

INFORMATION ITEMS

Week Ending June 9, 2017

REPORTS

1. Solid Waste Resources Collection Day Changes
2. Notice of Completion: The Ward to Downtown Bridges Schedule 'B' Municipal Class Environmental Assessment

INTERGOVERNMENTAL CONSULTATIONS

1. Proposed Amendment to the 5-year Time Limited Exemption for Two-way Radios under Ontario's Distracted Driving Law
2. Proposed New Excess Soil Reuse Regulation and Amendments to Existing Regulations
3. 2016 Review of the Accessibility Transportation Standards
4. Addressing Food and Organic Waste in Ontario
5. Bill 139 – The Proposed Building Better Communities and Conserving Watersheds Act, 2017

CORRESPONDENCE

1. Guelph & Wellington Task Force for Poverty Elimination re: Building Ontario's First Food Security Strategy

BOARDS & COMMITTEES

1. None

ITEMS AVAILABLE IN THE CLERK'S OFFICE

1. None

Information Report



Service Area Infrastructure, Development and Enterprise Services

Date Friday, June 9, 2017

Subject **Solid Waste Resources Collection Day Changes**

Report Number IDE 17-83

Executive Summary

Purpose of Report

To inform Council of pending changes to curbside waste collection routes. To improve efficiency and service levels, staff are implementing changes to a small number of curbside waste collection routes starting on Tuesday June 20th, 2017.

Key Findings

Six thousand households and a limited number of businesses (less than 12% of the overall customer base) will be affected by these changes and will be moved to a new collection day and/or week. These changes will balance current routes and best position Solid Waste Resources to manage continued growth to routes moving forward.

Financial Implication

The costs associated with these changes are included in the Council approved 2017 Solid Waste Resources Operating Budget.

Background

The City provides curbside waste collection pick-up services to almost 50,000 residents in Guelph. Current waste collection routes have not changed since 2008 when an update was made to accommodate growth in the north and southeast areas of Guelph. Since then, more than 11,000 residences have been added to the City's curbside waste collection routes. This growth has caused imbalances in collection route sizes and created challenges with servicing routes efficiently with existing resources (trucks, staff, and work hours). Furthermore, Guelph continues to grow and accommodate development in the northwest, northeast and south ends of the city, with the potential for additional challenges as service is extended to these new customers.

Report

In response to the above challenges, and to ensure an efficient operation, staff are implementing adjustments to a number of collection routes. Starting on June 20th and ending June 28th, 2017, seven areas of the city will have a new collection day and/or week. These changes will balance the number of households in each collection area, accommodate new and future growth in Guelph, and help avoid unnecessary new costs caused by unbalanced collection days moving forward.

Financial Implications

The costs associated with these changes are included in the Council approved 2017 Solid Waste Resources Operating Budget.

Consultations

Solid Waste Resources staff have consulted with Communications, IT, and By-law staff on the preparation and implementation of these changes.

COMMUNICATIONS

The following communication tools are being used to effectively notify affected residents of changes to their waste collection route changes:

- Door knockers delivered to affected households informing residents of their new collection day and/or week and providing with them with their new collection schedule for the remainder of 2017;
- Public notice on guelph.ca with a map highlighting the affected areas and more information for residents;
- Print ad in the City News pages;
- Posting under the "City of Guelph Information" page on guelphtoday.com (link to public notice);
- Updating the website and online publications to include the new collection route map;
- Updating the Waste Reminder tool;
- Social media posts including reminders to set waste out by 6:30 a.m. for all residents; and
- Mobile signs throughout the city.

Council will be provided directly with additional information to assist with resident questions.

Corporate Administrative Plan

Overarching Goals

Financial Stability
Service Excellence
Innovation

Service Area Operational Work Plans

Our Services - Municipal services that make lives better

Our Resources - A solid foundation for a growing city

Attachments

ATT-1 Q & A's for Collection Day Changes

Divisional Approval

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Questions and Answers about the changes to the curbside collection routes

Why is the City making changes to the curbside waste collection routes?

The waste collection route changes will help maintain efficiency of curbside collection service by more evenly distributing the number of households in each collection area.

The City made changes to its collection routes in 2008. Since then, more than 11,000 households have been added to the City's curbside waste collection routes. Guelph continues to grow and accommodate development in the northwest, northeast and south ends of the city. The collection route changes will better accommodate Guelph's future growth.

