2013 Annual Report

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

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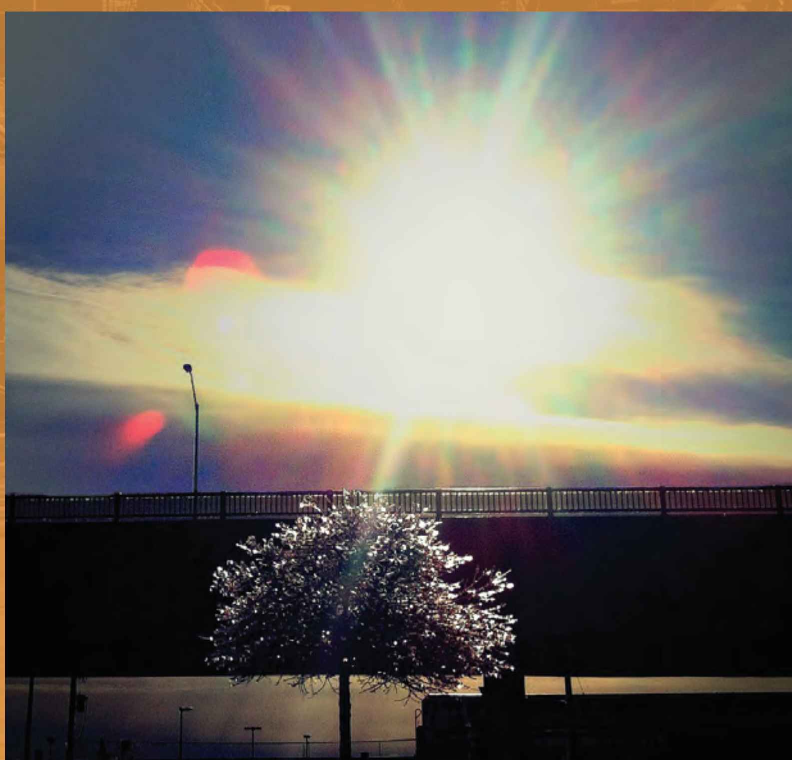

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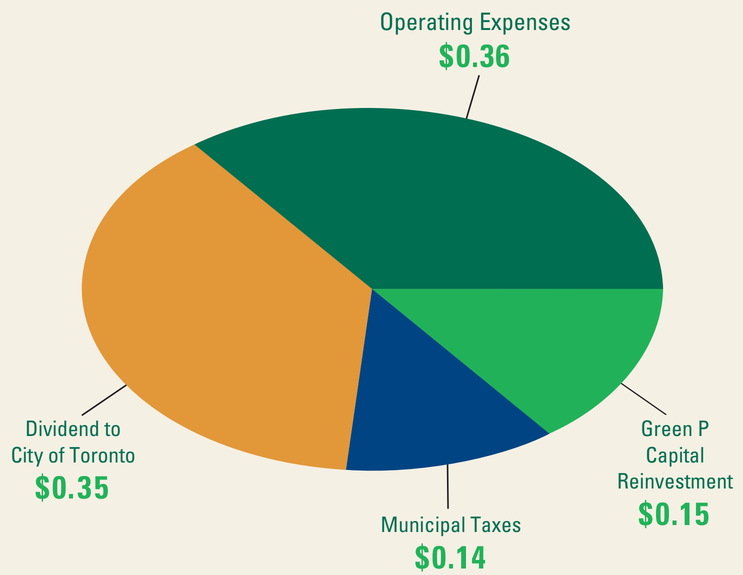
Parking lot at Kennedy Road and Eglinton Avenue following the ice storm of December 2013.

The Authority earned net income of $64.7 million (M) in 2013. Excluding years that included one-time gains from sales of air rights, 2013 was the Authority's most profitable in its 61-year existence. Under an income sharing arrangement the City of Toronto will receive $44.9M ($43.6M – 2012) and the Authority will retain $19.8M ($14.6M – 2012) to fund its capital program. The Authority also remits other payments to the City in addition to the income share:

- $18.3M ($17.8M – 2012) in property taxes.
- $2.3M ($2.0M – 2012) in rents on carparks operated for other City departments and agencies.

Where Each Green P Dollar of Revenue is Spent



2013 Financial Results

The record net income of $64.7M earned in 2013 represents a $6.5M or 11.1% increase compared to the level of net income earned in 2012. This increase is comprised of the following:

Gross parking revenue grew by $4.2M or 3.3% to $130.1M compared to 2012. ***Expenses*** decreased by $0.3M to $73.7M compared to 2012. The net decrease in expenses was further comprised of the following changes compared to 2012:

- Maintenance of facilities and equipment decreased by $2.1M, returning to more normalized levels after taking into account equipment upgrade costs incurred in 2012.
- Salary, wages and benefits costs were held to 2012 levels, deceasing slightly in 2013 by $34,560.
- Municipal property taxes and utility costs each increased by $0.3M.
- All other expense categories combined increased $1.2M.

Other income increased by $2.0M or 32.5% compared to 2012 levels. Other income is comprised of one-time gains of $4.8M from the sale of air rights pertaining to the redevelopment of carpark 217 and carpark 655. Other income also includes income earned on interest rate sensitive financial instruments, which declined by $1.3M in 2013 compared to 2012.

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 (2014 through 2024) totals approximately $395.7M 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 19% 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.

Our business philosophy is supported by our new Green P+ program, which involves collaboration between all stakeholders – local residents, businesses, city staff and the local councillor. This award-winning carpark, the Jolly Miller, is an example of the Toronto Parking Authority's commitment to providing creative and innovative parking facilities.

Michael Tziretas
Chair

This Annual Report shares our organization's financial results and most significant achievements for 2013, which launched the seventh decade of Toronto Parking Authority operations.

