



A N N U A L  
R E P O R T



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## Chairman's Letter

Councillor Chris Korwin-Kuczynski  
Chair  
City Service Committee  
Secretariat Division  
2nd Floor, City Hall  
Toronto, Ontario  
M5H 2N2

Your Commissioners are pleased to present the 1994 Annual Report of The Parking Authority of Toronto to the City Services Committee.

During 1994 the Parking Authority continued to work towards restoring profitability after the rapid decline that took place from the Authority's 1989 income level.

In 1989 the Authority opened three new garages and most of its facilities were operating at 100% occupancy. In that year the Authority's net income from parking operations was \$12.8 million of which the City's share was \$6.4 million. The Authority operated 14,290 parking spaces, parked 12.7 million cars and had 326 full and part time employees.

In 1991 the Authority's net income from parking operations declined to \$3.8 million over 70% in only 2 years! The return to the City of Toronto from Authority operations had declined by 69% to \$2.0 million. The reason for the precipitous decline in profitability was the recession, which continues to hit the City's core, the introduction of the Commercial Concentration Tax in early 1990, the Goods and Services Tax in January of 1991 and the Authority's costs which had increased even though the Authority was parking 900,000 fewer cars a year than it was in 1989. For example, notwithstanding the reduction in numbers of cars parked and the dramatically lower profitability, the number of employees at the Authority during this period increased from 326 to 344.

The Authority's gross revenue in 1994 continued to be affected by the significantly reduced economic activity in the City's core. The Authority's results would appear to reflect the fact that economic activity in the core has still not stabilized but is in fact continuing its descent, albeit at a slower pace.

In 1994 the Authority's gross revenues declined almost \$1.7 million from 1991. Although the Authority is operating the same number of parking spaces as it did in 1991, usage has declined a further 1.2 million vehicles over the 3 years. During the period 1989 to 1994 the number of cars parked by the Authority declined 16.5% with the reduction in cars parked even greater in the Authority's large facilities in the core that have historically been the most profitable.

Although there are some signs that the rate of reduction in number of cars parked has stabilized, the Authority's results over the last 5 calendar years are an allegory for the very

serious difficulties faced by the City's core, problems which do not yet seem to be taken seriously by the G.T.A. regional governments outside of Metro Toronto or the provincial or federal governments.

Notwithstanding this difficult environment, however, your Authority increased its net income from parking operations during the period 1991 to 1994 by over 73% to \$6.54 million. This increase in net income was accomplished by reducing expenses, with no reduction in service being experienced by our customers.

1994 was the first full fiscal year that reflects the removal of the Commercial Concentration Tax, a tax that hit the core of the City of Toronto harder than any other part of the Province, and its substitution with a 8% provincial sales tax on parking charges, a sales tax that disproportionately raises revenue from the City of Toronto over other municipalities in Ontario. The savings realized by the removal of the Commercial Concentration Tax when netted with the increased costs of the 8% Provincial Sales Tax and the 7% Goods and Services Tax resulted in no reduction in the Authority's expenses and therefore had no effect on the Authority's net income.

The reduction in expenses and improvement in net income in 1994 has been totally accomplished by the reduction in other costs. Between 1991 and 1994 there was a reduction in the Authority's staffing levels from 344 employees to 279 at the end of 1994, a 19% reduction that was accomplished with no layoff of full time bargaining unit employees and no days off without pay. The Authority is one of the few City Agencies that accomplished the Social Contract Act requirement with no days off without pay and the reductions in service that results.

Before profitability can be further improved and dividends be increased to our shareholders, the City and its taxpayers, the following issues have to be pursued in the absence of substantially increased economic activity in the City's core:

1. A change in the property tax system to remove the incentive to tear down older vacant commercial buildings replacing them with surface parking lots.
2. Further use by the Authority of the pay station technology, that has just been introduced at the St. Lawrence garage, at garages that warrant its utilization.
3. A reduction in the Authority's cost structure to make it more competitive with private operators in the parking industry.
4. The building of additional parking facilities in the vicinity of the older retail strips in the City that have insufficient parking.
5. Continued exploration of development of the Authority's landholdings.

## Increased Payment to the City From the Parking Authority

Under a new agreement with the City of Toronto covering calendar years 1993 to 1999 rent for City owned lands on which the Parking Authority operates, has been revised. In 1993 all net income earned by the Parking Authority was paid to the City. In each of the years 1994 and 1995 the Parking Authority will pay to the City \$7M. For the years 1996 to 1999 rent will revert to 50% of the Parking Authority's income from parking operations or \$2.0M, whichever is greater. The increase in amounts paid for years 1993 to 1995 was used by the City to fund its portion of the Federal/Provincial Governments Infrastructure Program.

## Improved 1994 versus 1993 Results

During 1994, despite a reduction in usage at its facilities, the Parking Authority's net income remained relatively stable when compared to the previous year. In 1994 we parked 10,581,808 vehicles in 14,615 parking spaces located in 76 surface carparks and 14 garage facilities.

Gross parking revenues declined slightly in 1994 due to the permanent closure of one carpark at Victoria and Shuter Streets, increased maintenance activity and the temporary closure of our Bloor/Hayden and Via Italia carparks to facilitate the construction of parking structures. The Parking Authority realized a net income of \$6.5 million from carpark operations which is approximately \$1.0 million lower than the previous year. This decline is due to additional maintenance expenditures. Once the maintenance work is completed at the end of 1995, net income will increase significantly. Sundry revenue was significantly higher than in the previous year because of the receipt of monies for the long term leasing of air rights which allowed a joint venture to proceed.

