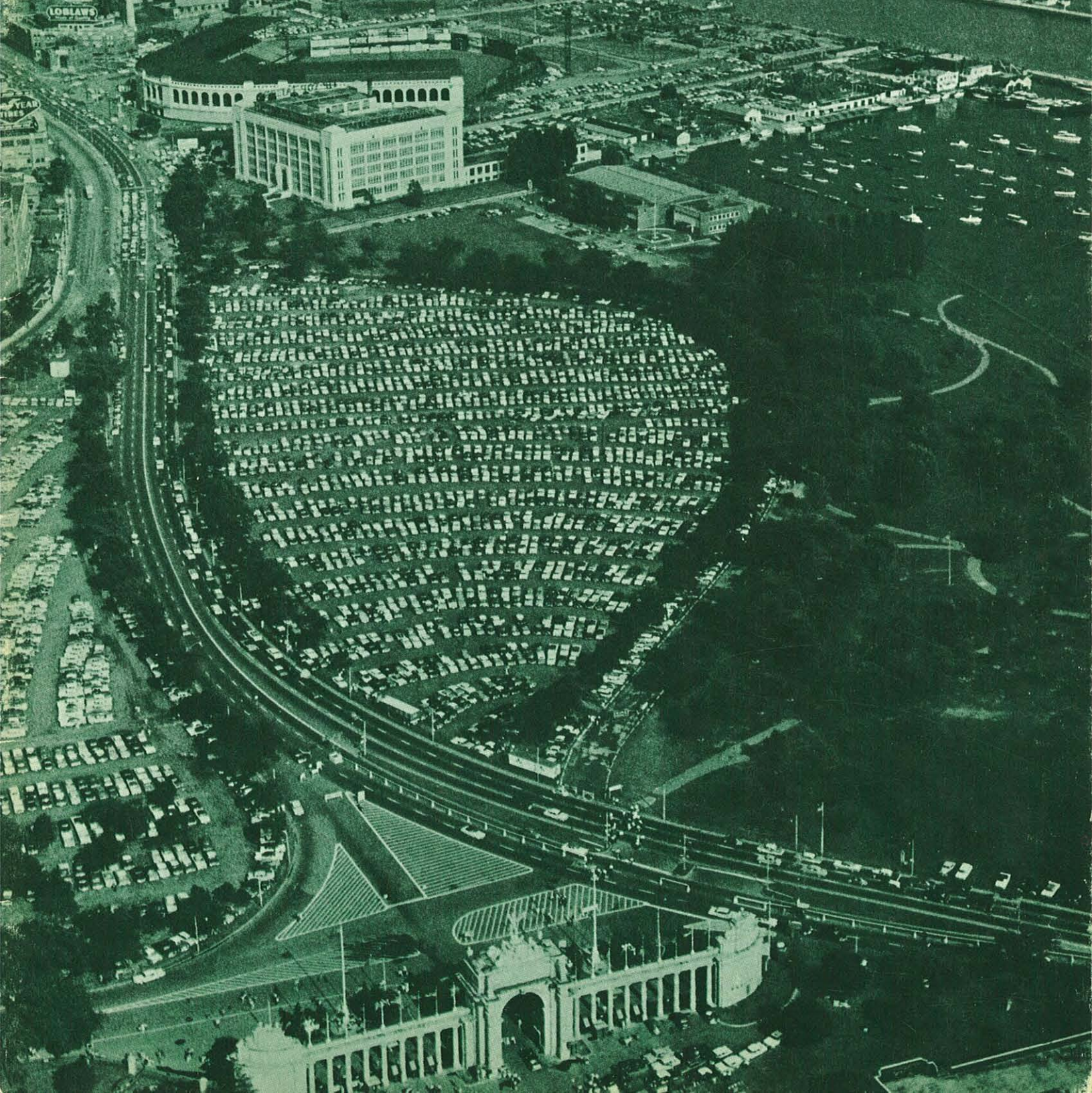


# THE PARKING AUTHORITY OF TORONTO ANNUAL REPORT - 1959



Your ticket to —



**Convenient Thrifty municipal  
Off-Street  
Parking**



**THE PARKING AUTHORITY OF TORONTO  
36 Adelaide St. West, Toronto, Ontario**

# CITY COUNCIL 1959-1960

NATHAN PHILLIPS, Q.C.

Mayor

## CONTROLLERS

Mrs. Jean D. Newman, B.A.  
Donald D. Summerville

Wm. R. Allen  
William Dennison

## ALDERMEN

Kenneth G. Waters  
Fred Beavis  
Mrs. May Birchard  
Mrs. Margaret Campbell, Q.C.  
William L. Archer  
Charles Tidy  
Herbert Orloff, Q.C.  
Francis Chambers, Q.C.  
Philip G. Givens

Harold Menzies  
Mrs. May Robinson  
W. Frank Clifton  
Mrs. Mary Temple  
Wm. C. Davidson, Q.C.  
Albert G. Cranham  
Alex Hodgins  
Frank L. Nash, Q.C.  
Kenneth Ostrander

## THE PARKING AUTHORITY OF TORONTO

RALPH C. DAY

Chairman

JOHN F. ELLIS, M.B.E.

ALFRED WARD

ROBERT G. BUNDY, B. Com.

General Manager

REGINALD W. LEWIS

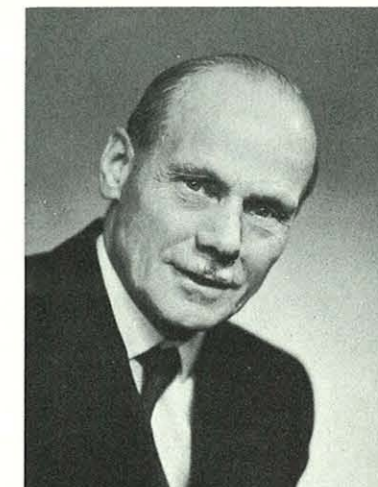
Secretary-Treasurer



**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-1959

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

Your Worship, Madam and Gentlemen;

In accordance with the provisions of the private bill and City By-Law establishing your Parking Authority in 1952, we are pleased to submit our Annual Report for 1959.

