Agenda
Transportation Advisory Committee

2nd Meeting of the Transportation Advisory Committee
February 22, 2022, 12:15 PM
Advisory Committee Virtual Meeting - during the COVID-19 Emergency
Please check the City website for current details of COVID-19 service impacts.

The City of London is committed to making every effort to provide alternate formats and communication supports for Council, Standing or Advisory Committee meetings and information, upon request. To make a request related to this meeting, please contact advisorycommittee@london.ca.

1. Call to Order
   1.1. Disclosures of Pecuniary Interest

2. Scheduled Items
   2.1. 12:15 PM J. Bos, Senior Technologist, Transportation Planning and Design - Annual New Sidewalk Program
   2.2. 12:30 PM I. de Ceuster, Planner I, Long Range Planning and Research - Parking Standards Review
   2.3. 12:45 PM J. Stanford, Director, Climate Change, Environment and Waste Management - Draft Climate Emergency Action Plan

3. Consent
   3.1. 1st Report of the Transportation Advisory Committee

4. Sub-Committees and Working Groups

5. Items for Discussion

6. Adjournment
Annual New Sidewalk Program

• Responds to resident requests for sidewalks.

• Goal is to:
  • Support and promote Council's strategic plan
    • Increase access to transportation options
    • Improve safety for all modes of transportation
    • Improve the quality of pedestrian environments to support healthy and active lifestyles."
  • Support and promote the City of London’s road safety strategy ‘Vision Zero’ by offering safe mobility options for all individuals.
Items for discussion

The following items will be discussed:

1) 2021 Program Review
   • Before and After photos from Buchan Road and Coombs Avenue

2) 2022 Program Planned Construction
   • Griffith Street, Norman Avenue, Reynolds Road, Stephen Street
     • Byron North
   • Trafalgar Street
   • Kenmore Place

3) 2023 Program Look Ahead
The 2021 Annual New Sidewalk Program successfully installed sidewalks on the following streets:

- Buchan Road
- Centre Street
- Coombs Avenue
- Gould Street
- Hillsborough Road
- Laurel Street
- Inverness Avenue
2021 Program Review

Buchan Road

**Before**

**After**
2021 Program Review

Buchan Road

Before

After
2021 Program Review

Coombs Avenue

<table>
<thead>
<tr>
<th>Before</th>
<th>After</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="Before Image" /></td>
<td><img src="image2" alt="After Image" /></td>
</tr>
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</table>
## Coombs Avenue

<table>
<thead>
<tr>
<th>Before</th>
<th>After</th>
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<tbody>
<tr>
<td><img src="image1.png" alt="Before Image" /></td>
<td><img src="image2.png" alt="After Image" /></td>
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</table>
2022 Program
Planned Construction
The 2022 Annual New Sidewalk Program is planning to install sidewalks on the following locations:

<table>
<thead>
<tr>
<th>Location</th>
<th>From</th>
<th>To</th>
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<tbody>
<tr>
<td>Griffith Street</td>
<td>Byron Baseline Road</td>
<td>Commissioners Road W</td>
</tr>
<tr>
<td>Norman Avenue</td>
<td>Griffith Street</td>
<td>Reynolds Road</td>
</tr>
<tr>
<td>Reynolds Road</td>
<td>Norman Avenue</td>
<td>Norman Avenue</td>
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<tr>
<td>Norman Avenue</td>
<td>Reynolds Road</td>
<td>Stephen Street</td>
</tr>
<tr>
<td>Stephen Street</td>
<td>Byron Baseline Road</td>
<td>Springbank Avenue</td>
</tr>
<tr>
<td>Trafalgar Street</td>
<td>Ascot Street</td>
<td>Hudson Drive</td>
</tr>
<tr>
<td>Kenmore Place</td>
<td>Melsandra Avenue</td>
<td>Kipps Lane</td>
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</table>
2022 Program

Griffith Street, Norman Avenue, Reynolds Road, Stephen Street
(Byron North)

Kenmore Place

Trafalgar Street
Byron North (north half)
Byron North (south half)
Trafalgar Street

Boulevard Sidewalk on north side
Boulevard Sidewalk on east side

This sidewalk follows existing alignment and is under the streetlights
The next steps for this year’s sidewalk program are as follows:

• Design is finalized
  • Bids will be received February 23

• Homeowner letters advising of chosen design delivered mid-February

• Anticipated construction between May and September
2023 Program – look ahead
2023 Program

• 2023 Annual New Sidewalk Program has not been finalized yet.

