

ANNUAL REPORT

TO CITY COUNCIL

1954

*Including a review of activities of the Authority since
its establishment in June 1952 and a reassessment
of the parking situation*

THE PARKING AUTHORITY OF TORONTO

MAY 1ST 1955



THE PARKING AUTHORITY OF TORONTO

RALPH C. DAY, ESQ.
CHAIRMAN

LT. COL. JOHN F. ELLIS

ALFRED WARD, ESQ.

ROOM 411, MANNING CHAMBERS

414 BAY ST., TORONTO

EM. 6-8411, LOCAL 409

JOHN R. WALKER, P. ENG.
EXECUTIVE ASSISTANT
AND TRAFFIC ENGINEER

May 1, 1955.

Nathan Phillips, Esq., Q.C., Mayor,
and Members of the City Council,
City Hall, Toronto.

Third Annual Report - 1954

Gentlemen:

In accordance with the provisions of the Private Bill and City By-law establishing your Parking Authority, we are pleased to submit our Annual Report for 1954.

It is always a pleasure to be the bearer of good news. In 1954 our operations increased from five to ten parking lots, and we received approval for an additional eleven neighbourhood lots plus one garage, the large but temporary Civic Square lots and the Market Block lot in the downtown area. Also, as a result of our interest, the City had decided to it one of the former Harbour Commission waterfront parking lots to ensure its permanent parking usage.

We regret that our other proposals were not approved, because in our estimation, they would have worked appreciable benefits to the City as a whole. In their lieu, there will be projects brought forward for your consideration from time to time. Our endeavours to date should bear fruit later this year, and it is our hope that your Council and all citizens of Toronto will be persuaded of the wisdom and propriety of proceeding with a vigorous municipal parking program.

We can report again that we have been self-sustaining. Our studies, activities and program have been without charge upon the general taxpayer; we paid to the City some \$7,500 realty and business tax, plus \$1,600 rent for our modest office. Some 320,000 cars were parked at 10¢ per hour on the ten municipal lots in our care, although four of these lots were in operation only part of the year.

We would like to record our sincere appreciation of the generous and accurate reporting of our endeavours by the Toronto press. The newspapers have kept the public acquainted with the objectives and progress of your Parking Authority, and have given fine editorial support. We wish also to express our thanks to the appointed officers of your government for their excellent guidance and assistance.

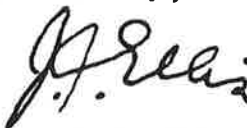
Your Parking Authority is the first in Canada, although the device is a regular and successful adjunct to municipal government in the United States. The pioneering work which we have undertaken at your request has been made somewhat more difficult than anticipated, due to our limited powers and authority. Nevertheless, progress has been made, and our experience will be a proper guide for those other Canadian municipalities which are planning similar agencies. We have tried to maintain a sense of the close relationship between parking, traffic and transit problems and issued a memorandum last September dealing with the serious trends in these fields. We hope that we have made some contribution to the solution of these vexing problems.

It has been our pleasure to serve your Council, and we trust that the several recommendations contained in this Report and summarized at its close will receive your sympathetic consideration.

Yours faithfully,



Ralph C. Day, Chairman



Lieut. Col. John F. Ellis



Alfred Ward

RCD/EP

ANNUAL REPORT 1954

I N T R O D U C T I O N

Reasons for Municipal Action in Fostering Off-Street Parking

Many municipalities have taken action to ease their parking problems, often in spite of loud and plausible opposition from private interests. When the Parking Authority of Toronto appeared before the Ontario Municipal Board in June, 1954 in support of its initial program of capital works, the question of municipal action in this field was immediately raised. The chief arguments in favour of municipal action are:

1. The need to protect property values of the City business and commercial communities.
2. Off-street parking facilities are an integral part of the roadway system: - administration for their provision is as much a public responsibility as provision of roadways.
3. The most effective regulation of curb parking cannot be obtained unless a related agency controls off-street parking.
4. Only centralized responsibility can ensure a permanent and well planned system of parking facilities.
5. Parking deficiencies are closely related to traffic congestion; efforts to expedite traffic flow require coordinated control over design and strategic distribution of facilities.
6. Adequate parking relief cannot be realized by sporadic and undirected efforts of private developers alone. Long-range solutions must contemplate both short and long-term requirements and follow comprehensive planning.
7. Conservative municipal parking charges serve as yardsticks to discourage exploitation of the public and avoid unfavourable comparison with former parking meter rates when curb parking prohibitions are instituted.

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Parking Authorities, - Their Purposes, Characteristics and Advantages

- (a) Purpose - Authorities are special purpose public corporations created for the administration of a community service. Although created by official government action, their activities are normally carried on outside of the usual governmental structure.

The increasing complexity of urban life, caused in large measure by the influence of the automobile, has made apparent the need for many new and additional municipal services. Authorities provide an agency for the creation and administration of such services, without resorting to the use of public tax revenues.

Authorities have been used for such diverse public services as toll highways and bridges, water and sanitation systems, public transit, reclamation and conservation, and low-cost housing programs. A recent example in Canada is the St. Lawrence Seaway Authority. Adaption of this idea to municipal off-street parking programs has been widespread and successful in the United States, where more than 80 cities have adopted the device.

- (b) Characteristics - Parking Authorities are charged with full responsibility for a city's entire off-street parking program. Flexibility of operation is the prime characteristic of the parking authority. Its intent is not to exclude private enterprise from the parking field. Where substantial services are rendered by private parking facilities, authority activities are aimed at supplementing such operations.

The three characteristics of parking authorities created under proper and wise legislation are:

- Capacity for action; - not just an advisory committee but empowered to act as an independent unit on all phases of the off-street parking function.
- Self-financed; - ability to issue revenue bonds in their own name.
- Inability to levy general taxes.

The Parking Authority of Toronto can boast only of the last characteristic, its inability to levy general taxes.

Parking Authorities - (Cont'd.)

(c) Advantages of Parking Authorities -

1. Provision of a central agency for initiating parking relief measures in all areas of the community on a scale related to the magnitude of the problem.
- ★ 2. Possession of powers broad enough to permit effective action yet restricted enough to prevent misuse.
- ★ 3. Flexible powers permit it to pursue the most advantageous course, - whether it be by leasing, purchase, or co-operative action with existing parking operators or merchant groups.
4. Being self-sustaining, its debts do not burden the taxpayer nor impair the City's credit.
- ★ 5. Being independent, it is not subject to annual tax budget implications nor sensitive to periodic political policy alterations. This permits the attraction of competent and experienced administrators who are wary of things political.
- ★ 6. Being autonomous, they are free from most of the political pressures found in municipal departmental governments.
7. Being dependent upon their own revenues for continuation, there is every incentive for high management and personnel efficiency.
8. Centralized responsibility for a broad complex of locations minimizes financing problems and permits development of uniform, high service standards.
9. Being non-profit, public-benefit corporations, they can provide a co-ordinated system of permanent, convenient facilities at reasonable prices.
10. By paying normal realty and business taxes they cannot be accused of providing "subsidized" parking facilities.

Advantages of Parking Authorities - (Cont'd.)

11. By attaining a system concept of parking operations, the strong facilities can carry those that are weak and would not be developed by private operators interested in early profits, despite the need for such facilities.
12. Responsibility for a single function - parking - permits constant contact with changing facets of the problem and provides the community with a permanent, unified parking system.

Due to unusual restrictions on its powers, the Parking Authority of Toronto cannot claim all the above advantages. (Those not pertinent in Toronto are marked "★".)

(d) Disadvantages of Parking Authorities -

Disadvantages to the parking authority device are:

1. The powers usually granted authorities and necessary to their effectiveness place their operation beyond immediate political control except for appointment of Commission members.
2. Separation of authority operation from the local governmental structure could lead to duplication of efforts and activities now existing in some City department.
3. Being dependent upon their own earnings and unable to rely upon financial support of the City, considerable caution is required in development of programs.
4. The obligation of amortizing the whole cost of commercial land acquisition, often a major portion of the cost of a project, over 20 year debenture periods is a heavy financial burden seldom required in private business.

Events Leading to Creation of the Parking Authority of Toronto

The establishment of Canada's first Parking Authority was recommended for the first time in May, 1950, by the Commissioner of Planning and the City Traffic Engineer. They presented an analysis of the 1948 Elliot - Haynes Parking Survey and recommended:

- the establishment of a Parking Authority to be financed by City debentures.
- acquisition of 34 downtown parking lots, to ensure their permanency, and erection of two garages at a total cost of \$7,376,000.

(In the intervening years, one garage site and a number of the parking lots have disappeared.)

In September, 1950, Mr. F. D. Tolchard, Secretary to the Toronto Traffic Conference and the Toronto Board of Trade recommended to Alderman Cowling, Chairman of the Civic Works Committee:

- a request be made for provincial legislation to permit establishment of an off-street Parking Authority.
- the temporary appointment of a special committee of Council to prepare a comprehensive and city-wide municipal parking program.

In October of 1951, after exhaustive study, Alderman Cornish as Chairman of the Special Committee on a Comprehensive Parking Program recommended:

- that the 1952 Civic Committee on Works consider the establishment of an Off-Street Parking Authority.

In March, 1952, the Provincial Legislature approved a private bill, "City of Toronto Act R.S.O. 1952" permitting the establishment of a Parking Authority. (Powers permissible under this legislation were broad and reasonable, but subject to such limitations as Council desired.)

In May of 1952, the City Traffic Engineer and the Planning Commissioner reported to another Special Civic Committee:

THE PARKING AUTHORITY OF TORONTO



JOHN F. ELLIS
Commissioner



RALPH C. DAY
Chairman



ALFRED WARD
Commissioner

Members of Toronto and Canada's first Parking Authority,
appointed by City Council on June 24, 1952



STAFF

Miss Lois C. Wickett, Secretary
Miss Helen Jones, Clerk
Mr. Robert Anderson, Engineering Assistant
Mr. Fred McAuley, Field Supervisor
Mr. Franklin Buck, Auditor

JOHN R. WALKER P. Eng.
Executive Assistant
and Traffic Engineer

Events Leading to Creation of Parking Authority - (Cont'd.)

"During the several years that the Works and other Committees have been studying the problem with the assistance of City officials, - - - little, if anything has been accomplished." They recommended the immediate establishment of a Parking Authority that could give full time attention to the problem.

On June 24th, 1952, City Council passed By-law 18680, establishing The Parking Authority of Toronto.

Membership of Canada's First Parking Authority

On June 24th, 1952, City Council appointed Ralph C. Day, Alfred Ward and Col. John F. Ellis, resident rate-payers of the City of Toronto, as the first members of the Authority. The members were appointed for three year terms, serving without salary or remuneration. At the first meeting, held on July 8th, 1952, Mr. Day was elected Chairman and has served in this post since that time.

Mr. Day brought to the Authority his experience as a former councilman and mayor, and successful businessman in his own right. Col. Ellis was an active member of the Toronto Traffic Conference, Board of Trade, first President of the Downtown Businessmen's Association, and a successful businessman. Mr. Alfred Ward represented labour interests being an executive member of the Toronto District Trades and Labour Council, and business manager of the A.F. of L. Carpenters' Union.



LOOKING SOUTH FROM BLOOR STREET, SHOWING
AUTHORITY'S SEVEN MUNICIPAL PARKING AREAS
JUST EAST OF YONGE ST. BETWEEN BLOOR AND
MAITLAND STS.

These areas were placed in operation between 1952
and 1954 with accommodation for some 600 cars.

REVIEW OF ACTIVITIES TO DATE

1952 IN REVIEW:

Assessing the Problem

Between July 8th and December the Authority held twelve meetings. Some highlights from its activities during that year are the following:

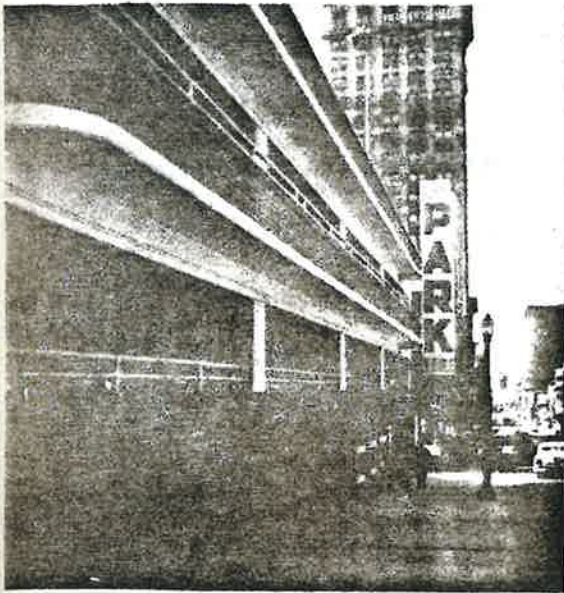
- The Authority's recommendation for five parking lots over the subway in the Bloor to Wellesley section were approved by Council.
- A recommendation to the Civic Works Committee that operation and maintenance of curb parking meters be entrusted to the Authority was turned down.
- Numerous proposals for different designs of ramp and mechanical garages were received and studied.
- The C.N.R. was encouraged to use its former Fruit Market site at Yonge and Esplanade for parking; it was later leased to a private operator.
- The Authority studied previous parking reports from special committees and civic officials and the Elliott - Haynes Parking Survey.
- There was proposed a 350 car commuter parking lot at the Chaplin Crescent subway station which was successfully opposed by the local ratepayers association.
- The Authority discussed with T.T.C. officials parking conditions in the Eglinton Subway Terminal area, reviewing various proposals.
- An approach was made to the Toronto Harbour Commission re permanency of the waterfront parking lots and assurance received that they would be retained for three years, pending more desirable commercial development.
- The Authority received several representations from Mr. W.B. Herman and Mr. Max Gold of City Parking Limited and the Outdoor Parking Association. They requested that the Authority's by-law be amended to permit leasing of its lots to private operators,



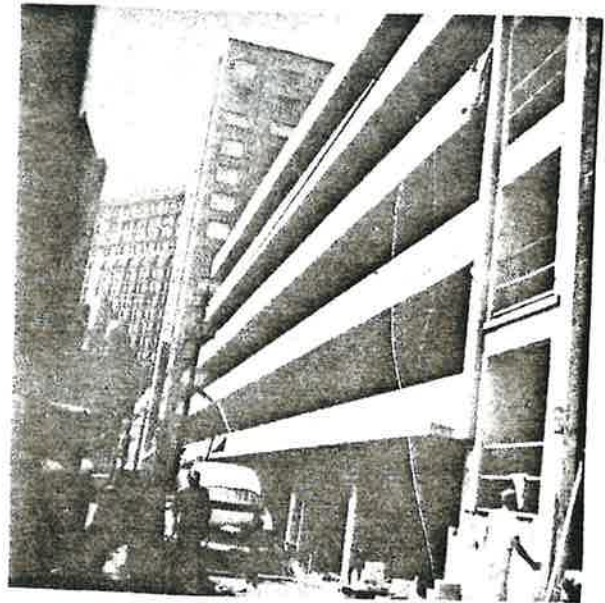
PARKOMAT ELEVATOR GARAGE
Washington



PARKING AUTHORITY RAMP GARAGE - PROJECT No. 2
Pittsburgh

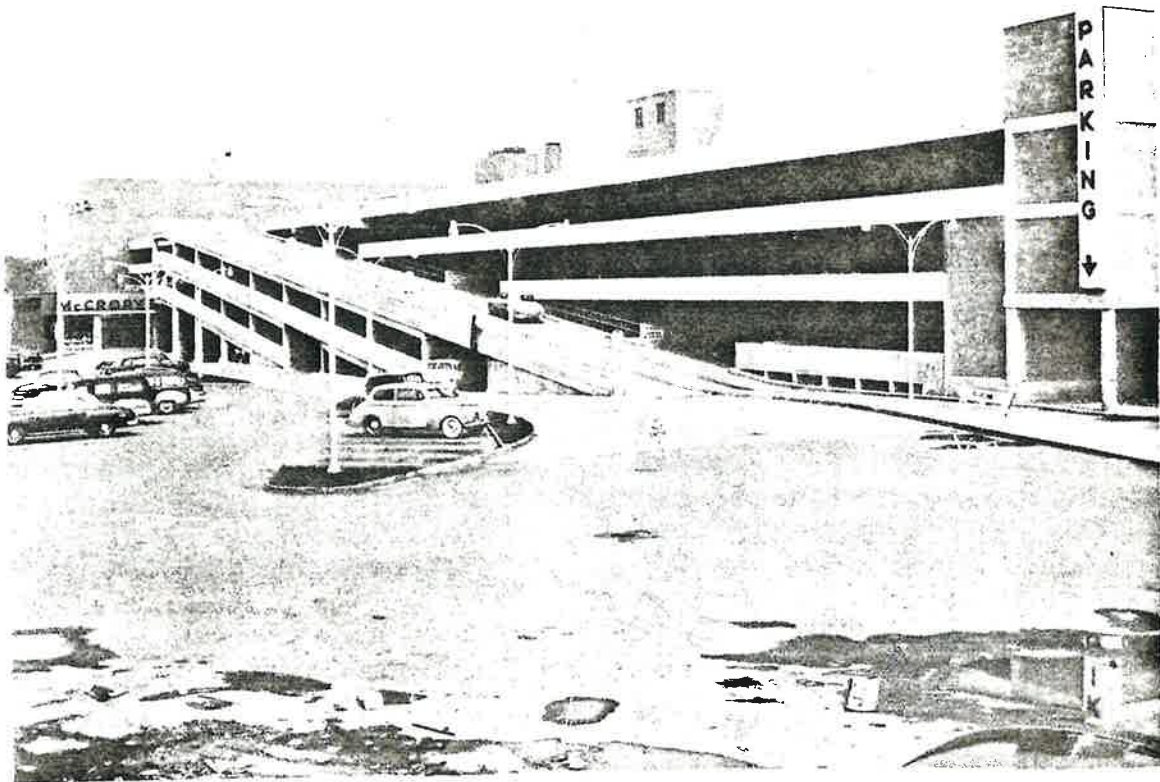


RAMP GARAGE
Baltimore



RAMP GARAGE, ONE OF SIXTEEN FINANCED WITH ASSISTANCE OF CITY OF BALTIMORE

Typical Parking garages inspected by the Authority, September 1952



1600 CAR RAMP GARAGE ERECTED ADJACENT
HECHT BROS. DEPARTMENT STORE IN
ARLINGTON, VIRGINIA

(Note unusual ramp system providing one-way traffic movements)

September, 1952

1952 IN REVIEW: (CONT'D.)

and that there be no disturbance of present arrangements for leasing of City-owned lands to private operators. They stated that in their opinion, there was no parking space shortage downtown, that private operators would build garages when and if required, but that they were most anxious to co-operate in every way possible with the Parking Authority.

