

# 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](mailto:advisorycommittee@london.ca).

	Pages
<b>1. Call to Order</b>	
1.1. Disclosures of Pecuniary Interest	
<b>2. Scheduled Items</b>	
2.1. 12:15 PM J. Bos, Senior Technologist, Transportation Planning and Design - Annual New Sidewalk Program	2
2.2. 12:30 PM I. de Ceuster, Planner I, Long Range Planning and Research - Parking Standards Review	23
2.3. 12:45 PM J. Stanford, Director, Climate Change, Environment and Waste Management - Draft Climate Emergency Action Plan	40
<b>3. Consent</b>	
3.1. 1st Report of the Transportation Advisory Committee	61
<b>4. Sub-Committees and Working Groups</b>	
<b>5. Items for Discussion</b>	
<b>6. Adjournment</b>	



# Annual New Sidewalk Program



Transportation Advisory Committee  
February 22, 2022

# 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



London  
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# 2021 Program Review





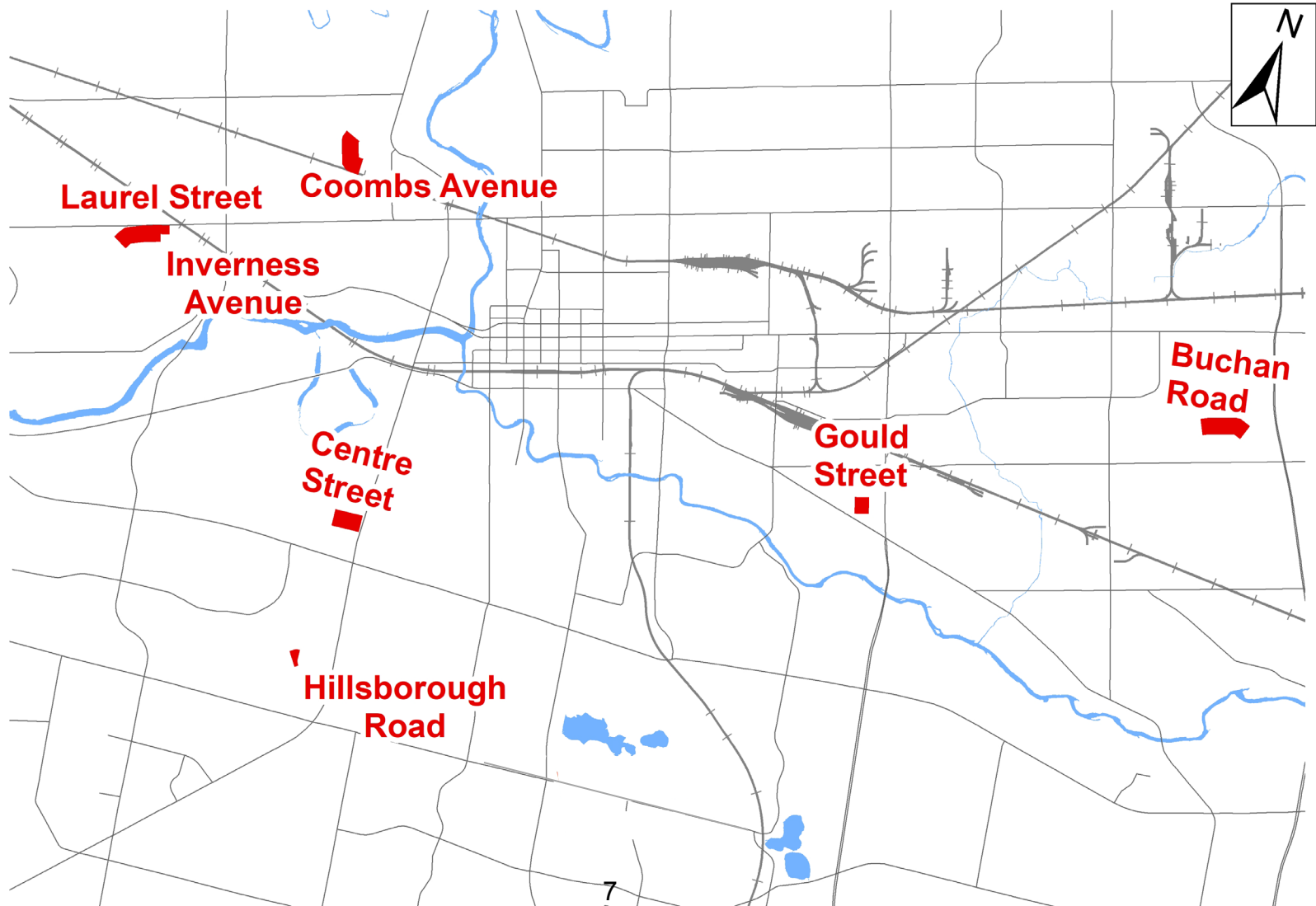
# 2021 Program Review

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



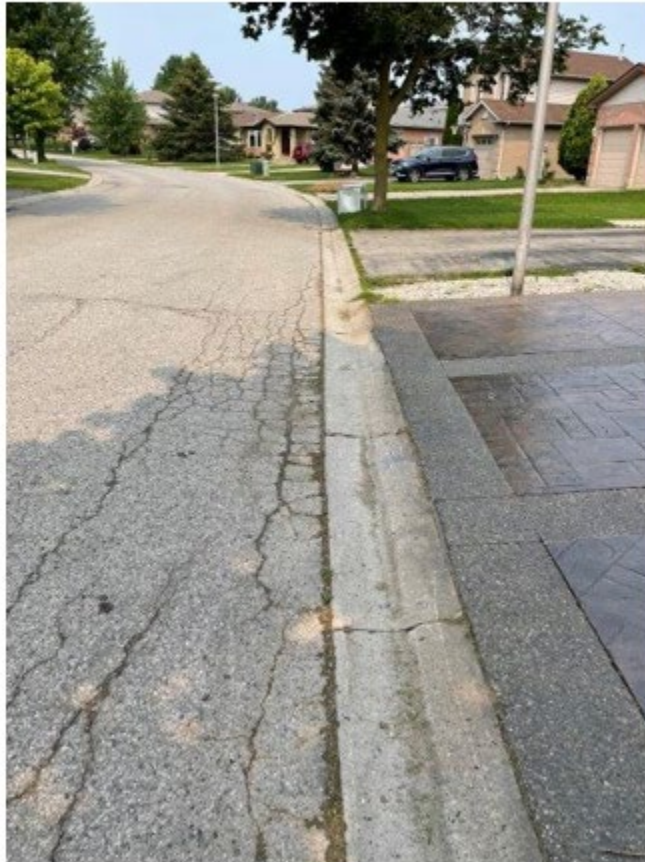
# 2021 Program



# 2021 Program Review

## Buchan Road

Before



After

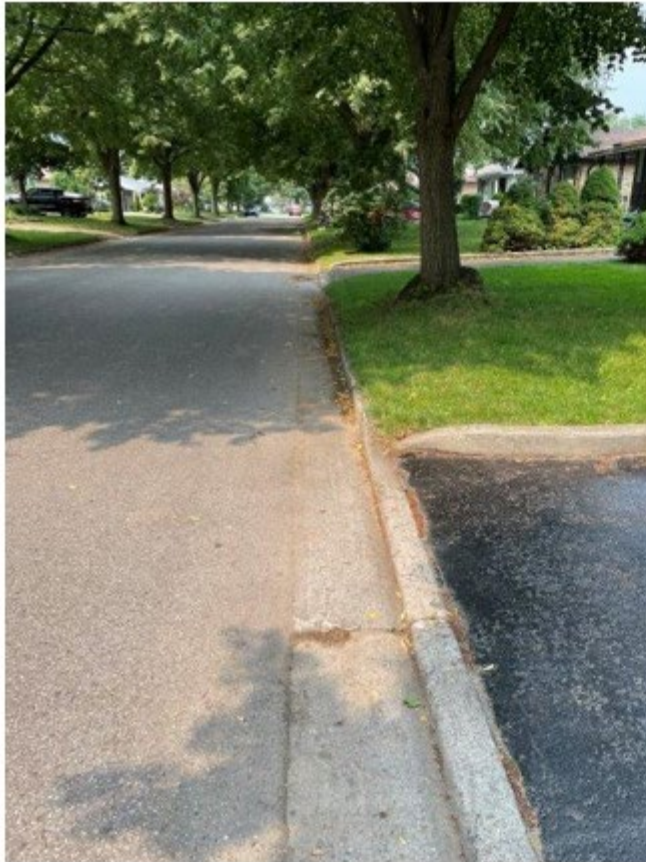




# 2021 Program Review

## Buchan Road

Before



After



# 2021 Program Review

## Coombs Avenue

Before



After



# 2021 Program Review

## Coombs Avenue

Before



After





# 2022 Program Planned Construction





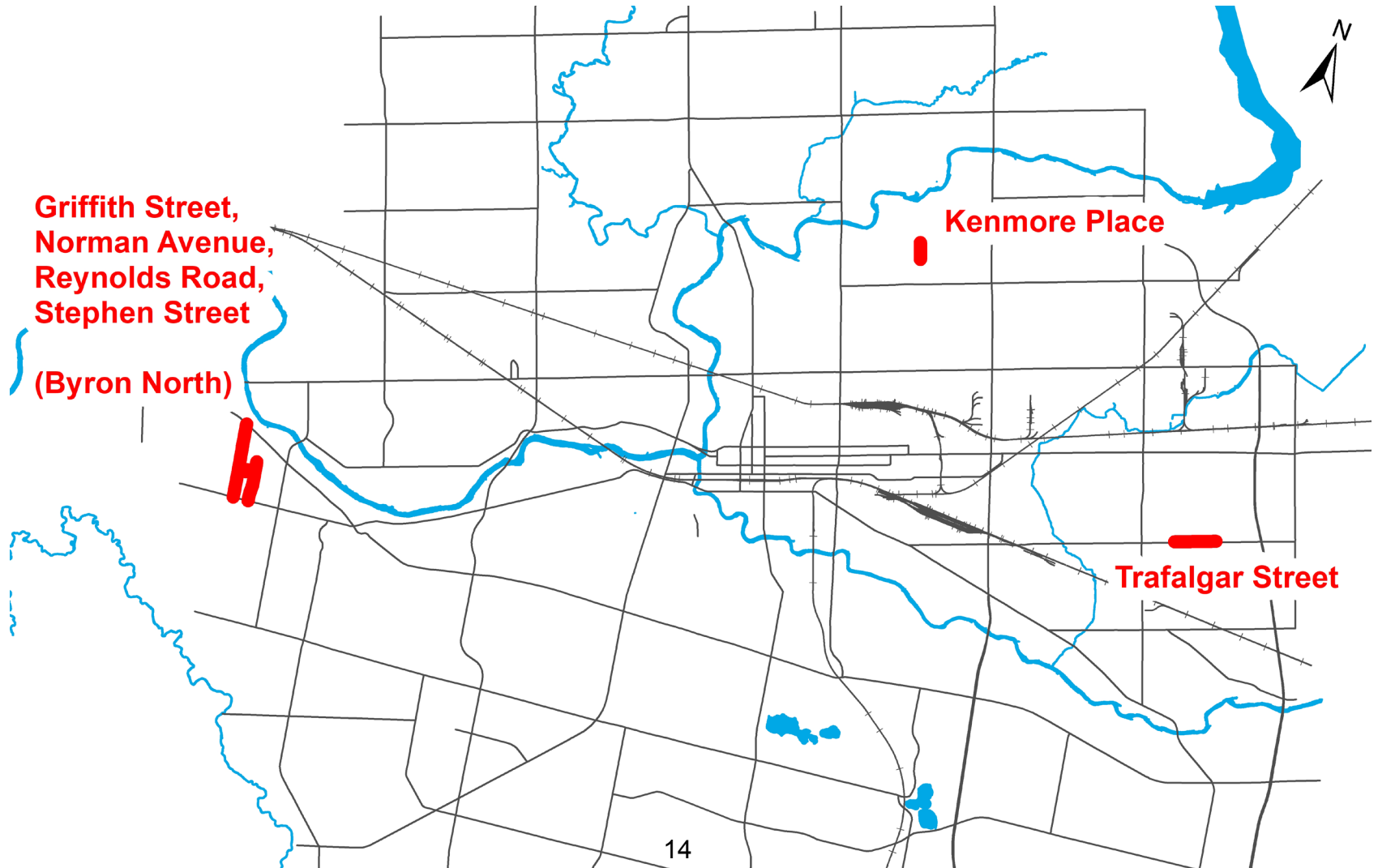
# 2022 Program

The 2022 Annual New Sidewalk Program is planning to install sidewalks on the following locations:

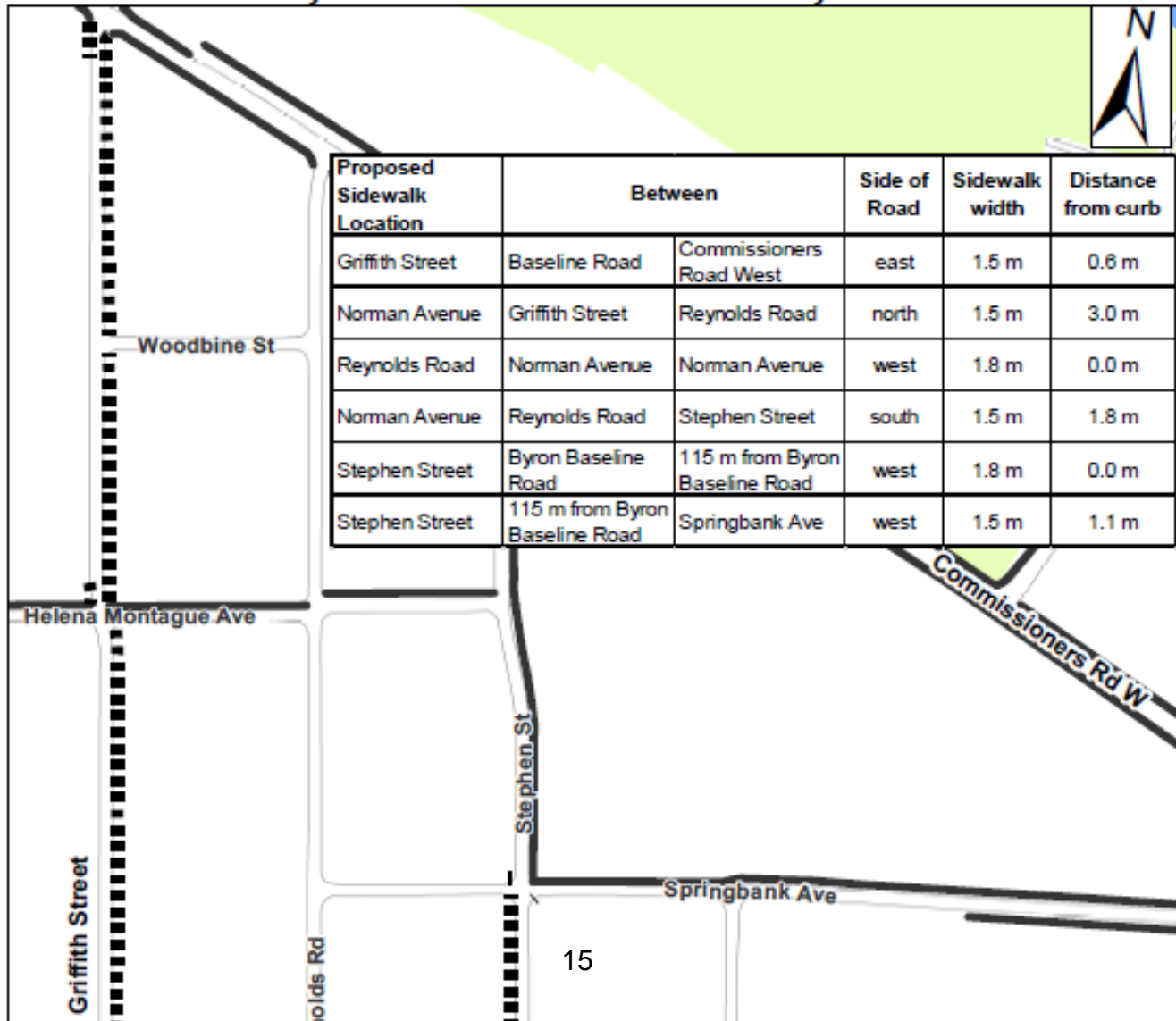
Location	From	To
Griffith Street	Byron Baseline Road	Commissioners Road W
Norman Avenue	Griffith Street	Reynolds Road
Reynolds Road	Norman Avenue	Norman Avenue
Norman Avenue	Reynolds Road	Stephen Street
Stephen Street	Byron Baseline Road	Springbank Avenue
Trafalgar Street	Ascot Street	Hudson Drive
Kenmore Place	Melsandra Avenue	Kipps Lane



