

Ministry of Municipal Affairs and Housing

Provincial Land Use Plans Branch

777 Bay St

Toronto, Ontario

M7A 2J3

October 10, 2025

Re: Proposed Updates to the Projection Methodology Guideline to support the implementation of the Provincial Planning Statement – [ERO 025-0844](#)

The Atmospheric Fund (TAF) appreciates the opportunity to comment on the proposed Projection Methodology Guideline to support the implementation of the Provincial Planning Statement. TAF supports the province’s goal of ensuring land use planning adequately anticipates Ontario’s population and employment growth. However, the methodologies used to assess land use planning must align with Ontario’s housing affordability, climate, and infrastructure goals. The Guideline should help municipalities plan for compact, transit-oriented, and low-carbon communities.

Recommendation: Remove parking minimums province-wide

Mandatory minimum parking requirements across Ontario pose significant barriers to sustainable development and the adoption of alternative transportation modes. While amendments to the PPS in 2024 removed parking minimums for new developments near transit hubs, overly restrictive rules remain in most areas.

Parking minimums limit the ability of developers and builders to adapt to evolving mobility trends, especially in transit-accessible areas. They also add significantly to construction costs: a [TAF-funded study by the Clean Air Partnership](#) found that parking can add over \$50,000 per spot and account for up to one third of the embodied carbon in new buildings. Often, these requirements result in the overbuilding of parking spots and spots remain unsold. These added costs are passed directly onto residents, undermining housing affordability.

Many Ontario municipalities have already acted. Toronto has eliminated parking minimums citywide, and Ottawa, London, Brampton, Oakville, Kingston, and Thunder Bay have reformed or removed them in select areas. The City of Ottawa’s [recent by-law review](#) noted that parking minimums are based on outdated assumptions. They were designed to meet rarely occurring peak demand and were established before the development of robust transit alternatives. It also observed that many standards across North America originated from the Institute of Transportation Engineers’ (ITE) recommendations from several decades ago. The ITE has since [urged municipalities to eliminate parking minimums](#) and adopt more flexible, demand-based approaches.

The need to reform parking standards has been recognized by the [final report of the Ontario Housing Affordability Task Force](#), which recommended reducing or eliminating minimum parking requirements to create a more permissive and affordable planning system across the province. The federal Task Force for Housing & Climate’s [Blueprint for More and Better Housing](#) similarly calls on provinces to “legalize walkable, accessible, inclusive, transit-rich, climate-friendly neighbourhoods by abolishing parking minimums on residential, commercial, and industrial properties.” **TAF supports this recommendation and encourages the province to implement the necessary legislative changes to eliminate parking minimums province-wide.** Doing so would lower construction costs, reduce embodied carbon emissions, and enable more affordable, climate-aligned, and transit-oriented communities across Ontario.

TAF encourages the Ministry to use this update to the Projection Methodology Guideline as an opportunity to modernize Ontario’s land use planning framework by removing outdated parking minimums, promoting higher-density zoning around transit, and aligning growth planning with the province’s housing, infrastructure, and climate goals.

Sincerely,
Bryan Purcell



VP of Policy & Programs
The Atmospheric Fund
bpurcell@taf.ca

About the Atmospheric Fund

The Atmospheric Fund (TAF) is a regional climate agency that invests in low-carbon solutions for the Greater Toronto and Hamilton Area (GTHA) and helps scale them up for broad implementation. Please note that the views expressed in this submission do not necessarily represent those of the City of Toronto or other GTHA stakeholders. We are experienced leaders and collaborate with stakeholders in the private, public and non-profit sectors who have ideas and opportunities for reducing carbon emissions. Supported by endowment funds, we advance the most promising concepts by investing, providing grants, influencing policies and running programs. We’re particularly interested in ideas that offer benefits in addition to carbon reduction such as improving people’s health, creating local jobs, boosting urban resiliency, and contributing to a fair society.