• Focus on school areas and locations identified through the Neighbourhood Sidewalk Connectivity Plan, as well as streets that are a higher priority on the New Sidewalk List.

• The New Sidewalk List is being re-evaluated using a new scoring system that focuses on expected demand, accessibility and safety.
If you have any questions regarding the sidewalk program, please contact:

John Bos, C.E.T.
Senior Technologist,
Transportation Planning & Design
Email - jbos@london.ca
Phone - 519-661-2489 x 7348
226-448-2409
Outline

- Introduction
- Background to Parking Regulation
- Parking Demand
- Urban Design
- Two Alternative Options
- Next Steps
Introduction

• Parking Standards regulate supply and design of off-street parking
• Implications for transportation behavior, urban design and development patterns
• London Plan direction to create great and exciting places
• 11/22/2021 - Parking Standards Review Background Report
• Goal is to harmonize The London Plan with the updated ZBL and explore/recommend contemporary approaches to Parking Standards.
Large area of commercial lots covered with surface parking.
• Declaration Climate Emergency - April 23, 2019
• Mitigation & Adaption
• Transportation Emissions
• Mode Share Targets
• Draft Climate Action Plan – item 2.a
Background to Parking Regulation

• **ZBL Z.-1** in force since 1993

• Parking Section 4.19 contains off-street Parking Standards based on use and location (site-based approach)

• Currently no parking required for residential uses in Downtown

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<table>
<thead>
<tr>
<th>Parking Standard Area</th>
<th>2</th>
<th>3</th>
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<tbody>
<tr>
<td>Financial Institution</td>
<td>1 per 30 m² (323 sq ft)</td>
<td>1 per 15 m² (161 sq ft)</td>
</tr>
<tr>
<td>Retail Store (Greater Than 2 000 m²)</td>
<td>1 per 25 m² (269 sq ft)</td>
<td>1 per 20 m² (215 sq ft)</td>
</tr>
<tr>
<td>Retail Store (Less Than 2 000 m²)</td>
<td>1 per 25 m² (269 sq ft)</td>
<td>1 per 15 m² (161 sq ft)</td>
</tr>
</tbody>
</table>
# Background to Parking Regulation

<table>
<thead>
<tr>
<th>Arguments in favor of minimum parking requirements</th>
<th>Arguments against minimum parking requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce congestion around a site caused by vehicles looking for parking.</td>
<td>Encourages private vehicle use.</td>
</tr>
<tr>
<td>Avoid parking spillover.</td>
<td>Adversely impacts transit ridership and alternative modes of transit (disadvantages non-drivers).</td>
</tr>
<tr>
<td>Creates ‘orderly’ development patterns.</td>
<td>Ignores additional costs of parking compared with potentially lower costs associated with alternative modes of transit.</td>
</tr>
<tr>
<td>Creates an ‘even’ playing field among developers.</td>
<td>Reduces development densities/intensity and hampers infill development and adaptive reuse.</td>
</tr>
<tr>
<td>Reducing the need for parking management by making adjudication of conflicts between property owners unnecessary.</td>
<td>Directly and indirectly harms the environment. Lower physical activity also has negative consequences for public health.</td>
</tr>
<tr>
<td>Reduces demands for public provision of parking.</td>
<td>Often based on imprecise representation of actual parking utilization levels.</td>
</tr>
</tbody>
</table>

Source: Richard Willson.
Negative effects of excessive parking

Conventional parking requirements:

• Increases GHG emissions and pollution from both driving and building construction.

• Raises cost and reduces affordability of housing

• Makes designing walkable streets and neighbourhoods with more choices for people harder

• Can lead to an oversupply of parking.
## Background to Parking Regulation - 3 Approaches

| Minimum Parking Requirements | Plenty of parking spaces are provided  
|                             | Supports driving but can limit walking  
<table>
<thead>
<tr>
<th></th>
<th>Homeowners and businesses have less choice</th>
</tr>
</thead>
</table>
| Open Option Requirements     | A range of parking spaces can be provided  
|                             | Supports driving and walking  
|                             | Homeowners and businesses have more choice  |
| Maximum Parking Requirements | A restricted number of parking spaces can be provided  
|                             | Supports walking but can limit driving  
|                             | Homeowners and businesses have less choice  |
Parking Demand

- Parking demand not predictable
- ITE Parking Manual & ULI
- Minor Variance applications to reduce Parking
- No evidence to support minimums based on:
  - Geography
  - Context
  - Business type
  - Housing typology
- Get Involved Parking Survey
Site Plan Control By-law:

6.2(b) Parking areas should be no closer than 3m to street line and 1.5m to a property line.

