

THE PARKING AUTHORITY OF TORONTO • ANNUAL REPORT 1967



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THE PARKING AUTHORITY OF TORONTO



JOHN F. ELLIS, M.B.E., Chairman



HUGH C. ELSAM, Commissioner



WILLIAM D. KEARNS, Commissioner



ROBERT G. BUNDY, B.Com.,
General Manager



REGINALD W. LEWIS, C.G.A., F.C.I.S.,
Secretary-Treasurer

Members of The Parking Authority are appointed by, and are responsible to the City Council. Commissioners must be taxpayers of the City of Toronto.

ANNUAL REPORT 1967

His Worship Mayor William Dennison,
Members of the Board of Control,
City Hall,
Toronto 1, Ontario

Your Worship, Ladies and Gentlemen:

It is with pleasure your Authority submits its annual report on the sixteenth year of operation.

The municipal off-street parking network was increased by three carparks and now consists of 11,813 spaces. Six million, three hundred and forty-six thousand cars were parked — this figure does not include cars parked at the 390 metered off-street parking spaces of the Authority.

Revenue reached \$3,951,130 of which \$922,021 was paid to the City in realty and business taxes. The direct operating surplus for 1967 was \$1,462,233, a new record.

The Parking Authority of Toronto has been selected to host the Fourteenth Annual Parking Workshop of the International Municipal Parking Congress, June 16th to 20th, 1968. Most persons attending the convention will come from the United States but there will be delegates from many Canadian and some overseas municipalities.

The Authority thanks Your Worship, Members of Board of Control and City Council, as well as your officials, for the assistance and co-operation it has received throughout sixteen years of operation. This co-operation has enabled Toronto to develop a system of municipal off-street parking which is the most progressive and extensive of its kind on this continent.

Yours very truly,



John F. Ellis,
Chairman.

ANNUAL REPORT 1967

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 taxpayers of the City of Toronto. The members of the Authority are appointed by and are responsible to City Council.

The Authority is responsible for the establishment, operation and management of municipal parking facilities throughout the City of Toronto and is required to be self-sustaining. Even though the Authority administers the total municipal off-street parking programme, it does not own or lease any land since the fee or lessee's interest is held by the City of Toronto.

The Authority annually reports to City Council and all its financial activities are subject to approval by the City Auditor. Decisions regarding the financing and establishing of new facilities must be approved by City Council. The majority of the Authority's capital projects are financed by debentures of the Corporation of the Municipality of Metropolitan Toronto and it is required to limit its borrowing within the ceiling on the amount of debentures the City of Toronto may cause to be issued for all purposes.

THE AUTHORITY'S OBJECTIVE

The objective of the Parking Authority is to provide low-cost, high-quality parking throughout the City with an efficient system of municipal parking facilities. The system contains:

- surface carparks and garages, located in the downtown area, for fast turnover parking;
- surface lots strategically located on the periphery of the downtown area for long-term parkers;
- long-term carparks at subway terminals and on the downtown fringe at expressway points;
- neighbourhood lots for shoppers and residents.

The Authority endeavours to develop an off-street parking programme in an economically sound manner, and aims for an overall improved transportation system to serve the community by clearing the streets of parked cars for the movement of traffic.

REVIEW OF THE AUTHORITY'S ACTIVITIES

When the Authority was formed in 1952, the parking problem was considered to be restricted to the downtown core. It became apparent to the members of the newly formed Authority that the problem was community-wide, affecting the whole of the City, albeit each with its differing parking needs.

The first year was spent in researching reports and recommendations that had never been acted upon. Consultations were held with officials in American cities having municipal parking programmes.

During the second year, the Authority issued a statement of basic principles and policy together with an initial recommendation of capital projects. In the third year, a modified programme of the Authority was approved by City Council and the Ontario Municipal Board.

Since these beginnings, the Authority has developed a system of municipal off-street parking which has become a model for many other North American cities.

During the next few months, municipal carpark one hundred will be constructed.

The Parking Authority of Toronto has never been a charge on the general taxpayer and pays normal business and real estate taxes and thus differs from its American counterparts which are tax-exempt.

The Authority is responsible for principal and interest charges on capital debentures, and any surplus from its operations is reinvested in additional municipal off-street parking facilities, which automatically become the property of the City of Toronto. Since 1952 the Authority has invested nearly \$5 million of its own funds in fixed assets, and has paid over \$6,100,000 in real estate and business taxes.

Two legislative enactments have had an important effect on Toronto's municipal off-street parking programme. In 1960 legislation was obtained permitting part of the capital cost of a carpark to be assessed against a defined area that benefits from the carpark. This allows the development of a carpark in locations where the capital cost of building a facility is too high to be financed by income. In this way business districts enjoy the benefit of a parking facility that is important in maintaining their business flow. This method has been very well received and eight carparks have been financed this way.

In 1963 the second piece of legislation was enacted to help solve the problem facing developers and redevelopers in the City of Toronto of finding an economic answer to providing off-street parking required by zoning by-laws. There are locations where developers find it physically and financially impossible to provide parking spaces and still have a reasonable commercial development. There also are locations where providing the necessary spaces would interfere with traffic and good city development. To solve these problems, legislation under "The City of Toronto Act" permits developers to make payments to a municipal off-street parking fund in lieu of directly providing parking spaces. The fund is used to create essential off-street parking. The developer provides capital towards public parking based on a formula devised by the Parking Authority.

For the purposes of developing this formula, an ideal hypothetical garage is used. This garage is taken to be six storeys high and to contain an average of 315 square feet to a parking space. In order to determine the amount of money that a developer should contribute to the off-street parking fund for each parking space that he is being exempted, the following calculations are used:

The current estimated structural costs of a stall in a six storey ramp parking garage + (the estimated square foot value of land required x $\frac{315}{6}$).

