

TRANSFORMTO

IMPLEMENTATION PLAN

2021-2023 CONSULTATION

SUMMARY REPORT

January 2020

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Note to Policy Makers

Throughout the fall of 2019, the City of Toronto held consultations to collect public feedback on the TransformTO Implementation Plan 2021-2023.

Over the course of one month, approximately 3,700 Torontonians either filled out an online survey, attended a public meeting hosted by the City, or attended a community-hosted consultation. Participants were asked for feedback on actions the City proposes to take during 2021-2023 to reduce greenhouse gas (GHG) emissions in four different thematic areas: Buildings and Energy, Transportation, Financial Tools & Governance, and Other Areas (which included Waste, Sustainable Consumption and Lifecycle Emissions, Leading by Example, and Engagement and Collaboration).

Generally, participants supported most of the actions presented for inclusion in the Implementation Plan 2021-2023. **80% of participants to the online survey agreed or strongly agreed that the suite of proposed actions would put Toronto on a path towards substantial GHG reductions while improving social equity, health, resilience, and the economy.** In fact, no action presented in the survey received less than 68% support.

The City's climate emergency declaration was top-of-mind for many participants. **There were many comments and suggestions about how the Plan might be improved and actions accelerated to meet the City's new target of carbon neutrality by 2050 or earlier.**

Several overarching recommendations emerged from all of the consultation activities.

- **Take faster, bolder, and more strategic action on climate.** Participants urged the City to ensure the actions in the Plan are commensurate with the climate emergency declared on October 2, 2019, and expressed worry about the slow pace of progress. Many participants endorsed the City speeding up timelines on implementation of all of the proposed actions, quickly acting on any actions that would be both easy to execute and effective in reducing GHGs, setting more short-term goals and targets in all areas, and not being afraid to introduce stronger regulations and penalties to ensure faster progress.
- **Be fair and equitable.** Many participants were particularly concerned about the possible impacts of some of the proposed actions on equity-seeking groups, particularly low-income people, racialized people, and people living with disabilities. For example, many participants urged the City to consider the equity implications of actions that discourage driving without providing improvements to transit. Participants also suggested the City should be more explicit in the Plan about how TransformTO will consider and incorporate social equity into all of the actions.

- **Consider the potential impact of actions on affordability and the cost of living for Torontonians.** Many of the actions in the next Plan could impact the cost of housing, transportation, and the goods and services we purchase. While many participants acknowledged that fighting climate change will require additional revenues and may mean making higher personal financial contributions, they also encouraged the City to consider the impacts on Toronto's cost of living.
- **Raise revenues from those most contributing to GHG emissions.** Many participants argued that more emphasis should be put on raising revenues from polluting companies and wealthy individuals with a high carbon footprint.
- **Invest in infrastructure** that will make it much easier for people to reduce their carbon footprint. For many participants, this means making major investments in transit and active transportation.
- **Incorporate significant education, outreach, and engagement efforts** to help shift behaviour, promote understanding, and encourage action.
- **Include both top-down and bottom-up solutions.** Participants emphasized the importance of engaging communities in developing and delivering on climate solutions, but many participants also cautioned the City not to put too much onus on individual action over systemic solutions, changes in policy and legislation, and greater regulation on polluters.
- **Consider ways to ensure the plan's continuity** between election cycles and changes in government.

About TransformTO

TransformTO is Toronto's climate action strategy. Unanimously passed by Toronto City Council in 2017, TransformTO lays out a set of long-term, low-carbon goals and strategies to reduce local greenhouse gas emissions (GHGs) and improve health, grow the economy, and promote social equity.

On October 2, 2019, City Council declared a climate emergency and set a new, more ambitious overall greenhouse gas emissions target of achieving net zero emissions by 2050 or sooner. In addition to this target, TransformTO sets ambitious goals in the areas of buildings, energy, transportation, and waste. It also includes strategies related to engagement and outreach, financial tools and governance, and City operations.

To continue making progress towards the goals identified in the TransformTO strategy, the City will develop a short-term Implementation Plan every four years that lays out the actions to be taken by the City to reduce GHGs over that period of time. The City's Environment and Energy Division is currently coordinating the preparation of the TransformTO Implementation Plan for 2021 to 2023.

About the Consultation Process

The City of Toronto undertook two phases of public consultation in 2019 to inform the TransformTO Implementation Plan 2021-2023. Phase 1 of the process ran from July to September 2019. It included:

- **The TransformTO Reference Panel on Climate Action.** Toronto's TransformTO Reference Panel on Climate Action brought together a broadly representative group of 30 randomly selected Toronto residents for three days of learning and deliberation in July and August 2019. Their work produced a report of consensus recommendations about what actions should be included in the City of Toronto's TransformTO Implementation Plan 2021-2023. Their final report can be found online by clicking [here](#) or by visiting the City of Toronto's TransformTO website at toronto.ca/transform.
- **A public meeting on August 8, 2019, at the Scarborough Civic Centre.** The meeting was attended by 75 members of the general public, as well as 12 panelists from the TransformTO Reference Panel, Toronto City Councillors Jennifer McKelvie and James Pasternak, and City of Toronto staff. A summary report can be found online [here](#) or by visiting the City of Toronto's TransformTO website at toronto.ca/transform.
- **Stakeholder roundtable meetings with organizations from around Toronto in September.** City staff also consulted with stakeholder organizations on the actions to be included in the Implementation Plan. Over 120 stakeholder organizations were consulted through this process.

Phase 2 of the process included four public meetings, an online survey, and a community conversation guide. The results of this phase of the process are found in the following report.

During Phase 2 of the engagement process, the City engaged with approximately 3,760 Torontonians: 282 through public meetings, approximately 520 through the community conversation guide, and 2,959 through the online survey.

About the Participants (Overall in Phase 2)

Man	Woman	Other
42%	56%	2%

< 15 years	16-19	20-29	30-44	45-64	65+
2%	1%	14%	31%	33%	19%

Own	Rent	Rent with subsidy
64%	35%	1%

Visible Minority	Indigenous
16%	1%

Toronto/ East York	North York	Scarborough	Etobicoke	Outside Toronto
66%	10%	9%	11%	4%

About the Public Meetings

The City held four public meetings in October 2019 to gather input on the TransformTO Implementation Plan 2021-2023. Approximately 282 people attended these meetings.

Date	Location	Attendance*
October 8	Etobicoke Civic Centre, Etobicoke	32
October 17	Warden Hilltop Community Centre, Scarborough	40
October 24	North York Memorial Hall, North York	75
October 30	St Lawrence Market Tent, Toronto	135

*Numbers are approximate

Meetings were held in the evenings and ran for approximately two hours. Participants were first welcomed by host and moderator Peter MacLeod from MASS LBP, who reviewed the purpose of the consultation and the agenda for the night, and briefly explained how the meetings fit into the broader consultation process. Linda Swanston, Manager of Policy and Research for the Environment and Energy Division, and Sarah Rodrigues, Senior Environmental Planner, then gave a brief presentation about TransformTO, the Implementation Plan 2021-2023, and the proposed approaches and actions the City is considering including in the Plan. Attendees were provided with handouts at their tables that provided a snapshot overview of these approaches and actions (copies can be found in the Appendix). Following the presentation, there was a brief time for questions.

Participants then broke into small table discussions to comment on the City's proposed approaches and actions. Tables were organized into the four thematic areas of the Plan: Buildings and Energy, Transportation, Financial Tools and Governance, and Other Areas (comprising Waste, Sustainable Consumption and Lifecycle Emissions, Leading by Example, and Engagement and Collaboration). Participants could choose their preferred topic, and were given the opportunity to switch tables once during the discussion period.

At tables, participants discussed the following three questions:

1. What are your reactions to these measures? Is anything missing?
2. Given the recently declared climate emergency, what climate measures are especially important for the City to prioritize between now and 2023?

3. How do you think these measures would impact you, your family, your community, and vulnerable and equity-seeking groups? Are there any unintended consequences we should be careful to avoid when implementing the 2021-2023 Plan?

Notetakers and facilitators were on hand to help guide the conversation and record the findings.

Public Meeting Participants

Participants at the public meetings were asked to fill out an optional demographic survey. 199 of the 282 total participants submitted filled-out cards. The following is a summary of attendance at all four meetings as provided through the survey:

Men	Women	Other
43%	55%	2%

< 15 years	16-19	20-29	30-44	45-64	65+
1.5%	0.5%	26%	35%	18%	19%

Own	Rent	Rent with subsidy
52%	46%	2%

Visible Minority	Indigenous
33%	0%

Toronto/ East York	North York	Scarborough	Etobicoke	Outside Toronto
58%	13%	14%	10%	5%

About the Online Survey

The online survey was launched on October 7, 2019, and was open until November 11, 2019. The survey provided an online opportunity for Toronto residents to learn about the major approaches and actions proposed for the 2021-2023 Implementation Plan, indicate their general agreement or disagreement with different aspects of the Plan, and provide additional detailed feedback on the proposed ideas.

The survey covered the same four thematic sections covered at the public meetings. Each section was optional to complete, but all four were displayed in random order so that the City would receive roughly equal amounts of feedback on every section.

In each of the four thematic sections, participants first read about the City's overall approach in that area, and then indicated on a 5-point scale whether they agreed or disagreed that the approach presented the right opportunities for the City to focus on in the next three years.

Following the question on general approach, participants read about a series of proposed actions and then indicated whether they agreed or disagreed that each idea should be included in the Implementation Plan 2021-2023. They were also given the opportunity to share comments about the benefits or drawbacks of each idea.

Following the four thematic sections, participants were asked if they agreed or disagreed that the proposed plan would help the City reduce greenhouse gas emissions, improve health, grow the economy, increase resilience, and improve social equity over the next three years. They were also given a final opportunity to share any comments or additional ideas about the Implementation Plan.

At the end of the survey, participants answered some optional demographic questions.

Survey Methodology

A total of 2,959 participants took the survey, with 2,646 participants fully completing every section and 313 participants partially completing some of the sections. 2627 participants responded to the question about familiarity with TransformTO, and 2600 participants completed the demographic questions at the end of the survey. All questions were optional with the exception of the first question about people's familiarity with TransformTO. Since not all participants filled out every section, each question has a slightly different number of responses and this is indicated accordingly. Participants also left 11,938 comments across all the sections of the survey.

Survey Participants

Familiarity with TransformTO	
1 - Not at all familiar	30%
2	18%
3 - Somewhat familiar	37%
4	10%
5 - Very familiar (A5)	5%

Man	Woman	Other
42.5%	55%	2.5%

< 15 years	16-19	20-29	30-44	45-64	65+
0.5%	1%	11.5%	32%	36%	19%

Own	Rent	Rent with subsidy
66%	33%	1%

Visible Minority	Indigenous
14%	1%

Toronto/ East York	North York	Scarborough	Etobicoke	Outside Toronto
69%	9%	9%	10%	3%

About the Community Conversation Guide

The TransformTO Implementation Plan 2021-2023 Community Conversation Guide was available for download from October 7 to November 11, 2019, and was used by 25 community groups to gather feedback and suggestions from approximately 520+ Torontonians.

The objective of the Conversation Guide was to provide a way for Torontonians to host their own conversations about the TransformTO Implementation Plan

2021-2023 and provide feedback on the major approaches and ideas. The Guide included a checklist for hosting community conversations, tips for facilitating an effective and enjoyable conversation, several sample agendas, and links to additional resources.

The Guide provided participants with simple background information about TransformTO and the major sources of GHG emissions in Toronto. The Guide was then organized into the same four thematic areas as the public meetings and online survey, which went into further detail on the City's proposed approaches and actions in each of those areas. Each thematic section had a set of three questions that participants could answer:

1. What are your reactions to these actions? Do you agree or disagree that they should be included in the Plan? How would you improve them?
2. Given the recently declared climate emergency, which of these climate measures are especially important for the City to prioritize between now and 2023? Is anything missing?
3. How do you think these measures would impact you, your family, your community, and vulnerable and equity-seeking groups? Are there any unintended consequences we should be careful to avoid when implementing the 2021-2023 Plan? Consider potential impacts to accessibility, safety, affordability, and so on.

Completing all the sections was optional. After participants completed their discussion, they were asked to outline their group's discussion and submit a summary electronically.

Conversation Guide Participants

25 different groups participated in a community consultation using the conversation guide. Conversation guides were used by unaffiliated groups of residents as well as community groups. Community groups that participated include:

Annex Residents' Association

Bayview Cumber
Neighbourhood Association

Canadian Institute for Health
Information

Civic Tech Toronto

Climate Justice Toronto

Councillor Jennifer McKelvie's
Office

Ecology Group at Christie
Gardens Retirement
Residence

Green Wave West

Humber Arboretum and
Humber Office of
Sustainability

King Edward School Council
and Social Justice Committee

Self-organized staff from
KPMG

LAEN – Latinx,
Afro-Latin-America, Abya Yala
Education Network

MobilizeTO

Narayever Environment
Committee

Scarborough Civic Action
Network

The Brown School Eco Club
and Parent Council

Toronto 350

Toronto Climate Action
Network

Toronto Environmental
Alliance

University of Toronto
(Scarborough Campus)

Vaughn Road Tenants
Association

Approximately 300 participants provided demographic information after their event, which is summarized below:

Man	Woman	Other
37%	64%	1%

< 15 years	16-19	20-29	30-44	45-64	65+
14%	3%	28%	17%	15%	23%

Own	Rent	Rent with subsidy
49%	47%	4%

Visible Minority	Indigenous
25%	1%

Toronto/ East York	North York	Scarborough	Etobicoke	Outside Toronto
52%	11%	6%	20%	11%

About the Approaches and Actions

Each of these consultation methods specifically invited feedback on four thematic areas of the Implementation Plan: Buildings and Energy, Transportation, Financial Tools and Governance, and 'Other Areas'.

The City provided participants with 14 'approaches' that summarized how they propose to broadly address GHG emissions in the four thematic areas of the Plan. The City also shared a selection of specific draft actions they are considering including in the Implementation Plan 2021-2023. These approaches and actions were the subject of the consultation process.

Implementation Plan 2021-2023 Summary of Approaches

Buildings and Energy:

1. Accelerate improvements in energy efficiency of existing buildings;
2. Encourage new buildings to produce near-zero emissions and improve resilience;
3. Create more local energy solutions;
4. Support the creation of jobs in the low-carbon building sector;

Transportation:

5. Facilitate increased transit ridership, cycling, and walking;
6. Create a more electric vehicle (EV) - friendly city;
7. Reduce the impacts of urban freight movement (transportation of goods);

Financial Tools and Governance:

8. Factor climate considerations into all government decisions;
9. Establish revenue tools to fund climate action;
10. Leverage climate investment opportunities from all levels of government and private sector;

Other Areas (Waste, Sustainable Consumption and Lifecycle Emissions, Leading by Example, Engagement and Collaboration):

11. Support the implementation of the Long-Term Waste Management Strategy;
12. Reduce direct and indirect emissions associated with the products we consume;
13. Enable and support climate action at the local level and integrate equity impacts into decision-making; and
14. Reduce climate impacts of City operations.

Proposed Actions for the Draft Implementation Plan 2021-2023

Buildings and Energy:

1. Implement a system for rating and labelling residential buildings that

would describe emissions, energy consumption, and water use as well as other performance features;

2. Create financial and non-financial incentives to retrofit buildings;
3. Explore building audit requirements*;
4. Develop emissions and energy performance targets for buildings*;
5. Require multi-unit buildings to have minimum back-up power*;
6. Accelerate introduction of district energy systems in neighbourhoods*;

Transportation:

7. Implement more transit priority zones;
8. Implement more managed lanes for specific uses like buses and high-occupancy vehicles;
9. Explore implementing car-free zones;
10. Explore congestion pricing;
11. Construct new on-street electric vehicle charging stations;
12. Promote active transportation*;

Financial Tools and Governance:

13. Explore implementing a property tax earmark for climate;
14. Explore implementing a parking levy for owners of non-residential, off-street parking spaces;
15. Introduce a 'Climate Lens' policy to evaluate and consider the climate impacts of all major City of Toronto decisions, including financial decisions;

Other Areas (Waste, Sustainable Consumption and Lifecycle Emissions, Leading by Example, Engagement and Collaboration):

16. Reduce lifecycle emissions of the products we use that are often produced and shipped from elsewhere;
17. Establish a Climate Advisory Group to advise on the TransformTO strategy;
18. Have climate champions work in communities to help facilitate and inspire local climate action; and
19. Reduce the climate impacts of City operations.

**These actions were not included in the online survey for brevity and because they required additional technical context.*

Copies of the materials describing the approaches and actions provided to participants can be found in the **Appendix**.

About this report

Following the completion of the engagement process in mid-November, results from each of the three consultation activities were transcribed and digitized. Comments and suggestions were grouped thematically, and organized in order of most-to-least shared suggestions and concerns. This report is a summary of the public's broad reactions to the approaches and actions in the Plan, concerns about possible unintended consequences, suggestions on how the City could improve the Plan's proposed actions, and new ideas for consideration.

Summary of Findings

Buildings and Energy

Reactions to proposed actions and approaches

Participants broadly supported all of the proposed actions related to Buildings and Energy. This included:

- **Strong support for introducing more financial and non-financial incentives for retrofits.** Most participants thought that incentives were a good way to encourage greater uptake of home retrofits, and that it would be sensible to offer a combination of financial and non-financial incentives, depending on the need of the homeowner. Many participants commented that financial incentives in the form of rebates and tax incentives would be particularly helpful for enabling low-income homeowners to afford retrofits.
- **Support for implementing a system for home energy labelling and rating.** Participants felt that a labelling and rating system would enable homeowners and home buyers to have better information about the energy efficiency of their home or potential home, which in turn would encourage retrofits.

Survey participants who agreed or strongly agreed with including these actions in the Plan:	
Retrofit incentives	Home energy labelling
88%	76%

Participants did not contribute many comments on the additional actions in the buildings and energy section, which included setting building audit requirements, introducing more district energy, setting emissions and energy performance targets, and requiring back-up energy for multi-unit buildings, though the comments received about them were generally supportive.

In addition to advice on the proposed actions, participants provided general comments related to buildings and energy.

- **Consider how to mitigate possible negative impacts of labelling and retrofits on affordability, particularly for renters.** Many participants, even if they supported retrofit incentives and home energy labelling overall, were concerned about the impacts of retrofits on the affordability of homes in Toronto, noting that the increased property values could potentially make homes even more expensive, or lead to more 'renovictions' of tenants. Participants urged the City to consider how to prevent this from happening as they encourage more retrofits.

