

**The
Parking
Authority
of
Toronto**

*Annual
Report
1964*

CITY COUNCIL

MAYOR

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

CONTROLLERS

William Dennison

William L. Archer, Q.C., B.A.

Herbert Orloff, Q.C., B.A.

Mrs. Margaret Campbell, Q.C., B.A.

ALDERMEN

Frederick J. Beavis

Harold Menzies

Oscar T. Sigsworth

Hugh J. Bruce, B.A.

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

Ken Dear

June Marks

Mary Temple

Charles L. Caccia, B.Sc.

Ben Grys

Helen M. Johnston

Thomas A. Wardle

David Rotenberg, B.A.

Alice Summerville

Horace Brown

Paul B. Pickett, B.A.

Joseph J. Piccininni

Kenneth Ostrander

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.
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.



Commissioner William Jenoves

Commissioner William Jenoves died on Thursday, September 3rd, 1964, after serving since February 26th, 1962 as a Commissioner of The Parking Authority.

Besides his appointment on the Authority, Mr. Jenoves was President of the Toronto and District Labour Council, Vice-President of The Canadian Labour Congress, and a Commissioner of the Toronto Harbour Commission. He had been Secretary and Business Agent for Local 2 of the Bricklayers' Union for 43 years.

Mr. Jenoves contributed immeasurably to the success of the Parking Authority during his tenure of office.

The Commissioners and staff alike miss the experience, knowledge and enthusiasm he displayed in his work as a Commissioner.

ANNUAL REPORT 1964

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

Your Worship, Madam and Gentlemen:

For the thirteenth successive year since the Parking Authority of Toronto was set up to establish, operate and manage municipal parking facilities, your Commissioners are able to report continuing progress in the submission herewith of the 13th Annual Report and Balance Sheet for the year ended December 31st, 1964.

During the year under review the Authority parked 5,029,000 cars, for which it earned a gross revenue of \$2,527,454. Net income from parking meters was \$494,292. This latter sum was devoted in its entirety to partial payment of debt charges, foreign exchange and interest on temporary advances totalling \$877,682. Real estate and business taxes paid to the City Treasurer amounted to \$532,015.

The year was marked by increasing use of the facilities offered by the Authority. One major exception to this trend was a reduction in the number of cars parked in the Nathan Phillips Square Underground Parking Garage. Difficulties of getting into and out of the Garage because of construction activity interfered materially with the use of this facility. In 1963 your Authority parked 791,702 cars at this location, earning a gross revenue of \$473,853. In 1964, 643,337 cars were parked for a gross revenue of \$390,218. Despite these setbacks the Authority reached a new high in gross revenue and the number of cars parked increased over the previous year.

As is recorded elsewhere in this report, your Authority suffered a sad loss on September 3rd, 1964 when Commissioner William Jenoves died. He has been replaced by Commissioner William D. Kearns who was appointed October 14th, 1964 to fill the unexpired term of Mr. Jenoves. The members of your Authority are pleased to have Mr. Kearns join them as they know that his wide knowledge and experience will be of great value to this Authority in its efforts to solve the City's complex parking problems.

In closing your Authority thanks Your Worship, the Board of Control, and City Council for the co-operation and constructive assistance given in the past. Much of your Authority's continuing success and pleasure of service has been derived from the encouragement received from the city government and the community at large. Also appreciated is the assistance and guidance of your appointed officials which has been given freely and wisely. These factors have made it possible to establish the existing municipal parking program, the largest and most comprehensive in Canada, and amongst the largest on the continent.

Yours very truly,

Chairman

ANNUAL REPORT 1964

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 the City Council.

The Authority is responsible for the establishment, operation and management of municipal parking facilities throughout the City of Toronto. It is a public utility and is required to be self-sustaining. All properties involved in the operation of the municipal off-street parking program, while administered by the Authority, are actually owned by the City of Toronto. The Authority reports to City Council and all its activities are subject to approval by the City Auditor.

THE AUTHORITY'S OBJECTIVES The objectives of the Parking Authority are to provide low-cost, high quality parking service by establishing throughout the city an efficient system of municipal facilities. The system comprises:

- Carparks for short-term parkers in the downtown area.
- Carparks on the downtown fringe at expressway points for all-day parkers.
- Commuter Carparks at Subway stations.
- Carparks to service neighbourhood business districts as well as residential locations.

The Authority endeavours to provide these services on a sound basis so that off-street municipal parking facilities will contribute 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.

REVIEW OF THE AUTHORITY'S ACTIVITIES: Prior to the Authority's formation in 1952, the parking problem was thought to be confined to the downtown area. However, it soon became evident to the members of the newly formed Parking Authority that the problem was community-wide, affecting all sectors of the City, each with its differing parking needs.

The first year of the Authority was largely spent in researching old reports that had never been acted upon because of the lack of a body to implement the recommendations they contained. The Authority also carried out inspections and held consultations with officials in those American cities which had entered the municipal parking field.