Because the developer has no equity in municipal parking facilities, the City is presently accepting an amount from him equal to 50 per cent of the above. The City prefers a lump sum but will allow under certain circumstances payment over a period of time to which is added interest at the current rate.

Where the price of land cannot be determined by an offer to sell or option to purchase, the value of land is estimated by the Commissioner of Real Estate for the City of Toronto. (The developer has the right to refuse this land estimate and proceed with independent parking arrangements.)

The developer, his tenants and customers pay the going parking rate and park their cars on the same basis as any other member of the public.

The Authority believes that this is a forward step in the development of the City of Toronto, and one that will benefit the City as a whole, being applicable to both the small and large developer and will locate parking facilities within a proper traffic pattern for the City.

BEAUTIFICATION OF PARKING LOTS

Some years ago the Authority started landscaping many of its municipal parking areas. While it is difficult to beautify a parking facility compatible with its utilitarian nature, a great deal can be done to blend the parking area into its surroundings. So far this has been achieved by planting small flower gardens in front of booths and placing trees at 8 foot centres around the perimeter of selected areas.

When developing a new parking lot, suitable mature trees are left in place if this can be done without disrupting the flow of traffic.

In 1968 the Authority hopes to intensify its beautification programme and is currently experimenting with several designs of stone walls, attractive fencing and other landscaping methods.

MAXIMUM USE OF PARKING SITES

In October 1963 the Authority requested the City of Toronto to obtain certain legislation so that air rights over Parking Authority facilities could be leased for other than parking purposes. Subsequent to this the Authority held discussions with various officials of the Corporation of Metropolitan Toronto and the City of Toronto regarding the use of air rights over neighbourhood parking areas in order to construct housing for senior citizens. The Authority feels that the combined use of neighbourhood parking facilities to provide parking on the surface and senior citizens' housing in the air rights is an excellent combination. Very few of the residents in senior citizens' housing own and operate motor vehicles and normally, with very few exceptions, these parking facilities are not used anywhere near to capacity during the hours that people will be visiting the senior citizens.

HIGHLIGHTS OF 1967 Customers Served

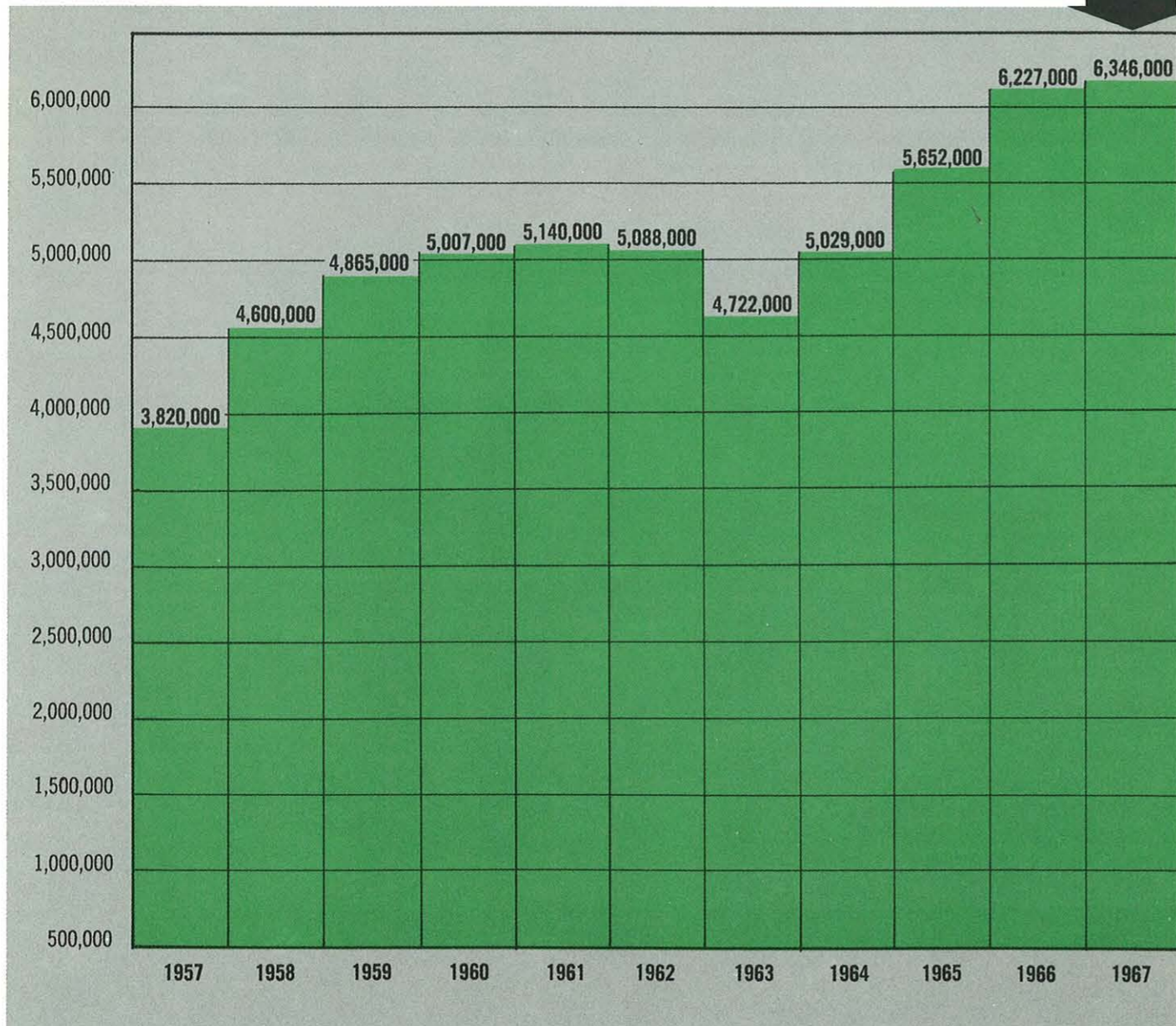
The Authority parked 6,346,000 vehicles at unmetered off-street parking facilities in the City of Toronto.