To find out what was being done in American cities, the three members of the Authority, together with Mr. John R. Walker, then Assistant City Traffic Engineer, visited New York, Baltimore, Pittsburgh, Philadelphia and Washington. They inspected numerous ramp and parking garages and discussed common problems with Traffic Engineers and Parking Commission members in each City. The major problem encountered was that of establishing a common basis of understanding and co-operation with private interests in the parking field. There was evident strong opposition to municipal activity in off-street parking, usually in the form of prolonged court litigation to harrass the Parking Commissions.

New York City has embarked upon a program of 25 municipal garages and 33 parking lots for construction over a six year period at a cost of \$94.4 million. Some 42,000 additional parking spaces will be provided.

1953 IN REVIEW:

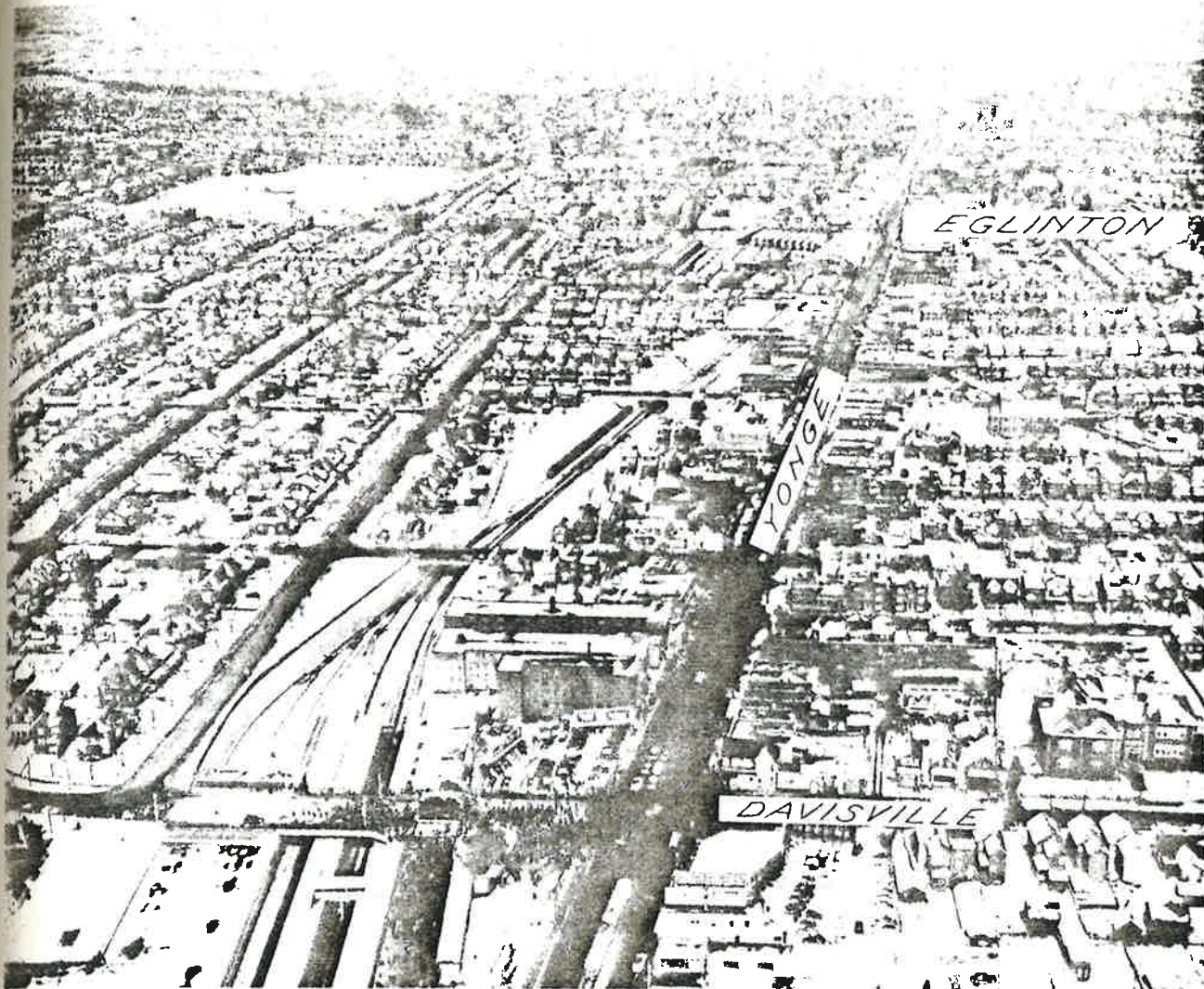
Statement of Policy and Development of Initial Program

In 1953 the Parking Authority of Toronto held fifteen meetings. Highlights from its activities during that year were:

- The Authority's recommendation to Council that its by-laws be amended to permit leasing of its parking lots to private operators under public tender was approved. The Authority would control the rates and service standards.
- Discussions were held with Mr. F.J. Cornish and Mr. F.D. Tolchard, re the need for improved railway commuter service to reduce employee parking requirements downtown. (This subject has been under careful study since that time by the Board of Transport Commissioners and the Toronto Board of Trade. Practical recommendations are expected soon, and will probably make reference to the importance of municipal action in off-street parking and prohibition of curb parking to protect costly investments in commuter parking facilities.)
- The Authority recommended to City Council two downtown parking garages, at Queen near Victoria and at Adelaide near York. These initial recommendations were approved in principle by Council and later revived by the Authority.
- There was recommended a fringe parking lot on Jarvis and Mutual Streets, near Queen Street. This proposal was not acted upon.
- The Authority recommended to Civic Works Committee a prohibition of curb parking on Yonge Street, in the area served by the five subway parking lots. (After numerous reversals this prohibition finally came into effect in the late fall of 1954. It was the first practical implementation of the City's adopted policy of prohibiting curb parking in areas served by adequate and permanent off-street facilities.)
- Proposals were received from the Yonge - St. Clair Business and Professional Association for three municipal parking lots in that area. (Definite proposals were placed before Council in 1954, and approved.)

1953 IN REVIEW: (CONT'D.)

- Requests were received from the Bloor District Businessmen's Association for parking lots along Bloor between Spadina and Lansdowne. (After continuing studies, definite proposals are to be placed before Council early in 1955.)
- The Parking Authority received representations and briefs from the Downtown Businessmen's Association, Mr. W.A. Bryce, Mr. F.J. Cornish, and other interested parties, urging construction of modern municipal garages downtown. Their particular emphasis was on the planning of permanent facilities in locations where they would do the most good.
- Representations and briefs were received from Mr. W.B. Herman of the Toronto Outdoor Parking Association, opposing the Queen - Victoria and the York - Adelaide Garage proposals. He claimed that there was no lack of parking space downtown and that municipal garages would have to be subsidized since they would cost \$7.00 per square foot or \$2,300 per car space. (In 1954 the contract for the Queen - Victoria Garage was awarded at \$2.85 per square foot, or \$825.00 per car space, - attendant parked.)
- The Authority received a list of parking lots owned by members of the Toronto Parking Association with advice that these operators were prepared to enter into "suitable agreements" with the Authority to guarantee the permanency of such lots. The Authority did not feel competent at that time to accept the responsibility of restricting its future course of action in return for a guarantee that those lots then in existence and owned by parking operators would be permanently used for parking. Many key parking sites were not owned but merely leased by private operators and thus would not be included in the guarantee. Indeed any action to make such key sites permanent would be thwarted by the conditions which the Association desired to impose: -
 - (a) that the City never expropriate any of the guaranteed permanent sites.
 - (b) that the City never establish a parking lot or garage in proximity to the privately-owned parking lots.
 - (c) that the City or Parking Authority not operate itself any downtown parking sites, since such competition would be "unfair".



OPEN CUT PORTION OF RAPID TRANSIT BETWEEN
DAVISVILLE AND BERWICK OR EGLINTON AVES.

Consideration is being given the erection of a parking deck on this strip with accommodation for some 1,000 cars. Motorists could leave their vehicles at these points, enter the subway at Davisville or Eglinton stations, and proceed downtown free from congestion.

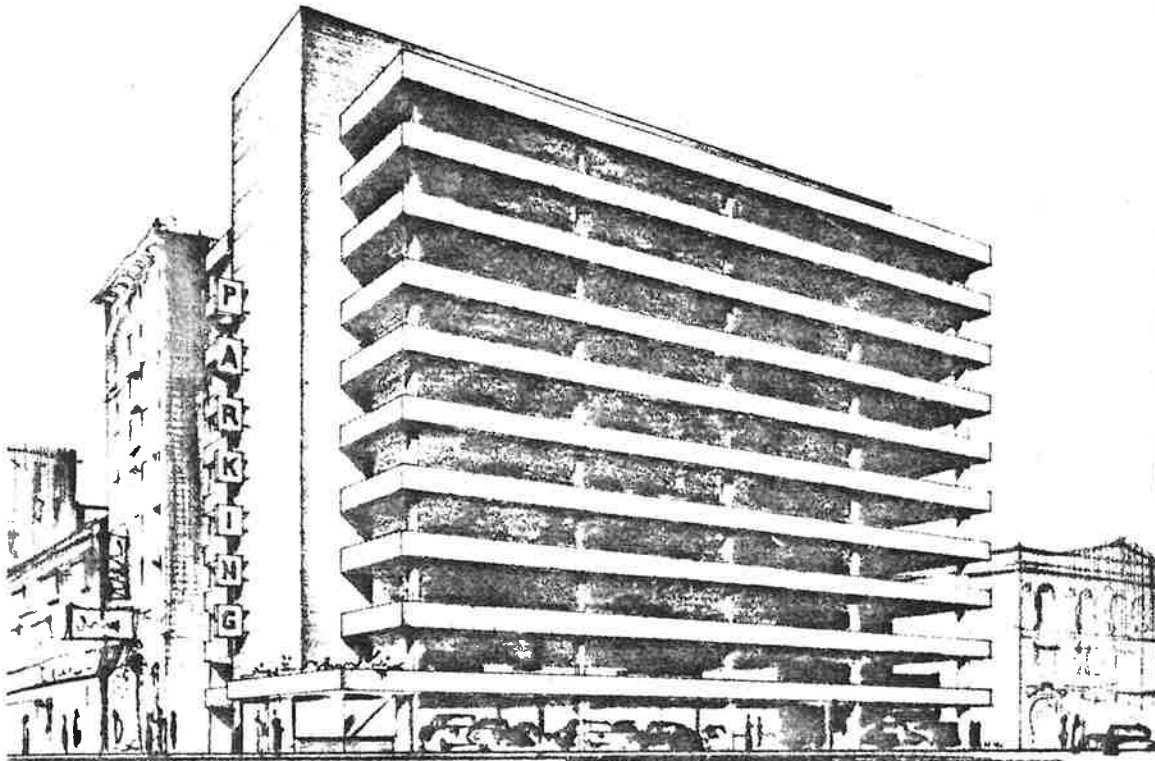
1953 IN REVIEW: (CONT'D.)

(In 1955 the Authority requested a list of parking lots owned or merely leased by private operators in order to determine what key sites, not owned by operators, should be acquired by the City to assure their permanency. In reply to this request the private operators have revived their endeavours to obtain commitments from the City and the Parking Authority that would severely restrict or prevent further municipal action.)

- Alderman Grossman suggested that off-street parking requirements throughout the City be studied and reported upon by the Authority. (In 1954 the Authority brought forward eleven neighbourhood parking lot proposals, which were approved by Council.)
- The Authority encouraged the Toronto Outdoor Parking Association to institute customer parking validation, - free parking, - in co-operation with downtown merchants.
- It was recommended to Council that steps be taken to assure the permanency of waterfront parking lots and establish other fringe parking lots, including the City-owned lands at 301 - 311 Jarvis Street. (No action was taken.)
- The Authority discussed with the T.T.C. various proposals for decking over the Rapid Transit open cut between Eglinton and Chaplin Crescent for commuter parking. (In 1954 approval was received for a small deck over the open cut near St. Clair which will serve also to determine costs of such structures.)
- Mr. John R. Walker, B.A.Sc., P.Eng. was engaged as Traffic Engineer and Executive Assistant. Mr. Walker had been Assistant to the City Traffic Engineer with extensive experience in the municipal, construction and traffic fields. He proceeded to set up a modest office and organization for planning and administration.
- It was recommended that negotiations for acquisition of Civic Square lands be accelerated and that the area turned over to the Authority for temporary parking on a stop-gap basis and to assess future requirements for a Civic Square Underground Garage. (Approved in principle by Council in June, 1954 and later deferred to April, 1955.)

1953 IN REVIEW: (CONT'D.)

- The Parking Authority presented a public statement of Basic Principles and Policy, outlining the problem, the measures necessary for its amelioration, and the desire of the Authority to co-operate with all parties concerned. Various proposals were enunciated for co-operative measures with private operators, but the Authority made clear its responsibility to proceed with direct public undertakings if practical co-operation was not forthcoming. (Copies of this statement were distributed to Council members with a request for endorsement. No comments were received from Council although the statement was endorsed by many public bodies and by the private parking operators.)
- Implementing its stated policy of co-operation, the Authority commenced negotiations with the owner of the site of the Queen - Victoria garage. The Authority proposed to erect the garage on the private operators' parking lot, selling same back to the operator at the cost and over the period of the City debentures. (The owner agreed to this proposal, but reversed his decision when the Authority appeared before the Municipal Board in June, 1954. Thereafter the parking operator showed further interest in a co-operative project but again reversed his decision and appealed the City's expropriation of the site to the Supreme Court of Ontario. Construction of the garage as a direct public undertaking commenced in March, 1955.)
- Again implementing its policy of co-operation, the Authority negotiated with the owner of the parking lot at the south-west corner of York and Adelaide Streets as the site of a modern mechanical garage. The owner agreed to lease the site to the Authority for 21 years, renewable for a further 21 years at 5% of the agreed market value, which would cost the Authority less than amortization of outright purchase. This proposal was submitted to Board of Control in October but no action was taken due to forthcoming elections. In the meantime the private parking operator who was a tenant on the site obtained a new lease which was irrevocable for a five year term. The Authority then recommended that the site be expropriated.)



PROPOSED 400 CAR PARKING
STRUCTURE AT YONGE & MELINDA STS.
FOR THE
TORONTO PARKING AUTHORITY

BLAKE H.M. TEDMAN
ARCHITECT

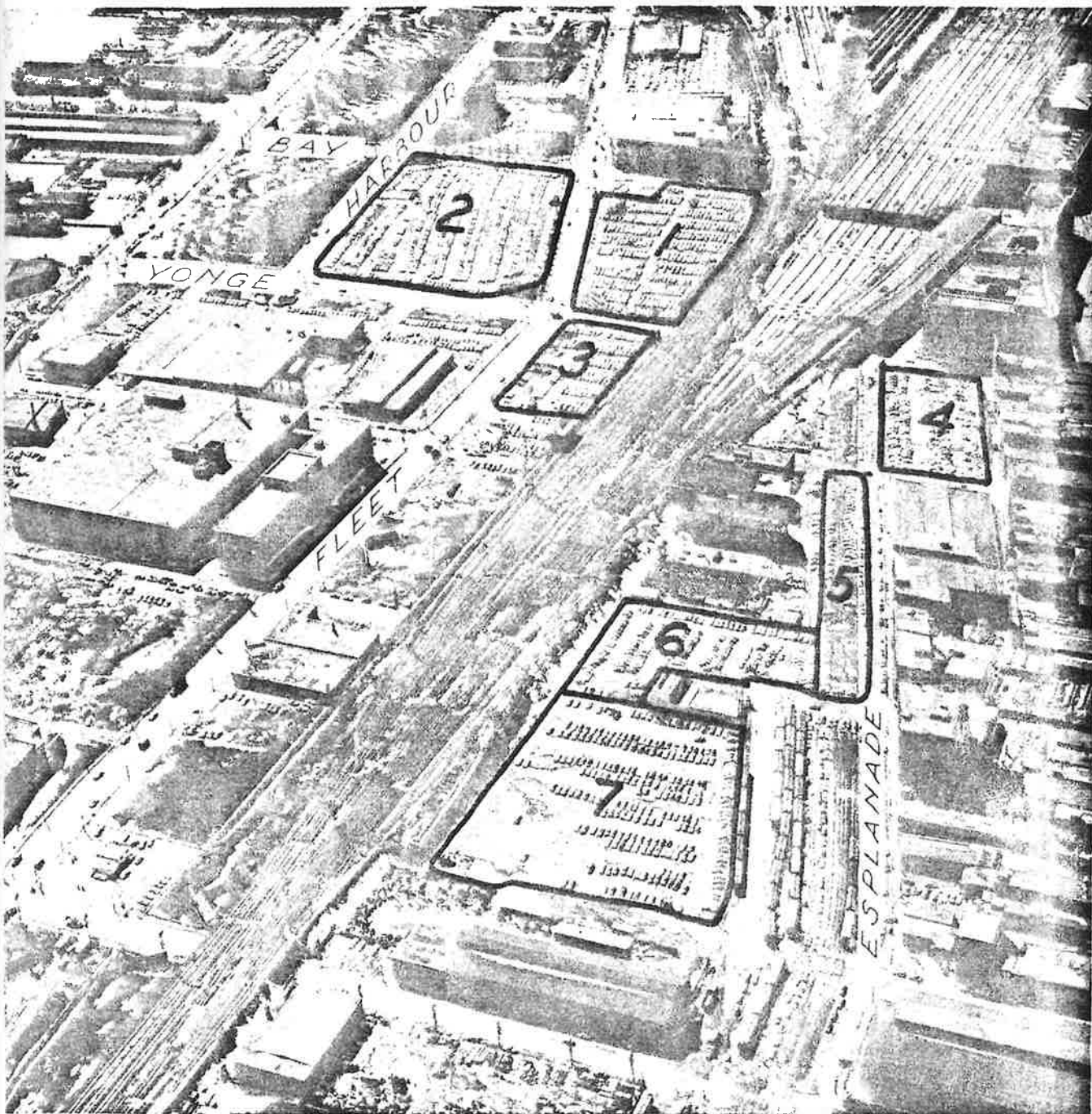
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**PROPOSED MECHANICAL GARAGE FOR SOUTH-WEST CORNER
OF YONGE AND MELINDA STS., TORONTO**

This project has been approved by City Council,
as a joint venture with the owner of the private
parking lot on this site.

