

ANNUAL REPORT 1958

The Parking Authority of Toronto



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

COVER

Toronto's new City Hall, a design chosen in an international competition of architects.

Winning design is by
Viljo Rewell of Finland.

Courtesy STAR WEEKLY

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

Your Worship, Madam and Gentlemen:

In accordance with the requirements of the City of Toronto Act, 1952 and by-law 18680 establishing the Parking Authority of Toronto, we are pleased to submit our Seventh Annual Report.

After six years of continuous expansion, 1958 could be called a year of consolidation.

This consolidation period did not in any way prevent the Authority from providing service for a record number of customers.

By the end of the year, 40 municipal car parks were in operation. These facilities were used by 4,600,000 customers in 1958 compared to 3,820,000 the previous year.

The crowning achievement in 1958 was the opening of the Civic Square Garage which provided 1,300 lockup self park spaces on four underground levels.

The Civic Square Garage brought to a total of 7,300 the off-street parking spaces available in areas of the city where peak traffic conditions are found.

These car parks were, of course, self sufficient. They represented no burden to the general taxpayer.

Real estate and business taxes amounting to \$297,178 were paid on all properties under the Authority's jurisdiction. In addition, approximately \$627,000 of the Authority's revenue was spent on improvements and acquiring new property.

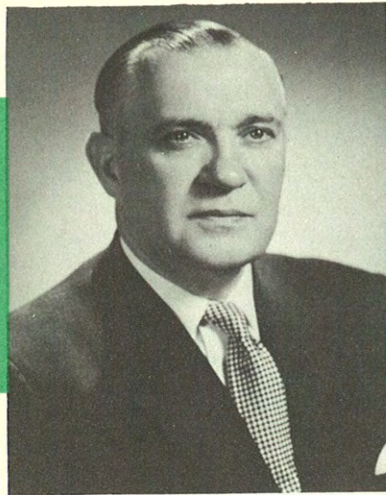
We would take this opportunity to thank Your Worship, the Board of Control and City Council for the co-operation we have received in our efforts to provide adequate parking facilities. Without this it would have been impossible to achieve the success which has been ours in seven years of operation.

Yours very truly,

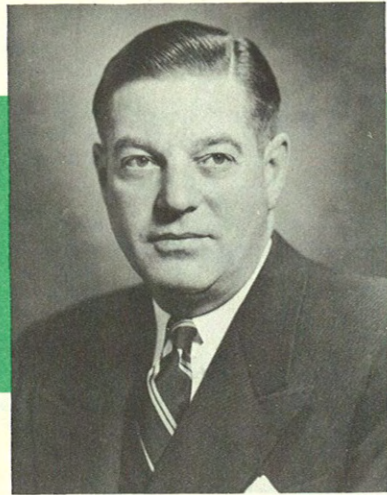
**Ralph C. Day,
Chairman**

**John F. Ellis,
Commissioner**

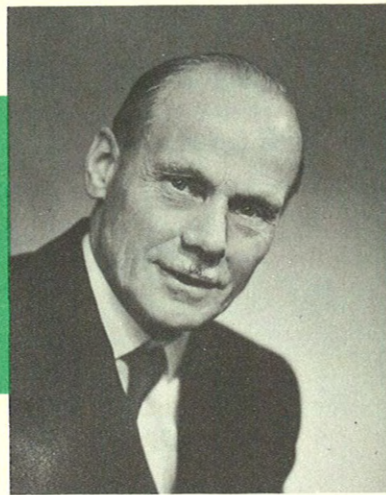
**Alfred Ward,
Commissioner**



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



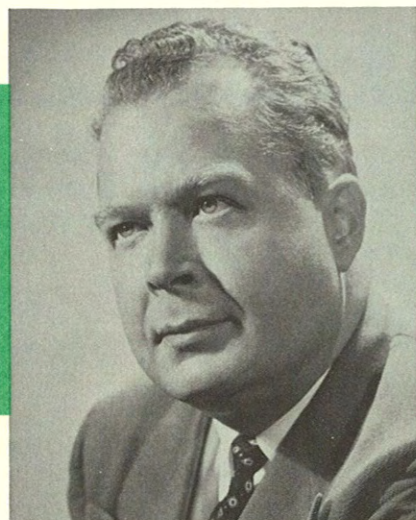
**Lieut. Col. John F. Ellis, M.B.E.,
Commissioner**



**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.

The Authority is required to conduct business on a self sufficient basis without any cost to the general taxpayer.



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

THE PARKING AUTHORITY OF TORONTO

The Parking Authority was established in 1952 under a by-law of the City and a Provincial Government statute.

Although the Authority depends upon City Council to approve capital expenditures for parking area lands and buildings, it is nevertheless a corporate and independent body.

The Authority administers all parking facilities but the title of all properties under its jurisdiction is vested in the City. The Authority may acquire parking area lands under the expropriation powers of City Council.

Prior to its appointment the parking problem was considered to be confined to the downtown area. It was soon evident, however, that parking facilities must be provided in neighbourhood areas in order to meet the growing competition from the suburban shopping centres and thusly maintain and even increase tax revenues for the City.

This challenge has been met by the Authority without any charge to the taxpayer. The Authority is required to report to the City Council and all activities are subject to scrutiny by the City Auditor.

The Authority's Objectives ...