Parking Spaces

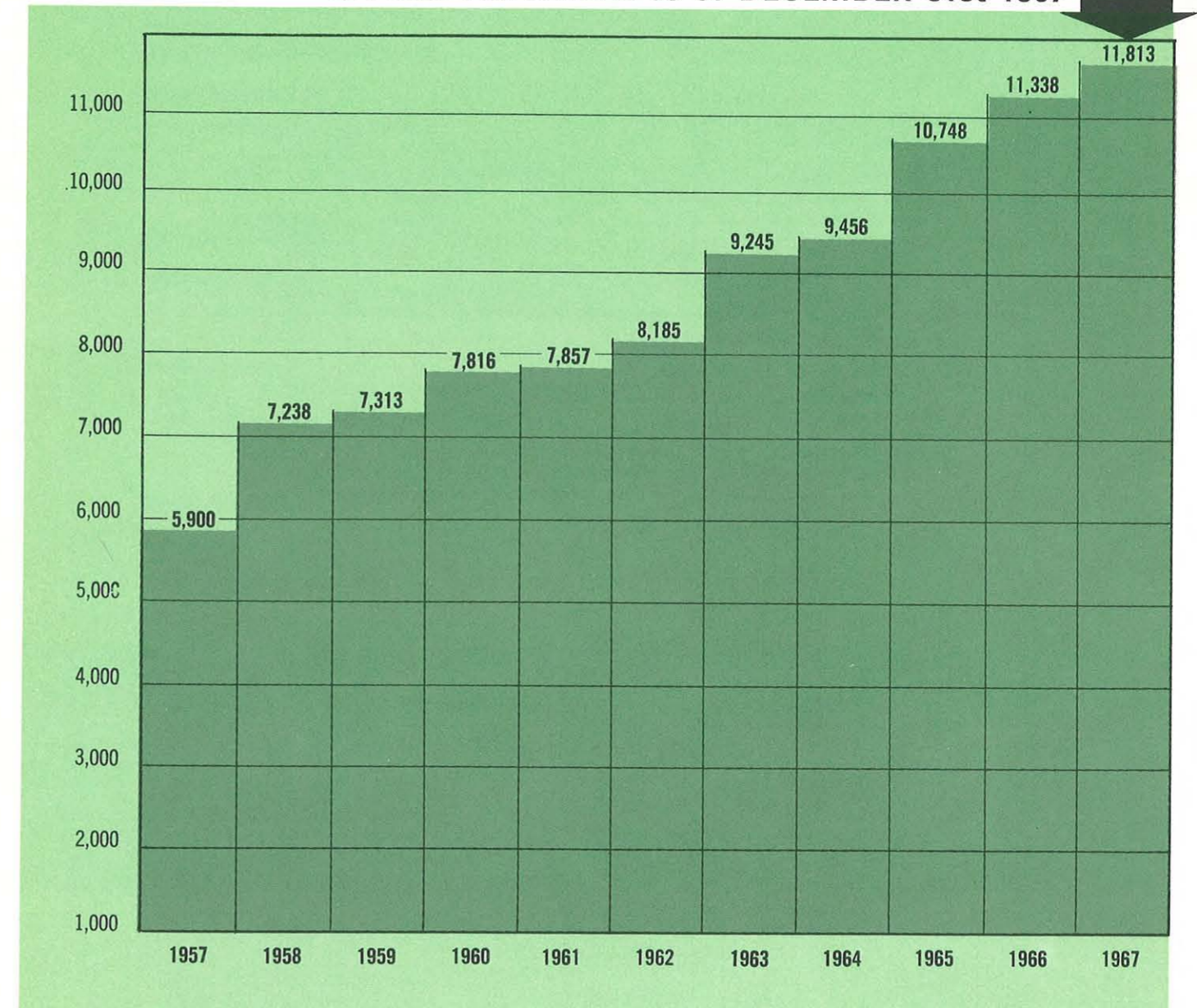
At December 31st, 1967, 11,813 spaces in operation which represents a net increase of 475. These spaces are:

in downtown garages	3,190	27%
on downtown car parks	423	4%
on uptown surface car parks	1,778	15%
on downtown peripheral car parks	2,247	19%
on neighbourhood commercial district car parks	4,175	35%

CUSTOMERS SERVED 1967



SPACES AVAILABLE as of DECEMBER 31st 1967



**THE PARKING AUTHORITY OF TORONTO
BALANCE SHEET as at December 31, 1967**

Assets:

CURRENT ASSETS:

Cash in bank and on hand including Term Deposits	\$1,913,607	
Accrued Interest on Deposits	9,043	\$ 1,922,650
Accounts Receivable		
City of Toronto	\$ 1,048	
Other	85,431	86,479
Prepaid Expense		17,606
Inventories		18,631
		<u>\$ 2,045,366</u>

***Fixed Assets:**

Car Parks — Lands and Improvements Completed Projects		\$11,297,135	
Projects under construction:			
Surface Car Parks	\$3,601,023		
Parking Garages	3,417,605	7,018,628	
Renovations to Office Premises and Furniture, Fixtures and Equipment		336,070	18,651,833
Proceeds from sale of debentures held by the City for uncompleted projects	\$ 424,601		
Proceeds from the sale of Property— held by the City	55,941	480,542	
			<u>\$21,177,741</u>

*Note: These assets appear also in the City's Balance Sheet. The Parking Authority does not hold title to the lands or improvements thereon. They are included here by reason of having been designated for the use of the Authority.

