



February 27th, 2024

Executive Committee  
Cathrine Regan  
Toronto City Hall  
100 Queen Street West  
Toronto, ON M5H 2N2

Submitted via email to: [exc@toronto.ca](mailto:exc@toronto.ca)

Dear Mayor Olivia Chow and Members of the Executive Committee,

**RE: Executive Committee EX12.3 - Implementation of a Commercial Parking Levy**

We would like to express our full support for the Commercial Parking Levy which groups such as the Toronto Environmental Alliance and TTC Riders have long advocated for. This levy, along with the revenue it generates, can go a long way in helping Toronto reduce motor vehicle usage and greenhouse gas emissions.

The potential of this levy to raise \$150 million per year will help the city reduce future budget shortfalls, such as this year's \$1.5 billion budget shortfall, while also diversifying its revenue streams. More importantly, this levy can provide funding for necessary infrastructure improvements and social services.

As Toronto continues to grow in size and population, and in the face of the climate crisis, it is more important than ever that the city take initiative to reduce private motor vehicle usage while improving access to public and active transit. This levy is one of many steps that the city must take if we wish to meet the TransformTO goals of achieving net-zero by 2040, as well as converting 75% of all trips under five kilometres to walking, cycling, and transit by 2030. Revenue from a commercial levy should be appropriately allocated to fund climate initiatives such as Complete Streets and expanding TTC access. We believe that by funding initiatives such as these, the potential negative impact of such a levy on small businesses and other stakeholders can be reduced or even entirely negated. For example, the construction of new bike lanes in both Montreal and New York City — and the City of Toronto — has been shown to [bolster retail sales](#) and [commercial space occupancy](#).

Nevertheless, the proposed commercial levy does have its pitfalls which we urge the city to address before implementation. Notably, we would like to see the cost of this levy being directly passed onto motorists. It would be unfair for walkers, cyclists, and public transit users to pay increased prices for their goods if businesses were to inflate their costs in order to continue offering “free parking.” As such, the city should incentivize commercial landlords to convert free parking to paid parking rather than simply absorbing the cost and imposing higher prices. This

way the levy can function as a method to incentivize choosing alternative modes of transportation while raising the means to fund it.

In conclusion, we urge the Executive Committee and City Council to pass the commercial levy but to ensure that these additional costs come from the pockets of motorists. Thank you for taking the time to read and consider these thoughts.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Jessie Ye", with a long horizontal flourish extending to the right.

Jessie Ye  
Steering Committee, Community Bikeways

*Community Bikeways (est. May 2020) is a grassroots organization dedicated to holding City Hall to account for implementing its cycling network, Vision Zero Road Safety, and TransformTO climate plans. We also strive to amplify community voices, offer policy solutions, and host community events that highlight the joy, affordability, and convenience of cycling.*