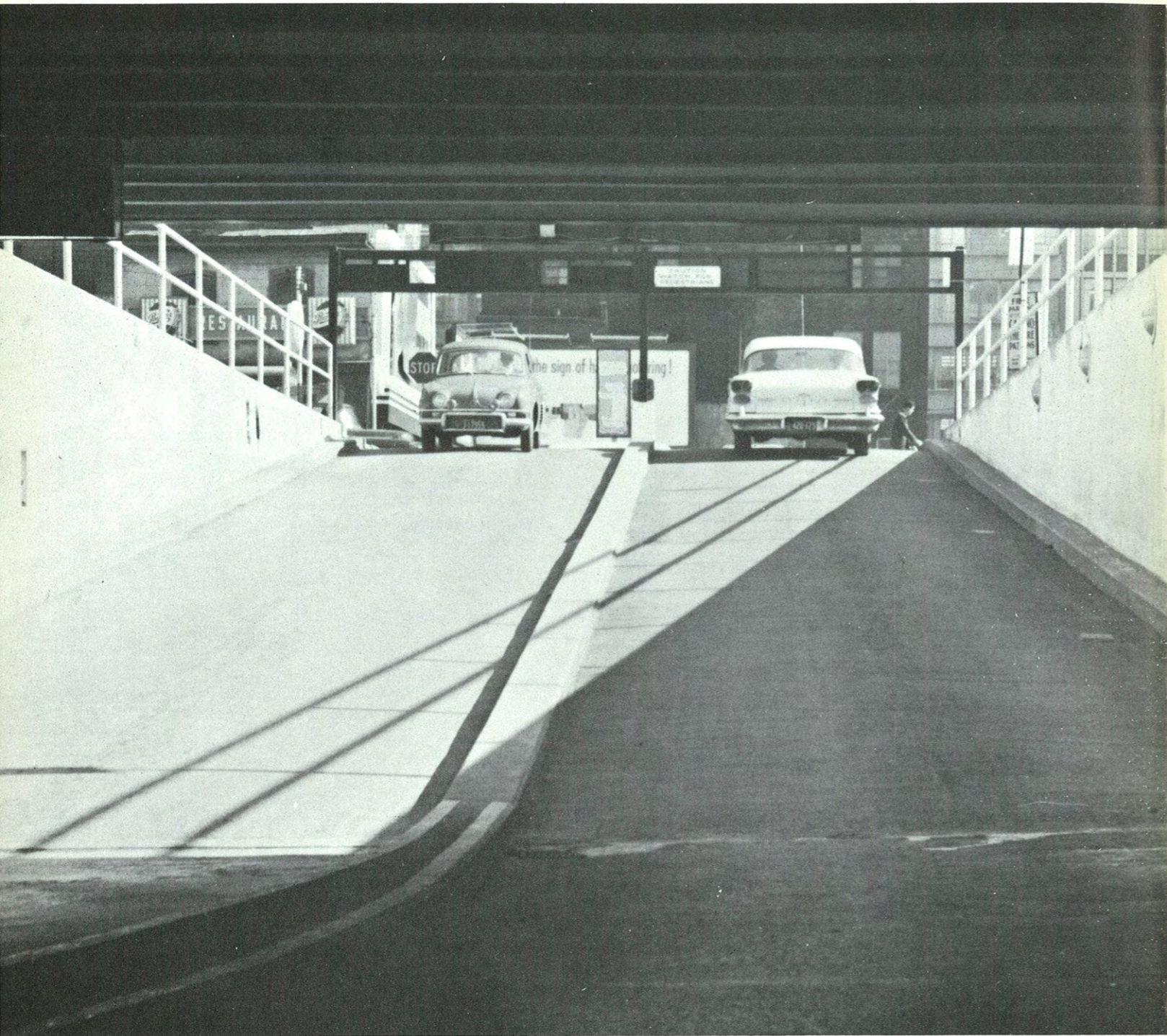


*The Parking Authority of Toronto* ANNUAL REPORT 1960





Entrance to Civic Square Underground Garage

## CITY COUNCIL — 1961

### MAYOR

Nathan Phillips, Q.C.

### BOARD OF CONTROL

His Worship the Mayor,  
Chairman

Donald D. Summerville,  
Vice-Chairman

William R. Allen, B.A., Q.C.  
William Dennison  
Philip G. Givens, B.A.

