2012 Annual Report

MUNICIPAL PARKING
60 Years
1952 • 2012

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.

Board of Directors


Michael Tziretas
Chair


Geri Kozorys-Smith
Vice Chair


Ana Bailão
Councillor


Giorgio Mammoliti
Councillor


Darius Mosun


Shimshon Posen


Paul Scargall


Lorne Perisko
President

Mayor and City Councillors

Mayor
Mayor Rob Ford

City Councillors
Paul Ainslie
Maria Augimeri
Ana Bailão
Michelle Berardinetti
Shelley Carroll
Raymond Cho
Josh Colle
Gary Crawford
Vincent Crisanti
Janet Davis
Glenn DeBaeremaeker
Michael Del Grande
Frank Di Giorgio
Sarah Doucette
John Filion
Paula Fletcher
Doug Ford
Mary Fragedakis
Mark Grimes
Douglas Holyday
Norman Kelly
Mike Layton
Chin Lee
Gloria Lindsay Luby
Giorgio Mammoliti
Josh Matlow
Pam McConnell
Mary-Margaret McMahon
Joe Mihevc
Peter Milczyn
Denzil Minnan-Wong
Ron Moeser
Frances Nunziata
Cesar Palacio
John Parker
James Pasternak
Gord Perks
Anthony Perruzza
Jaye Robinson
David Shiner
Karen Stintz
Michael Thompson
Adam Vaughan
Kristyn Wong-Tam

Senior Management

Lorne Persiko
President

Gerard C. Daigle
Vice President, Finance & Administration

Ian Maher
Vice President, Strategic Planning & Information Technology

Remy Iamonaco
Vice President, Design, Construction & Facilities Maintenance

Andrew Koropeski
Vice President, Operations

Marie L. Casista
Vice President, Real Estate, Development & Marketing

Gina Dimanis
Director of Human Resources

FINANCIAL HIGHLIGHTS

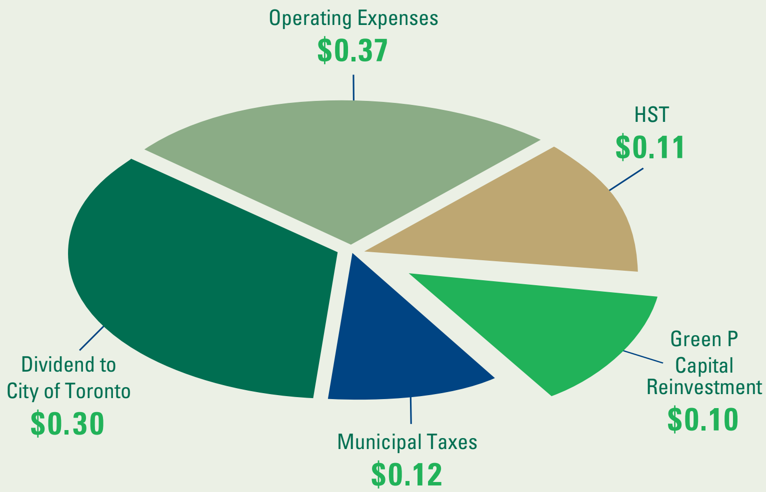
The Authority earned net income of $58.2 million (M) in 2012. Excluding years which include one-time gains from sales of air rights, 2012 was the Authority's most profitable in its 60 year existence. Under an income sharing arrangement the City of Toronto will receive $43.6M and the Authority will retain $14.6M to fund its capital program. The Authority also remits other payments to the City in addition to the income share:

- $17.8M in property taxes.
- $1.96M in rents on carparks operated for other City departments and agencies.

2012 net income exceeded budget by $5.9M – this was achieved by:

- Generating $5.3M more in parking revenue.
- $2.2M more in investment income.
- Offset by $1.6M more in expenses – related to $2.8M more in percentage rents paid on non-owned carparks as a result of the higher gross revenue. All other expenses were under budget in total.

Where Each Green "P" Dollar is Spent



2012 Financial Results

Gross parking revenue grew by $6.5M over 2011.
Expenses increased by $4.5M over 2011:

1. *Rent* increased by $1.3M – "rent" consists primarily of percentage rent paid to owners of properties where the Authority manages parking under license agreements. The increase reflects increased profits earned at these locations.
2. *Salary, wages and fringe benefits* increased by $1.2M – this includes one-time severance costs of $0.2M, pension rate increases of almost $0.3M and higher sick leave costs of $0.15M. The remaining portion of the increase is less than the negotiated increase in the union contract for the year.
3. *Revenue equipment upgrades* to accommodate rate changes and newly issued coins and note cost $1.3M.
4. *Paving repairs and resurfacing* of carparks increased by $0.5M over 2011.
5. *Property tax* increased by $0.5M.
6. *All other expenses* decreased by $0.3M.

The Authority is unique from most City bodies in that it receives no funding from the City of Toronto to operate. Financially, it is completely self-sufficient and not a burden on property tax revenues.

The Authority retains 25% of its annual net income to fund capital expenditures. The Authority's approved 10-year capital plan (2013 through 2022) totals approximately $358M for new carparks, major maintenance to facilities and major equipment purchases/replacements.

The funding to pay for the 10-year plan comes from several sources:

- Approximately 18% is held in the bank at the start of the 10-year plan.
- The remainder comes from future year earnings and the planned sales of air rights on existing properties.
- A small percentage is funded from rents generated from the leasing of retail/office space incorporated into a number of garage facilities and from payments from developers in lieu of providing parking. Under a 1970s by-law these monies are held in reserves by the City until needed for capital purposes.

The Toronto Parking Authority continues to innovate and evolve in service of our customers and the needs of a growing Greater Toronto Area.

CHAIRMAN'S MESSAGE

Michael Tziretas
Chair

2012 represents a milestone year for the Toronto Parking Authority, marking our 60th year of providing parking services to residents, businesses and visitors within the City of Toronto. This report shares our 2012 operating results and major accomplishments, as well as a special "60th Anniversary" section to commemorate six decades of achievement as the industry's leading parking provider.

Our 60th year continued to generate not only strong business results, but – excluding extraordinary items such as one-time gains from the sale of air rights – 2012 yielded our strongest business results to-date. Specifically, net income increased to $58.2 million on gross parking revenues of over $125.9 million, generating a return of $43.6 million for the City – 43 cents of every dollar of TPA net income.

We continue to grow by opening new facilities through acquisitions, joint venture partnerships and third party management agreements. In 2012, City Council approved the $76M sale of the development rights at Municipal Carpark No. 15 (50 Cumberland Street/37 Yorkville Avenue) for the construction of a mixed-use development to include approximately 800 public parking spaces. Of the $76M purchase price, the Authority will retain $44M after replacing the 800-space parking garage. This joint venture initiative will address the aging infrastructure of the existing carpark, ensure a long-term income stream and allow the TPA to continue to serve the area's parking needs.

Another 2012 joint venture arrangement included Carpark 5 (15 Wellesley Street, and 20 and 25 Maitland Street), which is envisioned to be a mixed-use development to include a 250-space municipal parking garage.

Offering an efficient and convenient parking experience to our customers continues to be a primary objective for the Toronto Parking Authority. In 2012, we launched the Green P iPhone and Android applications to enhance the customer parking experience, and introduced a new partnership with the Car2go vehicle-sharing service. We also met the challenges of introducing new Canadian currency to our automated units and implementing the first universal on-street rate change in over five years.

The Toronto Parking Authority is proud to be an integral part of the communities in which we operate. Our ongoing support of local Business Improvement Areas (BIAs) helps keep our communities vibrant, while the design of our carparks connects residents, visitors and local businesses. Some of our parking facilities are even considered destinations in and of themselves.

The Zhong Hua Men Archway at Carpark 146 (Broadview and Gerrard), for example, has become a community icon; not only did it win “Best Design/ Implementation of a Surface Parking Lot” honours in the 2012 International Parking Institute’s Awards of Excellence competition, but it was recently selected to feature among a special Canada Post stamp series honouring Asian Heritage Month. Often, our surface lots are used for festivals, farmers markets and other community events, particularly during the summer months.

Our many achievements this year – and throughout the 59 years before it – would not be possible without our dedicated Toronto Parking Authority staff. It is the cooperative efforts and contributions by every member that make our organization the success it is today and allow us to keep growing, developing and innovating. On behalf of our Board of Directors, thank you for your service and commitment.

I would also like to recognize Gwyn Thomas, our past President, for his invaluable influence on this thriving organization. Gwyn will be missed in his retirement but the impact from his many contributions continue.

In October 2012, our Board of Directors appointed a new President, Lorne Persiko, who joined the Authority’s Real Estate, Development and Marketing Group in 1992 and most recently served as Vice President of Real Estate, Development and Marketing. I know that Lorne’s proven track record of relationship building and leadership will serve the Authority well throughout our next chapter of operational success.

As the Toronto Parking Authority enters its seventh decade of operations, our longstanding tradition of excellence supports and accelerates future growth initiatives. Moving forward, we remain committed to maintaining our industry leading position in the parking community and achieving our vision as the global leader in providing municipal parking solutions to support our vibrant city.

Michael Tziretas
Chair

The Toronto Parking Authority has become part of Toronto's landscape and the facilitator of countless experiences for residents and visitors of this unforgettable city.

60 YEARS OF SERVICE, 1952–2012

Our organization's successes of the past six decades are abundant. Now, as we embark on a new decade of operating achievement, we recall some of the most compelling milestones that have shaped the Toronto Parking Authority of today:

1952

City Council passes By-law 18680, formally establishing The Parking Authority of Toronto.

1957

The familiar "Green P" logo enters the Toronto streetscape. In 1975, its original green on white colour scheme will be reversed for greater visual effect when lit.

1957

The Authority builds the first municipal parking garage in North America.

1958

Mayor Nathan Philips officially opens the first stage of the "largest public parking garage in the British Commonwealth" beneath the Civic Square that will later bear his name. The facility later doubles in size with the completion of Phase Two in 1965.

1963

City Council enacts "Payment in Lieu" legislation, allowing developers to pay a fee in lieu of providing parking in their new builds; the fees form a municipal parking fund, used by the Authority to create essential new parking facilities.

1976

The Authority first utilizes computer technology, storing usage and data from all cashiered facilities in the City Hall mainframe computer. Computer-enabled data collection capabilities expand to unstaffed facilities in 1981.

1979
Holly Park Place (Carpark 29) becomes the Authority's first mixed-use project; the 460-space garage serves a seniors' residence and adjacent public housing.

1988
A new five-year plan endeavors to replace all meters and mechanical pay-and-display machines at unstaffed TPA sites with electronic pay-and-display units.

