

# Strategic Priorities and Policy Committee

## Report

7th Meeting of the Strategic Priorities and Policy Committee  
February 13, 2020

**PRESENT:** 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

**ALSO PRESENT:** L. Livingstone, B. Baar, A.L. Barbon, B. Card, S. Chambers, S. Datars Bere, J. Davies, A. Dunbar, M. Galczynski, G. Kotsifas, S. Mathers, J. P. McGonigle, J. Millson, K. Murray, D. O'Brien, A. Rammeloo, M. Ribera, C. Saunders, M. Schulthess, C. Smith, J. Taylor, B. Westlake-Power, P. Yeoman

The meeting was called to order at 6:03 PM.

### 1. Disclosures of Pecuniary Interest

Councillor S. Turner discloses a pecuniary interest in matters associated with the funding for the Middlesex London Health Unit (MLHU), by indicating that the MLHU is his employer. Councillor S. Turner further discloses a pecuniary interest in matters associated with children's services, specifically with funding for Childreach, by indicating that his spouse is employed by Childreach.

Councillor J. Helmer discloses a pecuniary interest in the golf operating budget, by indicating that his father is an employee of the National Golf Course Owners Association, and the City is a member of the Association.

### 2. Consent

None.

### 3. Scheduled Items

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

Moved by: Mayor E. Holder

Seconded by: M. Salih

That the following written submissions for the 2020-2023 Multi-Year Budget 2020 Public Participation Meeting BE RECEIVED for consideration by the Municipal Council as part of its Multi-Year Budget approval process:

- a) a communication dated January 28, 2020 from J. Larsh, Chair, Argyle Community Association;
- b) a communication from K. Taylor, S. Dolan and A. Leistra;
- c) a communication dated January 24, 2020 from C. West, All Aboard St. Marys and AllRoads Dodge Chrysler Jeep Limited;
- d) a communication dated January 27, 2020 from S. Yeo, Assistant Executive Director, Anova;
- e) a communication from C. Dunne, USC Vice President;
- f) a communication dated January 30, 2020 from A. Longhurst;
- g) a communication from D. Hall, Executive Director, London CycleLink;

- h) a communication from N. Needham, Executive Director, South London Neighbourhood Resource Centre;
- i) a communication dated February 11, 2020 from B. Cowie, PhD Earth and Planetary Sciences, London Bicycle Cafe;
- j) a communication from the Advisory Committee on the Environment;
- k) a communication dated February 11, 2020 from C. Stewart, Project Manager Employment Sector Council;
- l) a communication dated February 12, 2020 from D. Sheppard, Executive Director, ReForest London;
- m) a communication dated February 10, 2020 from M. A. Dowding, Board Chair, Fanshawe, Pioneer Village, London & Middlesex Heritage Museum;
- n) a communication dated February 12, 2020 from N. Forero, Immploy Project Manager;
- o) a communication from M. Does;

it being pointed out that at the public participation meeting associated with this matter, the individuals on the attached public participation meeting record made oral submissions regarding these matters.

Yeas: (14): Mayor E. Holder, M. van Holst, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, S. Lehman, A. Hopkins, P. Van Meerbergen, S. Turner, E. Pelozza, A. Kayabaga, and S. Hillier

Absent: (1): S. Lewis

**Motion Passed (14 to 0)**

Moved by: E. Pelozza  
Seconded by: A. Hopkins

Motion to open the Public Participation Meeting.

Yeas: (14): Mayor E. Holder, M. van Holst, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, S. Lehman, A. Hopkins, P. Van Meerbergen, S. Turner, E. Pelozza, A. Kayabaga, and S. Hillier

Absent: (1): S. Lewis

**Motion Passed (14 to 0)**

Moved by: M. Salih  
Seconded by: M. van Holst

Motion to close the Public Participation Meeting.

Yeas: (15): Mayor E. Holder, 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. Pelozza, A. Kayabaga, and S. Hillier

**Motion Passed (15 to 0)**

**4. Items for Direction**

None.

**5. Deferred Matters/Additional Business**

None.

**6. Adjournment**

The meeting adjourned at 8:07 PM.

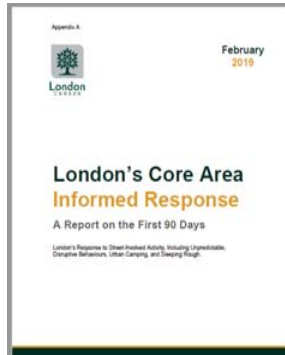
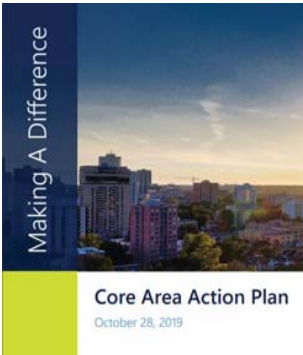
## PUBLIC PARTICIPATION MEETING COMMENTS