Once again, Green P parking generated strong business results in 2013: net income increased to $64.7 million on gross parking revenues of over $130.1 million. This performance reflects our continued focus on bottom line results that maintain self-sufficiency and provide an important return to the City, which receives 49 cents of every dollar of revenue. This year, our efforts generated a return of $44.9 million for the City of Toronto by way of dividend and $18.3 million by way of property taxes.

Throughout the course of our history, the Toronto Parking Authority has been recognized as a trendsetter in delivering effective and innovative parking solutions. It is clear that the accomplishments of 2013 have further solidified this reputation.

Our organization continues to selectively expand the markets in which we operate through property acquisitions, joint venture partnerships and third party management agreements. Three new carparks were completed this year: Carpark No. 251 (201 Claremont Street), a "green" carpark providing 43 spaces; Carpark No. 414 (3885 Yonge Street), adjacent to new Parkland and offering 150 spaces; and Carpark No. 267 (390 Cherry Street), a 103-space development in the vibrant Distillery District.

2013 saw the advancement of several joint venture projects, including Carpark No. 261 (2-6 Lisgar Street), which will offer 123 parking spaces over two levels following its Fall 2014 opening. We also continued to advance four new joint venture agreements involving the sale of development rights at existing Toronto Parking Authority properties. These include Carpark No. 5 (15 Wellesley Street East), Carpark No. 650 (16 John Street), Carpark No. 15 (50 Cumberland Street/ 37 Yorkville Avenue) and Carpark No. 664 (1607 Eglinton Avenue West). The resulting mixed-use developments all retain a public parking component, allowing the Authority to meet local parking needs while establishing a long-term income stream at the same time.

The Authority continues our tradition of leveraging technology and enhancing service offerings to enrich our customer experience. Following the successful launch of Green P iPhone and Android applications last year, the Authority released a Request for Proposals to create a Green P Mobile Phone Payment Platform that will allow customers to pay for their off-street Green P parking by cell phone. We expect to conduct a Phase One pilot for all Green P surface lots in late Fall 2014.

The Toronto Parking Authority strives to facilitate connections between people and the communities in which we operate. Our ongoing support of local Business Improvement Areas (BIAs) helps keep our communities vibrant, livable and prosperous. In late 2013, the City of Toronto announced that our organization would assume management of the BIXI Toronto bike share program beginning in Spring 2014. Now operating as Bike Share Toronto, the Authority plans to establish a solid, sustainable financial and operational footing for this important service and expand its reach with the addition of more than 20 new stations by 2015.

Our operational success is as much a result of our dedicated workforce as it is our business philosophy. It is our staff members who put our vision and goals into action and who champion our culture of high performance. Moving forward, I know that their loyalty, collaboration and commitment will continue to build a strong Toronto Parking Authority. On behalf of our Board of Directors, thank you for your invaluable service.

We are an organization that is committed to the long term. In addition to our solid workforce, new partnerships, technological innovations and efficiencies make the future of the Toronto Parking Authority an exciting one. Our vision – to continue our North American pre-eminence in delivering unsurpassed parking services for Toronto's communities – inspires us, as does the vibrant city that our organization exists to serve.

Michael Tziretas
Chair

The Toronto Parking Authority is committed to our patrons and to providing service to all with integrity, dignity and respect. We strive to earn customer loyalty through the consistent delivery of convenient, safe, attractive, clean, green, well-maintained and affordable parking.

A longstanding industry leader, the Toronto Parking Authority applies proven approaches with progressive technologies in service of Toronto's evolving parking needs.

Committed to Our City and Our Customers

For over 60 years, the Green P approach to municipal parking provision has evolved in tandem with Toronto's public parking needs. Today, as the GTA continues its course as Ontario's fastest growing region (Ontario Ministry of Finance, *Ontario Populations Projections Update, 2011-2036*), the Authority remains dedicated to addressing future demand and to achieving excellence in everything we do as a parking provider.

In addition to our growing city, the Toronto Parking Authority is also committed to our patrons and to providing service to all with integrity, dignity and respect. We strive to earn customer loyalty through the consistent delivery of convenient, safe, attractive, clean, green, well-maintained and affordable parking.

Our Approach and Objectives

The City of Toronto's infrastructure, sustainability mandates and transportation networks all rely on effective parking operations and management – which the Toronto Parking Authority consistently delivers as guided by our longstanding "Objectives for Parking Rates":

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 public transit;
- Provide low cost short-term parking, mainly 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.

Our **Objectives** have remained unchanged since the Authority was first founded, but our approach to achieving them is continuously evolving. As we strive to be a leader in connecting people and places, the Green P embraces innovation and leading edge technologies, while environmental and fiscal responsibility remain at the heart of our operations.

The Green P Strategy

In addition to our **Objectives**, another element of Green P operations has remained constant throughout our history: profitability. This is the result of a proven capital funding strategy, which utilizes a strong portfolio in the downtown to subsidize newer outlying facilities where the need for parking exists but where high development and capital costs impact short-term profitability.

The Authority's rate-setting policies (including annual rate reviews for all off-street facilities) are designed in support of the City's transportation management and transit initiatives. Specifically, our facilities offer the city's lowest short stay parking rates, while all-day rates in the downtown core and other high demand areas reflect significantly higher amounts. This strategy ensures our downtown facilities support short-term parker demand and redirect all-day parkers to alternative methods of transportation.

The Toronto Parking Authority is renowned for adopting new technologies and green practices in support of responsible and efficient operations. Our reputation as an industry pioneer – in renewable energy utilization, as well as widespread communication and data network implementation – continues today as we pursue new advancements and efficiencies.

With an operations strategy that reflects both proven and progressive approaches, the Authority is committed to maintaining our tradition as a leader in delivering innovative, full-service parking services.