- Many participants were also concerned that increasing pressure to retrofit would generally disadvantage homeowners who are not able to afford retrofits. While homeowners would experience improvements to their home's value, they may not realize the pay-off for a long time.
- Many participants were also concerned that the process of home labelling would pose additional costs to homeowners, which could potentially disadvantage low-income homeowners.
- **Ensure actions in the Plan will be effective at accelerating retrofits.**
Many participants were skeptical that labelling and retrofit incentives would have the necessary large-scale impact on reducing GHG emissions, because voluntary measures may not be sufficient given the urgency of the climate crisis. Several participants questioned the effectiveness of home energy rating programs in catalyzing the kind of widespread home upgrading that is needed to reduce the city's carbon footprint. Several participants felt that rather than creating a new home energy rating system, the City should use one that already exists elsewhere.
 - Several participants suggested tougher action is needed aside from incentives, such as setting minimum building efficiency requirements or making the labelling and retrofitting program mandatory.
 - Other participants proposed the City focus first on larger buildings, both residential and institutional, before single-family homes, as they felt this would be the most efficient way to lower GHG emissions in the short term.
- **Incorporate education and outreach.** Participants identified lack of homeowner knowledge about retrofits as a barrier, and urged the City to help the public better understand the different retrofit options and what might be most appropriate for their home, as well as how to navigate the different incentives available.
- **Consider how to incorporate equity into the Plan by providing needs-based support** to help lower-income homeowners participate in labelling and retrofits. Several participants also suggested the City lead by example and promote social equity by prioritizing retrofits to Toronto Community Housing buildings.
- **Make the Toronto Green Standard more ambitious and strict.** While participants acknowledged the Green Standard has been beneficial, many wanted to see developers hitting higher standards in new buildings.
 - **Many participants also urged the City to track and regulate embedded emissions from the construction and demolition industry.** Many participants not only wanted to see a better accounting of these emissions, but were also particularly concerned about the carbon footprint of construction materials like concrete.

They urged the City to encourage greater use of lower-carbon construction materials, and to promote recycling of waste from demolition or renovations.

Transportation

Reactions to proposed actions and approaches

Participants were largely supportive of the proposed actions in the Transportation section of the Plan, with much higher support for actions that prioritized cycling and transit, and slightly less support for congestion pricing and investment in electric vehicle infrastructure.

- **Strong support for promoting active transportation.** Participants were very supportive of any action in the Plan that would promote active transportation as a way to encourage residents to avoid using private vehicles. Many emphasized the importance of building infrastructure that supports safe and comfortable cycling and walking. Many participants expressed particular frustration at slow progress on building out Toronto's cycling network and called for accelerated implementation of the Cycling Network Plan to provide a complete network of separated cycling lanes. Many participants also emphasized the Plan should include more measures that promote cyclist and pedestrian safety, including cycling lanes, but also measures like priority traffic lights, better lighting, and better sidewalk clearing in the winter.
- **Strong support for transit priority zones.** Participants were very supportive of implementing more transit priority zones as a way to promote transit and discourage driving. Many participants cited the success of the King Street Transit Priority Corridor Pilot.
- **Support for managed lanes.** Participants largely supported managed lanes for transit or high-occupancy vehicles as a way to prioritize more efficient forms of transportation. However, a few participants expressed uncertainty about whether this would promote substantial reductions in GHG emissions, and many participants, even when supportive of the action overall, expressed concerns about how and whether the City can enforce proper use of these lanes.
- **Support for car-free zones.** Participants largely supported the implementation of car-free zones in parts of Toronto, citing the potential benefits to the public realm and cyclist and pedestrian safety. A few participants were unsure whether this action would have significant impacts on GHG emissions, and also felt that this action might have limited applicability due to Toronto's design and weather. Many participants recommended the City run a pilot before implementing car-free zones more widely.
- **Mixed reactions to congestion pricing.** Participants had mixed feedback on congestion pricing. Many participants felt that congestion pricing was a

necessary intervention to reduce car use and raise revenues for climate action, and that there was evidence from other cities around the world that it could be a useful tool to reduce GHG emissions and raise revenues. Other participants felt that a congestion price would have a negative impact on cost of living, and could disproportionately and unfairly impact people who don't live downtown and who often don't have reliable transit access. Many participants noted that this could disadvantage equity-seeking groups. Many participants, even those who supported the pricing, urged the City to seek ways to avoid these disproportionate impacts.

- **Mixed opinions on building new on-street EV charging stations.** While many participants felt that more convenient EV charging stations around the city would help to incentivize the adoption of EVs more widely, others argued that the City should not be investing in infrastructure that encourages the continuation of single-occupancy vehicle use, but rather, encouraging people to switch to other modes. Many participants also argued that as there is relatively low demand for this technology at present, this should be a lower-priority investment for the City at the moment.

Survey participants who agreed or strongly agreed with including these actions in the Plan:*	
Transit priority lanes	Managed lanes
88%	84%
Car-free zones	Congestion pricing
85%	72%
On-street EV charging	
68%	

**Survey participants were not asked to comment on a specific cycling action*

In addition to advice on these proposed actions, participants provided other general comments on the transportation elements of the Plan:

- **Make transit more robust and reliable.** Many participants argued that without more investments in the capacity and efficiency of transit in a way that allows people to reasonably shift their mode of travel, many of the proposed ideas would be unfair or ineffective. This sentiment was widely shared by participants, whether or not they were in support of the Plan's proposed actions.
- **Be careful not to create disproportionate and unfair impacts on lower-income Torontonians,** especially those who may have few viable alternative transportation options. Many participants commented that actions in the Plan could disproportionately impact drivers from outside of downtown. Many participants felt that providing incentives to take transit

or active transportation and building improved transit infrastructure would be a fairer way to reduce vehicle use, and that where penalties or taxes are applied, there should be options to provide exemptions for certain groups to help address equity concerns.

- **Step up enforcement** for managed lanes, priority zones, and cycling lanes to improve safety and ensure they are being effectively and efficiently used. While participants saw the potential benefits of these lanes, many participants expressed frustration about the lack of enforcement towards people who drive or park inappropriately in the lanes.
 - **Consider other ways the City can support reducing GHG emissions from vehicles** by providing incentives for EVs, switching the municipal vehicle fleet to be electric, investing in electric buses, incentivizing or mandating taxis and Ubers to be electric or low-carbon, and incentivizing or mandating low-carbon freight and delivery vehicles.
-

Financial Tools and Governance

Reactions to proposed actions and approaches

There was mixed support for the different proposed actions in the Financial Tools and Governance thematic area. Participants strongly supported introducing a climate lens to ensure City decisions, including financial ones, are made with climate impacts in mind. Participants had a more mixed response to proposed mechanisms to raise revenue for climate action through parking levies and property taxes.

- **Strong support for a climate lens policy.** Participants were very supportive of the idea of applying a climate lens to major municipal decisions. Many participants agreed it was both an obvious and relatively easy step for the City to implement on a fairly quick timeline. However, participants also cautioned that the City must be transparent about what methodology will be used to develop and apply this lens, as well as how the lens would be weighted, particularly when faced with difficult financial or political decisions. Participants also cautioned that it should not become an extra layer of 'red tape' that slows progress on TransformTO or prevents decisive action.
- **Support for a levy on privately owned parking spaces.** Participants mostly supported the idea of a levy on privately owned parking spaces, because they felt it would likely mean higher parking costs, resulting in a 'polluters pay' principle that would encourage behaviour change. Many participants felt that parking fees in many parts of the city could stand to be higher and that parking should generally be discouraged. However, many participants were concerned about impacts to cost of living, and urged the City to execute this idea carefully, with consideration for how to mitigate possible equity impacts to low-income communities, particularly

people commuting downtown from the suburbs who may have few other viable transportation options.

- **Mixed reactions to a property tax earmark to raise revenues for climate action.** While many participants did support the idea of a property tax earmark and acknowledged a pressing need for the City to raise revenues to fund transit and other climate initiatives, many other participants were adverse to additional financial burdens, citing the rising cost of living. Particular concern was expressed about impacts on Toronto's housing affordability, especially for low-income homeowners, seniors, and young homeowners just entering the market.

Survey participants who agreed or strongly agreed with including these actions in the Plan:*	
Climate lens	Parking levy
88%	71%
Property tax earmark	
65%	

In addition to advice on the proposed actions, participants provided other general comments on the financial tools and governance elements of the Plan:

- **Consider other revenue-generating tools**, particularly ones that put more responsibility on polluters and large corporations before individual residents. Participants suggested alternative options, such as levying additional taxes on unsustainable materials and products.
- **Ensure that all revenue-generating tools are communicated clearly and transparently to the public.** Many participants urged the City to ensure, when levies or taxes are applied, that the public understands exactly how their money was spent, showing clear links to climate action whenever possible.
- **Always apply an equity lens.** Participants thought there should be ways to exempt people who might be unfairly and disproportionately impacted by these tools, or mitigate the negative effects with rebates or 'sliding scale' rates based on income.

Other Areas

The 'Other Areas' section of the engagement process encompassed four other major categories of the Implementation Plan:

- Waste;
- Sustainable Consumption and Lifecycle Emissions;
- Leading by Example; and
- Engagement and Collaboration.

Reactions to proposed actions and approaches

Broadly, participants supported the actions suggested in the 'Other Areas' part of the Implementation Plan. Participants urged decisive action on waste, and encouraged the City to start to think about how they could play a role in mitigating lifecycle or embedded emissions from the products we use that may be produced elsewhere. Participants were also supportive of efforts to engage and educate the community on climate action, but warned against letting these efforts be captured by special interests. They also urged the City to balance the need for engagement with swift and decisive action.

Waste

- Participants were not provided with action items related to the City's waste, due to the fact that the TransformTO Implementation Plan will integrate actions from the pre-existing Long-Term Waste Management Strategy, which underwent a separate engagement process. However, many comments and ideas related to waste were provided, and they are summarized in the Detailed Summary of Findings, which can be found in Appendix A.

Sustainable Consumption and Lifecycle Emissions

- **Strong support for acting on lifecycle emissions.** While many participants noted that it is essential to address lifecycle emissions as part of the TransformTO strategy, many participants were also unsure that the City could realistically have a significant impact on this area. Participants suggested that the City could find ways to hold manufacturers and businesses more accountable for the waste they produce, and also introduce programs and mechanisms that educate people about the lifecycle emissions of products they purchase (such as through a label on these products). They also suggested the City find ways to encourage and support the local economy, particularly when it comes to food production, such as by encouraging urban agriculture.

Leading by Example

- **Strong support for leading by example by greening the City's operations.** Participants thought this was an obvious and easy action for implementation in the next few years, and urged particular action on electrifying the City's vehicle fleet and on banning single-use plastics at City events and facilities.

Engagement and Collaboration

- **Support for the idea of a climate advisory group.** Participants supported greater inclusion of residents' voices in policy-making in order to ensure policies don't overlook important considerations, and also help build support for new climate programs and policies. However, many participants also commented that the effectiveness of the group would depend on its composition and structure. Participants urged the City to make the group broadly representative, ensure equity-seeking groups are at the table, and also incorporate expert voices where possible so that decisions are evidence-based. Participants were also unsure how much real power or impact such a group would have on City decision-making.
- **Support for introducing 'climate champions' to help local communities with climate action, with conditions.** While many participants liked the idea of having dedicated people who can provide more support to community groups and individuals interested in getting involved in climate action, other participants expressed uncertainty about the effectiveness of introducing climate champions, particularly when weighed against other priorities. Participants urged the City to select the champions from local organizations, and not to duplicate efforts but instead support people and organizations already doing climate work.

Survey participants who agreed or strongly agreed with including these actions in the Plan:*	
Lifecycle emissions	Lead by example
86%	93%
Climate champions	Climate advisory group
72%	82%

In addition to advice on the proposed actions, participants provided other general comments on the Other Areas sections of the Plan, particularly regarding waste and engagement:

- **Invest heavily in engagement and outreach.** Participants wanted to see the City focus more on informing people about things they can do to help take action on climate. Participants urged more support for existing community efforts, strategic partnerships with BIAs, neighbourhood associations, and other existing groups, as well as the involvement of youth

and children. Participants also encouraged the City to do more to promote existing programs and supports that are already being offered by the City to encourage uptake and improve effectiveness.

- **Introduce more restrictions and disincentives on single-use materials,** especially single-use plastic and black plastic. Participants recommended either an outright ban on these materials, or heavier fees and levies on their use to incentivize businesses to manufacture and use more sustainable materials.
- **Include action on food in the Plan.** Many participants thought that the City should do more to mitigate the carbon footprint of food, and suggested the City apply incentives to encourage the purchase of locally grown food, promote urban agriculture, and support education and outreach about the benefits of plant-based diets.
- **Consider how to hold producers and businesses more accountable for the waste they produce.** Many participants left comments about the imperative of holding businesses—from construction companies, to manufacturers, to local restaurants that do take-out—accountable for the waste they produce. Participants felt that this would be a more effective way to reduce waste than to encourage individual behaviour change.
- **Find ways to address equity considerations through engagement and collaboration opportunities,** ensuring that efforts are reaching the most marginalized Torontonians, and that a variety of voices are heard and represented in these collaborations.

Appendix A: Detailed Summary of Findings

The following summary provides more detailed information about how the public responded to proposed ideas presented at the public meetings, in the community conversation guide, and in the online survey.

Across all three engagement methods, participants were largely supportive of the actions and approaches proposed for the Implementation Plan 2021-2023.

The most popular proposed actions in the survey results were:

- Leading by example in City operations (93% agree or strongly agree);
- Providing more financial and non-financial retrofit incentives (88%);
- Implementing more transit priority zones (88%);
- Introducing a Climate Lens (88%); and
- Acting on lifecycle emissions (86%).

The remaining actions in the survey, in order of most to least popular:

- Exploring implementing car-free zones (85% agree or strongly agree)
- Implementing more managed lanes (84%)
- Establishing a climate advisory group (81%)
- Implementing a system for rating and labelling residential buildings (76%)
- Exploring congestion pricing (72%)
- Having climate champions work in communities (72%)
- Introducing a parking levy (71%);
- Building on-street EV charging stations (68%); and
- Introducing a property tax earmark (65%).

Survey Question 19: Overall Reaction to Plan

Do you agree or disagree that this Plan will help the City reduce greenhouse gas emissions, improve health, grow the economy, increase resilience, and improve social equity over the next three years?	
1 - Strongly disagree	2%
2	3%
3	9%
4	30%
5- Strongly agree	50%
I don't know	6%

Suggestions and concerns have been synthesized and consolidated, and are presented in order from most common to least common.

Buildings and Energy: Detailed Summary

Participants were broadly supportive of the actions in the buildings and energy section of the Plan. Participants frequently urged the City to move more quickly in implementing actions to reduce GHG emissions of buildings, and broadly felt that incentives and labels would be an effective mechanism. Many participants also pointed to the co-benefits to health and quality of life that residents would experience from having retrofitted homes.

General suggestions:

- Increase the Plan's timelines and ambition, and go beyond exploration or study in this Implementation Plan;
- Launch pilots that can serve as demonstrations to help educate the public and build buy-in for new initiatives;
- Prioritize projects that are relatively quick and easy to implement, or projects that would result in a high GHG emissions reduction for comparatively less effort; and
- Develop and implement actions in tandem; for example, linking retrofit incentives to compliance with energy performance standards, or achieving back-up energy requirements for multi-unit buildings through district energy systems.

Participants raised concerns about the unintended consequences of actions in this area, specifically the possible impacts on affordability for all Torontonians and the possibility of 'renovictions' (tenants being evicted so landlords can renovate their units). Participants were also uncertain about how the City would measure and enforce TransformTO's goal to have 100% of the buildings in the city retrofitted by 2050, noting it may require regulatory enforcement, such as through the provincial building code.

Survey Question 1: Overall Approach, Buildings and Energy

The Buildings and Energy section of the Plan focuses on four opportunities:

- Accelerate improvements in energy efficiency of existing buildings;
- Encourage new buildings to produce near-zero emissions and improve resilience;
- Create more local energy solutions; and
- Support the creation of jobs in the low-carbon building sector.

Do you agree or disagree that these are the right opportunities to focus on for buildings and energy over the next 3 years?

1 - Strongly disagree	3%
2	1%
3	5%
4	18%
5 -Strongly agree	71%
I don't know	2%

Home Energy labelling

Participants broadly supported the idea of introducing a home energy labelling and rating system for residential buildings and had many ideas about how to ensure it would be applied effectively and fairly. Participants felt a labelling system would provide useful information and education to homeowners about their carbon footprint, which could in turn motivate homeowners to improve the energy efficiency and value of their home through retrofits to save money on utilities. They also argued that a labelling system would provide better information to home buyers about the carbon footprint and energy efficiency of the homes they buy.

Common suggestions

- Focus on large residential and non-residential buildings first — particularly commercial and institutional buildings, and larger multi-unit buildings that are not up to the latest Toronto Green Standard. Many participants felt that focusing on individual homeowners and single family homes was neither fair nor the lowest-hanging fruit for the City in the short term;

- Collect better data on the energy efficiency of Toronto's homes so that the City can better target homes most in need of retrofits. This might be done through voluntary or mandatory surveys or by reviewing energy bills;
- Make the home labelling process mandatory rather than voluntary, or review and label every building at regular intervals;
- Educate owners on energy consumption and the benefits of retrofits through other mechanisms aside from the home labelling system, such as:
 - Encouraging people to change energy consumption habits, either instead of or alongside encouraging home retrofits. This was especially emphasized for people who live in multi-unit buildings who may not pay their own utility bills; and
 - Making personal energy use ratings a component of the program, as a way to provide direct feedback to homeowners on their energy consumption and encourage behaviour change;

Additional suggestions:

- Use existing energy rating systems, rather than developing a new one;
- Incorporate these ratings into the multiple listing service system for real estate; and
- Address equity issues by supporting or training marginalized people to fill jobs related to home energy labelling and rating.

