

# Trees and Forests Advisory Committee

## Report

5th Meeting of the Trees and Forests Advisory Committee  
May 23, 2018  
Committee Room #3

Attendance                   PRESENT: R. Mannella (Chair); T. Khan, J. Kogelheide, C. Linton, N. St. Amour and M. Szabo and J. Bunn (Acting Secretary)

ABSENT: C. Haindl, G. Mitchell and R. Walker

ALSO PRESENT: A. Macpherson, M. Morris, J. Ramsay and S. Rowland

The meeting was called to order at 12:15 PM.

### 1. Call to Order

#### 1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

### 2. Scheduled Items

#### 2.1 Parks and Recreation Master Plan Update

That the following actions be taken with respect to the Parks and Recreation Master Plan:

a) it BE NOTED that the attached presentation from A. Macpherson, Environmental and Parks Planning, with respect to this matter, was received; and,

b) a Working Group BE ESTABLISHED, consisting of T. Khan, M. Szabo and A. Morrison, to review the Parks and Recreation Master Plan and report back at the June meeting of the Trees and Forests Advisory Committee, with input on the above-noted plan.

#### 2.2 Complete Streets Update

That it BE NOTED that the attached presentation from M. Morris, Engineer-in-Training, with respect to an update on the Complete Streets project, was received.

### 3. Consent

#### 3.1 4th Report of the Trees and Forests Advisory Committee

That it BE NOTED that the 4th Report of the Trees and Forests Advisory Committee, from its meeting held on April 25, 2018, was received.

#### 3.2 Municipal Council Resolution - 3rd Report of the Trees and Forests Advisory Committee

That it BE NOTED that the Municipal Council resolution, from its meeting held on April 24, 2018, with respect to the 3rd Report of the Trees and Forests Advisory Committee, was received.

**4. Sub-Committees and Working Groups**

None.

**5. Items for Discussion**

5.1 Green Legacy Update

That it BE NOTED that the attached presentation from A. Cantell, ReForest London, with respect to the Green Legacy Project, was received.

5.2 Trees Located at Southdale Road and Wharnclyffe Road South

That it BE NOTED that the Trees and Forests Advisory Committee heard a verbal update on the trees located at the corner at Southdale Road and Wharnclyffe Road South from A. Macpherson, Manager, Environmental and Parks Planning.

5.3 Clarification of Meeting Agenda Submission Process

That it BE NOTED that the Trees and Forests Advisory Committee held a general discussion with respect to the process for submitting items for the committee agendas.

**6. Deferred Matters/Additional Business**

None.

**7. Adjournment**


The meeting adjourned at 1:40 PM.



**Play Your Way!** Parks & Recreation Master Plan Update

May / June 2018


# Trees and Forests Advisory Committee



**Play Your Way!** Purpose of Connecting With You

Purpose:

1. To review the plan to update the Parks and Recreation Master Plan this year.
2. Ask for your assistance in sharing the Community Survey with your networks and the public.
3. To request your Committee's input.



**Play Your Way!**

## About the Master Plan

Creating a “Game Plan” for Parks, Recreation Programs, Sport Services and Facilities

- The Master Plan provides an overall vision and direction for making decisions. It is a high level/policy directive document.
- It is based on public input, participation trends and usage, best practices, demographic changes and growth forecasts.
- The Plan will be used by the City to guide investment in parks, recreation programs, sport services and facilities over the next ten years and beyond.





**Play Your Way!**

## Master Plan Overview

- The City has retained **Monteith Brown Planning Consultants**, **Tucker-Reid & Associates** and **Swerhun Facilitation** to assist in preparing the Update.











**Play Your Way!**

## Master Plan Building Blocks

1. Public and Stakeholder Input
2. Demographics and Growth
3. Trends and Usage Data
4. Existing Policies and Guidelines
5. Park, Program, and Facility Distribution
6. Facility Inventories and Asset Management Data






**Play Your Way!**

## Project Scope

Items within Scope:

- 
  - **Recreation Programming**, such as aquatic, sport, wellness, arts/crafts, dance/music, and general interest programs provided by the City and other sectors
- 
  - **Recreation and Sport Facilities**, such as community centres, pools, sports fields, playgrounds and more
- 
  - **Parks & Civic Spaces**, such as major parks, neighbourhood parks, gardens and civic squares
- 
  - **Investment in the Community**, such as neighbourhood opportunities, public engagement, sport tourism and more






## Project Scope

Items out of Scope:

- **Parkland Dedication Policies** (London Plan)
- **Cycling** (London Plan, Transportation and Cycling Master Plans)
- **Natural Heritage and Trails** (London Plan, Conservation Master Plans, ESA Master Plans)
- **Arts, Culture and Heritage** (Cultural Prosperity Plan and related reports)

Although these items are addressed in other studies, the Master Plan will ensure alignment





## Guiding and Supporting Documents

The Master Plan is a Strategy that guides the provision and management of parks, recreation programs, sport services and facilities. It is influenced by several Overarching Plans and informs several Technical Reports.



| Key Overarching Plans   | Key Strategies   | Key Technical Reports   |
|---|--|---|
| The London Plan<br>Council's Strategic Plan<br>Accessibility Plan<br>Sector-specific guiding documents, such as the Framework for Recreation in Canada, Parks for All, and others | Age Friendly London Action Plan<br>Child and Youth Agenda<br>Strengthening Neighbourhoods Strategy<br>Transportation and Cycling Master Plans<br>Cultural Prosperity Plan<br>Community Diversity and Inclusion Strategy<br>SHIFT: Rapid Transit Initiative<br>Back to the River / One River<br>Thames Valley Corridor Plan | Development Charges Background Study<br>Conservation Master Plans for Environmentally Sensitive Areas<br>Park-specific Master Plans<br>Business Cases and Feasibility Studies<br>Various By-laws, Policies and Procedures |





## Deliverables and Timing

- **Background Research** March to June 2018
- **Engagement** May to July 2018
  - Community Survey (Opens May 23<sup>rd</sup>)
  - Stakeholder Sessions/Focus Groups/Interviews
- **Draft Plan #1** Sept / Oct 2018
- **Draft Plan #2** Oct / Nov
- **Final Plan** presented to the new Council January 2019

## Community Survey

**Purpose**


- To establish a broad picture of usage, satisfaction, priorities, demographics

**Timing**

- Will be available May 23 until mid-July, hosted through [getinvolved.london.ca](http://getinvolved.london.ca)

**How can you help?**

- Share the link to the survey with your networks
- Let us know if you would like posters or postcards to distribute





**Play Your Way!**

COMMUNITY SURVEY

**Parks and Recreation**

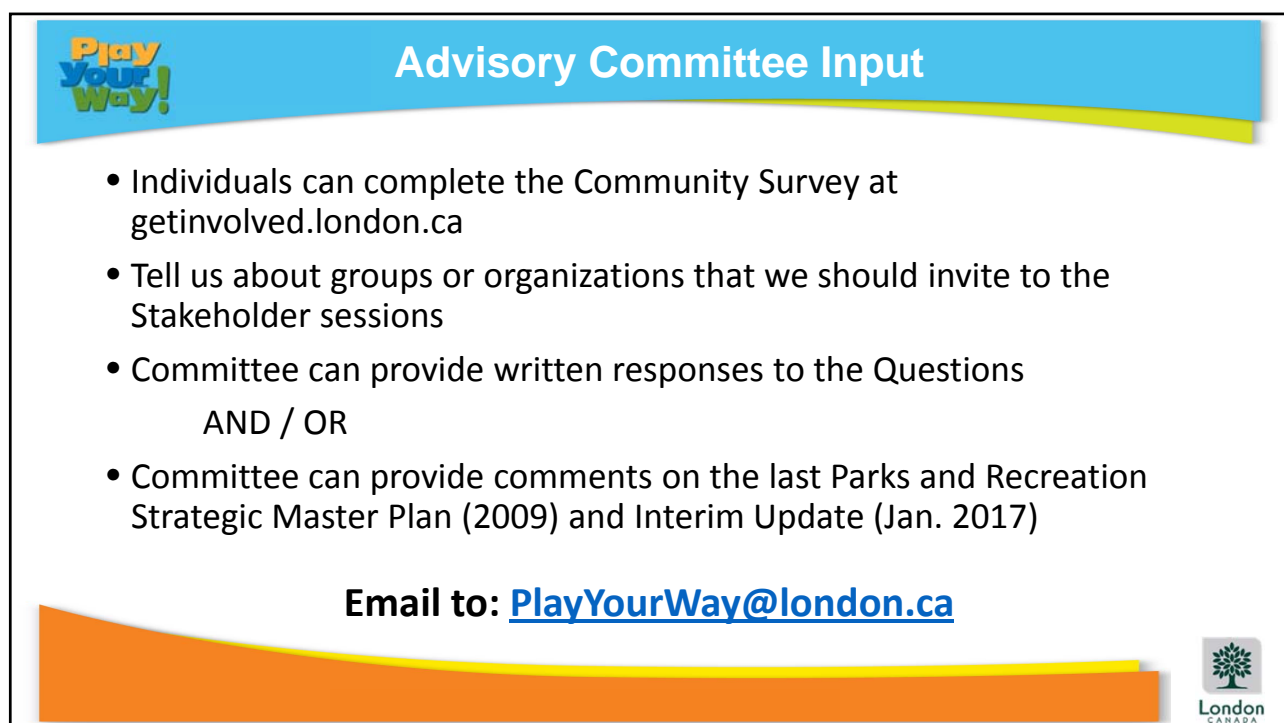
**MASTER PLAN**

Your input is important.  
Tell us how you like to Play Your Way.  
Complete the community survey:  
**getinvolved.london.ca**

As London grows and changes, the recreation needs of residents also change. We want to ensure that the right parks, recreation and sport services, programs and facilities are in place to improve quality of life for all Londoners.

