

10th

The Parking Authority of Toronto **ANNUAL REPORT 1961**



CITY COUNCIL -- 1962

MAYOR

Nathan Phillips, Q.C.

CONTROLLERS

Donald D. Summerville

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

William Dennison

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

ALDERMEN

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Kenneth G. Waters

W. Frank Clifton

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

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B. Michael Grayson, B.A.

Wm. C. Davidson, Q.C.

William L. Archer

Mrs. Mary Temple

Charles Tidy

Alex. Hodgins

David Rotenberg, B.A.

Thomas A. Wardle

Horace Brown

Kenneth Ostrander

Harold Menzies

Frank L. Nash, Q.C.

THE PARKING AUTHORITY OF TORONTO

Ralph C. Day
Chairman

Robert G. Bundy, B. Com.
General Manager

John F. Ellis, M.B.E.

Reginald W. Lewis

William Jenoves

Secretary-Treasurer



Mr. Ralph C. Day,
Chairman



Lieut. Col. John F. Ellis,
M.B.E., Commissioner



Mr. William Jenoves
Commissioner



Robert G. Bundy, B. Com.,
General Manager

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



The late Mr. Alfred Ward,
Commissioner

Commissioner Alfred Ward died on Saturday, December 23rd, 1961. Mr. Ward was one of the original Commissioners appointed on June 24th, 1952 by City Council and had served the Authority faithfully and continuously since that time. Mr. Ward had been a union man in Canada for 49 years having previously been active in union carpentry associations in Great Britain where he was born.

He came to Canada in 1910 and became a contractor. Later he returned to the tools of his trade and became very active in the labour movement, being appointed Business Agent for the Brotherhood of Carpenters and Joiners in which position he served for 21 years up to his retirement in 1960.

He was a Past President of the Toronto Building Trades Council and an executive member of the Toronto District Labour Council. He also was labour representative on the Board of Education's Advisory Vocational Committee for many years.

Mr. Ward contributed immeasurably to the rapid expansion the Authority undertook during his tenure of office.

The Commissioners and staff alike will greatly miss the experience, knowledge and enthusiasm he brought to The Parking Authority.

ANNUAL REPORT -- 1961

Mayor Nathan Phillips, Q.C., and
Members of the Board of Control,
City Hall,
Toronto 1.

Your Worship and Gentlemen:

Tenth Annual Report to City Council.

It gives your Commissioners great pleasure to present this 10th Annual Report of The Parking Authority and the Balance Sheet for the year ended December 31st, 1961, and to report to you that satisfactory progress has been made during the period. The number of vehicles your Authority parked continues to increase, reaching over 5,140,000, and also a new high in revenue was achieved of \$2,222,759. Net income from parking meters amounted to \$409,597 which helped offset debt charges of \$671,338.

A number of the surface parking spaces on the Civic Square were taken out of service in October to facilitate the construction of the new City Hall. The balance of the available parking space was removed in December so that 530 parking spaces were lost to the downtown parker.

Discussions between elected representatives, civic officials, and the Authority took place during the year regarding the development of Stage II of the Nathan Phillips Square Underground Parking Garage. If this garage is constructed, it is anticipated that it will be some five or six years before self-sustaining use is achieved. The garage is planned to contain 1100 carparking stalls which would increase underground parking accommodation at the Nathan Phillips Square to 2400 spaces.

The construction of the University Avenue Underground Parking Garage was nearly completed in the year under review and will be opened in 1962.

ANNUAL REPORT -- 1961

During the year the Authority opened up several new carparks and increased the number of parking stalls available to the public. Most of the new carparks opened were in neighbourhood areas. Because of the small size of these areas which do not justify the employment of full-time cashiers, the Authority is currently developing a self-parking system that will be put into operation early in 1962.

Generally speaking, the level of usage of the Authority's carparks continued to increase. The highest turnover on any lot was carpark #46 at King and Toronto Streets which is owned by the Toronto Stock Exchange and leased to The Parking Authority on a monthly basis. This carpark and other similarly located areas have enabled the Authority to maintain a favourable economic picture.

Numerous privately owned carparks have been established in the immediate vicinity of some of its areas. This, together with the fact that a large number of parking spaces near Bloor Street will be lost for a period of about two years because of construction of the rapid transit subway, will influence the future economic picture.

Nineteen sixty-one, the 10th year of The Parking Authority's existence, was a year of consolidation and reappraisal. As previously reported to your Council, some consolidation of the City of Toronto's overall parking programme is now desirable. The rental of boulevard parking space and the proposed overnight on-street parking should be placed within the existing programme of municipal off-street parking. Your Authority considers that a logical extension of this programme is for The Parking Authority to assist in the enforcing of parking regulations for meters, boulevard and overnight on-street parking as an adjunct to the Police Department.