Common concerns

- Labelling and rating homes may increase costs for homeowners, both in terms of the labelling process itself and the possible associated retrofit costs;
 - Participants expressed particular concern over possible equity impacts on people with older homes, seniors, and low-income people. Many participants suggested that the label would not be particularly effective if people do not have the means to then upgrade their home, even at point of sale;
- The expense of retrofits and the increased property values could end up being passed on to buyers and renters in the form of increased housing prices;
 - Many participants also mentioned that renters living in homes with an energy label may end up being 'renovicted' to enable retrofits, or have retrofit costs passed on to them through rent increases;

Additional concerns

- This action may not create sufficient motivation for people to upgrade their homes, due to relatively low supply and already-high prices in Toronto's heated housing market. A few participants pointed out that energy rating

systems do already exist, but it is not clear if these ratings have had a significant impact on encouraging home retrofits. Several participants commented that if inefficiencies are identified but homeowners cannot afford to implement them, the system will not result in the desired carbon reduction;

- The City may find it difficult to ensure accurate, fair, and consistent standards are applied across all measurements and ratings. A few participants indicated that more information would be needed on who would be doing the ratings and how the methodology's transparency and fairness would be ensured;
- The implementation of this project might put a high cost on taxpayers. Several participants indicated that they felt the cost to the City for rolling out a city-wide labelling program might be too high;
- Older buildings may be more challenging and expensive to retrofit, and also may have heritage characteristics to maintain. However, a few participants suggested that older buildings may be a place to start first since they are likely to experience the highest reduction in GHG emissions; and
- There could be potential negative impacts on homeowner privacy if home ratings were to be made public.

Survey Question 2: Home Rating and Labelling

Implement a system for rating and labelling residential buildings (single family homes, apartment buildings, and condos)	
<p>The rating would describe emissions, energy consumption, and water use as well as other performance features. This rating would be displayed at the time of sale, rental, or during major renovations. It would help owners, potential buyers, or renters to understand the full energy costs of the building and the opportunities for energy performance improvements.</p> <p>Do you agree or disagree that the City should include this action in the Plan?</p>	
1 - Strongly disagree	4%
2	5%
3	12%
4	25%
5- Strongly agree	51%
I don't know	3%

Retrofit incentives

Participants strongly supported the idea of financial and non-financial retrofit incentives, and many considered them a way to accelerate widespread retrofits of homes and buildings. Several participants felt that incentives might be especially important for larger buildings where tenants are paying utility costs, who may not be incentivized otherwise to increase their energy efficiency. Participants were also concerned with how to ensure equity and fairness in retrofit programs, and thought that incentives would be particularly helpful to lower-income homeowners.

Common suggestions

- Mandate improved energy efficiency for building owners through regulations and penalties, such as by setting deadlines for buildings to do energy efficiency retrofits, applying penalties to buildings that do not meet the deadlines, or increasing property taxes on buildings that do not meet energy efficiency standards. One participant suggested following a similar process to when the Access for Ontarians with Disabilities Act was slowly phased in;
- Provide financial incentives, such as lowering property tax rates for higher-efficiency buildings and homes, offering rebates, implementing virtual net metering programs (energy bill credits for people who are producing excess clean energy through home solar panels), encouraging or supporting more 'Green mortgages' that offer better interest rates to people who either buy an energy efficient home or who commit to retrofits, and lowering interest rates on home energy loans for people who complete a home labelling process before a certain deadline;
- Provide non-financial incentives, such as fast-tracking development applications for more energy efficient buildings, and ensuring quick processing times for rebates and financing so as not to pose a barrier to participants;
- Promote existing retrofit incentives and supports to homeowners more widely and effectively by:
 - Providing support in navigating choices related to choosing the most effective retrofits, and identifying qualified and experienced contractors; and
 - Providing more support to help people navigate the bureaucracy of incentive programs offered by the City;
- Grant financial incentives based on demonstrated need. Several participants suggested this would be a way to ensure that wealthy homeowners are not benefiting unfairly.

Additional suggestions

- Support and incentivize green roofs on existing and new buildings; and
- Initiate and financially support neighbourhood-wide retrofits to take advantage of economies of scale.

Common concerns

- Landlords who get incentives to conduct retrofits may end up 'renovicting' people and/or passing on the costs to tenants;
 - Some participants questioned whether incentives would be a strong enough tool to encourage landlords to do retrofits, given the low vacancy rates in Toronto and the fact that many renters pay for their own utilities;
- Providing incentives may unfairly benefit relatively wealthy building owners. Several participants commented that they felt that public funds should not go towards incentivizing people who already have the means to do retrofits, with a few participants suggesting that regulation would be more appropriate in these cases;
 - Similarly, many participants commented that since homeowners are often comparatively wealthy and will recoup the cost through utility savings and increased home value, they don't need extra assistance to do retrofits and should not receive financial incentives from public funds.

Additional concerns

- The overall effectiveness of retrofit incentives in reducing GHG emissions at a rapid pace was unclear to some participants;
 - Several participants were concerned that these incentives might go towards energy efficiency upgrades that do not provide significant GHG reductions, or even towards projects that are fraudulent. A few participants urged monitoring and accountability mechanisms to prevent this;
 - Several participants questioned whether it is necessary to introduce more incentives than the City already offers, and wondered about the effectiveness and impact of current incentives;
 - Several participants questioned whether incentives are effective policy mechanisms for encouraging the scale of retrofits needed to address the GHG emissions of buildings, or if regulation and mandatory standards would be more effective;
 - A few participants were concerned that the availability of financial incentives could cause suppliers to inflate prices on labour and materials;

- Similar to the previous section on home labelling, several participants questioned the overall effectiveness of focusing on homes rather than prioritizing other building types and businesses and encouraging developers to change their practices; and
- It may be difficult to encourage these incentives for condo buildings. A few participants pointed out that condo owners might be restricted by their condo boards in terms of what upgrades they are able to do.

Survey Question 3: Retrofit Incentives

<p>Create financial and non-financial incentives to retrofit buildings.</p> <p>Incentives could include rebates, financing, strategic partnerships, tax incentives, or technical support to property owners. These would help encourage property owners to improve the energy efficiency of their buildings.</p> <p>Do you agree or disagree that the City should include this action in the Plan?</p>	
1 - Strongly disagree	3%
2	2%
3	6%
4	18%
5 - Strongly agree	70%
I don't know	1%

District energy

Participants at public meetings and those using the conversation guide supported the idea of introducing more district energy systems, and suggested it would not only be a good way to introduce more renewable energy but would also create more resilience for local communities.

A question on district energy was not included in the survey.

Suggestions

- Make district energy systems mandatory for new developments;
- Focus on introducing solar and geothermal district energy systems;

- Consider how to make use of laneway spaces for district energy projects; and
- Accelerate introduction of more energy storage projects.

Concerns

- A few participants noted this idea would require a longer timeline for implementation than other solutions.

Multi-unit buildings' minimum back-up power requirements

The City's proposal to require multi-unit buildings to have a minimum amount of backup power did not garner a large number of comments or responses from either the public meetings or the conversation guide. Those who did comment on this action supported it, and felt that providing back-up power was a safety and resilience issue as well as a climate issue. A few participants suggested that back-up power systems should always run off renewable or low-carbon energy sources.

A question on multi-unit building back-up power was not included in the survey.

Concerns

- The cost of installation of back-up power systems could be passed on to renters; and
- These requirements might possibly increase costs to condo owners.

Building audit requirements

Few comments were provided on the matter of requiring building audits. However, several participants suggested that audit requirements should not merely be explored, but implemented within the next three years, and that penalties should be applied to ensure compliance after a grace period of about three to five years.

Emissions performance targets

There were also a low number of comments provided on the idea of setting emissions performance targets for existing buildings. However, the comments that were received were supportive. Participants suggested accelerating this idea by making use of existing standards and targets used by other cities, and applying fines and penalties to ensure compliance.

Additional buildings and energy ideas: education, communication, and outreach

Many participants proposed the City take further action to communicate effectively with the public about the GHG impacts of buildings, what types of

retrofit opportunities exist, and how individual people can take action on a local level to address their home's carbon footprint.

Suggestions

- Do more general outreach and education about energy conservation, delivering information at the neighbourhood level when possible. This could include:
 - Ensuring more promotion about how retrofits can help address our GHG emissions, more outreach to building owners and managers, and exploration of partnerships with community groups and neighbourhood associations for energy efficiency projects; and
 - Doing more to promote existing programs to help people do retrofits. Several participants expressed concern that uptake on existing programs seems low. Several suggested including information on programs from other levels of government to help people understand the different options;
- Build a 'tool kit' or 'shopping list' for homeowners to help them understand what retrofits are, what types of options are out there for what kinds of homes, and how to navigate the different incentive programs that are available;
- Help people in multi-unit buildings to better understand and change their energy consumption; and
- Introduce supports and mechanisms to increase the number of women, and particularly women of colour, in the green building industry.

Additional ideas: New buildings and construction

While there were no particular actions presented to participants related to new construction, participants provided additional comments on how the City can reduce GHGs from new construction projects.

Suggestions

- Collect data on and report better metrics related to embedded emissions in construction and demolition projects. This could include:
 - Holding builders more accountable for the waste they produce in construction projects, as well as the materials they choose to use; and
 - Considering incentives for builders to re-use materials;
- Increase incentives and regulations for developers to hit the highest tiers of the Green Standard. Several participants worried that without a stronger mandate in TGS or more education for builders, they would not be sufficiently motivated to try to hit the highest sustainability standards;

- Encourage or require developers to incorporate innovative climate mitigation technology into their new builds. Many participants mentioned green roofs, green walls, solar panels, geothermal systems, deep lake cooling, and battery electricity storage in new developments;
- Discourage or phase out building materials that have a high carbon footprint; and
- Invest in passive housing construction projects for public buildings.

Additional ideas: regulations and public policy

Several participants suggested that the City may need to introduce new bylaws or policies to accelerate progress on building efficiencies.

Suggestions

- Enforce improved energy efficiency in buildings through changes to building code (which would require provincial intervention);
- Invest in retrofits to Toronto Community Housing buildings as a way to lead by example and also integrate equity into the retrofit process;
- Address urban sprawl and density. Several participants commented that the City could help to reduce GHGs from travel and buildings by encouraging people to live in a smaller square footage. More 'complete communities' with amenities near to where people live will also reduce the amount of travel people need to do for work, recreation, and shopping;
- Set carbon footprint caps for buildings;
- Consider a municipal cap-and-trade program for buildings (a participant noted that New York City is conducting a feasibility study on this right now);
- Restrict the permitted size of high-rise condo buildings;
- Consider how to protect energy efficiency projects against political interference and policy lurch after elections; and
- Consider how to mitigate the privacy implications of having more smart technology in homes.

Resident perspectives on buildings and energy

"[Retrofit incentives are] great, however, EVERY resident needs to be informed of this plan so they can decide to make use of [the incentives]. If people don't know, they can't/won't upgrade their homes without the help of the City."

"I have equity concerns about financial assistance [for retrofit incentives]. Toronto is already quite economically divided with current property owners being beneficiaries of city-building initiatives that have boosted their property

values significantly faster than inflation or other investments available to non-owners. Further financial assistance, whether through rebates, preferential financing, or tax incentives, could further increase the divide, with property owners now being owners of highly-valued retrofitted buildings that non-owners have little chance of buying or inhabiting."

"Weigh this towards helping lower-income people make these upgrades versus middle- or upper-income people who can already afford to make the upgrades. Consider a sliding scale--full rebate or almost full rebate for low-income and sliding scale partial rebate for other income levels. Low-income people would not benefit from tax incentives that lower their tax payable. Somebody should assess whether some buildings are worth retrofitting--may be cheaper to just build new energy efficient housing for low-income renters rather than try to upgrade some of the old apartment buildings."

Transportation: Detailed Summary of Findings

Participants largely supported TransformTO's transportation-related approaches and actions. Most participants felt that the City should push for more ambitious and transformative transportation actions, suggesting that the City should not only be exploring new ideas in this Implementation Plan, but also putting things into action and regulating where needed.

In addition to the comments on the City's six proposed transportation-related ideas, there were a very high number of comments related to improving and expanding the transit system and subsidizing, lowering, or eliminating transit fares. Participants often commented that better transit is integral to the success of the other actions proposed by the City.

General suggestions:

- Encourage a city-wide culture shift that discourages single-occupancy vehicle travel and prioritizes and encourages the use of active and public transportation;
- Introduce more specific and short-term targets related to transportation to ensure faster and more effective progress; and
- Couple transportation investments with education and outreach work to encourage public buy-in and behaviour change.

General concerns:

- Low-income individuals, especially those living outside the downtown core, may be adversely affected by some of the transportation actions proposed. There were related concerns that the proposed actions prioritize and centre the needs of Torontonians who live in the downtown as opposed to those who live in the suburbs; and
- Political change at other levels of government could impact future progress on the TransformTO strategy.

A few participants also shared some general concern about the economic and job impacts resulting from disruptions to the auto industry.

Survey Question 4: Overall Approach, Transportation

38% of Toronto's GHG emissions come from transportation— and nearly 80% of those emissions are from cars. The Transportation section of the plan focuses on three opportunities:

- Facilitate increased transit ridership, cycling, and walking;
- Create a more electric vehicle (EV) - friendly city ; and
- Reduce the impacts of urban freight movement (transportation of goods).

Do you agree or disagree that these are the right opportunities to focus on for transportation over the next 3 years?

1 - Strongly disagree	3%
2	2%
3	4%
4	15%
5 - Strongly agree	75%
I don't know	1%

Transit priority zones

Participants were overall strongly supportive of the idea of implementing more transit priority zones around the city. They felt that the action would be an effective and relatively low-cost way to encourage more transit ridership by making transit more reliable and comfortable. A few participants noted this would provide increased transit capacity on key routes as a 'stopgap' while new higher-order transit is being constructed. Many participants noted the success and effectiveness of the King Street Transit Priority Corridor, and also pointed to the co-benefits to cyclists and pedestrians, businesses, and the public realm.

Common suggestions

- Incorporate dedicated or protected cycling lanes alongside transit priority lane projects to make these routes even more cycling-friendly;
- Explore where these transit zones can be implemented outside of the downtown core so that other parts of Toronto can benefit;

Additional suggestions

- Consider making exceptions for freight and delivery vehicles; and
- Incorporate public realm and streetscape amenities in these zones to benefit pedestrians.

Common concerns

- Transit priority zones may not be effective without a concurrent increase in transit frequency and capacity. Many participants felt it would be unfair to discourage driving if alternatives are unrealistic and inaccessible;
 - Several participants also suggested that the people most impacted by poor transit tend to live farther from downtown, and initiatives that discourage driving tend to have a disproportionate impact on these communities;
- It may worsen congestion on nearby streets, potentially leading to longer driving travel times and increased emissions;
- Enforcement of the rules of the transit zones continues to be an issue on the King Street Priority Transit Corridor, which has contributed to frustration for transit users and cyclists;

Additional concerns

- Uncertainty/skepticism about the success of the King Street pilot;
- Possible impacts of reduced on-street parking on nearby businesses; and
- Accessibility concerns for people living with disabilities and the elderly.

Survey Question 5: Transit Priority Zones

Implement more transit priority zones.	
Transit priority zones use signals, special lanes, and traffic restrictions to allow transit vehicles to move more quickly and to improve congestion. One example is the King Street Transit Priority Corridor between Bathurst Street and Jarvis Street.	
Do you agree or disagree that the City should include this action in the Plan?	
1 - Strongly disagree	4%
2	2%
3	4%
4	15%
5 - Strongly agree	73%
I don't know	2%

Managed lanes

Participants were broadly supportive of the idea of introducing more 'managed lanes'. Generally, participants felt that prioritizing vehicles that move more people will address congestion by encouraging more carpooling and transit use. Many participants also commented that it would provide incentive for people to switch their travel mode to a more sustainable option. However, many participants also expressed some uncertainty about the overall impact on GHG emissions, particularly if not accompanied by transit service improvements.

Common suggestions

- Make separated lanes for cycling a priority, in addition to managed lanes for high-occupancy vehicles (HOV) and buses;
 - Many participants went further and suggested the City prioritize dedicating space for buses and transit before dedicating space for personal cars, even if drivers are carpooling;
 - A few participants also suggested letting EVs use managed lanes.

Additional suggestions

- Improve education and signage for managed lanes for future projects to ensure that drivers understand the appropriate use of these lanes.

Common concerns

- Managed lanes run the risk of poor enforcement, with many participants citing the GTHA's current HOV lane system. One participant suggested the possibility of using photo enforcement to help address this;
- It might not be an effective or fair way to reduce GHG emissions without a concurrent increase in transit frequency and capacity, or support in helping people find carpooling options. A few participants commented that they felt that managed transit lanes in other cities (citing Los Angeles, New York, San Francisco, and Belfast) have not had a significant impact on traffic congestion or GHG emissions;
 - Participants also felt that without such viable transportation alternatives, participants would not be able to change their behaviour, and that HOV lanes would therefore be under-utilized while worsening congestion for drivers in other lanes. This could have the impact of potentially leading to longer travel times and increased emissions; and
- People from outside of downtown may be disproportionately impacted, leading to equity concerns.

Survey Question 6: Managed Lanes

Implement more managed lanes. Managed lanes are roadways or lanes given a specific use (such as bus-only or high-occupancy vehicle-only) to improve traffic flow for all road users and improve transit service. Do you agree or disagree that the City should include this action in the Plan?	
1 - Strongly disagree	3%
2	3%
3	8%
4	22%
5 - Strongly agree	62%
I don't know	2%

Car-free zones

Participants were supportive of this idea, though generally more for its benefits to the public realm and pedestrian experience, and less because of the impact to GHG emissions. Many participants commented that car-free zones have been very successful in other parts of the world, and that Toronto should emulate them. Many participants also pointed to the co-benefits of car-free zones, including improvements to the public realm, neighbourhood liveability, health, safety for pedestrians and cyclists, tourism, and businesses. However, other participants, particularly those who used the conversation guides, were unsure about the overall effectiveness of this idea on reducing GHGs, and were also concerned about impacts on accessibility.

Common suggestions

- Start with a pilot project to help demonstrate how it would work and create a case study that could be scaled to other neighbourhoods;
 - Several participants suggested starting with car-free days or weekends;
 - Several participants also urged the City to take lessons from other cities who have implemented car-free zones successfully; and
- Locate car-free zones in pedestrian and cycling-friendly neighbourhoods such as Kensington Market, Yonge and Dundas, and around the

universities. Many participants suggested that these zones should generally be located where pedestrian, cycling, and transit amenities already exist;

- Several participants also suggested that the City look for locations where the safety benefits to pedestrians would be highest.

Common concerns

- Commuters trying to get to downtown, who don't have adequate transit connections or the ability to easily park elsewhere in the city, may face undue burden;
- It is unclear whether this idea would have a significant impact on improving Toronto's carbon footprint. Many participants were concerned that car-free zones would worsen congestion on nearby streets, potentially leading to longer travel times and increased emissions. Many participants suggested that without concurrent improvements to transit, cycling, and pedestrian infrastructure, this idea would not have much impact on reducing GHG emissions;
- People living with physical disabilities will find it harder to access businesses and homes in the zone;

Additional concerns

- Businesses may be negatively impacted, both in terms of accessibility to customers or clients and the ease of receiving and sending goods;
- Car-free zones may be less practical in a city like Toronto that has a high number of days annually with very poor weather;
- Unless zones are totally car-free, they would be less efficient. Many participants felt electric vehicles (EVs) should not be exempted to ensure that benefits to cyclists and pedestrians can be fully realized; and
- Affordability issues may worsen, as car-free zones could make neighbourhoods more appealing and thus contribute to gentrification and increasing property values.

