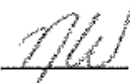


The Corporation of the Town of Ajax
COUNCIL

Monday September 14, 2015 at 7:00 p.m.
Council Chambers, Town Hall
65 Harwood Avenue South



Confirmed by: 

AGENDA

Alternative formats available upon request by contacting:
accessibility@ajax.ca or 905-619-2529 ext. 3347

Anything in **blue** denotes an attachment/link. By clicking the links on the agenda page, you can jump directly to that section of the agenda. To manoeuvre back to the agenda page use the **Ctrl + Home** keys simultaneously. **OR** use the "Bookmark" icon to the left of your screen to navigate from one report to the next

1. **Call To Order**
2. **Disclosure of Pecuniary Interest**
3. **Adoption of Minutes**
 - 3.1 **Special Meeting** **June 25, 2015**..... 4
4. **Delegation and Presentations / Public Hearings**
 - 4.1 Delegation **Central East Local Health Integration Network (LHIN) Update**
~ Deborah Hammons, Chief Executive Officer
 - 4.2 Delegation **Support for Continued Auto Production of General Motors in Durham Region**
~ Ron Svajlenko, President, Unifor Local 222
[see Correspondence item ii)]
 - 4.3 Presentation **Culture Days**
~ Robert Prochilo, Community Development Coordinator
~ Robert Gruber, Manager Community & Cultural Development
5. **Correspondence** 9
6. **Reports**
 - 6.1 Community Affairs & Planning Committee Report **None**
 - 6.2 General Government Committee Report **None**

| | | | |
|------------|---|---------------------------|----|
| 6.3 | Summary of Advisory Committee Decisions | June, 2015 | 26 |
| 6.4 | Departmental Reports | September 14, 2015 | |
| 6.4.1 | Capital Account Closing Report, July 31, 2015 , S. Strain, Director of Finance/Treasurer / D. Valentim, Interim Manager of Budgets and Accounting . | | 33 |
| 6.4.2 | Contract Award – Annie Stormwater Pond Rehabilitation , P. Allore, Director of Planning & Development Services / S. Ruddy, Stormwater Engineer | | 36 |
| 6.4.3 | Rossland Road Phase 2 Construction – Veridian Utility Relocation , P. Allore, Director of Planning & Development Services / R. Fernando, Capital Projects Coordinator..... | | 41 |
| 6.4.4 | Contract Award – MCC Skylight and Curtain Wall Repairs , D. Meredith, Director of Operations & Environmental Services / C. Bridgeman, Manager, Infrastructure and Asset Management..... | | 47 |
| 6.4.5 | Contract Award – Replacement of Aerial Fire Truck Unit # A1 , D. Meredith, Director of Operations & Environmental Services / C. Addley, Supervisor of Fleet Services and Inventory | | 51 |
| 7. | Regional Councillors' Reports | | |
| 7.1 | Regional Councillor S. Collier..... | verbal | |
| 7.2 | Regional Councillor C. Jordan..... | verbal | |
| 8. | Business Arising From Notice of Motion | | |
| 8.1 | Regional Councillor C. Jordan - Pharmacare Policy | | 55 |
| 8.2 | Councillor J. Dies - Syrian Refugee Crisis | | 66 |
| 9. | By-Laws | | |
| 73-2015 | Appointment of Law Enforcement Officers – Paragon | | 67 |
| 74-2015 | Fire Route for 1501 Harwood Ave – Islamic Society of Ajax | | 68 |
| 75-2015 | Traffic By-law Amendment – Oswell Drive – Parking Restrictions | | 70 |
| 76-2015 | Traffic By-law Amendment – Warnford Circle – Parking Restrictions | | 71 |
| 10. | Notice of Motion | | |
| 11. | Other Business | | |
| 12. | Question Period | | |

13. New Business, Notices and Announcements

14. Confirming By-Law 77-2015

15. Adjournment

**Minutes of the Meeting of the
Council of the Corporation of the Town of Ajax
Held in the River Plate Room of the Town Hall on
Thursday, June 25, 2015 at 4:15 p.m.**

***Alternative formats available upon request by contacting:
accessibility@ajax.ca or 905-619-2529 ext. 3347***

| | | |
|----------|----------------------|-------------|
| Present: | Mayor | S. Parish |
| | Regional Councillors | S. Collier |
| | | C. Jordan |
| | Councillors | M. Crawford |
| | | R. Ashby |
| | | J. Dies |
| | | P. Brown |

1. Call to Order

Mayor Parish called the meeting to order at 4:15 p.m.

2. Disclosure of Pecuniary Interest

There were no disclosures of pecuniary interest.

3. Adoption of Minutes

Moved by: S. Collier
Seconded by: R. Ashby

That the Minutes of the special meeting of Council held on June 4, 2015 be adopted.
CARRIED

4. Delegation and Petitions/Public Hearings

None

5. Correspondence

Moved by: P. Brown
Seconded by: J. Dies

That the report dated June 25, 2015 containing Items of Correspondence be adopted.
CARRIED

6. Reports

6.1 Community Affairs & Planning Committee Report

None

6.2 General Government Committee Report

The recommendations made at the General Government Committee meeting held immediately prior to the Council meeting were considered.

Moved by: M. Crawford

Seconded by: S. Collier

That the recommendations and resolutions approved at the General Government Committee meeting held June 25, 2015 be adopted as resolutions of Council.

CARRIED

6.3 Advisory Committee Reports

Moved by: C. Jordan

Seconded by: J. Dies

That Advisory Committee minutes from April and May, 2015 as attached to the meeting agenda be received for information and that all substantive recommendations be referred to staff for review.

CARRIED

6.4 Departmental Reports

None

7. Regional Councillors' Reports

Moved by: M. Crawford

Seconded by: J. Dies

That the Regional Councillor's Reports dated June 25, 2015 be received for information.

CARRIED

Moved by: C. Jordan

Seconded by: R. Ashby

That the Rules of Procedure be suspended to allow consideration at this time of a motion regarding the Federation of Canadian Municipalities (FCM) call for a federal party leaders' debate on municipal issues.

CARRIED

Moved by: C. Jordan
Seconded by: P. Brown

WHEREAS, municipalities continue to work with all orders of government as equal partners to solve some of our country's biggest challenges; jobs, economic growth and better quality of life;

WHEREAS, with greater cooperation with the federal government, Canada will prosper from modern infrastructure, ensure our communities remain affordable and family-friendly, attract talent and investment, improve public safety and ensure environmental sustainability for all Canadians;

WHEREAS, the Federation of Canadian Municipalities (FCM) has launched a campaign calling on the federal party leaders to participate in a national debate on municipal issues before the next federal election and asks its member municipalities to pass a Council resolution supporting the campaign;

THEREFORE BE IT RESOLVED that Ajax Council endorses the FCM campaign and urges all federal party leaders to participate in a debate on municipal issues such as infrastructure, transit and transportation, housing, clean water, the environment and public safety;

BE IT FURTHER RESOLVED that a copy of this resolution be sent to the four main party leaders and to the Federation of Canadian Municipalities and to Association of Municipalities Ontario, Regional Municipality of Durham and all Durham local municipalities.

CARRIED

8. Business Arising from Notice of Motion

Moved by: C. Jordan
Seconded by: P. Brown

That the Rules of Procedure be suspended to allow consideration at this time of a motion regarding Carruthers Creek Watershed Plan.

CARRIED

Moved by: C. Jordan
Seconded by: P. Brown

WHEREAS on March 10, 2015 by report No. 2015-P-16 the Region of Durham has requested Toronto and Region Conservation Authority (TRCA) to complete an Update to the Carruthers Creek Watershed Plan;

AND WHEREAS on June 26, 2015 the TRCA will be considering a report to enter into a service agreement with the Region of Durham to complete the watershed plan;

AND WHEREAS the Carruthers Creek watershed includes an area referred to as Northeast Pickering, which was specifically considered and removed from designation for urban development purposes by the Ministry of Municipal Affairs and Housing and the Ontario Municipal Board through the approval of Amendment 128 to the Durham Regional Official Plan;

AND WHEREAS the Carruthers Headwaters is currently designated Prime Agricultural Area with Key Natural Heritage and Hydrologic Features;

AND WHEREAS the need for additional urban land beyond existing designated urban areas has not been demonstrated through a municipal comprehensive review, as required by Section 7.3.11 p) of the Durham Regional Official Plan which is likely not to commence until 2018;

THEREFORE BE IT RESOLVED THAT the Town of Ajax supports the fundamental goals, objectives and management actions within the existing Carruthers Creek Watershed Plan;

AND FURTHER that the Town of Ajax supports a full scientific analysis to support and protect the ecological health and integrity of the Carruthers headwaters for the long term;

AND FURTHER that any development scenarios to be examined as part of the watershed plan specifically exclude any new urban development in the headwaters of the Carruthers Creek;

AND THAT the development scenarios to be considered through this exercise be confined to examining intensification within existing designated urban areas only in conformity with local municipal and Regional Official Plans.

CARRIED

RECORDED VOTE:

In favour: Regional Councillor Jordan, Councillor Ashby, Councillor Brown, Regional Councillor Collier, Councillor Crawford, Councillor Dies, Mayor Parish

Opposed: None

9. By-laws

Moved by: S. Collier

Seconded by: J. Dies

That By-law numbers 60-2015 to 71-2015 be read a first, second and third time and passed.

CARRIED

10. Notice of Motion

None

11. Other Business

None

12. Question Period

None

13. New Business - Notices & Announcements

None

14. Confirming By-Law

Moved by: R. Ashby
Seconded by: J. Dies

That By-law number 72-2015 being a by-law to confirm the proceedings of the Council of the Corporation of the Town of Ajax at its regular meeting held on June 25, 2015 be read a first, second and third time and passed.

CARRIED

15. Adjournment

Moved by: M. Crawford
Seconded by: S. Collier

That the June 25, 2015 meeting of the Council of the Town of Ajax be adjourned. (4:30 p.m.)

CARRIED

Mayor

D-Clerk

TOWN OF AJAX REPORT TO COUNCIL



TO: Mayor and Members of Council
FROM: M. de Rond, Clerk
DATE: September 14, 2015
SUBJECT: Items of Correspondence

The following items of correspondence are attached for Council's action

- a) **Randy Pettapiece, MPP, Perth-Wellington Constituency:** Fairness in Provincial Infrastructure Funds 10
- That the resolution of Randy Pettapiece, MPP for Perth-Wellington regarding Fairness in Provincial Infrastructure Funds be endorsed.
- b) **City of Oshawa:** Carbon Monoxide Alarms in Assembly Operations 12
- That the Resolution of the City of Oshawa regarding Carbon Monoxide Alarms in Assembly Operations be endorsed.
- c) **Abeer Rahman, on Behalf of Michaelman Road Residence:** Overnight and Residential Parking Permits on Michaelman Road 14
- That the matter of overnight and residential parking permits on Michaelman Road be referred to Planning & Development staff for investigation.
- d) **Association of Municipalities of Ontario:** Syrian Refugee Crisis 21
- [Please refer to the Notice of Motion submitted by Councillor J. Dies (Page 66)]*

The following items of correspondence are attached for Council's information:

- i) **Town of Ajax:** Proclamations issued by the Mayor's Office 23
- ii) **Unifor Local 222:** Support for Continued Auto Production of General Motors in Durham Region 24
- [This matter was previously considered at the June 25, 2015 meeting of Council and received for information only. Any action proposed in respect to this item will first require a motion to suspend the rules to permit reconsideration.]*

M. de Rond
Clerk

MdR/lb



Perth-Wellington Constituency Office
Stratford, Ontario

Randy Pettapiece, MPP
Perth-Wellington

July 21, 2015

Nicole Wellsbury
Deputy Clerk
Town of Ajax
65 Harwood Av S
Ajax, ON L1S 2H9

Dear Ms. Wellsbury:

Re: Resolution for Fairness in Provincial Infrastructure Funds

I am writing to inform you of my upcoming private member's resolution in the Ontario legislature and to formally request your support. It reads as follows:

That, in the opinion of this House, the government should guarantee that government-held ridings and opposition-held ridings be given equal and transparent consideration on infrastructure funding, and that when funding decisions are made, should guarantee that all MPPs, whether in government or opposition, be given fair and equal advance notice of the official announcement.

The basis for my resolution is simple: When municipalities apply for provincial infrastructure funding, you should expect that your application would be evaluated based on merit. You should expect that it would be evaluated promptly, based on well-defined and transparent criteria. Finally, you should expect that the decision to approve your application would never depend on your MPP's political stripe.

There is, after all, no such thing as Liberal, PC or NDP infrastructure money; there is only *public* money. That money comes from taxes that we all pay; everyone in the province should expect a similar quality of infrastructure and services, regardless of where they live.

Because municipalities rely on provincial partnerships to fund critical infrastructure projects, the consequences of provincial funding decisions can be far-reaching. The provincial government must respect this partnership and ensure that government and opposition-held ridings are given equal consideration when it comes to infrastructure investment decisions. Too often, however, there is at least a persistent perception that public infrastructure dollars have, in at least some cases, been directed according to politics and not according to need.

.../2



Having served as a municipal councillor, I know that the process to apply for infrastructure funding is a major—and sometimes frustrating—undertaking. It often entails significant red tape and investments of staff time and resources. Before making those investments, municipalities need some assurance that, based on clear criteria, your application has a reasonable chance of success. You also need to know that your MPP will advocate on your behalf and, most importantly, decision-makers will be receptive to that advocacy no matter if the MPP serves in government or opposition.

The final section of my resolution deals with infrastructure announcements themselves. These announcements must, I believe, be depoliticized in order to address the perception that opposition-held ridings are disadvantaged—or worse yet, being punished—for voting against the government.

If your municipality supports the intent of my resolution, I would encourage you to consider passing a formal resolution to support it. If your Council decides to proceed in this way, I would appreciate receiving a copy of your resolution as soon as possible. Debate on this resolution is scheduled for October 8, 2015.

I would appreciate your views on this matter, and your own experience in your municipality concerning access to provincial infrastructure funds. If you have any feedback on this issue, or if you require any additional information, please don't hesitate to contact me at 519-272-0660 or by email: randy.pettapiececo@pc.ola.org.

Thank you very much for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Randy Pettapiece".

Randy Pettapiece, MPP
Perth-Wellington

File: A-2114

July 28, 2015

The Honourable Yasir Naqvi
Ministry of Community Safety and Correctional Services
Sent via email: ynaqvi.mpp@liberal.ola.org

Re: Carbon Monoxide Alarms in Assembly Operations

City Council considered the matter at a meeting held on July 27, 2015 and adopted the following recommendation of the Development Services Committee:

“Whereas on July 10, 2015, a carbon monoxide leak at the Robert McLaughlin Gallery sent a number of people to the hospital after children participating in an art camp started to show signs of carbon monoxide poisoning (e.g., vomiting, nausea and headaches); and,

Whereas carbon monoxide is commonly referred to as a silent killer and it is a serious health and safety concern and in some cases, can lead to death; and,

Whereas the City of Oshawa has taken this recent event very seriously and has installed carbon monoxide alarms in various City-owned buildings, including the Robert McLaughlin Gallery; and,

Whereas the Ontario Building Code and Ontario Fire Code currently only require carbon monoxide alarms to be installed in limited buildings such as residential occupancies; and,

Whereas it is important to amend the Ontario Building Code and Ontario Fire Code to require the installation of carbon monoxide alarms in all public assembly occupancies (e.g. auditoriums, childcare facilities, clubs and community halls);

Therefore be it resolved:

1. That the Province of Ontario be requested to review and amend the Ontario Building Code and Ontario Fire Code to also require the installation of carbon monoxide alarms in public assembly occupancies and other additional occupancies that may be appropriate; and,

2. That the Province of Ontario be requested to consult with the Office of the Ontario Fire Marshal and Emergency Management, the Toronto Area Chief Building Officials Committee (TACBOC) and the Large Municipalities Chief Building Officials group (LMCBO) on changes to the Ontario Fire Code and Ontario Building Code requiring the installation of carbon monoxide alarms in additional building occupancies; and,
3. That a copy of this Resolution be forwarded to the Region of Durham, all Durham Regional municipalities, all Durham Region M.P.'s and M.P.P.'s, the Association of Municipalities of Ontario, the Large Urban Mayor's Caucus of Ontario, the Federation of Canadian Municipalities, the Toronto Area Chief Building Officials Committee, the Large Municipalities Chief Building Officials group, the Office of the Ontario Fire Marshal and Emergency Management and the City's Building Industry Liaison Team."