## Taxation of Real Property and Parking Revenues by Other Levels of Government

The question of taxation on real property by the various levels of government and sales taxes on parking revenue are still outstanding with significant impacts on the Authority. In 1994 the Authority paid approximately \$6.0 million dollars in realty and business taxes to the various levels of local government. If the 1993 Metropolitan Toronto market value assessment proposal had been implemented, those taxes would have increased to \$19.0 million per year and very few if any of the Authority's parking operations would have been economically viable. The only realistic option available to the City if market value assessment had been implemented as proposed would have been to close down most of the Authority's parking facilities to avoid paying the increased taxes.

The Commercial Concentration Tax, although not quite as onerous, was equally unfair to property and business owners in the City of Toronto. The combination of the 7% Federal

Goods and Services Tax and the 8% Provincial Sales Tax on parking revenue contribute towards making Toronto and its core less competitive with the regional municipalities surrounding Metropolitan Toronto where customer and employee parking tends to be free. The City should consider making representations at the provincial level for changes to the property tax system so that parking facilities in suburban areas bear a more comparable tax burden so as to assist in the creation of a more level playing field between suburban vs. urban areas.

The current property tax system is also contributing to the Authority's ongoing decline in usage and the core's ever increasing problems. There has been a dramatic increase in the number of commercially operated surface parking lots in the City all of which compete for an ever smaller number of vehicles. This increase in parking lots is directly related to the onerous levels of property taxes on vacant commercial buildings in the City that cannot obtain tenants or rents sufficient to cover even their realty tax bills. With more parking lots in the core there is the risk of declining yields on the Authority's parking facilities and reduced revenues to the City in the future.

## Implementation of New Technology

In 1994 the Parking Authority commenced a detailed study of the technology available to improve customer service, security and parking enforcement. On January 1, 1995 the St. Lawrence parking garage became an automated parking facility with no attendants at the exits. This European technology allows customers to purchase monthly passes or value cards, or pay for their parking stay at automated machines conveniently located at pedestrian entrance and exit points to the facility. In July of this year the system will be updated allowing patrons to enter the facility by inserting their credit cards (American Express, Master Card, VISA) into an entry reader and exit the facility by inserting the same card into a similar reader at the exit and receive a receipt. Customers will not have to go to a pay station to pay the parking fee unless they elect to do so. As computer technology in the parking industry develops it will be necessary for the Authority to continue to update its equipment to ensure a continued high level of service to its customers.

To improve enforcement of the parking regulations on its unattended facilities, the Authority commenced in the fall of 1994, to issue courtesy envelopes with automated citation issuance computers. This has eliminated the need to manually input thousands of courtesy envelope notices into a computer system to allow the tracking of delinquent offenders. Police tags continue to be issued manually.

In the coming year we intend to introduce a Parking Authority Credit Card which will allow companies to distribute these cards to their

salesmen and service representatives who frequently park downtown for business purposes. At all the attended facilities, these customers will park now and pay the fee later eliminating the need for the companies to process expense accounts and reimburse for parking charges based on receipts etc.

## New Marketing Initiatives by the Parking Authority

In 1994 the Authority undertook new marketing initiatives to increase revenues and encourage tourism in the City. Organizers of conventions coming to Toronto during 1994 were approached and offered parking solutions to fill their individual needs. Hotels, restaurants and theatres were approached and revenue creating solutions to bus parking problems were also offered.

A cross promotion program was instituted with a leading car rental company. In exchange for a short period of free parking to their rental customers, the company paid for the production of our location maps, which used to be published at our expense, and also advertised the Parking Authority on radio and at their rental locations.

## Garage Maintenance

Over the past 10 years our gross revenue has been negatively impacted by the closure of spaces to facilitate repairs to our older garage facilities. Concrete delamination is a disease that affects all old parking decks. Salt penetrates through the water proofing layer and corrodes the steel reinforcing rods reducing, over time, the integrity of the structure. As part of the City of Toronto's Infrastructure's Program, \$7.8 million was approved to accelerate and complete repairs at three of our major parking facilities and update the lighting in selected garages. The repair work has been underway since September, 1994 and is expected to be completed in 1995. It is anticipated that our gross revenues will increase significantly once the work is completed.

## Energy Cost Savings, Lighting and Safety Improvements

A lighting upgrade program is being undertaken this year replacing fluorescent fixtures in our older parking facilities with a more efficient metal halide fixture. This will result in energy savings, thereby reducing our overall operating costs and, at the same time, improve lighting levels at these facilities. Garages recently built by the Parking Authority have the new metal halide fixtures. The Authority has improved significantly security patrols of all downtown carparks. When the Nathan Phillips Square parking garage elevators are modernized and updated, the Parking Authority plans to implement a program so that anyone can go to a designated area and be accompanied directly to their vehicle at night.

## Current Development Projects

### Concrete Delamination Repairs

All the major repairs have been completed at our Holly Park Garage. Some minor work remains on the under slab of the roof level. All repairs will be completed in 1995. We will then initiate an annual maintenance and inspection program to ensure that future problems are corrected upon discovery.

### Charles/Hayden (Carpark 1)

This surface carpark was closed in the spring of 1994 allowing the TTC to commence work related to subway tunnel widening. In June, 1995 the Parking Authority will commence construction of a 445 space garage on this site with completion expected in 1996.