Solar powered pay and display machines – over 3,000 in all – serve our customers on-street and in most of our off-street surface lots. Their many benefits include ease of payment, low environmental impact, improved community aesthetics and efficient monitoring using a citywide cellular communications network.

More than just convenient parking, the Green P symbol also represents an efficient, secure parking experience.

Optimizing On- and Off-Street Parking

Solar powered pay and display machines – over 3,000 in all – serve our customers on-street and in most of our off-street surface lots. Their many benefits include ease of payment, low environmental impact, improved community aesthetics and efficient monitoring using a **citywide cellular communications network**. This capability allows data to transmit from each individual machine to the Authority's head office and central monitoring station in real time. A similar wide area network is also utilized in all major Green P off-street attended facilities.

The Authority continuously seeks to enhance processes and tools to build internal capabilities. Our operations benefitted this year with the launch of a robust automated **Work/Asset Management System,** a platform that aligns work orders, facility assets and maintenance systems across all departments. The initiative allows for improved internal communication, tracking and accountability, and will expand in 2014 to include equipment operations management and inventory control, as well.

For more than a decade, the Toronto Parking Authority has managed nearly 14,000 parking spaces in 30 facilities on behalf of the **Toronto Transit Commission (TTC)** – essentially doubling our off-street parking supply. A major gate replacement program at TTC gated facilities took place in early 2013, eliminating chronic operating issues among almost 40 aging units.

Following our **revenue equipment upgrade** in 2012 to accommodate the Canadian Mint's new one- and two-dollar coins and new polymer twenty-dollar bill, the Authority was well prepared for the introduction of new polymer five- and ten-dollar bills in late 2013.

Green P Operations staff performed over 200 on-street machine **installations, removals and/or reinstallations** throughout the year, and implemented further adjustments on on-street hourly rates in specific areas. We also completed our **annual off-street rate review**, which considers usage data, cars parked and revenue performance, as well as local market conditions.

Enforcement: Our Unique Approach

The Authority approaches parking payment enforcement as an integral part of our commitment to delivering exemplary customer service and has utilized an effective **courtesy payment program** for over two decades. These courtesy invoices, issued when a vehicle is found to be in noncompliance in an off-street facility, impose a fee that is much lower than a parking violation. Courtesy invoices initially act as a warning; however, subsequent to the first issuance, if a vehicle is found in noncompliance again and the resulting courtesy invoice is unpaid, subsequent occurrences will result in a parking infraction notice.

Enforcement operations are currently undergoing a significant upgrade with the replacement of all handheld ticketing units. The new hardware utilizes technology consistent with that of Toronto Police Parking Enforcement and includes improved inputting and printing capabilities.

Design, Upgrades and Maintenance

The Authority is committed to ensuring that every Green P customer experience is safe, efficient and user-friendly. Each of our parking facilities meets or exceeds current building and fire codes, and is designed for functional efficiency, public security and safety, and high resistance to deterioration.

Our strict **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.

The Authority continues to **upgrade** our existing facilities to meet both current Ontario Building Code (OBC) and internal standards. Our preventative **maintenance** and repair program, meanwhile, also provides for power washing, repainting, cleaning and electrical replacement. Related projects in 2013 included fire and life safety system upgrades to Carparks No. 11 and 26, concrete and waterproofing repairs to Carparks No. 11 and 68, electrical upgrades in two carparks (Nos. 13 and 52), complete re-paving in five carparks (Nos. 41, 71, 106, 152 and 231) and localized repair including surface paving and lighting upgrades in 30 carparks.

These ongoing programs and upgrades, in combination with regular technological updates, ensure the top condition and longevity of our facilities and equipment – and most importantly, an optimal customer experience.

For our organization, joint venture solutions address the challenge of introducing parking in areas where property is cost-prohibitive or scarce. By partnering with the public and private sectors, the Authority is often able to increase inventory, expand service into strategic markets and intensify land use with minimized capital input.

Green P growth strategies and innovations ensure our portfolio continues to facilitate accessibility and connection throughout the GTA.

Parking: Supporting Toronto's Vision

Our Green P portfolio and strategic growth strategies support Toronto's Official Plan and its vision for increased intensification, re-urbanization, growth corridors and public transit usage.

Joint Venture Opportunities

For our organization, joint venture solutions address the challenge of introducing parking in areas where property is cost-prohibitive or scarce. By partnering with the public and private sectors, the Authority is often able to increase inventory, expand service into strategic markets and intensify land use with minimized capital input.

The sale of air rights – and the corresponding repurchase of a strata title for the parking facility component – represents another viable strategy to maintain or expand parking lots while retaining capital. This enables the Authority to participate in a property's market value appreciation and also retains parking inventory.

In 2013, the Authority saw the progression of several mixed-use, joint venture developments at existing carparks, all of which will retain a public parking component:

- **Carpark No. 5** (15 Wellesley Street East, and 20 and 26 Maitland Street) will include a 125-space public parking garage;
- **Carpark No. 650** (16 John Street/2 Elsmere Avenue) will include a 70-space surface public parking facility;
- **Carpark No. 664** (1607 Eglinton Avenue West) will include a new surface parking lot of at least 34 spaces. In addition, the Authority will manage a public, 20-space portion of the development's below-grade parking facility;
- **Carpark No. 15** (50 Cumberland Street/37 Yorkville Avenue) is improved with a 1,036-space parking deck structure on nine parking levels. Further mixed-use expansion will include an 800-space public parking garage;
- **Carpark No. 204** (1117 Dundas Street West) will include a two-level, below-grade public parking garage providing approximately 55 spaces;
- **Carpark No. 655** (935 Eglinton Avenue West – China House) will include a new 66-space, below-grade public parking facility; and
- **Carpark No. 217** (1445 Bathurst Street) will include a new 50-space public parking garage.

