

Agenda Including Addeds

Budget Committee

1st Meeting of the Budget Committee

January 29, 2024

4:00 PM

Council Chambers - Please check the City website for additional meeting detail information. Meetings can be viewed via live-streaming on YouTube and the City Website.

The City of London is situated on the traditional lands of the Anishinaabek (AUh-nish-in-ah-bek), Haudenosaunee (Ho-den-no-show-nee), Lūnaapéewak (Len-ah-pay-wuk) and Attawandaron (Add-a-won-da-run).

We honour and respect the history, languages and culture of the diverse Indigenous people who call this territory home. The City of London is currently home to many First Nations, Métis and Inuit today.

As representatives of the people of the City of London, we are grateful to have the opportunity to work and live in this territory.

Members

Councillors E. Pelozza (Chair), H. McAlister, S. Lewis, P. Cuddy, S. Stevenson, J. Pribil, S. Trosow, C. Rahman, S. Lehman, A. Hopkins, P. Van Meerbergen, S. Franke, D. Ferreira, S. Hillier, Mayor J. Morgan

The City of London is committed to making every effort to provide alternate formats and communication supports for meetings upon request. To make a request specific to this meeting, please contact 519-661-2489 ext. 2425.

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2. Consent

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4. Items for Direction

5. Deferred Matters/Additional Business

6. Confidential

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From: Shari Turner
Sent: Wednesday, January 3, 2024 10:06 AM
To: Budget Committee <BudgetCommittee@london.ca>
Subject: [EXTERNAL] Concerns re: tax increase

Good morning,

I am a home owner in east London and will retire in a year. I cannot understand how the city can justify such large property tax increases. I am a single senior and will be on a fixed income, how can I possibly keep up with these kinds of increases. 20% over 4 years!!! And that is on top of every other service and food and fuel increases. No wonder so many people end up on the street. I've working my whole life only to be faced with a scary prospect ahead. Why can't the city find better ways to cover these costs rather than take the easy way by hitting the tax payer.

Shari Turner
Sent from my iPhone

From: Jo Paterson
Sent: Saturday, December 30, 2023 8:42 AM
To: Budget Committee <BudgetCommittee@london.ca>
Subject: [EXTERNAL] Libraries are critical infrastructure

Dec 30 2023

Subject: The Importance of Libraries as Critical Infrastructure in London

Dear Council Members,

I am writing to express my strong belief in the critical role that libraries play as essential infrastructure in our beloved city of London. As members of the City Council, you hold a crucial responsibility in shaping the future of our community, and I urge you to consider the invaluable contributions that a thriving library system can make to the well-being and progress of our city.

Libraries are more than just repositories of books; they are dynamic spaces that serve as the foundation for literacy and lifelong learning. These institutions play a pivotal role in fostering a culture of education and intellectual exploration among residents of all ages. By providing access to a wide range of resources, including books, multimedia materials, and educational programs, libraries empower individuals to expand their knowledge and skills, promoting personal growth and development.

As an amateur musician in this city, I am able to perform at a decent concert venue the Wolf Hall due to the support of the Library who runs and manages a series for performers like me.

In addition to being centres for learning, libraries function as vital community hubs that bring together people from diverse backgrounds. They serve as inclusive spaces where newcomers, long-time residents, and everyone in between can connect and engage with one another. A strong library system contributes to the social fabric of our city, promoting a sense of unity and belonging among its residents. Furthermore, libraries are catalysts for creativity and innovation. They provide a supportive environment for individuals to explore new ideas, embark on entrepreneurial endeavours, and contribute to the cultural richness of our community. In a world that is constantly evolving, a thriving library system is instrumental in encouraging a spirit of innovation among our residents.

I would like to draw your attention to the fact that [City] is one of the few major cities in North America without an archive. As a result, our city's history is not adequately preserved and made accessible to current and future generations. Establishing a comprehensive archive within our library system would not only rectify this gap but also enhance the cultural heritage of our city.

Moreover, it is essential to recognize the economic impact of libraries. Library users are not only consumers of information but also avid supporters of authors and local bookstores. The symbiotic relationship between libraries and the literary ecosystem creates a ripple effect that positively influences the local economy.

As we contemplate the future of our city, I urge the City Council to prioritize and invest in the development and expansion of our library system. By doing so, we are not only investing in education and culture but also laying the foundation for a more connected, informed, and vibrant community.

I would like to bring to your attention a report titled "Borrow, Buy, Read: Library Use and Book Buying in Canada" by Booklet Canada. This report underscores the significant impact of libraries on book consumption and local economies, further emphasizing the importance of a robust library system. In conclusion, I am confident that with your support, we can ensure that our city's library system remains a cornerstone of our community. Let us work together to preserve our history, foster lifelong learning, and build a stronger, more resilient London.

A final note, I wrote this letter with significant help from CHatGPT and I learned about AI with support from my local library; from the the advantages and pitfalls of Large learning models, to how to write a prompt all from materials found at the library.

Thank you for your time and consideration. I look forward to witnessing the positive impact that a renewed commitment to our library system will have on our city.

Sincerely,
Joanne Paterson
[Optimist Park Drive](#)
[London, Ontario N6K 4M1](#)

Hi Shawn

As usual, I hope things are going well and that you enjoyed a relaxing Christmas and New Year holiday.

We just received your January newsletter in the mail and I thought I would respond to your request for comments regarding the upcoming budget deliberations. Upon reading your newsletter, I only hope that other council members share your thoughts regarding the upcoming budget. The numbers which you quoted are shocking and clearly highlight the ongoing inflation of costs which are negatively impacting cities across Canada and the world. The City of London and its taxpayers are at a crucial point where tough decisions must be made. As a city, we cannot afford to fund every request that is presented and like any household if we cannot afford it, we don't buy it!

1. Essentials only

1. I encourage you and council to pursue a path of austerity and restraint throughout your budget deliberations. Resources are limited and council cannot continue to tap London taxpayers with constantly growing funding requests and budgets. As such, I encourage you and council to only consider funding essential services and projects which provide front-line services and have a direct and measurable impact on our community. As part of this, requests by groups for increased funding support should be limited to a modest increase only, providing the service is essential and that appropriate evidence is provided to support and warrant the increase.

2. Policing

1. Recognizing that policing is a core essential for our community, I certainly would support funding which will place more constables on our streets. Unfortunately, I cannot support at this time additional funding for a second armoured vehicle. Nice to have, but not now.
2. With regard to improving the 911 phone service, I am sure that there is an overlap between jurisdictions regarding funding for this project. Unfortunately, I was unable to find how the funding breaks down, but given the importance of this system for our city and area there will undoubtedly be a need for some form of funding from the city. Given the importance of this service, I would support this project providing it is supported with a long-term plan for service growth and regular upkeep.

3. Library

1. The library has faced a couple of costly incidents over the past couple of months related to Cyber security and water damage. To me, water damage to the interior and contents should be covered by insurance. Given that the library owns the building, I would support one time additional funding to repair the roof along with the requirement that the library present a plan to mitigate and address future issues of this type.
2. With regard to the Cyber attack, I do feel that some latitude be given to providing some one time additional funding related to the Cyber attack. Having said this, given the number of high profile attacks in recent years to other libraries, hospitals and business, the library should have been better prepared to address an attack and recover from one. Given the scope of the attack along with the slow recovery time, this was clearly not the case. I have not heard whether the library had conducted a Cyber security audit prior to the attack, but it appears that lessons were not learned from the recent attack on the Toronto area library system. Essentially points of access were left open and opportunities were exploited. It would be interesting to know if the library performs routine security testing for it's network which includes any software which is connected to the library infra structure? To me, this should be a routine part of library activities and allocated for within its own yearly budget. Considering the above, I would be in support of a modest one time funding request for the library to help them recover from the attack. As part of the funding support, I would like to see the library submit a detailed and long-term Cyber security plan to the city to ensure that our tax dollars are allocated effectively. This breach and theft of employee info needs to be considered as a significant issue as I can only imagine the extended costs the library and city might incur had the personal information of library patrons also been stolen.

4. Non-profits

1. With regard to non-profit groups, I am in favour of supporting front line non-profit groups who work directly with clients and have a transparent history and record of success. Having said this, we cannot afford to continuously entertain increased funding requests without burdening London taxpayers beyond their means. As such, I would encourage council members to consider each non-profits prior years funding requests as a baseline starting point for funding non-profits during this year's round of budget talks. Modest funding support is the key, just because they ask for it (and may need it), does not mean we can afford to give it to them.
2. Considering the PILLAR group and their inflated ask for approximately \$250,000 which I understand is 5 times their previous funding allotment, I say **NO**. To me, this is an excessive ask which simply represents another hand in the pot asking for funding which could be put to better use supporting other front line services. From what I understand, PILLAR is not a front line service delivery agent and London tax dollars should not be used to grow this non-profit's business model. If PILLAR wishes to grow their organization, they should be out convincing corporate and private donors to support their project. Perhaps PILLAR should explore a pay for use service model to address their funding needs. Entertaining PILLAR's grossly inflated request is a big **NO** for me.

5. Homeless Hubs

1. Given the lack of measurable action on the Hubs project combined with the fact that only 2 of the 15 hubs are currently being implemented, our Mayor is now stating that we actually need fewer hubs. Given this turn around and lack of concrete action, I would like to see funding for the Hubs project reduced significantly. To me, \$90 million a year to support this project is an unrealistic burden to level on taxpayers be they Municipal, Provincial or Federal. As well, given the lack of interest by property owners to provide sites along with the public's concern over safety and costs, restructuring and reducing this project to a more modest framework would not only provide some financial relief for taxpayers, but it would also provide the public with reassurance that council is listening. To be honest, given the costs and with so many groups involved and no single governing body to manage activities or provide day to day oversight, this project was going to be a hard sell from the start let alone a huge challenge to deploy and manage. Personally, with any funding requests related to homelessness, I would like to see a greater emphasis and responsibility placed upon the homeless recipients to actively engage with available programs and services to help uplift their lives and get them back into safe and independent living. As such, I encourage you and council to support those groups who have a track history of success and the public data to prove it. Targeted, responsible support is important, but I feel it is also time to reduce costs, regroup and take a different approach.

6. The BRT

1. First off, I cannot understand how those who worked on the planning and budgeting for the BRT could have misc-calculated so badly. Not planning for inflation and overruns on a project of this size and expense is in my mind seriously incompetent. Simply saying that "we had already ordered the meal" is a very condescending statement for a taxpayer to hear and totally inappropriate for someone in city admin to say. Given this along with other past issues, I am seriously concerned with the competency and quality of our city admin staff as well as their interaction and support for council as I am no longer confident that council is getting the full details or accurate reports it needs to make appropriate and informed decisions.

Considering the above and not knowing the current financial details of this project, I wonder if these additional expenses, could be implemented over an extended period of time to help off-set the cost to taxpayers. This additional BRT expense should never have happened.

In closing, I don't envy you and council at budget time. It is a difficult and challenging task which never pleases everyone. Unfortunately, this year is far more difficult than past years and if not handled aggressively will be far worse in years to come. Serious fiscal restraint and cuts now, although painful will help to stabilize London's finances for the future. In short, we can't continue on the path we are now on. If we continue on this path, we run the risk of ending up like Toronto and declaring that we are broke. As such, I encourage you and council to choose a new path, one which focuses on reduced spending across the board, while supporting core essentials and non-profits with a publicly proven track record of success. Be aggressive, demonstrate restraint and reposition our city for a bright and financially sustainable future. It can be done!

As always, thank you for all the hard work you do for our area. It is greatly appreciated!

Gary

From: margo does
Sent: Wednesday, January 17, 2024 6:55 AM
To: SPPC <sppc@london.ca>
Subject: [EXTERNAL] ESA Management Business case #62

Dear Committee Members,

Please add this letter to the public agenda for your next meeting.

Budget planning is difficult and there are many needs. However, I am concerned about our green spaces, especially given that housing needs to be built for many. Therefore, when looking at the budget plans, I think it would be advisable to restore the ESA staffing team levels to the 2014 pattern by adding one more member in 2024, and to increase the ESA levels to one more person in 2026. This will cost an average of \$1.32 in property tax increase over a four year span.

There are 1900 hectares covering 12 city owned ESAs with only 4 ESA staff who monitor these important areas.

People absolutely need natural spaces to go to and explore and connect with our ever decreasing natural environment.

It has become more and more apparent that those who spend more time outdoors and less time sitting (literally), are generally healthier and happier. The medical community and therapists are becoming more aware of the need for people to get outside and away from screens etc.

I hope you will consider these issues in your decision making.
Thank you! Margo Does. Bruce St London

2024 – 27 Budget Feedback - C Butler – Waterloo - Focus On Budget Process / Procedure

Please consider the following as a keep it simple top five priorities recommended to reset and / or improve our current budget process & procedures to minimize the negative & growing impact these are having on rate payer tax levy increases & offsets.

TOP FIVE

1. Align or consolidate the reporting and actioning of both the Accumulated Budget Surplus and the (new) Assessment Value Growth contributions concurrently with the main budget cycle and public meeting input cycle . This would also align our City of London reporting and the procedures with of most other Municipalities. The current policy and procedure for both is “off cycle “ and dropping a Consent only report on Council . This is 3.75 % to 4.0 % of our OPS Budget!!!
2. Accumulated Budget Surplus (from previous year) is consistently 2.0 % of total OPS Budget & 2.4 % of Tax Payer Supported Budget. The current by-law immediately allocates this surplus split between adding to reserve funds & pay down debt, both of which have already been well supported by budgeted Rate Payer contributions through the year. ITS REDUNDANT FROM A FINANCIAL POLICY point of view! Immediately allocate this surplus as a one time adjustment to the next years (2024) general revenue to offset the impact of tax increases.
3. Assessment Value Growth (1.8 % - 2024) . TWO OPTIONS HERE Council .
 - Immediately assign to general revenue for the current tax year (2024) as a one time adjustment (its only new once) . This is very consistent with other municipalities, offsets new tax growth impact and forces all City of London divisions to present their main budget ask as ALL IN concurrent with public meeting process.
 - Option 2 – consider assigning only to Cost Pressure allocations that result in new taxable revenue growth or significant reductions (ROI please) on major cost of service reductions. This is exactly where private sector directs new revenue. EXAMPLE: Funding the 12 FTE increase in staff in Planning Dept for 2 – 4 years to improve permitting turnround which increase new Assessment Growth . **Growth pays for growth.**

2024 – 27 Budget Feedback - C Butler – Waterloo - Focus On Budget Process / Procedure

4. Develop and stick with firm “ best of class “ business standards **and** public meeting process with respect to key criteria to add or significantly grow an item to the Operations and/or Capital Budget . I have watched in horror this dissolve to nothing more than the use of a “ consent “ report dropped at any sub- committee level to gain access to the budget. It grows from there very fast. **Examples:** Recent - Offloading Development Fees to Rate Payers – zero public meeting required to air out and get to full blown Budget Business Case. CEAP – zero public meetings with ANY OPS OR CAPITAL BUDGET Costs review and feedback to graduate from an inception \$\$ budget to full blown Budget Business Case @ \$45 million. It’s the easiest back door!

5. Acknowledge that Developing a New Strategy Plan every four (4) years, matching that with all the focused (new) budget business cases and implementing this with approved time phased plans is highly inflationary to rate payers UNLESS there is a formal process added to the procedure to clean the house / cupboards when your done to make room here. The City of London Strategy Planning documents actually discourages this. **This actually jeopardizes rate payers buy in support for the 4 year budget cycle. Please find a solution.**

THXS - Chris Butler – Waterloo St – Ward 6

2024 – 27 Budget Feedback - C Butler – Waterloo - Business Case Feedback

Please consider the following as feedback on some of the business cases offered in the main budget document after review and airing out some Q & A with Finance Staff at the East Lions Community Centre “pop – up “.

My Limit On TAX Levy Increases

- 5.5 % 2024 / 5.2 % 2025 / 4.0 % 2026 / 3.5 % 2027 **before** accepting case # P71 as a tax levy offset in 2024. This adds approximately \$1000 to my Tax levy with a modest \$280 K assessment over the 4 yr. term on a seniors modest very fixed income.

Thumbs Up – General Support Here

- #51 Transit Hours Growth. Support any growth in hours & service to fix the Paratransit Service to acceptable customer service demand and feedback as well as route and hours expansion to get people to their jobs in the new Industrial Zones . Stagger increases after that to match what tax payers can afford. Tap both Fanshawe & UWO student unions to pay their fair share as we are missing that piece in revenue.
- Housing & Homeless Section – move forward with time phasing these Business Cases to better fit what tax payers can afford with a focus shelter space capacity , completing the build out and assessment of the hubs and any program / business case that continues to focus on keeping the “ at risk “ population which is already housed / housed . This avoids added homelessness , stress and mental health challenges .
- Business Case # p8 - Police Service Expansion – support here but time phase over 7 years vs 4 years so our tax payers can afford this huge challenge. Get Union sign off on direction @ the board level for reallocation of tasks to special constables.

Total Thumbs Down

- Any Business Case which adds Budget to Master Accommodation Plan(MAP) as there have been zero public mtgs or Get Involved London sessions to support. Business Case # P67 good to go .
- #P 3 – \$24 Million Annually Offset or Load Reduced Development Fees to Tax payers levy . I and others find this intimidating , threatening , and as open ended in future spending liabilities as our current CIP program to refund paid development fees for the every expanding “ Core Area “ from our tax levy over a 10 year period.
- Thumbs down to any Full or Partial Business Case which offers new CIP Program options or Bank of London (Loans or Grants) options for any reason. These programs seem to grow like invasive weeds, have high staff to deliverables OPS costs , lack transparent & meaningful success metrics and exit ramps for downsizing or completion. I’m not paying for others Heat Pumps ETC.

2024 – 27 Budget Feedback - C Butler – Waterloo - Business Case Feedback

Total Thumbs Down (Continued)

- #P56 – Climate Emergency CEAP - Lets push this back to Public Meetings Council which has never been done with the BOTH Green House Gas reduction AND the still unknown Climate Change Impact Mitigation Plans **Including both Ops / Capital Budget & Reserve Funding requirements.** Jay Stanford & team have skillfully avoided this huge step. This has occurred with success in other communities, we pick line by line. Current proposal is way too intense in staffing, lacks exit ramps and success metrics.

THXS - Chris Butler – Waterloo St – Ward 6



January 22, 2024

Re: Support for the London Arts through Business Cases #P8 and #P38

1.0. About London Arts Council

The London Arts Council (LAC) is an incorporated non-profit, arms-length, umbrella Arts Council/Service Organization dedicated to enhancing quality of life and creative vitality in London. LAC works with public, private, and community partners to support all artistic disciplines across the city and educate the public on the importance and impact of the arts through a cultural, social, and economic lens for the London community.

Through the Purchase of Service Agreement with the City of London Culture Services NCWS, LAC administers the City of London's Community Arts Investment Program (CAIP), Public Art and Monument Program, the Mayor's New Year's Honour List (Arts Category), as well as various Arts in Communities Programs that provide paid opportunities for local artists, strengthen the local arts sector, promote vibrancy and diversity in London, and contribute to Londoners' well-being and safety.

2.0. Business Cases #P8: Expansion of London Arts Council's Arts in Communities Programs under Reconciliation, Equity, Accessibility, and Inclusion

The additional investment of \$450,000 is being requested through this business case to expand the capacity of Arts in Communities programs from \$50,000 to \$500,000. Through four Arts in Communities programs (Artist in Residence, London Arts Live, Cultivating Allyship through the Arts, and Youth Art Incubation), LAC will provide adequate support and equitable opportunities for Indigenous artists, equity-deserving artists, and future arts professionals by supporting their growth and development and ensuring their artistic expressions and participations, thus encouraging their social and economic contribution to the London community.

Professional artists are significantly disadvantaged financially and are one step behind the poverty level. The median personal income of professional artists in Ontario was 41% less than that of other workers (Statistics Canada 2021). Arts in Communities programs, such as London Arts Live, support hundreds of diverse artists with performance opportunities throughout London while providing inclusive and accessible cultural experiences for Londoners and visitors. These curated activations contribute to the vibrancy and safety of London, especially in the core area, by bringing people together through live art and music performances and thus changing the atmosphere and streetscape.

3.0. Business Cases #p38: City of London Community Arts Investment Program Expansion under Economic Growth, Culture, and Prosperity

The additional investment of \$345,000 is being requested to expand the capacity of CAIP arts funding streams. CAIP contributes to the creative vibrancy of London and enhances London's desirability as a

Eunju Yi 이은주 (she/her)

Executive Director | London Arts Council

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London Arts Council

community of choice and visitor destination. CAIP provides direct financial support and investment for the local arts sector and its diverse artistic and musical talent for creation, production, and presentation.

However, the CAIP budget has never seen an increase in 23 years since its inception, and the demand has grown tremendously. CAIP has reached its financial allocation capacity with over \$2 million in unprecedented requests, and only 41% of applicants received funding through CAIP in 2023. Without a healthy budget for the CAIP program, our community will lose diverse artists and arts organizations that enrich the cultural life of London.

4.0. Rationale

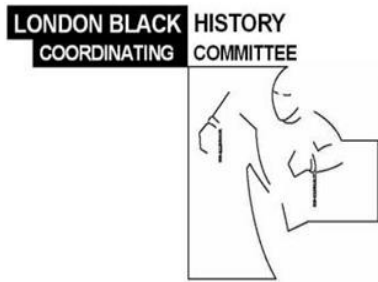
- The arts and culture sector supports multiple segments of London's workforce, diversifies the economy, and brings economic prosperity to London. London's arts and culture sector is comprised of approximately \$7,000 arts and culture workers. Between 2011 and 2020, the total GDP contribution of the arts and culture sector in London was over \$6 billion in total, or, on average, over \$607 million annually (Creative City Network of Canada Cultural Consortium 2012–2021).
- Professional artists are significantly disadvantaged financially and are one step behind the poverty level. The median personal income of Ontario professional artists in 2020 was just \$29,600, whereas that of all Ontario workers was \$50,400, meaning professional artists' median income was 41% less than that of other workers (Statistics Canada 2021).
- Since its inception in 2001, the CAIP budget has never seen an increase. In 2023, CAIP arts funding streams received 162 applications with over \$2 million in unprecedented requests from 22 arts organizations, 42 artist collectives, and 98 artists, and only 67 applicants (41%) received funding through CAIP.
- The City of London's land acknowledgement and 2024-2027 Strategic Plan include commitments towards Truth and Reconciliation, which are reflected in the 2023 Council-approved CAIP Policy by the inclusion of artists from three surrounding First Nations.
- London's growing populations of culturally diverse communities (international migration accounted for 75% of London's increase, according to Statistic Canada 2022) and systemic barriers, discriminations, and harassments prevent their meaningful participation and contribution.
- As a UNESCO City of Music and a member of the UNESCO Creative Cities Network, London must demonstrate how our community prioritizes creativity as a strategic factor for sustainable urban development and recognizes participating in arts and cultural activities as a basic human right, as expressed in the UNESCO 2005 Convention on Diversity of Cultural Expressions.
- Given the growing demand for the arts and cultural activities for London's growing populations and increasing concerns regarding mental health crises, inflation, and financial difficulties for the arts workers and organizations, London Arts Council's request is minor compared to the significant impact on the local arts and culture sector.

Eunju Yi 이은주 (she/her)

Executive Director | London Arts Council

267 Dundas Street, Main floor | London ON | N6A 1H2

519.439.0013 | @LdnArtsCouncil | www.londonarts.ca



January 22, 2024

City of London Budget Committee
Attention Elizabeth Pelosa, Chair.
The City of London
300 Dufferin Avenue
London, ON
N6B 1Z2

Re: In Support of the Grand Theatre's Business Case

Dear Madame Chair:

The ***London Black History Coordinating Committee*** was formed out of a desire to increase awareness of Black History and Heritage, and Black History Month activities in the London area and to highlight the contributions of London's diverse Black community. LBHCC is dedicated to providing educational programs, activities and services that increase public understanding and awareness of the diversity and history of London's Black community.

2024 marks the 22nd anniversary of our committee; during this time, the LBHCC has organized events and has been the 'clearing house' for events organized by other groups from the London/Middlesex Community. As a volunteer led and run organization, LBHCC partners with others to present and deliver programs not only during February/Black History Month but in other times of the year.

For over ten years, LBHCC has partnered with the Grand Theatre to improve access to the Theatre to the Black community, and other racialized groups. This partnership was developed as a way for our Committee to not only educate the community about Black actors and playwrights, but to also increase the attendance of members of the community to the Theatre, and to broaden their response and understanding of the arts, especially in themes that reflect the Black experience.

On a personal level, I have attended more than ten years of performances and ‘opening nights’ performances at the Grand Theatre. I find the Grand to have responded positively to the work of LBHCC and has become a more welcoming and emotional experience for all those involved. When I attend the Theatre, I am moved by not only great performances but by seeing diverse groups of patrons at the Grand. I am very committed to the Grand and I have recently become a member of the Board of Directors as a strong demonstrating of my commitment, helping the Grand Theatre in creating a strategic plan that will move it to the future; and with our new Artistic Director and Executive Director, we know we are on the right track and we hope that the City of London will continue to be a key partner in our lifecycle and our future.

The Grand’s economic impact to the downtown as an anchor attraction, bringing close to 100,000 people to the core annually and inspiring millions in economic spinoff; as one of our City’s main anchor cultural institutions, fostering the professional and community arts, reflecting our commitment to *World Curious, London Proud*; our impact to local London youth - through programs like our *High School Project*, student matinees, and the 100 Schools Project – that brings professional theatre to all areas of London, and a program that we hope to bring back in future years, is key to the role of the Grand theatre in our City.

On behalf of the LBHCC, our members and volunteers and the Black community, we hope you will support this request for an increase of a financial investment in our Grand Theatre.

Respectfully,

A handwritten signature in black ink, appearing to read 'Carl Cadogan', written in a cursive style.

