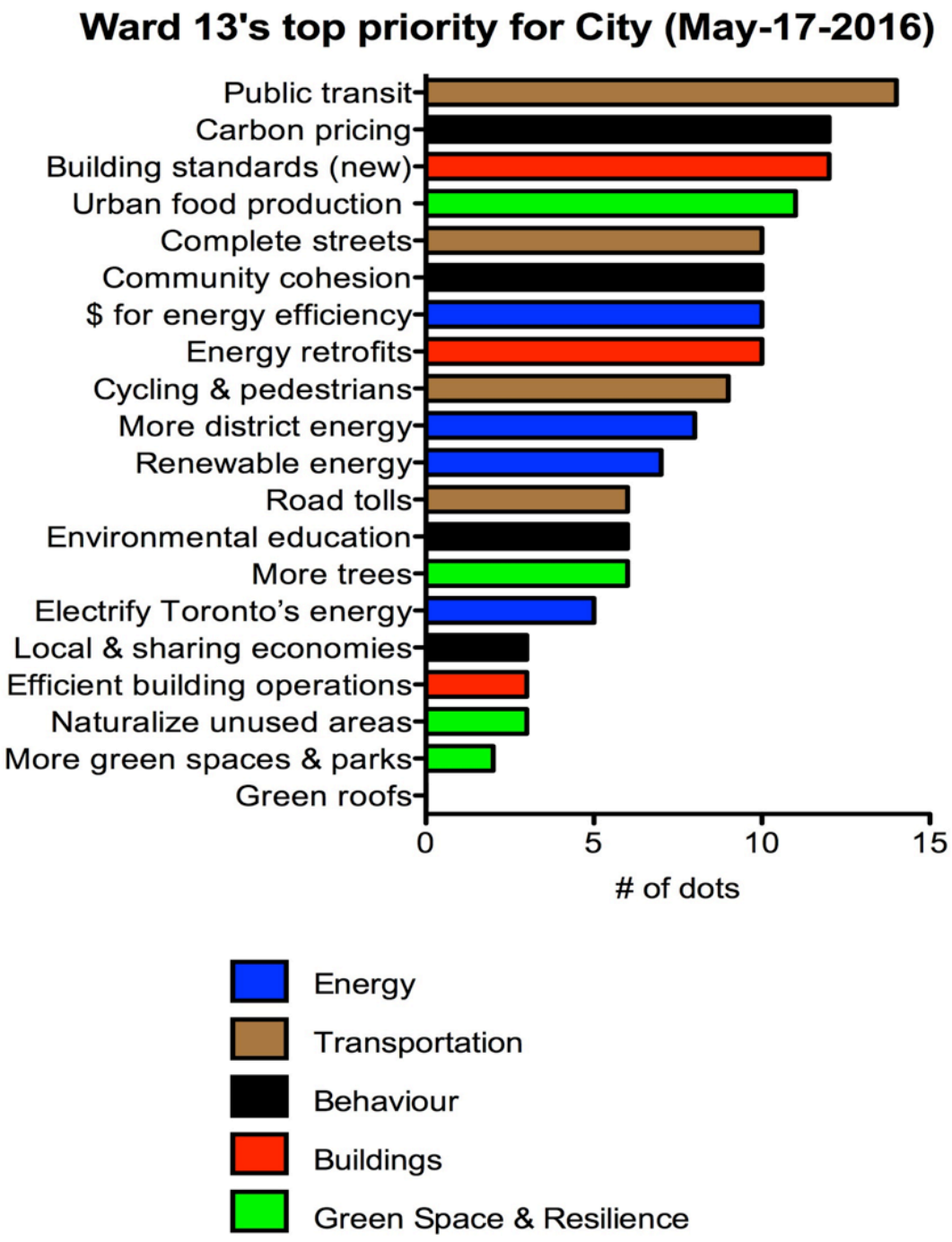
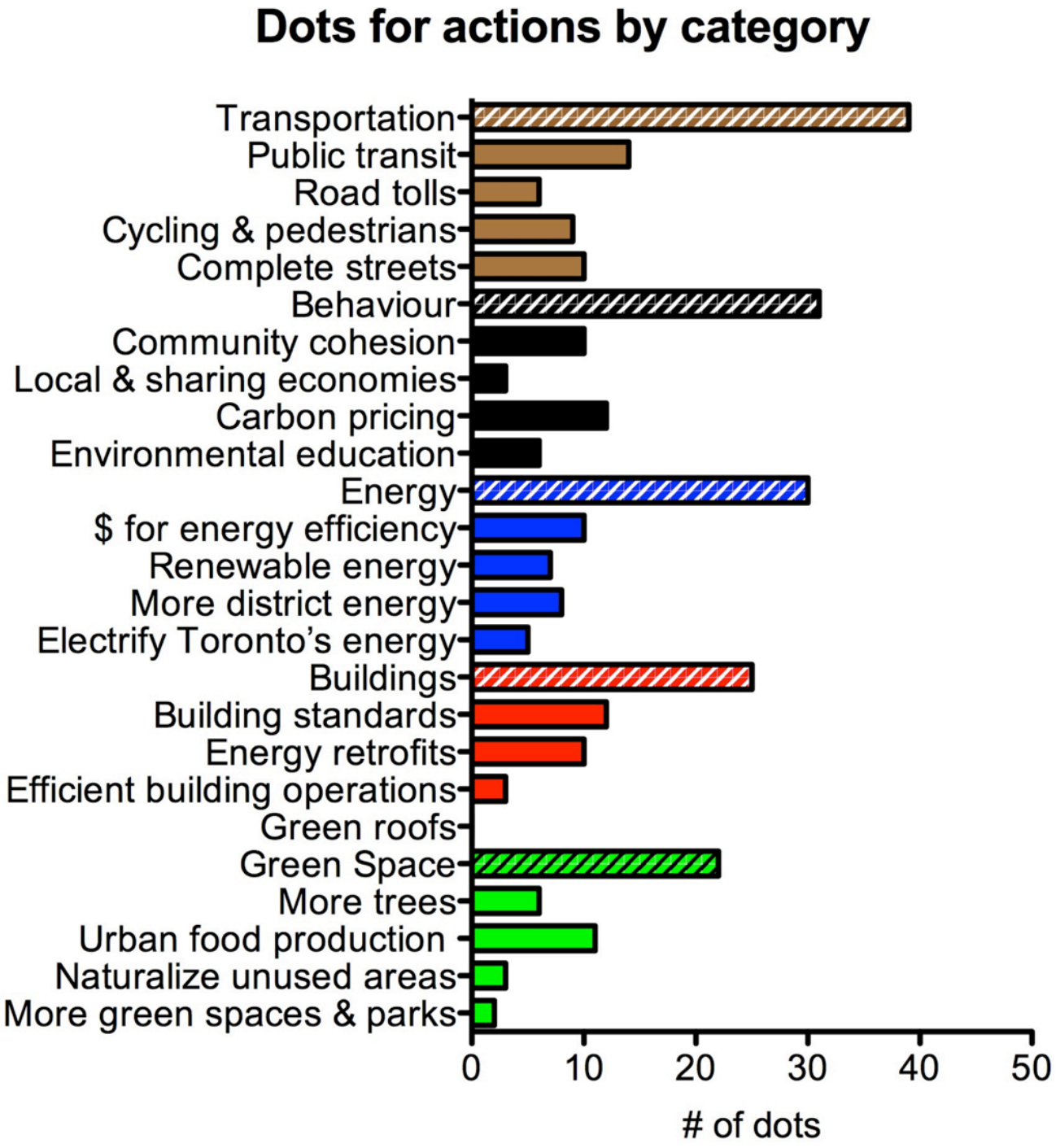

Ward 13's top priority for City (May-17-2016)
Public transit
Carbon pricing
Building standards (new)
Urban food production
Complete streets
Community cohesion
$ for energy efficiency
Energy retrofits
Cycling & pedestrians
More district energy
Renewable energy
Road tolls
Environmental education
More trees
Electrify Toronto's energy
Local & sharing economies
Efficient building operations
Naturalize unused areas
More green spaces & parks
Green roofs
0
5
10
15
# of dots
Energy
Transportation
Behaviour
Buildings
Green Space & Resilience


Dots for actions by category
Transportation
Public transit
Road tolls
Cycling & pedestrians
Complete streets
Behaviour
Community cohesion
Local & sharing economies
Carbon pricing
Environmental education
Energy
$ for energy efficiency
Renewable energy
More district energy
Electrify Toronto's energy
Buildings
Building standards
Energy retrofits
Efficient building operations
Green roofs
Green Space
More trees
Urban food production
Naturalize unused areas
More green spaces & parks
0
10
20
30
40
50
# of dots

Appendix C: Feedback from Participant Survey

Selected excerpts from Post-Event Participant Survey:

Why were you interested in participating in this event? What were you hoping to contribute or take away?

I think that making more sustainable cities is important, and was **eager to connect** with local citizens and politicians working to furthering this goal.

I was hoping to be able to highlight that many solutions to our climate change crisis exist. I wanted to ensure that **the focus moves to organizing and planning to achieve goals based on implementing these solutions** while leaving open the capability of adjusting our implementation as new and better solutions continue to arise.

To create a **link to my community** and generate new and exciting ideas for growth.

The City of Toronto is seeking community input for its climate action plan through Transform TO community conversations. How would you engage more people in this conversation?

I think this effort can extend to **schools to engage the youth** in these discussions. It would also be good to **engage companies** whose Corporate Social Responsibility policies would welcome this initiative.

I would have **more representatives attend community and city events on behalf of TransformTO** and possibly even some light advertising where the city may have access

If **video clips of the working groups** could be put together to show how we are working together toward solutions, I think **more people would be interested in engaging in the constructive, time-effective process.** The public is afraid of wasting their very valuable time in the quagmire of politics.

It's a tough one. Most people in the room were already quite passionate about the topics. They are already onboard. Until the cost of "unsustainability " is felt by the rest of the city (the majority) there is little incentive to wake up to the necessary changes. We can't even get parents to stop driving their kids 2 blocks to school. **You engage people by showing them the true cost if their choices and making them pay.**

MAY 31ST TRANSFORM TO COMMUNITY CONSULTATION REPORT – WARD 15

After a presentation by city staff about the City's CO2 reduction challenge, and the areas they plan to address in the plan Councillor Josh Colle shared some of his observations, and experiences with community consultations, for example tree planting. He share the value of community members coming together to have a voice on environmental proposals, and the value of city policies as a framework for these discussions. Councillor Colle had come from a TTC meeting and announced a purchase of 93 new buses… so that is a positive step forward for transit in our community.

