

11th

The Parking Authority of Toronto ANNUAL REPORT 1962





CITY COUNCIL

MAYOR

Donald D. Summerville

CONTROLLERS

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

William Dennison

Allan A. Lamport

Herbert Orliffe, Q.C., B.A.

ALDERMEN

Fred Beavis

Joseph J. Piccininni

Oscar T. Sigsworth

Mrs. May Robinson

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

W. Frank Clifton

Mrs. May Birchard

Mrs. Mary Temple

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

Wm. C. Davidson, Q.C.

Charles Tidy

Thomas A. Wardle

David Rotenberg, B.A.

Alex. Hodgins

Horace Brown

Richard R. Horkins, B.A.

George Ben, B.A.

Kenneth Ostrander

THE PARKING AUTHORITY OF TORONTO

Ralph C. Day
Chairman

John F. Ellis, M.B.E.
(Chairman 1963)

Hugh C. Elsam
*Commissioner
(Appointed 1963)*

William Jenoves
Commissioner

Robert G. Bundy, B.Com.
General Manager

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



**Mr. Ralph C. Day,
Chairman**



**Lieut. Col. John F. Ellis, M.B.E.,
(Chairman 1963)**



**Mr. William Jenoves
Commissioner**



**Mr. Hugh C. Elsam
Commissioner
(Appointed 1963)**



**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.

ANNUAL REPORT - 1962

His Worship Mayor Donald D. Summerville and
Members of the Board of Control,
City Hall,
Toronto 1, Ontario.

Your Worship and Gentlemen,

Eleventh Annual Report to City Council

In presenting the eleventh Annual Report and Balance Sheet covering the operations of The Parking Authority for the year ended December 31, 1962, your Authority points with pride to the long strides which have brought our city closer to the ultimate goal of adequate and economic parking. It is particularly gratifying to note that the growth of revenue continues to outpace operating expenses. Income exceeded operating expenditure by the highest figure in the short history of the Authority. Revenues reached a new high of \$2,247,839.

But the financial aspect, while satisfactory, is, perhaps, of less significance than the additions which have been made to essential services and the growing co-operation which your Authority has enjoyed from developers and businessmen.

Plans to build municipal off-street parking facilities in co-operation with local businessmen on a benefitting assessment basis were advanced to a stage whereby 7 new areas financed in this manner, will be opened in 1963. Local businessmen have been quick to recognize their civic responsibilities, and in all areas, they have given much time and energy to the development of these lots.

Co-operation with land developers is also contributing greatly to the more efficient use of land and the resultant increases of tax income. During 1962 steps were taken to allow developers to contribute to a municipal off-street parking fund as an economic and effective method of providing parking requirements demanded by zoning regulations. This development may well be a means of attaining a co-ordinated placing of municipal off-street parking facilities in place of a hodge-podge of small parking units, which might be neither adequate nor economically sound.

ANNUAL REPORT — 1962

Outstanding in the history of underground parking development has been the success in its first few months of operation of the University Avenue Underground Parking Garage, which was opened on October 22nd, 1962. For many days before the opening of the garage, a barrage of publicity and advertising was directed at motorists. For the first six weeks of operation motorists were additionally enticed by the offer of two hours free parking. The result was highly effective. The garage rapidly reached occupancy, and a break-even operation, including all payments for debt charges, is anticipated for the first full year of operation.

The successful University Underground venture is another example of co-operation—this time between two civic bodies. When the University Avenue subway was being built, the Toronto Transit Commission made the space between the roof of the subway and the street surface between Front and King streets available to your Authority. Since the garage eliminated the need for a substantial quantity of fill, the TTC allowed the Parking Authority part of the resultant credit. It was this co-operative approach to the problem which made the garage possible. Your Authority expresses its sincere appreciation to the Commission.

Between the end of the year under review and the publishing of this report, the Authority has undergone a change in chairmanship. Mr. Ralph C. Day, upon being appointed as a commissioner of the Toronto Transit Commission, and subsequently elected chairman of that Commission, resigned as chairman of The Parking Authority.

Mr. Day, who was appointed a commissioner upon its formation in 1952, became the first chairman of the Authority and served continuously in that capacity until his resignation in 1963. Under his chairmanship, the Authority has become the largest operation of its kind on this continent. The Authority owes much to Mr. Day for his help, guidance, and unstinting efforts on its behalf.

On May 14, 1963, Mr. Hugh C. Elsam, the past president of the Greater Toronto Businessmen's Association, was appointed a commissioner to fulfill the unexpired term of Mr. R. C. Day. The members of your Authority are pleased to have Mr. Elsam join them, as they know that his wide business and political experience will be of great value to this Authority in its efforts to give Toronto a solution to the city's complex parking problem.

In presenting this report, your Authority extends its thanks to your Worship, the members of the Board, and City Council for the assistance and co-operation which has been extended, and also, acknowledges the help received from your officials this past year.