Carl Cadogan, Chair
London Black History Coordinating Committee
C/O London Cross Cultural Learner Centre
505 Dundas Street
London, Ontario
N6B 1W4

Tuesday, January 23, 2024

City of London
Budget Committee - Attention Elizabeth Pelosa, Chair
London ON

Regarding: In Support of the Grand Theatre's Business Case (P-39, Page 571)

Dear Mrs Pelosa

I am writing to you in support of the Grand Theatre business case for 2024. I have been a resident of London (Westmount area) since 2002. As a French-Canadian coming from Montreal, I was in search for a way to connect with both the English culture and the arts.

Over the years, I have witnessed the essential role the Grand Theatre plays as a builder of inclusion in the community through the telling of relevant and diverse stories and bringing a wide range of diverse artists to the stage. Because of it, my integration to this community and culture has been a true positive experience. Now as a mother of a 19-year-old, we go as a family. Together we have also seen High School Projects casting highly talented youth members of our community in high-quality performances. It is so unique to London and always very well attended. The Grand's commitment to World Curious, London Proud could not be more sincere and honest.

The Grand needs the support of the city to not only survive, but to thrive so London downtown remains a rich cultural area in Southwestern Ontario.

It is my great hope that The Grand will be able to receive the requested increase in funding that it so deserves.

Sincerely and respectfully,



Nicole Blanchette

Adirondack road,
London ON N6K 4Y7

From: Preston Cooper
Sent: Tuesday, January 23, 2024 6:41 PM
To: Budget Committee <BudgetCommittee@london.ca>; City of London, Mayor <mayor@london.ca>; Stevenson, Susan <sstevenson@london.ca>
Cc: Evan Klassen
Subject: [EXTERNAL] City of London Budget Committee - Attention Elizabeth Pelozza, Chair. Letter of Advocacy on behalf of the Grand

To Elizabeth Pelozza and the London Budget Committee,

My love and passion for the arts was born, cultivated, and honed at the Grand Theatre. Born and raised in London, I had no clue what I wanted to do growing up. In high school, I didn't truly have any passions that could be suitably transferable to a career: no direction as to my future career prospects. Until, that is, I was "volun-told" for a production of *Charlie and the Chocolate Factory* at my high school and subsequently a field trip to the Grand's 2014 holiday production of *Shrek: The Musical*. Without this swift and magical introduction as to what live theatre could be, I definitely wouldn't have opened my eyes to the unbridled power of live theatre. *Shrek*, as well as *Joni Mitchell: River*, (2016) *The Mountaintop* (2015), and *A Christmas Carol* (2017) all solidified for me that the arts were the avenue I most wanted to professionally pursue. I most certainly wouldn't have auditioned for the High School Project: *Les Misérables* (2016) without the Grand's subsidized holiday shows and their student matinees as an introduction.

The impact the High School Project had on my life is immeasurable. Through my time in the High School Project, I was nudged in the direction of auditioning for and studying at Sheridan College in the Bachelors of Music Theatre Performance program. My time studying there, I saw many partnerships between Sheridan and the Grand. Michael Rubinoff, formerly of the Sheridan faculty whom headed the Canadian Music Theatre Project, had a strong relationship with the Grand through the High School Project and with the presentation of *GROW*, a musical I watched workshops of for class that eventually moved to the Spriet Stage of the Grand Theatre. My time studying at Sheridan solidified, for me, the importance of the Grand on a national and international level. Amazing theatre is made by the Grand, both inside and outside of its walls on Richmond Street. The Grand is a monolith of Canadian theatre: creating and mentoring new works through the COMPASS New Play Development Program, staging bold and brave new musicals, and a paragon at presenting classic plays with newfound passion and heart: an architectural and artistic highlight of this city.

Upon leaving school, moving back to London, and looking for work in the industry, the Grand was the first place that came to my mind in terms of seeking out employment opportunities. Since joining the Grand in an admin role this past June, I've gotten to see, first hand, the resources and hard work that tirelessly goes into sharing amazing theatre productions and experiences with our community. I ask you to look at an increase in the Grand's annual operating funding as an investment in the future of London children who don't know that live theatre will be their passion. For children who will become future arts educators, philanthropists, and entrepreneurs; but haven't realized it yet.

All the best,
Preston Free Cooper

Preston Free Cooper | Interim Marketing Project Manager
they/them
519-672-9030 x267



January 23, 2024

City of London
300 Dufferin Ave.,
London ON N6B 1Z2

Attention: Elizabeth Pelozo, Chair, City of London Budget Committee

Reference: In Support of the Grand Theatre's Business Case (P39, Page 571)

Dear Elizabeth,

You may recall that we met several years ago at Rogers, on the set of 'What's Up London'. I am grateful to know that your journey as a Councillor for the City of London continues. Thank you for all you do.

I am writing today to advocate for the Business Case presented by the Grand Theatre as part of the City's multi-year budget process.

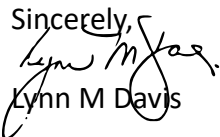
As the parent of two HSP Alumni, I know first-hand the far-reaching impact of the Grand Theatre's High School Project, the only of its kind, and one that has just celebrated its 25th Anniversary. The varied skills, professional work ethic, teambuilding opportunities, and friendships that are developed throughout the Project are long-lasting and in many cases life-altering.

As a former Director of Development at the Grand, I strongly believe that this theatre serves as a cultural anchor in the City's downtown, drawing close to 100,000 people annually, and thus providing a notable economic boon. The Grand takes pride in nurturing both professional and community arts sectors and reflects a strong commitment to World Curious, London Proud.

As a long-time donor, and life-long Londoner, I believe strongly that the Grand brings cultural vibrancy, accessibility, and inclusion to our City through the diverse stories it brings to its stages, and the diverse artists who bring those stories to life.

We are all aware of the impact COVID 19 has had on our community. The myriad priorities are real, making funding decisions difficult. I am also aware of how people turned to the arts in order to navigate the pandemic. I truly believe that the Grand is a vital arts institution, one that plays an integral role in making our community stronger as we move forward.

Thank you for your time and your consideration.

Sincerely,

Lynn M Davis

From: Natalie Kearns
Sent: Tuesday, January 23, 2024 9:49 PM
To: Budget Committee <BudgetCommittee@london.ca>; City of London, Mayor <mayor@london.ca>; Franke, Skylar <sfranke@london.ca>
Cc: Evan Klassen
Subject: [EXTERNAL] Attn: Budget Committee, In Support of the Grand Theatre's Business Case (P-39, Page 571)

Natalie Kearns
Askin St
London ON N6C 1E2

January 23, 2024

**City of London Budget Committee - Attention Elizabeth Peloza, Chair.
Regarding: In Support of the Grand Theatre's Business Case (P-39, Page 571)**

Dear City of London Councillors and Mayor Morgan:

I am writing in support of the Grand Theatre's Business Case (P-39, Page 571) as part of the 2024-2027 Multi-Year Budget for the City of London.

I have been employed at the Grand Theatre since the fall of 2013, which makes this season 2023/2024 my tenth season at the theatre. I moved to London, Ontario from Providence, Rhode Island specifically to work at the Grand Theatre when I accepted the job as the Head of Props. Since 2013, I have lived in Old South and have come to love and appreciate my city.

There are a number of factors that attracted me to the job at the Grand and these factors align with many of the reasons I believe that the City of London should increase their support of the theatre. My job at the Grand Theatre is a union position under IATSE (International Alliance of Theatrical Stage Employees) and I am a proud union member. The Grand has a strong track record of supporting and paying workers fairly for skilled labour both onstage and behind the scenes. My work and the work of my colleagues backstage requires a very specific skill set and it is important that the Grand continues to be able to attract and retain employees with these specialized skills. The work of the Grand attracts artists to our city and we have made vibrant lives in our communities here in London.

The work that the Grand Theatre does with young people in London through the High School Project is vitally important. The program is an incredible opportunity that gives students a chance to learn the inner workings of a theatre production and teaches life skills like collaboration, communication, and confidence. Those who go on to pursue careers in fields beyond theatre have a deep appreciation and understanding of the importance of the arts in London. And those who do pursue a career in theatre represent our city on the national stage. The number of actors and artists I continue to meet who are alumni of the High School Project astounds me.

As the Head of Props, I participate directly in the local economy with London businesses. My work involves purchasing materials and products to create the sets seen on our stages. It is important to me to buy locally whenever possible and I enjoy the fact that my work creates business for places like Lens Mills Outlet, Cobbletog Antique Market, Memory Lane Antiques, AFA Forest Products, Parker Plastics, Long & McQuade London North, and Mercury Blueprinting, among many other local stores. Not to mention the many downtown London businesses that benefit when audiences come to the core to see a play.

For these reasons, I ask that you please strongly consider the proposed increase in funding for the Grand Theatre for the 2024-2027 Budget. I recognize that there are many priorities for funding and I ask that you consider the impact of the Grand Theatre on the overall health, culture, and vibrancy of the City of London Ontario when making your decisions.

Respectfully,

Natalie Kearns

Ward 11 Resident
Head of Props, Grand Theatre

From; The Downtown London Condominium Advisory Group.
To: Mayor J. Morgan, Councillor Ward 13 David Ferreira, City of London Budget Committee, others Relevant to the 2024-27 Budget Process.

Dear Sirs/Madame,

Please accept this document as evidence of our unqualified support for the following initiatives submitted by the Downtown BIA to the Strategic Priority and Policy Committee and our support for the implementation of the items contained in the Multi Year Business Plan, Item #44 numbers 1-10.

We support The DBIA recommendation that the City of London develop a long term strategy that will guide formation of a document ensuring that "...the City, businesses, residents, commercial stakeholders, the development community and other partners are collectively working to common end goals". (BIA submission to SPPC Nov. 19, 2023))

In developing a strategy for Downtown London, we feel that this strategy should be focused at a macro level, on developing a "London Identity". This identity would be the initial identifier in the minds of developers, business owners, tourists and residents. We feel that this "identity" will aid future infrastructure development, business recruiting, program planning, residential planning, etc.

The LDCAG also strongly recommends that the City of London create a Downtown Revitalization Department and allocate a budget to implement the creation and staffing of this Department. This Department would be created with the sole purpose of directing and coordinating the appropriate City Departments in achieving the priorities identified in the Multi-Year Plan. The Department would also be responsible for any evolving initiatives related to any aspect of Downtown development / redevelopment. This Department would be authorized to utilize and co-ordinate the resources needed to achieve the ultimate goal of successful Downtown revitalization.

The LDCAG recommends the establishment of a Business/Community Advisory Committee to represent the interests of a broad cross-section of business, community and residential groups. This committee would provide Council with wide-ranging advice relating to the revitalization of Downtown London. This Committee should not duplicate the role(s) of the Downtown BIA or Main Street London. Committees such as this exist, and are effective, in other cities in Ontario.

Creation of a Department and an Advisory Committee such as these would clearly demonstrate Councils' commitment to Downtown revitalization.

The LDCAG also wholeheartedly supports the LPS Budget proposal and the continuing emphasis on providing a safe and secure environment for all individuals in Downtown London. Without continuing to enhance an environment where Downtown residents, visitors and workers feel safe and secure, revitalization efforts may not be achievable.

Budget items that are directly or indirectly devoted to enhancing the attractiveness of the Downtown are vital to successful redevelopment and are strongly supported by the LDCAG.

The revitalization of Downtown London will occur, in large measure, due to the unwavering commitment of all Councillors in supporting initiatives vital to Downtown businesses and residents

Thank you for your continued efforts on behalf of the citizens of the City of London.



London
CANADA

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

January 24, 2024

Chair and Members
Budget Committee

O. Katolyk
Director, Municipal Compliance and Chief Municipal Law Enforcement Officer

I hereby certify that the Municipal Council, at its meeting held on January 23, 2024, resolved:

That the following actions be taken with respect to the 1st and 2nd Reports of the Environmental Stewardship and Action Community Advisory Committee (ESACAC), from the meetings held on December 6, 2023 and January 3, 2024, respectively:

a) with respect to the 1st Report of the ESACAC:

- i) the ESACAC recommendations, as appended to the ESACAC Added Agenda, relating to the Yard and Lot Maintenance By-law BE FORWARDED to the Civic Administration for consideration; and,
- ii) clauses 1.1, 2.1, 3.1 to 3.3, 5.1 and 5.2, BE RECEIVED;

b) with respect to the 2nd Report of the ESACAC:

- i) the following actions be taken with respect to the Climate Action Change Sub-Committee recommendations with respect to the Multi-Year Budget Discussion:

A) the attached, revised, draft Climate Action Sub-Committee recommendations BE FORWARDED to the Municipal Council Budget discussions for consideration; and,
B) it BE NOTED that the Environmental Stewardship and Action Community Advisory Committee held a discussion with respect to these matters; and,

- ii) clauses 1.1, 1.2 and 3.1 BE RECEIVED;

it being noted that the verbal delegation from B. Samuels, Chair, ESACAC, with respect to this matter, was received. (3.1/2/CWC)

M. Schulthess
City Clerk
/jb

cc: Chair and Members, Environmental Stewardship and Action Community Advisory Committee

Multi-Year Budget Recommendations

prepared by the City of London Environmental Stewardship and Action Community Advisory Committee (ESACAC)

January 3rd, 2024

ESACAC recommends that business case #P-56 Climate Emergency Action Plan (CEAP) Implementation Support should be funded in full.

The Environmental Stewardship and Action Community Advisory Committee (ESACAC) is pleased to advise Council on the 2024-2027 Multi-Year Budget (MYB) as it relates to our committee's mandate, which includes:

- remedial planning toward the clean-up of contaminated areas;
- waste reduction, reuse and recycling programs;
- water and energy conservation measures;
- climate change mitigation;
- the development and monitoring of London's Urban Forest Strategy;
- Climate Emergency Action Plan and other related policies and strategies;
- the maximization of the retention of trees and natural areas;
- and other aspects of environmental concerns as may be suggested by the Municipal Council, its other Committees, or the Civic Administration.

This report contains four sections:

1. Rationale for fully supporting business case P-56
2. Breakdown of support for components of P-56
3. Support for other business cases
4. Overall feedback on the Multi-Year Budget

ESACAC prepared this report based on its review of information that was included in the draft budget. Due to the short period between when the draft budget was released on December 12 and when our committee was able to submit a report (in time for it to be received by Council) we were unable to convene with staff to discuss the budget. Some of our questions and comments reflect gaps in our knowledge left from reading the business case descriptions and trying to contextualize them with other plans, such as the Mobility Master Plan and the Climate Emergency Action Plan. As an advisory committee, our awareness of the City's operations and internal processes is limited. Nonetheless, we are sharing feedback with Council so that our questions and comments may be addressed in its upcoming budget discussions, and priorities we outline below to the best of our ability will ultimately be supported.

1. Rationale for fully supporting business case P-56: When Council declared that climate change represents an emergency two years ago, it committed to implement a Climate Emergency Action Plan. The successes of this Plan, and the returns on investment it will provide for the City, are linked to this budget funding the Plan's initial implementation. **If there's one message for Council to take from our MYB submission, it's that the medium to long-term costs of "doing nothing" (i.e., not funding climate change mitigation and adaptation at the scale recommended by current science) are far higher and will pose major risks to the City's finances indefinitely.**

Why is funding the Climate Emergency Action Plan important? Primarily, it is vital to protecting Londoners. The Plan is necessary to ensure the City can continue to fulfill its strategic objectives and deliver acceptable levels of service into the future. Our climate is changing quickly and severely as the planet accelerates to soon exceed 1.5° of warming, and we may be on our way to 2° of warming by the 2040s. Every additional fraction of a degree of warming magnifies cascading effects in the environment, turning up the dial on risk of extreme heat, wildfires and flooding. London has a long way to go to ensure we stop actively worsening warming through unnecessary combustion of fossil fuels, and transition to cleaner, less costly alternatives. This is where the Climate Emergency Action Plan focuses on *mitigation*.

The effects of climate change are already causing harm in London and are expected to become more severe in the coming years. This is where the Climate Emergency Action Plan emphasizes *adaptation*. If existing and new vulnerabilities are left unchecked, the cumulative economic, social and environmental costs to the City would be

devastating. The ongoing sudden departure from previously-stable conditions is affecting all life on the planet, including London’s Natural Heritage System, which is already under intense stress. Meanwhile, the City is undergoing significant growth, putting strain on infrastructure and services that are vital to mitigation and our ability to adapt to our “new normal”. If the City does not plan its growth using a climate lens, factors that are causing climate change to worsen (namely, Greenhouse Gas Emissions associated with combustion of fossil fuels in buildings and vehicles) become further entrenched. Without urgent adaptation measures, over time the cumulative risks to the City will become more expensive and difficult to get under control. According to the [IPCC Summary for Policymakers](#), “Adaptation and mitigation are already occurring. Future climate-related risks would be reduced by the upscaling and acceleration of far-reaching, multilevel and cross-sectoral climate mitigation and by both incremental and transformational adaptation.”

To get a sense of the severity of these risks, we encourage Council to review the [Ontario Provincial Climate Change Impact Assessment report](#) published in 2023. The following summary table of current and future risks was adapted from the Executive Summary (page 20). By 2050 (in 26 years, or 6 terms of Council) Southwest Ontario is likely to face “High” to “Very High” risk in most indices, notably including “Very High” risk to the population.

Risk Table Legend		
Risk	Most at Risk Regions Abbreviations ¹	
Low	FN	Far North
Medium	NE	Northeast
High	NW	Northwest
Very High	E	Eastern
	C	Central
	SW	Southwest

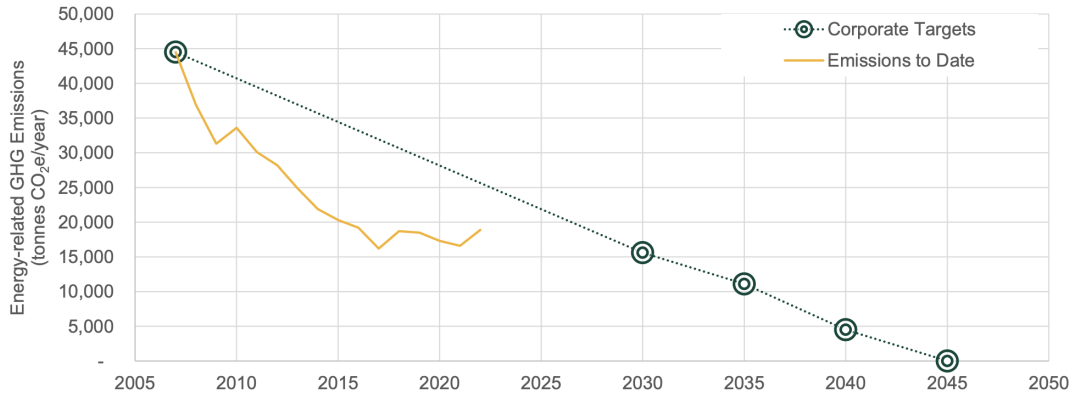
Business and Economy Area of Focus				
Level 1 Categories	Risk			Most at Risk Regions
	Current	2050s	2080s	
Accommodation and Food Services	Yellow	Yellow	Yellow	All
Arts, Entertainment and Recreation	Yellow	Yellow	Yellow	C
Construction	Green	Green	Yellow	C, E, SW, NE, NW
Financial and Insurance	Yellow	Yellow	Yellow	All
Forestry, Fishing and Hunting Economies	Yellow	Yellow	Yellow	All
Information and Cultural Industries	Green	Green	Yellow	All
Manufacturing	Green	Green	Yellow	All
Mining, Quarrying and Oil/Gas Extraction	Yellow	Yellow	Yellow	All
Retail Trade	Green	Green	Yellow	C, E, SW, NE, NW
Transportation Economy	Yellow	Yellow	Yellow	C, E, SW, NE, NW
Utility Services	Yellow	Yellow	Yellow	FN

Food and Agriculture Area of Focus				
Level 1 Categories	Risk			Most at Risk Regions
	Current	2050s	2080s	
Field Crops	Yellow	Yellow	Red	C, E, SW
Fruits and Vegetables	Yellow	Yellow	Red	C, E, SW
Livestock	Yellow	Yellow	Yellow	C, E, SW
Infrastructure Area of Focus				
Level 1 Categories	Risk			Most at Risk Regions
	Current	2050s	2080s	
Buildings	Yellow	Yellow	Yellow	SW, FN
Pipeline Transportation	Yellow	Yellow	Yellow	All
Stormwater Management	Yellow	Yellow	Yellow	All
Transportation	Yellow	Yellow	Yellow	C, E, SW, NE, NW
Utilities	Yellow	Yellow	Yellow	All
Waste Management	Yellow	Yellow	Yellow	C, E, SW, NE, NW
Natural Environment Area of Focus				
Level 1 Categories	Risk			Most at Risk Regions
	Current	2050s	2080s	
Fauna	Yellow	Red	Red	C, SW
Flora	Yellow	Yellow	Red	SW
Aquatic Ecosystems	Yellow	Yellow	Red	C, NE, NW, FN
Terrestrial Ecosystems	Yellow	Yellow	Yellow	All
Regulating Services	Yellow	Red	Red	C, NE, FN
Provisioning Services	Yellow	Yellow	Red	C, SW, E
Ecosystem Cultural Services	Yellow	Yellow	Red	NE, NW
People and Communities Area of Focus				
Level 1 Categories	Risk			Most at Risk Regions
	Current	2050s	2080s	
Population	Yellow	Red	Red	C, E, SW
Health Care	Yellow	Yellow	Red	SW
Social Assistance and Public Admin	Yellow	Yellow	Red	E
Indigenous Communities	Yellow	Yellow	Red	All

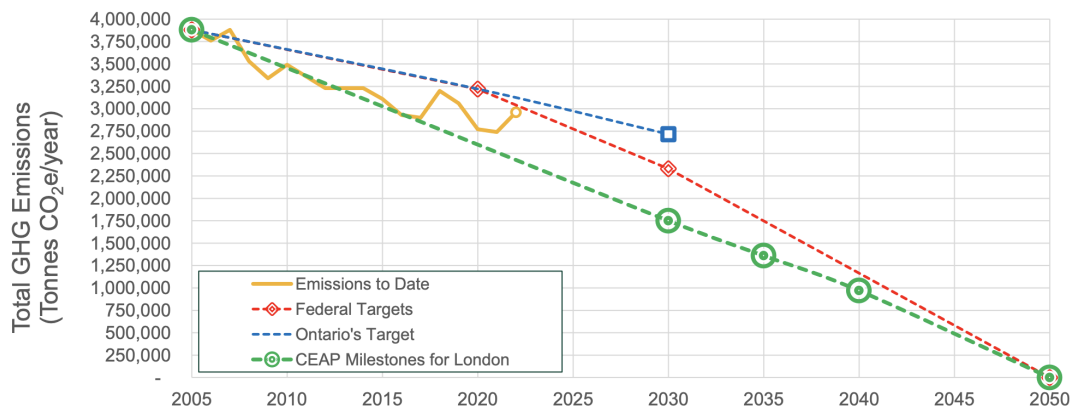
ESACAC anticipates the actions outlined in the CEAP work plans will produce major savings for the City and residents over time, by providing resilience to imminent and potentially catastrophic disruptions at local, regional, provincial, national and global scales. In the medium to long term, the value of these measures will far exceed the current cost of supporting the Plan’s implementation. If Council does not fund CEAP implementation, which encompasses loss-prevention measures, adaptation, capacity building and long-term planning, ESACAC believes the City would sacrifice necessary preparedness and expose itself to greater climate risks likely to impact future budgets.

According to the 2022 Climate Emergency Action Plan Progress Report, the City’s corporate emissions are closer than community emissions to being on-track to meet reduction targets. Therefore, in the next section ESACAC provides recommendations of specific budget items within CEAP that we believe will be most effective at bringing reductions in community emissions into alignment with CEAP objectives.