### ALDERMEN

#### Ward 1

Fred Beavis  
Kenneth G. Waters

#### Ward 2

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

#### Ward 3

William L. Archer, B.A.  
Charles Tidy

#### Ward 4

David Rotenberg  
Horace Brown

Ralph C. Day  
Chairman

John F. Ellis, M.B.E.  
Alfred Ward

#### Ward 5

Harold Menzies  
Joseph J. Piccininni

#### Ward 6

W. Frank Clifton  
Mrs. May Robinson

#### Ward 7

Wm. C. Davidson, Q.C.  
Mrs. Mary Temple

#### Ward 8

Alex Hodgins  
Thomas A. Wardle

#### Ward 9

Kenneth M. Ostrander  
Frank L. Nash, Q.C.

Robert G. Bundy, B. Com.  
General Manager

Reginald W. Lewis  
Secretary-Treasurer

### THE PARKING AUTHORITY OF TORONTO



**Mr. Ralph C. Day**  
Chairman



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



**Mr. Alfred Ward,**  
Commissioner

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



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

## **ANNUAL REPORT — 1960**

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

Your Worship and Gentlemen:

*Ninth Annual Report to City Council.*

Your Commissioners are pleased to present the Balance Sheet and Annual Report of The Parking Authority for the year ended December 31st, 1960, and to report that satisfactory progress has been made during the period.

As will be seen from the Report, The Parking Authority continued to serve an increasing number of citizens. A new high was reached of over 5 million cars parked and revenues of \$2,161,584.

Debt charges amounted to \$611,164, and net income derived from parking meters was \$394,024.

Since inception, apart from those assets acquired through the issuance of debentures, \$2,587,799 has been paid out of Parking Authority surplus for the acquisition of debt-free assets, the title of which is held by the City of Toronto.

While your Parking Authority has received criticism from the private parking industry and related groups, the Authority has conducted its operations, on the City's behalf, on sound principles. We have endeavoured to carry out our operations with the utmost economy commensurate with the best and most extensive service possible. All surpluses have been turned back to the citizens in the form of fixed assets and it is your Authority's intention to continue this sound development.

Since the Authority commenced operations, it is evident that the downtown district of Toronto has seen many new buildings and businesses develop. The Authority feels that by establishing thrifty, convenient, soundly-managed parking facilities, it has added to the attraction of development in the downtown area. Prior to the establishment of The Parking Authority, the parking problem was an active political issue and was quite rightly the cause of grave concern. Indeed, such concern gave rise to the establishment of this Authority.

At the present time, because there is an extensive network of permanent parking facilities in Toronto, agitation relating to the parking problem has been greatly reduced. It is apparently now limited to those interested groups who are concerned with the competition of a municipal agency in a field that has been previously wide open for any sort of practise.

All new operations commenced in 1960 and all those scheduled to commence operation in 1961 are neighbourhood parking areas. Your Authority is acutely aware that even though neighbourhood areas are, on the whole, a sub-economic proposition, their establishment is essential to the protection of neighbourhood property values. In recognizing that such operations are economically not feasible as an individual entity, the Authority will continue its policy of underwriting neighbourhood parking by means of its surplus revenues derived from the operation of its profitable parking facilities.

Scheduled for opening in 1962 is the University Avenue Underground Parking Garage which is presently under construction. During the coming year the Authority and the City will finalize plans for the extension of the Civic Square Underground Parking Garage. By mid-1961 the Authority expects that all its surface parking areas of the Civic Square will be removed to make way for the new City Hall.

With the closing of the surface areas, it is anticipated that demand will exceed capacity until the garages previously mentioned are operating. At this time, while the new garages will take care of the excess demand generated by the closing of the Civic Square, they will not derive enough business to be self-sufficient during the initial years. However your Authority is convinced that the future needs of this City make it imperative that we must look ahead and establish these facilities to-day.

In closing, your Authority would like to thank Your Worship, the Board of Control and City Council for the cooperation and constructive assistance it has received since establishment. Without such cooperation it would have been impossible for the Authority to combat the parking conditions previously prevailing in Toronto and make possible the establishment of the existing municipal parking programme.

Yours very truly,

*J.F. Ellis*

John F. Ellis  
Commissioner

*R.C. Day*

Ralph C. Day,  
Chairman.