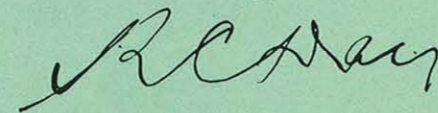
During 1959, your Authority increased its number of parking spaces available to the motoring citizenry to 7,313, and enjoyed a new record of parkers served by providing service to 4,865,000 parkers.

Taxes in excess of \$508,000 were paid to the City, and the Authority continued its policy of meeting additional capital expenses out of its own revenues. Indeed, all of the Authority's surplus for this and next year has been set aside for this purpose.

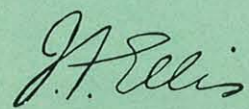
Development of plans for future parking provisions were carried out in accordance with your Authority's programme of permanent municipal carparks.

Your Authority appreciates the cooperation and helpful advice it has received from your Board and City Council, without which it would be impossible to make the necessary provisions for much needed parking facilities.

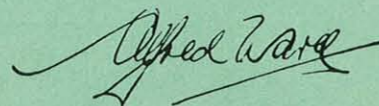
Yours very truly,



Ralph C. Day,  
Chairman.

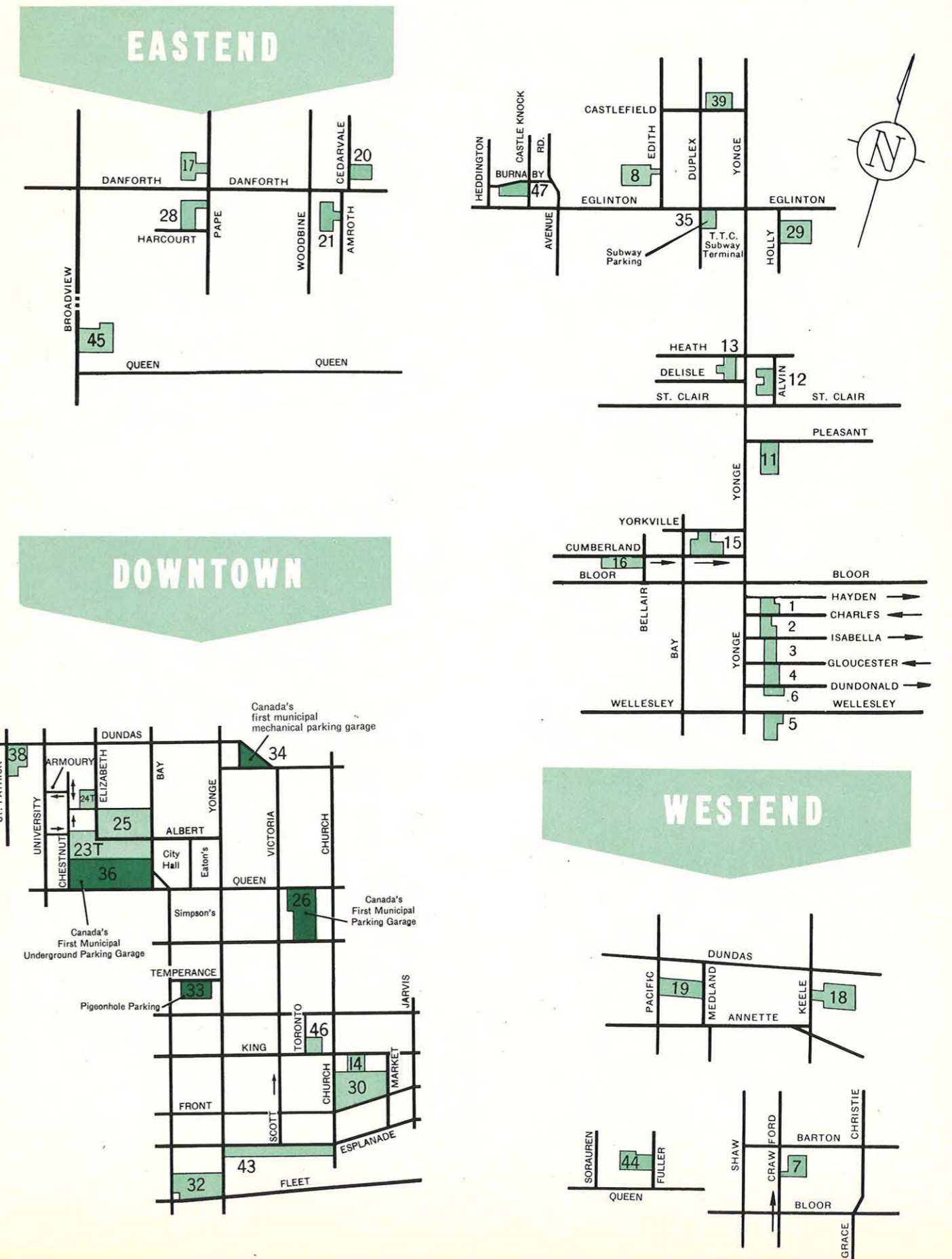


John F. Ellis,  
Commissioner.



Alfred Ward,  
Commissioner.