In its second year of operation, the Authority issued a comprehensive statement of basic principles and policies, together with an initial program of capital projects. This initial program was thought to be somewhat ambitious and caused some controversy. However, the following year, in a slightly modified form, the program of the Authority was approved by City Council and the Ontario Municipal Board.

REVENUES COVER ALL COSTS Since these beginnings, the Authority has developed a program of municipal off-street parking which has become a model for many other cities throughout the North American continent. 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 most of 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 by acquiring municipal off-street parking facilities which become the property of the City of Toronto. Since 1952 the Authority has invested nearly \$3,500,000 of its own funds in fixed assets, and has paid nearly \$4,000,000 for real estate and business taxes.

LEGISLATION SOLVED PROBLEMS Two comparatively recent legislative enactments have had an important effect on Toronto's municipal off-street parking program. In 1960 legislation was obtained which permitted part of the capital cost of a carpark to be assessed against a defined area receiving special benefit from the establishment of such a carpark. This allows the Authority to build parking lots in certain locations where the capital cost of building the facility is too high to be financed by the anticipated income expected from it. Thus, while the business districts served by these locations are not fully able to support the parking lot, they nevertheless enjoy the benefit of a parking facility, and maintain the business flow of the area.

This method has been very well received particularly by local merchants and businessmen, and the Authority is now operating five carparks which have been financed by this means, with two more to be opened in 1965.

AN ECONOMIC ANSWER TO PARKING NEEDS The second piece of legislation was enacted in 1963. This legislation was aimed at solving the problem facing developers and redevelopers in the City of Toronto to find an economic answer to the off-street parking requirements of zoning by-laws. For example, there are locations where developers find it physically and financially impossible to provide the required zoning by-law parking spaces and still be able to have a proper commercial development. Also there are locations where provisions of the required spaces would interfere with the orderly movement of traffic and would not be conducive to good city development. In order to solve these problems, legislation permits developers to make capital payments into a municipal parking fund in lieu of direct provision of the required spaces. The fund is then used to create essential off-street parking lots.

FORMULA DETERMINES COST The developer provides capital towards public parking based on a formula devised by the Parking Authority. The formula takes into consideration the variation in land costs throughout the City, and in order to charge a proper ratio of land costs to the project on a per stall basis, an ideal hypothetical garage is taken to be six storeys, and contains an average of 315 square feet to a parking stall. In this way the portion of land costs attributable to each car stall is determined by the cost per square foot of land x $\frac{315}{6}$. Where the price of land

cannot be determined by an offer to sell, or option to purchase, the valuation is produced by the Commissioner of Real Estate for the City of Toronto, and the developer has the right of refusing to accept such valuation and may proceed with independent parking arrangements within the limit provided for by the by-law as it now stands.

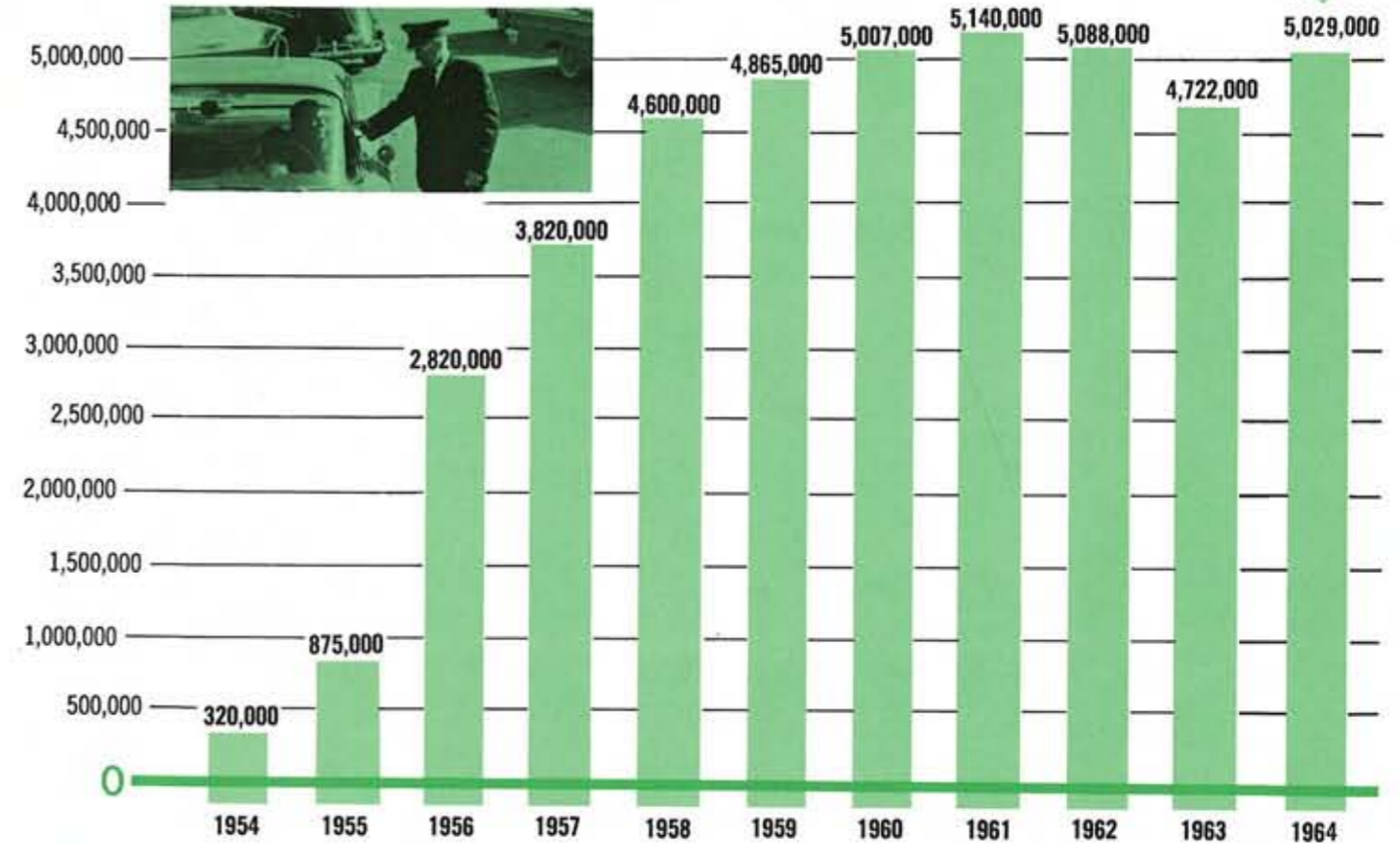
For the purposes of the formula, it has also been established that an average figure of \$1500 structurally for each car space is an acceptable amount on a city-wide basis. Even though the developer is to provide capital cost toward public parking, he has no interest in municipal parking facilities other than that he is relieved from the need of providing parking under the zoning by-law. He and his tenants and customers have to pay the going parking rate and park their cars on the same basis as any other member of the public. Because the developer has no equity in municipal parking facilities, the capital contribution on the part of the developer must be reasonable enough to be fair to the developer as well as to the municipality. It has therefore been agreed that it is equitable for the developer to contribute to the municipality for its public parking program, an amount of money either in a lump sum or over a twenty-year period to which is added interest at the rate that money is borrowed for the Parking Authority.