How many households are impacted by the changes?

Approximately 6,000 households (less than 12% of customer base) in seven areas of the city will be affected by the collection route changes and will have a new collection day, collection week, or both.

When will the changes take effect?

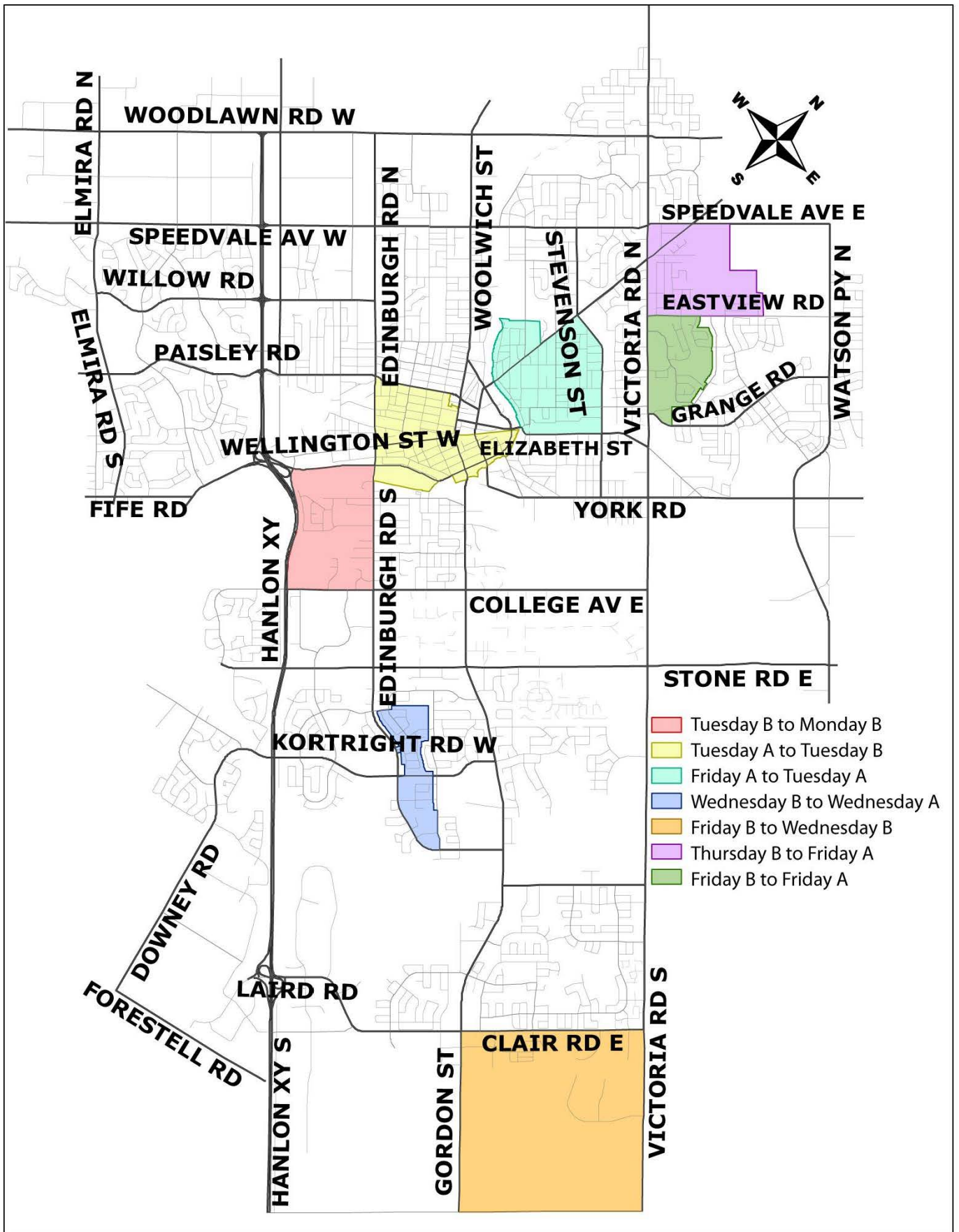
The waste collection route changes will take place over a two-week period to accommodate Guelph's two-week collection schedule (Week A and Week B). The changes will start between Tuesday, June 20 and Friday, June 30, depending on the collection area. Affected households and businesses will receive a notice the week before the changes start in their area with specific details of their new collection schedule.