Corporate GHG Emissions



Community GHG Emissions



2. Breakdown of support for components of P-56: If Council declines to support CEAP in its entirety, ESACAC recommends that the following components of the business case for CEAP highlighted in **Blue** be considered High Priority for inclusion in the Budget. The following table was adapted from pages 679 - 681 of the MYB:

#	Initiative	Total	ESACAC comments
1	Community and Business Support Investment		
1. a)	Home Energy Retrofit Financing Program to leverage funding from the Federation of Canadian Municipalities (FCM) Community Efficiency Financing (CEF) program to support the rollout of a residential building energy retrofit pilot project in 2024/2025 and staff resource to administer the program	\$1,924	ESACAC supports the City's involvement in financing of residential retrofits, and recognizes that in order to meet CEAP emissions reduction targets, Londoners will need to do a lot more than can be covered by small-scale pilot programs focussing on a small percentage of buildings. Selecting buildings strategically to receive retrofitting support can expand the return on investment for the City. ESACAC recommends that if this program is funded, priority access must be given to low-income households, since middle class/wealthier households with good credit can secure financing on their own. Selecting residences that are willing to participate in case study profiles about their retrofit projects could have great educational and demonstrative value for future program advertisements. The federal government had a Greener Homes program that is expected to end in 2024. We heard that a new program may take its place in March, but details are unknown. Has the City evaluated all potential
1. a)	Home Energy Retrofit Financing Program to leverage funding from the Federation of Canadian Municipalities (FCM) Community Efficiency Financing (CEF) program to enable low-interest loans to program participants (tax supported reserve fund contribution to a new climate reserve fund). FCM funding, if an application is approved, could add \$3.0 million to this program and provide \$1.5 million in grant funding to help administer the program.	\$1,500	

			alternative external funding sources for residential retrofits? Can the total in this budget be adjusted without jeopardizing FCM funding?
1. b)	Proactive Communications (Education and Awareness) to enable a wide range of communication techniques to meet the needs of a diverse population.	\$435	A targeted communications strategy should identify and focus on reaching households most likely to benefit from energy retrofits by using available data from utility providers such as London Hydro. Current CEAP communication tools are likely reaching a small proportion of Londoners, and are only accessible to residents fluent in English. As the City grows, low-income households are disproportionately likely to be affected by climate change impacts. Reaching historically-excluded groups will require differentiated approaches to communications for which the City will need to develop capacity.
1. b)	Proactive Communications (Education and Awareness) to invest in new tools that enable a wide range of communication techniques to meet the needs of a diverse population	\$200	
1. c)	Growth of the Transportation Management Association (TMA) - Smart Commute London - Additional investment is required to help grow programs and opportunities to reduce reliance on single occupant vehicle trips, build stronger connections with business parks and emerging employment opportunities outside of London	\$230	This business case is unclear - it does not provide any information on the success of this program, so why spend more money? What is the money for? How are large employers being engaged in participating in recouping costs associated with the TMA? This program appears brand new and yet this investment seems geared towards “growth into more areas of London” – is this premature?
1. c)	Growth of the Transportation Management Association (TMA)- Smart Commute London - to increase bike racks, signage and other commuting amenities	\$40	
2	Community-Led Action Investment		
2. a)	Expansion of London Community Grants Program (with a focus on climate actions and resiliency).	\$1,700	Currently many of London’s environmental nonprofits carrying out CEAP-related work in partnerships with the City depend on multi-year funding for their core operations. Much of the progress to date implementing community-facing parts of CEAP stems from these partnerships. Expansion could help additional organizations to get their footing and grow capacity required to implement CEAP priorities. Is there a way to stretch these funds by introducing a matching program with corporate or other sponsors? ESACAC notes that many recent Neighbourhood Decision Making proposals fall under the City’s climate actions/resiliency objectives, yet they are put in competition with other neighbourhood improvement ideas. Maybe there are synergies to be found between these two programs.
2. b)	Expansion of the Community Connectors Resource Group and Community Liaisons (focus on climate change).	\$950	The City already has community connectors who attend all the festivals, community events etc. ESACAC wonders how this item would actually increase engagement, given connectors and liaisons already provide widespread coverage. A compromise could involve staff intentionally sending out existing resource members to more diverse community events.
2. c)	Creation of a new Neighbourhood Climate Action Champions Program.	\$400	This program description is not well-defined and seems to replicate existing and historic initiatives in the City that have found little success. Few neighbourhoods have existing associations and most are operating at capacity already. We are skeptical that a program like this can be sustained on a basis of volunteerism.
3	Corporate Investment		

3. a)	Accelerate Use of Climate Lens Framework - staff resource and technical funding.	\$450	This is of high priority because the City currently lacks necessary capacity to monitor, assess and manage climate-related risks associated with investments and plans, which constrains evidence-based decision making. For example, the City requires additional technical expertise to develop carbon budgeting/accounting needed for comparing the actual costs of proposals. Parts of the Climate Lens exist but are not applied - why? The Climate Emergency Screening Tool (CEST) was already supposed to be used across all departments and is currently not visibly implemented anywhere. Progress on CEST was described in a report to SPPC in February 2022 (p. 9) <i>“include a standard section in all Standing Committee reports that addresses the Climate Emergency Declaration and, where appropriate, apply the Climate Screening Process (previously called the Climate Emergency Screening Tool – CEET) to the issues that are addressed in each report. This last action is expected to be implemented in the second quarter of 2022.”</i> Next steps for implementing CEST were not mentioned in the 2022 CEAP progress report.
3. a)	Accelerate Use of Climate Lens Framework - technical funding for lifecycle assessment software and investment in collaborative climate lens consulting work with other municipalities	\$300	
3. b)	Climate Change Investment (CCI) Fund (tax supported reserve fund contribution to a new climate reserve fund)	\$16,000	ESACAC supports this in principle and sees potential for strong return on investment and linkages to other CEAP programs, but is unclear how much \$ is required, and what exactly the funding will be used for. Justification for this amount is unclear. If CCI funding is being put towards essential climate change mitigation and adaptation measures, it should be adopted.
3. c)	Facilities energy efficiency and resiliency measures for lifecycle renewal of existing City buildings and development of Net Zero Plan.	\$1,540	The City must lead by example by focussing on adapting its facilities and leading sources of GHG emissions. However, the \$12M seems high - does this include construction of a new City Hall? How is federal and provincial funding being leveraged to facilitate these upgrades? Would potentially be helpful if this funding could be used in conjunction with CCI Funds to incentivize private firms to incorporate energy efficiency in construction or install solar. Partnerships with local vendors could help to showcase solutions. As the City implements climate solutions, it can encourage greater public awareness and participation by communicating and celebrating its successes more.
3. c)	Facilities energy efficiency and resiliency measures for lifecycle renewal of existing City buildings and development of Net Zero Plan (capital investments).	\$12,627	
3. d) i)	Fleet transition to zero emission and clean energy technologies: Implement fuel conservation program through the installation of Telematics on all City vehicles.	\$1,232	“Municipal building and fleet vehicles have the largest share of corporate energy-related emissions” (p. 41 of the 2022 CEAP progress report). These upgrades are necessary to achieve the City’s corporate targets for reducing emissions. At some point, EV costs will decline as demand and supply increase. For fleet vehicles that are used exclusively for short trips, consider using PHEV (plug-in hybrid electric vehicle) as a lower-cost transition instead of full electric.
3. d) ii)	Fleet transition to zero emission and clean energy technologies: Low-Carbon Fuel Switching - Renewable Natural Gas (RNG) delivery for Waste Management trucks.	\$317	
3. d) ii)	Fleet transition to zero emission and clean energy technologies: Power and infrastructure changes for mobile delivery of RNG at EROC	\$500	
3. d) iii)	Fleet transition to zero emission and clean energy technologies: Mechanic training, special tools and test equipment to support electrification.	\$292	
3. d) iii)	Fleet transition to zero emission and clean	\$1334	
			How can the City find operational efficiencies to reduce the total number of vehicles required? How is the total

	energy technologies: Procurement of electric vehicles and equipment.		size and composition of the fleet justified? Unclear how telematics data will be used towards reductions in the overall size of the fleet and transitioning from unnecessary use of large trucks. ESACAC recommends that smaller vehicles should be used for operations purposes wherever possible.
3. d) iii	Electric vehicle and equipment charging infrastructure.	\$4000	ESACAC supports the creation of more charging infrastructure, but is unclear about the intended uses of infrastructure captured in this business case. Is it exclusively for supporting the City's fleet? Is it for use by City employees? We would like to see charging stations at civic facilities including libraries, municipal parking lots, etc. Costs of this infrastructure are coming down, and may be cheaper in future budgets. Are provincial and federal incentives used? (e.g., EV ChargeON program)
3. e) i	Climate-related financial disclosures in the City's annual financial statement reporting-staff resource and consulting to support additional regulatory requirements	\$482	Such disclosures are likely to become regulatory requirements in the near future; this is not really optional. More info
3. e) ii	Review and implement a corporate ESG strategy to guide financial decision-making, enhanced ESG reporting and a carbon accounting/budgeting process.	\$560	Carbon budgeting is a vital component of the climate lens that the City is currently lacking. An upper limit on the amount of carbon that can be "spent" without exceeding CEAP targets, and accounting for the carbon associated with project proposals, are necessary for Council to make decisions that support sustainable growth and not just "business as usual".

3. Support for other business cases: ESACAC recommends the following business cases be prioritized for inclusion in the 2024-2027 Multi-Year Budget.

BC #	Name	Average Tax Levy Impact (%)	2024 to 2027 Total (\$)	ESACAC comments
P-51	LTC - Transit Service Hours Growth	0.47	16,052,000	Minimum levels of transit service need to increase for non-vehicular transportation to be viable in many parts of the city, particularly along busy transit corridors and in new developments where service is absent. Reducing dependence on personal vehicles, by removing barriers for residents to adopt alternatives, is a priority for climate change mitigation.
P-31	Parks Operations Service Delivery Enhancements	0.07	2,332,000	Core park maintenance services need to improve to keep up with increased use and demands of parks. For example, garbage collection service in parks is currently insufficient and results in complaints, trash spills and potential biohazards.
P-61	Ecological Master Planning Funding	0.01	170,000	ESACAC supports fully funding the CMPs, post-development EIS monitoring, and the scheduled reviews of the Environmental Management Guidelines.
P-62	Environmentally Significant Areas Management	0.01	296,000	ESACAC supports this business case recognizing increasing use and strain on the City's ESAs since the pandemic and the need for capacity improvement. Council cut the budget in 2014, which reduced staffing by 1 FTE. Meanwhile the amount of land to be managed has increased.
P-26	Community Gardens Program	0.01	195,000	The existing program is at capacity and cannot meet growing demand. More Londoners are facing food insecurity and as

	Expansion to Support Food Security			density increases, communal areas for urban agriculture are becoming more important. Facilitating agriculture in the City to feed more people reduces pressure on other programs and services.
P-32	Naturalization of Boulevards and Reduced Roadside Cutting	0.00	151,000	ESACAC supports this business case, recognizing the cost savings it would provide in the medium to long term, as well as ecological and social benefits. However, we also encourage the City to be proactive about developing and implementing landscaping standards for boulevard gardens that will maximize biodiversity benefits and limit risks. The business case says the following: <i>“Rather than letting grassed boulevards overgrow in their existing state, targeted roadsides would be re-established with plantings of meadow grasses, wildflowers, shrubs, trees and other landscape features.”</i> ESACAC recommends that the City should require strategic planting of approved NATIVE/INDIGENOUS plant species that are well adapted to roadside settings (e.g., tolerant of salinity, limited height) to improve prospects of plantings’ survival, and to prioritize areas lacking vegetative cover that are susceptible to heat island effects. Where possible, direct community involvement in boulevard naturalization projects should be encouraged. Partnerships with community organizations could help with sourcing native plants and seeds and long-term stewardship. Public information signs will likely be helpful to reduce complaints. ESACAC can assist to develop this approach.

4. Overall feedback on the Multi-Year Budget:

ESACAC recognizes that unfortunately, financial constraints on this budget will require Council to make difficult sacrifices as not every business case can be supported. During our review, we considered alternative ways that the actions outlined in business cases could receive support. Below we provide three pieces of feedback based on our observations.

- a) **We found that many of the business case descriptions lack details about applicable external funding.** ESACAC is concerned that the City is falling short of unlocking all available external funding sources and partnerships to cover climate change expenditures. Existing and new programs from the provincial and federal governments, sustainable finance tools, foundation grants and partnerships with neighbouring municipalities, local community groups and industry could help to alleviate budgetary pressures associated with climate change mitigation and adaptation investments. How does the City prioritize which opportunities to go after? We suspect that some value is being missed, and given limited financial resources available through the tax base, the City could benefit from increasing capacity to develop partnerships and ultimately secure greater external funding.

We are unsure how the City delegates responsibility for finding, applying to and reporting on external funding sources in general. We were unable to identify any business cases that, if supported, would directly improve capacity to access external funding. Other municipalities employ staff whose roles are specialized for securing funding. Institutions like Western University employ dedicated staff in Research Offices who are responsible for fundraising (for example, the research office at the Schulich School of Medicine and Dentistry brings in over \$100 M annually). How can the City be more aggressive in finding complementary sources of funding to support current and emerging demands of the budget?

We recognize the City does have a successful track record at securing external funding, but we are unable to access consolidated information about this. It may be beneficial for transparency to standardize how information about external funding opportunities, awarded funds and program eligibility is shared between divisions of the City and with Council. For example, in future budget preparations, a table could be used to provide details about applicable external funding for individual business cases.

ESACAC proposes the City consider three potential avenues to improve access to external funding:

1. Finance staff could implement a new process to keep track of work completed to date on securing external funding for climate action priorities City-wide. This information could be periodically compiled into a living document to be made available to the public.
 2. The City could contract partners with existing grant writing capacity for a share of the value of the award. For example, UTRCA, Western University and LEN have had great success with securing funding for projects related to climate change adaptation. However, grant writing activities by smaller non-profit organizations can pose a major drain on their resources with unpredictable returns.
 3. The City could expand the existing role of Government Affairs to include monitoring of external opportunities as well as coordinating submissions across divisions to climate change funding programs offered by other levels of government.
- b) **We suspect that pressure on the budget from some of the more expensive business cases could be exacerbated by inefficiencies and structural issues that are deserving of further study.** As service demands are increasing, it is important that additional investments are effective in terms of actually increasing capacity to keep pace. In particular, ESACAC is concerned about the apparent lack of feedback between LTC service expansion and developments occurring outside the existing service area. Without a mechanism to factor long-term transportation services and infrastructure into planning processes for new subdivisions, the City will continue facing growing costs and more Londoners will end up making trips in single-occupancy vehicles. ESACAC recommends that the City uphold its continuous improvement model and, through strategic audits focussing on the largest budget requests, examine sources of operational inefficiencies within and between the City's divisions and commissions, as well as internal structural factors and sources of friction contributing to elevated costs of service delivery.
- c) **The budget includes several items (TS 1348-1 to TS 1348-9) related to Wonderland Road widening projects that we are unsure about.** The bulk of the cost (\$100,460,000) is post-2027 for the Guy Lombardo bridge work that was outlined in the Wonderland Road EA before the project was suspended. Basically, there was not enough room once bike lanes were included for complete streets, and there would be negative impacts to the natural environment. ESACAC has 4 questions about these road expansion projects:
- 1) How are these projects being screened using the climate lens? Didn't Council already do this [back in 2021](#)?
 - 2) Why is this being included in the MYB before the Master Mobility Plan is finalized? (see below under *Current Status*)
 - 3) If the Mode Shift that Council approved for the Master Mobility Plan is 35%, are these widening projects still required? If not, could Council remove these funds from the budget and repurpose them?
 - 4) What do these projects do to the next Development Charge? If it is not in the next DC, where is the money going to come from for these projects?

The following quote is from the Wonderland Road EA:

“Current status

In September 2021, the Wonderland Road Environmental Assessment was suspended at the direction of London City Council after the City completed a screening of current major transportation projects in relation to climate change and the City's declaration of a Climate Emergency.

The role and function of Wonderland Road will be considered as part of London's Mobility Master Plan. This plan is currently being developed and it will determine how London prioritizes transportation and mobility infrastructure, programs and policies for the next 25 years. This plan will also include actions to address traffic congestion areas on Wonderland Road with a focus on transit, high occupancy vehicle use and active transportation.”

From: Burnett, Thomas

Sent: Wednesday, January 24, 2024 3:05 PM

To: Budget Committee <BudgetCommittee@london.ca>; Lehman, Steve <slehman@london.ca>; City of London, Mayor <mayor@london.ca>

Cc: Thomas R Burnett; Evan Klassen; George Kerhoulas; Rachel Peake; Heather Siskind-Levite;

Subject: [EXTERNAL] Request: City of London on behalf of the Grand

Attention Elizabeth Peloza, Chair,

Regarding: In Support of the Grand Theatre's Business Case (P-39, Page 571)

Dear Members of Budget Committee, City of London.

I am writing as it is now time for the City of London budget deliberations and considerations for the upcoming period.

I am a lifetime Londoner – almost 64 years, residing in the West End of the City, and long-standing member of the Grand Theatre Foundation. I have had the benefit of experiencing the Grand from a child attending with my mother as a tot, countless school trips, and now as an adult.

I note that The Grand is requesting the City of London to increase our annual operating funding from \$500,000 per year to \$750,000 per year. The Grand has not seen an increase since the operating funding model was created some **23 years ago**. Over that period the theatre organization expanded its offerings and grown to be representative of our city with artistic options that are more varied, while keeping traditional presentations on the roster as well. We have operated in a fiscally responsible manner for the period and strive to continue with that record. It should be noted that Covid 19 decimated a LARGE number of other community/ municipal theatres across Canada and North America. Some are on the mend, but many are not. We survived and all should be proud.

As you are most certainly aware the cost of operating an organization has increased greatly over the past few years and over the past 23 it is a large number. Suffice it to say the current grant doesn't have the same purchasing power as it did two decades ago. I realize we are dealing with a multi-year budget process hence the request for an increase to get closer to a more substantial amount.

The community is supportive, and donors do step up. We are a partner of the City as well, with relationships throughout the community. We are an anchor in the downtown area and as a result 100,00+ people not only visit the area but the city...and its restaurants and places of accommodation. This is a significant impact. This relationship should garner an increased financial commitment.

The Grand is a London institution that has touched many over the years. It continues to deliver great experiences through its programs to both performers, students, staff and patrons. Please help us continue the good work!

Thomas Burnett
London Ontario
January 24th 2024

On behalf of myself **AND** MANY other Grand Supporters, Board Members & the Staff Team of the theatre.

Ecological Master Planning Funding – Business Case #61

There are three parts to this. The budget impact is not until the last year (2027) because of a legislative change of what Development Charges can be used for. However, the next DC by law is now planned to come into force and effect Jan 1, 2028 which may affect the 2nd and 3rd parts of the case.

First Part: In 2024 there is a request for \$50,000 (.01% or 22 cents in 2024 but at the end of the 4 year cycle there is NO INCREASE) to do the Council directed bi-annual review of the Environmental Management Guidelines. This document was updated in 2021 (after 15 years). Not currently funded.

Budget impact:

2024 – increase of \$50,000

2025 – DECREASE of \$50,000

2026 - increase of \$50,000

2027 - DECREASE of \$50,000

Second and Third Parts: Conservation Master Plans and Post development EIS compliance monitoring. No budget impact until 2027 when Development Charges can no longer be used (legislation change). The next DC by law will start in 2028, making for a possible change to these parts of the business case.

Budget impact:

NO IMPACT ON 2024-2026.

2027 – increase of \$170,000 for both (Increase of 76 cents on the budget in 2027)

ESA Management – Business Case #62

To restore staffing level to the level of 2014 in 2024 (one new member of the ESA Team) and increase it by another staff person in 2026. Total increase for four years is \$1.32. ESA Management consists of five elements:

- Monitoring and enhancing including invasive species management
- Enforcement of provincial and municipal regulations and by laws
- Overseeing and implementing hazard tree policies to keep trails safe
- Developing and maintaining the trail system
- Community education

Budget impact:

2024 increase of \$140,000 (0.02% - 63 cents)

2025 increase of \$6,000 (0.00% - another 2 cents)

2026 increase of \$143,000 (0.02% - another 64 cents)

2027 increase of \$7,000 (0.00% - another 3 cents)

Use of ESAs has increased since COVID and has not returned to pre COVID levels. The team has also been involved in working with the city with encampments. The amount of land has increased without an increase in staffing stretching resources even further. Also since 2015, there have been 6,900 new

housing units built within 500 m of the 12 ESAs. As you will note on page 728 of the budget document, most of their time has been spent on trails and less on monitoring and enhancing the natural resource.

As with a growing city that needs more fire protection, you can't really add part of a truck and part of a crew, at a certain point, you build the firehall and staff it with the equipment and people you will need for the present and the future, the need for extra staff in the ESA team has reached that point.

An alternative would be to wait a year on the new hire, or add one position in 2024 and the second position in 2027. Or some other combination, but one additional staff only replaces what was lost in 2014 and reflects the increase in land being managed.

The risk of doing nothing is continued degradation of city property (ESAs)

SILVER CREEK – BUSINESS CASE #63

To implement a recommendation of the Sub-watershed Plan and Conservation Master Plan for the Coves that has been left undone for over 10 years. This will improve the trail connection with an accessible link between Southcrest Ravine and Euston Park as well as improve ecological health in the Coves subwatershed and ESA.

Budget impact (capital levy):

2024 – increase of \$200,000 to update 2018 restoration design work (0.03% or 90 cents)

2025 – increase of \$1,600,000 to do the work (0.2% or \$8.06)

2026 – decrease of \$1,800,000

Risks include siltation of the Coves ponds harming fish habitat and risking violations of the Fisheries Act (see page 734 of budget document).

To: Mayor and City Council

A Call for Sustainability in the City Budget

Dear Mayor Morgan and Councillors,

The Council and City Staff have done an excellent job in drafting a comprehensive Strategic Plan. Although we would like to see ALL outcomes from the Strategic Plan funded, Council has indicated they will only entertain a small number of new initiatives due to the increase in costs for current services.

On January 18th, 55 Londoners from across sectors convened over 2 sessions (one online and one in-person) to discuss community priorities for the Multi-Year Budget. The "Sustainability Summit: Your Say on London's Budget" was an innovative consensus-building exercise, resulting from deep collaboration among more than a dozen individuals and organizations that have met monthly since June 2023 to determine a small number of key fundamental sustainability items from the draft budget. This group translated information from the budget and disseminated it into the community, then collected and synthesized this feedback into collective action. The Summit follows the direction from Mayor Morgan: that if one or more budget items **generated broad community support**, those items would be strongly considered for inclusion in the budget.

Upon combining votes from participants in each of the two sessions, the items with the most support were:

#P-51 and P-52 Transit Service Hours Growth and Zero Emission Bus Transition
#P-9 Giwetashkad Indigenous Homelessness Strategic Plan
#P-11 Community Gardens Program Expansion
#P-56 Section 3 CEAP Corporate Investment

Also important to the group were:

#P-3 Rapid Transit Implementation

#P-14 Municipal Housing Development Resourcing

Several people expressed the desire to prioritize items that supported a sense of community.

How we got there:

Fourteen business cases were selected for consideration at the Sustainability Summit using screening criteria that included:

- Reconciliation with Indigenous People
- Equity - gender, diversity and inclusion
- Climate - reduced GHG emissions
- Economic Development - cost savings and green jobs
- Good Health and Food Sovereignty

- Protecting Nature Areas and Biodiversity
- Climate change Adaptation
- Circular Economy - reducing waste
- Complete, Connected Neighbourhoods, housing for all, accessible public spaces

At the Summit, each of these business cases were discussed and prioritized through three rounds of voting. The six business cases listed above represent the top 4 items from both groups. *Business cases P-51/52 and P-9 were in the top 4 for both groups.*

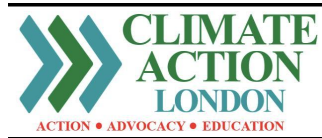
In addition to the Summit participants, many other Londoners have indicated support for these business cases. Their signatures are enclosed with this submission.

We hope that your deliberations on the Multi-Year Budget will maintain a focus on the urgency of the combined climate and housing crises. While we acknowledge certain immediate needs, we hope that items that lay the foundation for a thriving, green and equitable future for all Londoners will be paramount in your choices.

Sincerely,



W



Climate Action London
350 Queens Ave
London, ON
climateactionlondon@gmail.com

January 25, 2024

City of London
300 Dufferin Avenue
London, Ontario
sppc@london.ca

RE: Multi-Year Budget

Dear Mayor and Councillors,

Londoners are wondering how we can take our limited resources and make the most effective investments in London's future. How do we deal with multi-crises? What are the multi-solvers that provide the 'biggest bang for the buck'?

All Londoners are experiencing rising costs of living. **Transportation** and **Buildings** are critical foundational pieces to allow London to manage continued rapid growth. They also happen to be the largest contributors to greenhouse gas emissions in London and improving buildings will help us meet our climate targets *at the same time*. If London is to become a big city, we need more affordable transportation options, and reduced commuting times.

The homelessness crisis is diverting resources from many departments, including police. If we can help more people find suitable housing solutions, it can reduce policing costs. Repairing existing housing stock is a quick solution, as is adding more resources for city staff to connect people in search of housing with solutions. Ensuring that affordable housing stock is energy efficient helps keep operating costs lower for the life of the building, especially city owned properties.

TRANSPORTATION

Without preempting the Master Mobility Plan, we need to provide public transit that is not only consistent with the CEAP targets, the London Plan and the Strategic Plan but also provides a transportation option Londoners will choose to use. As a result we see the following business cases as important:

P-51 Transit Service Hours Growth

More people would take transit if it was more reliable and frequent. Employers and employees benefit from equitable access to both conventional and specialised services. (Wellbeing and Safety 1.7; Mobility and Transportation 1.1, 1.3, 1.4, 1.6; Well-run City 2.1)

P-52 Zero Emission Bus Transition;

We need to continue to move forward after the Zero Emission Bus Trial project. Diesel buses contribute to poor air quality, and increased health care expenses. Funds need to be allocated each year to gradually change over the fleet. We have seen that if you delay expenditures, it is hard to catch up in the future. (Climate Action and Sustainable Growth 2.1, 3.1, 3.2;)

BUILDINGS

The return on investment is a key factor in prioritising building upgrades. As operating costs continue to escalate, including the cost of energy, reducing costs for both homeowners and businesses is key. Therefore, we find the following business cases to be critical to an affordable future:

P-56 - Section 3 - Climate Emergency Action Plan - Corporate

During discussions about Green Development Standards, Council was challenged to lead by example and retrofit city owned facilities first. Improving energy efficiency will save the City in operating costs, reducing the need for future property tax increases. (Climate Action and Sustainable Growth 2.1, 3.2,)

P-56 - Section1(a) - Climate Emergency Action Plan - Home Energy Retrofit Finance

Homeowners find these incentive programs to be catalysts for change. However, we would like to see added a fair selection criteria, so that neighbourhoods with high rates of energy poverty are prioritised. (Climate Action and Sustainable Growth 2.1)

P-21 - LMCH Regeneration of Community Housing & P-14 Municipal Housing Development Resourcing

We would like to see the regeneration of LMCH owned affordable housing and additional staff resources within Municipal Housing development to implement the Roadmap to 3,000 Affordable Housing units that will leverage the private sector. Providing more and newer non-single family home options will be critical if London is to grow inward and upward. (Housing and Homelessness 1.1, 2.1, 2.2, 3.2; Wellbeing and Safety 2.1,)

Although these may seem like large amounts, we view them as important **investments that will benefit London for years**. London is at a critical inflection point and must invest in the infrastructure and services that will support affordability and continue to allow economic prosperity while striving to be one of the greenest cities in Canada.

On Behalf of Climate Action London

Bob Morrison
Mary Ann Hodge

Dear Mayor and Councillors;

Below please find below the budget items that I, as a resident of London, support for the next budget cycle.

In my career, I was a professor of Statistical and Actuarial Sciences at Western from 1988 to 2020. Some of the work we did was on fire growth modelling, in conjunction with the Ministry of Natural Resources. A point of reference to how severe things got in the fire season of 2023 is that 18.6 million hectares of land burned in Canada. The HIGHEST previous burn amount over the previous 40 years of measurements was 7.1 million hectares, I believe in 1995. Such a huge jump in one fire season, being more than 2.5 times the previous record, is something I cannot recall ever having seen in any dataset.

