

Connecting the dots to a boundary expansion

Dave Carson - GIC Meeting March 29th 2021

2018 Carbon Emissions

in the GTHA

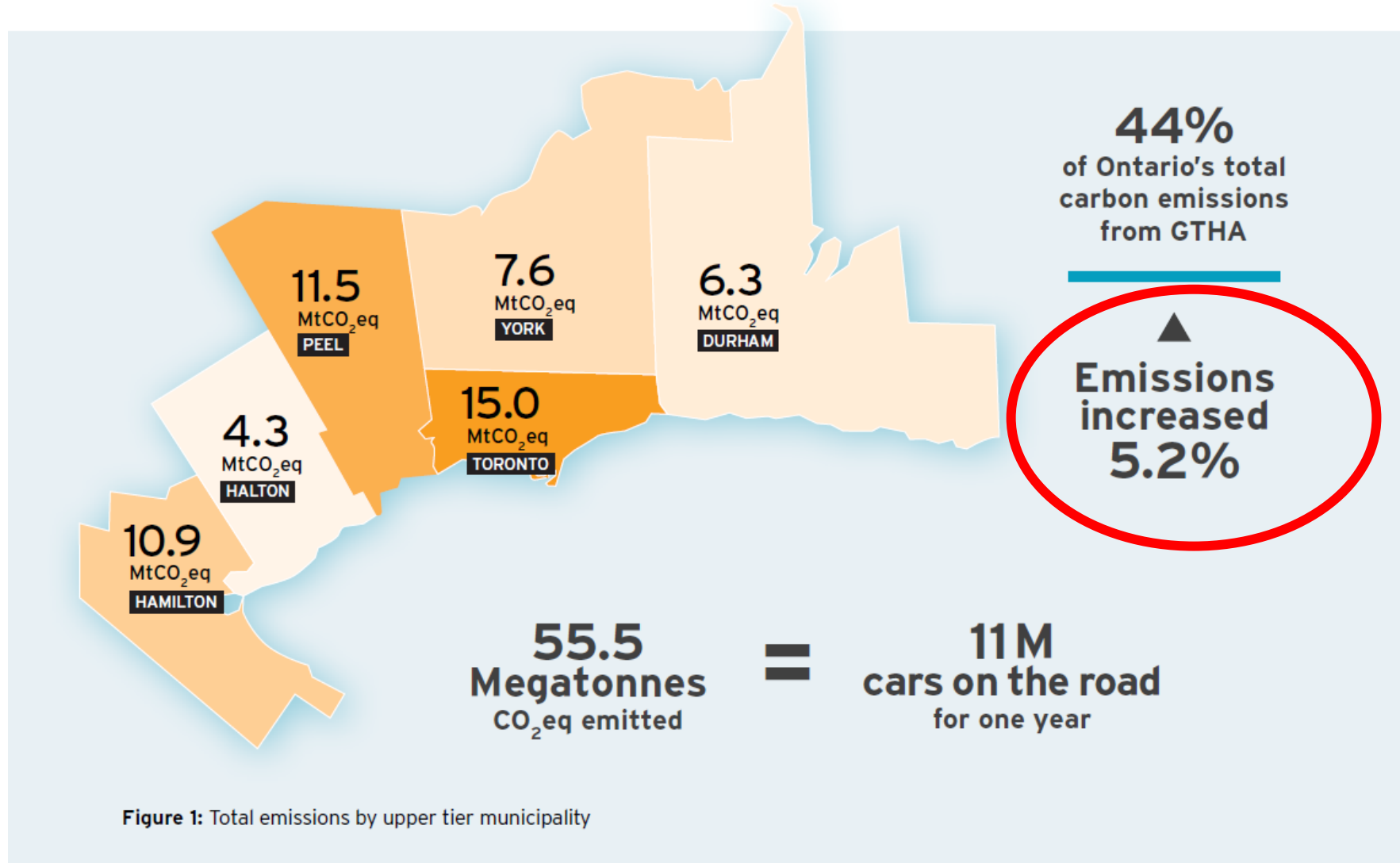
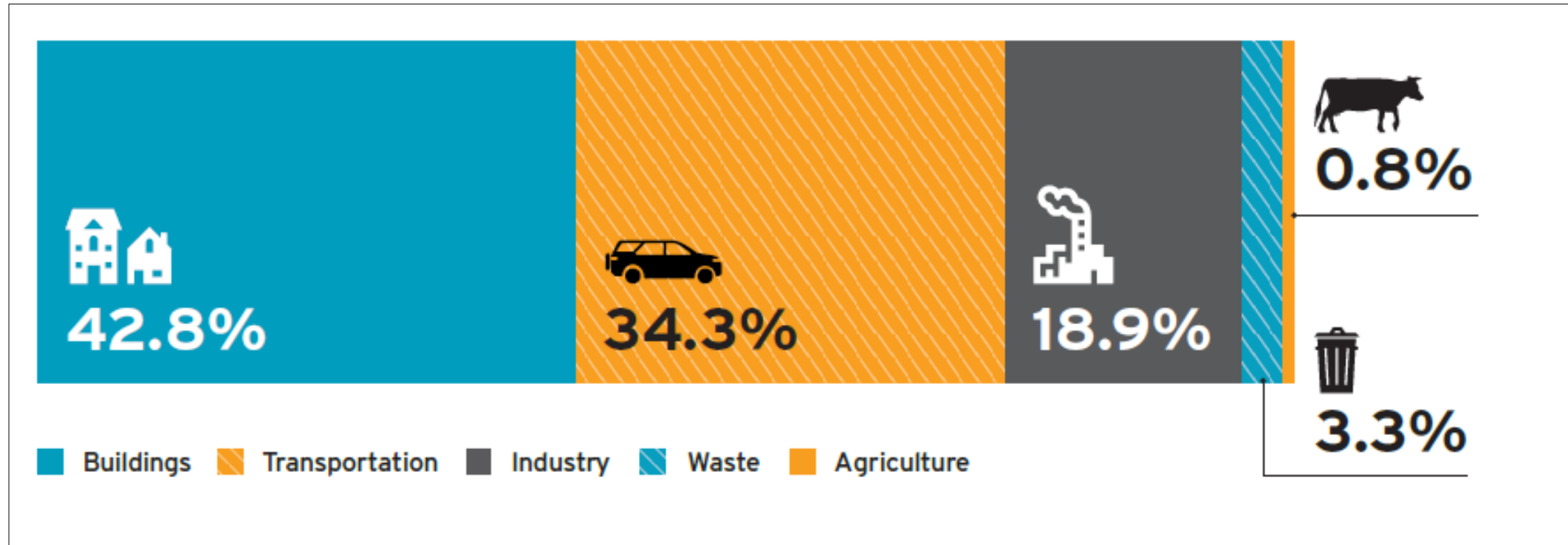