### Corso Italia (Carpark 42)

Construction commenced on March 28, 1994. The garage opened to the public at the end of November, 1994 with a formal opening ceremony on April 4, 1995, attended by representatives of the local community, the Metropolitan Police Department and Councillor Betty Disero. This facility has 179 spaces and was built on the site of an existing surface carpark. In 1995 a Metropolitan Toronto Police Community Station will open in this facility.

### Mt. Pleasant, South of Eglinton (Carpark 171)

The Parking Authority purchased two sites in 1993 at the above location. One site became a 40-space surface parking facility which satisfied the area's immediate parking needs. The building on the second site was renovated and now houses four commercial and retail tenants.

### Queen and Woodbine (Carpark 172) and Danforth & Rhodes Avenue (Carpark 173)

These two surface facilities were opened in 1994 serving the neighbouring commercial areas and provide 73 parking spaces.

## Closing Remarks

The Parking Authority could not have made the strides it has since 1991 without the active co-operation and assistance of all of its employees. I know that with a spirit of co-operation and good will that further improvements can be made that will benefit the City and all of its residents.

On behalf of the Parking Authority's Commissioners, I would like to thank City Council and those individuals and agencies, in particular retired Commissioner Grant McDaniel, who assisted the Authority in meeting its mandate in 1994. Your comments and questions on any of the Authority's operations are welcomed.

A. Milliken Heisey, O.C.

Chairman



**Balance Sheet**

As at December 31, 1994

Approved by the Authority:

Chair

General Manager

| ASSETS  | 1994               | 1993               |
|---|--------------------|--------------------|
| CURRENT ASSETS  | \$                 | \$                 |
| Cash  | 579,502            | 7,846              |
| Short-term investments, at cost (market - \$44,260,168)             | 46,940,868         | 50,388,992         |
| Accrued interest receivable   | 1,030,461          | 1,170,014          |
| Unamortized (discount) premium on bonds                             | (747,304)          | 246,208            |
| Accounts receivable (Note 2)  | 2,505,428          | 1,575,537          |
| Inventories, at cost  | 164,842            | 193,622            |
| Prepaid expenses  | 213,753            | 212,943            |
|   | <u>50,687,550</u>  | <u>53,795,162</u>  |
| LONG TERM LEASES (Note 3)   | 1,606,739          | 1,683,313          |
|   | <u>52,294,289</u>  | <u>55,478,475</u>  |
| FIXED ASSETS (Note 4)   | 104,767,623        | 101,294,559        |
| OTHER ASSETS  |                    |                    |
| City of Toronto - proceeds from sale of debentures held by the City | 257,680            | 257,680            |
|   | <u>105,025,303</u> | <u>101,552,239</u> |
|   | <u>157,319,592</u> | <u>157,030,714</u> |
| LIABILITIES AND EQUITY  | 1994               | 1993               |
| CURRENT LIABILITIES   | \$                 | \$                 |
| Accounts payable and accrued liabilities (Note 2)                   | 4,397,521          | 11,682,107         |
| Deferred revenue  | 39,696             | 27,160             |
| Accumulated sick leave credits (Note 5)                             | 510,555            | 1,108,482          |
|   | <u>4,947,772</u>   | <u>12,817,749</u>  |
| SINKING FUND RESERVES (Note 6)                                      | 2,292,684          | 2,292,684          |
| RETAINED EARNINGS (Note 7)  | 45,053,833         | 40,368,042         |
|   | <u>52,294,289</u>  | <u>55,478,475</u>  |
| NET DEBENTURE DEBT (Note 8)   | 112,000            | 140,000            |
| INVESTMENT IN CAPITAL EXPENDITURE                                   | 104,913,303        | 101,412,239        |
|   | <u>105,025,303</u> | <u>101,552,239</u> |
|   | <u>157,319,592</u> | <u>157,030,714</u> |

**Statement of Operations**

for the year ended  
December 31, 1994

|  | 1994              | 1993              |
|--|-------------------|-------------------|
|  | \$                | \$                |
| PARKING REVENUE (Note 10)                                    | 32,119,718        | 33,522,226        |
| PARKING EXPENSES   |                   |                   |
| Operating  |                   |                   |
| Salaries, wages and employee benefits                        | 8,877,619         | 9,172,987         |
| Municipal taxes  | 5,516,722         | 5,591,907         |
| Province of Ontario - Commercial Concentration Tax (Note 10) | (493,923)         | 1,502,540         |
| Maintenance (Note 11)  | 4,521,063         | 2,559,523         |
| Utilities  | 1,865,665         | 1,847,719         |
| Rent   | 451,608           | 648,306           |
| Equipment acquisitions                                       | 810,749           | 120,812           |
| Insurance  | 227,011           | 218,282           |
| Snow clearing  | 331,105           | 298,789           |
| Tickets  | 129,260           | 132,666           |
| Sundry   | 436,682           | 439,454           |
|  | <u>22,673,561</u> | <u>22,532,985</u> |
| Administration - Social Contract (Note 13) - other           | 245,966           | 165,996           |
|  | <u>2,657,898</u>  | <u>3,276,834</u>  |
|  | <u>25,577,425</u> | <u>25,975,815</u> |
| EXCESS OF PARKING REVENUE OVER EXPENSES                      | 6,542,293         | 7,546,411         |
| Rental charge - City of Toronto (Note 9)                     | (7,000,000)       | (11,033,260)      |
| DEFICIT FROM CARPARK OPERATIONS                              | (457,707)         | (3,486,849)       |
| OTHER REVENUE  |                   |                   |
| Interest income  | 3,346,064         | 2,910,253         |
| Proceeds on disposal of fixed assets                         | 5,245             | 719               |
| Sundry (Note 14)   | 2,395,933         | 575,877           |
|  | <u>5,747,242</u>  | <u>3,486,849</u>  |
| NET INCOME (Note 7)  | <u>5,289,535</u>  | <u>-</u>          |

