



REPORT FOR ACTION

2026 On-Street Parking Rate Changes

Date: February 25, 2026

To: Board of Directors, Toronto Parking Authority

From: President, Toronto Parking Authority

Wards: All

SUMMARY

The Toronto Parking Authority (TPA) continues its journey to becoming one of the world's best providers of sustainable parking, Bike Share and last mile mobility experiences.

The Toronto Parking Authority (TPA) manages an on-street parking portfolio of over 20,000 spaces in the City of Toronto. TPA's on-street parking serves businesses and communities by providing short-stay and high turnover parking. Additionally, the TPA operates 292 off-street parking facilities throughout the City, including surface lots and garages. Of the facilities that TPA operates, there are select locations under the operational jurisdiction of other City agencies (i.e., TTC/Exhibition Place).

This report responds to a motion approved by City Council on February 10, 2026, requesting TPA to apply a rate increase at on-street parking locations to align with the City's financial and mobility goals.

Further to City Council's direction, TPA has undertaken a comprehensive review of the existing rates at its on-street parking locations and recommends a city-wide increase of \$0.25 cents across all locations, except areas with the lowest rates, which will remain the same (unchanged); and more targeted rate increases in high-traffic, densified areas of the City. The review also incorporated select rate increases along surface transit routes in Ward 11 – University Rosedale that were approved by the Board in October 2025.

The proposed rate increases will ensure that on-street locations are priced to encourage high turnover to serve the greatest number of customers and help support the City's financial goals and investments in overall City programs and operations. Additionally, with continued pressure on curbside space from competing uses, rate adjustments help further encourage parking turnover to keep the city moving to help address traffic congestion and serve businesses and communities.

Subject to Board and City Council approval, TPA intends to implement the on-street rate changes beginning in April 2026.

RECOMMENDATIONS

The President, Toronto Parking Authority recommends that:

1. The Board of Directors of Toronto Parking Authority approve the modified rates for on-street parking locations identified in Attachments 1 and 2; and
2. The Board of Directors of Toronto Parking Authority direct the President, Toronto Parking Authority to request the City Solicitor to submit bills to City Council to make amendments to the appropriate Chapters of the Toronto Municipal Code to implement the rates for on-street parking locations identified in Attachments 1 and 2 to this report.

FINANCIAL IMPACT

The proposed adjustments to on-street parking rates are projected to generate an incremental net revenue increase of \$2.56 million in 2026, assuming implementation begins in April of this year. The operational costs associated with implementation are estimated at \$0.5M (excluding HST).

DECISION HISTORY

At its meeting on February 10, 2026, City Council adopted Item - 2026.CC38.1 Budget Implementation Including Property Tax Rates, User Fees and Related Matters, and requested that the Toronto Parking Authority Board direct the President, Toronto Parking Authority, to consider applying an inflationary adjustment or modified rates for parking locations for 2026.

<https://secure.toronto.ca/council/agenda-item.do?item=2026.CC38.1>

At its meeting on February 10, 2026, City council considered and debated Item - 2026.MPB38.1, including TPA's 2026 Operating Budget and the 2026–2028 Capital Budget. The Mayor's Proposed Budget was deemed adopted, as amended by Council, as the Mayor did not exercise the power to veto under subsection 226.14(4) of the City of Toronto Act, 2006.

<https://secure.toronto.ca/council/agenda-item.do?item=2026.MPB38.1>

At its meeting on October 16, 2025, the Toronto Parking Authority Board of Directors adopted Item - 2025.PA16.13 On-Street Parking Rates on Surface Transit Routes in Ward 11, for modified rates and hours of operation at on-street parking locations on surface transit routes in Ward 11. No further rate changes are being proposed at these locations through the current 2026 rate change proposal.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.PA16.13>

COMMENTS

On February 10, 2026, City Council approved the Mayor’s Budget including TPA’s 2026 Operating Budget and the 2026–2028 Capital Budget. As a part of the budget, City Council directed TPA to apply inflationary or modified rate increases at parking locations.

With over 20,000 spaces, TPA’s on-street parking serves local businesses and communities by providing short-stay parking (three (3) hours or less in duration) and are subject to high demand. Rate increases help sustain the City’s financial model and ensure that on-street locations are available to serve the greatest number of customers.

On-Street Rate Review

TPA’s rate review strategy ensures that on-street rates are priced to encourage short-stay and high turnover parking to support communities and local businesses. Currently, the on-street parking rates range from \$1.50 per hour to a maximum of \$6.75 per hour, with the highest rates typically being found in high-density areas within the city. The current rate structures, include the estimated number of spaces, is summarized in Table 1.

Table 1: Existing On-Street Rate Structure

Current Rate (Per Hour)	Estimated Number of Spaces
\$1.50	1,680
\$2.75	134
\$3.00	8,238
\$4.25	8,569
\$5.50	2,255
\$6.75	2,704

The most recent rate adjustment was approved by the TPA Board in 2024 as a part of the 2025 Operating Budget and 2025-2027 Capital Budget. Prior to this, rate changes were implemented in phased approach over a three (3) year interval between 2018 and 2020. Due to the pandemic, there were no rate changes in 2020-2022.