Liabilities:

CURRENT LIABILITIES:

Accounts Payable			
City of Toronto	\$ 345,345		
Other	63,710	\$ 409,055	
Payroll Accrued		19,751	
Deferred Revenue		4,750	
Parking Stamps sold but not redeemed		9,948	\$ 443,504

Sick Credit Reserve:

67,327

Reserve to meet Debt Charges

62,422

CURRENT SURPLUS:

Balance December 31, 1966	\$ 793,795		
Add: Profit for year, after provision for capital acquisitions and debt charges		678,318	1,472,113
		<u>\$ 2,045,366</u>	

CAPITAL LIABILITIES:

City of Toronto			
For Funds advanced by the City for capital expenditures pending the issue of debentures			3,469,542

Debenture Debt:

Issued		\$11,188,593	
Less:—Redeemed to December 31, 1967	\$ 822,600		
—Sinking Fund investment as at December 31, 1967	2,729,515	3,552,115	7,636,478

Capital Surplus

8,026,355

\$21,177,741

AUDITOR'S OPINION

I have examined the Balance Sheet of the Parking Authority of Toronto as at December 31, 1967 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 ac-

counting 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, 1967 and the results of its operations for the year ended on that date

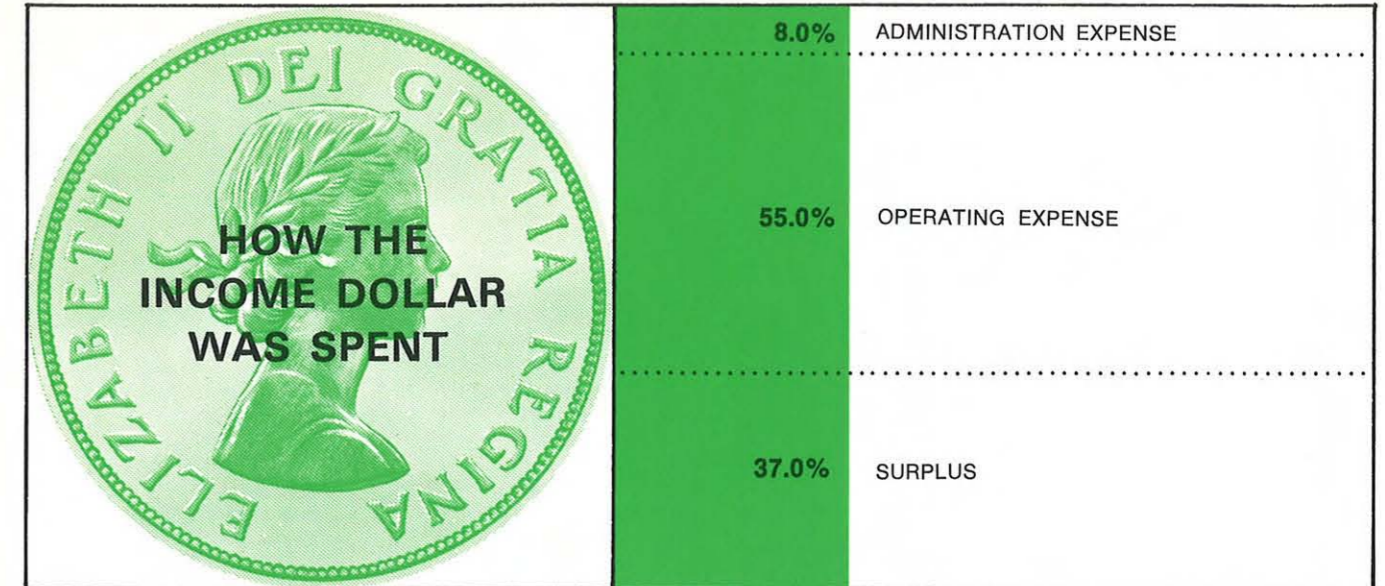
in accordance with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Toronto,
March 29, 1968

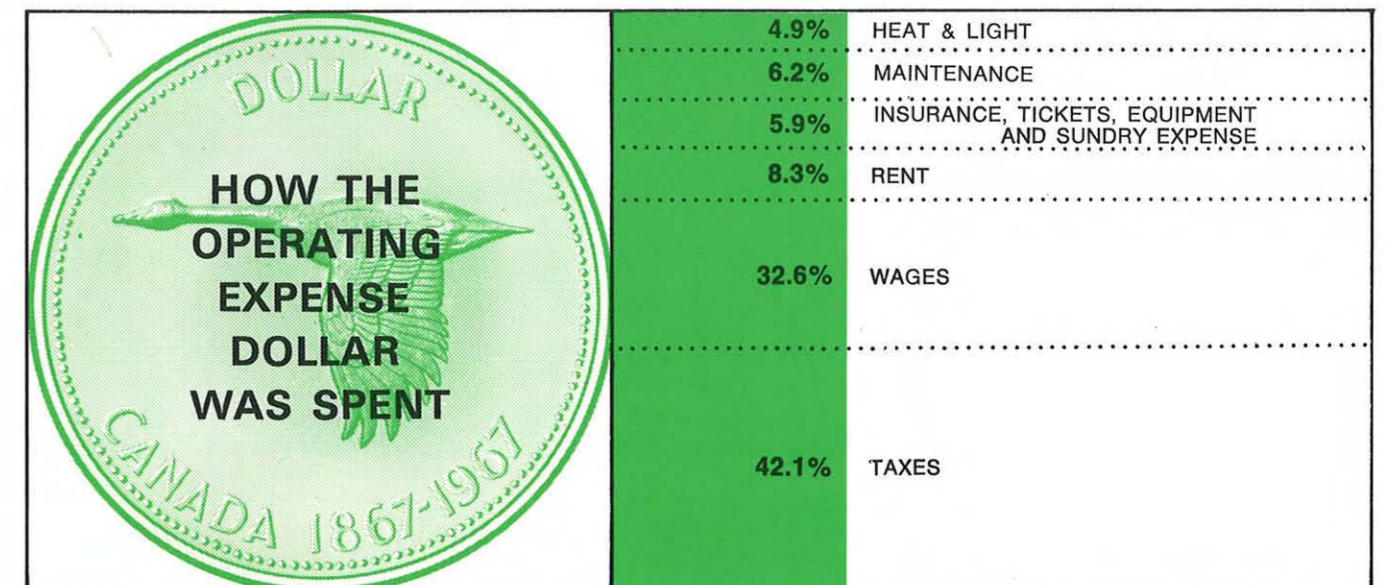
JOHN F. CONNOR, C.A.,
City Auditor.