1996
The Provincial Government's Bill 103 compels the amalgamation of the seven existing municipal governments of Metropolitan Toronto into one new municipality. Following its enactment in 1998, City Council tasks the Toronto Parking Authority with the new municipality's parking operations.

1998
Our electronic pay-and-display machine inventory is retrofitted with solar power, the first application of its kind in North America.

1998
The Toronto Parking Autority is the world's first to remodel on-street and off-street machines to accept credit cards.

2002
The TPA assumes operation of the Toronto Transit Commission's 14,000 commuter-parking spaces.

2005
Establishing four rate zones in our on-street program addresses community short-term parking demands, resulting in a higher turnover rate, higher levels of customer exposure in business districts, and more revenue.

2009
The St. Lawrence Garage location receives a 20-kilowatt Solar Photovoltaic Renewal Energy System.

2010
The Authority's new and improved website, www.greenp.com, includes a "Parking Locator" function for customers to find parking by address, intersection or venue.

2011
The TPA partners with Visa Canada to introduce PayWave to customers.

2012
Green P iPhone and Android applications allow users to locate the nearest Green P parking facility. An agreement with Car2go extends free floating or dedicated parking at many TPA facilities to users of the car-sharing program.

We are confident that the knowledge gleaned from our many past achievements will provide a strong foundation for future milestones.

The Authority's proven, self-funded capital plan facilitates growth in areas of parking demand, while our existing locations continue to deliver best in class parking services.

PROFILE AND MANDATE

A Continuing Commitment

Throughout our 60 years of operation, the Green P approach to municipal parking provision has evolved in step with Toronto's public parking needs. We remain committed to providing responsible, innovative solutions to support future demand, as the GTA continues to be Ontario's fastest growing region.

(Ontario Ministry of Finance, Ontario Populations Projections Update, 2011-2036)

The Toronto Parking Authority is dedicated to today's customer and to earning their loyalty through the consistent delivery of safe, attractive, clean, green, convenient, well-maintained and affordable parking.

Our Approach and Objectives

Responsible parking operations complement the City's existing infrastructure, sustainability mandates and transportation networks. Our "Objectives for Parking Rates" provide compelling guidelines for today's approach to parking management throughout Toronto:

Objectives for Parking Rates

Parking rates are set at levels which foster the general objectives of the Authority which are based on supporting City objectives, namely to:

- Encourage downtown commuters to park at suburban carparks and transfer to the subway;
- Provide low cost short-term parking in neighbourhood and commercial areas;
- Discourage long-term parking, especially in downtown and mid-town commercial areas and commercial areas well served by transit;
- Generate sufficient revenue to cover minimum operating and administrative costs, and either recover past capital costs or allow for future capital investment.

These Objectives have remained unchanged since the Authority was founded; our approach to achieving them, however, has evolved through many dynamic and innovative advancements. Today, our best practices include many "green" technologies and greening policies, while we continue to explore new and exciting technologies as a leading edge parking provider.

Throughout our history, the Toronto Parking Authority has embraced new technologies and green practices that support responsible and efficient operations. We are proud to have been industry pioneers in renewable energy utilization as well as widespread communication and data network implementation. This strategy continues as we pursue new trends and technologies in the parking operations field.

By combining both proven and progressive approaches in all our operations, the Authority will continue to hold its enviable position as the industry leader and stand apart as a global leader in innovative full-service parking services.

Our Strategy: Combining Proven with Progressive

A longstanding capital funding strategy drives consistently profitable Green P operations. Specifically, our strong portfolio in the downtown subsidizes newer outlying facilities where the need for parking exists but where high development and capital costs impact short-term profitability.

Our rate-setting policies (including annual rate reviews for all off-street facilities) support the City's transportation management and transit initiatives. The Authority extends to its customers the city's lowest short stay parking rates, while setting all-day rates in the downtown core and other high demand areas at significantly higher amounts. This strategy ensures our downtown facilities are, in fact, used primarily to support short-term parker demand and redirects all-day parkers towards alternative transportation methods.

The Green P approach to parking management and delivery continues to be defined by technology, efficiency, environmental responsibility and security.

OPERATIONS

On- and Off-Street Operations

The Authority uses pay and display technology to support its on-street and most off-street surface lots. Our solar powered pay and display machines provide ease of payment, low environmental impact and improved community aesthetics.

The units (some 3,000 in all) are also monitored using a *citywide radio frequency communications network*, enabling data from each individual machine to transmit in real time to the Authority's head office and central monitoring station. A similar wide area network also connects our head office and central monitoring station with all major Green P off-street attended facilities.

In 2012, our revenue equipment required upgrades to accommodate the Canadian Mint's new one and two-dollar coins ("loonies" and "toonies," respectively) – and later, the new polymer $20 bill. We are proud to have been among the city's first to accept the new bill as a form of automated payment.

Further, our Operations staff performed over 200 on-street machine installations, removals and/or reinstallations throughout 2012, and implemented our first universal rate change in five years. This latter initiative also involved aesthetic refreshes of pay and display unit rate cards and faceplates.

Design, Upgrades and Maintenance

Ensuring a safe and user-friendly experience means that each Green P parking facility meets or exceeds current building and fire codes, and is designed for functional efficiency, public security and safety, minimum maintenance and high resistance to deterioration.

Toronto Parking Authority *design standards* include double line marked parking stalls, generous sightlines and turning radii, ample lighting, as well as colour coded and complementary graphics to identify floors, stairs, elevators and adjacent roadways. Our automated and semi-automated parking structures provide security patrols or centrally monitored intercom stations that connect our customers with a live station attendant.

The Authority continues to *upgrade* our existing facilities to meet both current Ontario Building Code (OBC) and internal standards. Upgrading projects for 2012 included: Carpark No. 29 (Fire Alarm and Sprinkler); Carpark Nos. 58 and 150 (Electrical); Carpark No. 216 (Entrance/Exit); and 1 Shortt Street (Accessibility).

Power washing, repainting, cleaning and electrical replacement are all provisions of the Authority's preventative maintenance and repair program. Combined with regular technological updates, this ongoing program ensures the optimum condition and longevity of our facilities and equipment.

Our Unique Approach to Enforcement

Delivering exemplary customer service inspires our approach to all Green P operations, and our payment enforcement strategy is no exception.

Our *courtesy envelope payment program* remains unique in the industry after more than two decades. Our policy is such that a courtesy envelope is issued when a vehicle is found to be in noncompliance in an off-street facility. The envelope imposes a fine (much lower than a parking violation) for which payment is not mandatory, essentially acting as a warning. Subsequent to this issuance, if the vehicle is found in non-compliance again and the resulting courtesy charge is unpaid, any subsequent occurrence will result in a parking infraction notice. This less punitive approach makes the courtesy envelope payment program not only well received, but also respected by our patrons.

Green P facilities enable access, movement and connection throughout Toronto as an essential part of a thriving urban landscape.

REAL ESTATE AND DEVELOPMENT

Parking: An Integral Component

Our Toronto Parking Authority portfolio continues to complement Toronto's Official Plan and its vision for increased intensification, re-urbanization, growth corridors and public transit usage. 2012 saw considerable inventory growth for our organization.

The Joint Venture Vision

Where property is cost-prohibitive or scarce in desired locations, joint venture developments with both the public and private sectors present a viable solution. Often, these relationships enable the Authority to increase inventory, expand service and intensify land use, all while minimizing capital requirements.

Another viable strategy to maintain or expand surface parking lots while retaining a source of capital is the sale of air rights and the corresponding repurchase of a strata title for the parking facility component. This strategy enables the Authority to participate in a property's valuable market value appreciation while retaining its parking inventory.

In 2012, the Authority initiated joint venture agreements for several existing carparks: Carpark 5 (15 Wellesley Street, and 20 and 25 Maitland Street) is envisioned as a mixed-use development to include a new 250-space municipal parking garage; Carpark 650 (16 John Street/2 Elsmere Avenue) may include arts and cultural, as well as residential, components; and Carpark 664 (1607 Eglinton Avenue West) will provide a mixed-use residential development and a new surface parking lot. In addition, with City Council's approval of the $76M sale of development rights at Municipal Carpark No. 15 (50 Cumberland Street/37 Yorkville Avenue), the Authority's 800-space parking garage component became one step closer to reality.

In addition, the Authority has several exciting new initiatives in development for 2013, including a *mobile phone payment platform*. This innovation will allow patrons to pay for their on- or off-street Green P parking using their cell phone. Tied with the development of the mobile phone payment platform are other initiatives to provide convenient payment/pre-payment options, such as the *Green P express gift card* and *Green P rewards card*. Future initiatives include *mobile parking*, *parking guidance systems*, *loyalty programs* and *electric charging stations*.

2012 Green P Growth

The Authority demonstrated very active growth this year by acquiring properties (94 Northcliffe Boulevard, 6 Elsmere Avenue, 213 Roe Avenue and 15 Cliveden Avenue, all with several new spaces planned at each location) and opening new carparks (including 136 Broadview Avenue, with 22 spaces and 390 Cherry Street, with 130 spaces). We also entered into several joint venture projects (referenced above), as well as third party management agreements (including 302 Queen Street West, with 99 spaces; The Toronto Coach Terminal at 130 Elizabeth Street, with 27 spaces and Carparks 264, 265 and 266 at the Fort York Historic Site, totalling 160 spaces).

New Innovations and Marketing Initiatives

As part of our organization's ongoing efforts to maximize efficiencies and build brand awareness, 2012 saw the introduction of several creative promotions and partnerships:

- The *TPA Android Device Application*, which launched in September, assists users in locating the closest Green P parking facility, as well as obtaining specific lot information such as capacity and rates.
- Our new relationship with *Car2go*, a car-sharing program provider, provides a free-floating parking arrangement at most off-street facilities, as well as dedicated areas for Car2go vehicles within specific TPA facilities.
- As part of the annual *Scotiabank Nuit Blanche* contemporary art event, the City approved the display of artwork at Carparks 36 and 219 in exchange for TPA recognition in related marketing materials.
- Our 5th annual *"Night Out to the Perfect Spot" Contest* continued to build brand loyalty and website traffic by offering opportunities to win prizes with every TPA parking receipt.

Local partnerships, corporate social responsibility initiatives and "green" innovations set the Green P apart in our industry.

COMMUNITY OUTREACH AND THE GREENING OF THE GREEN P

Community Connections

The many unique and vibrant communities that make up the GTA are home to more than two-thirds of the Toronto Parking Authority's off-street portfolio.

It is in these neighbourhoods that the Authority has reinvested more than $100,000,000 over the last 25 years in local businesses. Where possible, the Green P also partners with neighbourhood commercial areas for community-specific projects such as festivals, farmers markets and other public events.