Will I miss a collection week for my recyclables or garbage because of the route changes?

To ensure that affected households don't miss a collection day/week, some areas will put out all three carts during the transition. Any special collection instructions for the transition will be provided to residents before the changes start in a notice delivered to their home.

What areas are affected by the route changes and when?

The collection routes will change in seven areas of the city. The map below shows the areas affected by the change and the details of the changes are provided in the table.



Map area (colour)	Current collection schedule	New collection schedule	Takes effect	Approx. households affected	Collection notes
Red	Week B Tuesday	Week B Monday	Monday, June 26	500	
Yellow	Week A Tuesday	Week B Tuesday	Tuesday, June 20	1250	Residents to set out all three carts on Tuesday, June 20
Turquoise	Week A Friday	Week A Tuesday	Tuesday, June 27	1250	
Blue	Week B Wednesday	Week A Wednesday	Wednesday, June 21	750	Residents to set out all three carts on Wednesday, June 21
Orange	Week B Friday	Week B Wednesday	Wednesday, June 28	575	
Purple	Week B Thursday	Week A Friday	Thursday, June 22	800	Residents to set out all three carts on Thursday, June 22
Green	Week B Friday	Week A Friday	Friday, June 23	1050	Residents to set out all three carts on Friday, June 23

How do I know if my collection day/collection week is changing?

Affected households will receive a notice the week before the changes start in their area, informing them of their new collection day and/or collection week. The notice will include details about what day the changes take place and what containers to place at the curb. The specific areas can be seen on the map above and the details are in the table.

A map of the areas affected by the changes will run in the City News pages, be promoted through the City’s social media channels and posted on guelph.ca/waste. If you live in one of the shaded areas on the map and have not received a notice, visit guelph.ca/waste for details or contact Solid Waste Resources at 519-767-0598 or waste@guelph.ca.

Where can I find more information?

Details about the curbside waste collection route changes can be found online at guelph.ca/waste. Residents can also visit the webpage to print copies of the [Week A and Week B collection calendars](#) and sign up to receive [weekly waste collection reminders](#) by email, phone or text.

Will there be more changes to curbside waste collection after the service review currently underway?

Solid Waste Resources (SWR) is the first City service to undergo a full business service review using the new business service review framework. Curbside waste collection is one of the services being reviewed and may result in recommendations or changes to the service.

The SWR business service review will look at what solid waste services we do well and what, if any, services need to change. We want to make sure the waste services we offer are the most efficient,

effective and financially sustainable for our community and the City. Any recommendations related to curbside waste collection will be included in the final report scheduled for completion in December 2017.

The changes to the waste collection routes are taking place to maintain efficiency of curbside waste collection in our quickly growing city. These changes are not related to the service review currently underway.

FOR MORE INFORMATION

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Information Report



Service Area	Public Services
Date	Friday, June 9, 2017
Subject	Notice of Completion: The Ward to Downtown Bridges Schedule 'B' Municipal Class Environmental Assessment
Report Number	PS-17-15

Executive Summary

Purpose of Report

This report presents the results and recommendations of the Ward to Downtown Bridges Schedule 'B' Environmental Assessment (EA).

Key Findings

An EA is required to study the placement of two new pedestrian bridges over the Speed River in locations that are adjacent to the Guelph Junction Railway (GJR) and from the Allen Mill Heritage site to Neeve Street. This is identified in Official Plan Amendment (OPA) 43: Downtown Secondary Plan Amendment, November 2016 Consolidation (DSP) connecting St. Patrick's Ward (the Ward) to the Downtown. Refer to ATT-1 Downtown Secondary Plan Schedule A: Mobility Plan.

The Study Area is defined by the GJR tracks to the north, the property known as 5 Arthur Street/Metalworks Development to the east, Neeve Street to the south and Wellington Street East to the west as shown on ATT-1 Downtown Secondary Plan Schedule A: Mobility Plan.

The EA evaluates six alternatives to identify preferred locations for two pedestrian bridges crossing the Speed River from the Ward to Downtown. Refer to ATT-2 Plan of Alternatives and ATT-3 Active Transportation Movements: Alternatives 1 & 2.

