

TSA Questions

1) Toronto is experiencing intensification - most significantly in the downtown core - as a result of provincial and municipal legislation. How should the City respond to this opportunity, in regards to:

a) Providing corresponding improvements to urban infrastructure, including parks, cultural and community facilities, and neighbourhood schools?

The population of Toronto is projected to grow by approximately 500,000 by 2031 – the growth in the GTA could easily be double that. So intensification will be a necessity. But it can also be exciting and good. We have to be creative in how we respond to it – making sure that the city provides urban amenities such as parks, recreation areas, art installations – that nurture healthy neighbourhoods. The possibilities are exciting, as we consider what this new vertical world is going to look like. We will look to the architecture profession to partner with the City in planning bold new responses to the challenges.

b) Increasing mobility options, specifically access to transit and cycling infrastructure?

Intensification and mobility are closely related. Excellent transportation connections enable live/work/play place making on larger scales.

My Smart Track transit plan will be accessible to all Torontonians because it spans 53 km, with 22 new stations, that connects all four corners of the city. It will also provide transit and congestion relief in seven years, not the seventeen years that some of my opponents proposals would take.

The following points make up the thrust of my cycling infrastructure policy:

- **Expanding Toronto's on-street cycling network by placing a priority on safer, separated bike lanes in sensible locations as part of an integrated transit network;**
- **Creating partnerships with businesses to build more bike lanes, bicycle parking and bike sharing programs and facilities;**
- **Developing a tourism cycling strategy, including the expansion of Toronto's destination cycling trail network;**
- **Ensuring bicycle lane maintenance is a separate line item in the municipal budget so the funding is transparent;**
- **Ensuring all Smart Track stations are equipped with secure, sheltered bicycle parking to facilitate cycling as part of the daily commute for people in every part of the city – not just downtown; and**
- **Increasing the number of bicycle parking facilities at existing TTC and transit stations as well as on city streets.**

c) Addressing the increasing challenge of affordability and opportunity within our growing city?

Healthy urban form and social inclusion are closely related. We need a vibrant mix of income levels in close proximity for the benefit of all. Smart Track and mobility are part of this as are direct initiatives like tower renewal.

My Smart Track transit plan will cut congestion and get our city moving again. It will cut down on people's commutes, making for more productive work days, and connect more people to job opportunities around the city. I want to work with architects, planners, engineers and communities to ensure that leading edge solutions are found to the challenges of intensification, and that these solutions be delivered in a creative, forward-looking manner.

2) What is your vision and specific strategy for implementing that vision regarding the City's role in the promotion of public health with respect to the following:

a) The health of the natural environment, including air and water quality?

As Mayor, I will champion the following environmental initiatives:

Create a Sustainable City Advisory Board comprised of green energy industry leaders and sustainability experts to provide advice on innovative solutions to energy efficiency and climate change;

Work with other levels of government, partners and other jurisdictions on tackling climate change and its effects;

Release an annual "Sustainable City Report" that I will take pride in presenting to our city stakeholders;

Appoint an Environment Advocate to ensure consistency with environmental policies and to coordinate across existing City departments, agencies, boards and commissions;

Direct this new Environment Advocate to report back on the creation of realistic, and achievable, long-term plans to reduce greenhouse gas emissions from municipal assets, and improve on air quality, waste diversion, and reduction of toxins within municipal jurisdiction;

The new Environmental Advocate will also be responsible for a comprehensive plan to prepare the City and its infrastructure for climate change adaptation; particular attention will be paid to helping homeowners prevent incidents such as basement flooding as a result of climate events; and Collaborate with local clean energy technology leaders and incubators to support local talent.

My “28 in 10” tree plan will restore Toronto’s tree canopy to 2012 levels by doubling the city’s current annual expenditure of \$7 million over five years to as much as \$14 million by 2019. Growing Toronto’s tree canopy will make for cleaner air, and reduce energy usage and costs. Further, my Smart Track plan will remove cars from the road and relieve traffic congestion by providing a better transit option, directly impacting our air quality.

b) The health of citizens, including active transportation (walking and cycling) and access to healthy food options?

Active transportation is an important sector of a functional urban environment. Please see my cycling infrastructure points above.

c) Integrating public health objectives into infrastructure investments and development approvals?

A vibrant, sustainable city provides a healthy living environment. Initiatives such as pro-fitness programs, anti-tobacco regulations, cycle paths, and green space all play their part in ensuring opportunities for healthy living. Again, as Mayor, I will seek the advice of architecture and design professionals in putting forward innovative and progressive proposals for enhancing all these quality of life factors.