

Institute for New Suburbanism In the year 2041 . . .

Remarks delivered by
Arvin Prasad,
Director, Integrated Planning,
Region of Peel
Autumn 2016

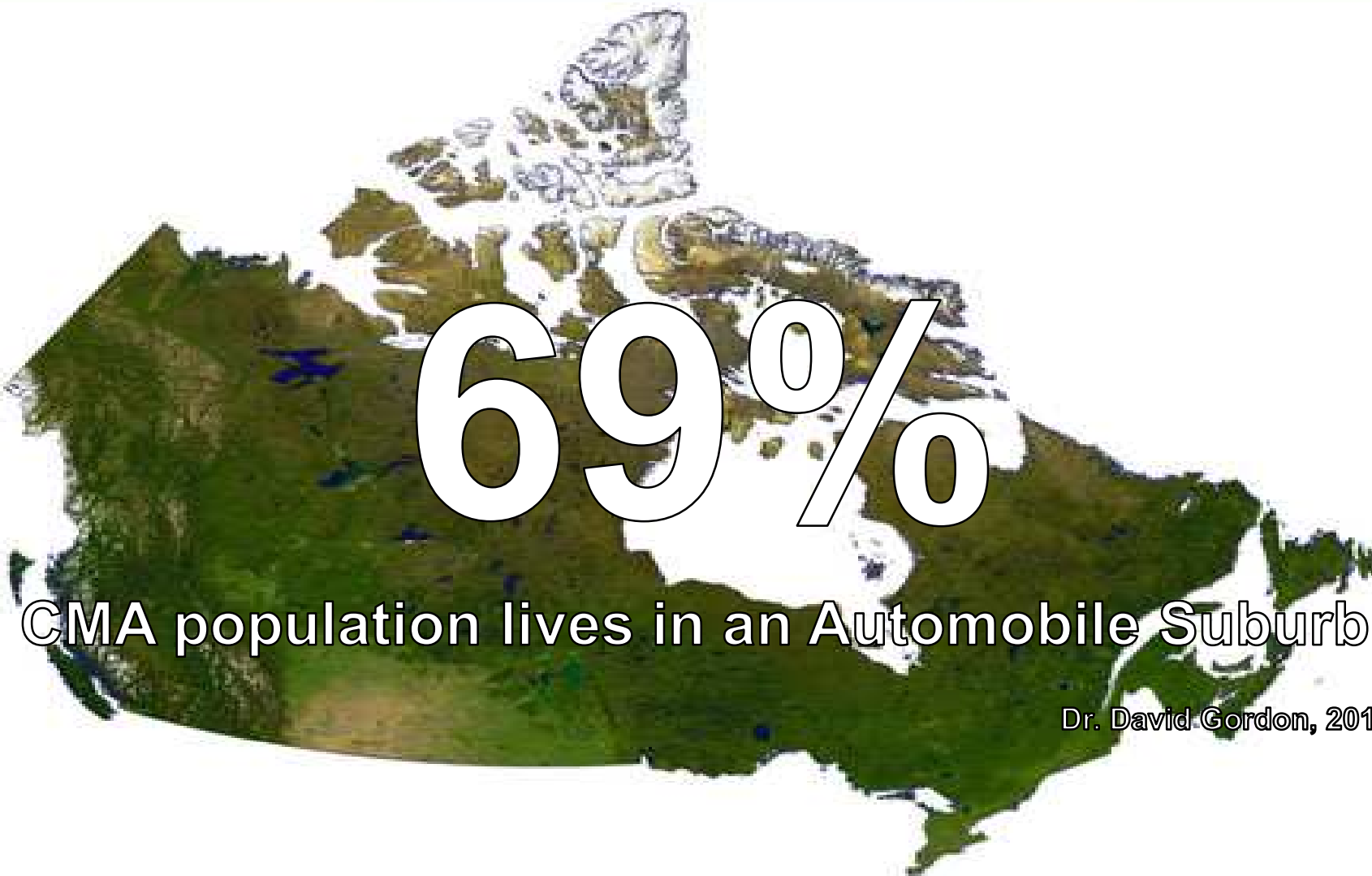
Opportunity

An aerial photograph of a city skyline at dusk. The city is illuminated with warm lights, and the sky is a mix of blue and orange. The word "Opportunity" is overlaid in a large, white, sans-serif font with a thin black outline. The city features a dense cluster of skyscrapers, a body of water with many sailboats, and mountains in the background.



Vision





69%

CMA population lives in an Automobile Suburb.

Dr. David Gordon, 2013

An aerial photograph of a city, likely Los Angeles, showing a dense grid of streets and buildings. A large river, the Los Angeles River, flows through the city. In the lower right, a large stadium, the Los Angeles Memorial Coliseum, is visible. The word "Community" is overlaid in large white letters with a black outline.

Community

History



Livelihood

A large, diverse crowd of people of various ages and ethnicities is seated in bleachers at what appears to be a community event or school assembly. Many individuals are clapping, and the atmosphere is festive, with colorful decorations and balloons visible in the background. The word "Diversity" is overlaid in large white text across the center of the image.

Diversity



A map of the Greater Toronto Area (GTA) and surrounding regions, including parts of Simcoe, York, Peel, and Halton. The map is color-coded to show different air quality or land use zones. Green areas are scattered throughout the region, particularly in the north and west. Yellow areas are more prominent in the central and eastern parts. Grey areas represent urban centers like Toronto. The word "Breath" is written in large white letters across the center of the map. The text "Lake Ontario" is written in blue in the bottom right, and "CANADA U.S.A." is written in black in the bottom right corner.