1953 IN REVIEW: (CONT'D.)

- A further effort towards co-operative projects resulted in negotiations with Mr. W.B. Herman of City Parking Ltd., owner of the parking lot on the south-west corner of Yonge and Melinda Streets. The Authority proposed erection of a 300 car mechanical garage on this site. The garage would be financed by the Authority and sold back to the owner of the site at the cost and over the period of the City debentures. The owner approved this proposal. (City Council gave final approval in June, 1954, but there has been no further action due to the desire of City Parking Ltd. to review the proposal and consider the desirability of an alternate site.)
- The Authority met with representatives of the Toronto District Trades and Labour Council to discuss various aspects of the parking situation and matters of policy. The Labour Council was of the opinion that adequate, efficient and permanent parking at reasonable rates could not be achieved unless the Parking Authority operated as a public utility. They considered any efforts to work in co-operation with private parking interests were naive and most unlikely to prove productive.
- Discussions were held with the advisory board on the Civic Square concerning requirements for an underground parking garage. The Authority recommended once again that temporary parking lots be established on this area immediately in order to assess size and operational requirements of an underground garage.
- The Authority recommended the establishment of a sixth parking lot over the subway near Wellesley Street, which recommendation was approved by Council.
- The Authority set up a technical committee of engineers and architects to study the City Building Code with reference to parking garages. These studies resulted in a reduction on floor loading requirements from 120 to 75 pounds per square foot.
- The Parking Authority recommended provision for commuter parking lots as part of the Lakeshore Expressway. The consulting engineers included such facilities in their initial report, after consultation with the Authority. (Subsequent studies of a Lakeshore Expressway co-ordinating committee were carried on without reference to the Parking Authority with the result that the final alignment of the Expressway made no provision for



WATERFRONT PARKING LOTS -

on south fringe of the downtown core.

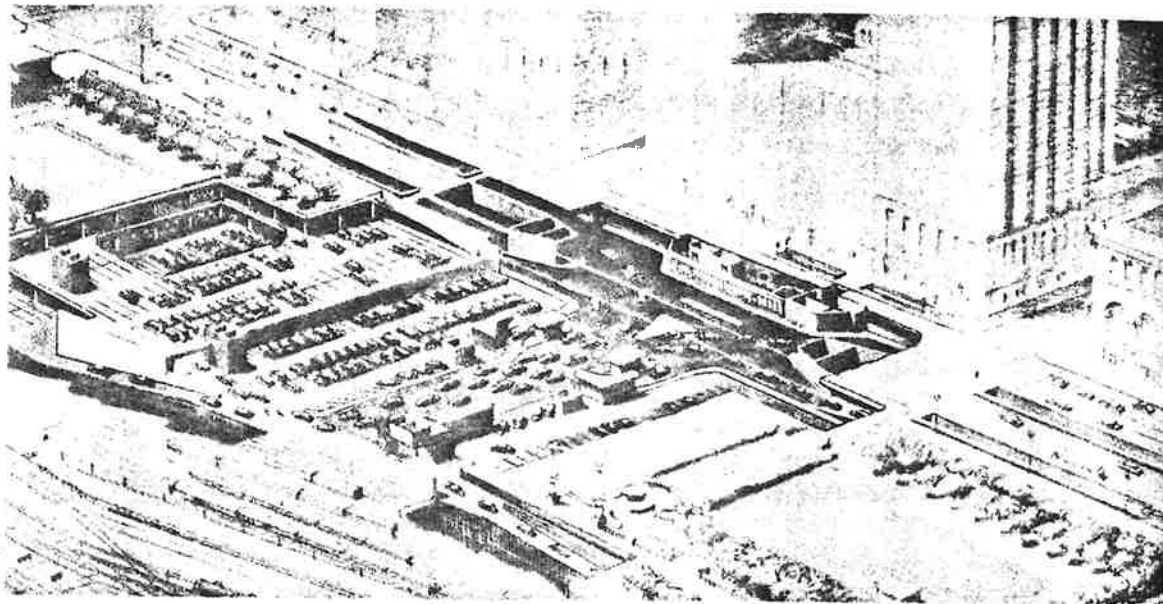
- (1) Former Harbour Commission lot acquired by City in 1954 at insistence of Parking Authority.
- (2) & (3) Harbour Commission lots temporarily used for parking, pending commercial development.
- (4) C.N.R. lands, site of former Fruit Market, leased for parking purposes.
- (5) Esplanade Street and city-owned lands.
- (6) Private lands leased for parking purposes.
- (7) Privately owned parking lot.

1953 IN REVIEW: (CONT'D.)

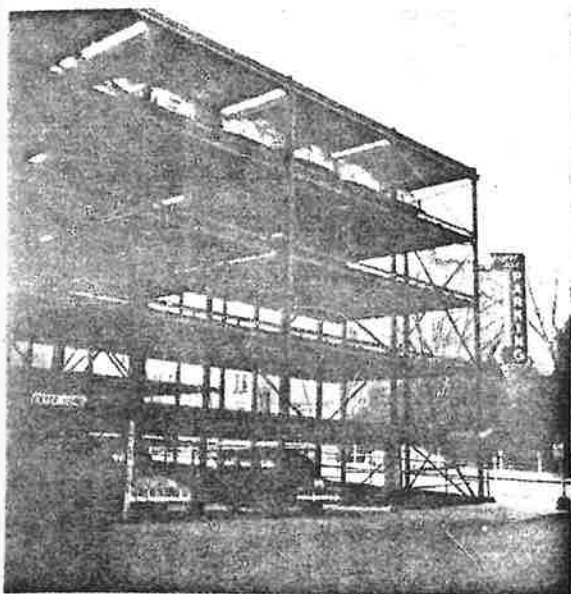
commuter parking lots. The Authority makes further recommendations in this regard in this Report.)

- The Authority recommended to Board of Control in December that the waterfront parking lots plus a Sunnyside site for a commuter parking lot be included by the Harbour Commission in the list of lands to be deeded to the City. This list was to be in exchange for cancellation of the Commission's \$17,000,000 capital indebtedness to the City. This appeared to be an opportunity to assure permanency of waterfront parking lots in the face of fruitless discussions with the Commission by civic officials and the Authority from time to time since 1948. (After numerous discussions with the City, the Harbour Commission in November, 1954 finally agreed to deed over a part of one of the three waterfront parking lots plus a small site at Parkside Drive and the Lakeshore Road. However, the Commission reserved the right to continue to operate these parking lots and retain revenues from them. Fortunately Alderman Allen moved an amendment to the agreement whereby City Council could at any time direct that these two sites be turned over to its Parking Authority.)
- Negotiations were opened with officials of the Robt. Simpson Co. Ltd. concerning the possible erection of a mechanical parking garage on the site of their parking lot on the south side of Temperance Street between Bay and Yonge Streets.
- Numerous meetings were held with businessmen in the Bloor West, Dundas Keele, Bloor-Bay-Yonge, Danforth-Woodbine, and other areas to discuss off-street parking activities. In each area action committees of local businessmen assisted the Authority in development of practical parking programs. (A number of proposals were taken before Council in 1954.)
- The Authority sent Mr. Walker on an inspection trip of modern parking garages in Chicago, Des Moines, and Madison, Wisconsin. He met parking and traffic officials, and studied a new underground garage in Chicago, as well as Pigeonhole and Bowser types of mechanical garages in all three cities. It was apparent that progress had been made in the design and construction of parking garages and much valuable information was obtained.

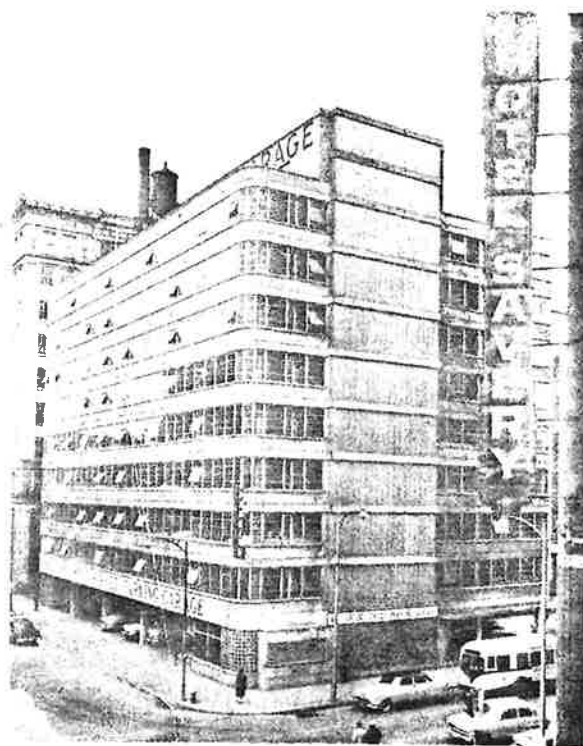
GARAGES INSPECTED IN 1953



2400 CAR GRANT PARK UNDERGROUND GARAGE
City of Chicago



PIGEONHOLE MECHANICAL
GARAGE, MANCHESTER
DEPARTMENT STORE
Madison, Wisc.



Original BOWSER
MECHANICAL GARAGE
Erected by City of Des Moines, Iowa.

1954 IN REVIEW:

Initial Program Outlined and Approved in Part

The Authority held fifteen formal meetings in 1954, and despite strong opposition and delaying tactics on the part of special interests, saw its initial program take form and receive approval of the Administration. Some highlights of the Authority's activities were:-

- Further proposals were received from the owner of the Queen - Victoria garage site for a co-operative project with the Authority. (As previously noted, the owner reversed his decision in June at the Ontario Municipal Board, revived his proposal in the Fall, then reversed again to oppose the project in County Court and Ontario Supreme Court.)
- The Authority received representations from Mr. Harold Fishleigh, President of the Downtown Businessmen's Association in support of the Authority's requests to Council for additional powers and funds.
- There was presented to Council the Authority's annual report for 1953 and a capital budget calling for the investment by the City of \$12 million in three downtown garages, plus a number of downtown, fringe, commuter, neighbourhood and recreational parking stations. (Board of Control approved these garages and the Civic Square temporary parking lots, but City Council referred the whole program back to the Traffic Committee.)
- The Authority recommended an amendment to the Municipal Act to permit establishment of parking facilities as local improvements over 20 year financing periods instead of the then one-year period. (The Provincial Legislature in 1954 increased the period from one to five years, which was still a severe term for amortization of costly commercial properties. A new amendment to the Act introduced by the Government in 1955 deletes the five-year limit. It is probable that the local improvement device will be used for establishment of neighbourhood parking lots.)
- It was recommended that parking meter revenues on Metropolitan Roads be held by the local municipality for use in establishment of off-street parking facilities. (Metropolitan Council approved this action.)

1954 IN REVIEW: (CONT'D.)

- The Authority received representations from the Toronto District Trades and Labour Council favouring operation by the Parking Authority of all parking lots and garages as a public utility.
- Board of Control requested the Parking Authority to report on the proposal of Mr. E. Assaf and Associates for the construction of the Civic Square underground garage by private interests. The Authority reported that such a garage would certainly be required, but due to the difficulty of assessing the influence of suggested civic buildings on the site and assessing daytime and nighttime parking requirements, the Authority was not prepared to make a recommendation at that time. The Authority again urged that the enlarged yet temporary surface parking lots on this site be proceeded with to obtain a practical assessment of parking requirements. Assurance was given that the Authority was prepared to co-operate fully with any private group in the necessary fiscal and engineering studies which would have to precede such an important undertaking.
- The Authority was requested by the Traffic Committee to interview Mr. E. Assaf concerning his proposals for private financing of a Civic Square underground garage in return for a 50 year lease on the City-owned lands. The Authority held a public meeting to hear from Mr. Assaf and his solicitor and also heard representations in opposition to Mr. Assaf's proposals from Mr. W.B. Herman, President of the Toronto Parking Association. A complete record of the hearing was transmitted to the Traffic Committee.
- Board of Control advised the Authority that the City-owned lands at 301 - 311 Jarvis Street, including a rented parking lot, were to be offered for sale. The Authority renewed its previous recommendations that these valuable lands be retained for fringe and local parking. (The Authority made still further recommendations that this important site be retained, but the Board as late as February, 1955, reiterated its decision that the lands be sold to the Metropolitan Municipality as the site of a Family Court and Detention Home.)
- A request was received from the Committee on Traffic that municipal parking lots be established in the Yonge - Eglinton area. Numerous discussions, field studies and aerial surveys were carried out in co-operation with the North Toronto Businessmen's Association, and their President, Mr. D.A. Anderson. (Despite

1954 IN REVIEW: (CONT'D.)

the difficulty of obtaining sites in this area of highly inflated land values, the Authority brought forth specific proposals in March, 1955.)

- The Parking Authority recommended that the portion of the Market Block abandoned when wholesale vegetable dealers relocated at the new Humber market be designated for a large downtown fringe parking area. Council approved this proposal. (Demolition of buildings is proceeding and the municipal parking areas will be ready by the summer of 1955.)
- A request was received from Mr. W.B. Herman of City Parking Ltd. that the agreement negotiated with the Authority for co-operative construction of the proposed Yonge - Melinda garage provide for retirement by the City of Mr. Herman's \$60,000 mortgage indebtedness on the site. Such mortgage write-off to be chargeable to the capital cost of the garage. The Authority agreed to the request and obtained Council's approval of the co-operative project. (There has been no further action, as previously noted, pending a decision from City Parking Ltd. of its desire to proceed with this garage.)
- Discussions were held with financial experts concerning the desirability of financing its parking program by revenue bonds instead of City or Metro debentures. It appeared that such revenue bond financing, commonly used by U.S. parking agencies, would not harm the City's credit and should not cost more than 1/4 of 1% in excess of normal municipal financing. (The matter was not pursued at that time since it was apparent that special enabling legislation would be required. A recent proposal for this type of financing was included in a constructive brief on parking submitted to the Board of Control by the Downtown Businessmen's Association.)
- The Authority discussed with the Commissioner of Buildings and the Provincial Elevator Inspector the compliance of present developments in mechanical parking garages with City and Provincial building and elevator codes. It became apparent that these codes require safety features not usually provided in the U.S. garages of the Pigeonhole or B owsler type. Such features are elevator gates at all parking stalls, electro-mechanical interlocks on stall gates, and enclosed fire stairs at both ends of the mechanical garages. (The Authority is very concerned with these requirements, which it feels are unduly conservative and certain to increase construction costs appreciably.)

1954 IN REVIEW: (CONT'D.)

- In co-operation with businessmen in the Parkdale district of Queen Street West, the Authority developed two proposals for off-street parking lots in that area. (The proposals were abandoned due to strong opposition from local ratepayers' groups and lack of support from the businessmen.)
- Representations were received from Mr. W.B. Herman and Mr. Max Starkman, shortly after opening of the Subway, that the latter had decreased appreciably the business of the Toronto Parking Association's lots downtown. They urged that the Authority abandon its Queen - Victoria and Market Block projects and that the Toronto Harbour Commission be urged to increase rates on its waterfront parking lots from 35¢ to at least 50¢ per day. They felt such actions would improve the "tone" of the parking business downtown. The Authority's reaction was that the effect of the subway should not be judged until Yonge Street was re-opened to traffic and until proposed fare changes and adjustment of street car and bus routings came into effect.
- The Authority was requested by City Council to report on the then current parking situation as affected by the Subway, prior to Council giving third reading to the By-laws for expropriation of the garage sites. The Authority submitted a comprehensive report, noting many factors which warranted proceeding with confidence on a relatively modest parking program which would relieve the parking situation but by no means solve it. For instance it was noted that since the War, vehicle registrations had increased 130%, vehicles entering downtown were up 30%, but total curb and off-street spaces were down 20%. Council approved expropriation of the Queen - Victoria and York - Adelaide sites on March 8th.
- The Parking Authority revived its recommendation for temporary parking lots on the site of the Civic Square, and obtained Council's approval in June. (Council later postponed parking development to April, 1955. At the request of the private parking operators, Council instructed that such operators be given first opportunity for the operation of these new parking lots subject to the Authority's rate and service control. Despite this assurance, and despite previous endorsement of the proposal by their Toronto Parking Association, several private operators appealed to the

1954 IN REVIEW: (CONT'D.)

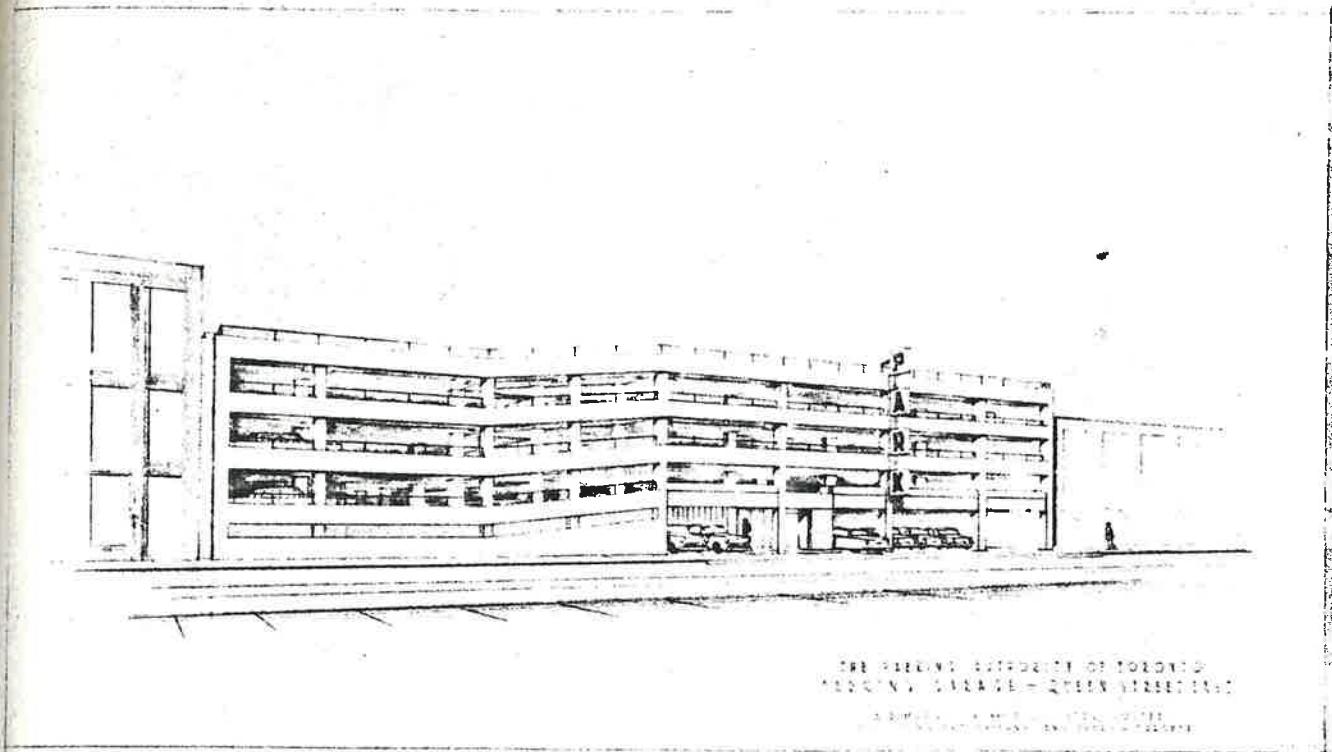
Supreme Court of Ontario in February, 1955 to prevent the Authority entering the site to commence demolition and paving work.)

