



Monday, January 27, 2025

Executive Committee
c/o Cathrine Regan
Toronto City Hall
100 Queen Street West
Toronto, Ontario, M5H 2N2

Submitted by e-mail to exc@toronto.ca

Dear Mayor Chow and Members of the Executive Committee:

Re: EX20.7 Update on the Implementation of a Commercial Parking Levy

We join the Toronto Environmental Alliance, TTC Riders, and Social Planning Toronto, among others, in calling on this committee and the full City Council to support the implementation of a commercial parking levy as soon as possible. The levy is a much-needed revenue tool that has been studied in Toronto for the past ten years and is already in use in several cities around the world.

As you are all aware, the City of Toronto is not only faced with a \$1.2 billion budget shortfall, but also an ever-escalating climate crisis as evidenced by floods, heat waves, and violent storms in our city. The recent wildfires in Los Angeles simply confirm the new reality. On the budget side, even a 2¢ per hour levy per parking space --- which is one tenth of what is in place in Montréal and Melbourne --- would help bring in \$108 million annually. If the levy were to be brought up in a few years to Montréal's level at 19¢ per hour, it could almost eliminate the budget shortfall in one fell swoop. For those councillors who are dissatisfied with the proposed 6.9% property tax hike, the parking levy could help reduce the need for such a hike with a 2¢ per hour levy being the equivalent of a 2.3% property tax hike. Another benefit of this levy is that it is one of the few revenue tools which doesn't require provincial approval.

From a climate perspective, the parking levy can help fund much needed transit repairs --- to the benefit of the many TTC riders who face multiple slow subway zones or bus bunching --- as well as cycling infrastructure and other climate mitigation measures. The levy can incentivize mall and big box store owners to convert some of the land to more productive uses including parkland in places devoid of green spaces or housing which can be recouped with increased property tax revenue in the future. Of course, this conversion of parking to more productive uses helps discourage driving which is ultimately needed if Toronto is to achieve Net Zero GHG emissions by 2040 as per TransformTO. Finally, the parking levy serves equity by making businesses pay their share to address Toronto's budgetary and other challenges.

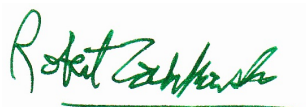
We understand that Councillor Matlow plans to put forward a motion requiring the City of Toronto to do the necessary counting of parking spaces and other work to make this revenue tool a reality. We encourage this committee and City Council to support this motion over the staff recommendation to receive the item

for information only. The latter option would throw the past ten years of advocacy on the parking levy out the window.

In conclusion, we urge this committee and City Council to support moving the commercial parking levy forward to help address Toronto's budgetary and climate challenges. We also urge you to support Councillor Matlow's motion directing staff to do the parking count.

Thank you for taking our feedback into consideration. Please do not hesitate to contact us should you have any questions.

Sincerely,



Robert Zaichkowski,
Community Bikeways

Cc Toronto Environmental Alliance
TTC Riders
Social Planning Toronto

[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.