

Strategic Priorities and Policy Committee

Report

3rd Meeting of the Strategic Priorities and Policy Committee
January 23, 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. Pelozza, A. Kayabaga, S. Hillier

ALSO PRESENT: M. Hayward, A.L. Barbon, B. Barr, G. Barrett, B. Card, S. Datars Bere, S. King, G. Kotsifas, L. Livingstone, S. Mathers, J. Millson, K. Murray, D. O'Brien, M. Ribera, C. Saunders, M. Schulthess, C. Smith, J. Stanford, S. Stafford, B. Westlake-Power

The meeting is called to order at 3:03 PM.

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Consent

None.

3. Scheduled Items

3.1 Not to be heard before 4:00 PM - Public Participation Meeting - 2020-2023 Multi-Year Budget

Moved by: A. Kayabaga

Seconded by: P. Van Meerbergen

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 May 2, 2019 from B. Brock;
- b) a communication dated November 28, 2019 from G. Macartney, CEO, London Chamber of Commerce;
- c) a communication dated December 5, 2019 and petition from G. LaHay;
- d) a communication dated January 7, 2020 from A. Oudshoorn, RN, Assistant Professor, Arthur Labatt Family School of Nursing;
- e) a communication dated January 7, 2020 from D. Whitelaw, Executive Director, Ark Aid Street Mission;
- f) a communication dated January 7, 2020 from J. M. Thompson, Deacon, St. John the Evangelist Church;
- g) a communication dated January 8, 2020 from J. Parent;
- h) a communication dated January 7, 2020 from S. Cassidy;
- i) a communication dated January 9, 2020 from A. McClenaghan, Chair, London Downtown Business Association and D. McCallum, Chair,

MainStreet London, Downtown London;

j) a communication dated January 7, 2020 from V. Ezukuse, MSc Candidate-Health Promotion, Health and Rehabilitation Sciences, Western University;

k) two communications dated January 12, 2020 from Councillor van Holst;

l) a communication dated January 7, 2020 from T. Dam, Resettlement Assistance Program Manager, London Cross Cultural Learner Centre;

m) a communication dated January 15, 2020 from K. Cassidy;

n) a communication and presentation dated January 15, 2020 from M. Powell, President and Chief Executive Officer, F. Galloway, Chair BTTR, Community Mobilization Committee and G. Playford, Past Board Chair, London Community Foundation;

o) a communication dated January 17, 2020 from J. Sheffield, Nicholson Sheffield Architects Inc.;

p) a communication dated January 20, 2020 from E. and D. Kipfer;

q) a communication from M. Laliberte and J. Thompson, London Community Advocates Network;

r) a communication dated January 17, 2020 from S. Kopp, Ph.D Candidate, Department of Visual Arts, Western University;

s) a communication dated January 21, 2020 from B. Cowie, PhD Earth and Planetary Sciences;

t) a communication dated January 22, 2020 from D. Hall, London Cycle Link Board and Western Active Transportation Society;

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

Yeas: (14): 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, E. Pelozo, A. Kayabaga, and S. Hillier

Absent: (1): S. Turner

Motion Passed (14 to 0)

Voting Record:

Moved by: A. Hopkins

Seconded by: S. Lehman

Motion to open the Public Participation Meeting.

Yeas: (14): 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, E. Pelozo, A. Kayabaga, and S. Hillier

Absent: (1): S. Turner

Motion Passed (14 to 0)

Moved by: M. Salih

Seconded by: M. van Holst

Motion to close the Public Participation Meeting.