The sum payable is equal to 50 per cent of the agreed upon cost of providing the required parking. In other words, the developer's contribution is based on \$1500 (structural cost) + (cost per square foot of land x $\frac{315}{6}$) x number of spaces required by the developer x one half.

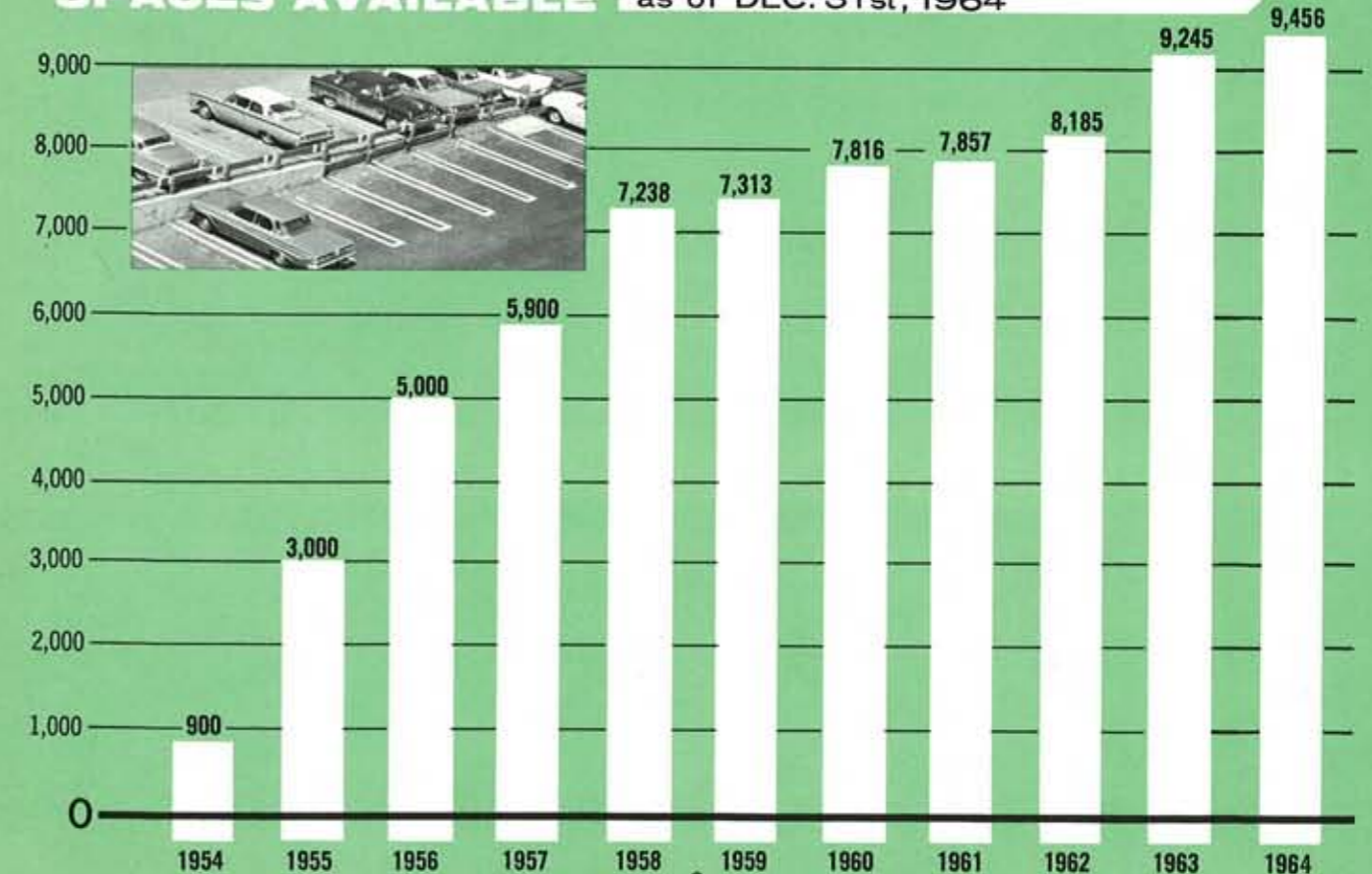
The Authority believes that this is a forward step in the development of the City of Toronto, and one that will benefit the City as a whole. It will benefit the small developer as well as the large developer and will locate parking facilities within a proper traffic pattern for the City.