Breath

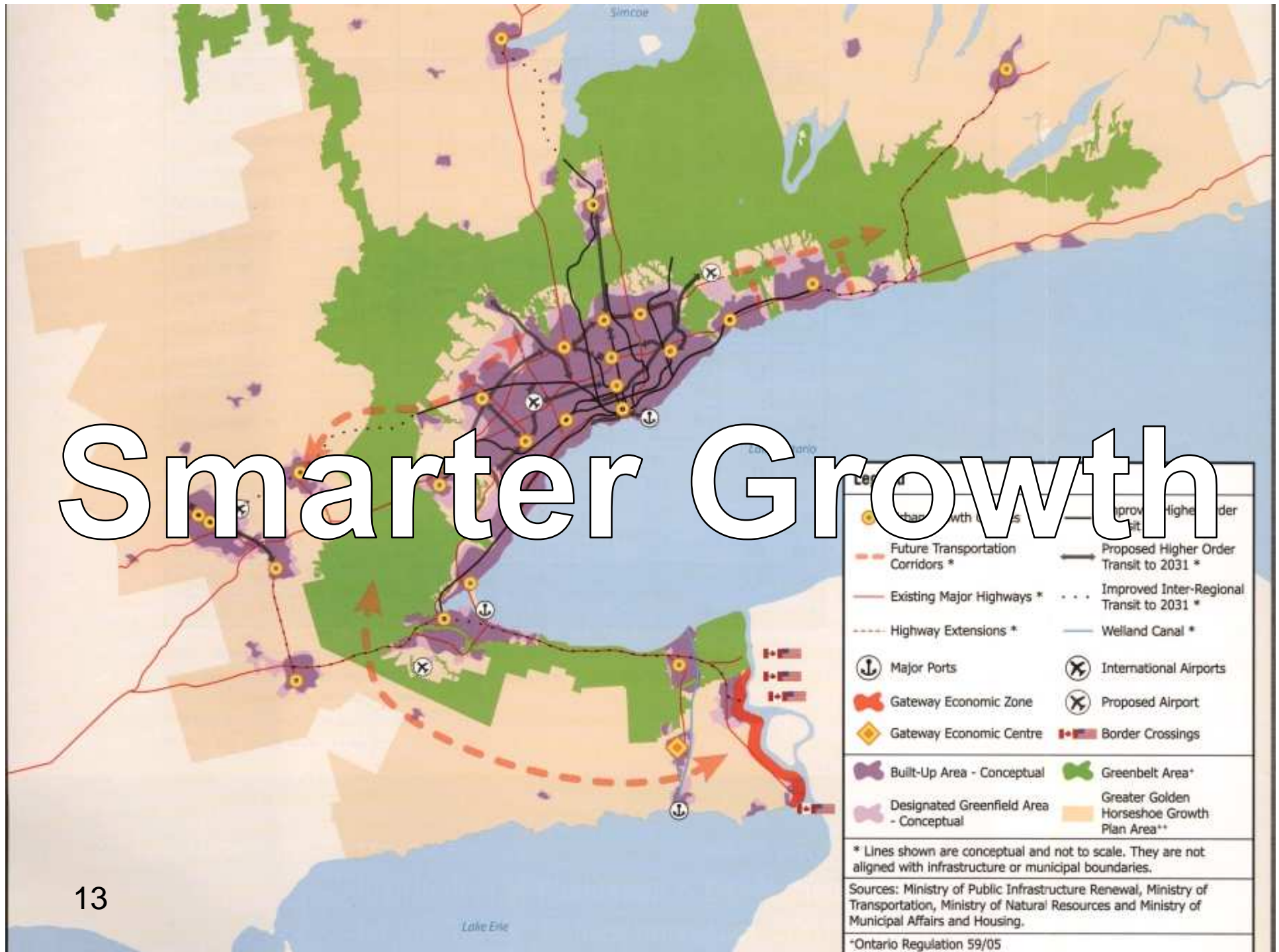
Investment



A photograph of a family of four (a man, a woman, and two children) smiling and posing together outdoors in front of a house. The word "Family" is overlaid in large white text across the center of the image.

Family

Smarter Growth



A background image of the Toronto skyline, featuring the CN Tower and several skyscrapers under a cloudy sky. In the foreground, a blurred car is visible on a road.

66%

2041 Population share outside of Toronto in GTHA

Derived from Places to Grow Amendment 2

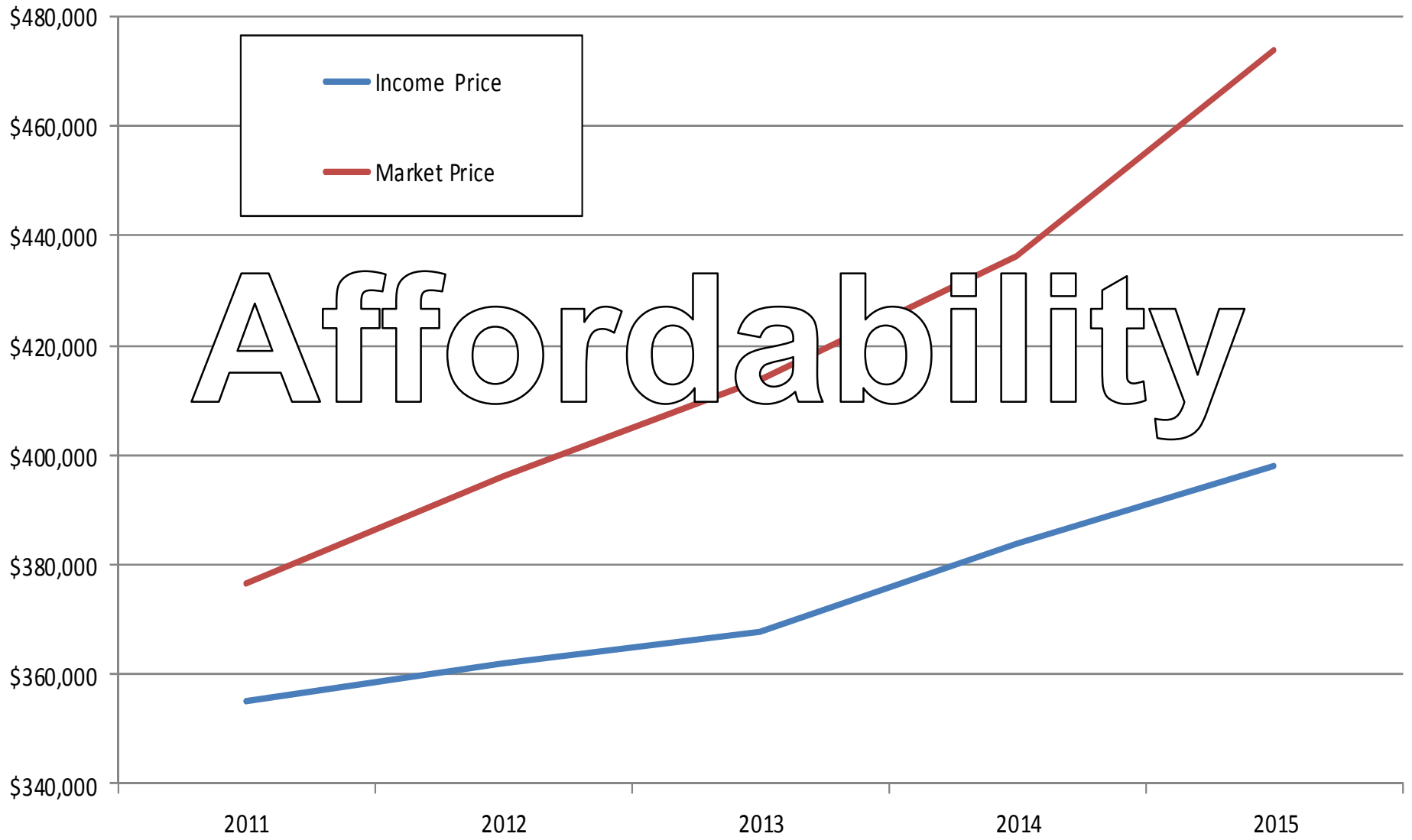
1.9 Torontos

Estimated land needed for new households
between 2016 and 2041, at 12 units per hectare.