Yeas: (12): Mayor E. Holder, M. van Holst, S. Lewis, M. Salih, J. Helmer, P. Squire, J. Morgan, S. Lehman, A. Hopkins, P. Van Meerbergen, E. Pelozza, and S. Hillier
Absent: (3): M. Cassidy, S. Turner, and A. Kayabaga

Motion Passed (12 to 0)

4. Items for Direction

4.1 London Hydro Proposed Corporate Restructuring

Moved by: M. van Holst

Seconded by: S. Hillier

That, on the recommendation of the City Manager with the concurrence of the Managing Director, Corporate Services and City Treasurer, Chief Financial Officer, the following actions be taken with respect to London Hydro proposed restructuring:

a) the staff report including the proposal from London Hydro Inc. (LHI), as appended to the staff report dated January 23, 2020 as Appendix "A", and the risk assessment from KPMG LLP associated with the proposed corporate restructuring of LHI, appended to the staff report as Appendix "B", BE RECEIVED for information;

b) the Civic Administration, in conjunction with London Hydro, BE DIRECTED to:

i. prepare a detailed analysis that would support a recommendation to the shareholder on the proposed restructuring that will include at a minimum the recommendations provided by KPMG LLP, as noted in Appendix "B" as appended to the staff report dated January 23, 2020; and,

ii. prepare an implementation strategy to accompany the recommendation (if needed); and,

c) the City Clerk BE DIRECTED to forward the report from the January 23, 2020 Strategic Priorities and Policy meeting to the Municipal Council meeting for be held on January 28, 2020.

Yeas: (14): 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, E. Pelozza, A. Kayabaga, and S. Hillier
Absent: (1): S. Turner

Motion Passed (14 to 0)

5. Deferred Matters/Additional Business

5.1 (ADDED) Proposed Changes to the City Manager Search Committee Terms of Reference

Moved by: P. Squire

Seconded by: S. Lewis

That the following actions be taken with respect to the "City Manager Search Committee Terms of Reference":

a) pursuant to section 13.3 of the Council Procedure By-law the Municipal Council decision of November 12, 2019 with respect to clause 5.1 of the 20th Report of the Strategic Priorities and Policy Committee having to do with Terms of Reference for the City Manager Search

Committee BE RECONSIDERED to provide for amendments to process;

b) subject to the approval of a) above, the "City Manager Search Committee Terms of Reference" BE AMENDED by deleting part d) under "Duties" in its entirety, and by replacing it with the following new part d):

"d) provide a recommendation to the Municipal Council, through the Strategic Priorities and Policy Committee (SPPC) of three candidates to be interviewed at a Special Meeting of the SPPC with the preferred candidate being recommended to Municipal Council by the SPPC; it being noted that prior to the Special SPPC Meeting, all Members of Council shall make their best effort to complete the Bias Free Hiring Training provided through the City's Human Resources Division; it being further noted that all Members of Council will make their best effort to be in attendance at the Special SPPC meeting in its entirety."

Yeas: (14): 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, E. Pelozza, A. Kayabaga, and S. Hillier
Absent: (1): S. Turner

Motion Passed (14 to 0)

5.2 (ADDED) Resignation of Councillor M. Cassidy from the RBC Place London Board of Directors

Moved by: S. Lewis
Seconded by: E. Pelozza

That the resignation of Councillor M. Cassidy, dated January 20, 2020, from the RBC Place London Board of Directors BE ACCEPTED, and consideration of an appointment to the RBC Place London Board of Directors BE REFERRED to the Council meeting to be held on January 28, 2020.

Yeas: (14): 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, E. Pelozza, A. Kayabaga, and S. Hillier
Absent: (1): S. Turner

Motion Passed (14 to 0)

6. Adjournment

The meeting adjourned at 6:51 PM.