CUSTOMERS SERVED in 1964



SPACES AVAILABLE as of DEC. 31st, 1964



THE PARKING AUTHORITY OF TORONTO

BALANCE SHEET

AS AT DECEMBER 31, 1964

ASSETS			LIABILITIES
CURRENT ASSETS:			
Cash in bank and on hand	\$	638,993.74	
Accounts Receivable			
City of Toronto	\$	3,747.68	
Other	9,236.14	12,983.82	
Prepaid Expense		15,723.56	
Inventories—Parking Tickets and Maintenance			
Supplies and Parts		36,363.53	
Investments		700,000.00	
		\$ 1,404,064.65	
*FIXED ASSETS:			
Furniture, Fixtures and Equipment	\$	142,983.61	
Car Parks—Lands and Improvements			
Completed Projects:			
—in shopping districts	\$	3,797,410.09	
—in city parks		121,716.56	
—in downtown locations		1,266,035.25	
—Parking Garages		7,664,347.90	12,849,509.80
Projects under construction:			
Surface Car Parks	\$	1,129,352.42	
Parking Garages		2,922,333.87	4,051,686.29
Renovations to Office Premises		114,664.26	17,158,843.96
Proceeds from sale of debentures held by the City for uncompleted projects			263,316.86
		\$18,826,225.47	
CURRENT LIABILITIES:			
Accounts Payable			
City of Toronto	\$	269,774.66	
Other		22,241.04	\$ 292,015.70
Payroll			9,731.58
Deferred Revenue			6,617.00
Parking Stamps sold but not redeemed			5,313.65
			\$ 313,677.93
SICK CREDIT RESERVE:			
			41,257.69
CURRENT SURPLUS:			
Balance December 31, 1963	\$	602,738.97	
Add: Surplus for the year 1964 after provision for capital acquisitions and debt charges		446,390.06	1,049,129.03
			\$ 1,404,064.65
CAPITAL LIABILITIES:			
City of Toronto			
For Funds advanced by the City for capital expenditures pending the issue of debentures			2,953,477.95
Debenture Debt:			
Issued			\$10,181,344.94
Less: Redeemed to December 31, 1964	\$	585,037.07	
Sinking Fund Investment as at Dec. 31, 1964		1,676,882.98	2,261,920.05
			7,919,424.89
CAPITAL SURPLUS:			
Created by the purchase of furniture and equip- ment and the acquisition of parking area lands and improvements thereon out of—			
Parking Authority's current funds	\$	3,463,458.62	
Revenue from City's curbside parking meters		797,048.53	\$ 4,260,507.15
Created through the designation of certain City owned lands for use of Parking Authority			38,535.98
Created by the redemption of Debenture Debt			584,905.79
Created by Sinking Fund Investment		1,665,309.06	6,549,257.98
		\$18,826,225.47	

*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, 1964 and the Statements of Revenue and Expenditure 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.

