



ANNUAL REPORT
TO CITY COUNCIL
1957

THE PARKING AUTHORITY OF TORONTO
36 Adelaide Street West, Toronto, Ontario



RALPH C. DAY, ESQ.
CHAIRMAN

LT.-COL. JOHN F. ELLIS O.B.E.

ALFRED WARD, ESQ.

ROBERT G. BUNDY
GENERAL MANAGER

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

Your Worship, Madam and Gentlemen:

In accordance with the requirements of R.S.O. 1952 and By-law 18680, establishing the Parking Authority of Toronto, we are pleased to submit for your consideration, our Sixth Annual Report for the year 1957.

During the past year, continued expansion of the municipal parking program was carried out. At the end of 1957 — 40 municipal carparks were in operation, including two mechanical parking garages which were opened during the Fall of the year. In 1957, some 3,824,000 motorists used your municipal parking facilities at modest parking charges of 10c, 15c, 20c, and 25c per hour.

In order to bring the locations of the various municipal carparks to the motoring public's attention, a modest advertising program was introduced during 1956. This program proved to be extremely successful during the year under review and many favourable comments were received in appreciation of the guide maps that were distributed and the directional "P" signs used to locate the carparks.

The two mechanical parking garages were opened during the Fall of this past year. These garages called for an entirely new vehicle lift mechanism. Although

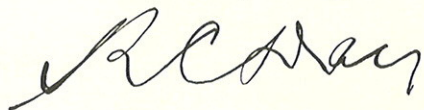
several difficulties have been experienced with the equipment, an improvement in our operating techniques with these parking machines has been made.

During June of 1957, construction of the Underground Parking Garage at the site of the Civic Square was commenced. A plumbers' strike caused a delay in the construction program. However, work on the construction is now on schedule and it is anticipated that the garage will be completed during June—July 1958. The Underground Garage will provide over 1300 lockup, self-park parking spaces.

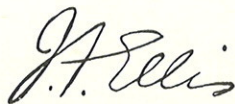
We take pleasure in reporting that your municipal carparks were operated on a self sustaining basis without charge upon the general taxpayer. Real Estate and Business Taxes were paid on all the Authority operated parking facilities and some \$705,770.00 of the Authority's revenues were used to, or committed for, the cost of acquisition of parking area lands and improvements, the title of which belong to the City of Toronto.

In submitting this report we would like to thank your Worship, the Board of Control and City Council for the sympathetic co-operation we have received in our endeavors to provide convenient off-street parking. Without such co-operation our work would not have been possible.

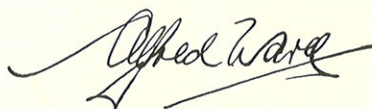
Yours very truly,



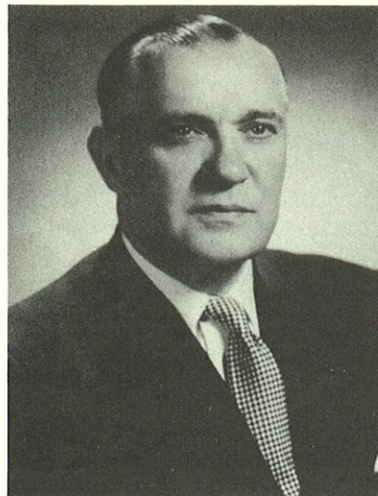
Ralph C. Day,
Chairman



John F. Ellis,
Commissioner



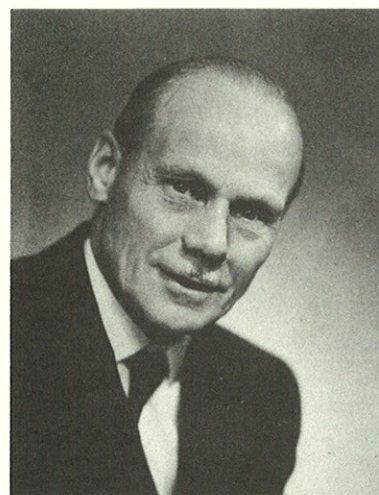
Alfred Ward,
Commissioner



Ralph C. Day



John F. Ellis



Alfred Ward

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1. HISTORY OF THE PARKING AUTHORITY

A. WHAT THE AUTHORITY STANDS FOR

The Parking Authority of Toronto is a corporate body established by a Provincial Statute and City By-law in 1952. The Parking Authority is charged with the responsibility for the construction, maintenance, management and operation of municipal off-street parking facilities.