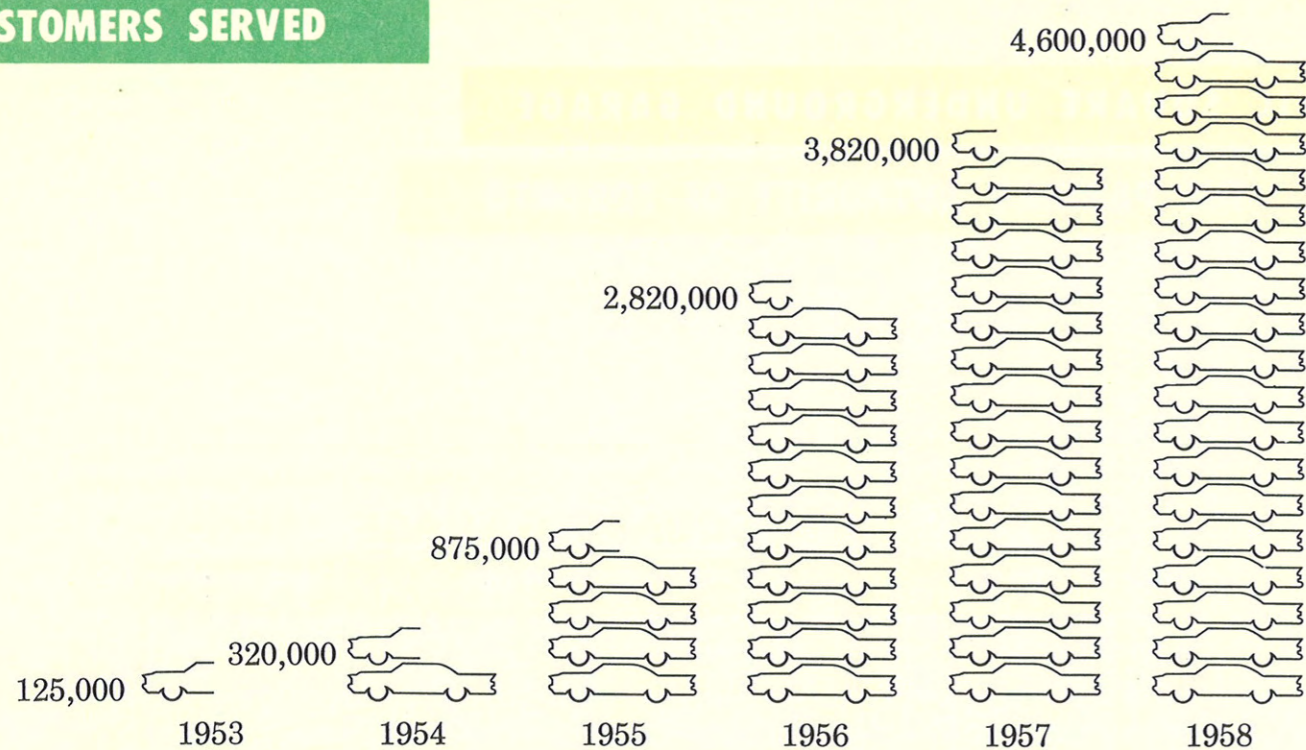
The primary objective is to provide low cost convenient facilities and to maintain a high standard of efficiency. Careful planning and research has made this possible.

Major downtown carparks are designed for a rate schedule to suit the short term parker. Accommodation in outlying areas, including carparks for subway commuters, operate on an all day rate basis as well.

The Authority, in order to play its part in a smoothly operating plan, is constantly in contact with municipal roads and traffic officials, the Toronto and Metropolitan Toronto Planning Boards, the Metropolitan Police and the Toronto Transit Commission.

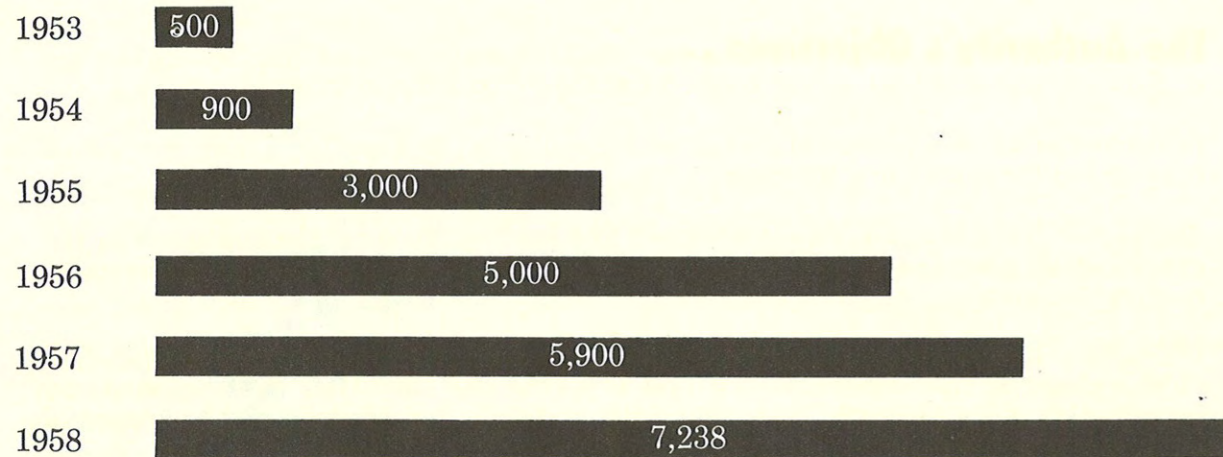
The Authority's long range objective is to clear the streets for public transit and moving traffic and to contribute to the continuing prosperity of commercial and shopping districts by providing off-street parking facilities.

CUSTOMERS SERVED



The progress made towards this end can be measured by the growing support the Authority receives from the motoring public. This continuing support will enable the Authority to operate on the same successful basis in the future.

