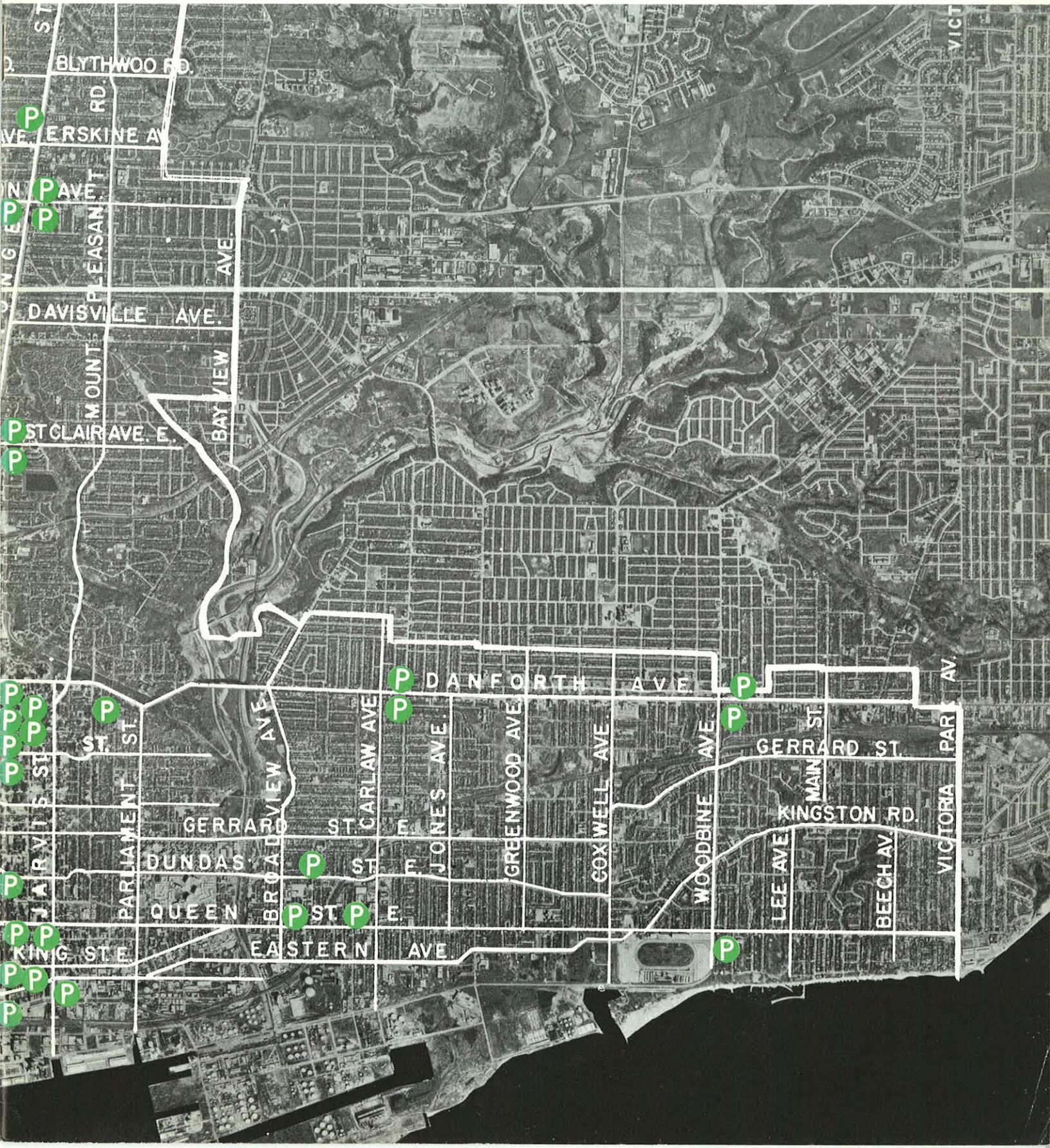


The Parking Authority of Toronto

Annual Report - 1963





His Worship the late Mayor Donald Summerville officially opening three municipal car parks located in the Bloor-Jane-Runnymede area.

CITY COUNCIL

Mayor

Philip G. Givens, Q.C., B.A.

Controllers

Allan A. Lamport

Herbert Orloff, Q.C.

William Dennison

William L. Archer, Q.C.

Aldermen

Fred Beavis

Mrs. May Robinson

Oscar T. Sigsworth

W. Frank Clifton

B. Michael Grayson, Q.C., B.A.

Mrs. Mary Temple

Charles Tidy

Wm. C. Davidson, Q.C.

Mrs. Helen Johnston

Thomas A. Wardle

David Rotenberg, B.A.

Alex. Hodgins

Horace Brown

Richard R. Horkins, B.A.

George Ben, B.A.

Kenneth Ostrander

Joseph J. Piccininni

THE PARKING AUTHORITY OF TORONTO

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



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

Hugh C. Elsam
Commissioner



William Jenoves
Commissioner



Robert G. Bundy, B.Com.
General Manager



Reginald W. Lewis, C.G.A.
Secretary-Treasurer



ANNUAL REPORT 1963

His Worship Mayor Philip Givens
and Members of the Board of Control
City Hall
Toronto 1, Ontario.

Your Worship and Gentlemen:

For the twelfth successive year your Parking Authority is again able to present a report of substantial progress in the realization of its defined aims and objectives.

Through the year ended December 31, 1963, this continued progress in the establishment of efficient and economical parking facilities was strongly evidenced in the further development of neighbourhood business district parking with the willing co-operation of local property owners. Revenue from off-street parking facilities continued to increase-reaching \$2,309,986. out of which taxes were paid to the City of Toronto totalling \$526,095.

During the year under review 8 new carparks were opened and several existing facilities were enlarged. Of the 8 new carparks opened through the year, 5 were made possible through local co-operation.

This co-operation is both financial and organizational. Benefited property owners, in each case, have agreed to assume equitable shares of capital costs through their tax bills. But they have done much more. In every case they have given your Authority enthusiastic co-operation in the selections and sizes of the lots, and then in publicizing the openings and promoting their use.