In closing, your Authority would like to thank Your Worship, the Board of Control and City Council for the cooperation and constructive assistance you have given it in the past. Much of our continuing success and pleasure of service has been derived from the encouragement received from you and the community at large. We also appreciate the assistance and guidance of your appointed officials which have been given freely and wisely. These factors have made it possible to establish the existing municipal parking programme, largest and most comprehensive in Canada and amongst the largest on the continent.

Yours very truly,

John F. Ellis,
Commissioner.



Ralph C. Day,
Chairman.



THE PARKING AUTHORITY OF TORONTO

The Parking Authority of Toronto was established in 1952 by By-law of the City and Provincial Government Statute. The Authority is a corporate and independent body. However, under legislation City Council is required to approve capital expenditures for parking area lands and buildings.

While The Authority administers its parking facilities, title of all properties under its jurisdiction is vested in the City. City Council may invoke its expropriation powers in order to acquire parking lands for the Authority.

For many years the parking problem was considered an exclusive downtown problem. However, the Authority's experience has proved that not only must parking facilities be established in the downtown core but also in neighbourhood areas in order to provide a public service for persons wishing to park and to help offset, for the city merchants, the competition they receive from suburban shopping centres. In this manner the Authority directly contributes to maintaining, and indeed even increasing tax revenues for the City.

The Authority is required by legislation to be self-sustaining and it is operated without any charge to the taxpayer. It must annually report to the City Council and all its activities are subject to the scrutiny of the City Auditor.

One of its prime objectives is to provide permanent low-cost convenient parking space with the highest possible standard of efficiency. Careful planning and continuing research make this possible.

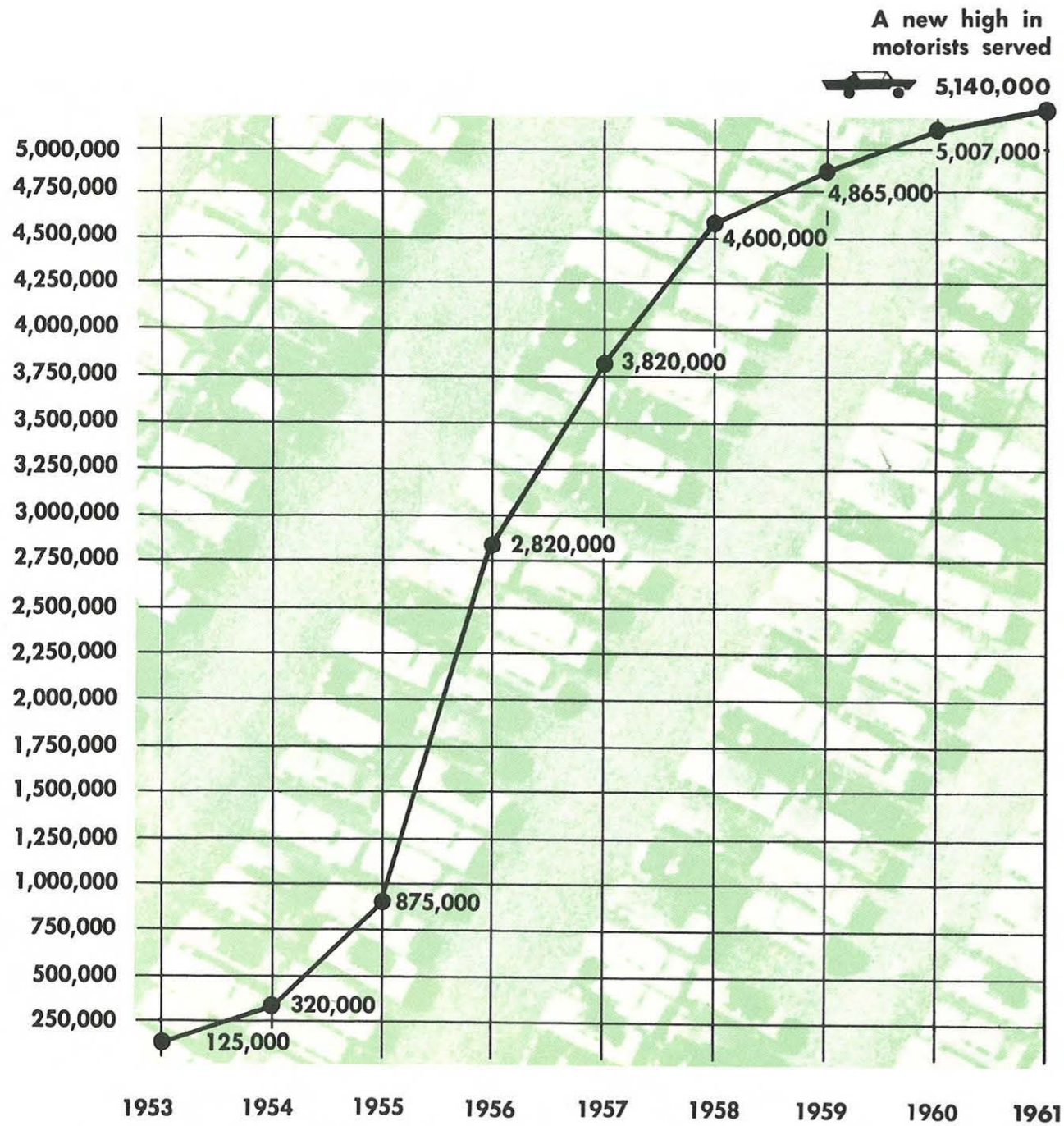
The Authority's rate schedules are, as far as possible, designed in such a manner as to accommodate the short-term parker where downtown parking areas are concerned. This is done in order to facilitate the businessman or shopper who wishes to visit the downtown core, complete a transaction and then move on. The other side of the coin: it is also done to discourage the all-day parker from coming into the central core and causing the clogging effect that lack of parking facilities creates in the traffic pattern. However, parking areas in outlying areas are available to accommodate the longer-term parker. In this way the Authority endeavours to maintain a balanced parking programme.