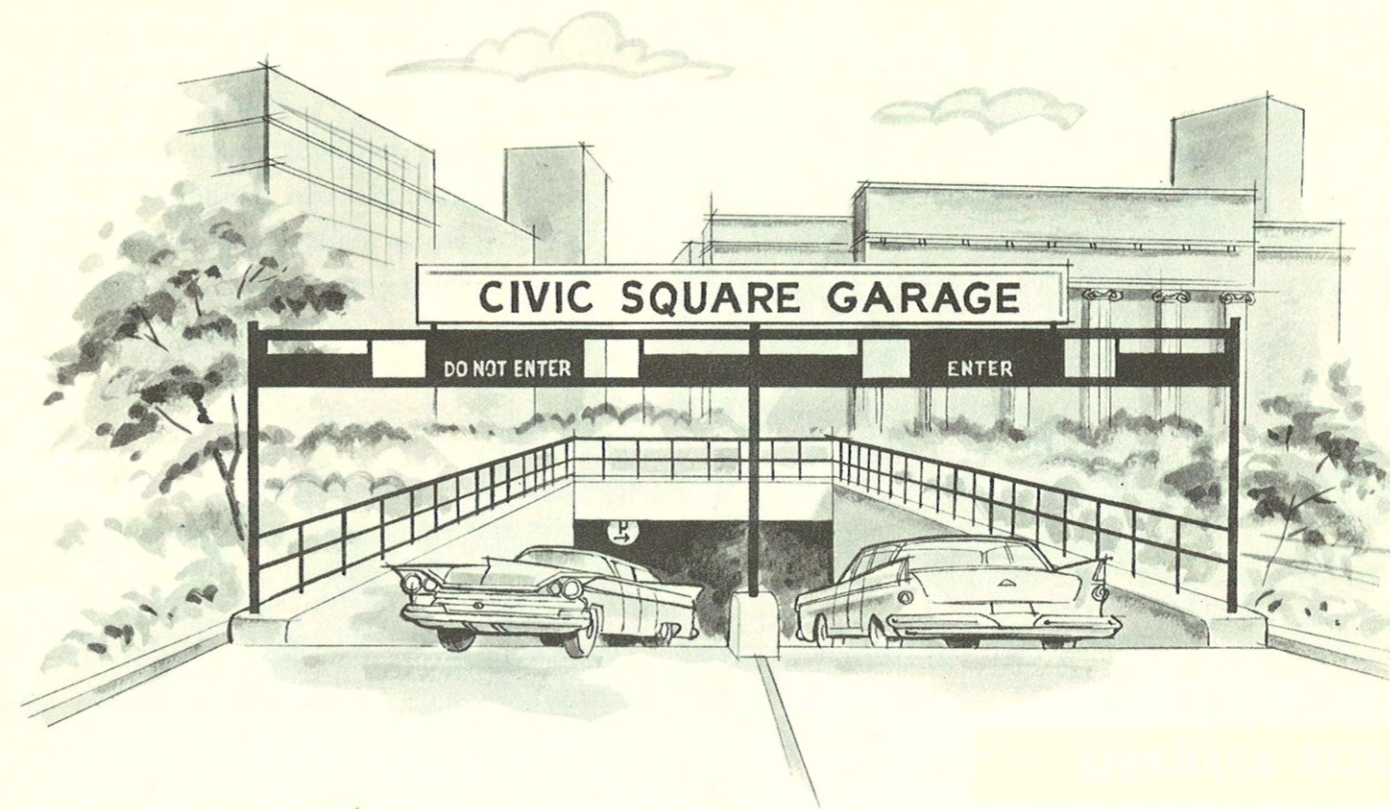
SPACES AVAILABLE



CARPARKS OPERATING

1953 — 5	1955 — 26	1957 — 38
1954 — 10	1956 — 34	1958 — 40

CIVIC SQUARE UNDERGROUND GARAGE



The major achievement in 1958 was the official opening of the Civic Square Garage in July. It was a tribute to the foresight of City Council and planning officials.

Construction of this four-level garage was commenced in June 1957. On completion it provided facilities for 1,300 cars.

Through it Toronto took its place among the leading cities on the continent in the provision of downtown underground parking. Its design incorporates the most modern facilities.

Ultimately it will be enlarged to provide an additional 1,000 spaces. Construction on this phase will not commence until plans for the new City Hall are completed and approved by City Council. The Authority gratefully acknowledges the support of City Council in this regard.

The garage was financed through municipal debentures and it will be required to pay for itself.

It is an integral part of the planning for the Civic Square and will be incorporated in the design for the new City Hall which was selected in a world wide competition of leading architects.

The Authority is gratified that it is able to participate in the Civic Square project which will be one of the world's outstanding architectural achievements.