The first 3 carparks financed on this benefiting assessment basis were opened in the Bloor-Jane-Runnymede neighbourhood on September 14 by the late Mayor, His Worship Donald D. Summerville. On this occasion local public interest was sharply stimulated by a grand parade organized by the business men. The late Mayor was flown in by helicopter and draws were made for valuable prizes donated by the co-operating merchants.

The other 2 of the 5 co-operative developments were opened shortly afterwards in the Dufferin Street and St. Clair Avenue district. Your Authority has received many requests from interested groups to create this type of off-street parking in their districts, and there is every indication that this new approach is the answer to the parking problem of neighbourhood areas. As each of these requests is received, your Authority plots the best possible location of a proposed facility, estimates the development costs and calculates the share of capital costs which would have to be borne by property owners adjacent to the facility. Your Authority sincerely hopes that the limits placed on the amounts of capital

that it can borrow for these projects will be raised so that a concerted effort may be made in the next few years to save and redevelop the city's neighbourhood business districts.

Another significant development in 1963 was the enactment of legislation permitting developers to contribute amounts of money to the municipal off-street parking fund administered by the City Treasurer and, in return, to be exempted from having to provide the parking facilities required by governing zoning regulations. It is anticipated that during 1964 the first such contribution will be received by the City Treasury.

Over the past few years your Authority has taken the fullest possible advantage offered under the Municipal Winter Works Incentive program. As far as it has been possible carparks have been built during the winter months. In this way, part of the direct labour cost has been recovered from the Federal and Provincial levels of government. Curtailment of the period during which these incentives can be claimed will hamper the Authority's expansion.

On October 30th the Ontario Government passed the Municipal Works Assistance Act 1963. The forgiveness aspect of the Provincial loan makes it economical for the Authority to build several millions of dollars of off-street parking structures that it could not otherwise do. This Municipal Works Assistance program, combined with the Municipal Winter Works Incentive program, will enable your Parking Authority to add about 9,000 parking spaces, almost doubling the number presently in existence, at a cost of about \$15,000,000. without being a charge on the taxpayer. At the same time your Authority would be infusing a considerable amount of capital into the economic stream by creating construction employment during the winter months of 1964 - 1965, and 1965 - 1966, two periods in which it has been forecast that such employment will be urgently needed.

During November your Authority began the construction of an 1,100-car extension to the Nathan Phillips Square Underground Parking Garage. This extension is not presently needed at the present time. In fact, your Authority estimates that self-sustaining utilization of this added accommodation will not be reached for at least five to six years. Nevertheless it was imperative to the City that this work be done now because of the fact that the Nathan Phillips Square to be built on the roof of the garage, the new City Hall and the garage have some construction details in common, such as foundation walls, pedestrian ways, and vehicle ramps.

Your Authority takes this opportunity of thanking Your Worship, members of the Board of Control and City Council, and your Officials for the co-operation and assistance it has received throughout its twelve years of operation, in developing for Toronto a system of municipal off-street parking which has become the most progressive and extensive of its kind on the North American continent.

Yours very truly,



Chairman

ANNUAL REPORT 1963

Your Parking Authority

The Parking Authority was established by Provincial Statute and City By-law in 1952. It is a corporate body comprised of a Chairman and two Commissioners who are taxpayers of the City of Toronto appointed by and responsible to City Council. It is responsible for the establishment, operation and management of municipal parking facilities throughout the City of Toronto.

The Authority is a public utility and is required to be self-sustaining. All properties involved in the operation of municipal off-street parking programs, while administered by the Authority, are owned by the City of Toronto.

Approval of all capital expenditures by City Council is required. The Authority reports to City Council on all its activities and is subject to an audit by the City Auditor.

The objectives of your Authority are:

To provide low cost, high quality parking services by establishing, in all sectors of the city, an efficient system of municipal facilities comprised of:

- Short term garages strategically located in the down-town area.
- All-day carparks in fringe down-town and neighbourhood areas.
- Commuter carparks at subway and on the down-town fringe at expressway points.
- Neighbourhood shopping lots and residential carparks.

To provide service and facilities that are economically sound. To contribute by a planned and systematic development of its operations to an improved transportation fabric for the community as a whole, clearing the streets for the benefit of public transit and the movement of traffic instead of the storage of vehicles.

To co-operate with civic and other interested groups in meeting the parking needs of the public.

FORMULA AIDS DEVELOPER IN MEETING PARKING REQUIREMENTS

A major problem facing developers and redevelopers in the City of Toronto has been to find economic answers to the off-street parking requirements of zoning by-laws.

There could be, for instance, locations where it is physically and financially impossible for the developer to provide the required zoning by-law parking spaces and still be able to have a proper commercial development. Or there could be locations where provision of the required spaces would interfere with the orderly movement of traffic and would not be conducive to good city development.

To meet this problem, the Authority sought, and found, a way which permits developers to make capital payments into a municipal parking fund in lieu of direct provision of the required spaces. The fund would then be used by the city's agency, the Parking Authority, to create the essential off-street parking.

Though the developer is to provide capital towards public parking, he will have no proprietary interest in municipal parking facilities. He and his tenants and customers will have to pay the going parking rate and park their cars on the same basis as any other member of the public.

Because of this, the capital contribution on the part of the developer has to be a reasonable one that would be fair to him as well as to the municipality.

An excerpt from the City of Toronto Act governing the above is reproduced below:

TORONTO (CITY OF) CHAPTER 189 An Act respecting the City of Toronto

2.—(1) The Corporation may by by-law authorize agreements with owners or occupants of buildings or structures to be erected or used providing for relief, to the extent set out in the agreements, from any provision in any other by-law of the Corporation requiring the provision or maintenance of parking facilities on land that is not part of a highway, and exempting such owners or occupants, to the extent specified in the agreements, from the necessity of providing or maintaining such facilities.

Relief from
parking require-
ments

(2) Every agreement referred to in subsection 1 shall,

Agreements

- (a) be subject to the approval of the Ontario Municipal Board given either before or after the execution thereof; and
- (b) provide for the payment to the Corporation of a sum of money therein set out, either in a lump sum or by instalments, together with interest at a rate therein specified, and shall set forth the basis upon which the payment is computed.