Survey Question 7: Car-free zones

Explore implementing car-free zones. A car-free zone would designate certain areas of the city as off-limits to cars. This would reduce congestion and encourage transit use, cycling, and walking. Exceptions can be made, such as for electric, emergency, accessibility, and delivery vehicles. Do you agree or disagree that the City should include this action in the Plan?	
1 - Strongly disagree	5%
2	3%
3	5%
4	14%
5 - Strongly agree	71%
I don't know	2%

Congestion pricing

Participants had a mixed perspective on congestion pricing, with some participants arguing that it is a necessary incentive for behaviour change and a fair way to raise revenue for climate action, and others arguing that it would pose an unreasonable burden to Torontonians, particularly those from the suburbs, and that other methods of deterring driving might be more effective and fair. Supportive participants pointed to the examples of successful congestion pricing in other cities around the world.

Common suggestions

- Provide exemptions for certain residents — especially for equity-seeking groups who might be negatively impacted. Groups the City could consider exempting or reimbursing could include seniors, people with demonstrated financial need, people with disabilities, and EV drivers. Alternatively, the City could also consider only applying the charge to certain types of high-emitting vehicles;

Additional suggestions

- Apply the charge to certain times of day and in areas like downtown; and
- Direct revenues towards climate action, particularly those related to improving or subsidizing transit.

Common concerns

- It could unfairly penalize people who live in the suburbs, who may have no other choice but to commute by car due to poor or inefficient transit options. Seniors and people living with disabilities who find driving more accessible could also be disadvantaged. The cost of a congestion price could also be a bigger financial burden on low-income people than on wealthy drivers, who would likely be able to more readily bear the cost;
- Congestion pricing would necessitate a concurrent increase in transit frequency and capacity, because without such alternatives participants won't be able to change their behaviour. Several participants commented that it is not fair to discourage driving if alternatives are unrealistic and inaccessible;

Additional concerns

- The complexity of implementing and administering congestion pricing may not be worth the revenue it generates;
- There is uncertainty about the effectiveness of congestion pricing as a tool for reducing GHG emissions. Several participants commented about wanting to see case studies from other cities where it has been tried; and
- The added costs to drive into downtown could negatively impact tourism in the area.

Survey Question 8: Congestion Pricing

Explore congestion pricing. Drivers entering a congestion zone are charged a fee, usually during rush hour times, in order to reduce traffic and encourage drivers to switch transportation modes. Discounts can be offered to residents living within the zone. Do you agree or disagree that the City should include this action in the Plan?	
1 - Strongly disagree	9%
2	6%
3	10%
4	15%
5 - Strongly agree	57%
I don't know	3%

On-Street electric vehicle charging stations

Participants had a mixed perspective on constructing new on-street electric vehicle charging stations. Supporters argued that it would help to increase EV uptake and make the purchase of electric vehicles more viable for Torontonians by reducing 'range anxiety', while also allowing the city to accommodate EV drivers visiting from other parts of the province. Several participants noted that this would be helpful to current or potential EV owners who do not have space to install chargers at their homes, such as people living in condos or apartment buildings. However, many commented that given the relative inaccessibility of EVs to most people, it should be a lower priority for the City than other actions.

Suggestions

- Install charging stations in various places, including in new residential buildings (some suggesting this should be mandated for builders), at gas stations, in commercial parking lots, and at large businesses in partnership with large companies; and
- Consider innovative ways to install EV charging technology to save space on sidewalks, such as 'pop-up' stations or wireless charging booths.

Common concerns

- On-street parking, even for EVs, should be discouraged and space reallocated for cycling infrastructure. Several participants suggested that charging stations could be located in other places, like existing parking lots;
- EVs still contribute to congestion and a car-centric culture, which makes the streets less safe for cyclists and pedestrians;
- Investments should be made in other areas of climate action before EV charging, because EVs are still very expensive and an inaccessible purchase for most Torontonians. Several participants suggested that the demand for public charging might not be that high compared to the demand for other climate-friendly amenities and services like transit and cycling infrastructure; and

Additional concerns

- EVs still contribute to GHG emissions over their entire lifecycle, including emissions associated with the electricity generated for charging the cars.

Participants had several additional ideas related to EVs in general:

- Provide more incentives for EV owners, such as lower parking rates, lower insurance rates, lower taxes, and access to managed lanes;
- Mandate or incentivize car-sharing companies, such as Uber and Lyft, and taxis to go electric. Participants also suggested electrifying public transit vehicles and City vehicles;

- Raise the cost of gas-powered vehicles to offset the cost of EVs, or penalize gas-powered vehicles on entering the city; and
- Prioritize uptake of other types of electric mobility vehicles, like e-scooters, e-bikes, and electric mass transit vehicles.

Survey Question 9: Electric Vehicle Charging

<p>Construct new on-street electric vehicle charging stations.</p> <p>Increasing the number of charging stations will help encourage the adoption of electric vehicles.</p> <p>Do you agree or disagree that the City should include this action in the Plan?</p>	
1 - Strongly disagree	5%
2	6%
3	17%
4	21%
5 - Strongly agree	47%
I don't know	4%

Active transportation

Active transportation generated strong support from participants for any action related to accelerating investments in cycling infrastructure and improving safety. Participants commented that an enhanced cycling network would be relatively cheap, fast, and easy to implement, and that improving the safety and efficiency of the network would enable far more people to shift their transportation mode.

A specific question on cycling and active transportation was not included in the survey.

Common suggestions

- Install new bike lanes, especially on north/south routes and outside of the downtown core;
- Connect existing bike lanes to create a more complete network;
- Make cycling safer, especially by installing physical barriers between the bike lane and car traffic;

- Ensure regular snow clearing of cycling lanes and sidewalks;
- Couple bike lanes with dedicated bus lanes and transit priority zones;

Additional suggestions

- Address construction that impinges on bike lanes;
- Educate cyclists and motorists on safe cycling;
- Enforce strict action against vehicles stopped or parked in bike lanes;
- Increase enforcement of speed limits for motorists;
- Install cycling signal lights at intersections with traffic lights;
- Eliminate right turns on red lights for motorists;
- Run community-level pilots to coach and support people in taking up cycling;
- Establish cycling routes in laneways;
- Build underground or overhead passes for cyclists to more safely cross major roads;
- Make bike lane installation mandatory when redoing roads;
- Provide secure places for bike parking;
- Expand the bike share program, and create a scooter-sharing program;
- Widen sidewalks wherever possible and remove obstructions to pedestrians; and
- Ensure safer, more frequent crosswalks for pedestrians.

Additional Ideas: Transportation

Participants had many other ideas related to transportation for the City's consideration.

Suggestions

- Reduce, subsidize, or eliminate TTC fares in order to help incentivize and reward transit use while supporting lower-income Torontonians in being able to get around;
 - Find other ways to incentivize and promote transit, such as by adding more capacity to existing lines, and providing more transit priority signals and lanes;

- Consider various methods of deterring driving, which could include:
 - Bringing back the vehicle registration tax;
 - Providing incentives rather than penalties, such as free or reduced transit and cheap park-and-ride options;
 - Putting tolls on major highways;
 - Introducing an 'Odd/Even' days system where cars would be banned from certain parts of the city on certain days based on the last digit on their license plate.
 - Reducing free parking or raising parking fees;
 - Encouraging more car-sharing companies;
 - Charging fees to vehicles carrying fewer than three passengers on certain roads; and
 - Banning high-emitting vehicles entirely (citing Paris's ban of nearly 60 percent of its cars in July 2019);
- Generally discourage driving by targeting parking. This could include:
 - Introducing a levy or increased fees for on-street parking;
 - Charging more for parking in Toronto Parking Authority's Green P lots. Several participants noted that many Green P parking lots are quite cheap and could stand to be more expensive to provide more disincentives for driving;
 - Generally reducing available on-street parking to allow the City to replace them with cycling lanes;
 - Updating zoning by-laws that mandate parking in new developments; and
 - Setting mandatory maximum limits on parking lot spaces;
- Ensure funds raised through deterring driving and parking go towards improving transit;
- Reduce GHG emissions by ticketing or otherwise enforcing Toronto's anti-idling law for vehicles;
- Work with companies to reduce the GHG impacts of employee commutes. One respondent suggested that Toronto follow the example of other cities and require large employers to have a Transportation Demand Management plan for their employees;
- Increase the cost of parking tickets so that they are comparable to transit fare evasion tickets;

- Create a bike-to-transit discount fare;
- Expand employment areas outside of downtown, and incentivize telecommuting, flexible work hours, and shorter work weeks to reduce commuting;
- Take into account the likely future impacts of climate change on Toronto's transportation infrastructure, and plan ways to mitigate or adapt to this reality (for example, by considering how flooding may impact transit and cycling routes);
- Incentivize or mandate delivery and freight to use low-carbon vehicles or bicycles; and
- Consider ways to mitigate and address the environmental impacts of aviation in Toronto and Toronto's airports.

Resident Perspectives on Transportation

"Moving people and goods should be the priority over simply moving vehicles. Transit priority zones are a very cost-effective way to achieve great gains in moving people."

"[Congestion pricing] might create an economic burden on low-income households where people have to drive to work. If adequate public transit is currently not available, this policy might be perceived as unfair. I think if such a policy is implemented, it is necessary to ensure that public transit options are available and affordable."

"While [we support] more infrastructure for electric vehicles, [we are concerned] that focusing on electric vehicles would lead to continued city planning around the personal car as the primary means of transportation for most people. Promoting more electric vehicles would not address the problem of congestion, safety, or the large amount of built space devoted to parking."

Financial Tools and Governance: Detailed Summary of Findings

Participants had mixed reactions for the different approaches and actions suggested in the financial tools and governance section. Participants were generally supportive of measures that would leverage investments and involve the private sector, as well as measures that would integrate climate more into decision-making. However, responses were more mixed on the proposed revenue tools, with many participants expressing concerns about how the proposed actions would impact Toronto's most vulnerable. Participants shared many suggestions to help mitigate these concerns.

General suggestions:

- Ensure all funds raised from the actions are transparently and reliably funneled into strategic climate actions and communicate that to the public. Some participants urged that the City employ participatory budgeting practices;
- Create a deliberate communications strategy to educate people on, create awareness of, and encourage public buy-in for revenue tools, especially given the potential pushback from Torontonians; and
- Find ways to collect revenues from large corporations and those who can most afford to pay before applying revenue tools to all Torontonians.

Participants particularly worried that financial burdens would weigh disproportionately on low-income and elderly Torontonians, though they wondered if rebates or loans could help mitigate these burdens. Participants also expressed concern that the proposed actions might have an inequitable impact on those outside the downtown core.

Survey Question 10: Overall Approach, Financial Tools and Governance

When City Council declared a climate emergency in early October 2019, they also directed City staff to propose new ways to finance climate action to respond to the emergency. The Financial Tools section of the plan focuses on three opportunities:

- Factor climate considerations into all government decisions;
- Establish revenue tools to fund climate action; and
- Leverage climate investment opportunities from all levels of government and private sector.

Do you agree or disagree that these are the right opportunities to focus on for financial tools and governance over the next 3 years?

1 - Strongly disagree	4%
2	2%
3	6%
4	22%
5 - Strongly agree	62%
I don't know	4%

Property tax earmark

Participants had mixed reactions to the idea of a property tax earmark for climate. Many participants commented that funds are needed in order to act quickly on climate action and that the urgency of the climate crisis requires many more resources than the City currently has allocated. A property tax earmark would be a substantive and quick way to do so. Several participants noted that Toronto's property taxes are low compared to other cities in the Greater Toronto-Hamilton Area and therefore could handle a slight rise to pay for climate action. However, many other participants argued that property taxes already pose a financial burden to Torontonians, and an additional levy would not be fair or well-received.

Common suggestions

- Set the earmark rate based on the carbon footprint of the property, which would in turn create incentives for people to retrofit to lower their emissions;
 - Several participants suggested only putting climate earmarks on large residential, commercial, or institutional buildings;
 - Several participants also suggested linking the earmark rate to the income of the property owner to make the tax more progressive, or

applying it based on square footage or the number of properties with the owner;

- Ensure transparent reporting and communication about how funds are allocated and spent. Many participants were concerned that the earmark would be viewed as a 'cash grab' and that the public may not trust these funds are actually going towards climate action. Participants suggested that the City ensure there is more transparency and specificity about fund allocation;
 - Several participants also suggested that property owner education would be necessary to inform people about why the earmark was introduced, how much it is, and how the rate was set;
- Consider ways to mitigate the impact on low-income property owners, such as by applying a means test to the levy, or offering outright exemptions or rebates to people under a certain threshold.

Additional suggestions

- Raise funds through reallocating existing resources. Several participants felt that the funds for climate action should come from the existing property tax base.

Common concerns

- Existing property taxes already pose a significant burden to Torontonians, and raising them further would make the cost of living even more challenging for many residents;
- Additional property taxes may have a very negative impact on marginalized communities. Participants particularly cited seniors on fixed income, low-income homeowners, and renters as being highly vulnerable to any increase in the cost of living;
- It may have a very negative impact on Toronto's already unaffordable housing market. Many participants spoke to the potential impact on renters, who might see this earmark passed on to them;
- Putting the financial burden of paying for climate action equally on all property owners may be unfair, as they may each have a different carbon footprint and a different ability to afford an increased tax. Participants also felt that this earmark might disproportionately penalize individual homeowners rather than larger corporations that may have contributed more to the climate crisis;

Additional concerns

- The political unpopularity of this idea may undermine other areas of the TransformTO strategy.

Survey Question 11: Property Tax Earmark

Explore implementing a property tax earmark for climate	
A property tax earmark is a dedicated charge on a property tax bill. The City would explore implementing an earmark to raise funds specifically for climate action initiatives that improve health, grow the economy, increase climate resilience, and improve social equity.	
Do you agree or disagree that the City should include this action in the Plan?	
1 - Strongly disagree	10%
2	7%
3	13%
4	22%
5 - Strongly agree	43%
I don't know	5%

Parking levy

Participants were supportive of the idea of a parking levy applied to owners of off-street parking spaces. Those who supported it felt that it would strongly disincentivize driving and encourage behavioural shifts in transportation modes. Many participants commented that they feel parking fees are relatively cheap in many parts of Toronto and could stand to be raised as a disincentive for driving. Several participants thought parking levies are a fair way to tax carbon and raise revenue, because the tax is linked to individual behaviour and choice. Participants who did not support the action, particularly people at the public meetings, felt that a parking levy would lead to increased parking costs for drivers and would therefore unfairly discriminate against drivers who may have few other transportation options. These participants supported other ways of raising funds.

Common suggestions

- Make exceptions to the levy to ensure that equity-seeking groups and people driving electric vehicles could get a reduced rate;
 - Other exemptions could include spaces at hospitals and medical centres;
 - A few participants also suggested the City consider whether to give lower rates to employment-related parking;

Additional suggestions

- Dedicate funds from the levy towards transit improvements;
- Consider how to avoid disincentivizing park-and-ride arrangements; and
- Consider how to set fees in a more equitable way, for example, by making parking more expensive the closer you are to efficient transit or by offering reduced rates in low-income areas.

Common concerns

- Costs could be passed on to drivers. While some participants did support the levy on this basis, others were concerned that it would be an unreasonable burden to place on drivers when the cost of living in Toronto is already high, and one that would likely enable the wealthy to continue to drive. Several participants argued that they feel parking costs are sufficiently high as is; and
- It may not be effective without a concurrent increase in transit frequency and capacity, and cycling infrastructure. Participants commented that it is not fair to discourage driving if alternatives are unrealistic and inaccessible;
 - If costs are passed on to drivers or parking spaces become limited, it could disproportionately impact low-income people, who may be commuting for work and cannot afford to pay for more expensive parking. Several participants also suggested that there are accessibility implications for people who must drive because their transit routes are inaccessible.

Survey Question 12: Parking Levy

Explore implementing a parking levy.	
A parking levy is an annual, per-parking space fee paid by owners of non-residential, off-street parking spaces to incentivize the use of transit and active transportation. Funds raised could be dedicated to climate action.	
Do you agree or disagree that the City should include this action in the Plan?	
1 - Strongly disagree	8%
2	5%
3	11%
4	18%
5 - Strongly agree	53%
I don't know	5%

Climate lens

Participants strongly supported this idea, arguing that a lens would provide a relatively simple (and many argued, a long overdue) intervention that would allow the City to weight climate more heavily in decision-making. Several participants specifically noted this could be important in instances where low-carbon projects may be more contentious or expensive. Several participants argued it may incentivize the private sector to provide more innovative and low-carbon proposals to the City to ensure successful approvals. Several participants also felt it would signal seriousness about climate action and help position the City as more of a climate leader, help the City make more strategic use of existing financial resources to direct more energy towards climate action, and ensure better alignment of policies and programs across departments with broader TransformTO goals.

There were participants who felt that there was not enough detail provided about how the climate lens would be applied to be able to fully judge its merits.

Common suggestions

- Communicate clearly about the measures and metrics that the climate lens will use, and the mechanism by which it will be weighted, especially when decisions involving trade-offs are required. Participants suggested this would help the public understand how and why the City is making decisions, which would make the process more trusted and legitimate;
- Ensure the lens 'has teeth' and can strongly influence or even steer the actions of all the departments of the City, such as budgeting, planning, and procurement;
- Ensure staff and Council are well-trained on how to use and apply the climate lens, and that a robust methodology based on evidence and experiences from other cities is applied. This should include a framework to help staff and Council weigh climate action against other City priorities;

Additional suggestions

- Incorporate additional lenses like social equity, health, gender, embedded emissions, and other environmental concerns to ensure that issues are considered holistically;
- Involve climate experts in the design or implementation of the lens;
- Incorporate consideration of impacts not just on GHG emissions but also expense and cost of adaptation if climate change is not reversed;
- Require proponents to report on carbon impacts of prospective development projects to the City to help the City make decisions about whether to go ahead with them;

- Ensure coordination and collaboration on reaching climate targets across all City divisions and departments; and
- Include a statement in every staff report to Council about the climate impacts of proposals.

Common concerns

- It could add additional layers of bureaucracy to the process of policy-making, which could potentially slow down progress on climate action;

Additional concerns

- It is difficult to gauge whether the lens would have an effective or meaningful impact on actual Council and City staff decision-making; and
- Staff may not be able to accurately, objectively, and appropriately apply the lens in a fair manner in different scenarios.