### 3.1 2020-2023 Multi-Year Budget – Public Participation

- D. Szoller (Advisory Committee on the Environment) – speaking in favour of greenhouse gas reduction milestones; noting support for business case 1, particularly with respect to the introduction of a green bin program, and support for business cases 7A and 7B.
- J. Pastorius, Old East Village BIA – speaking in support of the Core Area Action Plan initiatives, particularly those that support businesses, as per the attached presentation.
- G. Brumitt, D. Hill, C. Jamieson and Chesney (Nokee Kwe Employment and Education Centre/Positive voice) – speaking in support of the continuation of the community grant funding and sharing some experiences and stories in support of that funding, in accordance with the attached communication.
- Luis – speaking in support of those who are not able to attend, and sharing his experience and difficulties in securing employment that requires owning a vehicle, and suggesting that vehicle ownership is a necessity in London.
- M. Metcalf – speaking in favour of additional support approved for the London Transit Commission; speaking in support of business cases 7A and 7B, as well as the street lighting program.
- S. Shrum (Employment Sector Council, Pathways) – speaking in support for funding for the Employment Sector Council by advising how they assist to keep residents in London and being a partner for the City of London.
- Hailey – requesting support for the cycling master plan and contributions to this endeavour, noting that the current contributions are not adequate.
- W. Rogers, St. James Street – encouraging avoidance of taking on services that have been reduced or discontinued by other levels of government or using non-permanent funding; noting support for continued wifi hot-spot lending and additional matters within the budget; and suggesting alternatives for homeowners who may wish to assist with housing, in accordance with the attached communication.
- Remarra – noting that she is appalled that Council would approve \$2 million for Theatre London renovations during a housing and addiction crisis; noting a ‘food desert’ in downtown London; sharing her housing story including being moved to housing that is a walk-up and she is a senior; suggesting that pedestrians require additional room to navigate areas.
- C. Deschenes – speaking in support of climate change emergency initiatives and the green bin program, as noted in the attached communication; and suggesting that additional work needs to be done to reduce CO2 emissions.
- K. Wright (London Community Dental Alliance) – requesting support for oral healthcare clinic, with specific reference to the barriers facing people needing dental care.
- N. Spriet (Chair, Pillar Network) – speaking in support the continued contributions and availability of the community grants program, particularly noting the stability that the multi-year funding can provide, in accordance with the attached communication.
- Lacey – suggesting that the indigenous population is under-represented in the city in London, and are specifically excluded from services.

- S. Pillon and M. Easton (Women in Politics) – suggesting that the budget is not explicit enough with respect to the strategic initiative to make London a safe place for women and girls; noting that a report will be coming forward to Council related to the UN safe city initiative.
- A. Harvey (Student, Antler River Rally) – speaking in support of the Back to the River revitalization project, and funding for river health projects (including but not limited to sewage separation).
- A. Valastro – speaking against increase of water rates, in addition to various water rates for residents that appear to be subsidizing other users including industry and multi-residential; encouraging full disclosure of all rates; noting opposition to the Back to the River projects.
- Julie and Jamie (Safe Space London) – speaking in favour of continuation of the community grant programs, at the current levels, but providing information related to the operation and importance of Safe Space London.
- M. Drost (L'Arche London) – speaking in support of continuation of the community grant programs, providing information as to how funds have been used by the organization.
- T. Cull – concurring with comments made by Antler River Rally, and in support of the climate emergency initiatives; sharing a poem written for the 2017 Resilience Conference.
- V. Van Linden – speaking in support of the direction in support of housing and initiatives in the core; requesting that Council not fund the Back to the River project in order to ensure that adequate funds are available for services.
- R. Bloomfield (Urban Roots London) – speaking in support of the direction to maintain the community grant program and requesting that funding for the program be increased; requesting the prioritization of vulnerable people in the budget expenditures.
- A. Cantell (ReForest London) – noting support for the continuation of the community grant program, and providing background for how organizations use a variety of sources to find funding.
- J. Rodger (Anova) – speaking in support of continued support of the community grant program, and providing information related to how organizations are also challenged to maintain supports; providing support for initiatives like UN Safe cities, and making London safe for women and girls, noting that these require funding.
- Resident – noting her volunteer work for the information of Council, and advising that she has been a client of Anova; requesting support for free transit, not free parking.
- M. Hodge – speaking in support of the funding for the climate change emergency initiatives; encouraging consideration of future projects with a low carbon impact and support for transit initiatives.
- Julia (Ward 4 Youth Councillor) - noting shock at some of the decisions, and indicating support for the continuation of the community grant program.
- L. George (Oneida Nation) – speaking in support of Positive Voice, and noting the need for continuation of the program; requesting that transit subsidy be continued.
- M. Horak – noting support for important programming that has been approved; noting the challenge of balancing this programming with capital costs; further noting the implications of planning decisions on urban density and infrastructure costs.
- M. Moussa – noting an objection to a tax increase in excess of 4% annually; noting that this task is not easy, but that the exercise is forcing people out of their homes.

Thank you!