THE UNDERGROUND GARAGE UNDER CONSTRUCTION



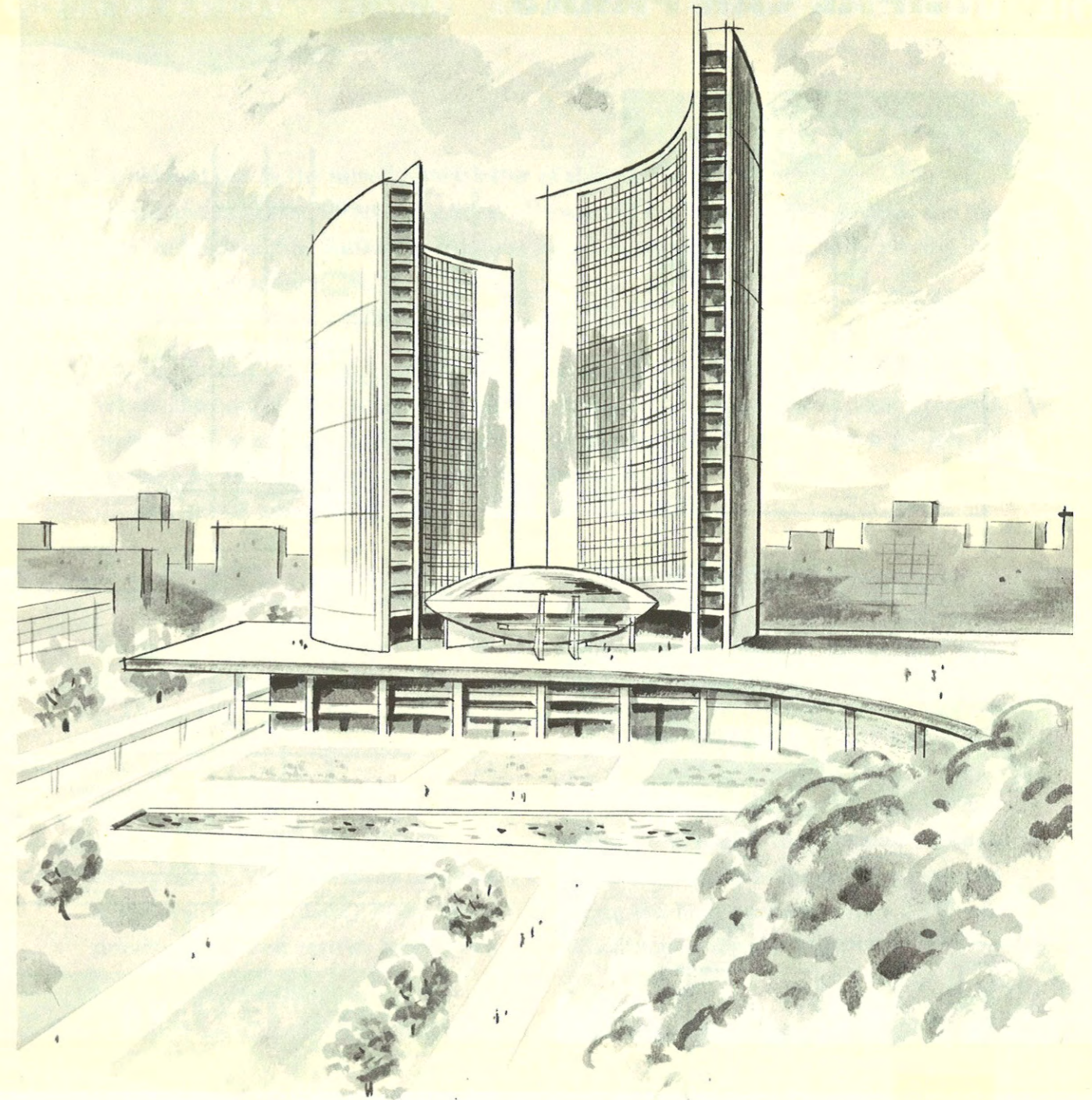
Controller Mrs. Jean Newman, acting in the absence of Mayor Nathan Phillips, operates giant shovel during sod turning ceremonies for the new underground Civic Garage.

Civic garage under construction, looking westward to University Avenue. The new City Hall will be constructed to the north of the garage.



BOY SAID HE'D GET IT

Another view of the Underground Garage, looking south. Also showing in the background that part of Queen Street now designated by City Council a redevelopment area.



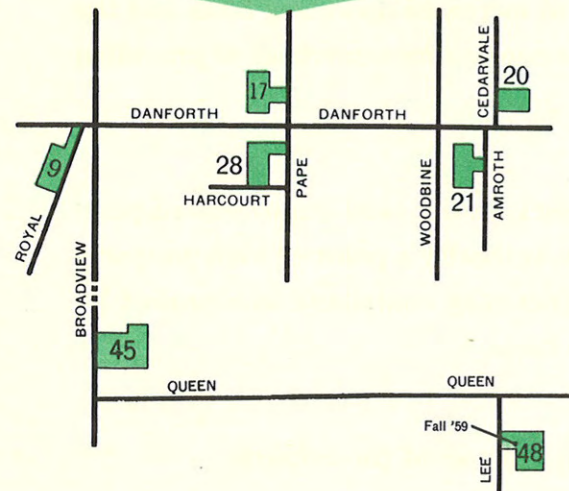
THE FINISHED JOB

Although motorists at first showed a preference for surface parking many are now taking advantage of the underground facilities which afford protection from weather and are close to downtown shopping and business areas.

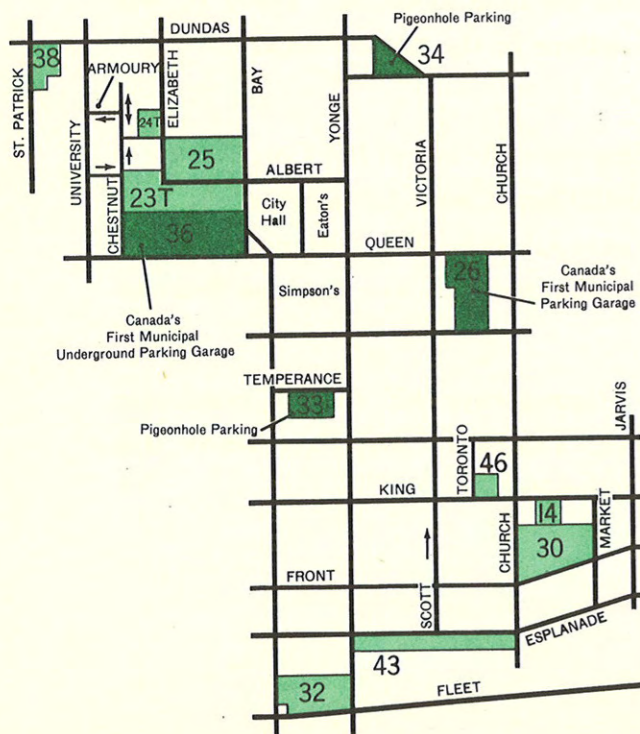
The Authority looks forward to the ultimate completion of the Civic Square and is in constant consultation with the Planning Committee to that end.