PUBLIC PARTICIPATION MEETING COMMENTS

3.1 2020-2023 Multi-Year Budget – Public Participation

- A. Husain, N. Judges and J. Menard, Accessibility Advisory Committee – presenting the attached presentation.
- J. Roberts, Chair, Cycling Advisory Committee – Speaking in support of cycling initiatives, requesting dedicated staff and resources to advance cycling in London and other active transportation and noting climate emergency action, as per the attached submission.
- G. LaHay – providing the attached presentation and noting his the online petition he has started (included on the meeting agenda), with respect to an ask for increased resources for sidewalk clearing throughout the city (barrier-free sidewalks).
- London Community Foundation – requesting support for the Back to the River initiative and presenting the information included on the meeting agenda.
- S. Levin – providing the attached presentation, and requesting Council’s consideration of same.
- M. Wallace, London Development Institute – speaking to the proposed tax increase(s) contained in the budget, and requesting the leveling of increases; asking that discretionary reserves be regularly evaluated.
- S. Lewkowitz, President, Urban League of London – advising Council of the priorities of the Urban League, including: business cases 10, 18 and business cases around the climate crisis initiatives; noting a need to invest in poverty initiatives and housing.
- W. Poll - speaking in support of and requesting approval for the Back to the River project.
- B. Morrison – noting support for business cases 5A and 5B related to the climate emergency and support for the subsidized transit and rapid transit business cases; requesting deferral of all other growth road projects.
- P. Moore – speaking in support of resources for specialized transit, including accessible taxis; requesting support for affordable housing initiatives.
- C. Butler, 486 Waterloo Street – noting the senior population of London, of which many live below the poverty line and requesting consideration for a lower tax rate, including smoothing the projected increase for the term of this budget; and requesting a delay to the implementation of the green bin program.
- Young Londoner – suggesting that resources for the climate change is a good choice.
- Peter – echoing the concerns related to snow clearing, not just for persons with disabilities but for all the population.
- A. McClenaghan, Chair of Downtown London – presenting information on Downtown London’s proposal as included on the added meeting agenda.
- A. Oudshoorn – speaking in support of housing initiatives, and advising of his experience and research in other communities; requesting Council’s support of all housing business cases.
- K. Taylor – speaking about issues concerning London Middlesex Community Housing, specifically maintenance; noting there is no full time staff, and security is needed; advising of his experiences and requesting support for housing.
- Eve – speaking on behalf of the residents of 241 Simcoe Street and public housing in general; advising of the need for better housing options, staff and security for those in requiring housing; requesting assistance.

- J. Thompson, London Advocates – referencing the submission on the agenda, and requesting support for making transportation pilot projects permanent, supportive housing and application of a gender equity lens on policies.
- C. Dunn, Vice President, University Students Council, Western University – speaking on behalf of 35,000 students, and in support of existing and proposed services; noting support for: all London Transit funding requests, climate change initiatives, street light improvements (for safety) and the hiring of a Manager for cycling and active transportation.
- A. Caveney, 46 Kings Park Cres., Nature London – addressing the proposed relocation of the fire training tower, and requesting completion in 2020; noting the effect of delay of the project on the neighbouring environmentally sensitive area and requesting that the site chosen for replacement should not be adjacent to any environmentally significant area, or part of London's natural heritage system.
- T. McClanahan – speaking in support of the Back to the River project.
- M. Hodge, 310 Wolfe Street – speaking in support of the climate change business cases; noting that private businesses are starting to act and London needs to also; encouraging council to distinguish between want and need.
- J. Votto – speaking in support of the green bin program and noting the advantages to starting the program as soon as possible.
- D. Hall, Executive Director, London Cycle Link – speaking in support of cycling and climate change initiatives proposed in the business cases; suggesting the funding come from the existing road widening budget or reserve funds; requesting the creation of a staff position for cycling and walking manager.
- D. Isaac – speaking in support of the climate change initiatives in the business cases; requesting increased protected bike lanes and an improved bicycle network.
- Kim – speaking from an investment perspective and noting that there are problems that need to be addressed; offering support for 'green' initiatives, and noting that transit needs to get to locations where jobs are.
- S. Franke, Executive Director, London Environmental Network – speaking in support of the green bin program, climate change business cases and the business case related to winter maintenance; suggesting that climate action can no longer sit on the back burner and should be one of the top priorities in this multi-year budget.
- Resident – speaking in support of funding for housing and poverty issues; noting her personal experiences to demonstrate the need for support in the budget; suggesting that all types of people end up homeless.
- Jenn – speaking in support of climate change as it is linked to so many other projects; advising of the experience of living with an infestation and the health impacts of poverty; expressing concern for those who can't find alternate options.
- J. Peaire – speaking to the need for housing; suggesting that Council look to other communities and their plans, like Windsor; there is a need for rent-geared-to-income.
- V. Van Linden – requesting that the housing situation be treated like the crisis that it is; suggesting less money to be spent on road widening; noting support for revitalizing the river; encouraging Council to balance city-building with saving human lives.
- D. Ruston – noting that the multi-year budget allows for better planning for bigger initiatives; requesting the continuation of transit subsidies; suggesting the initiatives like internet access for all are very important regardless of socioeconomic status and encouraging work for a safer more active and inclusive community.