Property Acquisitions

The Toronto Parking Authority total parking inventory is poised to grow with the addition of four properties in 2013: **213 Roe Avenue**, a detached residential property adjacent to Carpark No. 411; **15 Cliveden Avenue**, which will facilitate the expansion of Carpark No. 505 by approximately 14 spaces; **2300 Lakeshore Boulevard West**, which will be redeveloped into a 38-space surface parking lot; and **1113 Dundas Street West**, forming part of the joint venture development of Carpark No. 204 (see above).

We continue to grow by opening new facilities through acquisitions, joint venture partnerships and third party management agreements. TPA joint venture initiatives ensure a long-term income stream and allow the TPA to continue to serve Toronto's parking needs.

New Management Agreements

The Toronto Parking Authority manages the public parking component of multiple properties under the jurisdictional ownership of Real Estate Services. The most recent of these Management Agreements, established in 2013, include:

- **Carpark No. 271** (800 Fleet Street), adjacent to Fort York, will be reconstructed in Spring 2014 to include 140 surface public parking spaces operating year-round;
- **Carpark No. 672** (2696 Eglinton Avenue West), adjacent to Carparks No. 668 and 669, will offer 50 surface public parking spaces following the property's reconstruction in 2014; and
- **Carpark No. 268** (1010 Yonge Street) began operating as a 48-space surface public parking facility in Summer 2013.

We also entered into two pilot arrangements with private property owners to assume the operational management of existing parking facilities: **Carpark No. 270** (180 Spadina Avenue) is a six-month arrangement involving a 34-space surface lot, while **Carpark No. 272** (777 King Street West) is a 12-month arrangement involving a 135-space, below-grade parking facility. Both represent opportunities for the Green P to leverage our brand image to maximize operating revenues at these facilities and both have achieved sufficient success to warrant the owners' request to enter into long-term agreements.

The Toronto Parking Authority has established an agreement in principle for a unique arrangement with a fellow City of Toronto agency, the **Toronto Community Housing Corporation (TCHC)**. We will provide revenue collection and processing services, as well as supply, maintain, repair and operate revenue control equipment at about 40 TCHC visitor parking areas, located at housing properties throughout the city. The partnership, which began in October 2013 at the new TCHC development at 150 Dan Leckie Way, advances the Authority's goal to achieve operational diversification and bolsters our reputation as the "go-to" group in the wider City of Toronto family when it comes to parking expertise.

Marketing Initiatives and New Efficiencies

Our brand gained positive exposure from several marketing initiatives in 2013, both new and ongoing.

In an arrangement that will optimize advertising revenues, the Toronto Parking Authority entered into an agreement with Statements Media to install and manage over 250 **indoor advertising signs** at 21 Green P parking garages. We are also exploring additional advertising revenue opportunities including wall murals, elevator wraps and custom campaigns.

We continue to partner with the annual **Scotiabank Nuit Blanche** contemporary art event. In exchange for Green P recognition in related marketing materials, the City again approved the display of artwork at 87 Richmond Street East for the 2013 event.

Our 6th annual **"Night Out to the Perfect Spot" Contest** rewards loyal customers and drives website traffic by offering opportunities to win prizes with every Green P parking receipt. This year, as the result of a **cross-promotional marketing arrangement with smart Canada** (a division of Mercedes-Benz Canada Inc.), the contest awarded a grand prize of a smart fortwo electric vehicle. Eligible purchases of the vehicle, meanwhile, included the bonus of a pre-paid Green P parking card.

We made significant progress in our ongoing review and refresh of the **Toronto Parking Authority standard sign package**, resulting in updated packages for two Authority-managed projects. Once installed, these will serve as prototypes for our brand-wide signage update.

In addition, the Authority laid significant groundwork in 2013 toward implementing its **mobile phone payment platform** to enrich our customer experience. This innovation will allow patrons to pay for their off-street Green P parking using their mobile phone, and future capabilities are expected to include other payment/pre-payment options, such as a **Green P rewards card**.

One of our newest carparks – No. 251, at 201 Claremont Street – features many greening elements such as permeable pavers, multiple landscaped areas, raised concrete planters, a living wall and a pedestrian walkway with seating areas.

More than a parking provider, the Toronto Parking Authority also strives to be a responsible corporate citizen through local partnerships, community initiatives and green innovations.

Connecting with Communities

Over the past twenty-five years, the Toronto Parking Authority has reinvested over $100,000,000 into the local communities where more than two-thirds of our off-street portfolio is located. We also continue to partner with neighbourhood commercial areas for local events such as festivals, cultural celebrations and **farmers markets**.

Liaising with local Business Improvement Associations keeps the Authority informed of evolving parking needs and local requirements, and develops community relationships at the same time. We also contribute annually to the advertising program of the Toronto Association of Business Improvement Areas (TABIA), the BIA's umbrella organization, in support of our community partners.

Greening Guidelines

The Toronto Parking Authority is committed to making our local communities more vibrant, livable and prosperous through strategic design initiatives to existing and future lots. The City of Toronto's "Design Guidelines for Greening Surface Parking Lots," developed in partnership with the Toronto Parking Authority in 2007, 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

One of our newest carparks – No. 251, at 201 Claremont Street – features many greening elements such as permeable pavers, multiple landscaped areas, raised concrete planters, a living wall and a pedestrian walkway with seating areas. Another, Carpark No. 414 at 3885 Yonge Street, shares the site of the former Jolly Miller carpark with new **Parkland** and a heritage building. This 150-space carpark includes landscaping features, permeable pavers and a drainage swale ("bioswale").

