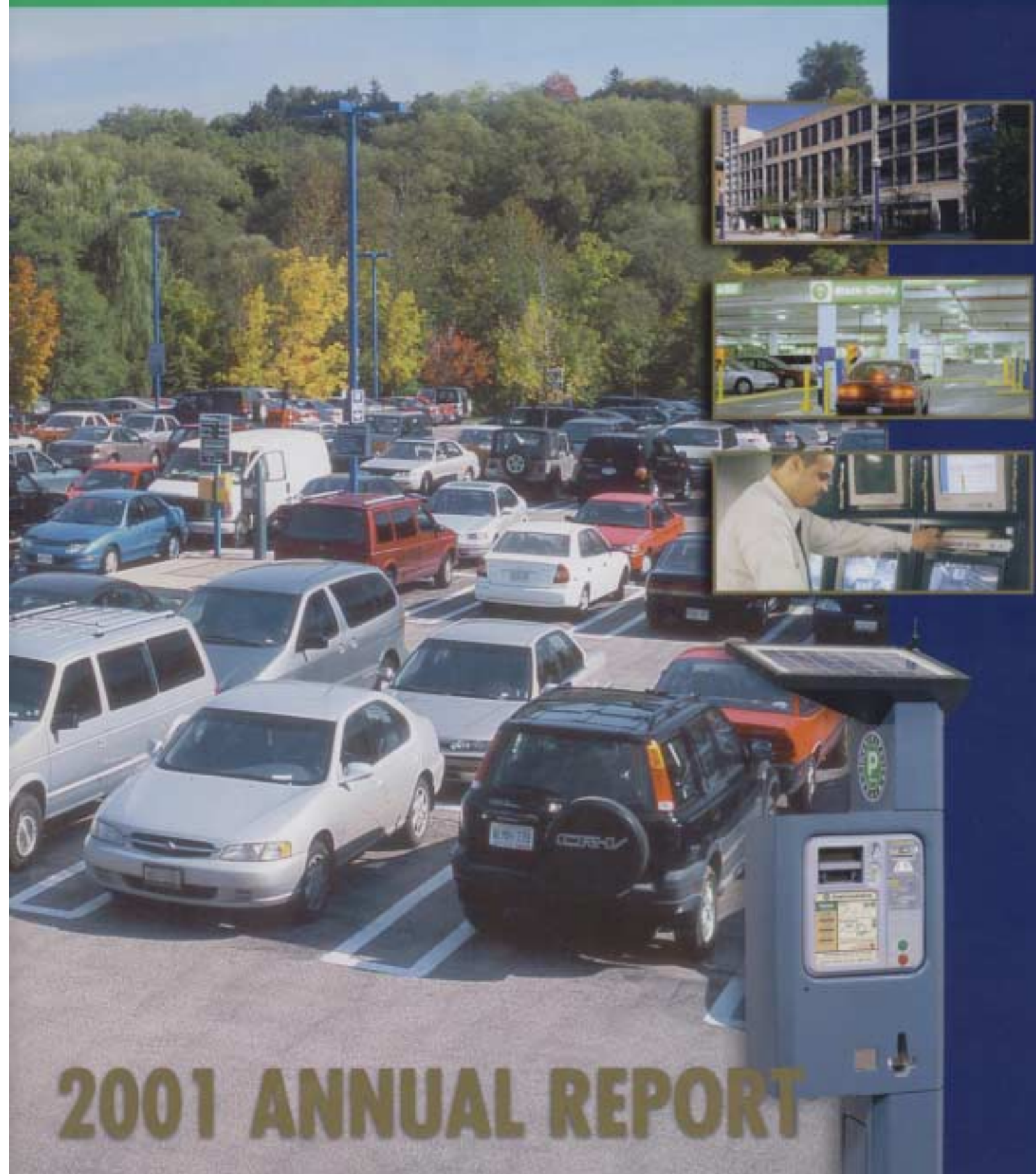


The Toronto Parking Authority

50 Years of Service to Toronto Citizens



2001 ANNUAL REPORT

“The Toronto Parking Authority exists to provide safe, attractive, self-sustaining, conveniently located and competitively priced off-street and on-street public parking as an integral component of Toronto’s transportation system.”



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Chairman's Message

50 Years of Service to Toronto Citizens



Dan Sorens, Chair

The year 2002 marks a major milestone for parking and transportation in the City of Toronto, as the Toronto Parking Authority celebrates 50 years of successfully providing innovative and effective parking services to the citizens of Toronto.

The Parking Authority of Toronto was created by Toronto City Council in 1952 – a time when the automobile boom was in full swing following the Second World War and cities were struggling to cope with skyrocketing demand for transportation facilities and infrastructure. In Toronto, parking spaces were in short supply in most areas of the city, but these shortages were particularly acute in the non-downtown commercial areas, where other parking operators were not able or willing to meet the demand. The City Council of the day realised that a public parking authority was needed so that the City could create parking facilities for the broader public benefit, and that went beyond what could realistically be met in the marketplace.