*Alfred Ward*

Alfred Ward  
Commissioner

## WHAT IS THE PARKING AUTHORITY OF TORONTO?

It is an agency established by the City Council under a Provincial Statute in 1952. It operates without charge upon the general taxpayer and is required to be self-sustaining, including payment of wages, operating costs, debt charges and normal real estate and business taxes. It is responsible for the creation, operation and management of municipal parking facilities throughout the City.

### What Municipal Carparks Offer . . .

There are over 40 municipal carparks where Parking Authority employees offer courteous and prompt attention. The parking lots are well kept and prices are reasonable. They are located where the motoring public needs them most — near business, shopping, entertainment centres and in neighbourhood districts. Parking is safe and secure. The parker locks his own vehicle and no one else touches the car.

### Why Use Municipal Carparks?

By patronizing municipal carparks, citizens are contributing directly to the expansion of the parking programme, thereby helping themselves by helping the City.

### Why Do Charges Vary?

To accommodate over five million parkers per annum, parking spaces have to be created in such diverse parts of the City that the investment for each space varies to a great extent, according to the real estate occupied and the improvements concerned. Because of this fact, the parking fees, although kept to a minimum, vary accordingly.



## CARPARKS UNDER CONSTRUCTION (CONT)

### Hayden and Charles Garage

The Authority for some time has had funds authorized and plans drawn up for the development of a municipal parking garage containing over 500 parking spaces to be located on the site of its existing carpark No. 1 located at Hayden and Charles Streets. However, to make such a project economically feasible, the Authority has endeavoured to lease the air rights above the garage. At the time of writing several groups have shown a keen interest in securing these rights and therefore the Authority anticipates that it will shortly commence construction of the garage.

### Dufferin Street and St. Clair Avenue West

It is hoped that two municipal carparks No. 41 and No. 42 will be constructed in this district. Each carpark will offer in excess of 70 spaces. However, because of the high cost of land acquisition at this location it is necessary that a charge on a local improvement basis be levied on benefiting land owners. At the present time the Authority is awaiting legislation to be enacted providing for such sharing of costs.

Many merchant groups in other districts of Toronto have shown a great deal of interest in this type of co-operative development.

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

This carpark will be opened in the summer of 1961. It will provide 150 spaces in an area where the shortage of off-street parking is very severe.

### Municipal Carpark No. 54 — Boulton Avenue

This residential carpark will provide 33 spaces and will open during January 1961.

### Municipal Carpark No. 55 — Bedford Park Avenue

This carpark will be constructed the early summer of 1961. It will provide 48 residential neighbourhood parking spaces and each parking space will be metered.

### Municipal Carpark No. 56 — Delaney Crescent

Providing residential neighbourhood parking, this area offers 38 spaces to the motorists residing in the district. It will be opened during January 1961.

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

This is one of several carparks to be constructed on east-west subway lands to be leased from the Metropolitan Corporation. The 85 spaces provided will greatly assist merchants and shoppers in this district.

### Municipal Carpark No. 62 — Queen Street West and Abell Street

This carpark will provide 28 metered parking stalls and will be opened during the summer of 1961.

## 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.

This is a practical system that has earned the approval of merchants and their customers.