Derived from Hemson
June 2013 Addendum to Greater Golden Horseshoe Growth Forecasts to 2041

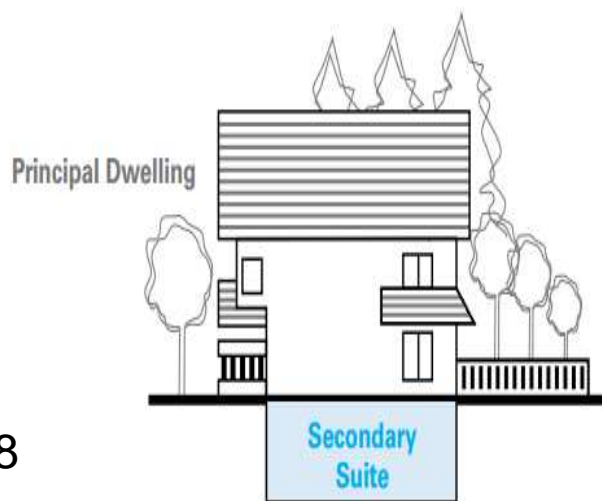
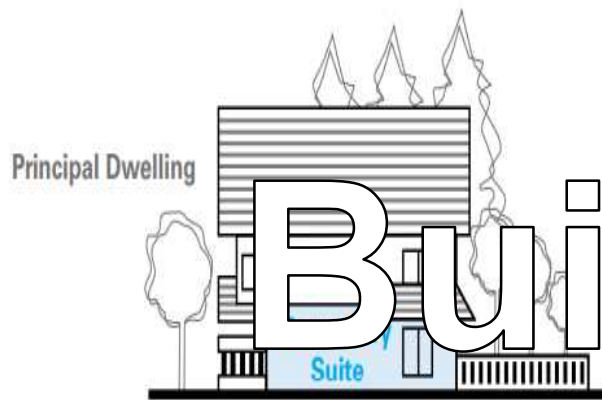


Peel Housing Ownership Affordability Threshold



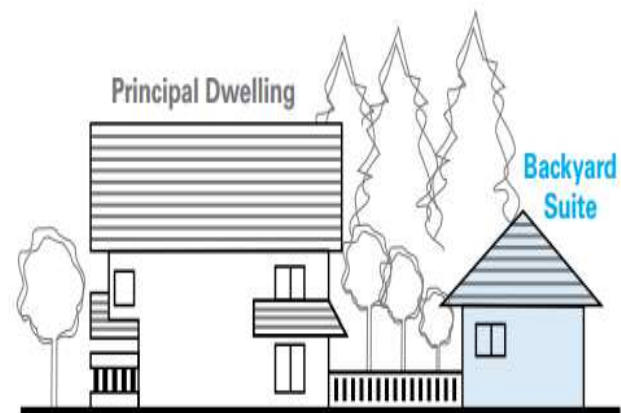
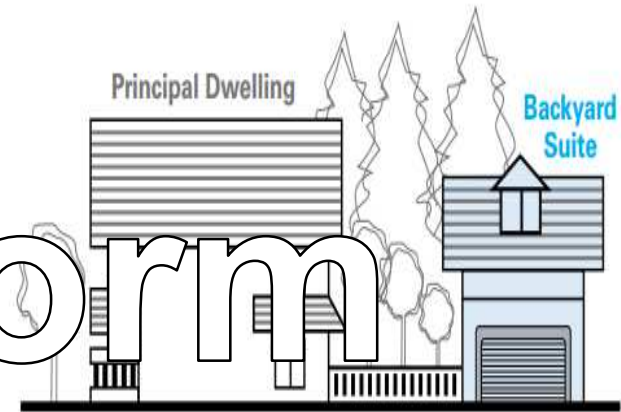
SECONDARY SUITE

A Secondary Suite is a dwelling (kitchen, bathroom, and bedroom) that is contained within a larger house



BACKYARD SUITE

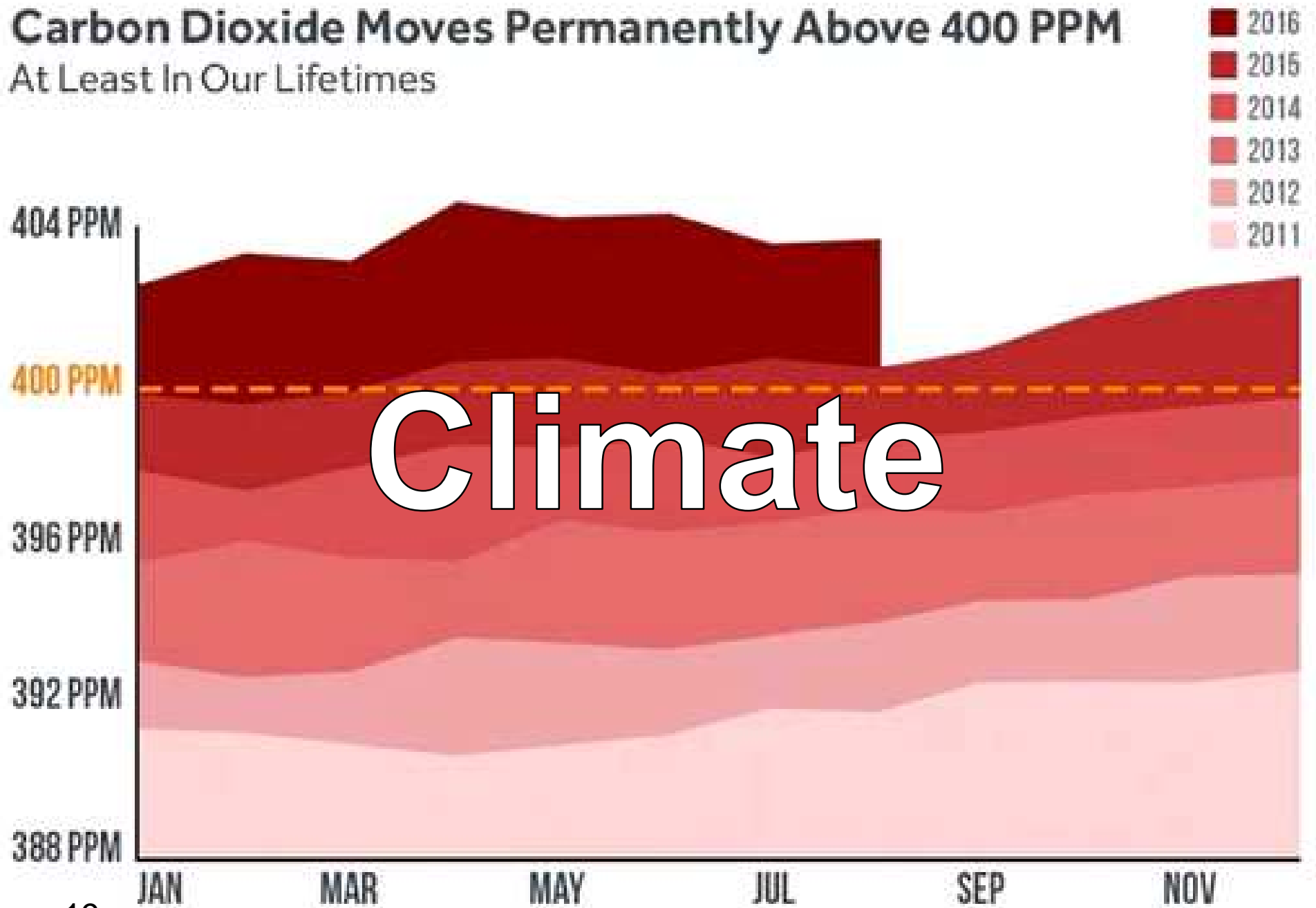
A Backyard Suite is a dwelling (kitchen, bathroom, and bedroom) that is separate from the main house (also known as above-garage suite, garden suite, granny suite)