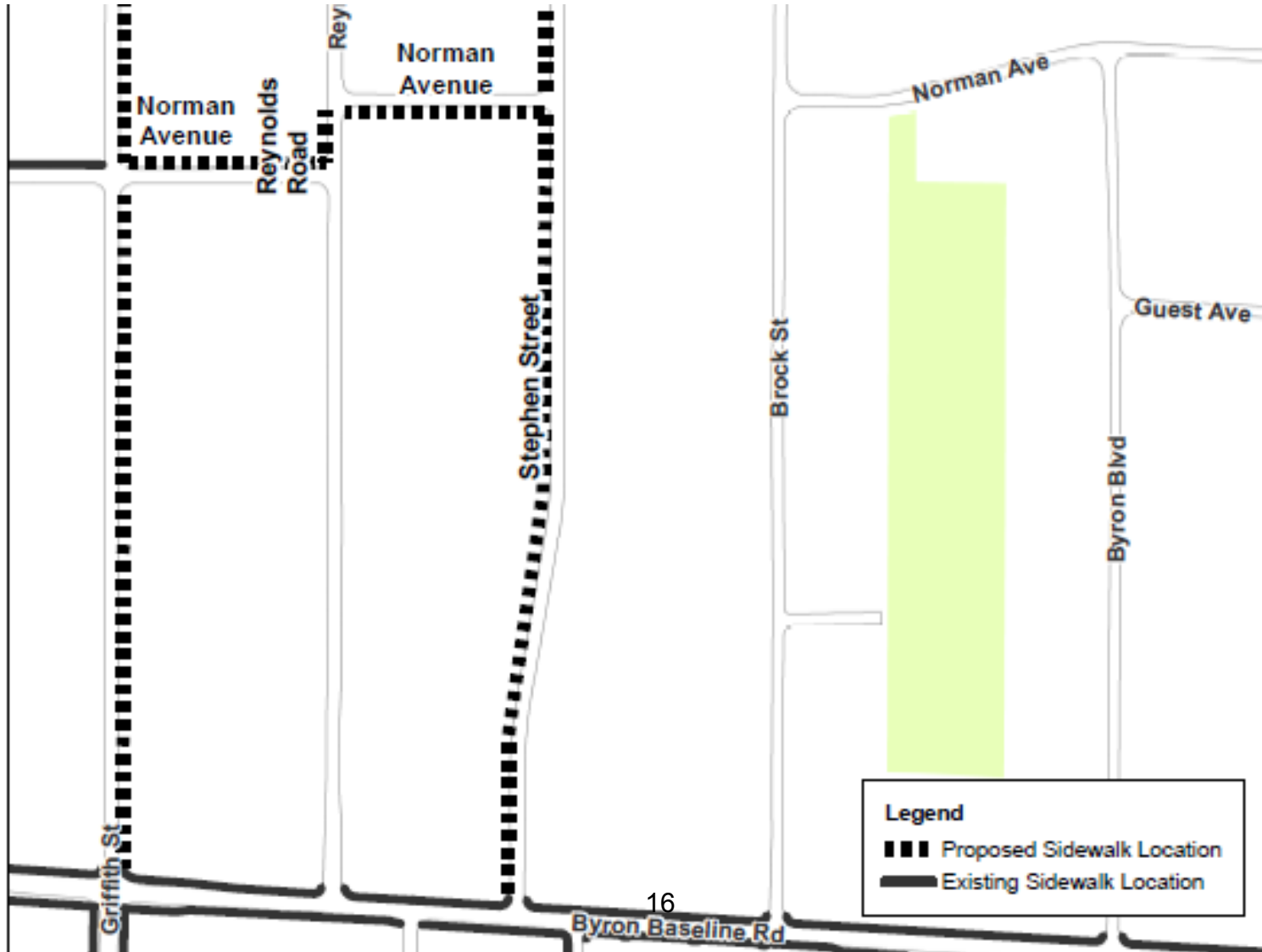
# 2022 Program



# Byron North (north half)

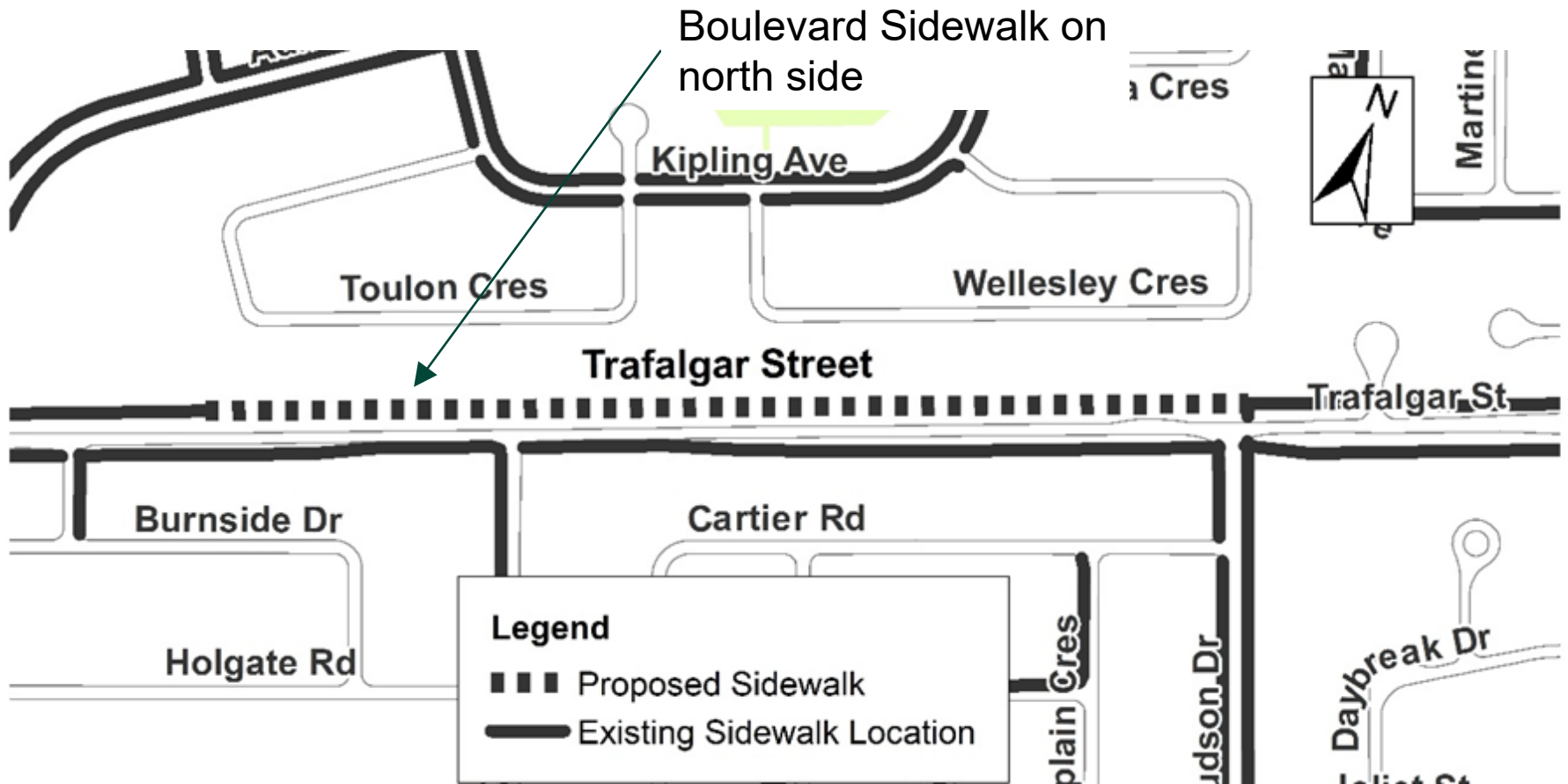


# Byron North (south half)

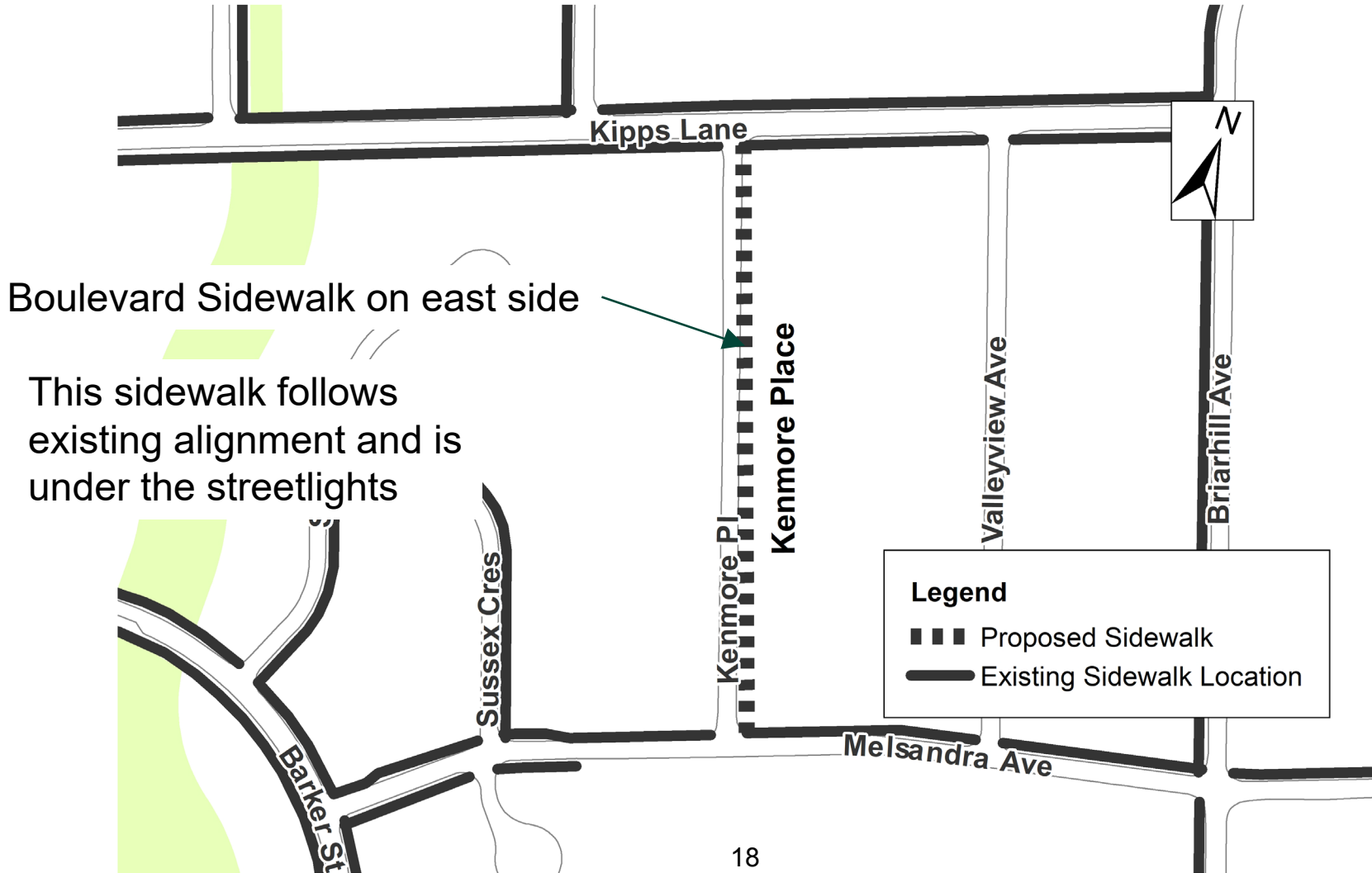




# Trafalgar Street



# Kenmore Place





# 2022 Projects – Next Steps

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



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# 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.