Survey Question 13: Climate Lens

Introduce a 'Climate Lens' policy A Climate Lens would evaluate and consider the climate impacts of all major City of Toronto decisions, including financial decisions, to ensure City investments, policies, and programs are supporting our climate change goals. Do you agree or disagree that the City should include this action in the Plan?	
1 - Strongly disagree	3%
2	2%
3	5%
4	15%
5 - Strongly agree	73%
I don't know	2%

Additional ideas: financial tools

Participants provided ideas for a number of additional possible tools to fund climate action.

Suggestions

- Tax vehicles and driving including:

- Taxing vehicles at the point of sale, with a few people suggesting higher taxes on sports utility vehicles and vehicles with a higher carbon footprint;
 - Restoring the vehicle registration tax;
 - Applying congestion prices; and
 - Introducing road tolls;
- Find general ways to tax carbon-intensive behaviour, both to encourage behaviour change and to raise revenues;
- Lobby other levels of government for additional funds to aid climate action;
- Levy a tax or penalty on unsustainable building practices for developers, both as a revenue tool and to encourage low-carbon building practices;
- Tax vacant properties, both as a revenue tool and in an effort to aid the housing crisis;
- Work with other levels of government to explore raising revenue from the following taxes and levies:
 - Raising taxes on or otherwise collecting funds from large corporations and companies;
 - Adding a levy to income taxes;
 - Adding a tax to event tickets;
 - Increasing the gas tax or asking for a greater share;
 - Levying a tax on single-use plastics, both as a revenue tool and to discourage their use;
 - Taxing short-term rental companies;
 - Issuing levies to same-day delivery companies;
 - Adding an extra tax to beef and other animal products, both as a revenue tool and to encourage plant-based diets; and
 - Taxing luxury goods or luxury homes;
- Ticket idling cars more aggressively, both as a revenue tool and to reduce carbon footprint and pollution;
- Leverage investments from the private sector by continuing to issue Green Bonds and looking for opportunities to partner with the private sector;
- Introduce a stormwater management fee;
- Divest the City's money from fossil fuels;

- Support the creation of a Green Bank, a public fund that helps communities transition away from fossil fuels and build resilience against climate change;
- Sue corporate polluters;
- Hire a Chief Climate Manager who would hold a senior position within the City government and be responsible for overseeing and ensuring integrated action on climate change across the entire City; and
- Commit to making all City programs and projects carbon neutral.

Resident perspectives on financial tools and governance

"[The parking levy] could increase the cost of driving and hopefully lead to sustainable changes in transportation habits. In general, I support any revenue sourcing that is about moving people away from unsustainability towards more sustainability."

"[The climate lens] is critically important and must have teeth. Policies should not be able to be implemented if they are going to work against achieving our targets."

"Taxes to fund climate related impacts should be directed at polluters specifically, not indiscriminately against all citizens."

"Housing-related costs are already very high, and it's a strain on many young people. I worry about adding more costs [through a property tax earmark]. Have other methods been considered? I would feel better about this if you can share what initiatives are being created and how effective they are."

Other Areas: Detailed Summary of Findings

Participants generally supported the City's overall approach in the 'Other Areas' section of the Plan, which encompassed Waste, Sustainable Consumption and Lifecycle Emissions, Leading by Example, and Engagement and Collaboration.

Similar to other sections, participants urged the City to accelerate their timelines on implementing the various actions in this area, particularly regarding waste.

Survey Question 14: Overall Approach, Other Areas

<p>The Implementation Plan 2021-2023 will include actions in other areas such as:</p> <ul style="list-style-type: none">• Waste;• Sustainable Consumption/Lifecycle Emissions;• Engagement and Collaboration; and• Leading by Example (City Operations). <p>The "Other Areas" section of the plan focuses on four opportunities:</p> <ul style="list-style-type: none">• Support the implementation of the Long-Term Waste Management Strategy*;• Reduce direct and indirect emissions associated with the products we consume;• Enable and support climate action at the local level and integrate equity impacts into decision-making; and• Reduce climate impacts of City operations . <p><i>*The Long-Term Waste Management Strategy is the City of Toronto's roadmap for how waste will be managed in Toronto over the next 30-50 years. It aims to achieve a zero waste future.</i></p> <p>Do you agree or disagree that these are the right opportunities in other areas of the Plan to focus on over the next 3 years?</p>	
1 - Strongly disagree	2%
2	1%
3	6%
4	23%
5 - Strongly agree	64%
I don't know	4%

Waste

While participants were not provided specific actions about waste to comment on in this process due to the City's established separate Long-Term Waste Management Strategy, participants were very interested in the topic of waste, and suggested many additional ideas for the City's consideration.

Common suggestions

- Reduce waste —both from the items we consume and the materials they are packaged in — and encourage behaviour change. Specific ideas included:
 - Banning single-use plastics outright, including plastic bags, black plastic, disposable water bottles, and plastic straws;
 - Taxing or putting higher fees on plastic bags;
 - Incentivizing or even requiring the use of biodegradable or reusable packaging by businesses. Several participants specifically suggested that the City provide added support to help small businesses transition to using fewer disposable materials;
 - Supporting the growth of 'refill stations' for products;
 - Supporting local research and innovation to create new, more sustainable packaging products;
 - Incentivizing, mandating, or supporting businesses like restaurants to use fewer disposable materials; and
 - Using incentives or penalties to dissuade people from purchasing disposable items or items that produce lots of waste to encourage behaviour change, especially with people's consumption habits.
- Improve the capacity of Toronto's existing recycling and waste management system to divert waste. Participants suggested a few methods:
 - Applying penalties to homeowners who don't sort properly;
 - Educating the public about proper waste sorting;
 - Increasing Toronto's capacity to process recycling locally. Several suggested banning waste garbage exports to other countries, with many encouraging the City to work to reduce the amount of waste produced and to deal with it within Ontario;
 - Working with other jurisdictions to improve consistency of waste management systems across the GTHA so residents aren't confused if they move between cities;

- Creating a more intuitive waste sorting system so that people don't need to think about what is recyclable and what is not;
- Addressing issues and inadequacies in the City-provided recycling and waste management system to improve the amount of material being recycled or composted at end-of-life;
 - Several participants specifically noted that many multi-unit residential buildings have barriers to recycling and composting, and some have no composting facilities at all;
 - A few participants also suggested that the City should consider incineration as a way to handle more waste at the end-of-life stage;
- Providing more waste bins in public places and in areas with high pedestrian traffic; and
- Addressing food waste, such as by making it easier to redistribute leftover or surplus food to marginalized communities or mandating that grocery stores and restaurants donate uneaten, unspoiled food;

Additional suggestions

- Explore ways to move to a more circular economy where waste can be reduced through re-use, or burned to generate energy. Consider innovative ways to reuse resources, such as collecting rainwater for gardens and lawns, or repurposing plastic to be used in asphalt for streets; and
- Consider the consequences of banning certain materials on equity-seeking groups. Several participants noted that banning disposables, for example, could hurt people who are precariously housed or living with disabilities. A few participants also noted that medical facilities may need exemptions to single-use bans for hygienic reasons.

Sustainable consumption and lifecycle emissions

Participants strongly supported the idea of incorporating sustainable consumption and lifecycle emissions in the next implementation plan. Supportive participants noted in this section and throughout the other sections that addressing lifecycle emissions and consumption habits are essential if we want to have serious impacts on reducing GHGs. Many participants also felt it would help to support and promote local agriculture and manufacturing, which could help the economy. However, many participants were also skeptical about the City's ability to take substantive action in this area due to resource and jurisdictional limitations, and expressed an interest in seeing more detail about what more specific actions in this area would entail.

Common suggestions

- Put more responsibility on manufacturers and businesses for addressing the lifecycle emissions of the products that are used. Participants provided many specific ideas on how the City could act on this, which included:
 - Charging manufacturers fees for products that use certain types of carbon-intensive materials;
 - Requiring businesses to be responsible for the cost of disposing off the products that they make; and
 - Introducing 'Right to Repair' regulations to allow consumers to repair and modify their own products, to help improve the longevity of these products and reduce waste;
- Address the emissions caused by the construction and demolition industries. Ideas provided by participants included:
 - Accounting more for the embodied emissions in construction materials, which are often manufactured abroad and shipped to Toronto;
 - Mandating or incentivizing the construction industry to do more to reduce waste in the demolition process;
 - Considering the carbon impacts of concrete, using more wood construction, or harnessing new technology that allows carbon to be captured and stored inside concrete;
- Address consumer culture and habits through education and incentives. Some specific ideas provided by participants included:
 - Creating 'carbon impact labels' to help people better understand the climate impacts of the items they buy;
 - Adding extra fees to carbon-intensive products to fund consumer education;
 - Running advertising campaigns to encourage people to reduce their consumption;
 - Supporting more 'repair cafes' to operate in Toronto; and
 - Supporting organizations that are already working to educate people on consumer habits and the lifecycle impacts of products they buy;

Additional suggestions

- Consider ways to address the climate impacts of Toronto's food supply. Participants suggested:

- Encouraging more local agriculture by promoting urban agriculture, building and supporting more community gardens, and including rain gardens to help address stormwater runoff;
 - Providing education to teach people how to garden and grow their own food;
 - Requiring or incentivizing food garden spaces in new developments;
 - Subsidizing food grown locally and possibly taxing or disincentivizing food imports;
- Encouraging and supporting people in transitioning to a more plant-based diet. A few participants suggested disincentivizing meat through taxes;
- Rewarding businesses that procure food grown locally;
- Addressing bureaucratic hurdles that might raise barriers to local agriculture and managing leftover food; and
- Running education campaigns to encourage people to eat a more plant-based diet;
- Start collecting and publishing better data on Toronto's embedded emissions in order to better understand the issue. Participants thought this would help the City set priorities for future action; and
- Work with other levels of government and other municipalities to tackle this on a systems level.

Common concerns

- The City may lack both the power and the capacity to act on this issue. Many participants noted that the question of lifecycle emissions and consumption patterns are connected to broader global trends, and thus may be better tackled by other levels of government. They also noted that this issue is extremely complex and may be difficult to understand and then take action on, given how embedded we are in a broader global economic system. Several participants suggested that the City focus more on actions that constitute 'low hanging fruit' immediately within its ability to impact.

Additional concerns

- There may be potential equity impacts on consumers broadly, as well as particularly on marginalized communities. In our current economic system, materials with high GHG impacts may also be the most affordable;

Survey Question 15: Lifecycle Emissions

Reduce lifecycle emissions of the products we use The City would explore programs and policies to reduce greenhouse gas emissions from the consumption of goods and services that are produced elsewhere, shipped, then used and disposed off by Torontonians. This could also include the materials we use for building and construction. Do you agree or disagree that the City should include this action in the Plan?	
1 - Strongly disagree	2%
2	1%
3	7%
4	19%
5 - Strongly agree	67%
I don't know	4%

Leading by example

Participants in the survey and those using the conversation guide strongly supported this idea, though few people commented on it at the public meetings. Many noted that this was an example of 'low-hanging fruit' that the City could quickly and decisively take action on. It would also help the City to provide more concrete examples of green action around the city, support the local economy, and set a good example. Participants were particularly supportive of the idea of eliminating single-use plastic at City facilities and events (many even argued in favour of going beyond the City and banning them everywhere) as well as making the municipal fleet less carbon intensive.

Common suggestions

- Do more to upgrade the municipal fleet. Several participants proposed that the City go beyond low-carbon vehicles and look to only purchase electric vehicles, or replace vehicles with bicycles where possible;
 - Several participants suggested that the City take more action on idling with municipal vehicles, such as through employee education and enforcement of anti-idling measures;
 - Several participants also suggested the City go beyond their own fleet and look at regulating delivery vehicles and/or taxis to be low carbon or electric;

Additional suggestions

- Ban or regulate gas leaf blowers and lawn mowers, first within City operations and potentially also city-wide;
- Introduce green and/or local procurement standards for the City. One respondent suggested the City could have a list of green vendors that they use for internal operations, which could also be shared with the public so businesses can use it as a resource;
- Reduce or eliminate the use of road salt in the winter;
- Work with staff to change day-to-day practices inside the City and lead a cultural shift among employees. This could be accomplished through training and education;
- Strengthen the City's teleworking policies to encourage less commuting;
- Reduce paper use in City operations;
- Ensure that catering for City events is vegetarian or vegan. Several suggested that the City give catering contracts to zero-waste food service providers;
- Divest the City's investments from the oil industry;
- Make better use of existing buildings and public spaces to install solar panels, gardens, green roofs, etc;
- Ban public venues and big events/concerts from disallowing reusable water bottles on site;
- Increase the use of portable water trucks at public events to ensure limited plastic water bottle use; and
- Use more native plants in City parks and City-maintained lands.

Concerns

- This could be a distraction from bigger priorities, since the City's carbon footprint is relatively low compared to other sectors; and
- The cost to reduce the City's climate impacts could turn out to be prohibitively high. Several participants urged the City to carefully analyze the impact of different actions, and ensure that they prioritize the actions that will provide good impact for money spent.

Survey Question 18: Leading by Example

Reduce the climate impacts of City operations. The City will accelerate the implementation of actions to reduce the environmental impacts of City operations to demonstrate commitment and spur innovation—for example, reducing or eliminating single-use plastic products at facilities and events, choosing low-carbon vehicles, and retrofitting City buildings. Do you agree or disagree that the City should include this action in the Plan?	
1 - Strongly disagree	2%
2	1%
3	3%
4	13%
5 - Strongly agree	80%
I don't know	1%

Engagement and collaboration

Participants supported community engagement and collaboration efforts, and had many specific ideas related to how the City could do this more effectively. However, while most participants felt engagement was essential, there were some who also cautioned the City not to overly focus on individual responsibility over top-down or systemic solutions to climate change.

Climate advisory group

Participants strongly supported this idea because they felt broadly that grassroots and community involvement will result in more informed policy-making that considers the lived experiences of people with diverse backgrounds. Several participants commented that it would help the City better anticipate unintended consequences of new policies and programs, as well as build legitimacy and public buy-in for new climate initiatives, if set up in a trustworthy and credible way.

Despite this overall support, most participants, supportive and unsupportive alike, had strong caveats related to representation and effectiveness.

Common suggestions

- Ensure equitable and adequate representation in the composition of the group. Participants specifically suggested prioritizing Indigenous peoples,

youth (a few participants even suggested the group be mostly youth-comprised), BIPOC (Black, Indigenous, People of Colour) communities, women, people of varying socio-economic backgrounds, and wide geographic representation;

- Provide support to enable participation from a wide variety of participants, including transportation reimbursements, childcare support, etc. Consider whether an honorarium or some other kind of remuneration is appropriate;
- Ensure membership is knowledgeable and informed about climate change;
 - Several participants specifically suggested that experts with knowledge of climate science and climate mitigation strategies should be included in such an advisory body. Some participants felt that the advisory body should be entirely comprised of experts, whereas others felt the experts could be mixed in among residents. This was a point of disagreement, as other participants argued that the group should be entirely made up of ordinary residents;
- Use existing community groups as much as possible, either in lieu of an advisory group, or to help populate the group;

Additional suggestions

- Require agreement on the urgency of climate action as a prerequisite for membership;
- Consider random selection as a method to choose members;
- Ensure transparency of agendas and minutes, as well as regular evaluations of efficacy;
- Consider giving the group some power and a degree of independence, as well as the ability to make some binding decisions; and
- Establish a special role for Indigenous peoples in the advisory group.

Common concerns

- Details such as how the group is set-up, comprised, and run, as well as what powers it is granted would significantly impact its effectiveness and credibility;
 - Similarly, many participants expressed concern that the group could be captured by special interests and lobby groups, particularly from the private sector and other sectors, which may have a conflict of interest when it comes to setting climate policy;
 - Many participants were broadly concerned that group members might be too incentivized to act and comment in their own self interest;

- Many participants were also concerned with the level of knowledge and expertise that the group would have;
- It could add another unnecessary process and layer of bureaucracy, as well as be potentially duplicative of other committees, engagement processes, and even the work of the Council itself. Participants urged decisive action on climate change without introducing processes that might slow progress;
 - Several participants also specifically cited the potential cost of operating such a group as a concern; and
- The group may be rendered ineffective due to a limited mandate or weak powers. Several participants commented that they felt that advisory groups such as this often have their advice ignored by staff and Council.

Question 16: Climate Advisory Group

Establish a Climate Advisory Group. This group would be made up of individuals from a range of backgrounds to advise on the TransformTO strategy, and ensure that the City's actions are equitable and reflect the priorities and interests of residents. Do you agree or disagree that the City should include this action in the Plan?	
1 - Strongly disagree	4%
2	3%
3	10%
4	22%
5 - Strongly agree	59%
I don't know	2%

Climate Champions

Participants supported the idea of climate champions. Supportive participants commented that they felt action at all levels is necessary in order to succeed at addressing climate change, and this would help support grassroots action. Climate champions could play a strong role in supporting education and outreach, particularly focused on helping people who are interested in the issue but don't know how to get involved. Several participants thought it would provide local leadership and example-setting, encouraging action from communities who might have been disengaged. However, many participants also noted the risk of this becoming superfluous or ineffective, and questioned

whether it should be a priority for the City in the broader scheme of necessary actions.

Common suggestions

- Support and fund local organizations already working at the grassroots. Several participants suggested creating networks between organizations;
- Ensure that the champions are local and familiar with the community. Several participants also suggested supporting racialized and marginalized community members in these roles to help build stronger connections with communities that haven't been reached as much in the past with climate outreach work. This would also help avoid duplication of existing efforts;
- Ensure that the champions are remunerated, trained, and well-resourced. A few participants also suggested that certain aptitudes are important, such as communication and the ability to work with people across difference;

Additional suggestions

- Involve young people and schools. Many participants specifically suggested that young people and even students would be the best fit to serve as climate champions, and that the school system could serve as a partner in helping them to do this work;
- Review similar ambassador-style programs done at the City in recent years to better understand how effective they were;
- Focus on using the champions for education. Waste management was one topic for which several participants felt the champions would be able to provide extra support to the public;
- Consider setting up the champions in large residential buildings, community hubs, and health centres where people are already congregating; and
- Connect the champions into a city-wide network.