## Those experiencing homelessness or health related issues need help



## People Need to Feel Safe and Secure



## People Need to Feel Safe and Secure



## Successful Business Environment



## Core Area Needs to Attract More People



## With Thanks!



February 12, 2020

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

Re: Delegation Status for Nokee Kwe's +Positive Voice at Feb. 13 Budget Public Participation Meeting

Dear Ms. Westlake-Power:

Gena Brumitt, President/Chair of London's Nokee Kwe nonprofit/charity; Danielle Hill and Colleen Jamieson, Co-Facilitators of Nokee Kwe's +Positive Voice program; and +Positive Voice program participants wish to formally request delegation status. We ask to be added to the Agenda at the Budget Public Participation Meeting (SPPC) schedule on February 13, 2020, to address the Budget as relates to the **City of London's Community Grants Program**. We understand that we will have a very limited time to speak.

London is nestled between several First Nations communities including Oneida Nation of the Thames, Munsee Delaware Nation and Chippewas of the Thames First Nation. Many Indigenous people choose to reside OFF-reserve, and live here in London.

According to the City of London website, London's Indigenous population **increased by 42%** from 2011 to 2016. The average age of the Indigenous population in London was 30.9 years, compared to 40 years for the non-Indigenous population.

**From Statistics Canada:**

Just under one-quarter (24%) of Indigenous people who lived in an urban area were in a low-income household in 2016. The number of First Nations people, Métis and Inuit living in cities has been growing for decades. In 2016, more than half of all Indigenous people in Canada lived in a metropolitan area.

In 2017, London's City Council established the Indigenous Relations Working Group, to work with Indigenous communities to implement Truth and Reconciliation Commission report recommendations where possible and appropriate, and **to work with local Indigenous peoples to determine how best to engage and collaborate with each other**. Also, human trafficking is a particular concern for Indigenous people since **Indigenous women make up about 50% of trafficking victims, despite representing only 4% of the Canadian population**.

As you finalize your multi-year budget deliberations, we would like to raise a concern for your consideration. On January 31, 2020, **Ward 2 City Councillor Shawn Lewis introduced a motion to cut funding in 2022-2023, for charities whose funding had been approved by the London Community Grants Program, in alignment with London's Strategic Plan**. Councillor Lewis also referenced earlier comments he had made on this matter in December 2019. **His motion was not successful, but we are concerned that a similar motion might be introduced before the final budget is approved**. We wish to speak to this concern, because we are one of the charities that would be materially impacted.



The London Community Grants Program requires that we only request partial funding. **However, that does not mean this approved funding is not essential.** When charities apply for grants like this one, it is not without significant planning.

Lewis states on his website:

*“When it comes to the “nice to haves”, Council MUST recognize that just because we planned for or we budgeted for something, doesn’t mean it is carved in stone. In past budget debates Councillors have gotten stuck on the idea that we must do something because we had previously planned to do it.”*

The problem with this “wide brushstroke” by Councillor Lewis is that the City of London has a reputation of **standing by its PROMISES. Charities who received notices of funding, relied on the information they received.** This is typical of what charities expect from GRANTORS - they normally understand that charities **rely on** important statements and approvals being accurate.

While we know that multi-year budget considerations are a weighty task, none of us expected that Council might potentially consider cutting major amounts such as a 50% reduction over two years (of four years of funding). For us, this would result in a loss of about \$50,000 over two years. Councillor Lewis’s proposed cuts could significantly impact the ability of certain charity programs of historic value to remain viable!

These proposed reductions are NOT cuts by the Province that were downloaded to the City. The grant we applied for is the City of London’s own Community Grants Program.

**One group that is of particular concern in the London area is urban Indigenous women.** They can suffer from a sense of social isolation living off-reserve, and experience distress due to the loss of their Indigenous culture.

**Urban Indigenous women, young and old, face challenges most Londoners can’t imagine.** After centuries of colonization and discrimination, it’s essential to close gaps and remove barriers, improve quality of life, expand economic opportunities and create comprehensive ways of achieving measurable change for these women through trust, understanding and respect, charting a path toward a brighter future for all.

**Nokee Kwe’s +Positive Voice** is an innovative program that supports the development of positive narratives and positive community connections by urban Indigenous women, 18 years and older, **who are pursuing a transition to employment or education. We are crushing stereotypes, and challenging the portrayal of urban Indigenous women through strength, resilience and accomplishment. Participants may be providing elder care to family members affected by residential schools, experiencing depleting energies, overcoming addiction, fleeing domestic violence, or overcoming human trafficking.**

**Positive Voice makes a BIG difference in the lives of the women this program serves.**

+Positive Voice is a 7-week bridging program that was piloted in London in September 2016. The women who participated received a camera, USB card reader and SD card to assist them in creating digital media. They interacted with guest speakers, Indigenous artists, and government officials. They created memes and infographics, took photos and wrote stories about their experience as Indigenous women. They received prints of their projects and created portfolios to use for future employment and education. Participants also received postcards of their work and a photo book filled with all the participants’ projects.