The Authority's parking inventory gradually increased over the years up to a point in the late 1990s where it was operating 17 parking garages and 76 surface parking lots across the former City of Toronto. Most of these facilities were located in neighbourhood shopping and commercial areas and contributed greatly to keeping these main streets vibrant and prosperous.

The current Toronto Parking Authority was incorporated as part of the 1998 amalgamation of the six former municipalities that now make up the new



City of Toronto. This included a merging of the former Parking Authority of Toronto with parking agencies and operations in North York and the other municipalities, with new responsibilities to manage and operate parking throughout all of what had now become Canada's largest city of over 2 million people.

The new Authority was also given an expanded mandate to manage and operate on-street parking throughout the city. In three short years, the Authority has seized this opportunity by greatly expanding the on-street network and introducing leading edge, on-street pay-and-display technology. The latter, in particular, has been a remarkable success, both in increasing revenues to the City and improving convenience to parking customers.

For 50 years, the Toronto Parking Authority has been a world leader in innovative parking operations and technology. It continues to find new ways to provide better, more convenient parking services to the citizens of Toronto and to generate more revenues to help support city programs and services.



The Toronto Parking Authority

50 Years of Service to Toronto Citizens

Technology and Innovation Pay Off for Parking Customers and Taxpayers

In 2001, continued efforts in new technologies and other innovations have again paid big dividends to the Toronto Parking Authority, City of Toronto and Toronto residents.

In the three years since amalgamation the financial gains have been truly remarkable. Net parking revenues reached \$35 million in 2001, an increase of 120% compared to the revenue generated by parking in the City of Toronto prior to amalgamation. The Authority's revenue saved the taxpayers of Toronto the equivalent of 3 to 4% in increased property taxes.



In terms of gross revenues, on-street parking revenue has shown a dramatic improvement, with on-street revenues more than doubling over the last three years. Prior to amalgamation, total on-street revenue was \$9.8 million. In 2001, the revenue was \$26.0 million, an increase of 18% over 2000 and a huge increase of 165% over the past three years. Off-street revenue for 2001 has also reached new highs, increasing 23% since amalgamation.

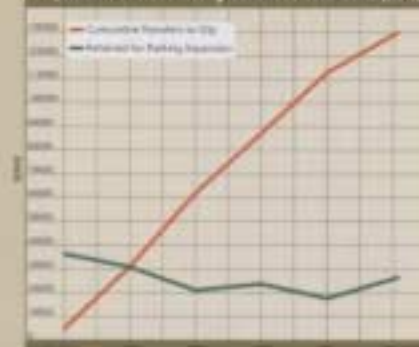
The use of pay-and-display technology has been the single, most significant factor contributing to the increase in on-street revenue. The extension of operating hours implemented two years ago, coupled with higher rates, are also responsible for some of the increase in revenues.

Toronto Becomes a World Leader in Pay-and-Display Technology

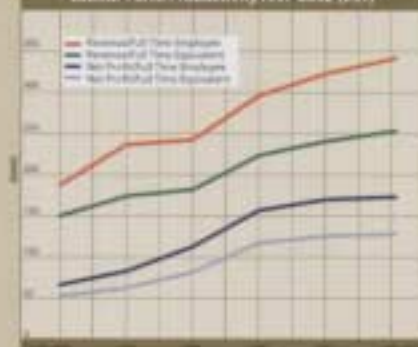
Toronto is the first city in North America to develop and install solar-powered pay-and-display machines to replace conventional on-street parking meters. We are also the first in the world to accept credit card payments on street. This has been a major factor in the achievement of higher revenues, as well as the increased compliance we are experiencing on city streets. These new machines have also generated additional revenue because, unlike a parking meter, a customer is unable to use unexpired time from a previous customer. Judging by the many commendations, and few complaints that we have received, Toronto citizens appear to have clearly embraced this new technology.

These machines are also much more reliable and less susceptible to vandalism than meters. Toronto is the first in the world to have real time monitoring of on-street equipment at a central location through a radio communications network linking all the on-street machines. The system generates significant usage data to ensure that on-street revenue is being optimized. Further, staff are able to monitor the equipment without physical inspection and respond quickly to machine malfunctions. The end result is improved customer service and less down time.

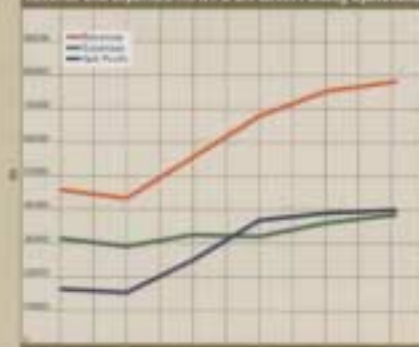
Disposition of Net Parking Revenues 1997-2002 (EST.)



Labour Force Productivity 1997-2002 (EST.)



Revenue and Expenses, All On & Off Street Parking Operations





“The use of pay-and-display technology has been the single, most significant factor contributing to the increase in on-street revenue.”