MUNICIPAL CAR PARKS

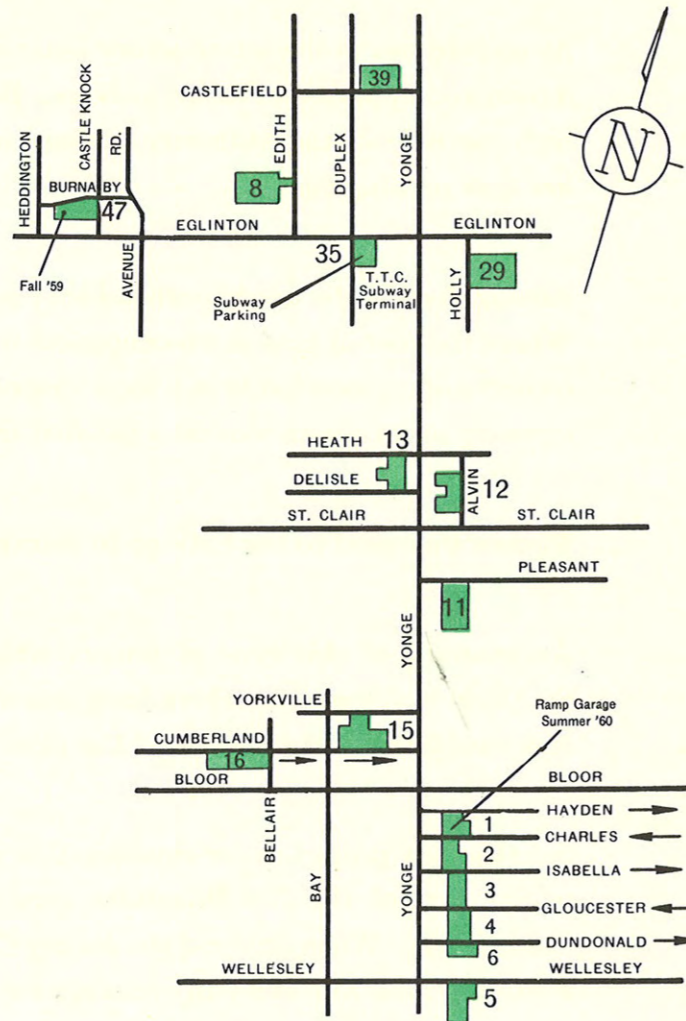
EASTEND



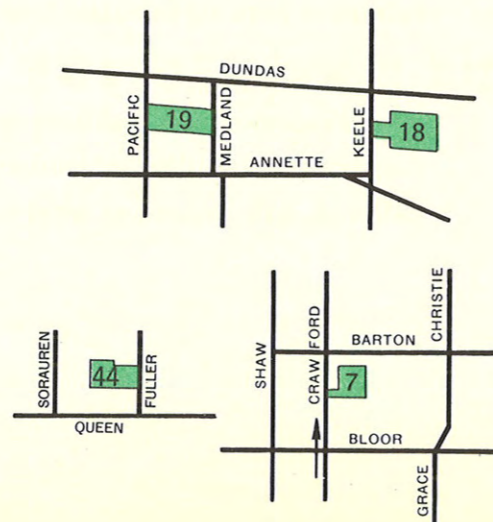
DOWNTOWN



UPTOWN



WESTEND



FUTURE PLANS

As pointed out in the introductory letter of this report, 1958 was a period of consolidation and appraisal of future policies. Because of increased operating costs and the high cost of land, the Authority has been forced to consider new methods of providing low cost parking facilities.

Among these is the neighbourhood shopping carpark on the local improvement plan. Where the cost of land is uneconomical from the Authority's point of view property owners and or merchants in a local shopping district may contribute to a project by agreeing to an assessment on a per-foot frontage basis.

Monies thus paid to the City go to defray the capital cost of the carpark.

