

Agenda Including Addeds

Strategic Priorities and Policy Committee

7th Meeting of the Strategic Priorities and Policy Committee

February 13, 2020, 6:00 PM

Council Chambers

Members

Mayor E. Holder (Chair), Councillors M. van Holst, S. Lewis, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, S. Lehman, A. Hopkins, P. Van Meerbergen, S. Turner, E. Pelozo, A. Kayabaga, S. Hillier

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Pages

1. Disclosures of Pecuniary Interest

2. Consent

3. Scheduled Items

3.1 Not to be heard before 6:00 PM - Public Participation Meeting - 2020-2023 Multi-Year Budget

a. Communications:

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- J. Larsh, Chair, Argyle Community Association
- K. Taylor, S. Dolan and A. Leistra
- C. West, All Aboard St. Marys and AllRoads Dodge Chrysler Jeep Limited
- S. Yeo, Assistant Executive Director, Anova
- C. Dunne, USC Vice President
- A. Longhurst
- (ADDED) D. Hall, Executive Director, London CycleLink
- (ADDED) N. Needham, Executive Director, South London Neighbourhood Resource Centre
- (ADDED) B. Cowie, PhD Earth and Planetary Sciences, London Bicycle Cafe
- (ADDED) Advisory Committee on the Environment
- (ADDED) C. Stewart, Project Manager, Employment Sector Council
- (ADDED) D. Sheppard, Executive Director, ReForest London
- (ADDED) M. A. Dowding, Board Chair, Fanshawe Pioneer Village, London & Middlesex Heritage Museum
- (ADDED) N. Forero, Immploy Project Manager

- (ADDED) M. Does

b. Delegations:

- (ADDED) Cycling Advisory Committee
- (ADDED) Advisory Committee on the Environment

4. Items for Direction

5. Deferred Matters/Additional Business

6. Adjournment

From: Joyce Larsh
Sent: Monday, January 27, 2020 10:16 PM
To: City of London, Mayor <mayor@london.ca>
Cc: Lewis, Shawn <slewis@london.ca>; van Holst, Michael
<mvanholst@london.ca>; Salih, Mo Mohamed <msalih@london.ca>; Helmer,
Jesse <jhelmer@london.ca>; Cassidy, Maureen <mcassidy@london.ca>;
Squire, Phil <psquire@london.ca>; Morgan, Josh <joshmorgan@london.ca>;
Lehman, Steve <slehman@london.ca>; Hopkins, Anna <ahopkins@london.ca>;
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<sturner@london.ca>; Pelosa, Elizabeth <epelosa@london.ca>; Kayabaga,
Arielle <akayabaga@london.ca>; Hillier, Steven <shillier@london.ca>
Subject: [EXTERNAL] Multi-year Budget

Monday, January 27, 2020

Dear Mayor E. Holder and City of London Council,

On behalf of the Argyle Community Association, we believe the residents in Argyle are our most important asset!

The Street Light Local Improvement business case has our full support and we ask you to pass it in the Multi-year Budget.

Street lights should be seen by you as a basic responsibility of the City of London and a priority.

The Argyle area alone has 18 streets without street lights, many of which also lack sidewalks. Proper street lighting is essential to keep people safe, particularly the more vulnerable members of the community. Whether it is a young mother or high school student walking home from the bus stop after work, or our children coming home from the park or a friend's house, or a senior just getting in the health benefit of a walk around the block, proper street lighting makes us all safer. Without this program, the reality is we will continue to be at a disadvantage safety wise compared to newer, more affluent neighbourhoods. Residents today should not be punished for poor planning decisions of 50 years ago. Increasing pedestrian amenities on our streets will improve the quality of life for our Argyle residents.

The City of London is required to spend the tax payers dollars wisely and financing projects like Back to the River project, more public art in downtown or renovations at Fanshawe College is not a priority, certainly not when basics like street lights aren't taken care of.

The Argyle Community Association also supports our councillor, Shawn Lewis' push for WI-FI in city recreation facilities. We deserve these services at Argyle Arena as our neighbours in London west get to enjoy at Bostwick. This is also a safety and equity issue. Many of those who referee or time keep games at Argyle Arena are high school students who need to be able to stay in touch with parents to arrange rides home. Siblings would benefit from being able to access the internet to do homework or even just keep busy in what can regularly be an hour or more of time they are at the arena before the game waiting while a brother or sister gets ready. This is a low cost item with no ongoing expense, please support our community in voting yes to this as well. We, the people, elected you to put the residents of London first with careful planning of our money!

Sincerely,

Joyce Larsh, Chair
Argyle Community Association

January 17, 2020

City Clerks Office
Barb Westlake-Power, Deputy City Clerk
300 Dufferin Avenue
PO Box 5035
London, ON N6A 1V5

Re: Delegation Status at Budget Public Participation Meeting

Dear Ms. Westlake-Power

Andrew, Steph and Ken, tenants of 241 Simcoe Street, London, Ontario and residents of a London Middlesex Community Housing (LMCH) building would like to formally request delegation status. We wish to be added to the agenda at the Budget Public Participation Meeting (SPPC) schedule on either January 23, 2020 or February 13, 2020 to address the Budget as it relates to social housing.

Ken Taylor has been a resident for 17 years, Andrew Leistra has been a resident for 7 years and Stephanie Dolan has lived at 241 Simcoe St for 5 years. We want to present at the Budget Public Participation Meeting because our homes and other LMCH homes are in dire need of repairs and security upgrades. We need the city to help by adequately funding housing so that people are not living in broken down units. We understand that vacancy and homelessness in London is a big concern, but it is equally important to have a livable standard of life for those who are moving into and living in social housing.

At 241 Simcoe St, there 217 units and for this building, we do not have a full time maintenance person or a full time on site support staff. We have only one resident contact, who has been managing after hours emergencies alone for over 2 years. Maintenance of the building is badly delayed, with basic repairs often taking months or even years to complete, if at all. 241 Simcoe St has a high level of unwanted visitors and disruptive trespassers. We currently have a pilot project with security guards at our building at night, which has helped improve safety. But this is only a pilot and there is no guarantee of it continuing because there is no significant budget for security. We often hear from tenants that people would prefer to be homeless than live in our building because of the maintenance issues and security problems. Ultimately, these issues require more money in the budget so that they can be adequately addressed.

We look forward to meeting with the City of London and the opportunity to discuss this important and valuable City asset – public housing. Please kindly confirm our status.

Sincerely,

Ken Taylor, Stephanie Dolan & Andrew (Eve) Leistra

CC: Sandra Datars Bere, Managing Director, Housing, Social Services, & Dearnness Home

“Provincial Pre-Budget presentation 2020,
Driving Ontario”

A report presented to

The Standing Committee on Finance and
Economic Affairs

By

All Aboard St. Marys and AllRoads Dodge
Chrysler Jeep Limited

January 24, 2020

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Executive Summary

As Ontario seeks to modernize its economy and secure growth, there is a need to look beyond deregulation and program delivery improvements to the issues of people and mobility and the physical and mental health of all. Reducing social and geographic isolation should be a priority for Ontario in order that goals and subsequent benefits are achieved.