Common concerns

- Whether champions are an essential action in the broader scope of priorities remains to be seen. A few participants requested more detail on the structure of the program, including how selection would work, what responsibilities these champions would have, and what resources they would have access to in order to determine support. Several participants suggested that given limited resources and competing priorities, it may not be the most important thing to spend energy on. Several participants expressed concern that the initiative could be seen as a PR stunt, particularly if the champions did not have access to resources or the authority to help do substantive work;

Additional concerns

- Several participants felt that the City's priority should be on broader policy and structural changes and not on local-level engagement. Similarly, many participants also questioned whether the idea is duplicative of existing grassroots efforts, and if resources would be better spent supporting existing efforts. A few participants commented that they did not like the frame of designating some people as 'champions', when everyone should bear the responsibility; and
- A few participants were concerned about how champions would be selected and chosen, and suggested that the process be transparent and clear.

Survey Question 17: Climate Champions

Have climate champions work in communities. Dedicated climate champions would work in communities to help facilitate and inspire local climate action. Do you agree or disagree that the City should include this action in the Plan?	
1 - Strongly disagree	5%
2	4%
3	13%
4	21%
5 - Strongly agree	51%
I don't know	6%

Additional ideas: Engagement and Collaboration

Participants at public meetings and those using the conversation guide provided many additional comments and suggestions related to engagement and collaboration. They strongly supported the City's plans to do further engagement work on climate because they felt that it is essential for encouraging education and behaviour change, as well as building broader buy-in and support for climate action.

Suggestions

- Increase education and advertising campaigns to improve the public's literacy of climate change and the actions they can take to help mitigate it. Several participants talked about the need for the City to communicate

more frequently and with more urgency about climate change, so that people are hearing about it all the time. This could mean:

- Making better use of social media, especially Instagram;
 - Using influential people and community leaders to help spread the word about TransformTO;
 - Improving the City's engagement website to help make opportunities for involvement more clear;
 - Providing easy-to-access online resources for engagement;
 - Discussing successes and possibilities -- not focusing only on fear and negativity;
 - Partnering with schools to promote education and outreach, and tapping into youth as a resource for further outreach;
 - Providing more specific and focused advice to the public on climate actions they can take to avoid overwhelming people with information; and
 - Providing informational materials in more languages besides English;
- Collaborate more with the community to distribute the work of climate action more broadly, tap into local and existing knowledge, build trust, and improve engagement. This could mean:
 - Supporting local 'eco-clubs' to organize climate action on the ward or neighbourhood level, possibly with a visible storefront to allow meeting and collaboration;
 - 'Gamifying' environmentalism by creating GHG-reducing competitions between schools, workplaces, and neighbourhoods;
 - Introducing a stream of engagement and outreach focused on workplaces, given the amount of time Torontonians spend at work versus home;
 - Focusing on groups that may be less engaged in the issue. Several participants suggested youth (who might be able to get volunteer school credits), newcomer communities, and people living in the suburbs;
 - Working with Indigenous communities on local land management to improve agricultural practices, biodiversity, and resilience;
 - Ensuring inclusive engagement, such as providing childcare support to help people participate in events and activities, for example;

- Providing more financial support to grassroots efforts;
- Sharing more stories about community work happening around climate change to inspire and help promote collaboration;
- Working with condo buildings and community hubs to meet people where they are for engagement activities;
- Working with private sector and businesses to share best practices and innovations more broadly with the City and the broader community;
- Setting up 'climate hubs' in Toronto Public Library branches with information about TransformTO initiatives, as well as other information on the possibilities for individual and local climate action;
- Working with existing community-level organizers and organizations to help with supporting and educating on TransformTO, particularly resident associations, BIAs, tenant associations, and advocacy groups; and
- Helping people develop more capacity to have conversations about climate change with their friends and neighbours;
- Consider new approaches and programs including:
 - Providing support to businesses to help them green their operations; and
 - Introducing a specialized TransformTO outreach program just for kids and youth.

Additional ideas, general

Participants provided additional feedback that did not fit into any of the thematic areas. These included:

- Addressing the environmental impacts of landscaping, including:
 - Banning 'hardscaping' practices and encouraging more natural landscaping; and
 - Protecting and improving Toronto's tree canopy and ravine systems;
- Providing support to grow the green workforce in general, including doing outreach to industry to change practices, providing incentives to educational institutions to provide more skills development for the green sector, and supporting apprenticeships in green jobs. This could also include working with employers to reduce the GHG impacts of employee commutes.

Resident perspectives on other areas

“There are already a number of groups working [on climate action]. The City's role here may be to partner with existing organizations and communities, and to help local organizations to leverage funding from other sources and other levels of government. The City needs to think about its role here.”

“Leading by example is always a good strategy, as is using City operations as a test bed before rolling out policies across the city. “

“Communication is key to make [the Implementation Plan] a success, and buy-in from residents and businesses is vital.”

Appendix B: Materials

Online Survey: Full Text

TransformTO Implementation Plan 2021-2023 Survey

TransformTO is Toronto's climate action strategy. It aims to reduce Toronto's greenhouse gas emissions while improving health, advancing social equity, growing the economy, and improving climate resilience.

The City needs your help to shape the TransformTO Implementation Plan 2021-2023. This survey should take 15-20 minutes to complete, and covers four topics: buildings and energy, transportation, financial tools, and other areas. The survey asks whether you agree with the focus of each area of the Plan, and requests your thoughts on some specific new actions that the City may take. You don't need to prioritize these actions, only indicate your level of agreement or disagreement with each one. You can also provide additional comments and ideas at the end of the survey.

Background on TransformTO

In 2017, City Council unanimously adopted the TransformTO Climate Action Strategy. It includes the following long-term goals for GHG emissions reductions in Toronto:

- 100% of new buildings are near zero GHG emissions by 2030
- 100% of existing buildings are retrofitted by 2050
- 75% of energy comes from renewable or low-carbon sources by 2050
- 30% of total floor space uses low-carbon thermal energy by 2050
- 100% of transportation uses low or zero carbon energy by 2050
- 75% of trips under 5km are walked or biked by 2050
- 95% of waste is diverted in all sectors by 2050

On October 2, 2019, Toronto City Council unanimously voted to declare a **climate emergency** and accelerate its efforts to mitigate and adapt to climate change. This means TransformTO will now aim to achieve net zero emissions by 2050, or sooner.

The City is currently preparing the **TransformTO Implementation Plan 2021-2023** which describes the actions that the City will take to lower Toronto's greenhouse gas (GHG) emissions before 2023. It will include actions in a number of areas, including buildings, energy, transportation, financial tools and governance, waste, sustainable consumption, lifecycle emissions, City operations, and engagement and collaboration. The Plan will go to Council in early 2020.

There are three major sources of GHG emissions in Toronto: buildings (52%), transportation (38%), and waste (10%). This survey is focused on the largest sources of emissions: buildings and transportation. It also considers how to pay for climate actions, and briefly covers some other areas of the plan.

Information collected in this survey is anonymous and will be used to inform the TransformTO Implementation Plan 2021-2023. IPs and date stamps may be collected for the purposes of administering the survey.

There are 41 questions in this survey.

[Q1] How familiar are you with TransformTO? *

Please choose **only one** of the following:

- 1 - Not at all familiar
- 2
- 3 - Somewhat familiar
- 4
- 5 - Very familiar

Buildings and Energy

[Q2] Just over half of Toronto's GHG emissions are produced by burning natural gas to heat buildings and water used in buildings. Buildings, including homes, would benefit from energy efficiency improvements (e.g. upgrading windows/doors, adding insulation, solar panels, etc.) that could reduce their energy use.

The Buildings and Energy section of the plan focuses on four opportunities:

- Accelerate improvements in energy efficiency of existing buildings
- Encourage new buildings to produce near-zero emissions and improve resilience
- Create more local energy solutions
- Support the creation of jobs in the low-carbon building sector

Do you agree or disagree that these are the right opportunities to focus on for buildings and energy over the next 3 years?

Please choose **only one** of the following:

- 1 - Strongly disagree
- 2
- 3
- 4
- 5 -Strongly agree
- I don't know

The City is proposing several new ideas to do with buildings and energy. Some examples are below. Consider each one and indicate whether you agree or disagree that they should be included in the Implementation Plan 2021-2023.

[Q3] Implement a system for rating and labelling residential buildings (single family homes, apartment buildings, and condos)

The rating would describe emissions, energy consumption, and water use as well as other performance features. This rating would be displayed at the time of sale, rental, or during major renovations. It would help owners, potential buyers, or renters to understand the full energy costs of the building and the opportunities for energy performance improvements.

Do you agree or disagree that the City should include this action in the Plan?

Please choose **only one** of the following:

- 1 - Strongly disagree
- 2
- 3
- 4
- 5- Strongly agree
- I don't know

Do you have any comments concerning the potential benefits or drawbacks of this idea?

Please write your answer here:

[Q4] Create financial and non-financial incentives to retrofit buildings

Incentives could include rebates, financing, strategic partnerships, tax incentives, or technical support to property owners. These would help encourage property owners to improve the energy efficiency of their buildings.

Do you agree or disagree that the City should include this action in the Plan?

Please choose **only one** of the following:

- 1 - Strongly disagree
- 2
- 3
- 4
- 5 - Strongly agree
- I don't know

Do you have any comments concerning the potential benefits or drawbacks of this idea?

Please write your answer here:

Transportation

[Q5] 38% of Toronto's GHG emissions come from transportation— and nearly 80% of those emissions are from cars.

The Transportation section of the plan focuses on three opportunities:

- Facilitate increased transit ridership, cycling, and walking
- Create a more electric vehicle (EV) - friendly city
- Reduce the impacts of urban freight movement (transportation of goods)

Do you agree or disagree that these are the right opportunities to focus on for transportation over the next 3 years?

Please choose **only one** of the following:

- 1 - Strongly disagree
- 2
- 3
- 4
- 5 - Strongly agree
- I don't know

The City is proposing several new ideas to do with transportation. Some examples are below. Consider each one and indicate whether you agree or disagree that they should be included in the Implementation Plan 2021-2023.

[Q6] Implement more transit priority zones

Transit priority zones use signals, special lanes and traffic restrictions to allow transit vehicles to move more quickly and to improve congestion. One example is the King Street Transit Priority Corridor between Bathurst Street and Jarvis Street.

Do you agree or disagree that the City should include this action in the Plan?

Please choose **only one** of the following:

- 1 - Strongly disagree
- 2
- 3
- 4
- 5 - Strongly agree
- I don't know

Do you have any comments on the potential benefits or drawbacks of this idea?

Please write your answer here:

[Q7] Implement more managed lanes

Managed lanes are roadways or lanes given a specific use (such as bus-only or high-occupancy vehicle-only), to improve traffic flow for all road users and improve transit service.

Do you agree or disagree that the City should include this action in the Plan?

Please choose **only one** of the following:

- 1 - Strongly disagree
- 2
- 3
- 4
- 5 - Strongly agree
- I don't know

Do you have any comments on the potential benefits or drawbacks of this idea?

Please write your answer here:

[Q8] Explore implementing car-free zones

A car-free zone would designate certain areas of the city as off-limits to cars. This would reduce congestion and encourage transit use, cycling and walking. Exceptions can be made, such as for electric, emergency, accessibility and delivery vehicles.

Do you agree or disagree that the City should include this action in the Plan?

Please choose **only one** of the following:

- 1 - Strongly disagree
- 2
- 3
- 4
- 5 - Strongly agree
- I don't know

Do you have any comments on the potential benefits or drawbacks of this idea?

Please write your answer here:

[Q9] Explore congestion pricing

Drivers entering a congestion zone are charged a fee, usually during rush hour times, in order to reduce traffic and encourage drivers to switch transportation modes. Discounts can be offered to residents living within the zone.

Do you agree or disagree that the City should include this action in the Plan?

Please choose **only one** of the following:

- 1 - Strongly disagree
- 2
- 3
- 4
- 5 - Strongly agree
- I don't know

Do you have any comments on the potential benefits or drawbacks of this idea?

Please write your answer here:

[Q10] Construct new on-street electric vehicle charging stations

Increasing the number of charging stations will help encourage the adoption of electric vehicles.

Do you agree or disagree that the City should include this action in the Plan?

Please choose **only one** of the following:

- 1 - Strongly disagree
- 2
- 3
- 4
- 5 - Strongly agree
- I don't know

Do you have any comments concerning the potential benefits or drawbacks of this idea?

Please write your answer here:

Financial Tools and Governance

[Q11] When City Council declared a climate emergency in early October 2019, they also directed City staff to propose new ways to finance climate action to respond to the emergency.

The Financial Tools section of the plan focuses on three opportunities:

- Factor climate considerations into all government decisions
- Establish revenue tools to fund climate action
- Leverage climate investment opportunities from all levels of government and private sector

Do you agree or disagree that these are the right opportunities to focus on for financial tools and governance over the next 3 years?

Please choose **only one** of the following:

- 1 - Strongly disagree
- 2
- 3
- 4
- 5 - Strongly agree
- I don't know

The City is proposing several new ideas to do with financial tools and governance. Some examples are below. Consider each one and indicate whether you agree or disagree that they should be included in the Implementation Plan 2021-2023.

[Q12] Explore implementing a property tax earmark for climate

A property tax earmark is a dedicated charge on a property tax bill. The City would explore implementing an earmark to raise funds specifically for climate action initiatives that improve health, grow the economy, increase climate resilience, and improve social equity.

Do you agree or disagree that the City should include this action in the Plan?

Please choose **only one** of the following:

- 1 - Strongly disagree
- 2
- 3
- 4
- 5 - Strongly agree
- I don't know

Do you have any comments on the potential benefits or drawbacks of this idea?

Please write your answer here:

[Q13] Explore implementing a parking levy

A parking levy is an annual, per-parking space fee paid by owners of non-residential, off-street parking spaces to incentivize the use of transit and active transportation. Funds raised could be dedicated to climate action.

Do you agree or disagree that the City should include this action in the Plan?

Please choose **only one** of the following:

- 1 - Strongly disagree
- 2
- 3
- 4
- 5 - Strongly agree
- I don't know

Do you have any comments on the potential benefits or drawbacks of this idea?

Please write your answer here:

[Q14] Introduce a 'Climate Lens' policy

A Climate Lens would evaluate and consider the climate impacts of all major City of Toronto decisions, including financial decisions, to ensure City investments, policies and programs are supporting our climate change goals.

Do you agree or disagree that the City should include this action in the Plan?

Please choose **only one** of the following:

- 1 - Strongly disagree
- 2
- 3
- 4
- 5 - Strongly agree
- I don't know

Do you have any comments on the potential benefits or drawbacks of this idea?

Please write your answer here:

Other Areas

[Q15] The Implementation Plan 2021-2023 will include actions in other areas such as:

- Waste
- Sustainable Consumption/Lifecycle Emissions
- Engagement and Collaboration
- Leading by Example (City Operations)

The "Other Areas" section of the plan focuses on four opportunities:

- Support the implementation of the Long-Term Waste Management Strategy*
- Reduce direct and indirect emissions associated with the products we consume
- Enable and support climate action at the local level and integrate equity impacts into decision-making

- Reduce climate impacts of City operations

*The Long-Term Waste Management Strategy is the City of Toronto's road map for how waste will be managed in Toronto over the next 30-50 years. It aims to achieve a zero waste future.

Do you agree or disagree that these are the right opportunities in other areas of the Plan to focus on over the next 3 years?

Please choose **only one** of the following:

- 1 - Strongly disagree
- 2
- 3
- 4
- 5 - Strongly agree
- I don't know

The City is proposing several new ideas in other areas of the Plan. Some examples are below. Consider each one and indicate whether you agree or disagree that they should be included in the Implementation Plan 2021-2023.

[Q16] Reduce lifecycle emissions of the products we use

The City would explore programs and policies to reduce greenhouse gas emissions from the consumption of goods and services that are produced elsewhere, shipped, then used and disposed of by Torontonians. This could also include the materials we use for building and construction.

Do you agree or disagree that the City should include this action in the Plan?

Please choose **only one** of the following:

- 1 - Strongly disagree
- 2
- 3
- 4
- 5 - Strongly agree
- I don't know

Do you have any comments concerning the potential benefits or drawbacks of this idea?

Please write your answer here:

[Q17] Establish a Climate Advisory Group

This group would be made up of individuals from a range of backgrounds to advise on the TransformTO strategy, and ensure that the City's actions are equitable and reflect the priorities and interests of residents.

Do you agree or disagree that the City should include this action in the Plan?

Please choose **only one** of the following:

- 1 - Strongly disagree
- 2
- 3
- 4
- 5 - Strongly agree
- I don't know

Do you have any comments on the potential benefits or drawbacks of this idea?

Please write your answer here:

[Q18] Have climate champions work in communities

Dedicated climate champions would work in communities to help facilitate and inspire local climate action.

Do you agree or disagree that the City should include this action in the Plan?

Please choose **only one** of the following:

- 1 - Strongly disagree
- 2
- 3
- 4
- 5 - Strongly agree
- I don't know

Do you have any comments on the potential benefits or drawbacks of this idea?

Please write your answer here:

[Q19] Reduce the climate impacts of City operations

The City will accelerate the implementation of actions to reduce the environmental impacts of City operations to demonstrate commitment and spur innovation—for example, reducing or eliminating single-use plastic products at facilities and events, choosing low-carbon vehicles, and retrofitting City buildings.

Do you agree or disagree that the City should include this action in the Plan?

Please choose **only one** of the following:

- 1 - Strongly disagree
- 2
- 3
- 4
- 5 - Strongly agree
- I don't know

Do you have any comments on the potential benefits or drawbacks of this idea?

Please write your answer here:

[Q20] Do you agree or disagree that this Plan will help the City reduce greenhouse gas emissions, improve health, grow the economy, increase resilience, and improve social equity over the next three years?

Please choose **only one** of the following:

- 1 - Strongly disagree
- 2
- 3
- 4
- Strongly agree
- I don't know

Do you have any final comments or additional ideas to share about the Implementation Plan 2021-2023?

Please write your answer here:

About Yourself

[Q21] Have you attended at least one in-person TransformTO public engagement event in the past?

Choose one of the following answers

Please choose **only one** of the following:

- Yes
- No
- I don't know

[Q22] What are the first 3 characters of your postal code?

Please write your answer here:

[Q23] What gender do you identify with?

Choose one of the following answers

Please choose **only one** of the following:

- Man
- Woman
- Or:

[Q24] Do you identify as:

Check all that apply

Please choose **all** that apply:

- Indigenous, First Nations, Métis, or Inuit person
- Visible minority

[Q25] What age range do you fall into?

Choose one of the following answers

Please choose **only one** of the following:

- 15 or under
- 16-19
- 20-29
- 30-44
- 45-64
- 65 or over

[Q26] Do you rent or own your home?

Choose one of the following answers

Please choose **only one** of the following:

- Own
- Rent
- Rent with subsidy

Thank you for filling out this survey!

