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Responses to Questionnaire on Climate Actions

1. Funding Toronto's Net-Zero Strategy

If you are elected mayor, how would you address a funding deficit of \$4.5 billion which is the difference between what TransformTO strategy recommended annually to accelerate action to address climate change and what the City has allocated in its last budget?

Clearly Toronto's \$16.1B budget can't absorb \$4.5B in extra costs for a plan, drafted by staff during pandemic lockdowns, devoid of meaningful public consultation, a plan where "The full financial impacts for the required investments to achieve the Council adopted 2025 and 2030 GHG reduction targets and ultimately getting to net zero by 2040 are still to be determined." where implementation report point 2 starts "More information is needed to understand what kinds of materials and construction techniques should be used for Toronto."

If an actual plan is developed, funding must come from the Federal & Provincial governments as they are constitutionally charged with environmental matters; and have means-based income taxes available to tackle a project of such fundamental importance & cost.

Staff report "Technical modelling estimates suggest that over the next thirty years, the total investment required by the entire community, that is, the City corporation, the business community, other levels of government, and individual residents, is \$145 billion. Annual investments between \$4-9 billion per year will be needed over the next 17 years, with most investments needed in the near term."; with their scheme involving homeowners bearing roughly half of that cost directly; obviously it's ridiculous to suggest that the other half of those costs should be foisted on homeowners in the form of property taxes.

2. Your Transportation Agenda

As Mayor, how will you approach Toronto's transportation challenges? What is your position with regard to:

- the TTC and the recent cuts to services and increase in fares?
- the development of cycling and pedestrian infrastructure?
- the adoption of EVs and the use of e-bikes and EVs for last mile deliveries?

My plan addresses TTC issues to see improvements in service beyond Tory's recent cuts. Unlike the rubber-stamped city staff plans of the last decade, I recognize that increased public transit use comes from improved TTC service; not making private-vehicle commutes more problematic like Toronto has pursued recently, an ill-conceived scheme that naturally backfired, with GO Transit recently cancelling certain public bus service due to the traffic congestion (seemingly) intentionally created by staff.

Cyclist safety is a priority; but one properly addressed by bike lanes on residential and side-streets (wherever feasible) rather than forcing cyclists to navigate the roadways, breathing as much exhaust as possible, while being as close as possible to the noise & risk of vehicles. Pedestrian infrastructure was always part of our city's design, which mostly functioned well until staff came up with the idea of impeding the pedestrian infrastructure with schemes like CafeTO

where taxpayers fund restaurant profits while pedestrians suffer the obstructions. Beyond correcting the problems caused by imprudent, staff-conceived schemes, ongoing pedestrians planning is a case-by-case consideration, requiring ample public consultation to address the concerns of those who must live with the decisions.

Toronto can best support EV adoption by supporting expanded capacity for vehicle charging.

3. Buildings and Development

Buildings make up the dominant share of Toronto's greenhouse gas emissions. The City also needs to address the shortage of affordable housing. As Mayor, how will you approach housing developments, densification efforts, and retrofitting activities in the City while respecting the carbon budget?

Permitting of new developments requiring compliance with a net-zero standard, the retrofitting of City assets, and the incentivization and financing support for homeowner retrofits will see us reaching international commitments while not destabilizing the housing construction needed to address our devastating existing shortfall and future needs.

4. Energy Policy

Changes to electricity production pose opportunities and risks to Toronto's ability to meet its clean energy goals. As Mayor what position will you take on the expansion of the Portlands gas plant? And what are your plans for the expansion of local renewable energy from solar, wind and geothermal power?

We've known that Toronto's position, as a creature of the province, means our only options involve working, as best we can, with the provincial government to achieve the best possible benefit for all Torontonians and Ontarians. Voters should be concerned by those candidates who say in one breath that they will fight Doug Ford tooth-and-nail to put a stop to provincial decisions while in the other breath they put forward a platform that says the province and federal government will be called upon to pay for the promises made by those candidates. I will look to global best practices to promote private adoption of green alternatives and will support programs which incentivize private retrofit efforts. As restoration and enhancement of the public voice in government and fundamental democratic principles is the foundation of my platform, I will, in this regard as in all others, be relying heavily on meaningful public consultation and input to arrive at best-in-class solutions that enjoy the hearty support of the people, who inevitably face the burdens of the such far-reaching policies.

5. Climate Resilience

The impacts of climate change fall disproportionately on those already impacted by existing inequities: Indigenous people, racialized communities, people with disabilities, people on low-income, especially low-income seniors - and those without adequate housing. If elected Mayor, what actions will you take to improve climate resilience in Toronto?

I will be addressing the root issues, such as homelessness and housing shortages, which are largely what result in those disadvantaged groups suffering the heavy burdens of climate change.

6. Waste

The City's Long Term Waste Management Strategy sets a 2030 goal of diverting 70 percent of waste away from landfill. As Mayor how will you approach waste reduction, reuse and recycling activities, and circular economy initiatives?

Working with provincial and federal counterparts, I will develop strategies, wholly municipal is necessary, but with recognition that they will be much more effective if a common provincial/federal framework can be developed, to see manufacturers and distributors charged back for the costs of their waste generation in the delivery of their products to consumers. The manufacturer that is most successful in reducing the quantity of waste in their packaging, and who does the best job of using production methods and packaging materials that generate the least environmental impact, both in product generation and waste creation, will face lower government levies on their products — a “packaging tax” will give those with the corporate decision-making authority, those with the best track record for innovation, private industry, an added motivation, beyond mere social conscience, a financial incentive to reduce the waste they distribute to our households; thereby reducing the amount of waste our households send along to the landfills.

7. Public Engagement

Citizen engagement will be crucial to the success of Toronto's climate action plan. As Mayor, how will you encourage our many communities to learn about and participate in our Net-Zero Strategy? In particular, how do you understand your responsibilities to the Indigenous people of Toronto in relation to Toronto's climate action plans?

I entered politics solely in response to John Tory and his compadres working to limit public access to, and participation in, their government. Restoring meaningful citizen engagement and the efficacy of the public voice is the fundamental goal of my time in office, and I expect to use that restoration of public guidance and support to address the main issues of housing, crime, and TTC (safety & service), as well as all our other concerns.

Achieving that goal will require building an infrastructure to enable, facilitate, and promote the public's knowledge of, and involvement in, issues that we must face collectively as a society. That infrastructure for public consultation and interaction will be employed in relation to climate concerns as well as all the many other challenges and opportunities that our city faces.

8. Additional Comments?

Please let us know if you have any additional comments on how Toronto should approach the challenges of climate mitigation and adaptation.

Canada has long ranked amongst the best countries in the world; our history is as global leaders in happiness, democracy, diversity, equity, and desirability ratings. Canada, the planet's

second largest country, but 39th by population, is also largely unique in the world, especially, but by no means only, with regards to population density. Unfortunately, perhaps as a result of the proximity and dominance of our American cousins, we also have a certain inferiority complex; one that arguably explains why we often tend to permit other nations to excessively impact our decision making.

In the area of climate concerns, that has often resulted in attempts to apply ideas, which work in other countries, to the Canadian context without consideration of the fundamental realities that allow those proposals to work elsewhere, in areas with over double the population density, in nations where communities developed centuries before the nation of Canada took its first steps, where every portion of their infrastructure developed before the engine's advent, when cart and foot were the only means of travel, where every locale, and their national identities, grew for centuries around the concepts of small settlements. Understandably, few of those concepts can be dropped into the Canadian context & function similarly well. Therefore, we need to work towards Canadian solutions tailored to our Canadian realities.