## MUNICIPAL CAR PARKS



# ANNUAL REPORT - 1959

## 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.

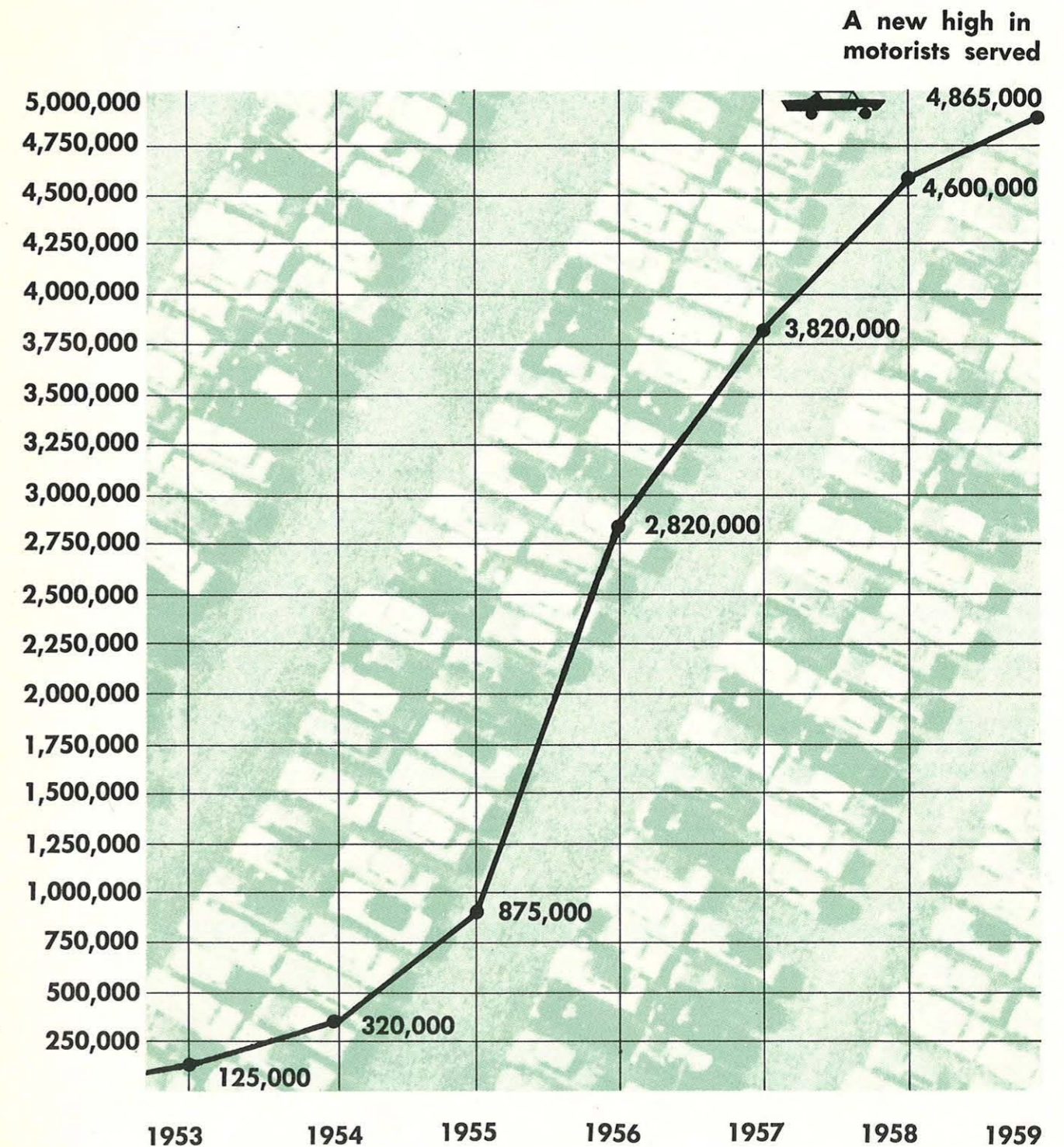
To establish an efficient system of municipal carparks in all sectors of the City. This involves short-term garages and lots in the downtown and midtown areas; all day carparks; commuter carparks at subway and expressway points on the downtown fringe; neighborhood shopping lots and residential carparks.

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.

# CUSTOMERS SERVED



# AVAILABLE SPACES



# UNIVERSITY AVENUE PARKING GARAGE

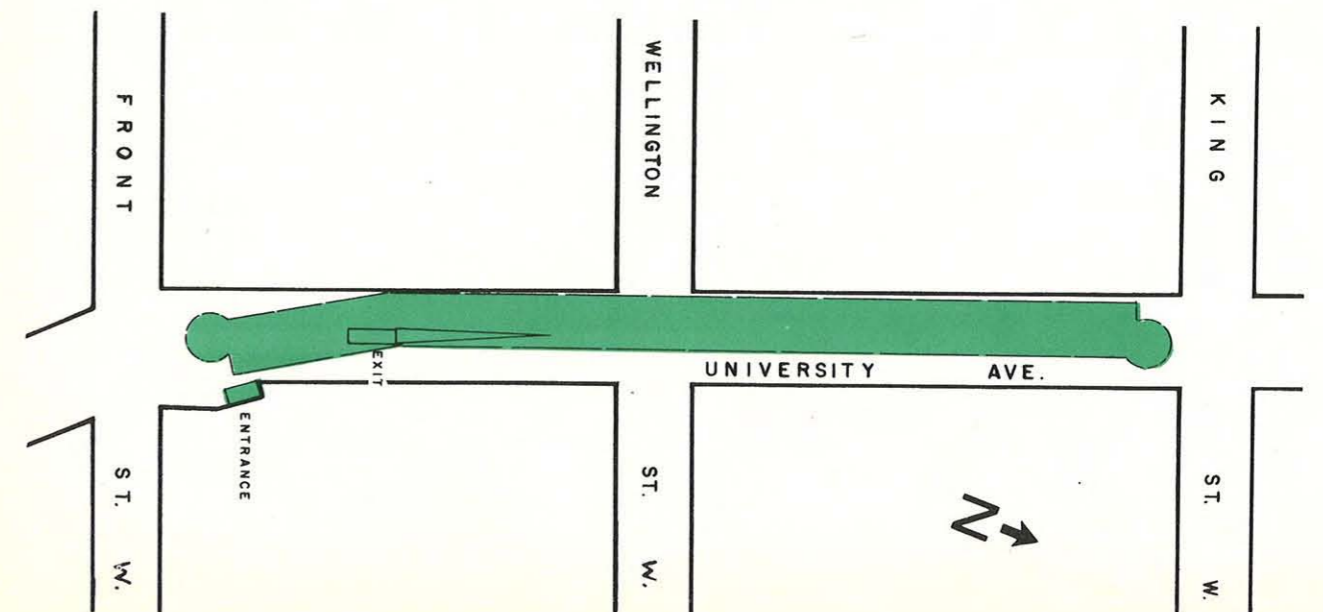
For some time, The Parking Authority has expressed concern at the future parking conditions in the vicinity of University Avenue from King Street to Front Street. This is an area in the south-west sector of the central business district that has not been covered by the Authority's network of operations.