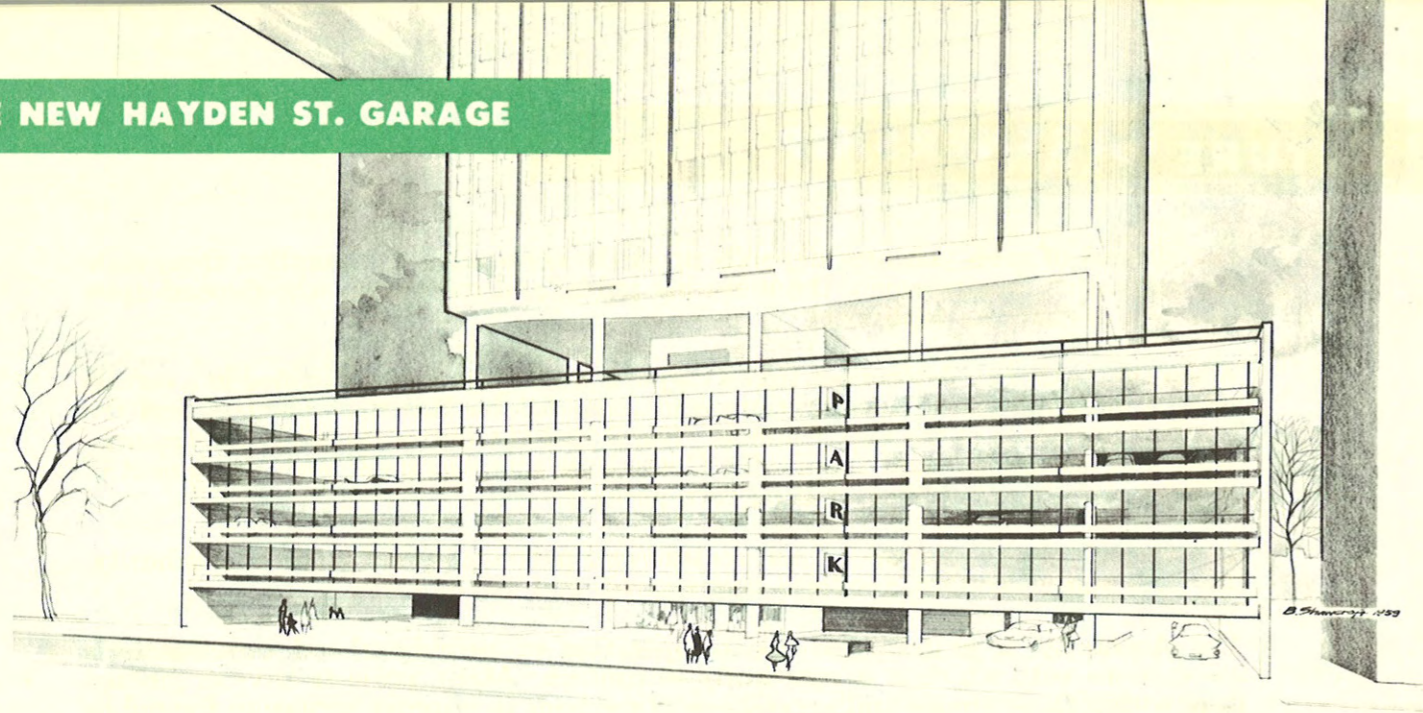
An example of this type of project which is nearing finalization is the Dufferin-St. Clair business area where local merchants are showing an enthusiastic support and confidence in the success of the plan.

Another new project under consideration is the "park-and-ride" scheme which would utilize part of the Old Woodbine race track property and the Toronto Transit Commission. When finalized the Jockey Club will participate in the parking revenues along with the Authority in exchange for making the land available. The TTC will provide a fast and regular bus service from Woodbine to the downtown area.

The Authority is also engaged in detailed studies with officials of the Corporation of Metropolitan Toronto and the Toronto Transit Commission to provide off-street parking along the entire route of the new east-west subway. This will make possible extensive parking facilities to serve the Bloor St. and Danforth Ave. business districts.

The Frederick G. Gardiner and Don Valley Expressways will require commuter carparks and studies are under way in this regard. The Don Valley Expressway, it is believed, will require at least one 1,000 space commuter lot.

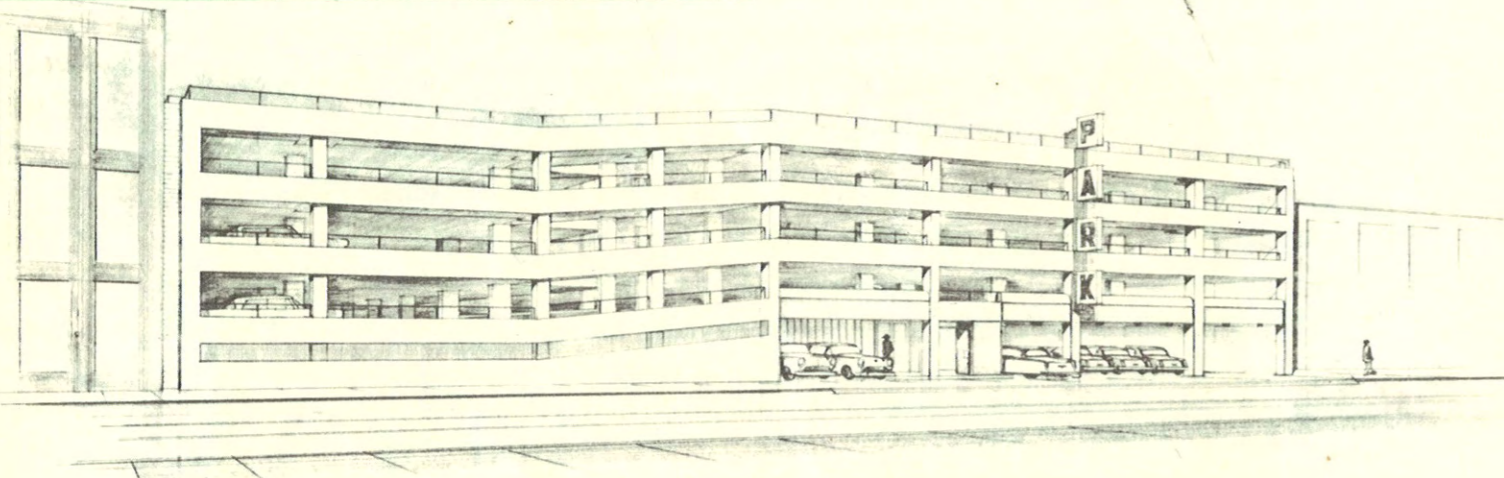
THE NEW HAYDEN ST. GARAGE



An architect's sketch of the five and a half-storey ramp garage to be constructed on Hayden Street to serve the Yonge-Bay-Bloor business district. About 80,000 sq. ft. of office space will be constructed above the garage by private interests under an "air rights" leasing agreement with City Council.

PAGE 6 STEELE - ARCHITECT

THE EXISTING QUEEN ST. GARAGE



The Queen Street ramp garage is one of the most successful of all Parking Authority ventures. During 1958 another floor was added to the structure providing a total of 532 spaces to serve the heart of the downtown business area.

