

Agenda Including Addeds

Civic Works Committee

1st Meeting of the Civic Works Committee

December 11, 2018, 4:00 PM

Council Chambers

Members

Councillors P. Squire (Chair), M. van Holst, S. Lehman, S. Lewis, E. Pelozza, Mayor E. Holder

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The Committee will recess at approximately 6:30 PM for dinner, as required.

Pages

1. Call to Order	
1.1 Disclosures of Pecuniary Interest	
1.2 Election of Vice Chair for the Term Ending November 30, 2019	
2. Consent	
2.1 8th Report of the Rapid Transit Implementation Working Group	3
2.2 9th Report of the Transportation Advisory Committee	4
3. Scheduled Items	
3.1 Item not to be heard before 4:10 PM - Public Participation Meeting - Application by - The Corporation of the City of London Street Renaming Portion of Third Street (From Oxford Street East to Cheapside Street) To Baransway Drive	7
4. Items for Direction	
4.1 11th Meeting of the Cycling Advisory Committee	12
4.2 Senior's Bus Ticket Discount	17
4.3 Autonomous Vehicles - Presentation Request	18
5. Deferred Matters/Additional Business	
5.1 Deferred Matters List	19
5.2 <i>(ADDED) Waste Diversion Action Plan - J. Kogelheide</i>	22
5.3 <i>(ADDED) Resubmission - Delegation Request - K. Miller and C. Gupta</i>	
a. <i>Municipal Council Resolution - Resubmission</i>	23
b. <i>Delegation Requests</i>	24

6. Adjournment

Rapid Transit Implementation Working Group

Report

5th Meeting of the Rapid Transit Implementation Working Group
November 8, 2018
Council Chambers

Attendance

PRESENT: S. Rooth (Chair), Councillors P. Hubert, T. Park, P. Squire, H. Usher and M. van Holst, D. Sheppard and P. Shack (Secretary)

ABSENT: Mayor M. Brown and Councillor J. Helmer

ALSO PRESENT: A. Kemick, K. Paleczny, A. Rammeloo, J. Ramsay and M. Ribera

The meeting was called to order at 4:30 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 Bus Rapid Transit Project Update

That it BE NOTED that the Bus Rapid Transit Project Update presentation from J. Ramsay, Project Director and K. Paleczny, General Manager, London Transit Commission, as included on the November 8, 2018 Rapid Transit Implementation Working Group Agenda, was received.

3. Consent

3.1 4th Report of the Rapid Transit Implementation Working Group

That it BE NOTED that the 4th Report of the Rapid Transit Implementation Working Group, from its meeting held on July 5, 2018, was received.

4. Items for Discussion

That it BE NOTED that the Rapid Transit Implementation Working Group did not discuss the following items:

4.1 Bus Hailing Web Application being tested in the City of Bellville

4.2 Test of Driverless Shuttles Performed in the City of Edmonton during the week of October 9, 2018

4.3 Potential Rapid Transit Overlap with Opportunities for London as part of the Autonomous Vehicle Innovation Network

4.4 Request an Expert on the Autonomous Field to Speak to the Committee

5. Deferred Matters/Additional Business

None.

6. Adjournment

The meeting adjourned at 6:15 PM.

Transportation Advisory Committee

Report

The 9th Meeting of the Transportation Advisory Committee
November 27, 2018
Committee Room #4

Attendance PRESENT: D. Foster (Chair), S. Brooks, D. Doroshenko, T. Khan, P. Moore, J. Scarterfield and A. Stratton and J. Bunn (Committee Secretary)

ABSENT: G. Bikas, G. Debbert, H. Moussa and L. Norman

ALSO PRESENT: M. Elmadhoon, T. Koza, T. Macbeth, A. Miller and S. Shannon

The meeting was called to order at 12:15 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Organizational Matters

2.1 Election of Chair for the remainder of the Advisory Committee term

That it BE NOTED that the Transportation Advisory Committee elected D. Foster and T. Khan as Chair and Vice Chair, respectively, for the term ending June 1, 2019.

3. Scheduled Items

3.1 Wilton Grove Road Reconstruction Project TS1490 – Highbury Avenue to the East City Limit

That it BE NOTED that the attached presentation from H. Huotari, Parsons Inc., with respect to the Wilton Grove Road Reconstruction Project TS1490 from Highbury Avenue to the East City Limit, was received; it being noted that the Project Synopsis document, from H. Huotari, Parsons Inc. and S. Shannon, City of London, as appended to the agenda, with respect to this matter, was received.

3.2 Traffic Calming Practices and Procedures for Existing Neighbourhoods

That a Working Group BE ESTABLISHED, led by A. Stratton, to review the Traffic Calming Practices and Procedures for Existing Neighbourhoods document, from M. Elmadhoon, Traffic and Transportation Engineer.

4. Consent

4.1 8th Report of the Transportation Advisory Committee

That it BE NOTED that the 8th Report of the Transportation Advisory Committee, from its meeting held on October 23, 2018, was received.