- C. O'Neill, 359 Flanders – requesting a delay of the green bin implementation; encouraging investment in culture and the arts; and suggesting that consumers need to be more responsible in their purchasing.
- A. Cantell – requesting consideration and support for climate change initiatives, and noting that this is not a one-off; encouraging the reduction of emissions.
- Resident – seeking clarity for the increase in tax collection, based on the base increase of assessment in the city; noting that market values continue to increase and there is limit to taxes that can be collected and seniors are particularly feeling this pressure.
- G. Manley – indicating that he writes a lot of letters to the newspaper about how the city is run; speaking about car volume problems and parking frustrations; noting that parking revenue from enforcement around hospitals should not be paying salaries.
- J. Jordan – speaking in support of jobs and noting that the green bin program will also create some employment; noting that housing affects mental health and therefore there needs to be support for this.
- J. Courtis, Deveron Cres. – speaking in support of funding for climate emergency business cases; noting the need to separate water and sewer, and to reduce the road widening projects and supporting electric buses.
- R. McQueen – speaking in support of climate emergency initiatives, noting projects that associated with these, specifically urban agriculture.
- Vincent – noting that he is new to the City, but very impressed with this public participation process and offering thanks to the Council for the work on the budget; noting support for the presented budget.

ACCAC Presentation to SPPC

Thursday, Jan. 23, 2020

ACCAC supports the LTC budget ask

- **Subsidized Transit and Passes**
 - ACCAC played a role in its development
- **Accessible vehicle-for-hire plan**
 - Accessible transit is still a challenge and this effort is integral to helping reduce some of the paratransit burden
- **Specialized transit budget increase due to Voyageur contract and elimination of an increase to gas excise tax funding**
 - Includes a slight increase in service, which doesn't keep pace with increase demand

How it aligns

- **Back in May, ACCAC presented the findings from our survey and five open houses, from Oct. 3, 2017-Oct. 14, 2017**
- **Top three priorities were:**
 - **Transit**
 - **Transportation**
 - **Infrastructure**
- **The previous council received and recognized the aforementioned three priorities**
- **One of the greatest barriers to accessible employment is access to work -- reliable transit is often the greatest barrier to employment.**

How it aligns

- **City of London's Diversity & Inclusion Strategy states that The City of London commits to:**
 - **“Mandating equity and exemplifying our vision of London as a diverse and inclusive community.”**
 - **“Removing systemic barriers to accessibility as experienced by our community by listening and responding to the voices of those who are marginalized**

How it aligns

- **The Accessibility for Ontarians with Disabilities Act, 2005 is committed to achieve an accessible Ontario by 2025**
- **Accessibility is for all -- improvements to accessibility work for all members of the community**

What's Next?

- **ACCAC wants to continue to work with the city**
- **This budget support is not because it's the best option, but rather it's the lesser of two evils**
 - **A reduction in budget would not equal a return to the status quo, but rather a reduction in service**
- **ACCAC is committed to working on low-cost/no-cost measures to improve City of London accessibility**
 - **For example, marketing efforts designed to encourage businesses and residents to shovel sidewalks and access areas**

Thank you

- ACCAC appreciates the committee's consideration
- ACCAC appreciates the support and guidance it has received from council
- ACCAC appreciates the time, efforts, and dedication of the City staff to promote accessibility in the City.