On-Street Parking Network Continues to Grow
In 2001, the Parking Authority added approximately 1,500 new on-street parking locations to expand our on-street program in various areas throughout the City where paid parking was required. We currently have 7,744 parking spaces on-street controlled by 1,113 pay-and-display machines and 9,984 parking meters, for a total of 17,728 on-street parking spaces. These new spaces increase accessibility to businesses and services in the downtown core and other commercial areas.

In 2002, we will add an additional 250 pay-and-display machines replacing approximately 2,300 on-street meters. We continue to review new parking opportunities and will be addressing on-street parking rates in mid-year 2002.



New Off-Street Lots Help Support Local Business

At the end of 2001, our off-street parking inventory was 19,342 spaces across the City. The continuing growth in our off-street program helps to ensure that the short-term parking needs on the City's main streets and other commercial areas will continue to be satisfied and that local businesses will prosper as a result.



A new multi-level parking garage under Dundas Square opened in 2001 as part of a broader initiative to re-develop and re-energize the Yonge and Dundas neighbourhood. This garage was the latest to incorporate automated “pay-on-foot” technology and will eventually be connected via the Dundas and Yonge TTC subway station to the Eaton's Centre and the underground pedestrian network.

Other expansions during the year included our existing parking garage at Queen and Victoria, which added two levels (200 parking spaces) to better serve the area. New off-street facilities at Islington and Bloor and at Sheppard and Yonge also were opened. New sites were purchased on Adelaide at Spadina, Bayview at Millwood, Dundas at Ossington and McCaul at Baldwin to ensure that these neighbourhoods have a continued short-term parking supply.



The Toronto Parking Authority

50 Years of Service to Toronto Citizens

New Joint Developments Provide Parking and Improve Neighbourhoods

There is much in the news these days about public private partnerships. The Toronto Parking Authority is also leveraging these successful strategies to provide much needed short-term parking in neighbourhoods where deficiencies now exist. In these cases, we typically replace surface parking lots with underground parking garages, and the joint development usually helps to improve the urban fabric in the affected neighbourhood.

In mid-2002, a new 250-space underground parking garage will be open at Yonge and St. Clair, replacing a former surface carpark of 165 spaces. On Mt. Pleasant, south of Eglinton, we will open a 54-space underground facility, again replacing surface parking. In December 2001, the Authority acquired parking rights in Yorkville which will be redeveloped in the future and provide approximately 200 parking spaces in an underground facility in the coming years.



Partnership with TTC Will Enhance Commuter Parking for Transit

On January 1, 2002, the Toronto Parking Authority assumed operation of the Toronto Transit Commission Park and Ride facilities under an agreement with the TTC. Although not new to the Parking Authority (the former Parking Authority of Toronto operated all TTC commuter parking facilities until the mid-1980's), this is an opportunity to encourage the use of public transit by many people who drive downtown each day. We plan to upgrade these facilities over the next few years and provide additional commuter parking. We will also be discussing with the TTC the possibility of a small parking charge to help offset the cost of building and operating these facilities, as these new revenues could provide the means to build new commuter parking lots that might not otherwise be affordable.



“The installation of pay-and-display machines throughout the central part of the City has resulted in the removal of thousands of parking meters and the opportunity to transform the former meter posts into bicycle parking.”



We have for many years provided commuter parking on the periphery of the downtown core in facilities that serve non-commuter uses. Using additional on-street spaces in the vicinity of suburban subway stations and new technology in the parking facilities, we should be able to increase space availability and make it an easier choice for commuters to park and ride.

In another partnership arrangement with the City of Toronto, we assumed the management and operation of paid parking in lakefront parks during the summer season. This was the result of a Council decision to charge for parking in these facilities.

Authority Initiatives Help Support Other Forms of Sustainable Transportation

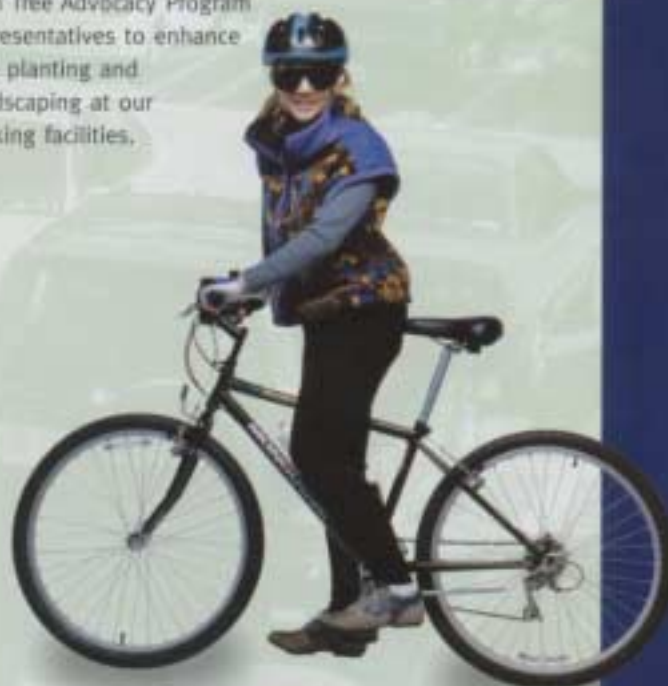
Even though car parking is the primary focus of our operation, we recognize that cars are not the only mode of transportation that needs parking. The installation of pay-and-display machines throughout the central part of the City has resulted in the removal of thousands of parking meters and the opportunity to transform the former meter posts into bicycle parking. The Authority provided \$125,000 this year to re-equip these posts with proper bicycle parking rings. The Toronto Parking Authority is also represented on the City's Co-ordinating Committee for the new "Toronto Bike Plan - Shifting Gears".