The program received its most recent funding in 2018 from the Ontario Trillium Foundation. Over the course of the program, participants are empowered to use media and various technologies to share their stories. The program aims to provide a safe space for the mentorship and empowerment of these women in our community. **We believe in the importance of sharing positive narratives to help build up the capacity of these women.**

**Women in the community came to us and told us what they needed, and we listened.** We learned that reliance on the system felt like standing on shifting sands, and personal experiences of victimization, misogyny, racial slurs, etc., led to negative self-talk and victimization. We designed a program specifically for urban indigenous women **based on their needs**. Successes are founded in participants' connections with their culture, and personal stories of strength, resilience and accomplishment.

The objective of the program is to engage with participants and help them to recognize their own abilities, and create positive connections with the Indigenous community and the community at large. **When they move on to employment, education, self-employment or other next-steps, the foundation pieces that they have learned to reinforce self-esteem, confidence, and their reservoir of accomplishments, are building blocks.**

**Participants make important connections that will allow them to move forward and find success in whatever they choose to do next.**

Nokee Kwe, incorporated in 1983, is an employment and education centre located in south London, operating all of its programs through an Indigenous lens. Nokee Kwe translates to 'working women' in Ojibway. This nonprofit charity was created in 1978 in response to the low employment rate of Indigenous women in the London area. Initially, Nokee Kwe employed women for 26 weeks, giving them a wage while they received instruction and training by the staff such as life skills training, education, technical training, career planning and job placement.

Today... Nokee Kwe offers multiple programs such as Career Directions, and Literacy & Basic Skills. We partner with many other agencies in the London area. We offer culturally sensitive, client-centred, holistic approaches in our work that focuses on identifying and finding solutions to employment and learning barriers. We continue to expand in order to fill important gaps in the educational and training needs of both the Indigenous and non-Indigenous populations in London and surrounding communities.

+Positive Voice and Mashkawizii ('He/She is Strong!' an Indigenous youth program) are programs that support the Indigenous population specifically. If anything, our objective is to GROW these successes, not diminish them!

+Positive Voice was awarded the 2017 Pillar Community Innovation Award and was a nominee for the 2017 Champion of Mental Health Awards. *"It's clear that you are doing really positive work with +Positive Voice,"* stated former MPP Deb Matthews at the announcement. *"It's having a positive impact on people: not just the individuals who participate, but their family, their children, their communities."*

Our efforts were recognized with the Pillar Community Innovation Award, the highest award for innovation in the non-profit sector for the London area, in November 2017 at an event attended by over 900 attendees. We received extensive media coverage related to our nomination and receiving the Pillar Community Innovation Award and a short documentary was created that publicized our program.

We partnered with the London Public Library and McIntosh Gallery in 2017 and 2018 to hold exhibits of the content created by participants in the program, including photography, stories, memes, infographics, beadwork, and tree of life sculptures. The exhibit openings included speeches by program participants, traditional dancing, spoken word, poetry, singing, and drumming. Attendees at the receptions included friends and family of the participants, community members, and patrons. The September 2017 exhibit received local and national news coverage. The exhibit opening in January 2018 was standing-room-only, and video footage of the opening recorded by a reporter from the London Free Press was viewed 4,388 times.

We also had booths at the Home County Festival, a music and arts festival in July 2017, and the Harvest Festival and Powwow at the Museum of Ontario Archaeology in September 2017. We created a pop-up art gallery and shared hundreds of postcards created by the women. These postcards have travelled all over the world from Europe to Australia to South America, sharing the positive portrayal of London-area Indigenous women and their accomplishments. We also shared their projects on Twitter, Facebook, and Instagram.

Check out +Positive Voice online at:

- <http://nokeekwe.ca/positive-voice/>
- [https://twitter.com/\\_PositiveVoice](https://twitter.com/_PositiveVoice)
- <https://www.facebook.com/positivevoiceatnokeekwe/>

Here are some links to articles that highlight the success of Nokee Kwe's +Positive Voice program:

- <https://lfpres.com/2017/01/10/positive-voice-program-at-nokee-kwe-in-london/wcm/d3e2ac4f-b7f5-3169-61d3-31e0fb8e2ab9>
- <https://www.cbc.ca/news/canada/london/london-ontario-positive-voice-women-1.5437838>
- <https://globalnews.ca/news/5418319/london-indigenous-solidarity-day-2/>
- <https://lfpres.com/2018/01/14/indigenous-women-tell-their-stories-find-themselves-through-photography/wcm/f7cd178f-0f1d-c913-2470-4145bb049ecd>
- <https://www.cbc.ca/news/canada/london/indigenous-women-nokee-kwe-positive-voice-1.4272623>
- <https://globalnews.ca/news/3876641/pillar-community-innovation-awards/>
- <https://alliance2030.ca/spreading-positivity-positive-voice/>

**+Positive Voice disrupts the narrative that exists in the media, of reliance on the system, victimhood, and diminished capacity. It is an HONOUR to hear these women's stories and share them. Working together, with right minds, we raise each other up.**

We are grateful for Nokee Kwe's +Positive Voice representatives to have the opportunity to speak to you about our concerns. Funding from the City of London's Community Grants Program is crucial to our operations over the next four years. Please do not make cuts to this LCG funding! If a motion to do so is on the table, we ask you to vote a resounding "NO."