Help us plan for the next **10 years** and tell us what recreation, parks and sport services mean to you!

**London CANADA**



**Play Your Way!**

## Advisory Committee Input

- Individuals can complete the Community Survey at [getinvolved.london.ca](http://getinvolved.london.ca)
- Tell us about groups or organizations that we should invite to the Stakeholder sessions
- Committee can provide written responses to the Questions


AND / OR

- Committee can provide comments on the last Parks and Recreation Strategic Master Plan (2009) and Interim Update (Jan. 2017)

Email to: [PlayYourWay@london.ca](mailto:PlayYourWay@london.ca)

**London CANADA**







## Advisory Committee Input

Guiding Questions

1. What are the most pressing **issues and priorities** for your Advisory Committee?
2. How can the City of London's parks, recreation and sport **services and facilities** continue to support the needs of your Committee? Please be specific.
3. How can your Committee, the City and others **work together** to meet future needs?
4. Are there any initiatives that are being contemplated, planned or are being implemented that could tie into these or other priorities for parks, recreation and sport services and facilities?



## Parks & Recreation Master Plan Update

**Thank you!**



London  
CANADA



# Review of the Forthcoming City of London Complete Streets Design Manual



## Introduction - What are Complete Streets?

“ A complete street is one that is designed to accommodate the mobility needs of **all ages, abilities, and modes of travel**. Safe and comfortable access for **pedestrians, bicycles, transit users, and the mobility challenged** are not design after-thoughts, but are **integral to the planning of the street** from the start. ”

- London Transportation Master Plan





# Introduction – Complete Streets Manuals

Complete Streets Guides & Manuals have been developed by **many cities around the world** to help **direct and coordinate** street planning/design towards more balanced mobility options





## Background

The 2016 City of London Official Plan introduced a group of **Street Classifications**, which set the stage for more **context sensitive city building policies** and **redefining mobility** for Londoners

Classifications Include:

- Rapid Transit Boulevards
- Urban Thoroughfares
- Civic Boulevards
- Main Streets
- Neighbourhood Connectors
- Neighbourhood Streets
- Rural Thoroughfares
- Rural Connectors



# THE LONDON PLAN

EXCITING. EXCEPTIONAL. CONNECTED.



# Background

Each **Street Classifications** was accompanied with policies to guide future planning and design towards a an **intended character and function**, while progressing towards **overall mobility goals**

| DESIGN FEATURES                                 | STREET CLASSIFICATION   |                    |                 |
|---|-------------------------|--------------------|-----------------|
|   | Rapid Transit Boulevard | Urban Thoroughfare | Civic Boulevard |
| Planned Street Width (Width of Right-of-Way)    | 50m                     | 45m                | 36m             |
| <b>VEHICLE ZONE</b>                             |                         |                    |                 |
| Divided and/or Separated                        | •                       |                    |                 |
| On-street Parking (Additional to Through Lanes) | •                       | •                  | •               |
| On-street Parking (In Through Lanes)            | •                       | •                  | •               |
| Cycle Facility                                  | •                       | •                  | •               |
| Left Turn Lanes                                 | •                       | •                  | •               |
| Right Turn Lanes                                |                         | •                  | •               |
| Planted Medians                                 | •                       | •                  | •               |
| Curb Extensions                                 |                         |                    |                 |
| <b>PEDESTRIAN ZONE</b>                          |                         |                    |                 |
| Hard Surface (From Curb to Building Face)       | •                       |                    |                 |
| Standard Sidewalk (1.5m wide, Both Sides)       | •                       | •                  | •               |
| Coordinated Utilities                           | •                       | •                  | •               |
| Street Trees                                    | •                       | •                  | •               |
| Street Furniture                                | •                       |                    |                 |
| Pedestrian-scaled Lighting                      | •                       |                    |                 |
| Landscape Planters                              | •                       | •                  | •               |
| Grass Boulevard                                 | •                       | •                  | •               |
| Enhanced Cross-walk Treatments                  | •                       |                    |                 |
| Low Impact Development                          | •                       | •                  | •               |



## Background

**Many stakeholders were included in consultation efforts** for the development of the Complete Streets Design Manual and attended a **Stakeholder Workshop**, held on June 2nd, 2017. These groups included:

- Accessibility Advisory Committee
- Can-Bike
- Hyde Park Business Association
- Bell
- London Middlesex Road Safety Committee
- Middlesex Health Unit
- Start Communications
- Cycling Advisory Committee
- London Fire
- London Development Institute (LDI)
- Downtown London BIA
- London Hydro
- London Transit
- Union Gas
- Tree and Forests Advisory Committee
- Argyle BIA
- City of London Water
- London Environmental Network
- City of London Development Services



## Goals

The City of London Official Plan suggested the preparation of a Complete Streets Manual to establish:

- Overall cross-sections for the street classifications
- Design parameters for the public realm



The vision for the City of London Complete Streets Design Manual grew to include . . .





# London Complete Street Manual - Content

## Chapter 1: Complete Streets: Vision and Principles

- Complete Streets concepts and policy support

## Chapter 2: Elements of Complete Streets

- Complete Streets features

## Chapter 3: Undertaking Complete Streets Design

- Processes for balancing the needs of current and future users

## Chapter 4: Street Design for Roadways

- Street characteristics/priorities and conceptual cross sections, by street classification

## Chapter 5: Street Design for Intersections

- Intersection treatments that provide Complete Streets elements for specific combinations of street classifications

## Chapter 6: Moving Forward with Complete Streets

- Progress indicators for Complete Streets outcomes



## **Contents:**

1. What are Complete Streets?
2. Who is This Guide For?
3. Review of Complete Streets Policies in London
4. Core Principles for Complete Streets

## **CHAPTER**

# **1**

## **COMPLETE STREETS: VISION AND PRINCIPLES**



## Local Policy Support

“ At the local level, policy support for complete streets is found in a number of documents, including the:

- Strategic Plan
- The London Plan
- Downtown Plan
- Design Specifications and Requirements Manual
- Cycling Master Plan
- London Rapid Transit
- London Road Safety Strategy
- London 2030 Transportation Master Plan ”



# THE LONDON PLAN

EXCITING. EXCEPTIONAL. CONNECTED.



**COMPLETE  
STREETS: VISION  
AND PRINCIPLES**



## Local Policy Support

“ Municipal Council adopted the following Vision Zero Principles:

- No loss of life is acceptable
- Traffic fatalities and serious injuries are preventable
- We all make mistakes
- We are all physically vulnerable when involved in motor vehicle collisions
- Eliminating fatalities and serious injuries is a shared responsibility between road users and those who design and maintain our roadways ”



**COMPLETE  
STREETS: VISION  
AND PRINCIPLES**



## Core Principles



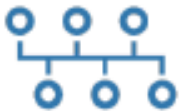
**Prioritize Safe and Accessible Options for People**



**Embed Sustainability**



**Emphasize Vitality**



**Prioritize Connectivity**



**Ensure Context Sensitivity**

**COMPLETE  
STREETS: VISION  
AND PRINCIPLES**



## Core Principles



### Prioritize Safe and Accessible Options for People

“The safety and mobility needs of all users is a priority in any street design exercise.”



### Emphasize Vitality

“Streets that attract pedestrians enhance urban vitality in London.”





## Accessibility

The Manual defines what a pedestrian is, describes the central role of walking and mobility device travel within London and outlines how the City will support pedestrians through Complete Streets.