- 4.2 Municipal Council Resolution - Transportation Advisory Committee
- That it BE NOTED that the Municipal Council resolution, from its meeting held on November 6, 2018, with respect to the 7th and 8th Reports of the Transportation Advisory Committee from the meetings held on September 25, 2018 and October 23, 2018, respectively, were received.
- 4.3 Letter of Resignation - A. Farahi
- That it BE NOTED that the letter of resignation from the Transportation Advisory Committee, submitted by A. Farahi, was received.
- 4.4 Notice of Public Information Centre No. 1 - Adelaide Street North Municipal Class Environmental Assessment Study
- That it BE NOTED that the Notice of Public Information Centre No. 1, from H. Huotari, Parsons Inc. and M. Davenport, City of London, with respect to the Adelaide Street North Municipal Class Environmental Assessment Study, was received.
- 4.5 Notice of Public Information Centre #2 - City of London - Long Term Water Storage - Municipal Class Environmental Assessment
- That it BE NOTED that the Notice of Public Information Centre #2, from P. Lupton, City of London and N. Martin, AECOM Canada, with respect to the City of London Long Term Water Storage Municipal Class Environmental Assessment, was received.
- 4.6 Notice of Public Update Meeting - Wilton Grove Reconstruction - Commerce Road to Westchester Bourne
- That it BE NOTED that the Notice of Public Update Meeting, dated November 7, 2018, from H. Huotari, Parsons Inc. and S. Shannon, City of London, with respect to the Wilton Grove Road Reconstruction from Commerce Road to Westchester Bourne, was received.
- 4.7 Notice of Completion - Transportation Environmental Study Report Addendum - Highway 401 and Highway 4 Interchange Improvements and Highway 4 and Glanworth Drive Underpass Replacements
- That it BE NOTED that the Notice of Completion dated October 22, 2018, from J. Matthews, Dillon Consulting, with respect to a Transportation Environmental Study Report Addendum for Highway 401 and Highway 4 Interchange Improvements and Highway 4 and Glanworth Drive Underpass Replacements (GWP 3030-11-00), was received.
- 4.8 Memo - ReThink Zoning Draft Terms of Reference
- That the Memo dated October 31, 2018, from J. Adema, Planner II, with respect to the ReThink Zoning Draft Terms of Reference, BE ADDED to the mandate of the Working Group established in clause 3.2 of this Report.

5. Sub-Committees and Working Groups

5.1 TAC Work Plan Working Group Report

That it BE NOTED that the Transportation Advisory Committee Work Plan Working Group Report, submitted by D. Foster, was received.

6. Items for Discussion

6.1 Next Meeting Date

That it BE NOTED that the next meeting of the Transportation Advisory Committee will be held on January 22, 2019.

7. Deferred Matters/Additional Business

7.1 (ADDED) Municipal Council Resolution - Recruitment and Appointment of Advisory Committee Members for the Up-Coming Term

That it BE NOTED that the Municipal Council resolution from its meeting held on November 20, 2018, with respect to the recruitment and appointment of Advisory Committee members for the up-coming term, was received.

7.2 (ADDED) Notice of Study Commencement - Rehabilitation of Riverside Drive Bridge over the CN Railway Detail Design - Tendering and Contract Administration

That it BE NOTED that the Notice of Study Commencement, from I. Bartlett, Stantec Consulting Ltd. and S. Shannon, City of London, with respect to the Rehabilitation of the Riverside Drive Bridge over the CN Railway, detailed design, tendering and contract administration, was received.

7.3 (ADDED) TAC Terms of Reference

That a Working Group BE ESTABLISHED, to be led by T. Khan, to review the Transportation Advisory Committee Terms of Reference.

7.4 (ADDED) TAC Representative on the Cycling Advisory Committee

That D. Foster BE APPOINTED as the representative of the Transportation Advisory Committee on the Cycling Advisory Committee.

8. Adjournment

The meeting adjourned at 1:31 PM.

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE
FROM:	GEORGE KOTSIFAS, P. ENG. MANAGING DIRECTOR, DEVELOPMENT AND COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL
SUBJECT:	APPLICATION BY: THE CORPORATION OF THE CITY OF LONDON STREET RENAMING PORTION OF THIRD STREET (FROM OXFORD STREET EAST TO CHEAPSIDE STREET) TO BARANSWAY DRIVE MEETING ON DECEMBER 11, 2018

RECOMMENDATION

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the renaming of the portion of Third Street (between Oxford Street East and Cheapside Street) to Baransway Drive:

- a) the proposed by-law attached as Appendix "A" **BE INTRODUCED** at the Municipal Council Meeting to be held on December 18, 2018 to undertake the following actions:
 - i) rename Third Street between Oxford Street East and Cheapside Street Baransway Drive, effective February 1, 2019;
- b) Trudell Medical Group **BE REQUIRED** to pay for all costs of street address change and the change of street signage; and
- c) Trudell Medical Group **BE REQUIRED** to compensate any property owner(s) for incurred costs associated with the municipal address change as a result of the street name change.

PREVIOUS REPORTS

November 12, 2018 – Street Renaming – Portion of Third Street (From Oxford Street East to Cheapside Street) to Baransway Drive

BACKGROUND

This section of Third Street was originally created through registered plan 33M-342 on August 16, 1996.

An application was made by Mark Henderson, Development and Compliance Services – Administration, City of London on behalf of the London Economic Development Corporation and Trudell Medical Group.

Viewed as an influential businessperson by the local community that helped shape the London's economy, Mitch Baran (1934-2015) continues to have a strong impact on our city to this day. The former Chief Executive of Trudell Medical Group built the business into one of London's most successful companies and helped millions of people breathe easier along the way.

Baran passed away in 2015 at the age of 81 battling cancer and is remembered in the community for his dedication, entrepreneurship, and impactful work. He was inducted into the London Business Hall of Fame (2003), is an honoree of the Order of Canada, and had Riverside Park renamed after him in 2012. To help his legacy continue, we are proposing to have a street renamed in his honour given his impact on the London community.

Trudell, which was founded in 1922 by Baran's wife's Grandfather George Trudell, started as a small company with only a dozen employees that supplied missionaries with Bibles, rosaries, and medical supplies. After Baran purchased Trudell in 1967, the company was transformed into a powerhouse medical-device company with a global market. Now, Trudell and its subsidiaries have around 750 employees around the world, including about 300 in London. Baran developed the company's flagship product, Aero Chamber, based off of personal experience suffering from severe asthma as a youth.

Committed to London, Baran turned down numerous offers to move Trudell to the U.S. and instead expanded Trudell here, which is now recognized as a major, locally-owned leader in the medical space. Baran's commitment spilled over into other spaces within London, as he invested in local start-up tech companies and established the Mitchell and Kathryn Baran Family Foundation. The foundation started in 2004 and has given back to local charities and organizations, including Let's Talk Science, Schulich School of Medicine and Dentistry, and The United Way. Baran also served on numerous hospital, corporate, and government advisory boards.