Disposition of
moneys

(3) All moneys paid or to be paid pursuant to an agreement referred to in subsection 1 shall be paid into a special account and may be invested in such securities as a trustee may invest in under The Trustee Act, and the earnings derived from the investment of such moneys shall be paid into such special account, and the moneys in such special account shall be expended for the same purposes and in the same manner as a reserve fund provided for in paragraph 67 of section 377 of The Municipal Act.

R.S.O. 1960,
c. 408

R.S.O. 1960,
c. 249

(4) The City Auditor in his annual report shall report on the activities and position of any special account established under this section.

Auditor's
report

(5) Any such agreement may be registered against the land affected thereby in the proper registry or land titles office, and, when so registered, the amounts payable under such an agreement until paid shall be a lien or charge upon the lands described therein and may be collected in the same manner and with the same remedies as provided by The Assessment Act for the collection of real property taxes, and, upon payment in full of the moneys to be paid under the agreement or upon termination of the agreement, there shall be registered in the proper registry or land titles office against such lands a certificate from the clerk of the Corporation stating that the moneys to be paid under the agreement have been fully paid or that the agreement has been terminated.

Upon registration
of agreement, pay-
ments to be charge
on lands

R.S.O. 1960,
c. 23

THE AUTHORITY employs nearly 200 persons. Generous fringe benefits such as pension, group life and hospitalization insurance, etc. are available to employees.

Training programmes to ensure maximum service to the public are a continuous part of an employee's working programme. All employees are encouraged to think of themselves as members of a team and to take an active part in improving Toronto's municipal parking service.



1 A sufficient number of job applications are received by the Authority to permit objective selection of its employees.



2 Applicant is interviewed to determine his suitability. Conditions of employment, fringe benefits, etc. are discussed and explained.

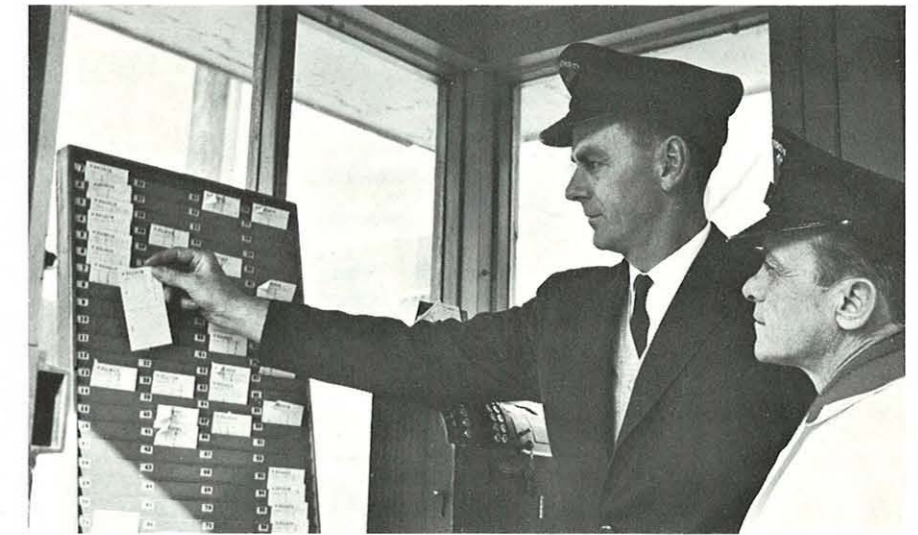


3 The new employee meets his area supervisor and is introduced into the organisation.

4 A period of on-the-job training follows. Under the supervisor's guidance a "seasoned" fellow-employee shows him the practical application of the Authority's systems and procedures.



5 The controls for cars parked and monies received are explained to him.



6 When fully trained he is on his own, operating the carpark by himself; a courteous and efficient representative of the Authority.



THE PARKING AUTHORITY OF TORONTO

BALANCE SHEET

as at December 31, 1963

ASSETS	LIABILITIES
CURRENT ASSETS:	
Cash in Bank and on hand	
\$ 655,991.54	
Accounts Receivable	
City of Toronto	\$ 13,595.84
Other	7,256.16
20,852.00	
Prepaid Expense	10,322.93
Inventories—Parking Tickets and Maintenance Supplies and Parts	28,303.10
\$ 715,469.57	
*FIXED ASSETS:	
Furniture, Fixtures and Equipment	\$ 127,870.73
Car Parks — Lands and Improvements	
Completed Projects:	
—in shopping districts	\$3,844,617.01
—in city parks	121,716.56
—in downtown locations	1,268,989.89
—Parking Garages	7,654,480.32
\$12,889,803.78	
Projects under construction:	
Surface Car Parks	\$1,025,148.71
Parking Garages	221,745.71
1,246,894.42	
Renovations to Office Premises	114,664.26
Proceeds from sale of debentures held by the City for uncompleted projects	228,705.46
14,379,233.19	
<u>\$15,323,408.22</u>	
CURRENT LIABILITIES:	
Accounts Payable	
City of Toronto	\$ 38,555.61
Other	27,591.47
\$ 66,147.08	
Deferred Revenue	7,030.00
Parking Stamps sold but not redeemed	4,195.22
\$ 77,372.30	
SICK CREDIT RESERVE:	35,358.30
CURRENT SURPLUS:	
Balance December 31, 1962	\$ 430,191.43
Add: Surplus for the year 1963 after provision for capital acquisitions and debt charges	172,547.54
\$ 602,738.97	
<u>\$ 715,469.57</u>	
CAPITAL LIABILITIES:	
City of Toronto	
For Funds advanced by the City for capital expenditures pending the issue of debentures	302,213.25
Debenture Debt	
Issued	\$10,088,973.04
Less: Redeemed to December 31, 1963	517,726.36
Sinking Fund Investment as at December 31, 1963	1,350,544.87
1,868,271.23	
8,220,701.81	
CAPITAL SURPLUS:	
Created by the purchase of furniture and equipment and the acquisition of parking area lands and improvements thereon out of—	
Parking Authority's current funds	\$3,392,873.05
Revenue from City's curbside parking meters	797,048.53
\$ 4,189,921.58	
Created through the designation of certain City owned lands for use of Parking Authority	38,535.98
Created by the redemption of Debenture Debt	517,595.08
Created by Sinking Fund Investment	1,338,970.95
6,085,023.59	
<u>\$15,323,408.22</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. There is not included in their amount, nor brought to account on the books of the Authority the cost, or other value, of lands comprising the Market Block, Waterfront property and portions of City Park lands.