Key to this is the need for a balanced connected transportation system that considers industry, the travelling public and the environment. Such a system is achievable and enunciated in the report "Connecting the Southwest". **A successful transportation outcome must include expansion of VIA rail on the North Main Line in Ontario.**

Efforts, such as these, must be supported by businesses liberated from red tape and balanced budgets. In Ontario, 22% additional assistance could be dedicated to health care, transit, education and other areas with the elimination of federal and provincial interest on Ontario's debt.

We believe the best way to make improvements in all facets of government action is for ministers to review all planned initiatives with business persons before implementation.

Canadians and Ontarians, by extension, are also focused on:¹

- Having integrity, ethics and trust in government
- Reducing hospital and surgery wait times
- Increasing access to post-secondary education
- Making it easier to find a family doctor
- Giving young adults valuable work experience
- Helping their businesses grow
- Investing in new schools and hospitals
- Building transit to reduce congestion
- Connecting communities

¹ Abacus Data September 16, 2011

1. A vibrant Ontario economy through health care

Natalie Mehra, Ontario Health Coalition, states “we need a clear commitment to protect small & rural hospitals from the continual erosion of services and/or closure....there should be a plan to establish a basket of services for small & rural hospitals and a clear commitment to keep them open (sic)”.

Recommendation 1: Focus on health care professionals. With a more efficient system, health care professionals will significantly improve patient health and mitigate the increasing cost of health care.

In order to reduce costs to the health care system, improve health outcomes and mitigate the demand for doctors, the medical community should work with massage therapists and physiotherapists. These professionals are successfully assisting patients with reduction in stress and headaches and improved mobility while reducing pressure on Ontario’s health care system.

Recommendation 2: Charge patients that reside outside Canada rates similar to those charged to Canadian users accessing the US system. We recommend a base fee for non-Canadian residents of \$300 plus \$500 per day for hospital stays.

Recommendation 3: Insurance companies should be assessed the same amounts in recommendation # 2 for all motor vehicle accident victims plus a medical building facility fee equal to 15% of the amount charged.

Recommendation 4: Those charged and convicted of spousal abuse, where hospitalization or other medical assistance is required, should be assessed the fees for residents from outside Canada.

Recommendation 5: Adapt the current US testing system for the proper diagnosis and treatment for those affected by symptoms of Lyme disease. There are four members of parliament and/or legislative assemblies; namely Hillier, Bailey, Thompson and May (and previously Carmichael) that, on record, recognize the neurological and arthritic problems caused and the need for proper testing and treatment.

Ontario is expending valuable health care through potential misdiagnosis of Lyme. Because of inadequate and incorrect testing, many patients in Canada that have Lyme disease are incorrectly being diagnosed with MS, Crohn’s, Alzheimer’s, Depression, Chronic Fatigue Syndrome and Fibromyalgia.

The US estimates 300,000 Americans with Lyme disease. Most of those became affected near the Ontario border. Stats from Canada appear woefully underestimated.

1. A vibrant Ontario economy through health care (continued)

Provide added resources for the treatment of Chronic Fatigue Syndrome, “CFS”. CFS is a serious issue that requires more attention; the Canadian Institutes of Health Research estimates 580,000 Canadians with CFS.

2. Generating economic growth

a) Education

Recommendation 6: Provide young adults and immigrants valuable work experience with the expansion of co-op education. Offer additional programs and provide business sponsors a credit of up to 50% of the cost of hiring a co-op student or immigrant. Training programs, such as these, will ensure greater levels of youth employment, job skill development and economic growth. The German concept of awarding bachelor’s degrees to those qualifying for the highest trades journeyman accreditation has merit and it would assist in solving the skills gap in Ontario industry and mitigate the “blue collar/white collar” discrimination.

b) Transportation

Recommendation 7: Work with the federal government to fulfil their commitment made at a recent first minister’s conference, “**we are serious about climate change**”. **Adding additional VIA schedules** is a logical move.

All Aboard St. Marys, “AASM”, is an organization formed by concerned residents of St. Marys and surrounding area in response to the VIA Rail Canada train service cuts of 2012. Passenger trains are the only form of public transportation available to St. Marys and many other rural Ontario communities. VIA trains connect St. Marys and other rural areas with other communities, friends and relatives, specialized medical care, leisure and cultural activities, and a multitude of educational, employment and economic opportunities.

Rail service is a lifeline for St. Marys and other rural communities. It is becoming increasingly important based on the Ontario Finance Ministry’s prediction of up to 30% population growth in the GTA-London axis between 2017 and 2041. Improvements to arterial highways (#401,403 and #7/8) will not accommodate this population and economic activity growth as they are already highly constrained and a major source of air and water pollution.

“You can’t have policies put in place that pull the rug out from under the viability of communities. A small community won’t survive if you’re shutting its schools, taking away its employment, taking away its transit opportunities” Andrea Horwath, Ontario provincial leader, NDP.

2. Generating economic growth (continued)

Improving **VIA rail** service on the North Main Line, “NML”, from Union Station through Malton, Brampton, Georgetown, Guelph, Kitchener, Stratford, St. Marys, London, Strathroy, Wyoming and Sarnia may eventually require the construction of a bypass lines as described in “Connecting the Southwest”. The importance of moving university and college students from Toronto, Waterloo, Guelph, London and Sarnia effectively must be an important consideration when establishing added schedules.

To improve rail service, it is recommended that there be **initially 3 VIA rail round trips per day** on the North Main Line in 2019 and 2 round trips on the London to Sarnia portion of the North Main Line. We suggest the 3 round trip times be eastbound departures from St. Marys 6:00 am, 8:16 am and 8:41 pm. We suggest the westbound departures from Union Station at 10:00 am, 5:41 pm and 10:30 pm.

Recommendation 8: A proposal from AASM, in conjunction with the federal government, is to allocate GO trains from rail lines currently serviced by VIA and have VIA return to schedules in place in 1977. The North Main Line carried 1,961,000 passengers, “the potential ridership” in 1988. After 2012 cuts, ridership declined to 997,000!

Specifically, the Barrie, Richmond Hill, Stouffville and Milton GO rail lines should be allocated the GO trains from the North Main Line currently serviced by VIA. The added benefit is an increased flow of GTA area riders from the combined double digit GTA stops on these routes and the reduction in vehicular traffic and subsequent improvements in environment and highway and roadway congestion reduction.

It is in Ontario’s interest to support VIA expansion since the federal government is responsible for the deficit and since the subsidized cost of a VIA ride is \$20, less subsidy than other forms of transportation. In addition, VIA trains are much more comfortable and convenient with better seating with arms, storage and luggage space, always accessible washrooms, power for electronic devices and provision for food and beverage. These benefits are enjoyed by people of all ages.

Congestion, particularly, in the GTHA, is costly. A CD Howe Institute study by Benjamin Dachis, senior policy adviser, estimates congestion costs in the Greater Toronto/Hamilton Area, “GTHA”, at between \$7.5 and \$11 billion annually. According to Desrosiers Consultants, there are 10 million more vehicles on the road today than there were in 2000, from 17 million to 27 million, a 58% increase! With a possible increase of a further 3 % per year, congestion will worsen without action.

2. Generating economic growth (continued)

Congestion is greatly reduced by rail service. According to Southwest Lynx report, (available on City of Woodstock web site), double rail track can handle the equivalent of 16 lanes of highway traffic!