# Questions?

If you have any questions regarding the sidewalk program, please contact:

**John Bos, C.E.T.**

Senior Technologist,

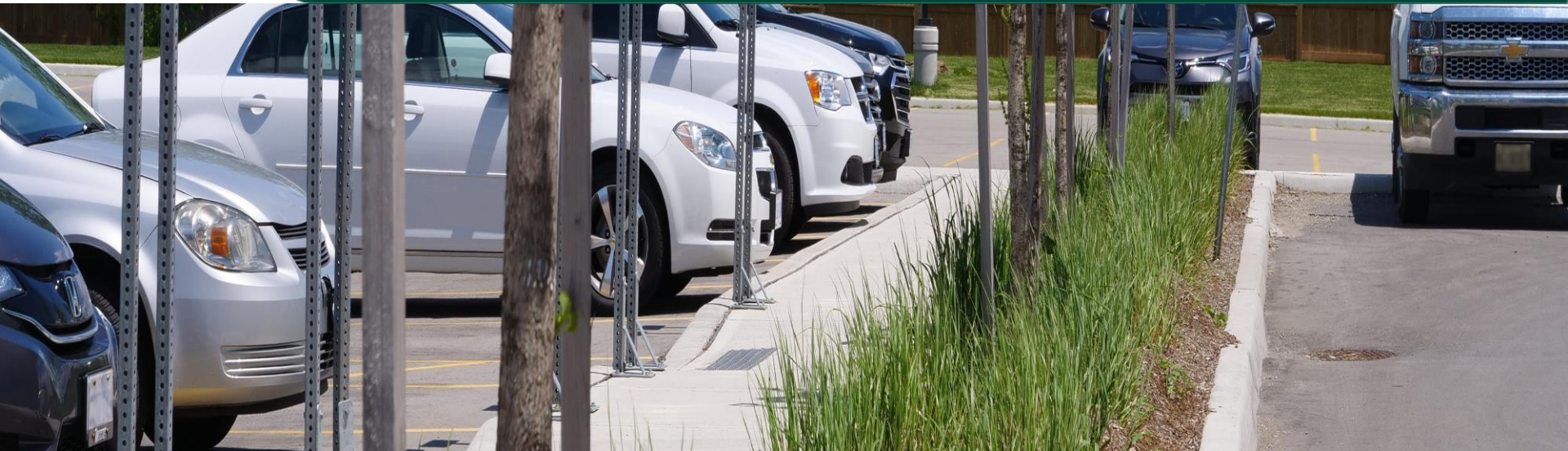
Transportation Planning & Design

Email - [jbos@london.ca](mailto:jbos@london.ca)

Phone - 519-661-2489 x 7348

226-448-2409

# Parking Standards Review



Engagement-Session  
February 2022

# Outline

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



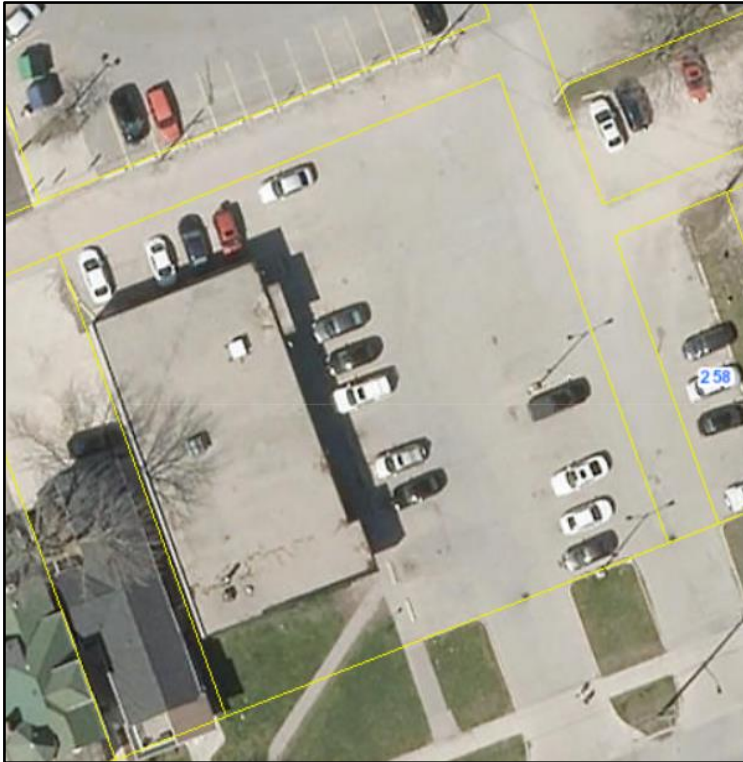




# Introduction

- 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.

# Background to Parking Regulation



Large area of commercial lots covered with surface parking.

# Climate Emergency

- Declaration Climate Emergency - April 23, 2019
- Mitigation & Adaption
- Transportation Emissions
- Mode Share Targets
- **Draft Climate Action Plan – item 2.a**

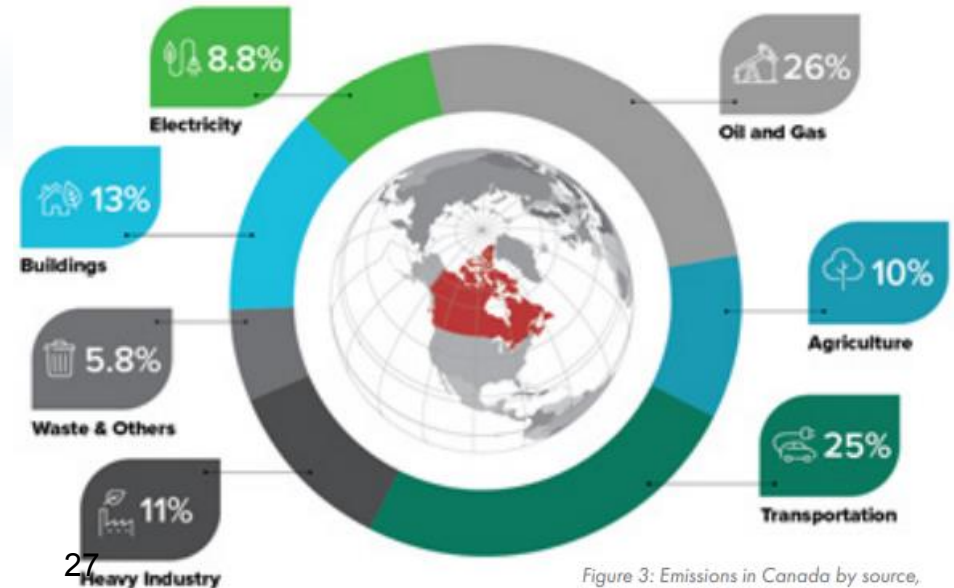


Figure 3: Emissions in Canada by source, Government of Canada 2019.



