

## February 13 2020 - City Budget Public Participation meeting

### Advisory Committee on the Environment (ACE) submission on the 2020-2023 City draft budget

We thank the City for letting ACE comment on the City's second multi-year budget. Similar to 2016, we wish to focus on select investment cases. We believe these investments advance the City strategic areas of focus of **Strengthening our Community, Building a Sustainable City, Growing our Economy and Leading in Public Service** and that they help define the budget through both a sustainability and a climate change lens.

Recognizing the City has endorsed a net zero target for greenhouse gas emissions by 2050, we understand priority setting and prudent fiscal management will be needed to make the best use of limited financial resources. We ask that greenhouse gas emission reduction milestones be given the highest consideration when devising the means by which to achieve the net zero target by 2050.

ACE fully supports efforts that continue to profile London as an environmental champion through investment in sustainable infrastructure, and related policies and programs and that allow flexibility within its new Climate Emergency\* Action Plan and other energy efficiency strategies to reach city, provincial and federal targets. (*\* Going forward, the Climate Emergency Action Plan (CEAP) is going to incorporate the City's Community Energy Action Plan*).

#### **BUSINESS CASE 1 –**

**ACE commends** recent City deliberations supporting business case #1, a 60% waste diversion action plan for London that includes a 'green bin' program. London's commitment to the province to recover 70% of our food waste and organics by 2025 enables the possibility of avoiding or at least deferring the higher cost alternative of a new landfill.

Given that more than 40% of residential waste in London is organic, as you know, food waste diversion can have one of the largest reduction impacts in volume. The committee is also in favour of the City following data from other municipalities that have successful diversion programs, and pursuing the removal of textiles, bulky plastics and small appliances from the waste stream. Lastly, the committee encourages the adoption

of 'resource technologies' (such as anaerobic digester facilities, biogas, landfill gas recovery) where the end products can be used as a source of energy.

## **BUSINESS CASE 5 A/B –**

**ACE applauds**, that as of January 28, 2020, London is one of 1,325 jurisdictions in 26 countries to recognize and declare a climate emergency.

**The committee fully supports** the City's climate emergency draft plan goals which include working with each City service area to review all existing and proposed projects using a Climate Emergency evaluation tool. **The committee congratulates** the City for including advocacy for climate emergency action at the provincial and federal government levels; and advancing actions in Council's strategic plan to address Climate Emergency through existing budgets in the coming year.

Council's direction to establish both a net zero community greenhouse gas emissions target by 2050 and a corporate target of same **will require dedicated funds** in each year of this four year budget.

A recent presentation as part of the 'Green in the City series' by Dr. Dianne Saxe, November 19, 2019 gave a number of actions for London to consider. The ideas were wide ranging, from the use of by-laws to incent behavioural change (e.g., ban car idling or the construction of any future drive-thrus) to joint purchasing with other municipalities to have greater buying power for investments in solar or other sources of renewal energy. As Dr. Saxe so well stated, knowledge + action = hope. There is hope for the future with opportunities the municipality and community have to work collaboratively toward climate solutions.

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Lastly, we would note that our committee recently reviewed the Cycling Advisory Committee's (CAC) Cycling Master Plan input in the context of climate issues. Although we are not familiar with their modelling used to determine mode split targets, we see that a commitment to cycling definitely deserves attention and priority given its relative affordability and the results possibly being game-changing (per CAC's analysis).