When the plans for the construction of the University Avenue Rapid Transit Subway were announced, they showed that the section between King and Front Streets was to be constructed by the "cut-and-fill" method. This involved the excavation of a deep trench on University Avenue, the construction of a subway tunnel on the floor of this trench, and back-filling with granular fill between the roof of the subway tunnel and street level.

It occurred to The Parking Authority that by taking advantage of this situation and building an underground parking garage on the roof of the subway tunnel and beneath the level of University Avenue, a considerable saving in construction costs could be made, that is, the excavating was already done by the Toronto Transit Commission and did not have to be done by The Parking Authority, and instead of costing the Toronto Transit Commission a great deal of money to back-fill with expensive granular fill, this area instead could be "back-filled" with a parking garage.

The Authority is proud to report that by cooperating with the Toronto Transit Commission, The Toronto Hydro Electric System, the Bell Telephone Company and other public service agencies, it has been able to bring to fruition plans for the development of an underground parking garage between King and Front Streets.

When the University Avenue Rapid Transit Subway is opened to the public, at that time The Parking Authority's underground garage, offering some 312 parking spaces will be in operation; another important capital asset to the citizens of Toronto.



# BALANCE SHEET

AS AT DECEMBER 31, 1959

## ASSETS

### CURRENT ASSETS:

Cash in bank and on hand .....	\$	331,003.50
Accounts Receivable		
City of Toronto .....	\$	522.00
Other .....		4,087.24
Prepaid Expense .....		9,773.81
Inventories—Parking Tickets and Maintenance Supplies and Parts .....		11,028.28
	\$	356,414.83

### FIXED ASSETS:

Furniture, Fixtures and Equipment .....	\$	64,360.65
Car Parks—lands and improvements		
Completed Projects:		
Parking Areas over the subway and in shopping districts .....	\$	2,871,229.99
Parking Areas in City Parks .....		64,358.74
Parking Areas in Civic Square— surface areas .....		78,871.34
Parking Areas in other downtown locations .....		647,142.17
Parking Garages .....		6,630,601.65
Projects under construction:		
Parking Garages .....	\$	107,844.56
Parking Areas in Shopping Districts .....		283,075.90
Renovations to Office Premises .....		114,664.26
Proceeds of Debentures held by the City		
For uncompleted projects .....	\$	319,881.46
For completed projects—unrequired balances to be applied against 1960 Debt Charges .....		11,945.20
		331,826.66
		11,193,975.92
		<u>\$11,550,390.75</u>

### AUDITOR'S OPINION

I have audited the books and accounts of The Parking Authority of Toronto for the year ended December 31, 1959 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.

May 30, 1960

- (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.

R. A. STEPHENSON,  
*City Auditor.*

## LIABILITIES

### CURRENT LIABILITIES:

Accounts Payable		
City of Toronto .....	\$	32,497.72
Other .....		27,759.75
		<u>\$ 60,257.47</u>
Accrued Salaries and Wages .....		19,701.36
Deferred Revenue .....		3,772.00
Parking Stamps sold but not redeemed .....		5,560.65
		<u>\$ 89,291.48</u>
Current Surplus—Appropriation Account:		
Balance December 31, 1958 .....	\$	64,959.53
Add: Balance of operating surplus for the year 1959 after provision for capital acquisitions .....		202,163.82
		<u>267,123.35</u>

### CAPITAL LIABILITIES:

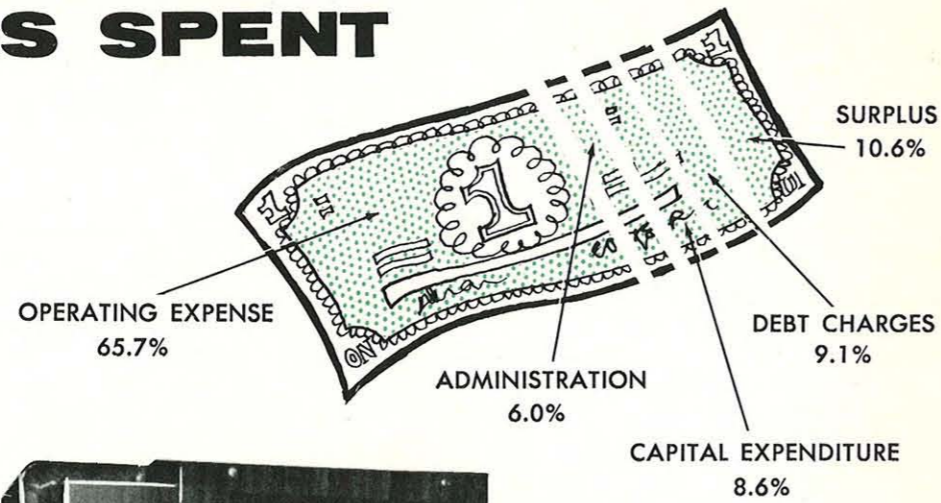
Accounts Payable		
City of Toronto .....	\$	6,388.78
Other .....		48,366.97
		<u>\$ 54,755.75</u>
City of Toronto		
For funds advanced by the City, for Capital Expenditures pending the issue of debentures .....		211,209.59
Debenture Debt		
Debentures issued by the Municipality of Metropolitan Toronto on behalf of the City—as per Table 2:		
Issued .....	\$	7,849,542.76
Less: Redeemed to Dec. 31, 1959 .....	\$	269,242.87
Sinking Fund—		
Deposits to		
Dec. 31, 1959 .....	\$304,644.18	
Int. earned to		
Dec. 31, 1959 .....	8,662.02	313,306.20
		<u>582,549.07</u>
		<u>7,266,993.69</u>

