Institute for New Suburbanism

In the year 2041 . . .
Opportunity
Vision
Accomplishment
69% CMA population lives in an Automobile Suburb.

Dr. David Gordon, 2013
Community
History
Livelihood
Diversity
Breathe
Investment
Family
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
Challenge
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).
Carbon Dioxide Moves Permanently Above 400 PPM
At Least In Our Lifetimes

Climate
Automobility
Health
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 concept) 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.

Why does street connectivity matter?
Street connectivity matters because it directly influences walking distance. A denser, more connected grid network reduces walking distances, making it easier and safer for pedestrians to travel. 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
Congestion
48% Goods Movement’s share of Peel’s GDP.

Region of Peel, 2015
Sustainable Mobility
Responsibility
System
Density
Connectivity

25-Year Plan for the Regional Rapid Transit and Highway Network
Random Peel Intersection
Forward
Building Better Suburbs