Dear Councilors, City Staff, and Fellow Londoners;

I am honoured to be here speaking to all of you as chair of the Cycling Advisory Committee at such an important and critical time in the city's evolution. No other work does more to determine the direction of the city than the budget; and even more so with London's multi year budget. I know that we are all here to work together towards creating a better future for all Londoners across strategic priorities that are complex and competing.

London, by all accounts, is at a tipping point in terms of the economy and the environment -- and yet our budget priorities paint a radically different picture which is incongruent with the realities we face.

- Many Londoners are facing economic struggles, and yet in the capital budget we are planning to spend the vast majority of our limited resources on the most expensive and most inefficient form of transportation for both the city and individuals. CAA calculates that driving a 4 door car will cost an Ontarian roughly \$8500 per year. Add the cost of roads and maintenance, emergency services, and other non municipal costs, and the cost of automobility balloons further.
- We are facing a rapidly warming climate and have declared a Climate emergency with a mandate to curb our carbon emissions quickly. Australia burns, Jarkarta floods, Newfoundland is buried, and the entire month of January in London has been five degrees Celsius above normal, resulting in an unusual flood event in the middle of winter.
- Despite a Vision Zero Policy that states that no death is acceptable, people on bikes are injured and die on our roads. When we tally the costs associated with emergency services and medical treatment, legal fees and funerals, travel delay, and productivity lost at work, and pain and suffering, we have conservatively estimated that London spends \$22M every year just on cyclists' injuries.

The City has policies to address these issues, yet they remain unfunded. The Cycling Master Plan of 2016, the adoption of Vision Zero in 2017, and the Climate Emergency Declaration of 2019 are all forward-thinking policies; and yet, we are poised to adopt a budget that leaves each area without necessary resources to reach our goals. In fact, this budget indicates a deprioritization of walking, cycling, safe streets, and climate emergency.

Specifically, the current Cycling master plan aims for a 5% mode share of cycling by 2030. Yet when asked, staff were unable to provide a stand alone figure of how much is going to be spent to reach that goal, nor how the existing plan will even get to the 5% target. Even when roughly estimated based on combing through reports, the best guess we've made is around 15 million dollars over 10 years, or 0.03% of the City's overall budget. The Cycling Advisory Committee is concerned that this is wholly inadequate to reach the city mandated goals. Especially when comparing London to similar cities' goals, and budget allocations. Early results from cities such as Kitchener/Waterloo, Ottawa, Victoria, and Halifax have shown increases in cycling, and

mobility for their citizens. These cities all have roughly equivalent goals to London, with either harsher climates or more variable topography; yet they are seeing more people using bikes to get around in their cities because they are investing in the development of their city's cycling plans. These cities, and many others, understand that the funding of active transportation not only makes a stronger and greener community but is also a better investment from an economic and public health standpoint, too. Consistently, retail districts with bike infrastructure do better than those without, and cycling for transportation has been shown to decrease mortality from both cancer and heart disease.

Lastly, there is a significant gap in terms of staff resources allocated to active transportation and execution of the cycling master plan. A fair generalization is that every other city executing a cycling master plan has several dedicated staff members; to oversee it completed cost-effectively, and to the highest standards. For example, Waterloo region has more than ten dedicated staff members to implement their cycling and walking strategies, while Greater Victoria, with a similar population to London, has more than a dozen staff allocated to walking and cycling. This staffing gap in Active Transportation was identified in an analysis by Western University in 2010, and yet today we stand 10 years later without a single staff member at the City of London dedicated to implementing the cycling master plan.

A long hard look must be taken at the 4 year budget that is now tabled. It's time that we stand up as a city and stick to our plans and policies to ensure, affordability, safety, and effective transportation options for all Londoners across all modes. We literally as a city cannot afford to keep going on the path that we are currently; yet that is what this budget proposes we do.

Thank you for your time, and I look forward to any questions or comments you may have.