Yours very truly,



(Chairman 1963)

ANNUAL REPORT — 1962

Your Parking Authority

The Parking Authority was established by Provincial Statute and City By-Law in 1952. It is a corporate body and is comprised of three resident taxpayers 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 operations of the municipal off-street parking programme, 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 an audit by the City Auditor.

Its Objectives

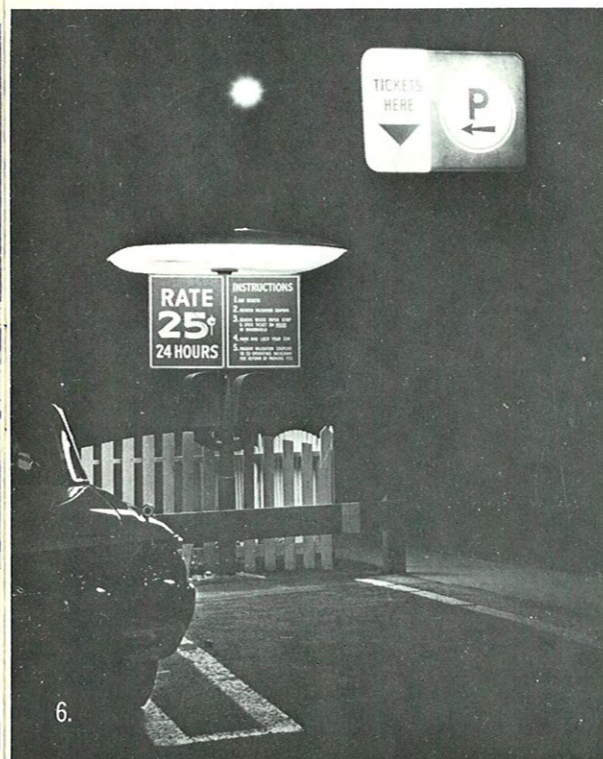
To provide a low cost, high quality, parking service for the motoring citizenry.

To establish an efficient system of municipal carparks in all sectors of the City. This involves short-term garages and lots in the downtown and midtown areas; all day carparks; commuter carparks at subway and expressway points on the downtown fringe; neighborhood shopping lots and residential carparks.

To develop a network of carparks commensurate with the increasing needs of Toronto.

To practise good business sense. The Authority strives to provide service and facilities that are economically sound.

To contribute, by a planned and systematic development of its operations, 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.