Built Form

Carbon Dioxide Moves Permanently Above 400 PPM

At Least In Our Lifetimes



19

Source: Scripps Institution of Oceanography, NOAA Line Observatory

CLIMATE  CENTRAL

Infrastructure



Automobility



Health



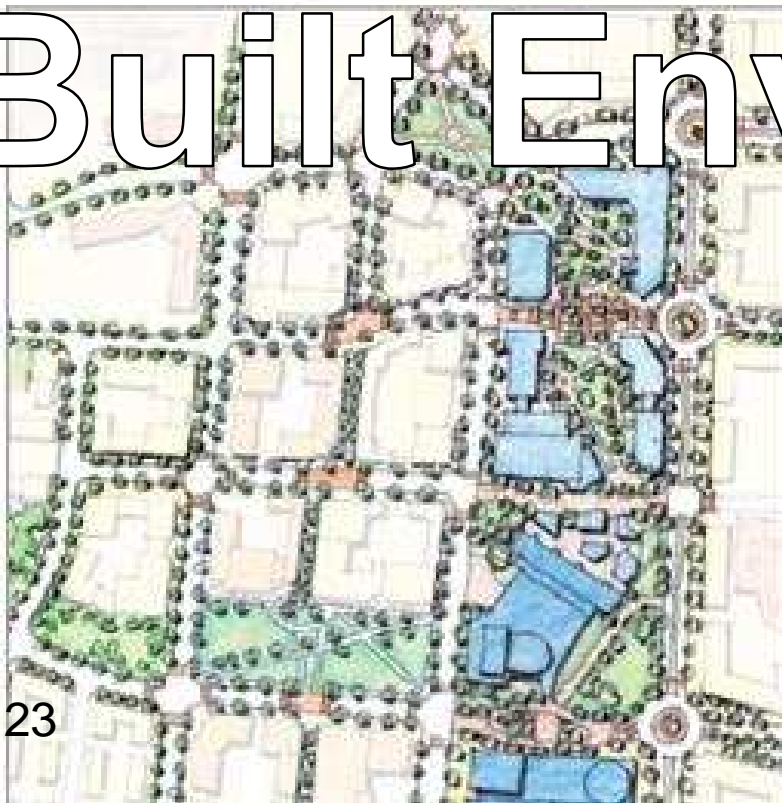
Street Connectivity

What is street connectivity?

Street connectivity refers to the directness of travel and the number of route options between any two destinations.

Different street patterns (such as grid, loop, cul-de-sac, and innovative patterns such as the fused grid concept¹) provide varying levels of *street connectivity*, depending on the size of blocks and the connection of the street network to green spaces and *multi-use paths*. Street connectivity is particularly relevant for active modes of transportation, which are more sensitive to route distance and directness.

Built Environment



Why does street connectivity matter?

Street connectivity matters because it influences the directness of travel and the number of route options between any two destinations. A dense grid of streets provides the most direct routes to destinations, which is particularly important for pedestrians and cyclists. Conversely, a lack of street connectivity can significantly increase walking and cycling distance, which decreases the likelihood of residents choosing these active modes of travel over the car.

What does street connectivity look like?

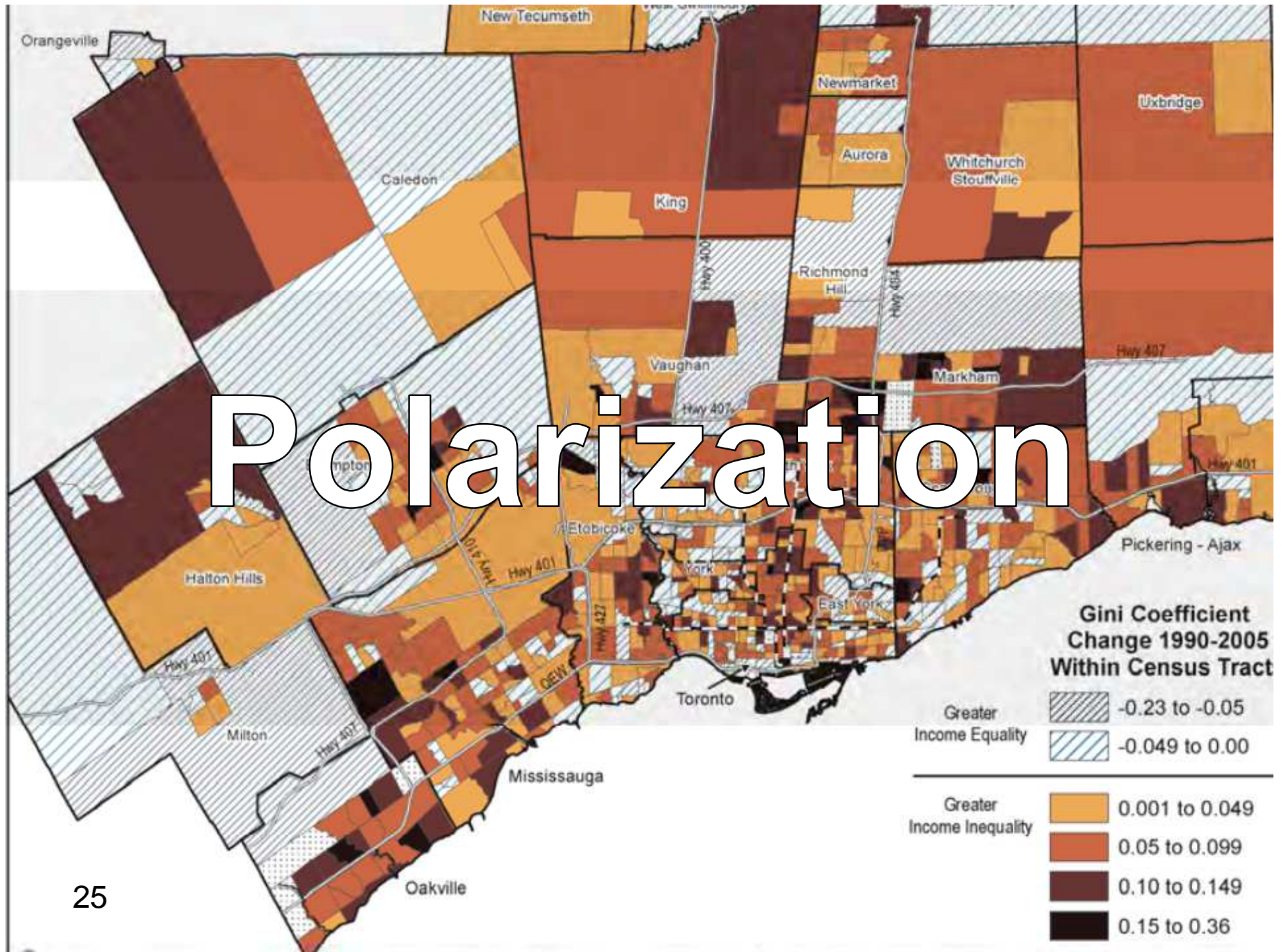
Because every site is different there is no standard formula for achieving high *street connectivity*, although it is characterized by smaller block sizes and the avoidance of certain street types (i.e. cul-de-sacs). In general, the street network should, wherever practicable, make it as easy and attractive to walk, cycle or take the bus, as it is to travel by car.