MECHANICAL GARAGES



Mechanical Garage, Dundas Square



Mechanical Garage Temperance Street

PARTNERSHIP

The success of such ventures depends upon the continuing co-operation from civic administration, businessmen, the motoring public and merchants who depend upon off-street parking for customers.

When the Authority determines that a carpark or ramp garage is justified in a certain area, it presents plans, specifications and costs to the Board of Control and the Traffic Committee of the City Council. The Board of Control considers the financial aspects of the project and the Traffic Committee concerns itself with movement of vehicles and the removal of existing curb parking.

Any project, then, becomes a joint venture and partnership between the Authority, the civic administration, the local businessman and the motorist.

The Authority is grateful for the co-operation of neighbourhood businessmen's associations with which it is constantly in contact. Many projects have originated from within these groups and suggestions of methods to improve service to the public are always welcomed by the Authority.



General Manager Robert Bundy confers with representatives of the St. Clair Businessmen's Association about new parking areas for their neighbourhood shopping district on the local improvement plan. From left to right: Robert Bundy; Harold Boyle, Chairman of the Association's Parking Committee; Joseph Grittani, Association President and Arthur Sovereign, member, Parking Committee.



A view of the interior of the underground Civic Garage, showing adequate lock-up facilities and turning space for each vehicle.



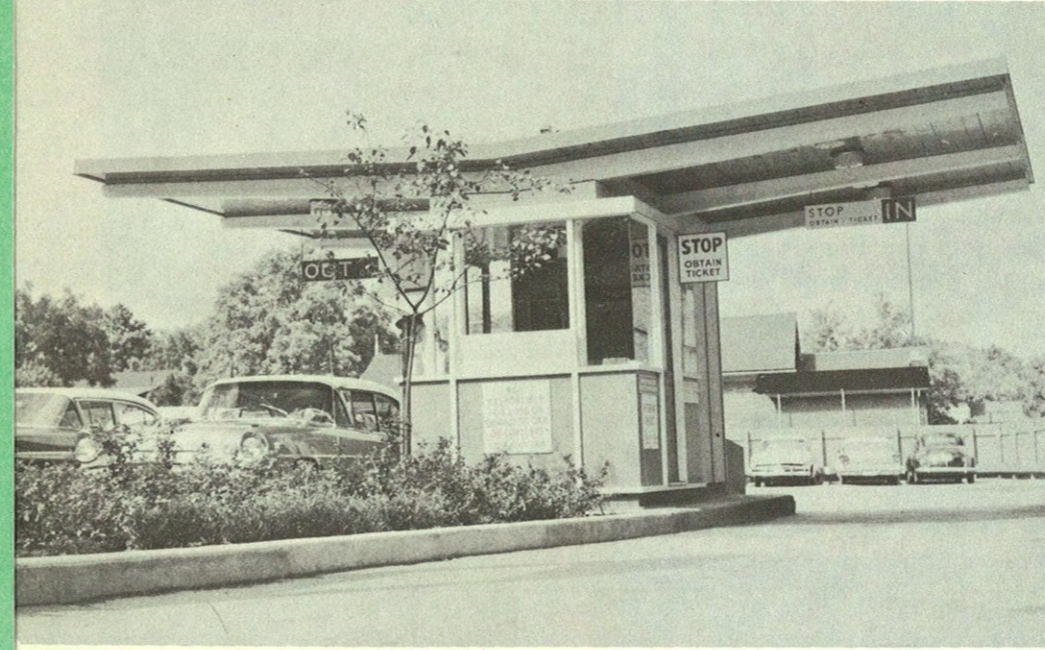
For the convenience of motorists, the underground garage is serviced by passenger elevators from all floors to the surface.



The underground Civic Garage is operated from a central control booth equipped with public address system.



A uniformed attendant at one of the downtown carparks symbolic of the neatness and courtesy required of all employees by the Parking Authority.



Smartly designed shelters for attendants on surface parking lots are considered essential to maintain efficiency and appearance of all carparks.



An aerial view of one of the Parking Authority's largest lots at Fleet and Bay Streets.

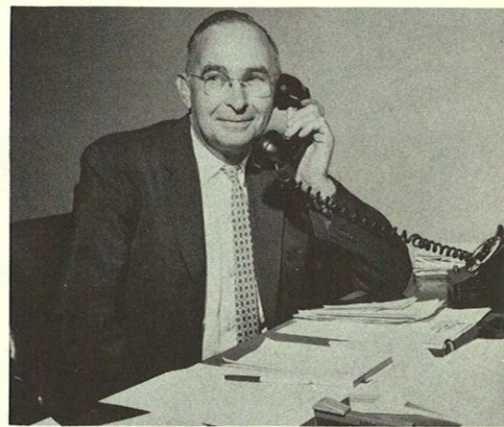


TRAFFIC DIRECTIONAL SIGN

This is the sign copyrighted by the Parking Authority in Canada and the United States and approved by the civic administration. It is the desire of the Authority that it be used by all municipalities to indicate good, convenient and thrifty off-street municipal parking. The Authority allows its usage for a nominal license fee. The Municipal Parking Committee of the Ontario Traffic Conference approves its use by other municipalities. The Committee on Parking of the American Municipal Association has been so favorably impressed by this directional sign that it is considering recommending its use by all American municipalities.

AMERICAN MUNICIPAL ASSOCIATION MEETS IN TORONTO

The American Municipal Association selected Toronto as the site of its annual workshop convention in 1958, and the Parking Authority was privileged to act as host. There were 143 delegates present from the U.S. and Canada. Toronto was selected because of its tremendous growth and its efforts in solving numerous civic problems including the provision of off-street parking. John McGillis, Director of Detroit's off-street Parking Authority commented during his visit: "No city on the continent except Chicago, which is considerably larger than Toronto, has provided as much off-street parking."