### Key considerations:

- Tactile walking surface indicators
- Separation of pedestrians and cyclists where practical
- Consideration of user needs and land uses in prioritizing street elements such as sidewalk width
- Design processes that emphasize consultation with stakeholder groups
- Pedestrian crossing refuge islands
- Accessible transit stop design

**COMPLETE  
STREETS: VISION  
AND PRINCIPLES**



## **Contents:**

General Considerations and Tools for:

1. Pedestrian Facility Design
2. Cycling Facility Design
3. Transit Facility Design
4. Motor Vehicles
5. Green Infrastructure
6. Utilities and Municipal Services

**CHAPTER**

**2**

**ELEMENTS OF  
COMPLETE  
STREETS**





## Pedestrian Facility Considerations



Buffered bicycle lane in London.

## Cycling Facilities Considerations



An AODA compliant push button

**ELEMENTS OF COMPLETE STREETS**



“ **Provide connectivity:**  
As the slowest mode of transportation, pedestrians have the greatest sensitivity to route directness. ”



Buffered bicycle lane in London.

“ **Prioritize vulnerable users:**  
Cyclists are more vulnerable than transit riders and motorists in a collision because they are not protected within a vehicle. ”



An AODA compliant push button

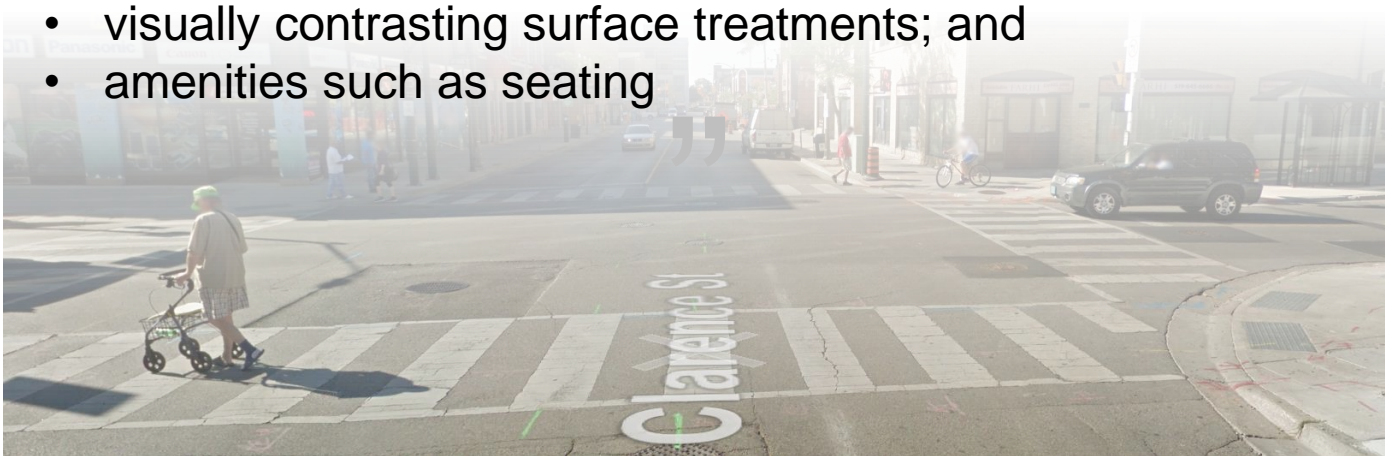
**ELEMENTS OF COMPLETE STREETS**



## Design For Accessibility

“ Pedestrians include those who are using a walker, crutches, a wheelchair or an electrically powered mobility device as well as individuals with a visual impairment. Design features should be used to accommodate all of London’s pedestrians, such as:

- appropriately wide pedestrian clearways;
- audible pedestrian signals;
- tactile walking surface indicators (TWSIs);
- visually contrasting surface treatments; and
- amenities such as seating



**ELEMENTS OF  
COMPLETE  
STREETS**



## **Contents: (under development with City input)**

1. Process Overview
2. Planning
3. Conceptualizing
4. Designing
5. Implementing

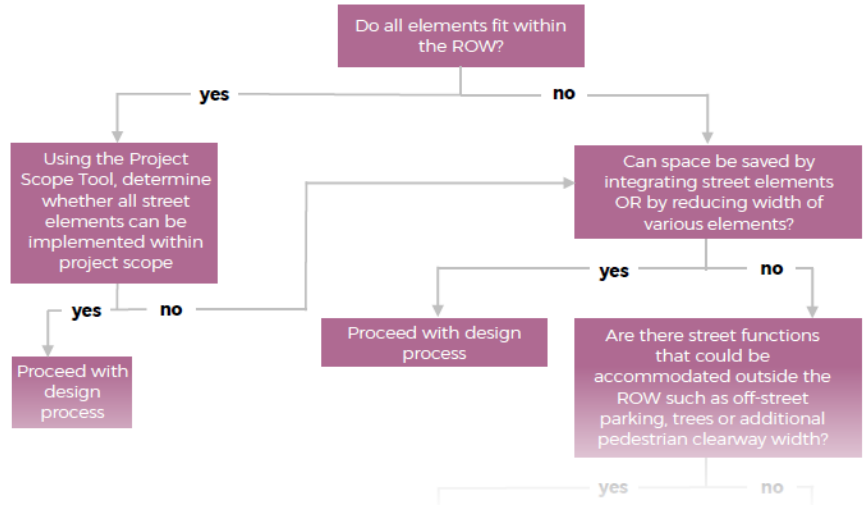
## **CHAPTER**

# **3**

## **UNDERTAKING COMPLETE STREETS DESIGN**

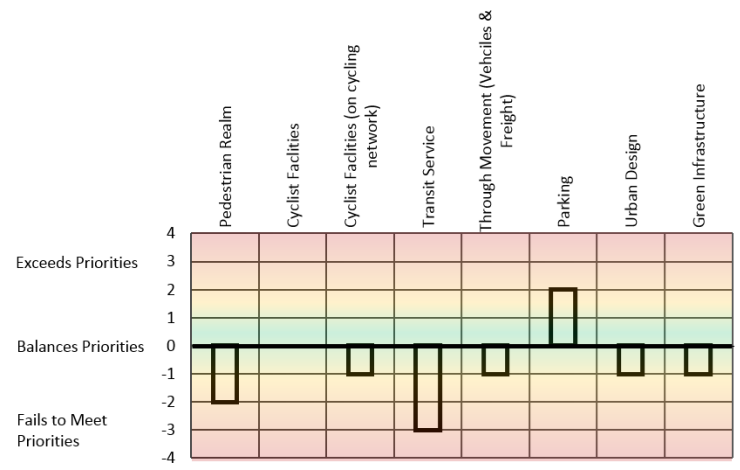


# Street Element Decision Making Tool



**STREET TYPE:** Rapid Transit Boulevard

|   | Pedestrian Realm | Cyclist Facilities | Cyclist Facilities (on cycling network) | Transit Service | Through Movement (Vehicles & Freight) | Parking | Urban Design | Green Infrastructure |
|---|------------------|--------------------|---|-----------------|---------------------------------------|---------|--------------|----------------------|
| <b>Priority Level</b>                             | 5                | 3                  | 4                                       | 5               | 4                                     | 1       | 4            | 4                    |
| <b>Current Conditions (user provided)</b>         | 3                | 3                  | 3                                       | 2               | 3                                     | 3       | 3            | 3                    |
| <b>Exceeded (+) / Fail to Meet (-) Priorities</b> | -2               | 0                  | -1                                      | -3              | -1                                    | 2       | -1           | -1                   |

