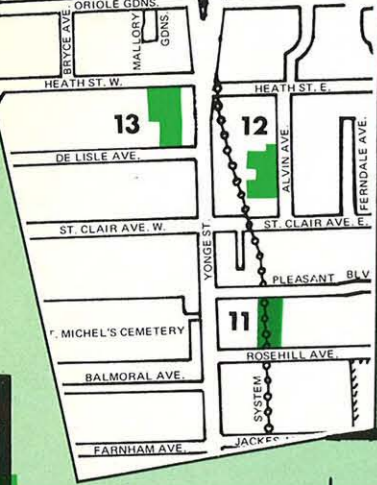
EGLINTON / YONGE



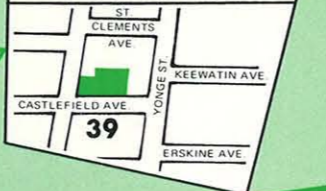
WARDEN / ST. CLAIR



ST. CLAIR / YONGE



YONGE / CASTLEFIELD



COXWELL / SAMMON



DANFORTH / PAPE



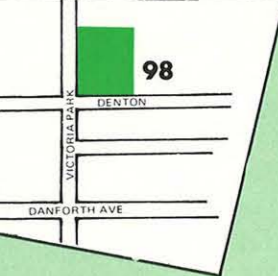
BLOOR / YONGE



BROADVIEW / DANFORTH



VICTORIA PARK



DANFORTH / WOODBINE



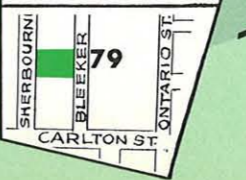
DANFORTH / COXWELL



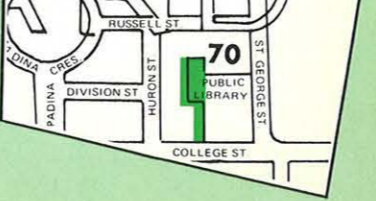
QUEEN / BATHURST



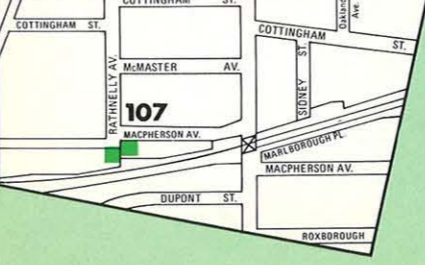
CARLTON / SHERBOURNE



ST. GEORGE / COLLEGE



AVENUE RD / MACPHERSON



QUEEN / LEE



BROADVIEW / QUEEN

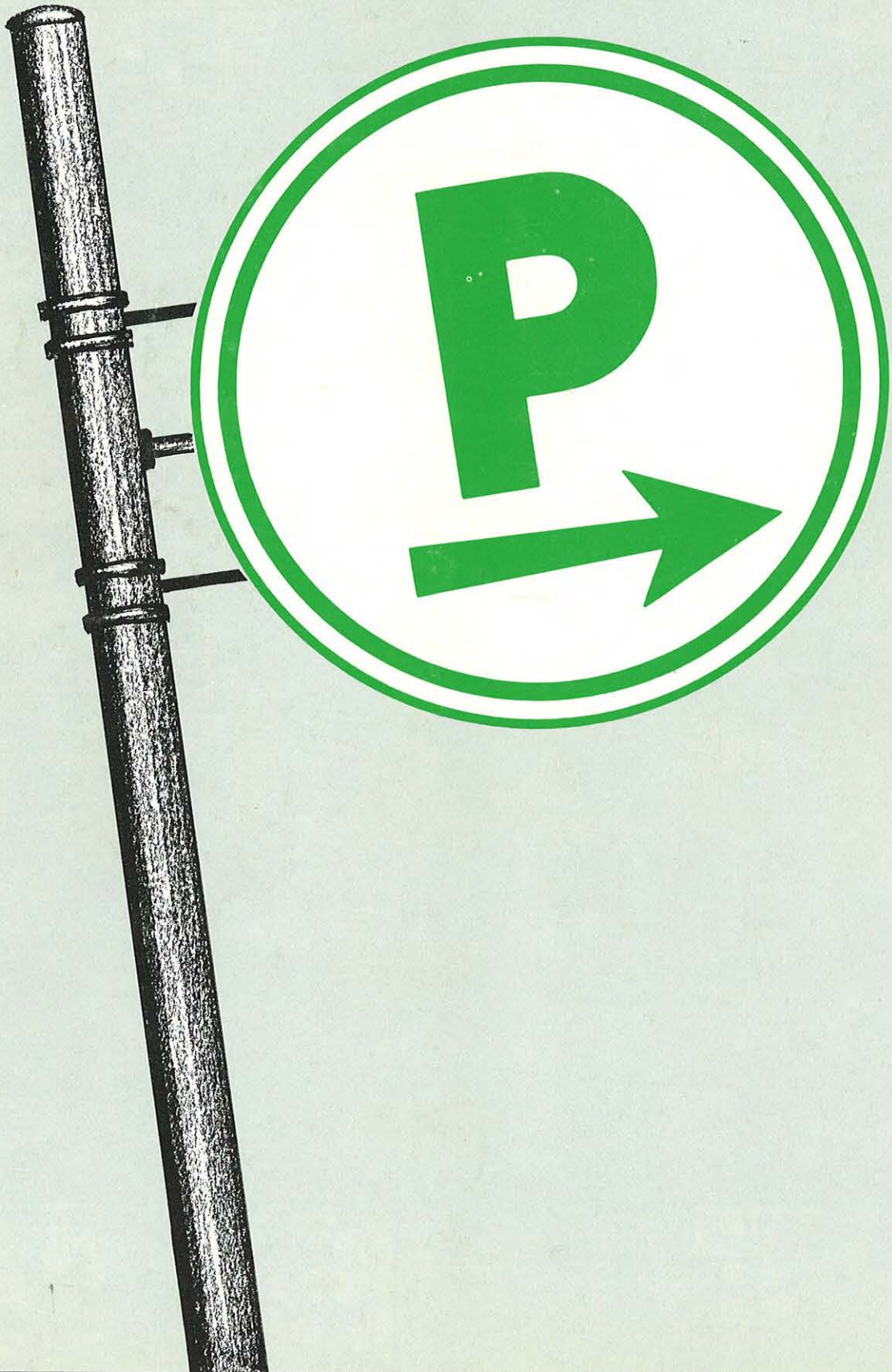


PARKING AUTHORITY OF TORONTO CARPARKS
LOCATION AND CAPACITIES—1972

CARPARK	LOCATION	CAPACITY
1	Hayden Street, east of Yonge.....	148
2	Charles Street, east of Yonge.....	86
3	Isabella Street, east of Yonge.....	123
4	Dundonald Street, east of Yonge.....	52
5	Wellesley Street, east of Yonge.....	152
8	Eglinton Park.....	146
11	Rosehill - Yonge Garage.....	326
12	Alvin Avenue, north of St. Clair Avenue East.....	174
13	Delisle Avenue, west of Yonge.....	175
14	King Street, east of Church.....	24
15	Yorkville Avenue, east of Bay.....	180
16	Cumberland Street, west of Bay.....	122
17	Pape Avenue, north of Danforth.....	100
18	Keele Street, south of Dundas.....	78
19	Pacific Avenue, south of Dundas.....	69
20	Cedarvale Avenue, north of Danforth.....	44
21	Amroth Avenue, south of Danforth.....	53
26	Queen - Victoria Garage.....	518
28	Pape Avenue, south of Danforth.....	78
29	Holly Street, south of Eglinton.....	207
30	N/E Corner of Church and Front Streets...	462
32	N/E Corner of Bay Street and Lakeshore Boulevard W.....	486
33	Temperance Street, east of Bay.....	89
34	Dundas Square at Victoria.....	57
35	S/W Corner Eglinton Avenue and Duplex..	93
36	Nathan Phillips Square Underground Garage.....	2022
38	St. Patrick Street, south of Dundas.....	190
39	Castlefield Avenue, west of Yonge.....	180
41	Norton Avenue, west of Dufferin.....	68
42	Elmwood Avenue, south of St. Clair.....	70
43	Esplanade Street, east of Yonge.....	585
44	Fuller Avenue, north of Queen.....	131
45	Broadview Avenue, north of Queen.....	100