**Auditor's Report**

To the Council of the Corporation of the City of Toronto and the Parking Authority of Toronto

I have audited the balance sheet of the Parking Authority of Toronto as at December 31, 1994 and the statement of operations for the year then ended. These financial statements are the responsibility of management. My responsibility is to express an opinion on these financial statements based on my audit.

I conducted my audit in accordance with generally accepted auditing standards. Those standards require that I 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.

As described in note 1(c) to the financial statements, the Authority does not follow

accounting principles prescribed for Ontario municipalities in its accounting for fixed assets.

In my opinion, except for the accounting for fixed assets referred to in the preceding paragraph, these financial statements present fairly, in all material respects, the financial position of the Authority as at December 31, 1994 and the results of its operations for the year then ended in accordance with generally accepted accounting principles.

Toronto  
March 10, 1995

John S. Woods, C.A.  
City Auditor

| COMPARATIVE HIGHLIGHTS                   | 1985         | 1986         | 1987         | 1988         | 1989         | 1990         | 1991         | 1992         | 1993           | 1994         |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|--------------|
| Parking Revenues                         | \$20,500,000 | \$23,696,000 | \$26,935,000 | \$29,934,000 | \$33,578,000 | \$35,704,000 | \$33,807,000 | \$33,488,000 | \$33,522,000   | \$32,120,000 |
| Parking Expenses                         | \$14,573,000 | \$15,086,000 | \$17,276,000 | \$18,696,000 | \$20,794,000 | \$28,980,000 | \$30,039,000 | \$29,212,000 | \$25,976,000   | \$25,577,000 |
| Net Revenue from Parking Operations      | \$5,927,000  | \$8,610,000  | \$9,658,000  | \$11,238,000 | \$12,784,000 | \$6,724,000  | \$3,768,000  | \$4,276,000  | \$7,546,000    | \$6,542,000  |
| Rent Paid to City                        | \$3,162,877  | \$4,305,195  | \$4,829,327  | \$5,619,184  | \$6,391,940  | \$3,361,968  | \$2,000,000  | *\$2,138,140 | **\$11,033,260 | \$7,000,000  |
| Number of Carparks - surface             | 82           | 82           | 83           | 83           | 80           | 80           | 80           | 76           | 75             | 76           |
| Number of Carparks - garage              | 8            | 9            | 10           | 10           | 13           | 13           | 14           | 14           | 14             | 14           |
| Number of Parking Spaces                 | 13,590       | 13,562       | 14,244       | 14,148       | 14,290       | 14,800       | 14,606       | 14,622       | 14,643         | 14,615       |
| Number of Vehicles Parked                | 11,134,000   | 12,047,000   | 12,837,000   | 12,447,000   | 12,700,000   | 12,488,000   | 11,838,000   | 11,291,000   | 11,027,000     | 10,582,000   |
| Number of Employees - full time          | 194          | 191          | 212          | 215          | 220          | 245          | 246          | 224          | 211            | 199          |
| Number of Employees - part time/students | 89           | 88           | 85           | 88           | 106          | 96           | 98           | 82           | 79             | 80           |
| TOTAL FEDERAL/PROVINCIAL/MUNICIPAL TAXES | \$3,756,000  | \$3,889,000  | \$4,176,000  | \$4,308,000  | \$4,781,000  | \$10,180,000 | \$12,658,000 | \$13,005,000 | \$10,781,000   | \$9,841,000  |

\* An additional one-time cash payment of \$25,000,000 was made to the City in 1992.  
\*\* Agreement amended for 1993 - City paid 100% of net income.

These "Comparative Highlights" are unaudited.



**Notes to Financial Statements**

December 31, 1994

**1. Significant accounting policies**

(a) *Basis of accounting*  
These financial statements have been prepared in accordance with accounting policies as prescribed for Ontario municipalities by the Ministry of Municipal Affairs except as outlined in note 1(c).

(b) *Nature of parking operations*

These financial statements reflect the financial position and results of operations of the Authority's off-street parking facilities (parking garages and surface carparks). They do not include the operations of the City of Toronto's on-street parking facilities (parking meters, overnight permits and boulevard parking); malls and offices on Cumberland and Queen 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 to the Parking Authority to fund on-going capital projects and improvements.

(c) *Fixed assets*

The Authority does not hold title to its carparks neither to the lands nor the improvements thereon. However, in order to reflect the assets acquired by the Authority out of its own funds, the Authority does not follow the accounting principles prescribed for Ontario municipalities in its accounting for fixed assets. Fixed assets are recorded at cost on the balance sheet, net of any disposals, with a similar amount included in investment in capital expenditure. In addition, the Authority charges its capital expenditures on carpark development directly to retained earnings. No provision is made for depreciation. Municipal accounting principles in Ontario require that fixed assets be recorded as a charge to operations in the year of acquisition and shown as an asset only to the extent of the amount of the outstanding principal portion of unmatured long-term liabilities incurred for the acquisition of fixed assets.