Sincerely,

Jamieson Roberts
Chair - Cycling Advisory Committee

Presentation to The Strategic Priorities and Policies Committee

January 23, 2020

Barrier Free Sidewalks and The Budget

To begin, thank you to the committee for the opportunity to present my thoughts on the budget and sidewalks.

As I speak for the next hour (kidding!), take a second to imagine you're trying to travel 50 feet in a wheelchair to catch a bus, and you get so stuck in the snow, you start to panic. This happens to many of us each time we set out after a snowfall.

I am pleased to present a recent petition that I undertook, complete with 1859 signatures. The petition is as follows:

“Year-round barrier free access to sidewalks in London is a basic right. Many Londoners face obstacles as they travel in the city. I am asking that London City Council make it a high priority and focus on ensuring we can access sidewalks every day of the year, especially during the snowy months.

Those with disabilities, pedestrians with small children...anyone who uses a sidewalk should not be prevented from traveling in an active society. We rely on public transportation yet can't access it after a snowfall.

During the summer months, sidewalks are closed with no notice or improper signage, again, a barrier to easy access.

Please lobby your Councillor! Thank you for your support.

#heldhostageathome

Given the significant media attention this petition has garnered this week, and a huge increase in signatures, this particular issue has struck a nerve in this community. Why create this petition? Each year during the winter months, Londoners struggle to conduct their daily business due to poorly maintained sidewalks. Those with disabilities struggle even more. Many days, some of us are stuck at home, unable to traverse impassable sidewalks or access bus stops. The City of London website even encourages use of public transit during snow events, yet, this is a significant challenge.

At yesterday's State of the City Address, Mayor Holder spoke about his vision for a fleet of electric buses. I applaud his vision, I really do. My concern is-will we be able to access them?

I am a member of the Accessibility Advisory Committee and the Community Diversity and Inclusion Leadership Team. These groups work hard to try and ensure our city is completely inclusive and accessible, yet our sidewalks and bus routes speak to a different tone.

Inaccessible sidewalks prevent many from conducting their daily affairs, or many press on, risking injury. Work, community volunteerism, appointments and more are some of the functions of daily life, yet these simple tasks are a challenge for many.

We're in a climate emergency-we're encouraging active, multi-modal transportation. Public transit, cycling, walking, all great steps to reducing our carbon footprint. Yes, I mention cycling when I speak about sidewalks. Cyclists are using the sidewalks and I don't blame them considering the lack of safe cycling infrastructure. However, with current snow removal policies, the challenges are many. We also need to also consider the mental anxiety caused by impassable sidewalks. Many stress at the thought of navigating a city after a snow fall. Let me

read this quick Twitter thread from Sheryl Rooth after her travels that included nearly being hit by a car:

“I am exhausted. Every damn day my life is put at risk. Every winter I have to send polite emails to city hall asking for people to do their damn jobs properly. This isn't an anomaly. This is consistent. I know going home tonight will mean climbing over snowbanks.”

Sheryl continues:

“I can't continue to live a life of anxiety, fear and anger every time I have to walk somewhere in London. My heart and head cannot take it anymore”.

This is a feeling many of us experience, wondering if the walks, curbs and bus stops have been cleared.

I also recognize that clearing roads is a priority. Emergency vehicles, public transit and the sheer volume of cars makes this a necessity. Our city staff work hard, following the direction of management and provincial standards, clearing the snow as fast as they can. For this, I am grateful. However, there needs to be consistency. Some days, with light snowfalls, I see sidewalk machines out fairly quickly, other days, we may not see them at all.

With the business case for lowering snowfall thresholds under consideration, prioritized at #25, lower than WIFI in arenas, at an additional cost of \$4.2M, there is a potential to see improvements. Lower snowfall thresholds mean the plows can hit the walks faster. And at an average of \$4.94/yr. per property owner, it's very inexpensive. However, I implore this committee to give serious consideration to not only approving this increase, but to explore other options or revenue streams to supplement and even improve upon the new standards.