Recommendation 9:

Work in conjunction with the federal government to institute High Performance Rail, "HPR" for ***VIA trains***.

HPR is an affordable near-term option that can be implemented incrementally on existing rail corridors and utilized to build market demand. It maximizes existing rail assets and produces benefits for both rail passenger and freight users by frequently sharing the improved and expanded tracks.

HPR delivers higher-than-conventional train speeds that shorten travel times and allow for higher service frequency. By maximizing the existing rail infrastructure, HPR lowers costs and shortens implementation timelines. It also minimizes the impact on the environment, on agriculture and on communities.

HPR does not require imported technology and therefore maximizes the use of Canadian rail expertise and offers long-term, high-paying jobs. It can fully leverage the Canadian rail equipment industrial base and made-in-Canada, high-technology solutions in train control, signaling and maintenance.

HPR is a proven solution that has been applied on dozens of corridors around the world, including 15 in the U.S. It has paved the way for eventual HSR service on routes in Asia and Europe, and it has remained as a necessary adjunct to those with high speed 250 kph+ services.

Facilitating the travel of Canadians and visitors would mitigate the \$37 billion cost to the health care system caused as a result of motor vehicle accidents and at the same time reduce congestion.

The estimated cost of implementation is \$6 billion.

Studies by the US Department of Commerce and others have shown economic growth along rail lines equal to three times the investment in passenger rail.

2. Generating economic growth (continued)

Recommendation 10: To generate income and improve environment and safety:

- encourage recycling of unused and/or unplatd vehicles by requiring all vehicles registered be assessed yearly vehicle registration fees.
- Bicycles operated in urban areas with bicycle lanes should be registered and assessed fees and be required to have head and tail lights similar to passenger motor vehicles.
- Licence fees should be increased by 5% per year. (CD Howe report indicates \$8.5 billion per year of highway costs subsidized)
- A yearly safety inspection completed through an OMVIC certified dealer performed by an Ontario Government certified technician at the respective dealership should be required at the owner's cost to facilitate increased road safety and mitigation of accidents and subsequently insurance and health care costs.
- To further improve road safety and mitigation of insurance and health costs, curbsiders (unlicensed vehicle sellers) that are convicted should have all of the proceeds from illegal sales confiscated, should be assessed a minimum fine of \$100,000 and should be jailed for a minimum of 2 years less a day.
- Provide added resources to the Ontario Motor Vehicle Industry, "OMVIC" so that OMVIC may hire more inspectors to fight curbsiding.
- Vehicles without automatic head and tail lamps should be assessed an additional 10% on the insurance premium for the vehicle. (vehicles without tail lights activated at times of darkness are dangerous)
- Vehicles with Bluetooth should be provided a discount of 10% on the insurance premium for the Bluetooth equipped vehicle.
- Vehicle insurance should only be put in place when the vehicle being insured is purchased or leased from or, in the case of private sales, through a registered dealer. For private sales, provincial tax paid should remain based on appropriate value data at MTO licence offices.
- Utilize the Quebec and like models of capping auto insurance claims so that insurance premiums can be more affordable for Canadians. Cap liability claims against medical staff to reduce the liability costs of hospitals and/or medical staff.
- Maintain the current policy of allowing insurance companies to set rates based on the owner's postal code. Since the province is committed to regulation-reduction it should not interfere in this important and evidence-based industry for the sake of political gain at the expense of owners outside the GTA and other elevated accident risk areas.

4.Improving business efficiency

Recommendation 11: As of 2018, direct automotive employment numbered 843,000 in Canada. The bulk of that employment is in Ontario. Ontario needs to fully support authors of increasing automotive employment in Canada. Each job created by an automotive manufacturer in Canada generates a multiplier of approximately 10 jobs. Ontarians need these jobs. Promote Ontario and Canadian made goods. Vehicle source is easy to identify. The first digit in a vehicle's vehicle identification number, "VIN", indicates country or region of origin (Canada 2; Mexico 3; USA 1, 4, 5; overseas alphabetic)

Recommendation 12: Cap the amount an employee can receive as a result of dismissal. Alternatively, establish mandatory mediation and arbitration for employees not satisfied with termination allowance. The results of employee dismissal, regardless of reason or cause, are extremely punitive. Non-union employees and union employees should be treated the same. Despite what government legislation dictates, non-union employees leaving companies are, through the courts, receiving in excess of what is prescribed under employment legislation (union employees are governed by union agreements). The settlements, legal costs and court costs are prohibitive for employers. This punitive action needs to be addressed so as not to drive more companies and more manufacturing jobs out of Ontario.

Recommendation 13: Make business more efficient so that businesses can hire more Ontarians. Regulation is currently more onerous than taxes. Reduce regulation to help preserve business and jobs. Businesses are currently penalized when they hire added staff; ridiculous! Following are some of the regulations of automotive retailing in Ontario in a small business environment for staffs of less than 20; equally ridiculous!

Competition Act

Consumer Protection Act

Occupational Health and Safety Act

Employment Standards Act

Environmental Protection Act

Excise Tax Act

Sale of Goods Act

Accessibility for Ontarians with Disabilities Act

Motor Vehicle Dealers Act

Highway Traffic Act

PIPEDA

Personal Property Security Act

Retail Sales Tax Act

Retail Business Holidays Act

Repair and Storage Liens Act

Promote hiring not regulation. Provide a rebate for 3 years of 11.5% of the cost of hiring new employees to any companies hiring full time people with minimum 30 hours per week work schedule.

5.Fairness through finance and economics

It is unfair that any Canadian escapes paying income tax when other income earners are fully taxed.

Recommendation 14: Set a minimum provincial/federal tax for all residents and businesses operating in Canada. So that there is fairness, the minimum tax must apply to all; those working, those retired, those incarcerated and those not employed. The tax should be equivalent to or lower than the lowest business tax, at 11.5%.

Recommendation 15: Exempt Canadian automotive manufacturers, namely Fiat Chrysler Automobiles , "FCA", Ford, GM, Toyota and Honda and their dealers from cap and trade and/or carbon tax plans. To improve environmental incomes and satisfy the federal government requirements, assess a cap and trade fee of 4% on vehicles imported into North America.