The Authority has initiated a plan to designate motorcycle parking spaces on street. The City has developed a pilot project and studied the usage of these spaces over the past year. It is anticipated that more spaces will be provided and the program expanded in the future. Motorcycles require smaller parking spaces than cars and the designated spaces will result in more car parking spaces.



The Authority has also supported AutoShare, a car sharing organisation. AutoShare uses Authority lots and on-street spaces to park the cars that are shared by their members. These are strategically located across the city according to the residential locations of AutoShare members.

Finally, the Authority has been a supporter of the City's Tree Advocacy Program. We have provided direct support to the program and have worked with Tree Advocacy Program representatives to enhance tree planting and landscaping at our parking facilities.



The Toronto Parking Authority

50 Years of Service to Toronto Citizens

T H E T O R O N T O P A R K I N G A U T H O R I T Y

Additional New Technologies Could Help Make Parking Payment Easier

The Authority has been installing equipment and integrating its systems for a number of years to allow it to introduce a new parking card. Businesses with our card can use any off-street parking facility or on-street location where credit cards are accepted. Businesses will be encouraged

to use the off-street parking facilities for their business vehicles rather than short-term on-street metered spaces, and they will be able to track their employees as they perform their day-to-day duties. It will also help control their parking costs. We feel that it will be very

attractive for businesses with numerous sales people and service vehicles across the City. The benefit to the Authority will be more revenue. To our knowledge, this will be the first program of its kind anywhere in the world.

THE TORONTO PARKING AUTHORITY



The Authority recently became a member of the Integrated Mobility Systems (IMS) consortium, a cross-Canada group of agencies and organisations working to implement a form of integrated mobility card ("smart card") that could eventually be used by consumers to pay for various modes of transportation (transit, parking, highway tolls) along with other services in the community. The consortium was initiated by the City of Toronto's "Moving the Economy" program and includes other agencies such as the TTC, GO Transit and the Ministry of Transportation.

Higher Taxation Raises Risks for Parking

In previous annual reports we wrote about the challenges we will face in the future, and would have been experiencing today, had the City of Toronto not capped municipal tax increases at 5%, under Market Value Assessment. The Parking Authority makes payments-in-lieu of taxes that is equal to the real estate taxes paid by any other business. We have appealed all our assessments and are working with the tax assessor to arrive at a fair and reasonable assessment.

As a result of tax increases, the Toronto Parking Authority experienced in 2001 a \$5 million increase in its tax bill. Higher taxes have to be recovered through increased parking fees and when evaluating new construction projects many may not be financially viable in the future. As parking spaces disappear in the City due to redevelopment, this continued uncertainty regarding property tax assessment poses serious risks to the health of the City's core and the viability of its municipal parking operation.





Merging On-street Enforcement into Operations Should Increase Revenue

When responsibility for managing and operating on-street paid parking was transferred to the Toronto Parking Authority three years ago, the responsibility for enforcement was not included in the transfer. We currently manage off-street parking enforcement, and attain levels of 80% voluntary compliance in our off-street unattended facilities. By comparison, on-street compliance is currently 55%. If on-street enforcement at parking meters and pay-and-display machines were transferred to the Authority, a more focused, less punitive approach would be implemented, which is similar to our off-street enforcement. By using a combination of "Courtesy Envelopes" and Parking Infraction Notices (for those who do not pay the Courtesy Envelopes), and based on our high compliance rate at our off-street facilities, we believe this would lead to a similar higher compliance rate at on-street meters and pay-and-display machines. We further estimate this change would generate an additional \$8.5 million in increased revenue. It would cost less to administer the entire enforcement program if voluntary compliance was increased and if economies of scale could be realized by combining enforcement and operations.

The case for transferring on-street meter enforcement to the Authority was fully documented in a fall 2000 report entitled "Parking Management - Completing the Circle". In it, we note that this type of arrangement is the norm in most major cities in North America and elsewhere. We also note that such a transfer should not affect police responsibilities for managing traffic flow and enforcing parking prohibitions. It is our belief that where parking is permitted, there should be a more customer-oriented approach designed to maximize compliance rather than punish our customers. We understand that the report is currently being reviewed by City administration and a response is expected in mid-2002.

"2001 was another very successful year and the primary credit for that must go to the continued high level of effort and dedication of the Authority staff."