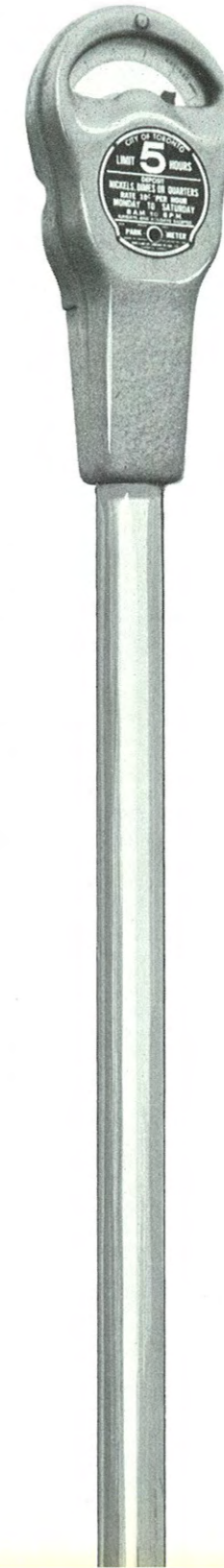
Your courteous uniformed attendant

## METER MATTERS

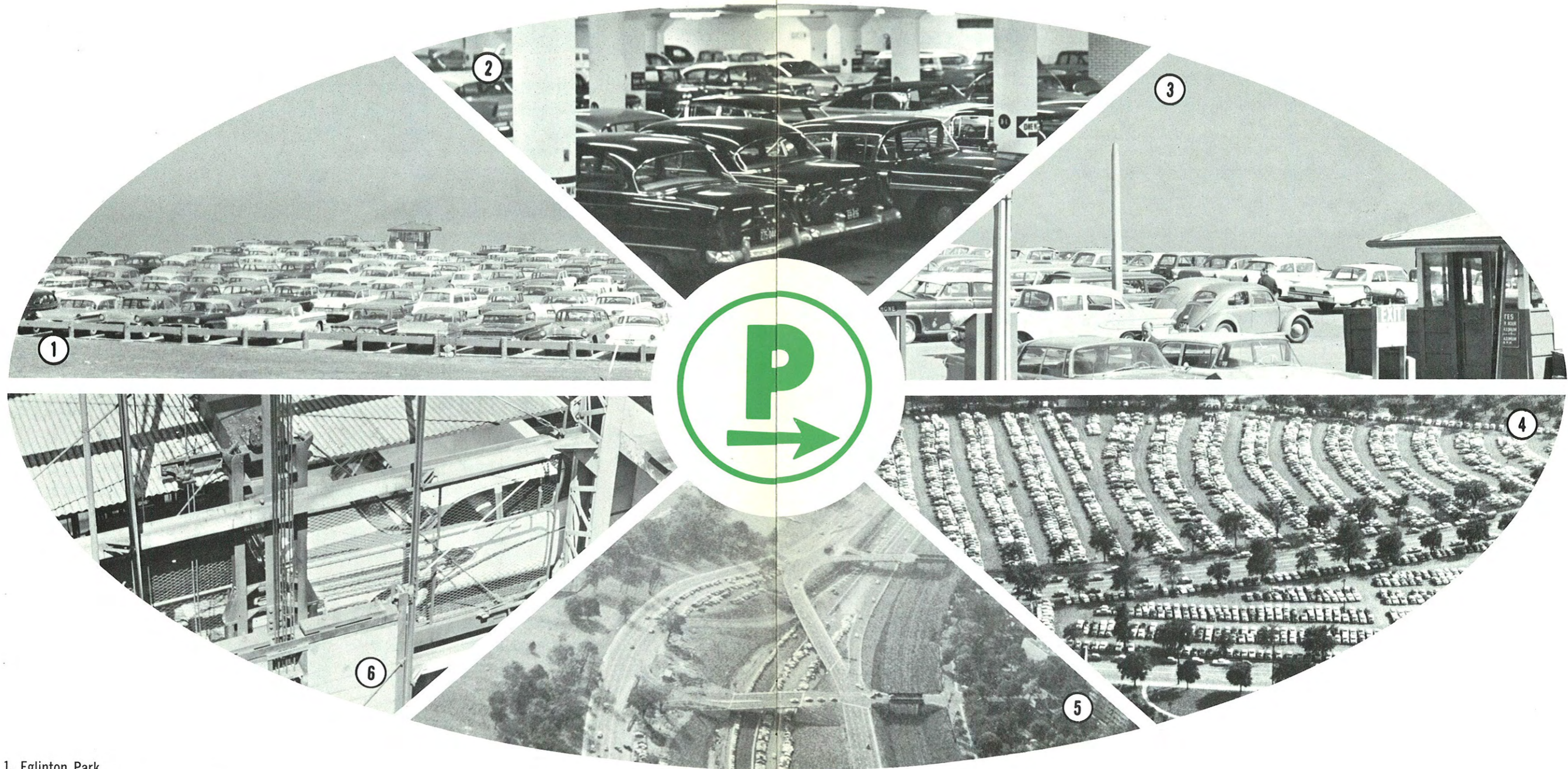
On several occasions during the year the Civic Administration considered the relaxation of its basic traffic policy instituted in 1952 whereby curb parking has been banned in the vicinity of permanent municipal carpark.