Greening elements are also a consideration in the design of carparks currently in development, such as No. 164 (453 Spadina Avenue), No. 256 (1624 Queen Street West) and No. 260 (94 Northcliffe Boulevard). All have undergone the site plan approval process and are slated for construction in 2014/2015.

Responsible Innovation

Our tradition of creativity and responsible innovation continues at the Toronto Parking Authority as we seek out, research, test and incorporate leading edge technologies and new renewable energy sources. Our 3,000 pay and display units represent the largest solar-powered centralized network in the world today.

The Authority recently partnered with Precise Parklink Inc. on a pilot project to introduce **electric vehicle charging stations** at five strategically located Green P parking garages by 2014/2015. Customers driving electric vehicles will be able to charge them at these facilities for no additional fee.

The Green P Gives Back

Of each dollar of Toronto Parking Authority revenue, our organization returns forty-nine cents to the City. We also support a variety of local fundraising and community betterment initiatives:

- The **Holland Bloorview Kids Rehabilitation Hospital**, a global leader in childhood disability research, receives the proceeds of our **Annual Charity Golf Tournament**. We raised $32,000 in 2013, bringing our cumulative total to $310,000.
- **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, uses our annual contributions (totalling $600,000 to date) to help replenish native trees and shrubs all across Toronto.
- Patrons of local **farmers markets** benefit from the free, short-term use of Green P facilities.

Support for Cyclists

The Green P recognizes that cycling is an integral part of the city's transportation network. Over 6,000 on-street bicycle parking rings have been installed using Toronto Parking Authority funds, and we provide designated bicycle parking in many of our off-street facilities.

In late 2013, the Authority also assumed ownership and management of the former Bixi Bike program, now known as **Bike Share Toronto**. The program offers annual and monthly memberships along with day passes to use a bike for up to 30 minutes and return it to any dock in the system. There are 1,000 fleet bicycles located at 80 stations throughout the downtown core and by Spring 2015, we plan to expand the number of stations to 102. The Authority is currently seeking a title sponsor for the program.

Our Record of Excellence Continues

Our longstanding mandate summarizes the purpose of our organization:

"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 over six decades of operations, our mandate remains unchanged. The manner by which we achieve it, however, continues to evolve as we seek out and implement new best practices in portfolio management, innovation, customer service, and community partnerships and outreach.

The Toronto Parking Authority is committed to being North America's pre-eminent municipal parking provider, one that constantly strives to improve operational excellence. At the heart of our business are not vehicles, but people. To our dedicated workforce, we will be a model employer – and to our customers, the Green P will be an integral part of the incomparable Toronto 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, 2013 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, 2013 and its financial performance and its cash flows for the year then ended in accordance with International Financial Reporting Standards.

PricewaterhouseCoopers LLP

Chartered Professional Accountants, Licensed Public Accountants
May 29, 2014

Financial Statements

December 31, 2013

(All amounts are in Canadian dollars)

STATEMENT OF FINANCIAL POSITION

	Note	2013 $	2012 $
ASSETS			
Current assets			
Cash		25,064,656	20,079,288
Investments	7	74,403,200	75,873,999
Accounts receivable	8	1,011,598	1,360,829
Finance lease receivable	9	648,050	648,050
Supplies		306,145	357,198
Prepaid expenses		1,492,203	623,063
		102,925,852	98,942,427
Finance lease receivable	9	6,874,463	6,835,200
Investment in garage	10(b)(ii)	6,000,000	6,000,000
Property and equipment	10	136,781,553	138,320,832
		252,581,868	250,098,459
LIABILITIES			
Current liabilities			
Accounts payable and accrued liabilities		6,519,599	6,948,482
Provisions	11	244,820	226,112
Deferred revenue		507,378	413,570
Due to related parties	12(c)	3,605,570	24,795,267
Debt payable	13	412,038	389,353
		11,289,405	32,772,784
Deferred deposit	14	7,585,000	3,690,000
Debt payable	13	5,930,176	6,342,215
		24,804,581	42,804,999
Equity	15	227,777,287	207,293,460
		252,581,868	250,098,459
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, 2013 (All amounts are in Canadian dollars)

	Note	2013 $	2012 $
Parking revenue	16	130,078,044	125,881,503
Direct expenses			
Operating	25	40,098,050	41,279,105
Municipal property tax		17,965,350	17,629,202
Finance interest paid on debt	13	150,655	159,068
Amortization of property and equipment	10	7,432,534	7,162,258
		65,646,589	66,229,633
Income before administration expense and other income		64,431,455	59,651,870
Administration expense		8,082,797	7,753,831
Income before other income		56,348,658	51,898,039
Other income			
Income earned on financial instruments	18	2,308,048	3,583,468
Other income	18	6,022,827	2,703,428
Comprehensive income		-	-
		8,330,875	6,286,896
Net income and comprehensive income for the year		64,679,533	58,184,935

STATEMENT OF CHANGES IN EQUITY

For the year ended December 31, 2013 (All amounts are in Canadian dollars)

	Note	2013 $	2012 $
Balance - Beginning of year		207,293,460	204,721,027
Net income and comprehensive income for the year		64,679,533	58,184,935
		271,972,993	262,905,962
Fixed asset contribution from City of Toronto	12(d)	710,849	-
Special distribution to City of Toronto	20	-	(12,000,000)
Annual distribution to City of Toronto	20	(44,906,555)	(43,612,502)
Balance - End of year		227,777,287	207,293,460

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

Once again, Green P parking generated strong business results in 2013: net income increased to $64.7 million on gross parking revenues of over $130 million.

