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July 17, 2023

**RE: Multi-year Budget Business Cases and Service Reviews**

We are a group of concerned residents and organizations in London who have formed a group we are calling “London Collective Action” to further engage with local issues. In the spirit of the Strategic Priority Plan section “Well-Run City” and in particular relating to “*Increase transparency and accountability in decision making*” and “*improve the quality, inclusivity, and accessibility of public participation opportunities*” we would like to submit a number of priority items for consideration in your multi-budget preparations.

We understand the budget process, and that the official public participation portion would happen after the draft budget was presented at Council (likely mid December). However, this only allows the public to comment on what is in the draft budget and not what might be missing. We understand the challenges of having a long list of action items, and the reality of having limited funds. We offer this list of items we feel are a priority to making the city more equitable and also lead to economic and environmental advantage. These priorities were gathered from a collaborative effort from a variety of stakeholders. We hope that you take these ideas in the spirit in which they are offered - an indication of where we would like to see a focus for the future.

Recommendations for Priority - See Appendix for details

- West and North Rapid Transit Planning
- Group Discount for Public Transit for employers through TMA
- Connected grid of separated bike lanes
- Secure bike parking / lockers
- Public Land Acquisition - Natural Areas
- Bring the Forest back to the Forest City
- More community gardens/ urban agriculture
- Winter Maintenance for sidewalks, protected bicycle lanes and bus shelters
- Pedestrian scrambles pilot project

- Expand signalized pedestrian crossings
- Increase fees to car parking & plan to convert core area surface parking lots
- Additional Solar Panels on City owned buildings and Solar Carport at a Municipal Parking Lot
- Eco-Roof Incentive Program
- Stormwater overflow and bypass prevention to protect our shared waterways

To further the spirit of community engagement, we hope that the City does undertake regular, meaningful engagement with Local Indigenous communities and organizations on matters of shared interest that would include many areas and not strictly water. Have they had a chance to submit their priority actions?

These priority recommendations are a compilation of suggestions made by a collaborative group. Not every person listed below may agree with every comment.

Laith Amad

Teresa Bell, Council of Canadians - Blue Communities

Mary Beth Blokker, London Greening Health Collaborative

Lella Blumer

Samuel Brewer

Lynn Brown, Council of Canadians

Judi Fisher, Greening Sacred Spaces / London Greening Health Collaborative

Norah Fraser, Council of Canadians

Mary Ann Hodge, Climate Action London

Nicole Karsch, London Environmental Network

Loretta Manzara, Sisters of St. Joseph

Bob Morrison, Climate Action London

Brendon Samuels

Luis Patricio, Pillar NonProfit Network

Sue Wilson, Sisters of St Joseph

Johann Wong, Climate Action London

## Appendix - Multi-year budget recommendations

Short Description	Details	Areas of Focus - Strategic Priorities
<p>Connected grid of separated bike lanes</p>	<p>In anticipation of the completion of the Mobility Master Plan, include in the budget a business case that will <b>accelerate</b> the completion of a connected grid of separated, protected bike lanes designed for all ages and abilities.</p> <p>Active transportation (along with Public Transit) is an <b>equity issue</b>. Low income households should not have to bear the burden of additional costs of owning a car just because adequate safe active transportation is not available.</p> <p>A connected, protected grid would also provide a viable alternative to an increased number of households wishing to replace car trips (or replace their car entirely) with active transportation. To engage these additional households the infrastructure needs to be considered safe from motor vehicle traffic. As a result, separated protected cycling tracks and in boulevard pathways would provide this protection and cyclists would not mix with motor vehicle traffic. Cycling increases options rather than developing a City that is designed as a car dependent city.</p> <p>Cycling is <b>climate action</b>, as the largest source of emissions for Londoners is transportation. Unless convenient and safe cycling infrastructure is built many London households will continue to use their motor vehicle for most of their trips.</p>	<p><b>Wellbeing and Safety:</b> <u>Outcome 1.5:</u> Improve traffic safety, traffic calming</p> <p>"Prioritize Walking and Cycling in the development or retrofitting of streets and roadways.</p> <p><b>Mobility and Transportation:</b> <u>Outcome 1.1</u> Improved reliability, quality, and safety of all modes of mobility "“build infrastructure that provides safe, integrated, connected, reliable, and efficient transportation choices" <u>Outcome 1.5:</u> "Better connected active transportation network serving persons of all ages and abilities"</p> <p><b>Climate Action and Sustainable Growth:</b></p> <p><u>Outcome 2.1</u> London is on track to achieve emission reduction process by 2027: on the path to community milestone target 2030 and to be a net zero community by 2050"</p> <p><u>Outcome 3.2</u> Infrastructure is built maintained and secured to support future growth and protect the environment</p>
<p>Public Land Acquisition - Natural Areas</p>	<p>The City of London <b>acquire and protect</b> additional natural areas, and possibly consider a new ESA. The London Plan identifies public land acquisition as one of the measures to achieve the goals of protecting the City's Natural Heritage</p>	<p><b>Wellbeing and Safety:</b> <u>Outcome 1.2:</u> Londoners have a strong sense of belonging and a sense of place "Promote neighbourhood planning and design that</p>