# 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

	Parking Standard Area 2	Parking Standard Area 3
Financial Institution	1 per 30 m <sup>2</sup> (323 sq ft)	1 per 15 m <sup>2</sup> (161 sq ft)
Retail Store (Greater Than 2 000 m <sup>2</sup> )	1 per 25 m <sup>2</sup> (269 sq ft)	1 per 20 m <sup>2</sup> (215 sq ft)
Retail Store (Less Than 2 000 m <sup>2</sup> )	1 per 25 m <sup>2</sup> (269 sq ft)	1 per 15 m <sup>2</sup> (161 sq ft)



# Background to Parking Regulation

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

# 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  
Homeowners and businesses have less choice

## 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



# Urban Design Requirements

## 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:

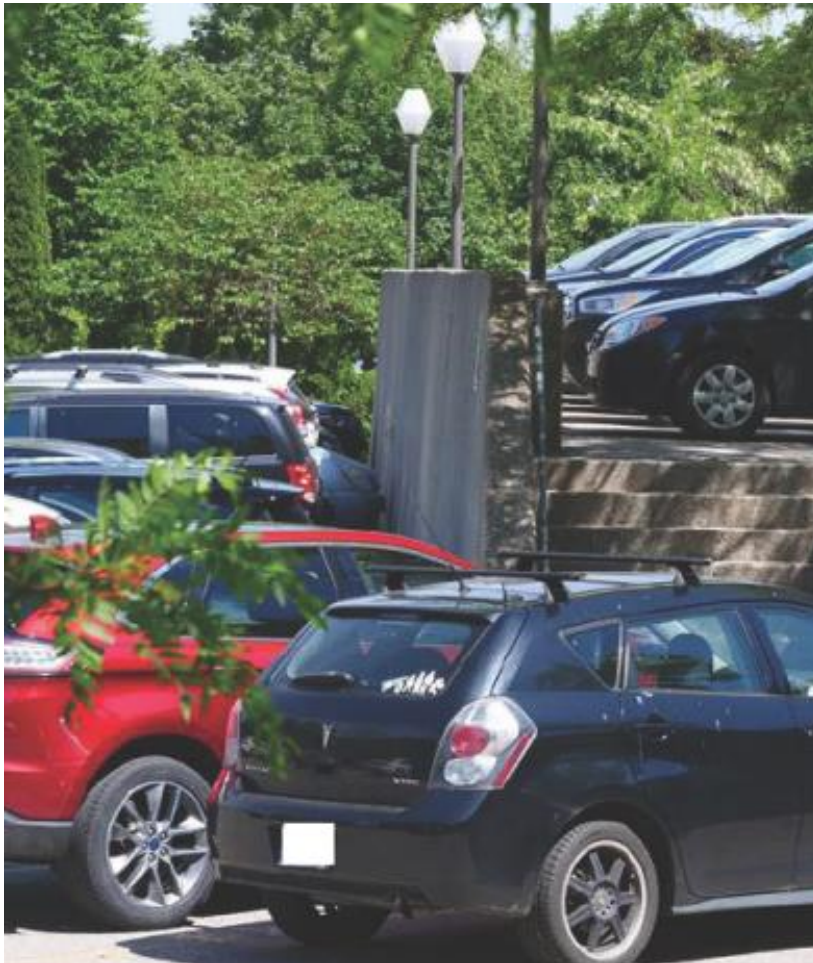
Open Option Place Types	Lower Parking Minimum Place Types
Downtown	Neighbourhoods
Transit Village	Shopping Area
Rapid Transit Corridor	Institutional
Main Street	Commercial Industrial & Industrial (Light & Heavy)

# 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  
[https://getinvolved.london.ca/off-street-parking-standards/survey\\_tools/parking-standards](https://getinvolved.london.ca/off-street-parking-standards/survey_tools/parking-standards)
- 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**

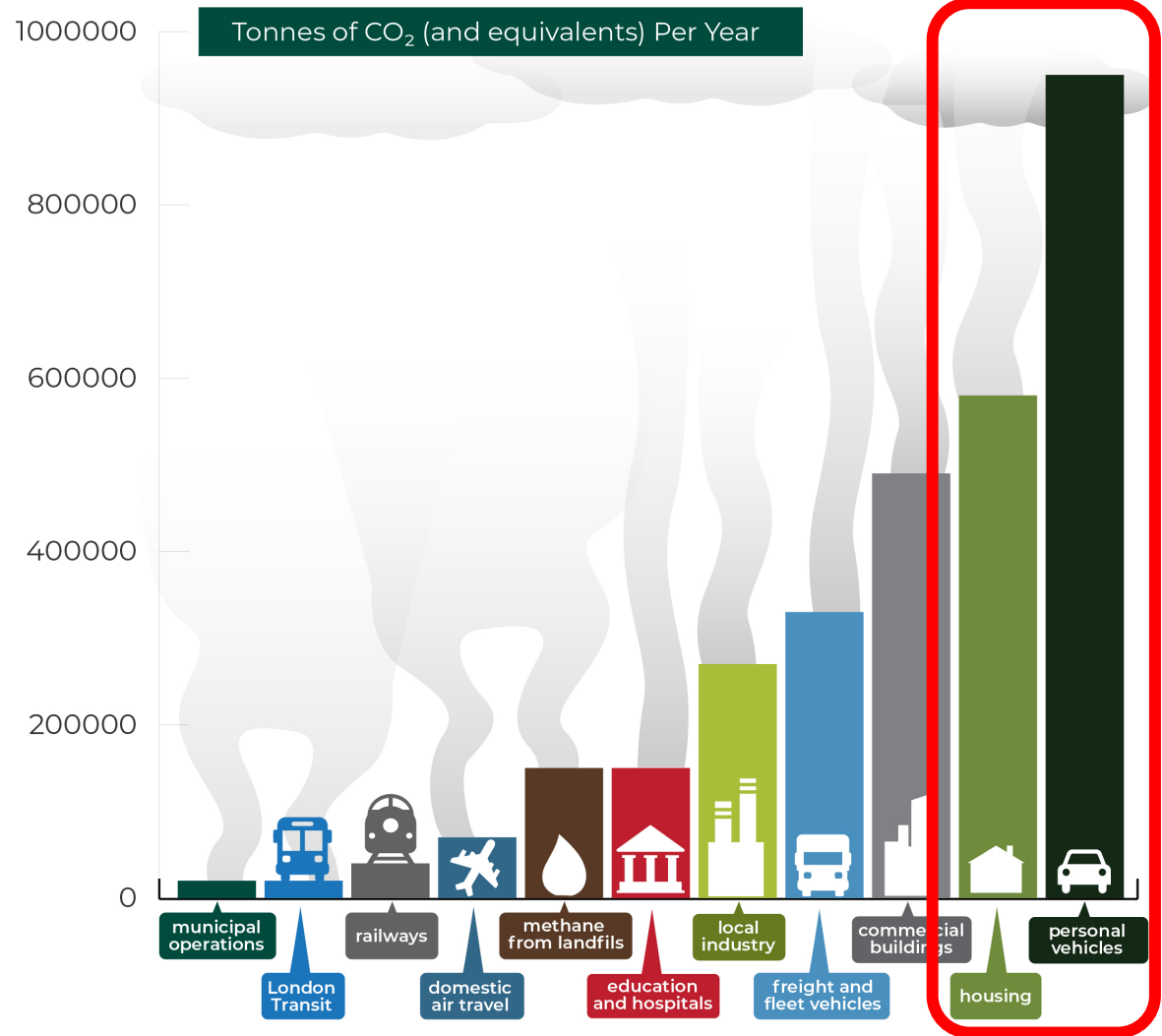


#LdnOnt  
**ClimateAction**



# Community Emissions (2019)

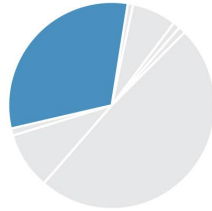
3.0 million  
tonnes  
CO<sub>2</sub>e in  
2019



