

COMMENTS FOR THE EXECUTIVE COMMITTEE OF TORONTO CITY COUNCIL ON THE  
COMMERCIAL PARKING LOT LEVY- TUESDAY JANUARY 28 MEETING, EX 20.7

The commercial parking lot levy has a history of almost 20 years outlined in the February 13, 2024 Access Report to the City. That report recommended the City implement a levy for 2025 of \$5.00 per year per square meter of parking lot on an estimated 30 million square meters of parking lot in the City with exemptions on the first 300 metres of parking lot spaces, and on certain non-commercial lots. To put this in perspective, this is about 50 cents **per day** for each parking space. The purpose was simplicity.

The commercial parking lot levy is not in the 2025 budget as the Access Report recommended. That's bad. Staff has recommended that it not be in the 2026 budget because of the lack of co-operation of the province and MPAC, its agency. That's worse. The city can just do this on its own, and it should do so.

The City must act forcefully and strategically. A parking lot levy with an assurance that the funds will be spent to improve transit service now has broad public support in the City. It is easy to explain- the federal government provides significant capital money for transit, but this money typically goes for long-maturing projects like subway construction. The amount, 2 cents per hour, is a pittance and should be raised.

We would have preferred if the City had a much higher levy on commercial parking lots. This would be consistent with what other cities do, including Montreal, New York and Vancouver. But whether it does this or not, it is very important that the city make a start.

We ask that this matter be referred to Council with a recommendation that the levy be implemented in 2026 with funds earmarked for improving transit service in measurable ways, such as new rapid bus service to underserved areas. The amount should be increased to at least 10 cents per hour, which is still small.

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