We then held a go-round among approximately 13 community residents present, and recorded the suggestions:

TRANSPORTATION

– culture shift, car share/pool
- True vs. hidden costs (eg the cost of driving a car is much higher, both for the individual and for the environment than what we normally count)
- Expansion of transit infrastructure and improved service
- Walkability
- Bike education – promote "CanBike" courses – and much improved bike lane network for safe cycling
- Pedestrian Sundays

NATURAL WORLD

- "Healthy City"
- How to make people see & appreciate it?
- Land trusts for gardening in community
- More trees, more green, makes a community, connection between people and with nature, beauty, improves mental health
- Barrel gardens on the street
- Restoring and protecting waterways, and quality of water

ENERGY

- Renewable energy positive role for unions and workers

WASTE

- Community garage sale

CARBON FOOTPRINT – need to include FOOD and FOOD TRANSPORT

ENGAGEMENT

– LiveGreen presenters, animators, youth employment, find captive audiences
- go to where people are, outreach to BIA, unions, churches

CARBON PRICING

- parking fees, road pricing

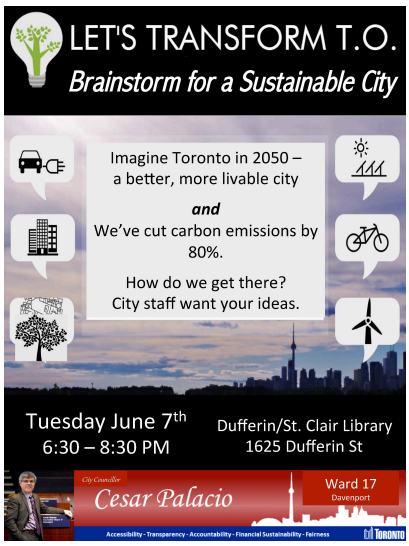
ENVIRONMENTAL PROTECTION

– role of money, positive and negative
- follow the money trail
- LEAP Manifesto – for transition to renewable energy economy

COMMUNITY CENTRE – better connections to neighbourhood, more locally integrated

COMMUNITY HUBS – post offices, schools, community engagement

Ward 17 Let's TransformTO *Brainstorm for a Sustainable City*
Community Consultation Report
June 7, 2016; Dufferin/St Clair Library



Welcome from Councillor Palacio

The meeting opened with a welcome from **Anthony Ferrari from Councillor Palacio's Ward 17 constituency office**. Anthony relayed Councillor Palacio's regrets that he was unable to attend the meeting due to an unexpected extension in City Councillor deliberations that day.

Anthony conveyed the Councillor's concern about the effects of Climate Change on Ward 17 including flooding during extreme weather events. To address this issue, a storage tank has been constructed under Charles Caccia Park to protect homes in this particularly low-lying area. Anthony also encouraged residents to take steps to protect their own properties by installing back-flow preventers, sump pumps, and improving drainage (for which the City offers financial subsidies). Anthony also described "The Toronto Green Standard", a two-tier set system promoting sustainable building design. Tier 1 is required for new construction in Toronto and Tier 2 is a higher, voluntary level with a financial incentive (partial refund on Development Charges).

Goals of TransformTO

Linda Swanston from the City's Environment and Energy Department, then presented the goals of the City's TransformTO initiative and its community consultation process. The City of Toronto's goal, like that of many megacities worldwide (e.g. C40), is to reduce greenhouse gas emissions by 80% from 1990 levels by the year 2050. This ambitious target is needed to contain the world's temperature rise below 2°C (IPCC 2014 Climate Change Report). Although still 34 years away, Linda pointed out that policy decisions in the next 5 years are crucial to set Toronto on a low carbon pathway that will prevent our being 'locked-in' by long-term high carbon infrastructure.

Linda reported that Toronto is doing well so far, and has already almost reached its goal of a 30% reduction in GHG emissions by 2020. Ending the use of coal in electricity production in Ontario played a big role in this success, along with other relatively cheap and easy actions. To continue reducing GHG emissions to achieve the -80% goal will require big changes in the ways that Torontonians live, travel, work and consume goods and services in the City TransformTO has an additional and loftier goal – it is seeking changes that will also create a more prosperous, healthy and equitable Toronto. To achieve the necessary transformative change, ideas and advice from the community are being sought in meetings like ours in Ward 17.

Community Consultation - *Brainstorm for a Sustainable City*

Paul Antze and Lee Adamson (residents of Ward 17) led the 14 participants from the community in a brainstorming session. The session starting with a visioning exercise, where participants imagined what Toronto in 2050 would look like after successfully reducing GHG emissions by 80% and creating a healthier, more prosperous and equitable city.

Here's the vision …

- More green spaces, more trees, cleaner air
- Quieter, less noise pollution from vehicles
- More people walking, biking, and using transit
- Roadways not just for cars anymore, more space for pedestrians, bikes, and greenery
- A city of villages, where streets are 'complete' so people can walk to the shops and services they need, more small independent businesses
- Green laneways, green driveways/parking lots (e.g. permeable pavement), more green roofs
- High population density with more low-rise, fewer massive high rises
- Better transit, better train service to communities outside Toronto
- Energy retrofits for high rises and especially low income housing to increase energy efficiency and increase equity at the same time
- Better community housing for seniors, better accessibility

Participants were then asked to generate ideas about how Toronto could achieve the vision. Ideas were grouped into 3 discussion topics, and each one was discussed in turn as summarized below.

1. TRANSIT AND TRAINS

Identified problem:
Too much impermeable, non-green space allocated to gas-powered vehicles (i.e. roads, parking lots), congestion/traffic jams.

Proposed solution:
Energy efficient, clean, affordable, convenient transportation options downtown and to surrounding communities.

Brainstorming ideas:

- Recognize the need to pay for better transit, funds used are a critical investment for the future

- Change system for transportation development to peer-reviewed planning by qualified professionals, lock-in long term planning, remove susceptibility to election cycles and political interference
- Charge developers more to better recover costs of "externalities" including transit expansion for new residents in developments
- Impose downtown congestion road tolls (like those in London UK)
- Electrify transport to reduce GHG emissions
- Integrate transportation across regions to make travel time efficient and convenient
- Promote local schools and kids walking to school to end traffic congestion in school zones
- Provide free transit for older kids to reduce car use, promote transit habit
- Improve reliability of transit, create redundancy so transit problems are not so catastrophic (riders have route options)
- Increase construction curb-lane closure fees so companies have greater incentive to shorten closure times (to reduce impact on transportation)
- Increase train service to communities outside Toronto

2. TREES AND GREEN SPACE

Identified problem:
Too much impermeable, non-green space is unpleasant and unhealthy for people's mental state, and also promotes flooding

Proposed solution:
Increase green space by creating pedestrian malls and community gardens, planting more trees, transforming paved courtyards, roofs and laneways into greener spaces.

Brainstorming ideas:
- Create pedestrian malls downtown, no cars allowed so creates room for green space and pedestrians
- Create a community hub on King Street, block cars but allow streetcars
- Big bank plazas are largely paved, make them green spaces
- Create more green roofs, rooftop parks, green laneways
- Mandate bigger set backs for new developments so there's room for bigger sidewalks and green spaces, ensure they are constructed in such a way that trees can thrive
- Create more community gardens and urban farms for more locally sourced food
- Transform Earlscourt Park into a community hub (e.g. like Wychwood Barns, which has the Farmer's Market and the Stop's greenhouse & gardens)

- Provide advice to property owners about whether a green roof is feasible on their building, whether they would qualify for the City's "eco-roof incentive program"; could enlarge program to include other aspects of energy efficiency etc. (advice from City 'green teams' would be paid for by the resident)
- Make planting a tree in front of all homes an expectation, use education, peer-pressure, and expand the adopt-a-tree program to include front yard trees

3. BUILT ENVIRONMENT

Identified problems:

1. Lack of local businesses and green spaces create need to travel long distances for goods, services and recreation.
2. Run-down, energy inefficient buildings create 'ghettos'.

Proposed solution:

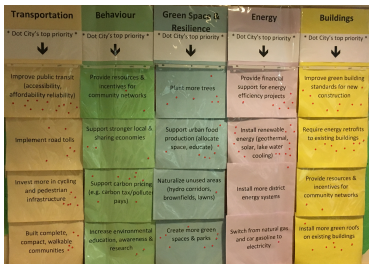
1. Use the built environment to reduce the need to travel to needed goods, services and recreation by promoting 'complete' communities.
2. Upgrade new and existing buildings to be more energy efficient and cheaper to maintain.

Brainstorming ideas:

1. Complete Communities
   - Goods, services and recreation facilities (including green spaces) need to be close to buildings where people live
   - Create multigenerational buildings that provide services and care for seniors, incorporate daycare and after school care programs (where seniors can volunteer time)
   - Mix market value and subsidized housing together to avoid ghettos
   - Promote small, local businesses with character, use tax incentives to draw businesses to neighbourhoods where their goods or services are needed, implement a tax regime to enable small businesses to compete
   - Create vibrant community hubs in neighbourhoods for health, fitness, creative arts, local innovation

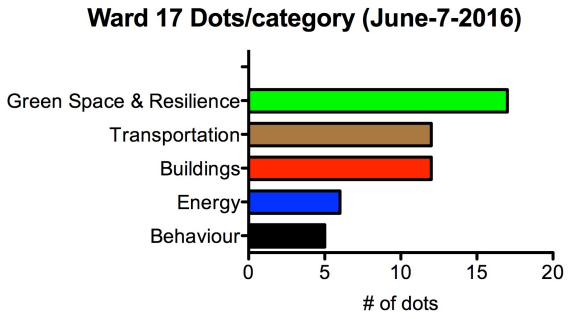
2. Buildings
   - Require energy efficiency and energy generation on all new buildings
   - Enforce green standards for building renovations and when resurfacing driveways
   - Upgrade social housing to create employment, improve energy efficiency, and promote equity
   - Promote the use of white on rooftops (or convertible rooftop colours – white in summer, black in winter) to reduce energy costs

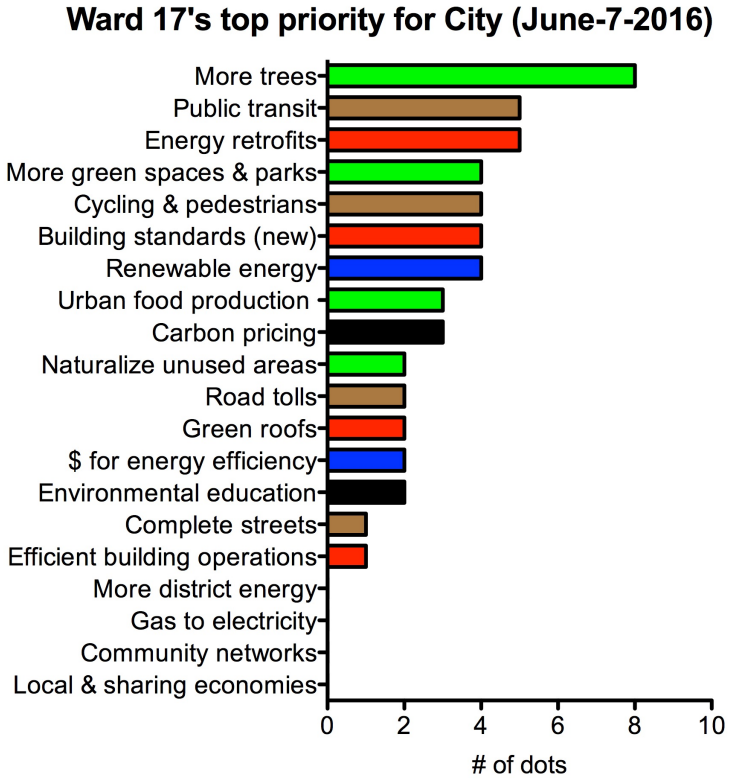
Ward 17 "Dotmocracy" interactive results



All participants were given 5 dot stickers to place on a sign showing suggestions the City has heard so far during the TransformTO consultation process. The distribution provides feedback on the top priorities for the Ward 17 community.

Participants identified '**Green Space & Resilience**' as their top priority category. Their top action priority was to '**Plant more trees**' with '**Improve public transit (accessibility, affordability reliability)**' and '**Require energy retrofits to existing buildings**' tying for second place.