If you require further information, please contact Paul Ralph, Commissioner, Development Services at the address below or by telephone at 905-436-3311.



Mary Medeiros
Acting City Clerk

c:

Chris Alexander, MP, Ajax-Pickering (Chris.Alexander@parl.gc.ca)
 Colin Carrie, MP, Oshawa (colin.carrie@parl.gc.ca)
 Corneliu Chisu, MP, Pickering-Scarborough East (Corneliu.Chisu@parl.gc.ca)
 Erin O'Toole, MP, Durham (erin.otoole@parl.gc.ca)
 Pat Perkins, MP, Whitby-Oshawa (pat.perkins@parl.gc.ca)
 Christine Elliott, MPP, Whitby-Oshawa (christine.elliott@pc.ola.org)
 Granville Anderson, MPP, Durham, (ganderson.mpp.co@liberal.ola.org)
 Joe Dickson, MPP, Ajax-Pickering (jdickson.mpp@liberal.ola.org)
 Jennifer French, MPP, Oshawa (jfrench-co@ndp.on.ca)
 Tracy MacCharles, MPP, Pickering-Scarborough East (tmaccharles.mpp.co@liberal.ola.org)
 Association of Municipalities of Ontario (amo@amo.on.ca)
 City's Building Industry Liaison Team (via email)
 Development Services Department
 Durham Region Municipalities (via email)
 Federation of Canadian Municipalities (info@fcm.ca)
 Large Municipalities' Chief Building Officials, c/o Ralph Kaminski (ralph.kaminski@waterloo.ca)
 Large Urban Mayor's Caucus of Ontario, c/o Jeff Lehman (officeofthemayor@barrie.ca)
 Office of Ontario Fire Marshal and Emergency Management (msg.pubsd.ofm.horcpt@ontario.ca)
 Regional Municipality of Durham (via email)
 Toronto Area Chief Building Officials Committee c/o Mike Leonard (mleonard@oshawa.ca)

Petition for Overnight and Residential Parking Permits from the Residents of Michaelman Rd

Issue:

The residents of Michaelman Rd., are presenting a petition to get overnight and residential parking permits for their street.

Background:

Recently, there has been an increase in parking tickets on Michaelman Rd leaving residents feeling frustrated and angry. Residents have reached out to the Town and received negative responses such as they should sell their car or move to another place. These responses are not in the spirit of the Town of Ajax and make the residents and their families feel unwelcome. Residents, on individual occasions, were also informed that there was no significant interest in parking permits. However, in discussion with their neighbours, a significant interest was found. As a result, Michaelman Rd residents have created a petition to show their interested and to bring the issue forward to the Town.

Current Status:

- Residents of Michaelman Rd, have been receiving parking tickets on numerous occasions during the week
- Families of residents that come to visit on the weekends and on holidays have also received parking tickets
- Out of 52 residents, 45 signed the petition and were strongly in support for parking permits
- 7 residents did not sign the petition: 3 residents did not sign the petition as they were not home; 3 residents did not sign the petition as they were pessimistic about the Town listening to the residents and providing permits; 1 resident did not sign and did not provide any reason as to why
- Residents are willing to pay a reasonable fee for parking permits as currently the cost of paying tickets on a regular basis is higher than what a permit would cost

Considerations:

- The demographics in Ajax is changing and families require more than two cars for personal and work reasons
- Flexibility should be given on weekdays and holidays where many families and friends come and visit residents; the 3 hour rule is unreasonable as it gives the impression that visitors are being told how long they can stay
- Michaelman Rd has a stretch of space where one side of the road can be designated as parking space; this will help decrease congestion in front of the houses and create a safe system for parking

Next Steps:

- A study be done about the feasibility of a parking permit for the street
- A logical and reasonable solution be provided for parking issues on Michaelman Rd
- Continue ongoing discussion with residents of Michaelman Rd for parking permits

Submitted by: Abeer Rahman, on behalf of Michaelman Rd. residents
Contact number: 647-773-3462
Date: August 28, 2015

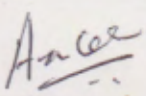
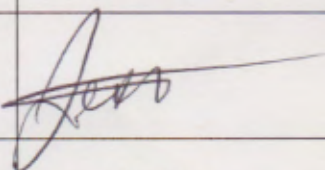
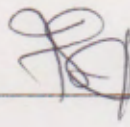
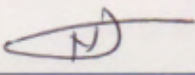
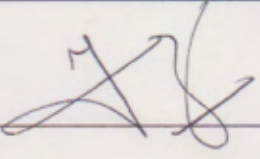
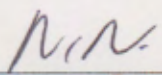
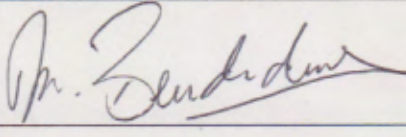
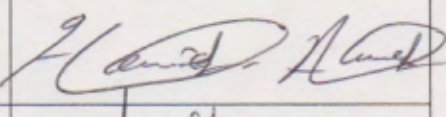
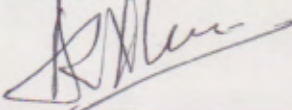
Petition

To the Council/ Committee:

WHEREAS

We the undersigned petition the Ajax Council/ Committee as follows:

- Permits be available for residential parking and overnight parking for Michaelman Rd;

| Name (Printed) | Address (Printed) | Signature |
|----------------------|--------------------|---|
| Mrs. Habeeb Rahman | 59, Michaelman Rd. |  |
| Jessica Joy Opinaldo | 61 Michaelman Rd. |  |
| Faith Simpa | 69 Michaelman |  |
| MUHAMMAD JALEEL | 71 MICHAELMAN RD |  |
| Fauzia Rehman | 73 Michaelman Rd |  |
| Navis Amakye | 66 Michaelman |  |
| MONCEF BENDABOU | 62 Michaelman road |  |
| Hamid Ahmed | 60 Michaelman Rd. |  |
| AHMAD KHAN | 54 Michaelman Rd |  |

To the Council/ Committee:

WHEREAS

We the undersigned petition the Ajax Council/ Committee as follows:

- Permits be available for residential parking and overnight parking; for Michaelman Rd;

| Name (Printed) | Address (Printed) | Signature |
|-----------------|-------------------|-----------------|
| Shirley Danguah | 52 Michaelman Rd | Shirley Danguah |
| SEIDIQI QAYS | 48 Michaelman Rd | |
| NEJAH | 42 Michaelman | Nejaha |
| Ryan Stewart | 40 Michaelman Rd | |
| DEO CRUZ | 38 MICHAELMAN RD | Deo Cruz |
| ORLANDO IBAN | 30 MICHAELMAN RD | Orlando |
| Andrew Cole | 36 Michaelman | Andrew Cole |
| CLEWENT TWEED | 34 MICHAELMAN | Clewent |
| Erlinda Flores | 32 Michaelman | Erlinda |
| Widad Abdosh | 24 Michaelman Rd | Widad |

Petition

To the Council/ Committee:

WHEREAS

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- Permits be available for residential parking and overnight parking for Michaelman Rd;

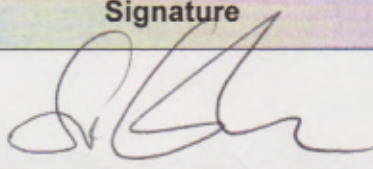
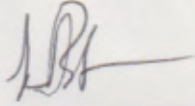
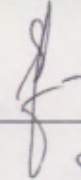
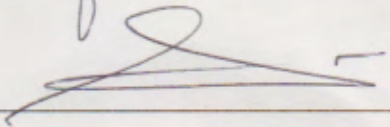
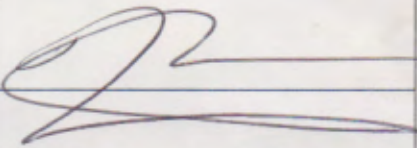
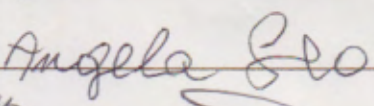
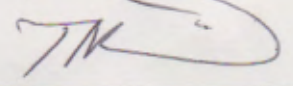
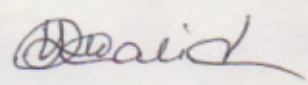
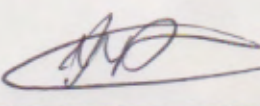
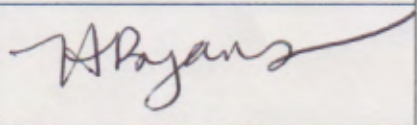
| Name (Printed) | Address (Printed) | Signature |
|--------------------|--|---------------|
| Yogeswary | 70 Michaelman Rd Ajax, Ont, L4S 0S8 | K. Y. |
| Adil Mohammed | 12 Michaelman Road | A. weh |
| Josephine H | 18 Michaelman Rd | J. H. |
| Kamran Faruq | 23 Michaelman Road | W. H. |
| Sayed Hassan Faruq | 27 Michaelman Road | S. H. |
| Amir Faruq | 35 Michaelman Rd | A. F. |
| Portia Turner | 28 Michaelman | Portia Turner |
| Sham Demonte | 65 Michaelman Ajax, ON | S. D. |
| Dilyar Askar | 21 Michaelman Ajax, ON | D. A. |

To the Council/ Committee:

WHEREAS

We the undersigned petition the Ajax Council/ Committee as follows:

- Permits be available for residential parking and overnight parking; for Michaelman Rd;

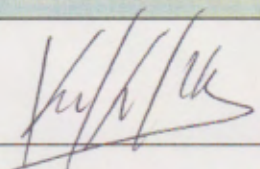
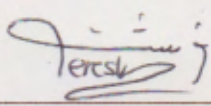
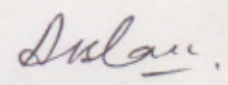
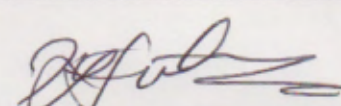
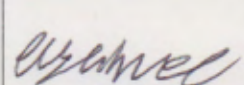
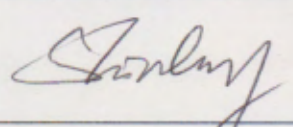
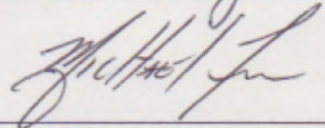
| Name (Printed) | Address (Printed) | Signature |
|-------------------|-------------------------|---|
| George Simion | 22 Michaelman Rd |  |
| Lord Boateng | 20 Michaelman |  |
| EMMA FAROOQ | 16 " |  |
| Anthony Adekunle | 10 Michaelman |  |
| LESLIE PITTER | 15 Michaelman |  |
| Angela Leo | 25 Michaelman |  |
| Teresita Bautista | 29 Michaelman Rd. AJAX. |  |
| M. WALID | 31 Michaelman Rd. |  |
| AGNEL A | 38 MICHAELMAN RD |  |
| BRYANS H | 64 Michaelman |  |

To the Council/ Committee:

WHEREAS

We the undersigned petition the Ajax Council/ Committee as follows:

- Permits be available for residential parking and overnight parking for Michaelman Rd;

| Name (Printed) | Address (Printed) | Signature |
|-------------------------------|-------------------|---|
| Karen Hernandez | 33 Michaelman Rd |  |
| Fereshta Rahmany | 43 Michaelman Rd |  |
| ARSALAN MASHKOOR | 67 MICHAELMAN RD. |  |
| Dhushendran Kefheeswaranth | 19 Michaelman Rd |  |
| Elijah Mannings | 41 Michaelman Rd |  |
| Bing Wang | 50 Michaelman Rd. |  |
| Michael/Luu | 17 Michaelman Rd. |  |
| | | |
| | | |
| | | |

Dear Colleagues,

Like you, I have been deeply affected by the disturbing images and stark realities of the Syrian refugee crisis. It is a situation that cries out for compassion and action.

AMO is challenging all of its member municipalities to donate at least \$100 to aid in the international effort to resettle the Syrian refugees in safe countries. We hope to raise at least \$40,000. This goal will help save two families and if we raise a greater amount, we can help save more families.

Donations can be made by cheque payable to Association of Municipalities of Ontario, with “Syrian Refugee Crisis” in the description field, and forwarded by Friday, October 2.

AMO will donate all of the proceeds to Lifeline Syria. This organization is seeking to resettle and integrate 1,000 Syrian refugees in Ontario over the next two years, reuniting them with their families. Lifeline Syria is a community-based initiative that will do this by helping to recruit, train, and match private refugee sponsors in Ontario with Syrian refugees approved for resettlement by the federal government. Sponsors will include organizations, individuals, or groups of individuals such as faith-based groups. The Ontario government has provided seed funding to Lifeline Syria to support its work but it is reliant on public donations to fulfill its mandate. More information about the organization and the initiative is found on the Lifeline Syria website.

I know how municipal governments in Ontario rally to help one another and their neighbours. I implore you to accept this challenge and donate to this worthy cause. It is one small way we can help ease the suffering of others through our financial contributions.

Sincerely

A handwritten signature in black ink, appearing to read 'Gary McNamara', with a stylized flourish at the end.

Gary McNamara
President, AMO

P.S. For other ways to help, see International Organizations Seeking to Assist Syrian Refugees:

- **Lifeline Syria** - This organization is seeking to resettle and integrate 1,000 Syrian refugees in Ontario over the next two years, reuniting them with their families.
- **The Canadian Red Cross** is accepting donations for their Syria Crisis Fund to provide assistance to Syrians living abroad in Syria and neighbouring countries.
- The **UNHCR**, the UN Refugee Agency, is the world's leading organization aiding and protecting people forced to flee their homes due to violence, conflict and persecution. The UNHCR is directly aiding Syrian refugees.
- **Care Canada** is providing life-saving assistance to Syrian refugees in Jordan, Lebanon, Turkey and Egypt.
- **Oxfam Canada** is providing aid and long-term support to hundreds of thousands of people affected by the crisis across Syria, Lebanon and Jordan.
- **World Vision** is supporting Syrians in Syria, as well as those who have fled to Lebanon, Iraq, Turkey and Jordan.



MEMO

TO: Mayor and Members of Council

FROM: Linsey Joseph

DEPARTMENT: Legislative and Information Services - Legislative Services

SUBJECT: PROCLAMATIONS ISSUED BY THE MAYOR'S OFFICE

DATE: September 14, 2015

The following Proclamations have been issued during the month of July, & August 2015.

| Name of Person/Group(s) | Title of Proclamation | Date(s) Proclaimed |
|---|--|----------------------|
| Ontario Society of Occupational Therapist | Occupational Therapist Month | October 2015 |
| Parachute Canada | National Teen Driver Safety Week | October 19-25 |
| ACFO-DP | *Franco-Ontarian Day | September 25, 2015 |
| CUPE | Child Care Worker & Early Childhood Educator Appreciation Day | October 8, 2015 |
| The Monarchist League of Canada | a Tribute to the Queen as Longest Reigning Sovereign of Canada | September 9, 2015 |
| CARP of Ajax/Pickering | *National Seniors Day | October 1, 2015 |
| Rachel Alexander | International Wrongful Conviction Day | October 2, 2015 |
| Town of Ajax | Customer Service Week | October 13-16, 2015 |
| Recycling Council of Ontario | Waste Reduction Week in Canada | Oct 19-24, 2015 |
| Family Mediation and Resource Centre | Family Dispute Resolution Week | November 23-27, 2015 |

Linsey Joseph
Legislative & Information Services
/CC
* flag

Greetings,

Please accept this request to appear before Ajax Council at its next meeting on Sept. 14.