Mitch Baran was previously recognized by having a park named after him, Mitchell A. Baran Park, located at 10 Riverside Drive, at the fork of the Thames River.

The Applicant shall be required to financially compensate the property owners for a change in address, Council has previously recommended compensation of Two Hundred (\$200) dollars for private residences. However, there is no set amount for commercial business. In total, ten (10) business would be affected by renaming this section of Third Street.

Street Signs will be required to be replaced (approx. \$500.00 plus taxes per sign, installed). After the public consultation process, staff will report back on the cost allocation and anticipated expenses to the Applicant associated with the sign replacement. The estimated cost for new and replacement street name signs do not include the posting of temporary signs indicating the former street name.

Consultation with emergency service providers and other agencies, such as Canada Post Corporation (CPC) will be necessary to ensure a streamline transition of the street name change. Canada Post Corporation has in the past provided six month free re-direction mail service.

Figure 1 – Third Street – Between Oxford Street East and Cheapside Street



CONCLUSION

The Civic Works Committee (CWC) recommends the portion of Third Street (between Oxford Street East and Cheapside Street) be renamed to Baransway Drive. Trudell Medical Group shall pay for the cost of advertisement, signage replacement on a full cost recovery basis, as well as compensation to the affected property owners.

PREPARED BY:	REVIEWED BY:
FRANK GERRITS Development Documentation Coordinator	MATT FELDBERG Manager, Development Services (Subdivisions)
RECOMMENDED BY:	SUBMITTED BY:
PAUL YEOMAN, RPP, PLE Director, Development Services	GEORGE KOTSIFAS, P. ENG. Managing Director, Development & Compliance Services and Chief Building Official

FG/MF/PY/GK/fg
Attach.
November 27, 2018

Bill No.
2018

By-law No. S.-_____

A by-law to rename a portion of Third Street to Baransway Drive, effective February 1, 2019.

WHEREAS the Municipal Council of The Corporation of the City of London deems it expedient to rename a portion of Third Street to Baransway Drive;

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. That portion of Third Street between Oxford Street East and Cheapside Street, being that portion on Registered Plan 33M-342, shall hereafter be called and known as Baransway Drive, and the name of said street is hereby changed accordingly:

2. This by-law comes into force and effect on February 1, 2019.

PASSED in Open Council on _____

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading –
Second Reading –
Third Reading –

Cycling Advisory Committee

Report

11th Meeting of the Cycling Advisory Committee
November 21, 2018
Committee Room #4

Attendance PRESENT: D. Mitchell (Chair), D. Doroshenkso, R. Henderson, J. Jordan, R. Sirois, D. Szoller, M. Zunti; and P. Shack (Secretary)

ABSENT: W. Pol and A. Stratton

ALSO PRESENT: D. Hall, S. Harding, P. Kavcic, D. MacRae, L. Maitland, B. McCall, A. Miller and S. Wilson

The meeting was called to order at 4:05 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 King Street Cycle Lane Improvements Update

That it BE NOTED that the Cycling Advisory Committee heard a verbal update from P. Kavcic, Transportation Design Engineer, with respect to King Street Cycle Lane Improvements Update.

2.2 Old East Village Cycle Track

That Civic Administration BE REQUESTED to consider a review of the presentation with respect to the bi-directional cycle tracks on Dundas Street between William Street and Ontario Street; it being noted that the Cycling Advisory Committee received the attached presentation from R. Henderson and D. Hall, Executive Director, London Cycle Link with respect to the Proposal for Old East Village Cycle Track.

3. Consent

3.1 10th Report of the Cycling Advisory Committee

That it BE NOTED that the 10th Report of the Cycling Advisory Committee from its meeting held on October 17, 2018, was received.

3.2 Municipal Council resolution adopted at its meeting held on October 16, 2018, with respect to 1st Report of the Town and Gown Committee

That it BE NOTED that the Municipal Council resolution adopted at its meeting held on October 16, 2018, with respect to 1st Report of the Town and Gown Committee, was received.

3.3 ReThink Zoning Draft Terms of Reference

That it BE NOTED that the Cycling Advisory Committee held a general discussion with respect to the ReThink Zoning Draft Terms of Reference, and will be bringing forward for comments at a future meeting.

3.4 Notice of Public Update Meeting - Wilton Grove Road Reconstruction - Commerce Road to Westchester Bourne

That it BE NOTED that the Notice of Public Update Meeting-Wilton Grove Road Reconstruction-Commerce Road to Westchester Bourne, was received.

3.5 Notice of Study Completion - Fanshawe Park Road and Richmond Street Intersection Improvements - Municipal Class Environmental Assessment

That it BE NOTED that the Notice of Study Completion-Fanshawe Park Road and Richmond Street Intersection Improvements-Municipal Class Environmental Assessment, was received.

4. Sub-Committees and Working Groups

That it BE NOTED that the Cycling Advisory Committee held a general discussion with respect to bicycle theft in London.

5. Items for Discussion

5.1 Committee Term of Cycling Advisory Committee

That it BE NOTED that the Cycling Advisory Committee heard a verbal update from P. Shack, Committee Secretary, with respect to the extension of the terms of Advisory Committee members; it being noted that the current terms of Advisory Committee members will be extended to the date of June 1, 2019, and a new term will run from June 1, 2019 to February 2021.

5.2 Cycling Advisory Committee Survey - D. Szoller

That it BE NOTED that the Cycling Advisory Committee heard a verbal update from D. Szoller with respect to a Cycling Advisory Committee Survey.

5.3 December Meeting Date

That it BE NOTED that the Cycling Advisory Committee will meet on December 19, 2018.

6. Deferred Matters/Additional Business

None.

7. Adjournment

The meeting adjourned at 6:00 PM.