Based on a jurisdictional scan of other similar North American cities, TPA’s on-street parking rates are lower or on par by comparison. For example, the City of Vancouver charges up to \$11.00 per hour (CAN), Chicago charges up to \$7.00 per hour (USD), and New York City and San Francisco both charge up to \$13.00 per hour (USD).

Additionally, there are several competing curbside uses that place pressure on the on-street parking inventory, including City-led capital construction activity, new cycling infrastructure, CafÉTO, and rapid transit initiatives such as RapidTO. These initiatives

result in temporary and permanent impacts to the on-street parking supply, and in 2025 this amounted to an estimated loss of approximately \$2M in revenue. TPA continues to work with agency partners including Transportation Services to identify new on-street paid parking. Notably, TPA was able to secure over 900 new on-street spaces over the last few years and continues to work with agency partners to identify opportunities to expand the on-street inventory. An increase in on-street parking rates recognizes the value of curbside space by pricing to ensure the city continues to recoup revenue from parking activity, especially in high demand areas.

Proposed 2026 Rate Changes

The on-street parking rates were evaluated based on opportunities to promote short-term stays and high turnover, as well as maintain revenue to support the City’s financial goals including providing quality services and programming. The assessment considered performance indicators such as customer utilization, as well as opportunities to harmonize rates where feasible. Additionally, staff considered local conditions, price elasticity, inflation, and the parking rates in other comparable North American cities as noted earlier above in this report.

Based on a comprehensive analysis, TPA is recommending an increase of \$0.25 cents to all rates across the city, except in areas where the lowest existing rates will remain unchanged, as shown in Table 2. To encourage more parking turnover in select areas, a mix of rate increases by \$0.25 cents and an additional increase is proposed at parking locations in high demand and densified areas within the Downtown Core, North York Centre, Yorkville, and University of Toronto area as shown in Table 2.

Table 2: Proposed 2026 Rate Structure

Current Rate (Per Hour)	Proposed Rate (Per Hour)	Estimated Number of Spaces
\$1.50	\$1.50	1,680
\$2.75	\$3.00	134
\$3.00	\$3.25	8,238
\$4.25	\$4.50	7,937
\$4.25	\$5.50	589
\$4.25	\$7.00	43
\$5.50	\$5.75	1,166
\$5.50	\$7.00	1,089
\$6.75	\$7.00	2,704

No additional rate changes are being proposed at on-street parking locations along surface transit routes in Ward 11 - University Rosedale, where new rates were approved by the TPA Board in October 2025. These changes have been incorporated in the 2026 proposed rate change list in Attachment 2. TPA will continue to work with Transportation Services to implement those changes.

The recommended rate changes are expected to generate \$2.56M in incremental revenue in 2026 and will be implemented by TPA in phases commencing as early as April 2026.

Consultation

Chapter 179-7(D) of the Toronto Municipal Code requires the Parking Authority to consult each Ward Councillor whose ward contains on-street parking machines or meters affected by proposed rate changes. This consultation must occur before rates are finalized as part of the rate review process. In accordance with this requirement, the Toronto Parking Authority engaged all City Councillors to review the recommended rate changes.

Engagement included distributing an email outlining the proposed amendments, providing area maps showing the locations of affected on-street assets, and having follow-up phone calls with Councillors upon request to address questions or comments. Each Councillor was contacted directly and had the opportunity to request clarification. Only a small number of questions were raised, primarily clarifications around rates and implementation timelines, and no widespread concerns with the plans were identified during the consultation period.

In 2025 as a part of a preliminary engagement, TPA received endorsement from TABIA in support of applying pricing as a measure to improve parking availability. In 2026, TPA notified the Toronto Association of Business Improvement Areas (TABIA) to provide information about the rate review and recommended rate changes. Subsequently, TPA engaged further through follow-up telephone conversations.

TPA also engaged with the relevant city divisions and agencies about the rate review, including Transportation Services, Financial Planning, and Economic Development and Culture. TPA will also communicate with Toronto Police Services as implementation begins.

Based on the consultation carried out, TPA's President is satisfied that the requirements under Toronto Municipal Code Chapter 179-7(D) to consult with the Ward Councillors in Wards affected by a rate change, have been met.

Next Steps

As a part of next steps, TPA's President will submit certification to City Solicitor that the consultation requirements under Chapter 179-7(D) have been met. TPA will also submit a bill to Transportation Services for submission to the City Clerk to amend City of Toronto Municipal Code Chapter 910, Parking Machines, Parking Meters and Mobile Only Zones at City Council's March 2026 meeting for approval and to bring the rate changes into effect.

TPA will monitor the on-street paid parking program and work with the City to coordinate the implementation of the proposed rates and locations beginning in April 2026.

CONTACT

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SIGNATURE

W. Scott Collier, President
Toronto Parking Authority

ATTACHMENTS

Attachment 1: Map of Proposed 2026 On-Street Rate Change Locations

Attachment 2: Summary of Proposed 2026 On-Street Rate Changes

Attachment 3: City Councillor Engagement for On-Street Rate Review