Employment



Polarization







48%

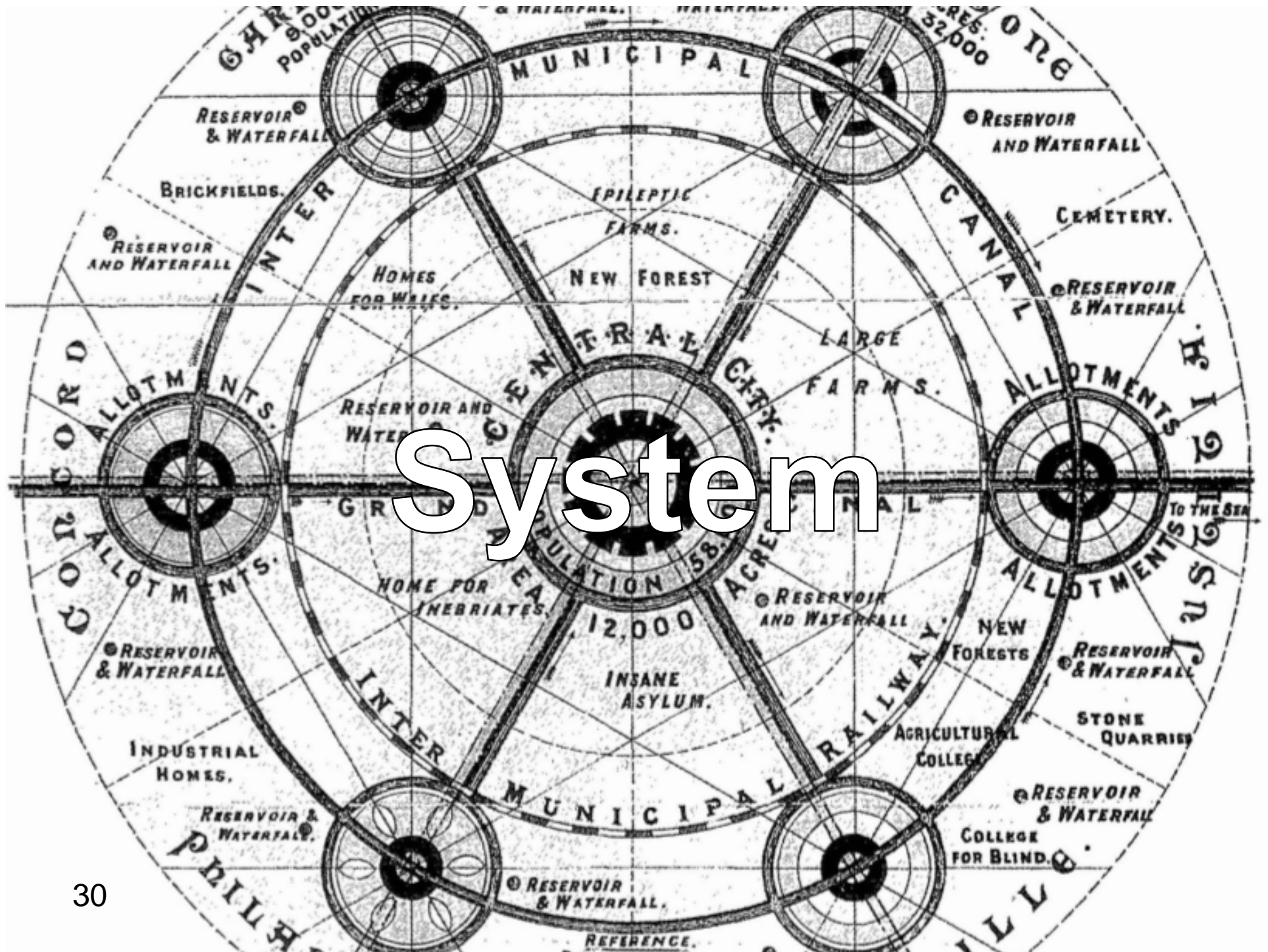
Goods Movement's share of Peel's GDP.