Wed. May 11th | Ward 18 Talks: The Environment – TransformTO

Open space summary – vision of Toronto in 2050

- more density, working from home, reduced car ownership, a "comeback" of corner stores and localized centres
- more trees and bike lanes, pedestrian boulevards
- roads reclaimed by greenspace, interconnected regional transit
- more bike infrastructure and secure bike parking
- more backyard farming
- green infrastructure, sustainable energy, a transformed economy where innovation hubs support stable incomes
- increased public transit
- beautiful city, people wanting to walk through it, bikes themselves are transformed
- narrower roads, though cars not necessarily obsolete
- wider sidewalks, integrated street lanes (for hoverboards, rollerbladers, e-bikes), composting in parks for dog poop
- Vertical playscapes with edible gardens where children could go after school to learn how to grow food, while enjoying the playscape; Retrofitted suburbs with more pedestrian bridges, crosswalks, and frequent transit
- buildings deeply retrofitted, no planes (within carbon budget)
- bike highways
- government subsidized solar panels, water permeable roads to mitigate extreme flooding
- increased greenery in the city, density, visible surface water in the city (canal systems like in Europe), stormwater ponds
- OVERALL THEME: beautiful, livable city

Four themes:

1.) Green infrastructure
2.) Built form (green buildings/design)
3.) Sustainable transportation
4.) Economy

GROUP 1: GREEN INFRASTRUCTURE

Summary of Discussion – Green Infrastructure

Identified Problems:

1) People don't properly use existing diversion programs;
2) Lack of healthy trees;
3) Too little green space and dog space in high-density neighbourhoods.

Suggestions to City of Toronto:

1) More education and better communications about proper waste disposal; create local home hazardous waste depots;
2) Make it easier to plant trees in community spaces; invest in more city tree maintenance; make it harder for people to destroy trees;
3) Insure that all new developments include adequate local green space and dog space.

Next Steps:=

1) "SWAP meets" to keep unwanted items out of waste stream;
2) Create a program for individuals and community groups to adopt and care for trees;
3) Find ways to create community engagement at the beginning of development.

GROUP 2: BUILT FORM

Summary of discussion – Built Form

Identified Problems:

1) Over-reliance on fossil fuels for construction/maintenance of buildings and infrastructure & built form encourages waste;
2) Less rainfall which may endanger new green infrastructure;
3) Scale of construction (thinking too large).

Proposed Solutions:

1) Encourage rooftop solar installations along with green roofs, especially on large roof areas where only solar may be appropriate (community centres, schools, shopping malls, parking garages);
2) Install community rainwater catchment systems/storage in parks and new civic buildings, including water features around city, possibly fed via permeable road surfaces/parking lots.

Related Brainstorming:

1) Encourage wood construction (instead of concrete), smaller scale affordable housing (smaller footprints), even temporary buildings with reusable materials;
2) Build laneway housing to encourage density in residential areas;
3) Incorporate rainwater catchment in new residential buildings;
4) Use/share rail corridors for alternate modes of transport (walking, cycling).

Suggestions to City:

1) Encourage interest-free loans for residential solar investments
2) Use tax system to encourage green infrastructure
3) Expand "Eco-Roof Incentive Program" & "Toronto Green Standard" for residential builds, retrofits, renovations and redevelopments
4) Amend Section 42 to mandate more green space

5) Demand more of the corporate/business sector to make green investments to promote innovation
6) Use city resources to actively promote solar & green investments in construction sector
7) Find solutions for objections to laneway housing (smaller firetrucks?)
8) Actively investigate best practices/successful innovations around the world

Next Steps:

1) Community members could actively promote City green initiatives (incentives, grants or other funding)
2) Advocate for solar infrastructure where practical
3) Promote laneway housing to encourage creating value and providing affordable housing

GROUP 3: SUSTAINABLE TRANSPORTATION

Summary of discussion – Sustainable Transportation

Identified problem:
Car dependency as a result of automobile-centric planning leads to greater GHG emissions in the transport sector, thus contributing to climate change. Additionally, inadequate transit to suburban areas (fastest growing population) and smaller town areas discourages getting out of cars.

Proposed solution: invest in alternate methods of transportation to increase sustainability; car and bike share networks, shuttles to town clusters/cottage country, more bus systems to parks (Parkbus), cycling infrastructure, intermodal transit options

Related brainstorming:

1) Autoshare programs should be less expensive and less complicated
2) 3 point transportation plan
   1- getting around within the city
   2- getting around between cities (ex. GO networks)
   3- getting around regional areas
3) Goal: net zero GHGs, municipal planning should take into consideration carbon budgets
4) Community should participate in lobbying efforts with the city to get greater transit funding from the province
5) General agreement that there needs to be more cycling infrastructure and snow clearing on bike lanes in the winter

Suggestions to the City of Toronto:

1) Establish bus service to provincial/national parks and rural/remote areas, shuttle service to cottage country and increased support for carpooling

2) Ensure transit investments provide adequate and accessible service (address equity aspect)
3) Implement differential road tolls on highways (such as the Gardiner expressway) to generate revenue for transit; ensure this is done in a transparent way and that the public is well informed on the purpose of road tolls
4) Lobby the province/Metrolinx for greater regional transportation
5) Reinstate the vehicle registration tax!
6) Support schools in disseminating information on sustainable transportation – children and parents learning together
7) Increase secure bike parking / covered bike parking shelters
8) Support intermodal transit – designate one subway car per train for bikes to accommodate those with longer commutes

Next steps:

1) Community needs to be active in calling 3-1-1 when snow isn't cleared on bike lanes in the winter – in order to guarantee cyclist infrastructure is adequately maintained.

GROUP 4 : ECONOMY

Summary of Discussion - Economic enabling of individuals and small businesses to pursue social and environmental goals

Identified problems:

1) Job/income insecurity results in a lack of personal resources so that people are forced to work away from home/community, and often on tasks they do not feel are important and they are not passionate about.
2) Rising taxes and competition from big chains/franchises makes it challenging/difficult for people to create new small businesses and/or social enterprises to address social and environmental problems.

Proposed solution:

1) Implement personal income security (e.g. guaranteed minimum income) so people can be more creative and collaborative to problem-solve key social and environmental issues. Simplifying basic income support mechanisms will free up resources.
2) Make it easier for creative/new small businesses to compete.
3) Make it possible for people to work from home but still qualify for benefits (e.g. pension, sick leave benefits).
4) Foster complete communities to reduce transportation requirements, and to reduce built space (e.g. homes are empty during the day, offices empty at night but if more people worked from home, only one building would be required).

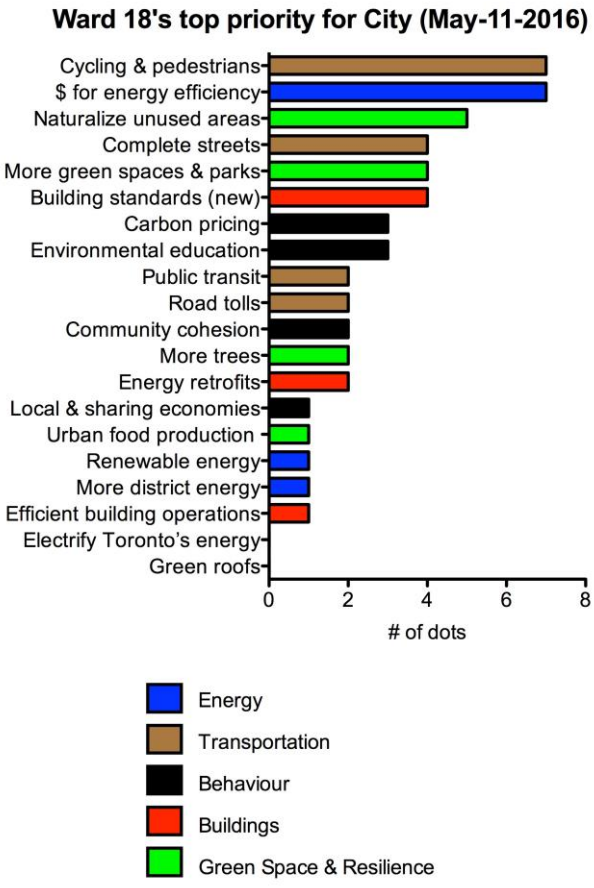
Suggestions to City of Toronto:

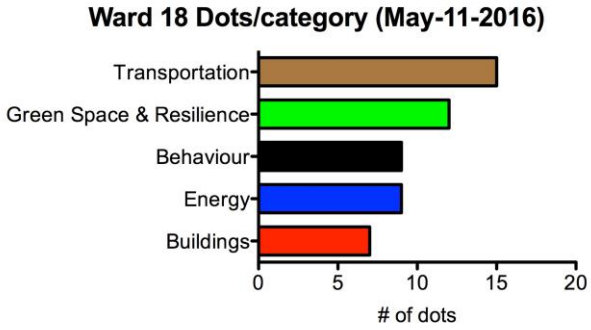
1) Create opportunities for people or organizations to submit proposals for grant funding to create jobs that further a social or environmental goal. Grants should be renewable based on productivity and merit, providing a degree of longer term security. Don't give money to companies to create jobs, provide money to people/organizations to create jobs & provide services instead.
2) Impose higher taxes on big chains/franchises (e.g. Starbucks) so that taxes on small independents can be lowered to foster entrepreneurial creativity.
3) Support more innovation hubs like CSI (Centre for Social Innovation), or similar resources in libraries, to foster a new local economy and collective problem-solving.
4) Map resources/services in each neighbourhood to identify the resources/services that are missing, which reduce its walkability score. Use tax discounts or zoning bylaws to favour small businesses that fill in gaps in neighbourhoods.
5) Create a competition for pilot project grants as a first step.

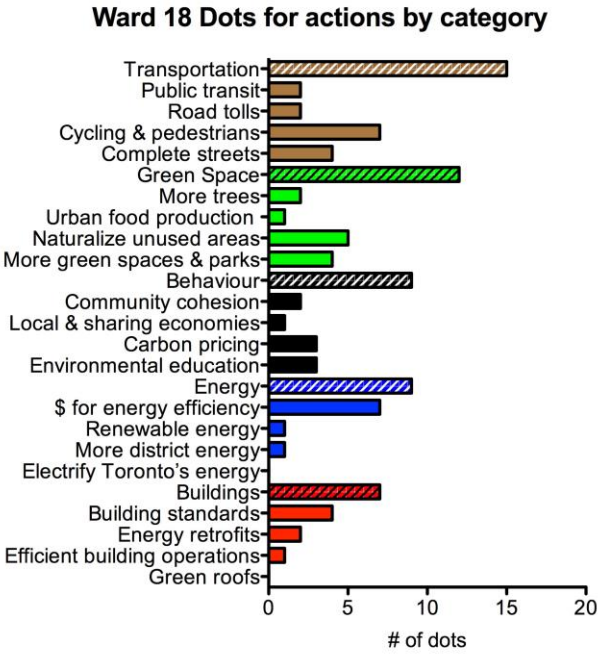
“Dotmocracy” interactive results

All participants were given 5 dot stickers to place on a sign showing suggestions the City has heard so far during the TransformTO consultation process. The distribution provides feedback on the top priorities for the Ward 18 community.

Participants identified ‘**Transportation**’ as their top priority category. Their top two action priorities were to ‘**invest more in cycling and pedestrian infrastructure**’ and ‘**provide financial support for energy efficiency projects**’.







Let's TransformTO! Brainstorming Session in Ward 19

Monday, June 6th 2016

Draft Report compiled by:
Sophie Boucher, Masters Student in Urban Planning, Ryerson University

Final Report edits and additional participant comments by:
Kathryn Tait and John Paul Morgan, Green 19 Instigators

Contents:

Introduction

The City of Toronto has set goals to reduce its greenhouse gas emissions by 30% by 2020, and 80% by 2050, from 1990 levels. Many of the City's earlier emissions reductions targets, the "low-hanging fruit", had already been set, and have been met. Now, through the TransformTO process, the City is seeking ideas for the next set of strategies for major emissions reductions. In order to hear from residents across the city, the TransformTO Project Team created a community conversation kit, and invited local organizations to host brainstorming sessions and share ideas. The ideas will be collected and then modelled to determine what the most actionable strategies are, which will shape new policy development.