BIKES ON DUNDAS

An Alternate Design for Dundas St in Old East Village

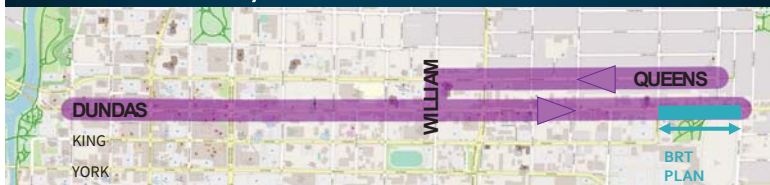


Presentation by: Daniel Hall and Rebecca Henderson

History of East-West Bikeway

- First presented as a top-5 priority by London Cycle Link in 2016 Budget Talks
- Bi-directional cycle tracks were planned for Queens Ave because BRT was originally planned for Dundas in 2017
- Currently in Downtown Bikeway Study - Uni-directional cycle tracks on Dundas were considered but bi-directional was not

Current 'Hybrid' Plan



- (Wellington to William) Uni-directional protected bike lanes on each side of Dundas
- (William to Ontario): Cycle tracks, Eastbound on Dundas – Westbound on Queens
- (Ontario to Egerton): BRT plan - multi-use path for Eastbound and Westbound on south side of Dundas

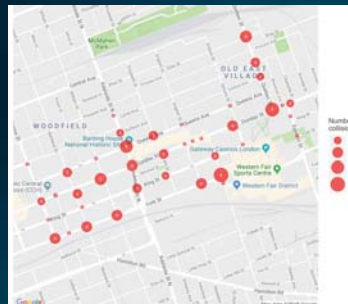
Current 'Hybrid' Plan

- Not intuitive or convenient for westbound cyclists
- Doesn't connect well with future BRT plans
- Will cyclists still ride in mixed traffic westbound on Dundas, or will they detour?

Do cyclists detour? Well, kind of.

- Cycle routes should be direct, based on desire lines, and result in minimal delays door to door. Indirect cycle routes or excessive delays may lead cyclists to choose more direct routes with greater risk (Misra, 2016)
- Preference question for westbound cyclists: "If this and other route options were available, how likely are you to choose to cycle on this type of route?"
- **What's not clear is how many cyclists would avoid a short link with high traffic speed or volume if the decision increased their trip length, travel time**

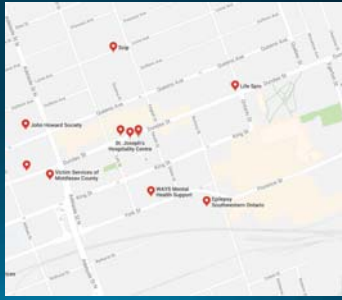
Will the Queens St proposal reduce risk?



- n=97 collisions (MVC-cyclist collisions 2006-2017)
- Fault: 60% cyclists, 29% motorists, 11% both/unknown
- 25% (24/97) sidewalk cycling
- Charges: no horn (3), improper brakes (2), improper bicycle lighting (3), cyclist in crosswalk (6), cyclist in sidewalk (16), drive wrongway (2)

Transport decisions need to consider the effect of infrastructure on health inequities

- 6 organizations providing service to Londoners experiencing marginalization
- There are higher bicycling injury rates for children, older adults and those with low income (Pucher, 2011; Davison, 2013; Barajas, 2016)

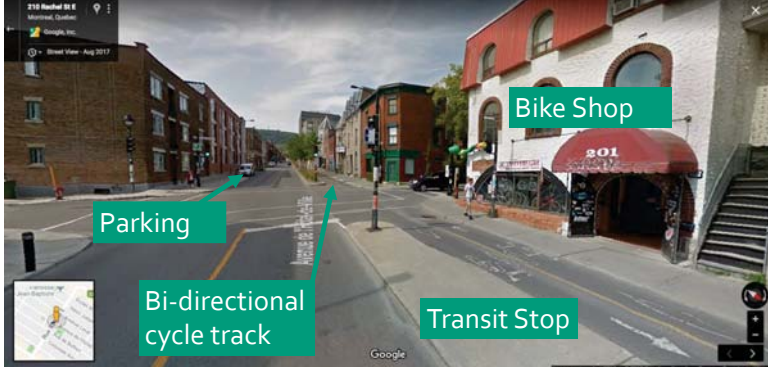


Why isn't there two-way cycling facilities planned on Dundas?

- Lack of space
- Prioritizing vehicles lanes and parking lanes
- Prioritizing wider sidewalks, patios, and landscaping



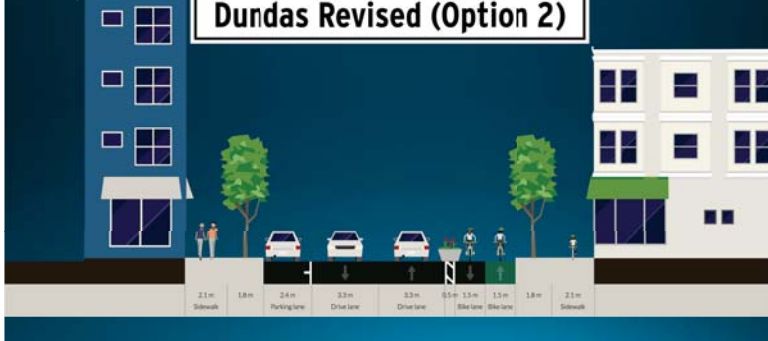
Rue Rachel in Montreal – 18.0 m wide



Bi-directional plan on Dundas through OEV



Bi-directional plan on Dundas through OEV



Why it Works

- Will increase number of people on bikes – safe and convenient
- Aligns with:
 - 2030 Master Plan – Active transportation mode share of 15%
 - CMP – “the culture of cycling within London is encouraged and achieved by providing infrastructure which is considered comfortable, safe and convenient” – (MMM Group, 2016). Vision Statement
 - Complete Streets – “London’s streets will be designed for connectivity and support the use of active and sustainable modes of transportation” – (WSP Group, 2018) Vision Statement 1.4 (3)
 - Complete Streets – “The vibrant commercial environment typically found along Main Streets can generate significant volumes of cyclists.” – (WSP Group, 2018) Section 4.5 - Main Streets
- Bi-directional cycle tracks are less intuitive but work when intersections/driveways are infrequent