Figure 1: Total emissions by upper tier municipality

GTHA total emissions by sector - 2018



<http://taf.ca/gtha-carbon-emissions/>

Combining Up-front and Operational Emissions

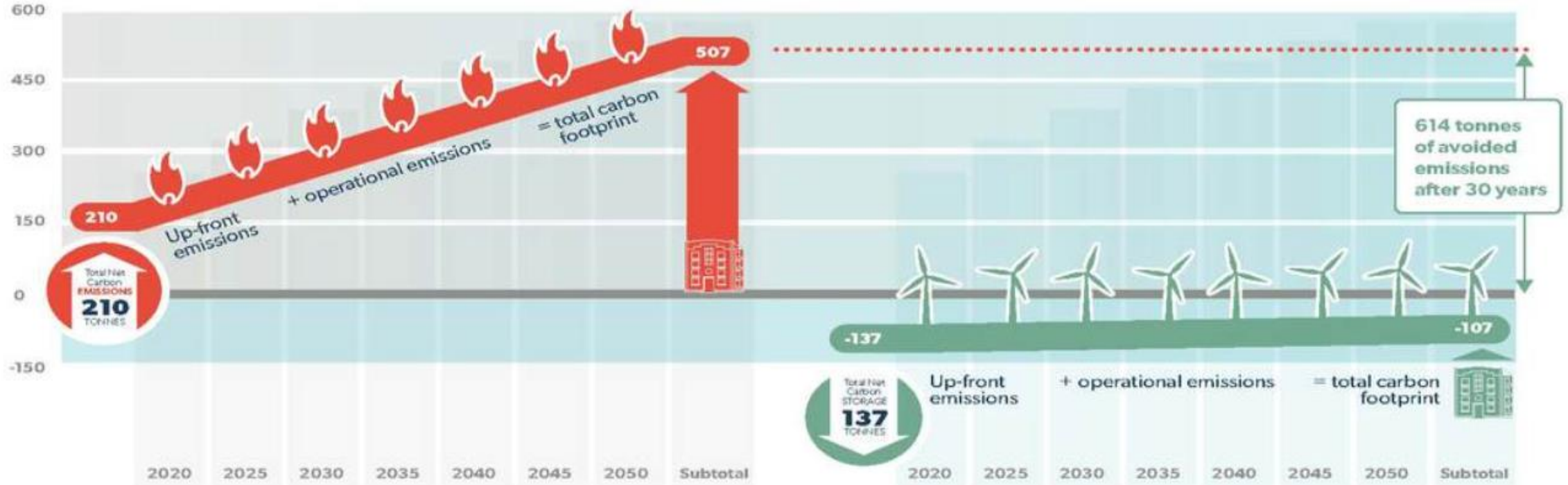
Carbon Emitting Building using Natural Gas