**2. Related party transactions**

Included in accounts receivable of \$2,505,428 is an amount of \$2,057,383 due from related parties. Included in accounts payable of \$4,397,521 is an amount due to related parties of \$1,113,980. The net amount of \$943,403 (\$2,057,383 less \$1,113,980) due from related parties at December 31, 1994 (\$6,341,692 due to at December 31, 1993) is summarized as follows:

|  | 1994      | 1993        |
|--|-----------|-------------|
|  | \$        | \$          |
| Due from (to):   |           |             |
| Due from the Toronto Economic Development Corporation            | 3,543     | 92          |
| Due (to) from the City of Toronto Non-Profit Housing Corporation | (388,640) | 218,064     |
| Due from (to) the City of Toronto                                | 1,328,500 | (6,559,848) |
|  | 943,403   | (6,341,692) |

**3. Long term leases**

The Authority has 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.

**4. Fixed assets**

The cost of fixed assets acquired by the Authority is as follows:

|                                   | 1994        | 1993        |
|-----------------------------------|-------------|-------------|
|                                   | \$          | \$          |
| Land                              | 16,922,413  | 16,922,413  |
| Parking garages                   | 47,821,494  | 47,821,494  |
| Surface carparks                  | 2,570,285   | 2,570,562   |
| Developments under construction   | 32,786,505  | 30,078,087  |
| Furniture, fixtures and equipment | 4,666,926   | 3,902,003   |
|                                   | 104,767,623 | 101,294,559 |

**5. Accumulated sick leave credits**

Provision has been made over the years to provide for the payment of sick leave credits which may become due to employees upon termination of employment under the terms of the accumulative sick leave benefit plan. The liability for such benefits at the end of 1994 has been fully provided for with respect to all unionized employees.

Effective January 1, 1994 the sick leave program for all non-union employees was discontinued and replaced by a new plan. Under the terms of the new plan employees are paid 80% or 100% of their pay (depending on length of service) for up to a maximum of six months in any year. There is no vesting or carry-over of days from one year to the next.

**6. Sinking fund reserves**

The accumulated excess sinking fund earnings are available to the Authority to meet any future debt charges or for use in financing capital projects.

**7. Retained earnings**

These retained earnings are available to the Authority for the development of parking facilities. Unexpended and committed authorizations for such capital developments, including those approved in the City of Toronto's 1994 capital budget, amount to some \$49.6 million at December 31, 1994. The movement in this account for the year is as follows:

|  | 1994       | 1993       |
|--|------------|------------|
|  | \$         | \$         |
| Balance, beginning of year                   | 40,368,042 | 40,338,617 |
| Capital expenditures on carpark developments | (103,744)  | (403,733)  |
| Change in capital funding source             | (500,000)  | 433,158    |
| Net income                                   | 5,289,535  | -          |
| Balance, end of year                         | 45,053,833 | 40,368,042 |

**8. Net debenture debt**

|                                | 1994         | 1993         |
|--------------------------------|--------------|--------------|
|                                | \$           | \$           |
| Total issued                   | 14,836,807   | 14,836,807   |
| Redeemed to date               | (14,724,807) | (14,696,807) |
| Balance to be redeemed by 1997 | 112,000      | 140,000      |

The total debt servicing costs (principal and interest) for 1994 in the amount of \$47,530 (1993 - \$62,216) have been met out of revenue derived from the City of Toronto's operation of on-street parking meters and are not reflected in the expenditures of the Authority.

**9. Rental charge - City of Toronto**

On January 13, 1992, the Authority renewed a 1985 agreement with the City of Toronto, wherein the Authority is required to pay annual rentals over the years 1990-1994 for the use of City-owned properties

leased to it, equal to 50% of its surplus from parking operations for the year or \$2,000,000, whichever is greater.

At its meeting on May 9, 1994, Council adopted the recommendations as contained in Executive Committee Report No. 14, clause 1 to amend this agreement. The new agreement, based on a request from the City of Toronto, revises the terms for 1993 and 1994 and extends the entire agreement through to the end of 1999. The new terms are as follows:

| YEAR              | TERMS   |
|-------------------|---|
| 1993              | The Authority will pay rent equal to 100% of net income for the year (\$11,033,260).  |
| 1994 and 1995     | The Authority will pay rent of \$7,000,000 on December 1 of each year.  |
| 1996 through 1999 | The Authority will pay 50% of its surplus from parking operations in each year or \$2,000,000, whichever is greater as per the terms of the 1985 agreement. |

**10. Commercial Concentration Tax - Ontario Retail Sales Tax**

The commercial concentration tax was repealed effective July 1, 1993. The tax was payable at a rate of \$10.75 for each square metre of the gross area of land used as a commercial parking lot.

With the repeal of the commercial concentration tax on July 1, 1993 commercial parking fees became taxable under the Ontario Retail Sales Tax Act at a rate of 8%. An amount of \$493,923 accrued prior to 1994 was taken back into income in 1994 as a result of the repeal of the tax in 1993.

**11. Canada/Ontario Infrastructure Works Program**

Under this program the Federal and Provincial governments will fund two-thirds of the cost of approved projects. In 1994 the Authority spent approximately \$707,000 on approved maintenance projects of which \$471,000 is recoverable from the Provincial and Federal governments.