Options could include:

- Re-consider road widening. If more Londoners can access public transit, safer walking or cycling conditions, more drivers may be inclined to leave the car at home. This lessens the traffic congestion and the need for expansion. Its also a win for the environment
- Invest in future equipment, such as snow brushes, that allows for a cleaner removal of snow. Given current construction of sidewalks, I appreciate why it is a challenge to get the blades down to bare cement.
- Explore priority sidewalk clearing, i.e. Bus routes or neighbourhoods with a higher concentration of Londoners with disabilities
- Usage of sand/salt on sidewalks
- Look at opportunities to save on road clearing? Are we using too much salt?
- Look at the list of projects and consider what are “have to haves” vs “nice to haves”. Should we be spending this money.

I've been spending much of this time speaking to sidewalks and snow removal. I'm also requesting that some priority be given to sidewalks, construction and enforcement during the construction season. Too often, sidewalks are closed with either improper notice or zero notice at all. Construction vehicles park on or close sidewalks and this impacts all of us. Consider the impact on vulnerable users are struggle enough making their way around without backtracking as they come across a closed sidewalk.

I'd like to thank Councillor Shawn Lewis who has worked to bring sidewalk snow clearing to the forefront. I'd like to also publicly thank all the homeowners and business owners who take the time to clear the walks in front of their properties. A special shoutout to Snow Angels.ca for their efforts. And, thank you again to this committee for your consideration.

I leave you with this thought: Again, speaking to Mayor Holder's speech yesterday: **“The issue that defines our city today is SUPPORTING LONDON'S MOST VULNERABLE. It defines not only 'what' we are, but 'who' we are. The true measure of any society can be found in how it treats its most vulnerable members.”** Many of us are disabled and vulnerable. And we need your help to ensure barrier free access to our city.

2020-2023 Budget



2020-2023 Budget

CITIZEN

2020-2023 Budget

CPI > CPI

LINKAGES BETWEEN PROJECTS

PREVIOUSLY AUTHORIZED BUT NOT
ISSUED

TRADE-OFFS, CLIMATE, COSTS

CPI > CPI

CONSTRUCTION PRICE

INDEX HAS INCREASED

FASTER THAN

CONSUMER PRICE INDEX

LINKAGES BETWEEN PROJECTS

It should be noted that this project is for the preparation of an Environmental Assessment for waterfront development in the SoHo neighbourhood. The preparation of this EA should not be taken to suggest that Council intends to proceed with the project in the next four year period. This will be considered, and determined, through the next Council Strategic Plan and associated Multi-Year Budget process.

Capital Budget Table (\$000's)

Capital Description	Expenditure					
	2020	2021	2022	2023	2020-2023 Total	2024-2029 Total
Environmental Assessment	-	-	-	\$500	\$500	-
Source of Financing:						
Capital Levy	-	-	-	-	-	-
Debenture	-	-	-	-	-	-
Reserve Fund (Parkland)	-	-	-	(\$500)	(\$500)	-
Other	-	-	-	-	-	-
Non-tax Supported	-	-	-	-	-	-

LINKAGES BETWEEN PROJECTS (p. 429 detailed budget)

NEW BRIDGES A

DC19PR100

90% Growth Related (74.6% DC Rate Supported)

Itemized Detail	2020	2021	2022
Kent development bridge (DC19PR5079)	525,000		
OVHL-Pedestrian Bridge (DC19PR5081)	1,800,000		

AUTHORIZED BUT NOT ISSUED

VARIOUS CAPITAL PROJECTS APPROVED IN PAST CAPITAL BUDGETS (\$95 M) BUT NOT STARTED. ARE THEY STILL PRIORITIES? CAN YOU CANCEL AND USE FOR OTHER PROJECTS?

TRADE OFFS, CLIMATE AND COST

CLIMATE IMPACTS OF:

NEW CONCRETE (cement - the key ingredient in concrete - has a massive carbon footprint).

TRADE OFFS, CLIMATE AND COST
NEW SIDEWALKS

-loss of trees, new operating costs,
new emissions from additional
clearing operations

2020-2023 Budget

CITIZEN