Why it Works – Part 2

- Bloor St in Toronto – “Patrons arriving by foot and bicycle visit the most often and spend the most money per month” (Clifton, et al. 2013; Fleming, Turner and Tarjomi 2013; Rowe 2013; Stantec 2011; Sztabinski 2009; TA 2006).
- New Development along Dundas (1,000 units or approx. 1,600 people already proposed near this area).
- Bike Share Coming – Cycling infrastructure needs to be intuitive for new riders

Rachel in Montreal Dundas in OEV

- Intersection every 60 meters
 - 18.0 metres wide
 - Centre of city – high volumes of cross traffic and turning movements
 - Two-way cycle tracks 72% relative risk of injury compared to adjacent bike routes (Lusk, Furth, Morency, Miranda-Moreno, Willett, & Dennerlein, 2011)
- Intersection every 250 metres and no left-turn allowed at Adelaide
 - 20.3 metres wide
 - Constrained to the north by CP tracks, to the south by CN tracks - less cross traffic and turns

Support from these businesses

- Asmara Coffee
- Bread and Roses Books
- Red Cat Farm
- Curly Girl Home Décor
- Go Easy
- The Hungary Butcher
- Mitch’s Treasures
- The Old East Village Grocer
- So Inviting
- B13 The Baker’s Dozen
- The Root Cellar
- The Market at Western Fair District
- Wisdom: Café, Teashop, Japanese Creperie

Our Ask

- Requesting that CAC endorse this presentation
- Requesting that CAC make a motion for staff to complete a review of bi-directional cycle tracks on Dundas between William and Ontario

For questions,
Daniel Hall, Executive Director, info@londoncyclelink.ca
Rebecca Henderson, rhendeg@uwo.ca

References

- Lusk, A. C., Furth, P.G., Morency, P., Miranda-Moreno, L.F., Willett, W.C., & Dennerlein, J.T. (2011). Risk of injury for bicycling on cycle tracks versus in the street. *Injury Prevention* 2011 (17), pp. 131-135. doi: 10.1136/ip.2010.028696
- MMM Group. (2016). *City of London Cycling Master Plan*. Retrieved from City of London Website: <http://www.london.ca/residents/Environment/EAs/Documents/London%20ON%20Bikes%20-%20Full%20Executive%20Summary%20-%20September%202016.pdf>
- Sztabinski, F. (2009). *Bike lanes, on-street parking & business: A study of Bloor Street in Toronto's Annex neighbourhood*. Retrieved from Clean Air Partnership Website: http://www.cleanairpartnership.org/wp-content/uploads/2016/08/BikeLanes_ParkingandBusiness_Year1Report_Feb2009_Final_New_Cover.pdf
- WSP Group. (2018). *London Complete Streets Design Manual*. Retrieved from City of London Website: <http://www.london.ca/residents/Roads-Transportation/Transportation-Planning/Documents/CSDM%20-%2020180911.pdf>

References continued

- Winters, M., Branion-Calles, M., Therrien, S., Fuller, D., Gauvin, L., Whitehurst, D. G. T., & Nelson, T. (2018). Impacts of Bicycle Infrastructure in Mid-Sized Cities (IBIMS): Protocol for a natural experiment study in three Canadian cities. *BMJ Open*, 8(1), 1-11. <https://doi.org/10.1136/bmjopen-2017-019130>
- Misra, A. (2016). Modeling Cyclists' Willingness to Deviate from Shortest Path Using Revealed Preference Data
- London Police Services Collision Data (2006-2017)

Dear chair and members of the civic works committee,

Many people have requested that the senior's discount on bus tickets be reinstated.

Because of this, I am requesting that the committee move to reinstate the program or refer it to the upcoming budget process.

Sincerely,

Michael van Holst
Ward 1 Councillor

Dear Chair and Members of the CWC,

Presently, our BRT project is being designed for a future upgrade to light rail. However, an alternative to rail could be the promising new technologies that are approaching much more rapidly than expected.

It is a certain that autonomous transit vehicles will one day be providing first and last mile service. This is the degree of convenience that will incentivize riders to leave their cars at home. The puzzle of traffic congestion will then be solved since shuttles carrying 6-12 passengers will replace cars with single riders, leaving only a fraction of the vehicles on our roads. Imagine the system as a combination of the Uber Pool app, the Bellville bus hailing app and the autonomous ELA shuttles being tested in various locations.

It is vital that we decide quickly if our future will be autonomous vehicles or rail since the cost of the future upgrade will be greatly impacted by our design of the short-term BRT solution. We need current and quality information to make that decision and for this reason I hope you will support the following motion:

That an expert in the field of autonomous vehicles be engaged to speak to the Rapid Transit Implementation Working Group (RTIWG) in the first quarter of 2018 about the coming smart transit technologies and the likely timelines for their commercialization.

Sincerely,

Michael van Holst
Councillor Ward 1

DEFERRED MATTERS

**CIVIC WORKS COMMITTEE
(as of December 3, 2018)**

Item No.	File No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
1.	75.	<p><u>Options for Increased Recycling in the Downtown Core</u> That, on the recommendation of the Director, Environment, Fleet and Solid Waste, the following actions be taken with respect to the options for increased recycling in the Downtown core:</p> <p>b) the Civic Administration BE DIRECTED to report back to the Civic Works Committee in May 2017 with respect to:</p> <ul style="list-style-type: none"> i) the outcome of the discussions with Downtown London, the London Downtown Business Association and the Old East Village Business Improvement Area; ii) potential funding opportunities as part of upcoming provincial legislation and regulations, service fees, direct business contributions, that could be used to lower recycling program costs in the Downtown core; iii) the future role of municipal governments with respect to recycling services in Downtown and Business Areas; and, iv) the recommended approach for increasing recycling in the Downtown area. 	Dec 12/16	1 st Quarter 2019	K. Scherr J. Stanford	
2.	76.	<p><u>Rapid Transit Corridor Traffic Flow</u> That the Civic Administration BE DIRECTED to report back on the feasibility of implementing specific pick-up and drop-off times for services, such as deliveries and curbside pick-up of recycling and waste collection to local businesses in the downtown area and in particular, along the proposed rapid transit corridors.</p>	Dec 12/16	2nd Quarter 2019	K. Scherr J. Ramsay	