I wish to make a presentation about a resolution on the need to support manufacturing in our community.

Attached is the resolution; I would also like to make a brief PowerPoint presentation and can email the file prior to the meeting, if required.

Thank you in advance for your consideration.

Respectfully,
Ron Svajlenko, President
Unifor Local 222

Origin: <http://www.ajax.ca/en/insidetownhall/aboutthelegislativeprocess.asp>

This email was sent to you by local222@local222.ca through <http://www.ajax.ca/>.

Municipal Government Support for Continued Auto Production of General Motors in Durham Region

Whereas: The Durham Region has suffered significant job losses due to the downsizing and exit of manufacturing jobs associated with the auto industry; and

Whereas: Many members of our communities have been adversely affected by unemployment and lowered incomes due to reduced employment opportunities that the good paying jobs of the auto industry once provided; and

Whereas: The Local businesses that depend on a strong and healthy job market to support their success in our communities have been adversely affected by the job losses and lower paying work; and

Whereas: Local agencies like the United Way of Durham Region have been put under the combined stress of reduced financial support from people who can no longer afford to give to charities, while at the same time experiencing increased demand for their services due to the high levels of unemployment; and

Whereas: The aggressive financial support provided to manufacturing companies by governments in areas such as Mexico and the southern U.S. have put extra pressure on Canadian jobs; and

Whereas: There has been a fragmented approach to backing the Canadian auto industry that does not include the active support of all levels of government.

Therefore Be It Resolved:

That the municipal governments of Durham Region and all Canadian municipalities that benefit from auto manufacturing unite to lobby all levels of government to ensure that the support needed to ensure these good jobs remain in our communities, province and our country, Canada.

We must act immediately to ensure provincial and federal governments are fully engaged in the effort to keep these jobs in our community.

SUMMARY OF ADVISORY COMMITTEE DECISIONS

For June 2015



Alternative formats available upon request by contacting:
accessibility@ajax.ca or 905-619-2529 ext. 3347

HERITAGE ADVISORY COMMITTEE

The following resolutions were passed by the Heritage Advisory Committee at its meeting held June 3, 2015 to be endorsed by Ajax Town Council at its meeting held September 14, 2015.

4. Presentation/Discussion

4.1 Courtyard Waste Enclosure – 109 Old Kingston Road

Moved By: B. Lampole
Seconded By: R. Cook

That the Heritage Advisory Committee approves the enclosure as designed, including a brown stained fence and signage installation acknowledging video surveillance.

CARRIED

4.2 600 Wartime Homes Plaque Wording

Moved By: B. Lampole
Seconded By: B. Briggs

That the wording presented for the historic plaque in recognition of the 600 Wartime Homes be approved as amended, and read:

600 Wartime Homes

At the onset of World War II, the development of Defence Industries Limited (DIL), the largest munitions plant in the British Empire, was established on lands south of Highway 401 at Harwood Avenue in what was then Pickering Township. As the plant began to expand in 1941, housing accommodations were in short supply and administration at DIL appealed for help from the Federal Government. A new Crown Corporation called the Central Mortgage and Housing Corporation (CMHC) had been formed to handle the housing shortage across Canada.

The construction of 600 wartime homes, located just north of Highway 401 at Harwood Avenue, began in January 1942 and was completed by the end of the year. The construction plan involved pre-fabricating the houses in panels, which were used to create the floors, walls, ceilings and roofs. This was all done on a site on Harwood Avenue. The panels were then moved to the lots and houses were built on concrete slabs.

The bulk of the homes were erected on the west side of Harwood Avenue, just north of Highway 401. The first homes were built between Queen Street and Ontario Street, over to Windsor Avenue. The plan was to dismantle the houses after the war in 1945, as they were built for temporary use. However, when the tenants who rented these houses from the government were given an eviction notice, they banded together and petitioned at Queen's Park in Toronto to save the homes. They were successful and given the first opportunity to buy the house at a cost of \$3,600. The permanency in housing led to the formation of what would later become the Town of Ajax.

[Insert site map of boundary streets]

Erected by Heritage Ajax 2015

CARRIED

7. Standing Items

7.3 Heritage Register Evaluation (Ontario Reg. 9/06)

Moved By: D. Mader
Seconded By: B. Lampole

That 1070 Church Street North be added to the Town of Ajax Heritage Inventory.

CARRIED

With consent of all Members present, **1070 Church Street North** was identified to meet the following criteria of Ontario Regulation 9/06 s. 1 (2):

2. The property has historical value or associative value because it, i) has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community, and ii) yields, or has the potential to yield, information that contributes to an understanding of a community or culture.

Moved By: A, Inglesi-Grossi
Seconded By: D. Mader

That 118 Church Street South be added to the Town of Ajax Heritage Inventory.

CARRIED

With consent of all Members present, **118 Church Street South** was identified to meet the following criteria of Ontario Regulation 9/06 s. 1 (2):

1. The property has design value or physical value because it, i) is a rare, unique, representative, or early example of a style, type, expression, material or construction method; and
2. The property has historical value or associative value because it, ii) yields, or has the potential to yield, information that contributes to an understanding of a community or culture.

Moved By: A. Inglesi-Grossi
Seconded By: P. Brown

That 160 Dowty Road be added to the Town of Ajax Heritage Inventory.

CARRIED

With consent of all Members present, **160 Dowty Road** was identified to meet the following criteria of Ontario Regulation 9/06 s. 1 (2):

1. The property has design value or physical value because it, i) is a rare, unique, representative, or early example of a style, type, expression, material or construction method;
2. The property has historical value or associative value because it, i) has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community, ii) yields, or has the potential to yield, information that contributes to an understanding of a community or culture; and
3. The property has contextual value because it, ii) is physically, functionally, visually or historically linked to its surroundings.

Moved By: B. Lampole
Seconded By: A. Khan

That 234 Mackenzie Avenue be added to the Town of Ajax Heritage Inventory.

CARRIED

With consent of all Members present, **234 Mackenzie Avenue** was identified to meet the following criteria of Ontario Regulation 9/06 s. 1 (2):

1. The property has design value or physical value because it, i) is a rare, unique, representative, or early example of a style, type, expression, material or construction method;
2. The property has historical value or associative value because it, i) has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community, ii) yields, or has the potential to yield, information that contributes to an understanding of a community or culture; and
3. The property has contextual value because it, ii) is physically, functionally, visually or historically linked to its surroundings.

Moved By: P. Brown
Seconded By: B. Lampole

That 37 Kings Crescent be added to the Town of Ajax Heritage Inventory.

CARRIED

With consent of all Members present, **37 Kings Crescent** was identified to meet the following criteria of Ontario Regulation 9/06 s. 1 (2):

1. The property has design value or physical value because it, i) is a rare, unique, representative, or early example of a style, type, expression, material or construction method;
2. The property has historical value or associative value because it, i) has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;
3. The property has contextual value because it, i) is important in defining, maintaining or supporting the character of an area, and ii) is physically, functionally, visually or historically linked to its surroundings.

Moved By: D. Koh-McLeod
Seconded By: P. Brown

That 386 Taunton Road be added to the Town of Ajax Heritage Inventory.

CARRIED

With consent of all Members present, **386 Taunton Road** was identified to meet the following criteria of Ontario Regulation 9/06 s. 1 (2):

2. The property has historical value or associative value because it, ii) yields, or has the potential to yield, information that contributes to an understanding of a community or culture;
3. The property has contextual value because it, i) is important in defining, maintaining or supporting the character of an area, and ii) is physically, functionally, visually or historically linked to its surroundings.

Moved By: P. Brown
Seconded By: A. Khan

That 80 Taunton Road be added to the Town of Ajax Heritage Inventory.

CARRIED

With consent of all Members present, **80 Taunton Road** was identified to meet the following criteria of Ontario Regulation 9/06 s. 1 (2):

1. The property has design value or physical value because it, i) is a rare, unique, representative, or early example of a style, type, expression, material or construction method, ii) displays a high degree of craftsmanship or artistic merit;
2. The property has historical value or associative value because it, i) has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community, ii) yields, or has the potential to yield, information that contributes to an understanding of a community or culture;

3. The property has contextual value because it, i) is important in defining, maintaining or supporting the character of an area, and ii) is physically, functionally, visually or historically linked to its surroundings.

Moved By: P. Brown
Seconded By: R. Cook

That 86 Christena Crescent be removed from the Town of Ajax Heritage Inventory.
CARRIED

Moved By: P. Brown
Seconded By: B. Lampole

That 111 Christena Crescent be removed from the Town of Ajax Heritage Inventory.
CARRIED

Moved By: B. Lampole
Seconded By: B. Briggs

That 85 Church Street South be removed from the Town of Ajax Heritage Inventory.
CARRIED

Moved By: R. Cooke
Seconded By: R. Brian

That 95 Christena Crescent be removed from the Town of Ajax Heritage Inventory.
CARRIED

ENVIRONMENTAL ADVISORY COMMITTEE

The following resolutions were passed by the Environmental Advisory Committee at its meeting held June 4, 2015 to be endorsed by Ajax Town Council at its meeting held September 14, 2015.

8. New Business

EAC Symposium

Moved By: G. Carpentier
Seconded By: D. Hogg

That the Ajax Environmental Advisory Committee formally request to host the 2016 EAC Symposium.
CARRIED

ACCESSIBILITY ADVISORY COMMITTEE

The following resolutions were passed by the Accessibility Advisory Committee at its meeting held June 17, 2015 to be endorsed by Ajax Town Council at its meeting held September 14, 2015.

4. Presentation/Discussion

4.5 Accessible Door Operators & Facility Audits

Moved By: S. Conboy
Seconded By: B. Dowds

That a subcommittee of the Accessibility Advisory Committee be established to lead a Town of Ajax facility site audit project.

CARRIED

Abstained: J. Harrison

4.6 Durham Region Accessibility Award Nomination

Moved By: J. Harrison
Seconded By: B. Dowds

That the Town of Ajax Accessibility Advisory Committee nominate Kathreen Smith for the 2015 Region of Durham Accessibility Award.

CARRIED

TRANSPORTATION ADVISORY COMMITTEE

The following resolutions were passed by the Transportation Advisory Committee at its meeting held June 18, 2015 to be endorsed by Ajax Town Council at its meeting held September 14, 2015.

5. Correspondence

Moved By: C. Antram
Seconded By: J. Black

That the Transportation Advisory Committee prepare a letter to be submitted to the Region of Durham outlining the Committee's concerns with bus-only lanes on Highway 2 between Harwood Avenue and Salem Road.

CARRIED

DIVERSITY AND COMMUNITY ENGAGEMENT ADVISORY COMMITTEE

The following resolutions were passed by the Diversity & Community Engagement Advisory Committee at its meeting held June 23, 2015 to be endorsed by Ajax Town Council at its meeting held September 14, 2015.

4. Presentation/Discussion

4.4 Pride Parade Update

Moved By: S. Hoskin
Seconded By: J. Eddy

That the Town of Ajax approach the Durham Pride Committee to inquire about the opportunity to host the 2016 Pride Parade in the Town of Ajax.

CARRIED

Sarah Moore, Committee Coordinator

TOWN OF AJAX REPORT



REPORT TO: Council

SUBMITTED BY: Sheila Strain, CPA, CGA
Director of Finance/Treasurer

PREPARED BY: Dianne Valentim, B.Comm, CPA, CGA
Interim Manager of Budgets and Accounting

SUBJECT: Capital Account Closing Report, July 31, 2015

WARD(S): All

DATE OF MEETING: September 14, 2015

REFERENCE: N/A

RECOMMENDATION:

1. That Council receive the attached listing of Capital Account Closings as of July 31, 2015 for information.
2. That Council approve the funding transfers from the July 31, 2015 Capital Account Closings to/from the Reserves / Reserve Funds.

| Reserve / Reserve Fund | Transfers to | Transfers from | Net Transfer |
|---|---------------------|----------------|---------------------|
| Federal Gas Tax Reserve Fund | (44,188.42) | | (44,188.42) |
| Development Reserve | (87,253.16) | 42.21 | (87,210.95) |
| Development Charges (2008) Reserve Fund | (2,001.06) | | (2,001.06) |
| Development Charges (2013) Reserve Fund | (109,718.57) | | (109,718.57) |
| Building Maintenance Reserve | (96,870.06) | | (96,870.06) |
| General Infrastructure Reserve | (4,090.42) | | (4,090.42) |
| Vehicle / Equipment Replacement Reserve | (54,303.75) | | (54,303.75) |
| Total Transfers | (398,425.44) | 42.21 | (398,383.23) |

BACKGROUND:

The Financial Sustainability Plan identifies a report to Council on the results of capital account closings. There are typically three capital account closings annually. This is the second closing report for 2015 and indicates, on a project by project basis, the final balances of capital project accounts which have been completed or cancelled.

DISCUSSION:

The reporting on the closed capital accounts has been updated to identify projects which have had contracts awarded by Council versus awarded by Staff.

Attachment 1 is a listing that shows the capital accounts closed as of July 31, 2015 and their balances.

FINANCIAL IMPLICATIONS:

The net approved budget / funding, from completed capital projects, being transferred to Reserve / Reserve Funds is as follows:

| Reserve / Reserve Fund | Net Funding Transferred |
|---|--------------------------------|
| Federal Gas Tax Reserve Fund | (44,188.42) |
| Development Reserve | (87,210.95) |
| Development Charges (2008) Reserve Fund | (2,001.06) |
| Development Charges (2013) Reserve Fund | (109,718.57) |
| Building Maintenance Reserve | (96,870.06) |
| General Infrastructure Reserve | (4,090.42) |
| Vehicle / Equipment Replacement Reserve | (54,303.75) |
| Total | (398,383.23) |

The total amount transferred, \$398,383.23, will be available for future capital projects.

CONCLUSION:

The presentation of this report to Council complies with the requirements of Corporate Policies 120 and 127, the Financial Sustainability Plan and the Capital Expenditure Control Policy respectively.