Please visit www.toronto.ca/transformto for more information on other ways to get involved with TransformTO this fall. You can also email us with any questions or concerns at transform@toronto.ca.



Buildings and Energy

Proposed actions

Implement home energy rating and labelling



Ratings would describe emissions, energy and water use as well as other performance features. This rating would be displayed at the time of sale, rental, or during major renovations. It would help owners, or potential buyers, or renters to understand the full energy costs of the building and the opportunities for energy performance improvements.

Create financial and other incentives for retrofits



Incentives could include rebates, financing, strategic partnerships, tax incentives, or technical support to property owners. These would help encourage property owners to improve the energy efficiency of their buildings.

Explore building audit requirements



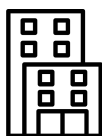
A process where all major components of a large building are checked or 'audited' for energy efficiency and emissions performance, to inform owners of areas of possible improvement.

Develop emissions & energy performance targets for buildings



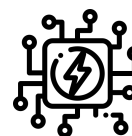
A system where buildings are required to achieve certain emissions performance targets by certain dates.

Require multi-unit buildings to have a minimum amount of back-up power



A requirement that multi-unit buildings must have a certain amount of back-up power available in case of power outages.

Accelerate introduction of district energy systems in neighbourhoods



A system that uses energy from renewable sources, such as heat recovery, geo-exchange and solar thermal, to heat and cool multiple buildings in an area to reduce emissions and increase efficiency.



Transportation

Proposed actions

Explore car-free zones



Certain areas of the city or neighbourhoods are off-limits to cars. Exceptions can be made for non-emitting vehicles, emergency vehicles, etc.

Expand transit-priority zones



Corridors, streets or areas where transit vehicles are given priority, through special lanes or priority signals. Example: King Street Transit Priority Corridor

Explore congestion-management pricing zones



Motorists are charged a fee to enter the busiest parts of a city, usually during peak times. Discounts may be offered for those living in the zone, private passenger buses, etc.

Implement more managed lanes



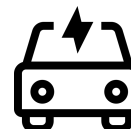
Managed lanes are roadways or lanes given a specific use (such as bus-only or high-occupancy vehicle-only), to improve traffic flow for all road users and improve transit service.

Promote active transportation



The City would continue to provide strategies, policies and infrastructure to encourage active transportation, such as walking and cycling.

Construct new on-street electric vehicle charging stations.



The City would support the installation of new residential on-street chargers, as well as downtown charging stations by partner organizations, to encourage the adoption of electric vehicles.



Financial Tools

Proposed actions

Explore a climate action property tax earmark



A property tax earmark is a dedicated charge on a property tax bill that raises funds specifically for climate action initiatives that improve health, grow the economy, increase resilience and improve social equity.

Explore a parking space levy



An annual, per-space charge levied on owners of non-residential, off-street parking spaces to incentivize the use of transit and active transportation. Funds raised could be dedicated to climate action.

Introduce a climate lens policy



A 'climate lens' would incorporate considerations of climate impacts into all major City of Toronto decisions, including financial decisions. This would help ensure City investments, policies and programs are supporting our climate change goals.



Other Areas

Proposed actions

Reduce the climate impacts of City operations



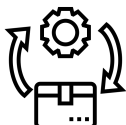
The City will accelerate the implementation of actions to reduce the environmental impacts of City operations to demonstrate commitment and spur innovation—for example, reducing or eliminating single-use plastic products at facilities and events, choosing low-carbon vehicles, and retrofitting City buildings.

Have climate champions work in local communities



Dedicated climate action champions would work in communities to help facilitate and inspire local climate action.

Reduce lifecycle emissions of the products we use



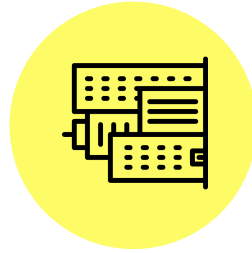
The City would explore programs and policies to reduce greenhouse gas emissions from the consumption of goods and services that are produced elsewhere, shipped, then used and disposed by Torontonians, as well as the materials we use for building and construction.

Establish a Climate Advisory Group



Made up of individuals from a range of backgrounds to advise on the TransformTO strategy, and ensure that the City's actions are equitable and reflect the priorities and interests of residents.

14 Proposed Approaches for 2021-2023

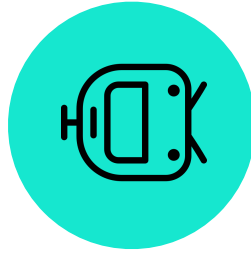


1. Accelerate improvements in energy efficiency of existing buildings

2. Encourage new buildings to produce near-zero emissions and improve resilience

3. Create more local energy solutions

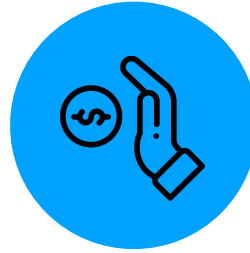
4. Support the creation of jobs in the low-carbon building sector



5. Facilitate increased transit ridership, cycling, and walking

6. Create a more electric vehicle (EV) - friendly city

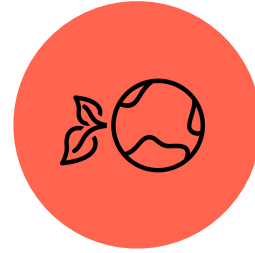
7. Reduce the impacts of urban freight movement (transportation of goods)



8. Factor climate considerations into all government decisions

9. Establish revenue tools to fund climate action

10. Leverage climate investment opportunities from all levels of government and private sector



11. Support the ongoing implementation of the Long-Term Waste Management Strategy

12. Reduce climate impacts of City operations

13. Enable and support climate action at the local level and integrate equity impacts into decision-making

14. Reduce direct and indirect emissions associated with the products we consume

TransformTO:
Climate Action for a
Healthy, Equitable and
Prosperous Toronto

Community Conversation Guide

October 2019



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About this Conversation Guide

This guide was created to help members of the community host their own conversations on the TransformTO Implementation Plan 2021-2023.

The City is hosting an online survey and four public meetings throughout October to gather advice from Torontonians on the next three years of climate action in our city. This Guide provides a third way for people to get involved. We hope it will be taken up by organizations, groups of friends and family, and individuals who want to kick-start a conversation in their community about climate change. It can be adapted for any size of group or time constraint, and you don't need to answer all of the questions or cover every topic.

If you are hosting a larger event using this Guide, the City of Toronto can help you with:

- Marketing and promotional support (providing printing or promoting your event on our website and social media if your event is public);
- Logistics support (accessibility requests and child-minding);
- Potential venues;
- Connections to groups doing local climate work;
- Event staffing and support; and
- Relevant background materials and information.

If you would like support with your event, please reach out to transform@toronto.ca. Prior to scheduling your conversation, keep in mind some important upcoming dates that might create conflicts for participants:

- Monday October 21st: Federal Election
- October 8th, 17th, 24th and 30th: TransformTO Public Meetings. If you opt to host your event on one of these nights, note that City staff will not be available to join you.

All feedback collected through this Guide will help inform the Implementation Plan 2021-2023, which City staff will present to Council in early 2020. Information on other consultation opportunities in October 2019 can be found at www.toronto.ca/transformto.

Please contact the TransformTO Team at transform@toronto.ca with any questions about this guide, or any requests for support.

Checklist for Hosting a Conversation

☐ **Set a time and place**

A living room, kitchen table, community centre, park, or even a quiet cafe are each good options! Events must be hosted between October 7th and November 11th to be able to submit feedback for the City's consideration.

☐ **Designate a host**

The host is responsible for starting and ending the meeting, ensuring the agenda is followed (see example agenda in the 'Additional Resources' section of this guide), keeping the conversation focused, and making sure that everyone has an opportunity to contribute. The host does not need to be an expert on this issue to host the meeting, but they should familiarize themselves with the Discussion Guide and questions in advance.

☐ **Designate a note-taker**

This note-taker will be responsible for recording notes of your discussions. If you break into smaller groups for discussion, ensure there is a notetaker in every group. The notetakers can take notes either electronically, or using print-outs of the templates provided in this guide.

☐ **Decide how you will organize the discussion**

Ask for RSVPs so that you know how many people you can expect.

If you have a small number (8 or fewer) you can go through the Discussion Guide and answer all the questions together.

If you have a larger group (9 or more people) consider dividing into smaller groups to work through the questions in sections, leaving time to 'report back' to each other about what was discussed. We have included some sample agendas at the back of this guide you could use to structure your conversation.

☐ **Determine what topics you will focus on**

There are four sections in the Discussion Guide: Buildings and Energy, Transportation, Financial Tools and Governance, and Other Areas. You could discuss all the sections, only discuss the sections that interest you, or split your group into smaller groups and divide up the sections among them.



Gather materials

You will need to print copies of the Discussion Guide for your participants or send the materials electronically if they have access to a laptop at the event. Be ready to provide pens, markers, and scrap paper. If you're inviting new members of the public to join you, it may be helpful to have name tags available. Reach out to the TransformTO Team at transform@toronto.ca if you need help gathering any of these materials.



Host your conversation

Try to work towards consensus rather than just canvassing each person for their own opinion. This will make for a better discussion. Just remember to take good notes!



Take a photo of your group

You can submit it along with your notes at <http://bit.ly/transformtguide>. Please ensure everyone in the photo knows that it will be shared with the City afterwards!



Have participants fill out an information card (See Appendix)

To help us get a better understanding of who attended your conversation, have participants fill out the anonymous Participant Info cards at the back of this Guide. Collect the cards after your meeting and submit the information when you submit your notes at <http://bit.ly/transformtguide>.



Submit your notes

You should do your best to summarize your group's discussion and submit the summary rather than submitting individual feedback from each participant. Use the templates provided at the back of this Guide. You can submit your notes electronically by filling out the feedback form at <http://bit.ly/transformtguide>. If you expect to have any issues submitting your notes electronically, please contact us at transform@toronto.ca.

Notes from your conversations are due by November 11th at 11:59pm. They can be submitted at <http://bit.ly/transformtguide>



Facilitation Tips

Here are some facilitation tips to help you run an effective and enjoyable conversation:

As a facilitator your job is to:

- Provide clarity - ensure everyone understands the task;
- Create momentum - ensure that you stay on time and on topic;
- Ensure everyone feels heard - create space for everyone to speak; and
- Help make the conversation productive - remind people of the task and ensure that the group answers as many questions as time allows without rushing the discussion.

Some tips:

- Ask everyone to introduce themselves before getting started and explain why they chose to attend;
- Start by explaining the activity and asking if everyone's clear about it;
- Start or end by doing a go-around that lets everyone share a first or final thought;
- Keep the conversation focused, remind people of the discussion questions if they get off track;
- Get everyone talking. Draw quiet participants into the conversation by asking if they have thoughts they want to add, while giving them the option to pass. Ask people who are speaking a lot to let others who haven't spoken yet contribute.
- Repeat what you hear and ask for clarity when needed;
- Keep things moving and on time - watch the clock!
- Don't allow intimidation, disrespectful or disempowering language. If someone says something disrespectful towards another person or group, gently but firmly say "I'm sorry, this needs to be a space that is welcoming and safe for everyone"

Land Acknowledgement

You may choose to do a land acknowledgement before your meeting begins. Land acknowledgements are a way to honour the First Peoples of this land we now call Toronto. Consider reflecting on your own relationship to the land we call home and share a few words about why saying a land acknowledgement is important to you. Here is the City of Toronto's land acknowledgement, which was developed in 2018 as part of the Toronto For All campaign:

Land Acknowledgment for Toronto

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat Peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

Land Acknowledgment for Scarborough (lands east of Woodbine Avenue)

The land I am standing on today is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit, and Métis peoples. I also acknowledge that Toronto is covered by Treaty 13 signed with the Mississaugas of the Credit, and the Williams Treaties signed with multiple Mississaugas and Chippewa bands.

Pronunciation:

Anishnabeg	Awe – Nish – Nah - Beck
Haudenosaunee	Hoe – De – Nah – Show - Nee
Chippewa	Chip – A - Wah
Wendat	When - Dat
Inuit	Δ (ee) ɔ̃ (nu) Δ ^c (eet)
Métis	May - Tee

Background: About TransformTO

What is TransformTO?

TransformTO is the City's climate action strategy. It aims to reduce our city's greenhouse gas (GHG) emissions while improving our health, advancing social equity, growing our economy, and improving climate resilience.

TransformTO's current target is to ensure the city produces net zero carbon emissions by 2050, or sooner.

In October 2019, Toronto City Council declared a climate emergency, mandating that City staff act more quickly to reduce greenhouse gas emissions in Toronto.

The TransformTO strategy is anchored by a set of guiding principles that help ensure that climate actions also minimize harm and maximize public benefits:



Advance social equity



Protect low-income residents



Improve affordability particularly for vulnerable population



Enhance and strengthen the local economy



Maintain and create good quality local jobs



Improve public health



Contribute to poverty reduction

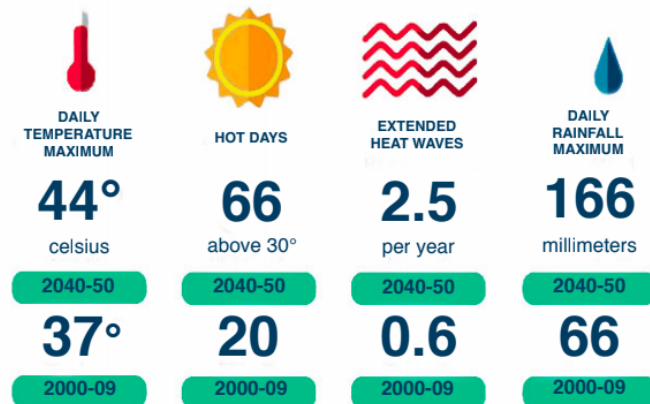


Create resilient communities and infrastructure

To make progress towards the goals identified in TransformTO, the City will present an Implementation Plan every four years that lays out the climate actions Toronto will take over that time. The City's Environment and Energy Division is currently consulting on and preparing the Implementation Plan for 2021-2023.

What are Toronto's climate change goals?

Toronto is already feeling the impacts of a changing climate, from intense floods to hotter summers. By 2040-2050, our city is predicted to have a 230% increase in days over 30 degrees and a 151% increase in daily rainfall maximum.

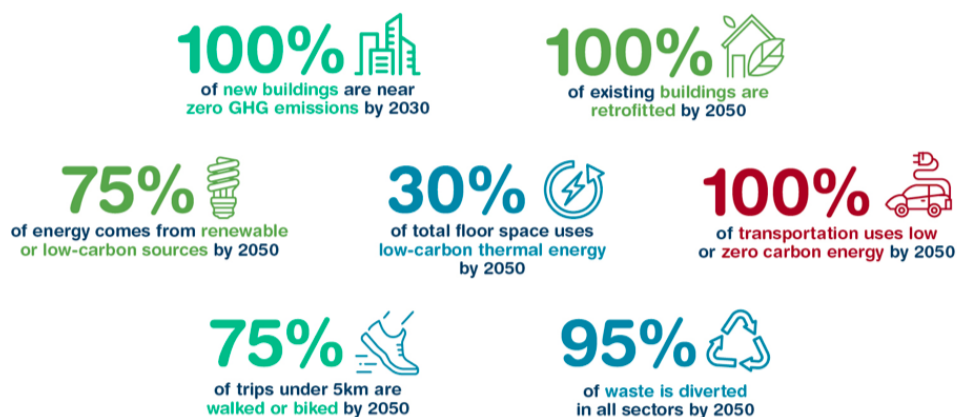


Since 2017, when TransformTO began implementing short-term climate strategies, the City of Toronto has reduced its greenhouse gas emissions by 40% below 1990 levels. However, we still need to reduce our greenhouse gas emissions by 15 million tonnes per year by 2050.

Toronto's greenhouse gas emission reduction targets are:

- 30% of 1990 levels by 2020
- 65% of 1990 levels by 2030
- Net-zero emissions by 2050

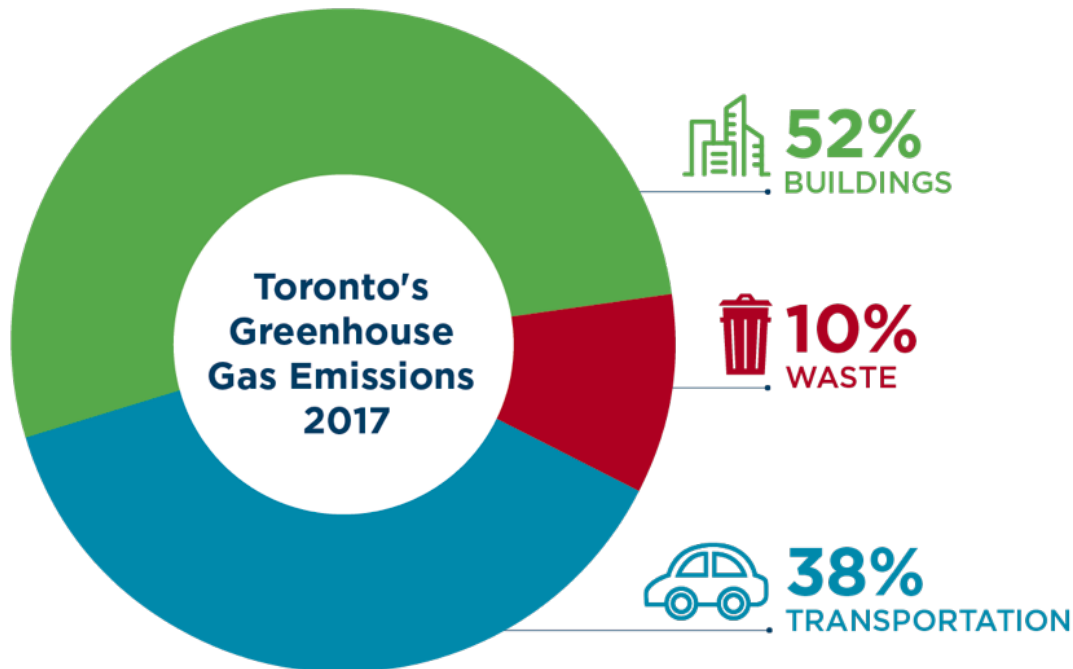
In 2017, the City also set more specific targets to address GHG emissions in different areas:



To learn more about what the City has already accomplished on climate action since TransformTO was passed in 2017, you can refer to the [TransformTO 2017-18 Implementation Update](#).

How does Toronto produce GHGs?

There are three major sources of GHG emissions in Toronto: **buildings, transportation, and waste.**



Every four years the City must develop a new 'implementation plan' to describe the actions that the City will take to lower Toronto's greenhouse gas (GHG) emissions. The City is currently preparing the TransformTO Implementation Plan for 2021-2023.