ZBL:

4.19.4a) No parking in any front or exterior side yard.

- No part of any parking area, other than a driveway, is located closer than 3.0 meters to any required road allowance except in DA, BDC & OC Zones, where parking shall not be permitted in the front yard.

- R1, R2, R3, R4 & R11: Parking permitted in the interior side yard and rear yard, provided that no part is located closer than 1.0 m to any road allowance.
Urban Design Requirements

- (Parking) 270_ The location, configuration and size of parking areas will be designed to support the planned vision of the place type and enhance the experience of pedestrians, transit-users, cyclists and drivers.

- 272_ The impact of parking facilities on the public realm will be minimized by strategically locating and screening these parking areas. Surface parking should be located in the rear yard or interior side yard.

- 275_ To reduce the visual impact of parking, make efficient use of land, to provide for outdoor amenity space, and promote active uses on street-facing facades, parking for large buildings, such as high-rise residential, office, and mixed-use buildings should be located underground or integrated within the building design.

- 278_ Surface Parking located in highly-visible areas should be screened by low walls and landscape treatments.

- 281_ Large surface parking lots shall be designed with areas dedicated for pedestrian priority to ensure safe pedestrian connectivity throughout the site.

- 282_ Surface parking areas will be designed to incorporate landscape areas for visual amenity, to assist with stormwater management and, and reduce the heat island effect.
Urban Design Requirements
Parking Strategy

Two alternative options for Council consideration:

1. Open Option Parking City-wide
2. Open Option Parking in some Urban Place Types, significant lower minimums rest of the City:

<table>
<thead>
<tr>
<th>Open Option Place Types</th>
<th>Lower Parking Minimum Place Types</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown</td>
<td>Neighbourhoods</td>
</tr>
<tr>
<td>Transit Village</td>
<td>Shopping Area</td>
</tr>
<tr>
<td>Rapid Transit Corridor</td>
<td>Institutional</td>
</tr>
<tr>
<td>Main Street</td>
<td>Commercial Industrial &amp; Industrial (Light &amp; Heavy)</td>
</tr>
</tbody>
</table>
Parking Strategy

- Both options maintain standards for Accessible-parking & Bicycle storage.
- End of Parking Standards Areas
- Urban Design Requirements & Parking Lot regulations
- Consideration of visitor & shared-parking, service-requirements and loading
Next Steps

- Public Survey & Stakeholder Input

- Upcoming CIM: February 24 - 7:00pm-8:30pm

- Early Spring – Information Report

- Late Spring – Recommendation Report
London’s Draft Climate Emergency Action Plan (CEAP)

Overview Prepared for: Transportation Advisory Committee

Meeting on February 22, 2022
Community Emissions (2019)

3.0 million tonnes CO$_2$e in 2019
Average Household Emissions

2019 data (pre Covid-19)

- **Vehicle Gasoline**: 49%
- **Natural Gas Home Heating**: 31%
- **Natural Gas Water Heating**: 9%
- **Methane From Food & Organic Waste in Garbage**: 7%
- **Propane BBQs etc.**: 1%
- **Electricity Furnace & Air Conditioner**: 1%
- **Electricity Appliances & Electronics**: 1%
- **Electricity Lighting**: <1%

The average home in London emits **10.5 tonnes per year.**
Corporate Emissions (2019)

18,600 tonnes CO$_2$e in 2019

- Fleet: 44%
- Traffic Signals & Streetlights: 4%
- Wastewater Operations: 6%
- Water Supply Operations: 1%
- Buildings: 45%
Key Reporting Actions to Date

- 2019 - Climate Emergency declaration and report
- Jan. 2020 - launch of community engagement
- Oct. 2020 - release of Discussion Primer
- Dec. 2020 to Apr. 2021 - use of climate action simulator
- 2020/2021 - development of climate lens (ongoing)
- Aug. 2021 - submit several climate change reports to Civic Works Committee
- Feb. 2022 – submit draft Climate Emergency Action Plan to Strategic Priorities & Policy Committee and recommend a community input process followed by Public Participation Meeting
## Action is Ongoing - Some Recent Investments that Address Climate Change

<table>
<thead>
<tr>
<th>Investment Category</th>
<th>Budgets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community and household action (e.g., CEAP - annual)</td>
<td>$160,000</td>
</tr>
<tr>
<td>Transportation and mobility (e.g., capital for rapid transit, e-buses, active transportation)</td>
<td>$345,000,000</td>
</tr>
<tr>
<td>Waste management/circular economy (e.g., 60% Waste Diversion Action Plan including Green Bin - annual)</td>
<td>$6,500,000</td>
</tr>
<tr>
<td>City-owned buildings, utilities and fleet (e.g., capital for waste heat recovery, compressed natural gas packers, community housing, e-bikes)</td>
<td>$40,000,000</td>
</tr>
<tr>
<td>Infrastructure adaptation (e.g., West London Dykes)</td>
<td>$14,000,000</td>
</tr>
</tbody>
</table>