ATTACHMENTS:

ATT 1 – Closed Capital Projects as of July 31, 2015

Dianne Valentim, B. Comm, CPA, CGA
Interim Manager of Budgets and Accounting

Sheila Strain, CPA, CGA
Director of Finance/Treasurer

ATTACHMENT 1

CAPITAL ACCOUNTS CLOSED AS OF July 31, 2015

| Dept | ACCT | PROJECT NAME | Year Approved | Approved Budget | Additional Funding Approved by Council | Expenditures | Project Balance | Comment |
|--|--------|--|------------------|-----------------------|---|---------------------|---------------------|------------|
| CONTRACTS AWARDED BY COUNCIL | | | | | | | | |
| Town Buildings | | | | | | | | |
| OPS | 943411 | Fire Station 2 - Skylight Replacement | 2013 | (160,000.00) | | 81,118.97 | (78,881.03) | |
| OPS | 943611 | Fire Station 2 - Roof Replacement | 2013 | (100,000.00) | (32,330.49) | 116,748.24 | (15,582.25) | |
| OPS | 946911 | ACC - Pad 3 & 4 Refrigeration Plant Upgrade | 2013 | (6,000.00) | (4,879.52) | 10,379.52 | (500.00) | |
| Total Town Buildings | | | | (266,000.00) | (37,210.01) | 208,246.73 | (94,963.28) | |
| Parks & Open Spaces | | | | | | | | |
| P&D | 948911 | Downtown Improvements - 2013 | 2013 | (100,000.00) | | 32,795.21 | (67,204.79) | |
| P&D | 958111 | Stammers Drive Parkette | 2014 | (160,000.00) | (4,694.09) | 164,694.09 | - | |
| Total Parks & Open Spaces | | | | (260,000.00) | (4,694.09) | 197,489.30 | (67,204.79) | |
| Vehicles & Equipment | | | | | | | | |
| OPS | 941011 | Global Positioning System | 2012 | | (57,232.32) | 53,990.37 | (3,241.95) | Unbudgeted |
| OPS | 952011 | By-Law Repl Equip - Pick-up Truck | 2014 | (30,000.00) | | 27,814.70 | (2,185.30) | |
| OPS | 952911 | FES - Repl Equip - Emergency Response Vehicles | 2014 | (80,000.00) | | 75,029.23 | (4,970.77) | |
| OPS | 965611 | ENV - Repl Equip - Pick-up Truck | 2015 | (40,000.00) | | 26,895.20 | (13,104.80) | |
| OPS | 965711 | ENV - Repl Equip - Pick-up Truck | 2015 | (65,000.00) | | 44,303.71 | (20,696.29) | |
| OPS | 966211 | ENV - Repl Equip - Zero Radius Mowers | 2015 | (140,000.00) | | 136,578.12 | (3,421.88) | |
| Total Vehicle & Equipment | | | | (355,000.00) | (57,232.32) | 364,611.33 | (47,620.99) | |
| TOTAL CONTRACTS AWARDED BY COUNCIL | | | | (881,000.00) | (99,136.42) | 770,347.36 | (209,789.06) | |
| CONTRACTS AWARDED BY STAFF | | | | | | | | |
| Studies & Other Initiatives | | | | | | | | |
| OPS | 945811 | Facility Condition Assessment | 2013 | (80,000.00) | | 54,634.86 | (25,365.14) | |
| Total Studies & Other Initiatives | | | | (80,000.00) | - | 54,634.86 | (25,365.14) | |
| Town Buildings | | | | | | | | |
| OPS | 956511 | MCC - Main Lobby Washroom | 2014 | (10,000.00) | | 8,093.22 | (1,906.78) | |
| Total Town Buildings | | | | (10,000.00) | - | 8,093.22 | (1,906.78) | |
| Parks & Open Spaces | | | | | | | | |
| P&D | 948811 | Duffins North (HEPC) Trail | 2013 | (349,000.00) | | 217,232.00 | (131,768.00) | |
| OPS | 953611 | Simcoe Point Cemetary Fence | 2014 | (35,000.00) | | 30,909.58 | (4,090.42) | |
| OPS | 954211 | Shoreline Improvements - Sand Dunes | 2014 | (5,000.00) | | 5,042.21 | 42.21 | |
| OPS | 971811 | Relamp Lighting - Millers Creek & Monarch N | 2015 | (28,000.00) | | 9,176.72 | (18,823.28) | |
| Total Parks & Open Spaces | | | | (417,000.00) | | 262,360.51 | (154,639.49) | |
| Vehicles & Equipment | | | | | | | | |
| LIB | 960711 | Telephone Message Server Upgrade | 2014 | (12,000.00) | | 10,534.86 | (1,465.14) | |
| OPS | 970311 | GIS Application Development Upgrade | 2015 | (36,000.00) | | 30,782.38 | (5,217.62) | |
| Total Vehicle & Equipment | | | | (48,000.00) | - | 41,317.24 | (6,682.76) | |
| TOTAL CONTRACTS AWARDED BY STAFF | | | | (555,000.00) | - | 366,405.83 | (188,594.17) | |
| NET BALANCE TO BE TRANSFERRED | | | | (1,436,000.00) | (99,136.42) | 1,136,753.19 | (398,383.23) | |

TOWN OF AJAX REPORT



REPORT TO: Council

SUBMITTED BY: Paul Allore
Director of Planning and Development

PREPARED BY: Stephen Ruddy
Stormwater Engineer

SUBJECT: Contract Award - Annie Stormwater Pond Rehabilitation

WARD(S): 1

DATE OF MEETING: September 14, 2015

REFERENCE: RFS No. S15042
Capital Account No. 0969111

RECOMMENDATION:

That the report on the contract award to Toronto and Region Conservation Authority (TRCA), in the amount of \$353,301.10 (inclusive of all taxes) for Annie Stormwater Pond Rehabilitation, be received for information.

BACKGROUND:

As provided for under the Purchasing By-Law, this contract was awarded by the CAO and Director of Finance/Treasurer (or their designates) during Council's Recess Period.

In 2012, a consultant was hired to study the functional operation of the stormwater pond behind the residences on Annie Crescent and Elizabeth Street. The amount of sediment in the pond and the condition of the outfall structure were examined and it was determined that this pond was in need of immediate rehabilitation. The design for the rehabilitation has been completed and the TRCA permit has been received. The project will remove all sediment from the pond to restore the design storage capacity and upgrade the outfall structure to a current design.

The work that TRCA will complete as part of this contract will ensure that the Annie Stormwater pond operates properly and in accordance with the Certificate of Approval issued by the Ministry of the Environment.

DISCUSSION:

The current Purchasing By-Law allows for purchases through negotiations, under certain conditions, more specifically, "where, at the discretion of the Department Head, in consultation with the Manager of Purchasing, it is deemed to be in the best interested of the municipality to negotiate with vendors.

The stormwater management pond is on TRCA's property and was designed to provide stormwater management control for runoff from the Town's storm sewer system. The Town is responsible for ensuring the pond's continued function and proper operation. A single source award to the TRCA is in the best interest of the Town because the TRCA have extensive experience with stormwater pond rehabilitation on their own property.

The Annie stormwater management pond was given approval for construction and operation in accordance with Section 53 of the Ontario Water Resources Act. A Certificate of Approval (No. 3-0766-92-006) for Municipal Sewage works was issued by the Ministry of the Environment for this facility. A condition of this certificate is that:

6. The Owner (the Town of Ajax) shall ensure at all times, the works and related equipment and appurtenances which are installed or used to achieve compliances with this certificate are properly operated and maintained, as a minimum, meet with the maintenance and operation requirements contained in the development agreement between the municipality and the Owner.

The 2012 study for this pond illustrated that it is not fulfilling this requirement of the Certificate of Approval. The works detailed in this contract will bring the stormwater management pond into conformance with all conditions included as part of the certificate.

FINANCIAL IMPLICATIONS:

Capital Account No. 0969111 – Annie Stormwater Pond Rehabilitation

| | | |
|-------------------------------------|----------------------|-----------------------------|
| Approved Capital Budget | | \$ 350,000.00 |
| Contract (net of HST rebate) | \$ 318,158.58 | |
| Contingency (10%) | \$ 31,815.86 | <u>\$ 349,974.44</u> |
| Available Budget | | <u>\$ 25.56</u> |

The contingency will be used for any increased sediment disposal costs that may arise due to potential contamination of the sediment within the pond. The pond sediment will be tested according to Ministry of the Environment guidelines prior to being taken off site. The results of the testing will determine the options for disposal.

That capital detail sheet is attached for information.

COMMUNICATION ISSUES:

Notices to the residents surrounding the pond will be sent prior to construction activities. Public access to the walking trails around the pond will be limited during construction. Signage will be posted in advance to warn the public of these trail closures.

CONCLUSION:

Staff awarded the Contract for Annie Stormwater Pond Rehabilitation to Toronto and Region Conservation, as a single source purchase, during Council's recess period, all in accordance with the Town's Purchasing By-Law.

ATTACHMENTS:

ATT-1: 2015 Capital Budget Detail Sheet

Stephen Ruddy – Stormwater Engineer

Kevin Tryon – Manager of Engineering/Development Services

Paul Allore – Director of Planning & Development Services

Sheila Strain – Director of Finance

Rob Ford – Chief Administrative Officer

TOWN OF AJAX
2015 CAPITAL BUDGET / 2016-2019 LONG RANGE CAPITAL FORECAST
DETAIL SHEET

| | |
|-----------------------|------------------------------------|
| Department | Planning & Development Services |
| Section | Engineering Services |
| Project Name | Annie Stormwater Pond Rehab |
| Submitted By | Kevin Tryon |
| Start Year | 2015 |
| Project Number | 0969111 |

PROJECT DESCRIPTION / JUSTIFICATION

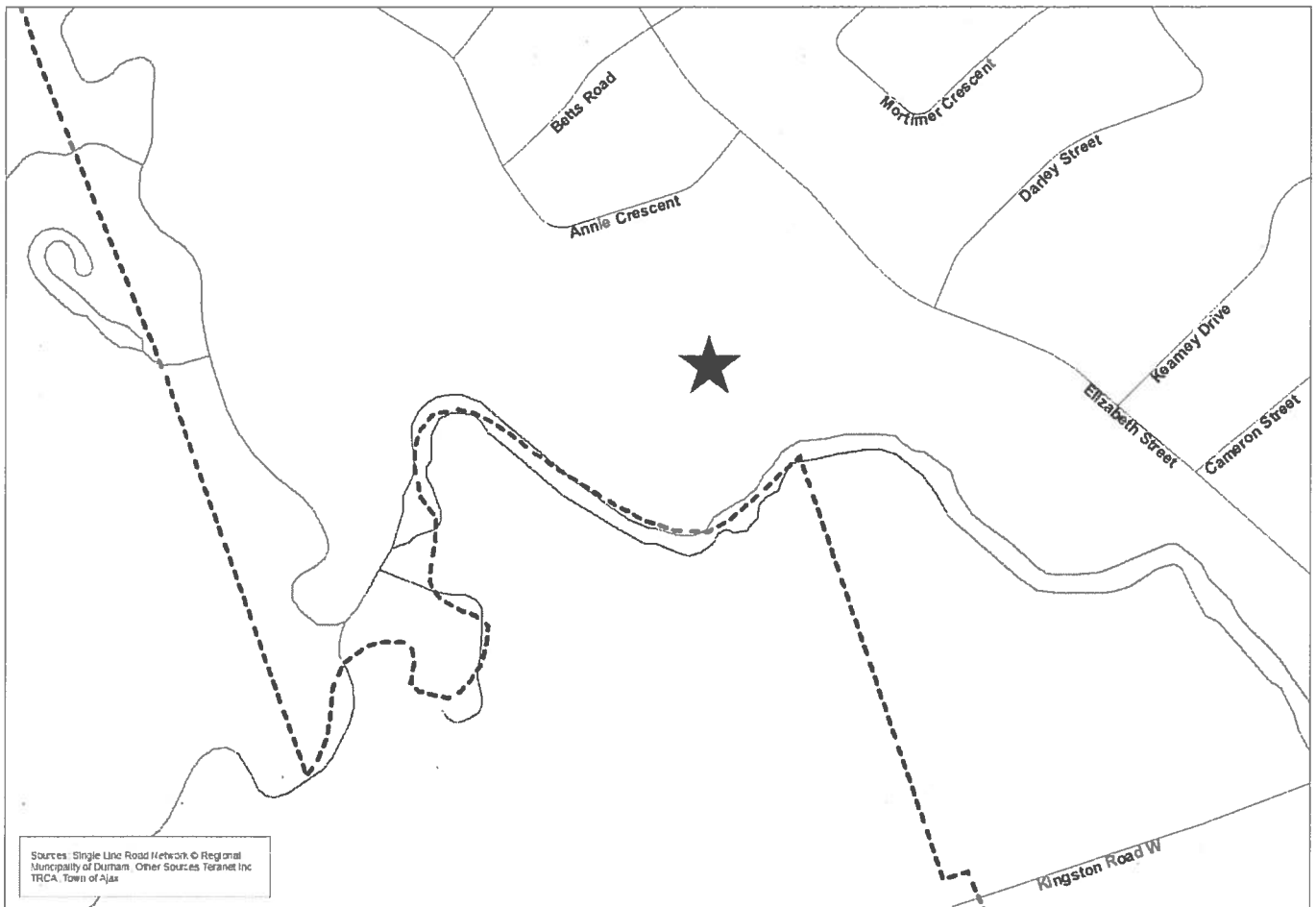
In 2012, a Consultant was hired to study the functional operation of the storm water pond behind the residences on Annie Crescent and Elizabeth Street. The amount of sediment in the pond and the condition of the outfall structure were examined and it was determined that this pond was in need of immediate rehabilitation. The design for the rehabilitation has been completed and the TRCA permit has been received. The project will remove all sediment from the pond to restore the design storage capacity and upgrade the outfall structure to a current design.

EXPENDITURES / FUNDING

| | 2015 | 2016 | 2017 | 2018 | 2019 | Total |
|------------------------------------|----------------|------|------|------|------|----------------|
| Total Expenditures | 350,000 | | | | | 350,000 |
| General Infrastructure Maintenance | 350,000 | | | | | 350,000 |
| Total Funding | 350,000 | | | | | 350,000 |

TOWN OF AJAX
2015 CAPITAL BUDGET / 2016-2019 LONG RANGE CAPITAL FORECAST
DETAIL SHEET

Stormwater Pond Rehabilitation



TOWN OF AJAX REPORT



REPORT TO: Council

SUBMITTED BY: Paul Allore
Director of Planning and Development Services

PREPARED BY: Ranil Fernando
Capital Projects Coordinator

SUBJECT: **Rossland Road Phase 2 Construction – Veridian Utility Relocation**

WARD(S): 1

DATE OF MEETING: September 14, 2015

REFERENCE: **Capital Account Number 964011 – Rossland Road Phase 2 - Construction**

RECOMMENDATION:

That the report on the contract award to Veridian Connections, in the amount of \$268,619.28 (inclusive of all taxes) for the relocation of hydro poles on Rossland Road from Southcott Road to Church Street, be received for information.

BACKGROUND:

As provided for under the Purchasing By-Law, this contract was awarded by the CAO and Director of Finance/Treasurer (or their designates) during Council's Recess Period.

The Town of Ajax Transportation Master Plan Update, December 2007 identified the need to widen Rossland Road from the Town's west limits to Westney Road from a 2-lane rural cross section to a 4-lane urban cross-section, eliminate the 100 m offset at the intersection of Rossland Road and Church Street, and reconstruct the bridge structure at East Duffins Creek to accommodate the new 4-lane road cross-section.

Phase 1 of the project included the realignment and reconstruction of Rossland Road from Harkins Drive to just east of Rossland Road Crescent, the construction of a new 3 span, 4 lane bridge structure over East Duffins Creek, the reconstruction of the intersection of Rossland Road and Church Street to the ultimate widening with turning lanes and signal lights, construction of new watermain and new LED street lighting. Phase 1 is scheduled to be completed in August of 2015.

Phase 2 of the project will include the reconstruction and widening of Rossland Road from Southcott Road to 500 m east of Riverside Drive. The Phase 2 work will include the following:

- Construction of 300 mm PVC watermain;
- Construction of 400 mm and 1050 mm diameter watermain (approximately 1.3 km in length, each);
- Construction of two 2400 mm diameter tunnels in rock to accommodate a 400 mm and 1050 mm diameter watermain to cross two watercourses;
- Storm sewer system (approximately 750 m);
- Dewatering for bridge and tunnel construction;
- One bridge removal at East Duffins Creek and culvert removal at Urfe Creek;
- Construction of a new 4-lane bridge structure over Urfe Creek.
- Reconstruction and widening of Rossland Road from approximately Southcott Road to 500 m east of Riverside Drive (approximately 1,000 m);
- Construction of stormwater management infrastructure;
- Installation of LED street lights;
- Construction of on road bike lanes, off-road multi-use trail and a concrete sidewalk; and
- Provision of environmental protection measures to satisfy MNR and TRCA.

The Rossland Road Phase 2 reconstruction and widening project from the Towns West Limits to Church Street is scheduled to commence construction in November of 2015. In advance of the construction Veridian's hydro poles will have to be relocated to the south side to accommodate the new alignment and the road widening.

DISCUSSION:

The current Purchasing By-Law allows for purchases through negotiations, under certain conditions, more specifically, "where, at the discretion of the Department Head, it is deemed to be in the best interest of the municipality to negotiate with vendors."