Our Success is Bringing the Parking World to Toronto

Our recent achievements, especially the success with Pay-and-Display technology, have not only made us world leaders but have also generated immense interest from other parking authorities and organizations around the world who want to see our technology and learn how we made it work. As a result, the City of Toronto will be hosting two major parking conferences in Toronto over the next two years, namely, the International Parking Institute conference in June 2002 and the World Parking Symposium in 2003. The IPI conference in itself will bring 1500 delegates to Toronto this June.



Appreciation to a Hands-on Board and Hard Working Staff

The Toronto Parking Authority has achieved much over the last 50 years and especially in the most recent years, although there is still potential for many more advancements. 2001 was another very successful year and the primary credit for that must go to the continued high level of effort and dedication of the Authority staff. Credit also goes to a very knowledgeable and "hands-on" Board of Directors, several of which joined the Board in early 2001. I extend my thanks to everyone for all the excellent efforts and contributions this past year, and during our 50 year history. We are looking forward to new innovations and continued leadership as we move into the future.

Dear Robert, Chair

The Toronto Parking Authority

Financial Statements

Auditors' Report

To the Board of Directors of Toronto Parking Authority

We have audited the balance sheet of Toronto Parking Authority as at December 31, 2001 and the statements of operations and equity and cash flows for the year then ended. These financial statements are the responsibility of the Authority's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with Canadian generally accepted auditing standards. Those standards require that we plan and perform an audit to obtain reasonable assurance whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit

also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation.

In our opinion, these financial statements present fairly, in all material respects, the financial position of the Authority as at December 31, 2001 and the results of its operations and its cash flows for the year then ended in accordance with Canadian generally accepted accounting principles.

Ernst & Young LLP

Toronto, Canada,
March 14, 2002.

Chartered Accountants

Balance Sheet

As at December 31

ASSETS	2001	2000
	\$	\$
Current		
Cash	5,597,072	11,455,529
Short-term investments <i>[note 3]</i> [market value - nil; 2000 - \$13,843,479]	—	13,863,816
Accounts receivable <i>[note 4]</i>	797,776	1,572,481
Inventories	554,769	586,274
Prepaid expenses	348,631	375,368
Total current assets	7,298,248	27,853,468
Long-term investments <i>[note 3]</i> [market value - \$26,276,046; 2000 - \$18,001,190]	26,163,112	17,999,275
Deferred charges <i>[note 5]</i>	1,161,632	1,258,206
Capital assets, net <i>[note 6]</i>	81,936,874	67,597,874
	116,559,866	114,708,823
LIABILITIES AND EQUITY		
Current		
Accounts payable and accrued liabilities <i>[note 4]</i>	16,928,990	23,747,827
Deferred revenue	299,177	278,521
Total current liabilities	17,228,167	24,026,348
Equity	99,331,699	90,682,475
	116,559,866	114,708,823

See accompanying notes

Approved by the Authority:

D. E. Roberts *[Signature]*
Chairman President



Statement of Operations and Equity

Year ended December 31			2001	2000
	On-street	Off-street	Total	Total
	\$	\$	\$	\$
Revenue	25,990,322	48,780,213	74,770,535	68,490,241
Expenses				
Operating [schedule]	3,678,262	30,798,233	34,476,495	26,933,787
Administration	749,215	4,273,944	5,023,159	4,695,506
Amortization of capital assets	2,143,903	2,008,906	4,152,809	2,865,486
	6,571,380	37,081,083	43,652,463	34,494,779
Operating income	19,418,942	11,699,130	31,118,072	33,995,462
Other income				
Gain on sale of capital assets			4,600	6,320,136
Investment income			2,238,185	1,658,752
Net rental income [gross - \$1,103,113; 2000 - \$1,071,982]			947,607	1,003,950
Sundry			288,435	434,717
			3,478,827	9,417,555
Income before the following			34,596,899	43,413,017
City of Toronto's share of income [note 8]			(25,947,675)	(25,766,438)
Net income for the year			8,649,224	17,646,579
Equity, beginning of year			90,682,475	73,035,896
Equity, end of year			99,331,699	90,682,475

See accompanying notes

Statement of Cash Flows

Year ended December 31	2001	2000
	\$	\$
Operating Activities		
Net income for the year	8,649,224	17,646,579
Add (deduct) non-cash items		
Gain on sale of capital assets	(4,600)	(6,320,136)
Amortization of capital assets	4,152,809	2,865,486
Amortization of deferred charges	96,574	96,573
	12,894,007	14,288,502
Changes in non-cash working capital balances related to operations:		
Accounts receivable	774,705	(440,205)
Inventories	31,505	85,303
Prepaid expenses	26,737	(100,437)
Accounts payable and accrued liabilities	(6,818,837)	(3,642,295)
Deferred revenue	20,656	13,502
Cash provided by operating activities	6,928,773	10,204,370
Investing and Financing Activities		
Change in net investments	5,699,979	10,513,209
Proceeds from sale of capital assets	4,600	7,341,583
Purchase of capital assets	(20,596,296)	(19,348,210)
Funding from City of Toronto's reserve funds for capital assets	2,104,487	—
Cash used in investing and financing activities	(12,787,230)	(1,493,418)
Net increase (decrease) in cash during the year	(5,858,457)	8,710,952
Cash, beginning of year	11,455,529	2,744,577
Cash, end of year	5,597,072	11,455,529