By liaising with local Business Improvement Associations, the Authority keeps informed of evolving parking needs and local requirements while fostering community relationships. We also support our community partners by contributing to the advertising program of the Toronto Association of Business Improvement Areas (TABIA), the BIAs' umbrella organization.

Green by Design

Developed in partnership with the City of Toronto Urban Design department in 2007, the Authority's "Design Guidelines for Greening Surface Parking Lots" are incorporated into every new Green P facility. These guidelines include:

- Enhanced pedestrian safety and comfort
- Higher quality landscaping and increased shade
- On site storm water management
- Sustainable materials usage
- Reduction of the urban heat island effect

Our newly opened 136 Broadview Avenue location contains many "greening elements" such as permeable pavers, while our 75 Holly Street facility (opened in 2011) earned the 2012 Landscape Ontario Award of Excellence.

Our existing surface carparks are also continually being upgraded to include "greening" elements such as trees, landscaped areas and planters. In total, 72 carparks were under contract for landscape services in 2012. In addition, greening elements are also a consideration in the design of carparks currently in development, such as 453 Spadina Avenue, 1624 Queen Street West, 201 Claremont Street, and 94 Northcliffe Boulevard.

Our Choice: Renewable Energy

The Toronto Parking Authority is an established leader in renewable energy usage, both within our industry as well as the larger GTA business community. Our pay and display units, for example, represent the largest solar-powered centralized network in the world. We continue to seek out, research, test and incorporate new renewable energy sources.

Corporate Social Responsibility Initiatives

The Green P returns 43 cents of every dollar of net income to the City. In addition, we provide long-term support to a range of fundraising and community betterment initiatives, such as:

- Our *Annual Charity Golf Tournament*, whose proceeds help Holland Bloorview Kids Rehabilitation Hospital, Canada's first and only standalone pediatric rehabilitation teaching hospital. We raised $40,000 in 2012, raising our cumulative total to $278,000 in support of Holland Bloorview and other charities.
- *Trees Across Toronto* (part of The Tree Planting Advocacy Program), a native tree and shrub planting program for which the Authority is a corporate sponsor. To date we have contributed $550,000 towards the planting of more than 450,000 native trees and shrubs by Parks, Forestry and Recreation on over 300 sites across Toronto.
- Local *Farmers Markets*, many of whose patrons benefit from the free, short-term use of TPA facilities.
- Area cyclists and *Cycling Programs*, who utilize the over 6,000 on-street bicycle parking rings funded by the Green P and the designated bicycle parking available in many of our off-street facilities, as well as the locations we provide to assist with the City's Bixi Bike program.

60 Years of Service… and Counting

> "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."

After 60 years of operations, this long-serving mandate continues to provide an enduring framework for our approach to portfolio growth, innovation, customer service, best practices, and community partnerships and outreach.

Moving forward, we remain committed to being the industry leader in all aspects of municipal parking practices. And for our customers, we continue to strive to make the Green P synonymous with a safe, attractive, clean, green, convenient, well-maintained and affordable parking experience.

INDEPENDENT AUDITOR'S REPORT

To the Board of Directors of Toronto Parking Authority

We have audited the accompanying financial statements of Toronto Parking Authority, which comprise the statement of financial position as at December 31, 2012 and the statements of income and comprehensive income, changes in equity and cash flows for the year then ended, and the related notes, which comprise a summary of significant accounting policies and other explanatory information.

Management's responsibility for the financial statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with International Financial Reporting Standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's responsibility

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 comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements present fairly, in all material respects, the financial position of Toronto Parking Authority as at December 31, 2012 and the results of its operations and its cash flows for the year then ended in accordance with International Financial Reporting Standards.

PricewaterhouseCoopers LLP

Chartered Accountants, Licensed Public Accountants
June 3, 2013

FINANCIAL STATEMENTS

December 31, 2012

(All amounts are in Canadian dollars)

STATEMENT OF FINANCIAL POSITION

	Note	2012 $	2011 $
ASSETS			
Current assets			
Cash		20,079,288	21,816,866
Investments	7	75,873,999	58,379,460
Accounts receivable	8	1,360,829	1,168,095
Finance lease receivable	9	648,050	648,050
Supplies		357,198	330,981
Prepaid expenses		623,063	567,832
		98,942,427	82,911,284
Finance lease receivable	9	6,835,200	6,799,363
Investment in garage	10(b)(ii)	6,000,000	6,000,000
Property and equipment	10	138,320,832	138,871,877
		250,098,459	234,582,524
LIABILITIES			
Current liabilities			
Accounts payable and accrued liabilities		6,948,482	7,635,884
Provisions	11	226,112	191,444
Deferred revenue		413,570	393,355
Due to related parties	12(c)	24,795,267	12,744,611
Debt payable	13	389,353	2,159,868
		32,772,784	23,125,162
Deferred deposit	14	3,690,000	-
Debt payable	13	6,342,215	6,736,335
		42,804,999	29,861,497
Equity	15	207,293,460	204,721,027
		250,098,459	234,582,524
Commitments and contingent liabilities	23		

Approved on behalf of the Board of Directors

Michael Tziretas, Chairman   Lorne Persiko, President

The accompanying notes are an integral part of these financial statements.

STATEMENT OF INCOME AND COMPREHENSIVE INCOME

For the year ended December 31, 2012 (All amounts are in Canadian dollars)

	Note	2012	2011
		$	$
Parking revenue	16	125,881,503	119,372,811
Direct expenses			
Operating	25	41,279,105	37,376,848
Municipal property tax		17,629,202	17,134,987
Finance interest paid on debt	13	159,068	167,630
Amortization of property and equipment	10	7,162,258	7,415,178
		66,229,633	62,094,643
Income before administration expense and other income		59,651,870	57,278,168
Administration expense		7,753,831	7,380,294
Income before other income		51,898,039	49,897,874
Other income			
Income earned on financial instruments	18	3,583,468	3,799,226
Other income	18	2,703,428	3,375,050
		6,286,896	7,174,276
Net income and comprehensive income for the year		58,184,935	57,072,150

STATEMENT OF CHANGES IN EQUITY

For the year ended December 31, 2012 (All amounts are in Canadian dollars)

	Note	2012	2011
		$	$
Balance - Beginning of year		204,721,027	190,398,179
Net income and comprehensive income for the year		58,184,935	57,072,150
		262,905,962	247,470,329
Special distribution to City of Toronto	20	(12,000,000)	-
Annual distribution to City of Toronto	20	(43,612,502)	(42,749,302)
Balance - End of year		207,293,460	204,721,027

The accompanying notes are an integral part of these financial statements.

60 Years

2012 represents a milestone year for the Toronto Parking Authority, marking our 60th year of providing parking services to residents, businesses and visitors within the City of Toronto.

60 Years

1952 • 2012

Our many achievements this year – and throughout the 59 years before it – would not be possible without our dedicated Toronto Parking Authority staff.

FINANCIAL STATEMENTS

December 31, 2012

(All amounts are in Canadian dollars)

STATEMENT OF CASH FLOWS

For the year ended December 31, 2012 (All amounts are in Canadian dollars)

	Note	2012	2011
		$	$
Cash flows from operating activities			
Net income and comprehensive income for the year		58,184,935	57,072,150
Add (deduct) non-cash items			
Amortization of property and equipment	10	7,162,258	7,415,178
Gain on sale of property and equipment	18	(1,636,982)	(7,178)
Net amount - interest/finance income and finance charges		(2,738,939)	(3,235,092)
Net unrealized gain on held-for-trading financial assets	7	(685,461)	(396,504)
		60,285,811	60,848,554
Net change in non-cash working capital balances related to operating activities	24	11,143,955	(20,445,052)
Net cash flow from operating activities		71,429,766	40,403,502
Cash flows from investing activities			
Interest received from held-for-trading financial assets	18	2,214,120	2,721,962
Interest received on loans and receivables (finance lease receivable)	9	648,050	648,050
Proceeds from sale of property and equipment		1,642,401	7,181
Deferred receipt from asset sale		3,690,000	-
Purchase of property and equipment	10	(6,616,632)	(7,287,138)
Net cash flow from investing activities		1,577,939	(3,909,945)
Cash flows from financing activities			
Net decrease in investments		(16,809,078)	3,015,062
Distribution to City of Toronto		(55,612,502)	(42,749,302)
Long-term debt to finance purchase of property and equipment			
Repayments		(2,164,635)	(2,346,723)
Finance charges paid on long-term debt	13	(159,068)	(167,630)
Net cash flow from financing activities		(74,745,283)	(42,248,593)
Decrease in cash during the year		(1,737,578)	(5,755,036)
Cash - Beginning of year		21,816,866	27,571,902
Cash - End of year		20,079,288	21,816,866

The accompanying notes are an integral part of these financial statements.

1 | Statement of compliance

These financial statements of the Toronto Parking Authority (the Authority) have been prepared on a going concern basis and without reservation comply with all the requirements of International Financial Reporting Standards (IFRS).

These financial statements were authorized by the Authority's Board of Directors at their meeting held on April 24, 2013.

2 | Nature of operations and relationship to the City of Toronto

The Authority is a local board of the City of Toronto (the City), established under the City of Toronto Act, 2006 with a mandate to operate, manage and maintain municipal off-street parking facilities and on-street meter operations on behalf of the City in support of local business areas. Municipal off-street parking facilities are of two primary types: (a) open-air single level lots without structures referred to as surface lots and; (b) covered, multi-level structures referred to as parking garages/structures.

The address of the Authority's registered office is 33 Queen Street East, Toronto, Ontario.

The City is considered the ultimate controlling entity of the Authority. In its relationship with the City, the Authority has an agreement on income-sharing, which is more fully described in note 20.

By virtue of Section 149(1) of the Income Tax Act (Canada), the Authority is not subject to income taxes.

3 | Basis of presentation

The Authority is a public sector entity and meets the definition of a Government Business Enterprise (GBE) as set out in the Introduction to Public Sector Accounting Standards. GBEs are deemed to be publicly accountable enterprises and are required to apply IFRS as set out in Part I of The Canadian Institute of Chartered Accountants Handbook - Accounting.

4 | Summary of significant accounting policies

Basis of measurement

The financial statements have been prepared under the historical cost convention, except for the revaluation of certain financial assets to fair value.

Financial instruments

A financial instrument is any contract that gives rise to a financial asset of one entity and a financial liability or equity instrument of another entity. Stated in very general terms, a financial asset is cash or a contractual right to receive cash such as a bond or a trade receivable. Similarly, a financial liability is a contractual obligation to deliver cash or another financial asset such as a bank loan or a trade payable to another entity.