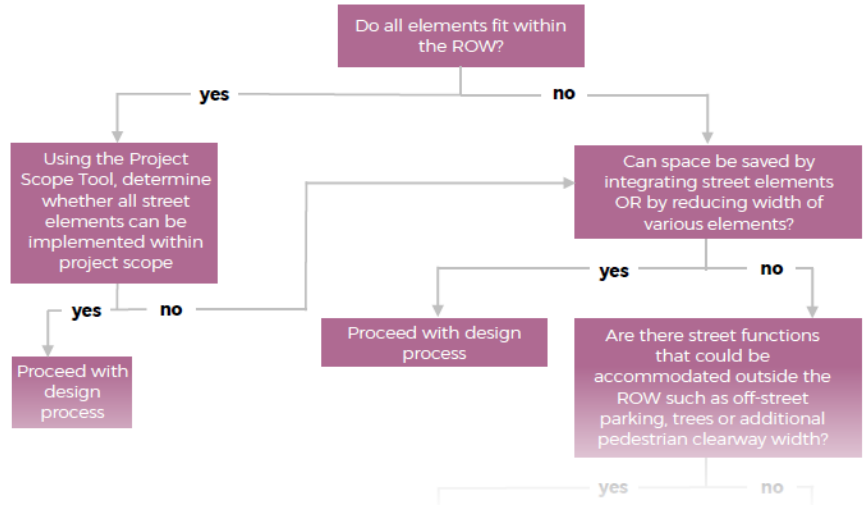


# Complete Street Audit Tool

**UNDERTAKING COMPLETE STREETS DESIGN**



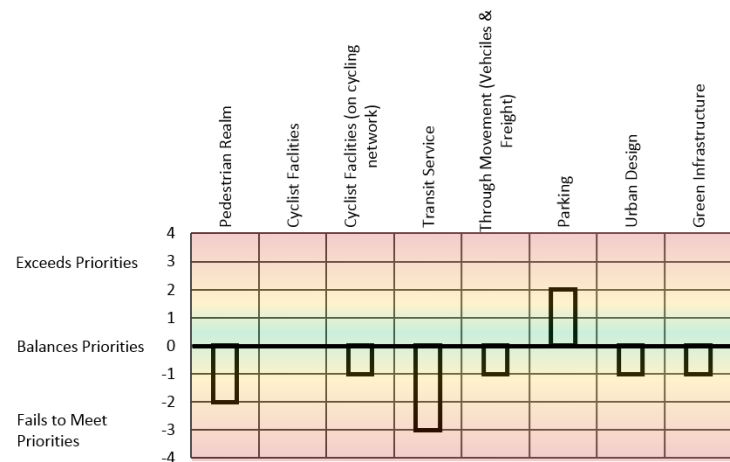
“ The tool outlines suitable alternatives that should be considered in cases where the Right of Way is not sufficiently wide. ”



“ The selected street typology automatically loads the priority rankings from the Complete Street Priorities Tool and the graph on the right displays the difference between desired and existing conditions. ”

**STREET TYPE:** Rapid Transit Boulevard

|   | Pedestrian Realm | Cyclist Facilities | Cyclist Facilities (on cycling network) | Transit Service | Through Movement (Vehicles & Freight) | Parking | Urban Design | Green Infrastructure |
|---|------------------|--------------------|---|-----------------|---------------------------------------|---------|--------------|----------------------|
| <b>Priority Level</b>                             | 5                | 3                  | 4                                       | 5               | 4                                     | 1       | 4            | 4                    |
| <b>Current Conditions (user provided)</b>         | 3                | 3                  | 3                                       | 2               | 3                                     | 3       | 3            | 3                    |
| <b>Exceeded (+) / Fail to Meet (-) Priorities</b> | -2               | 0                  | -1                                      | -3              | -1                                    | 2       | -1           | -1                   |



**UNDERTAKING COMPLETE STREETS DESIGN**



## Contents:

### 1. Street Typologies

### 2. Design Guidance for:

- Rapid Transit Boulevards
- Urban Thoroughfares
- Civic Boulevards
- Main Streets
- Neighbourhood Connectors
- Neighbourhood Streets
- Rural Thoroughfares
- Rural Connectors