	<p>Systems. It is an <b>equity issue</b> that all neighbourhoods should have <b>access to natural areas within easy walking distance</b>. London is expected to grow significantly over the coming decade and so too should its protected naturalized areas. There are considerable physical and mental health benefits to walking in nature and living near nature as evidenced by the Dalhousie study on the healthiest places to live. With changes in provincial legislation many natural areas including wetlands are at risk of being lost. Proactively purchasing select important parcels of land is a <b>climate action</b> that will <b>ensure these lands and biodiversity are protected</b>. Adding stormwater ponds after the area has been bulldozed is not protecting naturalized areas. Londoners should not have to choose to drive their car to a destination in order to obtain the physical and mental health benefits of being in nature. As stated in The London Plan - The City's Natural Heritage System is a system of natural heritage features and areas and linkages intended to provide connectivity at the regional or site level and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of native species, and ecosystems.</p>	<p>creates safe, accessible, diverse, walkable, healthy and connected communities.  <u>Outcome 1.3</u>: Londoners have safe access to public spaces, services and supports that increase wellbeing and quality of life.  <b>Climate Action and Sustainable Growth</b>:  <u>Outcome 2.1</u> London is on track to achieve emission reduction process by 2027: on the path to community milestone target 2030 and to be a net zero community by 2050"</p>
<p>West and North Rapid Transit Planning</p>	<p>In anticipation of completion of the Master Mobility Plan, consistency with the London Plan and London's expected growth, London should have a <b>shovel-ready plan</b> for a <b>West and North Rapid Transit route</b>. Including costs for public participation to co-create this Rapid Transit Plan upfront will help diminish delays at the back-end. Due to the construction schedule of Downtown Loop, Wellington Gateway, East London link and the need to secure funding partners, we recognize construction will likely start after this 4 year</p>	<p><b>Housing and Homelessness</b>: <u>Outcome 3.1</u>: London's growth and development is well-planned and consider use, intensity and form "Direct growth and intensification to strategic locations in a way that maximizes existing assets and resources  <b>Mobility and Transportation</b>: <u>Outcome 1.1</u> Improved reliability, quality, and safety of all modes of mobility "“build infrastructure</p>

	<p>budget, but we have seen the <b>importance of having plans ready</b> so that when funding from provincial and federal governments becomes available the City can act to secure that funding. If it was determined that any part of the project could be completed (land acquisition for example) within the 4 year horizon of the budget then we support inclusion of this in the business case.</p> <p><b>Public Transit is an equity issue</b> as low income households need cost effective transportation to travel to and from employment. If car ownership is forced onto low income households it effectively increases the percentage of their monthly budget simply by the city design in which they live.</p> <p><b>Public Transit is also climate action</b> as the largest source of emissions for individuals is transportation. New Londoners should not be required to purchase a car simply because adequate reliable public transit is not available.</p> <p>Reliable public transit has <b>economic benefits</b> as it allows intensification in accordance with the London Plan to occur and avoids sprawl which would increase the number of road kilometers that the City would be responsible to create and maintain.</p>	<p>that provides safe, integrated, connected, reliable, and efficient transportation choices" <u>Outcome 1.4</u> Improved ridership and ridership satisfaction <u>Outcome 1.6</u> Public transit that better meets the needs of our workforce.</p> <p><b>Climate Action and Sustainable Growth:</b>  <u>Outcome 2.1</u> London is on track to achieve emission reduction process by 2027: on the path to community milestone target 2030 and to be a net zero community by 2050"  <u>Outcome 3.2</u> Infrastructure is built maintained and secured to support future growth and protect the environment</p>
<p>Winter Maintenance for sidewalks, protected bicycle lanes and bus shelters</p>	<p>A business plan to <b>expand</b> Winter Maintenance for sidewalks, protected cycle lanes and bus shelters (better standard for snow and ice) throughout <b>some neighbourhoods</b> should be created. It is understood that the City Budget would likely not support city-wide increase in winter maintenance service levels until transit ridership and cycling counts support this additional investment. However, a low standard of winter maintenance outside of the core serves as a barrier to many to choose these transportation options. As a result, we are suggesting that priority should be given to <b>neighbourhoods</b></p>	<p><b>Mobility and Transportation:</b> <u>Outcome 1.2</u> Increased access to sustainable mobility options <u>Outcome 1.3</u> More equitable access to reliable public transportation options for people with disabilities including paratransit "Continue to provide an enhanced level of sidewalk and bus stop snow clearing <u>Outcome 1.6</u> Public transit that better meets the needs of our workforce.</p>