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

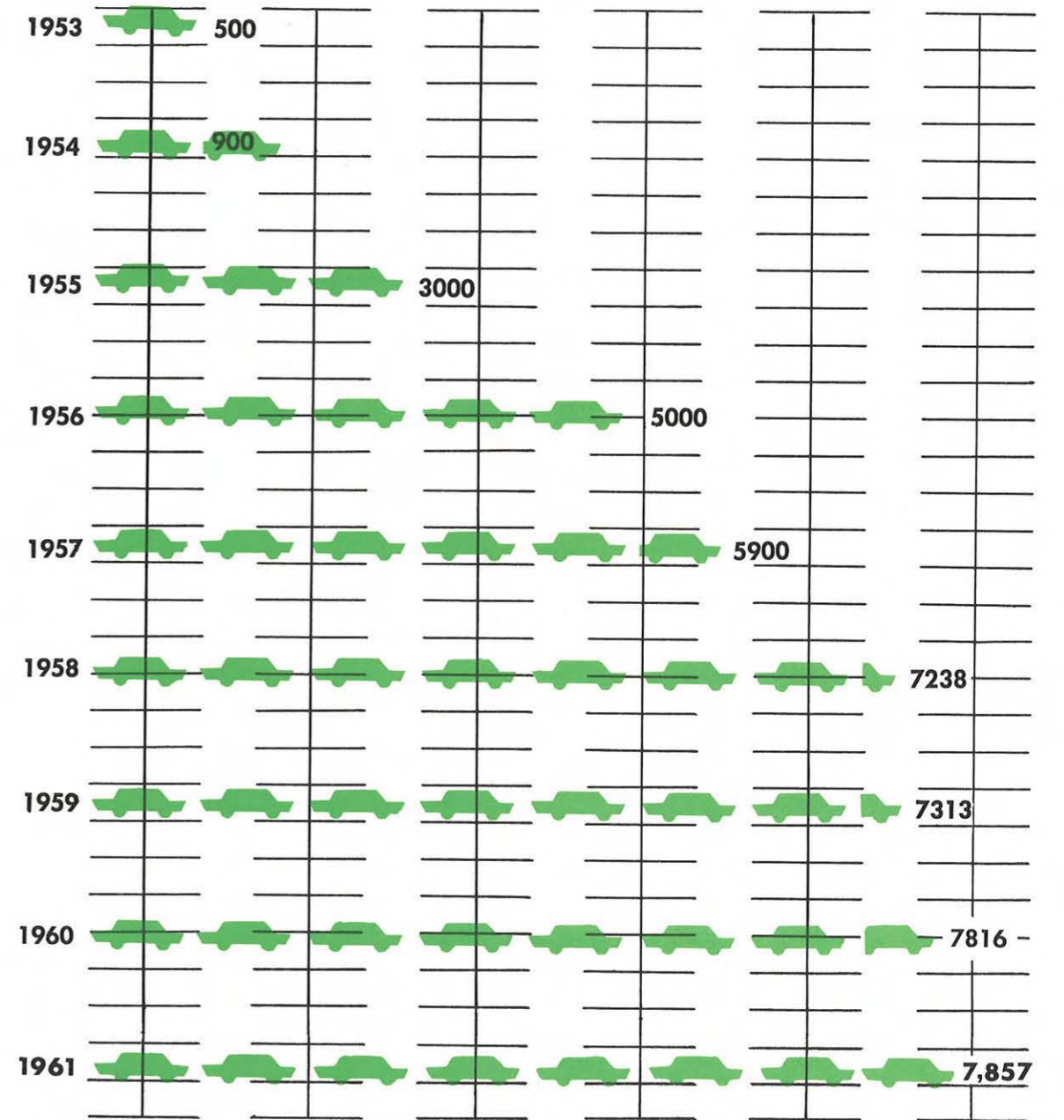


1. Car enters parking lot.
2. Cashier receives the parking fee.
3. Office staff account for parking revenues.
4. The Authority annually projects income, expenditures and facilities to be developed.
5. A parking area under development.
6. The finished parking facility in operation.

CUSTOMERS SERVED



AVAILABLE SPACES



BALANCE SHEET

as at December 31, 1961

ASSETS

CURRENT ASSETS:

Cash in Bank and on hand	\$ 712,647.43	
Accounts Receivable		
City of Toronto	\$ 5,083.15	
Other	9,095.53	14,178.68
Prepaid Expense		13,596.04
Inventories — Parking Tickets, Maintenance Supplies and Parts		13,621.64 \$ 754,043.79

*FIXED ASSETS:

Furniture, Fixtures and Equipment	\$ 93,853.67	
Car Parks — Lands and Improvements		
Completed Projects:		
Parking Areas over the subway and in shopping districts	\$ 3,621,236.13	
Parking Areas in City Parks	121,716.56	
Parking Areas in other downtown locations	806,388.88	
Parking Garages	6,694,030.32	11,243,371.89
Projects under construction:		
Parking Areas in shopping districts	\$ 289,204.50	
Parking Garages	1,200,813.71	1,490,018.21
Renovations to Office Premises		114,664.26 12,941,908.03
Proceeds from sale of debentures held by the City for uncompleted projects		168,835.03
		<u>\$13,864,786.85</u>

*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.

AUDITOR'S OPINION

I have examined the Balance Sheet of the Parking Authority of Toronto as at December 31, 1961 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 a true and correct statement of the affairs as shown by the books of the Authority.

R. A. STEPHENSON
City Auditor

May 14, 1962.

LIABILITIES

CURRENT LIABILITIES:

Accounts Payable		
City of Toronto	\$ 124,070.26	
Other	32,890.73	\$ 156,960.99
Deferred Revenue		3,750.00
Parking Stamps sold but not redeemed		2,321.91 \$ 163,032.90

CURRENT SURPLUS — To be deposited in a Reserve Fund:

Balance December 31, 1960	\$ 385,291.69	
Add: Balance of operating surplus for the year 1961 after provision for capital acquisitions and debt charges	180,229.59	565,521.28

SICK CREDIT RESERVE:

25,489.61	
<u>\$ 754,043.79</u>	

CAPITAL LIABILITIES:

City of Toronto		
For funds advanced by the City for capital expenditures pending the issue of debentures		526,532.57