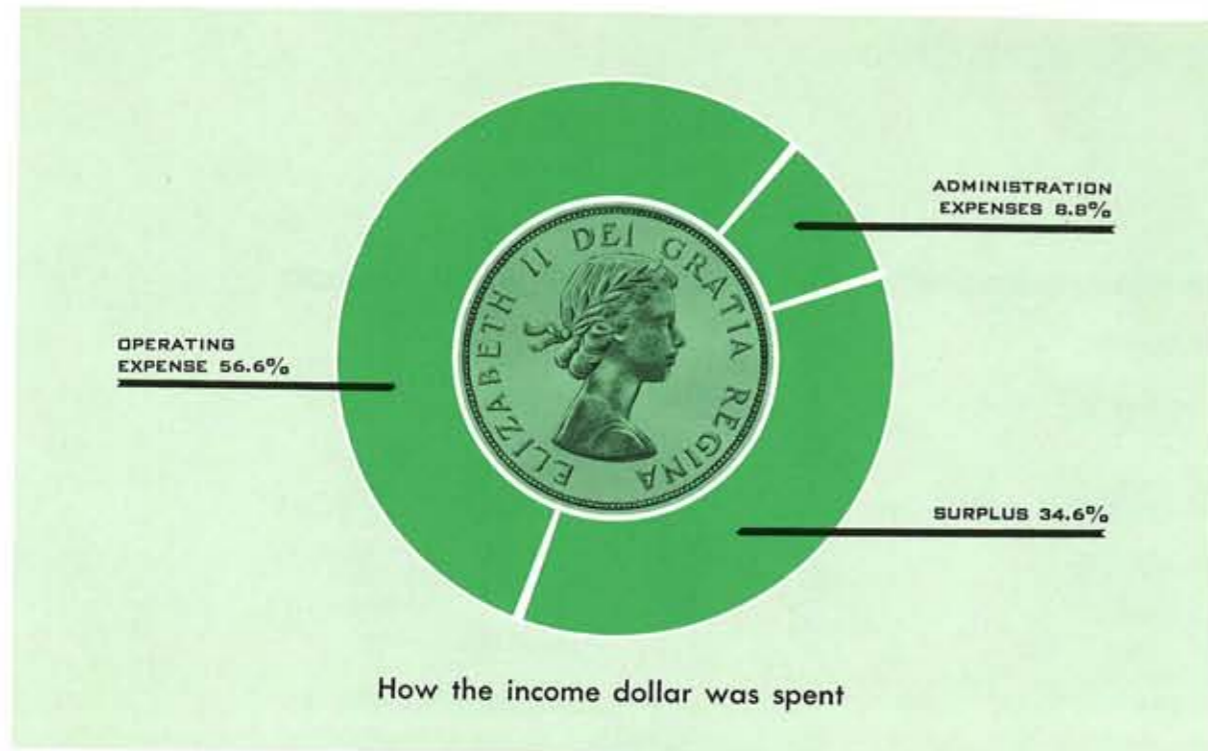
I hereby report that, in my opinion:

- (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 are drawn up to exhibit fairly

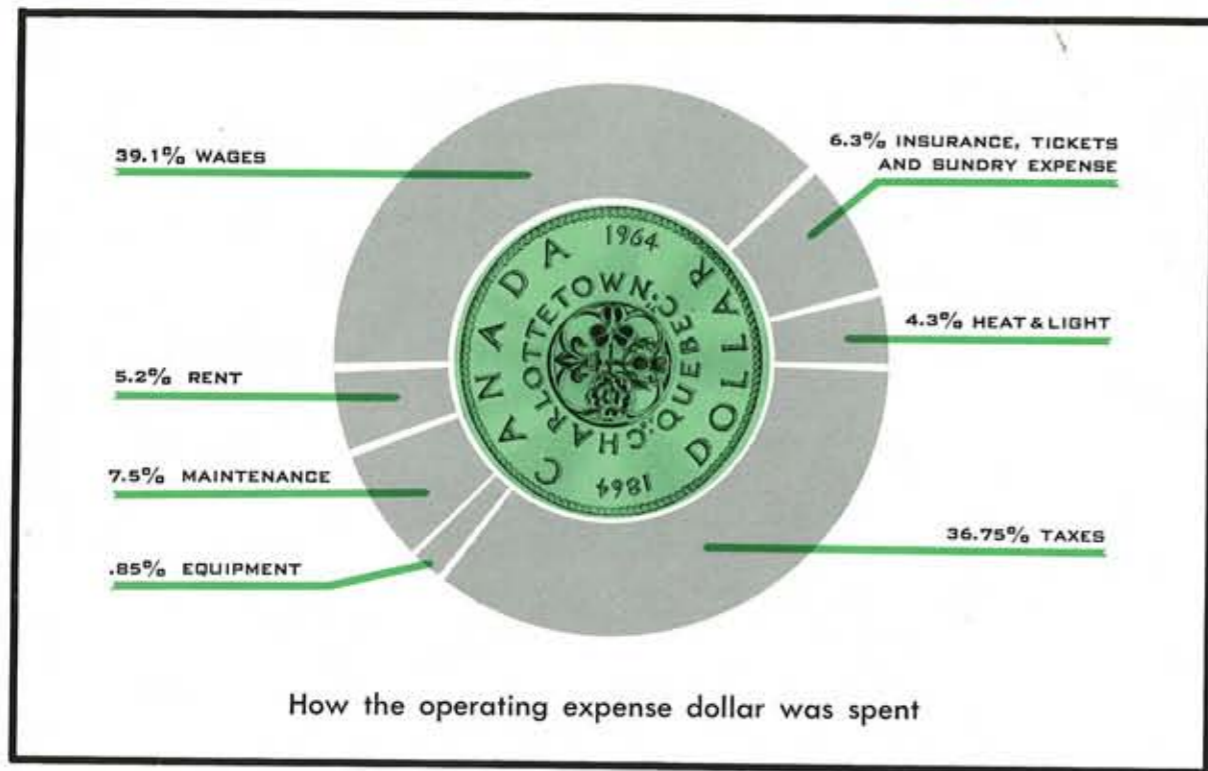
the financial position of the Authority as at December 31, 1964 and the results of its operations for the year then ended, in accordance with generally accepted principles, of municipal accounting applied on a basis consistent with that of the preceding year.