Contact Information

Chris West

All Aboard St. Marys and AllRoads Dodge Chrysler Jeep Limited
Box 2859 425 Queen Street West
St. Marys, ON N4X 1A5

Business telephone: 519-284-3308

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Members of the All Aboard Rail committee:

Erin Emm

Barb Fewster

Lisa Fewster

Braden Furtney

Larry Hughes

Paul King

Susan Van Geleuken

Braden Furtney

Lisa Fewster

Chris West

Directors of AllRoads:

Tom Welker, director

Phil West, dealer principal and director

Chris West, director

From: Shelley Yeo

Sent: Monday, January 27, 2020 5:00 PM

To: Hopkins, Anna <ahopkins@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>; City of London, Mayor <mayor@london.ca>; Pelosa, Elizabeth <epelosa@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Cassidy, Maureen <mcassidy@london.ca>; van Holst, Michael <mvanholst@london.ca>; Salih, Mo Mohamed <msalih@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; Squire, Phil <psquire@london.ca>; Lewis, Shawn <slewis@london.ca>; Turner, Stephen <sturner@london.ca>; Lehman, Steve <slehman@london.ca>; Hillier, Steven <shillier@london.ca>

Cc: Jessie Rodger <JessieR@anovafuture.org>

Subject: [EXTERNAL] Budget Comments

Dear Councillors

I am writing with my comments regarding the upcoming 4 year Budget Plan. I am concerned that this budget be inclusive of addressing housing and homelessness as a priority. The City has declared that the issue of lack of housing and large numbers of homeless people is a crisis. It would be imperative that we address the crisis with a commitment to financial assistance in order to address this crisis. If the Budget is aligned with the Strategic Plan and the Housing Stability for All Plan then we will need to see some substantial financial commitments to move these plans forward. Since the devolution of Social Housing to the Municipalities from the Province approximately 20 years ago there has been very little investment into Public or Social Housing. Many individuals and families depend on Public/Social Housing and have made recommendations which were included in the Housing Stability for All Plan during consultations in 2019. New "affordable" housing units are needed; 5 – 7 years is the average wait time for social housing; 300 units need to be created each year to close the gap; London ranks 4th nationally for individuals and families living within Core Housing Need. These are all issues that were identified during this past year, not to mention the increased visibility of our own community folks who are living on the streets. We need more Public Housing stock; we need to invest in capital improvements of our current Public Housing stock (London Middlesex Community Housing); Our Public Housing and Social Housing providers need to be able to provide supports to many of the tenants who are high acuity as it relates to mental health concerns and addictions.

Until we begin to invest in our housing and other supports this crisis will remain and become increasingly worse in the City of London. Please consider investing in Public Housing, Social Housing, Supports and Security for both. The City of London has a leadership role in ensuring that all citizens have access to housing they can afford in neighbourhoods where they feel safe and connected. Investing in Housing Stability for All is investing in healthy community.

Thanks very much for your attention.

Sincerely,

Shelley Yeo
Assistant Executive Director
Anova

Good evening everyone.

I am here today on behalf of the 35,000 undergraduate and professional students at Western University to support a number of existing services and new business cases that support transit, sustainability, and safety in the City of London.

Western students are important members of the London community, often overlooked by politicians and local residents as stakeholders in decisions that affect the City beyond Western's property. The vast majority of our students live off-campus around the City and work, volunteer, shop, and play at local businesses, nonprofits, and public spaces. Our students contribute over 350 million dollars to the London economy in direct spending every single year, so their voices are critical in key decisions around the municipal budget. As the official elected representatives of Western students, our involvement in this budgeting process is critical.

First and foremost, the USC supports the London Transit Commission's inclusion in the base levy. Our students contribute over 7M every year to fund the LTC budget with our mandatory bus pass fee levied on every undergraduate student. I would wager that the vast majority of people in the room today do not regularly rely on public transit to travel within the city. Some of you may have never even taken the bus. However, tens of thousands of post-secondary students solely rely on the LTC every day to travel between where they live, study, work, and play, connecting students to the places they spend tens of millions of dollars every year. Already, hundreds of students are left at the side of the road every single day as full busses pass by. The transit system cannot take any more cuts to existing services. As such, we urge City Council to prioritize all funding requests from the LTC and ensure improved service for the entire London community. If LTC were to receive anything less than the proposed 5.9% increase, we would experience a spiral effect of cuts to service and fare increases that could reverse any progress we've made on transit in the past few years. Make no mistake, transit is the USC's number one priority and as Mayor Holder said on Wednesday morning, the cost of inaction will outweigh the cost of the investment being proposed.

Over the past year, the USC has engaged in numerous conversations with students across campus about the issue of climate change. As young people, we are concerned about our future: over the past two decades, we have seen greenhouse gas emissions rise by more than 50% and as

each day passes, we are met with increasingly concerning news about the deterioration of our planet.

To protect our community, the USC is supporting **Business Case 1**, the 60% Waste Diversion Action Plan and **Business Cases 5A and 5B**, the development and implementation of the Climate Emergency Action Plan.

Next, I want to urge Council to adopt **Business Case 23**, the Street Light Local Improvement program. We need dedicated funding to implement your commitment to create a safe London for women and girls, and investing in street lights is one way to do so. Our female students consistently tell us that they feel unsafe around the city when walking at night, largely due to a lack of sufficient lighting. This investment would be a step in the right direction to keep women and girls safe throughout London.

Finally, we support **Business Case 25**, the Winter Maintenance Program Support, which will significantly improve safety for students travelling to and from campus. We specifically support the prioritization of bike lanes, sidewalks, and bus stops in near-campus neighbourhoods in recognition of the fact that tens of thousands of young people travel by bike, foot, and bus every single day.

At our monthly council meeting last night, 48 student leaders representing every undergraduate and professional faculty at Western unanimously endorsed each of the requests included in my speech today. These are the priorities of 35,000 Londoners that the USC represents.

As always, we encourage you to reach out to your student constituents and the University Students' Council when discussing any major decision at your council table.

Thank you,

Catherine Dunne
USC Vice President

From: Arla

Sent: Thursday, January 30, 2020 2:14 PM

To: City of London, Mayor <mayor@london.ca>; van Holst, Michael <mvanholst@london.ca>; Lewis, Shawn <slewis@london.ca>; Salih, Mo Mohamed <msalih@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Cassidy, Maureen <mcassidy@london.ca>; Squire, Phil <psquire@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Lehman, Steve <slehman@london.ca>; Hopkins, Anna <ahopkins@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; Turner, Stephen <sturner@london.ca>; Pelozza, Elizabeth <epelozza@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>; Hillier, Steven <shillier@london.ca>

Subject: [EXTERNAL] Input for 2020-2023 budget

Mayor Holder and Councillors,

As a resident of London, I have for many years been most troubled about the growing number of homeless folk I have observed in my city. While there are many contributing factors, there are several things that the municipality could do in the near future to alleviate the desperate situation people find themselves in.

Because homelessness has ramifications for so many other services, such as policing, health care services, Emergency Room services (all of which are already stretched to the limit), I believe that addressing housing and homelessness should be a priority for the City of London in this budget cycle.

Therefore, three key investments which should get funding are:

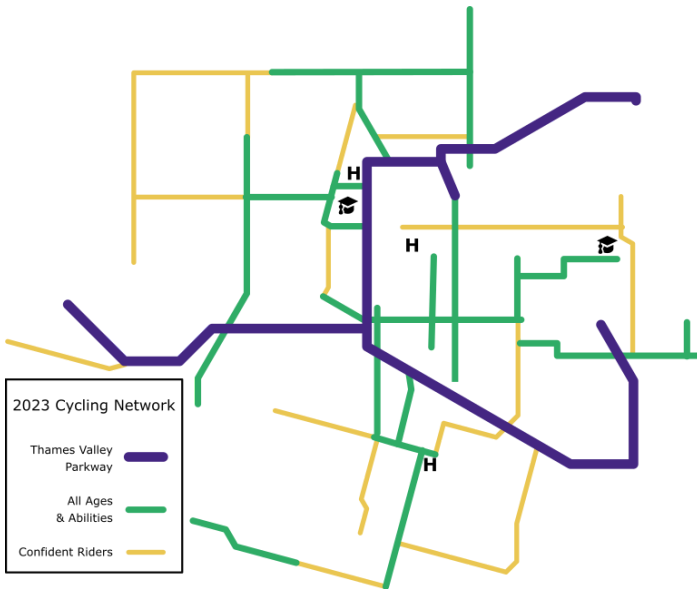
- 1) "Additional funding for affordable housing - Part B"
- 2) London Middlesex Community Housing regeneration
- 3) London Middlesex Community Housing staffing and security

The first two items allow for the creation of more affordable housing stock, the third item allows for supporting people already in social housing to remain housed. I believe that these are key investments and must be added into the budget.