# Average Household Emissions



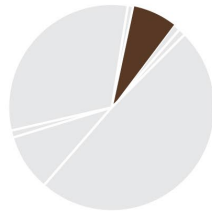
Vehicle Gasoline  
**49%**



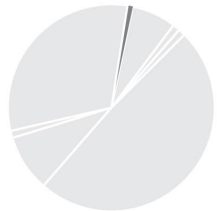
Natural Gas  
Home Heating  
**31%**



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%**



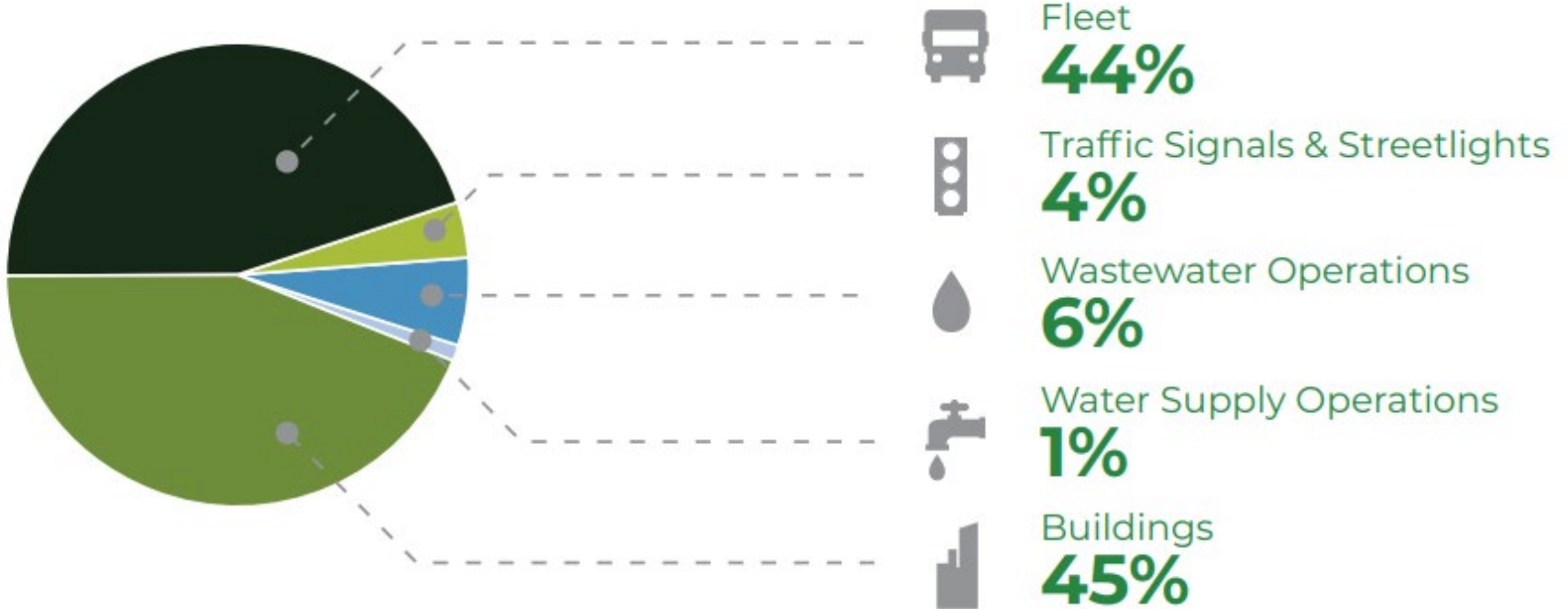
Electricity  
Lighting  
**<1%**

2019 data  
(pre Covid-19)

The average home in  
London emits  
**10.5**  
tonnes per year.



# Corporate Emissions (2019)



18,600 tonnes CO<sub>2</sub>e in 2019



# 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

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

**Over \$400 million invested in the last three years**



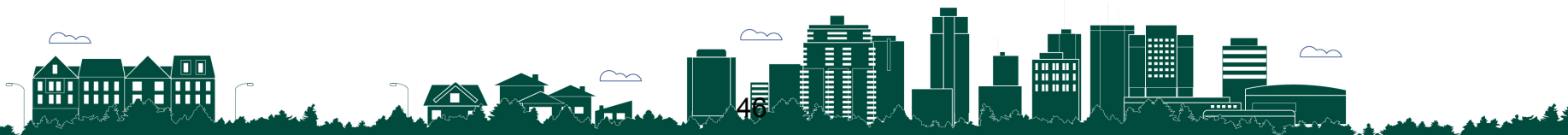
# CEAP Engagement (2020 to Sept. 2021)

## Engagement Participation

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

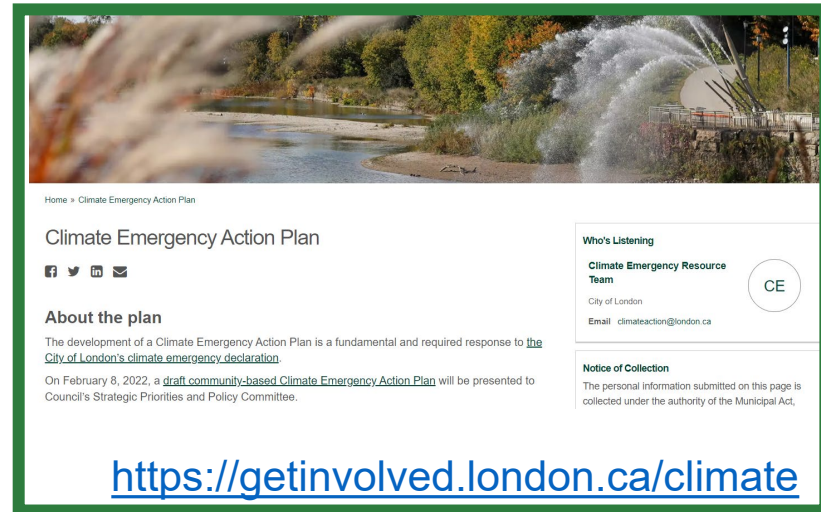
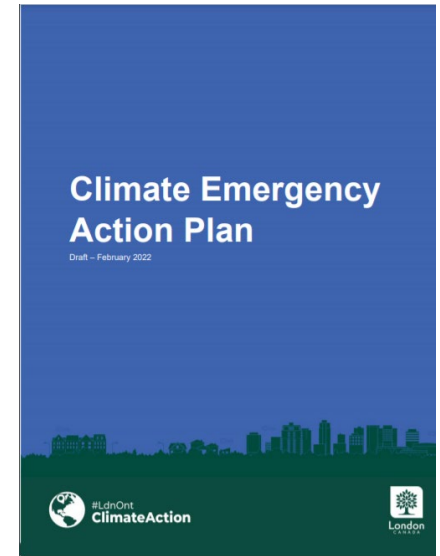
## Broader Engagement Reach

- Over 19,000 views/impressions (GetInvolved and eDemocracy site visits)
- Over 7,000 attendees or online views of City/Library/London environmental Network events



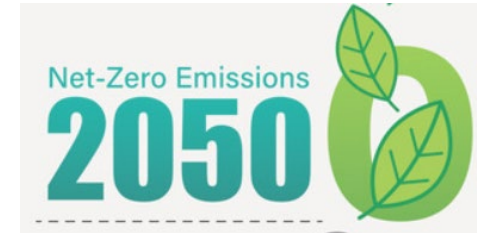
# CEAP – What does it look like?