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

Toronto,
May 5, 1965



INCOME AND EXPENSE 1964



HOW THE PARKING AUTHORITY SURPLUS HAS BEEN SPENT 1952-1964

Capital Expenditures	55.5%
Interest and Debt-charges (P.A.T. Share)	27.3%
Surplus	17.2%

UNDERGROUND GARAGE



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 spring of 1965, 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, with direct access into the New City Hall as well as from entrances on Bay, Queen and Chestnut Streets.

Excluding the exterior ramps, the addition covers a total aggregate area of 481,000 square feet. The structure revolves around a 28 ft. 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
CARPARKS
OPENED
IN 1964**



135 SPACES



Carpark No. 16 — Cumberland West of Bay

This carpark containing 135 spaces was re-opened in May having been closed for two years in order to permit construction of the Bloor Street Subway.



83 SPACES



Carpark No. 17 — West Side of Pape North of Danforth

This carpark containing 83 spaces was opened in November, having been closed for two years to permit construction of the Bloor-Danforth Subway line.



11 SPACES



Carpark No. 73 — Chestnut and Armoury Streets

This is a small self-service parking facility containing 11 spaces, and is not large enough to justify an attendant for long periods of time. The use of a self-service ticket machine has made practicable the establishment of small carparks such as this.



165 SPACES



Carpark No. 74 — Sammon Avenue and Knight Street

This carpark is owned by the East General Hospital and is operated on its behalf by the Authority. Nominal rates are charged hospital visitors. It contains 165 spaces.



113 SPACES



Carpark No. 75 — Pacific Avenue

This carpark was developed in co-operation with Loblaw Groceries Co. Ltd. It contains 113 spaces. Shoppers of Loblaw's are permitted one hour free parking, while others are charged normal parking rates.



91 SPACES



Carpark No. 76 — Queen and York Streets

This temporary surface carpark contains 91 parking spaces and provides only short-term parking. Long-term parkers are therefore encouraged to use the adjacent municipal underground parking garage, located at the Nathan Phillips Square.

Municipal Carparks Scheduled to open in Near Future

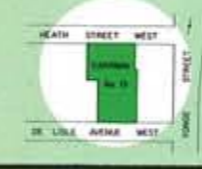
This parking facility is being re-located in the park in order to permit the construction of a skating arena on the site of the existing carpark.

Carpark No. 8
Eglinton Park



The capacity of this area will be increased by 26 additional stalls. On completion, it will have 171 parking spaces. Enlarging the area will make it an ideal site for the future development of a garage.

Carpark No. 13
Heath and Delisle Avenue



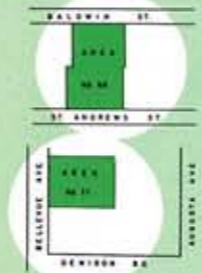
The Dundas Square Mechanical Parking Garage is to be demolished because of the large operating deficit being experienced at this location. In its place a 57-space surface parking facility will be developed. It is anticipated that the surface parking area will handle as many short-term parkers as that previously serviced by the mechanical parking garage.

Carpark No. 34
Dundas Square and Victoria Street



Both these carparks are to be located in the Kensington Market just west of Spadina Avenue and will provide 223 parking spaces. The areas will be financed on the benefiting assessment method and will provide shoppers and visitors to the market with parking service. They will also be used by local residents and will help clear the traffic congestion that presently exists in this area.

Carpark No. 68
St. Andrew's Street
Carpark No. 71
Bellevue Street



This parking facility will contain 245 parking spaces. It is in effect two carparks in one; 182 spaces are attendant-controlled while the remaining 63 are an experiment in using parking meters to provide short-term parking for shoppers and visitors to the area.

Carpark No. 77
South Side of Cumberland Street



This carpark, to be built in co-operation with the Municipality of Metropolitan Toronto, will be established partially on land that has become surplus following construction of the Bloor-Danforth Subway. It will contain 78 parking spaces.

Carpark No. 78
Erindale and Ellerbeck



This carpark containing 90 parking spaces will be opened in early summer of 1965. It will offset the parking shortage which is particularly prevalent in the evenings at this location.