I feel that it is crucial for us to do whatever we can within our power to actively respond to the climate crisis. Please act accordingly through your budget deliberations. Please consider these comments as part of the public record.

Sincerely yours,
David Stanford Ph.D.

----- Forwarded message -----

From: **David Stanford**
Date: Tue, Jan 23, 2024 at 10:24 AM
Subject: The draft budget items I wish to support as a resident
To: Franke, Skylar <sfranke@london.ca>

Dear Skylar;

I am writing today as a resident to support 4 proposals in the draft budget, asking you to support them. In reality, I suspect that you support them all, but resident engagement can't hurt the process!

P-51 Extended service hours: helps with getting more people out of their cars.

P-52 Transition to Zero-emission buses. GHG impact.

P-53 Road safety improvements. Point 2 here deals with road markings. There are streets with bike lanes where the markings are barely visible, and need to be redone, Ridout street notable among them. Point 3 on bike boulevard maintenance supports riding longer and through the winter.

P-56 Supporting the CEAP. These goals are important if we are to address climate change.

I also am in full support of the whole of community response to homelessness, and efforts to support the indigenous community in London, but today I am wearing my transit and biking hat.

Thanks for your time.
David Stanford Ph.D.
Grand Avenue

From: Rod McDowell
Sent: Wednesday, January 24, 2024 2:02 AM
To: Budget Committee <BudgetCommittee@london.ca>
Subject: [EXTERNAL] Upcoming City Budget

I understand as a citizen & taxpayer of London ON I have the opportunity to voice an opinion about the upcoming budget.

I 100% reject any further increases to the police budget until what they have works more efficiently and effectively. I believe response times are not in line with the public's needs, my circle of acquaintances unanimously complain about the negative safety of our city. The police need to earn our increased monetary support.

Rod McDowell

Princess Ave

January 23, 2024

City of London
300 Dufferin Ave
London, ON N6B 1Z2

Attention: Elizabeth Pelozza, Chair, City of London Budget Committee

Re: In Support of the Grand Theatre's Business Case (P39, Page 571)

Dear Elizabeth,

Thank you for taking the time to read this letter, and for the role that you are undertaking as the Chair of the City of London Budget Committee.

I am writing to enthusiastically advocate for the Business Case presented by the Grand Theatre as part of the City's multi-year budget process.

I am a second-generation Canadian, whose grandparents immigrated from Greece to Canada, and settled in London, Ontario in the mid 1950s. As I was growing up in this city, I showed a strong affinity for the arts (dance, music, theatre) and ultimately pursued arts and culture administration as my chosen career path, which included 3 years with the City of London Culture Office, and 3 years out-of-province working for a global entertainment brand. However, my career began at the Grand Theatre, and it is the Grand Theatre that drew me back home to London so that I could undertake my current role as its Director of Marketing and Digital Strategy. The Grand Theatre informed every step of my growth and development as a culture sector professional, and for that I am incredibly grateful.

I would like to also highlight how the Grand Theatre's presence in my life provided an avenue for my immigrant grandparents, and first generation Canadian parents to incorporate the live performing arts into their existence, realizing that the Grand Theatre is an accessible, diverse, and incredibly engaging community hub, for all Londoners. This very theatre became a keystone for them to begin exploring the many arts and culture offerings within this city, ultimately contributing various priorities, including the revitalization of the Downtown Core, engaging with community initiatives, and furthering the case for London as a tourism destination in Southwestern Ontario.

To me, the Grand Theatre is a vital organization, a jewel of the City of London, a clear case for plotting London as a point of interest on national and global maps, and deserves serious consideration within the City of London's budgeting discourse.

With thanks,

Lia Karidas (Ward 13, grew up in Ward 11)

From: Peter
Sent: Wednesday, January 24, 2024 7:17 PM
To: Budget Committee <BudgetCommittee@london.ca>
Cc: Ferreira, David <dferreira@london.ca>; Pelozo, Elizabeth <epeloz@london.ca>;
Subject: [EXTERNAL] Increase in Grand Theatre Funding

Dear Councillor Pelozo,

I am writing to you today in your capacity as Chairperson of the City of London Budget Committee. As I understand it, there is a request from the Theatre to increase their annual funding from \$500,000 to \$750,000.

I am writing to you as a constituent that has spent my entire life living in London – and someone whose life has been directly impacted by the services the Grand Theatre provides this community.

The Grand is one of London's treasures; it is an anchor for performing arts, it is a driver of the downtown economy, and most importantly it is an institution which delivers the message of inclusivity, diversity and decolonization.

As a queer, Indigenous person, with a physical disability, the Grand Theatre provided me with space where I could be myself without fear of harassment or judgment. This was vital for me in my formative years as a member of their High School Project (2002-2004). I went from being a student that was going to drop out of high school- to attending the Richard Ivey School of Business on their only "full-ride" merit-based scholarship (\$70,000).

The confidence the Theatre gave me changed the course of my life. As I obtained my first Masters degree, the foundations of acceptance and inclusion that were laid by the Grand, led me to work in public policy- both for Dianne Cunningham, and Deb Matthews.

The arts, The Grand, is a space where we can have the difficult conversations surrounding social issues. Where we can, through the beauty of storytelling, bring people to see the world from different vantages. The Grand brings to us the heroic stories of refugees, it tells the agonizing stories of Residential School survivors. It explores the nuances of addiction and mental health through the characters it brings to its stage. It is a vital part of the tapestry of London, and in a world that is becoming less, and less accepting- never have we needed the arts to lead more than we do now.

I am asking the city to grant The Grand with this funding increase. It has proven itself as a well-run organization- and it has proven itself as the long-standing artistic heart of this city. One that we cannot let fail.

I believe it was Winston Churchill that stated in a response to cutting arts funding... "then what are we fighting for?"

Please grant this iconic institution the funding it needs to survive.

Respectfully,

Peter

January 24, 2024

Attn: Elizabeth Pelozo, Chair
City of London Budget Committee
City Hall
300 Dufferin Ave
London, ON
N6B 1Z2

Re: In Support of the Grand Theatre's Business Case

Dear Elizabeth,

Please accept this letter in support of the Grand Theatre's request for an increase in their annual operating funding.

I am a new board member of the Grand Theatre though have attended the theatre for over 30 years. I live in the Bishop Hellmuth neighbourhood and walk by the Grand every day on my way to work at the Michael Gibson Gallery on Carling Street. As someone who has spent 20 years working in the downtown core in the arts, I know firsthand how important cultural institutions are to the health of a community, both economically and intellectually.

I am particularly impressed by the Grand Theatre's commitment to "World Curious, London Proud", a statement that incapsulates their pivotal position in our city. The Grand continues to tell inclusive stories that foster important conversations, nurture professional opportunities for the artistic community, established and emerging, and ultimately provide inspiring entertainment. The Grand does all of this live in London, for London.

By increasing your support of the Grand Theatre, the City of London ensures that our city remains culturally vibrant and relevant. The theatre is an anchor in the downtown impacting not only the people of London, but also the image of London as an engaging place to live. It remains a vital component to the development and sustenance of our community and our cultural well-being.

Many thanks for your time and consideration,

Jennie Kraehling
Associate Director, Michael Gibson Gallery



The City of London

By email: budget@london.ca

January 24, 2024

City of London 2024-2027 Multi-Year Budget Consultations Submission

Neighbourhood Legal Services London and Middlesex is a poverty law clinic assisting low-income Ontarians who reside in Middlesex County with legal issues in the areas of social assistance, landlord/tenant and employment. As such, we are highly aware of the difficulties that low-income individuals and families who live in London encounter.

We would like to make the following submissions with respect to the City's Multi-Year Budget for the years 2024-2027.

Introduction

As noted above our clinic assists low income individuals. The majority of our clients are Ontario Works (OW) or Ontario Disability Support Program (ODSP) recipients. Over the last number of years it has become more and more difficult for those on OW/ODSP to meet their basic needs of shelter and food. Due to skyrocketing rent increases, inflation and minimal social assistance rates for those on ODSP and none for those on OW over the last 4 years, our clinic continues to see more and more individuals/families in financial crisis. It is next to impossible for those on OW/ODSP not in an RGI unit or receiving a rent supplement to find and maintain housing. For example, a single recipient on OW receives a maximum of \$343.00 a month to cover all their shelter costs and a single ODSP recipient receives just \$556.00 a month to cover all of their shelter costs. Our legal clinic fields dozens of calls a day from individuals facing eviction due to mostly rent arrears issues but also due to questionable landlord applications for "own use" or renovations.

We are aware that Londoners are facing a 5.4 per cent property tax hike just to maintain existing services. Business cases accepted by Council will add to the rate hike.

However, the business cases we recommend Council approve are in the areas of poverty and housing (affordable/adequate housing and homelessness). We ask that Council keep in mind that a recent City report noted that a majority of Londoners surveyed noted poverty/homelessness as the largest issue facing the City and that as well a majority can accept higher taxes to at least maintain current City services.

Housing/Homelessness

In the previous 4 year multi-year budget process, City Council made housing and homelessness a top priority.

Despite the efforts of Council and Community partners over the last 4 years the lack of affordable housing and homelessness continue to be significant and difficult issues in our community.

The City and its community partners are currently in the process of implementing innovative housing/homelessness plans that will need to be continuously reviewed and evaluated for their effectiveness.

As Council reviews a number of business plans in the area of housing/homelessness, we would like to recommend several business plans be accepted as they would assist individuals/families to find and maintain affordable housing and avoid homelessness, as well as creating much-needed affordable units. We recommend:

Business Plan #P-16 - Housing Stability Banks (HSB) Expansion

Our clinic assists tenants whose cases have merit to dispute an eviction application by their landlord. Many have issues with rent arrears. The Housing Stability Bank's ability to provide funds to cover up to two months of rent arrears in appropriate situations is a critical tool that allows tenants to make acceptable payment arrangements with landlords and preserve their tenancy. The HSB also provides needed last month rent deposits to help secure housing for low-income Londoners. The need for the HSB has increased in recent years due to a number of factors including the large rent increases experienced by many tenants, very limited social assistance increases, and wage increases not keeping up to inflation. We submit that the increase in funding to the Bank is needed to avoid more homelessness. We further submit that this is a low cost housing tool compared to others.

Business Plan #P-15 – Hoarding / Extreme Clean Program

Our clinic has worked with the Extreme Clean Program on a number of our clients facing eviction for hoarding and some who are unable to clear ordinary clutter due to age or disability to prepare for pest management treatment. They have also referred tenants to our services when they encounter vulnerable people who need our help. Their assistance has saved many tenancies. We believe the program is a low cost program that allows tenants to remain in affordable housing situations and avoid homelessness. As well, these tenants would face large barriers in being rehoused.

Business Plans #P-18 and 20 – Roadmap to 3,000 Units / Enhanced Portable Housing and Portable Housing Support Programs Case Management

Our clinic believes a low cost and efficient way to get individuals and families housed is through portable rental supplements. This is especially true to ensure lower acuity participants who are homeless can be housed. A portable rental supplement assists social assistance recipients to find housing they could not otherwise afford, and prevents eviction in cases where they can no longer afford their existing housing due to rent and utility cost increases. When long waits persist for Rent-Geared-To-Income (RGI) housing this is essential.

We support additional funding to be earmarked for additional rental supplements. In our estimate these supplements only cost on average about \$6,000 per year per unit. Compared to the cost of shelter beds and hospitalization, this is extremely affordable. We support these plans as they will result in more low acuity individuals being housed.

Business Plan #P-17 – Housing Stability Table

Again, for a low cost we see this program as beneficial in saving tenancies resulting in fewer homeless individuals.

We submit that tenancies are being saved specifically in cases where tenants would experience large barriers to being rehoused with this program. The costs would be much higher if these vulnerable tenants lose their existing tenancies.

Wellbeing and Safety

Business Plan #P-25 – Productive Municipal Compliance

Our legal clinic has been a member of a City led landlord and tenant group reviewing a number of landlord/tenant issues, including the residential property standards complaint and enforcement process.

We endorse this business case especially as it pertains to increasing the ability of municipal law enforcement officers to respond to tenant complaints regarding property standards issues. Tenants should have the right to reside in safe and adequate housing with landlords living up to required standards. We submit that the business case outlines that the proactive pilot project of building blitzes on property standard issues has shown the need for more property standard bylaw enforcement in our community.

Transit

LTC Request for Additional Funding

Specialized Transit (formerly paratransit) deficiencies and limitations have been highlighted in recent years. Londoners who require these services have expressed extreme frustration with long waits, poor advance scheduling capability of the system, and limited availability of services. We support the LTC receiving significant additional funding that is specifically earmarked for Specialized Transit services.

Business Plan #P-51 – Transit Service Hours Growth


We support this plan as it involves increased services to industrial areas and an expansion of the service day to being earlier and ending later in an effort to accommodate more shift workers. The additional accessibility of using the LTC will allow more low-income individuals to find and maintain jobs.

Thank you for your anticipated review and consideration of our submission.

Yours truly,



Kristie Pagniello
Executive Director



Mike Laliberte
Staff Lawyer



Theresa Kiefer
Housing Support Worker



City of London
Budget Committee
300 Dufferin Ave, 2nd Floor
London Ontario
N6A 4L9

January 25, 2024

Budget Committee Meeting, January 29, 2024 - Multi-Year Budget 2024-2027 - Downtown London (London Downtown Business Association)

Dear Mayor Morgan and City Councillors,,

Downtown London appreciates the significant effort, time, and thought put forth by City Council and Administration to formulate the 2024-2027 Strategic Plan, and the supporting Multi-year budget. Understanding there will be significant pressures on the City to fund these business cases detailed in this Budget, Downtown London strongly believes that specific business cases that include investing in London's downtown and core area renewal, as well as improving safety and security will result in the greatest impact and return on the City's investment. This is not to say Downtown London is not supportive of many other City Business Cases that would also positively impact the core, such as the Budweiser Gardens Expansion, Downtown Parking Strategy, Central Library and Covent Garden Market Facility/Parking upgrades and repair, to name some. However, understanding the significant budget constraints on the City, Downtown London tried to identify just three priority areas which include:

- **Business Case #P-42 - 5 Year Community Improvement Plan (CIP) Review**
- **Business Case #P-44 - Core Area Initiatives**
- **Business Case #P-28 - Public Safety and Infrastructure Modernization**

Downtown London remains committed to the work that we have carried out and accomplished with the City of London as we leverage Downtown London's BIA member-assessed levy (of 2M\$) with the future City investments outlined in these business cases above, as we continue to make progress and advance our mutual goals for our downtown.

The Core Area Action Plan, endorsed by City Council in late 2019, has made some tactical wins and short-term improvements in downtown. However, it has not fully addressed the issues that downtown faces related to the continued pressures of health and homelessness, nor does it address the negative impacts of the COVID pandemic that soon followed after this plan's endorsement. Furthermore, the pandemic delayed the implementation of some Core Area Action Plan programs and initiatives, with many starting in 2021 and 2022 giving just one-two years to implement and achieve results.

Since 1998's *The Millennial Plan* the City, Downtown London BIA and its partners have made key investments in London's downtown which has attracted more private sector investment and drove uplift to almost triple the commercial tax assessed property values in downtown. However, according to the City of London's Tax Office, there is evidence that tax assessment value is stalling and leveling out in London's downtown area. No one would have predicted the significant impact the COVID pandemic would have had on our downtown, both during the active months of the pandemic, and in the recovery that followed.



Notwithstanding, the investments made over the past 25 years have put downtown in a better position now than it would have been if these investments had not been made. Much has changed since 1998, not to mention even since the start of the pandemic.

This is why Downtown London fully supports the multi-year budget requests in **Business Case #P42 - Community Improvement Plan Review and #P44 - Core Area Initiatives** as critical investments needed to provide bridging initiatives to sustain and not erase the progress made from previous City, BIA, and private sector investments. It will also be imperative to create a new downtown strategy and implementation plan that takes into account not only the downtown office to housing conversion incentives recently announced by the Mayor; but will also need to include the right mix of business and public space amenities, job opportunities and a variety of cultural, family friendly and recreational provisions downtown to attract a diverse and growing population downtown. Additionally, Downtown London also supports the budget request for **Business Case #P-28 - Public Safety and Infrastructure Modernization**. Downtown London is eager to work with our municipal and community partners to deliver quality solutions for our downtown that support the Business Cases and Actions further detailed below.

Business Case #P42 - Community Improvement Plan Review

The 2024-2027 budget requests that Downtown London particularly supports and directly benefits our members and downtown revitalization, with some of these actions that can be further leveraged with our BIA levy. These include:

- Initiative #3 - Amend the Upgrade to Building Code Loan Program offered in Downtown and Old East Village to increase the forgivable grant portion to 75% for residential units and 50% for commercial units created above the ground floor - \$500,000
- Initiative #5 - Amend the Core Area Safety Audit Grant Program to consider community visual impact - \$250,000
- Initiative #6 - Amend the Rehabilitation and Redevelopment Tax Grant to increase the grant value for Level 2 (existing) properties - \$500,000
- Initiative #10 - Amend CIPs to add energy upgrades and climate change adaptation measures - \$600,000
- Initiative #13 - Provide an interior and exterior building improvement grant program for business tenants - \$500,000
- Initiative #14 - Enhance the Core Area CIP programs to encourage commercial occupancy options identified in the Core Area Vacancy Reduction Strategy - \$3,025,000
- Initiative #17 - Amend the Downtown Project Area to add 206 Piccadilly Street - \$100,000

By supporting these initiatives in **Business Case #P42 - Community Improvement Plan Review**, City Council will be supporting the tools needed to address core area vacancies, create more attractive storefronts, more mixed-use development, and housing options attracting more residents and improve the quality of life, visual appeal, and public realm of downtown.



These CIP investments will increase tax assessment value in downtown, enabling London's downtown to operate to its fullest economic, cultural, environmental, and social potential with ripple effects across the rest of the city to fund other City services and capital investments. Municipal investments in the core also facilitate a denser and intensified areas where people can live, work, shop, dine and play, countering the negative impacts that urban sprawl has on climate change.

Finally, it will provide a signal to private sector investors and developers that the City of London is investing in the renewal of its downtown, is open for business, and it will allow the City to further leverage it to attract the strategic private sector investment they are pursuing to achieve renewal goals set out in a long-term downtown strategy.

Business Case #P44 - Core Area Initiatives

Downtown London is particularly supportive of the following actions because they have direct benefits to our members, residents, visitors, downtown renewal and with some actions that can be further leveraged and complemented with our members' levy investment. These include:

Operational

- Action #1 - Implement a Core Area Business Support Program that includes Core Area Vacancy Reduction strategies and related Community Improvement Plan 5-year review recommendations - \$2,480,000
- Action #3 - Additional resources to the Core Areas Enhanced Maintenance Program to maintain high cleanliness and maintenance standards in public spaces - \$800,000
- Action #4 - Additional Core Area Activation Program to support events throughout the core area - \$1,525,000
- Action #5 - Develop a Core Area Business Growth and Attraction Program working with economic partners and the Core Area Business Improvement Associations (BIA) - \$3,845,000
- Action #7 - Complete a new Downtown Master Plan - \$434,000

Capital

- Action #8 - Enhance public spaces to provide a community amenity for residents and visitors to the core - \$2,000,000
- Action #9 - Implement Core Area Action Program to support events throughout the core area - \$1,000,000

By supporting **Business Case #P44 - Core Area Initiatives**, through the actions highlighted above, City Council and its partners like the Core Area BIAs and others, can continue to build on their investments, as well as the outcomes and learnings from past shorter-term plans such as the *Core Area Action Plan* and *Our Move Forward*. These past plans will also help inform the longer term downtown strategy (*Action # 7*) and foundational work needed to ensure the longer-term view and commitment to downtown renewal, sustaining through 2050 and beyond.

It also shows residents and businesses City Council's strong commitment to downtown stabilization and renewal, enhancing more civic pride and confidence in the city and their downtown, attracting more visitors, residents, jobs, and private sector investment downtown.



In addition, it will allow the City of London the opportunity to be a transformational leader, creating an exceptional downtown and a powerful and memorable city identity. The identities of many mid- to large-sized cities around the world are defined and distinguished by their downtowns.

Finally, these investments will further demonstrate London's commitment in meeting climate change targets by investing in the intensification of our core, accommodating increased density with highly urban, mixed-use, transit-supportive forms of development, thereby minimizing urban sprawl and car dependency.

Business Case #P28 - Public Safety and Infrastructure

Downtown London is very supportive of the London Police Services' budget request and with City Council approval of this budget, we are investing in measures that will help alleviate the safety and security burdens and the negative impacts it currently has on London's downtown. They will contribute significantly to downtown's revitalization by supporting downtown main street and office employers' safety and security needs, create a more welcoming downtown environment, bring more feet to the street, attract tourists, jobs and investors.

Finally, we have the opportunity to change our identity from the top three most dangerous cities in Ontario to the safest community in the province with new investments required by the London Police Services to modernize their services and infrastructure. Downtown London is very supportive of Core Area Foot Patrol and enhancing these services and other LPS services that improve their response times when our members are dealing with safety and security issues.

It is a proven fact that City investments in their downtown pays significantly more return on investments than anywhere else in a city and helps to attract more private sector investment [CUI/IDA- The Value of Investing in Canadian Downtowns](#); [IDA Value of U.S. Downtowns & City Centres](#); [APA People Centric Places & Downtown Economic Vitality](#). Active, safe downtowns not only attract investment within their boundaries but can have a positive impact on areas outside of the core. Recognizing downtown revitalization can take a time period that extends beyond the single term of municipal council, continued perseverance is required as we build upon some of the accomplishments achieved in recent years and continue the momentum in the transformation of the economic and cultural heart of London.

Downtown London, its board of directors, and our 1400+ members look forward to our continued work with the City on our shared vision for a vibrant and prosperous downtown.

Sincerely,

A handwritten signature in black ink, appearing to read "Barbara Maly".

Barbara Maly
Executive Director - Downtown London

A handwritten signature in blue ink, appearing to read "Scott Andrew Collyer".

Scott Andrew Collyer
Board Chair - London Downtown Business Association

> From: Anita Shah
> Sent: Thursday, January 25, 2024 11:28 AM
> To: Budget Committee <BudgetCommittee@london.ca>
> Subject: [EXTERNAL] Attention Elizabeth Pelosa

>
> Dear Elizabeth — I trust this message finds you keeping well.

>
> My name is Anita Shah and I am the past chair at the Grand Theatre London. I am writing in support of an application the Grand has made for an increase in the funding it receives from the city. While we currently receive city funding, which we are immensely grateful for, we have not seen an increase to the funding amount for 23 years. I would ask that you kindly consider the Grand's application at your next budget committee meeting.

>
> I was honoured to attend Mayor Morgan's address this morning. I admire his agenda in tackling our city's most critical challenges — homelessness, addiction and crime, to name a few. While I appreciate these issues must be priorities in the city budget, I would ask that you please consider the Grand's request for support as a priority, too.

>
> I have been a long time patron of the Grand and have been involved at the Board level for the past nine years. I took on the Chair position at the beginning of 2020, just prior to Covid-19 shuttering our doors and the world at large. Since then, the Grand has remained an arts beacon in our city, contributing to the economic health of our Downtown, despite the dramatic losses we faced during the pandemic. We continue and strive to be a welcoming and inclusive space for our community, which, as Mayor Morgan mentioned, is the fastest growing city in the Province.

>
> London is being noticed for the incredible work being done to address our health and welfare challenges. Wouldn't it be wonderful to be noticed for lifting up the organizations that support and value our shared humanity through the arts, as well? It is the answer in the affirmative to this question that has compelled me to write to you, today.

>
> Many thanks for your time in reading through my email.

>
> Sincerely
> Anita Shah

January 25, 2024

Mayor Josh Morgan and Council,

I am writing to you in support of **Business Case #P-41 – Washroom Hours – Dundas Place Fieldhouse and Victoria Park** and the importance of washrooms as a basic human right.

Council's decision to fund the additional washroom hours at Dundas Place and Victoria Park from the London Community Recovery Network's action item was a positive step forward in addressing the dignity and needs of those without access to private washrooms, and all people who use our downtown spaces. We learned through Covid-19 just how important public spaces are for people's wellbeing and how a lack of basic need amenities like washrooms adversely impacts people's use of these spaces. We also saw just how many people really have no other choice and rely on public washrooms to meet their basic need to go. I want to commend Council for acting on this important issue. By doing so you demonstrated a commitment to the dignity of those who are most marginalized and in fact all Londoners. We are now at another decision point, and I hope you will show that same commitment to those who need it most.

Open public washrooms serve the needs of everyone. The United Nations deems access to washrooms in public spaces as a human right (1). Everyone needs to use a washroom at some point and without access to reliable, quality public toilets, the literature shows that people will alter their routes and decisions about where to visit. This is particularly true for people who need washrooms more frequently including women, those who menstruate, people with disabilities, older people, children and caregivers (most of whom are women) (2,3,4,5) If as a city, we want people to come downtown we need to be sure we are meeting the basic needs of all people, and that means regular access to washrooms.

People who would be most impacted by reduced hours in these locations are those who are homeless or street involved. There is good evidence that those who are homeless would benefit when they have access to reliable public toilets (7,8). Without this basic service, people are forced to urinate and defecate in public spaces which can be humiliating and creates a health and sanitary issue for them personally, and in streets and parks. Going in public is particularly difficult for women, trans and gender diverse people who menstruate. They may have to expose their bodies publicly and are at increased risk of violence (7,8). None of us would like to be forced to use a toilet outside, particularly if it meant exposing ourselves to others. Regular, longer hours in public toilets is an issue of dignity, a human right, and contributes to the City's strategic goal of being a safe city for women, girls, and gender-diverse and trans people.