The Authority is required to operate such facilities on a self sustaining basis without any charges to the general taxpayer. The Authority is composed of three taxpayers of the City of Toronto, who are appointed by, and responsible to City Council.

B. THE AUTHORITY'S OBJECTIVES

The Authority's prime objective is to provide low cost, quality parking service to the motoring public of Toronto. To obtain this, it endeavors to establish and maintain at a high standard, an attractive system of municipal carparks primarily to meet the parking requirements of the transient parker.

It endeavours to obtain these objectives at an economical outlay following business practices as outlined by the Civic Administration.

In providing attractive off-street parking facilities the Authority hopes to eventually provide sufficient parking accommodation so that roads may be clear for the free passage of vehicular traffic.

C. ACCOMPLISHMENTS

	1953	1954	1955	1956	1957
Carparks					
Operating	5	10	26	34	40
Spaces					
Available	500	900	3,000	5,000	5,900
Customers					
Served	125,000	320,000	875,000	2,821,000	3,824,000

Since the inception of the Parking Authority it has been able to operate on a self sustaining basis. This has been made possible by the enthusiastic acceptance with which the Authority has been received by the motoring public.

II. 1957 REVUE

A. New Projects Completed

1. SURFACE AREAS

The following municipal carparks were brought into operation during the past year;—

No. 38—located at St. Patrick & Dundas Streets—this Area will accommodate 194 cars.

No. 39—located a Castlefield & Yonge Streets—this Area helps to provide parking accommodation for passengers on the T.T.C. Subway. The capacity of the Area is 162 spaces.

No. 43—Esplanade and Yonge Streets—this area, situated in the lower downtown district, will accommodate 150 vehicles.

No. 44—located at Fuller and Queen Streets—this area is the only municipal carpark in this district.

No. 46—located at King and Toronto Streets—this area, situated in the heart of the downtown district, will

accommodate 127 vehicles. It is operated by the Authority on behalf of the Toronto Stock Exchange on a rental and revenue sharing basis.

These areas have varying rate structures depending on land and construction costs. Several new ideas have been tried out on them, such as different designs to Cashier's Shelters, Ticket Racks and Signs. It is by experimenting with different techniques that we eventually hope to establish the ultimate in construction and operation of your carparks.

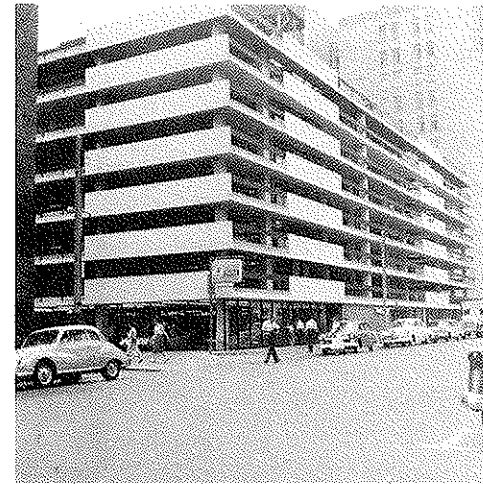
2. MECHANICAL GARAGES

During 1956 construction was started on the Authority's first two mechanical parking garages, No.'s 33 & 34 located respectively at Temperance Street and at Dundas Square. The Temperance Street Mechanical Parking Garage was designed to accommodate 415 vehicles. It was opened during the early Fall of 1957 by his Worship Mayor Phillips. The Mayor's car was the first vehicle to be parked.

Carpark No. 34 located at Dundas Square is a similar garage to Temperance Street. Dundas Square is the smaller of the two garages providing three service elevators as opposed to Temperance Street's four. The Dundas Square Garage was opened just prior to Temperance Street Mechanical Garage, being opened quietly to provide operating experience with this type of equipment.