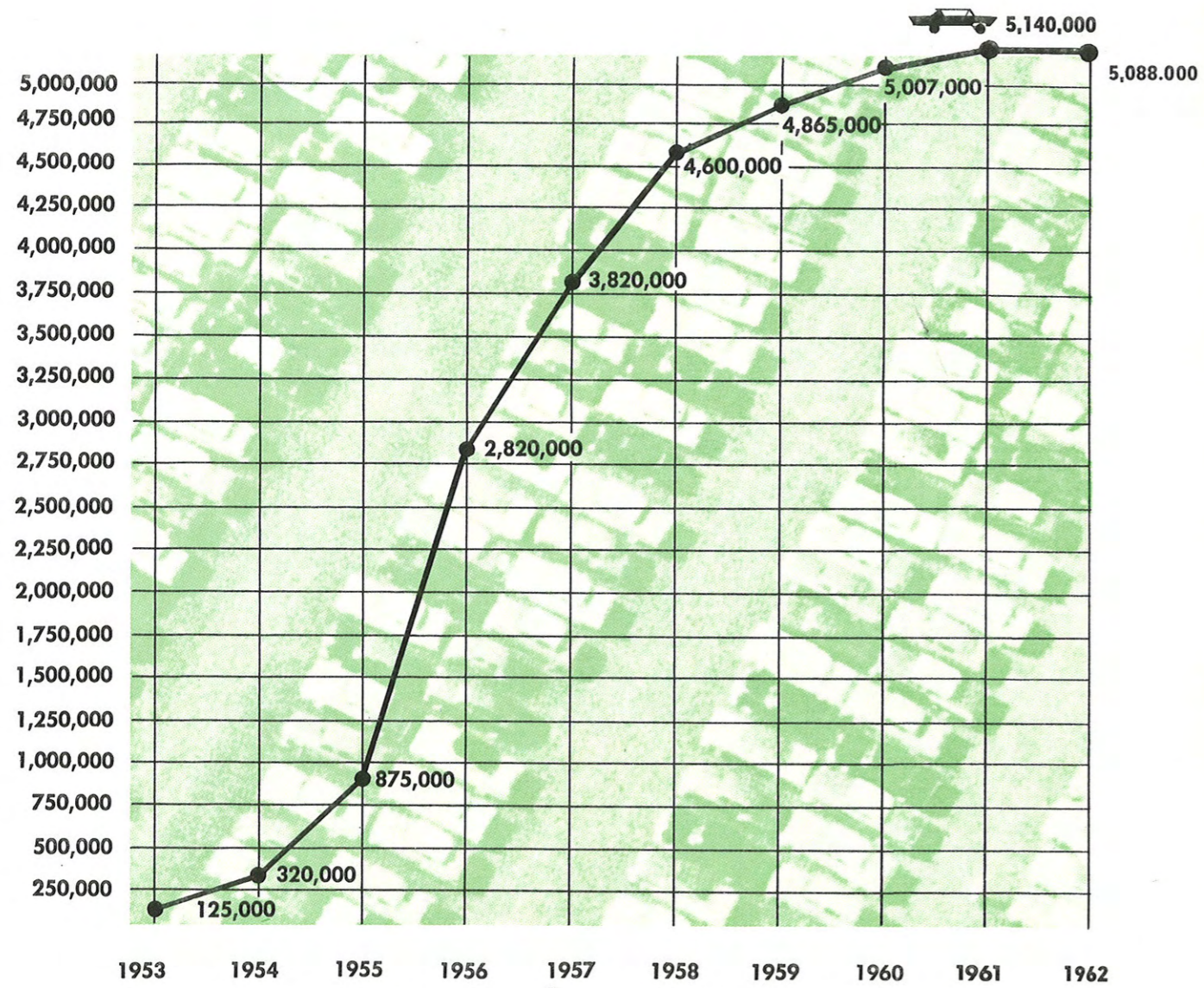
DO-IT-YOURSELF PARKING

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.

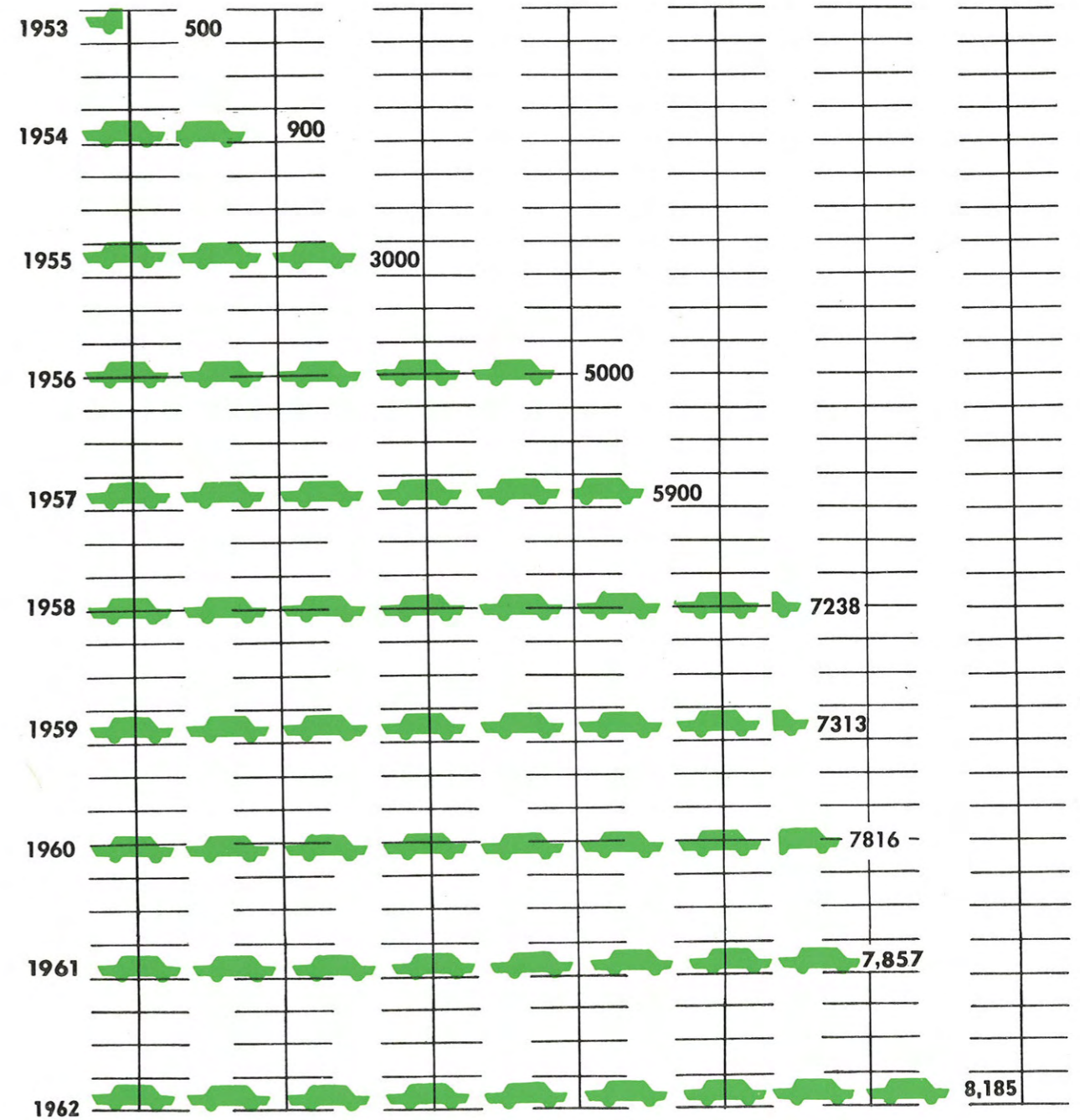
<p>SMOOTH DRY SURFACE. KLEEN-STIK® CHICAGO 31, ILL. PEEL TAPE SLOWLY. PRESS AGAINST ANY CLEAN</p>	<p>PEEL TAPE SLOWLY. PRESS AGAINST ANY CLEAN SMOOTH DRY SURFACE. KLEEN-STIK® CHICAGO 31, ILL.</p>
<p>200872</p>	<p>Operated by The Parking Authority OF TORONTO 36 Adelaide St. W. LOCK YOUR CAR The Authority endeavours to protect the property of its patrons, but will not be responsible for loss or damage to car or contents.</p>
<p>VALIDATION COUPON Tear off and present to Participating Merchant</p> <p>for refund or credit.</p>	<p>VALIDATION COUPON Tear off and present to Participating Merchant</p> <p>for refund or credit.</p>