- The Authority received endorsement of its parking program from the Greater Toronto Businessmen's Association.
- The Authority appeared before the Ontario Municipal Board in May in support of applications for approval of the Queen - Victoria and York - Adelaide garages as capitally-financed projects. The Chairman of the Board read a letter from a member of Council pointing out that no reference had been made in Council to the dispensation of a vote of the ratepayers in seeking approval of the Board. The Authority's representatives conceded the correctness of this point, advising that they had not been aware of its technical significance. The Board dismissed the application without prejudice to a renewal. (The Authority sent its recommendations back to Council, which body approved specifically of a dispensation of a vote of the ratepayers and renewal of the application before the Municipal Board. It is worth noting that the Provincial Government in March, 1955 amended the Municipal Act whereby parking facilities are included in the list of projects which a municipal council may undertake without need of a plebiscite.)
- The Authority received endorsement of its parking program from the Traffic Advisory Board of the Toronto Board of Trade.
- Mr. Walker was sent to the Chicago convention of the National Parking Association, of which Mr. W.B. Herman is a director, and other Toronto parking operators are members. This association of private parking operators had been formed to provide for exchange of information, furtherance and improvement of the private parking industry, and opposition to municipal activity in the parking field. The Association is well financed and organized on a national basis, complete with permanent manager, public relations, editorial, and legal staff.
- Mr. Walker also attended a Chicago seminar of downtown business association managers from many U.S. and Canadian cities at which off-street parking was a major topic. The consensus of opinion was that the private parking

1954 IN REVIEW: (CONT'D.)

industry had not and would not provide adequate parking facilities at reasonable rates. The demand for high profits, together with high land values in many cases rendered private operators unwilling or incapable of providing the needed spaces. These businessmen were convinced that municipal action was necessary to break the log jam of resistance. All quoted examples of long drawn out litigation in their cities by private operators endeavouring to block such municipal action, with the courts ruling in City after City in favour of the municipality. The State Street Council of Chicago, hosts at the seminar, had paid for the \$60,000 parking survey which proved the feasibility of, and resulted in Chicago voters' approval of a \$50 million municipal parking program. Within a year, work was underway on 10 downtown garages, all of which are now in operation.

- The Authority increased insurance coverage on its municipal parking facilities to \$100,000 public liability and \$10,000 property damage. This insurance, plus the Authority's policy of providing lock-up, open-aisle stalls for parking, provide the citizens with maximum security.
- There was received a proposal whereby a private investor was considering the purchase of the former T.T.C. bus terminal on Adelaide Street West and erection of a large ramp garage if the City would guarantee a 25 year lease at 10% of total cost. The Authority was not prepared to accept such a proposal since direct municipal financing would result in a cost of only 7% annually for complete amortization over a 25 year period.
- Consideration was given to the alteration of a vacant building at Shuter and Victoria Streets for parking purposes but it was found that the purchase price and alteration costs were too high for self-sustaining operation.
- The Authority discussed with Mr. W.B. Herman the possible erection of a small ramp garage on a parking lot owned by his Company, City Parking Ltd., at 165 York Street, between Richmond and Adelaide. Such garage could be a co-operative project, similar to that proposed for the Yonge - Melinda site.



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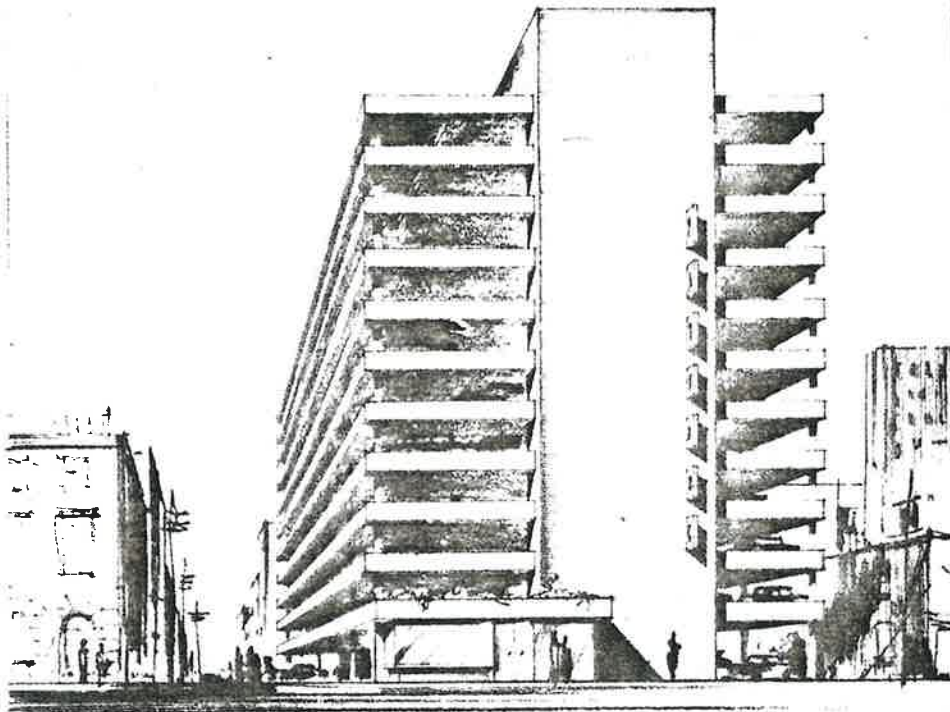
TORONTO'S FIRST MUNICIPAL GARAGE
Located between Queen and Richmond Sts., just East of Victoria St.



CONSTRUCTION STAGE APRIL 1955

1954 IN REVIEW: (CONT'D.)

- The Authority appeared before the Ontario Municipal Board a second time on June 29th on an application for approval of the Queen - Victoria and York - Adelaide garages as well as nine neighbourhood parking lots. The hearing extended from 10 a.m. to 6 p.m., with strong opposition from solicitors for private parking operators. On this occasion the owner of the Queen - Victoria site reversed his previous decision to join the Authority's application. After the formal hearing the Authority was permitted to submit additional data at a later date. At this time the Chairman of the Municipal Board indicated that their serious concern was with the relatively weak legal status of the Authority. City Council had so limited the powers of the Authority that it could directly interfere in its operations despite the Authority's desire to operate all municipal facilities on a business-like and self-sustaining basis. The Board reserved judgement, bringing down its formal order in October. (Reported hereafter.)
- The Committee on Property requested a report on the possibility of establishing parking facilities in the many residential communities of the City which lack private garage or lane facilities. An interim report was submitted, with studies continuing in co-operation with civic department heads.
- The Authority approved final drawings for the Queen - Victoria garage after consideration of more than 20 different traffic designs. The final design was of the staggered - floor ramp system, making use of both Queen and Richmond Streets for entry and exit. It will accommodate some 450 cars on the lock-up, self-park basis, or 560 cars on the attendant-park basis. The garage includes a customer self-service elevator as well as an automatic man-lift for attendants. Foundations are of caissons, to preclude noisy pile-driving so close to St. Michael's Hospital. After public tender calls with invitations for alternative design proposals, the contract was awarded to the low bidder at \$458,000. This cost is appreciably below the Authority's estimates and less than one-half of the cost prophesied by those opposed to this municipal parking garage. It is the first parking garage constructed in downtown Toronto in over 28 years.



PROPOSED 575 CAR PARKING
STRUCTURE AT YORK & ADELAIDE STS
TORONTO PARKING AUTHORITY

BLAKE H. M. TOWMAN
ARCHITECT

200 54

PROPOSED MECHANICAL GARAGE,
SOUTH-WEST CORNER OF YORK AND ADELAIDE STS.,
TORONTO

This project was recommended in 1953 but was not approved for capital financing on application to the Ontario Municipal Board in 1954.

1954 IN REVIEW: (CONT'D.)

- The Ontario Municipal Board issued its approval, on October 12th., for the financing without a plebiscite of the Queen - Victoria garage and nine neighbourhood parking lots at a total estimated cost of \$2,300,000. The York - Adelaide mechanical garage was not approved, for reasons of its greater cost per car than the ramp garage and lack of experience at that time with such structures. The Board attached certain conditions to its approval, which in effect required Council to agree to neither abolish the Authority nor interfere with its operations during the term of the debentures issued to finance the projects. Parking meter net revenues were to be held in a reserve fund for the security of principal and interest payments and the establishment of additional municipal parking facilities. (Council agreed to these conditions and gave third reading to the necessary expropriation by-laws on November 1st.)
- The Authority released a memorandum on trends in transportation and parking facilities in the Toronto area. (Features of this report are discussed hereafter.)
- Representations were received from Mr. W.B. Herman of the Toronto Parking Association seeking postponement by the Authority of the Queen - Victoria garage. Mr. Herman claimed that there had been a deterioration in the parking business downtown due to the subway and gradual decentralization of business out of the downtown area. The owner of the Queen - Victoria site accompanied Mr. Herman and indicated his parking lot was doing poorly. (In the course of court appeals against the City's acquisition of this site for the garage, the parking operator later claimed \$50,000 annual net profits from this one lot.)
- The Authority was invited to send a representative to the transportation technical committee of the Metropolitan Toronto Planning Board, to present policies of the Parking Authority insofar as they related to general transportation planning.
- Application was made in County Court for orders of possession of the Queen - Victoria garage site. (Orders were granted in January, 1955 but later appealed to the Supreme Court of Ontario where they were upheld.)

MUNICIPAL PARKING GARAGES IN THE CITY OF CHICAGO



Name Plate on garage pictured below



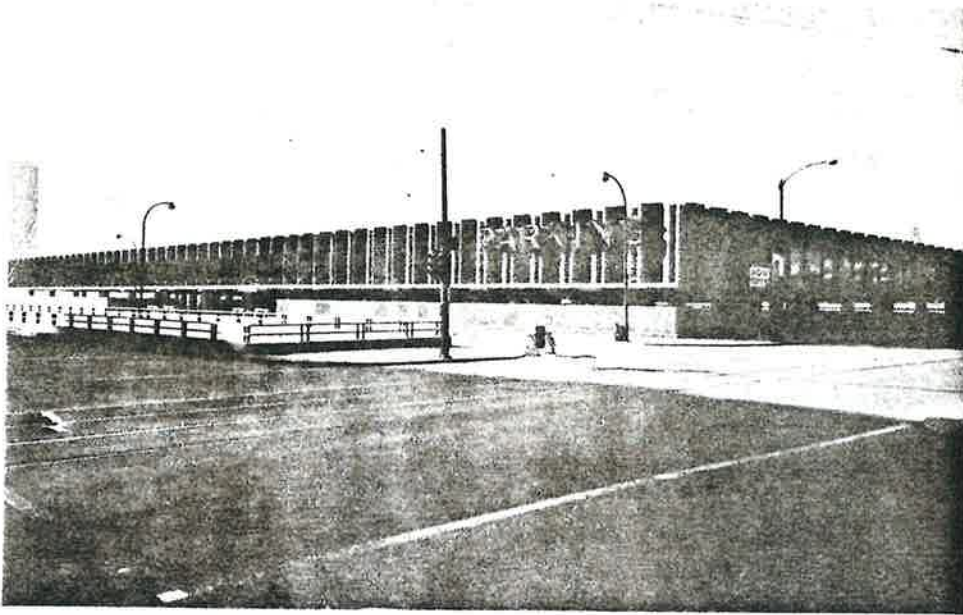
Bowser Mechanical Garage
Capacity - 495 cars

1954 IN REVIEW: (CONT'D.)

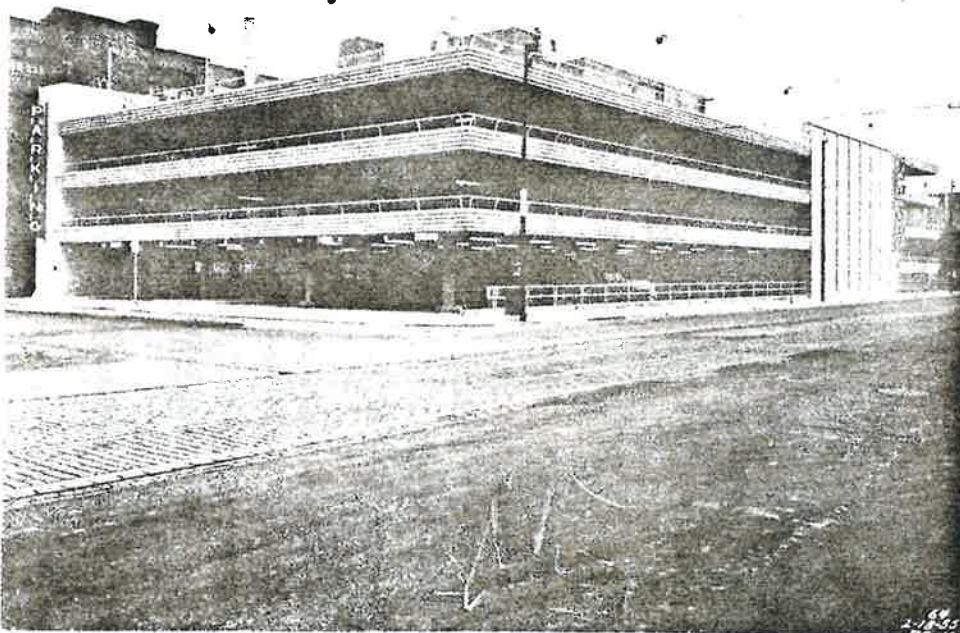
In the late fall of 1954, Chairman Ralph C. Day and Col. Ellis together with Mr. Walker made an inspection tour of parking activities in western U.S. cities. Mr. Ward was unable to join due to business commitments.

In Chicago they met the Superintendent of Parking, officials of the consulting firm which had carried out the feasibility surveys resulting in a \$50 million municipal program, and the consultants who designed the Grant Park underground garage. The City of Chicago had under construction some \$25 million worth of parking facilities, including the 2400 car Grant Park underground garage, three large mechanical garages and six large ramp garages, as well as a number of parking lots in secondary business districts. They also inspected commuter parking lots established with the help of the Chicago Transit Authority. The definite trend toward self-parking in the interest of operating economy and security is pointed up by the Grant Park experience. This garage offers the option of self-parking or attendant parking at a slight service charge; patrons are 87% self parkers.

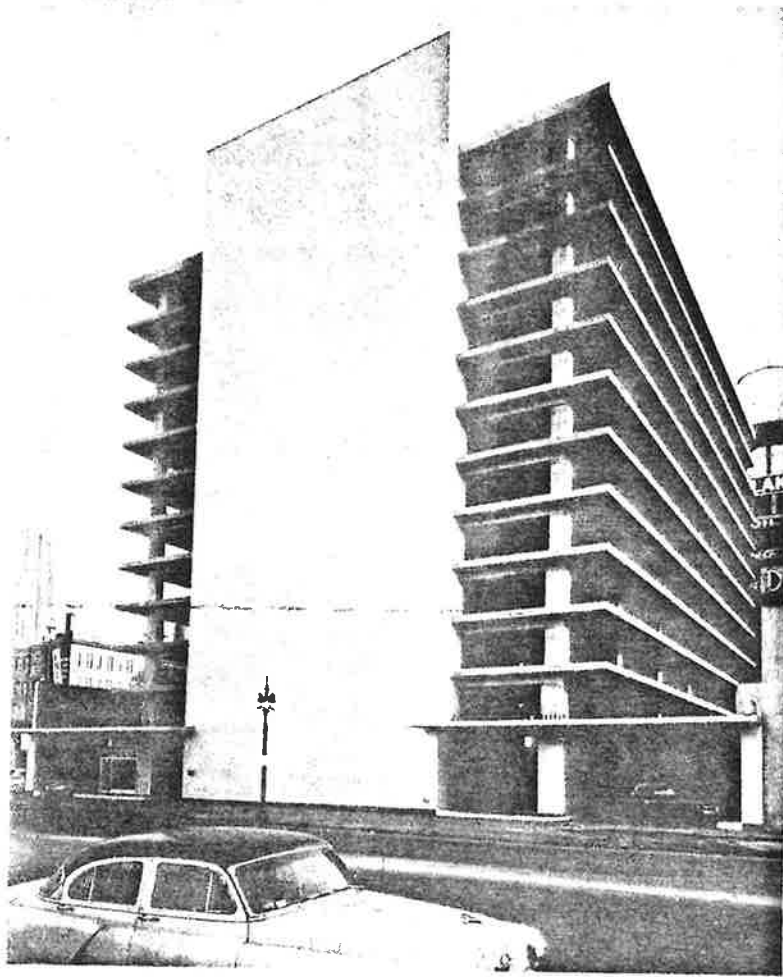
In Kansas City, Missouri, they attended Convention sessions of the Institute of Traffic Engineers, where important phases of parking and transportation were discussed by nationally prominent members of this profession. Mr. C.G. Nichols, Vice-President of the U.S. Chamber of Commerce noted that all of America moves on wheels and prefers to shop on wheels, and that failure to provide good parking accommodation in downtown areas was resulting in empty stores and offices, decentralization of a haphazard nature and falling municipal tax revenues. Others warned that with car useage increasing 10% annually to a conservative target of 75 million on the roads in the U.S. by 1970, plans for roads and parking garages must be accelerated. Plans should be made for potential requirements, not today's actuality. They suggested that the 2,500,000 cars placed in useage in 1953 should have been paced by ten 600-car garages every day of that year. There was general agreement that parking facilities were a direct extension of the road network, and the question of municipal action in this field was academic. The members of the Authority also inspected parking garages in Kansas City and discussed with local engineers the 1200-car underground garage then under construction by the City.



