



5.1 Transportation and Climate Change

Table 5-1: Evaluation Table | GHG Emissions from Transportation & Climate Change

Growth Option 1: Ambitious Density (1,310 Ha Expansion)	Growth Option 2: No Urban Boundary Expansion
Does the growth option present any significant risks associated with climate change?	
<ul style="list-style-type: none"> • 58% increase in auto vehicle kilometres of travel compared to 2016 • 66% increase in transit passenger kilometres of travel compared to 2016 • 9% increase in VKT per capita compared to 2016 • Based on projected average auto trips lengths and projected mode shares, residents will be more exposed to financial risk if transportation energy costs increase 	<ul style="list-style-type: none"> • 54% increase in auto vehicle kilometres of travel compared to 2016 • 56% increase in transit passenger kilometres of travel compared to 2016 • 6% increase in VKT per capita compared to 2016
Overall Result Addresses a couple of aspects of this theme. 	Overall Result Addresses some aspects of this theme. 
Does the growth option present any significant opportunities associated with climate change?	
<ul style="list-style-type: none"> • Targeted densities in new growth areas could support forms of development that are conducive to working from home • Population and employment will increase in transit supportive areas • Streets for new growth areas can be designed to mitigate impacts of climate change (i.e. Stormwater management, street trees) 	<ul style="list-style-type: none"> • Population and employment will increase in transit supportive areas • Based on average trip distance and access to higher order transit, a greater proportion of trips are “feasible” trips for sustainable modes (walk/cycle/transit)