The amount of money needed for this business case is \$350,000/year and \$1,400,000 over 4 years. Cities like Vancouver, Toronto, Edmonton are undertaking public engagement strategies and commitments around public washrooms, recognizing the service they provide to all residents, visitors, and those who are unhoused. The risk in not committing this money to more open hours in these sites will likely mean additional clean-up costs when people are forced to go on sidewalks, in parks and other places downtown that they would prefer not to. It is a much

better investment to put that money into sanitation that is dignified, healthy and serves everyone's needs. This investment addresses the needs of the most marginalized and supports visits and tourism downtown, contributing to the city's strategic goals of reconciliation, equity, accessibility and inclusion; along with economic, growth, culture and prosperity.

I ask that you vote in favour of Business Case 41 and continue providing a basic need such as access to public washrooms for those who need it most and those who would choose to use it if they knew it was available and reliable.

Thank you,


Shawna Lewkowitz

Doctoral Candidate, Geography and Environment
Human Environments Analysis Lab
Western University, London ON CA
slewkowi@uwo.ca | www.theheal.ca | www.uwo.ca

References

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Dear Members of the Budget Committee,

People can't buy food, and yet City Council over their four year term is seriously suggesting a property tax hike approaching 30%. That tax hike then gets passed along to renters, so everyone will feel the burden. **No budget should exceed a tax hike that cannot be carried by the lowest income Londoners, otherwise you are just creating more poverty and risking people losing their homes.**

This budget is inconsiderate of people on fix incomes, low wage earners and renters, and any person that is struggling to keep their houses. **This budget should mimic what many people are doing in their own household - budgeting and cutting back on food, clothes and leisure to make ends meet.**

I am supportive of city program cuts or increases in price admissions except for swimming programs. Children tend to be over scheduled and over programmed. Reduction in some programs may allow children to play freely and unstructured. This is a positive.

*I support funding to the **public libraries*** because they are free, have free programing, welcoming, resourceful and is a 'third safe place' for anyone.

*I am supportive of funding for the **London Community Arts*** program because local arts is the foundation on an interactive and enjoyable city. Large concerts come and go but it is the creativity of local artists that define the unique energy of a city.

*I am supportive of better funding for the **Forestry Department*** so they can implement the Forest City Urban Forestry Strategy, and enforce an updated Tree Protection By-law on private property and illegal cutting.

I do not support increasing staffing for Tourism London. The programing tends to be more business focused rather than arts focused and expensive for users.

The **Neighbourhood Decision Making** program should be cut or suspended as it is not an equitable program. It is a competition and low income neighbourhoods or ones dominated by highrises may lack the funds for outreach and/or cannot access their neighbours in highrises without financing a mail drop. It takes money to compete.

I am not supportive of road work that is focused on relieving vehicle congestion as this only increases car volume, and discourages a transfer to public transit as this is a more efficient method of moving people. Unless there is a safety concern, widening roads should be cancelled.

I am not supportive of stormwater management projects because they are environmentally destructive, expensive and unnecessary. Stormwater projects remove floodplains which are needed to reduce flooding downstream, and transform natural creeks into sewage canals. The focus should be on enforcing **Low Impact Development (LID)** on new development sites, road work and on private property. LID was first implemented in New York State years ago to reduce the need for expensive flood control. Even though LID has been widely implemented across cities everywhere, London continues to recklessly use outdated and expensive flood control on the backs of taxpayers.

I am not supportive of any taxpayer money being allocated to the Harris Park stormwater project as it is unnecessary as proposed. There are better methods to stabilize the embankment at Harris Park without the need to quarry thousands of tonnes of river rock. It is a mind-boggling project with an immense environmental footprint.

Even though I am generally supportive of people working from home, **I am not supportive of tax dollars funding employees working from home** at this time. It is a luxury item.

This budget should be a 'critical needs' budget that benefits a wide spectrum of residents. Until, we pass this period of hardship and the anticipated coming recession, any items that are 'bonus' should be suspended.

Police Budget

I am appalled that London Police are defending their budget by telling Londoners that their city is unsafe. It is low and manipulative. The police and Mayor Morgan know that people are motivated by fear and perception of safety over facts and actual risk. More money to police does not reduce crime or increase safety.

Mayor Josh Morgan has publicly stated that Londoners feel unsafe. How so? My guess is that people feel unsafe because homelessness is so visible. If true, than it is his responsibility to educate residents that homeless and/or addicts are not automatically dangerous. Otherwise he is perpetuating a stereotype.

The police budget is sucking the oxygen out of the room. It is starving much needed programs that have direct benefits to Londoners.

What is outstanding is that the London Police Board 'face', for the most part, reflects privilege and a group of individuals that likely have little interaction with police. Diverse faces bring a diversity of life experiences that is much needed when working through best practices on policing. They likely cannot understand that some may view an increased police presence as threatening such as First Nations. In fact, **Councillor Stevenson** who sits on the Board mused of jailing homeless individuals.

Therefore, Council needs to do the work because the Board hasn't done it. London is not an unsafe city, and certainly not more unsafe than any other city. It is situated on the 401 corridor and has always had crime of organized theft, and trafficking. This is nothing new and most gun violence is not random.

People are not opposed to funding the police, but many oppose this budget. It is the wrong time. Send it back, and ask that they do it again or have it arbitrated. I cannot respect a police chief, or his supporters, that use fear mongering to channel unprecedented resources to police when there are greater needs in this city.

AnnaMaria Valastro.

From: Cailin Kennedy
Sent: Thursday, January 25, 2024 7:35 PM
To: Budget Committee <BudgetCommittee@london.ca>
Subject: [EXTERNAL] Library

To: The Budget Committee

The library is one of the only places everyone is equal regardless of race, financial situation, social status or disability. They host a wide variety of needed programs, English social circles, kids programs, technology help and a lot of other needed programs. They provide education and enrichment for everyone. When the library was hacked I missed being able to read books and go to programs. They need the increase in budget in order to continue providing much needed services, books, media, and building repairs.

Sincerely,

Cailin Kennedy



January 25, 2024

Dear City Council,

I am writing today regarding the multi-year budget. London Cycle Link (LCL) is a member-supported non-profit organization dedicated to helping Londoners ride bikes more, through education, advocacy and community building. Our mission is profoundly aligned with environmental sustainability and resiliency items in the draft budget.

LCL's municipal priorities include: a connected cycling grid; increased bike parking; year-round maintenance of bike lanes and paths; the implementation of a bike share program in London; and education for all road users around infrastructure, rules, rights and responsibilities.

While we understand that the tabled budget does not directly address many items that will be included in the Mobility Master Plan (MMP, currently in development), we urge Council to nevertheless consider the cycling infrastructure, programs and services needed to allow the growing number of cyclists in our growing city to travel safely. This includes business cases:

#P-56: support for the CEAP. Notably: 1c) Growth of the Transportation Management Association, which will support Londoners in reducing their reliance on single occupant vehicles, thus reducing GHG emissions and urban congestion; 2. Community-Led Action Investment, which will allow non-profit organizations to support sustainability efforts; and 3.a) Corporate Investment, especially through acceleration in the use of the Climate Lens Framework.

#P-53: Road Safety Enhancements, notably road safety projects and programs, and boulevard bike lane maintenance. Council's support here will promote the security of pedestrians, cyclists and drivers alike, and make existing and future investments in cycling infrastructure safer and more accessible year-round.

As you work towards cementing this challenging budget, please remember the vision noted in your Strategic Plan: for "today and for the next generation." Your leadership now—for the benefit of Londoners far into the future—is needed more than ever.

Kind regards,

A handwritten signature in black ink, appearing to read "M Miksa".

Molly Miksa
Executive Director, London Cycle Link

To: Mayor and City Council

A Call for Sustainability in the City Budget

Dear Mayor Morgan and Councillors,

The Council and City Staff have done an excellent job in drafting a comprehensive Strategic Plan. Although we would like to see ALL outcomes from the Strategic Plan funded, Council has indicated they will only entertain a small number of new initiatives due to the increase in costs for current services.

On January 18th, 55 Londoners from across sectors convened over 2 sessions (one online and one in-person) to discuss community priorities for the Multi-Year Budget. The “Sustainability Summit: Your Say on London’s Budget” was an innovative consensus-building exercise, resulting from deep collaboration among more than a dozen individuals and organizations that have met monthly since June 2023 to determine a small number of key fundamental sustainability items from the draft budget. This group translated information from the budget and disseminated it into the community, then collected and synthesized this feedback into collective action. The Summit follows the direction from Mayor Morgan: that if one or more budget items **generated broad community support**, those items would be strongly considered for inclusion in the budget.

Upon combining votes from participants in each of the two sessions, the items with the most support were:

#P-51 and P-52 Transit Service Hours Growth and Zero Emission Bus Transition
#P-9 Giwetashkad Indigenous Homelessness Strategic Plan
#P-26 Community Gardens Program Expansion
#P-56 Section 3 CEAP Corporate Investment

Also important to the group were:

#P-3 Rapid Transit Implementation

#P-14 Municipal Housing Development Resourcing

Several people expressed the desire to prioritize items that supported a sense of community.

How we got there:

Fourteen business cases were selected for consideration at the Sustainability Summit using screening criteria that included:

- Reconciliation with Indigenous People
- Equity - gender, diversity and inclusion
- Climate - reduced GHG emissions
- Economic Development - cost savings and green jobs
- Good Health and Food Sovereignty

- Protecting Nature Areas and Biodiversity
- Climate change Adaptation
- Circular Economy - reducing waste
- Complete, Connected Neighbourhoods, housing for all, accessible public spaces

At the Summit, each of these business cases were discussed and prioritized through three rounds of voting. The six business cases listed above represent the top 4 items from both groups. *Business cases P-51/52 and P-9 were in the top 4 for both groups.*

In addition to the Summit participants, many other Londoners have indicated support for these business cases. Their signatures are enclosed with this submission.

We hope that your deliberations on the Multi-Year Budget will maintain a focus on the urgency of the combined climate and housing crises. While we acknowledge certain immediate needs, we hope that items that **lay the foundation for a thriving, green and equitable future for all Londoners** will be paramount in your choices.

Signing on behalf of a group/organization

Maureen Cassidy, CEO, Pillar Nonprofit Network

Lynn Brown, Council of Canadians

Joe Gansevles / Jeanette Dutot, Hutton House

Areej Riaz, EnviroMuslims

Susan Smith, Middlesex London Food Policy Council

Anna Badillo / Richie Bloomfield , Urban Roots London

Mary Ann Hodge, Climate Action London

Brendon Samuels, Bird Friendly London

Molly Miksa, London Cycle Link

Heenal Rajani, The Reimagine Institute for Community Sustainability

Andrew McClenaghan, London Bicycle Cafe

Jennifer Trampleasure, Sir Wilfrid Laurier Secondary School - HELP Environmental Leaders Program

Signatures continue on following pages

Individuals

Patti Dalton

Shawna Lewkowitz

Christy Cook

Beth Hundey

MaryBeth Blokker

Bianca Rocha

Teresa Bell

Becca Amendola

Julia Hammer

Barb Newell

Rebecca Lahosky

Luis Patricio

Lizzie Ketchum

Sandra Miller

Carol Dyck

Jolie Gareis

Adam McPherson

Megan Williams

Chad Callander

Steve McIntyre

Karleen Sirna

Ileana Paul

Andy Kroeker

Ayla Heartsong

Renata Morrison

Susan Macphail

Laura Wall

Marianne Larsen

Ashton Forrest

Paul Seale

Lella Blumer

Kaixin Zhang

Nikolas Kuchmij

Gloria Monteith

Terry Nother

Judith Fisher

Bryn James-Cavan

Sydney Holland

Don Whitred

Susan Price

Bob Morrison

Julia Vaughan

Sandra Harle

Beth McLellan

Jennifer Chesnut

Sapna R

Sue Fotheringham

Caitlyn Arthur

Tom Okanski

Joy Scafe

Mary Anne McCoy

Brian Shilton

Andrew Prentice	Gillian La Belle
Andry Wasylo	David Butler
Oliver Prentice	Madelyn Hertz
Rebecca Clark	David Stanford
Melody Viczko	Janet Maaten
Nathaniel Soltan	Maria Gardeazabal
James Collie	Jana Wood
Victoria Overend	Anne Graham
Bernice Couto	Ruth Skinner
Devon Way	Sawyer Badiuk
Jose Javier Ponce de Leon Eyl	Peter B
Gratiana Chen	Devon Mota
Leah Quah-Haehnel	Eva Bortolussi
Mike Bancroft	Joan Bancroft
Traci Van Geel	Mike MacKenzie
Kelly Brennan	Margo Does
Alix Robinson	Janet Hurren
Jill Sabovitch	Ruth Kanu
Hailey Tallman	Jo-Elle Mazur
Marc Mazur	Kim Telford
Kaleigh Sanio	Sharon Senior
David Watson	G Servais
Mackenzie Bain	Delilah Deane Cummings
Wendy Noble	Andrew Weiss
Brad Prentice	Evan Ariel
Breena Kadwal	Nada Khalifa
Morgan Anderson	Deven Saxena
Noa Wasserman	Courtney Allen

Hunter Cousins	Jenn Gilbert
Pamela Reid	Dave Bancroft
Isabelle Baldock	Hannah Starkman
Janet Tufts	Melanie Riley
Johann Wong	Wendy Sutherland
Kevin Kaiser	Leah Veenstra
Shelby Weaver	Peri Ren
Terry Peters	Pat Tripp
Isaac Lima	Debbie Fraser
Abby Maxwell	Maureen Connor
Gary Brown	Emily McDonald
Haris Ishtiaq	AnnaMaria Valastro
Kevin Gauci	Randall Donkervoort
Jill Jacobson	Catherine Blokker
Allie Blokker	Donald Millar
Peter DeGelder	Brad McMurray
Mike Woodward	Tim Arthur
Colleen McCauley	Linda De Bruyn
Jim Blokker	Zayd Kadri
Colleen Murphy	Chelsea Mott
Mayar Isso	Amanda James
Ali Sherazi	Angela Finn
Landrey Evagelinos	Kenneth Wallace
Jake Enns	Sorraya Buchanan-St. Gelais
Lesley Gittings	Jori Klotz
Jennie Cameron	Fanny Latvanen
Inge Stahl	Connie Wyllie Naftel
Lillian Naftel	Susanne Crowther

Lisa Hudson

Lailah King

Christian Haworth

Ainsley Cripps

Jordyn Gowling

Keywood Roberts

Chase Nethercott

Talia Nazarian

Suzanne Leaf

Jasmine McRorie

Xenia Osegueda

Carolyn Murray

Elizabeth Blokker

Natalie Connors

Umar Ishtiaq

Prachi Yadav

Ben Mitchell

Jane Holman

Nevaeh Holmstrom

Naomi Nejati

Bria Hindermeier

Aeshah Saad

Islay Thibodeau

Seth Climans

David Wake

Dan Bergeron

Pauline Shannon

Veronika Irvine

Rayne Pratt

Sarah Brooks

Cassandra Schultz

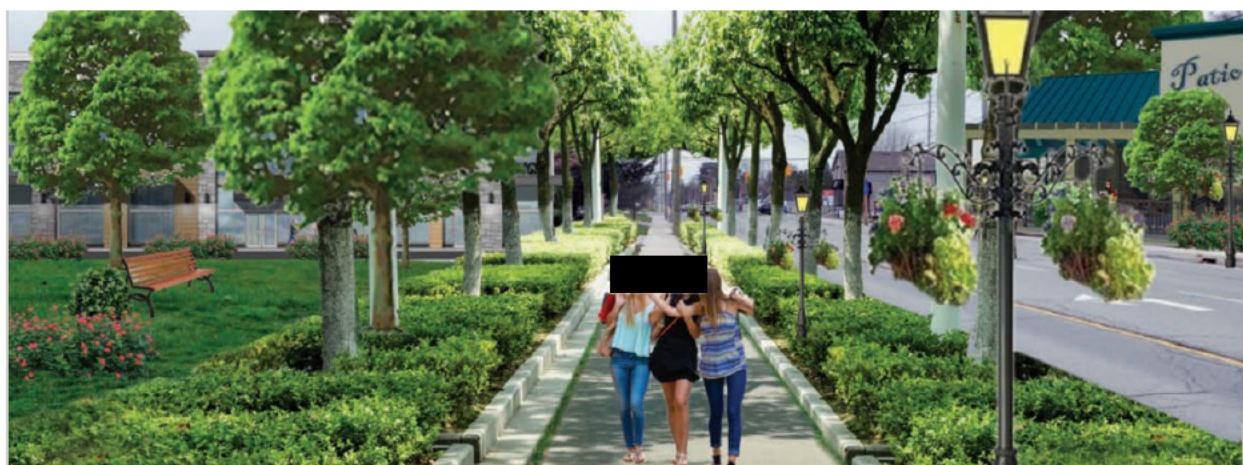
Attn: City of London Budget Committee
RE: **Business Case #P-42 as part of the 5-Year Community Improvement Plan (CIP) Review Implementation for the Hyde Park Business Improvement Association**

Dear City Councillors,

On behalf of the Hyde Park BIA, we wanted to provide further clarification and information related to our request for a CIP for the Hyde Park BIA with focus on Gainsborough Road and the Hamlet:

Since inception, the Hyde Park BIA has always placed a major thrust for the creation of the **Hyde Park Hamlet** running across Gainsborough Road.

However, the first CIP feasibility study completed in 2019 did not recommend us for a CIP. A big disappointment. However, as established last year through a review (with our Councillor and staff), it was determined that the rejection was in part because the 'development of the Hamlet' was not included in the study as it should have been; this resulted with Civic Administration making the request on behalf of the Hyde Park BIA to include in the business case in this year's multi-year budget.



Rendering of Gainsborough Road : 2018/2019

The vision for the Hyde Park Hamlet was first captured in Hyde Park's Official Community Plan back in the 70's - which was formally adopted by City of London Council, back in the day - but nothing ever materialized past that. The Hyde Park BIA has been advocating to bring this over 30-year-old vision to life by revitalizing Gainsborough Road, - we envision the Hyde Park Hamlet to be similar to Wortley Village, or the main streets in Byron and in Lambeth. A place and space for residents of NW London to gather, shop and be part of a walkable connected community.

As the Hyde Park BIA staff and board work to develop our first four-year Strat Plan, statistics gathered through a third-party consultant (Delta Leadership; Paul Hubert) late last year underscore the desires from surrounding community & businesses for a deep sense of community and an attractive business environment. A significant majority of Residents and Shoppers, totaling 79%, consider the development of a profound sense of community as either "Important" or "Very Important." Furthermore, 85% of residents express the same sentiment, indicating that "creating a clean and attractive environment for businesses" holds substantial importance in their households. Likewise, among businesses, 71% emphasize the importance of fostering a deep sense of community, while 81% highlight the significance of "creating a clean and attractive environment for businesses" as either "Important" or "Very Important."

The Hyde Park Community Regeneration Investigation dated August 12, 2019, from the City's Planning Dept. states under clause 3.1: "From 2008 to 2018, 7.52% of the total number of building permits in the city of London were issued in the Hyde Park area. As the Hyde Park area accounts for 2.4% of the land within the Urban Growth Boundary, it can be concluded that there was more building activity here than in the rest of the City."

Rolling that into the present, London is one of the fastest growing cities in the province and as per the attached Environics Report obtained from City Staff yesterday, the Hyde Park area is one of the fastest growing neighbourhoods in all of London. In the *last* five years, the Hyde Park area in NW London, (just within the BIA boundaries) had a growth rate of 12% compared to the entire City of London's growth rate of 8.36%. Further, the projection for the *next* five years (2023 to 2028) is 77.47% growth compared to the entire City of London's projected growth rate of 11.71%. We are one, if not the fastest growing areas in the City – and we really need the City to help support us with that growth.

A CIP is vital for proactively shaping the ongoing growth in Hyde Park, aligning with the city's strategic plans, and meeting the shared desires of residents and businesses for a strong sense of community and an attractive business environment. The Business Case includes a funding ask of \$100,000 in 2026 to implement incentives that will help build the Hamlet. **More than the investment though**, is the channeling of resources into the Hyde Park area to develop a streetscape plan contained within a CIP that will address deficiencies in physical infrastructure, commercial areas, traffic, transportation, and parking with opportunities for improvement. A CIP will help us to create a strong local sense of place and identity.

While we understand the inflationary budget constraints being felt by Council, the poverty, policing and safety, homelessness, and mental health pressures along with so much more, we do feel it important for the City to find balance in supporting other areas of the City – especially when we are experiencing exponential growth in the way that we are.

Given the very low dollar amount being requested, and the very high stakes for this area, we are hopeful and respectfully request that this be included in the City of London's multi-year budget. A few more points that we believe provide further justification for our request include:

- We are the only BIA in the City and one of the few across the province without a CIP toolkit even given there are sections of Gainsborough and Hyde Park Roads with Main Street designations. With our significant growth challenges, and the opportunities present that can come with that growth, having the streetscape planning tools that come with a CIP along with possible future incentives will allow us to bring the Hyde Park Hamlet to life which will act as an important anchor for this corner of London.
- In looking ahead, we believe that being approved for a CIP to investigate the viability of the Hamlet on Gainsborough Road with subsequent resources from the City's planning dept. to create a streetscape plan as part of our new official Community Plan for implementation will lay the groundwork for a cohesive community in a proactive manner.
- Should we be ready in 2026 for the \$100k that staff outlined in our request, the BIA would be willing to contribute 50% of that towards the CIP grant (\$50k) noting that what is most important to the Hyde Park BIA are the resources and planning toolkit that comes with a CIP.
- Last to note is that it has been asked on occasion why the Hyde Park BIA doesn't create our own Façade Grant:
 - Without an updated Community and Streetscape Plan, it would not be fiscally viable for the Hyde Park BIA to create such a grant. Further,
 - As confirmed with staff, BIA's and Municipalities are not permitted under the Ontario Municipal Act to bonus or provide grants to private entities outside the legal framework that a CIP provides.

Thank you very much for your review and consideration.

Warm Regards,

Donna

Donna Szpakowski
CEO & General Manager
1124 Gainsborough Rd, unit 2
London ON N6H 5N1
P: (226) 636-0622 ext. 101



www.hydeparkbusiness.com

Sign up for news from the Hyde Park Business Association!

DemoStats Trends | Population

Benchmark: Ontario

	2018		2023		Hyde Park BIA 2026		2028		2033		2018		2023		London (CY) 2026		2028		2033	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Females 35 To 39	8	2.46	10	2.75	20	3.72	27	4.18	39	4.63	13,574	3.29	16,165	3.62	18,084	3.76	19,602	3.93	22,366	4.14
Females 40 To 44	11	3.38	10	2.75	18	3.35	24	3.71	38	4.51	12,627	3.06	14,525	3.25	16,749	3.48	17,795	3.57	20,761	3.85
Females 45 To 49	13	4.00	11	3.02	16	2.98	20	3.10	31	3.68	12,547	3.04	13,011	2.91	14,315	2.97	15,405	3.09	18,238	3.38
Females 50 To 54	14	4.31	12	3.30	15	2.79	17	2.63	24	2.85	13,662	3.31	12,746	2.85	13,257	2.75	13,731	2.75	15,797	2.92
Females 55 To 59	16	4.92	13	3.57	15	2.79	16	2.48	18	2.13	14,789	3.59	13,717	3.07	13,291	2.76	13,358	2.68	14,006	2.59
Females 60 To 64	12	3.69	16	4.40	17	3.17	17	2.63	17	2.02	13,093	3.17	14,471	3.24	14,749	3.06	13,964	2.80	13,299	2.46
Females 65 To 69	9	2.77	12	3.30	15	2.79	18	2.79	17	2.02	11,224	2.72	12,849	2.88	14,228	2.96	14,864	2.98	13,941	2.58
Females 70 To 74	6	1.85	9	2.47	12	2.23	14	2.17	18	2.13	9,254	2.24	10,815	2.42	12,021	2.50	12,722	2.55	14,477	2.68
Females 75 To 79	3	0.92	4	1.10	8	1.49	10	1.55	14	1.66	6,612	1.60	8,592	1.92	10,046	2.09	10,299	2.06	11,891	2.20
Females 80 To 84	0	0.00	1	0.28	4	0.74	7	1.08	11	1.30	4,884	1.18	5,732	1.28	6,560	1.36	7,539	1.51	8,811	1.63
Females 85 Or Older	3	0.92	1	0.28	3	0.56	4	0.62	9	1.07	6,351	1.54	6,659	1.49	7,229	1.50	7,685	1.54	9,269	1.72
Average Age Of Female Population	--	39.44	--	38.88	--	37.96	--	38.06	--	38.28	--	41.36	--	41.81	--	42.00	--	42.12	--	42.37
Median Age Of Female Population	--	41.01	--	37.44	--	36.33	--	36.45	--	37.24	--	39.98	--	39.88	--	40.06	--	40.17	--	40.77
Total Household Population by Age																				
Household Population	325	100.00	363	100.00	533	100.00	640	100.00	835	100.00	406,317	100.00	440,643	100.00	474,842	100.00	492,258	100.00	532,306	100.00
Household Population 0 To 4	18	5.54	22	6.06	37	6.94	46	7.19	60	7.19	20,942	5.15	21,175	4.81	23,467	4.94	24,749	5.03	26,825	5.04
Household Population 5 To 9	21	6.46	25	6.89	37	6.94	45	7.03	63	7.54	21,653	5.33	23,698	5.38	24,303	5.12	24,973	5.07	28,481	5.35
Household Population 10 To 14	22	6.77	29	7.99	39	7.32	46	7.19	59	7.07	21,458	5.28	24,145	5.48	26,512	5.58	27,179	5.52	27,995	5.26
Household Population 15 To 19	24	7.38	24	6.61	38	7.13	46	7.19	60	7.19	24,265	5.97	24,874	5.64	28,488	6.00	29,706	6.04	32,168	6.04
Household Population 20 To 24	28	8.62	25	6.89	31	5.82	38	5.94	51	6.11	34,119	8.40	31,745	7.20	29,279	6.17	30,097	6.11	33,066	6.21
Household Population 25 To 29	14	4.31	25	6.89	36	6.75	40	6.25	45	5.39	33,445	8.23	37,938	8.61	38,074	8.02	36,510	7.42	34,356	6.45
Household Population 30 To 34	15	4.62	23	6.34	42	7.88	52	8.13	57	6.83	29,707	7.31	35,567	8.07	41,082	8.65	42,856	8.71	41,372	7.77
Household Population 35 To 39	15	4.62	20	5.51	38	7.13	50	7.81	73	8.74	25,929	6.38	31,010	7.04	35,072	7.39	38,191	7.76	44,301	8.32
Household Population 40 To 44	19	5.85	19	5.23	36	6.75	46	7.19	72	8.62	24,810	6.11	28,789	6.53	33,472	7.05	35,638	7.24	42,067	7.90
Household Population 45 To 49	26	8.00	20	5.51	30	5.63	38	5.94	60	7.19	24,809	6.11	25,568	5.80	28,208	5.94	30,556	6.21	36,535	6.86
Household Population 50 To 54	30	9.23	25	6.89	29	5.44	33	5.16	47	5.63	26,844	6.61	25,105	5.70	26,051	5.49	26,917	5.47	31,215	5.86
Household Population 55 To 59	33	10.15	29	7.99	31	5.82	32	5.00	37	4.43	28,859	7.10	26,973	6.12	26,245	5.53	26,337	5.35	27,462	5.16
Household Population 60 To 64	21	6.46	27	7.44	33	6.19	33	5.16	33	3.95	24,818	6.11	27,879	6.33	28,659	6.04	27,121	5.51	25,865	4.86
Household Population 65 To 69	20	6.15	23	6.34	28	5.25	33	5.16	32	3.83	20,901	5.14	24,001	5.45	26,776	5.64	28,198	5.73	26,689	5.01
Household Population 70 To 74	11	3.38	16	4.41	21	3.94	25	3.91	31	3.71	16,798	4.13	19,628	4.45	21,818	4.59	23,251	4.72	26,705	5.02
Household Population 75 To 79	5	1.54	9	2.48	13	2.44	16	2.50	22	2.63	11,470	2.82	15,030	3.41	17,570	3.70	18,072	3.67	20,884	3.92
Household Population 80 To 84	1	0.31	3	0.83	8	1.50	12	1.88	18	2.16	7,886	1.94	9,413	2.14	10,799	2.27	12,416	2.52	14,601	2.74
Household Population 85 Or Older	3	0.92	1	0.28	5	0.94	7	1.09	15	1.80	7,604	1.87	8,105	1.84	8,967	1.89	9,491	1.93	11,719	2.20
Average Age Of Total Household Population	--	39.00	--	38.41	--	37.24	--	36.94	--	36.99	--	39.95	--	40.39	--	40.64	--	40.76	--	41.05
Median Age Of Total Household Population	--	41.73	--	37.31	--	35.76	--	35.59	--	36.62	--	38.34	--	38.36	--	38.70	--	38.90	--	39.73