3.	78.	<p><u>Garbage and Recycling Collection and Next Steps</u> That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, with the support of the Director, Environment, Fleet and Solid Waste, the following actions be taken with respect to the garbage and recycling collection and next steps: b) the Civic Administration BE DIRECTED to report back to Civic Works Committee by December 2017 with: i) a Business Case including a detailed feasibility study of options and potential next steps to change the City's fleet of garbage packers from diesel to compressed natural gas (CNG); and, ii) an Options Report for the introduction of a semi or fully automated garbage collection system including considerations for customers and operational impacts.</p>	Jan 10/17	2 nd Quarter 2019	K. Scherr J. Stanford	2 nd Quarter 2019
4.	91.	<p><u>Warranted Sidewalk Program</u> That the following actions be taken with respect to the Warranted Sidewalk Program: a) the Managing Director, Environmental and Engineering Services and City Engineer BE REQUESTED to develop an improved community engagement strategy with respect to Warranted Sidewalk Program; and, b) the Managing Director, Environmental and Engineering Services and City Engineer, BE REQUESTED to report back to the Civic Works Committee with respect to the potential future provision of additional sidewalk installation options on the east side of Regal Drive in the Hillcrest Public School area; it being noted that currently planned work would not be impeded by the potential additional work; it being further noted that the Civic Works Committee received a delegation and communication dated September 22, 2017 from L. and F. Conley and the attached presentation from the Division Manager, Transportation Planning and Design, with respect to this matter.</p>	Sept 26/17	2 nd Quarter 2019	D. MacRae	
5.	93.	<p><u>Public Notification Policy for Construction Projects</u> That the Civic Administration BE DIRECTED to amend the "Public Notification Policy for Construction Projects" to provide for a notification process that would ensure that property owners would be given at least one week's written notice of the City of London's intent to undertake maintenance activities on the City boulevard adjacent to their property; it being noted that a communication from Councillor V. Ridley was received with respect to this matter.</p>	Nov 21/17	1 st Quarter 2019	U. DeCandido	

6.	94.	<p><u>Report on Private Works Impacting the Transportation Network</u></p> <p>b) report back to the Civic Works Committee, by the end of March 2018, on:</p> <p>i) ways to improve communication with affected business, organizations and residents about the timing, duration and impacts of permits for approved works, including unexpected developments;</p> <p>ii) ways to improve the scheduling and coordination of private and public projects affecting roadways and sidewalks that carry significant pedestrian, cyclist, transit and auto traffic;</p> <p>iii) resources required to implement these improvements; and</p> <p>iv) any other improvements identified through the review resources required to implement these improvements; and</p>	Dec 4/17	3rd Quarter 2018	G. Kotsifas	George to provide new date
7.	99.	<p><u>Pedestrian Sidewalk – Pack Road and Colonel Talbot Road</u></p> <p>That the communication from J. Burns related to a request for a pedestrian crosswalk at the intersection of Pack Road and Colonel Talbot Road BE REFERRED to the Division Manager, Transportation Planning and Design for review and consultation with Mr. Burns as well as a report back to the appropriate standing committee related to this matter.</p>	Feb. 6, 2018	2nd Quarter 2019	D. MacRae S. Maguire	
8.	104	<p><u>Toilets are Not Garbage Cans</u></p> <p>That the Civic Administration BE REQUESTED to undertake the following with respect to the "Toilets Are Not Garbage Cans" public awareness sticker initiative, coordinated by B. Orr, Sewer Outreach and Control Inspector</p>	June 19, 2018	1st Quarter 2019	S. Mathers	
9.	105	<p><u>Environmental Assessment</u></p> <p>That the Managing Director, Environmental and Engineering Services & City Engineer BE REQUESTED to report on the outstanding items that are not addressed during the Environmental Assessment response be followed up through the detailed design phase in its report to the Civic Works Committee.</p>	July 25, 2018	1st Quarter 2019	S. Mathers P. Yeoman	

Dear Civics Works Committee;

I grant the CWC permission to include this letter in the public agenda.

A short while ago, I was in attendance at the October 3, 2018 Civics Works Committee where the Waste Diversion Action Plan was approved to move forward to become a part of London's evolving culture. During the public participation portion of the meeting, I shared a few of my concerns. The public record that I recently received in the mail did not express my concerns adequately – it actually mixed up parts of my statements and gave a false detailing of my concerns. I request that this letter, expressing what I actually did say, be noted and filed. Near the end of my public record it states, "...noting smaller communities could come to us and the city could make more money by taking their organic waste; noting this will cost more than \$36.00 per household, possibly double or triple..."

The portion of this that states that "this will cost more than \$36.00 per household, possibly double or triple..." was (spoken in the context of rolling out a green-bin program city wide as, "problems will arise" (taken from context earlier in my public record). Meaning that, it would be foolish to believe that a city wide green-bin program will not have problems, thus costing residents, "possibly double or triple" the forecast \$36.00 per household. This is my greatest concern!

The first portion of the statement noted above, "...noting smaller communities could come to us and the city could make more money by taking their organic waste" is actually the most important issue in the Waste Diversion Action Plan! I firmly believe that if London's WDAP is successfully brought into action that residents can look forward to a reduction in property taxes instead of the \$36.00 per household increase that is now being forecast!!