On Monday, June 6th, residents from Ward 19 and its surroundings joined Green 19, TransformTO, and Councillor Mike Layton at Harbord Collegiate Institute to brainstorm ideas for how the City could achieve this goal by 2050. Councillor Layton introduced the topic of climate change, and its importance, as its effects are already having impacts on northern Canadian communities. Throughout the event, participants discussed ideas which are shared in this report.

TransformTO Presentation

Mark Bekkering from the Environment and Energy Division of the City of Toronto presented information regarding the TransformTO process. His main points included:

-Reducing greenhouse gas emissions have to be done in a way that will make the City a better place for all residents, increasing prosperity, equity, and health

-Forecasted consequences that the City could face if greenhouse gas emissions are not reduced, for example: the City will experience fewer rainstorms, but with much heavier rainfall, which means that the City will experience more flooding
-Cities play a big role in reducing greenhouse gas emissions, and Toronto has been relatively successful in reducing emissions to date
-Two big investments that have been done that have had a big impact on reducing emissions: 1) introduction of Methane use in landfills; and 2) the Province has eliminated its use of coal
-In the next 34 years, the City will have to reduce its greenhouse gas emissions by 15 million tonnes. In order to do this, the City will have to make significant changes
-It is an ongoing process, where the City will have to work with the community to reach its long term goals

Exercise: Imagine Your City in 2050

Paul Antze, Green Neighbours 21 Organizer and Past Chair of Toronto Climate Action Network, facilitated a visioning exercise that allowed participants to begin thinking about how Toronto would look in 2050. He began by asking participants to close their eyes and imagine the decades passing by: 2020, 2030, 2040… And… We are now in Toronto in 2050, and the City has reached its goal of reducing its greenhouse gas emissions by 80%. The City is prosperous, it is healthy, and it is equitable. Participants are then asked questions, including: What is there? How do we get around? What do streets look like? What does going to work look like?
Once participants had time to think about these questions, they were asked to open their eyes, and share the first thing they thought about during the exercise with their neighbour.
After this discussion, participants were asked to share a few of the visions they had, which included:

1. Lots of greenspaces in every neighbourhood
2. Everything would be recycled, there would be zero waste
3. Frequent / convenient public transit
4. Every school in the City would have solar panels
5. There would be expanded transit systems (more trains and express trains)
   All kitchen and toilet waste would be collected and used

Brainstorming Session: Discussion Topics

After participants were asked to share remarks from the Imagine your city exercise, they were asked to express topics that they would like to further discuss. Six different topics were put forward by participants, they are:

1. Motivation for Recycling / Zero Waste
2. Urban Agriculture in the City
3. Community-Led Urban Design for Future Development
4. Community Energy Generation and Storage / District Energy
5. Carbon Reduction Initiatives
6. Park System Connection (Garrison Creek Park)

Brainstorming Session: Group Discussions

Each facilitator chose one topic that would be further discussed among participants at roundtables. Participants were invited to choose which table they would like to participate at. They were also invited to change tables throughout the event, in order to hear and share ideas for different topics. Below are pictures of the group discussions.






1. Motivation for Recycling / Zero Waste (Facilitator: Rose Kudlac)

Identified problems:

- Need to motivate residents to recycle
- Need to address waste

Proposed solutions:

- Education – K12
- District Waste Treatment
- Consumer Waste
- City Procurement Policy
- Food waste avoidance
- Re-use by-products e.g. of food production

Related brainstorming & suggestions to City of Toronto:

- **G6-12 funding/requirements for facilities recycling;** Demonstrations like at the Kortright Centre, in Toronto schools
- **District sewage treatment & co-generation:** Treat sewage, grey-water locally at neighbourhood or multi-residential building scale, use bio-digester for energy generation, use nutrients
- **Neighbourhood drop-off centres:** For disposal / to divert from disposal at public/park bins
    - also provides opportunities for re-use other than curb
- **Require biodegradables:** Fast-food packaging, cigarette butts, to be bio-degradeable
- **Packaging reduction strategies:** Use less; send back to vendor; one jurisdiction charges producers for packaging waste (like Extended Producer Responsibility)
- **Waste reduction incentives:** provide incentives/enforcement for residents
- **Waste streams public education:** Better communication on how to separate at home and public facilities at point of disposal (now very confusing, website inadequate)
- **Sharing economy**: Promote trading, tool and other lending libraries locally
- **Personal waste avoidance**: Strategies like re-using bags
- **Plastic bag fee**: What happened to plastic bag fee?
- **City Procurement: policy to use asset tracking:** To re-use internal goods, purchase used (e.g. https://ca.getwarpit.com/), repaired, or cradle-to-cradle (C2C) goods; reclaimed materials
- ***Reference:*** See Global food loss+waste protocol http://flwprotocol.org/
- **Bring Back Cooking:** The more people cook from local, seasonal, whole food ingredients, the less packaging will be involved in food transportation & storage.

Participants of group 1: Leslie, Harry, Paula

2. Urban Agriculture in the City (Facilitator: Tamara Tukhareli)

Identified problems:

- Lack of agricultural land → need to use urban space for agriculture (lower our carbon footprint and geographic footprint)
- Need to address access to healthy food, and food security → reliance on imported foods raises our overall carbon footprint especially pertaining to the high environmental cost of shipping these goods, many of which items can be grown within the city.
- Need to promote access to local, green jobs
- Our city needs to be economically resilient, self-sufficient and sustainable
- Need to conserve water → according to one study, emissions resulting from treating and pumping water for cities contributes 2-3% of global emissions.
- Urban heat island effect → will worsen as the city grows, and can be mitigated by planting more developing urban agriculture (e.g. green roofs) in the city.

Proposed solution:

- Dedicating City resources to help start and support people on their path to local food production, agriculture and gardening

Related brainstorming:

- **Composting:** Needs to be mandatory and we need to promote better access to backyard composting and vermicomposting
- **Waste from Kitchen's and Toilets** could be gathered into digestor tanks with methane gas used for electric power and the remaining digestate used as a fertilizer
- Community could benefit from stronger urban networks around gardening and agriculture
- **Urban agriculture:** Could be a significant source of local jobs (and jobs for youth)
- **Locally grown, healthy food:** Needs to be available everywhere (subway stations, local stores, schools (no more vending machines))
- **Plant native species:** Commercial and privately owned spaces should be encouraged to have more native plants, gardens etc., not just lawns
- **Education:** There needs to be better education about gardening (in school in particular)
    - Toronto Public Library can host gardening and local food info sessions and workshops to help educate community members
    - Schools can all have gardens or rooftop gardens
- **Water Conservation:** The group briefly discussed the idea of water conservation in the context of urban agriculture and the role the City of Toronto can play in encouraging, promoting and educating residents on money saving/water conservation with the use of native plant species instead of grass, because native plants tend to require less water and are more resilient in our climate. Traditional lawns (i.e. grass) tend to consume more water than native plants and ground cover.
    - If the City is able to educate and encourage residents to move toward less water intensive lawns it could help reduce our overall greenhouse gases.

Suggestions to City of Toronto:

- City needs to provide and support better access to resources and infrastructure needed for urban agriculture:
    - Education and community networks
    - Support local distribution of food
    - Create more community gardens, plant fruit trees and native fruit bearing plants
    - Access to knowledgeable and supportive City staff
    - Access to soil testing and other technical information
    - Change by-laws to allow chickens and other animals
    - Ban leaf-blowers

Next steps for this group:

- Community members can…
    - Practice urban agriculture and encourage friends and neighbors to participate
    - Promote successful examples of urban agriculture to help motivate others
    - Share skills, time, rolls and even space (maybe sharing access to a private garden)
    - Buy local and support farmers markets

Participants of group 2: Ann, Melissa, David, Dara

3. Community-Led Urban Design (Facilitator: Kathryn Tait)

Identified problems:

- City of Toronto will need to develop in substantial ways to meet our emissions reductions targets of 30% by 2020 and 80% of 1990 levels by 2050.
- Members of our discussion group observed that we see major changes (primarily large-scale multi-story residential developments) happening in our neighbourhoods that we don't feel we've been consulted about. Participants also noted that the OMB's ability to overrule land use and development plans in the City is not democratic.
- How do we manage development in a way that is equitable for everyone, and ensure that communities (including residents, owners and tenants, and business owners) get to have input and participate in the design and development process?
- How do we ensure that community members who might be working or responsible for child care, at the times when development consultations are held, get to have input?
- How to ensure that development will contribute to equitable, emission reduced, economically positive communities? We want to participate so we can hold developers and other stakeholders can be held accountable.

Proposed solution:

- We understand that higher urban densities in the city can be beneficial from an emissions reduction perspective (especially if there are jobs in the city close to where we live), but we want citizens to have earlier, more accessible input into the planning and development of neighbourhoods especially if it leads to jobs and future conveniences in the city close to where we live. However, every neighbourhood has different needs, which makes neighbourhoods unique and vibrant, and therefore we want citizens to be able to have their say about the development that occurs in their own neighbourhoods.

Related brainstorming & Suggestions to City of Toronto:

- **Earlier public consultation**: we propose that planners engage early with communities (possibly taking the form of long-term planning design charrettes) to plan strategic growth and determine what kinds of development make sense in that community - before developers even apply for development rights) – take a long view to 2050 and start planning now
- **More accessible public consultation:** ensure that development plans and ability to comment are made available through various platforms, online and over the phone, so that community members who work different hours, are responsible for child care, or have mobility challenges have a reasonable window for input, and a variety of means for input
- **Developer accountability**: create a mandatory section of the City's new development proposal application wherein developers must explain how their development proposal addresses climate change mitigation and adaptation, (and make that information available to the public)
- **Buyer input:** require that when developers post their new building developments for pre-sale (residential and commercial spaces), that they include a mandatory survey to their future tenants including questions about what emissions reductions means the designers should incorporate (and make answers visible) questions like:
    - Do you want the building to be LEED certified
    - Do you want water-consumption reduction methods
    - Do you want a green roof?
    - Do you want building-integrated PV?
    - Do you want motion-sensor LED lighting in common areas
- **Revamp politics:** Reduce the influence of developers.
- **Community mandate:** pre-arranged demands and restrictions would be decided by the community, and would apply to any development in their purview.
    -

Participants of group 3: Nikolas, Amanda, Sophie and Leslie.

4. Community Energy Generation and Storage / District Energy (Facilitator: Lynsey Kissane)

Identified Problems:

- Need for energy storage that is community based
- Need to reduce reliance on existing non-renewable energy

Proposed solution:

- Community based energy generation and storage

Related brainstorming:

- Pilot projects to demonstrate effectiveness and visibility
- Incentives for renters vs. owners
- Invest in new technologies

Suggestions to City of Toronto:

- **Look to best practices from other cities**: Who else has done community-based generation & storage? How did they do it?
- **Identify success stories:** look at case studies to determine viability in Ward 19 (& other wards)
- **Technology Demonstration:** Template for pilot for the steps people need to accomplish pilots
- **Grow support:** What events could be used to cultivate interest and support? (ex: Doors Open, Jane's walks -- popular city events that draw a lot of people who are interested in the city.
- **Incentives:** Property tax breaks
- **Make use of existing infrastructure:** Storage units on hydro poles
- **Use existing knowledge base:** City Hall in Planning Department to provide examples of what has worked – best practices to be presented
- **Large-scale action:** Family members can only do so much at the individual level; need City wide / large scale efforts
- **Education:** Demystifying what would be required to implement some of these ideas that address potential NIMBYism
- **Cost of emissions reduction:** How to manage / reduce increasing cost burdened by present generation to decrease cost for future generations
- **Requirements for new construction**: Make infrastructure that reduces emissions a requirement for new building construction; especially large buildings. Builders must provide green space, make emission reductions efforts and other types of community contributions Ex: Honest Ed's redevelopment should use solar panels, thermal, etc.
- Examples: green bins, bike lanes, transit (electric cars, TTC), insulation on pipes / shower head

Participants of group 4: Denis, Ghislain, Anne, Jodie, Susan, Shelly and Claude.