Over $400 million invested in the last three years
CEAP Engagement (2020 to Sept. 2021)

Engagement Participation

• 2,700 individual direct submissions
• Some individuals and groups have not yet been adequately reached

Broader Engagement Reach

• Over 19,000 views/impressions (GetInvolved and eDemocracy site visits)
• Over 7,000 attendees or online views of City/Library/London environmental Network events
CEAP – What does it look like?

• SPPC report (policy and approval process document including 17 foundational actions in Appendix B)

• Draft CEAP which includes 10 Areas of Focus and workplans

• 13 Background (Supporting) Documents

• Key Questions and Answers document

https://getinvolved.london.ca/climate
CEAP Goals

1. Net Zero Emissions by 2050

2. Improved Resilience

3. Bring Everyone Along
For 2030, this would require a city-wide reduction in annual emissions of about 1 million tonnes from 2020 or 1.25 million tonnes from pre-pandemic levels.

<table>
<thead>
<tr>
<th>Target Applied to:</th>
<th>Progress at the End of 2020 (reduction from baseline year)</th>
<th>Existing Approved Targets (reduction from baseline year)</th>
<th>Proposed Milestone Targets (reduction from baseline year)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community (2005 baseline year)</td>
<td>30%</td>
<td>43% by 2030</td>
<td>55% by 2030</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>65% by 2035</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>75% by 2040</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Net-Zero by 2050</td>
<td>Net-Zero by 2050</td>
</tr>
<tr>
<td>Corporate (2007 baseline year)</td>
<td>61%</td>
<td>60% by 2023</td>
<td>65% by 2030</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>75% by 2035</td>
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<td></td>
<td></td>
<td></td>
<td>90% by 2040</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Net-Zero by 2050 or sooner</td>
<td>Net-Zero by 2045</td>
</tr>
</tbody>
</table>
### Expected Results with 2030 Milestone Outcomes

<table>
<thead>
<tr>
<th>Walkable, Complete Neighbourhoods</th>
<th>More Resilient Buildings and Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increased Active Transportation and Transit</td>
<td>More Carbon Capture</td>
</tr>
<tr>
<td>More Zero Emission Vehicles</td>
<td>Move Towards a Circular Economy</td>
</tr>
<tr>
<td>More Net-zero Buildings</td>
<td>Increased Community Resilience</td>
</tr>
<tr>
<td>Lower Carbon Construction</td>
<td>Increased Engagement on Climate Action</td>
</tr>
</tbody>
</table>
Areas of Focus and Workplans

1. Engaging, Inspiring and Learning from People
2. Taking Action Now (Household Actions)
3. Transforming Buildings and Development
4. Transforming Transportation and Mobility
5. Transforming Consumption and Waste as Part of the Circular Economy
Areas of Focus and Workplans

6. Implementing Natural and Engineered Climate Solutions and Carbon Capture

7. Demonstrating Leadership in Municipal Processes and Collaborations

8. Adapting and Making London More Resilient

9. Advancing Knowledge, Research and Innovation

10. Measuring, Monitoring and Providing Feedback
Threaded Through Workplans

1. Community Engagement
   • Need to be broader, deeper and more reflective of London

2. The Strength of Alignment
   • Moving in the similar/same direction
   • Multiple actions by many, at the same time
   • Reduces duplication
Threaded Through Workplans

3. Business and Economic Opportunities; Research and Innovation

- Focus on people - local job creation
- Shifting and/or new business models
- Emerging and new technologies and solutions
- Working with academia on a focused plan for research, testing and action (living laboratory concept)
Threaded Through Workplans

4. Leveraging Approved Budgets and Programs

• Alignment with 2022/2023 approved budgets
• Prepare detailed Climate Change Investment and Implementation Plan (for future City projects and programs)
• Multi-year Budget processes
• Prepare and design for future provincial and federal investments and opportunities
Community Energy Costs (2019)

$1.5 Billion Spent

- Natural Gas: $270m
- Propane: $20m
- Diesel: $130m
- Electricity: $530m
- Gasoline: $540m
- Fuel Oil: $20m

Choices and Opportunities:
85 to 90% of this amount leaves the local economy – need to shift!
Value and GHG Impact of Food Waste in London’s Garbage