The Implementation Plan 2021-2023 will include climate actions in the following areas:

- Buildings
- Energy
- Transportation
- Financial Tools and Governance
- Waste
- Sustainable Consumption/Lifecycle Emissions
- Leading by Example
- Engagement and Collaboration

Actions in the plan could include things like implementing new policies and programs, conducting research, continuing or expanding existing programs, and leveraging partnerships and intergovernmental funding.

Community Conversation Guide

Questions and materials

October 2019





**Buildings and
Energy**



**Financial Tools
and Governance**



Transportation



Other Areas

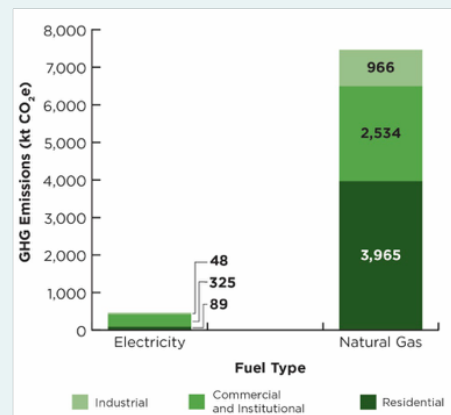
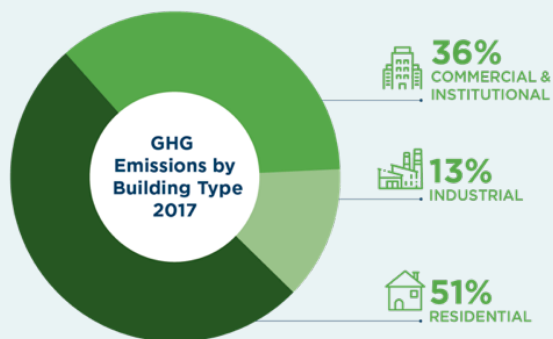
This Conversation Guide focuses on the largest sources of local emissions: **buildings and energy, and transportation**. It also considers how to pay for climate actions (**financial tools and governance**), and briefly covers some **other areas**. You are invited to comment on any or all of these sections.

Each section of the Conversation Guide describes the major opportunities that the City is pursuing in four areas, and also explains some of the specific actions that could be included in the Plan. **The actions described in this Guide are examples, and not a comprehensive list of everything that will go in the Implementation Plan.**

Buildings and Energy

Background

Just over half of Toronto's GHG emissions are produced by burning natural gas to heat buildings and water used in buildings. Buildings, including homes, would benefit from energy efficiency improvements (e.g. upgrading windows/doors, adding insulation, solar panels, etc.) that could reduce their energy use.



The Buildings and Energy sections of the Implementation Plan focuses on four opportunities:



Accelerate improvements in energy efficiency of existing buildings

Encourage new buildings to produce near-zero emissions and improve resilience

Create more local energy solutions

Support the creation of jobs in the low-carbon building sector

Some examples of new actions the City might include in the Plan related to buildings and energy include:

Implement home energy rating and labelling



Ratings would describe emissions, energy and water use as well as other performance features. This rating would be displayed at the time of sale, rental, or during major renovations. It would help owners, or potential buyers, or renters to understand the full energy costs of the building and the opportunities for energy performance improvements.

Create financial and other incentives for retrofits



Incentives could include rebates, financing, strategic partnerships, tax incentives, or technical support to property owners. These would help encourage property owners to improve the energy efficiency of their buildings.

Explore building audit requirements



A process where all major components of a large building are checked or 'audited' for energy efficiency and emissions performance, to inform owners of areas of possible improvement.

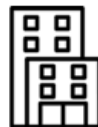
Develop emissions & energy performance targets for buildings



A system where buildings are required to achieve certain emissions performance targets by certain dates.

The City also proposes to expand a number of existing initiatives related to buildings, including:

Require multi-unit buildings to have a minimum amount of back-up power



A requirement that multi-unit buildings must have a certain amount of back-up power available in case of power outages.

Accelerate introduction of district energy systems in neighbourhoods



A system that uses energy from renewable sources, such as heat recovery, geo-exchange and solar thermal, to heat and cool multiple buildings in an area to reduce emissions and increase efficiency.

Buildings and Energy Discussion Questions

1. What are your reactions to these actions? Do you agree or disagree that they should be included in the Plan? How would you improve them?
2. Given the recently declared climate emergency, which of these climate measures are especially important for the City to prioritize between now and 2023? Is anything missing?
3. How do you think these measures would impact you, your family, your community, and vulnerable and equity-seeking groups?* Are there any unintended consequences we should be careful to avoid when implementing the 2021-2023 plan? Consider potential impacts to accessibility, safety, affordability, and so on.

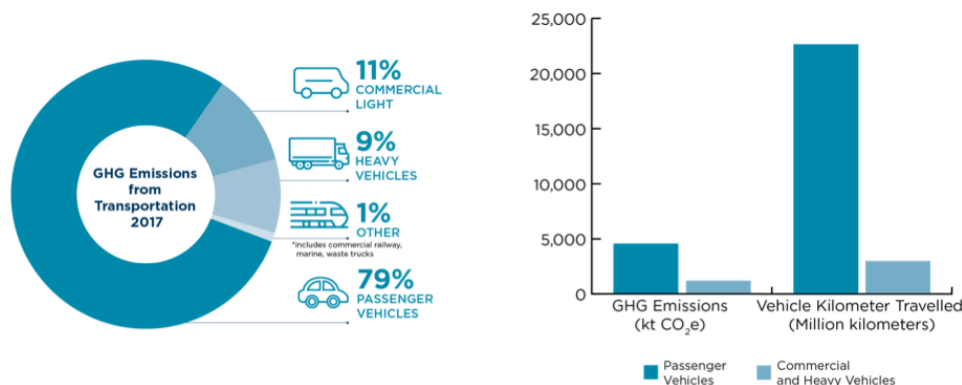
*See Additional Resources for more information on how the City defines vulnerable and equity-seeking groups

Transportation

Background

Thirty-eight percent of Toronto's GHG emissions come from transportation — and nearly 80% of those emissions are from cars.

Toronto's strategy regarding transportation is broadly focused on encouraging more walking and cycling, as well as the greater adoption of electric mobility by 2050.



Multiple new transit projects are either underway or planned for Toronto. These were included in the models used to calculate Toronto's business-as-planned scenario (what our GHG emissions would be if no further efforts were made). These transit projects include the Scarborough Subway Extension, GO's Regional Express Rail, the Eglinton Crosstown, the Finch West LRT, the Sheppard East LRT, and the Toronto-York Spadina Subway Extension.

Even with these projects going ahead, Toronto still has a substantial gap to close in terms of GHG emissions. That's why the TransformTO strategy also emphasizes active transportation and electric mobility as a means to go above and beyond what the City is already planning on transportation.

The Transportation section of the plan focuses on three opportunities:



Facilitate increased transit ridership, cycling, and walking

Create a more electric vehicle (EV) - friendly city

Reduce the impacts of urban freight movement (transportation of goods)

Some examples of new actions the City might include in the Plan related to transportation include:

Explore car-free zones



Certain areas of the city or neighbourhoods are off-limits to cars. Exceptions can be made for non-emitting vehicles, emergency vehicles, etc.

Expand transit-priority zones



Corridors, streets or areas where transit vehicles are given priority, through special lanes or priority signals. Example: King Street Transit Priority Corridor

Explore congestion-management pricing) zones



Motorists are charged a fee to enter the busiest parts of a city, usually during peak times. Discounts may be offered for those living in the zone, private passenger buses, etc.

Implement more managed lanes



Managed lanes are roadways or lanes given a specific use (such as bus-only or high-occupancy vehicle-only), to improve traffic flow for all road users and improve transit service.

Some examples of new actions the City might include in the Plan related to transportation include:

Promote active transportation



The City would continue to provide strategies, policies and infrastructure to encourage active transportation, such as walking and cycling.

Construct new on-street electric vehicle charging stations.



The City would support the installation of new residential on-street chargers, as well as downtown charging stations by partner organizations, to encourage the adoption of electric vehicles.

Transportation Discussion Questions

1. What are your reactions to these actions? Do you agree or disagree that they should be included in the Plan? How would you improve them?
2. Given the recently declared climate emergency, which of these climate measures are especially important for the City to prioritize between now and 2023? Is anything missing?
3. How do you think these measures would impact you, your family, your community, and vulnerable and equity-seeking groups?* Are there any unintended consequences we should be careful to avoid when implementing the 2021-2023 plan? Consider potential impacts to accessibility, safety, affordability, and so on.

*See Additional Resources for more information on how the City defines vulnerable and equity-seeking groups

Financial Tools and Governance

Background

The climate emergency mandates that the City explore new ways to raise revenue to help pay for accelerated climate action.

The Financial Tools and Governance section of the Plan focuses on three opportunities:



Factor climate considerations into all government decisions

Establish revenue tools to fund climate action

Leverage climate investment opportunities from all levels of government and private sector

Some examples of new actions the City might include in the Plan related to financial tools and governance include:

Explore a climate action property tax earmark



A property tax earmark is a dedicated charge on a property tax bill that raises funds specifically for climate action initiatives that improve health, grow the economy, increase resilience and improve social equity.

Explore a parking space levy



An annual, per-space charge levied on owners of non-residential, off-street parking spaces to incentivize the use of transit and active transportation. Funds raised could be dedicated to climate action.

Introduce a climate lens policy



A 'climate lens' would incorporate considerations of climate impacts into all major City of Toronto decisions, including financial decisions. This would help ensure City investments, policies and programs are supporting our climate change goals.

Financial Tools and Governance Discussion Questions

1. What are your reactions to these actions?
Do you agree or disagree that they should be included in the Plan? How would you improve them?
2. Given the recently declared climate emergency, which of these climate measures are especially important for the City to prioritize between now and 2023? Is anything missing?
3. How do you think these measures would impact you, your family, your community, and vulnerable and equity-seeking groups? Are there any unintended consequences we should be careful to avoid when implementing the 2021-2023 plan? Consider potential impacts to accessibility, safety, affordability, and so on.

*See Additional Resources for more information on how the City defines vulnerable and equity-seeking groups

Other Areas

Background

The Plan will aim to reduce emissions in a few other areas, including waste, city operations, and lifecycle emissions. It will also include actions to engage the community in climate action.

The “Other Areas” section of the plan focuses on four opportunities:



Support the Implementation of the Long-Term Waste Management Strategy

Reduce climate impacts of City operations

Enable and support climate action at the local level and integrate equity impacts into decision-making

Reduce direct and indirect emissions associated with the products we consume

Some examples of new actions the City might include in the Plan related to other areas include:

Reduce the climate impacts of City operations



The City will accelerate the implementation of actions to reduce the environmental impacts of City operations to demonstrate commitment and spur innovation—for example, reducing or eliminating single-use plastic products at facilities and events, choosing low-carbon vehicles, and retrofitting City buildings.

Have climate champions work in local communities



Dedicated climate action champions would work in communities to help facilitate and inspire local climate action.

Reduce lifecycle emissions of the products we use



The City would explore programs and policies to reduce greenhouse gas emissions from the consumption of goods and services that are produced elsewhere, shipped, then used and disposed by Torontonians, as well as the materials we use for building and construction.

Establish a Climate Advisory Group



Made up of individuals from a range of backgrounds to advise on the TransformTO strategy, and ensure that the City's actions are equitable and reflect the priorities and interests of residents.

Other Areas

Discussion Questions

1. What are your reactions to these actions? Do you agree or disagree that they should be included in the Plan? How would you improve them?
2. Given the recently declared climate emergency, which of these climate measures are especially important for the City to prioritize between now and 2023? Is anything missing?
3. How do you think these measures would impact you, your family, your community, and vulnerable and equity-seeking groups? Are there any unintended consequences we should be careful to avoid when implementing the 2021-2023 plan? Consider potential impacts to accessibility, safety, affordability, and so on.
4. Do you have any other ideas you want the City to consider including in the Implementation Plan 2021-2023?

*See Additional Resources for more information on how the City defines vulnerable and equity-seeking groups



Notetaker template: Buildings and Energy

1. What are your reactions to these actions? Do you agree or disagree that they should be included in the Plan? How would you improve them?
2. Given the recently declared climate emergency, which of these climate measures are especially important for the City to prioritize between now and 2023? Is anything missing?
3. How do you think these measures would impact you, your family, your community, and vulnerable and equity-seeking groups? Are there any unintended consequences we should be careful to avoid when implementing the 2021-2023 plan? Consider potential impacts to accessibility, safety, affordability, and so on.



Notetaker template: Transportation

1. What are your reactions to these actions? Do you agree or disagree that they should be included in the Plan? How would you improve them?
2. Given the recently declared climate emergency, which of these climate measures are especially important for the City to prioritize between now and 2023? Is anything missing?
3. How do you think these measures would impact you, your family, your community, and vulnerable and equity-seeking groups? Are there any unintended consequences we should be careful to avoid when implementing the 2021-2023 plan? Consider potential impacts to accessibility, safety, affordability, and so on.



Notetaker template: Financial Tools and Governance

1. What are your reactions to these actions? Do you agree or disagree that they should be included in the Plan? How would you improve them?
2. Given the recently declared climate emergency, which of these climate measures are especially important for the City to prioritize between now and 2023? Is anything missing?
3. How do you think these measures would impact you, your family, your community, and vulnerable and equity-seeking groups? Are there any unintended consequences we should be careful to avoid when implementing the 2021-2023 plan? Consider potential impacts to accessibility, safety, affordability, and so on.



Notetaker template: Other Areas

1. What are your reactions to these actions? Do you agree or disagree that they should be included in the Plan? How would you improve them?
2. Given the recently declared climate emergency, which of these climate measures are especially important for the City to prioritize between now and 2023? Is anything missing?
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4. Do you have any other ideas you want the City to consider including in the Implementation Plan 2021-2023?

Sample Agenda - Small Group (2 hrs)

Item	Time	Materials needed
Welcome and introductions Introduce yourself to your guests Acknowledge the land Do a go-around of names	5 minutes	Name tags
Review the background materials. Have each person read the backgrounder individually, or have one person read it out loud. Decide which sections your group will focus on. You could opt to spend more time on fewer subjects, or set a timer and work through them all.	10 minutes	Print-outs of the backgrounder
Discussion topic 1	25 minutes	Note-taking templates Scrap paper Pens and markers
Discussion topic 2	25 minutes	Note-taking templates Scrap paper Pens and markers
Break	10 minutes	Snacks and refreshments
Discussion topic 3 (Optional)	25 minutes	Note-taking templates Scrap paper Pens and markers
Discussion topic 4	20 minutes	
Wrap-up Thank everyone for coming, and ensure you have collected all the notes.	2 minutes	Envelopes to collect notes

Sample Agenda - Large Group (2 hrs)

Item	Time needed	Materials needed
Welcome and introductions Introduce yourself to your guests Acknowledge the land Do a go-around of names	10 minutes	Name tags
Review the background materials. Have each person read the backgrounder individually, or have one person read it out loud. Break people into smaller groups. Either assign topics to groups, or establish how you will rotate topics.	15 minutes	Print-outs of the backgrounder
Discussion	50 minutes	Note-taking templates Scrap paper Pens and markers
Break	10 minutes	Snacks and refreshments
Report out Have groups report out briefly on their discussions to the rest of the room. Give precise instructions on what you want reported out (1 key take-away, top three questions, etc). Have one person capture notes during this report-back, in case there is additional conversation in plenary.	30 minutes	Note-taking templates Scrap paper Pens and markers
Wrap-up Thank everyone for coming, and ensure you have collected all the notes from each table.	5 minutes	Envelopes to collect notes

Additional Resources

1. [2017-18 Update on Implementation of TransformTO](#)

This document provides an update on recent progress towards TransformTO's goals, and also provides more detail on the various initiatives already underway. Many of these activities are likely to be carried over into the 2021-2023 Implementation Plan.

2. [City-wide Climate Perceptions Survey](#)

This public opinion poll was commissioned by the City and performed by Environics to measure Torontonians' attitudes about climate change. The survey found that a strong majority of Torontonians believe climate change is a serious issue that threatens our health and well-being, and that collective action is required to address it.

3. [Backgrounder: Equity, Diversity and Inclusion within the City of Toronto](#)

A City note on Toronto's approach to equity, which also contains more information on how the City defines equity-seeking and vulnerable communities:

Equity-seeking groups are defined by the City as: Persons with disabilities, women, racialized group(s), lesbian, gay, bisexual, trans, queer, two-spirit communities (LGBTQ2S), undocumented workers, immigrants and refugees, persons with low income, and youth.

Vulnerable populations include: Seniors, victims of violence, persons with low literacy, persons who are homeless or underhoused, residents in Neighbourhood Improvement Areas.

TransformTO Community Conversation

Participant Info Card



Thanks for participating in a community conversation about TransformTO. Please take a few minutes to tell us a bit about yourself:

What are the first three characters of your postal code?

Have you attended at least one in-person TransformTO public engagement event?

- ☐ Yes
☐ No
☐ I don't know

What gender do you identify with?

- ☐ Man
☐ Woman
☐ Other

Do you own or rent your home?

- ☐ Own
☐ Rent
☐ Subsidized rent

What age range do you fall into?

- ☐ 15 or under
☐ 16-19
☐ 20-29
☐ 30 - 44
☐ 45 - 64
☐ 65+

Do you identify as:

- ☐ Indigenous, First Nations, Metis, or Inuit person
☐ Visible minority

Filling out this card is optional. This information will be used solely for analysis by the City, will remain anonymous, and will not be shared or sold with any third party.

TransformTO Community Conversation

Participant Info Card



Thanks for participating in a community conversation about TransformTO. Please take a few minutes to tell us a bit about yourself:

What are the first three characters of your postal code?

Have you attended at least one in-person TransformTO public engagement event?

- ☐ Yes
☐ No
☐ I don't know

What gender do you identify with?

- ☐ Man
☐ Woman
☐ Other

Do you own or rent your home?

- ☐ Own
☐ Rent
☐ Subsidized rent

What age range do you fall into?

- ☐ 15 or under
☐ 16-19
☐ 20-29
☐ 30 - 44
☐ 45 - 64
☐ 65+

Do you identify as:

- ☐ Indigenous, First Nations, Metis, or Inuit person
☐ Visible minority

Filling out this card is optional. This information will be used solely for analysis by the City, will remain anonymous, and will not be shared or sold with any third party.

TRANSFORMTO IMPLEMENTATION PLAN 2021-2023
CONSULTATION SUMMARY REPORT

January 2020