

## **Addenda**

Following the completion of this background report, further analysis and model runs have been completed to refine the transportation forecast results.

A re run of the city's transportation model (which is still under refinement) has resulted in an update to the forecasts for Vehicle-km of Travel (VKT), which is an indicator of greenhouse gas emissions. The update results in smaller difference in VKT between the No Urban Boundary Expansion scenario and Ambitious Density Scenario. This has narrowed the difference between SSG's analysis and the City's transportation analysis to 100 million annual VKT in 2050. This variance is the result of the modelling treatment of pass-through trips and reflects that there is some uncertainty when forecasting out 30 years of travel patterns. Both estimates suggest there is a saving in VKT for the No Urban Boundary Expansion option.

This affects Tables 3-1, 4-7 and 5-1 of this report.

## **1 Introduction**

Through the Growth-Related Integrated Development Strategy (GRIDS) 2 and the Municipal Comprehensive Review (MCR), the City is mandated by Provincial policy to determine how and where to plan for forecasted population and employment growth to the year 2051, in accordance with the Provincial population and employment growth forecasts and land needs assessment methodology.

In August 2021, Council approved an updated evaluation framework to guide decisions on growth management. The framework is intended to help inform three sequential questions:

### ***How to grow?***

The City is contemplating two alternatives at the City-scale: an 'Ambitious Density' Growth Option (1,310 ha expansion for new Designated Greenfield Lands) and a second alternative, called the 'No Urban Boundary Expansion' Growth Option. The growth options have different intensification targets, greenfield densities and housing mixes. They would also require different long-term urban structure plans/policies to manage growth pressures.