5. Carbon Reduction Initiatives (Facilitator: Emily Greenleaf)

Identified problem:

- Make environmental issues personally valuable and visible

Proposed solution:

- Incentives for individuals and landlords / management
- Focus not on punishment but on rewards with a strong focus on visibility and education through incentives that bring people together (for example: the City does a summer promotion that provides ice cream to people who take the TTC; landlords who green their buildings receive a certificate or digital badge for display)

Relating brainstorming:

All main sources of emissions, including:

- Buildings – individual units/ homes / larger buildings (e.g.: condos)
- Transport – encouraging higher transit use, walking and cycling
- Waste – community and building collection and use of compost; waste reduction

Suggestions to City of Toronto:

- **Education for owners, tenants and landlords**: about the opportunities to make homes and buidlings greener (e.g. passive heating, green/white roofs, etc.) and the cost and social benefits of these changes
- **Reward tenants and building owners :** for changes through recognition that can build positive momentum and shift expectations (e.g. allow buildings or streets to earn a "green street/apartment" certification that can be displayed)
- **Platforms to share ideas:** and celebrate success at city and local (ward) levels/ This could include, for example, websites by Ward, or the use of social media (e.g. a Twitter hashtag)
- **Tax incentives:** for landlords or developers to green their buildings or make other improvements (e.g. to indoor air quality by banning smoking)
- Support / planning for **vertical neighbourhoods** so that people in larger buildings can act locally and collectively.

Next steps for this group:

- Community discussions are a great start. It might also be possible to bring community associations together to share ideas and successes.

Other considerations:

- Ultimately, positive outcomes for owners, tenants and landlords are their own incentives. However, these outcomes aren't always immediately or individually tangible. The incentives above can be a way of making more distant outcomes immediate and visible, and will simultaneously serve as an educational tool.

Participants of group 5: Allie, Manuel, Nicolas

6. Park System Connection (Garrison Creek Park) (Facilitator: John Paul Morgan)

Identified problem:

- Not enough park space downtown and in Ward 19, too many cars

Proposed solution:

- Connect the parks along Garrison Creek (Christie Pits, Bickford Park, Fred Hamilton Park, Roxton Parkette, Trinity Bellwoods Park, Stanley Park, & Fort York) with continuous walking paths and bike paths

Related brainstorming:

- How does this impact climate change? In a multitude of ways:
    - They keep surrounding areas cool (transpiration)
    - They encourage cycling/walking instead of driving
    - They can be made to absorb water during storms and avoid flooding
    - The trees trap carbon
- In addition, the parks can be used for urban farming and community agriculture
- Parks help mental health through picnics, community events, and sports
- "PARKS INSTEAD OF PARKING, GARDENS INSTEAD OF THE GARDNER!"

Suggestions to City of Toronto:

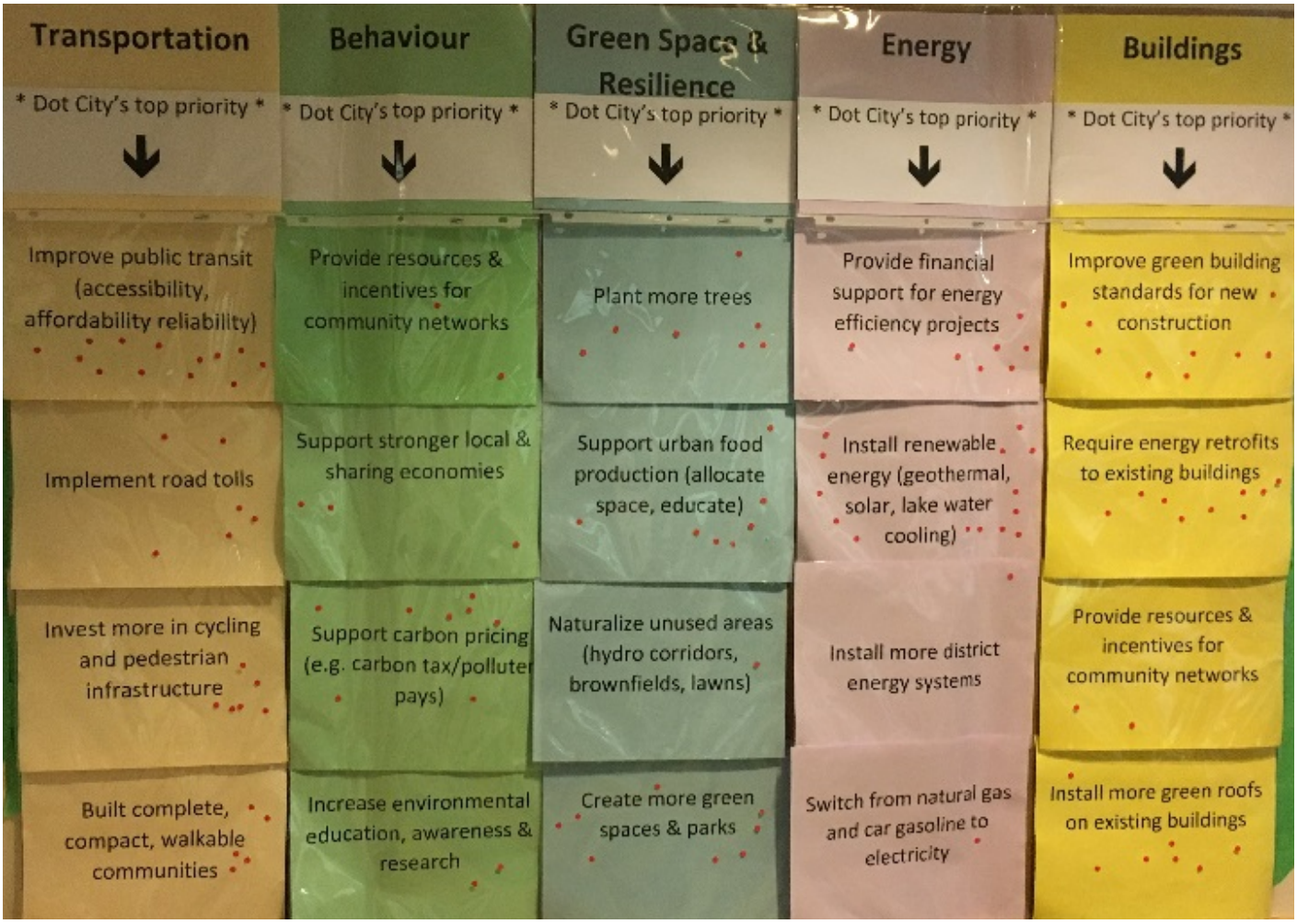
- **Linked green spaces**: Link the green-spaces along Garrison Creek
- **Cross-city park:** Link this new Garrison Creek mega park to the Bentway park under the Gardner and to the Green Line park running under the Hydro right of way near St. Clair
- **Reduce parking spaces:** Take away some car parking to achieve this
- **Pedestrian / cycling streets:** Close some roads to cars
- **Walking / cycling network:** Create continuous bike and walking paths to the lake shore
- **Make TTC free:** encourage use of public transit
- **Green spaces:** Make parking lots have trees and plants

Next steps for this group:

- Write letter to Mayor and Council

Participants of group 6: Elizabeth, Bernd, Jill, Jean, Zac, Frank and Claude.

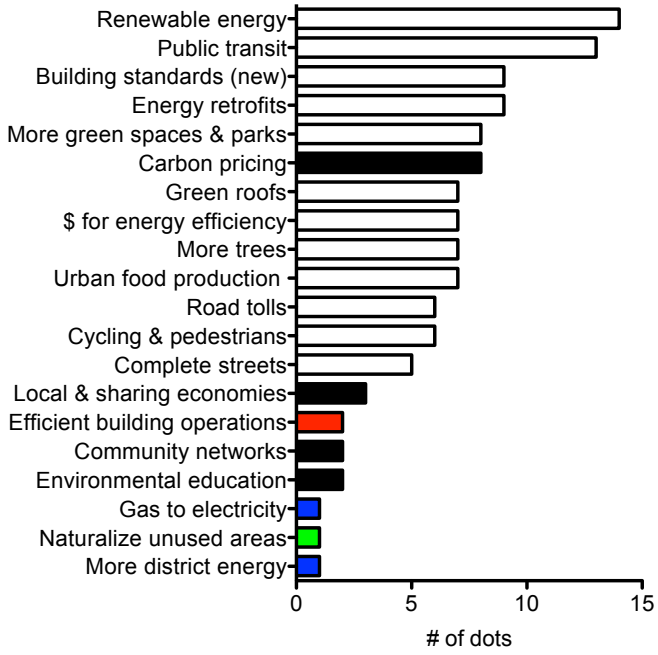
Appendix A: "Dotmocracy" Interactive Results



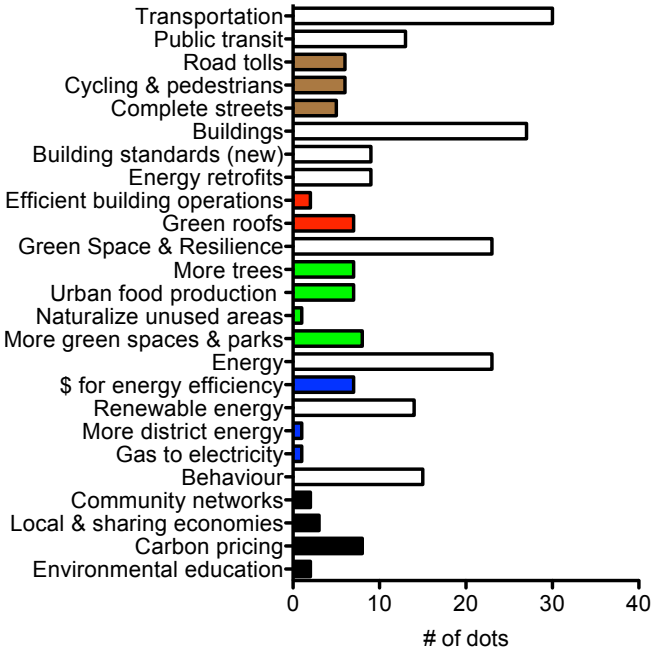
All participants were given 5 dot stickers to place on a sign showing suggestions the City has heard so far during the TransformTO consultation process. The distribution provides feedback on the top priorities for the Ward 19 community.

Participants identified '**Transportation**' as their top priority category. Their top two action priorities were to '**Install renewable energy (geothermal, solar, lake water cooling)**' and '**Improve public transit (accessibility, affordability, reliability)'.**

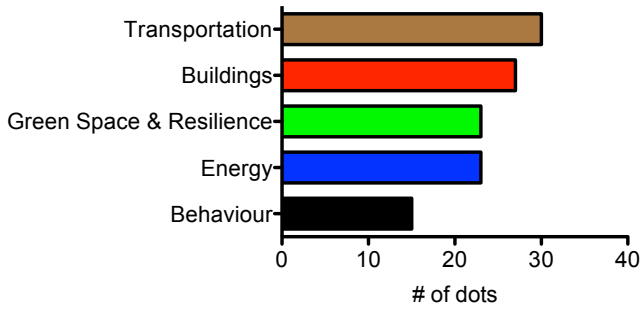
Ward 19's top priority for City (June-8-2016)



Ward 19 Dots for actions by category



Ward 19 Dots/category (June-6-2016)



Acknowledgements:

We are grateful to ***Councillor Mike Layton's office*** (Councillor Layton, Michal Hay, Marco Bianchi, and Sophie Boucher), for their support of this event; including providing the meeting space at Harbord Collegiate Institute, and also supplies, equipment and refreshments at the meeting, and for their help with promoting the event. A special thanks to Sophie Boucher, who gathered the discussion summaries from our facilitators, and compiled our Draft Report, as part of her internship with Councillor Layton's office this summer.