Classification and measurement of financial instruments

The Authority classifies its financial instruments into one of the following categories based on the Authority's intended use of the instrument. The Authority's accounting policy for measurement of each category is as follows:

Financial instrument	Category	Subsequent measurement
Cash	loans and receivable	fair value through profit or loss
Investments	held-for-trading	fair value through profit or loss
Accounts receivable	loans and receivables	amortized cost
Finance lease receivable (including current portion)	loans and receivables	amortized cost
Accounts payable and accrued liabilities	other financial liabilities	amortized cost
Due to related parties	other financial liabilities	amortized cost
Debt payable	other financial liabilities	amortized cost

All financial instruments are measured initially at fair value, which is generally the transaction price.

Method of determining fair value

Fair value is determined:

- on the basis of quoted prices in an active market or if an active market does not exist;
- using accepted valuation techniques or parameters derived from a combination of active markets or from statistical estimates or other quantitative methods.

Other categories of financial instruments that are measured subsequently at amortized cost do not trade on an active market.

For assets measured at fair value, changes in fair value (gains and losses) are recognized in profit or loss as an unrealized gain or loss.

Cash

Cash comprises cash-on-hand, deposits held on call with banks and other liquid investments with original maturities of less than three months.

Investments

Investments consist of fixed income securities of governments and high quality corporate bonds carried at fair value and interest receivable thereon.

Investments have been classified as held-for-trading and measured at fair value based on quoted market prices, which is considered to be the closing market bid price at the year-end. Investments are recognized and derecognized on the trade date. Investments are classified as held-for-trading (or fair value through profit or loss) as they are intended for sale in the short term, are part of a portfolio of identified financial instruments that are managed together and there is a recent pattern of short-term trading to realize gains. The primary use made by the

Authority of held-for-trading financial assets is to fund capital purchases and their measurement at fair value provides more relevant information than does amortized cost and is consistent with the Authority's approach to their evaluation and management.

Investment income includes interest, realized and unrealized gains or losses on investments. Investment income is classified under profit or loss and is recorded as other income on the statement of income and comprehensive income.

Investments classified as current assets have varying maturity dates with some greater than one year from the date of the financial statements. However, all are capable of prompt liquidation and have been classified as current assets. When investments are not capable of liquidation within one year of the date of the financial statements, they would be classified as long-term investments.

Fees for custody and management services are expensed as incurred in the statement of income and comprehensive income.

The Authority's investment policy is to invest only in eligible investments as prescribed in the financial activities regulation of the City of Toronto Act, 2006.

Accounts receivable

Accounts receivable are primarily trade receivables recorded at amortized cost, less a provision for impairment, which involves annual testing to assess and estimate uncollectible amounts. A provision for uncollectible amounts is made when objective evidence indicates the Authority may not be able to collect a receivable. Balances are written off when collection is assessed as remote. Adjustments to the amortized cost are included in profit or loss. The amortized cost of accounts receivable approximates their fair value due to their short-term nature.

Finance lease receivable

The finance lease receivable represents the present value of minimum lease payments due to the Authority as lessor under a finance lease.

Accounts payable and accrued liabilities

Accounts payable and accrued liabilities are primarily trade payables, pension remittances and liabilities to government for sales and payroll related taxes measured at their amortized cost, which approximates their fair value due to their short-term nature. Adjustments to the amortized cost are included in profit or loss.

Impairment of financial assets

As at each statement of financial position date, the Authority assesses whether the assets valued at amortized cost are impaired. When objective evidence of impairment is available, the impairment is recognized in the same period by adjusting the value on the statement of financial position and recognizing an expense in the statement of income and comprehensive income. When previous impairment losses reverse, they are recognized up to the extent of the impairment amount originally recognized.

Derivative financial instruments

The Authority utilizes derivative financial instruments in the management of its purchase of electricity. The Authority's policy is not to utilize derivative financial instruments for trading or speculative purposes.

Derivative contracts entered into by the City in connection with the purchase of electricity, to which the Authority is a party, are not designated to be in a hedging relationship and are recorded at their fair value as an asset or a liability based on quoted market prices or dealer quotes with changes in fair value, if any, recorded in investment income. As at December 31, 2012, there were no contracts outstanding.

Property and equipment and investment property

Measurement basis - cost model

The Authority has chosen to continue measuring property and equipment using the cost model. The cost model provides that property and equipment be recorded at their cost at the time of recognition.

Any costs incurred subsequent to initial recognition, which enhance the service capacity (an improvement), are capitalized as property and equipment and amortized over the remaining useful life of the asset or the improvement, whichever is shorter.

Component accounting

Components of an item of property and equipment that have different useful lives and have a significant cost in relation to the total cost of the item have been classified and amortized to profit or loss separately. Parking garage structures are currently the only item of property and equipment identified as having components with differing useful lives that have significant costs in relation to the cost of the entire item.

Amortization

The amortizable amount is the cost of the asset less any residual value. Amortization expense is recognized in profit or loss and is calculated from the date the assets are available for use calculated on a straight-line basis over their estimated useful lives as follows:

Parking garages - concrete structure	25 or 40 years
Surface car parks and other parking garage components	25 years
Equipment and furnishings	5 to 10 years

Projects to build garages or surface car parks, which are in process, are included in property and equipment as acquired and are amortized once the asset is placed into service. Improvements to facilities that meet the recognition criteria are added to the asset and amortized over a period up to 25 years.

Land is not amortized, as it is considered to have an indefinite life.

Assets acquired through a finance lease are classified under property and equipment and amortized consistent with other similar assets.

The useful lives of property and equipment are reviewed at each statement of financial position date and are estimated by management based on historical analysis and other available information. The residual values of property and equipment are reviewed at each statement of financial position date and are based on the assessment of useful lives and other available information.

When there is a change in use of property and equipment between use as investment property or for the Authority's principal activity of parking, the asset is transferred to the appropriate classification at its carrying amount without recognition of a gain or loss.

Investment property

When property is held to earn rental income or for capital appreciation rather than for the Authority's principal strategic purpose of providing parking, it is classified as investment property.

Some properties owned by the Authority include a portion that is held to earn rental income and another portion that is held for strategic parking or administrative purposes. If these portions could be sold separately, they are accounted for separately. If these portions could not be sold separately, the property is classified as investment property only if an insignificant portion is held for parking or administrative purposes.

If the utilization of the property for its principal strategic purpose is greater than 10%, the Authority's policy is to classify the entire property as property and equipment rather than investment property. There are no properties classified as investment property as at December 31, 2012.

Impairment of non-financial assets

Property and equipment are reviewed annually for indications of impairment or when circumstances indicate the carrying amount may not be recoverable.

If an asset is determined to be impaired it is written down to its recoverable amount, which is the higher of fair value, less costs to sell and value in use. In the absence of a reliable estimate of fair value for an asset that is clearly impaired, the value in use may be applied. If there is an indication that a previously impaired asset has experienced an increase in fair value or value in use, the previous impairment is reversed but only to the extent of the carrying amount had no impairments been recognized.

Impairment losses or reversals are recorded in profit or loss.

Provisions

Provisions are recognized when the Authority has a present legal or constructive obligation or entitlement as a result of past events, it is probable that a payment will have to be made/received to settle the obligation/entitlement and the amount can be reliably estimated. Provisions are measured at management's best estimate of the expenditure required to settle the obligation at the end of the reporting period and are discounted to present value where the effect is material.

Revenue and other income recognition

Revenue is recorded on the accrual basis of accounting. Revenue includes parking fee revenue and other income from investment, rental and advertising activities. The accrual basis of accounting recognizes revenue as the service is performed or the income is earned, can be reliably measured and collection is reasonably assured. The timing of revenue recognition for the Authority's significant sources of revenue is as follows:

- parking fee revenue as the service is performed;
- interest and finance income on a time proportion basis with reference to the principal amount and effective interest rate;
- gains or losses when the transaction occurs;
- rental revenue on a straight-line basis over the term of the lease;
- advertising revenue in accordance with the substance of the agreement, which currently supports recognition on a straight-line basis over the term; and
- other revenue as the Authority has a legal or constructive right to receive a future economic benefit.

Deferred revenue consists of deposits and payments for monthly permits paid in advance, which are to be earned and recognized in a future period in accordance with this policy as it relates to parking revenue.

Revenue is measured at the fair value of the consideration received or receivable, net of any discounts or volume rebates.

Multi-employer pension plan

The Authority makes contributions to Ontario Municipal Employees Retirement System (OMERS), which is a multi-employer plan (the plan), on behalf of substantially all of its employees. The plan is a contributory defined benefit pension plan funded by equal contributions from participating employers and employees as well as by investment earnings of the plan. The plan specifies the amount of the retirement benefits to be received by the employees based on the length of service and rates of pay.

Contributions received from all OMERS employers are co-mingled and used to jointly purchase investments to support the pension obligations. OMERS does not track its investments by employer. In addition, OMERS engages an independent actuary to determine the funded status of the plan with actuarial assumptions developed based on the entire plan membership, not by employer. Although the plan has defined benefit plan characteristics, there is insufficient information available to account for the plan as a defined benefit plan. Defined benefit plan accounting would require the recording of the discounted amount of the future benefit obligations offset against the fair value of plan assets. In this situation, International Accounting Standard (IAS) 19, Employee Benefits, requires that defined contribution accounting and disclosure be applied.

On the basis of the most recent reliable information available (generally the OMERS 2012 annual report and 2012 report to members), the plan was in a deficit position of approximately $9.9 billion at the end of 2012, an increase from $7.3 billion in 2011. OMERS stated that the deficit was due for the most part to losses stemming from the 2008 global credit crisis. OMERS is funding this deficit through a combination of temporary contribution increases, temporary benefit calculation changes and an investment strategy designed to generate strong and stable investment returns over the long term.

Leases

Finance leases

Assets leased under arrangements that transfer substantially all the risks and benefits of ownership, with or without ultimate transfer of title, are classified as finance leases. The Authority is party to finance leases as both lessor and lessee.

a) When the Authority is a lessor under a finance lease, a finance lease receivable is recorded at the inception of the lease at an amount equal to the fair value of the leased property or, if lower, the present value of the minimum lease payments plus any unguaranteed residual value.

- Lease payments received are allocated between a reduction of the receivable and finance income on an amortized basis to produce a constant rate of interest on the remaining balance of the receivable.
- Finance income is recorded as other income.
- When assets are recognized under a finance lease for the first time, there is a concurrent derecognition of the asset as property and equipment (as if effectively disposed of).

b) When the Authority is a lessee under a finance lease, the accounts involved include an asset and a future liability capitalized, at the inception of the lease, at an amount equal to the fair value of the asset or, if lower, the present value of minimum lease payments plus a payment under a bargain purchase option that, at the inception of the lease, is reasonably certain to be exercised.