The public record, as it now stands, suggests that it will cost double or triple if smaller communities come to us with their organic waste and this is not what I said or intended. I request that the Civics Works Committee, attach this letter to my public record from the October 03, 2018 meeting, so that my public record shows more accurately what I actually said during that meeting.

Thanks

Jim Kogelheide



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

London
CANADA

November 7, 2018

K. Miller
By Email

C. Gupta
By Email

I hereby certify that the Municipal Council, at its meeting held on November 6, 2018 resolved:

That the request for delegation from K. Miller and C. Gupta with respect to Safe Water London BE REFERRED to incoming council for consideration. (2018-E13) (4.1/14/CWC)

A handwritten signature in black ink, appearing to read "C. Saunders".

C. Saunders
City Clerk
/kmm

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October 10, 2018

Dear Civic Works Committee,

Because of recent research into the effects of ingested fluoride, the members of Safe Water London would like to request delegation status at your committee meeting on October 30, 2018 to speak about fluoridation.

We are aware that most people believe the following 12 conditions about fluoridation are true:

- 1) Fluoridation does not violate any federal or provincial laws or the constitution
 - i) Safe water act
 - ii) Ontario Clean Water Act
 - iii) Canadian Water Quality Guidelines
- 2) Fluoridation is not a violation of free choice
- 3) Fluoridation is not a violation of medical ethics
 - i) It is not mass medication
 - ii) Residents are not being denied informed consent
 - iii) It is not a violation of ethics because there is no diagnosis or follow-up
 - iv) Councillors are not practicing medicine without a license
- 4) Fluoridation does not harm the general population
 - i) Gastro-Intestinal Problems
 - ii) Joint and Muscle Pain
 - iii) Hypothyroidism
 - iv) Heart disease
 - v) Infertility
- 5) Fluoridation does not cause harm to infants and children
 - i) IQ loss
 - ii) ADHD
 - iii) Pre-mature birth
 - iv) Early onset of puberty
 - v) Colic
- 6) Fluoridation does not cause disproportionate harm to other at-risk populations
 - i) Those who drink more water,- Athletes, Outdoor labourers
 - ii) Those with kidney trouble
 - iii) Those with diabetes
- 7) Fluoridation does is not cause harm to the environment
- 8) Fluoridation is an effective way to deliver fluoride ions to the teeth
- 9) Fluoridation has a clinically significant effect
- 10) Fluoridation does not create dental costs that outweigh dental savings
 - i) Dental Fluorosis
- 11) The social benefits to fluoridation outweigh the city's actual costs
- 12) There are not more-cost-effective alternatives to preventing tooth decay

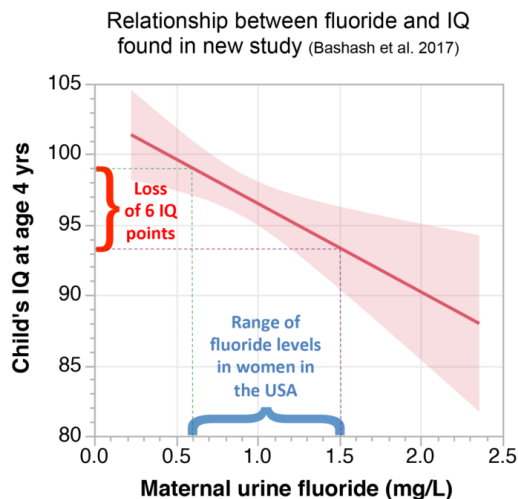
Unfortunately, we do not believe that any of these conditions are true and have scientific evidence to support this position. We hope to address a few of these conditions in our letter and the remainder at our delegation.

Fluoride is a poison

Because of the fluoride ions they contain, fluoridation chemicals are poisonous. At concentrations higher than those used for fluoridating water, they can cause death, disfigurement or other tremendous chronic harms to the human body. Research in the last 5 years has made it clear that ingesting fluoride even by drinking “optimally fluoridated” water with concentrations around 0.7 parts per million is also causing harm.

IQ Loss

Two studies, done in 2017 (Branish) and 2018 (Thomas), are the most disconcerting. In Mexico, they measure IQ at ages 4 and 6-12. When Canadian, USA and Mexican researchers matched this data to the fluoride concentrations in the urine of the pregnant moms carrying these children, they discovered an increasing impairment in cognitive function. A follow-up test of children 1-3 years confirmed that greater fluoride ingestion by the mother meant less mental capacity in the child, even at the levels we consume by drinking fluoridated water. When you consider that it requires 40 years of drinking fluoridated water to average one less cavity, there should be no reason to continue the process in light of the impairment that this developmental neurotoxin causes.



ADHD

According to a 2015 Canadian study (Malin & Till) published in the Environmental Health Journal, each 1% increase in the prevalence of fluoridation in an area was linked to 100,000 additional reported cases of ADHD. In 2011, another study (Basha) found that the negative effects of fluoride on learning and memory were more significant in the second and third generations of rats, and the same effects can be expected in humans.

Philippe Grandjean, the head of research at Denmark University had this to say about fluoride, "We have found that lead, mercury and pesticides were more toxic than we originally thought. I am not willing to sit here and say okay, let's expose the next generation's brains and just hope for the best."

ADHD affects children for their entire life while having a cavity means half an hour of minor discomfort in a dentist's chair. This is not a trade off that can be continued.

Fluoride concentrations

Fluoridation is just a strategy to get fluoride in contact with the teeth. According to the Center for Disease Control (CDC), normal saliva has 0.006 parts per million (ppm) of fluoride, and when drinking fluoridated water, that concentration increases to 0.016 ppm. Fluoride toothpaste has 1000 ppm, and fluoride treatments at the dentist's office are 10,000 ppm, so these two treatments have chemical effects that are tens and hundreds of thousands of times stronger than fluoridation. No one should expect that the action of fluoridation will be at all significant in comparison and the actual data shows that it is not.

Misrepresentation

Deceptive mathematics have been used to make fluoridation sound like its effects are significant when it is not the case. The statistical methods used by the pro-fluoride professionals are highly criticized but it is important to understand how the misperceptions are perpetrated.

