

# Urban Growth and Healthy Cities

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Peel Region Growing Where We Invest, Mississauga, ON March 24, 2014

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# Clear Challenges to Status Quo

- Current urban development practices have avoidable negative outcomes
  - Rising physical inactivity, obesity and diabetes
  - Growing traffic congestion, with costs for GTA estimated as high as \$11B / year (CD Howe)
  - Increasing commute times – dissatisfaction growing, impact on families, economic costs
- What will be the impact on future populations?
  - Millennials – not buying cars or houses
  - Families – time poverty worsened by commute times
  - Seniors – future prisoners of space

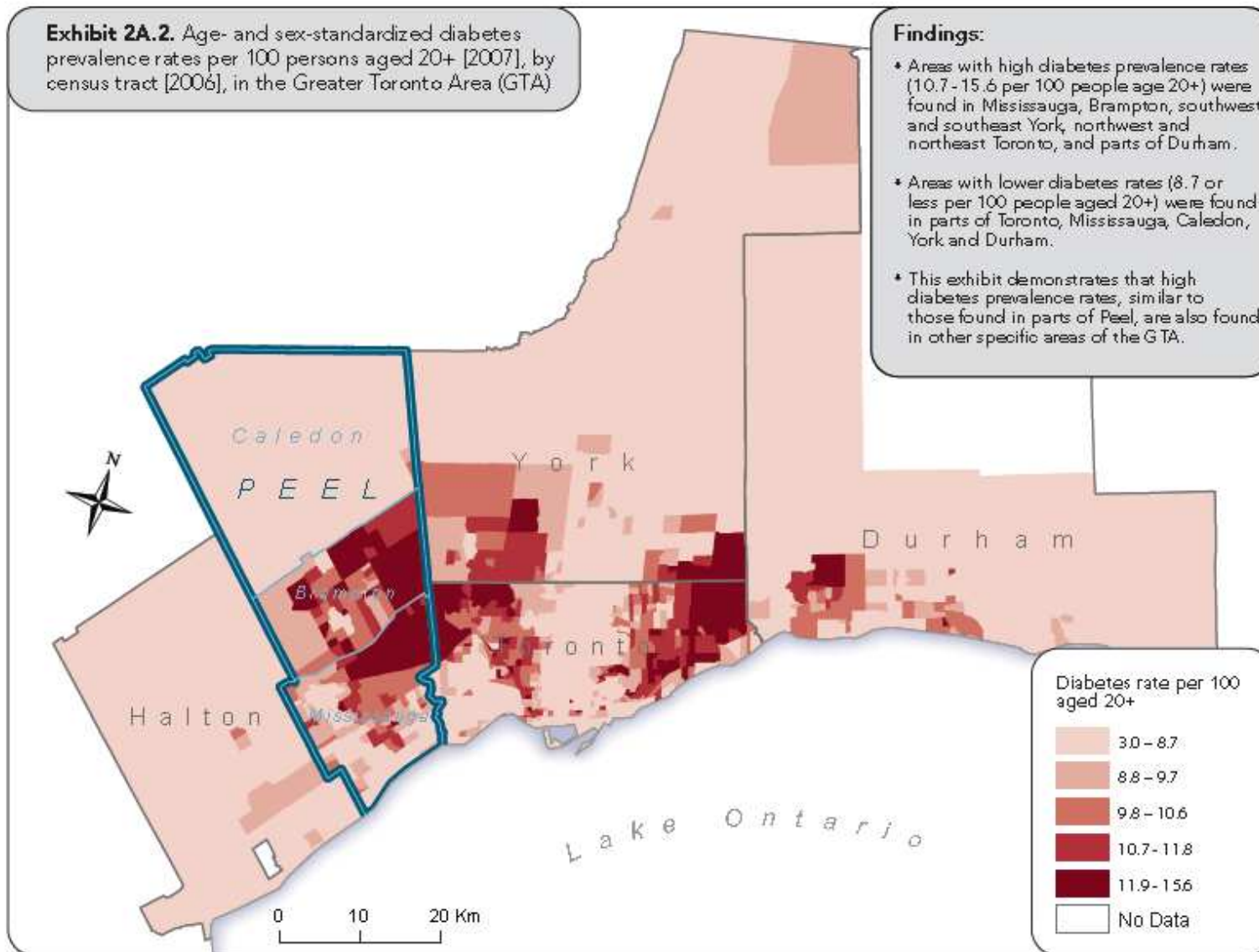
# Physical Activity, Obesity & Diabetes in Peel