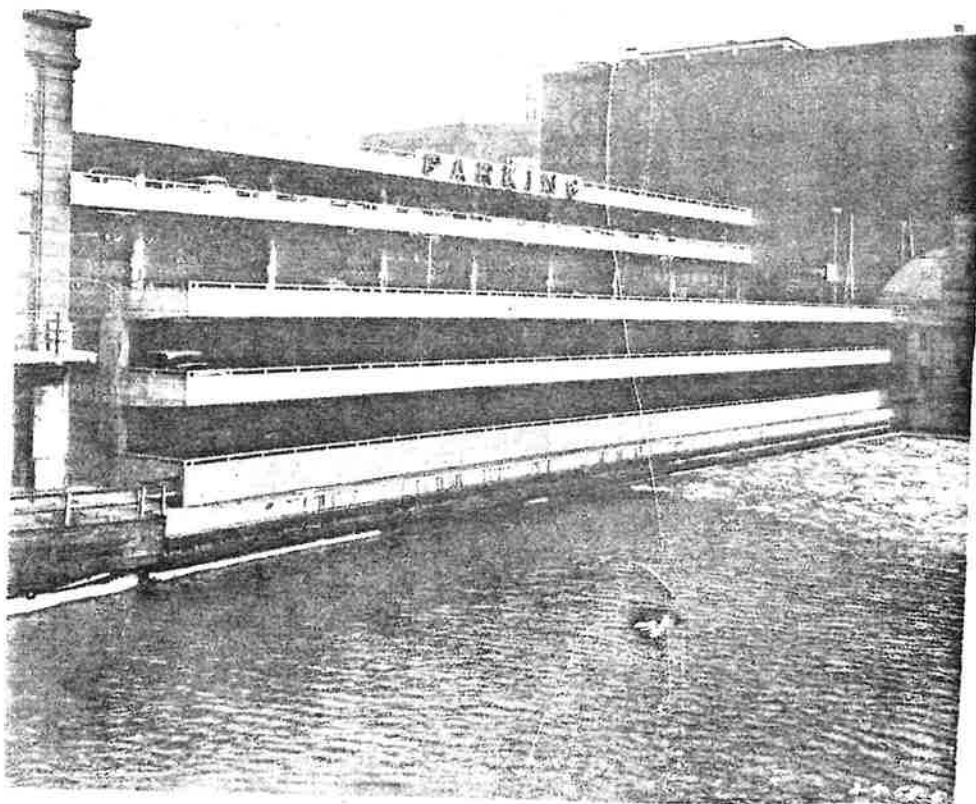
Ramp Garage - Capacity 1,237 cars



Ramp Garage - Capacity 262 cars



Bowser Mechanical Garage - Capacity 717 cars

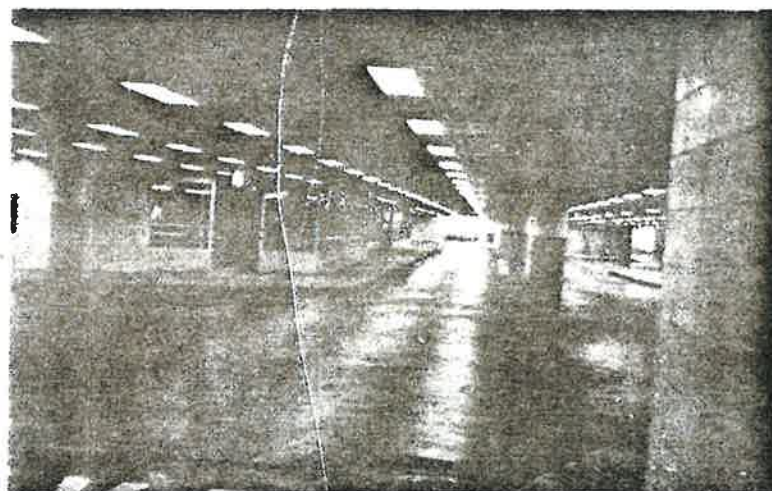


Ramp Garage - Capacity 650 cars



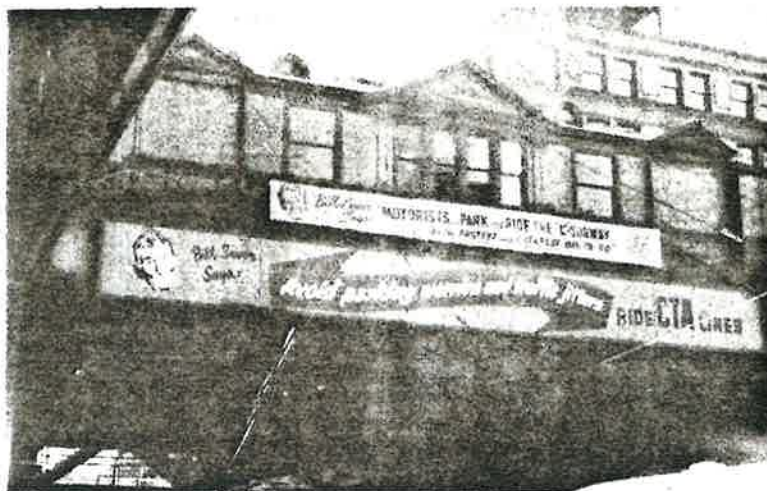
Grant Park
Underground Garage
(Waiting Room)

GRANT PARK
Underground Garage
(View of Reservoir)



CHICAGO

**Encouragement of
commuter parking
arrangements .**



**KANSAS CITY
(Missouri)**



Ramp Garage with ground level shops



Municipal underground garage under construction



ONE OF THREE MUNICIPAL GARAGES
Bowser Mechanical Design



ONE OF THREE MUNICIPAL LOTS

1954 IN REVIEW: (CONT'D.)

In Denver, Colorado they met the Director of Off-Street Parking and inspected three parking lots and three mechanical parking garages established and operated by that municipality. The garages were of the Bowser elevator design, appeared to be operating efficiently and were well patronized. At that time the City had invested some \$4.3 million in municipal parking facilities, and had a number of additional projects under study.

In San Francisco they were received with warmth and courtesy by the members of the Parking Authority of the City and County of San Francisco. The Toronto representatives were privileged to witness the induction of a new member of the San Francisco Authority at an impressive civic ceremony. They inspected at some length the Union Square underground garage which has a capacity of 1500 cars, and the new St. Mary's Square underground garage with a capacity of 825 self-park spaces, constructed at a cost of \$2.5 million. Shortly before this visit, the San Francisco Parking Authority had announced a new program of seven downtown facilities which will provide 6000 spaces at a total cost of some \$17.7 million.

The San Francisco Parking Authority was created in 1949 and financed by a \$5 million bond issue voted by the people. Opposition by organized private parking operators, was said to be the chief cause for the slowness and caution with which it proceeded. It was reported that litigation and injunctions by private interests had tied the Authority's hands for almost five years.

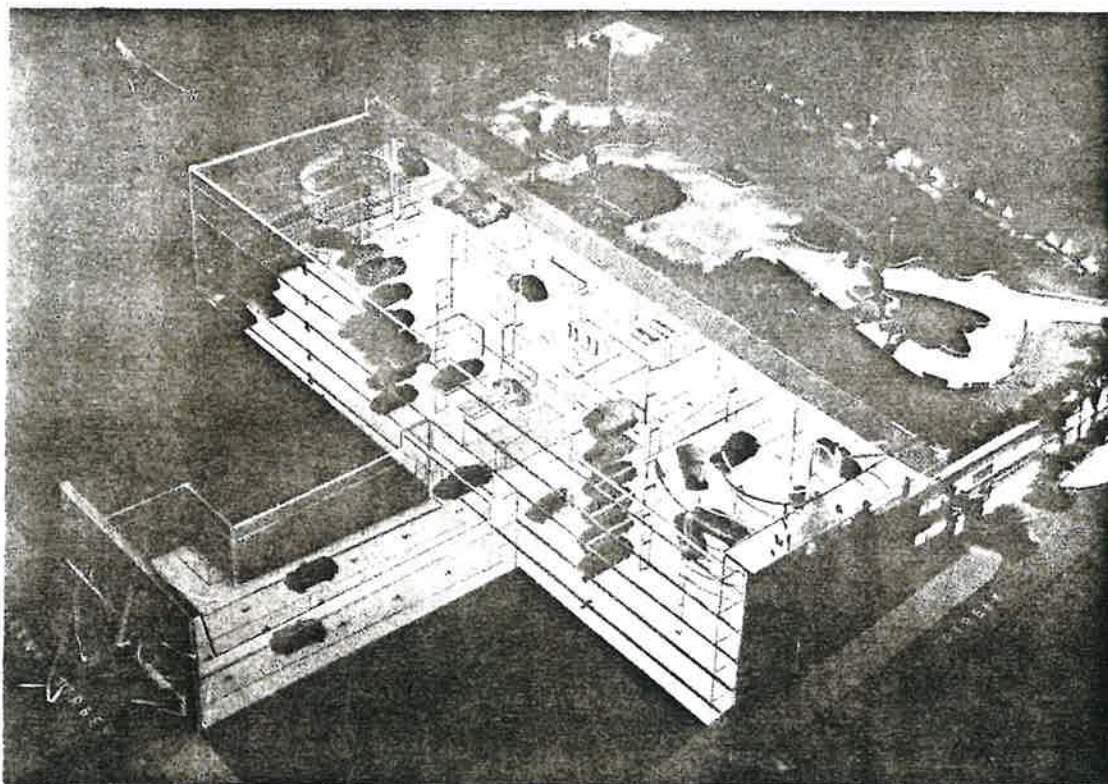
In Los Angeles and its many suburbs the Toronto representatives inspected many modern parking lots and garages. Of particular interest were the Pigeonhole mechanical garage, the all-steel Multi-deck ramp garage, the Pershing Square underground, and the splendid May Department Store ramp garage. Photographs are included in this report. The Pershing Square underground garage was opened in 1952, providing some 1600 spaces at a cost exclusive of land of \$4.5 million. It is largely a self-park operation and has achieved a peak of 6400 cars parked per day. The consulting engineers responsible for construction and financing of this venture, and the operations manager explained the many aspects of the garage in some detail.

In Los Angeles the motor vehicle registrations have achieved the staggering ratio of one car per two persons. The requirements for expressways and parking facilities and the

SAN FRANCISCO -- UNDERGROUND GARAGES



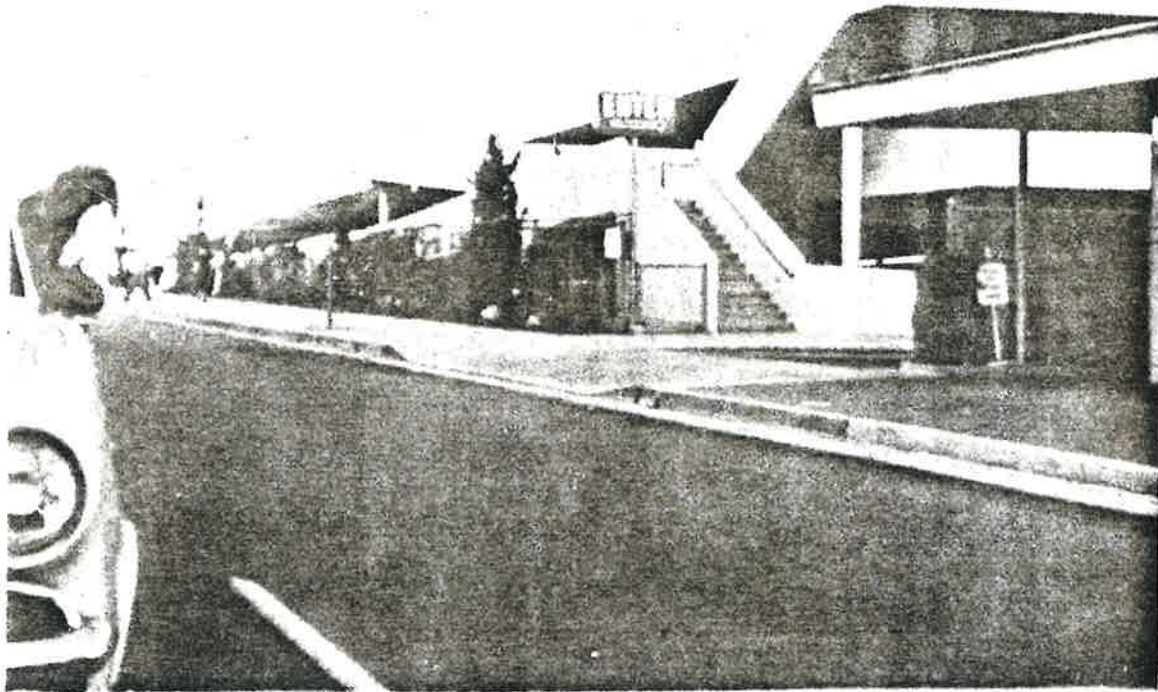
UNION SQUARE - Opened - 1942



ST. MARY'S SQUARE - Opened - 1954

1954 IN REVIEW: (CONT'D.)

obsolete state of public transit, point up a serious warning to other municipalities. This City is undertaking a broad program of some thirty municipal parking facilities in the secondary or neighbourhood business and shopping districts. It does not appear to have a well defined downtown core, probably due to the practice of business development in area rather than height.



MAY DEPARTMENT STORE GARAGE
providing customer self-parking by means of an
ingenious concrete ramp system.

1955 IN REVIEW: FIRST QUARTER

The Parking Authority held seven meetings in the first quarter of 1955, with highlights of its activities as follows:-

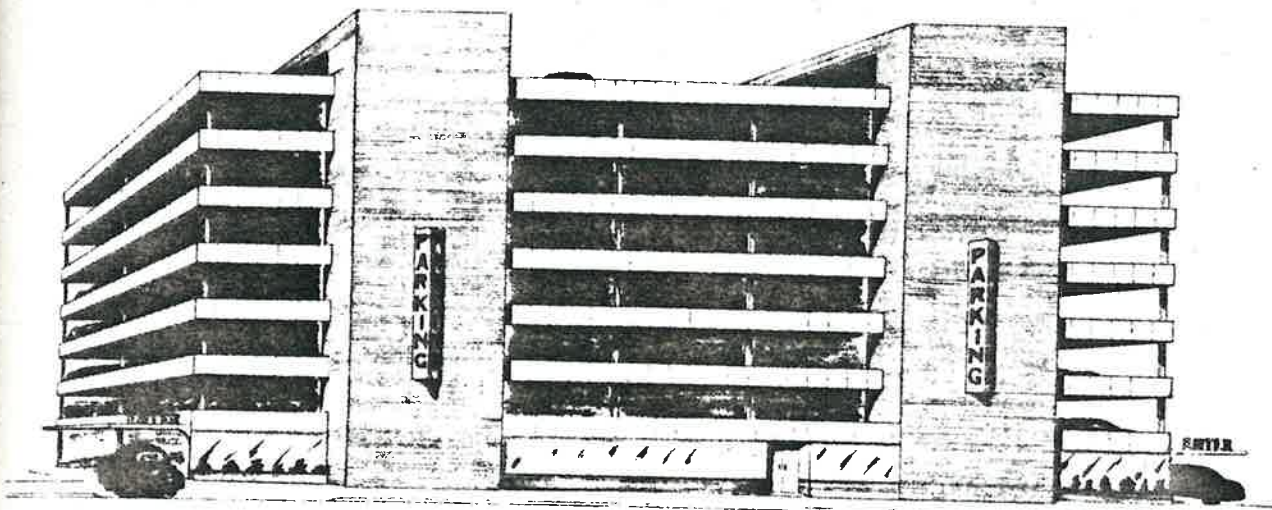
- The Authority received a delegation from the Downtown Businessmen's Association urging more action on municipal parking in the downtown core. (The Association later presented a constructive brief to the Board of Control, recommending that the City:-
 1. "Acquire some ten or twelve strategic parking lots to ensure their permanency;
 2. "Amend the City By-law setting up the Authority so that it can hold title to its properties. This will permit it to lease or obtain purchase options on properties at advantageous prices, without the tedious, time-wasting and costly process of expropriation through Committee, Board, Council, and the courts;
 3. "Seek an amendment to the Assessment Act so that garages will only have to pay 10% business assessment, the same as parking lots, instead of the present 25%. This will encourage garage construction;
 4. "Authorize a definite Capital Fund such as an initial \$5,000,000 for the Authority to use for purchasing downtown sites and erecting garages, without having to fight for separate projects. The parking meter revenues will soon be \$400,000 per year, and would themselves guarantee such a Fund. Baltimore voted \$5,000,000 twice, Chicago voted \$50,000,000;
 5. "Seek an amendment to the Local Improvement Act so that parking garages or lots can be acquired or constructed on the same basis as streets, sidewalks and sewers,—over 20 year financing instead of the present and ridiculous 5 years;
 6. "Seek legislation for Revenue Bond financing of parking facilities in which meter revenues are pledged as a guarantee. Most parking programs in the U.S.A. are financed this way, without affecting the City's credit."