It is in the Town's best interest to sole source the pole relocation to Veridian Connections as these poles are Veridian's assets that are in conflict with the proposed realignment and only they can perform the work.

Contract commencement is July 20th, 2015 and completion is expected by November 30th, 2015.

FINANCIAL IMPLICATIONS:

Capital Account No. 964011 - Rossland Road Reconstruction – Phase 2

| | | |
|----------------------------------|--------------|----------------------|
| Approved Capital Budget | | \$12,000,000.00 |
| Contract (net of HST rebate) | \$241,899.98 | |
| Contingency (delete line if N/A) | \$ 24,200.00 | |
| | | <u>\$ 266,099.98</u> |

| | | |
|------------------|--|------------------------|
| Available Budget | | <u>\$11,733,900.02</u> |
|------------------|--|------------------------|

A 10% contingency has been identified to ensure sufficient funding is available to address site specific issues that can be encountered during construction. Risk factors for this project include: site conditions different from those anticipated, unanticipated utility conflicts, and poor weather conditions. These risks can cause delays necessitating additional material and labor associated with the pole relocation.

The Capital Detail Sheet is attached for information.

COMMUNICATION ISSUES:

A communication strategy has been developed to keep residents, business owners and Council up to date on the progress of these construction projects. The plan includes:

- Mailing notices to residents and business owners in the immediate area,
- Providing information on the Town's website,
- Posting information signs at the construction site, and
- Issuing regular newsletters on the project schedule and progress.

CONCLUSION:

Staff awarded the Contract for relocation of hydro poles to Veridian Connections, during Council's recess period, all in accordance with the Town's Purchasing By-Law.

ATTACHMENTS:

ATT-1: 2015 Capital Budget Detail Sheet

Ranil Fernando, P. Eng
Capital Projects Coordinator

Carol Coleman, P. Eng
Manager of Engineering, Capital Projects

Paul Allore, MCIP, RPP
Planning and Development Services

Sheila Strain, CPA, CGA
Director of Finance/ Treasurer

Rob Ford, CPA, CMA, AMCT
Chief Administrative Officer

TOWN OF AJAX
2015 CAPITAL BUDGET / 2016-2019 LONG RANGE CAPITAL FORECAST
DETAIL SHEET

| | |
|-----------------------|--|
| Department | Planning & Development Services |
| Section | Engineering Services |
| Project Name | Rossland Rd Recon - Phase 2 |
| Submitted By | Carol Coleman, Manager of Engineering - Capital Projects |
| Start Year | 2015 |
| Project Number | 0964011 |

PROJECT DESCRIPTION / JUSTIFICATION

Scope: The project includes widening and urbanization of Rossland Road from Southcott Road to west of Church Street including street lighting, on road bike lanes, multi-use trail on the south side and sidewalk on the north side. As well, the existing culvert at Urfe Creek is to be replaced with a 21 m single span bridge. The project will also include construction of 200 mm, 400 mm and 1050 mm diameter watermain including tunneling under Urfe and East Duffins Creek on behalf of the Region of Durham. The costs for the watermain construction will be fully recoverable from the Region of Durham.

Rationale: The Environmental Assessment to facilitate the widening and reconstruction of Rossland Road to a 5-lane urban standard between the Town's west municipal boundary to Westney Road was completed in 2009. The construction for this project began in 2014 with a new bridge over East Duffins Creek, realignment of the road west of Church Street and reconstruction of the intersection of Rossland Road and Church Street. This phase will be completed in 2015. The realignment and widening of Rossland Road within these limits will not only improve local traffic flow but enhance safety by improving site lines, adding dedicated turning lanes, providing for transit operations and improving storm water management.

Reference: 2013 DC Background Study, Ref. B-34, Items 3, 4 and 26; 2013 Transportation Master Plan Update; and 2009 Rossland Road Improvements Environmental Study Report.

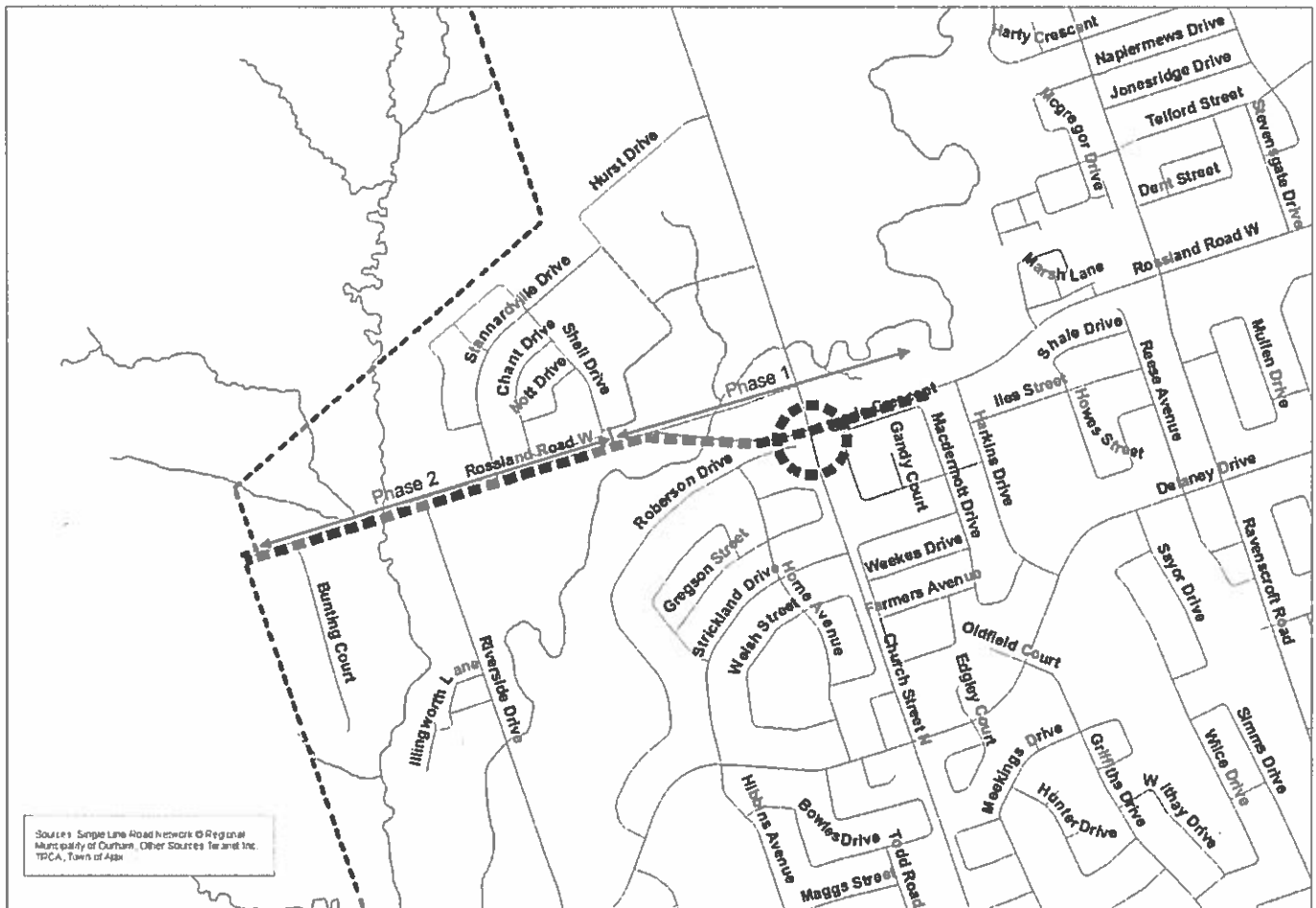
Schedule: Construction of the watermain is schedule to begin in February 2015. Road and bridge construction is to begin late summer 2015 and all work is scheduled to be completed by the end of 2016.

EXPENDITURES / FUNDING

| | 2015 | 2016 | 2017 | 2018 | 2019 | Total |
|-----------------------------|-------------------|------------------|------|------|------|-------------------|
| Total Expenditures | 12,000,000 | 8,100,000 | | | | 20,100,000 |
| Development Reserve | 282,000 | 306,000 | | | | 588,000 |
| Development Charges - 2013 | 4,418,000 | 4,794,000 | | | | 9,212,000 |
| Recoveries - Municipalities | 7,300,000 | 3,000,000 | | | | 10,300,000 |
| Total Funding | 12,000,000 | 8,100,000 | | | | 20,100,000 |

TOWN OF AJAX
2015 CAPITAL BUDGET / 2016-2019 LONG RANGE CAPITAL FORECAST
DETAIL SHEET

Rossland Rd Reconstruction - Phase 2



TOWN OF AJAX REPORT



REPORT TO: Council

SUBMITTED BY: Dave Meredith
Director, Operations and Environmental Services

PREPARED BY: Catherine Bridgeman
Manager, Infrastructure and Asset Management

SUBJECT: Contract Award – MCC Skylight and Curtain Wall Repairs

WARD(S): 2

DATE OF MEETING: September 14, 2015

REFERENCE: RFT No. T15030 – MCC ~ Skylight and Curtain Wall Repairs
Capital Account 966411.5810

RECOMMENDATION:

That the report on the contract award to Stouffville Glass Inc., in the amount of \$444,535.22 (inclusive of all taxes) for Skylight and Curtain Wall Repairs, be received for information.

BACKGROUND:

The McLean Community Centre Roof and Skylight Windows are key architectural features of this facility and are approximately 19 years old. The skylight is approximately 47.25 metre long by 4.2 metres wide by 4.2 metre high and consists of an arched aluminum frame system, with end walls, that spans between two different roof levels. The aluminum framing has vertical and horizontal members that separate individual IGUs manufactured by IBG Canada Ltd.

The glazing on the arched section consists of individual rectangular sized IGUs that are separated by setting blocks along the horizontal joints and sealed with structural silicone sealant. The units are held in place at the vertical joints with pressure plates that are covered with finishing snap caps.

In 2013, staff retained BOLD Engineering to prepare a condition assessment report of the roof and skylight assembly. The report identified a number of issues related to the skylights;

- The glazing system of the skylight consists of individual Insulated Glass Units (IGU's). the report noted that 92 of the 136 IGU's (approximately 68%) on the arched section have failed, with visual evidence of condensation or standing water within the IGU.
- Cracking of the outer glass layer of the IGU is present on the arched skylight section, visual observation identified only one cracked unit.

- The structural silicone sealant along the horizontal joint between adjacent IGU's on the arched section has failed in many areas and has debonded from the glazing.
- Evidence of water leakage and damage to interior building elements is evident along the interior drywall at the base of the skylight. Water staining, cracking and peeling paint is present along the length of the skylight.
- The perimeter sealant between the skylight perimeter frame and the adjacent system has failed in many areas and exhibits cracking, brittleness and debonding.
- The setting blocks separating adjacent units along the horizontal joints are visible through the silicone at many locations of the arched section. Visual observations suggest the thickness of the silicone sealant is thin and inadequate along these joints.

DISCUSSION:

Request for Tender (RFT) documents were issued to the 13 prospective Bidders with bids being received back from six of these, prior to the closing on July 21, 2015. During the analysis of the six bids received, a number of arithmetical errors were discovered, resulting in a Corrected Total Tender Amount. Listed below is a summary of the bids received:

| NAME OF BIDDER | TOTAL TENDER AMOUNT | CORRECTED TOTAL TENDER AMOUNT |
|---|---------------------|-------------------------------|
| Stouffville Glass Inc. | \$ 444,535.22 | \$ 444,535.22 |
| M.J.K. Construction Inc. | \$ 479,731.00 | \$ 479,731.33 |
| Wall-Tech Restoration Inc. | \$ 534,603.00 | \$ 534,603.00 |
| 1370629 Ontario LTD – Jass Construction | \$ 535,789.50 | \$ 535,789.50 |
| Eagle Restoration Inc. | \$ 664,440.00 | \$ 664,440.00 |
| Morosons Construction Limited | \$2,189,636.03 | \$2,190,314.03 |

FINANCIAL IMPLICATIONS:

Capital Account No. 966411 MCC Roof and Skylight Replacement

| | | |
|------------------------------|----------------------|---------------------|
| Approved Capital Budget | | \$2,000,000.00 |
| Previous Awards/Expenditures | | |
| Construction Cost | <u>\$1,045,208.6</u> | |
| Available Budget | | \$954,791.36 |
| Current Award | | |
| Contract (net of HST rebate) | \$400,317.73 | |
| Contingency | \$ 80,063.55 | |
| Testing & Inspection | \$ 30,000.00 | <u>\$510,381.28</u> |

Available

\$444,410.08

The Capital Expenditure Control Policy provides for a contingency in excess of 10% when approved by the Department Head. As specified in the Financial Implications section of this report, staff are recommending that Council approve a contingency amount of 20%.

Available Budget will be used to complete the proposed solar thermal hot water installation to increase the energy performance of the building.

The 20% contingency will be used for any additional drywall repairs, removal and replacement of any corroded aluminum frame, and any additional scaffolding, hoarding and tarping of the project area.

The Capital Detail Sheet is attached for information.

COMMUNICATION ISSUES:

A detailed communication strategy will be developed to inform facility users of the project. It is the requirement of the Contractor to provide site signage and interior scaffold to maintained public safety. The staging area for the contractor equipment has been allocated in the east parking lot of the McLean Centre and will be fenced off from any public access.

The project is anticipated to start in August, 2015 with a seventeen week construction timeframe.

CONCLUSION:

Staff awarded the Contract for Skylight and Curtain Wall Replacement to Stouffville Glass Inc., during Council's recess period, all in accordance with the Town's Purchasing By-Law.

ATTACHMENTS:

ATT-1: Appendix A – Skylight and Curtain Wall Repairs

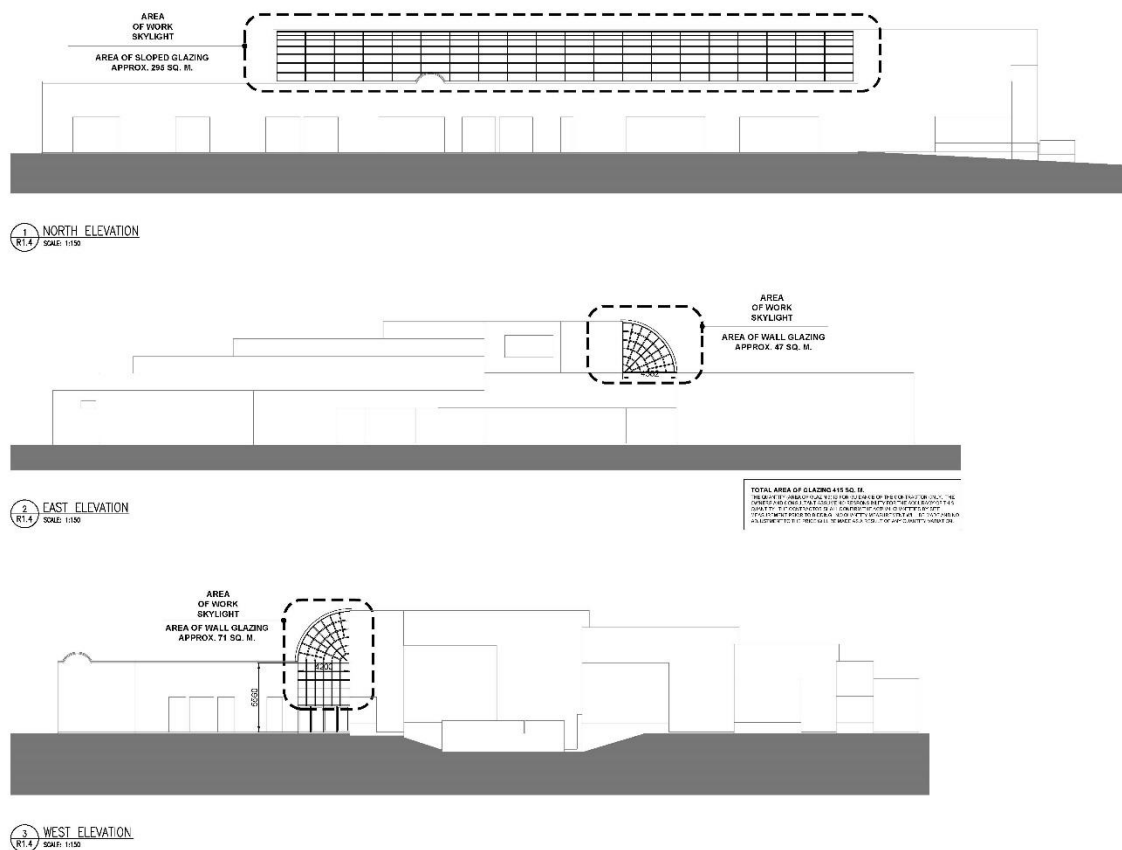
Catherine Bridgeman
Manager, Infrastructure and Asset Management

Dave Meredith
Director, Operations and Environmental Services

Sheila Strain
Director of Finance/Treasurer

Rob Ford
Chief Administrative Officer

Appendix A – Skylight and Curtain Wall Repairs



TOWN OF AJAX REPORT



REPORT TO: Council

SUBMITTED BY: Dave Meredith
Director, Operations and Environmental Services

PREPARED BY: Chris Addley
Supervisor of Fleet Services and Inventory

SUBJECT: **Contract Award – Replacement of Aerial Fire Truck Unit # A1**

WARD(S): All

DATE OF MEETING: September 14th, 2015

REFERENCE: **Capital Account 968411 – FES Repl. Equip. Unit # A1**

RECOMMENDATION:

1. That Council award the contract for the supply and delivery of an Aerial Fire Truck to Smeal Fire Apparatus Company, in the amount of \$1,460,357.76 (inclusive of all taxes).
2. That Council approve the funding \$205,097.40, to be allocated to Capital Account No. 968411 from the Vehicle/Equipment Reserve.