Alternative 1 (a bridge immediately south of the GJR bridge, approximately 40m south of Macdonell Street) and Alternative 2 (a bridge immediately south of the 5 Arthur/Metalworks Development heritage building, approximately 200m north of Neeve Street) were selected as the preferred alternatives after they were evaluated on social, cultural, natural, technical and economic merits. Refer to ATT-4 Evaluation of Alternatives.

The Environmental Assessment recommends that Alternative 1 be constructed before Alternative 2 to accommodate present day pedestrian movement near the GJR. Both alternatives will be brought forward in the 10 year capital budget program of work which will identify funds for Council consideration and approval.

A public engagement process for detail design of Alternative 1 is planned to commence in late summer 2017.

Financial Implications

There are no financial implications at this time. The 2017 Council approved capital budget allocated \$75,000 to complete the detailed design for the bridge that is the preferred Alternative 1.

The funding to construct and maintain one bridge (preferred Alternative 1) will be identified in the 2018 capital budget program and 10 year forecast for Council consideration. The budget will include both capital and operating impacts.

Alternative 2 will be included in the 10 year capital forecast for Council consideration and approval.

Report

In 2016, the Parks and Recreation Department initiated a Schedule 'B' Class Environmental Assessment (EA) to determine preferred locations for two pedestrian bridges crossing the Speed River from St. Patrick's Ward (the Ward) to the Downtown in order to improve public safety, connectivity and to plan for the anticipated increase in pedestrian travel demands based on current and future population.

The project developed from the policies and principles outlined in the Official Plan Amendment 43: Downtown Secondary Plan Amendment (DSP) that seek to establish a fine-grain network of publicly accessible open spaces along the river and allow for efficient pedestrian and bicycle circulation. Section 11.1.7.11.4(b) notes the creation of two pedestrian bridges, "anticipating a future bridge adjacent to the Guelph Junction Railway Bridge and another bridge across the river, generally aligned with the crossing of Wellington Street and connected to Arthur Street." These two locations were illustrated on ATT-1 Downtown Secondary Plan Schedule A: Mobility Plan.

The Ward to Downtown Bridges Environmental Assessment project was undertaken in accordance with the Municipal Class Environmental Assessment (Municipal Engineers Association, 2015) which is an approved process for planning and implementing municipal infrastructure projects under the Ontario Environmental Act. This project was carried out as a Schedule 'B' Class Environmental Assessment study.

This report highlights the study context and objectives, the EA process, public consultation, the preferred alternatives, and the proposed implementation plan. For further project details and information, the Ward to Downtown Bridges Environmental Assessment Study and support documents have been placed on the City's project website:

<http://guelph.ca/living/construction-projects/ward-downtown-bridges/>

Study Area and Project Objectives

The study area is located close to the Macdonell Street and Wellington Street East intersection and is bound by the Guelph Junction Railway (GJR) tracks to the north, the property known as 5 Arthur Street to the east, Neeve Street to the south and Wellington Street East to the west. There are many notable features in the area including: the Speed River, the GJR bridge, Wellington Street Rail Bridge, the Downtown Trail, Allen's Mill heritage site and the 5 Arthur Street/ Metalworks Development (Phase 1 currently completing construction).

The study area falls within the boundary of the DSP which purpose is to establish the context, planning framework and policies that will guide development and improvements in Downtown Guelph until 2031. Infill and intensification within the study area is estimated at 6,000 residents and 2,000 jobs from 2006 to 2031. To accommodate population increase, the DSP identifies two new river crossings linking St. Patrick's Ward to the downtown. The bridges are proposed to address current and future concerns for pedestrian movement between St. Patrick's Ward and Downtown which include:

- Deterring pedestrian traffic from using the existing GJR bridge to cross the Speed River from Arthur Street South to Wellington Street East / Macdonell Street;
- Providing a safe and accessible pedestrian and cycling connection between the St. Patrick Ward and Downtown that will accommodate the existing and planned population increase in the St. Patrick's Ward;
- Providing a safe and accessible pedestrian and cycling connection between the St. Patrick's Ward and the Guelph Central Station / downtown area.