Car supplied courtesy of Rootes Motors (Canada) Ltd.

CUSTOMERS SERVED IN 1962



AVAILABLE SPACES AT DEC. 31, 1962



THE PARKING AUTHORITY OF TORONTO
BALANCE SHEET
as at December 31, 1962

ASSETS

CURRENT ASSETS:

Cash in Bank and on hand	\$ 521,440.53	
Accounts Receivable		
City of Toronto	\$ 1,209.00	
Other	15,503.92	16,712.92
Prepaid Expense		13,192.46
Inventories — Parking Tickets, Maintenance Supplies and Parts	30,566.89	\$ 581,912.80

***FIXED ASSETS:**

Furniture, Fixtures and Equipment	\$ 109,935.99	
Car Parks — Lands and Improvements		
Completed Projects:		
Parking Areas over the subway and in shopping districts	\$ 3,610,720.77	
Parking Areas in City Parks	121,716.56	
Parking Areas in other downtown locations	1,215,386.20	
Parking Garages	6,697,616.68	11,645,440.21
Projects under construction:		
Parking Areas in shopping districts	\$ 376,288.91	
Parking Garages	1,314,747.11	
Parking Areas in other downtown locations	2,088.76	1,693,124.78
Renovations to Office Premises	114,664.26	13,563,165.24
Proceeds from sale of debentures held by the City for uncompleted projects		170,272.76

***Note:** These assets appear 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.

\$14,315,350.80

LIABILITIES

CURRENT LIABILITIES:

Accounts Payable			
City of Toronto	\$ 94,103.75		
Other	12,737.74	\$ 106,841.49	
Deferred Revenue		11,647.00	
Parking Stamps sold but not redeemed		2,953.26	\$ 121,441.75

SICK CREDIT RESERVE:

30,279.62

CURRENT SURPLUS:

Balance December 31, 1961	\$ 565,521.28	
Less: Balance of deficit for the year 1962 after provision for capital acquisitions and debt charges	135,329.85	430,191.43
		\$ 581,912.80

CAPITAL LIABILITIES:

City of Toronto			
For funds advanced by the City for capital expen- ditures pending the issue of debentures			189,959.33
Debenture Debt			
Debentures issued by the Municipality of Metro- politan Toronto on behalf of the City—			
Issued	\$ 9,534,052.21		
Less: Redeemed to December 31, 1962	\$ 452,617.39		
Sinking Fund Investment as at December 31, 1962	1,053,987.91	1,506,605.30	8,027,446.91

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	\$ 3,185,547.15		
Revenue from City's curbside parking meters	797,048.53	\$ 3,982,595.68	
Created through the designation of certain City owned lands for use of Parking Authority		38,535.98	
Created by the redemption of Debenture Debt		452,486.11	
Created by Sinking Fund Investment	1,042,413.99	5,516,031.76	
			<u>\$14,315,350.80</u>

AUDITOR'S OPINION

I have examined the Balance Sheet of the Parking Authority of Toronto as at December 31, 1962 and the Statements of Revenues and Expenditures 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.