DemoStats Trends | Families

Benchmark: Ontario

	2018		2023		Hyde Park BIA 2026		2028		2033		2018		2023		London (CY) 2026		2028		2033	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Common-Law Couple Family Households	4	4.60	3	3.26	6	4.35	6	3.59	9	4.13	13,903	12.74	14,386	12.58	15,252	12.47	15,779	12.43	16,934	12.40
Without Children At Home	2	2.30	2	2.17	3	2.17	3	1.80	4	1.83	8,960	8.21	9,297	8.13	9,870	8.07	10,221	8.05	11,013	8.06
With Children At Home	2	2.30	1	1.09	3	2.17	4	2.40	4	1.83	4,943	4.53	5,089	4.45	5,382	4.40	5,558	4.38	5,921	4.33
1 Child	2	2.30	1	1.09	2	1.45	3	1.80	4	1.83	2,194	2.01	2,240	1.96	2,375	1.94	2,456	1.94	2,635	1.93
2 Children	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	1,748	1.60	1,818	1.59	1,922	1.57	1,980	1.56	2,092	1.53
3 Or More Children	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	1,001	0.92	1,031	0.90	1,085	0.89	1,122	0.88	1,194	0.87
Total Lone-Parent Family Households	9	10.35	10	10.87	14	10.14	17	10.18	22	10.09	20,767	19.03	21,260	18.60	22,454	18.36	23,115	18.21	24,686	18.07
1 Child	6	6.90	6	6.52	10	7.25	12	7.19	16	7.34	12,787	11.72	13,109	11.47	13,843	11.32	14,258	11.23	15,245	11.16
2 Children	3	3.45	3	3.26	4	2.90	5	2.99	6	2.75	5,892	5.40	6,030	5.28	6,389	5.22	6,582	5.19	7,033	5.15
3 Or More Children	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	2,088	1.91	2,121	1.85	2,222	1.82	2,275	1.79	2,408	1.76
Female Parent Family Households	8	9.20	9	9.78	13	9.42	16	9.58	20	9.17	16,722	15.32	17,130	14.98	18,075	14.78	18,608	14.66	19,872	14.55
1 Child	6	6.90	6	6.52	10	7.25	12	7.19	16	7.34	10,121	9.27	10,397	9.10	10,967	8.97	11,290	8.89	12,097	8.86
2 Children	2	2.30	2	2.17	3	2.17	4	2.40	4	1.83	4,910	4.50	5,011	4.38	5,318	4.35	5,475	4.31	5,839	4.28
3 Or More Children	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	1,691	1.55	1,722	1.51	1,790	1.46	1,843	1.45	1,936	1.42
Male Parent Family Households	1	1.15	1	1.09	1	0.72	1	0.60	2	0.92	4,045	3.71	4,130	3.61	4,379	3.58	4,507	3.55	4,814	3.52
1 Child	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	2,666	2.44	2,712	2.37	2,876	2.35	2,968	2.34	3,148	2.31
2 Children	1	1.15	1	1.09	1	0.72	1	0.60	2	0.92	982	0.90	1,019	0.89	1,071	0.88	1,107	0.87	1,194	0.87
3 Or More Children	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	397	0.36	399	0.35	432	0.35	432	0.34	472	0.35
Family Households with Children Living at Home	--	56.08	--	55.75	--	55.62	--	55.88	--	55.60	--	38.20	--	38.34	--	38.25	--	38.20	--	37.92
Total Children At Home by Age																				
Total Number Of Children At Home	109	100.00	120	100.00	172	100.00	208	100.00	274	100.00	118,869	100.00	124,973	100.00	133,447	100.00	138,467	100.00	148,507	100.00
0 To 4	16	14.68	17	14.17	24	13.95	29	13.94	37	13.50	20,319	17.09	19,768	15.82	21,648	16.22	22,614	16.33	24,162	16.27
5 To 9	19	17.43	22	18.33	31	18.02	37	17.79	48	17.52	21,108	17.76	21,457	17.17	22,150	16.60	22,722	16.41	25,065	16.88
10 To 14	17	15.60	19	15.83	27	15.70	33	15.87	43	15.69	20,617	17.34	21,061	16.85	22,704	17.01	23,344	16.86	24,255	16.33
15 To 19	22	20.18	21	17.50	34	19.77	42	20.19	56	20.44	21,202	17.84	20,899	16.72	22,908	17.17	23,745	17.15	25,269	17.02
20 To 24	22	20.18	21	17.50	28	16.28	35	16.83	46	16.79	16,795	14.13	17,081	13.67	17,695	13.26	18,479	13.35	20,163	13.58
25 Or More	13	11.93	20	16.67	27	15.70	32	15.38	44	16.06	18,828	15.84	24,707	19.77	26,342	19.74	27,563	19.91	29,593	19.93
Average Children Per Census Family	--	1.23	--	1.26	--	1.22	--	1.22	--	1.22	--	1.07	--	1.07	--	1.07	--	1.07	--	1.06
Average Children Per Census Family Household	--	1.25	--	1.30	--	1.25	--	1.25	--	1.26	--	1.09	--	1.09	--	1.09	--	1.09	--	1.09
Average Children Per Household	--	1.02	--	1.06	--	1.02	--	1.02	--	1.02	--	0.68	--	0.69	--	0.69	--	0.69	--	0.68

DemoStats Trends | Diversity

Benchmark: Ontario

	2018		2023		Hyde Park BIA 2026		2028		2033		2018		2023		London (CY) 2026		2028		2033	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Somali	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	246	0.06	280	0.06	327	0.07	365	0.07	448	0.08
Indigenous Languages	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Other Languages	12	3.69	14	3.86	25	4.69	33	5.16	50	5.99	13,375	3.29	16,110	3.66	19,180	4.04	21,195	4.31	26,219	4.93
Multiple Languages	7	2.15	8	2.20	12	2.25	14	2.19	21	2.52	8,220	2.02	9,254	2.10	10,275	2.16	10,895	2.21	12,428	2.33
English & French	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	1,056	0.26	1,141	0.26	1,200	0.25	1,222	0.25	1,289	0.24
English & Non-Official	7	2.15	7	1.93	11	2.06	14	2.19	20	2.40	6,325	1.56	7,107	1.61	7,918	1.67	8,435	1.71	9,700	1.82
French & Non-Official	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	617	0.15	769	0.17	903	0.19	975	0.20	1,147	0.21
English & French & Non-Official	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	222	0.06	237	0.05	254	0.05	263	0.05	292	0.06

DemoStats Trends | Diversity 2

Benchmark: Ontario

	2018		2023		Hyde Park BIA 2026		2028		2033		2018		2023		London (CY) 2026		2028		2033	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Pakistan	1	0.31	1	0.28	1	0.19	1	0.16	1	0.12	1,695	0.42	2,068	0.47	2,544	0.54	2,832	0.57	3,598	0.68
Sri Lanka	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	267	0.07	296	0.07	337	0.07	356	0.07	414	0.08
Other Southern Asia	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	455	0.11	425	0.10	398	0.08	390	0.08	365	0.07
Oceania And Other	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	325	0.08	338	0.08	351	0.07	361	0.07	383	0.07
Australia	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	221	0.05	237	0.05	242	0.05	259	0.05	280	0.05
Fiji	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	25	0.01	20	0.01	22	0.01	20	0.00	21	0.00
Other Oceania and Other	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	79	0.02	81	0.02	87	0.02	82	0.02	82	0.01
Non-Permanent Resident	1	0.31	3	0.83	5	0.94	6	0.94	9	1.08	8,671	2.13	10,796	2.45	13,333	2.81	14,716	2.99	16,748	3.15

DemoStats Trends | Pop/HH/Income Change

Benchmark: Ontario

	Hyde Park BIA				London (CY)			
	2018-2023 (% Change)	2023-2026 (% Change)	2023-2028 (% Change)	2023-2033 (% Change)	2018-2023 (% Change)	2023-2026 (% Change)	2023-2028 (% Change)	2023-2033 (% Change)
Total Population	12.00	47.53	77.47	131.59	8.36	7.73	11.71	20.87
Total Households	5.61	49.56	80.53	137.17	4.38	6.99	11.08	20.04
Total Household Population	11.69	46.83	76.31	130.03	8.45	7.76	11.71	20.80
Constant Dollar Household Average Income	-9.88	7.07	13.78	18.25	6.55	3.04	4.83	9.55
Current Dollar Household Average Income	8.15	14.46	27.01	46.19	24.80	10.16	17.02	35.44

DemoStats Trends | Pop/HH/Income Trends

Benchmark: Ontario

Year	Hyde Park BIA						London (CY)				
	Population Count	Household Count	Household Population Count	Average Hhld Income (Constant \$)	Average Hhld Income (Current \$)	Population Count	Household Count	Household Population Count	Average Hhld Income (Constant \$)	Average Hhld Income (Current \$)	
2016	309	103	308	165,077.52	157,126.59	395,555	168,963	389,611	86,209.35	82,057.09	
2017	315	104	315	157,964.66	151,929.15	403,629	171,437	397,605	87,273.01	83,938.48	
2018	325	107	325	156,548.78	152,978.18	412,326	174,268	406,317	89,177.06	87,143.09	
2019	332	107	331	145,808.62	144,901.71	419,032	176,470	413,069	89,764.48	89,206.15	
2020	336	108	335	147,214.30	147,214.30	424,759	178,585	418,858	95,563.87	95,563.87	
2021	342	109	341	153,432.17	157,605.11	430,969	179,982	425,115	97,559.30	100,212.65	
2022	355	111	354	151,513.02	164,319.03	439,441	180,955	433,431	96,593.54	104,757.71	
2023	364	113	363	141,085.30	157,701.67	446,779	181,908	440,643	95,014.31	106,204.65	
2024	423	132	422	142,802.51	163,150.98	458,998	186,043	452,693	96,081.96	109,773.05	
2025	478	150	474	147,895.84	172,861.18	470,387	190,287	463,896	97,051.58	113,434.22	
2026	537	169	533	151,058.83	180,512.94	481,311	194,616	474,842	97,901.65	116,990.94	
2027	589	186	584	152,339.81	186,053.56	489,933	198,253	483,294	98,771.38	120,630.11	
2028	646	204	640	160,520.83	200,294.91	499,087	202,057	492,258	99,602.49	124,282.13	
2029	684	217	678	161,035.21	205,283.31	507,135	205,322	500,154	100,143.51	127,660.23	
2030	724	230	718	159,764.38	208,045.74	515,447	208,597	508,305	100,943.44	131,448.90	
2031	765	243	759	162,664.95	216,121.10	523,897	211,920	516,572	101,962.41	135,470.05	
2032	803	256	796	164,716.60	223,185.91	531,808	215,123	524,306	103,049.35	139,628.68	
2033	843	268	835	166,838.70	230,543.07	540,003	218,362	532,306	104,092.88	143,838.89	

Name: DemoStats Trends - Hyde Park BIA and London CY (2023)
Date / Time: 1/23/2024 4:11:42 PM
Workspace: Emily's 2024 Workspace
Workspace Vintage: 2023

Trade Area

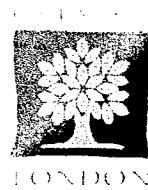
Name	Level	Geographies
Hyde Park BIA London (CY)	Census Subdivision	N/A London, ON (CY)

Benchmark

Name	Level	Geographies
Ontario	Province	Ontario

DataSource

Product	Provider	Copyright
DemoStats 2023	Environics Analytics Statistics Canada Oxford Economics CMHC	©2024 Environics Analytics
DemoStats Trends	Environics Analytics Statistics Canada Oxford Economics CMHC	©2024 Environics Analytics

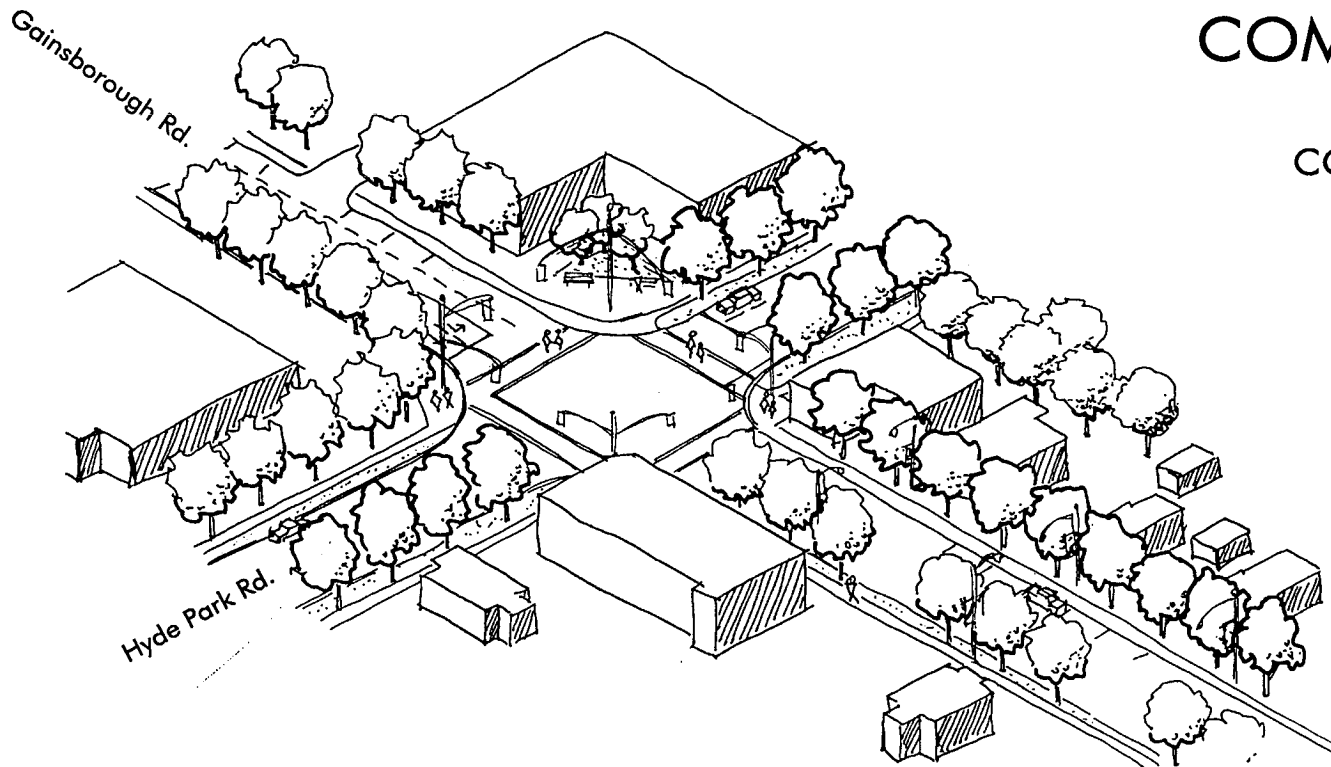


The first City

HYDE PARK COMMUNITY PLAN

COMMUNITY AND URBAN DESIGN GUIDELINES

December 15, 1999



Prepared By:

GREEN SCHEELS PIDGEON
PLANNING CONSULTANTS LIMITED



COMMUNITY PLANNING
LAND DEVELOPMENT
URBAN DESIGN

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1.0 INTRODUCTION

The Hyde Park Community and Urban Design Guidelines have been prepared to guide the overall design of the community and the development of individual sites within the Hyde Park Community Plan area. The guidelines will implement the community vision and support the policies of the City of London Official Plan.

The Hyde Park Community will be unique in that it will contain both existing urban areas and new development on agricultural land. A mixed-use environment will be created as new residential neighbourhoods and commercial areas are developed around the existing community. The existing hamlet area will evolve and intensify to take advantage of full municipal services. Some of the design challenges of incorporating the existing hamlet and developed areas with new neighbourhoods can be addressed through urban design.

The Hyde Park Community Plan is based on the vision of creating a healthy, functional and pleasing community environment. The study terms of reference identified a number of community development principles including: the integration of existing development with residential neighbourhoods and community facilities, a focus on the streetscape, integration of natural heritage features, a range of housing forms and lot sizes, well connected and linked open space, the creation of a mixed use “main street” environment in the Hyde Park hamlet, and the development of a commercial node at Fanshawe Road and Hyde Park Road that will function as a gateway to the City.



The Guidelines will provide the next level of detail for implementing the Community Plan. Public involvement through the Community Plan process has provided feedback and input into the development of the guidelines. The guidelines will provide a means to ensure compatibility between land uses, create a pedestrian and transit-supportive community form, emphasize public spaces and the integration of the open space network into the community.

Principles of good planning and design underly the urban design guidelines. The guidelines provide a detailed outline of those features that are fundamental in creating attractive, functional and safe neighbourhoods.

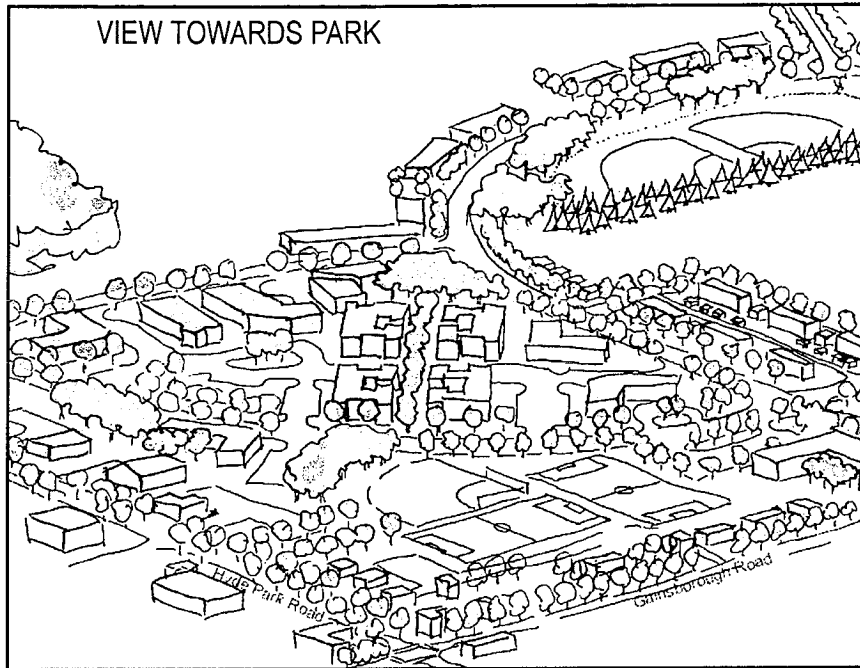
The Guidelines have been divided into the following sections:

- Section 2 Urban Form
- Section 3 Street Network and Street Design
- Section 4 Building Design
- Section 5 Parks, Schools and Open Space
- Section 6 Hyde Park Hamlet
- Section 7 Hyde Park/Fanshawe Park Commercial
- Section 8 Office Business Park
- Section 9 Implementation

All sections should be read together in order to fully understand the intent of the guidelines.



2.0 URBAN FORM



The land use plan for the Hyde Park community provides a mix of residential, retail, open space and community uses that are arranged to facilitate linkages through the neighbourhoods to facilitate travel by automobile, walking, transit and bicycle.

The road pattern and recommended land uses within the Hyde Park Community have been designed to ensure compatibility with the existing developed areas including the residential neighbourhoods of Whitehills and Gainsborough Meadows, the Hyde Park hamlet and the existing land uses west of Hyde Park Road.

The road network has been designed to provide for connections to the existing built up areas, reduce through traffic and also provide a range of opportunities and choice of routes for future residents. A combination of schools, parks and open space provides neighbourhood focal points for both neighbourhood 1(N1) and neighbourhood 2 (N2).

Natural features in the Hyde Park Community have been identified for possible retention and incorporation into the new neighbourhoods. An emphasis has been placed on providing community linkages which will connect the natural system through a series of open spaces, stormwater management facilities, park and school sites.

Three new residential neighbourhoods (N1,N2,N3) will be created east of Hyde Park Road. Residential uses are predominantly low density, with medium density areas focused along the existing arterial roads and also at central areas within each neighbourhood. Three high density areas have been included on the land use plan and are located close to the commercial node and the existing hamlet. The location of medium and high density residential areas will provide support for the future extension of transit service into the Hyde Park Community.

The community design places emphasis on the development of commercial nodes focused at main intersections.

The first node is the mixed use hamlet of Hyde Park which is proposed to be designated as a business district. This high activity area will feature streetscaping and building orientation to create a pedestrian friendly, mixed use area where people can live, work and shop.

The second commercial node at the intersection of Fanshawe Park Road and Hyde Park Road will act as a gateway to the City and features a range of retail and service activity including box format retail stores. The design of this node should consider the adjacent commercial land in the Fox Hollow Community in order that logical and well planned commercial growth may occur in this area.

The third node is the intersection of Sarnia Road and Hyde Park Road. These lands will have a service commercial orientation. This node will evolve and intensify as municipal services become available within the Hyde Park Community.

The urban form including the location of different land uses, road network, open space/parks and community facilities within the Hyde Park Community Plan provides a framework from which individual properties and parcels of lands can be developed in a comprehensive



and logical manner. By following good urban design principles through the implementation of the community plan objectives, a strong community character and sense of place will be ensured for the neighbourhoods of the Hyde Park Community.



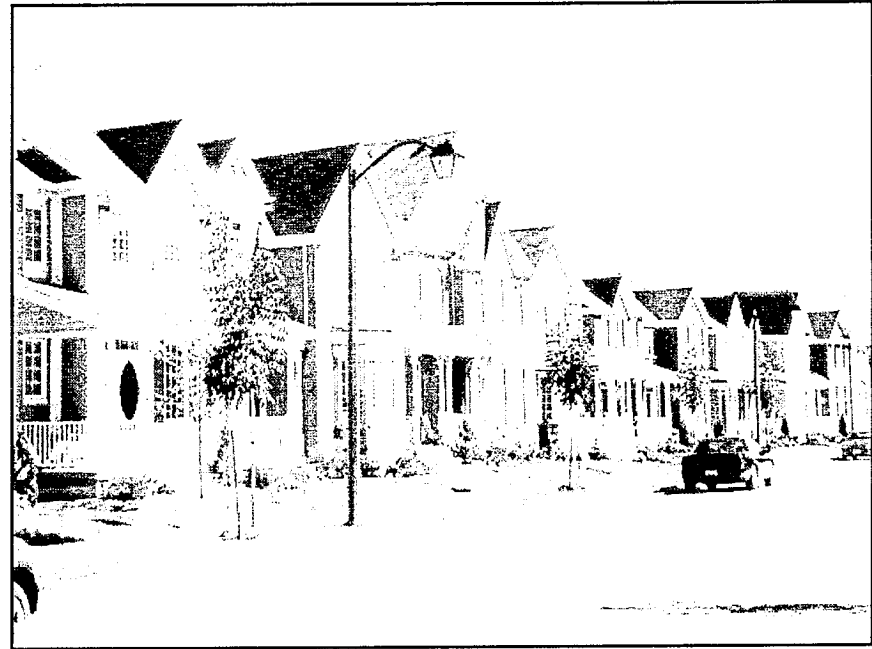
3.0 STREET NETWORK AND STREET DESIGN

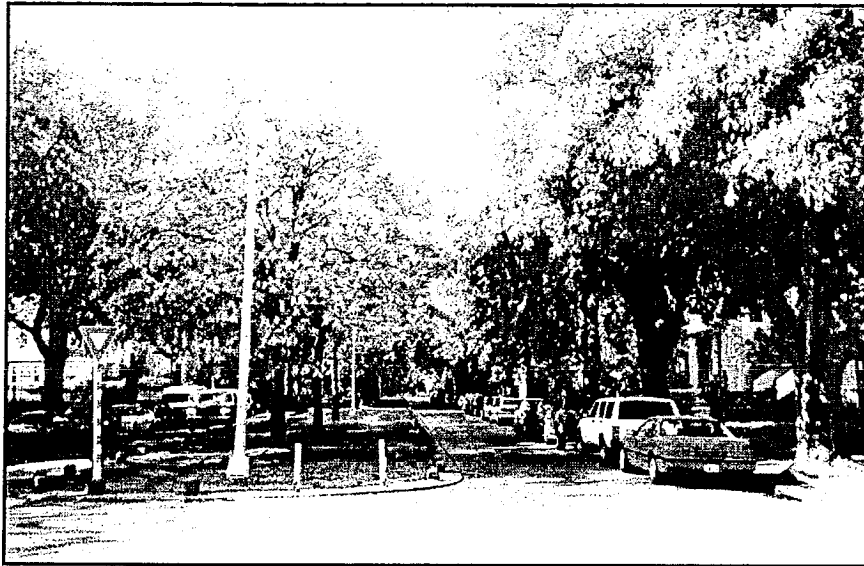
The street network is one of the major structuring elements of the city. In addition to circulation, the street network defines development parcels and is the key component of the public realm. The streets, exteriors of buildings, the relationships between buildings and the spaces created by buildings are important elements in the appearance of the city and how it functions.