Financial Statements

December 31, 2013

(All amounts are in Canadian dollars)

STATEMENT OF CASH FLOWS

For the year ended December 31, 2013 (All amounts are in Canadian dollars)

	Note	2013 $	2012 $
Cash flows from operating activities			
Net income and comprehensive income for the year		64,679,533	58,184,935
Add (deduct) non-cash items			
Amortization of property and equipment	10	7,432,534	7,162,258
Gain on sale of property and equipment	18	(4,808,297)	(1,636,982)
Net amount - interest/finance income and finance charges		(2,601,104)	(2,738,939)
Net unrealized loss (gain) on held-for-trading financial assets	7	443,710	(685,461)
		65,146,376	60,285,811
Net change in non-cash working capital balances related to operating activities	24	(21,974,921)	11,143,955
Net cash flow from operating activities		43,171,455	71,429,766
Cash flows from investing activities			
Interest received from held-for-trading financial assets	18	2,064,446	2,214,120
Interest received on loans and receivables (finance lease receivable)	9	648,050	648,050
Proceeds from sale of property and equipment		7,907,752	1,642,401
Deferred receipt from asset sale		3,895,000	3,690,000
Purchase of property and equipment	10	(8,281,862)	(6,616,632)
Net cash flow from investing activities		6,233,386	1,577,939
Cash flows from financing activities			
Net decrease (increase) in investments		1,027,090	(16,809,078)
Distribution to City of Toronto		(44,906,555)	(55,612,502)
Long-term debt to finance purchase of property and equipment			
Repayments		(389,353)	(2,164,635)
Finance charges paid on long-term debt	13	(150,655)	(159,068)
Net cash flow from financing activities		(44,419,473)	(74,745,283)
Increase (decrease) in cash during the year		4,985,368	(1,737,578)
Cash - Beginning of year		20,079,288	21,816,866
Cash - End of year		25,064,656	20,079,288

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

Notes to Financial Statements

December 31, 2013

(All amounts are in Canadian dollars)

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 May 28, 2014.

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. On November 15, 2013, Municipal Code Chapter 179, Parking Authority was amended to expand the Authority's mandate to include the responsibility and authority for the operation and management of the City's public bike share program.

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, 2013, there were no contracts outstanding.

Property and equipment and investment property

Measurement basis - cost model

The Authority measures 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 amount subject to amortization 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, 2013.

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 2013 annual report to members), the plan was in a deficit position of approximately $8.6 billion at the end of 2013, a decrease from $9.9 billion in 2012. OMERS is funding this deficit through a combination of 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, 2014, 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) IFRS 9, Financial Instruments, is the first part of a new standard on classification and measurement of financial assets that will replace IAS 39, Financial Instruments: Recognition and Measurement. IFRS 9 has two measurement categories: amortized cost and fair value. All equity instruments are measured at fair value. A debt instrument is measured using amortized cost only if the entity is holding it to collect contractual cash flows and the cash flows represent principal and interest; otherwise, it is measured at fair value through profit or loss. In addition, the requirements for hedge accounting have been replaced with new guidance which states there is a requirement for an economic interest between the hedged item and hedging instrument, and for the hedged ratio to be the same as the one that the entity actually uses for risk management purposes. The mandatory effective date of this standard was deferred and is effective January 1, 2015.

b) 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.

c) IAS 36, Impairment of Assets, has had limited scope amendments to disclosure requirements. This standard is effective for years beginning on or after January 1, 2014.

d) IAS 24, Related Party Disclosures, was amended to revise the definition of related party to include an entity that provides key management personnel services to the reporting entity or its parent and clarifies related disclosure requirements. The improvements are effective for years beginning on or after July 1, 2014.

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 2.46% (2012 - 2.44%) and an average duration to maturity of 2.89 years (2012 - 3.06 years). Investments include interest receivable of $274,420 (2012 - $255,659).

Investments reported in the statement of financial position at a fair value of $74,128,780, excluding interest receivable (2012 - $75,618,340) have a cost of $74,056,029 (2012 - $75,062,879, note 21).

8 | Accounts receivable

	2013 $	2012 $
Gross value	1,040,598	1,389,829
Provision for doubtful accounts	(29,000)	(29,000)
Accounts receivable - net	1,011,598	1,360,829

Writeoffs charged to the provision during the year were $35,623 (2012 - $104,389).

9 | Finance lease receivable

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

	2013 $	2012 $
Finance lease receivable, current	648,050	648,050
Finance lease receivable, long-term portion	6,874,463	6,835,200
	7,522,513	7,483,250

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	(691,065)	(43,015)
1 year but not more than 5 years	2,646,202	(2,800,615)	(154,413)
Over 5 years	55,906,219	(48,186,278)	7,718,941
	59,200,471	(51,677,958)	7,522,513

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	Equipment and Furnishings	2013 Total	2012 Total
		$	$ (i)	$	$ (ii)	$	$	$	$
Cost at January 1		66,813,930	19,554,453	483,990	69,489,638	17,377,061	61,958,243	235,677,315	230,633,513
Acquisitions		1,719,831	-	-	3,806,038	2,016,621	1,450,221	8,992,711	6,616,632
Disposals		(2,925,669)	-	-	(74,243)	(301,131)	(140,079)	(3,441,122)	(1,572,830)
Cost at December 31		65,608,092	19,554,453	483,990	73,221,433	19,101,392	63,268,385	241,228,904	235,677,315
Accumulated amortization at January 1		-	7,976,148	464,631	38,673,373	5,874,176	44,368,155	97,356,483	91,761,636
Amortization		-	392,335	19,359	2,445,600	753,086	3,822,154	7,432,534	7,162,258
Disposals		-	-	-	(74,240)	(137,834)	(129,592)	(341,666)	(1,567,411)
Accumulated amortization at December 31		-	8,368,483	483,990	41,044,733	6,489,428	48,060,717	104,447,351	97,356,483
Net book value at December 31		65,608,092	11,185,970	-	32,176,700	12,611,964	15,207,668	136,781,553	138,320,832

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.

b) As at December 31, 2013, 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, 2013.