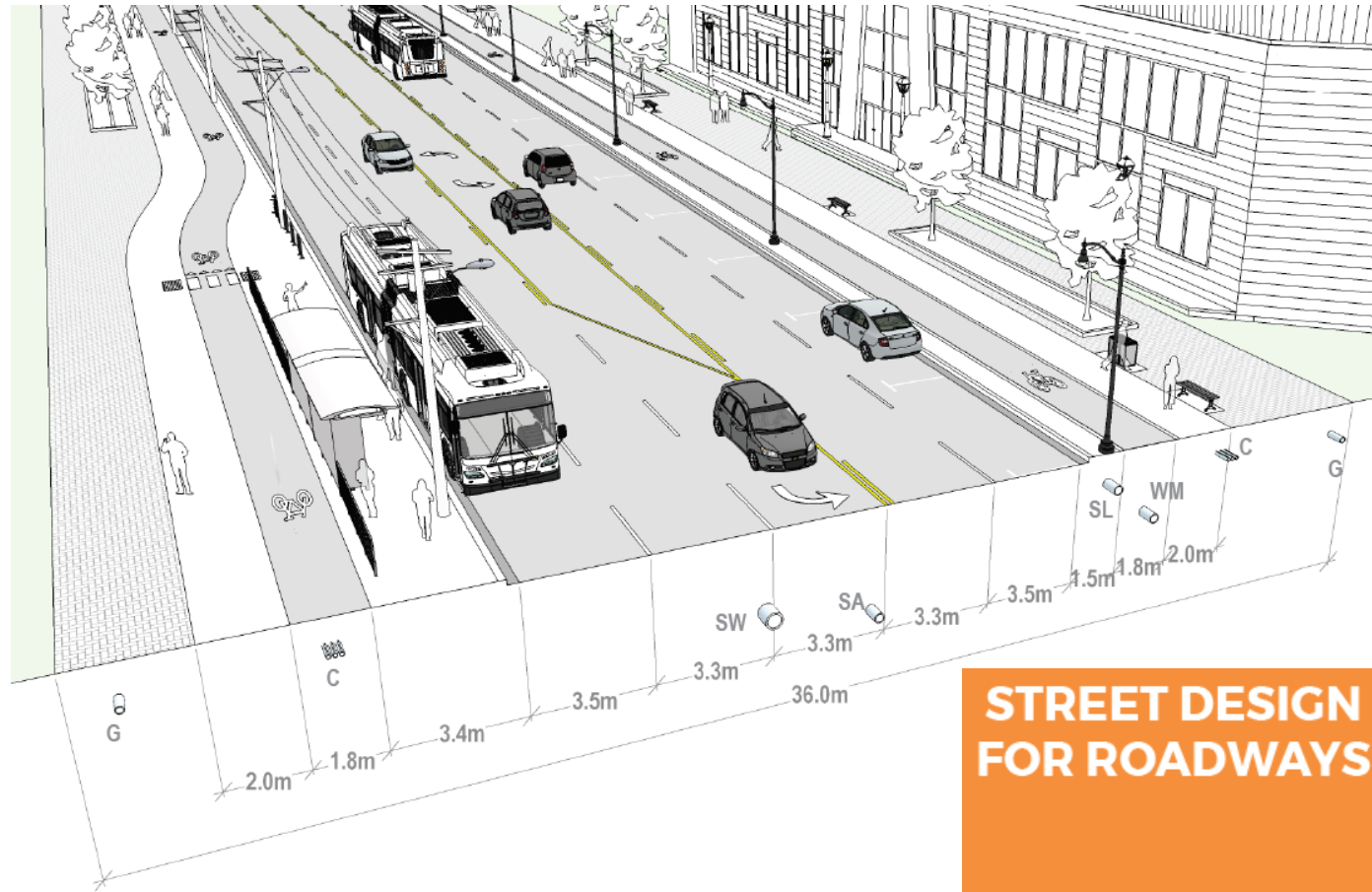
## CHAPTER

# 4

## STREET DESIGN FOR ROADWAYS



Example  
**Civic  
 Boulevard**



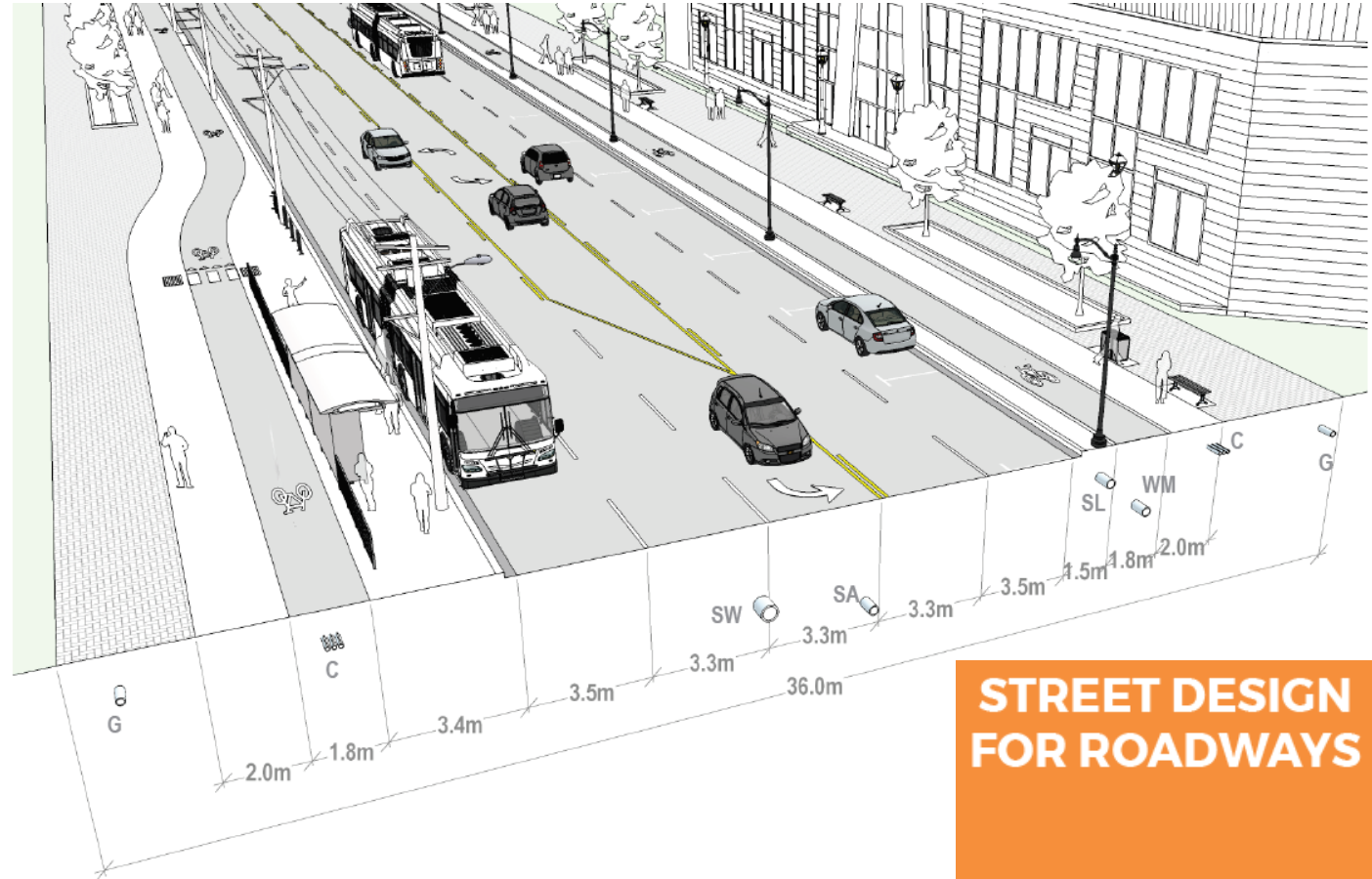
**STREET DESIGN  
 FOR ROADWAYS**





“ Physically separated and continuous cycling facilities are preferred. ”

Example  
**Civic Boulevard**



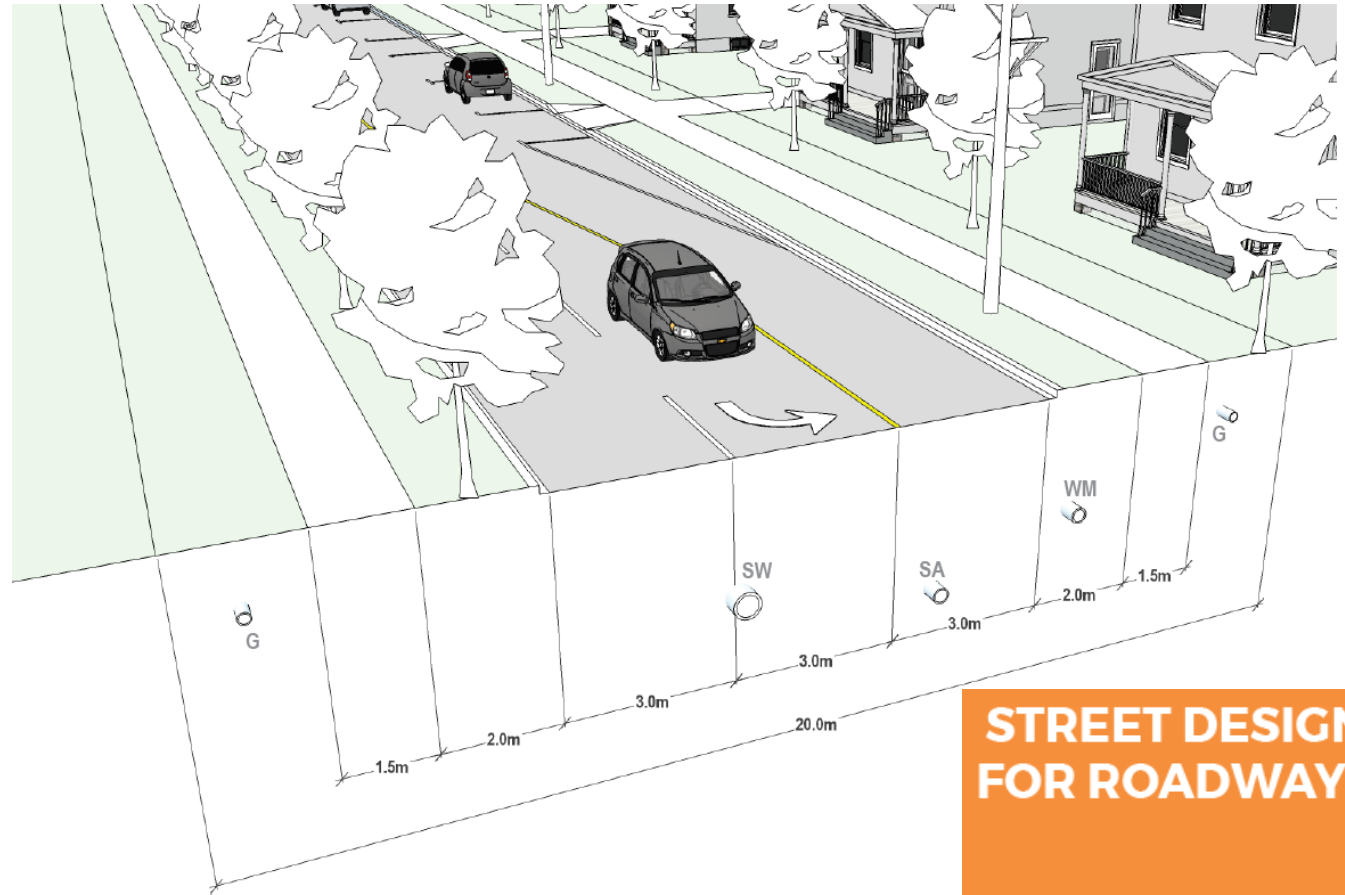
**STREET DESIGN  
FOR ROADWAYS**

“ Civic Boulevards provide multi-modal connections between different neighbourhoods across the City including downtown. ”

“ The variety of destinations along these corridors can generate significant volumes of walking trips ”