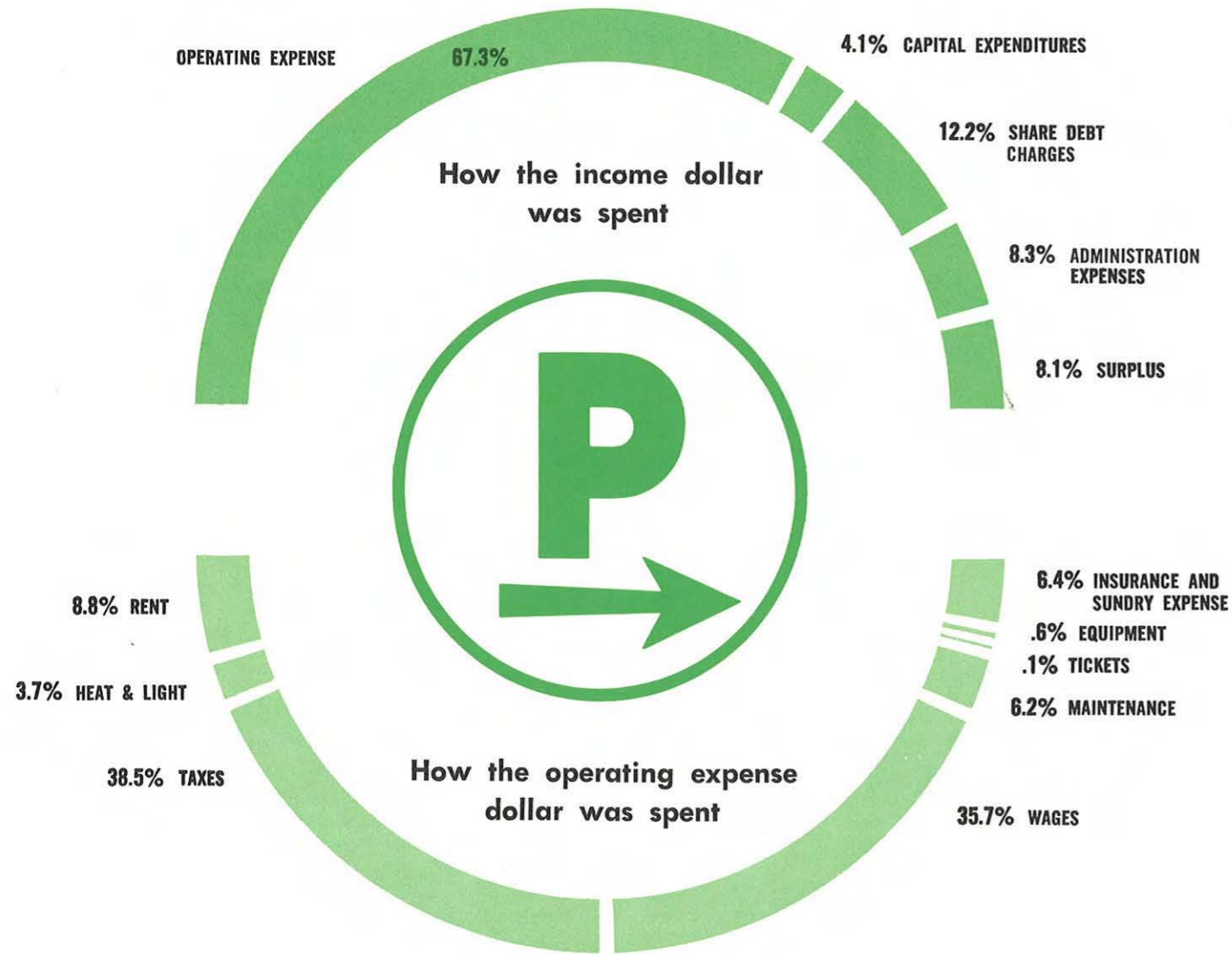
Debenture Debt

Debentures issued by the Municipality of Metropolitan Toronto on behalf of the City:		
Issued	\$ 9,095,352.21	
Less: Redeemed to December 31, 1961	\$ 389,395.64	
Sinking Fund Investment as at December 31, 1961	778,519.26	1,167,914.90 7,927,437.31

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	\$ 2,658,084.48	
Revenue from City's curb-side parking meters	798,072.88	
Amounts provided under Municipal Winter Works Programme	5,870.14	\$ 3,462,027.50
Created through the designation of certain City owned lands for use of Parking Authority	38,535.98	
Created by the redemption of Debenture Debt	389,264.36	
Created by Sinking Fund Investment	766,945.34	4,656,773.18
		<u>\$13,864,786.85</u>

INCOME AND EXPENSE



CARPARKS OPENED

Municipal Carpark No. 54 — Boulton Avenue

This carpark located at Boulton and Allen Avenues was opened in January 1961. This carpark provides 33 spaces.

Municipal Carpark No. 55 — Bedford Park Avenue

This carpark was opened in October 1961. It is a neighbourhood parking area providing 48 parking spaces for residents and shoppers.

Municipal Carpark No. 56 — Delaney Crescent

This carpark was opened in January 1961. It is a neighbourhood parking area that provides 38 parking spaces for residents in the vicinity.

Municipal Carpark No. 57 — Bloor Street West, Delaware and Concord Avenues

This is the first of several carparks that will be constructed on the east-west subway lands to be leased from the Metropolitan Corporation. It was opened in October 1961 and provides 85 parking spaces, for merchants and their shoppers as well as residents in the vicinity.

Municipal Carpark No. 62 — Queen and Abell Streets

This carpark provides 27 parking spaces for employees and customers of neighbouring business.