Thank you!

Sincerely,

Gena Brumitt

President/Chair, Nokee Kwe

Copied to:

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. Pelozza, A. Kayabaga, S. Hillier, [jwalter@london.ca](mailto:jwalter@london.ca), [SPPC@london.ca](mailto:SPPC@london.ca)

Good Evening. My name is Walter Rogers and I reside at 675 St James Street, London

I acknowledge that we are meeting on aboriginal lands in the territory covered by the Upper Canada Treaties.

I would like to thank Council and Staff for the many hours of time and debate dealing with the budget and Business Cases and the arrangements made to include the public.

On that note, I would like to offer one observation on the process regarding public participation.

First, the draft of the Multi Year Budget and Business cases was highly available to the public.

However, the ability to track the deliberations of Council to date on the proposed budget was not, unless one watched or attending hours of meetings.

It is my understanding any Council votes regarding the budget prior to this final public participation meeting means those decisions need reconsideration at committee or full Council.

I encourage Council to keep an open mind and where needed reconsider their positions as they move to the final approval in March.

The Principles I considered in preparing my comments included:

a) Council should avoid taking on services where there is pressure to “fill in” for programs that have been reduced or discontinued by other levels of government

b) Ensure Reserve Funds are kept at an adequate level and

c) Strategic use of reserve funds to phase in expenditure impacts over a four-year budget, if necessary, should be removed, at minimum, by the last year of the Multi- Year Budget period

### **Culture- London Public Library**

Congratulations to those Councillors that supported to continue the Wi-Fi lending program by the London Public Library. This is one service that truly promotes diversity and inclusion within the community.

Now it is up to Council to approve the base budget for the Library to ensure that the current level of core services are provided and the library will have the ability to meet growing demands in the future.

### **Economic Prosperity- Tourism London**

There is still some uncertainty regarding the London Tourism Budget and the use of the Municipal Accommodation tax. One spending consideration for the tax is to assure the success of Dundas Place. The investment return in the flex street and Dundas Place can only be achieved with high quality community events. This will bring people Downtown and support local businesses.

### **Environmental Services- Garbage, Recycling & Composting**

The support of a curbside Green Bin Program is welcomed. The need now is to include all Londoners (including apartment buildings) as an important next step.

### **Protective Services - By law Enforcement and Property Standards**

The concern of homelessness continues to be a public safety and security concern in the community

I know the challenge of housing those in highest need in our community is an issue that cannot be fully addressed in my time allotted this evening.

I would like to suggest a review of our bylaws related to home renovations. Could we through regulations increase accommodations for those with highest needs by offering financial incentives to home owners willing to renovate with a commitment to participate in the wrap around services that could result in their tenant's success as they address their addictions, mental health or poverty challenges.

In many sections of the budget we refer to "affordable housing". This is not the solution for those on fixed incomes, social programs or living in shelters or on the streets. We need "housing and accommodations according to one's ability to pay".

Investment in ability to pay housing and wrap around services for those in highest need are dollars saved in health care, emergency rooms waits and law enforcement expenses by not having police or paramedics be first responders to those in crisis.

### **Water and Wastewater & Treatment – Wastewater Treatment**

This appears to be one area of financial planning that depends on Federal/Provincial funding in order to assure future phases of several infrastructure are completed.

For example, flood planning has become a growing concern with the impact of changing climate. This comes at a time when the Provincial government decreased support to local Conservation Authorities.

This is where the City needs to provide some degree of push back to the Provincial Government on how municipalities should not be bailing out the Province in order for them to manage their budgets or gain perceived political support

### **Corporate, Operation and Council Service- Information Technology Services**

In the budget the operating expenditures each year hold until year 2023. In the final year there is an expected increase of one million dollars. I am not clear why this increase.

However, in the staffing allocation there is no change in the projections during 2020-23 budget. Yet it is suggested service demands could increase. The concern is are we asking staff in this department to take on more work with less support.

### **Transportation Services- Roadway Planning**

Prior to this budget many hours of dedicated time has been spent by Council, staff and the community to trying to address the challenges related to transportation.

I would like to congratulate the Mayor and Council on their recent support of moving London Transit to include electrical buses for the future. It is truly the right decision

I believe time will be the best judge of whether we got Rapid Transit right.

I am of a generation that recalls the debates about building a Ring Road which we declined. We are now paying the price of higher congestion on our roads. I hope we have not missed another opportunity by compromising on our recent decision regarding the previous Rapid Transit Plan. .

Council recently identified we are in a climate change crisis. We need real action related to climate change and financial policy.

We may be falling short given some of the spending in the budget related to roadways and transportation that will not support decreasing omission levels in the upcoming years.

We are fortunate to have the Thames Valley Parkway but much more needs to be done to build more protection for bicycle and walking routes in the City.