Buildings can continue to **DRIVE** climate change...

OR

Carbon Storing Building using Renewable Electricity

Buildings can help to **REVERSE** climate change.

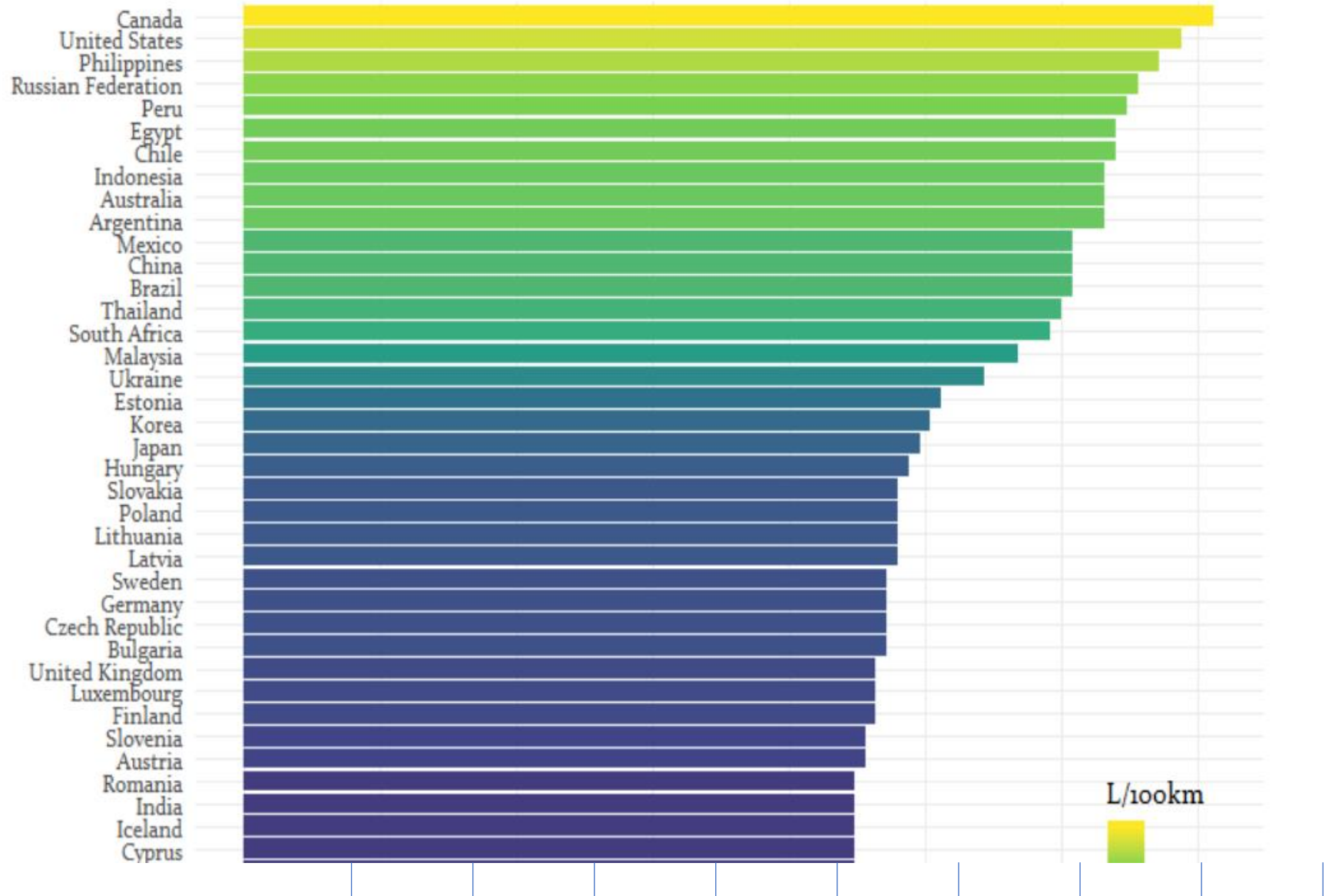


**WE DRIVE
THE MOST
POLLUTING
CARS**



How fuel efficient is the vehicle fleet?