See accompanying notes



The Toronto Parking Authority

Notes to Financial Statements

Notes to Financial Statements

1 OPERATIONS AND RELATIONSHIP WITH THE CITY OF TORONTO

Toronto Parking Authority [the "Authority"] is a local board of the City of Toronto [the "City"], established under the City of Toronto Act (1997), whose mandate is to operate, manage and maintain municipal parking facilities and on-street meter operations on behalf of the City in support of local business areas. An agreement has been made with the City relating to income sharing [note 8]. The Authority is not subject to income taxes. These financial statements reflect the financial position and results of operations of the Authority's

off-street parking facilities and on-street parking meters. They do not include the operations of the retail stores and offices on Cumberland, Queen, Charles or St. Andrew Streets; or payments received by the City from developers under agreements in lieu of providing parking facilities. The results of these activities are recorded by the City in reserve fund accounts which are available for the exclusive use of the Authority to fund on-going capital projects and improvements [note 4].

2 SIGNIFICANT ACCOUNTING POLICIES

These financial statements have been prepared in accordance with Canadian generally accepted accounting principles for profit oriented organizations, unless otherwise directed to specific accounting recommendations of the Public Sector Accounting Board.

Revenue recognition

Revenue and expenses are reported on the accrual basis of accounting. The accrual basis of accounting recognizes revenue as it becomes measurable and expenses are recognized as they

are incurred and measurable as a result of receipt of goods or services and the creation of a legal obligation.

Investments

Investments are recorded at cost. Premiums and discounts on bonds are amortized over the term of the bond. Investment income includes interest and gains or losses on the sale of investments.

Inventories

Inventories of supplies are recorded at lower of cost or market value.

Capital assets

Purchased capital assets are recorded at cost less any amounts being funded from the City reserve funds [note 4]. Amortization is calculated on a straight-line basis over the estimated useful lives of the assets as follows:

- Parking garages and surface car parks – 25 years
- Equipment and furnishings – 5 to 10 years

Employee related costs

The Authority's contributions to a multi-employer defined benefit pension plan are expensed when contributions are made.





3 INVESTMENTS

Investments consist of Government of Canada bonds and Province of Ontario debentures with a

weighted average yield to maturity of 6.2% and an average duration to maturity of 7.4 years.

4 RELATED PARTY TRANSACTIONS

Included in accounts receivable of \$797,776 is \$78,551 due to related parties. Included in accounts payable and accrued liabilities of \$16,928,990 is \$7,803,216 due to related parties.

The net amount of \$7,881,767 [\$78,551 and \$7,803,216] due to related parties at December 31, 2001 (2000 - \$14,021,143) is summarized as follows:

	2001	2000
	\$	\$
Due from the Toronto Economic Development Corporation	5,661	205
Due from the Toronto Transit Commission	—	378,572
Due to the City of Toronto	(7,887,428)	(14,399,920)
	(7,881,767)	(14,021,143)

As referred to in note 1, the City holds reserve funds for use by the Authority in funding capital projects. Net income generated by retail leasing operations which are developed and operated by the Authority are paid annually into the "Malls and Rental Properties" fund. The balance in this fund as at December 31, 2001 is approximately \$1.1 million. During 2001, approximately \$486,000 of

these funds were used to fund capital additions.

Payments received by the City from developers under agreements in-lieu of providing parking facilities are paid into the "Off-Street Parking Fund". The balance in this fund as at December 31, 2001 was approximately \$6.4 million. During 2001, approximately \$1.6 million of these funds were used to fund capital asset additions.

5 DEFERRED CHARGES

Included in deferred charges is \$1,070,724 (2000 - \$1,147,298) related to leased property under various long-term lease agreements for periods up to 2039. The total rent for these leases was \$2,220,168. These payments were made in advance and are being amortized over the terms of the individual leases.

Also included in deferred charges are expenditures of \$90,908 (2000 - \$110,908) incurred by the former Parking Authority of North York in respect of a specific management agreement. These expenditures were deferred and are being amortized against revenue from operations over the term of the agreement.

6 CAPITAL ASSETS

Capital assets consist of the following:	2001		2000	
	Cost	Accumulated amortization	Cost	Accumulated amortization
	\$	\$	\$	\$
Land	36,340,623	—	32,345,591	—
Parking garages	48,931,517	24,723,500	42,582,111	23,413,569
Surface car parks	2,728,880	1,167,753	1,549,510	1,062,147
Car parks and projects not completed	362,772	—	3,167,192	—
Equipment and furnishings	30,004,245	10,539,910	20,231,824	7,802,638
	118,368,037	36,431,163	99,876,228	32,278,354
Less accumulated amortization	36,431,163		32,278,354	
Net book value	81,936,874		67,597,874	



The Toronto Parking Authority

Notes to Financial Statements

7 PENSION OBLIGATIONS

The Authority makes contributions to the Ontario Municipal Employees Retirement Fund ["OMERS"], which is a multi-employer plan, on behalf of substantially all of its employees. The plan is a defined benefit plan which specifies the amount of the retirement benefit to be received by the employees based on the length of service and rates of pay.