BACKGROUND:

Council approved the replacement of the existing Aerial Fire Truck, unit # A1, operating in Fire and Emergency Services since 1999. This unit has completed its expected service life of 15 years. In order to meet annual certification requirements, additional maintenance and repairs are required. The replacement will reduce annual maintenance and repair costs and be a suitable Fire and Emergency Services apparatus. It is in the best interest of the Town to move forward with the planned replacement in order to continue to provide the essential emergency services to its residents.

DISCUSSION:

The current Purchasing By-Law allows for purchases through negotiations, under certain conditions, more specifically, “where, at the discretion of the Department Head, in consultation with the Manager of Purchasing, it is deemed to be in the best interest of the municipality to negotiate with vendors.”

Fleet Services, collectively with Fire and Emergency Services developed specifications for the replacement Aerial Fire Truck. The specifications contain design aspects that are similar to current equipment operating in the Town's fleet. This equipment has proven to be safe, operate efficiently and exceed mechanical performance during the regular expected life cycle.

The Town's fleet for emergency response purposes, is primarily made up of equipment manufactured by Smeal Fire Apparatus Company.

Staff are recommending a single source award for the following reasons:

- The reduction of training requirements of current firefighting staff to operate the new equipment
- Existing parts and supply inventories are utilized by Fleet Services to maintain and repair the equipment
- Fleet Services staff are trained and skilled in the maintenance and repair of the equipment
- A Patent ergonomic hose loading system that reduces possible injury of firefighting staff
- The historic performance, reliability and efficiency of Smeal Fire Apparatus Equipment

Smeal Fire Apparatus Company is a leader in the Fire apparatus industry, specifically Aerial Fire Trucks. Placing an order with Smeal will ensure the replacement Aerial Fire Truck meets specifications and maximizes on the Town's investment.

The new Aerial Fire Apparatus will receive replacement tools and equipment required to respond to incidents in Fire and Emergency Services. The current equipment has met its useful life and will expire certification once the new Aerial is put into service.

Contract commencement is September 17, 2015 and completion is expected by December 31, 2016.

FINANCIAL IMPLICATIONS:

Capital Account No. 968411 – Repl. Equip. Unit # A1

Approved Capital Budget

| | | | |
|------------------------------|------|----------------------|----------------------|
| | 2015 | \$ 390,000.00 | |
| | 2016 | <u>\$ 910,000.00</u> | \$1,300,000.00 |
| Contract (net of HST rebate) | | \$1,315,097.40 | |
| Equipment and Travel | | \$ 140,000.00 | |
| Contingency | | <u>\$ 50,000.00</u> | \$1,505,097.40 |
| Over Budget | | | <u>\$ 205,097.40</u> |

The Contingency will be used to fund any necessary design changes that may be required to improve the functionality of the Apparatus. These changes are typically presented at the preconstruction meeting proceeding contract award.

Additional funding, not to exceed \$205,097.40 will be allocated from the Vehicle/Equipment Reserve.

The Capital Detail Sheet is attached for information.

The original budget for this Capital project has been exceeded. The scope of the project has remained the same with every effort to reduce costs where possible. Smeal Fire Apparatus Company is a US based manufacturer and the current exchange rates are not favorable. The cost of the chassis, body and replacement tools and equipment are all effected by the US dollar. In order to meet annual certification and effectively respond to emergencies this project needs to continue as planned. The new Aerial Fire Truck, replacement tools and equipment will meet all certifications and be suitable to meet the emergency needs of the Town.

COMMUNICATION ISSUES:

N/A

CONCLUSION:

It is the recommendation of Staff that Smeal Fire Apparatus Company be awarded the contract to supply and deliver an Aerial Fire Truck as a single source purchase.

ATTACHMENTS:

ATT-1: Capital Account No. 968411 FES – Repl. Equip. Unit #A1

Chris Addley - Supervisor of Fleet Services and Inventory

Dave Meredith - Director, Operations and Environmental Services

TOWN OF AJAX
2015 CAPITAL BUDGET / 2016-2019 LONG RANGE CAPITAL FORECAST
DETAIL SHEET

| | |
|-----------------------|--|
| Department | Fire & Emergency Services |
| Section | Fire Administration |
| Project Name | FES - Repl. Equip. Unit #A1 |
| Submitted By | Chris Addley, Supervisor Fleet & Inventory |
| Start Year | 2015 |
| Project Number | 0968411 |

PROJECT DESCRIPTION / JUSTIFICATION

The existing aerial has been in service since 1999 and has a service life span of 15 years with on-going maintenance and certification requirements. Staff are recommending the replacement of this vehicle apparatus, with the acquisition process beginning in 2015. Based on the required lead time, the expected delivery date would be in 2016.

EXPENDITURES / FUNDING

| | 2015 | 2016 | 2017 | 2018 | 2019 | Total |
|-------------------------------|----------------|----------------|------|------|------|------------------|
| Total Expenditures | 390,000 | 910,000 | | | | 1,300,000 |
| Vehicle/Equipment Replacement | 390,000 | 910,000 | | | | 1,300,000 |
| Total Funding | 390,000 | 910,000 | | | | 1,300,000 |

The Corporation of the Town of Ajax

September 14, 2015

Notice of Motion

Introduced by: Regional Councillor C. Jordan

WHEREAS the Town of Ajax has recognized and consistently demonstrated over the past years, its commitment to the importance of healthy citizens as the foundation of a healthy, engaged and economically vibrant community; and

WHEREAS studies indicate that over 3 million Canadians, including many in our community, don't take medicines prescribed by their doctors because they can't afford them; and

WHEREAS Canada is currently the only developed country with a publicly funded universal health insurance program that does not include prescription drug coverage; and,

WHEREAS studies show that adding a National Pharmacare Program to our national health care system would lower costs to businesses by over \$8 billion per year, providing Canadian companies competitive advantages in international trade; and

WHEREAS recent research confirms that these gains can be achieved with little or no increase in public investment; and

WHEREAS a National Pharmacare Program would support better quality, more evidence based prescribing, including reducing dangerous and inappropriate prescribing to Canadian seniors; and

WHEREAS a National Pharmacare Program is sound policy, both economically and socially; and

WHEREAS health and economic studies now show that such a policy would improve health in municipalities and give local businesses a competitive advantage in the global marketplace;

THEREFORE BE IT RESOLVED that Council endorses the creation of a National Pharmacare Program as an extension of Canadian Medicare and urges the Federal Government to work with the Provinces to implement a National Pharmacare Program;

BE IT FURTHER RESOLVED that Council calls on the Province of Ontario to work with other provinces and the Federal Government to develop and implement a National Pharmacare program; and

BE IT FURTHER RESOLVED that a copy of this resolution be sent to the Region of Durham, all municipalities throughout Durham, the Federation of Canadian Municipalities and to the Association of Municipalities of Ontario for endorsement.

Pharmacare & Canada

The Need for New Pharmaceutical Policy in Canada

Canada is the only developed country with a publicly funded universal health insurance program that does not include prescription drug coverage.

Currently, the drug coverage that does exist in Canada comprises a patchwork of public and private plans. This patchwork results in inter-provincial differences in coverage, with plans setting different eligibility requirements and subsidy structures.

Without a comprehensive national pharmaceutical insurance plans, costs are distributed in the following way:¹

- Federal drug plans provide 2% of prescription drug coverage in Canada.
- Public and private plans each account for approximately 36% of total drug costs.
- Out-of-pocket expenditures by patients contributes to 22% of costs.
- Social insurance programs, such as workers' compensation, cover the remainder of total drug costs in Canada

Cost as a barrier to health



1 in 10 Canadians report being unable to afford prescription medications. Among Canadians without supplementary insurance, this number jumps to 1 in 4.^{2,3}

Within the past 5 years, 1 in 4 Canadians did not take their prescribed medicine due to cost.⁴

Out-of-pocket health expenditures have increased across all income quintiles, though the lowest income quintile experiences the greatest increase (63% between 1997 and 2009).⁵



The cost burden is greatest for those in the second-lowest income quintile since they bear higher out-of-pocket costs for medicine, but do not qualify for income-based public drug coverage.⁵

The inability to access necessary medicines results in poor health outcomes for patients, and increased health care costs resulting from re-admissions.⁶





The economic argument for pharmacare

A 2013 EKOS poll reports growing support for national pharmacare, with 78% of Canadians in support of a universal pharmacare plan.⁴ Support for a national strategy is not surprising given the exorbitant cost of pharmaceutical drugs in Canada.

Total health care spending in Canada for 2014 was projected to exceed \$214.9 billion.⁷

Over the past two decades, drug costs in Canada have risen to the point that drugs are now the second greatest expense in the Canadian health care system, exceeding doctors' salaries in expense and outpaced only by hospitals. These costs don't just impact health care budgets.⁷

Canadians paid \$6.4 billion out of pocket for prescription drugs in 2012.

Canada pays 30% more for drugs than other OECD countries. In fact, we pay more in total prescription drug expenditures per capita than all other OECD countries, except the United States.⁸

Major cost drivers of drug pricing

1) Generic Drugs

Generic drug prices are currently set as a percentage of patented drug prices (18% to 70% of brand drug pricing).⁹ This policy has prevented Canadians from benefiting from open market competition between drug manufacturers.

Although Ontario pays the lowest for generic medications in Canada, Ontarians still spends five to twenty-five times more for the top five generic drug products sold in Ontario, compared to New Zealand and the United States.¹⁰

2) Patented drugs

Patented drug prices are set as a median price of seven comparator countries, four of which have the most expensive prices internationally.⁸

Maintaining high patented drug prices in Canada does not encourage investments in R&D by pharmaceutical industry. Recent reports from the Patented Medicine Prices Review Board has revealed a significant decline in investments in recent years.¹¹

3) Private insurance

On average, private plans pay 7% more for generic medicines (\$383 million annually) and 10% more for patented drug products compared to public programs.^{12 13}

These plans have higher administrative costs– 8% relative to 2% in the public system.⁸

They also receive generous tax subsidies– Approximately \$933 million per year.⁸

References

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9. Dutt M. Affordable Access to Medicines: A Prescription for Canada. Toronto; 2014.
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13. Canadian generic drug sector study. Gatineau (QC): Competition Bureau; 2007. Available: www.bureaudelaconcurrence.gc.ca/eic/site/cb-bc.nsf/eng/02495.html

For more information on pharmacare, and other innovations that could improve the accessibility, quality, and sustainability of our public health care system, visit www.canadiandoctorsformedicare.ca



Estimated cost of universal public coverage of prescription drugs in Canada

Steven G. Morgan PhD, Michael Law PhD, Jamie R. Daw BHSc MSc, Liza Abraham BSc, Danielle Martin MD MPubPol

CMAJ Podcasts: author interview at soundcloud.com/cmajpodcasts/drug-coverage

ABSTRACT

Background: With the exception of Canada, all countries with universal health insurance systems provide universal coverage of prescription drugs. Progress toward universal public drug coverage in Canada has been slow, in part because of concerns about the potential costs. We sought to estimate the cost of implementing universal public coverage of prescription drugs in Canada.

Methods: We used published data on prescribing patterns and costs by drug type, as well as source of funding (i.e., private drug plans, public drug plans and out-of-pocket expenses), in each province to estimate the cost of universal public coverage of prescription drugs from the perspectives of government, private payers and society as a whole. We estimated the cost of universal public drug coverage based on its anticipated effects on the volume of prescriptions filled, products selected and prices paid. We selected these parameters based on current policies and

practices seen either in a Canadian province or in an international comparator.

Results: Universal public drug coverage would reduce total spending on prescription drugs in Canada by \$7.3 billion (worst-case scenario \$4.2 billion, best-case scenario \$9.4 billion). The private sector would save \$8.2 billion (worst-case scenario \$6.6 billion, best-case scenario \$9.6 billion), whereas costs to government would increase by about \$1.0 billion (worst-case scenario \$5.4 billion net increase, best-case scenario \$2.9 billion net savings). Most of the projected increase in government costs would arise from a small number of drug classes.

Interpretation: The long-term barrier to the implementation of universal pharmacare owing to its perceived costs appears to be unjustified. Universal public drug coverage would likely yield substantial savings to the private sector with comparatively little increase in costs to government.

Competing interests:

Michael Law reports receiving personal fees from Health Canada outside of the submitted work. Danielle Martin is a volunteer member of the board of Canadian Doctors for Medicare. No other competing interests were declared.

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Universal health care coverage encourages access to necessary care and protects patients from financial hardship, and the World Health Organization has declared that governments are obligated to promote universal coverage of necessary health care services, including prescription drugs.¹ All developed countries with universal health insurance systems provide universal coverage of prescription drugs — with the exception of Canada.