**12. Contractual obligations**

The Authority is committed to make additional expenditures of \$140,000 for capital developments and \$70,000 related to normal operating costs. Commitments over the next five years under leasing agreements for use of lands and equipment (other than City of Toronto owned properties) total some \$693,000 for basic rental charges.

**13. Social Contract**

The Social Contract Act, 1993, between the Province of Ontario and the Municipalities, requires a reduction in expenditures by a specified target amount in each of the years 1993, 1994 and 1995. In addition, the sectoral agreement between the provincial government and the municipal sector provides for the automatic deferral of 25% of the 1993 social contract target amount which is to be recovered by April 1, 1996. In general terms, all municipal employee groups are required to fund their specified target amounts primarily through payroll reductions. For the Authority, the expenditure reduction target amount for each year is \$411,347 and the amount deferred to 1996 is \$102,837.

**14. Sundry revenue**

Included in sundry revenue of \$2,395,933 is an amount of \$1,431,000 received as a one time payment for the long term lease of air rights on a car park development.

**15. Comparative figures**

Certain of the prior year's figures have been reclassified to conform to the current year's presentation.

**Employees**

**OPERATIONS**

- Ahmad, Idris
- Ahmed, Wasim
- Alleyne, Herbert
- Alleyne, Ian
- Alleyne, Randall
- Ameha, Kiflom
- Andrade, Leonard
- Andrews, Kirk
- Anemou, Andreas
- Arunthavanathan, Appathurai
- Aslin, Harry
- Astill, Peter
- Astill, Philip
- Aziz, Irfan
- Aziz, Mian
- Bandera, Enrique
- Batscos, Steve
- Bierbaum, Heddy
- Bisesar, Chandrabhan
- Bobadilla, Daniel
- Boehm, Frank
- Bogale, Elleni
- Bolte, Lorne
- Borecki, George
- Boytschuk, Patricia
- Brann, Naish
- Burnell, Douglas
- Cahill, Peter
- Caminiti, Antonio
- Campbell, David
- Cass, Douglas
- Chiarenza, John
- Chu, Carry Ka-Man
- Clarke, Lennox
- Collins, Paul
- Cordeiro, Andy
- Cordeiro, Connie
- Cordeiro, Manuel
- Cordeiro, Urbano
- Costa, Octavio
- Dadural, Clarito
- Delinis, John
- Demelo, Patrick
- Diaz, Julio
- Drummond, Andrew
- Drummond, Patricia
- Dupuis, Gloria
- Earmden, Steven
- East, Alton
- Eng, Horne
- Espina, Hugo
- Everard, Ronald
- Falcone, Carmine
- Fernandez, Gladys
- Feroze, Khalid
- Ferris, R. James
- Fortune, Yeewing
- Foto, Iyob
- Franta, Laszlo
- Fung, Johnny
- Gebre-Hiwet, Zewdu
- Gicas, Peter
- Grandison, Cheryl
- Gregorio, Roberto
- Hanlon, Hugh
- Hardy, David
- Harris, Jeff
- Haslett, Robert
- Hedley, Lynne
- Hopkins, Peter
- Hrynyk, Liliana
- Hua, Thuan-Dien
- Ing, Peter
- Iordache, Nicolae
- Jagiellicz, Walter
- Johnston, Robert
- Kantz, Robert
- Koczkowska, Anna
- Koo, Michael
- Koo, Michele
- Kourounis, Paul
- Krok, Krystyna
- Kwan, Chor Git
- Kwan, George
- Lam, Alan
- Larios, Augusto
- Lee, Bruce
- Lee, Gang-Bor
- Lee, Wai-Kwong
- Lem, Bill
- Leung, Chan May
- Leymann, Jurgen
- Liristakis, George
- Loo, Juan
- Lopes, Mario
- Lum, Frank
- Lynch, Brenda
- Mackay, Ronald
- Macumber, Linda
- Mandrapilias, George
- Mangal, Jaichand
- Maracle, Kevin
- Mate, Tibor
- Mayo, Mary Clare
- McMahon, Jim
- McNeil, Wylie
- Meharene, Hirut
- Michael, Helen
- Minichiello, Rossano
- Mintz, Barbara
- Mintz, Marlene
- Moraites, Michael
- Moy, Patrick
- Narayan, Deo
- Navaratnam, Thambiah
- Nicola, Anastasis
- Nicolaou, Koula
- Pannozzo, Domenico
- Persaud, Seecharran
- Phillip, Joslyn
- Phillips, Thomas
- Pinto, Anselmo
- Plantamura, Rocco
- Poje, Frank
- Prescott, Peter
- Quan, Edward
- Quan, Lin
- Quinn, Brian
- Rahim, Clifford
- Ramana, Surnarine
- Ramotar, Subhase
- Razban, Najibullah
- Reboja, Edwin
- Rice, Joel S.
- Rodriguez, Efrain
- Romaniuk, Tadeusz
- Roussos, Soterios
- Rutledge, Chris
- Sagar, Rakesh
- Salehmohamed, Ramzan
- Santo, Armindo
- Santos, Americo
- Saraf, Ruben
- Sawh, Rajpat
- Scheibli, Danny
- Scheibli, Michael
- Sellis, Georgios
- Seyoum, Jembere
- Shum, Alfred
- Siaggas, Orestis
- Silva, Eddy
- Singh, Gajinder
- Singh, Sukhdev
- Sledziewski, Andrew
- Smith, Victor
- Sotiriou, Tom
- Sullivan, Leonard
- Summers, Jack
- Szafalowicz, Barbara
- Tomlinson, Colin
- Tran, Eric
- Vasic, John
- Wheeler, Christopher
- Wisniewski, Irena
- Wong, Jameson
- Wood, Donald
- You, Ming
- Zlotkowski, Leszek