AUDITOR'S OPINION

I have examined the Balance Sheet of the Parking Authority of Toronto as at December 31, 1963 and the Statements of Revenue and Expenditure and Surplus for the year then ended 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.

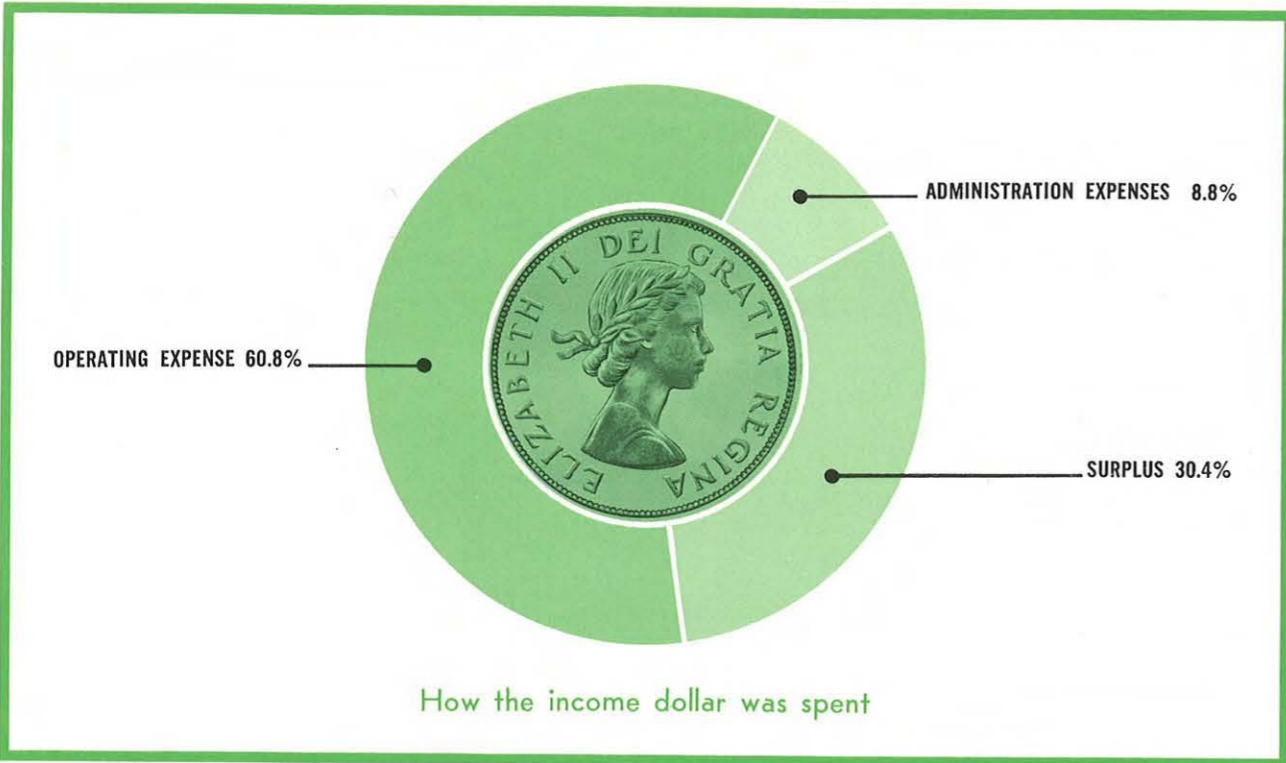
Subject to the appended report, I hereby report that, in my opinion:

- (1) The financial transactions which have come under my notice have been within the powers of the Authority.
- (2) The audit has been conducted in accordance with the instructions of the Department of Municipal Affairs.
- (3) The Balance Sheet and the Statements of Revenue

and Expenditure and Surplus and supporting schedules are properly drawn up to exhibit fairly the financial position of the Authority as at December 31, 1963 and the results of its operations for the year then ended, as shown by the books of the Board.

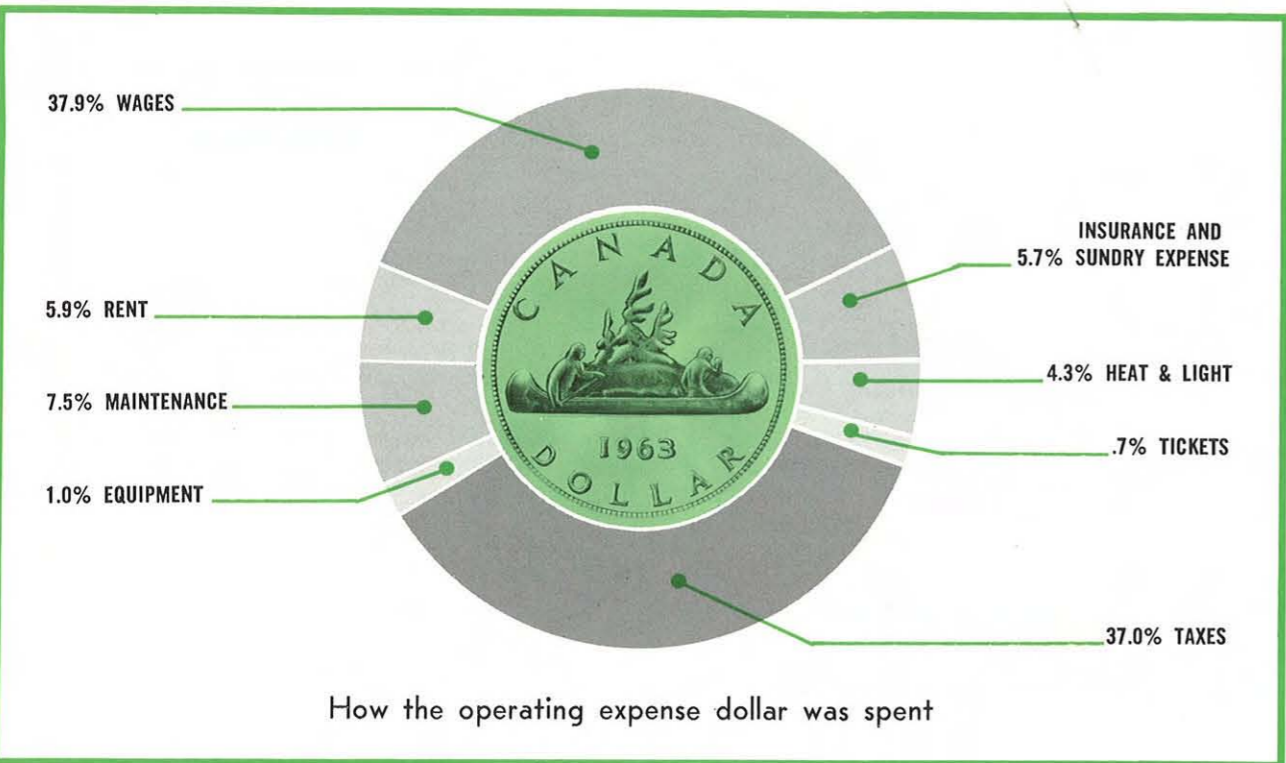
JOHN F. CONNOR, C.A.,
City Auditor.