- About 50% of adults and 33% of teens are classified as overweight or obese in Peel
- About 1 in 10 people in Peel are currently living with diabetes
  - This is projected to be 1 in 6 by 2025 if we stay on the current trend
- These rates are higher than the GTA & Ontario as a whole

From *Changing Course 2012: Creating Supportive Environments for Healthy Living in Peel*

**Exhibit 2A.2.** Age- and sex-standardized diabetes prevalence rates per 100 persons aged 20+ [2007], by census tract [2006], in the Greater Toronto Area (GTA)



**Findings:**

- Areas with high diabetes prevalence rates (10.7 - 15.6 per 100 people age 20+) were found in Mississauga, Brampton, southwest and southeast York, northwest and northeast Toronto, and parts of Durham.
- Areas with lower diabetes rates (8.7 or less per 100 people aged 20+) were found in parts of Toronto, Mississauga, Caledon, York and Durham.
- This exhibit demonstrates that high diabetes prevalence rates, similar to those found in parts of Peel, are also found in other specific areas of the GTA.



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News / GTA

## Congestion cost may be up to \$11 billion for GTA, study says

A new study using a new method says Toronto has been underestimating congestion costs

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### Commuting survey reveals many Canadians consider the time it takes to get to work as important as the job itself

**NP** MISTY HARRIS, POSTMEDIA NEWS | December 3, 2013 | Last Updated: Dec 3 3:54 PM ET  
More from Postmedia News

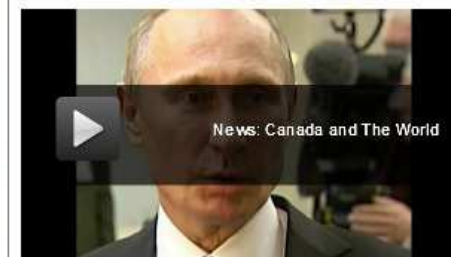


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## The Cheapest Generation

Why Millennials aren't buying cars or houses, and what that means for the economy

DEREK THOMPSON AND JORDAN WEISSMANN | AUG 22 2012, 9:20 PM ET

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- Example – Car Sharing:
  - As of Jan. 1, 2013, 20 Canadian carsharing operators claimed 141,351 members and shared 3,432 vehicles
  - From Jan 2012 and Jan 2013, **carsharing membership grew 53.4% in Canada**



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# Seniors: Future Prisoners of Space?



DRIVE, SHE SAID

## New test coming soon for elderly Ontario drivers

LORRAINE SOMMERFELD

The Globe and Mail, with correction

Published Friday, Jan. 31 2014, 4:02 PM EST

Last updated Monday, Feb. 03 2014, 12:06 PM EST

205 comments

752 593 152 7 28 AA

On April 21 in Ontario, new changes to the licence testing for people aged 80-and-over will take effect. The Ministry of Transportation's new evaluation includes a vision assessment, in-class group education, review of the driver's record and two short exercises, the latter to determine if further assessment is required.

- Peel population to grow older + 49% no driver's license!

Age	2012	2036
65+	148.8 (10.7%)	401.8 (19.9%)
80+	34.1 (2.5%)	121.8 (6.0%)

Numbers in millions of people



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# Status Quo Will Produce More...

- Sprawl
- Congestion
- Families with long commute times
- Barriers to goods movement & access to businesses
- Continued problems with obesity & diabetes
- Costly retrofits in the future
- Inefficient use of infrastructure
- Certainty...