The circulation system must provide a balance between the needs of automobiles, pedestrians, transit users and cyclists. In the past, through traffic and utility requirements have shaped suburban street design and, in turn, that of adjacent land. The street system of Hyde Park should be designed to both move traffic while recognizing pedestrian needs and creating a comfortable environment for people walking along the streets.

Buildings should be located close to the streets to enclose the street space and make a positive contribution to the liveliness of the street. Consistent street edges are encouraged with windows, doorways and activities in easy view of pedestrians. Garages should not dominate the residential streetscape and are encouraged to be sited in the side and rear yard so that windows, doors and porches become more prominent. Where garages are at the front of houses, they should be incorporated into the main mass of the house and have minimal projections.

While the design of all streets is important, these guidelines are based on the premise that the streets with the highest densities and transit service are the most significant and as such should have more rigorous design guidelines. Guidelines for arterial roads and primary/secondary collector roads have been prepared in addition to general community wide guidelines.





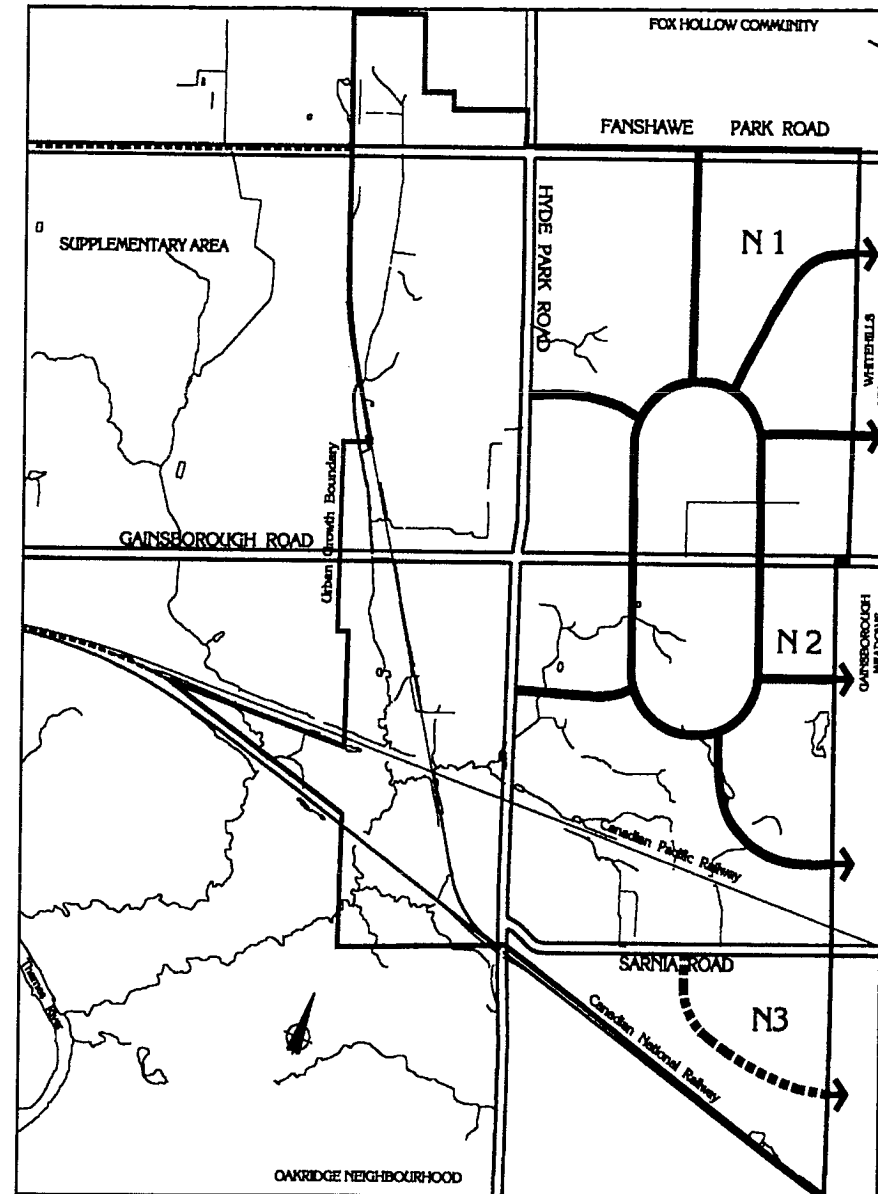
3.1 Street Network Guidelines

- .1 The street network should recognize the access requirements of automobile traffic, public transit, pedestrians and cyclists and promote easy way finding through road alignments and the creation of neighbourhood landmarks.
- .2 Street networks should have a high degree of connection to distribute traffic rather than concentrating it on a particular street and to create shorter, more direct trip routes that allow for a greater choice of routes. Generally a grid pattern of streets will provide the highest degree of connection within and between neighbourhoods. The street network must balance road connections with the expense of road length (both capital and operational), transit routes, topography and the location of natural features and open spaces.
- .3 Local street connections to the collector streets with transit should be maximized to create high accessibility.
- .4 Pedestrian connections should be provided along streets, and through mid block pedestrian walkways where pedestrian connections are not possible along streets.
- .5 Street intersections should be designed to balance the needs of automobiles, buses, pedestrians and cyclists. Narrow widths and reduced curb radii are two examples of design techniques which promote more pedestrian friendly streets by moderating vehicle speeds and reducing road crossing widths.

- .6 On-street parking is encouraged on all local and collector streets.
- .7 Narrow streets, traffic circles and other traffic calming techniques should be incorporated into the neighbourhood street network. The design of these elements should have regard for traffic movement, including transit buses and emergency vehicles as well as pedestrian movements as part of the detailed engineering design.
- .8 Design of the street network should have regard to capturing existing views and vistas and creating new vistas.

3.2 General Streetscape Guidelines

- .1 Buildings should generally be oriented to the street to define the public space of the streets and achieve a more urban development character. In some circumstances, prominent public buildings could be setback from the street to create public open spaces.
- .2 Reverse lotting should be avoided along all streets.
- .3 Garages and blank walls should not dominate the streetscape.
- .4 The design of buildings and structures located at the termination of a street and corner buildings should take advantage of the prominent location.
- .5 A consistent building wall and roof plane should be created along view corridors to focus vistas and create perspective in the landscape.



STREET NETWORK



- .6 Sidewalks should be provided along one side or both sides of the street, as per City policy.
- .7 Utility poles, lights, signs and other vertical elements should be located along the same planting line as street trees wherever possible to create a continuous street edge.
- .8 Landscape design should compliment and unify other urban design objectives including building form, pedestrian and vehicular access points, parking location and signage. Berms should generally be avoided as they do not promote the desired urban streetscape characteristics.
- .9 Hydro service and other utilities should be located underground to minimize streetscape clutter. Where above ground services are unavoidable, consideration should be given to the location, design and screening of these structures to minimize visual clutter.

3.3 Arterial Roads

For new residential neighbourhoods, no driveway access to individual residential lots will be permitted from Arterial Roads. Rear lotting will not be permitted along arterial roads in the Hyde Park Community Plan Area in order to create a pedestrian-oriented, attractive streetscape, and reduce the requirement for noise walls. Proper building orientation along arterial roads will provide for improved pedestrian connections, open views into residential neighbourhoods and improved pedestrian safety.

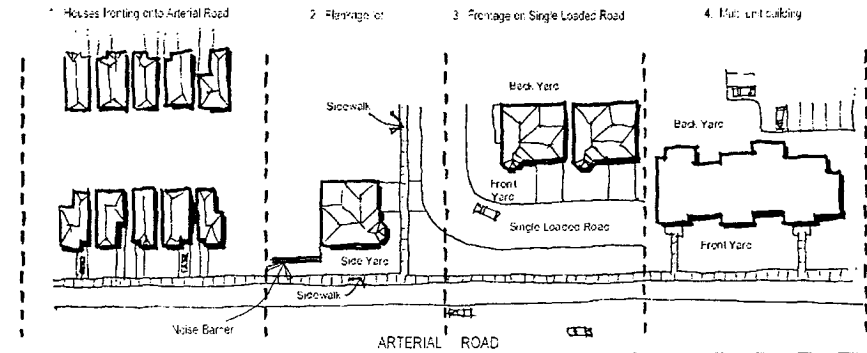
Four residential built forms are possible along the Arterial Roads: 1) houses with entries oriented toward the Arterial with driveway and garage access from a rear lane, 2) flankage lots with front entries and driveways oriented toward a Local Road, 3) houses with frontage on a Single Loaded Road that is adjacent to the Arterial Road, and 4) multi-unit buildings.

Design Guidelines

- .1 Rear lotting along arterial roads is discouraged.
- .2 Houses fronting onto single loaded roads, flanking onto the arterial road and oriented to the arterial road with rear lane access are preferred solutions for low density development adjacent to arterial roads.
- .3 The landscape boulevard and the adjacent Arterial Road right-of-way should be designed together to create an attractive edge to the community.
- .4 A consistent design treatment should be created for both sides of Gainsborough Road and Fanshawe Park Road.

3.4 Primary and Secondary Collector Roads

Collector roads are designed to convey a high volume of traffic within the community, provide for and support transit use and be pedestrian oriented. The only primary collector road planned within the Hyde Park Community Plan area is the extension of West Beaverbrook in N3 leading South from Sarnia Road to Wonderland Road.



Secondary collector roads are important components of the road pattern in the Community Plan. They serve to provide direct linkages between arterial and primary collector roads. They are expected to convey a significantly higher volume of traffic (vehicles, bicycles and pedestrians) than Local Roads. A wider pavement width and sidewalks on both sides of the street will accommodate the anticipated level of traffic. Secondary collector roads provide community linkages between existing/proposed neighbourhoods and community facilities such as schools, parks and open space.

Design Guidelines

- .1 An 10.0 m pavement width and two 5.75m boulevards should generally be provided. The pavement should accommodate on-street parking on both sides. The road R.O.W. width should be determined at the draft plan of subdivision stage.
- .2 On-street bicycle lanes should be considered, and should be co-ordinated with the existing and proposed bike lane network. Community linkages to off-street pathways and trails should also be considered.
- .3 Street trees in both boulevards should be planted between the sidewalk and the curb. A minimum of one street tree per yard frontage should be provided, where spacing permits.
- .4 A 1.5 m concrete sidewalk should be provided in both boulevards.
- .5 Housing units should have front entries oriented to the street.



- .6 Building mass is preferred to parking areas along the collector streets. Parking lot edges adjacent to the streets should be appropriately treated with screens such as brick walls and shrub planting.
- .7 Major transit stops should contain pedestrian shelters, benches and lighting as a minimum. Transit stops in high ridership locations should also contain other street furniture to create comfortable and functional waiting areas.
- .8 Deciduous street trees should be planted along all streets between the curb and sidewalk. The trees should be planted at between 8 to 15 metres on centre along the collector streets.
- .9 Building entrances of multi-unit housing and public buildings should be coordinated with transit stops to minimize walking distance and provide weather protection.

3.5 Local Roads

Local roads provide the principal means of transportation in the community. Local roads provide access to individual buildings and connections to both primary and secondary collector roads. The right-of-way should be minimized as much as possible and buildings sited close to the street edge to create a sense of closure and comfort for pedestrians. A mixture of housing styles and building setbacks are encouraged.

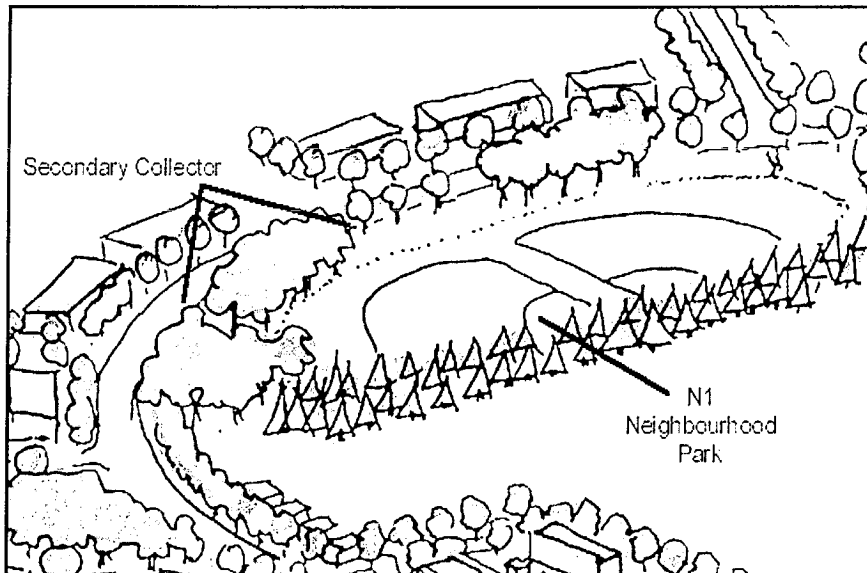
Design Guidelines

- .1 The travelled road width should be 8.5m wide to accommodate on-street parking on one side. A reduction in the road right-of-way width may be considered at the plan of subdivision stage.



- .2 Deciduous Street trees should be placed one per lot frontage where space permits (9 to 12 metres on centre). Street trees should be located between the curb and the sidewalk, or 2.0 m from the curb.

3.6 Parkside Drives



Those sections of Collector or Local Roads that have open space, park, schools or a parkette on one side are known as Parkside Drives. In order to establish these areas as special places of interest, specific design guidelines have been developed. Both the open space features and the adjacent architecture should create a sense of place, exhibit high quality design and promote safety. Parkside Drives serve to provide high quality public access and visibility of the open space features.

The location of sidewalks and boulevard width vary according to the type of open space feature. Parkside Drive “A” (adjacent to a park) occurs when a park, school or parkette is adjacent to the roadway. In this instance, sidewalks will be located on the Open Space side of the road to encourage pedestrian integration with the park. Parkside Drive “B” (adjacent to a natural feature) occurs when a creek corridor or woodlot is adjacent to the roadway. Here, sidewalks will be located on the developed side of the roadway, allowing the open space features to naturalize and extend closer to the roadway. The final location of sidewalks will be determined at the plan of subdivision stage and will depend on the nature of the adjacent land uses and pedestrian circulation system.

Design Guidelines

- .1 The pavement and boulevard widths of the Parkside Drive will remain consistent with its collector or local road type.

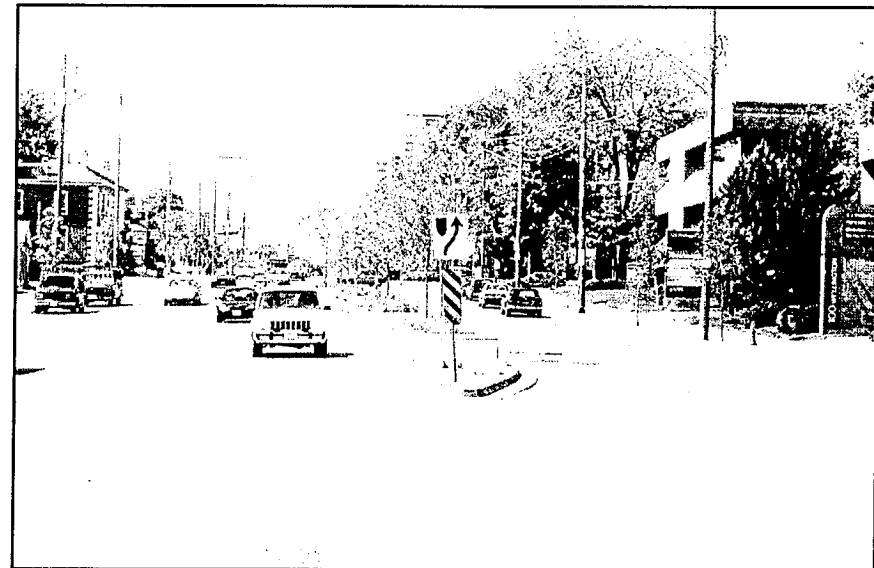
- .2 A 1.5 m concrete sidewalk will be located on both sides of the street.
- .3 A single row of deciduous Street Trees should be located within the boulevards. On the development side of the street, trees should be planted on a per lot frontage basis. On the open space side of the street, trees should be planted in an arrangement that is complimentary with the landscape design of the adjacent open space area.
- .4 Parking should be permitted on the Open Space side of the street to promote public access.

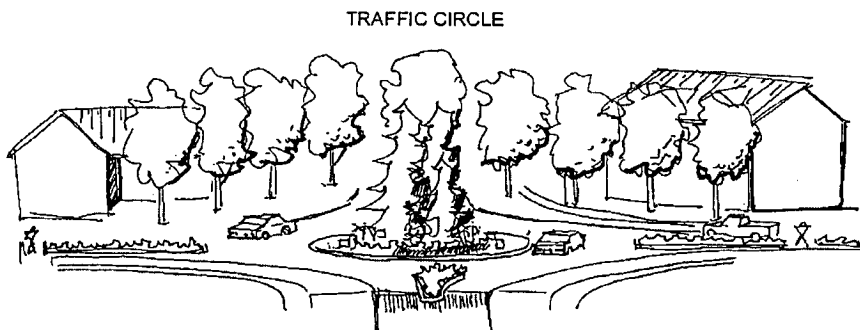
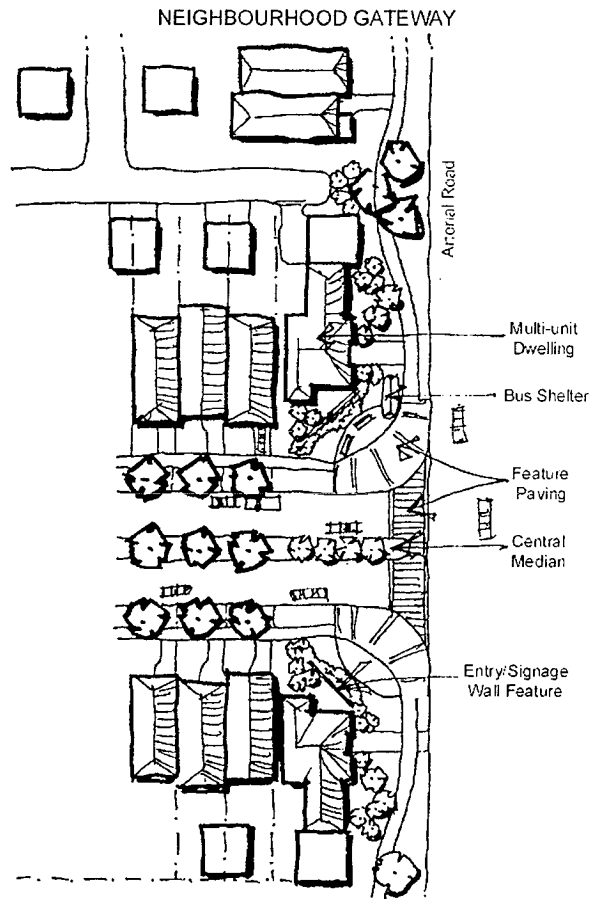
3.7 Traffic Calming

Traffic calming measures should be considered in the design of new streets to create safe, comfortable spaces that cater to pedestrians, bicyclists and motorized vehicles. Traffic calming can include a variety of treatments, depending on the location and the overall community design objective. Special attention should be given to high pedestrian use places such as school sites and major road intersections. Specific sites and treatments should be determined at the draft plan of subdivision stage. Traffic calming initiatives should be consistent with the Transportation Association of Canada (TAC) guidelines.

Design Guidelines

- .1 “T” intersections may be utilized for traffic calming and also function to limit through traffic within neighbourhoods.





- .2 Pedestrian crossings on major roads should be delineated. Options may include decorative paving to delineate areas, narrowing the traveled road width by expanding corners or installing landscaped islands, raising the traveled road grade, or a combination of these.
- .3 On-street parking should also be considered as traffic calming in identified locations.
- .4 An extended raised area (3.0-6.0m) consisting of feature paving may be installed.
- .5 Pavement narrowing in key areas may be used.
- .6 A landscaped round-about, consisting of plant material, sod and hard surface treatment should be used to slow and direct collector road traffic.

3.8 Gateways

Gateways to the City, the Hyde Park community and its neighbourhoods can be created through street, site and building design.

The Hyde Park Community is a gateway to the City, being located at the north-west edge of London's urban boundary. The Community Gateway should encompass both public and private lands. The design guidelines for the commercial property will consider in greater detail the streetscape at Fanshawe and Hyde Park Roads.

Consideration should be given to the relationship of the gateway features with the building mass and architecture on adjacent lands. The gateway could include elements such as the design and placement of light standards, bus stops, landscaped medians, street trees and enhanced intersections. The gateway should create a sense of place, be attractive, and stimulate a feeling of “ownership” and “pride” for the future residents.

The entrance to the neighbourhoods of Hyde Park should establish a sense of identity. A strong architectural edge is proposed to accentuate the Gateway. The building placement along with the landscape treatment can create a sense of entry or arrival.

“Grand boulevards” with centre medians could be used as gateways into the neighbourhoods of Hyde Park. Grand boulevards may be appropriate where collector streets connect to arterial roads within the neighbourhoods of Hyde Park.

Design Guidelines

- .1 A landscaped centre median should be considered where a collector road meets an arterial road.
- .2 Landscaping on the corners should consist of feature paving, community signage, and tree/shrub plantings that provide year-round interest. Landscaping on public and private lands should be complementary. Feature paving should extend between the curbs to identify pedestrian crossing areas.
- .3 The design of the transit stops should be integrated with the gateway design and provide seating and shelter.



- .4 Driveways should be limited and set back from the intersection at the gateways.
- .5 The front entries of buildings should be oriented toward the gateway and be visually prominent.
- .6 Consideration should be given to constructing multi-unit residential, commercial or institutional buildings on the corner lots to minimize possible driveway connections at the gateway sites.



4.0 BUILDING DESIGN

The Hyde Park Community should have a high quality of both urban and architectural design while providing a mix of housing forms. High quality building design will create attractive and functional spaces which, in turn, should promote pedestrian use.

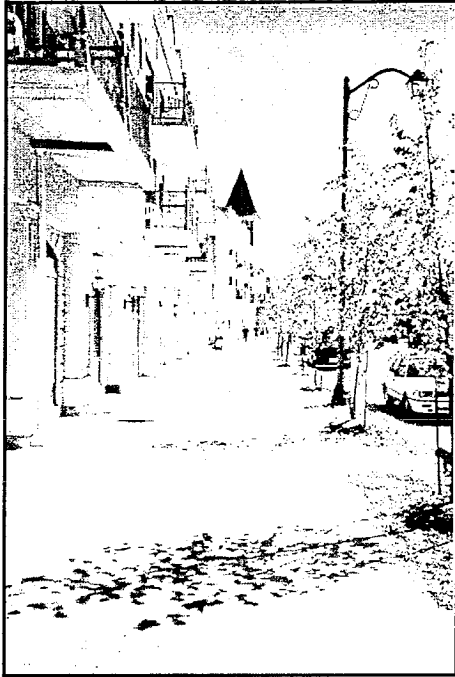
Attention to detail is important in creating rich and vibrant neighbourhoods. The guidelines do not advocate a particular architectural style. Rather they provide for a variety of architectural expressions with attention to certain building elements and the streetscape. The Community will include low density housing lots, medium/high density residential buildings and non-residential uses, such as commercial and community facilities.

Low density residential lots will be composed of three distinctive housing types, each having a variety of lot configurations and building forms. Single-detached lots represent the most popular and therefore the largest proportion of housing. Semi-detached lots meet the needs of residents interested in energy efficient linked homes, which make more effective use of land. Street Townhouses create a more compact residential form. Medium/high density residential buildings, including cluster townhouses and apartment forms, create the opportunity for higher densities, optimizing land use, achieving the highest levels of energy conservation and are transit-supportive in nature.

4.1 Building Design Guidelines

- .1 A variety of lot widths and building types will be encouraged within each neighbourhood.





- .2 Buildings should be oriented to the street to define the public space of the streets and achieve a more urban development character. Residential buildings should generally be set back 4 to 6 meters from the property line. Public and institutional buildings such as schools and churches may have a greater setback to create public spaces and courtyards between the building and street.
- .3 Garages should not dominate the streetscape. Side and rear yard garages are encouraged. Front elevation garages should be sensitively designed to integrate with the building elevation and mass and avoid or minimize projection beyond the main front wall. The width of the garage should be proportional to the width of the house.
- .4 Buildings and structures located at the termination of a street and corner buildings should be designed with consideration to massing, height, architectural detailing and landscaping to take advantage of the prominent location.
- .5 Buildings on corner lots should be designed with side elevation detailing similar to the front elevation. Consideration should be given to the amount of glazing on the side elevation and providing side entrances.
- .6 Buildings terminating vistas should have a special attention to siting, massing and architectural detailing to create a visually stimulating landmark structure.
- .7 Public buildings should occupy prominent sites and receive special design attention.