May 25, 1964



INCOME

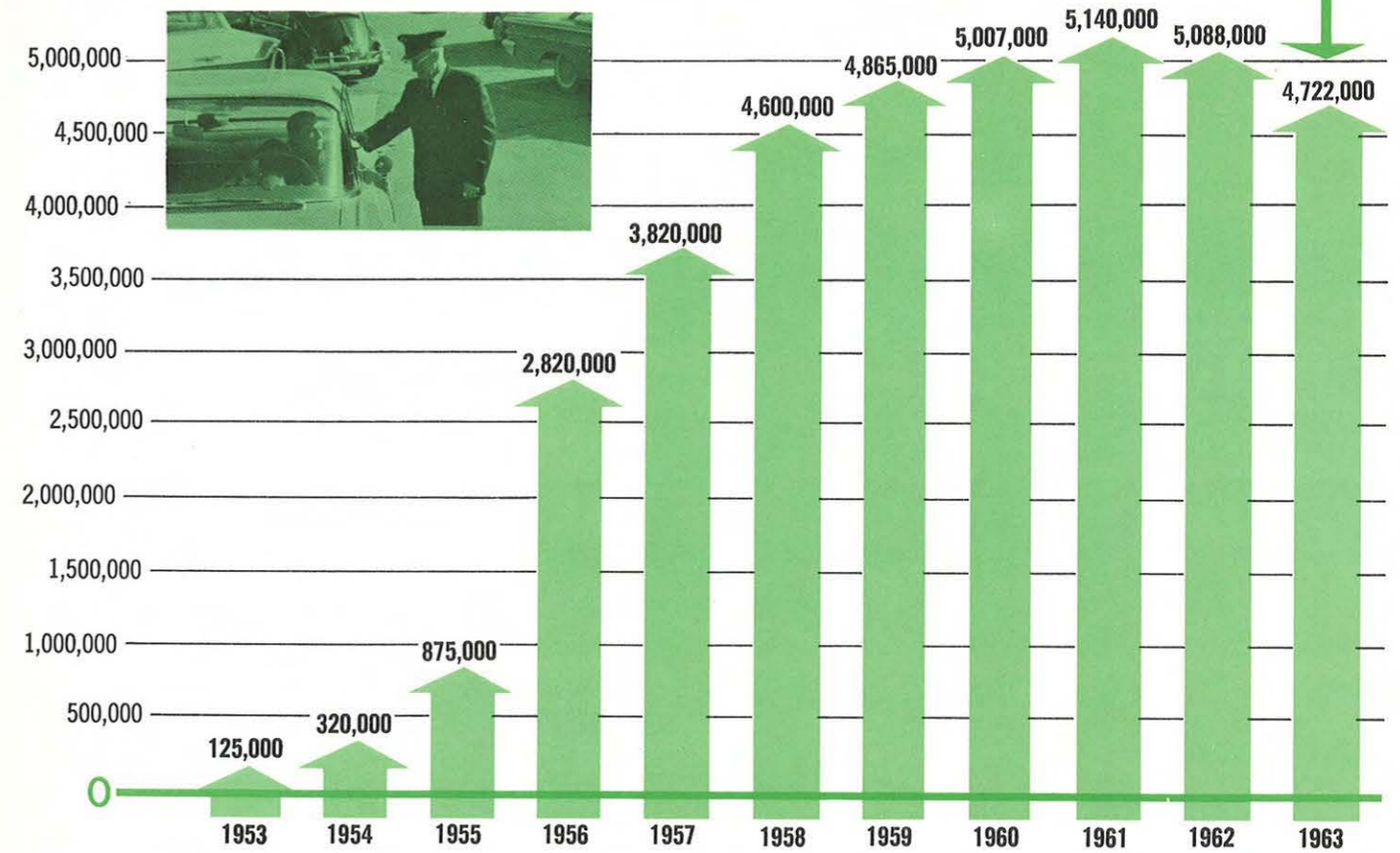
1963



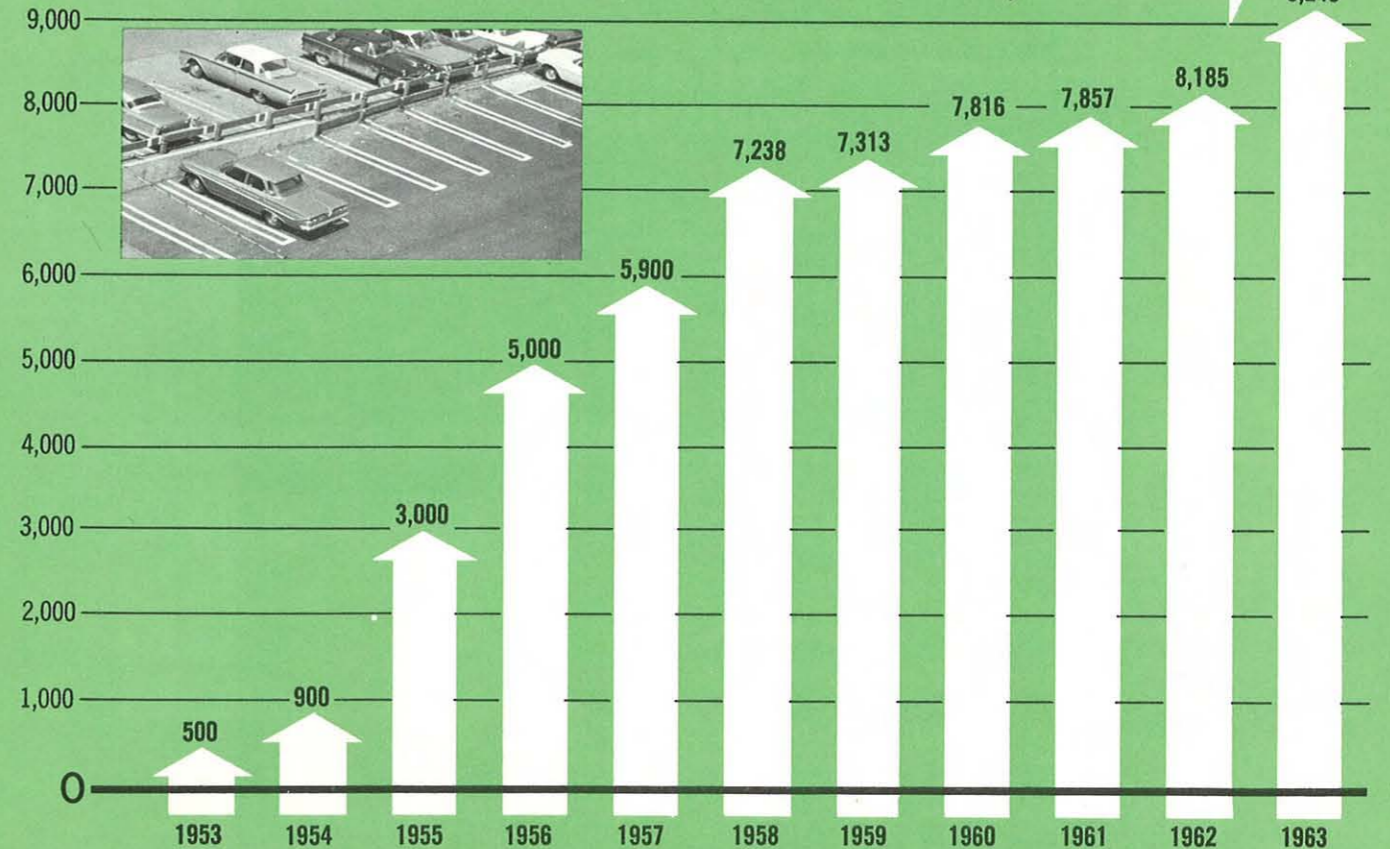
HOW THE PARKING AUTHORITY SURPLUS HAS BEEN SPENT 1952-1963

Capital Expenditures	63.8%
Debt-charges (Portion)	24.7%
Surplus	11.5%

CUSTOMERS SERVED (in 1963)



SPACES AVAILABLE (as of DEC. 31st, 1963)



**8
MUNICIPAL
CARPARKS
OPENED IN 1963**

41 Carpark No. 41 — Dufferin and Norton Streets



Carpark No. 41 — Dufferin and Norton Streets
Carpark No. 42 — Elmwood and Mackay Avenues

These two areas are located in the St. Clair Avenue West and Dufferin Street district. They are areas that were built in co-operation with local property owners, on a benefiting assessment basis. These two parking facilities provide one hundred and thirty-four parking spaces.

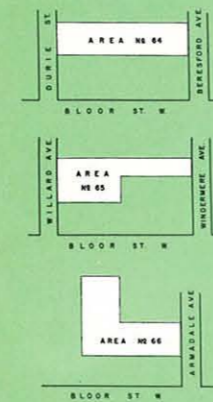
58 Carpark No. 58 — Bedford Road



Carpark No. 58 — Bedford Road

This carpark contains one hundred and fifty-five parking spaces. It is located over the Bloor-Danforth subway line between Bloor Street and Prince Arthur Avenue.

65 Carpark No. 65 — Windermere and Willard Avenues



Carpark No. 64 — Beresford Avenue and Durie Street
Carpark No. 65 — Windermere and Willard Avenues
Carpark No. 66 — Armadale Avenue

These three carparks are located in the Jane-Bloor-Runnymede district at the western boundary of the city. These facilities are being financed by the benefiting assessment method and provide local shoppers and residents with one hundred and eighty-eight parking spaces.

Carpark No. 69 — Logan Avenue and Busy Street

This area contains sixty spaces and serves the area's residents, workers, and shoppers visiting the district.

Carpark No. 72 — Front and George Streets

This area — located on the periphery of the downtown core — provides two hundred and twenty-six parking spaces to attract parkers before they enter the centre of the city and so alleviate downtown traffic congestion.

Municipal Carparks Scheduled to open in Near Future



Underground Parking Garage Nathan Phillips Square

TORONTO, CANADA

The Nathan Phillips Square Underground Garage by adding 1,100 more spaces, at the completion of Stage II in the late fall of 1964, will have a capacity for 2,400 cars, making it the largest underground parking garage in Canada. Offering four underground levels and 24 hour occupancy, the garage goes a long way to ease the considerable parking problems prevalent in the centre of downtown Toronto. The underground garage is located directly beneath Nathan Phillips Square and immediately in front of the New City Hall.

Excluding the exterior ramps, the addition covers a total aggregate area of 481,000 sq. feet. The structure revolves around a 28' module — this being the distance from centre to centre of the reinforced concrete columns. Reinforced concrete is also employed for the walls and flat slab floors, utilizing a total of 36,000 cubic yards of concrete and 25,000 tons of reinforcing steel. A limited use of glazed brick and concrete block has been used in conjunction with the stairs and elevators.