Council needs to call upon all Londoners and the business community to participate in finding solutions related to risks associated with climate change.

### **Winter Maintenance**

On behalf of our Seniors, those who may have physical challenges or that parent who needs to push the stroller to the bus in the winter, a review of our snow removal practices is needed.

In closing, I would like to thank Council for the time this evening. Please accept my comments as feedback. I do not represent a group or organization. I am a Londoner who takes great pride in my neighborhood and a City that has provided me many privileges. Those opportunities may not be available to everyone to enjoy. For them, we can and must do better.

Thank you.

Feb 11, 2020

Ed Holder, mayor  
City of London  
Ontario, Canada

Mr. Mayor and city councillors,

In April of 2019 the City of London declared a Climate Emergency. What an excellent first step! I also applaud you for moving forward with electric buses to reduce emissions which is why was looking forward to seeing what this city could do to transform itself into a green city. When I attended the case study presentations in January 2020, I was hoping to hear some innovative and forward-thinking case studies. I was looking forward to council implementing strategies that would prevent developers from building on farmland, wetlands and bogs. Why? Because these highly unsuitable sites have limited access to active travel networks like city buses, walking and cycling paths.

It feels like the developments are happening in a vacuum. It appears as if no one cares about how the people moving into these new neighbourhoods will come and go from them. I do not see the LTC as a partner in these developments because new routes come into existence long after the fact. This even though the economic case for investment in active modes of transportation is strong. According to recent European research, the ROI for active modes of transportation is 5\$ for every \$ spent! Along with this great return on investment not only do you get: a healthier population; stronger, safer local communities; better access to jobs and education; and lower levels of pollution; but you also get a city which needs to spend less on roads and road repairs.



I was discouraged that every single councillor voted in support of the roads capital growth budget to expand existing roads to the tune of \$200,000,000. And what will Londoners get for this money?? They will get wider and more dangerous roads, they will get more congestion from increased car travel, and they will get a poorly thought-out and implemented rapid transit project. Although some funding was attributed to the construction of cycling and walking routes, these are adjacent to new roads which enable city sprawling. This means our city's cycling network will not be able to grow rapidly enough to produce any measurable outcome.

What did we learn at the 2020-2023 budget discussions in January and February 2020? We learned that sadly the city only "declared" a Climate Emergency. We learned that the city is proposing to stay the course it has for years, with minor changes.

Since you declared the Climate Emergency, I take it that you must know that in order to reduce the CO2 emissions to meet the 2030 Paris Agreement targets, you have to ensure that 35% or more of the population use mass transit as their primary means of transportation, and another 35% or more use walking and cycling as their primary means of transportation. You also want to ensure single occupancy car trips decrease to less than 30%. Members of council, I do not see how the 2020-2023 budget can achieve the Paris Agreement goals.

My questions to you are as follows:

- Do you want a city with a healthier population?
- Do you want to see a city with stronger and safer communities?
- Do you want people to be able to use alternative means of transportation to get to work or school?
- Do you want to spend less on road repairs because roads are not deteriorating as quickly?
- Do you want to see a 500% rate of return on a city investment?

The fires in Australia should have helped you focus on the climate emergency. This Climate Crisis will only get worse if cities like ours refuse to do anything substantial about it. Globally, we may be just a drop in the bucket but every drop counts, and we need to make ours count. Let's make our city greener, let's make it healthier, and let's make it people friendly. Please do not plan for a "car friendly" city, instead plan for a people friendly city where cars are not required to get from point A to point B. Let us create a city where developers work with the city to ensure proper bus routes will be in place before the project is finished, let us ensure cycling and walking paths are created, let us ensure the people get more than one transportation choice. Let's not wait until **our** proverbial house is on fire before taking serious steps.

I am asking you to please reverse your vote on the roads capital growth budget, and invest more in mass transit, cycling and walking infrastructures in order to move more people in a way which will reduce our carbon emissions before it's too late for citizens of this city. Let us not be followers but leaders in making cities greener.

Charles Deschênes

London, Ontario N5Y 0A2



February 13, 2020

City of London  
300 Dufferin St.  
London, Ontario

To Mayor Ed Holder and City Council,

Subject: City of London Budget

Pillar Nonprofit Network is a network of 610 individuals, organizations and enterprises invested in community impact in London and the surrounding area.

Our work is driven by the belief that the three pillars – nonprofit, business and government – working together can create an engaged, inclusive and vibrant community. We believe in the collective power of networks; and our municipal government is a key partner within this network. Nonprofits and social enterprises are uniquely positioned to be invaluable partners for government in developing programs, services, policies and funding support that incorporate diverse perspectives and are responsive to community needs.

Many of you are connected to our sector through your own volunteer work – in service clubs, minor hockey and soccer programs, museums, community services and more – so you know how vital nonprofits are to our communities. It is essential for nonprofits and social enterprises to thrive; not only do they fulfill social needs, but as significant employers that contribute to job creation they are essential to our economy. Nonprofits alone employ nearly one million people in Ontario and contribute \$50 billion to the province's GDP, while advancing inclusive economic growth.