# SUBURBAN SPRAWL

NOT AS CHEAP AS YOU THINK.  
The hidden costs of sprawling development are paid by all Canadians

SPRAWL DWELLERS PAY ONLY HALF THE COST OF ROADS,

SUBURBS ARE GROWING 160% FASTER THAN CITY CENTRES

CITIES + TAXPAYERS COULD SAVE MILLIONS WITH HIGHER DENSITY DEVELOPMENT

MAKING NEW DEVELOPMENTS PAY THEIR REAL COSTS CAN BALANCE MUNICIPAL FINANCES AND CREATE MORE LIVEABLE COMMUNITIES. >>> KITCHENER DOES THIS.

81% of Canadians live in CITIES  
HALF OF THOSE 81% Live in the SUBURBS

Suburban residents drive **3X** As much as urban drivers.



If Urban Core Growth Were Encouraged, **BIG SAVINGS** Could Be Had...

New Suburbs Cost Cities More Than Denser Urban Developments

But Most Cities Charge Developers a Flat Rate Regardless.

HALIFAX'S POTENTIAL SAVINGS, 2009-2031

% NEW HOMES BUILT IN URBAN CORE	SAVINGS (MILL)
10% (Current levels)	\$0
25%	\$456 MILLION
40%	\$1,279 MILLION
50%	\$1,760 MILLION

HIDING THE REAL COST OF THE SUBURBS

GOVERNMENTS (FEDERAL/PROVINCIAL/TERRITORIAL/LOCAL COMBINED) SPEND \$29 BILLION ON ROADS IN CANADA IN 2010-2011.

Fuel taxes, vehicle permits, licenses and other fees pay \$15.5 BILLION

leaving \$13.5 BILLION paid from general taxes.

LEADING TO MORE VEHICLE COLLISIONS

RISE IN OBESITY, DIABETES, CHRONIC ILLNESSES, INACTIVITY AND MENTAL HEALTH IMPACTS.

ROADS, TRANSIT, PIPES, WASTE PICKUP, POLICING, FIRE, LIBRARIES, DEPT. COST MORE IN THE SUBURBS



Kitchener residential development charge rates  
Central Neighbourhoods  
Suburban Area

SOLUTIONS

HIDDEN COSTS

THE INDIRECT COSTS OF AUTOMOBILE USE



THESE COSTS ARE ESTIMATED AT MORE THAN \$27 BILLION PER YEAR.

1% increase in gasoline price



=1.28% decrease in suburban housing units

=0.32% growth in the urban core population

Higher fuel taxes reduce sprawl and pay for more of the real costs of roads

For more data and more reports, visit [sustainableprosperity.ca](http://sustainableprosperity.ca)



# More Compact, Mixed-Use TOD, Urban Development Will Produce...

- Less certainty, but also:
  - Less sprawl
  - Less congestion
  - Fewer families with long commute times
  - Fewer barriers to goods movement & access to businesses
  - Reduced problems with obesity & diabetes
  - Greater sustainability (pollution, GHGs, agricultural land conservation, natural preservation, fossil fuel use)

# Many Successful Examples



Melbourne has been named the world's most liveable city for 3 years in a row  
– Economist Intelligence Unit

# Many Successful Examples

Cambridge, MA



- Although Cambridge has a dense urban form due to its pre-automobile historical development, they are embracing complete streets and parking is scarce

# Many Successful Examples



Celebration, FL

Celebration, Florida is not a complete success, but it was built on a greenfield, and it produced a small, but successful 'downtown'





# What Needs to Be Done?

## Policy Directions

- Problem needs to be addressed at multiple scales
  - Mass transit-oriented growth nodes
    - Chicken-and-egg – need density for transit investment, need transit investment for density
  - To achieve investment in nodes, may have to restrict land supply on the periphery
    - Takes adjustment, but creates opportunities – inclusionary zoning for housing, reduced parking requirements, efficient infrastructure agglomeration economies
  - Mixed land-use, compact residential built form
    - Increasing demand for this – GTA-Toronto survey says this is preferred by 46.4% of GTA residents outside the City of Toronto (and more within)
  - Complete streets, incl. equal space & priority for cars, bikes & peds



# The Time is Now



- Once-in-a-generation infrastructure re-investment is happening now – successful regions in the GTAH will be the ones who take full advantage
- Stakeholders know that this is the way the world is going – they will resist change nevertheless, but if applied fairly, it will be accepted

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