The EA was commissioned to explore the preferred locations of the two pedestrian and cyclist crossings of the Speed River within the study area to improve public safety and accommodate for the current and future pedestrian travel demands while balancing heritage, social, economic and natural environment responsibilities.

Alternatives Considered and Selection of Preferred Alternatives

The bridge location alternatives were identified by the project team based on review of current and future pedestrian and cyclist patterns that would be feasible in the study area. The EA considered the following alternatives:

- Alternative 1: Bridge immediately south of GJR Bridge (± 40 m south of Macdonell Street)
- Alternative 2: Bridge south of the 5 Arthur Street/Metalworks Development Heritage Building (± 200 m north of Neeve Street) – between Metalworks heritage building and Phase 1 Building
- Alternative 3: Bridge ± 140 m north of Neeve Street – between Phase 1 & Phase 2 Buildings
- Alternative 4: Bridge ± 90 m north of Neeve Street – Between Phase 3 & 4 Buildings

- Alternative 5: Bridge ±50 m north of Neeve Street – across from Phase 4 building and future River Square
- Alternative 6: Do Nothing

Each alternative was qualitatively assessed in the context of the social, cultural, natural, technical and economic impacts. Based on the evaluation of these factors, Alternatives 1 and 2 were determined to be the preferred bridge locations. The preferred alternatives are presented in ATT-2 Plan of Alternatives Evaluated, ATT-3 Active Transportation Movements: Alternatives 1 & 2, and ATT-4 Evaluation of Alternatives.

Alternative 1 proposes a pedestrian bridge directly beside the GJR bridge to accommodate safe pedestrian and cycling movement that reduces risk of pedestrian trespass on the railway right-of-way. A bridge in this location would link the existing Downtown Trail to trail connections with the Riverwalk as well Huron Street.

Alternative 2 provides a crossing to accommodate the future pedestrian and cyclist movement following the planned population intensification within the St. Patrick's Ward. It will also provide connection to the Downtown, Riverwalk and accommodate a linkage to the long term planned south transit platform for the Guelph Central Station (as planned in the DSP). The EA verifies the feasibility of establishing a pedestrian crossing of the Speed River and ongoing intensification and review will determine the need and timing for implementation.

Project Recommendations and Mitigation Measures

The EA makes recommendations for consideration that are relevant to the current and future needs of the St. Patrick's Ward area and Downtown Guelph, including:

1. Alternative 1 and 2 be identified in the 10 year capital budget work plan for Council consideration and approval to construct and maintain. For safety and current user needs, Alternative 1 would be built first;
2. The sidewalk on the east side of Wellington Street East be considered for upgrade to a multi-use trail per City of Guelph standards and implemented as part of the construction project for Alternative 1;
3. Review of the Macdonell Street and Wellington Street East intersection for vehicle and active transportation movements should be considered as part of a future capital project and included within the capital budget and forecast work plan;
4. As identified in the Downtown Streetscape Manual, a review of traffic calming measures at the potential Wellington Street East crossing to Surrey Street be completed prior to implementation of a crosswalk;
5. Detailed design works for the bridges shall consider vehicle loading as well as appropriate sight lines as per CSA S6-14 (the Canadian Highway Bridge Design Code) and the MTO's Structural Manual; and

6. Detailed design works will include a comprehensive restoration, compensation and invasive species mitigation plan for the entire west valley slope of the Speed River, to be implemented as part of the construction project for Alternative 1.

Project Implementation and Phasing

Upon approval of the EA by the Ministry of the Environment and Climate Change (MOECC), staff will proceed with the detailed design of Alternative 1 bridge.

During the detailed design phase of the project, the city will retain a consultant to design a bridge that meets the urban design objectives of the Official Plan, respects the historical context of the area, and is cost efficient. There will be opportunity for the community to view and comment on the appearance of the bridge prior to finalizing the construction documents. The project will also provide detailed cost estimates in order to inform the 2018 capital budget and 10 year forecast for Council consideration and approval for construction.

The detailed design and implementation of Alternative 2 will be included within the 10 year capital forecast and brought forward for Council consideration and approval upon review of the area population intensification needs. The two bridges were studied as part of a single EA for economies of time, and resources. The combined study of two bridges allowed the cumulative effects to be analysed. An Environmental Assessment is valid for 10 years and after that, would require an update.