- 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



# CEAP Goals

**1. Net Zero Emissions  
by 2050**



**2. Improved Resilience**



**3. Bring Everyone Along**





# Proposed Science-based Milestone Targets (Community and Corporate)

Target Applied to:	Progress at the End of 2020 (reduction from baseline year)	Existing Approved Targets (reduction from baseline year)	Proposed Milestone Targets (reduction from baseline year)
Community (2005 baseline year)	30%	43% by 2030	55% by 2030
			65% by 2035 75% by 2040
		Net-Zero by 2050	Net-Zero by 2050
Corporate (2007 baseline year)	61%	60% by 2023	65% by 2030
			75% by 2035 90% by 2040
		Net-Zero by 2050 or sooner	Net-Zero by 2045

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.



# Expected Results with 2030 Milestone Outcomes

<ul style="list-style-type: none"><li>• Walkable, Complete Neighbourhoods</li></ul>	<ul style="list-style-type: none"><li>• More Resilient Buildings and Infrastructure</li></ul>
<ul style="list-style-type: none"><li>• Increased Active Transportation and Transit</li></ul>	<ul style="list-style-type: none"><li>• More Carbon Capture</li></ul>
<ul style="list-style-type: none"><li>• More Zero Emission Vehicles</li></ul>	<ul style="list-style-type: none"><li>• Move Towards a Circular Economy</li></ul>
<ul style="list-style-type: none"><li>• More Net-zero Buildings</li></ul>	<ul style="list-style-type: none"><li>• Increased Community Resilience</li></ul>
<ul style="list-style-type: none"><li>• Lower Carbon Construction</li></ul>	<ul style="list-style-type: none"><li>• Increased Engagement on Climate Action</li></ul>



# 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

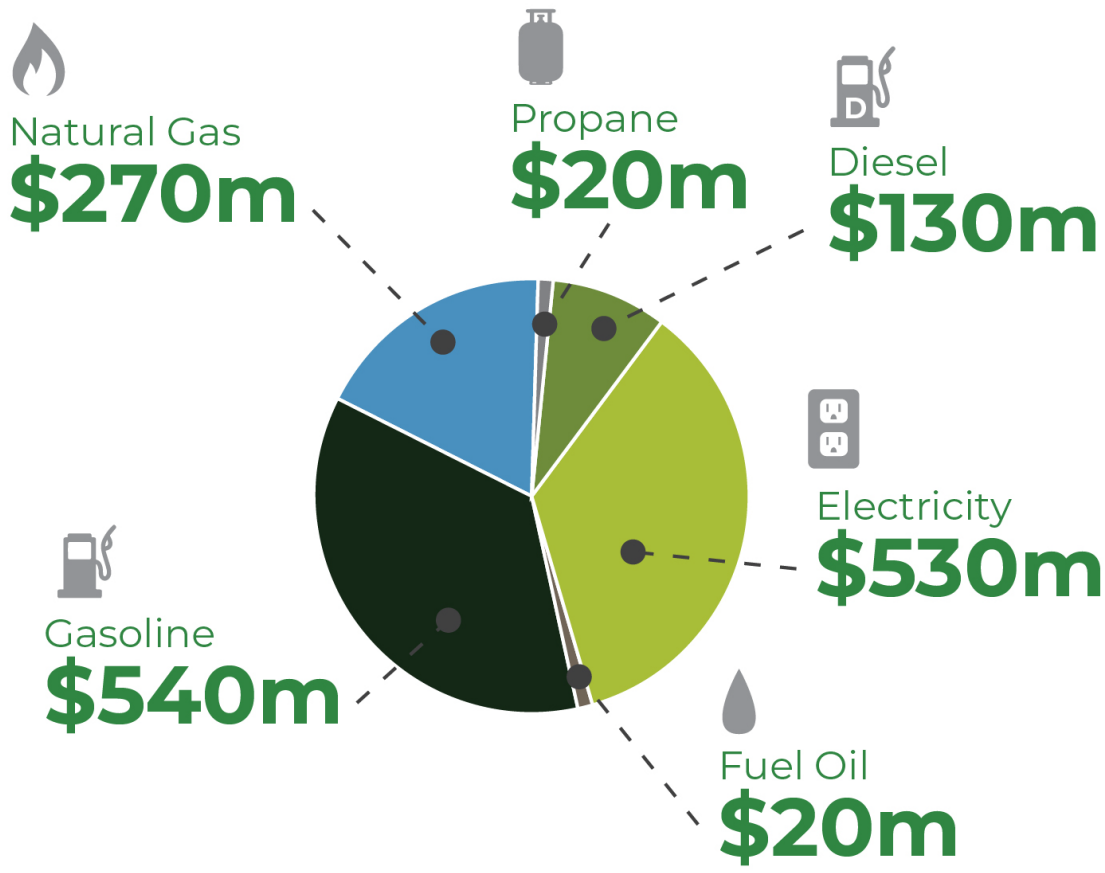
## 4. Leveraging Approved Budgets and Programs

- 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

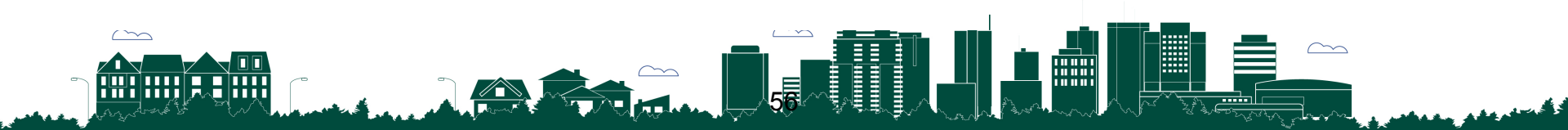


# Community Energy Costs (2019)

**\$1.5 Billion Spent**



**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:

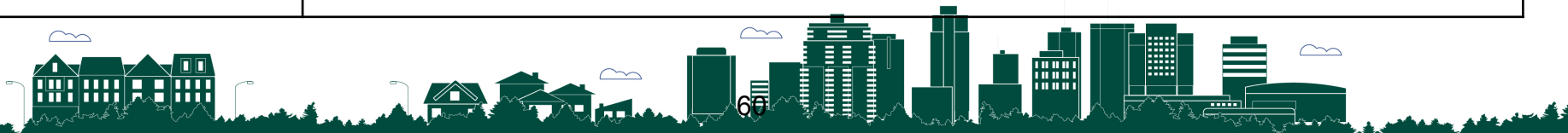
- 20% reduction in heat loss (free from Enbridge Gas)
- Reduction in organic waste
- 72-hour emergency preparedness kit

**Based on today's choices, this household can reduce their emissions by 26% to do their fair share**



# Next Steps

Timeframe	Item
February - March 2022	<ul style="list-style-type: none"><li>• Undertake draft CEAP awareness campaign</li><li>• Hold presentations, where possible</li><li>• Receive written comments on the Get Involved website, via email, via mail, until March 20, 2022</li></ul>
February - March 2022	<p>Comments from Advisory Committees for CEAP:</p> <ul style="list-style-type: none"><li>• use normal submission process through Standing Committee, where possible</li><li>• 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)</li></ul>
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 3

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.