Carpark No. 79
Sherbourne Street



It is anticipated that this carpark containing 59 parking spaces will open in June, 1965, thus providing additional parking for shoppers and visitors to the Dundas-Keele district.

Carpark No. 80
Keele and Vine Streets



PARKING STAMPS

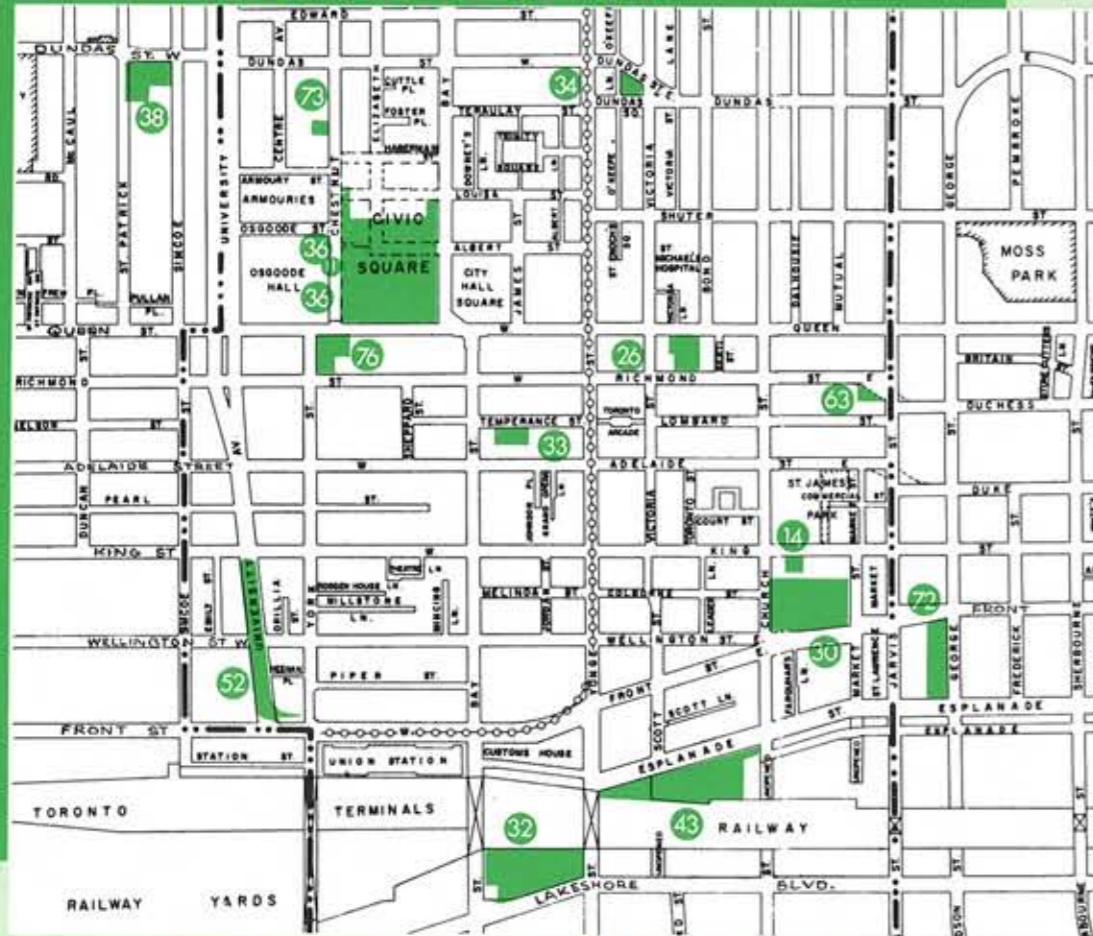
Since its inception, the Authority has been aware of the needs of merchants in business districts for customer parking facilities to combat the loss of business to suburban shopping centres offering "free" parking. Therefore, when the Authority commenced operations, it instituted a validation system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