Financial Implications

There are no financial implications at this time. The 2017 Council approved capital budget allocated \$75,000 to complete the detailed design for the bridge that is the preferred Alternative 1.

The funding to construct and maintain one bridge (preferred Alternative 1) will be identified for Council consideration as part of the 2019 capital budget approval process. The budget will include both capital and operating impacts.

Alternative 2 will be identified in the 10 year capital budget work plan for Council consideration and approval.

Consultations

Public and Stakeholder Consultation

As part of the planning process, several steps have been undertaken to inform government agencies, First Nations, affected landowners and the local community/general public of the nature and scope of the project, and to solicit any comments. On June 30, 2016, a Community Engagement Plan was developed to engage residents and gather input on the Ward to Downtown Bridges

Environmental Assessment. The Community Engagement Plan included the following opportunities for notification and engagement:

Table 1, Summary of Community Engagement and Communications

Type of Engagement	Notes
Notice of Study Commencement	<ul style="list-style-type: none"> • Mailed to project contact list • Published on City website and in the Guelph Mercury Tribune on June 14, 2016
On-Street Survey	<ul style="list-style-type: none"> • Members of the project team conducted on-street surveys to understand user needs in the project study area on September 15, 2016
Online Mindmixer Survey	<ul style="list-style-type: none"> • The public was invited to provide comments on what should be considered for the construction of a bridge from September 9 to September 25
Notice of Open House	<ul style="list-style-type: none"> • Mailed to project contact list • Published on City website and in the Guelph Mercury Tribune on September 8 and 15, 2016
Open House	<ul style="list-style-type: none"> • Held at City Hall on September 21 from 2-4pm and 7-9pm • The purpose of the Open House was to outline the study objectives, the study process, the problem and opportunity statement, and solicit input from the public on the evaluation criteria and potential alternatives
Guelph Junction Railway	<ul style="list-style-type: none"> • Guelph Junction Railway was represented on the working Steering Committee.
Heritage Guelph Advisory Committee	<ul style="list-style-type: none"> • A presentation was made to the Heritage Guelph Advisory Committee on December 12, 2016 to solicit feedback on the project to date
Grand River Conservation Authority	<ul style="list-style-type: none"> • Grand River Conservation Authority was represented on the working Steering Committee
River Systems Advisory Committee	<ul style="list-style-type: none"> • A presentation was made to the River Systems Advisory Committee on December 15, 2016 to solicit feedback on the project to date
Heritage Guelph Advisory Committee	<ul style="list-style-type: none"> • A presentation was made to the Heritage Guelph Advisory Committee on March 27, 2016 to discuss preferred alternatives
Notice of Presentation and Open House	<ul style="list-style-type: none"> • Mailed to project contact list • Published on City website and in the Guelph Mercury Tribune on March 9 and 16, 2016.
Second Open House	<ul style="list-style-type: none"> • Held at City Hall on March 21 from 2-4pm and 6-8pm • The purpose of the Open House was to outline the study objectives, the study process, the problem and opportunity statement, the findings and conclusions of the study including alternative solutions considered and the preferred option

Throughout the Community Engagement Process, feedback was positive with regard to the process and the preferred alternatives. A summary of the public engagement is included in the Project File Report found on the City's website. One comment that was received a number of times was for justification for two bridges in this area. The following was provided as a response:

- A second bridge will not be recommended for construction until the need arises – which may be a long term objective. A second bridge was studied as part of this EA to save time and costs and also to study the cumulative effects of two bridges in the study area. The need for two bridges was studied during the Downtown Secondary Plan Study and approved in Official Plan Amendment 43, which is a public engaged and Council approved Study and Amendment.

Finally, a Notice of Study Completion will be distributed to the project contact list, published in the Guelph Tribune and posed on the project website. The Ward to Downtown Bridges project Schedule 'B' Class Environmental Assessment Project File Report which documents the planning process and rationale of the preferred alternative, will be placed on the public record for 30-calendar days starting from the distribution date of the notice. Community members and interested parties will be invited to review the Project File Report and provide comments to the project team.