- Hotelwala, Irfan
- Hotelwala, Zuber
- Hernandez, Maritza
- Hua, Hanh
- Jimenez, George
- Joe Allen
- Johnson, Patrick K.
- Kazas, Ted
- Khan, Nayim
- Krok, Gerard
- Kwan, Dorothy
- Kwan, Gloria
- Larios, Augusto, P. Jr.
- Lee, Ken
- Lee, Richard
- Lee, Shao Jian (Ken)
- Lem, Garfield
- Luong, Pinh Chinl
- Ly, Phoi Nhi
- Macleam, Paul
- Madeley, John
- Marca, Bahji
- Mark, Dennis
- Mark, Henry
- Meyer, Robert
- Mian, Nadeem A.
- Moniz, Brian
- Monteiro, Carlos
- Najem, Ali
- Ortega, Boris
- Oudit, Edwin
- Patrick, Orville
- Philip, Kenneth
- Ram, Dharampaul
- Ringuette, Steve
- Rojan, Feroze
- Roussos, George
- Roussos, John
- Sagas, Angelo
- Sandhu, Bhupinder
- Sandhu, Gurpal
- Santo, Andre
- Santo, Peter
- Schafron, Sandra
- Sellis, Nektarios (Nick)
- Serodio, Steven
- Sgrignoli, John
- Singh, Jasjit
- Song, Harry
- Tabakos, John
- Brown, Stephen
- Tavella, Domenic
- Tecler, Amanuel
- Teffer, Hiwet
- Tiruneh, Girma
- Tsanis, Tom
- Wong, Marcus
- Yarkhani, Bijan
- Yu, Wan Chung

**FINANCE AND ADMINISTRATION**

- Aslin, Katherine
- Chapman, Sylvia
- Correia, Maria
- Correia, Nancy
- Cowan, Lori
- D-L-Casas, Miguel
- Daigle, Gerard
- Khan, Dawood
- Martin, Barry
- Morrison, Bridget
- Pai, Vijaya
- Piercy, Laura Lee
- Plooard, Karl
- Pourvahidi, Mohamad J.
- Ramdhin, Kuntie
- Silletti, Anna
- Small, Janice
- Stevenson, Susan
- Teekah, Nadira
- Wortzman, Ruth
- Zamiara, Emil

**DEVELOPMENT**

- Maher, Ian
- McNeely, Rodney
- Parks, Greg
- Persiko, Lorne
- Peterfy, Les
- Rigby, Glendon
- Russell, Michael
- Toigo, Teresa

**GENERAL MANAGER**

- Maurice J. Anderson

**STUDENTS**

- Abdulah, Amira
- Alleyne, Andrew C.
- Arunthavanathan, Skandaruban
- Astill, Kevin
- Bennett, Dalton
- Brown, Stephen
- Casquilho, Victor
- Catalanotto, Vincenzo
- Chen, Raymond
- Chow, Michael
- Chu, Ho
- Clarke, Claude
- Costa, Mark
- Daskalakis, Savvas
- Eng, Henry
- Faucette, Michael
- Graham, Leslie
- Gregorio, Temmy
- Harris, Rochelle
- Hedley, Lisa L.
- Hosein, Fazal



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**GENERAL MANAGER**

MAURICE J. ANDERSON

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 BARRY E. MARTIN

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 LES K. PETERFY

OPERATIONS  
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MAYOR BARBARA HALL

EXECUTIVE COMMITTEE

MAYOR BARBARA HALL

STEVE ELLIS  
 KAY GARDNER  
 TOM JAKOBEK

CHRIS KORWIN-KUCZYNSKI

KYLE RAE  
 MARIO SILVA  
 PETER TABUNS

CITY COUNCILLORS

|                        |         |
|------------------------|---------|
| DAVID HUTCHEON         | WARD 1  |
| CHRIS KORWIN-KUCZYNSKI | WARD 2  |
| MARIO SILVA            | WARD 3  |
| MARTIN SILVA           | WARD 4  |
| DAN LECKIE             | WARD 5  |
| KYLE RAE               | WARD 6  |
| PAMELA MCCONNELL       | WARD 7  |
| PETER TABUNS           | WARD 8  |
| STEVE ELLIS            | WARD 9  |
| TOM JAKOBEK            | WARD 10 |
| ROB MAXWELL            | WARD 11 |
| BETTY DISERO           | WARD 12 |
| JOHN ADAMS             | WARD 13 |
| HOWARD JOY             | WARD 14 |
| KAY GARDNER            | WARD 15 |
| MICHAEL WALKER         | WARD 16 |