MUNICIPAL CARPARKS

WESTEND

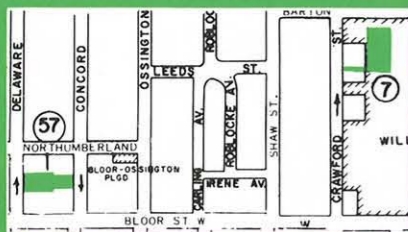
KEELE - DUNDAS



ST CLAIR - DUFFERIN



BLOOR STREET WEST



BROCK - DELANEY



DUNDAS - BATHURST



QUEEN STREET WEST

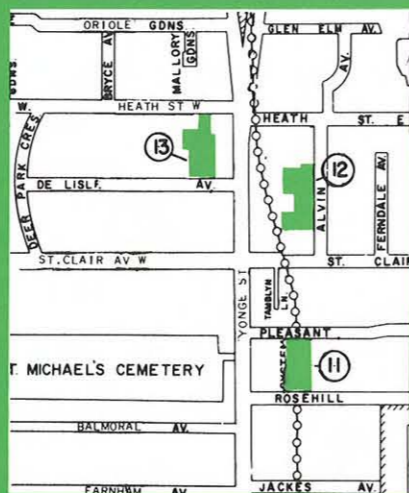


ADELAIDE - STRACHAN



UPTOWN

YONGE - ST CLAIR



BAY - BLOOR



BLOOR - YONGE

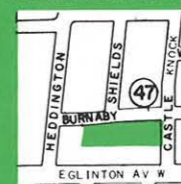


DOWNTOWN



NORTH

EGLINTON-AVE. RD.



NORTH - YONGE



YONGE - EGLINTON



EASTEND

PAPE - DANFORTH



DANFORTH-WOODBINE



QUEEN - BROADVIEW

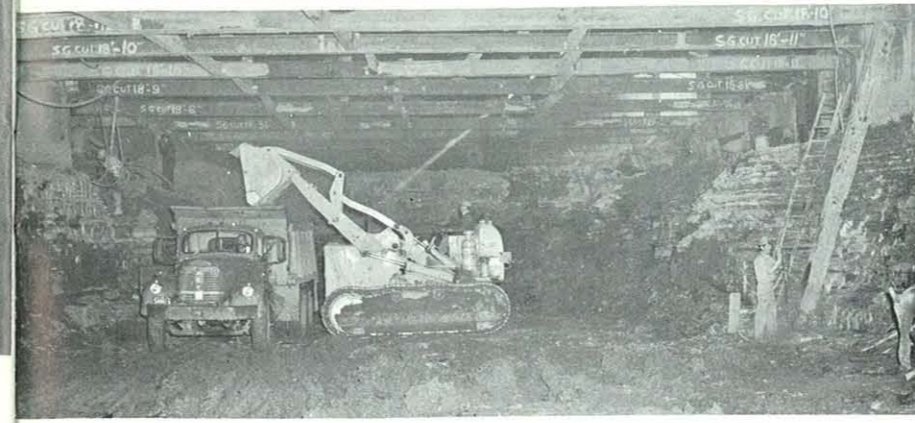


QUEEN-LEE - KEW BEACH





Commissioners, Officials and Engineers
Inspect Progress of Garage Construction.



October 24, 1961.
Excavation south of King Street.