• $450 to $600 per household ($80 to $100 million/year) in avoidable food waste placed in the garbage

Choices and Opportunities:

• 10% reduction = $8 to $10 million saved locally

• GHG reduction potential local and global ~30,000 tonnes/year
Every household has a “menu of choices” to do their fair share by 2030

High income household of three in older single-family house, two vehicles

Current GHG emissions: 6.3 tonnes per person

Choices/actions include:

- 25% reduction in heat loss (e.g., more insulation)
- Cold-climate heat pump with gas back-up
- 1st vehicle 20% reduction in distance travelled
- 2nd vehicle switched to electric vehicle
- Reduction in organic waste

Based on today’s choices, this household can reduce their emissions by 70% to do their fair share
Every household has a “menu of choices” to do their fair share by 2030

Low income, single-parent household of two in townhouse, transit user

Current GHG emissions: 2.7 tonnes per person

Choices/actions include:
- 20% reduction in heat loss (free from Enbridge Gas)
- Reduction in organic waste
- 72-hour emergency preparedness kit

Based on today’s choices, this household can reduce their emissions by 26% to do their fair share
# Next Steps

<table>
<thead>
<tr>
<th>Timeframe</th>
<th>Item</th>
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| February - March 2022 | • Undertake draft CEAP awareness campaign  
• Hold presentations, where possible  
• Receive written comments on the Get Involved website, via email, via mail, until March 20, 2022 |
| February - March 2022 | Comments from Advisory Committees for CEAP:  
• use normal submission process through Standing Committee, where possible  
• Advisory Committees can also submit comments directly to SPPC by March 28 at 9:00am for inclusion on the April 5 SPPC agenda (noting it is possible to submit as late as April 4 at 9:00am) |
| April 5            | SPPC meeting including holding a public participation meeting (PPM)                           |
Transportation Advisory Committee
Report

1st Meeting of the Transportation Advisory Committee
January 25, 2022
Advisory Committee Virtual Meeting - during the COVID-19 Emergency
Please check the City website for current details of COVID-19 service impacts.

Attendance
PRESENT: D. Foster (Chair), G. Bikas, B. Gibson, T. Kerr, T. Khan, P. Moore, M. Rice and S. Wraight and J. Bunn (Committee Clerk)

ABSENT: A. Abiola and M.D. Ross

ALSO PRESENT: G. Dales, K. Killen, D. MacRae, A. Miller, O. Nethersole, B. O’Hagan, E. Oladejo and A. Pascual

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 Road Safety/Vision Zero Update
   That it BE NOTED that the presentation, dated January 2022, from G. Dales, Division Manager, Transportation Planning and Design, with respect to a Road Safety/Vision Zero Update, was received.

3. Consent
   3.1 10th Report of the Transportation Advisory Committee
   That it BE NOTED that the 10th Report of the Transportation Advisory Committee, from its meeting held on November 30, 2021, was received.

   3.2 Notice of Public Meeting - Official Plan Amendment - Housekeeping Amendment to Secondary Plans
   That it BE NOTED that the Public Meeting Notice, dated January 12, 2022, from J. Lee, Planner I, with respect to an Official Plan Amendment related to Housekeeping Amendments to Secondary Plans, was received.

   3.3 Notice of Planning Application - Possible Zoning By-law Amendments - City-Wide - Tow Truck/Impound Yard Zoning By-law Review
   That it BE NOTED that the Notice of Planning Application, dated January 10, 2022, from C. Parker, Senior Planner, with respect to Possible Zoning By-law Amendments related to a City-Wide Tow Truck/Impound Yard Zoning By-law Review, was received.
3.4 Investing in Canada Infrastructure Program - Public Transit Stream Intake

That it BE NOTED that the staff report, dated January 11, 2022, from K. Scherr, Deputy City Manager, Environment and Infrastructure, with respect to Investing in Canada Infrastructure Program: Public Transit Stream Intake 3, was received.

3.5 Letter of Resignation - D. Doroshenko

That it BE NOTED that the Letter of Resignation from the Transportation Advisory Committee, as appended to the Agenda, from D. Doroshenko, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 Wayfinding Signage - City of London

That it BE NOTED that the presentation, dated January 11, 2022, from Entro, with respect to Wayfinding Signage in the City of London, was received; it being noted that verbal delegations from B. O'Hagan, Manager, Community Planning, Urban Design and Heritage and K. Killen, Senior Planner, with respect to this matter, were received.

6. Adjournment

The meeting adjourned at 1:46 PM.