	<p><b>where there is a greater reliance on transit, active transportation, aging in place, mixed housing or additional criteria where an equity lens is applied.</b> Adhering to only the provincial standard for snow and ice clearance does not support many of the outcomes of the Strategic Priorities Plan. Enhanced standards ensure greater use of the additional budget investments in public transit and active transportation infrastructure. As a result, <b>it is a mobility issue, an equity issue, an economic prosperity issue and a climate issue.</b></p>	<p><b>Climate Action and Sustainable Growth:</b>  <u>Outcome 2.1</u> London is on track to achieve emission reduction process by 2027: on the path to community milestone target 2030 and to be a net zero community by 2050"  <u>Outcome 3.2</u> Infrastructure is built maintained and secured to support future growth and protect the environment</p>
<p>Pedestrian scrambles pilot project</p>	<p>Create a number of <b>pilot project</b> Pedestrian scrambles (Pedestrian Priority Phase) (“PPP”) intersections to reduce pedestrian injuries/deaths. The primary advantage is that pedestrians can safely cross the intersection without any conflicting motor vehicle movements.  Pedestrian scrambles give a walk signal to pedestrians in all directions at the same time at a signalized intersection while drivers are stopped in all directions. Not only does this make life safer and less stressful for pedestrians, it also makes things safer and easier for drivers, who don’t have to worry about close calls with people walking as they make their turns.  Initial pilot projects could be introduced in <b>pedestrian heavy intersections</b> (Western Rd and Sarnia or near Fanshawe) or at key intersections along transit corridors (Rapid Transit lines) where the combination of the width of roadway and pedestrian traffic may require some form of PPP. Toronto and other cities already have a number of Pedestrian Priority Phase intersections. Cyclists in these intersections would have the choice of dismounting and walking their bike across the intersection as a pedestrian or wait and ride through the</p>	<p><b>Mobility and Transportation: <u>Outcome 1.2</u></b>  Increased access to sustainable mobility options <u>Outcome 1.3</u> More equitable access to reliable public transportation options for people with disabilities including paratransit "Continue to provide an enhanced level of sidewalk and bus stop snow clearing.  <b>Climate Action and Sustainable Growth:</b>  <u>Outcome 2.1</u> London is on track to achieve emission reduction process by 2027: on the path to community milestone target 2030 and to be a net zero community by 2050"  <u>Outcome 3.2</u> Infrastructure is built maintained and secured to support future growth and protect the environment</p>

	<p>intersection as a motor vehicle at the appropriate time in the flow of traffic.</p> <p>In these key pedestrian heavy intersections, auto trip efficiency cannot be the priority over pedestrian safety. These will indeed add a few additional seconds onto the average motorist's commute, however as we anticipate London's future growth we need to prioritize active transportation. Growing inward and upward in accordance with the London Plan and thereby moving a large number of people (not motor vehicles) around the City is important as <b>an equity issue, a financial cost saving issue and a climate issue.</b></p>	
<p>Secure bike parking / lockers</p>	<p>Expand secure bike parking/lockers. One of the barriers to households adopting cycling as a means of daily transportation is the concern that their bicycle will be stolen. The City of London recently completed a pilot program with secure bike lockers. We recommend further investment in secure bike parking owned by the City and also the providing of incentives to employers (perhaps through a newly launched Transportation Management Association) whereas participating employers discourage single occupancy car travel and provide free indoor secure bike parking for employees.</p>	<p><b>Mobility and Transportation:</b> <u>Outcome 1.2</u> Increased access to sustainable mobility options <u>Outcome 1.3</u> More equitable access to reliable public transportation options for people with disabilities including paratransit "Continue to provide an enhanced level of sidewalk and bus stop snow clearing. <b>Climate Action and Sustainable Growth:</b> <u>Outcome 2.1</u> London is on track to achieve emission reduction process by 2027; on the path to community milestone target 2030 and to be a net zero community by 2050" <u>Outcome 3.2</u> Infrastructure is built maintained and secured to support future growth and protect the environment</p>
<p>Increase fees to car parking &amp; plan to convert core area</p>	<p>The City will be investing considerable money in Rapid Transit and Active Transportation options <b>in the coming years and as transit reliability increases</b>, incentives to take transit</p>	<p><b>Wellbeing and Safety:</b> <u>Outcome 1.2:</u> Londoners have a strong sense of belonging and a sense of place "Promote</p>