- The leased asset is classified as property and equipment and is amortized on the same basis as other assets within the same class.
- Lease payments made are allocated between a reduction to the lease liability and as finance expense on an amortized basis to produce a constant rate of interest on the remaining balance of the liability.
- Finance expense is recorded as a direct operating expense.

Operating leases

Assets leased under arrangements that do not transfer substantially all the risks and benefits of ownership are classified as operating leases. The Authority is party to operating leases as both lessor and lessee.

a) When the Authority is a lessor under an operating lease, assets are classified within property and equipment on the Authority's statement of financial position and amortization is provided for in a systematic manner consistent with the Authority's amortization policy for similar property and equipment.

- Lease income is recognized on a straight-line basis over the term of the lease.
- If a lease incentive is provided, it is accounted for as a reduction to rental income.

b) When the Authority is the lessee under an operating lease, neither an asset nor a liability is recognized in relation to the leased asset.

- Lease payments are expensed as a direct expense on a straight-line basis over the term of the lease.
- Lease incentives are recognized as a reduction to rental expense on a straight-line basis.

In circumstances where straight-line recognition of lease income or expense does not accurately reflect the Authority's pattern of benefit or cost under a lease, some other systematic method may be applied that better reflects the patterns.

5 | IFRS issued but not yet adopted

Unless otherwise noted, the following revised standards and amendments are effective for annual periods beginning on or after January 1, 2013, with earlier application permitted. The Authority has not yet assessed the impact of these standards and amendments or determined whether it will early adopt them.

a) IAS 1, Financial Statement Presentation, was amended regarding other comprehensive income. The main change resulting from these amendments is a requirement for entities to group items presented in other comprehensive income (OCI) on the basis of whether they are potentially reclassifiable to profit or loss subsequently (reclassification adjustments). The amendments do not address which items are presented in OCI.

b) IFRS 9, Financial Instruments, was issued in November 2009 and addresses classification and measurement of financial assets. It replaces the multiple category and measurement models in International Accounting Standard (IAS) 39, Financial Instruments: Recognition and Measurement, for debt instruments with a new mixed measurement model having only two categories: amortized cost and fair value through profit or loss.

Requirements for financial liabilities were added to IFRS 9 in October 2010 and they largely carry forward existing requirements in IAS 39, except that fair value changes due to credit risk for liabilities designated at fair value through profit or loss are generally recorded in other comprehensive income.

c) IFRS 13, Fair Value Measurement, aims to improve consistency and reduce complexity by providing a precise definition of fair value and a single source of fair value measurement and disclosure requirements for use across IFRS. The requirements do not extend the use of fair value accounting but provide guidance on how it should be applied where its use is already required or permitted by other standards within IFRS.

d) IAS 19, Employee Benefits, has been amended to make significant changes to the termination benefits and to enhance the disclosure of all employee benefits.

e) IAS 32, Financial Instruments: Presentation, has been amended to provide further guidance on the criterion to offset financial assets and liabilities. Specifically, further guidance is provided in the determination that an entity has a legally enforceable right to set off recognized amounts and the determination that an entity intends to settle on a net basis, or to realize the asset and settle the liability simultaneously. This amendment is applicable on January 1, 2014 for the Authority.

6 | Critical accounting judgments and estimates

In applying the Authority's accounting policies as described in note 4, summary of significant accounting policies, management is required to make judgments, estimates and assumptions that affect the reported amounts of assets and liabilities and the disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the reporting period.

The estimates and judgments management made in applying the Authority's accounting policies relate to:

Finance lease receivable

The present value of the lease receivable is based on management's estimate of future minimum lease payments, which include an estimation of future fair value and residual value of the property. Management has made a judgment on the lease classification.

Property and equipment

Management judgment is applied in determining amortization rates and useful lives of assets. In addition, management has assessed whether properties should be classified as investment properties based on criteria developed by the Authority (note 4).

7 | Investments

Investments consist of bonds with financial institutions with a weighted average yield to maturity of 2.44% (2011 - 2.70%) and an average duration to maturity of 3.06 years (2011 - 3.53 years). Investments include interest receivable of $255,659 (2011 - $251,830).

Investments reported in the statement of financial position at a fair value of $75,618,340 (2011 - $58,127,630) have a cost of $75,062,879 (2011 - $58,021,205).

Income from investments is included in income earned on financial instruments in the statement of income and comprehensive income and is composed of the following:

	2012 $	2011 $
Interest earned on cash balances	191,735	185,716
Interest earned on investments	1,768,085	1,633,518
Realized gain on sale of investments	254,300	902,728
	2,214,120	2,721,962
Unrealized gain on investments - net	685,461	396,504
	2,899,581	3,118,466

8 | Accounts receivable

	2012 $	2011 $
Gross value	1,389,829	1,291,095
Provision for uncollectible accounts	(29,000)	(123,000)
Accounts receivable - net	1,360,829	1,168,095

Writeoffs charged to the provision during the year were $104,389 (2011 - $31,348).

9 | Finance lease receivable

A receivable under a finance lease is presented in the statement of financial position as follows:

	2012 $	2011 $
Finance lease receivable, current	648,050	648,050
Finance lease receivable, long-term portion	6,835,200	6,799,363
	7,483,250	7,447,413

As lessor, the Authority has recognized a receivable from a hotel tenant for use of the land on which a hotel was constructed at 220 Bloor Street West. The ground lease is for a 99-year term with a commencement date of September 1, 1989, at which point lease payments commenced. Minimum lease payments are defined in the lease for the first 11 years after which adjustments were made to the minimum payments for each subsequent block of five rental years based on changes in the consumer price index. Percentage rent is also payable each lease year based on 6% of the hotel's gross receipts in excess of minimum rent.

A reconciliation of the gross investment in the lease to the present value of the minimum lease payments receivable (the Authority's net investment in the lease) and the payments due are detailed in the following schedules:

Lease receivable - payments due	Gross investment in lease receivable $	Future finance income $	Present value of minimum lease payments $
Not more than 1 year	648,050	(687,312)	(39,262)
1 year but not more than 5 years	2,630,002	(2,786,368)	(156,366)
Over 5 years	56,570,469	(48,891,591)	7,678,878
	59,848,521	(52,365,271)	7,483,250

There is an insignificant unguaranteed residual value recognized in light of the 99-year term of the lease and the uncertainty of the land value at such a distant point in the future. While the Authority legally retains title to the land, the present value of the land at the end of the lease term, if determinable, would likely not be significant.

(All amounts are in Canadian dollars)

10 | Property and equipment

Property and equipment held by the Authority are detailed in the following schedule:

	Note	Land	Parking garages - concrete structural component with 40-year useful life	Parking garages acquired by finance lease	Older parking garages and other components with a 25-year useful life	Surface carparks	Surface carparks acquired by finance lease	Equipment and furnishings	Carparks and projects in-process	2012 Total	2011 Total
		$	$	$	$	$	$	$	$	$	$
			(i)		(ii)						
Cost at January 1		65,722,327	19,554,453	1,996,740	66,820,532	15,701,939	223,428	60,563,937	50,157	230,633,513	223,380,752
Transfers to completed works		(22,654)	-	-	-	68,332	-	-	(45,678)	-	-
Acquisitions		1,114,257	-	-	2,669,106	1,427,117	-	1,401,790	4,362	6,616,632	7,287,138
Disposals		-	-	(1,512,750)	-	(52,596)	-	(7,484)	-	(1,572,830)	(34,377)
Cost at December 31		66,813,930	19,554,453	483,990	69,489,638	17,144,792	223,428	61,958,243	8,841	235,677,315	230,633,513
Accumulated amortization at January 1		-	7,583,813	1,958,022	36,447,696	5,086,720	223,428	40,461,957	-	91,761,636	84,380,832
Amortization		-	392,335	19,359	2,225,677	616,625	-	3,908,262	-	7,162,258	7,415,178
Disposals		-	-	(1,512,750)	-	(52,597)	-	(2,064)	-	(1,567,411)	(34,374)
Accumulated amortization at December 31		-	7,976,148	464,631	38,673,373	5,650,748	223,428	44,368,155	-	97,356,483	91,761,636
Net book value at December 31		66,813,930	11,578,305	19,359	30,816,265	11,494,044	-	17,590,088	50,157	138,320,832	138,871,877

Notes to schedule of property and equipment

i) This component includes only the concrete structure of garage facilities built since 1990.

ii) This component includes the entire garage (structure and other components) built prior to 1990 and the non-structural components of garages built since 1990. All are amortized over a 25-year useful life.

a) Title to all land purchased by the Authority is held in the name of the City of Toronto.

b) As at December 31, 2012 there are contractual commitments for the purchase or sale of property and equipment. Many of the commitments described below involve, in partnership with private developers, the sale of above grade strata title to air rights over land on which the Authority currently operates parking lots and the purchase of above grade and/or substrata title to parking structures in a completed development. Sale of above grade strata title is also known as selling condominium rights.

i) In 2008, the Authority entered into an agreement with a private developer that requires the Authority to purchase a 209-space underground garage at an estimated cost not to exceed $9,000,000 when title to the completed facility is transferred. The project had not commenced as at December 31, 2012.

ii) In 2010, the Authority entered into an agreement with a private developer under which the Authority received cash proceeds for the sale of above strata air rights plus future delivery of a 150-space underground garage valued at $6,000,000. The agreement requires construction of the garage to commence before the end of 2014 and it allows for a purchase price bonus to be paid to the Authority should the purchaser achieve site density in excess of specified thresholds. A density bonus of $1.6 million was received by the Authority in 2012. The project commenced in November 2012 and the prepayment of the garage is recorded on the statement of financial position as an investment in garage.

iii) In 2011, the Authority entered into an agreement with a private developer to purchase 128 spaces for $3,950,000 in an underground parking garage to be incorporated into the completed condominium development. When this garage begins operation, a nearby 29-space surface parking lot currently operated by the Authority will be closed. Construction of the development must begin within 48 months of the October 2011 closing date.

iv) In 2011, the Authority entered into an agreement with a private developer providing for the sale of above grade strata title over land on which a parking garage now operates. The proceeds will be in the form of cash plus delivery of strata title to an 800-space underground garage to be built under a residential condominium. The sale proceeds of the above grade strata title will be $76,000,000, less the garage cost of $32,000,000 for net proceeds of $44,000,000. The agreement allows for a purchase price bonus to be paid to the Authority should the purchaser achieve site density in excess of a specified threshold.