Thank-you,
Arla Longhurst

London Cycle Link & WATS

2020-2023 BUDGET PROPOSAL



EXPAND THE SAFE CYCLING NETWORK BY 40KM BY 2023

When it's safe to cycle it becomes a viable transportation choice for the majority of Londoners. **40km would connect major destinations and put London at the forefront of cycling cities in Ontario.** When Calgary installed their downtown cycling network, ridership grew by 40% in the first year.

Cost: \$30M (\$11M already budgeted)

Proposed Funding Source: Road Widening in Transportation Capital Budget

HIRE AN ACTIVE TRANSPORTATION MANAGER

Responsible for implementing the Cycling Master Plan, a dedicated staff would ensure cycling infrastructure is safe and convenient and projects are prioritized to maximize impact. Kitchener has 3 staff and Hamilton and Waterloo each have 2 in this role. It is time for London to catch up!

Cost: \$70-90K/year

(Transportation Operating Budget)



44%

of all emissions come from transportation in London

\$576

million is spent on gasoline each year. Only 3% of that money stays in London.

64%

of all trips in London are less than 5km (a 15-min bike ride)

London Cycle Link & WATS

2020-2023 BUDGET PROPOSAL

PROPOSED MOTIONS:

DIRECT staff to identify transportation capital growth projects that could be deferred or delayed beyond this budget cycle. Ask them to list these projects in priority order.

RECOMMEND an additional FTE in the transportation operating budget for an active transportation manager.

RECOMMEND an increase in the active transportation budget TS173919 from \$10.96M to \$30M funded from Roadways projects currently budgeted in the Transportation Capital Growth budget.

WHY CYCLING?

Environment

Car ownership grew 36% since 2011. There are now 286,000 vehicles in London.

The cycling master plan identifies a 5% mode share goal by 2030. The current level of investment will not achieve this goal.

Economics

The average Canadian household with children spends \$18,209/year or \$50/ day on transportation. Owning a car is not possible for many families.

Londoners can save millions each year in reduced gasoline costs, carbon tax, parking, and maintenance costs. The city can save on road maintenance and road widenings.

Health

Only 16% of Canadian adults are getting the recommended physical activity. Safe and convenient cycling would encourage many Londoners to exercise more.

Gender

Less than 25% of current cyclists in London are women - ensuring cycling is safe encourages equal access to cycling.



londoncyclelink.ca
wats.uwo.ca





Presentation to Council

Your worship and members of Council:

Thanks for the opportunity to comment on the motion to reduce funding to our nonprofit agencies.

Unlike my natural tendencies, I will try to be brief! A more detailed copy of my information has been made available for you.

First, let me set the stage. I am the Board Chair of the South London Neighbourhood Resource Centre (White Oaks). We also oversee and manage the Northwest London Resource Centre (Wonderland and Gainsborough Roads) and the Neighbourhood Resource Association of Westminster Park.

Second, let me thank the City for the funding provided to our agencies in the past. Let me tell you what that funding in 2019 (\$195,000) has achieved. I have added all 3 agencies together to avoid a page full of numbers.

- 89,088 visits to our programs by
- 14,254 unique individuals
- Leveraged additional funding from other partners enabling an additional 180,396 visits by
- 32,619 unique individuals
- 435 volunteers from the neighbourhoods help with these programs

For 2020, you reduced our funding by \$31,937 (16.4%) which means that:

- 14,610 fewer visits by
- 2,338 unique individuals
- Possible loss of funds from partners, which might result in
- 5,349 fewer visits by
- 383 unique individuals

Any additional reduction in funding impacts the resource centers ability to offer programs to our neighbourhoods, reducing our ability to improve the quality of life for newcomers, seniors, youth and families.

If this motion passes, it would cut about 50% of our City funding. You can easily calculate that impact to our neighbourhoods and residents.

With the resource centres ability to attract partners and volunteers, we provide London with the most effective and least costly programs for our many resident participants. Just imagine the cost to you if all these programs were provided by City staff with their existing cost structures! Please refer to the addendum to give you an idea of these programs.

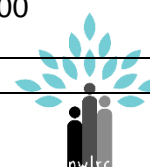
Please don't adopt this motion. Thanks for your attention.



**DID YOU KNOW:
A CUT IN FUNDS FROM THE CITY OF LONDON
WILL IMPACT 5,170 DIRECT RESIDENTS**

served by South London Neighbourhood Resource Centre and the Neighbourhood Resource Association of Westminster Park:

Neighbourhood Support Services receives a funding of \$15,590 a year from the city		
Category	Programs offered	Expected benefactors
Basic Needs	Emergency Food Cupboard, tax clinics, dental service support	2,550 unique residents need assistance
Community Meals	Breakfast club – meal are served to children living in poverty	3,150 meals
	Friday Seniors lunch to gather community with isolated adults and seniors	2,050 meals
	Thursday Dinner program for youth	600 meals
Advocacy	Access to Jumpstart to allow children to be able to participate in sports	600 unique children
	Access to Boots/ winter clothing	500 unique children
Neighbourhood Youth Services receives a funding of \$42,867 a year from the city		
Youth Voice – leadership skills	Youth lead community activities for families	450 residents
	Build knowledge that guide youth in future career planning	150 unique youth volunteers
Youth programs (11-15 years old)	Youth programs (homework help, youth life skills building programs)	475 unique youth
	Employment readiness programs	85 unique youth
Neighbourhood Community Development receives a funding of \$54,543 a year from the city		
Adult Volunteer Services	Establish first Canadian leadership experience	125 unique adult volunteers
		17 community events (27,000 residents will attend)
		20 community programs



**DID YOU KNOW:
A CUT IN FUNDS FROM THE CITY OF LONDON
WILL IMPACT 2,170 DIRECT RESIDENTS**

served by Northwest London Resource Centre:

Neighbourhood Support Services receives a funding of \$9,000 a year from the city		
Category	Programs offered	Expected benefactors
Basic Needs	Emergency Food Cupboard, good food box, dental service support	1,362 unique residents need assistance
Community Meals	Summer Breakfast Club – meals are served to children living in poverty	4,000 meals

	Youth Empowerment meal program	240 meals
Advocacy	Boots, glasses, emergency referrals	104 residents
Neighbourhood Youth Services receives a funding of \$16,063 a year from the city		
Youth Voice – leadership skills	Build knowledge that guide youth in future career planning	80 unique youth volunteers
Youth programs (11-15 years old)	Youth programs (homework help, youth life skills building programs)	85 unique youth
	Employment readiness programs	110 unique youth
Neighbourhood Community Development receives a funding of \$26,000 a year from the city		
Adult Volunteer Services	Establish first Canadian leadership experience	80 unique adult volunteers
	Community Day	250 residents will attend
	Senior support and Learning Series	45 senior residents will attend

From: Ben Cowie (London Bicycle Cafe)
Sent: Tuesday, February 11, 2020 11:29 AM
To: van Holst, Michael <mvanholst@london.ca>; Lewis, Shawn <slewis@london.ca>; Salih, Mo Mohamed <msalih@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Cassidy, Maureen <mcassidy@london.ca>; Squire, Phil <psquire@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Lehman, Steve <slehman@london.ca>; Hopkins, Anna <ahopkins@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; Turner, Stephen <sturner@london.ca>; Pelosa, Elizabeth <epelosa@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>; Hillier, Steven <shillier@london.ca>; City of London, Mayor <mayor@london.ca>
Cc: Woolsey, Heather
Subject: [EXTERNAL] Budget Public Participation Meeting Feedback: February 13, 2020

Dear Mayor and Council,

Siri, define “negligence.”