DOWNTOWN TORONTO



DUNDAS / KEELE



ST. CLAIR / DUFFERIN



EGLINTON / AVENUE ROAD



ST. CLAIR / YONGE



BAY / BLOOR



BATHURST / BLOOR



BLOOR / SHAW



BLOOR / JANE / RUNNYMEDE



BROCK



QUEEN WEST



QUEEN / DOVERCOURT



DUNDAS / BATHURST



SPADINA / BALDWIN

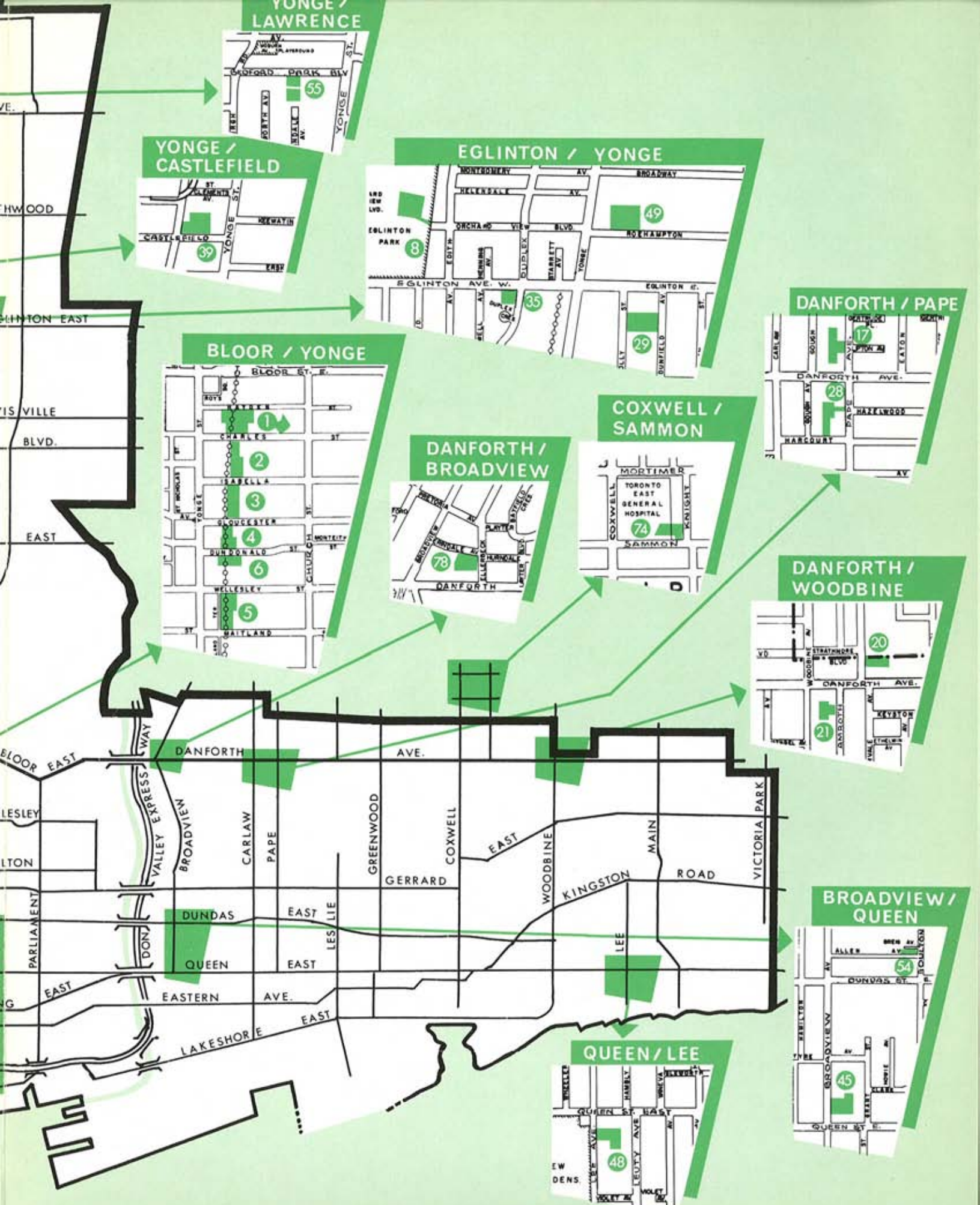


RICHMOND WEST



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LOCATIONS OF THE PARKING AUTHORITY'S 62 CARPARKS & GARAGES



YONGE / LAWRENCE

YONGE / CASTLEFIELD

EGLINTON / YONGE

BLOOR / YONGE

COXWELL / SAMMON

DANFORTH / PAPE

DANFORTH / BROADVIEW

DANFORTH / WOODBINE

BROADVIEW / QUEEN

QUEEN / LEE

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 & 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	185
13	Heath & Delisle Avenues	145
14	King & Church Streets	28
15	Cumberland-Yorkville	199
16	Cumberland, west of Bay	135
17	Pape Avenue, north of Danforth	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 Garages	532
28	Harcourt Avenue	78
29	Holly & Dunfield	219
30	Church & Front Streets	467
32	Fleet & Bay Streets	483
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 & Dundas West	194
39	Castlefield, west of Yonge	180
41	Norton & Dufferin	68
42	Mackay & 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. & Castle Knock	183
48	Lee Avenue, south of Queen Street East	75
49	Roehampton, east of Yonge	181
51	Lippincott & Borden	150
52	University Avenue Underground Garage	323
53	Stanley Park	197
54	Boulton Avenue	33
55	Bedford Park Avenue	48
56	Delaney Crescent	38
58	Bedford Road	151
62	Abell Avenue, north of Queen Street West	27
63	Richmond Street East & Jarvis	17
64	Beresford & Durie	54
65	Windermere & Willard	60
66	Armadale	70
67	Darling Avenue	17
69	Logan Avenue	60
72	Front & George Streets	214
73	Chestnut & Armoury Streets	11
74	East General Hospital	165
75	Pacific & Dundas	113
76	Queen Street West & York	91