Federal cost-sharing of provincially run programs established Canada's national system of universal, comprehensive public insurance for hospital care in the 1950s and medical care in the 1960s.² Canada has a single-payer public insurance system for these services in each province and territory. Such coverage for prescription drugs

was recommended by the 1964 Royal Commission on Health Services, the 1997 National Forum on Health, and the 2002 Royal Commission on the Future of Health Care in Canada.^{3–5} Despite these recommendations, prescription drugs in Canada are currently funded by a fragmented patchwork of public and private drug plans that varies by province and leaves many Canadians with little or no drug coverage at all.⁶

Federal drug plans cover First Nations and other targeted populations that account for 2% of prescription costs in Canada; provincial drug plans cover various populations, accounting for a total of 36% of prescription costs in Canada (ranging from 28% in New Brunswick to 41% in Alberta).⁷ A total of 36% of drug costs Canada-wide are funded through private insurance plans,

4% of costs are funded through compulsory social insurance policies (i.e., workers' compensation funds and compulsory drug coverage required for residents of Quebec), and 22% of costs are funded out-of-pocket by patients.⁷

Awareness that the lack of universal drug coverage is a serious shortcoming of the Canadian health care system is growing.^{8–10} Owing to variations in drug coverage by province and patient group, about 1 in 10 Canadians report that they cannot afford to take their medications as prescribed.^{11,12} In contrast, such cost-related barriers to prescription drugs are reported by only about 1 in 50 residents of the United Kingdom, where universal coverage of prescription drugs is provided at little or no cost to patients.¹³ Canadians who fill prescriptions incur out-of-pocket costs that vary considerably depending on their age, employment status and province of residence.^{13–15} Overall, 5.7% of Canadians incurred more than \$1000 in out-of-pocket costs for prescription drugs in 2007, whereas just 1.2% of British citizens reported incurring such levels of out-of-pocket costs.¹³

Progress toward universal public drug coverage in Canada has been slow, in part because of concerns about the potential cost of such a program.^{16,17} Previous studies concerning the impact of a universal public drug plan in Canada have been limited by a lack of data on prescribing patterns, costs by drug type and source of funding (i.e., private drug plans, public drug plans and out-of-pocket).^{18–20} Researchers therefore have been unable to model details concerning expected changes in the volume, type and price of prescription drugs purchased by patients with different levels of coverage within and across provinces. We address this information gap using recently published data describing prescription drug spending by province, drug type and source of funding.

We model the cost-impact of a universal system of prescription drug coverage that would be akin to Canadian medicare: public coverage of medically necessary prescription drugs on universal terms and conditions across Canada, including limited patient copayments and a national formulary. We provide estimates of the cost of such a program from the perspective of government, private payers and society as a whole.

Methods

This is a secondary analysis of data published in the *Canadian Rx Atlas, 3rd Edition*, which quantified drug use and spending patterns within each of 33 therapeutic categories of treatment during the 2012/13 fiscal year.²¹ We used the *Canadian*

Rx Atlas estimates of the annual volume and cost of prescriptions filled for brand-name drugs for which there are no generic competitors, brand-name drugs with generic competitors and generic drugs, stratified by province, therapeutic category and source of funding (private drug plans, public drug plans and out-of-pocket).

Using an economic framework developed for quantifying determinants of prescription drug spending, we modelled the total cost of prescriptions — stratified by province, therapeutic category and source of funding — as a function of the volume of purchases made, products selected and prices paid for selected products.^{22–24} Patients who would become newly insured under a universal public drug plan would be expected to increase their use of prescriptions because they would no longer face cost-related barriers to access. However, a universal public drug benefit program would be expected to promote cost-effective product selection through a population-wide, evidence-based formulary with tiered copayments.²⁵ In addition, such a plan could lower drug prices by consolidating purchasing power into a single-payer system and enabling population-level supply contracts under the program.^{26,27}

We used Canadian experiences with changes in prescription drug coverage to estimate the increase in the use of prescription drugs by patients who would no longer face cost-related barriers to access.²⁸ We used product selection decisions seen under existing provincial drug plans to estimate choices between brand-name and generic drugs under a universal public drug plan. Finally, we used drug prices found in Canada's official comparator countries to gauge the extent that brand-name and generic drug prices might decrease under a universal public drug plan.^{29,30}

To appropriately capture the effects of potential changes in drug prices and product selection decisions, we conducted our analyses separately for each of 31 therapeutic classes of treatment, which account for about 83% of all retail prescription drug sales in Canada. The remaining drugs that did not fall into these therapeutic classes were treated as a single — albeit heterogeneous — class of medicines. We excluded drugs for erectile dysfunction and fertility treatments (2% of all retail sales of prescription drugs in Canada) because, in contrast to other therapeutic categories included in this study, most provinces currently do not provide public coverage for such medications.²¹

Given the narrow range of therapeutic options in specialty drug classes for serious conditions, we assumed no change in product selection in 6 specialty drug classes that accounted for 14% of

all retail sales: biologic agents for inflammatory conditions, antineoplastic agents, antiretroviral drugs for HIV, drugs for multiple sclerosis, drugs for glaucoma and drugs for ocular vascular conditions (e.g., macular degeneration). Changes in the costs of these medications in our analyses stemmed only from changes in use and changes in the price of brand-name and generic drugs.

We assumed that a universal public drug plan would apply small but tiered copayments to encourage cost-effective product selections, with exemptions for low-income families (Appendix 1, available at www.cmaj.ca/lookup/suppl/doi:10.1503/cmaj.141564/-/DC1). However, we assumed that a universal public drug plan would not change dispensing fees paid to pharmacies. Thus, our results include about \$4.7 billion in dispensing fees paid for the prescriptions filled — equivalent to \$195 000 in dispensing fees per community-based pharmacist working in Canada today.³¹ In addition, our results include retail mark-ups on drug costs for prescriptions filled, which range from about \$600 million to \$1.2 billion across the scenarios we modelled.

Finally, to analyze the incremental public cost of a universal public drug plan, we accounted for the direct cost of existing public drug benefit programs and the current indirect cost to governments of private insurance for public sector employees.

We used our modelling parameters to create base scenarios, as well as best- and worst-case scenarios, from the perspective of assessing the

cost to government of a universal public drug plan (Appendix 1).

Results

Overall, Canadians spent just over \$22 billion on the medications included in our analysis during the fiscal year 2012/13 (Table 1). Under our base scenario estimates, total spending on these prescription drugs under a system of universal public coverage would be about \$15.1 billion, representing a decline of \$7.3 billion or 32%. Estimated total savings are the result of almost equal contributions of changes in generic prices (base case –11%; range –14% to –9%), brand-name prices (base case –11%; range –14 to –5%) and product selection (base case –12%; range –16% to –10%), net of a small cost increase driven by increased use by previously uninsured patients (base case 3%; range 2% to 8%) (see sensitivity analysis, Appendix 2, available at www.cmaj.ca/lookup/suppl/doi:10.1503/cmaj.141564/-/DC1).

When we set all model parameters to worst-case scenario values, a universal pharmacare program in Canada would reduce total spending on the prescription drugs covered in this analysis by about \$4.2 billion, or 19%. When we set all model parameters to the best-case scenario values, total spending would decrease by about \$9.4 billion, or 42%. The variation in these extremes is driven by the multiplicative effects of having all parameters set at best-case or worst-case values. Sensitivity analyses involving changes in individual para-

Table 1: Comparison of actual total retail spending in fiscal year 2012/13 with estimated spending on prescription drugs with universal public coverage, private and public spending combined, by province

| Province | Actual total retail spending 2012/13, \$ millions | Estimated spending with universal public coverage, \$ millions (% change) | | | |
|---------------------------|---|---|---|--------------|--|
| | | Base scenario | All model parameters set to worst-case scenario values* | | All model parameters set to best-case scenario values* |
| All | 22 344 | 15 087 (–32) | 18 163 (–19) | 12 926 (–42) | |
| British Columbia | 2 280 | 1 564 (–31) | 1 875 (–18) | 1 324 (–42) | |
| Alberta | 2 157 | 1 474 (–32) | 1 776 (–18) | 1 257 (–42) | |
| Saskatchewan | 577 | 397 (–31) | 478 (–17) | 337 (–42) | |
| Manitoba | 662 | 480 (–27) | 574 (–13) | 406 (–39) | |
| Ontario | 8 371 | 5 470 (–35) | 6 631 (–21) | 4 665 (–44) | |
| Quebec | 6 506 | 4 463 (–31) | 5 341 (–18) | 3 878 (–40) | |
| New Brunswick | 597 | 414 (–31) | 499 (–16) | 354 (–41) | |
| Nova Scotia | 700 | 481 (–31) | 578 (–17) | 410 (–41) | |
| Prince Edward Island | 94 | 65 (–30) | 78 (–17) | 56 (–40) | |
| Newfoundland and Labrador | 400 | 279 (–30) | 333 (–17) | 239 (–40) | |

*From the perspective of assessing the cost impact to government.

meters and pairs of parameters generated savings estimates that ranged between \$5.3 billion (24%) and \$8.9 billion (40%) (Appendix 2).

Total private spending on prescription drugs would decrease in each of our scenarios (Table 2). Under the base scenario, private spending on prescription drugs would decrease by \$8.2 billion. Our estimates of savings to the private sector ranged from \$6.6 billion to \$9.6 billion.

Under the base scenario, the total cost to government of implementing a universal public drug benefit program would be \$958 million. Our estimated cost to government of a universal, public drug plan ranged from a \$5.4-billion increase in spending when all model parameters are set to worst-case scenario values to a net savings of \$2.9 billion when all model parameters are set to best-case scenario values.

Cost estimates by therapeutic class (Table 3) showed that most of the increase in government spending required to implement a universal, public drug plan would stem from a few drug classes. The largest increase in public costs (\$330 million) would be for the coverage of biologic drugs for inflammatory conditions (e.g., rheumatoid arthritis, psoriasis and Crohn disease). Other large increases in public spending would be required for the universal coverage of antibiotics (\$173 million) and hormonal contraceptives (\$157 million) — drugs that are commonly used by younger populations that have not historically been primary recipients of public drug benefits in Canada.^{6,21}

Interpretation

Provided that Canada could achieve the pricing found in several comparable countries and the rates of generic drug use currently seen under several provincial drug plans, a universal public drug plan would reduce total spending on prescription drugs in Canada by \$7.3 billion per year, or 32%. This estimate is in line with other estimates of the potential savings from a universal public drug plan that draw on aggregate comparisons of prescription spending in Canada and comparable countries.^{13,18} Savings of this order of magnitude would put spending per capita in Canada on par with the levels seen in comparable countries such as Switzerland, Austria, Spain and Italy. However, spending would still be significantly higher than that in the UK, Sweden, Finland, the Netherlands, Norway, New Zealand and Denmark.³²

Based on our estimates, the private sector in Canada — primarily employers and unions that sponsor work-related drug benefit plans — could save \$8.2 billion under a universal public drug plan. Reducing the need for work-related private drug insurance plans would also reduce administration costs and eliminate the need for the tax subsidies currently given to encourage employers to offer such plans — neither of which has been factored into our analysis, but each of which could produce substantial additional savings to the private and public sectors.^{13,18} Similarly, we

Table 2: Estimated total change in public and private retail spending on prescription drugs with universal public coverage, all provinces combined

| Spending | Actual retail spending 2012/13, \$ millions | Change in spending, \$ millions (% change) | | | | | |
|---|---|--|--------|---|--------|--|--------|
| | | Base scenario | | All model parameters set to worst-case scenario values* | | All model parameters set to best-case scenario values* | |
| Public | | | | | | | |
| Direct public spending on public drug plans | 9 725 | 3 383 | (35) | 7 813 | (80) | −438 | (−5) |
| Indirect public spending on private drug plans | 2 425 | −2 425 | (−100) | −2 425 | (−100) | −2 425 | (−100) |
| Subtotal | 12 151 | 958 | (8) | 5 388 | (44) | −2 863 | (−24) |
| Private | | | | | | | |
| Private-sector spending on private drug plans | 5 659 | −5 659 | (−100) | −5 659 | (−100) | −5 659 | (−100) |
| Patient out-of-pocket spending | 4 534 | −2 556 | (−56) | −3 911 | (−86) | −896 | (−20) |
| Subtotal | 10 193 | −8 215 | (−81) | −9 569 | (−94) | −6 555 | (−64) |
| Total | 22 344 | −7 257 | (−32) | −4 181 | (−19) | −9 418 | (−42) |
| *From the perspective of assessing the cost-impact to government. | | | | | | | |

*From the perspective of assessing the cost-impact to government.

have not accounted for the health benefits and reduced demand on other health services that have been shown to result from providing patients with drug coverage.³³

Perhaps most surprisingly, our analysis suggests that a universal public drug benefit program could achieve these savings for the private sector with a

comparatively small increase in public sector spending. In our base scenario, total public spending on prescriptions in several drug classes would be lower under a such a program than under the status quo. Moreover, if Canada were to achieve better-than-average outcomes from a universal public drug plan as compared with countries with

Table 3: Total (direct and indirect) public spending on prescription drugs with universal public coverage, all provinces combined, by drug class

| Drug class or condition treated | Actual public spending 2012/13, \$ millions | Change in spending, \$ millions (% change) | | | |
|---|---|--|------------|--|---|
| | | Base scenario | | All parameters set to worst-case scenario values | All parameters set to best-case scenario values |
| Cholesterol-lowering drugs | 957 | -244 | (-26) | 19 (2) | -527 (-55) |
| Antipsychotic agents | 497 | -128 | (-26) | 18 (4) | -263 (-53) |
| Diabetes drugs: non-insulin | 414 | -121 | (-29) | 0 (0) | -243 (-59) |
| Anticoagulant agents | 199 | -68 | (-34) | -22 (-11) | -141 (-70) |
| Pregabalin and gabapentin | 218 | -40 | (-18) | 14 (6) | -97 (-44) |
| Osteoporosis | 193 | -28 | (-14) | 25 (13) | -101 (-52) |
| Dementia | 190 | -25 | (-13) | 30 (16) | -63 (-33) |
| Benign prostatic hypertrophy | 151 | -18 | (-12) | 37 (25) | -78 (-52) |
| Hypothyroidism | 102 | -16 | (-15) | 75 (74) | -90 (-88) |
| Ocular vascular conditions | 148 | -8 | (-5) | 24 (16) | -18 (-12) |
| Antiplatelet therapy | 116 | -6 | (-5) | 25 (22) | -52 (-45) |
| Glaucoma | 148 | 1 | (0) | 50 (33) | -34 (-23) |
| Antihypertensive agents | 1 392 | 4 | (0) | 457 (33) | -433 (-31) |
| Urinary frequency and incontinence | 80 | 10 | (12) | 40 (50) | -8 (-10) |
| Androgens | 28 | 18 | (64) | 32 (116) | 8 (28) |
| Antidepressants | 668 | 24 | (4) | 246 (37) | -209 (-31) |
| Migraines | 59 | 32 | (54) | 59 (99) | -5 (-9) |
| Hormone replacement therapy | 82 | 34 | (42) | 86 (105) | -9 (-11) |
| Antiretroviral agents for HIV | 286 | 40 | (14) | 114 (40) | 15 (5) |
| Acid-reducing drugs | 673 | 51 | (8) | 266 (40) | -185 (-27) |
| Opioids | 387 | 55 | (14) | 232 (60) | -72 (-19) |
| Diabetes drugs: insulins | 315 | 59 | (19) | 174 (55) | 13 (4) |
| Nonsteroidal anti-inflammatory drugs | 221 | 60 | (27) | 175 (79) | -69 (-31) |
| ADHD | 146 | 70 | (48) | 173 (119) | -14 (-9) |
| Antineoplastic agents | 259 | 84 | (32) | 165 (64) | 48 (18) |
| Multiple sclerosis | 196 | 91 | (47) | 157 (80) | 70 (36) |
| Benzodiazepines | 145 | 96 | (66) | 166 (114) | 12 (9) |
| Respiratory conditions | 815 | 103 | (13) | 414 (51) | -51 (-6) |
| Hormonal contraceptives | 126 | 157 | (125) | 291 (231) | 62 (49) |
| All other drugs not classified in study | 1 785 | 168 | (9) | 922 (52) | -594 (-33) |
| Antibiotic agents | 281 | 173 | (61) | 317 (113) | 26 (9) |
| Biologics for inflammatory conditions | 871 | 330 | (38) | 605 (69) | 238 (27) |
| Total | 12 151 | 958 | (8) | 5 388 (44) | -2 863 (-24) |

Note: ADHD = attention-deficit/hyperactivity disorder.

similar health care systems, our analysis shows the overall net cost to governments would be negative.