If this policy is to be changed and curb parking is to be reinstated, it should be done by meters having a half-hour maximum and operating at a rate higher than that charged at the nearby municipal carpark. These meters should also operate well on into the evening so that they do not provide free parking in competition with the adjacent municipal carpark.

The Authority also feels that it is a good idea for the operating hours for all meters in the City to be extended, and a limit of 8.30 p.m. is not an unreasonable one and should not inconvenience anyone attending evening meetings, concerts, theatres or other functions of a similar duration.



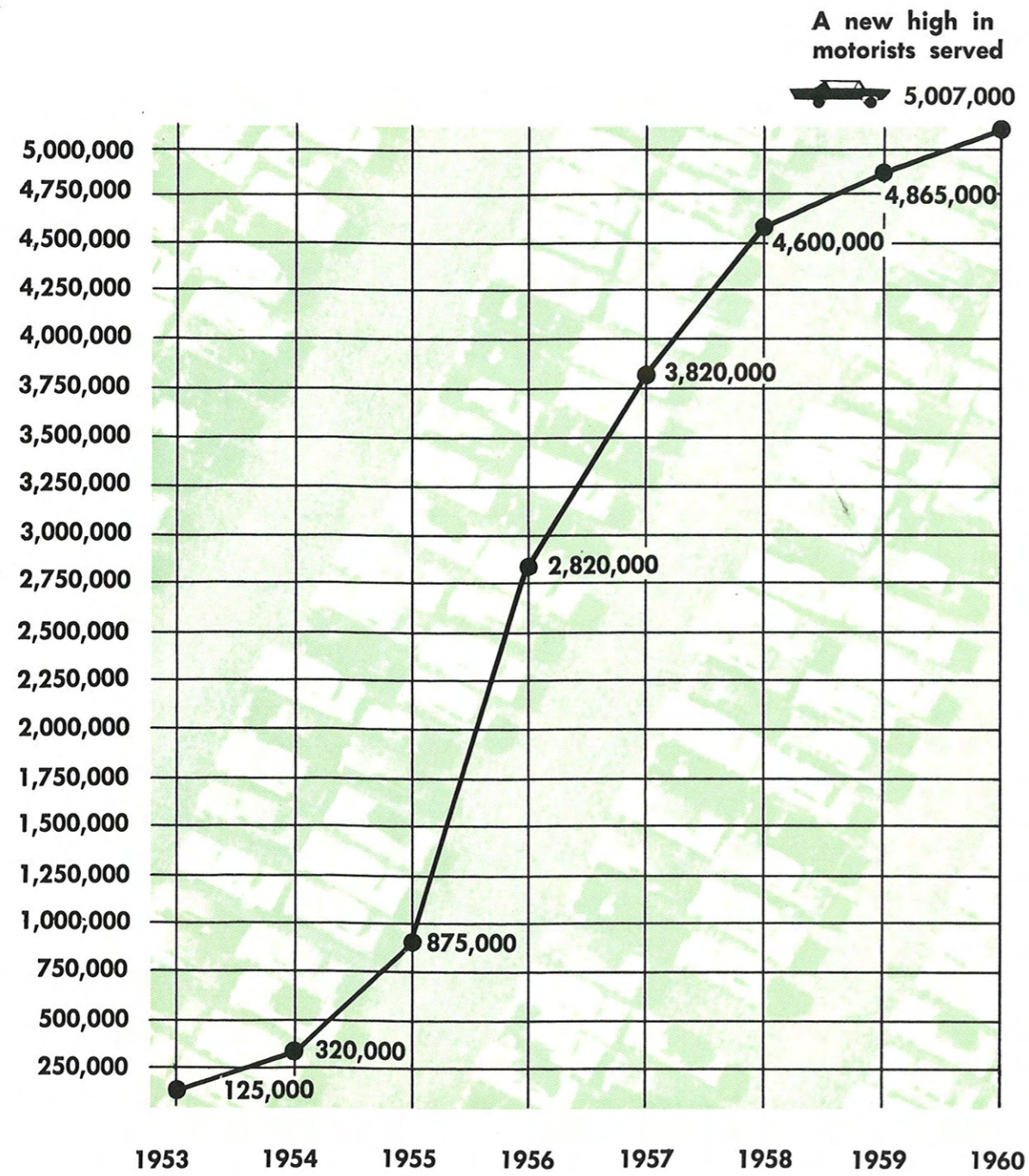




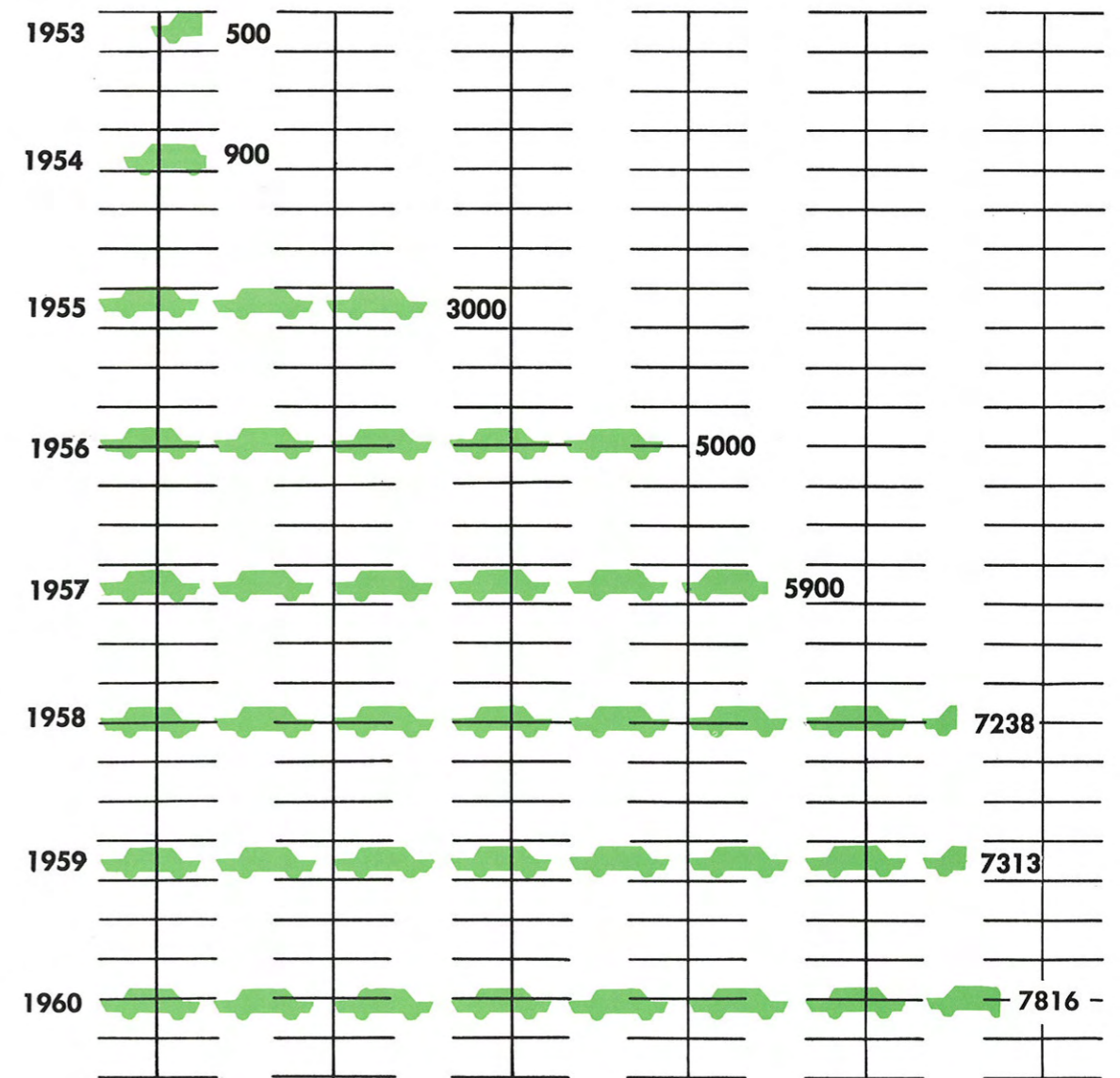
1. Eglinton Park
2. Civic Square Underground Garage
3. Holly Street and Dunfield Avenue
4. Canadian National Exhibition Temporary Parking
5. Frederick G. Gardiner Expressway
6. Mechanical Parking Elevator — Temperance St.