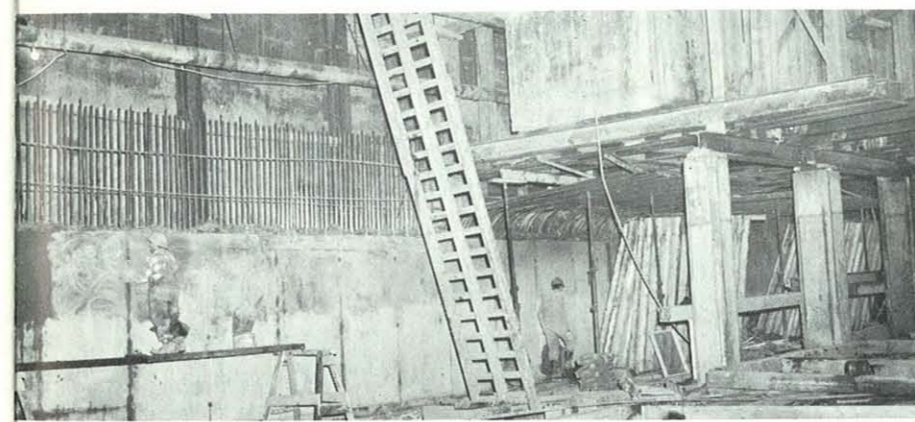
CARPARKS UNDER CONSTRUCTION

Municipal Carpark No. 52 — University Avenue Underground Garage

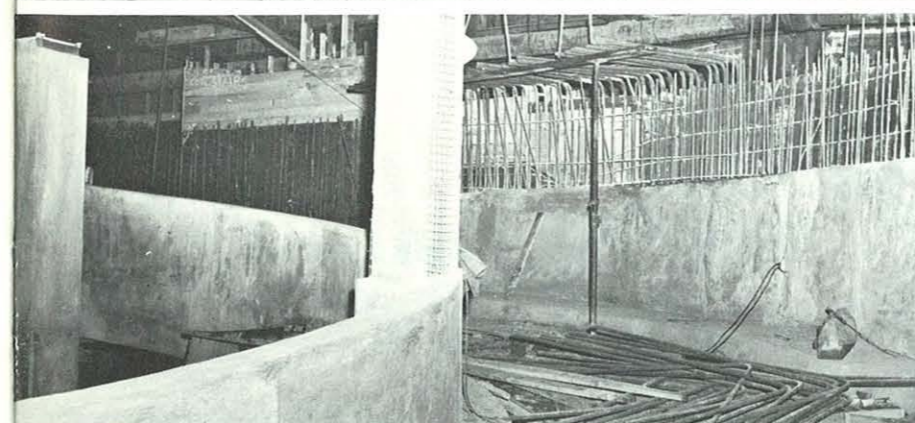
This municipal carpark was substantially completed by the end of 1961 and will commence operation in 1962. It will provide parking spaces for 325 vehicles. The garage is situated between Front and King Streets under University Avenue. It was built in conjunction with the new University Avenue rapid transit subway in cooperation with the Toronto Transit and other public service agencies. The garage is situated directly over the subway beneath the street surface. The total floor area of the two-level garage is 105,000 sq. ft. It has a clear span of 56 ft. and will be 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 will be 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. Nine thousand cubic yards of concrete will be used in the garage together with 107,000 lbs. of structural steel and 2,400,000 of reinforcing steel. The general contractors are Johnson-Perini-Kiewit, and the consulting engineers to the Authority are De Leuw, Cather & Company of Canada Ltd.

Municipal Carpark No. 14 — King Street east of Church

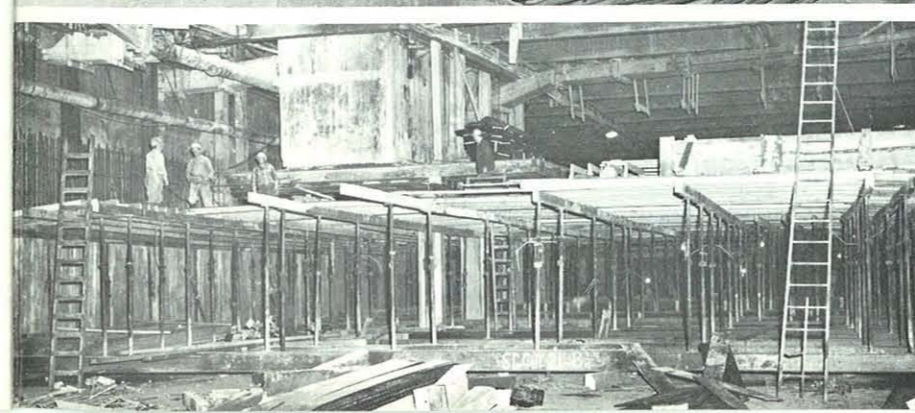
This carpark is being enlarged by 8 spaces and will be in operation during the spring, 1962.



Beginning of 1961.
Finishing Garage wall at Transformer Vault,
south of King Street.



North circular ramp of Parking Garage
(south of King Street).



May 11, 1961.
Forming of upper level Garage floor (south
of King Street)

CARPARKS UNDER CONSTRUCTION (CONT)

Municipal Carpark No. 43 — Esplanade

This carpark will be enlarged from 178 spaces to 575 spaces which will make it the largest surface carpark operated by The Parking Authority.

Municipal Carpark No. 51 — Bloor Street West, Lippincott and Borden Streets

This carpark containing 164 spaces will be opened in January 1962.

Carparks on a Local Improvement Basis

In 1961 proposals for five parking lots to be built under a recent amendment to the City of Toronto Act which allows all or a portion of the capital cost of a municipal carpark to be assessed against the benefiting properties, were presented to City Council. These plans were very strongly endorsed by the various merchants' groups that the carparks will service. Three will be located in the Bloor-Jane-Runnymede district in the west end of Toronto and two will be located in the Dufferin-St. Clair district of north-west Toronto. By the end of 1961 a sixth carpark to be built under the same legislation was being negotiated with the merchants of the Kensington Market district.

It is hoped that these carparks will set the pattern for a rapid development of municipal carparks throughout the neighbourhood business districts of the City.



Extension to carpark No. 14.



Extension to carpark No. 43.