The brief closed by stating -

"The Traffic experts tell us, and tell you, that in order to relieve downtown traffic congestion and speed up the street cars and buses, you should take off all curb parking. We wish to record the fact that we will bitterly oppose parking prohibitions unless and except where equivalent off-street parking is provided at reasonable rates."

The Parking Authority has endorsed these recommendations and will be submitting a joint report thereon with the City Solicitor and City Treasurer.)

- A request was received from the Art Gallery of Toronto for the Authority to provide parking services on their small parking lot during the period of the Dutch Masters Show. (The Authority provided such services at cost during the period February 19th to March 28th and was able to return \$520.69 net profit to the Gallery.)
- It was recommended that a municipal parking lot be established in the undeveloped section of Stanley Park to provide accommodation for employees of adjacent industries. (Council decided to obtain competitive tenders from the Provincial Government, which seeks the site for building purposes, and the Parking Authority. No decision has been made.)
- The Authority received an enquiry from the Commissioner of Parks as to the Authority's interest in operating a city-owned parking lot at the north-west corner of Fleet Street and Strachan Avenue, then leased to the John Inglis Co. for employee parking. (Council invited competitive tenders for the rental of the lot. The Authority offered to provide its parking services and pay to the City 50% of net revenues after deducting the cost of physical improvements. Mr. W.B. Herman protested that this constituted unfair competition with private parking operators. Council awarded the tender to John Inglis Co. at a rental of \$800 per month, in lieu of the previous \$75 per month.)
- Discussions were held with T.T.C. officials to consider the establishment of a commuter parking station on the roof of the Davisville subway car barns. The matter was deferred due to previous opposition of local ratepayers to a similar project in the Chaplin Crescent undeveloped park lands.



THE PARKING AUTHORITY OF TORONTO
PARKING GARAGE - TEMPERANCE ST.
DEC. 1970 S.M.A.

PROPOSED MECHANICAL PARKING GARAGE

for erection on site of Simpson's parking lot on south side of
Temperance St. between Bay and Yonge Sts.

1955 IN REVIEW: (CONT'D.)

- The Authority continued negotiations with the Robt. Simpson Co. Ltd. for the erection by the Authority of a modern mechanical garage on the site of Simpson's parking lot on the south side of Temperance Street between Yonge and Bay Streets.
- The Authority received an order from the Supreme Court of Ontario dismissing the private operators' appeal against the Authority's taking possession of the Queen - Victoria garage site. (Construction work commenced early in March, with completion to be by early October.)
- Local Realtors were engaged to work under supervision of the City Director of Real Estate in negotiating settlement and acquisition of some 80 individual land parcels involved in the previously approved eleven neighbourhood parking lots. (It is anticipated that construction work on these lots will be underway by May.)
- Approval of the Board of Control was requested for authority to approve financial settlements with respect to acquisition of the numerous neighbourhood parking lands. The Housing Authority of Toronto holds title to its lands and approves such settlements. The Board ruled that since the Parking Authority has been prohibited by Council from holding title to its sites, only Council should approve purchase settlements. (If there is any inconsistency in the situation, it lies in the Authority's obligation to repay the capital cost of the sites out of its revenues and to pay all realty taxes normally charged a land owner.)
- A formal request was received from the Yonge - Bloor - Bay Businessmen's Association that the previously approved parking lot on the west side of Bay Street just below Bloor Street be not proceeded with. The Association admitted its keen concern with parking problems in that area but stated its preference for an office building proposed by the Bank of Toronto for that site. (The Authority took the position that if the Businessmen's Association preferred another office building to a neighbourhood parking lot, the Authority would accede to the request. This project therefore has been abandoned.)

1955 IN REVIEW: (CONT'D.)

- The Authority submitted a memorandum to the Committee on Traffic in reply to a brief from Mr. W.B. Herman re -

"Progress that the private parking industry is making in providing parking facilities downtown."

The Authority pointed out several incorrect associations of fact in Mr. Herman's letter and assessed the present parking situation.

- The Authority approved proposals for commuter parking lots in conjunction with the Lakeshore Expressway. (These proposals are described at a later point in this report.)
- Discussions continued with action committees of businessmen on Bloor Street West concerning neighbourhood parking lots between Spadina and Lansdowne Avenues. (Specific proposals will be placed before Council this year.)
- Studies were commenced of parking requirements for the general public in the vicinity of the Parliament Buildings.
- The Authority received requests for advance reservation of blocks of parking spaces in the Queen - Victoria garage.
- A proposal for a second neighbourhood lot in the Pape - Danforth area was submitted to City Council.
- A request was received from Mr. W.B. Herman that the Authority invite tenders from private operators for parking services on the Market Block parking lot. (The Authority agreed to invite such tenders, subject to the Authority's control of rates, standards of service, and the right to enter into its own operations in the event satisfactory tenders were not received.)
- A proposal for a large neighbourhood parking lot in the Yonge - Eglinton area was forwarded to City Council.
- The Authority discussed certain amendments to the Municipal Act with officials of the Department of Municipal Affairs. The amendments provided for setting up parking

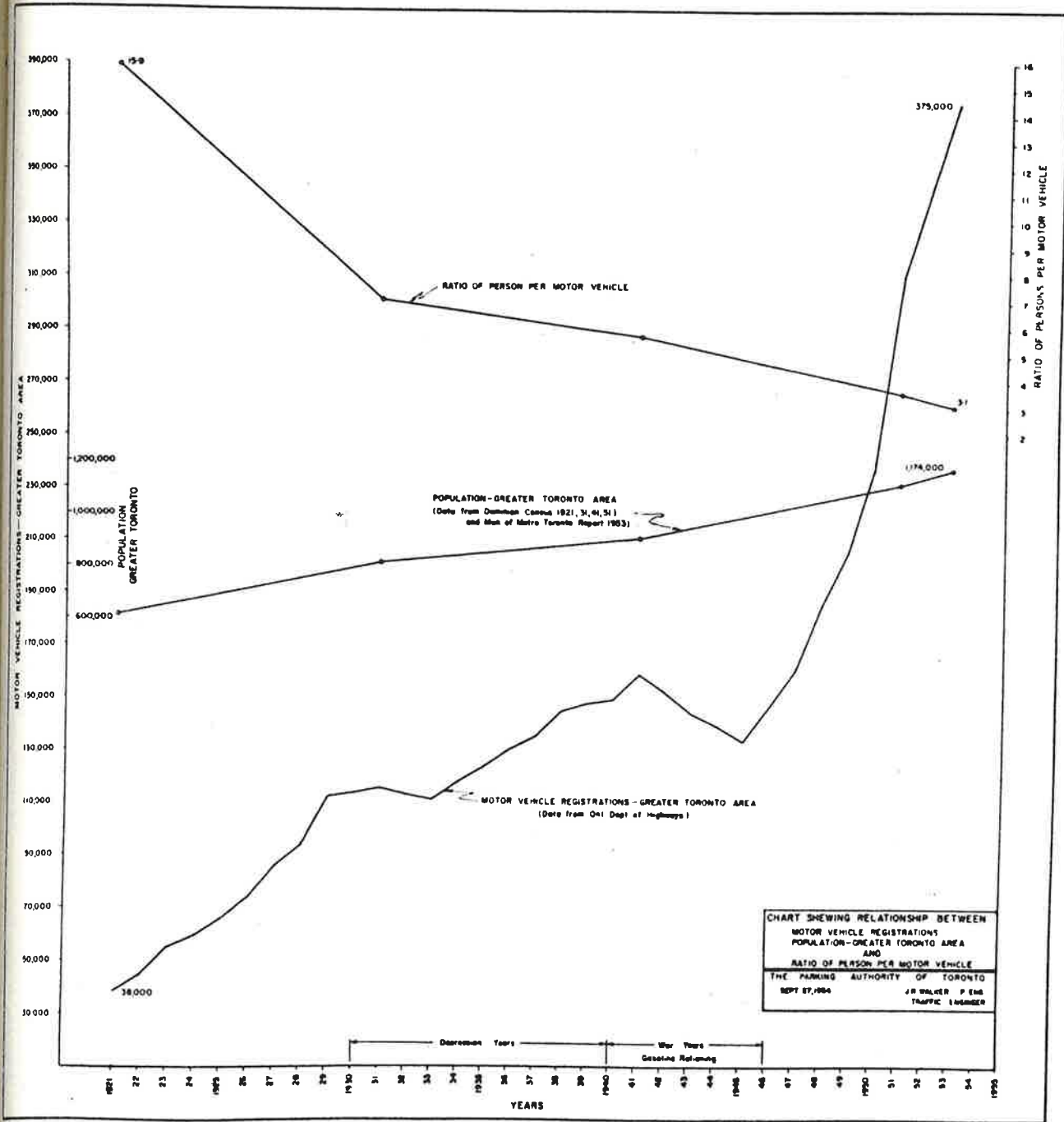
1955 IN REVIEW: (CONCLUDED)

authorities in other municipalities, deletion of the five-year limit for financing local improvement parking facilities, and establishment of parking lots and garages without the need of plebiscite.

- The Authority appeared before Board of Control in opposition to Mr. W.B. Herman of The Toronto Parking Association. Mr. Herman indicated that his Association would extend its co-operation only if the Parking Authority did not compete with private operators in actual downtown operations. (The Authority pointed out that it was not in the City's best interests to enter into a commitment to never operate its own facilities. It was prepared to invite tenders for parking services by competent and experienced operators, but the Authority reserved the right to accept or reject such tenders. The Board of Control endorsed the Authority's policy.)

TRANSPORTATION TRENDS --- TORONTO DISTRICT

Chart showing population, motor vehicle registrations and ratio of persons per vehicle.



TRENDS IN TRANSPORTATION - TORONTO DISTRICT

In October, 1954 the Parking Authority issued a memorandum prepared by Mr. Walker drawing attention to certain trends in transportation modes in the Toronto district in the past thirty years. The simple graphs included in that memorandum are reproduced in this report because it is believed that their implied warnings are significant to those concerned with the planning of the community's transportation fabric.

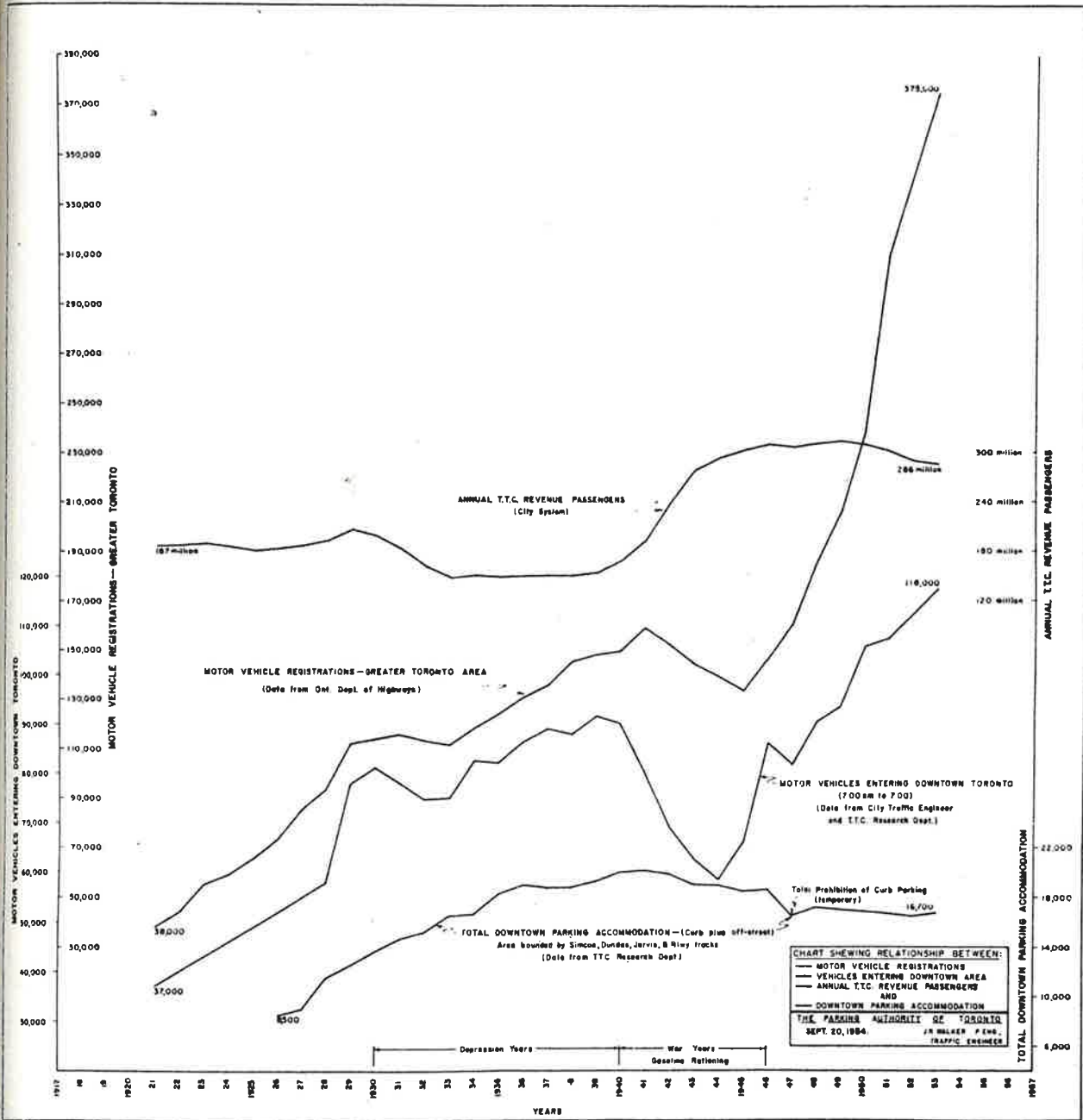
The Parking Authority has interested itself in the overall picture because it is aware that the problem is not just "parking", but rather one of moving and storing persons and goods. Thus it has believed that the provision of off-street parking facilities is not an end in itself, but one facet of the whole problem of increasing the efficiency of our transportation network. The provision of off-street parking, as well as benefiting the immediate commercial district, permits the removal of obstructive curb parking. The removal of curb parking permits freer traffic movement and faster public transportation.

Some Important Features of the Trends

- In the past 30 years, Toronto's population has doubled, but motor vehicle registrations have increased tenfold.
- Motor vehicle registrations have increased from one per sixteen persons, up to one per three persons, and will doubtless reach one per two persons within a few years.
- Motor vehicle registrations only momentarily slackened during the depression, but public transportation useage fell off severely with the depression.
- Autos entering the downtown area increased continuously, were not affected by the depression, and set back but briefly by wartime gasoline and tire shortages.
- Parking accommodation downtown, curb and off-street, has been declining gradually despite increasing requirements.

TRANSPORTATION TRENDS -- (Continued)

Chart showing vehicle registrations, cars entering the downtown core, total downtown parking spaces, and public transit passengers.



TRENDS IN TRANSPORTATION - TORONTO DISTRICT

Warnings Implied in the Trends:

	<u>Present</u>	<u>Estimated</u>	
	<u>1955</u>	<u>1960</u>	<u>1970</u>
- population, Toronto Metro	1,250,000	1,300,000	1,600,000
- persons per motor vehicle	3.1	2.5	2.0
- motor vehicle registrations	400,000	510,000	800,000

It must be remembered that planning for motor vehicles in Toronto and indeed every American community has been ridiculously conservative in the past. With our charted experience as a guide, and barring only a war, - for the last depression had little effect, - it is quite probable that the above estimates will be surpassed.

The nature of the impact these motor vehicles will have on our traffic arteries within five years and within fifteen years can be readily estimated in terms of today's traffic delays and congestion. We will certainly require subways, expressways, commuter parking lots, commuter trains, and parking garages, with bold planning to maintain equilibrium.

LISTING PRIVATE PARKING LOTS FOR SALE OR
LISTED FOR EARLY CONSTRUCTION

North-West corner of
 Church St. and Dundas St. E.



South-West corner of
 University Ave. and Adelaide St. W.



North-West corner of
 Yonge St. and Edward St.



TORONTO'S PARKING SITUATION

When a parking authority was first proposed, the "parking problem" was considered but a connotation of "downtown". Upon investigation it has become apparent that almost every district of Toronto has its parking problem, and it is in this form that the present assessment is made.

(a) The Downtown Area

Since 1940 there has been a 30% increase in vehicles entering the downtown core on a typical day as against a 20% decrease in total parking accommodation. Most of the decrease has been in curb spaces, with the elimination of many more curb spaces long overdue in the interest of traffic facilitation.

Although off-street spaces have been relatively static, the situation has cause for misgivings. It has been pointed out that the majority of these spaces are held by one private company, but the alarming feature lies in the fact that an appreciable number of the most important spaces are but temporary in a planning sense. Many downtown parking lots are being operated on leased lands which may be removed to other commercial useage at any time. An appreciable number of the present parking lots are posted for sale as building sites and others have been announced as sites for new office, bank, hospital, and other buildings. Examples are shown on the accompanying photographs.

In one sense, the probable loss of a number of downtown parking lots should be cause of no concern. Asphalt or cinder parking areas on important downtown streets may be undesirable due to their uneconomic use of valuable lands, their spoilage and interruption of important retail frontages, and their low tax assessments. But plans must be made for the replacement of such parking lots and their incorporation into modern and strategic garages. In order to avoid the complications and false sense of parking security arising from these temporary lots, it is suggested that City license requirements should be modernized to require proper and permanent improvements to all new lots. Such requirements, as in many American cities, could include hard paved surface, fencing, drainage, traffic-approved entrance and exit, attractive shelters, and the like. Toronto is backward in its control of private parking facilities.