A US nation-wide comparison showed that two groups of children averaged 96.6+ healthy tooth surfaces out of 100 (which is very good). The hundred surfaces make it easy to convert to percentages. The non-fluoridated group averaged 3.4 decayed surfaces (or 3.4% decay) and the fluoridated group averaged 2.8 decayed surfaces (or 2.8% decay).

	Decayed Surfaces	Healthy Surfaces
Non-Fluoridated	3.4 (3.4%)	96.6 (96.6)%
Fluoridated	2.8 (2.8%)	97.2 (97.2%)
Absolute Difference	- 0.6 (-0.6%)	+0.6 (0.6%)
Percent Difference	- 17.6% (0.6/3.4)	+0.62% (0.6/96.2)

There is nothing dramatic about the difference. It is six-tenths of one surface out of a hundred surfaces (so less than one cavity). Obviously the absolute decrease in decayed surfaces (-0.6 or -0.6%) matches the absolute increase in healthy surfaces (+.6 or +0.6%)

However, when you express the difference of 0.6 surfaces as a percent of the 3.4 decayed surfaces or the 96.6 healthy surfaces, the exact same physical difference comes out to be 17.6% or 0.62%. Of the four figures that describe the study (-0.6%, +0.6%, -17.6% or +0.62%), the -17.6% number paints the least accurate picture, making the results seem dramatic. This is the figure used by the fluoride lobby to justify the program (and the continued research).

Professional Bias

One might still take comfort in the tiny 0.6% dental health improvement but even that is an exaggeration. The professionals who conduct the studies generally have a pro-fluoridation bias and are conducting subjective examinations with a good idea of which subjects are in each group. The small improvement (of less than one surface difference) usually seen in these studies is actually the bias of the examiners being quantified. This makes sense because fluoridation does not provide enough fluoride to make a substantial difference. If it did, then our toothpaste must be fifty thousand times too strong.

The purpose of our short thesis was to demonstrate that Fluoridation, which was thought was safe and effective, is in fact neither. On October 30, I hope to provide more evidence that this program should really be ended.

Sincerely,

Kallie Miller, RN
Chris Gupta, P. Eng
Nicole Kuzmanovich

Safe Water London

Input to Oct. 30, 2018 CWC Meeting

Water Fluoridation – A Concern

Deception

- Fluoridation schemes are dishonest and misleading as they don't inform the residents that the chemical to fluoridate their water is Hydrofluorosilicic Acid (HFSA)*, an industrial toxin. Constituents think, and/or are led to believe, that the fluoride used will be pharmaceutical grade like what the dentists use. **It is illegal for dentists to use HFSA and to use in toothpastes.** Clearly no one in their right mind will vote to agree on adding traces of lead, arsenic, mercury etc. as found in HFSA to their municipal drinking water!
- The above violates Ontario's Safe Drinking Water Act of 2002, which states, Dilution is no defense for adding a contaminant to drinking water.

*HFSA does not meet Good Manufacturing Practices (GMP).

No Safety Studies & Violation of Laws

- NSF60 certification for this chemical, used to justify the addition of this additive, does not have any safety studies for its intended use. NSF60 Standards rely on third party certification from agencies such as Health Canada and FDA. Health Canada and FDA have not approved HFSA, nor the pharmaceutical grade fluoride, as a Natural Health Product, they also do not have safety studies for HFSA, in fact, **even the pharmaceutical grade fluoride cannot be sold in health food stores - it is only available by prescription!**
- The above clearly shows non-compliance with National Sanitation Foundation regulatory statute Standard 60 to which London Utilities is subject. Further it violates food and drug regulations.
- Dumping HFSA in the environment is already illegal (per the federal Hazardous Waste and Species At Risk Acts) so how is it OK (without safety studies) to dump truck loads of this industrial waste via our water supply year after year?

Violation of Laws (Con't)

- Public health officials and water treatment plant engineers/technicians know that they can control neither dosage nor **dose. Simply, it cannot be regulated by setting a fixed level of a substance in water.** Need for water depends from person to person especially when other sources of ingested fluoride and health conditions are not known. Thus many are chronically overdosed. This is yet another deception that is not commonly understood by the public and the councilors.
- This yet again, violates medical ethics. Dosing without knowing patient history and/or vulnerability can only be done under medical supervision. This is particularly significant for children.

Plebiscites to cover their asses

- To save face and protect themselves many cities conduct dishonest plebiscites. Water fluoridation originally started due to such fraudulent plebiscites! The so called health authorities using/abusing our money (we don't have the funds to counter their propaganda) will be out to bait the masses with glories of Fluoride on teeth and then claim it as a health benefit then switch to an industrial toxin. Do you really think that, if people knew this, anyone in their right mind should vote for or agree on lead, arsenic, mercury etc. being added to their municipal drinking water?

Plebiscites to cover their asses (Con't)

- Ignoring evidence of science (such as the fact , that, Fluoride is more toxic than lead) for supporting this practice (i.e. not meeting Good Manufacturing Practices (GMP) and the lack of availability of safety studies in hand for the chemicals used to fluoridate water) and ethics (being medicated without consent not to mention all the laws that are being violated) is not an issue that can be decided by plebiscites! This is as ridiculous as determining whether the earth is flat or round by a plebiscite! If costs were not prohibitive, this scheme should never stand a test in the courts as 51% of the people can't force the remaining to be medicated against their will.

Ending Comments

- Despite dental pressure, 99% of western continental Europe has rejected, banned, or stopped fluoridation due to environmental, health, legal, or ethical concerns...
- One can see that the whole issue of water fluoridation can be resolved by simply complying with our laws. Why is there no accountability for such violations? If this is not done then what is the point of having these laws?
- The mandate of City water department is to clean the water - not to deliberately contaminate it and hence violate the said laws.
- As conscientious, moral and ethical Councilors it behooves you to stop this fraudulent practice.