I am submitting this letter in follow up to my remarks at the public participation meeting in response to motions that were on the table during budget deliberations to reduce the Innovation & Capital Fund by 50% and to reduce Multi-Year Funding Allocations under the London Community Grants Program. (Pillar has received funding in the past, and is currently under consideration for multi-year funding.)

While we understand these motions failed at the Strategic Planning and Policy Committee, we want to take the opportunity to share our position should this discussion be revisited at future Committee or Council meetings and to highlight the importance of the nonprofit sector and its impact in our community.

So much work has been done over the years to shift to a multi-year funding model and a community grant process that is transparent. It has streamlined the decision-making process for the multiple requests that formerly came to City Council during municipal budget planning. Further, multi-year funding has led to more sustainable organizations, enabling them to better plan both strategically and



operationally. When the Community Review Panel supported \$9.2M in multi-year funding over the next four years and the applicants whose requests were being endorsed were notified, those organizations cautiously – and optimistically – drafted their budgets and planned their programming with those resources in mind. The security that multi-year funding provides goes beyond transactional service delivery; it supports transformational systems change. Reliable multi-year funding is critical to stable service delivery, to our sector and to our community.

The value of the close to \$2M in capital funding will surely exceed the City's initial investment, as it will be leveraged to secure additional funding from other levels of government. Take the example of the elevator recently installed at Innovation Works; we received \$100K from the Federal Government's Enabling Accessibility Fund, \$45K from the City of London, \$25K from a corporate donor, \$15K from an individual donor, \$10K from a foundation, and to complete the project we contributed \$95K from our own reserves. It took two years for us to acquire the funding to make this possible, and the City of London's contribution gave us the ability to secure other funders. And this funding fulfilled need; often capital funding is what's needed to grow programs or to provide safe and inclusive spaces.

Nonprofits and social enterprises are the foundation of our community and we are your partners; invest in us and you will be supporting an engaged, inclusive and vibrant community.

Warm regards,

A handwritten signature in black ink that reads "Nicole Spriet". The signature is written in a cursive, flowing style.

Nicole Spriet, Board Chair

cc:

Cheryl Smith, Managing Director, Neighbourhood, Children & Fire Services

Councillor Michael van Holst

Councillor Shawn Lewis

Councillor Mo Salih

Councillor Jesse Helmer

Councillor Maureen Cassidy

Councillor Phil Squire

Councillor Josh Morgan

Councillor Steve Lehman

Councillor Anna Hopkins

Councillor Paul Van Meerbergen

Councillor Stephen Turner

Councillor Elizabeth Pelosa

Councillor Arielle Kayabaga

Councillor Steven Hillier

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

## **Table of Contents**

1. Executive summary	p 3
2. A vibrant economy through health care	p 4
3. Generating economic growth	p 5
4. Improving business efficiency	p 9
5. Fairness through finance and economics	p 10
6. Contact information	p 11



## **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:<sup>1</sup>

- 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

<sup>1</sup> 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 unpled 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

Toll Free 1-888-274-9443

Business facsimile: 519-284-2343

Cell/text: 519-868-2989

Web: [allaboardstmarys.ca](http://allaboardstmarys.ca) and [allroadsdodge.ca](http://allroadsdodge.ca)

E mail: [chriswest@kwic.com](mailto:chriswest@kwic.com)

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

**Cc:** Jessie Rodger <[JessieR@anovafuture.org](mailto: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 4<sup>th</sup> 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](mailto:mayor@london.ca)>; van Holst, Michael <[mvanholst@london.ca](mailto:mvanholst@london.ca)>; Lewis, Shawn <[slewis@london.ca](mailto:slewis@london.ca)>; Salih, Mo Mohamed <[msalih@london.ca](mailto:msalih@london.ca)>; Helmer, Jesse <[jhelmer@london.ca](mailto:jhelmer@london.ca)>; Cassidy, Maureen <[mcassidy@london.ca](mailto:mcassidy@london.ca)>; Squire, Phil <[psquire@london.ca](mailto:psquire@london.ca)>; Morgan, Josh <[joshmorgan@london.ca](mailto:joshmorgan@london.ca)>; Lehman, Steve <[slehman@london.ca](mailto:slehman@london.ca)>; Hopkins, Anna <[ahopkins@london.ca](mailto:ahopkins@london.ca)>; Van Meerbergen, Paul <[pvanmeerbergen@london.ca](mailto:pvanmeerbergen@london.ca)>; Turner, Stephen <[sturner@london.ca](mailto:sturner@london.ca)>; Pelozo, Elizabeth <[epeloz@london.ca](mailto:epeloz@london.ca)>; Kayabaga, Arielle <[akayabaga@london.ca](mailto:akayabaga@london.ca)>; Hillier, Steven <[shillier@london.ca](mailto: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:

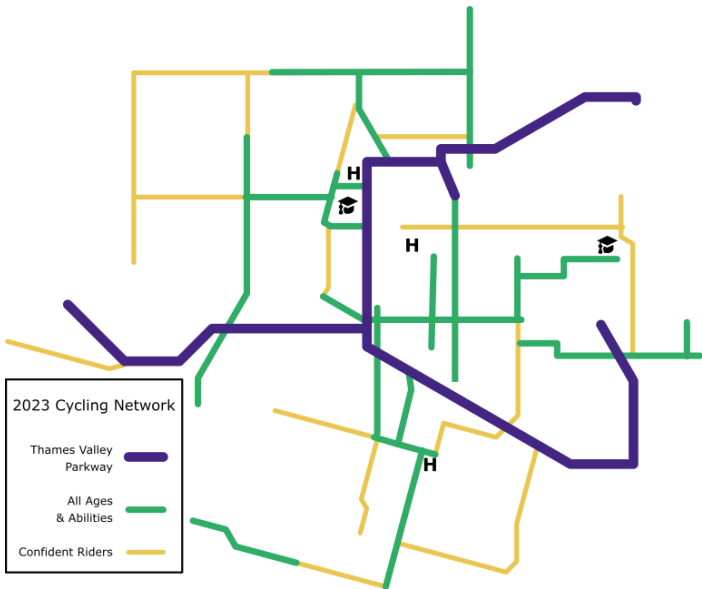
- 1) "Additional funding for affordable housing - Part B"
- 2) London Middlesex Community Housing regeneration
- 3) London Middlesex Community Housing staffing and security

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](http://londoncyclelink.ca)  
[wats.uwo.ca](http://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.

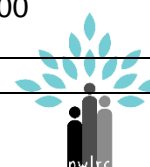




**DID YOU KNOW:  
A CUT IN FUNDS FROM THE CITY OF LONDON  
WILL IMPACT 5,170 DIRECT RESIDENTS**

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

<b>Neighbourhood Support Services receives a funding of \$15,590 a year from the city</b>		
<b>Category</b>	<b>Programs offered</b>	<b>Expected benefactors</b>
<b>Basic Needs</b>	Emergency Food Cupboard, tax clinics, dental service support	2,550 unique residents need assistance
<b>Community Meals</b>	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
<b>Advocacy</b>	Access to Jumpstart to allow children to be able to participate in sports	600 unique children
	Access to Boots/ winter clothing	500 unique children
<b>Neighbourhood Youth Services receives a funding of \$42,867 a year from the city</b>		
<b>Youth Voice – leadership skills</b>	Youth lead community activities for families	450 residents
	Build knowledge that guide youth in future career planning	150 unique youth volunteers
<b>Youth programs (11-15 years old)</b>	Youth programs (homework help, youth life skills building programs)	475 unique youth
	Employment readiness programs	85 unique youth
<b>Neighbourhood Community Development receives a funding of \$54,543 a year from the city</b>		
<b>Adult Volunteer Services</b>	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:

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

	Youth Empowerment meal program	240 meals
<b>Advocacy</b>	Boots, glasses, emergency referrals	104 residents
<b>Neighbourhood Youth Services receives a funding of \$16,063 a year from the city</b>		
<b>Youth Voice – leadership skills</b>	Build knowledge that guide youth in future career planning	80 unique youth volunteers
<b>Youth programs (11-15 years old)</b>	Youth programs (homework help, youth life skills building programs)	85 unique youth
	Employment readiness programs	110 unique youth
<b>Neighbourhood Community Development receives a funding of \$26,000 a year from the city</b>		
<b>Adult Volunteer Services</b>	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](mailto:mvanholst@london.ca)>; Lewis, Shawn <[slewis@london.ca](mailto:slewis@london.ca)>; Salih, Mo Mohamed <[msalih@london.ca](mailto:msalih@london.ca)>; Helmer, Jesse <[jhelmer@london.ca](mailto:jhelmer@london.ca)>; Cassidy, Maureen <[mcassidy@london.ca](mailto:mcassidy@london.ca)>; Squire, Phil <[psquire@london.ca](mailto:psquire@london.ca)>; Morgan, Josh <[joshmorgan@london.ca](mailto:joshmorgan@london.ca)>; Lehman, Steve <[slehman@london.ca](mailto:slehman@london.ca)>; Hopkins, Anna <[ahopkins@london.ca](mailto:ahopkins@london.ca)>; Van Meerbergen, Paul <[pvanmeerbergen@london.ca](mailto:pvanmeerbergen@london.ca)>; Turner, Stephen <[sturner@london.ca](mailto:sturner@london.ca)>; Pelozo, Elizabeth <[epeloz@london.ca](mailto:epeloz@london.ca)>; Kayabaga, Arielle <[akayabaga@london.ca](mailto:akayabaga@london.ca)>; Hillier, Steven <[shillier@london.ca](mailto:shillier@london.ca)>; City of London, Mayor <[mayor@london.ca](mailto: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,

A handwritten signature in cursive script that reads 'Mary Anne Dowding'.

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](mailto: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.