The type of wheel lift mechanism provided on the elevators at these mechanical garages is entirely new in concept. The Authority decided on the type of mechanism used on the advice of its Consulting Mechanical Engineers and Professor Smith of the University of Toronto, who made their recommendations as a result of studies and inspections of mechanical parking equipment used in the United States.

As is the case with many original designs the Author-



TEMPERANCE ST.



DUNDAS SQUARE

ity experienced setbacks shortly after the garage had been opened. These were caused by mechanical breakdowns to various components of the elevator machines. However, in view of the experience derived from this type of equipment, a completely new type of wheel lift has been evolved that, it is hoped, will completely eradicate the defects in the earlier type of equipment.

These modifications will be installed in June 1958. The Authority is confident that when the above mentioned modifications are carried out to the equipment, they will obtain the operation that their mechanical engineers had envisaged for the type of equipment they recommended.

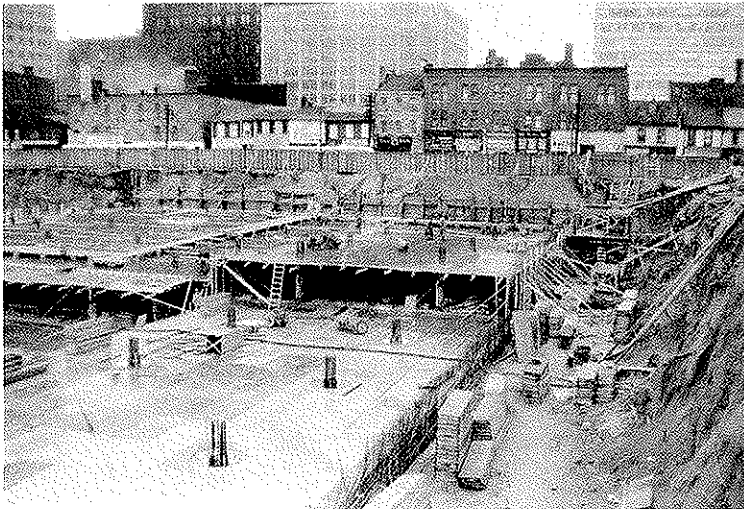
B. UNDERGROUND GARAGE

During 1956, preliminary studies were carried out at the site of the Civic Square Underground Parking Garage. The Authority's Consultants had discussions with the City Engineer on the relocation of public utilities, such as water, gas, sewer, telephone and hydro conduits. During the Fall of 1956, plans were put before members of the City Planning Board and they subsequently sent their approval of the project to City Council. Sub-

sequently, the Ontario Municipal Board approved the capital financing for the project during March of 1957.

During mid 1957 the excavation for the construction of stage one of the Underground Garage was commenced.

It was anticipated at that time that the garage would be completed during June of 1958. However, a plumbers' strike entitled the Contractors, Perini Limited, to an extension of time of some three weeks. The garage is now estimated to open mid July of 1958.



CONSTRUCTION STAGE, OCTOBER 1957.

C. OPERATING COSTS

1. Union Negotiations

The Parking Authority is at present engaged in negotiations with Local 43 of the Toronto Civic Employees' Union who have been elected by the outside employees of the Authority to represent their interests. During these Negotiations the Authority has made offer and counter offers, all of which have been found to be unacceptable to Local 43.

Because of anticipated increased operating costs, the Authority is at the moment reappraising what size and design of parking facility constitutes an economical unit. In the light of information obtained, the Authority will have to reconsider its future capital expenditures and building plans.

2. INVESTIGATION OF MECHANICAL DEVICES

Over the last few years, great strides have been made in the development of mechanical devices applied to the automation of the operation of car parks. The Authority has been well aware of this fact and has, accordingly, from time to time carried out investigations on the type of equipment available that might be used in conjunction with its own operations. In view of the increased costs, the Authority feels that certain mechanical devices might be fruitfully applied to some of its areas, especially those that have been found to be sub-economic in operation.