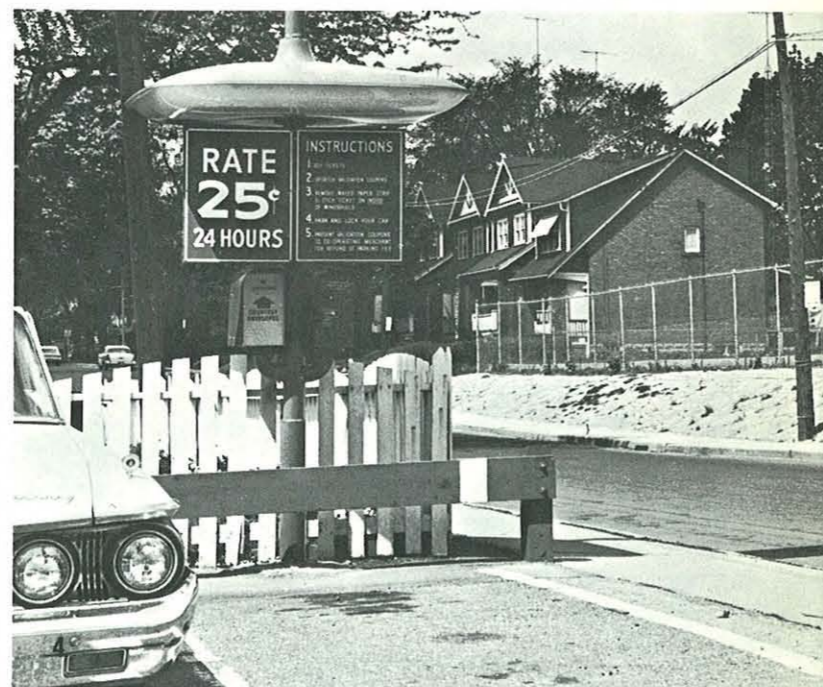
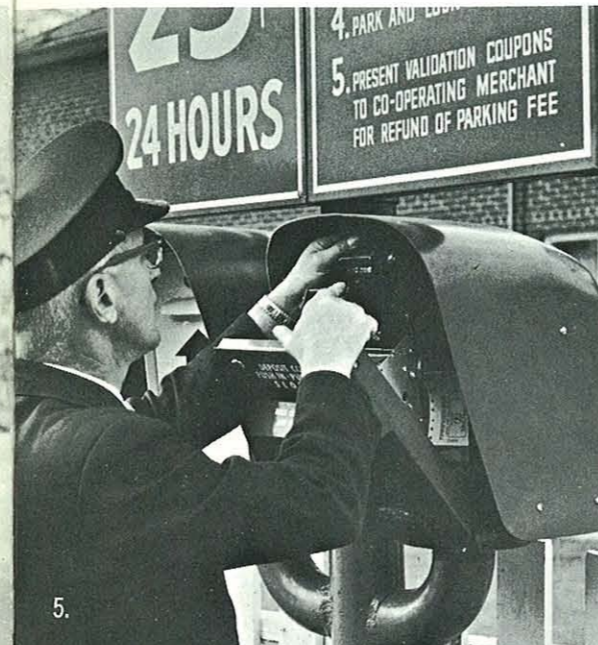
**Statement of Revenue and Expenditure
for the year ended December 31, 1967**

	<u>Revenue</u>	<u>Parking Area Expense</u>	<u>Gross Profit</u>
Parking areas in shopping districts and parks	\$1,664,390	\$ 992,933	\$ 671,457
Garages	1,314,535	722,640	591,895
Parking Areas in other downtown locations	<u>858,348</u>	<u>455,488</u>	<u>402,860</u>
	<u>\$3,837,273</u>	<u>\$2,171,061</u>	<u>\$1,666,212</u>
Sundry Revenue			113,857
			<u>\$1,780,069</u>
Less, Administration Expenses			<u>317,836</u>
Direct Operating Surplus			\$1,462,233
Appropriated for:			
Acquisition of Parking Area Lands and improvements thereon		\$ 332,944	
Debt Charges			
— Re principal and interest on debentures	\$ 289,619		
— Interest on advances pending the issue of debentures	<u>161,352</u>	<u>450,971</u>	<u>783,915</u>
			<u>\$ 678,318</u>



INCOME AND EXPENSE 1967





DO-IT-YOURSELF PARKING

Some of the Authority's lots are controlled by a machine that issues a parking ticket. This equipment is used when a parking lot is not large enough to justify employment of an attendant. Ticket issuing machines are also used in neighbourhood areas where there is little in and out movement of cars, the majority being parked on an all day basis.

1. Customer drives into lot.
2. From automatic dispenser under sign reading "TICKETS HERE", she takes a time-stamped ticket and
3. Sticks it to inside of windshield.
4. Customer parks car, and leaves it identified and safely locked.
5. Periodically, an Authority inspector checks cars and equipment.
6. Customer's 25 cents buys 24 hours of parking. If she shops, local merchants may redeem coupons.