Region of Peel, 2015



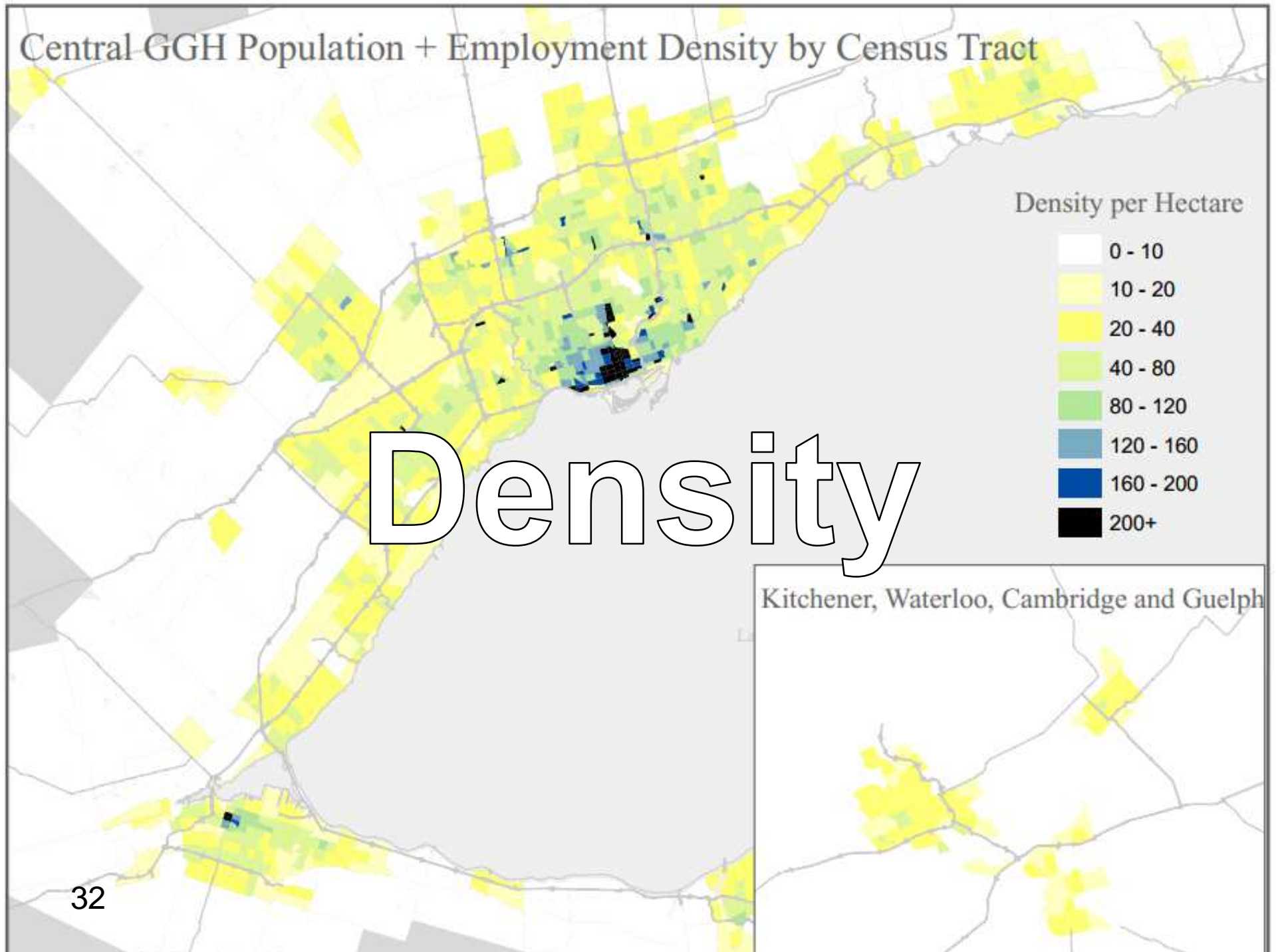


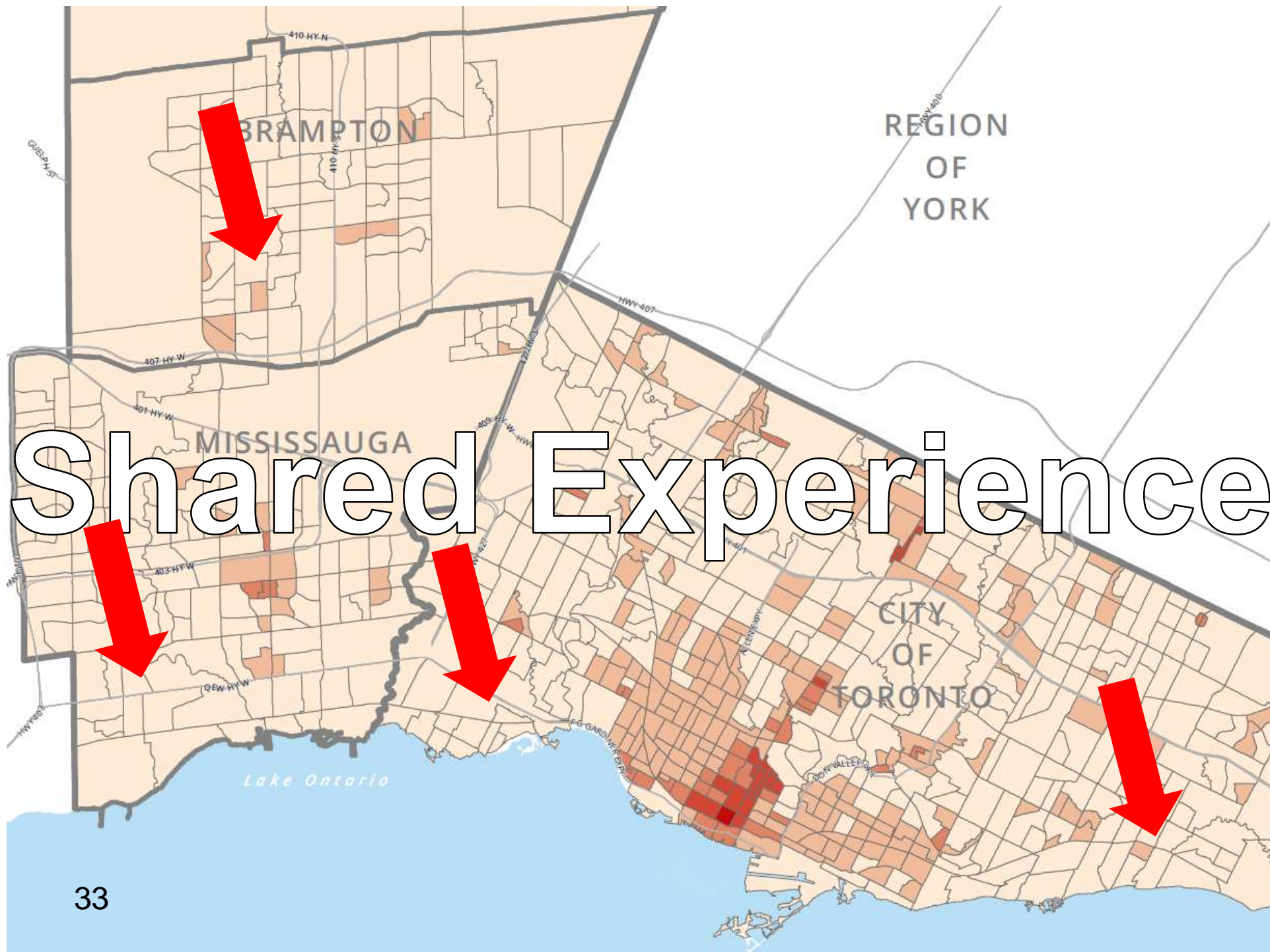