Example  
**Neighbourhood  
Street**

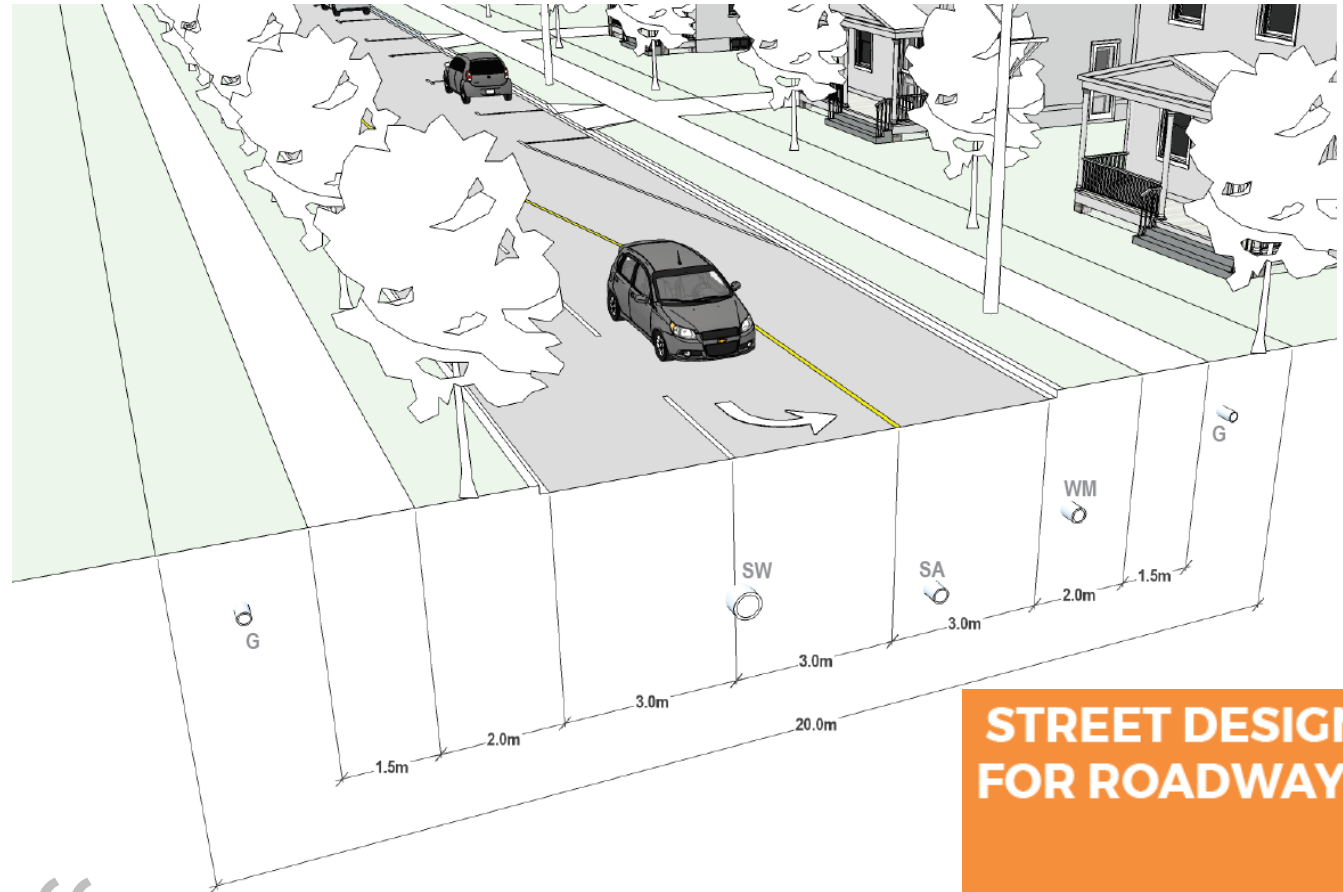


**STREET DESIGN  
FOR ROADWAYS**



“Motorist speeds may be managed with speed humps.”

## Example Neighbourhood Street



**STREET DESIGN  
FOR ROADWAYS**

“Neighbourhood Streets are where most Londoners, including many families, live; enhancing the livability, sense of community, and the ability to age-in-place are important considerations.”

[london.ca](http://london.ca)

“Benches and newspaper boxes are typically provided at corners with other major streets.”



## Contents:

### 1. Intersection Design Principles

### 2. Design Guidance for:

- Rapid Transit Boulevard Intersecting a Main Street
- Urban Thoroughfare intersecting a Civic Boulevard (Signalized)
- Urban Thoroughfare Intersecting a Civic Boulevard (Roundabout)
- Urban Thoroughfare Intersecting a Neighbourhood Connector
- Civic Boulevard in the Primary Transit Area Intersecting a Neighbourhood Street

## CHAPTER

# 5

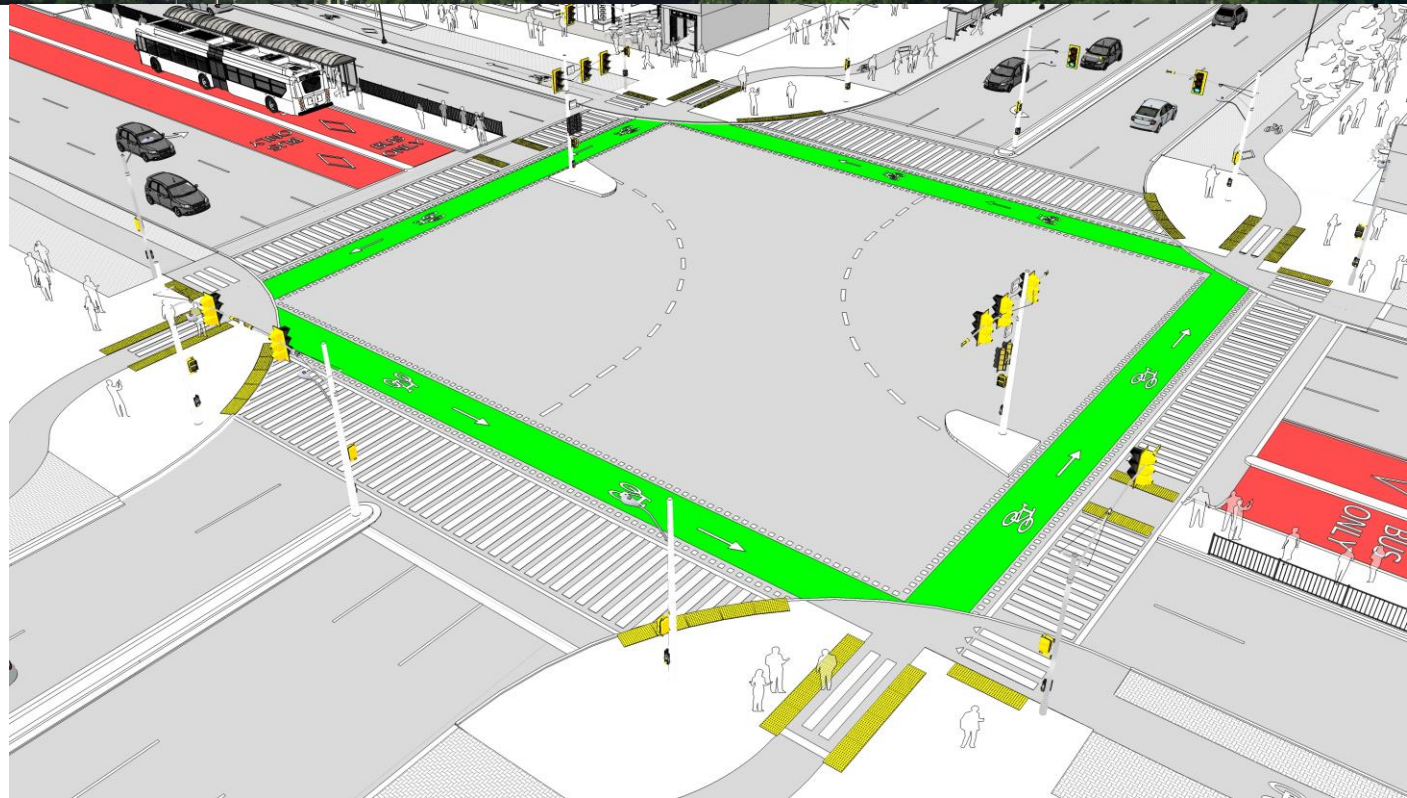
## STREET DESIGN FOR INTERSECTIONS



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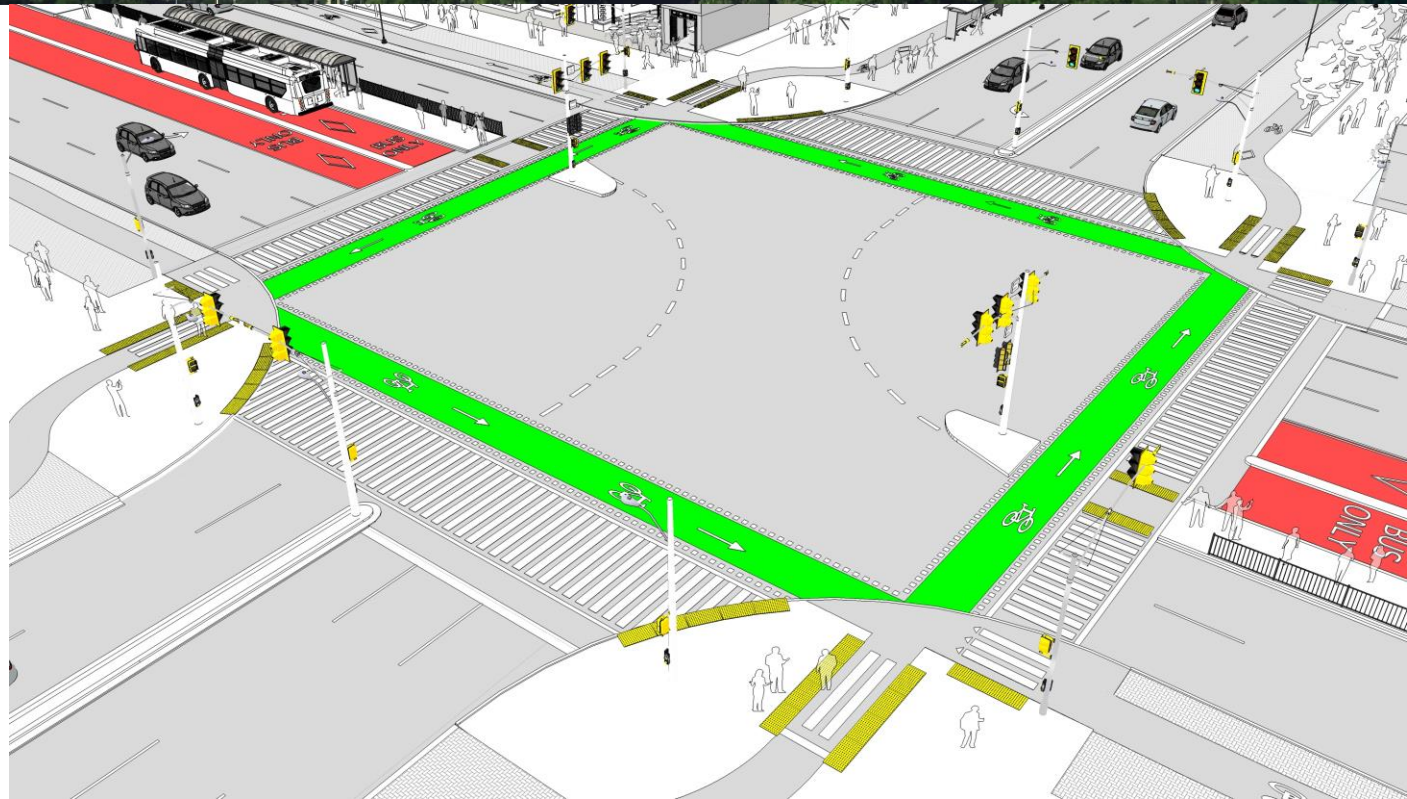
Example  
**Rapid Transit  
Boulevard  
Intersecting a  
Main Street**



**STREET  
DESIGN FOR  
INTERSECTIONS**



## Example Rapid Transit Boulevard Intersecting a Main Street



“The pedestrian clearway widens as the planter boxes and trees are discontinued, providing for greater ease of pedestrian movement and queuing.”