Ventilation is carried out by 7 supply fans which force 300,000 feet of air per minute through long floor grilles on the south wall. This air is circulated through the building and exhausted at the west wall. The operation is continuous. The garage is provided with a heated stand pipe system for fire protection in addition to a dry system of fully automatic sprinklers. To ensure the free flow of traffic even during inclement weather, the entrance and exit ramps have been equipped with radiant heating for melting snow.

The general contractor for the Nathan Phillips Square Underground Parking Garage Stage II, is Perini Limited and the architects and engineers are John B. Parkin Associates.

Municipal Carpark No. 68 — St. Andrew's Street

Municipal Carpark No. 71 — Bellevue Street

Both these carparks are to be located in the Kensington Market just west of Spadina Avenue and will provide two hundred and twenty-three parking spaces. The areas will be financed on the benefiting assessment method and will provide shoppers and visitors to the market with parking service. The parking will also be used by local residents and will help clear the traffic congestion that presently exists in this area.



THE PARKING AUTHORITY OF TORONTO LOCATIONS OF MUNICIPAL OFF-STREET PARKING FACILITIES

Area	Location	Capacity
1	Hayden Street, east of Yonge	151
2	Charles, east of Yonge	91
3	Isabella Street, east of Yonge	123
4 & 6	Gloucester and Dundonald Streets, east of Yonge	115
5	Wellesley Street, east of Yonge	152
7	Willowvale Park	95
8	Eglinton Park	141
11	Pleasant Boulevard, east of Yonge	134
12	Alvin Avenue, east of Yonge	187
13	Heath and Delisle Avenues	145
14	King and Church Streets	28
15	Cumberland—Yorkville	199
16	Cumberland, west of Bay (Temporarily closed to permit construction E.W. Subway)	175
17	Pape Ave., n. of Danforth Ave. (Temporarily closed to permit construction E.W. Subway)	83
18	Keele Street, south of Dundas Street West	86
19	Pacific Avenue, south of Dundas Street West	73
20	Cedarvale Avenue, north of Danforth	47
21	Amroth Avenue, south of Danforth	55
26	Queen—Victoria Garage	532
28	Harcourt Avenue	78
29	Holly and Dunfield	219
30	Church and Front Streets	467
32	Fleet and Bay Streets	496
33	Temperance Street Mechanical Garage	396
34	Dundas Square Mechanical Garage	288
35A	Duplex Avenue & Eglinton	93
36	Nathan Phillips Square Underground Garage	1,266
37	Dundas Street West, east of Bathurst	15
38	St. Patrick and Dundas West	194
39	Castlefield, west of Yonge	180
41	Norton and Dufferin	68
42	MacKay and Elmwood	66
43	Esplanade, east of Yonge	560
44	Fuller Avenue, north of Queen Street West	133
45	Broadview, north of Queen Street East	102
47	Burnaby Blvd. and Castle Knock	183
48	Lee Avenue, south of Queen St. East	75
49	Roehampton, east of Yonge	181
51	Lippincott and Borden	162
52	University Avenue Underground Garage	323
53	Stanley Park	197
54	Boulton Avenue	33
55	Bedford Park Avenue	48
56	Delaney Crescent	38
57	Delaware and Concord	84
58	Bedford Road	157
62	Abell Avenue, north of Queen Street West	27
63	Richmond Street East and Jarvis	17
64	Bereford and Durie	54
65	Windermere and Willard	60
66	Armadale	70
67	Darling Avenue	17
69	Logan Avenue	60
72	Front and George Streets	226

PARKING STAMPS

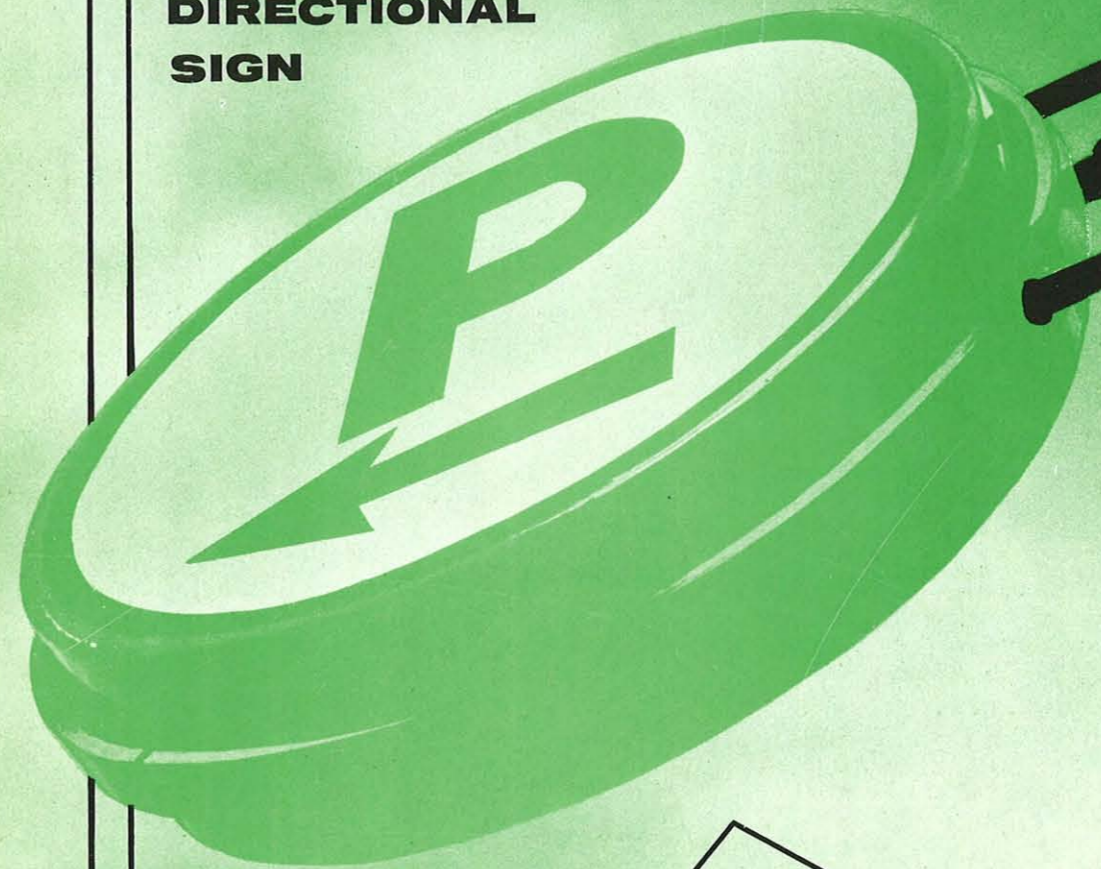
Since its inception, the Authority has been aware of the needs of merchants in business districts for customer parking facilities to combat the loss of business to suburban shopping centres offering "free" parking. Therefore, when the Authority commenced operations, it instituted a validation system using Parking Authority stamps whereby the local businessman could give his customer "free" parking.