47	Burnaby Blvd., west of Castle Knock.....	179
48	Lee Avenue, south of Queen.....	76
49	Roehampton Avenue, east of Yonge.....	138
51	Borden Street, south of Bloor.....	146
52	University Avenue Underground Garage...	323
53	Walnut Avenue, south of Richmond.....	199
55	Bedford Park Avenue, west of Yonge.....	45
58	Bedford Road, north of Bloor.....	147

CARPARK	LOCATION	CAPACITY
62	S/E Corner of Queen Street West and Abell Street.....	27
63	S/W Corner of Jarvis Street and Richmond Street East.....	17
64	Durie Street, north of Bloor.....	117
68	St. Andrews Street, west of Spadina.....	85
70	Central Library, College and St. George...	95
71	Bellevue Avenue, south of Nassau.....	101
72	George Street, south of Front.....	450
74	East General Hospital.....	210
78	Erindale Avenue, east of Broadview.....	76
79	Sherbourne Street, north of Carlton.....	108
80	Keele Street, north of Dundas.....	58
81	Lansdowne Avenue, north of Bloor.....	23
82	Margueretta Street, north of Bloor.....	54
84	Salem Avenue, north of Bloor.....	34
85	Palmerston Avenue, north of Bloor.....	51
86	Spadina Road, north of Bloor.....	59
87	Chester Avenue, north of Danforth.....	63
88	Ferrier Avenue, north of Danforth.....	52
89	Lipton Avenue, east of Pape.....	66
90	Eaton Avenue, north of Danforth.....	76
91	Armada Avenue, north of Bloor.....	136
92	Indian Road, north of Bloor.....	253
93	Euclid Avenue, north of Bloor.....	43
96	Portland Street, north of Front.....	249
97	Strathmore Boulevard, west of Donlands..	14
98	Victoria Park Avenue, north of Denton...	260
99	N/E Corner of Warden Ave. and St. Clair Avenue East.....	1416
100	Warden Avenue, south of St. Clair.....	152
101	Cordova Avenue, west of Islington.....	438
102	Lomond Drive, north of Aberfoyle.....	284
103	Bloor Street, west of Islington.....	582
104	Ossington Avenue, north of Bloor.....	36
105	N/E Corner of Richmond Street W. and Portland Street.....	45
106	Augusta Avenue, north of Queen.....	119
107	MacPherson Avenue, opposite Rathnelly..	39
108	Church Street, south of Esplanade.....	216
110	N/S Danforth, E. of Coxwell.....	25

TOTAL - 78 Carparks
- 14,770 spaces



THE PARKING AUTHORITY OF TORONTO, 36 ADELAIDE STREET W., TORONTO, ONTARIO