Robert W. Anderson, the Authority's Planning and Development Assistant and Draftsman Perry Johnson.

Reginald W. Lewis, the Authority's Treasurer-Accountant.

Fred McAuley, Chief Field Supervisor for the Authority.



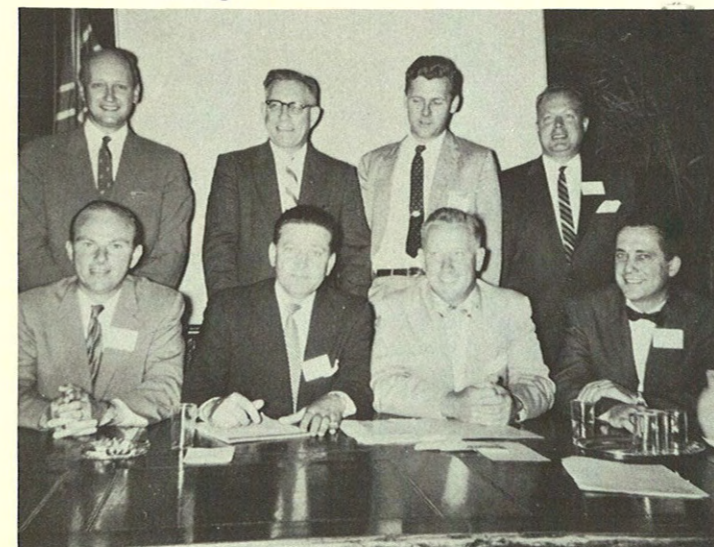
Managerial Staff of the Parking Authority meets to discuss operational problems.



A view of the office of the Parking Authority on Adelaide Street constructed over the exit of the Temperance Street Mechanical Garage.



Maintenance of time clocks used on all Authority carparks is regular routine. Checking is constantly carried out by field supervisors.



A group of delegates to the American Municipal Association Parking Workshop held in Toronto, l. to r. seated, Don Cleveland, Yale Bureau of Highway Traffic; E. A. Barton, Traffic Consultant; Henry Wantock, Traffic Engineer, Milwaukee, Wis.; Wm. McGrath, Traffic Engineer, New Haven, Conn.; standing, Wm. Froehlick, Parking Director, Pittsburg, P.A.; Robert Burton, Director of Traffic, Toronto; Robert Kelly, Traffic Commissioner, Cleveland, Ohio; Robert G. Bundy, General Manager, The Parking Authority of Toronto.

THE PARKING AUTHORITY OF TORONTO
BALANCE SHEET
AS OF DECEMBER 31ST, 1958

ASSETS

CURRENT ASSETS:		
Cash in bank and on hand.....	\$ 197,872.26	
Accounts Receivable City of Toronto.....	\$ 504.00	
Other.....	7,621.40	
Prepaid Expense.....	16,904.89	\$ 222,902.55
*FIXED ASSETS:		
Furniture, Fixtures and Equipment.....	\$ 45,926.98	
Car Parks-lands and improvements Completed Projects:		
Parking Areas over the subway and in shopping districts.....	\$2,752,228.81	
Parking Areas in City Parks.....	64,358.74	
Parking Areas in Civic Square.....	78,871.34	
Parking Areas in other downtown locations.....	643,244.89	
Parking Garages.....	6,517,762.47	10,056,466.25
Projects under construction:		
Parking Garages.....	72,192.82	
Renovations to Office Premises.....	114,514.05	10,289,100.10
Reginald W. Lewis, Treasurer-Accountant		
Robert G. Bundy, B. Com., General Manager		
		<u>\$10,512,002.65</u>

LIABILITIES

CURRENT LIABILITIES:		
Accounts Payable City of Toronto.....	\$ 30,379.81	
Other.....	106,908.87	\$ 137,288.68
Accrued Salaries and Wages.....		15,634.64
Deferred Revenue.....		379.50
Parking Stamps sold but not redeemed.....		4,640.20
Current Surplus—Appropriation Account: Balance December 31, 1957.....	\$ 17,810.15	\$ 157,943.02
Add: Balance of operating surplus for the year 1958 after provision for capital acquisitions.....	47,149.38	64,959.53
		<u>\$ 222,902.55</u>
CAPITAL LIABILITIES:		
Accounts Payable City of Toronto.....	\$ 6,388.78	
Other.....	34,177.57	40,566.35
City of Toronto		
For funds advanced by the City, for Capital expenditures pending the issue of debentures.....		371,466.90
Debenture Debt		
Debentures issued by the Municipality of Metropolitan Toronto on behalf of the City— Issued.....		\$6,982,242.76
Less: Redeemed to December 31, 1958.....	\$ 211,997.30	
Sinking Fund— Deposits to December 31, 1958.....	\$124,107.23	
Interest earned to December 31, 1958.....	2,428.51	
		<u>338,533.04</u>
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.....	\$2,057,156.28	
Less: Portion of Civic Square Areas written-off.....	592.96	\$2,056,563.32
Created by the acquisition of Parking Area lands and improvements 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	838,260.77
Created by redemption of debenture debt.....	211,997.30	
Created by Sinking Fund Investment.....	126,535.74	3,233,357.13
		<u>\$10,512,002.65</u>



PHOTOGRAPH CREDITS

- Page 8—Civic Garage, H. K. Ferguson Co. of Canada Ltd.
- Page 12—Queen St. Garage, A. D. Margison and Associates Limited
- Page 12—Hayden St. Garage, Page & Steele, Architects