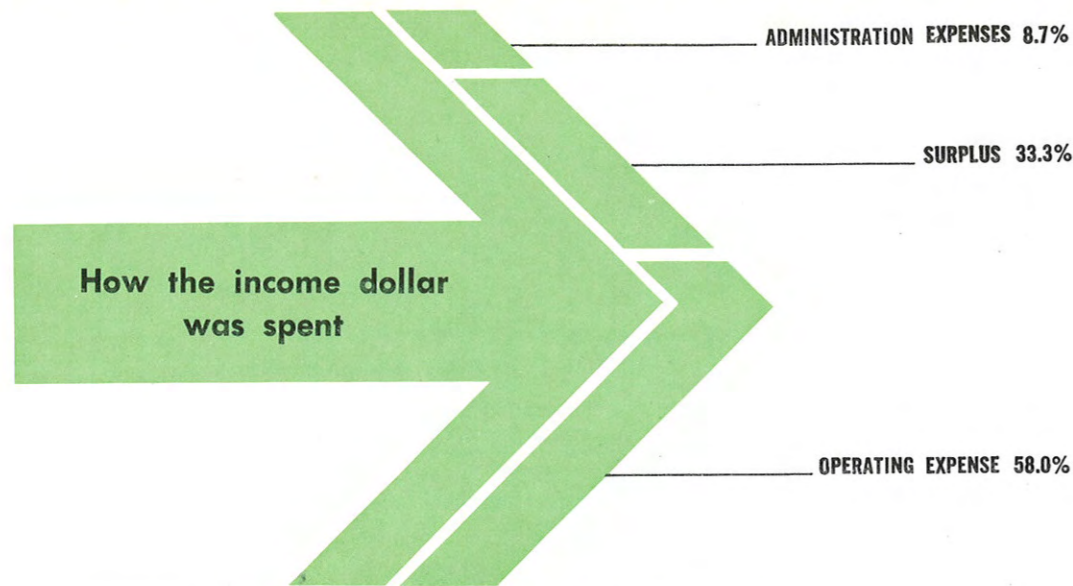
Subject to the appended report, I hereby report that, in my opinion:

- (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

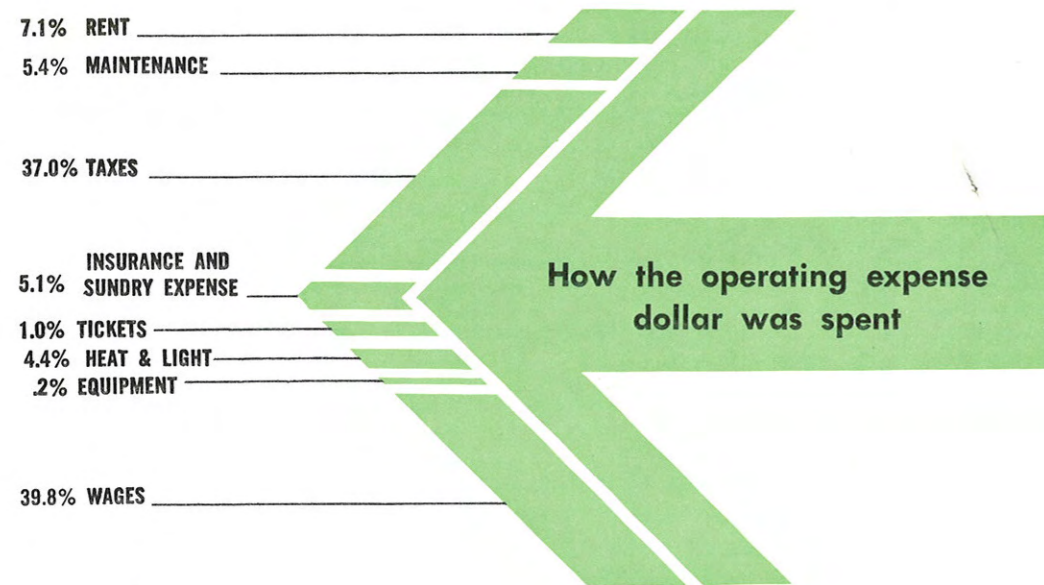
and expenditures and Surplus and supporting schedules are properly drawn up to exhibit a true and correct statement of the affairs as shown by the books of the Authority.

JOHN F. CONNOR, B.Com., C.A.,
Deputy City Auditor.

May 21, 1963.