The Authority's contributions to the pension plan are expensed when contributions are made. As a result of a contribution holiday, which extends to December 31, 2002, no contributions to the pension plan were required in 2001 or 2000.

8 CITY OF TORONTO'S SHARE OF INCOME

In 2003, the City and Authority renewed an income sharing arrangement for a three-year period ending December 31, 2003. The arrangement requires the Authority to pay annual rent equal to 75% of its net income for the year or \$18,000,000, whichever is greater.

From time to time, the Authority will pay an amount to the City that is in excess of capital asset funding requirements over the ensuing five-year period. This return of funds is in addition to the City's share of annual operating income paid

under the income sharing arrangement.

Under the Municipal Act, any earnings retained by the Authority are to be applied as follows:

- Debenture charges relating to debentures issued to finance the cost of parking facilities;
- The cost of additional parking facilities required as part of the Authority's mandate to provide parking in support of business areas in the City; and
- Other purposes as may be approved by City Council.

9 LEASE COMMITMENTS

Future minimum annual lease payments over the next six years and thereafter under leasing agreements for use of land and equipment are as follows:

	\$
2002	422,307
2003	421,965
2004	402,135
2005	390,241
2006	257,696
2007 and thereafter	1,380,000
	<u>3,274,344</u>

Schedule of Operating Expenses

Year ended December 31

	On-street	Off-street	2001	2000
	\$	\$	Total	Total
			\$	\$
Operating				
Salaries, wages and benefits	1,360,244	8,608,379	9,968,623	9,941,281
Municipal taxes	—	12,849,677	12,849,677	7,531,462
Maintenance	949,562	3,016,008	3,965,570	2,943,156
Utilities	—	1,773,192	1,773,192	1,797,449
Rent	—	1,635,400	1,635,400	1,363,565
Snow clearing	—	887,848	887,848	862,793
Tickets	485,008	328,641	813,649	437,089
Security and monitoring	1,284	417,684	418,968	408,150
Insurance	53,222	403,777	456,999	376,007
Pay and display network communication	416,876	—	416,876	172,750
Outside coin counting fees	173,119	—	173,119	159,835
Sundry	238,947	877,627	1,116,574	940,250
	<u>3,678,262</u>	<u>30,798,233</u>	<u>34,476,495</u>	<u>26,933,787</u>

See accompanying notes

Off-Street Parking Facilities



No. Location Capacity

FORMER CITY OF TORONTO

DOWNTOWN

26	Queen-Victoria Garage	645
32	Bay St-Lakeshore Blvd W	525
34	Dundas Square Garage	265
36	Nathan Phillips Square Garage	2087
43	St. Lawrence Garage	2008
52	University Ave Garage	323
108	Esplanade, w of Jarvis	34
125	Richmond-Sherbourne Garage	258
177	York/Lakeshore	40
201	Victoria Street, Dundas Sq	21

DOWNTOWN FRINGE

1	Hayden St e of Yonge	430
3	Isabella St e of Yonge	33
5	Wellesley St e of Yonge	135
15	Yorkville-Cumberland Garage	1036
51	Lippincott St s of Bloor W	146
58	Bloor-Bedford Garage	399
68	Kensington Garage	450
71	Bellevue Ave s of Nassau St	91
79	Sherbourne St n of Carlton St	112
96	Portland Garage	37
106	Augusta Ave n of Queen W	120
109	Aberdeen Ave w of Parliament St	35
150	Larch St Garage	357
183	Dragon City Garage	129

EAST

17	Pape Ave n of Danforth	85
20	Cedarvale Ave n of Danforth	37
21	Amroth Ave s of Danforth	54
28	Pape Ave s of Danforth	76
45	Broadview Ave n of Queen E	92
48	Lee Ave s of Queen E	68
78	Erindale Ave e of Broadview Ave	93
87	Chester Ave n of Danforth	83
88	e/s Ferrier Ave n of Danforth	47
89	Lipton Ave e of Pape Ave	70
90	Eaton Ave n of Danforth	30
110	Danforth Ave e of Coxwell Ave	25
126	Parliament St s of Front E	84
137	Gough Ave n of Danforth	17
142	Langford Ave n of Danforth	27
146	Gerrard St E w of Broadview Ave	43
149	Woodycrest Ave n of Danforth	35
156	w/s Ferrier Ave n of Danforth	23
170	Hammersmith Ave n of Queen E	30
173	Rhodes Ave s of Danforth	24
174	Hiawatha and Gerrard	50
179	Gerrard St e/Broadview	25
180	Gerrard St e/Rhodes	41
184	Boardwalk, s of Queen E	24
185	Joseph Duggan Road, s of Queen E	24
186	Sarah Ashbridge Ave, s of Queen E	24
200	1167 Eastern Ave	66
202	1141 Eastern Ave	18