Negligence is failure to use reasonable care, resulting in damage or injury to another.

In April 2019, this council declared the following in a 12-3 vote:

"Whereas climate change is currently contributing to billions of dollars in property and infrastructure damage worldwide, stressing local and international economies;

Whereas climate change is currently jeopardizing the health and survival of many species and other natural environments worldwide, stressing local and international ecosystems;

Whereas climate change is currently harming human populations through rising sea levels and other extraordinary phenomena like intense wildfires worldwide, stressing local and international communities;

Whereas recent international research has indicated a need for massive reduction in carbon emissions in the next 11 years to avoid further and devastating economic, ecological, and societal loss;

Whereas the climate in Canada is warming at twice the rate of the rest of the world, as per Canada's Changing Climate report;

Whereas current initiatives such as the green of the city's fleet and energy reduction initiatives are not sufficient to meet the targets as defined by the IPCC scientists;

Whereas an emergency can be defined as "an often dangerous situation requiring immediate action;

Whereas an emergency can be defined as "an often dangerous situation requiring immediate action"; Whereas municipalities such as Kingston, Vancouver and Hamilton have already declared climate emergencies;

Therefore, a climate emergency BE DECLARED by the City of London for the purposes of naming, framing, and deepening our commitment to protecting our economy, our eco systems, and our community from climate change."

However, during the 2020-2023 budget discussions in January and February 2020, **every single councilor** voted in support of the roads capital growth budget to expand development of fossil fuel infrastructure by more than two hundred million dollars. A further ten councilors voted in favour of a free private vehicle storage program that also constitutes a direct fossil fuel subsidy of six hundred thousand dollars. The former item gives Londoners wider, more dangerous roads, more congestion from increased car

travel, a half-baked rapid transit project, and an investment in the city's cycling network far too small to produce any measurable outcome. The latter gives a handout to those who need it least: drivers who can afford the average \$9500 annual cost of owning and operating a vehicle (estimated cost of a compact vehicle according to the Canadian Automobile Association). Both of these motions constitute negligence in the councilors who voted to support the climate emergency. The mayor and eleven councilors have acknowledged the need for immediate and transformational change in the city's energy and transportation systems, yet at budget time they have used their vote to continue the status quo through the construction of new fossil fuel infrastructure.

The whole point of an emergency is to act like your house is on fire. This business as usual budget is pouring literal gasoline on our proverbial global fire. The current transportation budget will not get the city close to its stated goals of 5% cycling and 20% transit mode share by 2030, let alone the targets required to keep our city's carbon emissions below the targets required by the Paris Agreement. Those targets for 2030 are >35% transit, >35% walking and cycling, and <30% automobile. We will fail spectacularly to achieve our goals if we do not try to reach them, and this council has shown no intention of making an attempt.

I don't have a kinder way to say this: each one of you who voted for these two parts of the budget is choosing to do great harm to future generations of Londoners. By voting for this budget, ***you are failing to use reasonable care to avoid harm to the young people who will call this city home for the next hundred years of its history.*** That's the definition of negligence. Please reverse your vote on the roads capital growth budget, and free downtown parking subsidy, before it's too late.

Dr Benjamin Cowie
PhD Earth and Planetary Sciences

415.05 parts per million (ppm) CO2 in air February 8, 2020

344.79 parts per million (ppm) CO2 in air February, 1984 (when I was born)

260 to 280 parts per million (ppm) CO2 in air from 10000 years before present until the early 1800s when we started widespread burning of fossil fuels.

London Bicycle Café
Southwestern Ontario's Citizen Cyclery
355 Clarence Street, London Ontario

February 13 2020 - City Budget Public Participation meeting

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

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

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

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

BUSINESS CASE 1 –

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

Given that more than 40% of residential waste in London is organic, as you know, food waste diversion can have one of the largest reduction impacts in volume. The committee is also in favour of the City following data from other municipalities that have successful diversion programs, and pursuing the removal of textiles, bulky plastics and small appliances from the waste stream. Lastly, the committee encourages the adoption of 'resource technologies' (such as anaerobic digester facilities, biogas, landfill gas recovery) where the end products can be used as a source of energy.

BUSINESS CASE 5 A/B –

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

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

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

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

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

February 11, 2020

Strategic Priorities and Policy Committee (SPPC)
City of London
300 Dufferin Avenue
London, ON N6A 4L9

RE: London Community Grants Program Budget Allocations, 2020 – 2023

To the Chair and Members, SPPC;

Employment Sector Council (ESC) respectfully submits these comments to the Added Agenda for your Public Participation Meeting on Thursday, February 13, 2020, 6:00 pm, City Hall - Council Chambers - 3rd Floor.

For many years, ESC through its member organizations (list attached), has been an ally of the City in its work to meet the needs of our local labour market and to support transition by Ontario Works participants and other job seekers into the workforce.

While these not-for-profit organizations contribute to the operation of the ESC through annual membership fees, the City's contributions through its Community Grants Program have been critical to adding value to the work of our member agencies and, by extension, achievement of City goals. This investment provides the ESC network with the capacity and resources to:

- Increase employers' access to resources to help achieve best practices in talent recruitment and retention, through our widely-regarded regional Job Developers Network for streamlined employer access to job seekers and employee supports;
- Increase Ontario Works client participation within employment activities, as the sole provider of frontline staff Common Assessment Process training – a “Fundamental Employment Service” required by London's Ontario Works Employment Services Framework 2019 to 2024; and
- Increase the employment rate for Londoners who are not currently participating in the workforce, through our network's significant collaborative work to identify and remove systemic barriers faced by employers and job seekers.

Members of Committee will know that the Government of Ontario is in the process of transformative change in the oversight and delivery of Ontario Works, Ontario Disability Support Program, and Employment Ontario services. These changes have included cancellation of employment funding to OW Service Managers and anticipated reductions in funding for our member agencies who provide these services. While we have been fortunate that our regional economy has been slowly adding jobs, these service level reductions come at a time of continued labour demand and a jobs market populated with individuals with barriers to meeting that demand.

Another change we face together is the migration to a new oversight model for Employment Ontario Services. Your administration has, no doubt, briefed you on this change as the City considers a submission to become the Service System Manager for our region. We would submit that the ESC and our member agencies are perfectly positioned to support and assist system wide efforts to re-envision efficient, effective, integrated, and locally-responsive employment service delivery.