- .8 Buildings should be designed with rooftops of an identifiable shape. Square or flat top roofs should generally be avoided and where used, the walls should be carefully terminated and crowned to support the character of the building.
- .9 Rooftop mechanical equipment should be enclosed or screened, preferably through roof design in a manner consistent with the building form, materials and colour.
- .10 A variety of roof silhouettes and shapes should be designed. Building elements such as chimneys, dormers, roof level changes and cupolas should be used to create variety and interest.
- .11 A diversity in architectural expression is encouraged. Building facades should be varied and articulated to provide visual interest for pedestrians.
- .12 Highly detailed buildings are encouraged. Elements such as cornices, key stones, window bays, eaves and dormers are encouraged to provide visual interest.
- .13 Front porches are encouraged for residential buildings to promote activity in the street space. Main walls facing streets should have a greater number of windows to provide casual surveillance along the street to create a safer environment.
- .14 Facade design should clearly emphasize the main entrance to buildings. Canopies over doorways and porches are encouraged

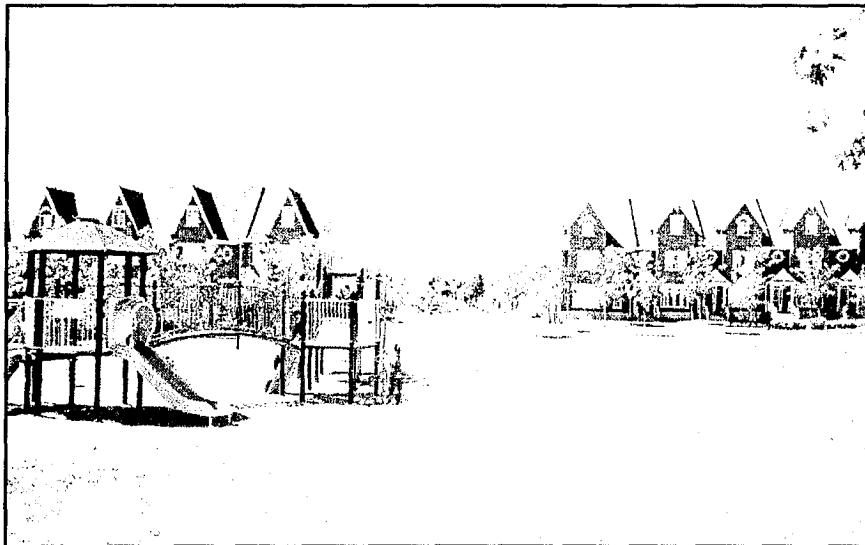


5.0 PARKS, SCHOOLS AND OPEN SPACE



The City is comprised of buildings and open spaces. Open space is a key element in the organizing framework of neighbourhoods and communities. Open spaces provide public space for civic activities, place for recreation and are a means of protecting and conserving natural features. Open space should form a network to enhance ecological processes and provide functional linkages between spaces and activities.

The open space system of the Hyde Park Community consists of scattered wooded areas of variable quality and size. According to the recommendations of the natural heritage strategy, significant wooded areas should be protected and incorporated into the open space system. Wooded areas of marginal quality should be considered for incorporation into the proposed developments through the subdivision approval process. Fragmentation of the wooded areas has occurred over the years as agricultural production increased. Limited potential for enhanced creek corridors exists except for the Stanton drain.



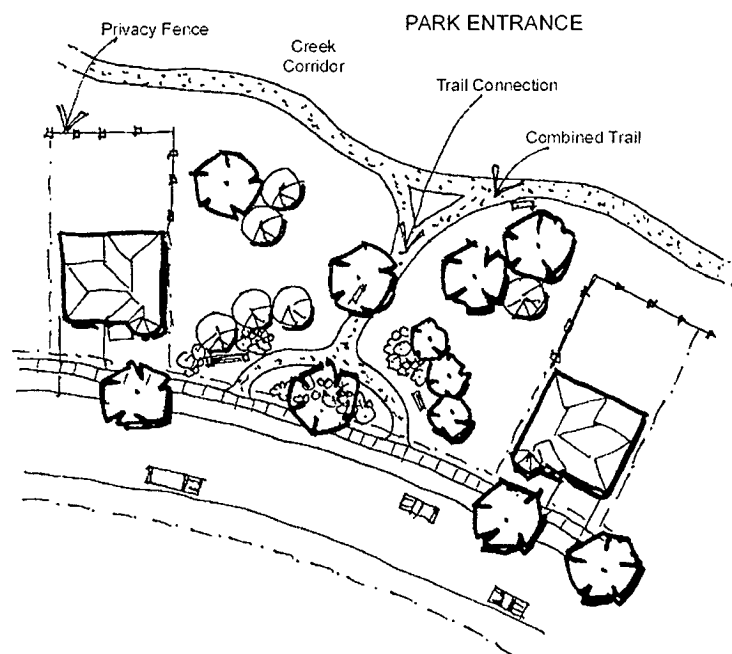
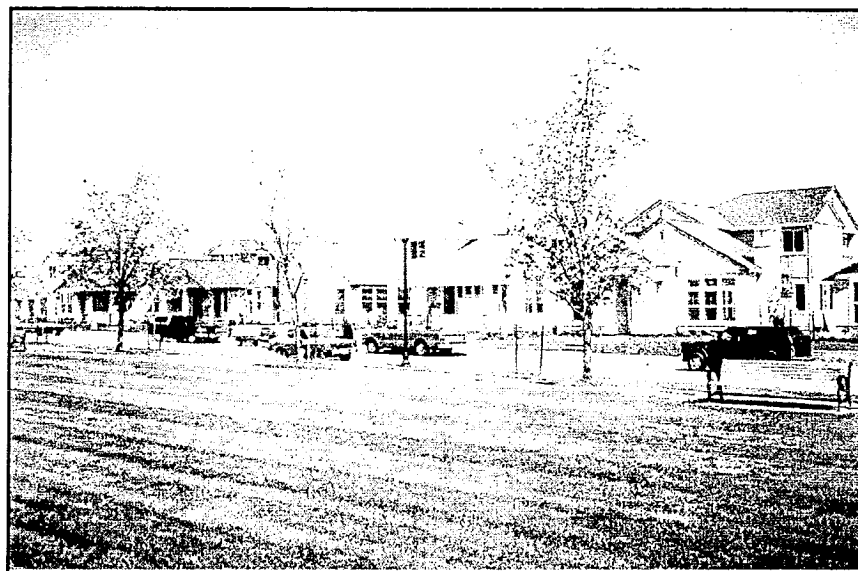
A coordinated and connected system of parks, schools, open space and stormwater management facilities may restore some of the community linkages that have been lost in the Hyde Park Community. Large neighbourhood parks have been planned in both N1 and N2, central to the neighbourhoods, and in locations to provide enhanced community linkages. In N3 a small park addition is proposed to the adjacent West Beaverbrook area plan.

Parks in N1 and N2 are located at “T” intersections which provide opportunities for connections and to function as focal points for the neighbourhoods.

The design of the parks, schools and open space is important in creating attractive and functional neighbourhoods.

5.1 Park and School Design Guidelines

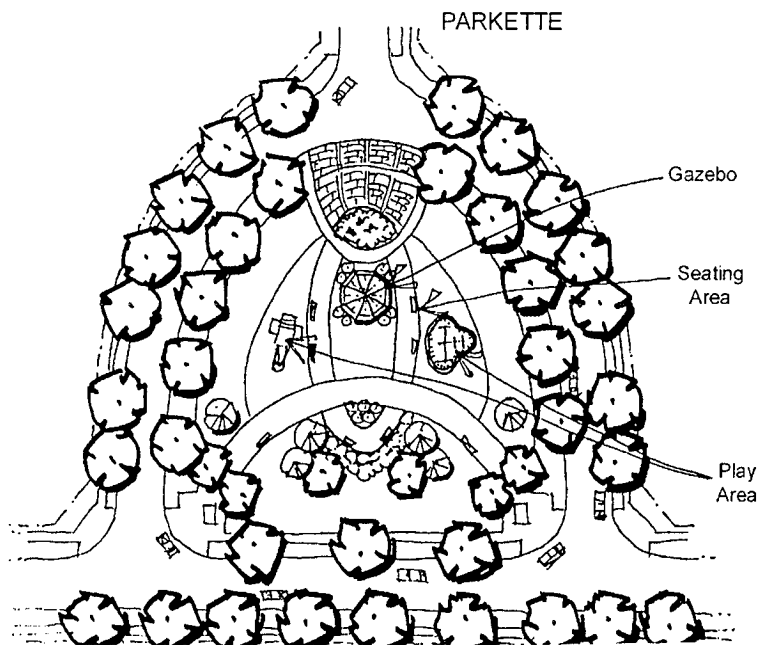
- .1 The neighbourhood parks should satisfy the active recreational needs of the community and provide passive recreational opportunities for each neighbourhood. The size and shape of each park should be reviewed at the draft plan of subdivision stage in order to ensure that the City's recreational program can be accommodated in the various parks and that the shape of the park is optimized.
- .2 Joint school and park campuses should be designed in a comprehensive manner to maximize utilization of the entire site. Fencing or other barriers should not be used to delineate property boundaries.
- .3 Parks and school sites should have adequate street frontage in order to ensure these areas are visually connected with the neighbourhood and to provide safety and security.
- .4 Buildings, structures and landscape elements should be created as neighbourhood focal points and landmarks for orientation and community identity.
- .5 Active recreation areas within school and park sites should be located adjacent to one another with passive recreation areas provided at a safe distance from sportsfields.
- .6 Parking should generally be located between school buildings and sportsfields to provide ease of access to each area and be located away from the public street space.



- .7 Park design including paving, lighting, furnishings, plant materials and landscaping should be coordinated for the shared site.
- .8 Transit stops should be coordinated with park and school entrance areas.
- .9 Pedestrian and vehicular entrances to parks should be clearly defined with landscape or structural elements to mark entrance locations.
- .10 Schools and buildings within parks be architecturally designed to reflect their prominent role and position in the community.
- .11 The design of schools and park buildings should have consideration to topography, natural features, site lines and vistas and pedestrian and vehicular access.
- .12 Service, maintenance areas and parking should be screened from view by building elements or landscaping.
- .13 Connections to the former rail line should be investigated at the detailed design stage.

5.2 Urban Squares/Parkettes

- .1 An urban square should be considered for each of the neighbourhoods to serve as a meeting place and to create a sense of place. The urban square may be developed in conjunction with an enlarged traffic circle, with school and park areas, medium density development or as a component of larger neighbourhood park sites.



- .2 The urban square should make a positive contribution to the structure and spatial definition of local streets and include passive recreational opportunities.
- .3 A concept plan should be prepared at the draft plan stage to assess the size and location of the square, the relationship to the uses and building of the centre and connections to the adjacent pedestrian network and open space system.
- .4 Urban squares may be sites for public art and special landscape treatments. Transit stops should be integrated in the urban squares, where appropriate.

5.3 Creek Corridors and Stormwater Management Pond Guidelines

- .1 Regional stormwater management facilities should be integrated into the community open space system and maintained for their biodiversity and visual and educational benefits (as defined in the City's stormwater management pond guidelines).
- .2 Stormwater management facilities and their naturalized planting scheme should be integrated with adjacent park areas and reflect the existing drainage pattern and topography.
- .3 Stormwater management basins should be designed and planted with native upland, shoreline and aquatic species to provide wildlife habitat and water quality benefits.



- .4 Linear stormwater management facilities (greenways) may be considered to provide improved community linkages between natural areas/open space and parks. Greenways may be appropriate to separate land uses and provide locations for community trails.
- .5 Stormwater management facilities may include interpretive information for public education purposes.
- .6 A 30m buffer should be provided along sections of the Stanton Drain as recommended in the natural heritage strategy. Community trails may be provided along creek corridors in areas not susceptible to frequent flooding.
- .7 Creek corridors should have a natural appearance and be designed with a mix of mature tree, shrubs, ground cover to stabilize banks and provide habitat diversity.



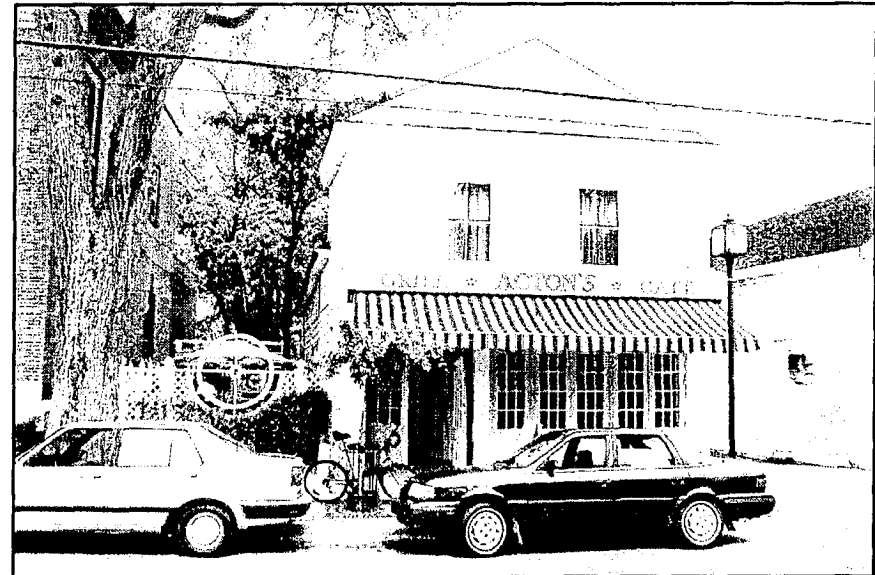
6.0 HYDE PARK HAMLET

The Hyde Park hamlet has the potential to be a focus of activity for the new community. The Business District land use designation allows for a range of uses including local retail and service space, offices, multi-unit housing, open space and community services. Residential density is centred around the hamlet to support new commercial uses and a possible transit route on Hyde Park Road. A small urban square/parkette in the hamlet would provide a focus for public open space.

Carefully designed development and streets in the hamlet can transform the hamlet into a more pedestrian-oriented commercial area. Creating a strong sense of place and character should guide the design for the hamlet. Pedestrian-orientation should be highlighted in the design by enhancing connections to other parts of the community and by providing enhanced intersection design at the corner of Hyde Park Road and Gainsborough Road. An overall streetscape master plan should be prepared to guide infill building locations and street design in the hamlet.

The Business District designation encourages the location of building close to the street with parking located at the side or rear. Building design should allow flexibility in the ground floor space to provide for conversion from the initial uses such as residential to retail, service and office issues in the long term.

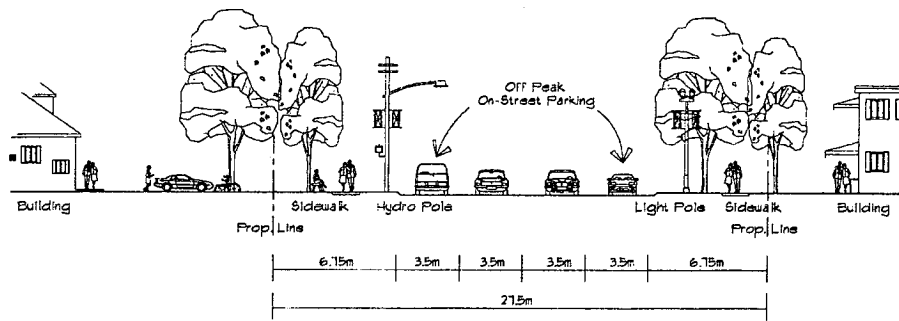
The built heritage of the hamlet was reviewed and recommendations are contained in the Hyde Park Community Plan Archaeological Assessment. The conservation of significant older buildings provide links to the past and adds to the richness and diversity of Hyde Park.



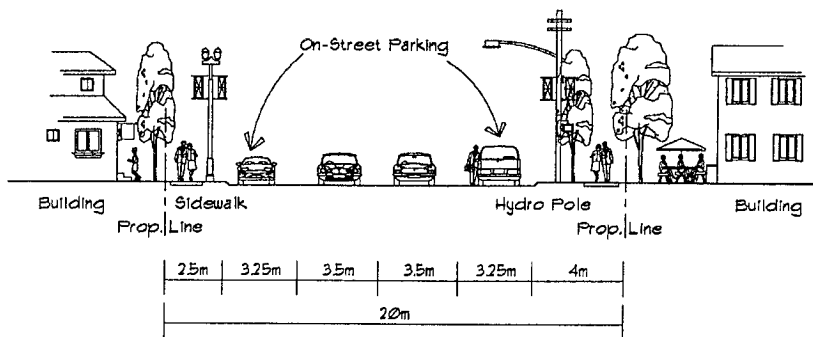
Building and site design for adjacent properties must also be sensitive to the heritage property. Adjacent development should complement the property's significant architectural and heritage features and not dominate or overwhelm them. Considerations of scale, architectural character, massing and materials are important in this context.

6.1 Streetscape Design Guideline

- 1 The hamlet should have an urban orientation and be a place for people.
- 2 Buildings should be sited in close proximity to the street with walkways extending to the adjacent sidewalk. Appropriate setbacks should be determined through the streetscape study.
- 3 Parking should be located at the side or rear of the buildings.
- 4 Street and Pedestrian connections should be provided to neighbouring residential development.
- 5 A streetscape plan should be prepared to determine the right-of-way width to accommodate through traffic, on-street parking, transit stops, street furniture, street trees and utilities.
- 6 Traffic circles and other traffic calming devices should be considered for the hamlet to slow traffic and create a comfortable pedestrian environment.



Possible Hyde Park Road Section



Possible Gainsborough Road Section

- .7 The streetscape should be designed to create a comfortable pedestrian environment with consideration to wider sidewalks, paved boulevard strips rather than grassed areas, closely spaced street trees in single or double rows and a coordinated system of street furniture and transit stops.
- .8 The major intersection should be designed with special pavement treatments and textures to identify the major pedestrian crossing areas. Tighter corner radii, where appropriate, and textured materials should be utilized.
- .9 Encourage the planting of large deciduous “street trees” along the roadside to help shade and enclose the street, creating the atmosphere of an “outdoor room”.
- .10 Create new streets/lanes and interconnected parking lots behind the commercial buildings to reduce traffic congestion.
- .11 Encourage efficient and attractive design of parking lots. Reduce large expanses of asphalt into smaller visual units with landscaping.
- .12 Create a pedestrian scaled signage system for the hamlet to reinforce main street image.



6.2 Open Space Design Guidelines

- .1 The hamlet should include an urban square to serve as a neighbourhood meeting place and to create a sense of place for the Hyde Park.
- .2 The urban square should be located near the main intersection and could be developed in conjunction with an enlarged traffic circle, with a library/fire hall or commercial/mixed use development.

6.3 Building Design Guidelines

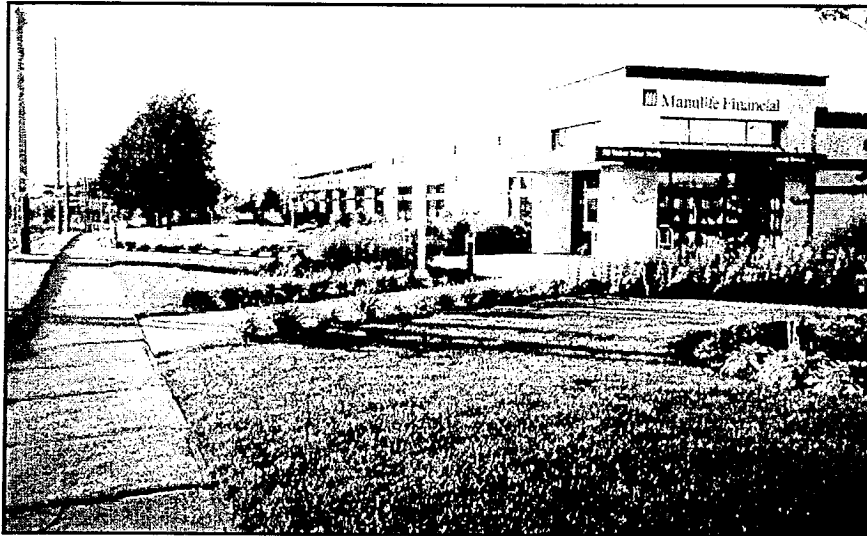
- .1 Building should define the public street space with building walls maximized along the street to enclose and animate the street and create a consistent street edge.
- .2 Buildings should be arranged in varied, clustered masses, relating closely to the street.
- .3 Encourage variety, irregularity, and uniqueness in building location and design.
- .4 New buildings should not create large, bulky masses, but should be scaled into smaller building elements.
- .5 Older buildings should be reused, where possible, rather than tearing them down.
- .6 Buildings, structures and associated landscapes of historical, architectural or cultural merit should be retained and incorporated into new development, where feasible.



- .7 Alterations and additions to heritage buildings should not radically change or destroy the integrity of the building including its materials, features and spaces. New designs should be clearly differentiated so that the addition does not appear to be part of the heritage resource.
- .8 Moving buildings is discouraged unless there is no other means to save or reuse them. The site is an integral component of a building and change may diminish the heritage value.



8.0 OFFICE BUSINESS PARK



The Office Business Park is proposed west of Hyde Park Road between the hamlet area and the existing light industrial area south of Fanshawe Park Road.

The business park should be planned and designed to create a consistent and attractive environment. A high quality of site and building design is required to create a positive investment climate.

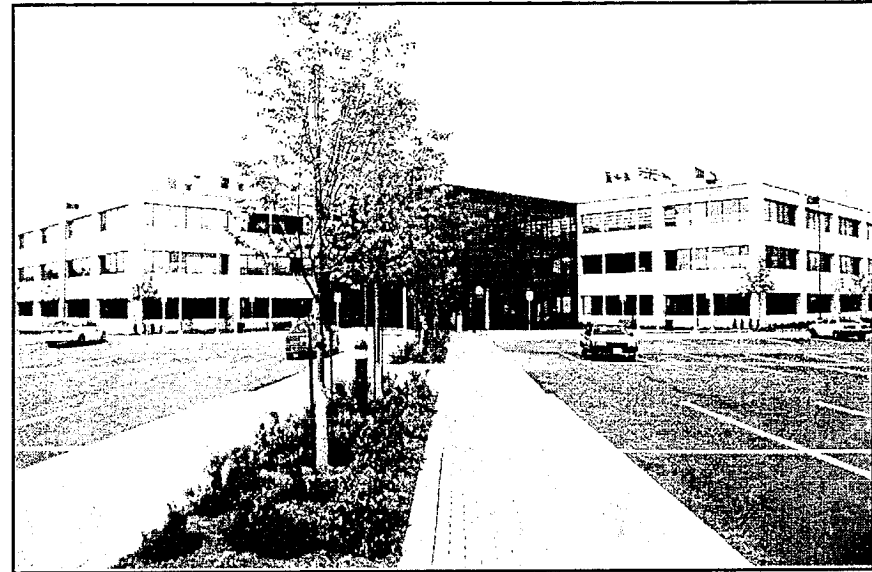
8.1 Street Space and Streetscape Design Guidelines

- .1 The required road right-of-way and preferred street section should be determined at the plan of subdivision stage.
- .2 A build-to line (BTL) of 10 metres should be established for the Business Corridor areas with 30% of the building face located at the BTL. Where visitor parking is desired in the front yard, a build-to line of 20 metres should be utilized.
- .3 The primary parking areas should be oriented to the side and rear yards so that buildings and landscape elements are the dominant features in the streetscape.
- .4 Where buildings are discontinuous along the street, street trees, plantings and other structures should continue the building line along the street.
- .5 A continuous landscaped buffer should be created in the front yard of each site with emphasis on parking lot screening where applicable.

- .6 Detailed Signage and lighting guidelines should be prepared for the business park.

8.2 Building Design Guidelines

- .1 Multi-storey buildings are preferred with their location close to the street to define the street space.
- .2 Buildings adjacent to Hyde Park Road should have building mass oriented along the road and are exempted from the local street frontage build-to line in order to provide maximum exposure to the arterial and to create an attractive edge to the business park.
- .3 The main public entrance to buildings should be clearly visible from the local streets and have weather protected entrances.



8.3 Access, Circulation and Parking

- .1 Shared accesses are encouraged to minimize the number of driveways from the public street.
- .2 A well defined and continuous pedestrian system should be developed on each site with connections to the public street.
- .3 Pedestrian routes should be provided to adjacent and surrounding commercial areas.
- .4 Visitor and handicapped parking areas should be located close to the main building entrance.

- .5 Large parking lots should be broken into smaller modules with landscape islands featuring deciduous trees and low, drought tolerant shrub material. Separate walkways may be necessary in large parking areas to provide pedestrian connections to main buildings entrances.
- .6 Parking should be screened from the street by such techniques as plantings, low walls, trellises and floor of multi-storey buildings.



9.0 IMPLEMENTATION

The purpose of the Hyde Park Community and Urban Design Guidelines is to outline a set of design principles that will address the relationship between streets, buildings and open spaces.

Specifically, the Hyde Park Community Urban Design Guidelines will be used for the following purposes in the plan implementation process:

- to provide a distinct character and high quality of design for the community;
- to assess whether individual plans of subdivision are in conformity with the design principles for the community; and
- to assess the appropriateness of site plan applications.

Compatibility between existing built-up areas and proposed development may be addressed through good urban design. The hamlet is proposed to be designated as a business district. This area will continue to be a mixed use area with an emphasis on more urban form and the streetscape.

These design guidelines state the design objectives of the City for the Hyde Park Community. The guidelines are intended to be flexible and there may be several ways to achieve the desired design objectives.

It is recognized that some sites may have unique natural features and development constraints or requirements. Competing interests may require that certain principles will take precedence over others.



Conceptual planning of sites, buildings and open spaces may be requested at the development applications stage to address the application of these guidelines and to create appropriately sized development blocks.

Developers are encouraged to meet with staff early in the design process to discuss the site characteristics, development program and the application of the design guidelines.