Responsibility



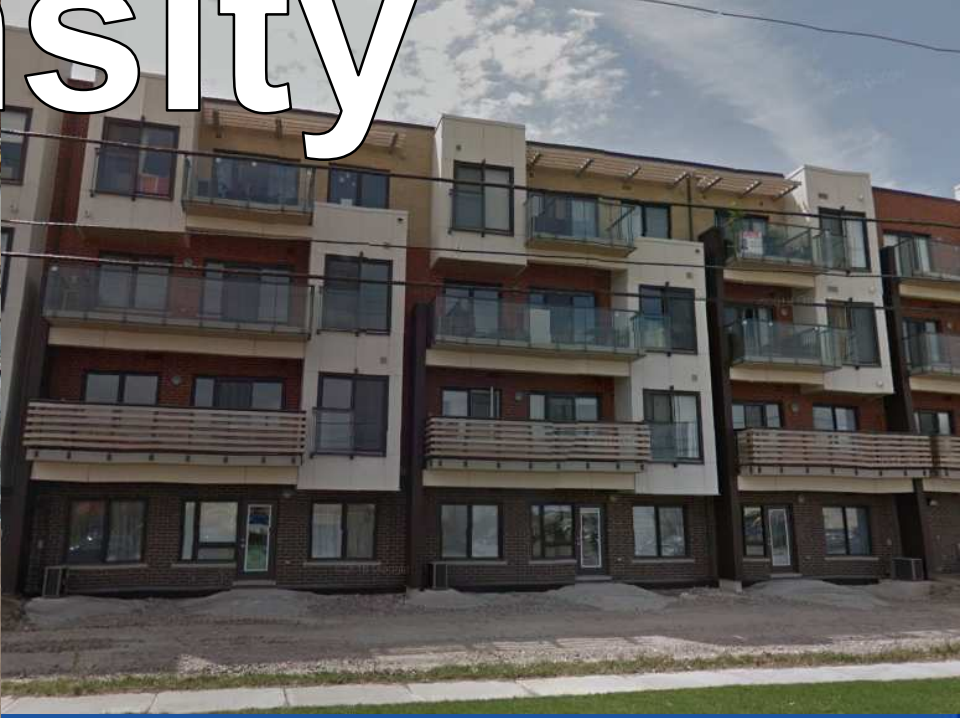
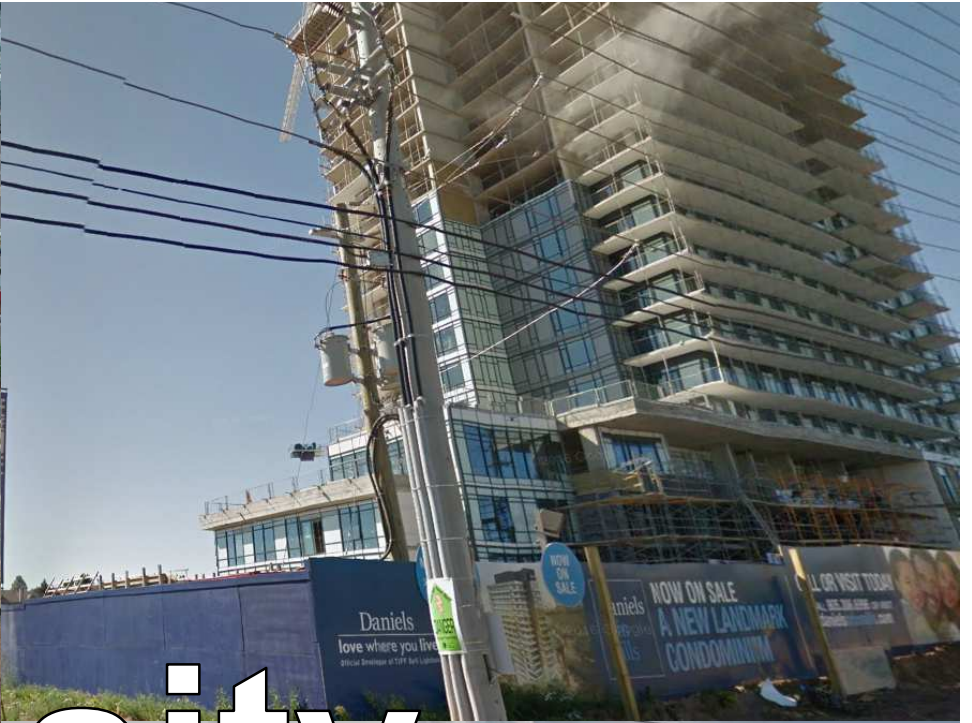