INCOME AND EXPENSE - 1962



HOW THE PARKING AUTHORITY SURPLUS HAS BEEN SPENT 1952-1962

Capital Expenditures	69.1%
Debt-charges	21.4
(PORTION)	
Surplus	9.5

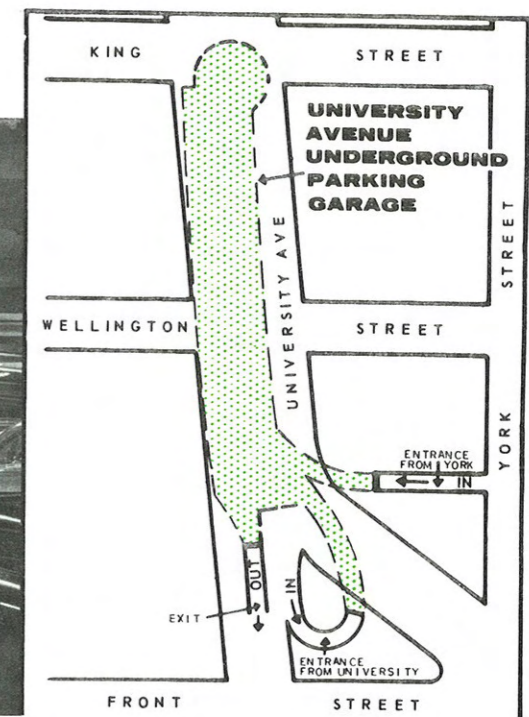
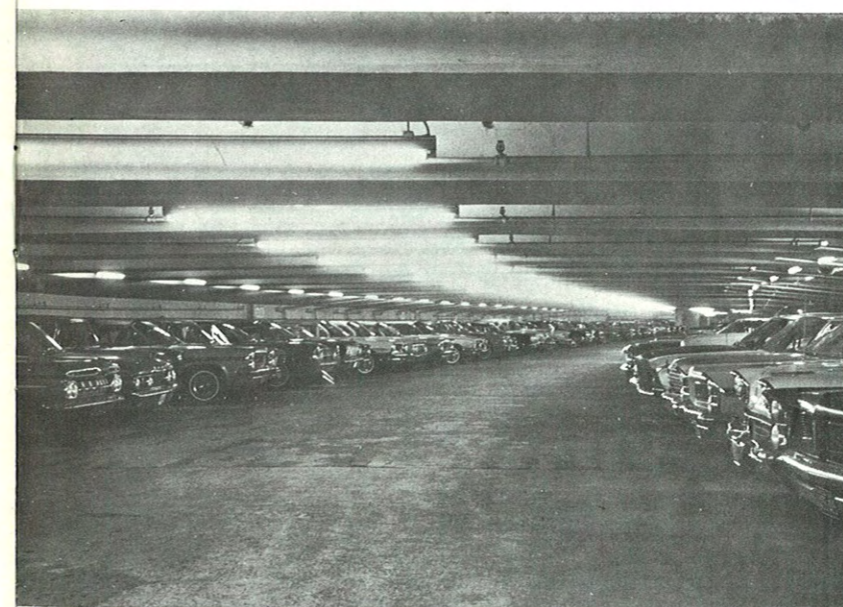
CARPARKS OPENED IN 1962

Municipal Carpark No. 52 — University Avenue Underground Parking Garage

This garage, opened in October, is situated between Front and King Streets, directly over the subway beneath the street surface of University Avenue, and it contains 325 parking spaces. It was built in conjunction with the new University Avenue Rapid Transit Subway in cooperation with the Toronto Transit Commission and other public service agencies.

The total floor area of the two-level garage is 105,000 square feet. It has a clear span of 56 feet and is equipped with an ultra-sonic vehicle detector automatic car control system that counts the cars in and out of the garage, as well as indicating spaces available on either level. Illuminated signs controlling the entering and exiting of cars are automatically activated by this equipment. There is a four-zone dry sprinkler system which, together with chemical fire extinguishers equipped with alarm devices signalling when they are removed from their brackets, acts as protection against fire hazards.

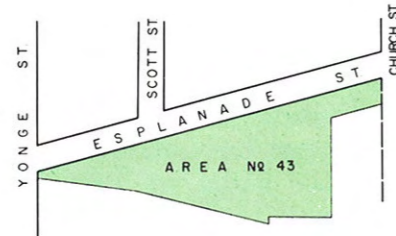
The garage is well ventilated by 105,000 c.f.m. of exhaust by means of three propeller-type fans. A carbon monoxide detection system monitoring key indicates when air has become contaminated and automatically turns on the ventilation fans. Electrical snow-melting equipment is buried in exit and entrance vehicle ramps to keep them clear of snow at all times.



CARPARKS OPENED IN 1962

Municipal Carpark No. 43 — South Side of Esplanade Street between Yonge and Church Streets

This area is located behind the O'Keefe Centre. It was opened July 1957 and contained 152 spaces, and in December 1959 it was enlarged to 178 spaces. In 1962 the Authority purchased land from the Toronto Hydro-Electric System and increased the size of the area to 560 spaces. This permanent off-street parking facility serves the parking needs of patrons of the O'Keefe Centre and the surrounding business district.



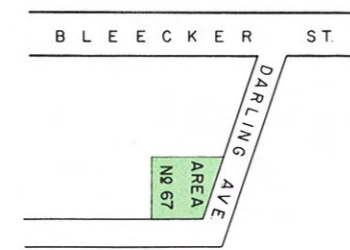
Municipal Carpark No. 63 — South-west Corner of Richmond Street East and Jarvis Street

This is a small self-service parking facility containing 17 spaces. Since it was opened it has proved to be extremely popular. While such a small area 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 smaller car parks.