The purchase and sale agreement has been approved by the Authority and City Council. Beginning in 2012, the Authority will receive 5% of the unpaid balance and interest on the remaining unpaid balance annually until closing in December 2015. The Authority waived all of its conditions, such as obtaining various approvals, in March 2012. The project is not expected to commence until 2016.

v) In 2011, the Authority entered into an agreement with a private developer to sell the above grade air rights over an existing surface parking lot for consideration of $3,000,000 plus additional consideration in the future should the final approved density and residential condominium sales levels exceed specified thresholds. The agreement also commits the Authority to purchase a 40-space (approximate) garage to be included in the final development for a price not to exceed $40,000 per space. The project had not commenced as at December 31, 2012.

vi) In 2011, the Authority entered into an agreement with a private developer to sell the above grade air rights over an existing surface parking lot for consideration of $4,900,000. The agreement also commits the Authority to purchase approximately 66 spaces in an underground parking garage for a price not to exceed $45,000 per space and a 10,000 square foot retail component (for subsequent leasing) at a price to be based on market rental rates. The project had not commenced as at December 31, 2012.

vii) In 2012, the Authority, along with two adjacent property owners, entered into an agreement with a private developer to sell the above grade air rights over all three properties for consideration of $50,000,000 plus additional consideration in the future should the final approved density exceed specified thresholds. The Authority property being sold is above an existing surface parking lot. The total proceeds are to be allocated among the vendors based on proportionate land area. The agreement also commits the Authority to purchase a 250 (minimum) space garage to be included in the final development for a price of $40,000 per space. The sale closed in September 2012 and construction must commence within 36 months of the closing date, but had not commenced as at December 31, 2012.

viii) The Authority has committed to purchase two properties for subsequent development into surface parking lots. One purchase for $1,100,000 closed on February 5, 2013 and the other purchase for $780,000 closed on March 26, 2013.

11 | Provisions

As at December 31, 2012, the Authority has recorded provisions for the following liabilities:

- The Authority has not yet been assessed or billed for property taxes on certain parcels of land acquired for parking purposes. A provision for the estimated amount of property tax owing on these properties was determined using the assessed value of similar properties and the actual tax rates for the year. Billings would be due upon receipt and it is expected the properties will be assessed and billing rendered within the next year.
- The Authority is the defendant in a claim for unpaid fees related to a prior year land purchase. An amount has been accrued based on the opinion of legal counsel as to the likely outcome. The timing of the payout cannot be estimated with certainty.

The change in the provision during the year is as follows:	$
Provision at December 31, 2011	191,444
Amount charged against provision	-
Unused amounts reversed during the year	-
Additional year provided for unassessed/unbilled property tax	34,668
Provision at December 31, 2012	226,112

12 | Related party transactions and balances

Related party relationships

The City is the ultimate controlling entity of the Authority as exercised through direction approved by City Council. As related parties, the Authority and City enter into transactions and have outstanding balances owing and commitments to each other at points in time.

Other related parties with whom the Authority has significant transactions and who are related by virtue of being part of the same group controlled by the City are:

- Toronto Transit Commission (TTC) - the Authority manages the commuter parking lots of the TTC on a cost recovery basis and for a fixed management fee.
- City of Toronto - the Authority operates parking lots on a number of properties under the control of the parks and recreation and real estate departments of the City. The Authority pays rent for the use of these properties, typically calculated as a percentage of the net income earned. From time to time, the Authority utilizes services of the City's in-house legal department at billing rates charged to other departments.
- Toronto Hydro - the Authority utilizes hydro service at prevailing market billing rates.
- Key management personnel - the Authority's board of directors and certain senior officers are considered related parties when they have responsibility for planning, directing and controlling the activities of the Authority.

Related party transactions

The Authority operates 50 (2011 - 50) parking facilities on a year-round basis on properties owned by other City departments and agencies. There are 15 (2011 - 15) other locations operated during the summer months on behalf of the Parks and Recreation Department of the City. These parking facilities are operated under separately negotiated agreements with each City department or agency. The Authority receives compensation in the form of either a share of net income or on a cost recovery plus a fixed fee basis.

In the normal course of operations, the Authority incurs costs for various expenses payable to the City and related entities such as hydro, legal and other administrative costs.

	2012 $	2011 $
Amounts paid to the City		
City's share of the Authority's net income	43,612,502	42,749,302
Municipal property taxes	17,846,692	17,349,635
Hydro and water	2,155,733	2,188,003
Rent paid for use of City-owned properties	1,518,172	1,354,853
Legal services	148,037	133,002
Office, maintenance supplies and other	45,832	203,397
Hydro costs paid to Toronto Hydro	323,158	293,356
Management fee received from the TTC	130,275	126,926

(All amounts are in Canadian dollars)

Related party balances

Amounts due to related parties are as follows:

	2012 $	2011 $
Due to the City	24,031,898	12,017,434
Due to the TTC	686,774	697,067
Due to Toronto Hydro	76,595	30,110
	24,795,267	12,744,611

Amounts owing are due on demand and are non-interest bearing.

As at December 31, 2012, amounts due from related parties that are included in accounts receivable are as follows:

	2012 $	2011 $
Due from the TTC	384,084	608,873
Due from the City	13,341	35,414
	397,425	644,287

Reserve funds

The City maintains a number of reserve funds on behalf of the Authority. These reserve funds were established by City Council and are detailed in Chapter 227 of the City of Toronto Municipal Code. The City holds the following reserve funds for use by the Authority in funding capital projects.

- **Parking Authority Shopping Mall Rented Properties Reserve Fund (PASMRPRF)**

  Net income generated by retail leasing operations that are developed and operated by the Authority is paid annually into the PASMRPRF to fund property and equipment purchases. During the year, gross revenue earned was $1,255,007 (2011 - $1,276,806) and expenses incurred were $1,115,985 (2011 - $699,494). The balance in this fund as at December 31, 2012 is $3,185,235 (2011 - $3,022,716). During 2012 and 2011, no money was drawn from the PASMRPRF to finance property and equipment additions.

- **Parking Payment In Lieu Reserve Fund**

  Parking payments received by the City from developers under agreements in lieu of providing facilities are paid into the Parking Payment In Lieu Reserve Fund to fund property and equipment purchases. The amount credited into this fund from these sources during 2012 was $nil (2011 - $920,081). The balance in this fund as at December 31, 2012 is $8,755,115 (2011 - $8,684,660). During 2012 and 2011, no money was drawn from the fund to finance property and equipment additions.

Compensation of directors and key management

Compensation to the key managers, including directors, with responsibility to plan, direct and control the operations of the Authority is $1,195,000 (2011 - $1,161,000) and consists of salaries and short-term benefits.

13 | Debt payable

Debt payable of $6,731,568 (2011 - $7,104,103) is owing for the purchase of equipment upgrades undertaken in 2009 and 2010, of which $6,342,215 (2011 - $6,736,335) is classified as long-term and $389,353 (2011 - $367,768) is included in current liabilities. The original amount owing of $7,618,088 is payable over 15 years at an effective interest rate of 2.298% with the term ending on June 30, 2025. Finance interest paid during the year was $159,068 (2011 - $167,630).

Debt payable will be repaid as follows:

	$
2013	389,353
2014	412,036
2015	435,594
2016	460,041
2017	485,417
2018 and thereafter	4,549,127
	6,731,568

In 2012, the Authority fully repaid a debt of $1,792,100 that was outstanding at December 31, 2011.

14 | Deferred deposit

This amount represents potentially refundable deposits received under a purchase and sale agreement, as described more fully in note 10 (b) iv), property and equipment.

15 | Equity

Equity of the Authority represents the accumulated retained net income and comprehensive income of the Authority, less distributions to the City. Equity of the Authority is retained to fund the purchase and maintenance of major property and equipment. The Authority is without share capital with the City holding a 100% beneficial interest in the Authority's equity.

16 | Parking revenue

Parking revenue is made up of the following components:

	2012			2011
	On-street $	Off-street $	Total $	Total $
Short-term fees - cash and credit card	48,827,648	69,732,577	118,560,225	112,237,080
Short-term fees - Fast Track card	99,463	809,634	909,097	432,254
Monthly parking permit sales	-	5,919,686	5,919,686	5,904,091
Courtesy charges	-	278,462	278,462	320,808
Special event billings	-	214,033	214,033	478,578
	48,927,111	76,954,392	125,881,503	119,372,811

17 | Employee benefits

Salary, wages and benefits included in direct expenses - operating consist of:

	2012			2011
	On-street $	Off-street $	Total $	Total $
Salaries and wages	1,967,110	10,954,132	12,921,242	12,699,643
Benefits expense	247,872	1,994,998	2,242,870	2,057,758
OMERS pension plan contributions	126,200	903,220	1,029,420	891,507
Canada Pension Plan premiums	53,342	458,337	511,679	515,895
	2,394,524	14,310,687	16,705,211	16,164,803

Salary, wages and benefits included in administration expense consist of:

	2012 $	2011 $
Salary, wages and honorarium	4,206,710	3,776,486
Benefits expense	682,585	629,420
OMERS Pension Plan contributions	407,417	324,002
Canada Pension Plan premiums	136,190	122,433
	5,432,902	4,852,341

18 | Income earned on financial instruments and other income

These consist of the following amounts:

	2012 $	2011 $
Income earned on financial instruments		
Held-for-trading financial assets - fair value adjustment (note 7)	685,461	396,504
Investment income from held-for-trading financial assets (note 7)	2,214,120	2,721,962
Interest earned - finance lease (loans and receivables)	683,887	680,760
	3,583,468	3,799,226
Other income		
Gain on sale of property and equipment	1,636,982	7,178
Property tax refund	-	2,392,902
Miscellaneous other income	1,066,446	974,970
	2,703,428	3,375,050
	6,286,896	7,174,276

19 | Operating leases in which the Authority is the lessor

The Authority is lessor in a number of operating leases for building properties. The future minimum lease payments receivable under non-cancellable operating leases for these properties are:

Receivable in:	$
Not more than 1 year	694,153
1 year but not more than 5 years	1,976,265
Over 5 years	1,451,571
	4,121,989

These operating leases do not provide for contingent rental payments.

20 | City's share of net income

In 1998, the City and the Authority established an income-sharing arrangement for a three-year period ending December 31, 2000. The arrangement has been continuously renewed, most recently for the 2010 to 2012 period. Under this renewal, the Authority pays annual rent equal to the greater of 75% of its net income and comprehensive income for the year or $30,000,000. The renewal of this arrangement for an additional period had not been finalized as of the date of the audit report.