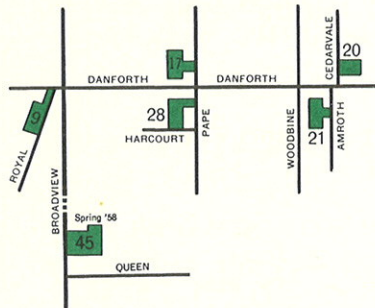
With this in mind, the Authority's operations are being surveyed by a firm of specialists in automatic parking devices and on the results of this survey and the Authority's own investigations in this field, it shortly hopes to be able to modify some of the operations to automation.

III. THE FUTURE

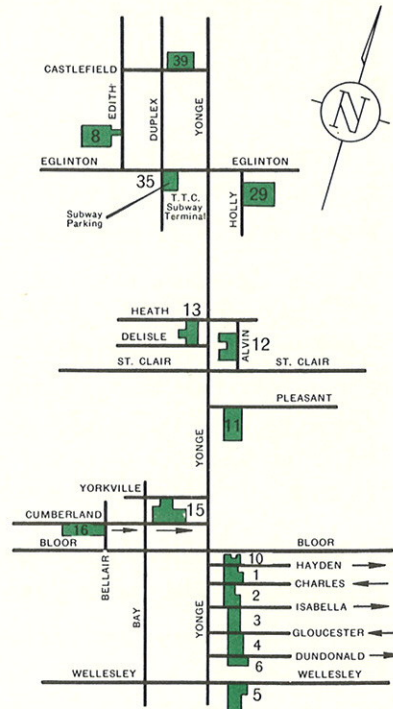
A. Approvals Received

The Authority has received approval to commence construction of a parking garage on the site of Area No. 1, located at Charles Street. It was intended to build a mechanical parking structure on the site of this area. But in light of the experience gained with the existing mechanical garages, the Authority felt that it should

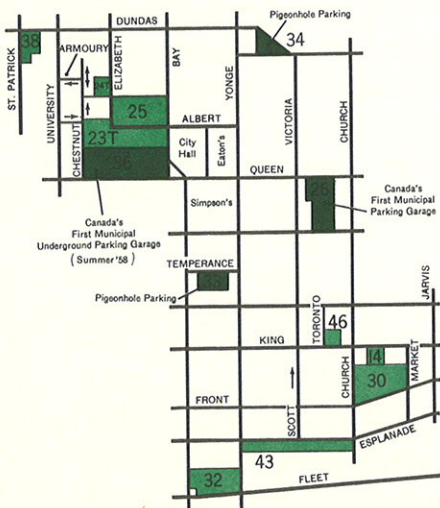
EASTEND



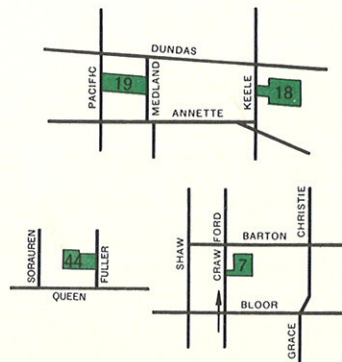
UPTOWN



DOWNTOWN



WESTEND



consider a ramp type garage or else defer the commencement of construction until such times as efficient operation is obtained with the present mechanical garages.

Approval has been received for the addition of another deck to the successful Queen-Victoria Garage. This new roof level of 104 spaces will be started early in the Summer of 1958.

Capital expenditures have also been approved for the development of an extension of parking facilities in the Yonge-St. Clair district.

In the immediate future the Authority also hopes if economically feasible, to establish parking facilities in both the Eglinton-Avenue Road and the St. Clair-Dufferin districts. The Authority is co-operating with the businessmen in these areas in order to establish the required off-street parking.

The Authority had also hoped to establish parking facilities in the Bloor-Sherbourne District. However, it was found that land values were too high in this location.