We ask that the City of London stand by its current funding promise, as negotiated with Employment Sector Council and other London Community Grants Program partners, so that we can continue to add value to the work of our member agencies and support the work of your Social Services Department. Like many organizations supported through the Community Grants process, ESC is already facing a significantly reduced funding allocation over the coming four years through this source of funding. A further reduction in funding would critically impact our work at a vital time for the Londoners and businesses we serve.

We welcome the opportunity to provide more information about ESC and our work to support the City in building a better London for all. We will be attending the Public Participation meeting on February 13, 2020 to demonstrate our support for the City's continued and crucial investment into its remarkable nonprofit community services sector, through the London Community Grants Program.

Sincerely,



Carol Stewart
Project Manager, ESC

ESC Member Organizations, 2020

ATN Access Inc.
Centre for Employment & Learning, Avon Maitland District School Board
Centre for Lifelong Learning, London District Catholic School Board
Chippewas of the Thames First Nation
City of London
CNIB Foundation
Collège Boréal
Community Employment Choices (Middlesex County)
Community Employment Services (Oxford County)
Community Employment Services, Fanshawe College (St Thomas/Aylmer)
Community Living London
Daya Counselling Centre
EMO Workforce Planning and Development Board/Local Employment Planning Council
Employment and Student Entrepreneurial Services. Fanshawe College (London)
Employment Services Elgin
Goodwill Industries, Ontario Great Lakes
Hutton House
LIUNA Local 1059 Training Centre
Leads Employment Services
Literacy Link South Central
London Community Small Business Centre Inc.
London Cross Cultural Learner Centre
London Economic Development Corporation
London Employment Help Centre
London Training Centre Inc.
March of Dimes Canada
Middlesex County Library
Middlesex County Social Services
Ministry of Training, Colleges & Universities
Ministry of Community and Social Services
N'Amerind Friendship Centre

Nokee Kwe
Oneida Nation of the Thames
Pathways Skill Development
Prevention and Early Intervention Program for Psychoses
Southwestern Ontario Military Family Resource Centre
Stepping Stones Support Services Program
United Way Elgin-Middlesex
Western University
WIL Counselling and Training for Employment
YMCA of Western Ontario
Youth Opportunities Unlimited

February 12, 2020



To: Strategic Priorities and Policy Committee
Re: 2020 Budget Deliberations

Thank you for not passing the recently proposed resolution to reduce funding to the local non-profit sector.

I am gratified that such a strong portion of Council voiced solid support for the non-profit sector and in so, recognized and valued the deep, and broad array of benefits the sector creates for our community.

During the discussion at SPPC, some perspectives arose that I feel are important to revisit. (Please note I am paraphrasing my understanding of the discussion, not intending to directly quote.)

- 1) 'The City should not be in the business of helping non-profits fund infrastructure like roofs and parking.'
City Hall delivers important service to the community and could not do so without a roof. Our sector is no different. Non-profits are very well experienced in assessing the best use of available funding sources. If they tell you their best use of your support is to fix a roof, please believe them.
As you might easily imagine, there are funders who place overly tight restrictions on their funding making it very difficult to deliver programming. (An example from our own experience is a willingness to fund trees but not to fund any of the coordination hours it takes to plan, order, deliver the trees, or manage volunteers at the event.)

- 2) 'Non-profits should be looking elsewhere for funding.'
All funders require leveraging; none want to be the sole funder. So you can be assured that non-profits are indeed seeking multiple sources of funding for almost every endeavour. The example of the federal Enabling Accessibility Fund was often raised. This fund also requires leveraging. If the City were to cease funding accessibility upgrades because "non-profits should be getting the money from the Feds", the *City would be essentially making it harder* for a local organization to access federal funding (due to lack of local leveraging).

Our local non-profit sector is delivering services and benefits in all the gaps that governments, at all levels, are not fully delivering on. Local municipal support directly empowers local non-profits to successfully *attract investment from outside London*, from provincial, federal and foundation sources, to our community and put it to work here, making London better for everyone.

Thank you

Dean Sheppard
Executive Director



February 10, 2020

RE: City of London Grant Cut to Fanshawe Pioneer Village

Mayor Ed Holder and Members of Council;

First let me begin by thanking the City of London for its ongoing support of Fanshawe Pioneer Village. In 2003-2004 Fanshawe Pioneer Village fell on difficult times and the City stepped up to financially support the organization. As some of you may recall the Village had been on the verge of closing, but because of overwhelming public support and the support of City Council, a new strategic direction was developed. City Council approved an annual stabilization grant, provided the Village met its obligations in the Strategic Plan. In 2013 the new Spriet Family Visitor Centre was built following a successful capital fundraising campaign, and funding from Federal and Provincial stimulus programs. Our organization has met all of its commitments in that Strategic Plan, which has given the City the confidence to provide continuous and stable financial support to Fanshawe Pioneer Village.

Since 2004 the City of London has provided our organization an operating grant to support the programs we provide for the community and the maintenance of the historic Village and artifact collection. From 2009 to 2016 annual funding from the City was \$380,598 and was lowered through the Community Grants program to \$360,000 for the last three years. This is about to change dramatically! The City's grant to our organization is being reduced to \$234,500 in 2019 and \$256,500 each year from 2021 to 2023.

Fanshawe Pioneer Village exists today because of the stabilization the City's annual grant has provided. Over the past ten years the Village has grown its earned revenues and managed its budget on a break-even basis. This is after donations, countless hours of volunteer support and a cost conscious approach to staffing and expenditures. The current reduction we are facing in our City grant could result in as much as a \$100,000 deficit in Village operations this year. The Village has no significant operating reserves to offset that large of a deficit, even for one year. While every effort will be made to increase revenues through fundraising and donations - and to reduce expenditures, there is slim hope this size of a funding cut can be fully managed.

The Board would like to advise Council of the implications of this cut in our Community Grant funding. While we will make every effort to manage costs and increase revenues, we cannot operate with a sustained deficit. If the Village cannot provide a reasonable product and service because of reduced resources, attendance will drop and eventually the Village will be forced to close. The Village has continually met its entire obligation to the City that came with providing a stable grant to the organization since 2004. The proposed grant reduction for 2020 - 2023, destabilizes the financial health of Fanshawe Pioneer Village and puts its viability at risk.

The Board of Fanshawe Pioneer Village requests the City reconsider the size of the funding reduction to our organization. Without it being restored closer to previous levels, the future will not include a Pioneer Village in London.

Thank you,

Mary Anne Dowding
Board Chair, Fanshawe Pioneer Village
London & Middlesex Heritage Museum

February 12, 2020

Strategic Priorities and Policy Committee (SPPC)
City of London

RE: London Community Grants Program Budget Allocations, 2020 – 2023

To the Chair and Members, SPPC;

Immploy respectfully submits these comments to the Added Agenda for your Public Participation Meeting on Thursday, February 13, 2020, 6:00 pm, City Hall - Council Chambers - 3rd Floor.