One-time payments to the City

From time to time, the Authority will pay an amount to the City that is in excess of its forecasted capital budget funding requirements over the ensuing ten-year period. The capital budget is the plan in which most property and equipment purchases are approved. This return of funds is in addition to the City's share of annual net income and comprehensive income paid under the income-sharing arrangement. When property sales occur, gains on sale of the property sold, typically under agreements with private developers, are included in the profit or loss of the Authority. Under the income-sharing arrangement, the Authority retains only 25% of such gains to fund capital requirements. The agreements typically take the form of a sale of air rights at an existing surface car park followed by the supply of underground garage spaces to the Authority in the redeveloped property. The Authority thereby maintains or expands its existing supply of parking spaces while maximizing the value of the land. When evaluating such opportunities, the Authority requires that the proceeds from the sale of the air rights be sufficient to fund the underground garage spaces purchased as part of the redevelopment arrangement. On most projects, the cost of the underground parking has either been less than or has not significantly exceeded the 25% portion of the gain on the sale the Authority retains to fund its purchase.

(All amounts are in Canadian dollars)

Funding of capital program

Under the City of Toronto Municipal Code, Chapter 227, any earnings retained by the Authority are to be applied in the following order:

i) to principal and interest on debentures issued to finance the cost of parking facilities;
ii) toward the cost of new parking facilities; and
iii) for other purposes as determined by City Council.

Income retained by the Authority, after payments to the City of 75% of its net income and comprehensive income and any one-time payments, is used solely to fund its capital program. The Authority has never financed new car park development through debentures or any other form of debt financing.

During 2012, the Authority, as part of its capital program funding analysis, determined that it had excess funds available from its capital program and approved a payment of $12,000,000 to the City as a one-time distribution and paid this amount to the City in 2013. In 2008 and 2009, the Authority made similar distributions totalling $30,000,000.

21 | Financial instruments

IFRS 7, Financial Instruments: Disclosures, requires disclosure of a three-level hierarchy for fair value measurement that reflects the significance of the inputs used in valuing an asset or liability measured at fair value. The three levels are defined as follows:

- Level 1 - fair value is based on quoted market prices in active markets for identical assets or liabilities that can be accessed at the measurement date. Level 1 assets and liabilities generally include equity securities traded in an active exchange market.
- Level 2 - fair value is based on observable inputs, other than Level 1 prices, such as quoted market prices for similar (but not identical) assets or liabilities in active markets, quoted market prices for identical assets or liabilities in markets that are not active, and other inputs that are observable or can be corroborated by observable market data for substantially the full term of the assets or liabilities.
- Level 3 - fair value is based on non-observable inputs that are supported by little or no market activity and that are significant to the fair value of the assets or liabilities. This category generally includes private equity investments and securities that have liquidity restrictions.

The fair value of the Authority's investments, which are comprised of Canadian government and corporate bonds, were determined based on observable inputs for similar instruments quoted in active markets and as such these investments are considered to be Level 2 of the fair value hierarchy.

Measurement categories

As explained in note 4, financial assets and financial liabilities have been classified into categories that determine their basis of measurement and, for items measured at fair value, whether changes in fair value are recognized in the statement of income and comprehensive income. Those categories that are applicable to the Authority are loans and receivables, held-for-trading and financial liabilities at amortized cost. The following table shows the carrying amounts of financial assets and financial liabilities for each of these categories as at December 31, 2012 and December 31, 2011.

	2012 $	2011 $
Financial assets		
Loans and receivables		
Cash	20,079,288	21,816,866
Accounts receivable	1,360,829	1,168,095
Finance lease receivable - including current portion	7,483,250	7,447,413
Held-for-trading		
Investments	75,873,999	58,379,460
Total	104,797,366	88,811,834

	2012 $	2011 $
Financial liabilities		
Amortized cost		
Accounts payable and accrued liabilities	6,948,482	7,635,884
Due to related parties	24,795,267	12,744,611
Debt payable	6,731,568	8,896,203
Total	38,475,317	29,276,698

Nature and extent of risks arising from financial instruments

The Authority's investment activities expose it to certain financial risks. These risks include market risk (foreign currency risk, interest rate risk and price risk), credit risk and liquidity risk. The Authority manages these financial risks in accordance with its policy on investments, which restricts investments to high quality, conservative instruments prescribed for municipalities under Ontario Regulation 610/06 (Financial Activities) of the City of Toronto Act, 2006.

Market risk

Market risk is the risk the fair value or future cash flows of a financial instrument will fluctuate because of changes in market prices. The Authority manages market risk by investing in a range of maturity terms with diverse issuers. Market risk is comprised of the following:

- **Foreign currency risk**

  The Authority has no material exposure to foreign currency risk.

- **Interest rate risk**

  Interest rate risk refers to the effect on the fair value or future cash flows of an investment or debt obligations due to fluctuations in interest rates. Historically, as opportunities arise, the Authority has sold investments when interest rates have been declining in order to realize the resulting profits. The Authority is not exposed to significant interest rate risk on its monetary current assets and current liabilities due to their short-term maturities. The Authority's long-term debt has a fixed rate of interest and is therefore not subject to fair value changes as a result of interest rate changes.

  The investment portfolio primarily consists of fixed interest securities. The investment portfolio's sensitivity to interest rate changes is such that a 1% increase or decrease in interest rates would result in a 3.375% increase or decrease in the fair value of the portfolio.

- **Price risk**

  Price risk is the risk the fair value of an investment will fluctuate because of changes in market prices (other than those arising from foreign currency risk or interest rate risk).

  The Authority is exposed to changes in electricity prices associated with the wholesale spot market for electricity in Ontario. The Authority has not addressed the commodity price risk exposure associated with changes in the wholesale price of electricity as it has not entered into any energy related purchase and sales contracts since 2009.

Credit risk

Credit risk is the risk the Authority will be unable to redeem investments or collect accounts receivable or other debts due to it. The Authority collects revenues primarily in cash and does not extend a significant amount of trade credit. The Authority attempts to control credit risk on its investments through a conservative investment policy, which involves only purchasing investments prescribed in the financial activities regulation of the City of Toronto Act, 2006 and focusing on issuers with strong credit ratings. Credit risk is considered low.

Credit limits during the reporting period may be exceeded in circumstances when management believes the risk of non-payment is low. Management does not expect any losses from non-performance by these counterparties. The allowance for doubtful accounts has been recorded and evaluated on an annual basis.

	Less than 30 days $	31 - 60 days $	More than 60 days $
Past due not impaired			
Accounts receivable - 2012	20,033	10,475	143,972

Liquidity risk

Liquidity risk is the risk the Authority will be unable to settle or meet commitments as they come due. The Authority's commitments are largely in the form of short-term liabilities, which are met out of cash flows generated by operating activities and long-term investments. Varying maturities of investments are purchased to ensure the Authority can fund its capital program as needs arise. Long-term liabilities are not considered material and repayment is scheduled to allow settlement from cash flows generated from operating activities. The effect is a stable cash flow from operations, which acts to reduce liquidity risk.

The following table is a maturity analysis of the Authority's financial liabilities:

					2012
	Up to 1 month $	More than 1 month up to 1 year $	More than 1 year up to 5 years $	More than 5 years $	Total $
Accounts payable and accrued liabilities	6,948,482	-	-	-	6,948,482
Due to related parties	24,795,267	-	-	-	24,795,267
Debt payable	44,445	344,908	1,793,090	4,549,125	6,731,568
	31,788,194	344,908	1,793,090	4,549,125	38,475,317

60 Years

Transfer of financial assets

Financial assets that have been transferred by the Authority have been derecognized in their entirety and the Authority does not have any continuing involvement in the derecognized financial assets.

22 | Capital management

The Authority returns 75% of its annual net income and comprehensive income to the City and retains 25% to fund its long-term, multi-year capital budget plan. As such, the majority of the Authority's capital is already invested in property and equipment and the majority of funding for the multi-year capital plan is derived from future income still to be earned. The Authority attempts to maintain capital on hand at a level sufficient to fund one to two years of capital investment and holds this capital in a combination of cash and longer-term bonds to balance the dual goals of maximizing returns while maintaining sufficient liquidity to allow the Authority to react to capital investment opportunities as they arise.

To the extent funding is projected to exceed capital budget needs over the capital budget period, excess funds are returned to the City in order to maintain capital levels at one to two years of capital investment needs.

As at December 31, 2012, the Authority has met its objective of having sufficient liquid resources to meet its current obligations and fund capital investment opportunities as they arise.

23 | Commitments and contingent liabilities

Commitments

- Commitments to purchase property and equipment are disclosed in note 10(b), property and equipment.
- The Authority has a commitment under an extended warranty agreement with a third party for the servicing of pay and display equipment. The agreement expires on June 30, 2025 and calls for future annual payments by the Authority starting at $1,498,000 in 2013 based on current equipment totals with an annual inflation factor increase based on the consumer price index (CPI).
- On behalf of the Authority, the City enters into contracts to purchase natural gas at fixed prices. These contracts are entered into and continue to be held for the purpose of receipt of natural gas in accordance with the Authority's expected usage.
- Future minimum payments under a snow clearing contract that expires in 2015 are estimated at $1,240,000 for 2013 with an annual inflation factor increase based on CPI.
- Commitments under operating leases for use of land and equipment are as follows:

Payable in:	2012 $
Not more than 1 year	1,765,000
1 year but not more than 5 years	4,670,000
Over 5 years	1,074,000
	7,509,000

Contingent rent paid under these leases is based on a percentage of income earned by the Authority related to the leased properties. The amount of contingent rent paid under these leases during the year was $3,852,000 (2011 - $3,014,000).

(All amounts are in Canadian dollars)

Contingent liabilities

The Authority has contingent liabilities in respect of legal claims arising in the ordinary course of business. At present, the outcome of these cases is not determinable. The Authority believes these claims are without merit and will vigorously defend itself in each of these actions. It is not anticipated that any material liabilities will arise from the contingent liabilities, other than those provided for.

24 | Statement of cash flows

The net change in non-cash working capital balances related to operating activities consists of the following:

	2012 $	2011 $
Accounts receivable	(192,734)	(140,166)
Supplies	(26,217)	(13,337)
Prepaid expenses	(55,231)	(61,665)
Accounts payable and accrued liabilities	(687,402)	(313,976)
Provisions	34,668	(674,682)
Deferred revenue	20,215	(77,193)
Due to related parties	12,050,656	(19,164,033)
	11,143,955	(20,445,052)

25 | Direct expenses - operating

	2012			2011
	On-street $	Off-street $	Total $	Total $
Salaries, wages and benefits (note 17)	2,394,524	14,310,687	16,705,211	16,164,803
Maintenance of facilities and equipment	3,091,012	3,547,688	6,638,700	4,562,773
Rent	-	6,277,684	6,277,684	5,010,087
Utilities	-	2,387,008	2,387,008	2,448,911
Pay and display network communications	2,027,658	187,471	2,215,129	2,114,875
Tickets	1,001,643	400,237	1,401,880	1,374,144
Credit card processing fees	536,768	1,075,963	1,612,731	1,769,550
Security and monitoring	30,914	1,057,758	1,088,672	897,342
Snow clearing	-	1,199,017	1,199,017	1,285,969
Insurance	65,384	767,002	832,386	775,421
Staff mileage	27,218	174,428	201,646	209,758
Telephone	5,301	206,591	211,892	215,833
Outside coin counting	92,691	35,912	128,603	139,353
Other	11,938	366,608	378,546	408,029
	9,285,051	31,994,054	41,279,105	37,376,848

26 | Subsequent event

In February 2013, the Authority entered into an agreement with a private developer to sell the above grade air rights over an existing surface parking lot for consideration of $1,000,000 plus additional consideration in the future should the final approved density exceed specified thresholds. The agreement also commits the developer to construct a 34 (minimum) space garage to be included in the final development at no cost to the Authority. The sale closed in February 2013 and construction must commence within 24 months of the closing date. The project had not commenced as of the date of the audit report.