SMOOTH DRY SURFACE. KLEEN-STIK®
PEEL TAPE SLOWLY. PRESS AGAINST ANY CLEAN

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200872

Operated by
The Parking Authority OF TORONTO
36 Adelaide St. W.

LOCK YOUR CAR

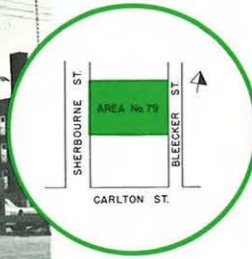
The Authority endeavours to protect the property of its patrons, but will not be responsible for loss or damage to car or contents.

<p style="text-align: center;">VALIDATION COUPON Tear off and present to Participating Merchant</p> <p style="text-align: center;">for refund or credit.</p>	<p style="text-align: center;">VALIDATION COUPON Tear off and present to Participating Merchant</p> <p style="text-align: center;">for refund or credit.</p>
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CARPARKS OPENED IN 1967

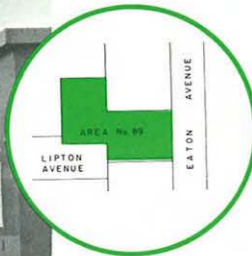
113 Spaces

Area 79 — Sherbourne Street to Blecker Street: A carpark providing 113 parking spaces to service the surrounding district.



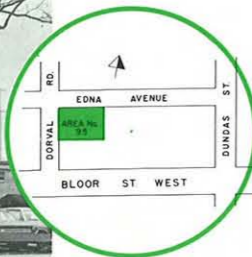
72 Spaces

Area 89 — Lipton Avenue to Eaton Avenue: An existing area that has been enlarged to 72 spaces, available on a monthly parking basis to local residents, businessmen and commuters.



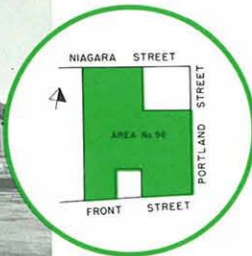
73 Spaces

Area 95 — Edna Avenue and Dorval Road: This area offers 73 spaces to local residents, shoppers and persons wishing to park and use the nearby public transit facilities.



249 Spaces

Area 96 — Niagara Street - Portland Street - Front Street: This carpark, located in Angus Place, is part of the rehabilitation plan for this area. It contains 249 spaces which are used mainly by persons working in the vicinity and those wishing to transact business in the locality.



PARKING STAMPS

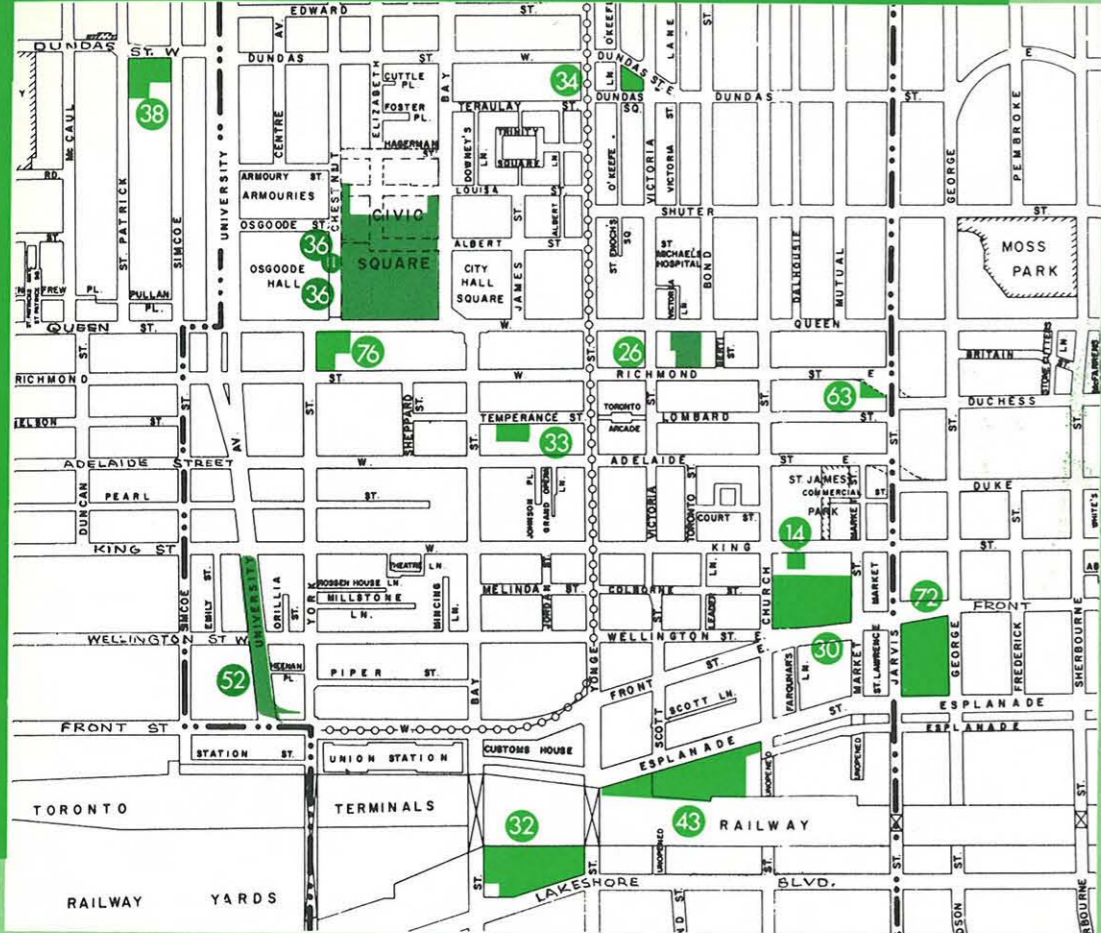
Since its inception, the Authority has been aware of the needs of merchants in business districts for customer parking facilities to combat the loss of business to suburban shopping centres offering "free" parking. Because of this, when the Authority commenced operations, it developed a validation system using Parking Authority stamps allowing local businessmen to give their customers "free" parking.