Central GGH Population + Employment Density by Census Tract

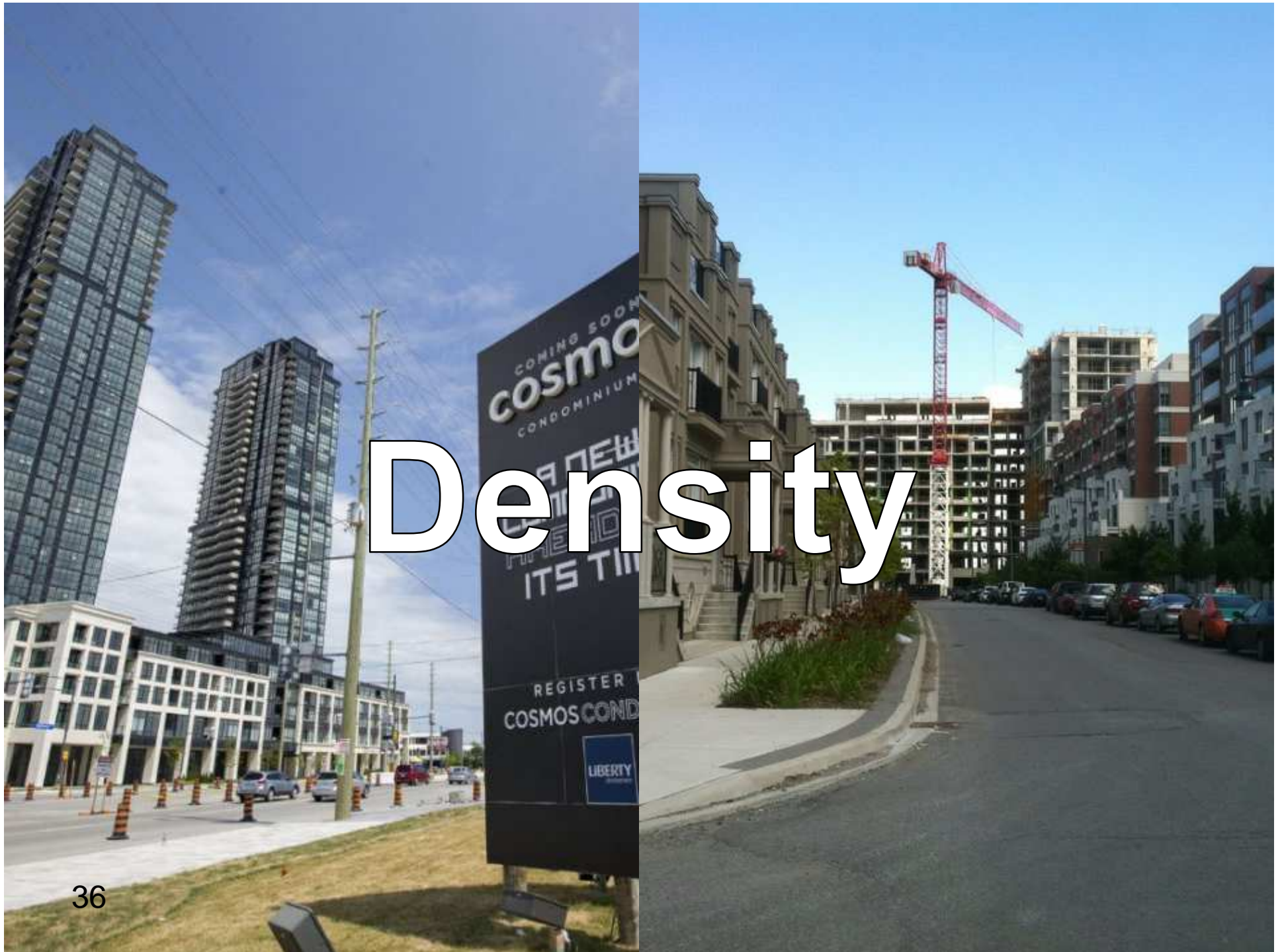








Density



Connectivity

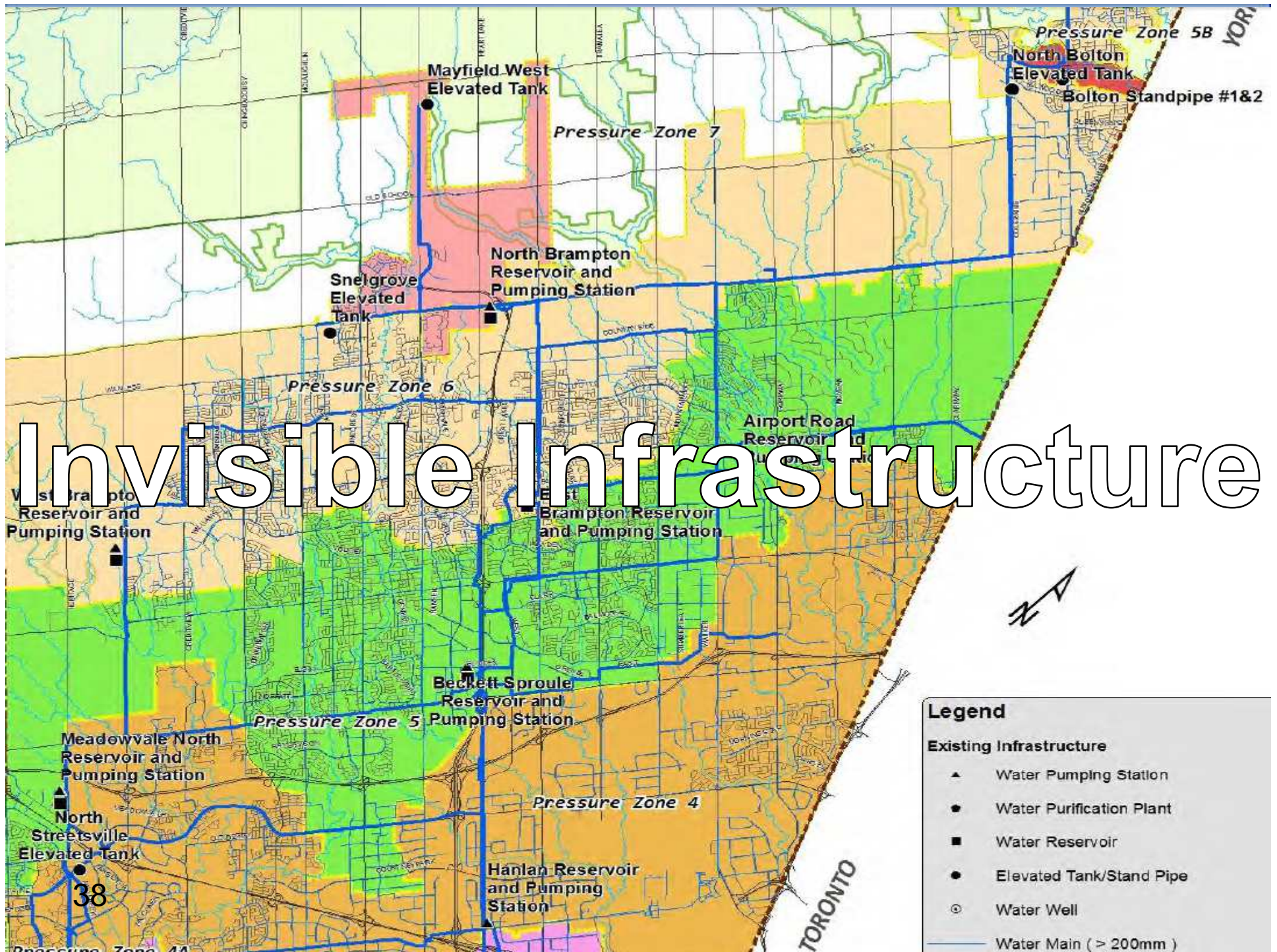
25-Year Plan for the Regional Rapid Transit and Highway Network

Regional Rapid Transit

- Express Rail
- Regional Rail (full-day, 2-way)
- Regional Rail (peak)
- Subway
- Other Rapid Transit (BRT / LRT / AGT)
- BRT on Controlled-Access Expressway in Mixed Traffic with Congestion Management
- Possible Regional Rail Extensions Beyond the GTHA

Mobility Hubs

- Controlled-Access Expressway
- New Transportation Corridor
- Transportation Corridor Under Study
- Approved 2006 Settlement Area (Conceptual)
- Greenbelt Area
- Urban Growth Centre
- International Airport
- Proposed International Airport
- Major Port



Legend

Existing Infrastructure

- ▲ Water Pumping Station
- Water Purification Plant
- Water Reservoir
- Elevated Tank/Stand Pipe
- ⊙ Water Well
- Water Main (> 200mm)



Random Peel Intersection



Forward