Thanks to Mark Bekkering from the ***City of Toronto Environment & Energy Division*** for attending and presenting the TransformTO data, Linda Swanston for her support and coordination, and to Tamara Tukhareli for facilitating one of our discussion groups.

From ***Green Neighbours 21***, we would like to thank Paul Antze for his skilled animation of our low-carbon Toronto 2050 visioning exercise, and Lee Adamson for the compilation of the Dotmocracy results (see page 13).

Finally, thanks to all the meeting attendees and facilitators who gave up their Tuesday evening to help envision the low-carbon Toronto of the future.

–

Please email us at hello@green19.org if you have questions about this event, or would like to get involved.

See the City of Toronto website to learn more about TransformTO.

Let's Transform TO! Brainstorming for a Sustainable City

Sat. April 16th, 2016| Theatre Direct, Artscape Wychwood Barns

Report summary by Christelle Broux

Contents:

1. Context:

The City of Toronto has set a greenhouse gas emissions reduction target of 80% by 2050, and is currently seeking community input for its climate action plan through Transform TO community conversations. In recognition of Toronto's goal to include health, equity and prosperity in its climate plan, Green Neighbours 21 (grassroots neighbourhood organization) brought together community members to generate additional ideas to feed into the city's plan. Based in Ward 21, Green Neighbours hosted an open space style event to "brainstorm" ideas for a sustainable city. Participants packed the Wychwood Barns theatre with energy and enthusiasm; the results of their discussions are summarized in this report for the purpose of fostering a greater understanding of community inputs to sustainable city building.

2. Presentation: City of Toronto Toronto Environment & Energy Office

- Linda Swanston presented the challenge and opportunity of the city's Transform TO initiative as a means to address climate change
- Introduced status of Toronto's emissions profile and programs
- Emphasized necessity of local action to build on Toronto's current environmental initiatives; inclusion of social equity considerations
- Community engagement strategy and participatory planning will be essential to ensuring success

3. Open space "visioning" session

- Green Neighbours organizer Paul Antze asked participants to close their eyes and envision what Toronto will look like in 20-50 years; how will we move around? What will our food systems look like? What kinds of jobs will be available, and will our economy look the same?

- Community members were then invited to share their visions of a futuristic Toronto and what they think it should look like, which included:
  - **Geothermal neighborhood district energy retrofits**; utilizing public space (streets) to power residential, commercial buildings. Increase resilience through localized power sourcing
  - Buildings could be below ground to reduce heating and cooling energy needs; would need to pipe in air and light for **alternative living spaces**
  - There will be **gardens** everywhere to make use of urban space and increase local food consumption; solar powered green houses, vertical gardens, more opportunities and support for urban agriculture
  - Our economy will have transitioned, there will be **increased trading and shared goods**; perhaps monetary transactions will play a different role
  - Urban space will be maximized; alleyways will serve to accommodate smaller vehicles as well as **vibrant community gathering spaces** with amenities such as gardens and playgrounds
  - Food will be sourced locally to a greater extent even throughout winter; employers could host "**preserving parties**" to encourage social acceptance and interest in preserving food, reskilling for adaptation to changing food landscapes

4. Brainstorming Phase 1: key ideas

- Participants were asked to reflect on the vision that was put forth and come up with ideas for how Toronto can get there. Ideas were grouped into 8 areas:

1.) Geothermal/district energy planning support mechanisms	**2.)** Increase transparency/ accountability of carbon footprints generated	**3.)** Green Building standards and home energy assessments	**4.)** Urban agriculture/rain gardens – providing more support for these ventures
5.) Managing low carbon transportation and behaviour change	**6.)** Community bike shops – strengthening cyclist networks	**7.)** Green transport – municipal level actions	**8.)** Schools as hubs, integrating as multi-use facilities

5. Brainstorming Phase 2: participatory group discussions

- Group discussions for each idea/area were led by designated facilitators; participants were free to drop in to several groups to provide their input where they felt they could contribute most. The room reorganized into 8 groups where ideas were discussed in greater detail by building off individual suggestions. Facilitators recorded these discussions, summarized below. Photos from the event:

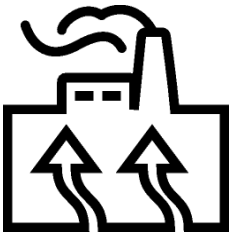









- **1.) Geothermal/district energy planning support mechanisms (Facilitator: Christelle Broux)**



- **Identified problem**: city is running on natural gas as a transition fuel to replace more carbon-intensive energy sources. Will need to supply energy from more renewable sources at some point, how do we plan for that?
- **Objective**: to have carbon-neutral regional/district supply for heating and energy needs. Recognize that neighbourhoods have different configurations and may not be suited for a prescribed energy model, but should begin planning options to accommodate these differences and include them in the goal of establishing localized energy sites.
- **Brainstorming**: renewable alternatives to natural gas include geothermal, as well as an emerging technology known as "air source" energy (commercialization still in the works)
- Group decided to focus on geothermal – there have been pilot projects in Toronto regions such as Cabbage town and Christie street, could contact them to build on their research and expand geographic coverage
- Some municipalities in Germany have taken this community approach, with neighbourhoods developing their own plans for localized energy through participatory engagement
- **Suggestions for City of Toronto**:
  - ⇒ Offer bonds to neighbourhood residents to finance district geothermal energy projects that would pay out over time (20-30 years)
  - ⇒ Streamline relevant regulations to facilitate uptake of pilot geothermal projects, as well as solar thermal and PV projects. This would help to achieve economies of scale for localized renewable energy projects
  - ⇒ Consider the role of the private sector for upfront capital provisions, while recognizing the need for projects to have community ownership component
  - ⇒ Develop distribution framework and refine for different district configurations (i.e. residential, commercial, industrial)
  - ⇒ Cooperate with gas distributors to build on and repurpose existing infrastructure
- **Other considerations**:
  - ⇒ Beyond geothermal, district heating could be provided by sustainable biomass power operations using co-generation models (CHP – combined heat and power)
  - ⇒ Partner with city owned sewage/waste water treatment plants/compost facilities to capture methane emissions for energy, maximize efficiencies.
  - ⇒ *Group members: John Paul M., Richard G.*

- **2.) Increase transparency/visibility of carbon footprints generated (Facilitator: Mariko Uda)**

- **Identified problem:** there is a disconnect among the general public regarding the quantitative GHG emissions impact of choices made at the personal and business level. Behaviour change starts with being informed, how can we increase visibility of
- consumer choices while connecting embedded emissions directly to climate change?

- **Objective**: to have heightened public awareness of the relative emissions associated with individual/corporate consumer choices, in order to incentive behaviour change and shift towards low carbon consumption patterns. This objective should be pursued as a complementary measure to the city's GHG emissions reduction strategy, recognizing the element of accessibility to low carbon options for low income groups. Transparent disclosure of emissions by corporations should also be approached through incentivizes that would encourage simultaneous efforts to achieve carbon neutral operations.

- **Brainstorming**: labelling is an effective public awareness tool – for example: calorie labelling for better health choices is now a social norm.
- Another initiative by the organization Our Horizon is seeking to equip gas pumps with warning labels in order to inform consumers of climate change impacts. But what about the carbon footprints of everything else?
- Group focused on the various ways to go about labelling; should there be rations or "carbon quotas" for citizens? How far is too far? Need to make low carbon choices equitable (consider low income groups).

- **Suggestions for City of Toronto**:
  - ⇒ Conduct an overview analysis of carbon footprint calculation tools relevant to consumption, identify gaps and strategies to increase number of products/actions with visible emissions "labels"
  - ⇒ Support entrepreneurial ventures that partner with "green" businesses to include emissions reductions on product labels (emerging one – Green Story Inc.)
  - ⇒ Require businesses to undergo carbon audits to increase transparency and encourage greater environmental/social responsibility and accountability
  - ⇒ Foster carbon footprint awareness through public engagement

- **Other considerations**:
  - ⇒ Group decided to follow up through a draft letter to the city that will articulate the need for increased visibility of embedded carbon emissions, to be accomplished through carbon labelling
  - ⇒ *Group members: Phillip Girard, Rebecca Lester, Prem K*

- **3.) Green Building standards & home energy assessments - combined (Facilitator: Jim Eager)**

- **Identified problem:** a sizable percentage of Toronto's emissions come from buildings, need to accelerate retrofits in order to maximize energy efficiency (low hanging fruit). As well, people don't know the true emissions from their homes and this contributes to disconnect between energy consumption and generated emissions/associated impacts.
- **Objective**: to reduce emissions from buildings through concerted efforts to incentivize greater transparency of home energy consumption as well as strengthened measures for greener buildings.
- **Brainstorming**: two groups combined to discuss the converging objective of reducing emissions from buildings; focus was around identifying benefits to justify proposal
- Idea is to motivate home/property owners to take action on energy efficiency and reduce their fear/apprehension, facilitate building retrofits
- **Suggestions for City of Toronto**:
  - ⇒ Require mandatory energy assessment at time of home/property sale
    - ⇒ Benefits include modest cost (<$100);
    - ⇒ Increased transparency of energy costs;
    - ⇒ Creation of employment opportunities for energy analysts ('green jobs')
    - ⇒ Educating property owner/purchaser of associated energy consumption costs & savings as well as necessary steps required for effective cost/energy efficiencies
    - ⇒ Creation of useful benchmark for comparison of energy use between buildings of various sizes across different cities
    - ⇒ Ties in to Toronto's low-interest loan program for home energy retrofits and the idea of pricing carbon – incentivizing energy efficiency
  - ⇒ Improve building standards by
    - ⇒ Expanding items in mandatory Tier 1 regulations
    - ⇒ Mandating some of the voluntary Tier 2 items and/or increasing incentives for compliance with voluntary items
    - ⇒ Lobbying Province of Ontario to revise building code to incorporate Tier 1 and 2 items
    - ⇒ Close loophole allowing private garbage collection for multi-residential buildings
- **Other considerations**:
  - ⇒ Make smart meter data available as part of energy assessment strategies; support entrepreneur ventures aiming to increase visibility of home energy use
  - ⇒ Group will follow up to consider potential next steps *(Group members: Hassan, Sheila, Lyn, Elizabeth)*

- **4.) Urban agriculture/rain gardens – provide more support (Facilitator: Sandra Campbell)**