Finally, it is worth noting that the goals of universal, affordable public coverage of prescription drugs are not inconsistent with science policy. Location decisions regarding pharmaceutical research and development are driven by the value of the scientific investment, which has more to do with direct scientific investments in a country than the level of pharmaceutical spending.³⁴ Indeed, Canada currently spends much more on medications than comparable countries with universal health insurance, yet attracts a fraction of the per capita research investment.^{13,35} To attract investment, Canada would be advised to increase public investment in health sciences, possibly by using a portion of the savings generated through a single-payer system for universal public coverage of prescription drugs.

Strengths and limitations

As a simulation study, our analysis is necessarily based on assumptions concerning changes in drug use, product selection and prices. We have based our assumptions on available evidence, where appropriate, and on prevailing practices in Canada or abroad. Furthermore, we compared results using a range of assumptions representing best- and worst-case scenarios from the perspective of assessing the cost-impact to government.

Our analysis includes an estimate of the increased use that would result from increased coverage. Provided medications are prescribed appropriately, reducing financial barriers to drugs can be expected to improve patient health outcomes and generate further government savings by way of reduced demands on other forms of publicly funded health care.^{33,36,37} In addition, our study analysis models only Canada's provinces. We did not include models of Canada's 3 territories.

Although the inappropriate use of medications is of concern, we did not consider it in this analysis. As many as 1 in 4 older adults in Canada fill 1 or more prescriptions for potentially inappropriate medications each year at an annual cost that could be as high as \$1 billion nationwide.^{38–40} Clinical leadership is essential; however, an evidence-based national formulary can help to stem overuse and inappropriate use of prescription medications.^{41,42} Furthermore, improved integration of medications into Canada's universal public health care system should increase — not decrease — incentives and opportunities to promote their appropriate use.

We were unable to account for confidential rebates paid by drug manufacturers to public drug plans in comparator countries or to existing pro-

vincial drug plans.²⁷ However, private insurers and patients without insurance in Canada generally do not negotiate discounts with manufacturers.⁴³ Thus, our assumption that a universal public drug plan would expand the negotiating power of the public drug plans in Canada and the scope of sales on which negotiated rebates would apply is reasonable, and our estimates of the decline in prices of brand-name drug are probably conservative.

Conclusion

Universal health coverage is first and foremost about providing appropriate care to patients on the basis of need, not ability to pay. Canada's system is unique insofar as such access is assured for medical and hospital care but not for prescription drugs. A long-time barrier to the implementation of universal prescription drug coverage in Canada has been the perception that it would necessitate substantial tax increases. Our analysis shows that this need not be the case. Universal public coverage of prescription drugs can achieve access and equity goals while also achieving considerable economies of scale that stem from better pricing and more cost-conscious product selection under a single-payer system.

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Contributors: Steve Morgan conceived of the study, conducted the analysis, and drafted the paper. All of the authors contributed to the study design and interpretation of results, and revised the manuscript for important intellectual content and agreed to act as guarantors of the work.

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Data sharing: The data used in this study are available for download at <https://circle.ubc.ca/handle/2429/50349>

**The Corporation of the Town of Ajax
September 14, 2015**

Notice of Motion

Introduced by: Councillor J. Dies

Whereas the unfolding Syrian civil war has displaced more than 12 million innocent people.

Whereas the recent disturbing images and stark realities of the Syrian refugees has deeply affected Canadians.

Whereas there is a need for prompt humanitarian action to resettle Syrian refugees in Canada.

Whereas the Association of Municipalities of Ontario (AMO) is challenging all of its member municipalities to donate funds to help Syrian refugees.

Whereas AMO will donate all of the proceeds to Lifeline Syria who are working to resettle and integrate 1,000 Syrian refugees in Ontario over the next two years. The Ontario government has provided seed funding to Lifeline Syria to support its work but it is reliant on public donations to fulfill its mandate.

Whereas Ajax is the most multicultural municipality in Durham Region, and has shown leadership on this issue by hosting a Refugee Sponsorship Information Session in March 2015.

Whereas the Town can continue to be leaders by taking further positive action to address the Syrian refugee crisis.

Therefore be it resolved that the Town donate \$5,000 to AMO to be distributed to Lifeline Syria and that this motion be circulated to other municipalities within the Durham Region to encourage their participation in this AMO initiative.

THE CORPORATION OF THE TOWN OF AJAX

BY-LAW NUMBER 73-2015

Being a By-Law to appoint By-law Enforcement Officers for certain purposes
(Parking Regulations for Paragon Security)

WHEREAS pursuant to the provisions of section 15 of the Police Services Act, R.S.O. 1990, chapter P.15, as amended, a municipal Council may appoint persons to enforce the By-laws of the municipality who shall be Peace Officers for the purpose of enforcing the municipal By-laws;

NOW THEREFORE, the Council of the Corporation of the Town of Ajax enacts as follows;

1. The following persons are hereby appointed as Municipal Law Enforcement Officers in and for the Town of Ajax and are hereby authorized to enter at all reasonable times upon the lands known as 314 Harwood Avenue South, DCC#34 [44 Falby Court], DSCC#213 [Oakins Lane & Lavan Lane], DCC#37 [Robbie Crescent, Chamberlain Court & Paramore Court], DSCC#210 [Annable Lane, Boone Lane, Clegg Lane, Collis Lane, Naylor Lane, Pottle Lane, Rolfe Lane & Wilkie Lane], DSCC#177 [Spraggins Lane & 1-31 Pennefather Lane], Somerset Plaza [1961, 1965, 1971, 1979, 1989, 1991, 1993 & 1995 Salem Road North], DSCC#243 [Martinworth Lane], Westney Heights Plaza [15 Westney Road North & 260 Kingston Road West], Harwood Plaza [280 – 350 Harwood Avenue South], DSCC#251 [Lovegrove Lane & Lusty Lane], DSCC#175 [McGonigal Lane & Pennefather Lane], DCC#39 [Macey Court, Randall Drive, Raven Lane & Willows Lane], DCC#120 [189, 191, 193 and 195 Lake Driveway West], DCC#47 [Medley Lane], DSCC#249 [Burtonbury Lane & Reevesmere Lane], DCECC #232 [Grigglesstone Lane & Illingworth Lane], DCC#82 [109 Old Kingston Road], DCC#172 [Twilley Lane, Trott Lane & Torr Lane] and DSCC#265 [52-82 Abela Lane] in the Town of Ajax, in the Regional Municipality of Durham, in order to ascertain whether the provisions of the current Town of Ajax Traffic By-law, as amended, are obeyed and to enforce or carry into effect the said By-law;

Stavrakis Panayiotous
Brett MacNeil
Craig Bennett

Danny King
Jeremy Andrews
Brian Percival

Nick Koitsopoulos
Connor Cosgrove
Michael McCarthy

2. The authority granted in Section 1 hereto is specifically limited to that set out in Section 1, and shall not be deemed, at any time, to exceed the authority set out in Section 1.
3. These appointments shall expire upon those persons set out in Section 1 ceasing to be an employee of Paragon Security, or upon Paragon Security ceasing to be an authorized agent of 314 Harwood Avenue South, DCC#34 [44 Falby Court], DSCC#213 [Oakins Lane & Lavan Lane], DCC#37 [Robbie Crescent, Chamberlain Court & Paramore Court], DSCC#210 [Annable Lane, Boone Lane, Clegg Lane, Collis Lane, Naylor Lane, Pottle Lane, Rolfe Lane & Wilkie Lane], DSCC#177 [Spraggins Lane & 1-31 Pennefather Lane], Somerset Plaza [1961, 1965, 1971, 1979, 1989, 1991, 1993 & 1995 Salem Road North], DSCC#243 [Martinworth Lane], Westney Heights Plaza [15 Westney Road North & 260 Kingston Road West], Harwood Plaza [280 – 350 Harwood Avenue South], DSCC#251 [Lovegrove Lane & Lusty Lane], DSCC#175 [McGonigal Lane & Pennefather Lane], DCC#39 [Macey Court, Randall Drive, Raven Lane & Willows Lane], DCC#120 [189, 191, 193 and 195 Lake Driveway West], DCC#47 [Medley Lane], DSCC#249 [Burtonbury Lane & Reevesmere Lane], DCECC #232 [Grigglesstone Lane & Illingworth Lane], DCC#82 [109 Old Kingston Road], DCC#172 [Twilley Lane, Trott Lane & Torr Lane] and DSCC#265 [52-82 Abela Lane].
4. By-law Number 71-2015 is hereby repealed.

READ a first and second time this
Fourteenth day of September, 2015.

READ a third time and passed this
Fourteenth day of September, 2015.

Mayor

D-Clerk

THE CORPORATION OF THE TOWN OF AJAX

BY-LAW NUMBER 74-2015

A By-law to amend By-law 5-2004, being a By-law to regulate traffic on highways in the Town of Ajax.

WHEREAS the Council of The Corporation of the Town of Ajax may pass By-laws pursuant to the Highway Traffic Act, R.S.O.1990 and amendments thereto:

NOW THEREFORE, the Council of the Corporation of the Town of Ajax enacts as follows:

That By-law Number 5-2004 as amended be further amended as follows:

SCHEDULE XXVI

FIRE ROUTES

ADD:

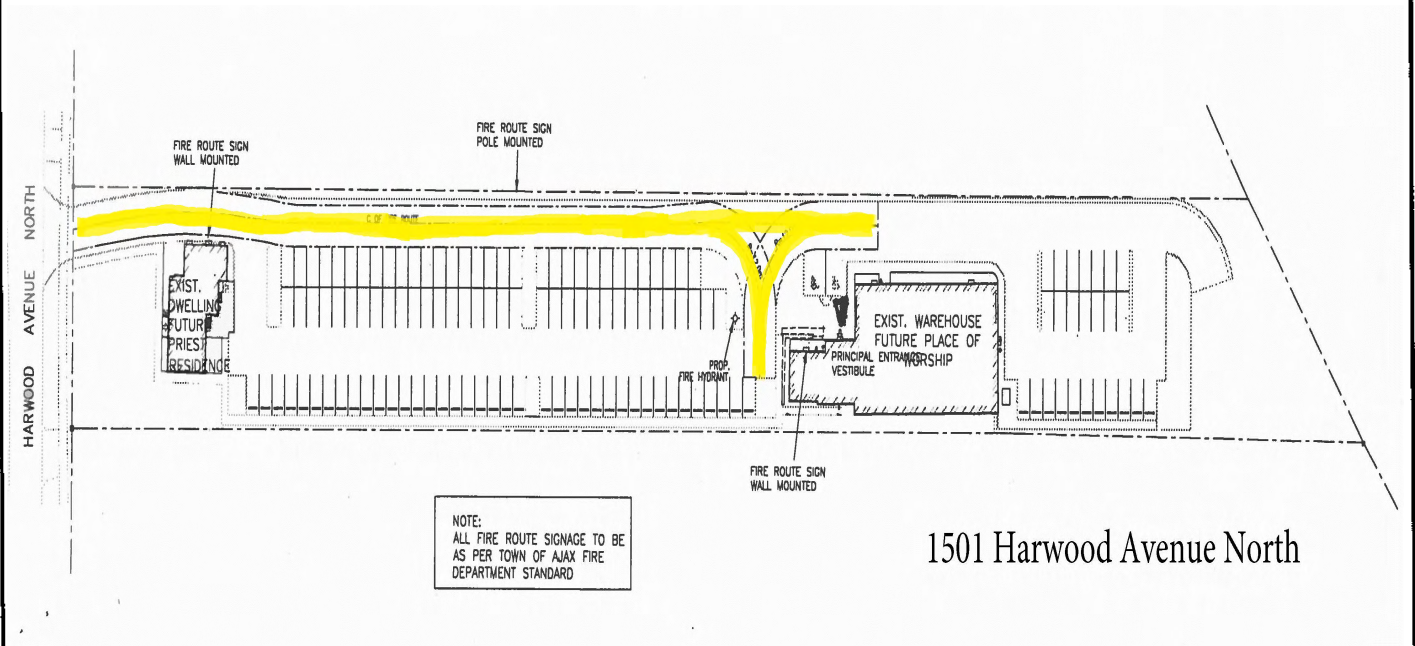
| <u>Municipal Address</u> | <u>Name of Property</u> | <u>Approval Date</u> |
|---------------------------|-------------------------|----------------------|
| 1501 Harwood Avenue North | Islamic Society of Ajax | September 14, 2015 |

READ a first and second time this
Fourteenth day of September, 2015.


READ a third time and passed this
Fourteenth day of September, 2015.

Mayor

D-Clerk



NOT TO SCALE

| LEGEND | | LOCATION / DESCRIPTION | | |
|--|--|--|-------|-----------------|
| APPROXIMATE LOCATION OF PROPERTY LINE | | DESIGNATED FIRE ROUTE  | TYPE | QTY. |
| FIRE ROUTE SHOWN AS | | | | |
| FIRE ROUTE SIGN ON STREET LIGHT POLE | | | | |
| FIRE ROUTE SIGN ON SIGN POST | | | | |
| FIRE ROUTE SIGN ON BUILDING OR STRUCTURE | | | | |
| ENTRANCE TO BUILDING | | | | |
| FIRE (SIAMESE) CONNECTION | | | DATE: | SCHEDULE NUMBER |
| FIRE HYDRANT | | | | |

THE CORPORATION OF THE TOWN OF AJAX

BY-LAW NUMBER 75-2015

A By-law to amend By-law 05-2004, being a By-law to regulate traffic on Highways in the Town of Ajax.

WHEREAS the Council of The Corporation of the Town of Ajax may pass By-laws pursuant to the Municipal Act, 2001, S.O. 2001 and the Highway Traffic Act, R.S.O. 1990 and amendments thereto:

NOW THEREFORE the Council of the Corporation of the Town of Ajax enacts as follows:

1. That By-law Number 05-2004, as amended, be further amended as follows:

SCHEDULE II
NO PARKING

| COLUMN 1 | COLUMN 2 | COLUMN 3 | COLUMN 4 |
|----------------|-------------|---|---|
| <u>HIGHWAY</u> | <u>SIDE</u> | <u>LIMITS</u> | <u>PROHIBITED TIMES</u> <u>OR DAYS</u> |
| Oswell Drive | East | 186m west of Kirk Road (north leg of Oswell Drive) to 82m west of Pipes Avenue | All Day |
| Oswell Drive | West | 210m west of Kirk Road (north leg of Oswell Drive) to 110m west of Pipes Avenue | All Day |

READ a first and second time this
Fourteenth day of September, 2015.

READ a third time and passed this
Fourteenth day of September, 2015.

Mayor

D-Clerk

THE CORPORATION OF THE TOWN OF AJAX

BY-LAW NUMBER 76-2015

A By-law to amend By-law 05-2004, being a By-law to regulate traffic on Highways in the Town of Ajax.

WHEREAS the Council of The Corporation of the Town of Ajax may pass By-laws pursuant to the Municipal Act, 2001, S.O. 2001 and the Highway Traffic Act, R.S.O. 1990 and amendments thereto:

NOW THEREFORE the Council of the Corporation of the Town of Ajax enacts as follows:

1. That By-law Number 05-2004, as amended, be further amended as follows:

SCHEDULE II
NO PARKING

| COLUMN 1 | COLUMN 2 | COLUMN 3 | COLUMN 4 |
|-----------------|-------------|--|---|
| <u>HIGHWAY</u> | <u>SIDE</u> | <u>LIMITS</u> | <u>PROHIBITED TIMES</u> <u>OR DAYS</u> |
| Warnford Circle | East | 50m north of Towers Street (west leg) to 70m north of Towers Street (west leg) | All Day |
| Warnford Circle | East | 57m south of Mccarrick Street (west leg) to 79m west of Hanaway Drive | All Day |
| Warnford Circle | West | 50m south of Mccarrick Street (east leg) to 53m east of Hanaway Drive | All Day |
| Warnford Circle | West | 40m north of Mattick Lane to 58m north of Mattick Lane | All Day |

READ a first and second time this
Fourteenth day of September, 2015.

READ a third time and passed this
Fourteenth day of September, 2015.

Mayor

D-Clerk