### CAPITAL SURPLUS:

Created by the purchase of furniture and equipment and the acquisition of Park- ing Area lands and improvement thereon, out of Parking Authority's current funds .....		\$2,240,800.01
Less: Portion of Civic Square Areas written-off .....		592.96
		<u>\$ 2,240,207.05</u>
Created by the acquisition of Parking Area lands and im- provements thereon out of revenue from City's curb- side parking meters .....		\$ 883,278.36
Less: Portion of Civic Square Areas written-off .....		45,017.59
		<u>838,260.77</u>
Created by redemption of debenture debt .....		269,242.87
Created by Sinking Fund Investment .....		313,306.20
		<u>3,661,016.89</u>
		<u>\$11,550,390.75</u>

# HOW THE INCOME DOLLAR WAS SPENT

# PARKING STAMPS

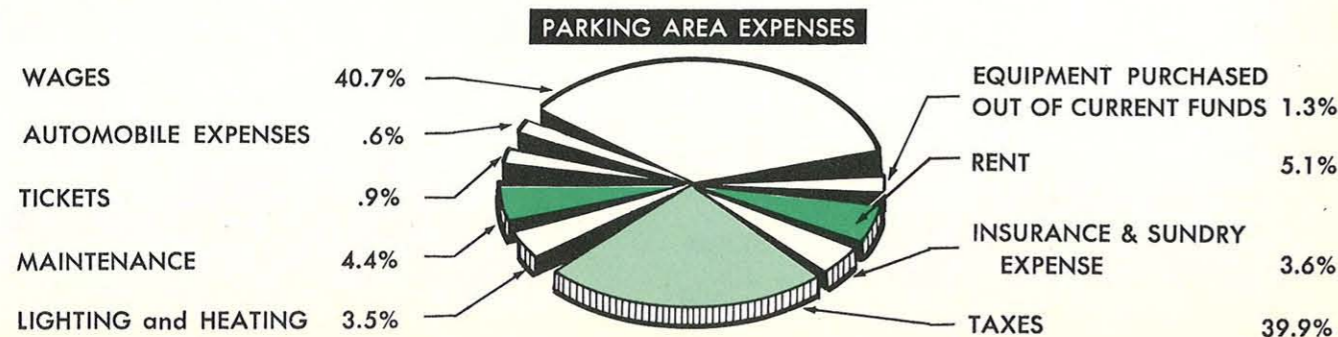


Since its inception, the Authority has been aware of the needs of merchants in business districts for customer parking facilities to combat the loss of business to suburban shopping centres offering "free" parking. Therefore, when the Authority commenced operations, it instituted a validation system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