<p>surface parking lots</p>	<p>should increase. To assist in the rapid transition of transportation mode use away from car and towards transit, <b>the fee for parking in most municipal parking lots should be increased.</b> As the transition occurs (especially in the core area) surface area parking lots can be better <b>utilized for affordable housing or public spaces thereby creating many co-benefits.</b> Additional public spaces in the core area should include additional green spaces with trees that will help reduce the heat island effect caused by the intensification of buildings and hard surfaces in the core area. We do need to grow inward and upward, as the London Plan directs, however it needs to be liveable space.</p>	<p>neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy and connected communities. <u>Outcome 1.3:</u> Londoners have safe access to public spaces, services and supports that increase wellbeing and quality of life. <b>Climate Action and Sustainable Growth:</b> <u>Outcome 2.1</u> London is on track to achieve emission reduction process by 2027: on the path to community milestone target 2030 and to be a net zero community by 2050”</p>
<p>Group Discount for Public Transit for employers through TMA</p>	<p>Fund a group discount for employer -sponsored monthly transit passes. This is not a request for subsidies but rather <b>available pricing offered through the Transportation Management Association that will increase ridership</b> and available to all employers. Many employers rely on public transit to get their employees to/from work. Discounted monthly passes can attract employees to the company and to London in general by offering bulk purchase pricing not otherwise available. Promotion of this pricing could be completed by the newly launched Transportation Management Association. Increasingly, younger adults and particularly employees in the tech sector are choosing not to own a car. They rely on active transportation or public transit. Facilitating these modes of transportation on behalf of employers will attract and retain employers and economic prosperity in London.</p>	<p><b>Climate Action and Sustainable Growth:</b> <u>Outcome 2.1</u> London is on track to achieve emission reduction process by 2027: on the path to community milestone target 2030 and to be a net zero community by 2050” <b>Economic Growth and Prosperity:</b> <u>Outcome 1.4</u> London is a regional center that proactively attracts talent, business and investment</p>
<p>Additional Solar Panels on City owned buildings and Solar Carport at a</p>	<p>Continue to <b>add additional solar panels</b> to City owned buildings (community centers, arenas, libraries, fire halls). This has already been completed on multiple buildings</p>	<p><b>Climate Action and Sustainable Growth:</b> <u>Outcome 2.1</u> London is on track to achieve emission reduction process by 2027: on the</p>



Municipal Parking Lot	<p>therefore this is utilizing existing processes and skills. <b>Install a Solar Carport</b> (similar to West5 or John Paul II Secondary School). One of the Park &amp; Ride lots might be a suitable location. Solar carports have multiple benefits such as efficient use of space (little or no additional space), highly configurable to meet the requirements of a specific location, can be removed and transferred to another location if designs for a location change years later, generate renewable energy that will lower GHG emissions, continue to add local electricity generation that will build resilience in our electricity supply, keep dollars in the local economy and be a key publicly visible sign to Londoners of the City's leadership with respect to the Climate Emergency. Additional EV chargers could be located at the Solar carports.</p>	<p>path to community milestone target 2030 and to be a net zero community by 2050" <u>Outcome 2.2</u> Improved community capacity and resilience to be ready for current and future changes to the climate and its impacts <u>Outcome 3.2</u> Infrastructure is built maintained and secured to support future growth and protect the environment.</p>
Eco-Roof Incentive Program	<p>In addition to Green Building Standards, an eco-roof incentive program could adopt one developed in Toronto. The Toronto model <b>includes grants, defines a green roof standard, and streamlines the building permit process</b>. The eco-roof incentives would demonstrate leadership in <b>climate action</b> to the public and developers and would also seed the expertise within the London economy and create local jobs for the future. This would be a tangible outcome of the Canadian Home Builders Association/London Home Builders Association's Green Renovation initiative.</p>	<p><b>Climate Action and Sustainable Growth:</b> <u>Outcome 2.1</u> London is on track to achieve emission reduction process by 2027: on the path to community milestone target 2030 and to be a net zero community by 2050" <u>Outcome 2.2</u> Improved community capacity and resilience to be ready for current and future changes to the climate and its impacts <u>Outcome 3.2</u> Infrastructure is built maintained and secured to support future growth and protect the environment. <b>Economic Growth and Prosperity:</b> <u>Outcome 1.4</u> London is a regional center that proactively attracts talent, business and investment</p>
More community gardens/ urban	<p>Double the number of community garden plots. According to the National Climate League standings, London has only 4</p>	<p><b>Wellbeing and Safety:</b> <u>Outcome 1.9</u> Improved health equity across</p>