Immploy is one of the few recipients of multi-year London Community Grants Program funding to advance the City's Strategic focus on *Growing our Economy by developing a top quality workforce*. This City of London investment will support our community with the capacity and resources to increase employer access to talent and newcomer access to meaningful job opportunities. The grant strengthens connections between economic development, post-secondary institutions, employment and training agencies and settlement organizations to support immigrant employment outcomes for the benefits of our community and economy.

Immploy is a program led by business leaders in the community, particularly representatives of small to medium sized companies. These businesses donate their time to help identify ways that our community can better recognize, recruit and retain newcomer talent. They provide insight into how to connect with companies without dedicated human resources staff. The City of London investment enables Immploy to provide its job matching services to all immigrants with work authorization that are excluded from other funding sources such as international student graduates. It is a critically needed wrap-around investment.

Like many other recipients of the community grant, Immploy already experienced a funding reduction over the next four years in comparison to prior municipal funding levels. A further reduction would jeopardize our capacity to effectively support immigrant talent and our local employers. We encourage the SPPC and Council to honour the funding recommendations made for Immploy and other recipients of the Community Grant.

We welcome the opportunity to provide more information about Immploy and its efforts to strengthen the attraction, retention, and integration of international student graduates, newcomer skilled workers, and entrepreneurs in the local workforce. We will be attending the Public Participation meeting on February 13, 2020 as part of our support for the City of London's vital Community Grant investments in the nonprofit community services sector.

Sincerely,



Nelida Forero

Immploy Project Manager, nelidaf@immploy.ca

cc: Glendalynn Dixon, Immploy Leadership Council Chairperson

Immploy Leadership Council Members

*** Glendalynn Dixon** - Chairperson
Owner of Glendalynn Dixon Professional Services

*** Lisa Harrison** - Past Chairperson
Chief Operating Officer at Robarts Clinical Trials

*** Ahad Al-Hakim** - Vice Chairperson
Quality, HR & Communications Manager at PolyAnalytik Inc.

Kim K.C. Ly
Regulated Canadian Immigration Consultant at Borders Immigration Consultancy

Nelson Guiot
Senior Engineering Manager at Strik, Baldinelli, Moniz, Ltd.

Rachel Berdan
Social Enterprise Program Manager & Coach at Pillar Nonprofit Network

Katie Mennill
HR Business Partner & Diversity Manager at 3M

Marc Lacoursiere
President at the Achievement Centre

Ellen Husk
FRP Manager at Digital Echidna

Marwa Abdulhamid
HR Manager at Trudell Medical International

Ex-Officio Members:

Jill Tansley, Manager, Strategic Programs & Partnership at City of London

Sandra Zarate, Business Support Specialist at London Economic Development Corporation (LEDC)

Managing Partner:

***Jennifer Hollis**, Executive Director at WIL Employment Connections (WIL)

**Members of the Executive Team*

Immploy Advisory Committee Members

Access Centre for Regulated Employment, Kate Kennedy

County of Huron, Kristin Crane

Corporation of the County of Perth, Sarah Franklin

Elgin Middlesex Oxford Workforce Planning & Development Board, Deb Mountenay

Employment Services Elgin, Jackie van Ryswyk

London Cross Cultural Learner Centre, Rifat Hussain

London Economic Development Corporation, Robert Collins

Oxford Workforce Development Partnership/Community Employment Services, Natalie Surridge

TechAlliance, Victoria Bright

Western University, Snjezana Linkes

WIL Employment Connections, Zeina Choucair

WIL Employment Connections, Steve Dennison

Sarnia Lambton Local Immigration Partnership, Stephanie Ferreira

Sarnia-Lambton in Economic Development, Cari Meloche

College Boreal, Sibylle Ugirase

Community Employment Choices, Bill Pigram

LUSO Community Services, Elizabeth Rodrigues

From: margo does

Sent: Wednesday, February 12, 2020 8:25 AM

To: SPPC <sppc@london.ca>

Subject: [EXTERNAL] Comments re: One River/Back to the River/Forks of the Thames and the Upcoming Budget

Hello councilors.

Over the years I have been watching with interest the studies and recommendations of the One River projects, the titles of which seem to change regularly while the rhetoric remains basically the same, i.e., what to do with the Thames River area. The language used to describe what should or should not happen at the river in the city's brochures and web sites is catchy and enriched with beautiful photos and phrases to try to entice the public into believing that some extraordinary revitalization or transformation needs to take place along the river. The most important element, the quality of the water, is hardly discussed. I find this is problematic. One cannot separate the water from the river.

Therefore, I am particularly concerned about the use of funds, public and private, for the proposed suspension walkway at the Forks, for example, the cost of which at this time is set at 12.5 million. Also, from what I understand, 5 million \$ has been taken from a Hydro reserve fund to go towards this initiative. I find this an extremely irresponsible use of our tax dollars. To use reserve funds for a decorative, impractical project does not make good business sense. We already have several vantage points to look out over the Thames, especially at the Forks. We also have several spaces such as Harris Park, and other places, for opportunities to hold events and gatherings along the river.

As well, I have read on the city's web site that in Jacobs engineer's study of the ribbon walkway project, they have concluded, "the suspension walkway softscape terrace can proceed to detailed design and construction without further EA (environmental assessment) effort." Yet, in the city's recommendation, the use of the words hard scaping is definitely present. This is confusing, and there is a concern about the environmental impact of hard scaping.

. Also, I see in the city's next 4 year budget. recommendations, specifically Part B Implementation of Recommendation, which speaks to spending 1.3 million dollars for 'enhancement' projects along the river. There is mention of several small scale projects (approximately 13, I believe) to be completed along the river over the term of the budget period, partly for the Springbank Dam work, and mostly for fishing docks and boat launch areas. I would like to know how much of the 1.3 M is budgeted for erosion prevention and naturalized ecological preservation. If this highly important riparian work is not dealt with the fishing docks and boat launches will not hold up for long. Not only should we properly look after the places along the river, moreover, we need to think about the quality of the water for the sake of the natural inhabitants, and for our own safety. Everything we do at the river will impact the health of the water. In this time of climate crisis we certainly need to be highly vigilant.

In the city's recommendations, I have read that London is afraid it will "...lose competitive ground to the attraction of other cities that are revitalizing their central waterfronts". London does not have a waterfront, it has a river which forks at the end of Dundas Street. Although I think it would be good to create and maintain something of beauty by the forks, why not simply put in beautiful flowers, and bushes with blossoms of multi-colors, bold and brilliant to create a spectacular display and array of unforgettable color. Simple, but beautiful spaces could put London on the map. We could brighten up the whole city with many more floral beds which are good for pollinators and easier on the budget than a large walkway. Spending millions of our tax payers money on huge, expensive structures when we have other much more pressing issues in the city to me is an extreme, unnecessary expense; it is simply wasteful. It would appear as if London, a medium size city, has developed big city aspirations.

So, dear councilors, when deliberating over the upcoming budget plans, please consider the more important items. Water quality should be very high on the list. Also, and as important, remember our population of those who are not properly housed. Every human needs support and a place to live. Should we not be looking at these issues first? No amount of enhancement or revitalization, be it with flex streets or ribbon walkways, will eliminate or ameliorate the visible face of poverty in the downtown or elsewhere. Housing and health should come first. Decor should not be near the top of the priority list.

Sincerely, Margo Does
161 Bruce St.