# HOW THE OPERATING EXPENSE DOLLAR WAS SPENT



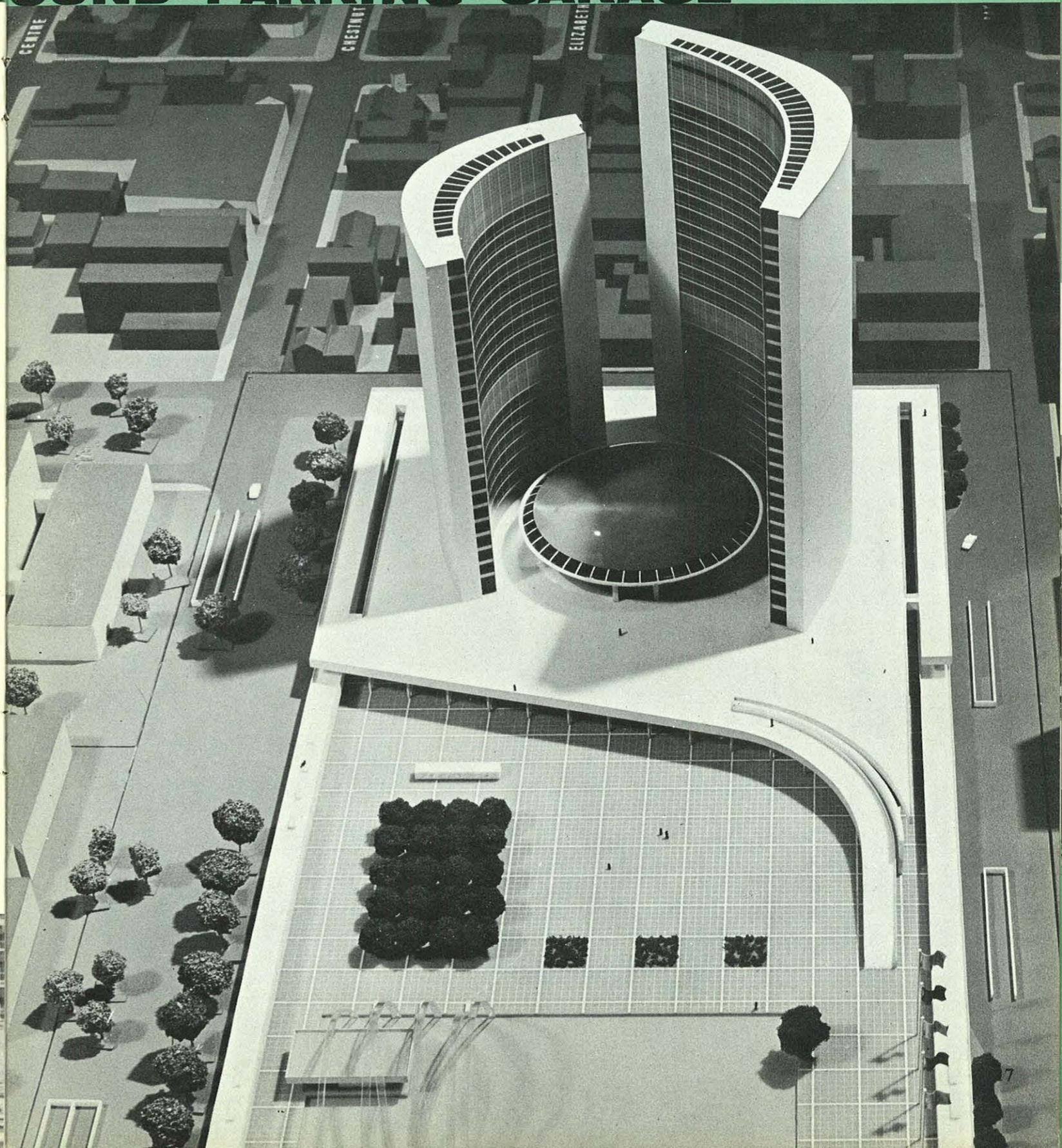
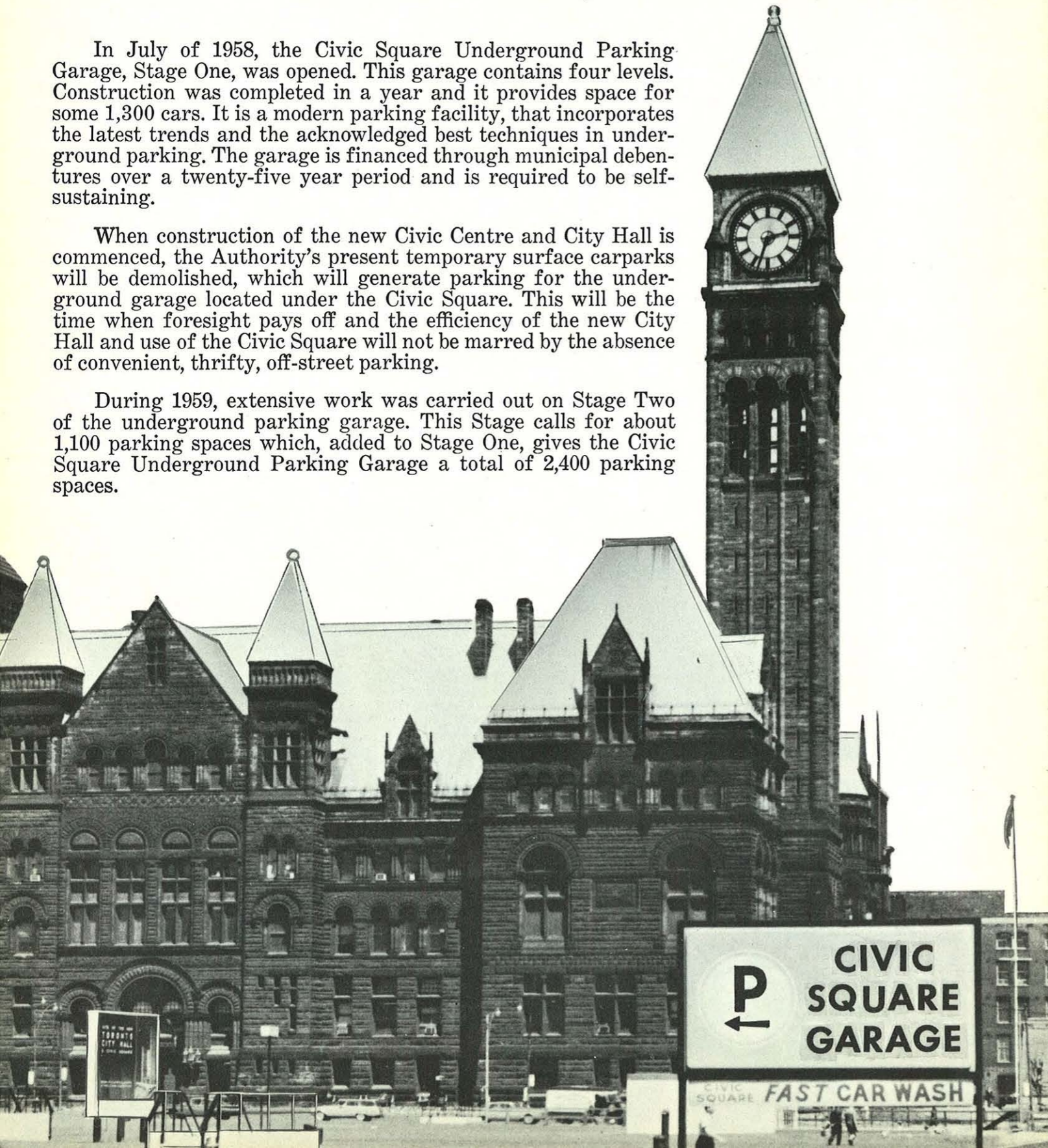


# CIVIC SQUARE UNDERGROUND PARKING GARAGE

In July of 1958, the Civic Square Underground Parking Garage, Stage One, was opened. This garage contains four levels. Construction was completed in a year and it provides space for some 1,300 cars. It is a modern parking facility, that incorporates the latest trends and the acknowledged best techniques in underground parking. The garage is financed through municipal debentures over a twenty-five year period and is required to be self-sustaining.

When construction of the new Civic Centre and City Hall is commenced, the Authority's present temporary surface carparks will be demolished, which will generate parking for the underground garage located under the Civic Square. This will be the time when foresight pays off and the efficiency of the new City Hall and use of the Civic Square will not be marred by the absence of convenient, thrifty, off-street parking.

During 1959, extensive work was carried out on Stage Two of the underground parking garage. This Stage calls for about 1,100 parking spaces which, added to Stage One, gives the Civic Square Underground Parking Garage a total of 2,400 parking spaces.



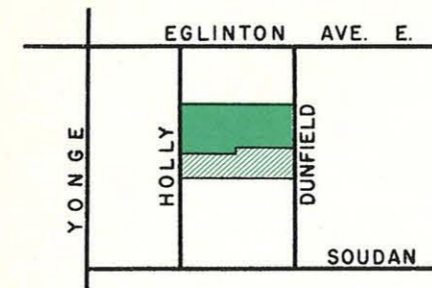
## FUTURE PLANS

The Authority is acutely aware of the need of a planned network of carparks as being vital to the preservation of the City's real estate values and transportation system. Traffic engineers and related public officials are aware that the smooth flow of traffic through a city's street system is the very life-blood of any city.

The lack of provision for planning the future development of reasonable traffic flow has been the downfall of many cities, especially on the North American continent. By the provision of a network of self-sustaining parking facilities to meet the needs of the motoring citizenry a Parking Authority contributes to the city's health.