- **Identified problem:** increasing food security in cities requires maximizing the
- agricultural potential of urban greenspace; this should be pursued alongside climate change/stormwater mitigation design measures that work with nature.
- **Objective**: to increase food security, community connectivity, and accessibility to local food, alongside city's goal of adapting to climate change (higher food prices) and mitigating impacts (extreme weather and floods, declining pollinator health). Ties in with reducing emissions by reducing the distance food travels from farm-to-fork.
- **Brainstorming**: greenspaces have great potential – everything from backyards, rooftops, and gardens/unused lots in churches, schools, hospitals, and parks.
- Group discussed design considerations for local growing; using native seeds, supporting seed exchanges for increased diversity and resilience (such as Toronto Seed Library), irrigating using rain water, soil and water testing, more vertical gardens (trellis fences)
- City will require more green/blue infrastructure to mitigate flooding on streets and basements (will need to change building codes)
- Example- city cistern at 146 Vaughan Rd. (designed by Nelson Wong Architect Inc.)
- **Suggestions for City of Toronto**:
  - ⇒ Increase financial support for existing local/community growing initiatives (seed exchanges and pollinator gardens with stormwater management qualities)
  - ⇒ Designate strategy to recruit and train Community Urban Farming Mentors to assist in design, support, and administration of urban agriculture initiatives; partner with city councilors (potentially ward based)
  - ⇒ Bring community kitchen programs to schools (serving as community hubs) to increase cooking skills using local ingredients, where mentors could also lead workshops on other skills such as preserving and gardening (similar to existing programs led by The Stop Community Food Centre)
  - ⇒ Community/ward based workshops on green/blue building codes, how residents or property owners can use stormwater management infrastructure to mitigate street and basement flooding (ties in with climate change)
- **Other considerations**:
  - ⇒ There was great enthusiasm surrounding public engagement through Food & Water Community-led tours, including one in Ward 21 on August 28th and the upcoming Jane's Walk in Nordheimer Ravine on May 7th
  - ⇒ *Group members: Susan Aaron, Nelson Wong, Helen Mills, Sharon Marcus, Priscilla Kalevar, Niki Andre*

- **5.) Managing low carbon transportation & behaviour change (Facilitator: Susan Ludwig)**

- **Identified problem:** need to reduce automobile-focused transportation in order to reduce
- emissions in this sector, do this by creating financial incentives for behaviour change. Problem requires revenue, what opportunities exist for carbon pricing in line with the "sin tax" approach?
- **Objective**: to enable green responses (i.e. a shift towards low carbon transportation) and generate revenue; need to be conscious of health, environmental and social equity elements to avoid disproportionately affecting low income groups
- **Brainstorming**: what will transportation look like in the short term and long term (2050)? Group focused on the present, while recognizing that strategies will need to be scaled up over time as low carbon transportation management is integrated into regional planning efforts.
- Discussed issue of construction and industrial vehicles inhibiting public transit frequency and access, ways to reduce physical obstruction and ease transportation flow.
- **Suggestions for City of Toronto**:
  - ⇒ Develop and implement a "carbon reduction / convenience fee" by charging businesses that offer drive-through services; while this won't eliminate driving, it serves as internalizing the external environmental/health costs of idling vehicles and may incentivize a reduction in the use of drive-through services
  - ⇒ Create an educational campaign regarding the health impacts of idling in order to encourage walking and cycling; promote benefits including environmental, family health, community building
  - ⇒ Partner with communities to create "Walking Bus" supervisors that can facilitate children in walking safely to school, ease parental fuss of driving; build connectivity and trust vs. fear. Could offer this as a volunteer hour opportunity for students
  - ⇒ Make streets accessible for all abilities and ages (guiding principle) through creation of more benches to encourage rest, social gathering, and visibility
  - ⇒ Install road sensors in cycling and transit lanes that will charge levies to vehicles if they obstruct flow for too long
  - ⇒ Construction (and other) city permits – allocate a portion to go towards greening transportation, include a requirement for vehicles to park outside of commuting corridors when not in use in order to reduce vehicle emissions and facilitate flow
  - ⇒ Improve coordination of road closures from construction so that they do not coincide with subway closures; ensure this does not additionally overlap with large events
- **Other considerations**:
  - ⇒ There needs to be greater land use planning coordination at the provincial level to ensure new communities are not created using automobile-dependent spatial configurations; use transit first approach
  - ⇒ Complexity of sin taxes and social equity; large road infrastructure projects paid for by Toronto taxpayers disproportionately benefits commuters from outside municipal boundaries. Implementing road tolls/carbon pricing needs to take a holistic approach in looking at which demographics use roads
  - ⇒ *Group members: Jeanne, John, and Jeremy Sandler*

- **6.) Community bike shops – strengthening cyclist networks (Facilitator: Madison Van West)**

- **Identified problem:** need greater access to community bike shops across the city in
- order to remove barriers to cycling; would facilitate low carbon transportation.
- **Objective**: to create greater support for community based bike shop spaces in order to advance cycling uptake in the city; beyond existing focus on cycling infrastructure. Connect network of shops throughout Toronto – one in each ward.
- **Brainstorming**: wouldn't it be great if all communities had equal access to cycling skills training such as all ages bike lessons (fostering knowledge of safety, hand signals, your rights as a cyclist) as well as the chance to be mentored through community bike rides, and having access to space for DIY repair services
- Currently, there are 5 community-based cycling organizations, 1 city funded (all in the downtown core), policy needs to change to incorporate space for community projects all over the city; group emphasized space as the crucial component, inexpensive ideas such as repurposing shipping containers
- Model for community bike shop exists, look to CBN (Community Bike Network), Bike Pirates, Evergreen Bike Works
- There was lots of discussion surrounding ideas on how to move community based cycling initiatives forward, as part of broader complete streets strategy (other aspects include wider sidewalks and pedestrian friendly infrastructure)
- Also discussion of the general need for the city to recognize cycling issues on the same level of priority as driving issues, and the need for youth targeted engagement
- **Suggestions for City of Toronto**:
  - ⇒ Simplify the process (i.e. remove red tape) for small community groups to acquire affordable bike shop space and remove funding barriers where possible
  - ⇒ Improve function of Toronto cycling app/311 to allow cyclists to report infrastructure damage/improvement areas to the city (ex. By dropping a pin on a map or uploading a photo, would quicken process); incorporate into broader green jobs strategy – proposal to hire back-end team of mobile fixers/repair monitors to respond quickly to issues
  - ⇒ Manage this data through Environment & Energy office and share results throughout relevant city departments; ex. Through a co-op student job
- **Other considerations**:
  - ⇒ Group decided to reach out to existing community based bike shops and produce a best practices report to facilitate the city's understanding of community needs, which can be shared with community groups looking to start their own shops
  - ⇒ Group also agreed to start a petition to the city to create a strategy for a community bike shop in every ward; starting with more pilot projects
  - ⇒ *Group members: Tim W., Adrian C., Carol L., Kathryn T.*

- **7.) Green Transportation – municipal level actions (Facilitator: Geoffrey Singer)**

- **Identified problem:** as Toronto seeks to reduce emissions from transportation, the
- challenge of automobile dependence remains a complex one; various factors to consider including affordability and accessibility to low carbon transport, need for greater financial incentives for green transport shift
- **Objective**: to promote focus areas within green transportation realm in order to accelerate and incentivize the shift towards low carbon means of transport.
- **Brainstorming**: while the transition towards greener transportation is a cross-jurisdictional challenge for both provincial and municipal levels, group decided to focus on what Toronto could do within their regulatory authority
- First area of idea discussion was the need to promote alternatives to car use
- Second area of idea discussion was the need to recognize that cars will likely still remain on city roads through to 2050, and the city should encourage a transition to low/no-emission vehicles (primarily electric)
- **Suggestions for City of Toronto**:
  - ⇒ Integrate sustainable transportation considerations when developing new communities, foster less automobile-dependency by prioritizing transit and pedestrian-oriented development (requires cross-jurisdictional collaboration between province and city, as well as with neighboring suburban municipalities)
  - ⇒ Advertise locally to encourage uptake of provincial electric car rebates (facilitate public outreach component, most people don't know about this initiative)
  - ⇒ Lead by example – electrify municipal vehicle fleets, public transport (i.e. buses)
  - ⇒ Support EV recharging station infrastructure expansion on city-owned land – partner with province
  - ⇒ Provide or require "preferred parking" spots for EVs on new properties as well as general parking spaces
- **Other considerations**:
  - ⇒ Consider sourcing electricity from renewable sources (replacing non-renewables) to supply EV charging stations; long term strategy in partnership with utilities and province
  - ⇒ *Group members: John W., Max C., Ed*

- **8.) Schools as hubs - integrating as multi-use facilities (Facilitator: Barbora Grochalova)**

- **Identified problem:** as the city densifies, finding complementary spaces will be increasingly difficult. Reducing emissions requires rethinking spatial configurations to reduce trips taken, in order to maximize efficiency while promoting livability.
- **Objective**: to grow complete communities around a space that supports everyone, while building resilience, intergenerational connections, and partnerships to increase livability and social equity aspects of sustainable city life
- **Brainstorming**: why don't we use schools as multi-purpose facilities? Having schools is important for complete neighbourhoods and allows children to walk to school, but integrating them into multi-use facilities would provide greater certainty when facing risk of school closures
- Multi-use model already been done: St. Matthew's Church, Roncesvalles United Church
- Using existing space is cost effective and efficient in promoting community connectivity, intergenerational interactions (ex. Daycares in retirement homes), allows space for skills sharing across a diversity of hub frequenters
- Other ideas for multi-use facility services include community gardens, kitchens, public health promotion and access to a "community nurse"
- **Suggestions for City of Toronto**:
  - ⇒ Identify schools at risk of closure and propose partnerships with community members regarding possibility of becoming a multi-use facility; contact school board trustees, city councilors, Toronto Public Health for support of this initiative
  - ⇒ Create a guide/framework for emerging school hubs/multi-use facilities to facilitate growth beyond pilot projects
- **Other considerations**:
  - ⇒ Consider potential barriers and strategies to overcome them, including security concerns, branding/communication of the multi-use designation, and ensuring inclusive, welcoming space where community knows it is for them to use
  - ⇒ *Group members: Caroline, Niki, Sarah T., Jerry, Bob*

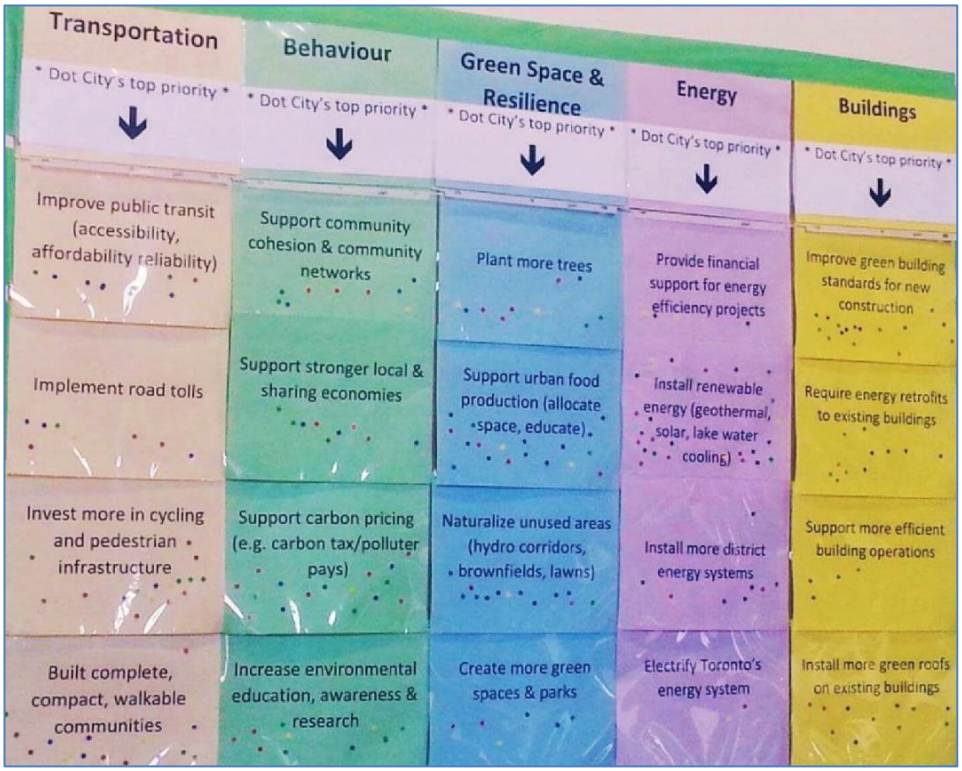
⇒ Appendix A: Other participant ideas – gathered at registration table