EXISTING PRIVATE PARKING LOTS FOR SALE OR

LISTED FOR EARLY CONSTRUCTION

(Continued)



North side of King St. W.
East of Bay St.



South side of King St. W.
East of York St.



South-East corner of University Ave.
and Dundas St. W.

EXISTING PRIVATE PARKING LOTS FOR SALE, SOLD, OR

LISTED FOR EARLY CONSTRUCTION

(Continued)

North-West corner of
Yonge and Wellington Sts.



East side of University Ave.
South of Dundas St. W.



South-East corner of
University Ave. and Richmond St. W.

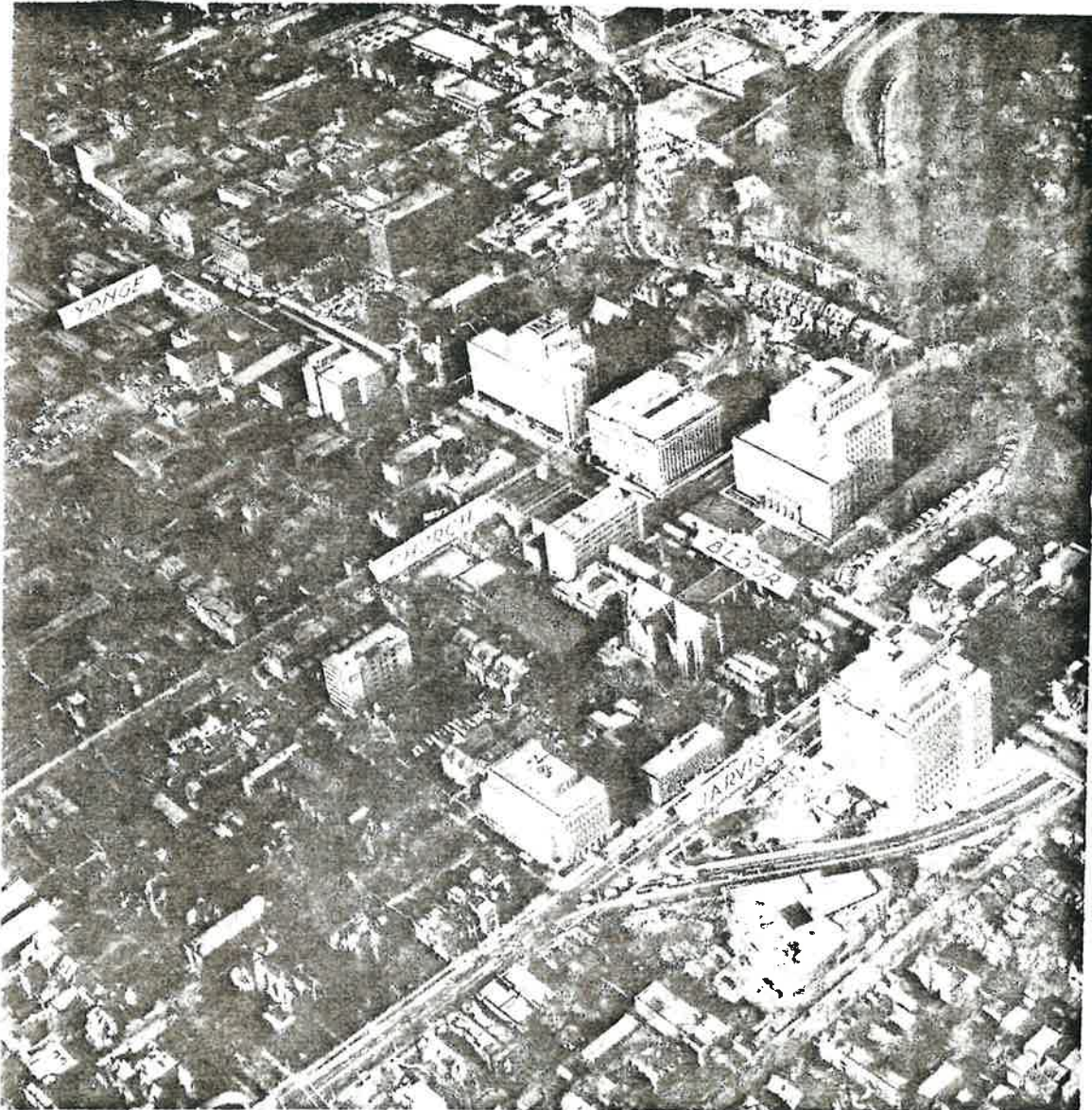




"In order to avoid the complications and false sense of parking security arising from these temporary lots, it is suggested that City license requirements should be modernized to require proper and permanent improvements to all new lots. Such requirements as in many American cities, could include hard, paved surface, fencing, drainage, traffic-approved entrance and exit, attractive shelters"



"PARKING CONDITIONS"
on private parking lots in downtown Toronto



RELOCATION OF MAJOR INSURANCE PREMISES

"Up to a point the movement to suburban and peripheral areas is healthy, for it reflects growth in our population -- and expansion of resources. But when the movement is caused by traffic congestion and so-called obsolescence of the downtown core, it is unsatisfactory. . . ."

(a) The Downtown Area - (Cont'd.)

It is in the downtown area that the Parking Authority has faced opposition from established private operators. The Authority has tried to minimize such conflict, which would place City Council in the awkward position of arbitrator, by endeavouring to co-operate with the private operators. Such co-operation has been fruitless to date as far as concrete action is concerned. The Authority realizes that there is need for both private and public activity and would co-operate with serious private interests, but is of the opinion that co-operation does not imply a do-nothing policy.

It is probable that traffic congestion and the parking deficiencies which contribute to the congestion have been major cause of the weakening of the downtown commercial and shopping area. Up to a point the movement to suburban and peripheral areas is healthy, for it reflects growth in our population -- expansion of resources. But when the movement is caused by traffic congestion and so-called obsolescence of the downtown core, it is unsatisfactory. When the movement carries with it capital and merchants, it becomes destructive with possibly irreparable loss. It can have a far reaching effect on the economy and stability of our whole downtown business area.

The evidence in Toronto is serious, for within a short period we have witnessed the relocation of a \$5 million Crown Life building, a \$3 million Traders Finance Building, an \$8 million Confederation Life building, and the large Continental Casualty, Imperial Oil, and Independent Order of Foresters buildings. All were formerly located in the downtown core, which small area, comprising about 3% of the whole area of the City, has been contributing some 30% of taxation revenues. Modest investments by the City in parking garages designed to relieve traffic and parking congestion would appear good business.

Parking requirements in the downtown area, as envisaged by the Parking Authority are:-

- (a) A mechanical garage on Simpson's Temperance Street parking lot; negotiations are continuing with the Company.
- (b) A large parking deck on the south-west fringe, located over the depressed railway tracks on the south side of Front Street between Simcoe and John Streets; preliminary discussions with C.N.R. officials have been discouraging.

- (a) The Downtown Area - (Cont'd.)
- (c) A Modern parking garage in the Yonge - Dundas area.
- (d) A mechanical garage on the Yonge - Melinda site as a co-operative project with the private owner of the site.
- (e) Acquisition by the City of certain key parking lots now leased as such, to assure their permanency.
- (f) An underground garage as part of the Civic Square, designed to the Authority's specifications and under its jurisdiction, with size and traffic requirements determined from experience with the Civic Square temporary surface lots.

Parking projects now under construction in the downtown area are:-

- (a) Civic Square temporary surface parking lots; providing approximately 1000 spaces in addition to 250 spaces on the Eaton's parking lot which will remain undisturbed due to its superior operation.
- (b) Market Block; 200 spaces will be available in 1955, increasing to a maximum of 450 by 1956.
- (c) Queen - Victoria garage; 450 spaces.

Neighbourhood Commercial and Shopping Areas

It is in this field that the Authority has received encouragement from City Council and made most progress. There are now seven municipal parking lots in the Yonge - Bloor - Wellesley area, with eleven additional lots under construction in the Bloor - Bay, Danforth - Woodbine, Danforth - Pape, Dundas - Keele, and Yonge - St. Clair districts.

These older commercial and shopping districts suffer from serious traffic congestion and parking deficiencies. They are threatened more seriously than the downtown area by the suburban shopping plazas with their acres of parking. In co-operating with businessmen's associations

Neighbourhood Commercial and Shopping Areas - (Cont'd.)

in these areas, the Authority has followed the policy of seeking an agreement that curb parking will be prohibited on the major artery within walking distance of the new municipal parking lots. The two chief reasons are: the return of the major artery to its prime purpose - thus opening up the district, and the protection of the City's heavy investment in the parking lot. As a rule application of the policy has resulted in the provision of some three off-street spaces for each space removed at the curb.

In addition to protecting the immediate commercial area, these neighbourhood lots also provide overnight parking accommodation at modest charges for nearby residents lacking private garages.

An additional proposal has been forwarded to Council for the Yonge - Eglinton area, and a series of off-street lots are being planned for Bloor Street West between Spadina and Lansdowne.

One problem that is causing the Authority some concern is the high cost per car space for Bloor Street West parking lots. Due to narrow frontages and short depths of lots, the cost of assembling premises is proving very high, and there is serious doubt as to the ability of certain facilities being self-sustaining. Because of the prevalence of absentee ownership in these districts, it has been very difficult to persuade the merchants to contribute to the financing of the parking lots on the local improvement basis.

Thus the problem arises as to whether the municipality would be warranted in underwriting possible losses on these lots in the interest of general traffic improvement. Certainly the investment in parking lots, by bringing about the removal of curb parking on Bloor Street West, would be much less costly than the construction of an equivalent pavement widening. This question has been posed to the Metropolitan Planning Board for their advice. The Authority has suggested that modest investments in parking lots might well improve traffic conditions on Bloor Street sufficiently to speed up street car schedules and thus provide a breathing period during planning of the expensive subway extension.

Residential Areas

The private automobile is proving a blighting influence on many of the older residential districts. The lack of private garages and lanes, the constant pressure caused by restriction of curbside parking and the overflow from adjacent commercial districts, all work their havoc. There are repeated demands for overnight parking privileges on the street, which, if acceded to, would be an irretrievable step in the blighting process. To aggravate the situation, many older yet substantial homes are being changed into rooming houses with each household having its own auto.

The Parking Authority is quite prepared to pioneer this field -- the establishment of residential parking facilities in communities lacking private lanes and garages. A study of economics of the situation indicates that such facilities should be parking lots rather than garages, and that some form of subsidy would be required. It is doubtful that they could be completely self-sustaining, retiring capital charges, paying taxes and other costs.

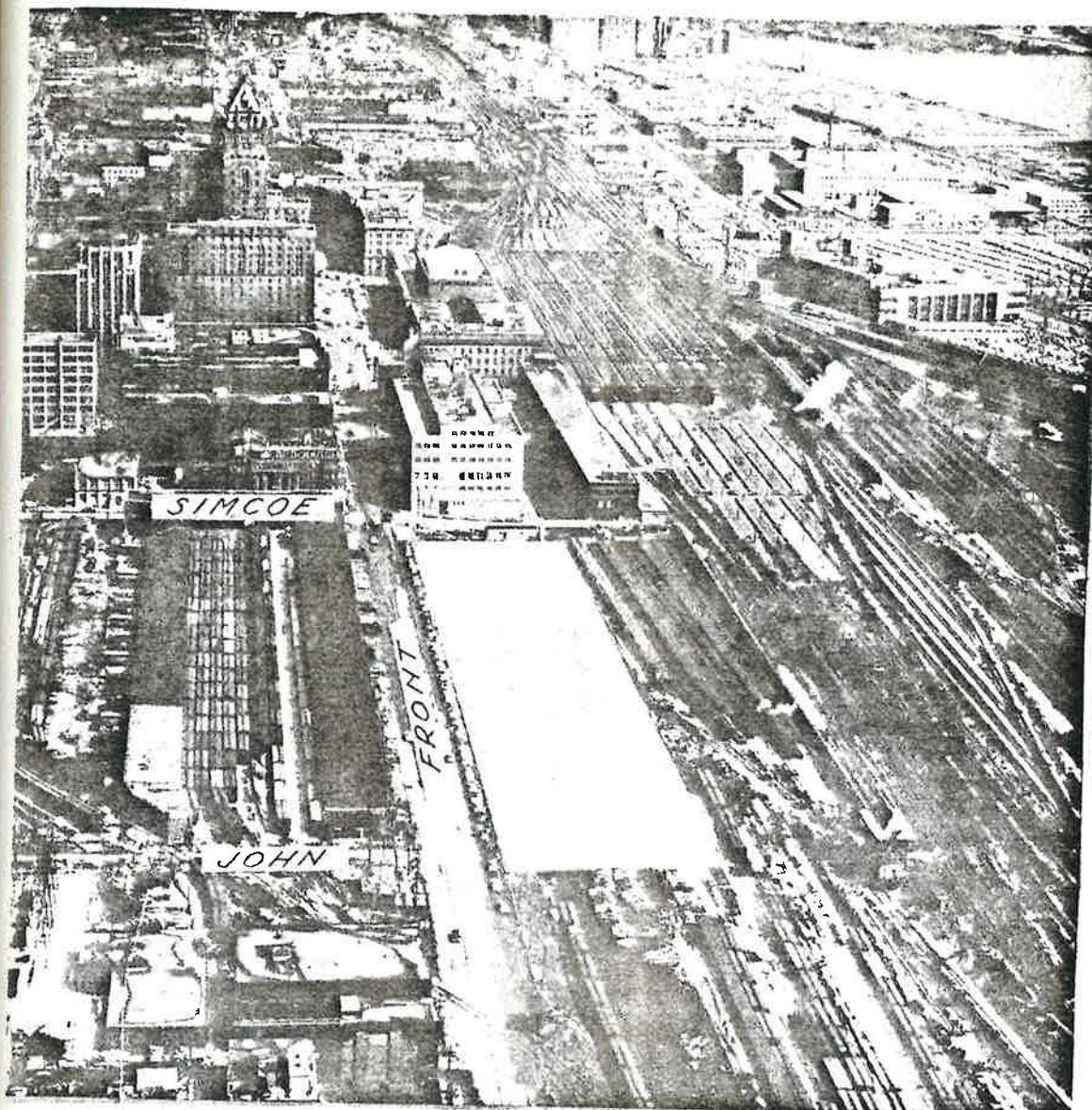
The Authority has recommended to City Council that the local improvement method of financing be selected for such projects as are petitioned for by local ratepayer groups.

Industrial Areas

Toronto has been fortunate in achieving a high percentage of industrial assessments, from which heavy tax levies have been received at comparatively low servicing cost. The industrial belt in Toronto comprises chiefly that area between Queen Street and the waterfront and bounded by Dufferin on the west and Coxwell on the east. The City should be seriously concerned with the stability of this valuable industrial belt.

There are signs of obsolescence in this area. The auto and the truck have caused great congestion with resulting trends to suburban relocation to obtain relief from parking and truck-loading difficulties.

The Parking Authority believes that some measure of practical assistance is definitely warranted. Municipal parking lots should be established in those areas of major congestion to accommodate employee and business autos and to free the industrial streets for the more important truck distribution activities. An example is the area from Queen to Front between Sherbourne and Jarvis.



DEPRESSED RAILWAY YARDS, SOUTH OF FRONT ST.
BETWEEN SIMCOE AND JOHN STS.

Consideration is being given the erection of a parking
deck over the above illustrated strip.

PARKING CONDITIONS IN TORONTO'S
INDUSTRIAL DISTRICTS



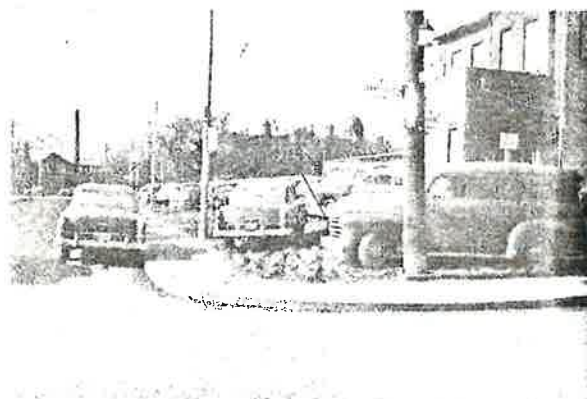
DUCHESS ST. - Sidewalk parking.



ONTARIO ST. - Illegal boulevard parking



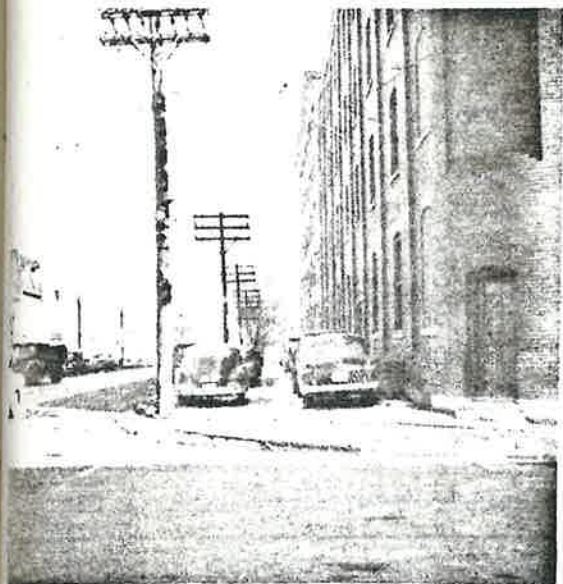
SUDBURY ST. - Illegal boulevard parking.



ADELAIDE ST. - Illegal boulevard parking

"Municipal parking lots should be established in those areas of major congestion to accommodate employee and business autos and to free the industrial streets for the more important truck distribution activities."

PARKING CONDITIONS IN TORONTO'S
INDUSTRIAL DISTRICTS - (Continued)



KING ST. - Illegal boulevard and sidewalk parking.



WALNUT AVE. - Parking on Public Park.

Industrial Areas - (Cont'd.)

In the vicinity of Strachan and King, the Massey Harris and John Inglis plant area, the Authority has proposed a municipal parking lot in an unused portion of Stanley Park. It is hoped that Council will approve of the project.