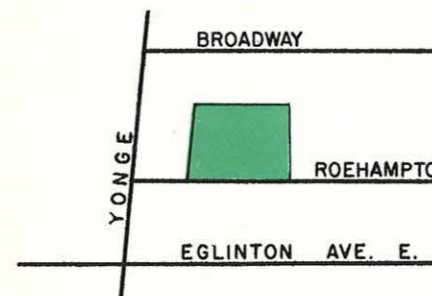
Nineteen hundred and sixty follows a period of consolidation for The Parking Authority. With its awareness of the acute needs for neighborhood parking facilities, the Authority will be concentrating on the construction of these carparks. By the end of 1961, when the University Avenue Underground Parking Garage commences operations, all sectors of the central business district of Toronto will have been strategically covered by The Parking Authority with permanent municipal carparks.

## SCHEDULED FOR DEVELOPMENT IN 1960



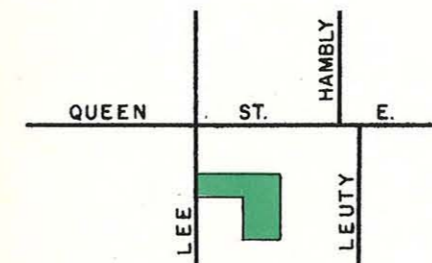
### HOLLY-DUNFIELD

The Authority will expand Municipal Carpark No. 29 located in the Yonge-Eglinton district, at the north end of the City, by 60 spaces.



### YONGE-ROEHAMPTON

Also in the Yonge-Eglinton district, a carpark will be built at Roehampton Avenue. This carpark will contain 184 spaces, relieving a severe parking shortage in this district where the problem has already, even with existing facilities, reached quite severe proportions.



### QUEEN-LEE

A neighborhood parking area will be opened in the summer in the east end of Toronto at Queen Street and Lee Avenue. This area will serve the needs of this business district during the day and evening, and will also help alleviate the residential parking shortage that exists here.

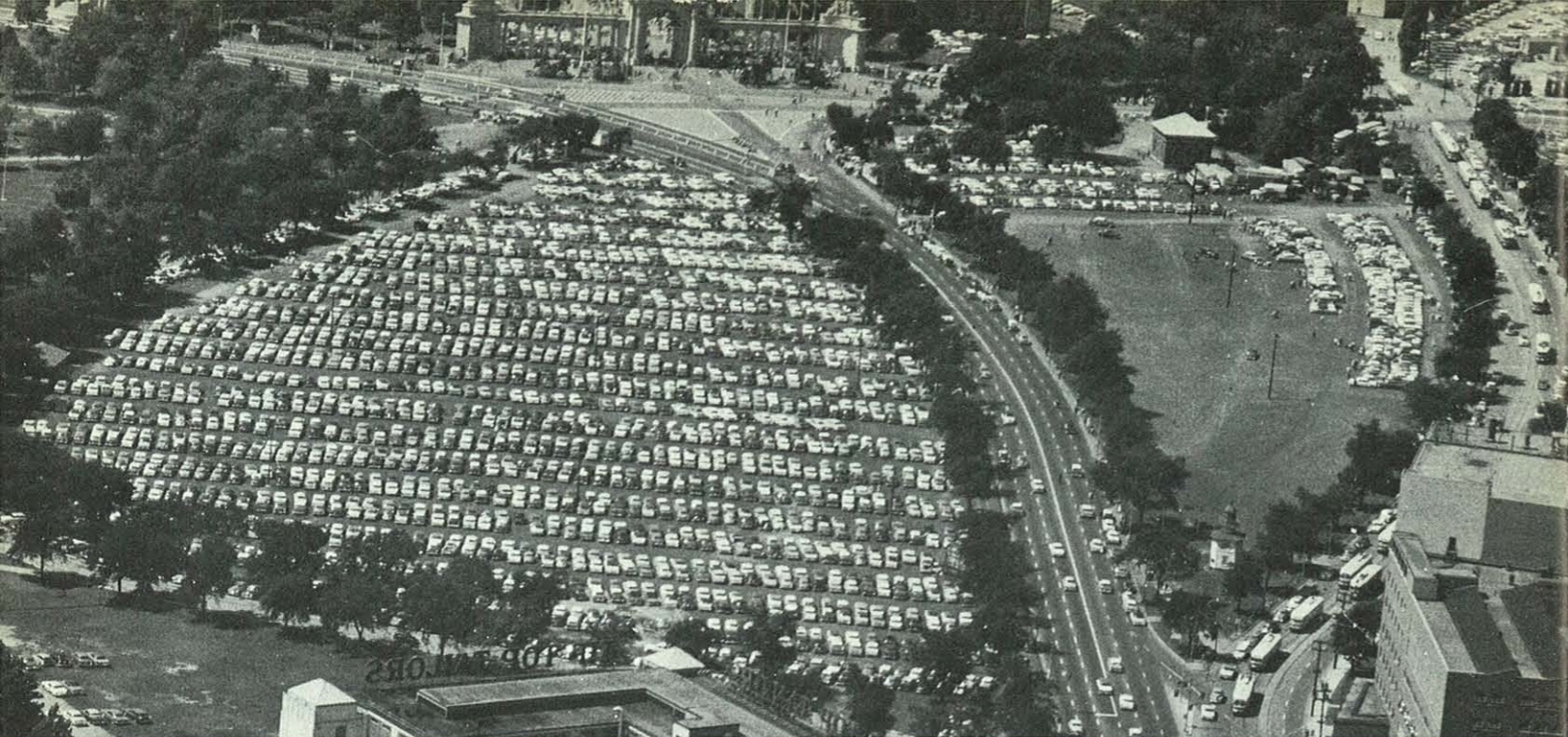


### STANLEY PARK

During the summer, a 200 space carpark will be established in the south-west sector of Toronto. This carpark will ease the severe parking shortage in this district that exists during the day for industrial workers. It will also be used on evenings and weekends by sports fans attending soccer games in the new stadium being built in Stanley Park.