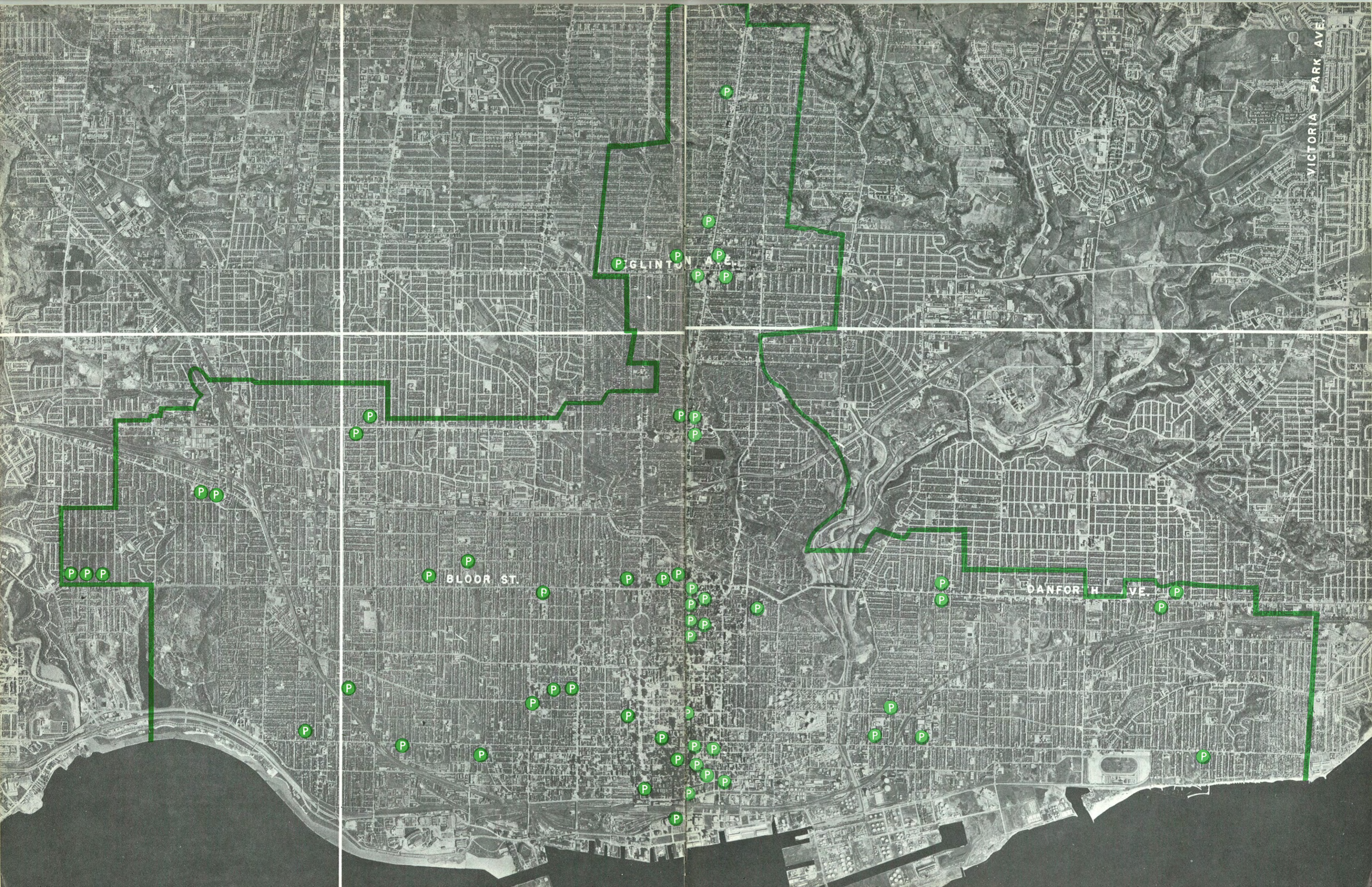
Municipal Carpark No. 67 — South side of Darling Avenue east of Bleecker Street

This is a small self-service carpark containing 17 spaces. It is in a neighborhood area and serves local residents.



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	177
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 const. 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
35	Duplex Avenue	74
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
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	325
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	62
62	Abell Avenue, north of Queen Street West	27
63	Richmond Street East and Jarvis	17
67	Darling Avenue	73
69	Logan Avenue	60
72	Front and George Streets	229



P GLINTON

P BLOOR ST.

DANFORTH AVE.

VICTORIA PARK AVE.

MAKING UNECONOMICAL PARKING LOTS ECONOMICALLY POSSIBLE

There are occasions when the Authority is approached 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.

While these business districts are not able to fully support a parking lot, they nevertheless, need the benefit of a parking facility to maintain the business flow of the area. For this reason an Act of the City of Toronto was passed to permit the assessment of part of the cost of the carpark against a defined area. This allows the Authority to finance part of the capital cost of the carpark from its own revenue, and the balance from the benefitting property owners. This method has been very well received, particularly by local merchants and businessmen, and the first seven parking facilities developed in this spirit of co-operation will be opening shortly.

An excerpt from the City of Toronto Act governing the manner in which the assessment mentioned above is administered, is set out below:

Levy of parking lot cost against defined area

4. (1) A by-law of the council of the Corporation for acquiring, establishing, laying out and improving land, buildings, and structures where vehicles may be parked, and for erecting buildings or structures for the parking of vehicles may provide, with the approval of the Ontario Municipal Board that the capital cost thereof, or any part thereof, shall be levied against the lands in one or more defined areas in the municipality, which, in the opinion of the council, derive special benefit therefrom, and in that case the by-law shall have appended thereto a schedule establishing the portion of the cost that shall be levied against each parcel of land in the defined area or areas.