The Authority previously proposed five municipal carparks adjacent to Bloor Street West between Spadina Avenue and Dovercourt Road. However, these proposals are being held in abeyance, pending investigation, in co-operation with the T.T.C., of the possibility of establishing carparks on, and in conjunction with, portions of those lands to be expropriated for the Bloor Street subway. Preliminary discussions with officials of the T.T.C. have been very encouraging. Therefore, your Authority believes that some new and better proposals can be made on a much more economical basis. This, of course, could reduce or probably eliminate the necessity of obtaining capital financing assistance from local businessmen as was previously contemplated.

B. Long Term Plans

The Authority feels that within the next few years it will be necessary to obtain additional parking facilities by the erection of parking garages on the following surface carparks.

No. 29—Eglinton-Holly

No. 36—Civic Square—Underground Garage
Stage No. 2 (900 cars)

No. 12—Alvin-St. Clair

No. 15—Yorkville-Yonge

No. 16—Bellair-Bloor

The result of the above expansion would be the addition of approximately 3,000 spaces.

The Authority's carpark located at Bay and Fleet Streets is subject, at present, to very heavy useage. With the opening up of the Seaway, the Authority feels that it will be desirable to erect a 1200 car ramp garage at this site. Extension of the Esplanade-Yonge carpark is also contemplated.

The Fred G. Gardiner and Don Valley expressways also indicate the need for additional parking spaces in their immediate vicinity. Commuter lots are being planned for the Fred G. Gardiner expressway to provide 4,000 parking spaces which includes a 2,000 car mezzanine deck.

The Don Valley expressway is thought to call for at least a 1,000 car commuter lot.

Experience has shown that there must be cheap, direct rapid transit service to the downtown area before the motorist will make use of commuter parking lots. Therefore, your Authority considers that this transportation system should be decided upon before your Authority establishes the above lots.

Your Authority has been approached with increasing

demands for, normally sub-economic, parking facilities in local business districts throughout the city. With this in mind, we are making progress in co-operation with local businessmen, to institute a new and more realistic approach to the establishment of *self-sustaining* carparks in these outlying districts.

Every effort is being made to supply modern, efficient and adequate off-street parking areas, wherever the need is great and the operation will be economically sound.

IV FINANCIAL STATEMENT

THE PARKING AUTHORITY OF TORONTO BALANCE SHEET—DECEMBER 31st, 1957

ASSETS

CURRENT ASSETS
 Cash on Hand and at Bank \$ 183,923.38
 Accounts Receivable 3,038.90
 Prepaid Expense 7,045.30
 \$ 194,007.58*

FIXED ASSETS

Furniture, Fixtures
 and Equipment 42,668.27
 Carparks, Land and
 Improvements 7,454,996.51
 \$7,497,664.78

LIABILITIES

CURRENT LIABILITIES

Accounts Payable \$ 162,113.37
 Accrued Salaries & Wages 10,380.85
 Parking Stamps sold but unused 3,703.21
 Current surplus from operations 17,810.15
 \$ 194,007.58

CAPITAL LIABILITY

Funds advanced by City pending
 Debenture Issues 956,250.57

DEBENTURE DEBT

Debentures Issued \$4,369,343.88
 Less redemptions & deposits to Sinking Funds 175,471.75
 4,193,872.13

CAPITAL SURPLUS

Created by purchase of lands
 fixed assets and improve-
 ments out of Authority's
 revenues 1,427,301.53

Created by purchase of land
 and fixed assets out of park-
 ing meter revenue \$789,786.39

Less writeoff of Civic Square
 Surface Improvements 45,017.59

Debentures Redeemed 744,768.80
 Sinking Fund Investments 156,324.42
 19,147.33
2,347,542.08
\$7,691,672.36

\$7,691,672.36

*Fixed Assets also appear on the City's balance sheet, the Authority does not hold title to them. They appear on the above balance sheet by reason of having been designated for use of the Parking Authority.

*Current Surplus shown, is the balance of surplus after purchase of fixed assets and land out of Authority's revenues, title of which is turned over to the City of Toronto. In accordance with Municipal Accounting Practices, no reserves are created, out of surplus, for depreciation. The financial information from which the above Balance Sheet has been abstracted has been determined and approved by the City Auditor.

REGINALD W. LEWIS, Treasurer-Accountant

ROBERT G. BUNDY, General Manager