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 for the Authority 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 agreement execution 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 under which the Authority received cash proceeds in 2013 for the sale of above strata air rights plus future delivery 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, 2013.

vi) In 2011, the Authority entered into an agreement with a private developer under which the Authority received cash proceeds in 2013. 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, 2013.

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 is to close in 2014 and construction must commence within 36 months of the closing date.

viii) In 2013, the Authority entered into two agreements from separate vendors to purchase two adjacent properties for subsequent development of one surface parking lot. Closing date of the purchases is set to be in 2014 for the purchase price of $600,000 and $900,000.

ix) In 2013, the Authority entered into an agreement to purchase a property for subsequent development of a surface parking lot. Closing date of the purchase is set to be in 2014 for the purchase price of $1,100,000.

11 | Provisions

As at December 31, 2013, 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:

	2013 $	2012 $
Opening balance	226,112	191,444
Amount charged against provision	-	-
Unused amounts reversed during the year	-	-
Additional year provided for unassessed/unbilled property tax	18,708	34,668
Closing balance	244,820	226,112

12 | Related party transactions and balances

a) 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.

b) Related party transactions

The Authority operates 53 (2012 - 50) parking facilities on a year-round basis on properties owned by other City departments and agencies. There are 15 (2012 - 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.

	2013 $	2012 $
Amounts paid to the City		
City's share of the Authority's net income	44,906,555	43,612,502
Municipal property taxes	18,261,329	17,846,692
Hydro and water	2,516,289	2,155,733
Rent paid for use of City-owned properties	1,609,173	1,518,172
Legal services	248,887	148,037
Office, maintenance supplies and other	1,259,447	45,832
Hydro costs paid to Toronto Hydro	324,731	323,158
Management fee received from the TTC	132,678	130,275

(All amounts are in Canadian dollars)

c) Related party balances

Amounts due to related parties are as follows:

	2013 $	2012 $
Due to the City	2,878,451	24,031,898
Due to the TTC	664,145	686,774
Due to Toronto Hydro	62,974	76,595
	3,605,570	24,795,267

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

As at December 31, 2013, amounts due from related parties that are included in accounts receivable are as follows:

	2013 $	2012 $
Due from the TTC	78,943	384,084
Due from the City	35,035	13,341
	113,978	397,425

d) 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 $1,334,933 (2012 - $1,255,007) and expenses incurred were $1,250,939 (2012 - $1,115,985). The balance in this fund as at December 31, 2013 is $3,297,713 (2012 - $3,185,235). During 2013 and 2012, 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 2013 was $3,092,065 (2012 - $nil). The balance in this fund as at December 31, 2013 is $5,742,050 (2012 - $8,755,115). During 2013, $3,092,065 was drawn to finance property additions (2012 - nil).
- **Bike Share Reserve Fund**
  Established November 2013, this fund provides a source of funding for the debt, transition costs, interim operating payments, capital expansion and replacement costs and ongoing contributions to the Authority for any system operating losses related to the bike share program. In the event the bike share program operated by the Authority should generate an operating surplus, the Authority is required to replenish the Bike Share Reserve Fund with a transfer back of such a surplus. The City has transferred fixed assets to the Authority with a fair market value of $710,849 for nil consideration.

e) 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 $1,241,828 (2012 - $1,195,000) and consists of salaries and short-term benefits.

13 | Debt payable

Debt payable of $6,342,214 (2012 - $6,731,568) is owing for the purchase of equipment upgrades undertaken in 2009 and 2010, of which $5,930,176 (2012 - $6,342,215) is classified as long-term and $412,038 (2012 - $389,353) 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 $150,655 (2012 - $159,068).

Debt payable will be repaid as follows:

	$
2014	412,038
2015	435,594
2016	460,041
2017	485,417
2018	511,749
2019 and thereafter	4,037,375
	6,342,214

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), v), and vi) 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:

	2013			2012
	On-street $	Off-street $	Total $	Total $
Short-term fees - cash and credit card	50,353,197	71,176,968	121,530,165	118,560,225
Short-term fees - Fast Track card	-	2,333,618	2,333,618	909,097
Monthly parking permit sales	-	5,893,634	5,893,634	5,919,686
Courtesy charges	-	233,550	233,550	278,462
Special event billings	-	87,077	87,077	214,033
	50,353,197	79,724,847	130,078,044	125,881,503

17 | Employee benefits

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

	2013			2012
	On-street $	Off-street $	Total $	Total $
Salaries and wages	2,000,685	10,741,275	12,741,960	12,921,242
Benefits expense	222,584	2,150,167	2,372,751	2,242,870
OMERS pension plan contributions	145,304	942,730	1,088,034	1,029,420
Canada Pension Plan premiums	56,187	454,885	511,072	511,679
	2,424,760	14,289,057	16,713,817	16,705,211

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

	2013 $	2012 $
Salary, wages and honorarium	4,072,131	4,206,710
Benefits expense	684,615	682,585
OMERS Pension Plan contributions	491,519	407,417
Canada Pension Plan premiums	141,471	136,190
	5,389,736	5,432,902

18 | Income earned on financial instruments and other income

These consist of the following amounts:

	2013 $	2012 $
Interest earned on cash balances	203,109	191,735
Interest earned on investments	1,840,581	1,768,085
Realized gain on sale of investments	20,756	254,300
Investment income from held-for-trading financial assets (note 7)	2,064,446	2,214,120
Unrealized gain (loss) on investments - net (note 7)	(443,710)	685,461
Interest earned - finance lease (loans and receivables)	687,312	683,887
	2,308,048	3,583,468
Other income		
Gain on sale of property and equipment	4,808,297	1,636,982
Miscellaneous other income	1,214,530	1,066,446
	6,022,827	2,703,428
	8,330,875	6,286,896

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	606,482
1 year but not more than 5 years	1,738,963
Over 5 years	1,228,601
	3,574,046

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 2013 to 2015 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 $37,000,000. The share of gains/losses on the sale of properties or air rights payable to the City may be adjusted, if necessary, by the cost of replacement facilities required under the related purchase/sale agreement that exceeds the 25% portion retained by the Authority.