Commuter Parking

Commuter parking in the United States has met with uneven success, - dependent upon cheap parking serviced by rapid transit or express bus connections downtown. Where transfers or regular bus services are involved, useage has been poor. For this reason the Authority has approached this facet of the parking problem with caution.

The Authority now operates with good patronage a 125 car lot in Eglinton Park. In the evenings and on weekends it is used by patrons of the community centre, baseball and skating rink. An appreciable number of local residents use it for overnight parking. In the daytime commuters park their cars at this point for 25¢ and walk some four minutes to the subway terminal for rapid transportation downtown.

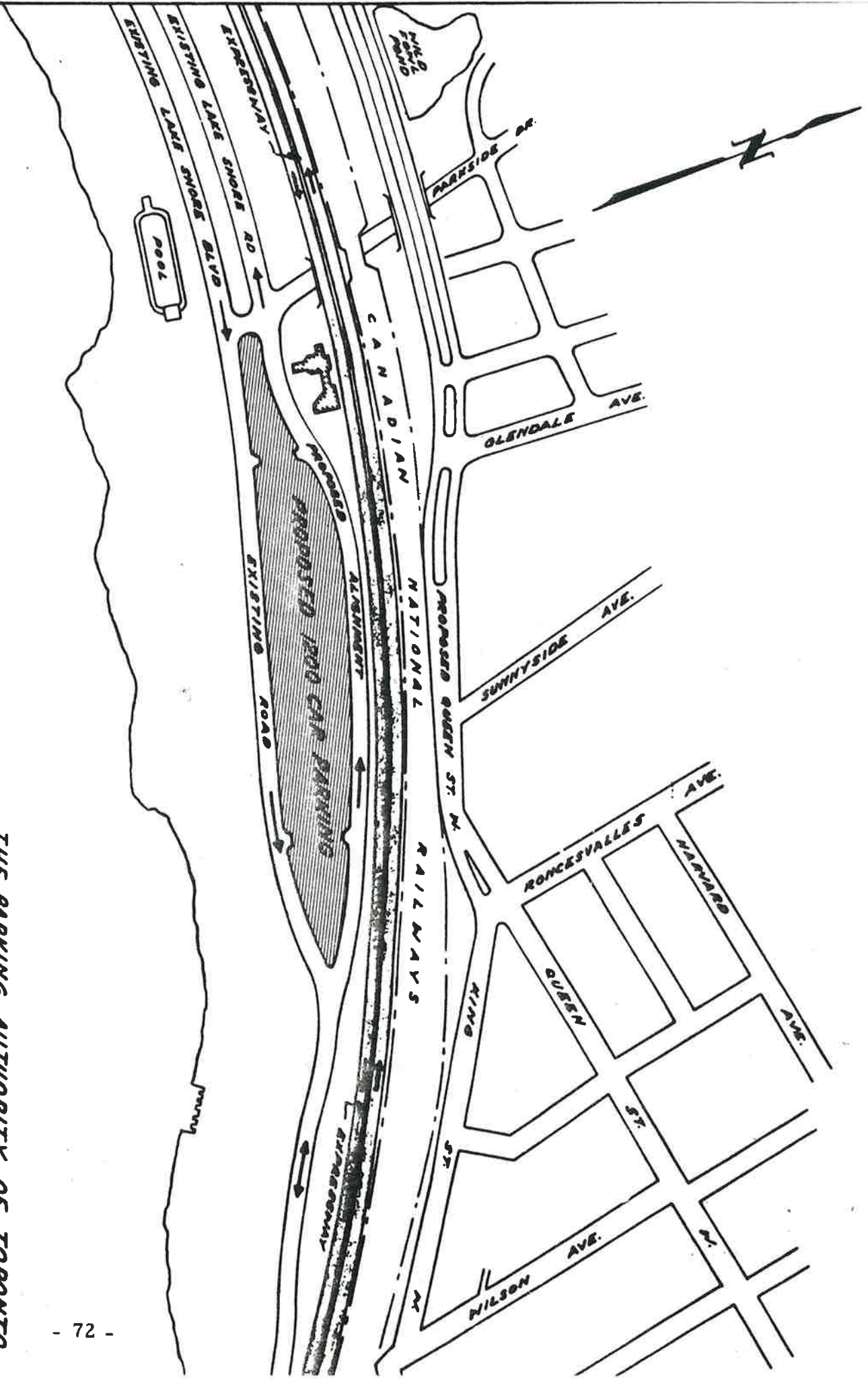
Unfortunately high land values in the vicinity of the Eglinton subway terminal preclude other cheap commuter parking lots. Consideration is being given the decking over of the open subway cut between Berwick Avenue (first south of Eglinton) and Davisville Avenue, with a potential capacity of 1000 autos. A similar but small deck is being constructed as part of the Yonge - St. Clair neighbourhood program. Construction costs for this deck will determine the Authority's interest in the larger commuter deck.

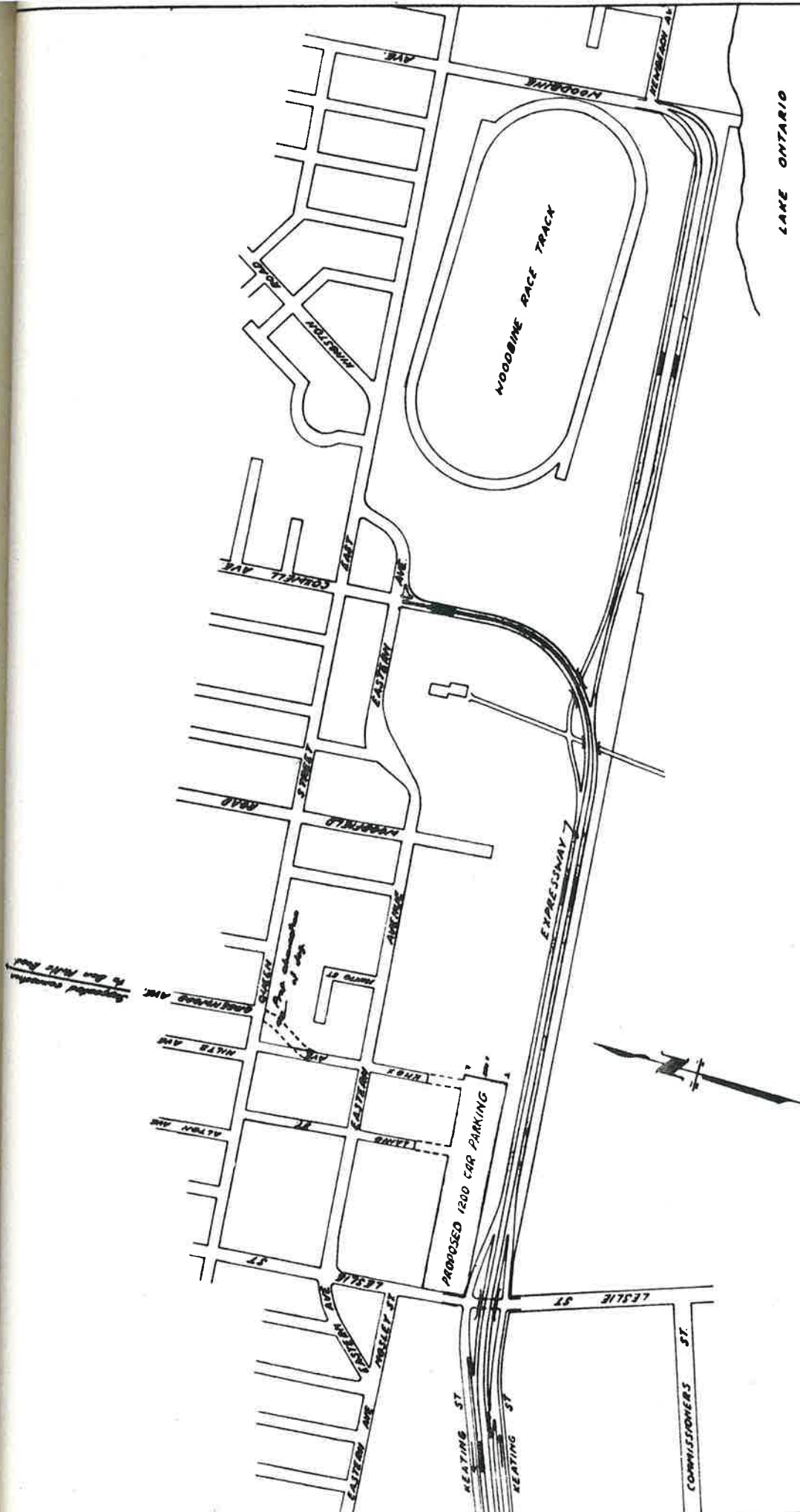
The Parking Authority believes that large commuter parking lots should be located on the eastern and western periphery of the downtown core. It urges that provision be made for such commuter parking lots as part of the Lakeshore Expressway, with one site at Sunnyside and one at Leslie - Keating Streets. Such parking lots are shown on the accompanying sketches. It is planned that they would be tied into the downtown core by means of an express loop bus with a composite fare including parking and return bus charges. A formal proposal has been placed before City Council, with the endorsement of the Traffic Advisory Board of the Toronto Board of Trade.

LAKELAND ONTARIO

THE PARKING AUTHORITY OF TORONTO

*Proposed Sunnyside Parking Area for
Computers, Exhibition and Recreation*





LAKE ONTARIO

THE PARKING AUTHORITY OF TORONTO
 Proposed Leslie St. Parking Area
 for Commuters
Scale 1" = 800 FT.

FEB/55. B.H.A.

OBSERVATIONS AND RECOMMENDATIONS

Municipal Parking as a Metropolitan Interest

The Traffic Advisory Board of the Toronto Board of Trade endorsed the Authority's initial program on November 18, 1954. It recommended at that time that the Metropolitan Council consider taking over the Parking Authority by increasing the representation of the Authority and broadening its terms of reference. Among the reasons suggested were the need to develop off-street parking facilities in suburban business areas such as the Kingston Road in Scarborough, Bloor Street in Etobicoke, Lakeshore Road in Mimico, Spadina Road and Eglinton Avenue in Forest Hill Village, Bathurst and Dufferin Streets in North York, and the like. It was felt that major improvements in traffic facilitation on these Metropolitan arteries could be achieved in this manner.

A further reason was Metropolitan Council's interest in major commuter parking lots which could be established beyond the City Limits while land values are yet reasonable.

The Increasing Cost of Parking Modern Automobiles

The three important parking garages constructed as such in the downtown area were completed some 28 years ago. Since that time the increasing dimensions of automobiles have reduced the parking capacity of those garages by as much as one third. Column and aisle spacing being fixed, fewer cars can be parked on the typical floor.

Not only have length and width increased, but equally serious, the hinging and length of the doors requires much more room for their sweeping opening. Where six foot wide parking stalls were once adequate, today's designs call for nine foot stalls, an increase of 50%. The longer turning radius and overhang of the modern car also requires much more area to be set aside on aisles, ramps, and reservoirs for manoeuvring.

It is suggested that manufacturer and purchaser of tomorrow's vehicles have some consideration for the cost of parking that vehicle. Valuable land and building areas are involved for the repeated storage of the car, whether at home or business destination.

Experiments with Customer Validation by Means of Parking Stamps

In 1954 the Parking Authority introduced a simple system whereby merchants may extend validation (free parking) to their customers. It was introduced as a measure designed to help the merchants in Toronto's older neighbourhoods compete with the attractive free parking of the suburban shopping plazas.

Parking stamps are equivalent to one hour's free parking, and are bound in books of 100 stamps. The merchant purchases the book of stamps at face value, (namely ten dollars for 100 stamps providing ten cents per hour parking.) The Authority absorbs the cost of printing and distributing the stamps.

When the customer has made her purchase, she hands her parking ticket to the cashier who affixes a parking stamp to the ticket. Upon return to the parking lot, the customer receives credit or refund equivalent to the total number of stamps attached to her ticket.

The system has been introduced carefully and has proven attractive, simple, and successful. It will be made available upon request to merchants in all neighbourhoods served by the Authority's municipal parking areas.

Recommendations Addressed to City Council

The Parking Authority, as the result of its three years of activity respectfully recommends:-

1. That provision be made for the establishment of commuter parking lots as an adjunct to the Lakeshore Expressway.
2. That an initial industrial parking lot be established in Stanley Park to serve Massey Harris, John Inglis, and other industries in that area.
3. That careful consideration be given the acquisition of strategic parking sites in the downtown area which are of a temporary nature.
4. That the provincial government be requested to amend the Assessment Act by reducing the business tax on parking garages from 25% to the 10% required for parking lots.

Recommendations Addressed to City Council -(Cont'd.)

5. That the By-law establishing the Parking Authority be amended to permit the Authority to hold title to its premises, as is the case for the Housing Authority and the Transit, hydro and harbour commissions.
6. That the City adopt a policy of placing all municipally-owned parking facilities under the jurisdiction of its Parking Authority, including the waterfront parking lot on the north side of Fleet Street between Bay and Yonge Streets.
7. That the City open formal negotiations with the Canadian National Railway Co. re permission to erect a large parking deck over depressed railway yards south of Front Street between Simcoe and John Streets.

THE PARKING AUTHORITY OF TORONTO

Balance Sheet as at 31st December 1954

A S S E T S

CURRENT ASSETS:

Petty Cash on hand	\$	25.00		
Cash in bank		<u>30,309.70</u>	\$	30,334.70
Prepaid Insurance				<u>292.00</u>
			\$	<u>30,626.70</u>

FIXED ASSETS:

Furniture and Equipment	\$	4,701.90		
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x Parking Area Lands and Improvements thereto:
 Acquired out of Current Funds of the City from
 curb-side parking revenue and designated for
 use of the Parking Authority. The Authority
 does not hold title to these lands, viz.:

Parking areas above subway between Maitland and Hayden Streets	\$114,273.20			
Parking areas in City Parks	63,129.97			
Parking areas on Civic Square - planning only	1,949.26			
Parking areas near one shopping district in the City - planning only	<u>449.26</u>	<u>179,801.69</u>		184,503.59

x Parking Garage and Area Land Improvements:
 Acquired out of Capital Funds of the
 City from the sale of debentures and
 designated for use of the Parking
 Authority. The Authority does not hold
 title to these lands, viz.:

Parking areas near four separate shopping districts in the City - planning only	\$ 4,704.67			
Parking garage at Queen & Victoria Street - planning only	<u>19,171.88</u>	23,876.55		

x Cash in hands of City Treasurer from
 proceeds of the sale of debentures issued
 1st December 1954 for purpose of purchase
 of lands and construction of parking areas
 and garage \$1,352,829.91

x Unamortized Debenture discount and expense	<u>23,293.54</u>	<u>1,376,123.45</u>		1,400,000.00
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x NOTE:

These assets appear in the City's balance sheet and the
 Authority does not hold title to them. They are included
 here by reason of having been designated for use of the
 Authority.

\$1,615,130.29

THE PARKING AUTHORITY OF TORONTO

Balance Sheet as at 31st December 1954

L I A B I L I T I E S

CURRENT LIABILITIES:

City of Toronto	\$ 1,683.68	
Accounts Payable - trade	<u>951.70</u>	\$ 2,635.38
Parking Stamps issued and outstanding		98.70

ADVANCED BY CITY OF TORONTO:

For working capital fund		5,000.00
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CURRENT SURPLUS:

Balance from operations to 31st December 1953	\$ 1,622.04	
Add: Surplus from operations for the year ended 31st December 1954	<u>21,270.58</u>	<u>22,892.62</u>
		\$ 30,626.70

CAPITAL SURPLUS:

Created by purchase of furniture and equipment out of the Parking Authority's current funds	\$ 4,701.90	
Created by acquisition of Parking Area lands designated for use of the Parking Authority, and improvements thereon, paid for out of revenue from the City's curb-side parking meters	<u>179,801.69</u>	184,503.59

DEBENTURE DEBT:

Debentures issued 1st December 1954 by the Municipality of Metropolitan Toronto on behalf of the City:

Series A - 3 $\frac{1}{4}$ %, redeemable 1955-1964	\$585,037.07	
Series B - 3 $\frac{1}{2}$ %, redeemable 1965-1974	<u>814,962.93</u>	1,400,000.00

(NOTE: To the extent that Parking Authority revenues are insufficient, payments of principal and interest are to be met out of a reserve fund to be accumulated by the City out of the net revenues from parking meters installed on City Streets)

Meter reserve fund as of 31st December 1954 held - \$270,872.

\$1,615,130.29

AUDITOR'S CERTIFICATE

I have examined the books and accounts of the Parking Authority of Toronto for the period from 24th June 1952 to 31st December 1954 and hereby certify that, in my opinion, the above balance sheet, as at 31st December 1954 and the accompanying statements of revenue and expenditure pertaining to the above period are properly drawn up so as to exhibit a true and correct view of the affairs of the Authority as at 31st December 1954 and the results of its operations for the period from 24th June 1952 to 31st December 1954, according to the best of my information and the explanations given to me and as shown by the books of the Authority.

H. W. Percy.
J. R. A.

April 7, 1955.

CITY AUDITOR.

THE PARKING AUTHORITY OF TORONTO

Comparative Summary of Revenue and Expenditure
for the years 1952, 1953 and 1954

	<u>Year ended 31st December</u>		
	<u>1954</u>	<u>1953</u>	<u>December 1952</u>
REVENUE			
Parking Operations	\$77,644.35	\$31,746.75	\$ 339.00
Sundry revenue	<u>304.04</u>	<u> </u>	<u> </u>
	<u>\$77,948.43</u>	<u>\$31,746.75</u>	<u>\$ 339.00</u>
EXPENSE			
Direct operating expenses of parking areas	\$39,156.16	\$19,121.21	\$ 226.07
Administration Expense	<u>17,521.69</u>	<u>10,333.78</u>	<u>782.65</u>
	<u>\$56,677.85</u>	<u>\$29,454.99</u>	<u>\$1,008.72</u>
Net surplus or deficit on operations	<u>\$21,270.58</u>	<u>\$ 2,291.76</u>	<u>(\$ 669.72)</u>