The Authority makes available, at face value, books of stamps in various denominations. When a merchant first purchases parking stamps from the Authority, he is issued a distinctive easel sign that can be displayed in his window advertising the "free" parking service that he offers. The customer presents to the merchant his parking ticket from the nearby municipal parking lot, the merchant affixes a validation stamp to the ticket, which is then honoured at the Authority's parking area.

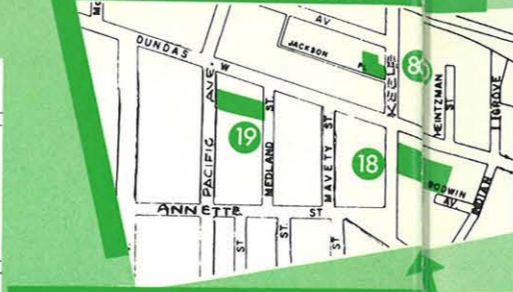
A few years ago, a system of self-serve parking was developed at several of the Authority's locations. These operations are controlled by a ticket-issuing device. The customer inserts coins into a machine that ejects a ticket which is fastened to the inside of the parker's windshield by a stick-on tape. These tickets feature two tear-off coupons which may be accepted by participating merchants towards the purchase price of articles. In this manner the merchant supplies "free" parking to customers and can regulate the amount of "free" parking provided.