One-time payments to the City

From time to time, the Authority will make a special distribution 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

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(All amounts are in Canadian dollars)

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.

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 special distribution, 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 special distribution of $12,000,000 to the City. This amount was paid to the City in 2013.

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:

	2013 $	2012 $
Financial assets		
Loans and receivables		
Cash	25,064,656	20,079,288
Accounts receivable	1,011,598	1,360,829
Finance lease receivable - including current portion	7,522,513	7,483,250
Held-for-trading		
Investments	74,403,200	75,873,999
Total	108,001,967	104,797,366
Financial liabilities		
Amortized cost		
Accounts payable and accrued liabilities	6,519,599	6,948,482
Due to related parties	3,605,570	24,795,267
Debt payable	6,342,214	6,731,568
Total	16,467,383	38,475,317

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 - 2013	47,863	2,713	74,908

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:

					2013
	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	6,519,599	-	-	-	6,519,599
Due to related parties	3,605,570	-	-	-	3,605,570
Debt payable	33,410	378,628	1,892,798	4,037,378	6,342,214
	10,158,579	378,628	1,892,798	4,037,378	16,467,383

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, 2013, the Authority has met its objective of having sufficient liquid resources to meet its current obligations and fund capital investment opportunities as they arise.

(All amounts are in Canadian dollars)

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 $1,602,000 in 2014 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 $1,230,000 for 2014 with an annual inflation factor increase based on CPI.
- Commitments under operating leases for use of land and equipment are as follows:

Payable in:	2013 $
Not more than 1 year	1,809,629
1 year but not more than 5 years	4,097,128
Over 5 years	863,598
	6,770,355

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 $4,525,000 (2012 - $3,852,000).

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:

	2013 $	2012 $
Accounts receivable	349,231	(192,734)
Supplies	51,053	(26,217)
Prepaid expenses	(869,140)	(55,231)
Accounts payable and accrued liabilities	(428,883)	(687,402)
Provisions	18,708	34,668
Deferred revenue	93,808	20,215
Due to related parties	(21,189,698)	12,050,656
	(21,974,921)	11,143,955

25 | Direct expenses - operating

			2013	2012
	On-street $	Off-street $	Total $	Total $
Salaries, wages and benefits (note 17)	2,424,760	14,289,057	16,713,817	16,705,211
Maintenance of facilities and equipment	1,761,841	2,778,957	4,540,798	6,638,700
Rent	-	6,307,411	6,307,411	6,277,684
Utilities	-	2,727,735	2,727,735	2,387,008
Pay and display network communications	2,115,955	200,243	2,316,198	2,215,129
Tickets	962,567	386,462	1,349,029	1,401,880
Credit card processing fees	583,326	1,146,211	1,729,537	1,612,731
Security and monitoring	180	1,271,779	1,271,959	1,088,672
Snow clearing	-	1,273,750	1,273,750	1,199,017
Insurance	71,258	878,468	949,726	832,386
Staff mileage	29,088	170,922	200,010	201,646
Telephone	5,412	218,114	223,526	211,892
Outside coin counting	91,777	35,263	127,040	128,603
Other	9,594	357,920	367,514	378,546
	8,055,758	32,042,292	40,098,050	41,279,105

Off-Street Parking Facilities

NO.	LOCATION	CAPACITY
	DOWNTOWN	
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	
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
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	44 Parliament St	120
238	9 Madison (Bloor St W, e of Spadina)	38
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
267	70 Distillery Lane	103
268	271 Front St	83
271	800 Fleet St (formerly CP 121)	132
	TOTAL	**4,707**
	MIDTOWN	
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
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

NO.	LOCATION	CAPACITY
	MIDTOWN	
164	Thelma Ave – Spadina Rd	43
171	Mt. Pleasant Rd, s of Eglinton Ave E	53
178	650 Mt. Pleasant Rd	68
195	15 Price St	71
223	1501 Yonge St	37
249	1670 Bayview Ave	33
269	1010 Yonge St	48
602	1503 to 1505 Bayview Ave	25
655	China House	43
	TOTAL	**2,609**
	CENTRAL EAST	
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	
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

NO.	LOCATION	CAPACITY
	CENTRAL WEST	
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	201 Claremont St	43
256	1624 Queen St W	9
270	180-184 Spadina Ave	35
272	775 King St	135
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	**3,377**
	SUBURBAN NORTH	
400	10 Kingsdale Ave	50
401	246 Brooke Ave	97
402	10 Empress Ave	68
403	10 Harlandale Ave	112
404	Beecroft Garage	382
410	Beecroft W	173
411	Roe Ave (1880 Avenue Rd)	32
412	11 Finch Ave W	62
413	Warner Bros	17
414	Jolly Miller	150
418	68 Sheppard Ave W	34
419	5667 Yonge St	23
	TOTAL	**1,200**

NO.	LOCATION	CAPACITY
	SUBURBAN EAST	
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	
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	**21,503**

SPECIAL FACILITIES	
Commuter Carparks	13,695
Seasonal	2,299
Toronto Community Housing Corp	32
GRAND TOTAL	**37,529**

Toronto Parking Authority

Toronto Parking Authority

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