27 | Comparative financial statements

The comparative financial statements have been reclassified from those previously presented to conform to the presentation of the 2012 financial statements.

Off-Street Parking Facilities

DOWNTOWN

NO.	LOCATION	CAPACITY
26	Queen St – Victoria St Garage	645
32	Bay St – Lakeshore Blvd W	330
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 St	34
125	Richmond St – Sherbourne St Garage	258
177	York St – Lakeshore Blvd	99
216	McCaul St	38
219	87 Richmond St E	20
263	130 Elizabeth St	27
	TOTAL	6,134

DOWNTOWN FRINGE

NO.	LOCATION	CAPACITY
1	Hayden St, e of Yonge St	430
3	Isabella St, e of Yonge St	33
5	Wellesley St, e of Yonge St	135
15	Yorkville Ave – Cumberland St Garage	1036
51	Lippincott St, s of Bloor St W	144
58	Bloor St – Bedford Rd Garage	399
68	Kensington Garage	450
71	Bellevue Ave, s of Nassau St	91
79	Sherbourne St, n of Carlton St	110
96	Portland Garage	37
106	Augusta Ave, n of Queen St W	120
109	Aberdeen Ave, w of Parliament St	35
121	John Inglis	350
150	Larch St Garage	357
205	465 Huron St	20
209	711 Lakeshore Blvd W	65
212	363 Adelaide St W	23
215	100 Yorkville Ave	172
221	121 St. Patrick St	36
227	105 Spadina Ave	18
230	55 Mill St	230
233	5 Berkeley St	120
238	9 Madison (Bloor St W, e of Spadina)	38
242	42 Mill St	120
252	1695 Dufferin St	14
259	334-350 Bloor St W/4 & 6A Spadina Rd	51
262	302 Queen St W	94
264	250 Fort York Blvd	50
265	250 Fort York Blvd	81
268	271 Front St	83
	TOTAL	4,942

MIDTOWN

NO.	LOCATION	CAPACITY
11	Rosehill Ave Garage	557
12	Alvin Ave, n of St. Clair Ave E	188
13	Delisle Ave, w of Yonge St	238
29	Holly St – Dunfield Ave Garage	460
39	Castlefield Ave, w of Yonge St	163
47	Castleknock Rd, n of Eglinton Ave W	174
49	Roehampton Ave, e of Yonge St	126
55	Bedford Park Ave, w of Yonge St	42
107	MacPherson Ave – Rathnelly Ave	40
131	Eglinton Ave W – Hilltop Rd	28
139	Sherwood Ave, e of Yonge St	46
152	Glenforest Rd, e of Yonge St	26
155	Eglinton Ave W – Glen Cedar Rd	33
157	Bayview Ave – Millwood Garage (lower)	20
161	St. Clair Ave – Yonge St Garage	173
164	Thelma Ave – Spadina Rd	43
171	Mt. Pleasant Rd, s of Eglinton E	53
178	650 Mt. Pleasant Rd	68
195	15 Price St	71
223	1501 Yonge St	37
249	1670 Bayview Ave	33
602	1503 to 1505 Bayview Ave	25
655	China House	43
	TOTAL	2,687

CENTRAL EAST

NO.	LOCATION	CAPACITY
17	Pape Ave, n of Danforth Ave	85
20	Cedarvale Ave, n of Danforth Ave	37
21	Amroth Ave, s of Danforth Ave	54
28	Pape Ave, s of Danforth Ave	76
45	Broadview Ave, n of Queen St E	92
48	Lee Ave, s of Queen St E	68
78	Erindale Ave, e of Broadview Ave	93
87	Chester Ave, n of Danforth Ave	83
88	e/s Ferrier Ave, n of Danforth Ave	47
89	Lipton Ave, e of Pape Ave	70
90	Eaton Ave, n of Danforth Ave	30
110	Danforth Ave, e of Coxwell Ave	25
137	Gough Ave, n of Danforth Ave	17
142	Langford Ave, n of Danforth Ave	27
146	Gerrard St E, w of Broadview Ave	37
149	Woodycrest Ave, n of Danforth Ave	35
156	w/s Ferrier Ave, n of Danforth Ave	23
170	Hammersmith Ave, n of Queen St E	30
173	Rhodes Ave, s of Danforth Ave	24
174	Hiawatha Rd – Gerrard St	50
179	Gerrard St, e of Broadview Ave	25
180	Gerrard St, e of Rhodes Ave	41
183	193 Boardwalk Drive	21
184	Boardwalk Dr, s of Queen St E	24
185	Joseph Duggan Rd, s of Queen St E	24
186	Sarah Ashbridge Ave, s of Queen St E	24
187	116 Winners Circle	10
200	1167 Eastern Ave	66
202	1141 Eastern Ave	18
244	1439 Danforth Ave	20
248	136 Broadview Ave	22
600	Civic Centre	20
	TOTAL	1,318

CENTRAL WEST

NO.	LOCATION	CAPACITY
18	Keele St, s of Dundas St W	77
19	Pacific Ave, s of Dundas St W	71
41	Norton Ave, w of Dufferin St	64
42	Via Italia, s of St. Clair Ave W	169
44	Fuller Ave, n of Queen St W	53
53	Richmond St W – Walnut Ave	49
62	Queen St W – Abell St	29
64	Durie St, n of Bloor St W	155
80	Keele St, n of Dundas St W	54
81	Lansdowne Ave, n of Bloor St W	40
82	Margueretta St, n of Bloor St W	56
84	Salem Ave, n of Bloor St W	35
85	Palmerston Ave, n of Bloor St W	58
91	Armadale Ave, n of Bloor St W	148
93	Euclid Ave, n of Bloor St W	52
104	Ossington Ave, n of Bloor St W	45
111	College St – Clinton St Garage	79
116	Kennedy Ave, n of Bloor St W	56
130	Bartlett Ave, n of Bloor St W	38
133	40 Prescott Ave	7
141	Greenlaw Ave, s of St. Clair Ave W	53
143	Windermere Ave, n of Bloor St W	88
144	Clinton St, n of Bloor St W	33
158	Queen St W, w of Cowan Ave	32
167	Ossington Ave, n of Queen St W	20
168	Harrison St, e of Dovercourt Rd	47
181	Lamport Stadium	329
188	Beatrice St, s of College St	18
204	1117 Dundas St W	37
217	1445 Bathurst St	25
218	3354 Dundas St W	13
220	789 St. Clair Ave W	18
224	34 Hanna Ave	184
225	80 Clinton St	25
226	646 St. Clair Ave W	18
228	11 Kenwood Ave	25
229	110 Dovercourt Rd	8
231	19 Spadina Rd	65
235	2201 Dundas St W	10
239	333 Eglinton Ave W	25
240	700 St. Clair Ave W	18
241	9 Bonar Place	34
246	31 Blackthorne Ave	37
251	250 Manning Ave	30
256	1624 Queen St W	9
651	Locust St	47
652	Scott Rd	14
653	E side Riverview Gardens	113
654	W side Riverview Gardens	100
656	Mould Ave	7
658	Dufferin St	94
659	Oakwood Library	22
660	Oakwood Ave, n of Rogers Rd	21
661	Rogers Rd	24
663	Shortt St	130
664	Eglinton Ave – Oakwood Ave	40
667	1531 Eglinton Ave	23
670	2053 Dufferin St	23
	TOTAL	3,194

SUBURBAN NORTH

NO.	LOCATION	CAPACITY
400	10 Kingsdale Ave	50
401	246 Brooke Ave	97
402	10 Empress Ave	68
403	10 Harlandale Ave	112
404	Beecroft Garage	387
410	Beecroft W	173
411	Roe Ave (1880 Avenue Rd)	32
412	11 Finch Ave W	62
413	Warner Bros	17
414	Jolly Miller	262
418	68 Sheppard Ave W	34
419	5667 Yonge St	23
	TOTAL	1,317

SUBURBAN EAST

NO.	LOCATION	CAPACITY
700	Grangeway Ave	261
701	Fallingbrook Rd	83
706	284 Milner Ave	98
707	1530 Markham Rd	24
709	1940/1950 Lawrence Ave E	25
710	Bushby Dr, e of McCowan Rd	214
	TOTAL	705

SUBURBAN WEST

NO.	LOCATION	CAPACITY
500	Grenview Ave, n of Bloor St W	40
501	Wendover Rd, n of Bloor St W	59
502	Prince Edward Dr, n of Bloor St W	21
503	Willingdon Ave, n of Bloor St W	65
504	Jackson Ave, n of Bloor St W	116
505	Bloor/Cliveden Ave, s of Bloor St W	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
516	Woolgar Laneway, n of The Queensway	11
517	Superior Ave, n of Lake Shore Blvd W	23
519	Dayton Lane, s of The Queensway	15
520	Royal Avon, n of Dundas St W	62
521	Monkton Ave, s of Bloor St W	25
528	Assembly Hall Lot	30
529	Powerhouse Lot	210
532	6 Barkwin Dr	23
650	John St	190
657	Scarlett Rd	11
662	Emmett Ave	78
668	2700 Eglinton Ave W	109
669	2700 Eglinton Ave W	38
	TOTAL	1,453

TOTAL 21,750

SPECIAL FACILITIES

Commuter Carparks	13,936
Seasonal	2,299

GRAND TOTAL 37,985

Toronto Parking Authority

Toronto Parking Authority

33 Queen Street East, Toronto, Ontario, Canada M5C 1R5
Telephone: (416) 393-7275
www.greenp.com

ENVIRONMENTAL PRINTING – IT'S MORE THAN RECYCLED PAPER.™

FSC www.fsc.org MIX Paper from responsible sources FSC® C103151

ONTARIO'S ENVIRONMENTAL LEADERS Printer is a Recognized Leader

zerofootprint

bullfrogpowered™ Printing is bullfrogpowered

EcoLogo

Printer is ISO 14001 certified.

Recyclable

PRINTED IN CANADA