“Centre median design requires dedicated transit signals which use the same phasing as the through motor vehicle movement.”

**STREET  
DESIGN FOR  
INTERSECTIONS**



## **Contents: (under development with City input)**

1. Principles of Performance Metrics
2. Options for Measuring Complete Streets Performance
3. Next Steps

## **CHAPTER**

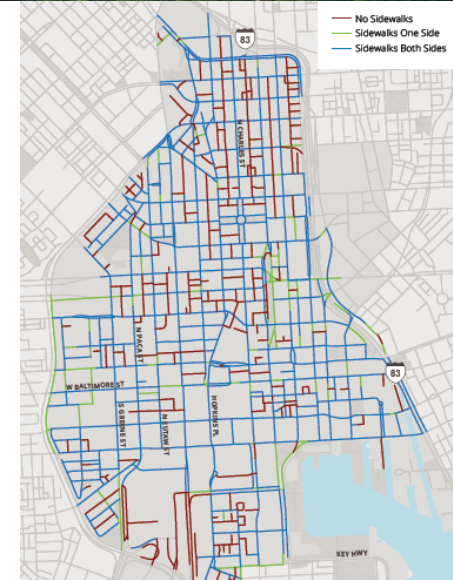
# **6**

## **MOVING FORWARD WITH COMPLETE STREETS**

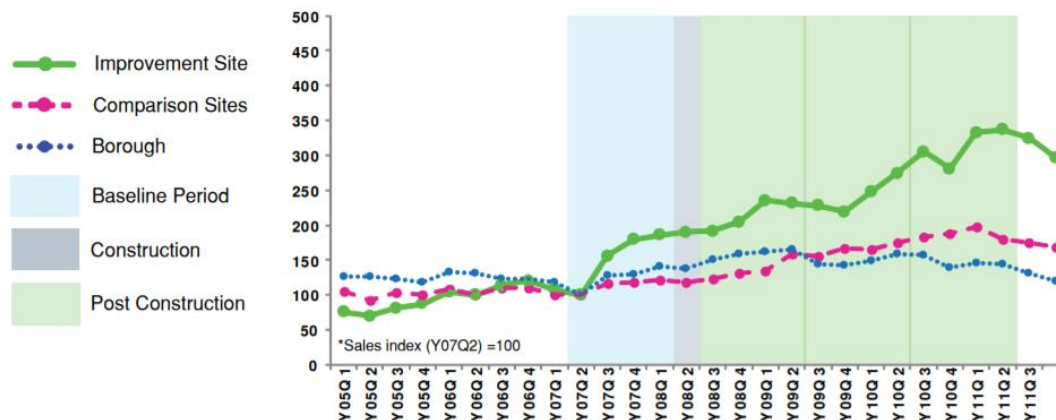


## Principles of Performance Measurement

- Undertake relevant and multi-faceted data collection
- Analyze usage patterns in context
- Develop a feasible monitoring strategy
- Communicate findings and integrate data analysis into project decision-making



**Baltimore Case Study:**  
Network Completeness  
Mapping: Pedestrian  
Network



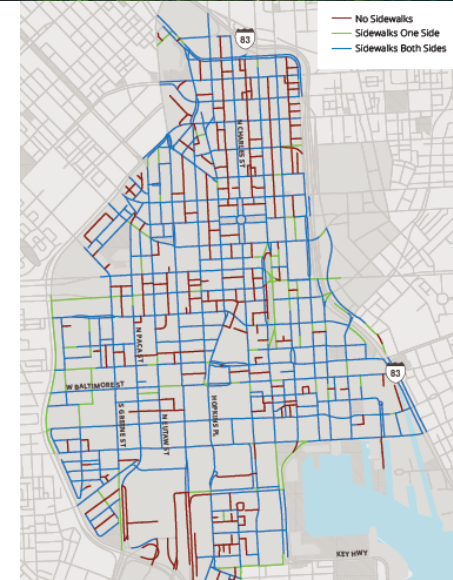
**MOVING  
FORWARD WITH  
COMPLETE  
STREETS**



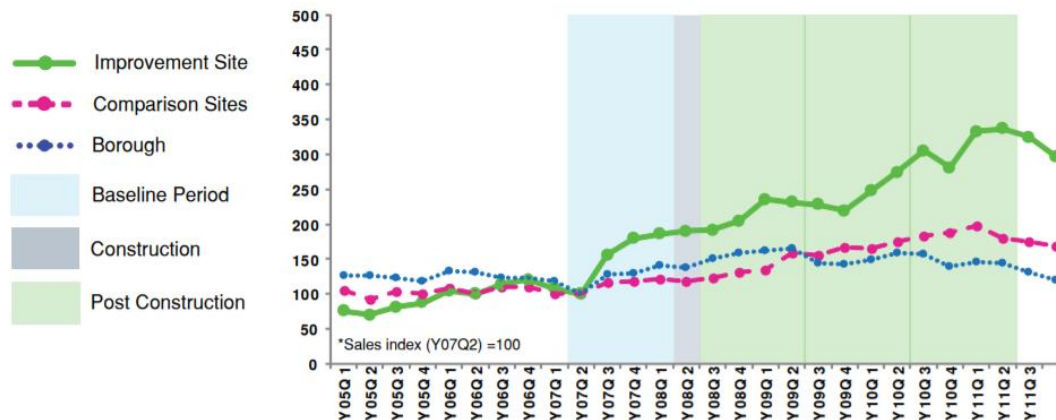


“ The spatial distribution of Complete Streets can be used to visualize the City’s progress and highlight specific areas that may have less access to sustainable mode choices. ”

“ Sales data collected via electronic payment vendors can be used to compare changes on streets where improvements are made with control streets that have a similar character. ”



**Baltimore Case Study:**  
Network Completeness  
Mapping: Pedestrian  
Network



**MOVING  
FORWARD WITH  
COMPLETE  
STREETS**



## Next Steps

- Share Draft with Stakeholders and Finalize spring 2018
- Education campaign
- Move towards a network of Complete Streets



London  
CANADA



# Questions

# Trees and Forests Advisory Committee

## Report

4th Meeting of the Trees and Forests Advisory Committee  
April 25, 2018  
Committee Room #4

Attendance                    PRESENT: R. Mannella (Chair); T. Khan, J. Kogelhelde, C. Linton, N. St. Amour, M. Szabo and R. Walker and J. Bunn (Acting Secretary)

ABSENT: C. Haindl and G. Mitchell

ALSO PRESENT: A. Beaton, J. Ramsay and J. Spence

The meeting was called to order at 12:15 PM.

### 1. Call to Order

#### 1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

### 2. Scheduled Items

None.

### 3. Consent

#### 3.1 3rd Report of the Trees and Forests Advisory Committee

That it BE NOTED that the 3rd Report of the Trees and Forests Advisory Committee, from its meeting held on March 28, 2018, was received.

#### 3.2 Municipal Council Resolution - 4th Report of the Environmental and Ecological Planning Advisory Committee

That it BE NOTED that the Municipal Council resolution from its meeting held on April 10, 2018 with respect to the 4th Report of the Environmental and Ecological Planning Advisory Committee, was received.

### 4. Sub-Committees and Working Groups

None.

### 5. Items for Discussion

#### 5.1 Oak Wilt Status Update

That the update on the Oak Wilt Status BE DEFERRED to the next meeting of the Trees and Forests Advisory Committee due to the fact that the individual giving the update was not in attendance at the meeting.

#### 5.2 Suggested Locations for Tree Planting or Naturalization Projects

That the Civic Administration BE REQUESTED to review the attached submission from J. Kogelheide, with respect to suggested locations for tree planting or naturalization projects and report back to the Trees and Forests Advisory Committee on the feasibility of the locations.