**Carpark Locations**

| No. | Location                        | Capacity                | No. | Location                          | Capacity      |
|-----|---------------------------------|-------------------------|-----|-----------------------------------|---------------|
| 1   | Hayden St e of Yonge            | Closed for construction | 88  | e/s Ferrier Ave n of Danforth     | 47            |
| 2   | Charles St e of Yonge           | 76                      | 89  | Lipton Ave e of Pape Ave          | 70            |
| 3   | Isabella St e of Yonge          | 79                      | 90  | Eaton Ave n of Danforth           | 30            |
| 5   | Wellesley St e of Yonge         | 149                     | 91  | Armada Ave n of Bloor W           | 144           |
| 11  | Rosehill Garage                 | 571                     | 93  | Euclid Ave n of Bloor W           | 52            |
| 12  | Alvin Ave n of St. Clair E      | 166                     | 96  | Portland St n of Front W          | 212           |
| 13  | DeLisle Ave w of Yonge          | 159                     | 104 | Ossington Ave n of Bloor W        | 40            |
| 15  | Yorkville-Cumberland Garage     | 1036                    | 106 | Augusta Ave n of Queen W          | 120           |
| 17  | Pape Ave n of Danforth          | 85                      | 107 | MacPherson Ave-Rathnelly Ave      | 40            |
| 18  | Keele St s of Dundas W          | 78                      | 108 | Church St s of The Esplanade      | 109           |
| 19  | Pacific Ave s of Dundas W       | 71                      | 109 | Aberdeen Ave w of Parliament St   | 35            |
| 20  | Cedarvale Ave n of Danforth     | 37                      | 110 | Danforth Ave e of Coxwell Ave     | 25            |
| 21  | Amroth Ave s of Danforth        | 54                      | 111 | College-Clinton Garage            | 79            |
| 26  | Queen-Victoria Garage           | 479                     | 116 | Kennedy Ave n of Bloor W          | 56            |
| 28  | Pape Ave s of Danforth          | 76                      | 125 | Richmond-Sherbourne Garage        | 540           |
| 29  | Holly-Dunfield Garage           | 460                     | 126 | Parliament St s of Front E        | 84            |
| 32  | Bay St-Lakeshore Blvd W         | 525                     | 130 | Bartlett Ave n of Bloor W         | 38            |
| 34  | Dundas Square-Victoria St       | 53                      | 131 | Eglinton W-Hilltop Road           | 28            |
| 36  | Nathan Phillips Square Garage   | 2087                    | 137 | Gough Ave n of Danforth           | 17            |
| 39  | Castlefield Ave w of Yonge      | 163                     | 139 | Sherwood Ave e of Yonge           | 46            |
| 41  | Norton Ave w of Dufferin        | 64                      | 140 | Wilton St w of Jarvis St          | 198           |
| 42  | Via Italia s of St. Clair W     | 170                     | 141 | Greenlaw Ave s of St. Clair W     | 53            |
| 43  | St. Lawrence Garage             | 2008                    | 142 | Langford Ave n of Danforth        | 27            |
| 44  | Fuller Ave n of Queen W         | 53                      | 143 | Windermere Ave n of Bloor W       | 88            |
| 45  | Broadview Ave n of Queen E      | 92                      | 144 | Clinton St n of Bloor W           | 33            |
| 47  | Castleknock Rd n of Eglinton W  | 175                     | 146 | Gerrard St E w of Broadview Ave   | 43            |
| 48  | Lee Ave s of Queen E            | 68                      | 149 | Woodycrest Ave n of Danforth      | 35            |
| 49  | Roehampton Ave e of Yonge       | 126                     | 150 | Larch St Garage                   | 357           |
| 51  | Lippincott St s of Bloor W      | 146                     | 152 | Glenforest Rd e of Yonge          | 26            |
| 52  | University Ave Garage           | 323                     | 155 | Eglinton W-Glen Cedar Road        | 33            |
| 53  | Richmond St West - Walnut Ave   | 49                      | 156 | w/s Ferrier Ave n of Danforth     | 23            |
| 55  | Bedford Park Ave w of Yonge     | 42                      | 157 | Bayview/Millwood Garage (lower)   | 20            |
| 58  | Bloor-Bedford Garage            | 399                     | 158 | Queen St W w of Cowan Avenue      | 32            |
| 62  | Queen St W - Abell St           | 29                      | 159 | Bayview/Millwood Garage (upper)   | 10            |
| 63  | Richmond St E - Jarvis St       | 17                      | 161 | St Clair-Yonge Garage             | 173           |
| 64  | Durie St n of Bloor W           | 155                     | 162 | Shaftesbury Ave e of Yonge        | 22            |
| 68  | Kensington Garage               | 292                     | 163 | Dragon City Garage                | 129           |
| 71  | Bellevue Ave s of Nassau St     | 91                      | 164 | Thelma Ave-Spadina Road           | 43            |
| 78  | Erindale Ave e of Broadview Ave | 93                      | 167 | Ossington Ave n of Queen W        | 20            |
| 79  | Sherbourne St n of Carlton St   | 112                     | 168 | Harrison St e of Dovercourt Road  | 47            |
| 80  | Keele St n of Dundas W          | 54                      | 170 | Hammersmith Ave n of Queen E      | 30            |
| 81  | Lansdowne Ave n of Bloor W      | 40                      | 171 | Mt. Pleasant Road s of Eglinton E | 54            |
| 82  | Margueretta St n of Bloor W     | 56                      | 172 | Queen/Woodbine                    | 52            |
| 84  | Salem Ave n of Bloor W          | 35                      | 173 | Danforth/Rhodes                   | 21            |
| 85  | Palmerston Ave n of Bloor W     | 58                      |     |                                   |               |
| 87  | Chester Ave n of Danforth       | 83                      |     |                                   |               |
|     |                                 |                         |     | <b>Total Spaces</b>               | <b>14,615</b> |

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