No. Location Capacity

WEST

18	Keele St s of Dundas W	77
19	Pacific Ave s of Dundas W	71
41	Norton Ave w of Dufferin	64
42	Via Italia s of St. Clair W	169
44	Fuller Ave n of Queen W	53
53	Richmond St West - Walnut Ave	49
62	Queen St W - Abell St	29
64	Durie St n of Bloor W	155
80	Keele St n of Dundas W	54
81	Lansdowne Ave n of Bloor W	40
82	Margueretta St n of Bloor W	56
84	Salem Ave n of Bloor W	35
85	Palmerston Ave n of Bloor W	58
91	Armada Ave n of Bloor W	144
93	Euclid Ave n of Bloor W	52
104	Ossington Ave n of Bloor W	40
111	College-Clinton Garage	79
116	Kennedy Ave n of Bloor W	56
130	Bartlett Ave n of Bloor W	38
141	Greenlaw Ave s of St. Clair W	53
143	Windemere Ave n of Bloor W	88
144	Clinton St n of Bloor W	33
158	Queen St W w of Cowan Avenue	32
167	Ossington Ave n of Queen W	20
168	Harrison St e of Dovercourt Road	47
181	Lampart Stadium	329
188	Beatrice Street, s of College St.	18

NORTH

11	Rosehill Garage	565
12	Alvin Ave n of St. Clair E	188
13	DeLisle Ave w of Yonge	48
29	Holly-Dunfield Garage	460
39	Castlefield Ave w of Yonge	163
47	Castleton Rd n of Eglinton W	175
49	Rosehampton Ave e of Yonge	126
55	Bedford Park Ave w of Yonge	42
107	MacPherson Ave-Rathnelly Ave	40
131	Eglinton W-Hilltop Road	28
139	Sherwood Ave e of Yonge	46
152	Glenforest Rd e of Yonge	26
155	Eglinton W-Glen Cedar Road	33
157	Bayview/Millwood Garage (lower)	20
161	St Clair-Yonge Garage	173
164	Thelma Ave-Spadina Road	43
171	Mt. Pleasant Road s of Eglinton E (under construction)	0
178	Hillsdale at Mt. Pleasant	39

TOTAL: 15,185

FORMER CITY OF NORTH YORK

400	10 Kingsdale Ave	48
401	246 Brooke Ave	97
402	10 Empress Ave	29
403	10 Harlandale Ave	112
404	Beecroft Garage	394
405	Winston Park	32
406	City Hall (former North York)	554
410	Beecroft West	173
411	Roe (1880 Avenue Rd)	32
412	11 Finch Ave West	62
413	Warner Bros	17

No. Location Capacity

414	Jolly Miller	262
415	5151 Yonge St	32
417	Pemberton	10
418	68 Sheppard Avenue West	34

TOTAL: 1,890

FORMER CITY OF ETOBICOKE

500	Grenview Ave n of Bloor	55
501	Wendover Rd n of Bloor	80
502	Prince Edward Drive n of Bloor	44
503	Willingdon Ave n of Bloor	79
504	Jackson Ave n of Bloor	116
505	Bloor/Cliveden Ave s of Bloor	11
506	Fifth/Sixth St n of Lake Shore Blvd W	53
507	Third St s of Lake Shore Blvd W	24
508	Eighth/Ninth St n of Lake Shore Blvd W	45
509	Fourth St s of Lake Shore Blvd W	22
510	Twenty-Third St s of Lake Shore Blvd W	22
511	Seventh St s of Lake Shore Blvd W	54
512	Central Park	57
513	Queensway n of Royal York Rd	28
514	Seventh St Lane n of Lake Shore Blvd W	11
515	Thirteenth St s of Lake Shore Blvd W	30
516	Woolgar Laneway n of The Queensway	49
517	Superior Ave n of Lake Shore Blvd W	15
518	Town Hall s of Birmingham	27
519	Dayton Lane s of The Queensway	15
520	Royal Avon n of Dundas St W	65
521	Monkton Ave, s of Bloor St W	25

TOTAL: 907

FORMER BOROUGH OF EAST YORK

600	Civic Centre	20
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FORMER CITY OF YORK

650	John St	158
651	Locust St	47
652	Scott Rd	14
653	E side Riverview Gardens	113
654	W side Riverview Gardens	100
655	China House	43
656	Mould Ave	7
657	Scarlett Rd	11
658	Dufferin St	94
659	Oakwood Library	22
660	Oakwood Ave	21
661	Rogers Rd	24
662	Emmett Ave	78
663	Shortt St	130
664	Eglinton/Oakwood	40
665	Douglas Saunders	23

TOTAL: 925

FORMER CITY OF SCARBOROUGH

700	Bushby	377
701	Fallingbrook	38

TOTAL: 415

GRAND TOTAL: 19,342



The Toronto Parking Authority
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