<p>agriculture</p>	<p>gardens/100,000 population, compared to Kitchener (8) and Guelph (10). London currently has a waiting list. Urban agriculture provides a clean and local source of food building food security while also building community. While small-scale, urban agriculture tends to use more sustainable methods, producing less emissions than conventional farming, as well as reducing the emissions from food transport. Urban agriculture has many co-benefits such as acting as a natural flood prevention mechanism during rainfall events, community gathering spots and mental health benefits. <b>This is both an equity and climate action issue.</b></p>	<p>neighbourhoods. "Increased focus on addressing food insecurity in priority neighbourhoods <b>Climate Action and Sustainable Growth:</b> <u>Outcome 2.1</u> London is on track to achieve emission reduction process by 2027; on the path to community milestone target 2030 and to be a net zero community by 2050" <u>Outcome 3.2</u> Infrastructure is built maintained and secured to support future growth and protect the environment</p>
<p>Bring the Forest back to the Forest City</p>	<p>The City has indicated they have exhausted most of the city-owned sites for tree planting and their focus will shift to planting on private land. <b>Increase funding</b> for tree giveaways for London residents, and a "Care for the Forest" campaign that educates people about how their property contributes to the whole forest canopy in London. Having natural vegetation on private property, including low-income rentals, improves the quality of the environment, especially reducing air pollution and provides cooling in extreme heat.</p>	<p><b>Climate Action and Sustainable Growth:</b> <u>Outcome 1.2</u> Waterways, wetlands, watersheds and natural areas are protected and enhanced. <u>Outcome 2.1</u> London is on track to achieve emission reduction process by 2027; on the path to community milestone target 2030 and to be a net zero community by 2050"</p>
<p>Expand signalized pedestrian crossings</p>	<p><b>Expanded implementation</b> of signalized pedestrian crosses across busy roadways and also redevelop intersections making them safer for all pedestrians and motorists. As traffic speeds and volumes increase, vehicle size increases so too does the level of protection desired by pedestrians. <b>Where vehicle speeds and volumes are high and pedestrian access is expected at regular intervals</b>, signalized crossings preserve a safe walking environment.</p>	<p><b>Wellbeing and Safety:</b> <u>Outcome 1.1:</u> Londoners feel safe across the City, in the core, in their neighbourhoods and communities. <u>Outcome 1.5:</u> Improved traffic safety, traffic calming "Design and construct safer infrastructure"</p>
<p>Stormwater overflow and bypass prevention</p>	<p>As a Blue Community the City has recognised water and sanitation as a human right. Those obligations and concerns</p>	<p><b>Climate Action and Sustainable Growth:</b> <u>Outcome 1.2</u> Waterways, wetlands,</p>

<p>to protect our shared waterways</p>	<p>should not just apply to residents within the City boundary but also to neighbouring Indigenous communities. Although we recognize that the City of London has been making considerable strides toward eliminating both overflow and bypass we hope to have an <b>accelerated schedule to eliminate the remaining combined sewer/stormwater lines</b> and take further measures to reduce overflow instances during heavy rainfall events. As you know, untreated wastewater overflows and bypasses into the Antler (Thames) River flow downstream to our neighbours and impacts those who are dependent on wells and/or those who no longer can use well water.</p> <p>Although schedules relating to replacement work to separate wastewater from rainwater diversion may be restricted by road work logistics, we ask you to make attempts to accelerate timelines as much as possible.</p> <p>Climate Change will bring more intense rainfall events that will stress systems and result in continued overflows that wastewater separation alone cannot address. As a result, I hope you will view this issue through a broader lens that includes taking a number of additional measures including altering existing built infrastructure so that rainfall can be absorbed into the ground and into the water table rather than being directed into the storm drains. <b>Continue to prioritize preventive measures such as blue roofs, rain gardens, improved design standards for low impact development,</b> avoid urban sprawl which would result in more rainfall being directed into the stormwater system rather than being naturally absorbed, protection of existing natural areas</p>	<p>watersheds and natural areas are protected and enhanced. <u>Outcome 2.2</u> Improved community capacity and resilience to be ready for current and future changes to the climate and its impacts <u>Outcome 2.1</u> London is on track to achieve emission reduction process by 2027: on the path to community milestone target 2030 and to be a net zero community by 2050"</p>
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	including wetlands and not lost to development and continued avoidance of salt on roadways.	
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