Average litres of gasoline-equivalent per 100km



Carbon reduction potential

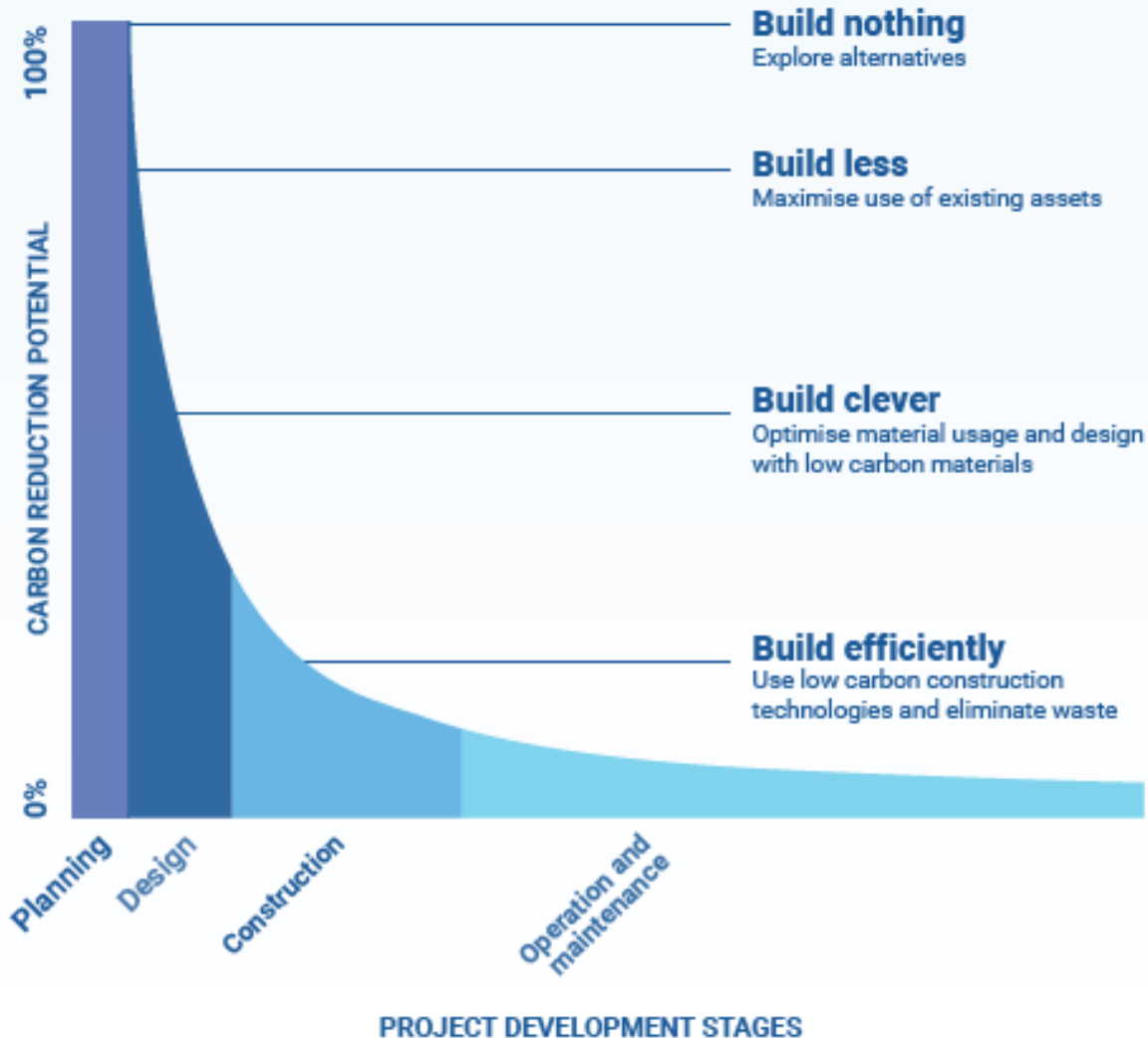
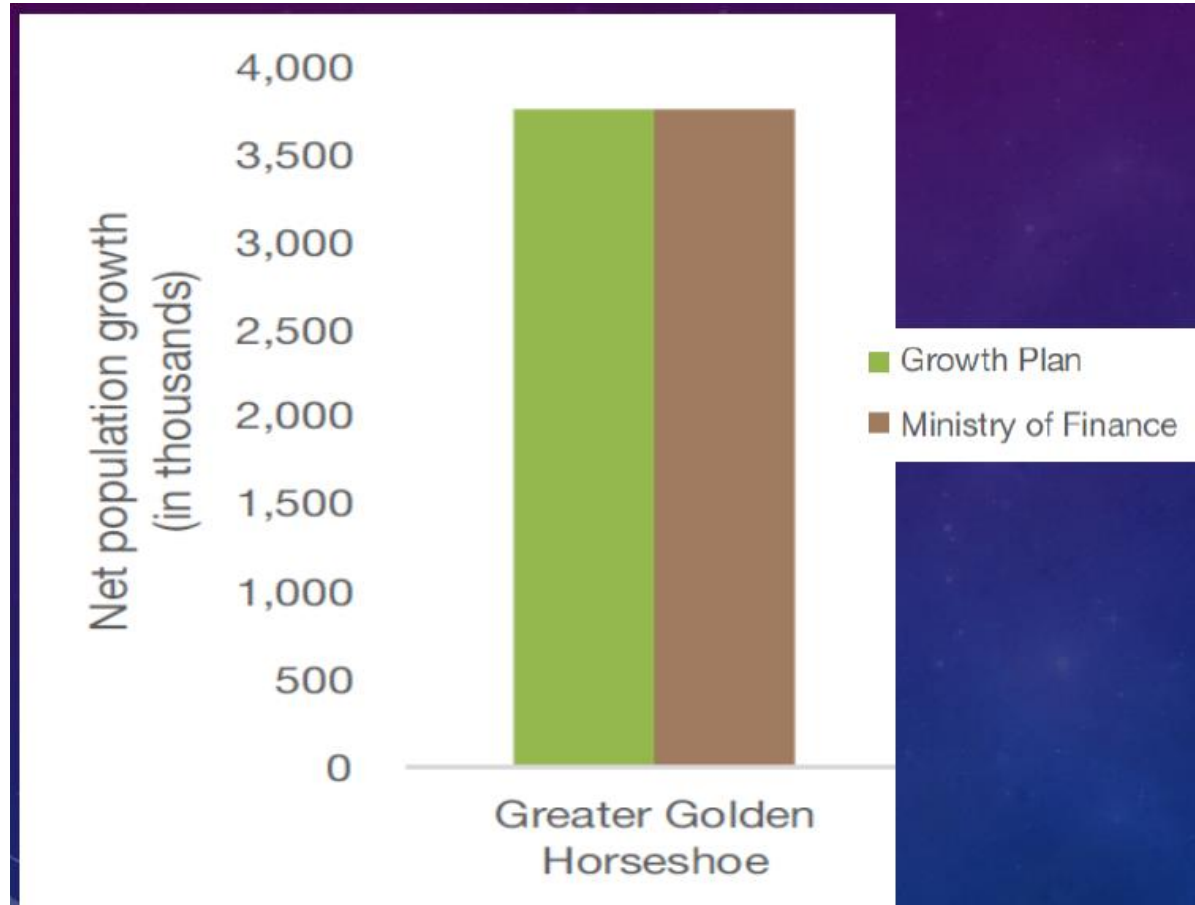


Figure 4: Opportunities to reduce embodied carbon from stage of design process.

Decisions at the planning stage cost the least and impact the most when it comes to emissions impact.

Growth Plan flaws



Sources: Ontario Ministry of Finance and Ontario Ministry of Municipal Affairs and Housing.

- Directed 1,000,000 to Outer Ring with low densities, few jobs
- Growth forecasts 16% higher than actual growth (2006-16)
- Job forecasts way off
- Making bad commutes much worse

6.	Land Use Planning	<p><i>The City is currently undertaking its Land Needs Assessment and is requesting public input on where and how to grow. Are your CEEP folks working alongside the GRIDS2 MCR folks?</i></p> <p><i>Response: Yes. The City project teams for both the GRIDS2 project and the CEEP are working together to determine how the CEEP modeling and outcomes can inform the GRIDS2 process.</i></p>
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More consultation PLUS full integration of urban planning with emissions planning

Avoid a decision based on

- Insufficient regard for the emissions growth it will create
- Lack of integration with energy and emissions plans
- Uncertain population growth forecasts
- Market-based assessments that depend on consumer preferences that are outdated and that we cannot sustain.