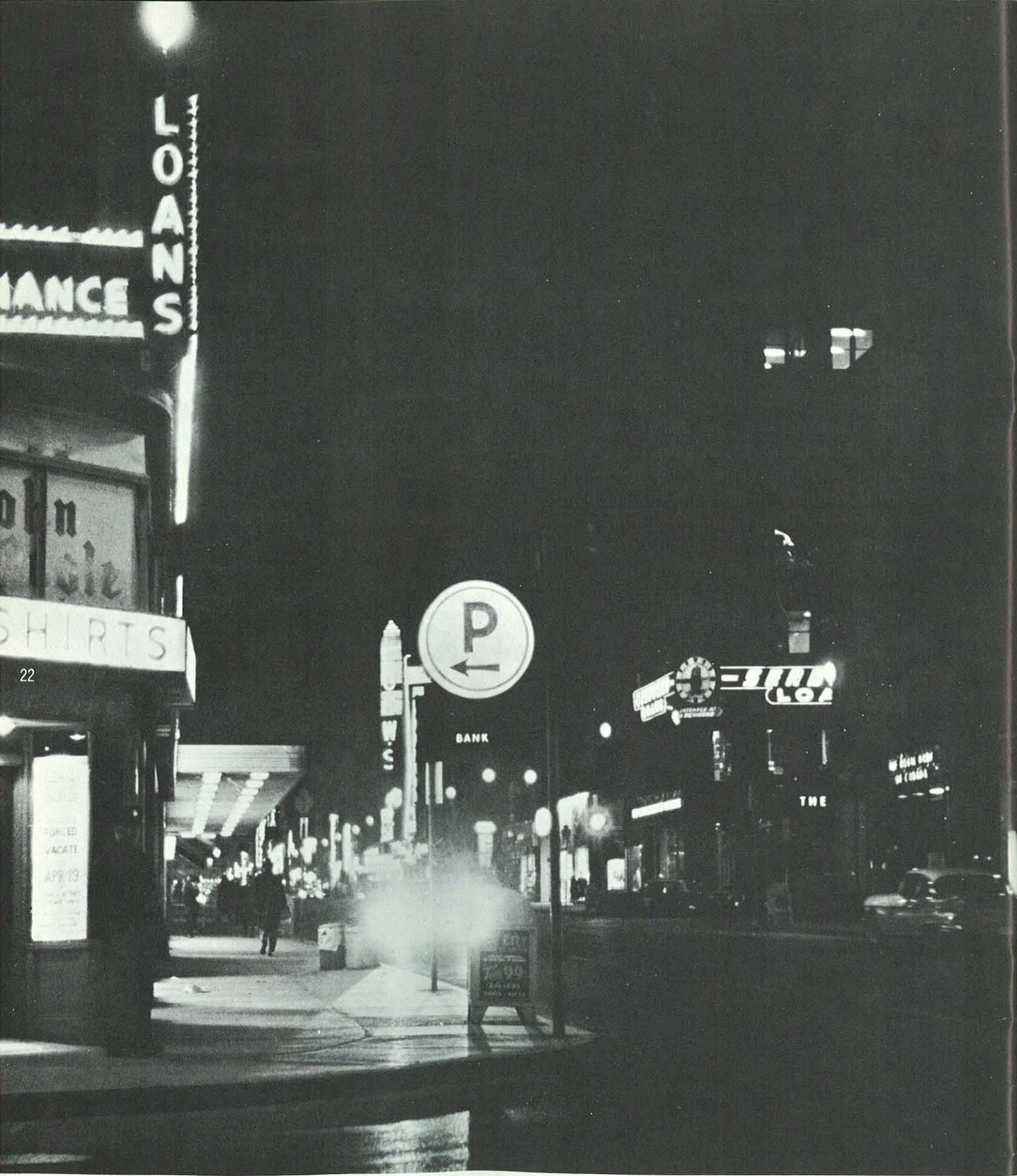
PARKING STAMPS

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 is also, on its self-service areas to be introduced in 1962, providing parking tickets with tear-off coupons. These coupons when handed to participating merchants will 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 Sign for Carefree Parking.

PARKING METERS

The Authority believes that meters installed at the curb should operate from at least 7 a.m. to 9 p.m. Any curb meters left in the vicinity of municipal carparks should be made $\frac{1}{4}$ or $\frac{1}{2}$ hour meters, and the parking fee at these meters should be at a rate greater than the nearby carpark. The Authority maintains that this would be sound business practise inasmuch as long-term parkers would be encouraged to use off-street parking facilities, leaving meters available for impulse shoppers. This would also help alleviate traffic congestion that can accrue if there is undue incentive to park on-street instead of off-street.