### DUFFERIN-ST. CLAIR

The Authority, as mentioned in its 1958 Report, hoped to establish parking facilities in the Dufferin-St. Clair district on a cooperative basis with benefiting landowners adjacent to the area contributing part of the capital cost. Accordingly, this area, it was hoped, would be developed and operating by 1959. However, more specific legislation is required and the co-operating merchants are awaiting a hoped for amendment to the Ontario Municipal Act.



*The Authority's organization moves in to cope with the heavy parking demand generated by the world's largest permanent Exhibition.*



*Ticket spitters cut down expense and up-grade service to parkers.*



*Rapid snow clearing is essential to maintain service to the motoring public.*

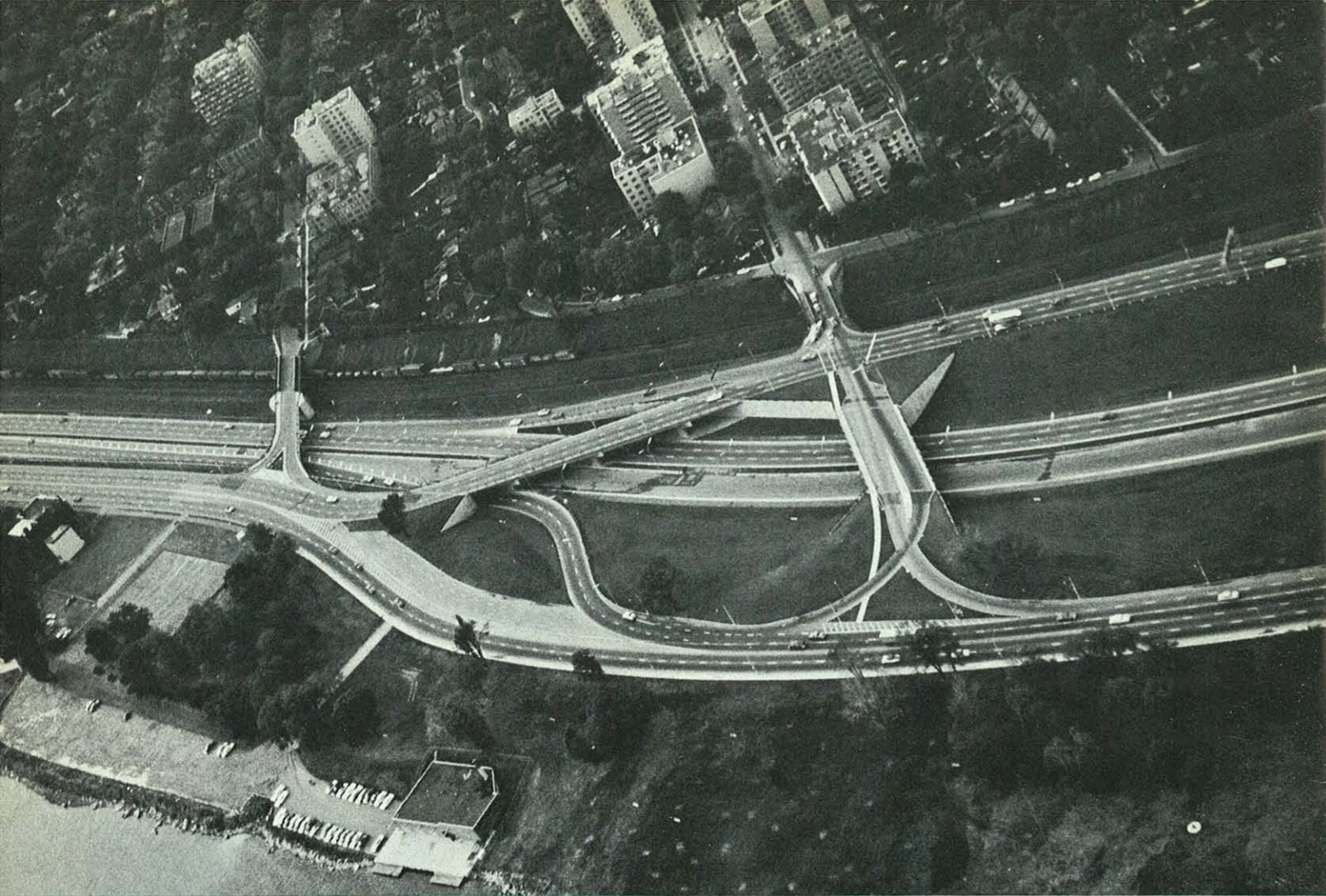


*Information on the Authority's services is cheerfully dispensed by Miss Dolores Alford, the Authority's switchboard operator.*



*Maintenance staff goes into action clearing snow from sidewalks adjacent parking areas.*

◀ *Three and one-half miles of driving aisle at the Civic Square Underground Garage are policed by personnel on motor scooter.*



## Expressway Parking and Transportation Hub

At the present time, in the Yonge-Gardiner Expressway - Bay district, The Parking Authority and Toronto Harbour Commission are parking approximately 2,500 cars a day.

Shortly, the Harbour Commission's parking lands will be required for other purposes. This, together with the increased traffic coming into the central core through the establishment of Expressway services, means The Parking Authority will have to enlarge its parking facilities.

The development of a garage to cope with parking requirements on existing Parking Authority sites will be extremely costly to the Authority. Consequently, sites will have to be developed to their fullest use.

It is possible that a parking garage could be integrated with a transportation centre, wherein coach and airlines, servicing Toronto, could locate ticket offices, or even their Toronto offices. The roof of such a transportation centre would encompass many thousands of square feet and could make an ideal heliport or vertical takeoff airport.

This scheme has met with enthusiasm from various bodies and should a centre be considered feasible, the Authority will do its utmost to cooperate in establishing such a centre.



*This modern ramp parking garage was opened in 1956, with an initial capacity of 435 cars. Its popularity exceeded expectations, necessitating an addition of 100 spaces in 1958.*

*Queen & Victoria Streets Garage*



*Temperance Street Garage*



*Dundas Street Garage*

*These mechanical parking garages were opened in 1957, providing 396 spaces at Temperance Street and 288 spaces at Dundas Square. A much needed service was provided with these garages as their unique design allowed the Authority to establish sufficient accommodation on the relatively small sites which were available.*