DOWNTOWN TORONTO



DUNDAS / KEELE



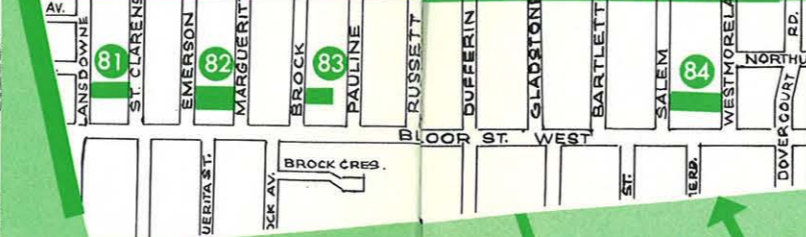
BAY / BLOOR



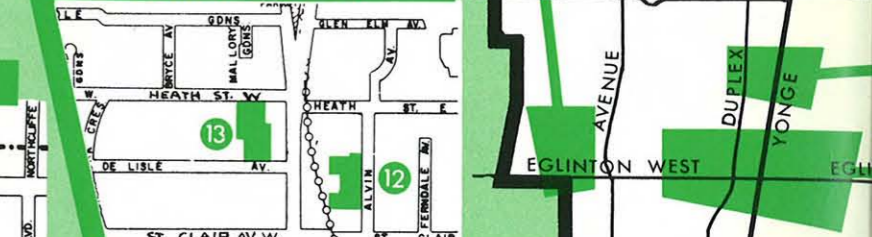
EGLINTON / AVENUE ROAD



LANSDOWNE / DOVERCOURT / BLOOR



ST. CLAIR / YONGE



ST. CLAIR / DUFFERIN



BATHURST / BLOOR



BLOOR / SHAW



BLOOR / JANE / RUNNYMEDE



KEELE ST. STATION / DUNDAS / BLOOR



QUEEN WEST



QUEEN / DOVERCOURT



FRONT / NIAGARA



SPADINA / BALDWIN



RICHMOND WEST



CITY OF TORONTO
LOCATION OF MUNICIPAL CARPARKS & GARAGES

CAR SHEET 79

YONGE / LAWRENCE



EGLINTON / YONGE



YONGE / CASTLEFIELD



COXWELL / SAMMON



DANFORTH / PAPE



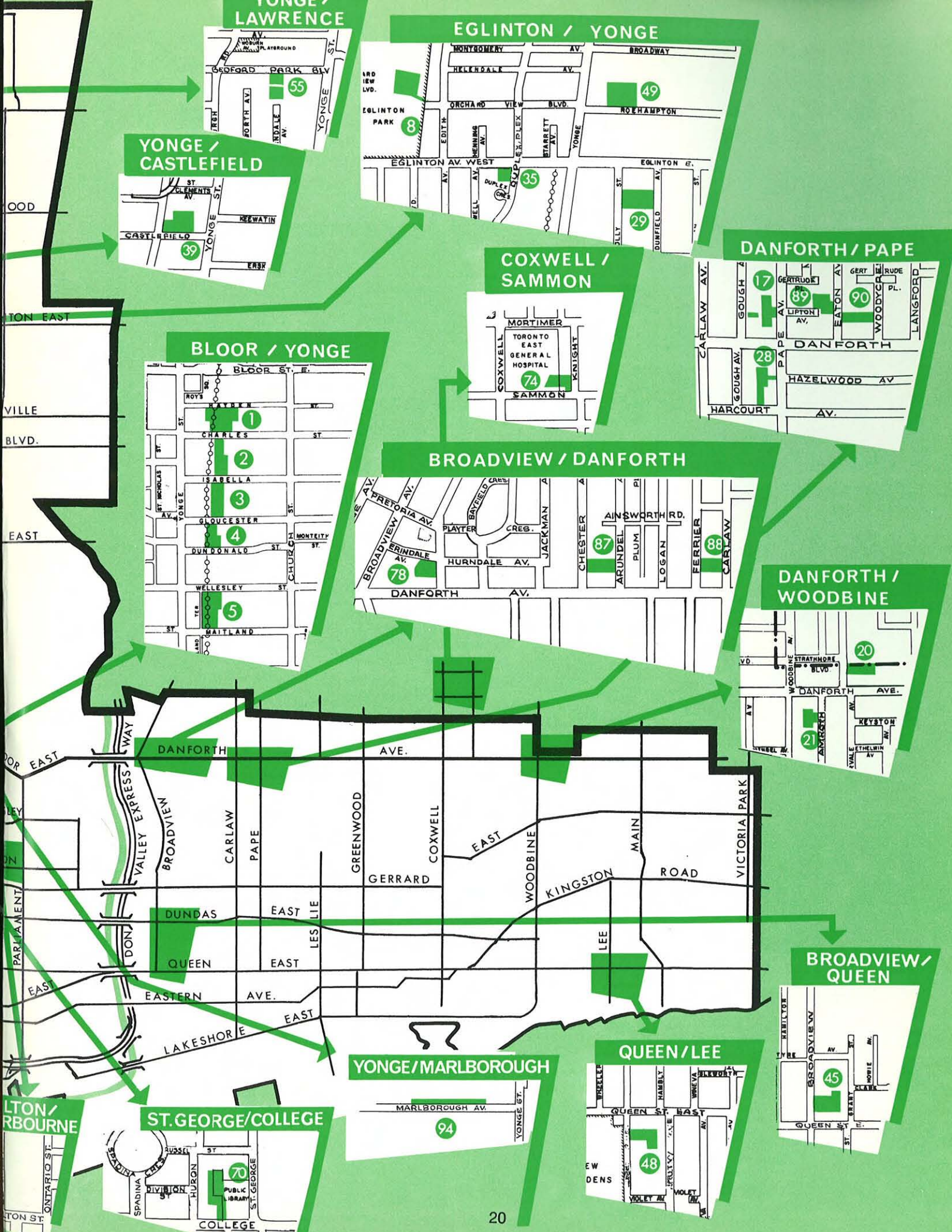
BLOOR / YONGE



BROADVIEW / DANFORTH



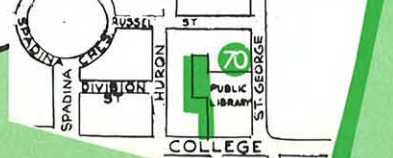
DANFORTH / WOODBINE



YONGE / MARLBOROUGH



ST. GEORGE / COLLEGE



QUEEN / LEE



BROADVIEW / QUEEN



THE PARKING AUTHORITY OF TORONTO

LOCATIONS OF MUNICIPAL OFF-STREET PARKING FACILITIES

Area	Location	Capacity	Area	Location	Capacity
1	Hayden Street, east of Yonge	151	49	Roehampton, east of Yonge	139
2	Charles, east of Yonge	91	51	Lippincott & Borden	150
3	Isabella Street, east of Yonge	123	52	University Avenue Underground Garage	323
4	Gloucester & Dundonald Streets, east of Yonge	115	53	Stanley Park	197
5	Wellesley Street, east of Yonge	152	55	Bedford Park Avenue	48
7	Willowvale Park	95	58	Bedford Road	151
8	Eglinton Park	146	62	Abell Avenue, north of Queen Street West	27
11	Pleasant Boulevard, east of Yonge	134	63	Richmond Street, East & Jarvis	17
12	Alvin Avenue, east of Yonge	185	64	Beresford & Durie	119
13	Heath & Delisle Avenue	145	68	Kensington Market, Baldwin	84
14	King & Church Streets	28	70	Central Library, St. George & College	97
15	Cumberland-Yorkville	199	71	Kensington Market, Bellevue	101
16	Cumberland, west of Bay	151	72	Front & George Streets	448
17	Pape Avenue, north of Danforth	97	74	East General Hospital	165
18	Keele Street, south of Dundas Street West	86	76	Queen Street West & York	91
19	Pacific Avenue, south of Dundas Street West	73	77	S/S of Cumberland, between Yonge & Bay	181
20	Cedarvale Avenue, north of Danforth	47	78	North of Danforth, Erindale & Ellerbeck	81
21	Amroth Avenue, south of Danforth	55	79	E/S of Sherbourne, north of Carlton	113
26	Queen-Victoria Garage	532	80	W/S of Keele St., north of Dundas St. West	59
28	Harcourt Avenue	78	81	Lansdowne & St. Clarens	23
29	Holly & Dunfield	219	82	Margueretta & Emerson	54
30	Church & Front Streets	462	83	Margueretta & Brock	15
32	Fleet & Bay Streets	483	84	Salem to Westmoreland	34
33	Temperance Street	81	85	Palmerston & Markham	34
34	Dundas Square	57	86	Spadina to Madison	59
35A	Duplex Avenue & Eglinton	93	87	Chester & Arundel	68
36	Nathan Phillips Square Underground Garage	2,335	88	Carlaw & Ferrier	56
38	St. Patrick & Dundas West	194	89	W/S of Eaton	72
39	Castlefield, west of Yonge	180	90	Eaton & Woodycrest	88
41	Norton & Dufferin	68	91	Willard & Armadale	149
42	Mackay & Elmwood	66	92	W/S of Indian Road, north of Bloor Street West (Keele Subway Station)	250
43	Espanade, east of Yonge	560	94	N/S of Marlborough, west of Yonge	24
44	Fuller Avenue, north of Queen Street West	133	95	Edna & Dorval, north of Bloor St. W.	73
45	Broadview, north of Queen Street East	102	96	W/S of Portland, north of Front	249
47	Burnaby Blvd. & Castle Knock	183			
48	Lee Avenue, south of Queen Street East	75			