## CUSTOMERS SERVED



## AVAILABLE SPACES



# BALANCE SHEET

as at December 31, 1960

## ASSETS

### CURRENT ASSETS:

Cash in Bank and on hand .....	\$ 576,225.36	
Accounts Receivable		
City of Toronto .....	\$ 1,194.00	
Other .....	8,292.10	9,486.10
Prepaid Expense .....		4,570.56
Inventories — Parking Tickets and Maintenance Supplies and Parts .....	17,059.78	\$ 607,341.80

### \*FIXED ASSETS:

Furniture, Fixtures and Equipment .....	\$ 79,266.68	
Car Parks — Lands and Improvements .....		
Completed Projects:		
Parking Areas over the subway and in shopping districts .....	\$3,651,864.93	
Parking Areas in City Parks .....	121,021.17	
Parking Areas in Civic Square — Surface Areas .....	78,871.34	
Parking Areas in other downtown locations .....	647,615.19	
Parking Garages .....	6,659,178.56	11,158,551.19
Projects under construction or Proposed:		
Parking Areas in shopping districts .....	482.95	
Parking Garages .....	368,157.72	368,640.67
Renovations to Office Premises .....	114,664.26	11,721,122.80
Proceeds from sale of debentures held by the City for uncompleted projects .....		205,685.55
		<u>\$12,534,150.15</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 Civic Square, Market Block, Waterfront property and portions of City Park lands.

### AUDITOR'S OPINION

I have audited the books and accounts of The Parking Authority of Toronto for the year ended December 31, 1960 and I have examined the Balance Sheet and the Statement of Revenue and Expenditure of the Authority for the year then ended. The audit included a general review of the accounting procedures and such tests of the 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) All the explanations and information required have been obtained.
- (2) The financial transactions which have come under

my notice have been within the powers of the Authority.

- (3) The audit has been conducted in accordance with the instructions of the Department of Municipal Affairs.
- (4) The Balance Sheet and the Statement of Revenue and Expenditure 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.

May 18, 1961.

R. A. STEPHENSON  
City Auditor

## LIABILITIES

### CURRENT LIABILITIES:

Accounts Payable		
City of Toronto .....	\$176,891.29	
Other .....	12,035.72	\$ 188,927.01
Accrued Salaries and Wages .....		23,245.49
Deferred Revenue .....		3,829.00
Parking Stamps sold but not redeemed .....		6,048.61
		\$ 222,050.11

### CURRENT SURPLUS — To be deposited in a Reserve Fund:

Balance December 31, 1959 .....	\$ 267,123.35*	
Add: Balance of operating surplus for the year 1960 after provision for capital acquisitions and debt charges .....	118,168.34	385,291.69
		<u>\$ 607,341.80</u>

### CAPITAL LIABILITIES:

City of Toronto		
For funds advanced by the City for capital expenditures pending the issue of debentures .....		127,880.73
Debenture Debt		
Debentures issued by the Municipality of Metropolitan Toronto on behalf of the City—as per Table 2:	\$8,342,702.21	
Issued .....		
Less: Redeemed to December 31, 1960 .....	\$328,375.65	
Sinking Fund Investment as at December 31, 1960 .....	533,286.66	861,662.31
		7,481,039.90

### CAPITAL SURPLUS:

Created by the purchase of furniture and equipment and equipment and the acquisition of parking area lands and improvements thereon out of—		
Parking Authority's current funds .....	\$2,587,798.96	
Revenue from City's curb-side parking meters .....	838,260.77	
Amounts provided under Municipal Winter Works Programme .....	3,334.90	3,429,394.63
Created through the designation of certain City owned lands for use of Parking Authority .....		38,535.98
Created by the redemption of Debenture Debt. ....		328,244.37
Created by Sinking Fund Investment .....	521,712.74	4,317,887.72
		<u>\$12,534,150.15</u>





Municipal Carpark No. 48 BEFORE



AFTER



Municipal Carpark No. 53 — North side Adelaide Street West at Stanley Park

During July 1960 a carpark containing 197 spaces was opened at this location. The area provides parking facilities for employees of surrounding industrial concerns, spectators to events taking place at a nearby sports stadium and residents living in this area.