Apportionment of cost

(2) The capital cost or part thereof chargeable to lands in the defined area or areas shall be apportioned in the same ratio as the assessment of each parcel bears to the total assessment of the parcels in the defined area or areas, or as the valuation for assessment of each parcel of land exclusive of buildings bears to the total valuation for assessment of all the parcels of land exclusive of buildings in the defined area or areas, or shall be charged at a special rate per foot frontage on the streets in the defined area or areas, exclusive of flankages.

Reduction of charge

(3) Where the council is of the opinion that any parcel of land is not benefited from the establishment of the parking lot to the same extent as other parcels within the defined area, the council may, in the by-law levying the cost, exempt such parcel from the levy or make a reduction in the amount of the cost that would otherwise be levied against that parcel.

Notice

(4) Where the capital cost, or part thereof, is to be levied as provided herein, the council shall give notice of its application to the Ontario Municipal Board for approval of the by-law to the assessed owner of each parcel of land in the defined area or areas and such notice shall include that part of the by-law that shows the portion of the cost levied against each parcel of land.

Commutation of special rates

(5) The council may also by general by-law or by a by-law applicable to the particular project prescribe the terms and conditions upon which persons whose lots are specially charged may commute for a payment in cash the special rates imposed thereon.

Recovery of charges

(6) The charge levied against each parcel of land is payable in annual amounts over such number of years as the council may provide and is a lien on such parcel and may be recovered in the same manner as real property taxes may be recovered.

Petition against

(7) The Ontario Municipal Board shall not approve the by-law if a petition objecting to the levy of the capital cost or part thereof against a defined area or areas signed by at least two-thirds of the assessed owners representing at least one-half of the assessed value of the land in the area or the total of the areas, as the case may be, is filed with the Board at or prior to the hearing of the application.

Appeal

(8) There shall be an appeal to the court of revision constituted for the City of Toronto from any rate or charge or any exemption or reduction of any rate or charge under this section, and sections 43 to 51 of THE LOCAL IMPROVEMENT ACT shall apply *mutatis mutandis*.

R.S.O. 1960, c. 223

MUNICIPAL CAR PARKS SCHEDULED TO OPEN IN NEAR FUTURE

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

These two areas are to be located in the St. Clair Avenue and Dufferin Street District. They are areas that will be built, in co-operation with local property owners, on a benefitting assessment basis. These two parking facilities will provide one hundred and forty-one parking spaces.

Municipal Carpark No. 58 — Bedford Road

This facility will contain sixty-two spaces.

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

These three carparks are to be located in the Jane, Bloor, Runnymede district at the western boundary of the city. These facilities will be financed by the benefitting assessment method and will provide local shoppers and residents with two hundred parking spaces.

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

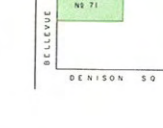
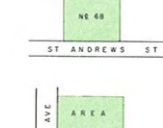
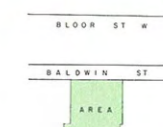
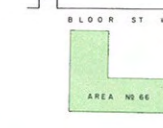
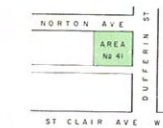
Both these carparks are to be located in the Kensington Market just west of Spadina Avenue and will provide two hundred and twenty-three parking spaces. The areas will be financed on the benefitting assessment method and will provide shoppers and visitors to the market with parking service. The parking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

Municipal Carpark No. 69 — Logan Avenue and Busy Street

This area will contain sixty spaces and it is anticipated it will serve the areas residents, workers, and shoppers visiting the district.

Municipal Carpark No. 72 — Front and George Streets

This area will contain two hundred and twenty-nine parking spaces. It will become part of the St. Lawrence Market parking complex. The area will be constructed on land leased from The Toronto Transit Commission.



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.



THE PARKING AUTHORITY OF TORONTO

G 845504



**Civic Square
Underground Garage
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.

PLEASE CHECK OUT WITH THE CASHIER — HAVE CHANGE READY

THE PARKING AUTHORITY OF TORONTO

G 845505



**Civic Square
Underground Garage
LOCK YOUR CAR**

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SMOOTH DRY SURFACE. KLEEN-STIK® CHICAGO 31. ILL. PEEL TAPE SLOWLY. PRESS AGAINST ANY CLEAN SMOOTH DRY SURFACE. KLEEN-STIK® CHICAGO 31. ILL.

278002



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.

VALIDATION COUPON
Tear off and present to Participating Merchant

for refund or credit.

VALIDATION COUPON
Tear off and present to Participating Merchant

for refund or credit.

**Your Ticket To
Convenient, Thrifty
Municipal Off-Street
Parking**

MUNICIPAL CAR PARK



operated by the
PARKING AUTHORITY OF TORONTO
36 Adelaide Street West

AA 934001

**LOCK YOUR CAR
IN**

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

PLEASE CHECK OUT WITH THE CASHIER

AA 934001

License.....

IN

OUT