**6. Deferred Matters/Additional Business**

6.1 (Added) Tree Protection By-law Working Group

That a Working Group BE ESTABLISHED, consisting of M. Szabo, C. Linton and A. Morrison, to review the Draft Tree Protection By-law with assistance from J. Spence, Manager, Urban Forestry.

**7. Adjournment**

The meeting adjourned at 1:37 PM.



P.O. Box 5035  
300 Dufferin Avenue  
London, ON  
N6A 4L9

April 25, 2018

Chair and Members  
Trees and Forests Advisory Committee

I hereby certify that the Municipal Council, at its meeting held on April 24, 2018 resolved:

That the following actions be taken with respect to the 3rd Report on the Trees and Forests Advisory Committee from its meeting held on March 28, 2018:

- a) the revised 2018 Work Plan appended to the 3rd Report of the Trees and Forests Advisory Committee BE APPROVED; and,
- b) clauses 1.1, 2.1, 3.1, and 5.1 BE RECEIVED. (4.1/7/PEC)

C. Saunders  
City Clerk  
/lm



GREEN  
LEGACY  
FEASIBILITY  
STUDY

**PROJECT UPDATES**

# RECENTLY COMPLETED

- Business Case Modeling
  - All partner demand (~60,000 trees and shrubs per year by 2028)
    - TPS requires 44,000 trees/year on private land
  - No caliper variant
  - No fruit trees variants
- Infrastructure Analysis



# INFRASTRUCTURE ANALYSIS:

- Several prospective facilities identified
- Urban areas rarely get to have growing facilities of their own due to cost of land
- Partners at table have space potentially available
  - Fanshawe Conservation Area
  - Westminster Ponds Centre
- Space needs overwhelmingly driven by caliper trees
- If we explore “Missouri Gravel Beds”, may even be capacity to deliver (slightly smaller) caliper stock in a small space

# BUSINESS MODELLING:

- Ability to model a number of different scenarios
  - Different sizes, quantities of trees
  - Different ages of trees
  - Allows edits to material costs, spacing, etc.
- Calculates:
  - Capital costs
  - Operating costs
  - Land and space requirements
    - 60,000 trees = 297,000 in stock (supply for current + future years), 12 acres of land

# PRIVATE SECTOR LIMITATIONS

- There are currently **no major growers** in London
  - Growing our own trees here can provide **job creation** as well as **volunteer and educational opportunities** in our community
- Generally speaking, private sector **cannot use unpaid volunteers**
  - If a private business owner making money off them, they have to be paid
  - Small exception currently available for high school co-op students (though “spirit” of this could be debated)

# OTHER PRIVATE SECTOR NOTES

- Demand in SWO is generally high and likely to increase as climate change progresses (extremely low risk of putting anyone out of business)
- ReForest London and City have both experienced problems with substitutions (a sign that suppliers have been unable to keep up with demand)
- Identifying ways to continue to engage private sector will be part of final report: B&B caliper trees (or bareroot stock to supply MGBs) both good potential options (plus pots, soil, etc.)

# MAJOR BENEFITS

- A Green Legacy initiative in London would....
  - **Double** our ability to secure/purchase trees (or halve our cost)
  - Involve **thousands of students** each year
  - Serve as its own advertising tool to **landowners** (people who have been involved in growing more likely to want to plant, also the “feel good” aspect)
    - Growing is only half the battle!

# MAJOR BENEFITS

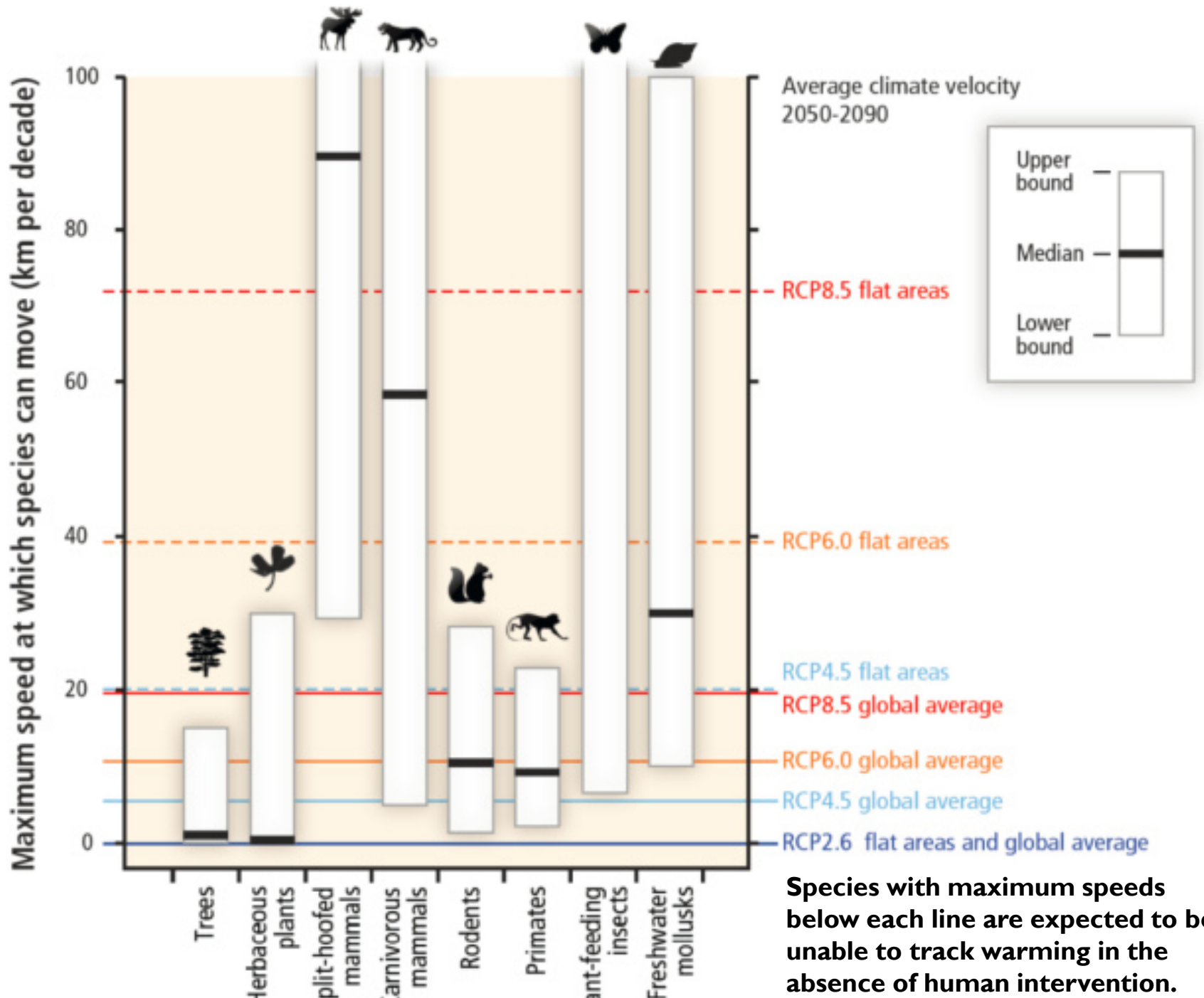
- A project like this could be seen as both **city-building** and **community-building**
  - Building space provides opportunity for other environmental programming, workshops, signage, etc.
  - Programming provides opportunity for many different types of organizations, their members, and residents, to come together to achieve a public good



# PRECEDENT...

- Wellington County's program
- Cities of Detroit, Calgary, and others grow their own trees
- Nobel Peace Prize winning "Green Belt" initiative







# AND NECESSITY

- Not a single country in the world is currently on track to meet its Paris commitments, which were crafted based on how much we could emit and still hold temperatures to 2 °C (actual target)/1.5 °C (aspirational)
  - World is on track for 3°C warming (probable runaway scenario)
- Last UN-IPCC report did not include any permafrost data
  - Permafrost GHGs are double what is currently in atmosphere

# WHERE DO WE GO FROM HERE?

- We must find ways to slow climate change and keep up with what change is occurring
  - “Pay as you go” approach unsustainable
    - B.C. wildfires
    - Victory gardens
- For urban and rural communities, Wellington model shows considerable promise

# WHERE DO WE GO FROM HERE?

- Next steps:
  - Partner-Specific Benefits & Priorities Analysis
  - Final Report & Operations Manual (August)
  - Dissemination
- Team will be preparing recommendations including a “go/no-go” recommendations for the report
- Possibility of pursuing a 1 year OTF-Transform grant specific to convening to expand discussions to other groups (especially social services)

# ANY QUESTIONS?