Municipal Carpark No. 13 — Heath Avenue and Dellsle Avenue

This established carpark was enlarged by 32 spaces in December 1960. The enlargement has provided not only additional parking space in an area where it is badly needed but also has improved operational characteristics, as well as blending the carpark in with adjacent residential properties by the use of cut-stone walls and plantings of shrubberies and trees.

## CARPARKS OPENED

### Municipal Carpark No. 48 — Lee Avenue south of Queen Street East

An area containing 75 parking spaces was opened at this location during October 1960. The carpark provides parking required by customers of the district's retail shops as well as residents of and visitors to this park district. Existing on-street parking has caused chronic congestion and poor traffic flow. The merchants have enthusiastically received the carpark and have, entirely on their own initiative, produced an attractive brochure advertising it.



### Municipal Carpark No. 49 — North Side Roehampton Avenue east of Yonge Street

This carpark, containing 181 spaces, was opened in August 1960. It had been hoped to build a parking garage on an existing municipal carpark at this location. The Authority decided to delay this project in favour of municipal carpark No. 49 because the disruption of off-street parking during the construction period would have been extremely detrimental to this rapidly expanding centre. The carpark has been landscaped with trees and shrubs so that it will blend with surrounding properties. The tree selected has been the Globe Maple. The Authority intends, wherever practical, to plant this tree on and around its carparks in order to maintain a landscaped uniformity and to improve the appearance of a utilitarian parking lot.



### Municipal Carpark No. 29 — EGLINTON AVE., HOLLY ST.

This area which was established in 1956 was enlarged by 67 spaces during November 1960. The area now provides 217 parking spaces.



Excavation at Front and University Avenue

## CARPARKS UNDER CONSTRUCTION

### Municipal Carpark No. 52 — University Avenue Underground Garage

This municipal carpark will provide over 300 parking spaces when opened to the public in 1962. The garage is situated between Front and King Streets under University Avenue. It is being built in conjunction with the new University Avenue Rapid Transit Subway in cooperation with the Toronto Transit Commission and other public service agencies.

The garage will be situated directly over the subway beneath the street surface. The existence of the area will complement the Authority's downtown network of parking facilities inasmuch as the south-western sector of downtown had not previously been provided with a permanent municipal carpark.

### Civic Square Underground Parking Garage Extension

Construction of the new City Hall will begin in 1961. In the summer the Authority will lose its surface carparks situated on the site of the Civic Square. In order to offset the lack of parking space caused by the closing of the surface areas and also to take care of the future needs of the district, the Authority plans to extend its existing Underground Garage by about 1100 spaces.

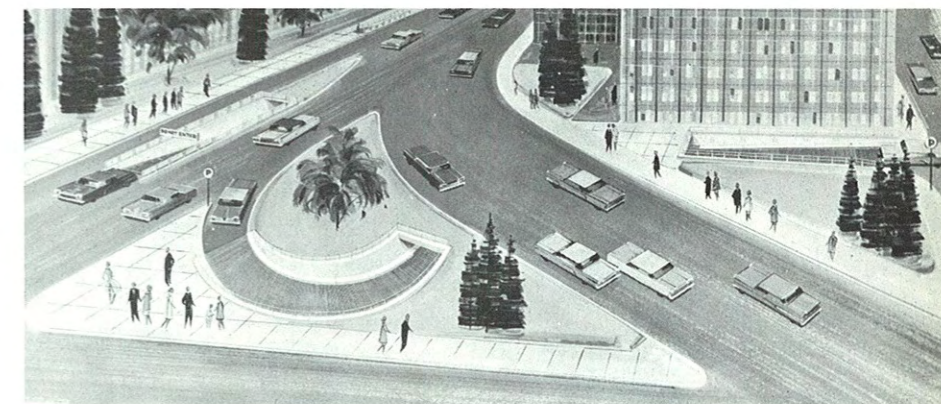
## CONSTRUCTION PHASE OF UNIVERSITY AVENUE UNDERGROUND PARKING GARAGE CARPARK No. 52



Decking Operation north of Wellington Street



Cut-away view of University Avenue, looking north showing T.T.C. St. Andrew Subway Station with two level garage above.



University-Front-York Streets intersections looking north. North from Front Street showing link which eliminates jog from University to York. Ramps serve the Underground Parking Garage constructed on the roof of the T.T.C. Subway.