The Authority makes available at face value, in various denominations, books of stamps. When a merchant first purchases 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.

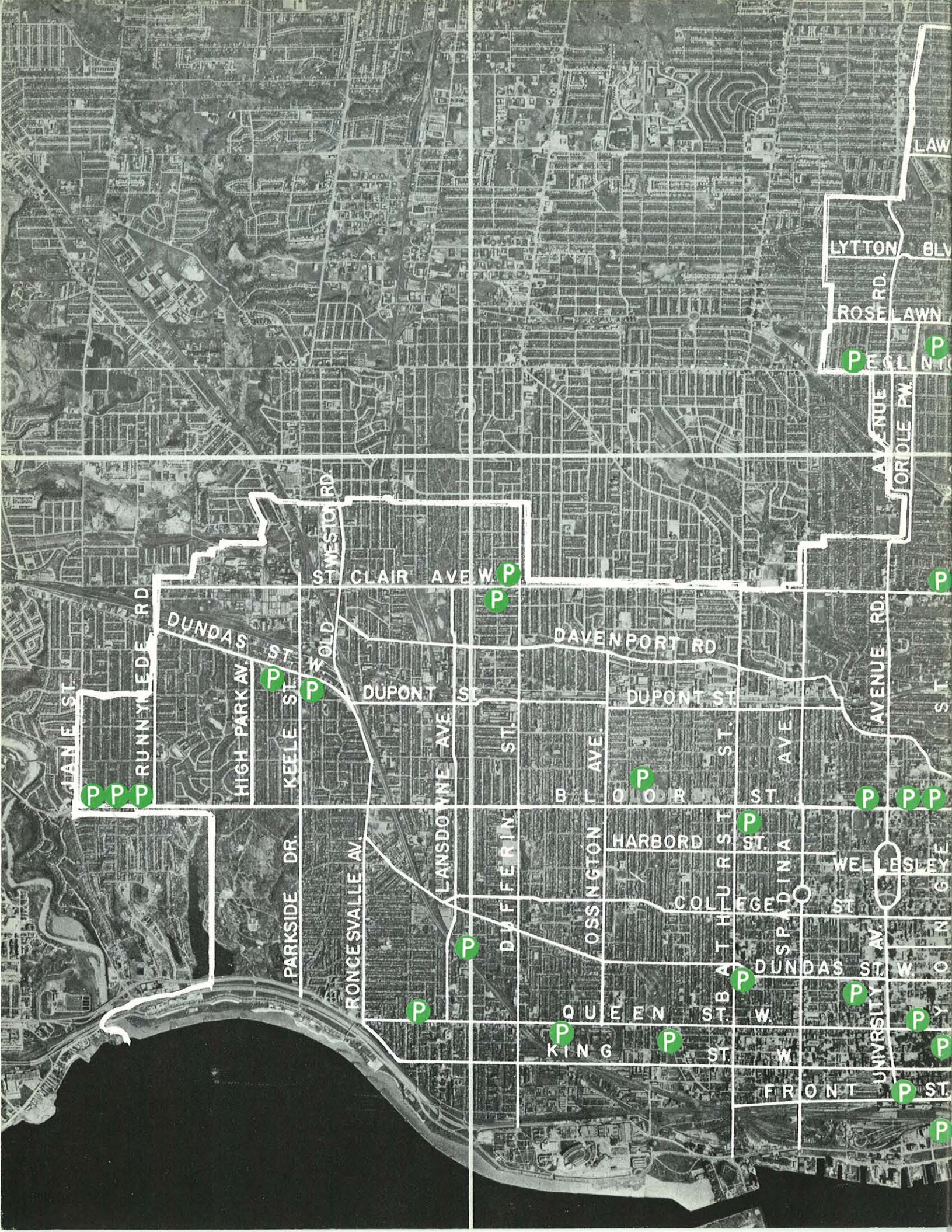
The Authority has also, on its self-service areas introduced in 1962, provided parking tickets with tear-off coupons. These coupons when handed to participating merchants may be accepted by the merchants towards the purchase price of articles. In this manner the merchant supplies "free" parking to customers and can regulate the amount of "free" parking provided, if he should so wish, commensurate with the amount of purchases made by customers.



TRAFFIC DIRECTIONAL SIGN



This is the sign copyrighted by the Parking Authority in Canada and the United States and approved by the civic administration. It is the desire of the Authority that it be used by all municipalities to indicate good, convenient and thrifty off-street municipal parking. The Authority allows its usage for a nominal license fee. The Municipal Parking Committee of the Ontario Traffic Conference approves its use by other municipalities.



PPP

RUNNYMEDE RD

HIGH PARK AV

PARKSIDE DR.

KEELE ST

RONGESVALLE AV.

ST WESTON RD

DUNDAS ST W

ST CLAIR AVE W

LANSDOWNE AVE

DAFFERIN ST

QUEEN ST W

KING ST W

BATHURST ST

DUPONT ST

DAVENPORT RD

ROSSINGTON

HARBORD ST

COLLEGE ST

DUPONT ST

DUPONT ST

SPADINA

WELLESLEY

ST W

ST W

ST W

ST W

ST W

UNIVERSITY AV

FRONT ST

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W

ST W