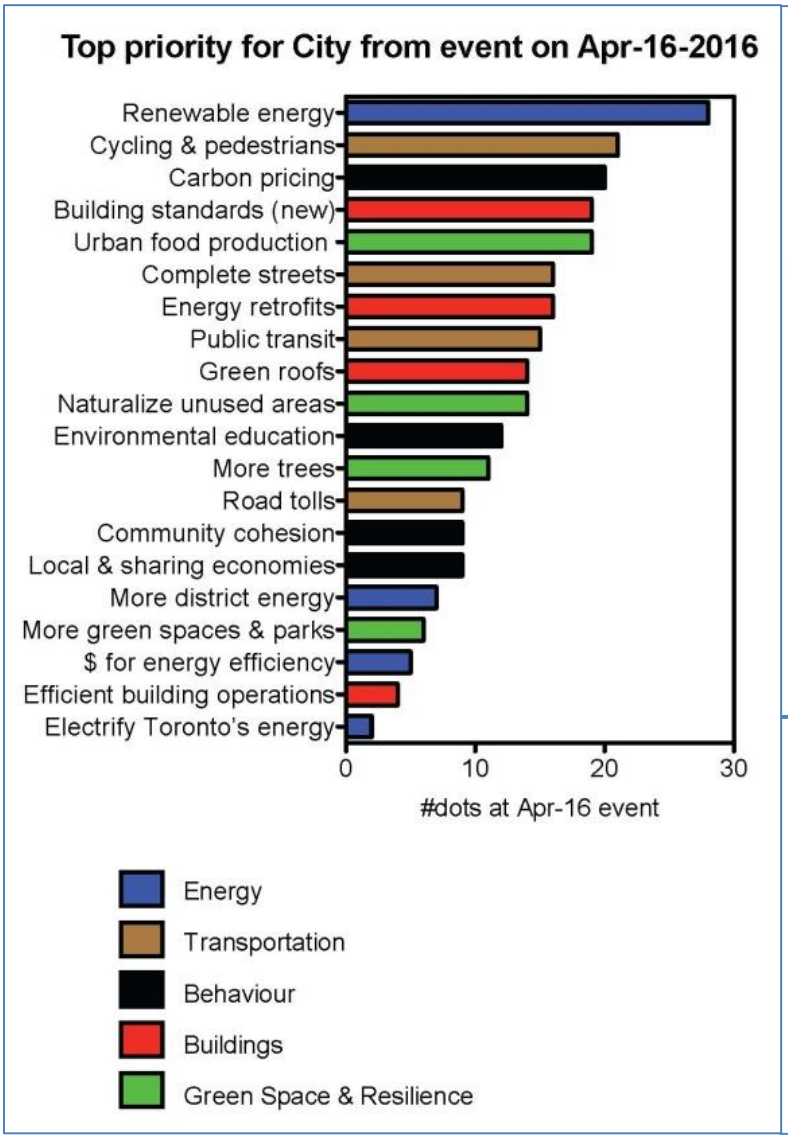
- Some participants were not able to stay for the full duration and gave their ideas at the registration table; they have been documented for the sake of greater community inclusion.

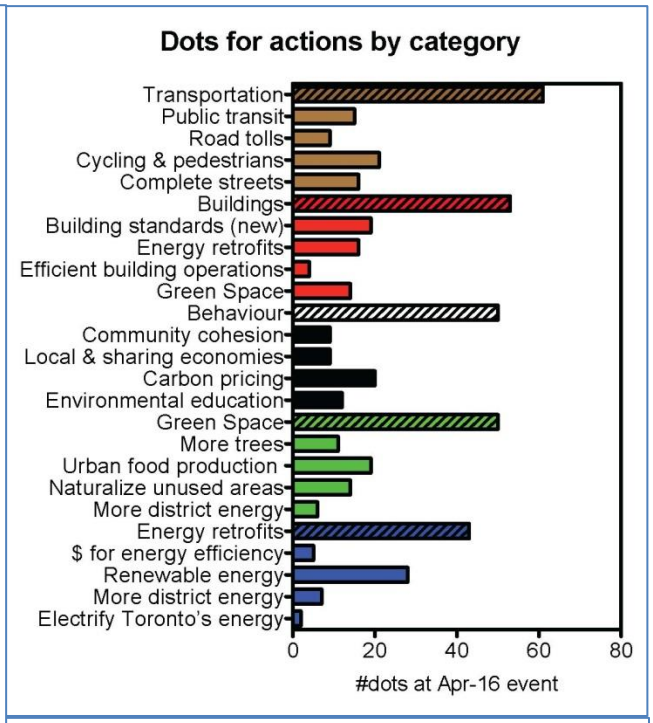
- Increase tax incentives for green roofs, provide list of contractors that interested residents and property owners can consult
- Plant more trees, include greater community stewardship opportunities
- More low rise "green" buildings in the city (4-6 floors)
- Promote cycling through tax incentives for bike maintenance and purchases – equity dimension of making low carbon transport more affordable
- Increasing subsidies for solar panel installations
- City should have input in the planning of Downsview Park (former air force base); model after "greener" High Park. Fund the project through ESP & SDRSP accounting
- Improve existing recycling program; require apartment buildings to have green bins
- Introduce a city-wide ban on plastic disposables (i.e. bags, non-recyclable coffee cups, water bottles, cutlery, etc.) – follow similar path as New York on their ban of Styrofoam
- Increase emphasis on zero waste in residential households through education and outreach, creative incentive mechanisms for positive reinforcement (giving lottery ticket/prize pack ballots to participating citizens- ex. post a picture of your compost to win, engaging public and increasing involvement by leveraging social media)

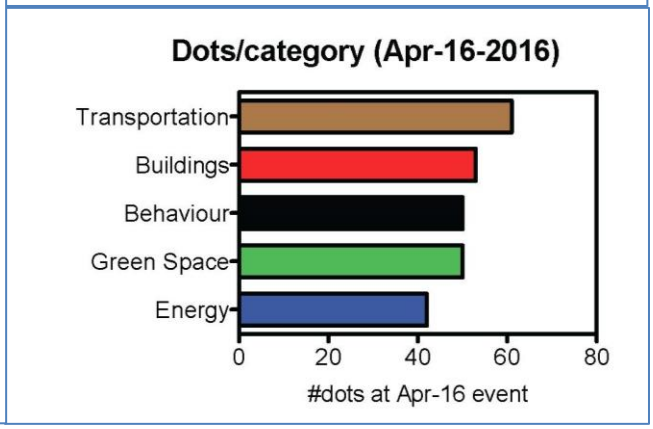
⇒ Appendix B: "Dotmocracy" interactive exhibit results

- All participants were given 5 dot stickers to place on a board of environmental areas identified by the city. The distribution provides insight to community's priorities (mostly Ward 21), with the most significant area revealed to be renewable energy. Categorically, transportation emerged as the top concern for participants.









Dotmocracy result graphs by Lee Adamson (Green Neighbours 21)

Place: Don Heights Unitarian
Date: June 15, 2016

Q1. What does 2050 look like to me?

- Big changes in zoning bylaws- easier to have mixed communities
- Better access to service – childcare/afterschool --> more jobs in this sector
- Better transit, less stress
- Every building is a multi-use, energy efficient building and becomes its own small village where there is a green roof and where people can grow food
- Uber transit – but City run – on call/demand-based shuttle service for less serviced areas
- Expanded community bus service like Sunnybrook to Toronto Rehab service
- No one actually owns a car – cars become managed resources
- Free internet access to everyone which is funded by our tax base
- Developers use radial plans – plan for public transport in every new area
- No packaging especially no advertising packaging
- Everything is manufactured here
- All new homes/apartments must have solar where the homeowner gets some money back
- Vehicles will run on alternative fuels (alternatives to carbon based fuels)
- Telecommute – work from home
- On-line retail
- Support new tech development that can be marketed to other cities
- Green space is protected
- Democratic systems are transformed so that politicians must keep listening to their constituents
- Serious bicycle strategy – see Street Fight – begins with educating school children
- We are better at disseminating information so that we have a more educated public
- Users pay eg. toll roads
- Compact communities
- Big wide sidewalks
- Incentive for everyone to grow food

Q2. How will we achieve our vision?

- More environment days – min 3 in each ward
- Share more, everything is local, stop packaging
- Incentives for community networks; already existing networks should include schools not just in high priority neighbourhoods; this should not be crisis based
- Free public transit for everyone – agree with tax increases
- Increase gas and property tax
- Road tolls/no road tolls – disagreement on this issue
- Examine ways taxes are applied
- Environmental summer camps

- Brownfields used for natural burials

Q3. How do we talk to one another about climate change?

- Relate message to audience
- Provide a visual of what the future would look like if we keep doing things the way we are eg. Aral sea; then add a side that shows "how your choices can make a difference'
- Communicate simple, doable actions eg. one tip in the Environment Calendar
- Don't say 'climate change'
- Ask questions about what is close to your heart
- Its all about you … make a difference
- Every small positive action gets us closer to reaching our target; quantify these so that each individual can see that whatever they are able to do can make a difference
- Use cartoons eg. "the little less and how much it is" by Fougasse (cartoonist)

APRIL 22ND
EARTH DAY PRESENTATION – LOW CARBON LIVING
Approximately 60 people attended a session on what we can do to reduce carbon emissions. The speaker is a public health doctor who is celebrating 10 years of a 'carbon fast' – not getting in cars, or planes – and eating a low carbon budget.
TRANSFORM TO CONSULTATION
We spent our last half hour on ideas for the city:
Here are the ideas for the City Transform TO Vision 2050..

New building standards in accordance with 80% reduction in CO2
Solar panels on all new housing (as in France, and San Francisco)
Bike Lanes
Parks with gardens and wild parts/wild in the city
recycling waste and producing biogas
Financial incentives to hasten change
Grow at least 10% of Torontp food within the city.
Make every neighbourhood walkable "complete streets' for daily weekly needs
Turn Green P spaces into parks
Rip up 25% of pavement and turn it green
Ban cars from downtown
More hugging. (with a nice sketch of 2 people smiling and hugging!)

AT OUR CLIMATEFAST MEETING following the April 22nd event we added the following ideas:

benchmarks to measure progress and annual reduction goals for the city, (as Project Neutral does now)

funding local resource centres that would offer energy audits, advice on retrofits, and help with financing. Could these be in schools or in post offices? or Community centres or libraries? Using community infrastructure already in place seems to be a good idea.

One of our members also suggested this: faith communities, libraries, schools and municipal buildings like community centres should host electric car charging stations in their parking lots. These are already being rolled out by the province. The city and the faith groups and school groups should coordinate with the province, offering locations for these charging stations. If they become ubiquitous, this will encourage more people to make the switch to the increasingly more affordable electric car and make the internal combustion engine cars the dinosaurs that they should have been quite a few years ago already. These new charging stations take only about 40 minutes to charge the car. It may be a great idea for retail business to offer spots in their lots as well. Grocery stores, coffee shops, malls and even laundromats and hair salons could use them as a way of drawing in customers. If I had a fully electric car (I just have a hybrid right now), I'd love the chance to get it charged while I shopped for groceries or got my hair cut. Perhaps this is something neighbourhood BIAs could take on with the help of the city and province.