Corporate Administrative Plan

Overarching Goals

Service Excellence
Innovation

Service Area Operational Work Plans

Our Services - Municipal services that make lives better
Our People- Building a great community together
Our Resources - A solid foundation for a growing city

Attachments

ATT-1	Downtown Secondary Plan Downtown Secondary Plan: Mobility Plan
ATT-2	Plan of Alternatives Evaluated
ATT-3	Active Transportation Movements: Alternatives 1 & 2
ATT-4	Evaluation of Alternatives

Departmental Approval

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Approved By

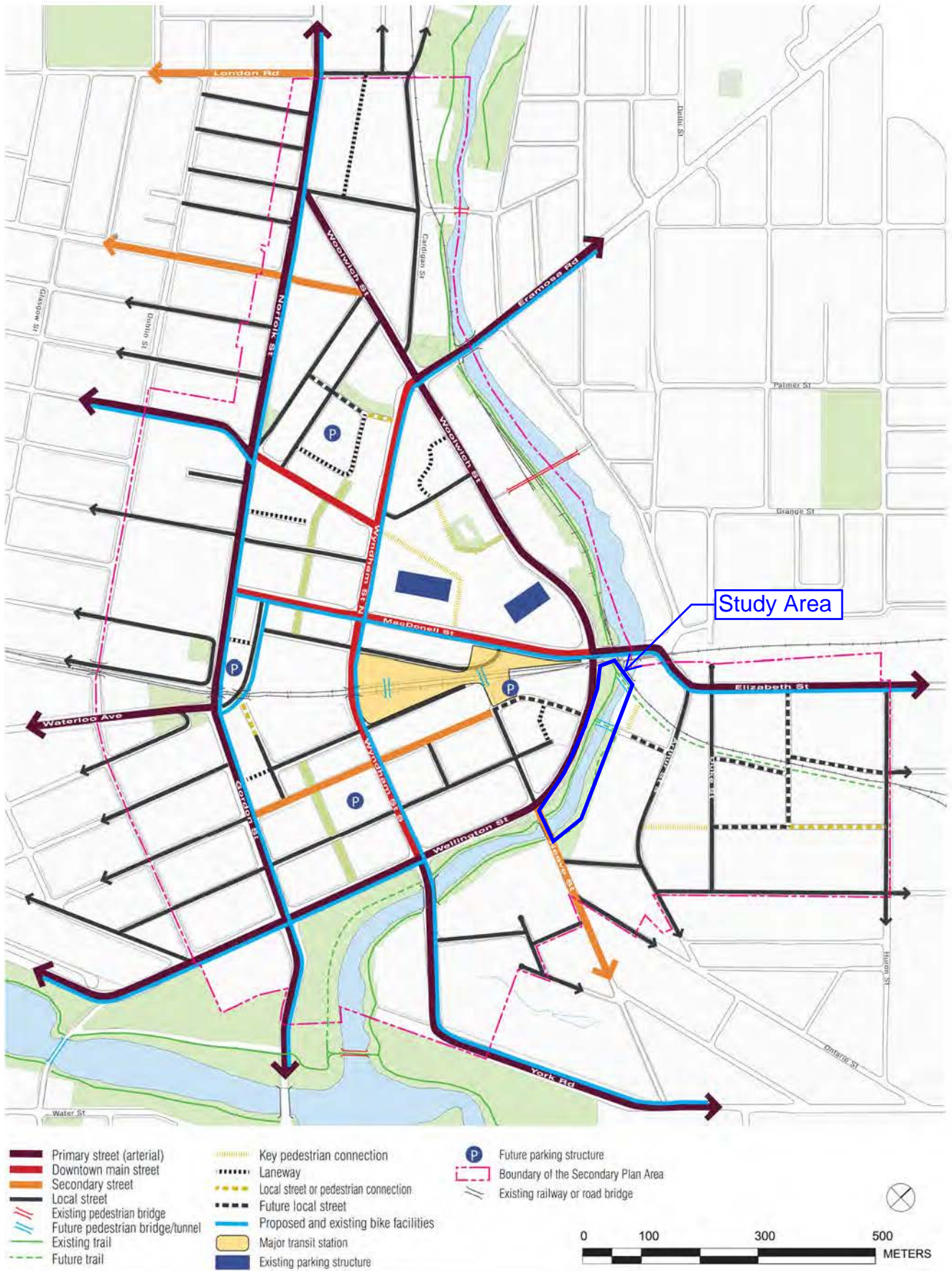
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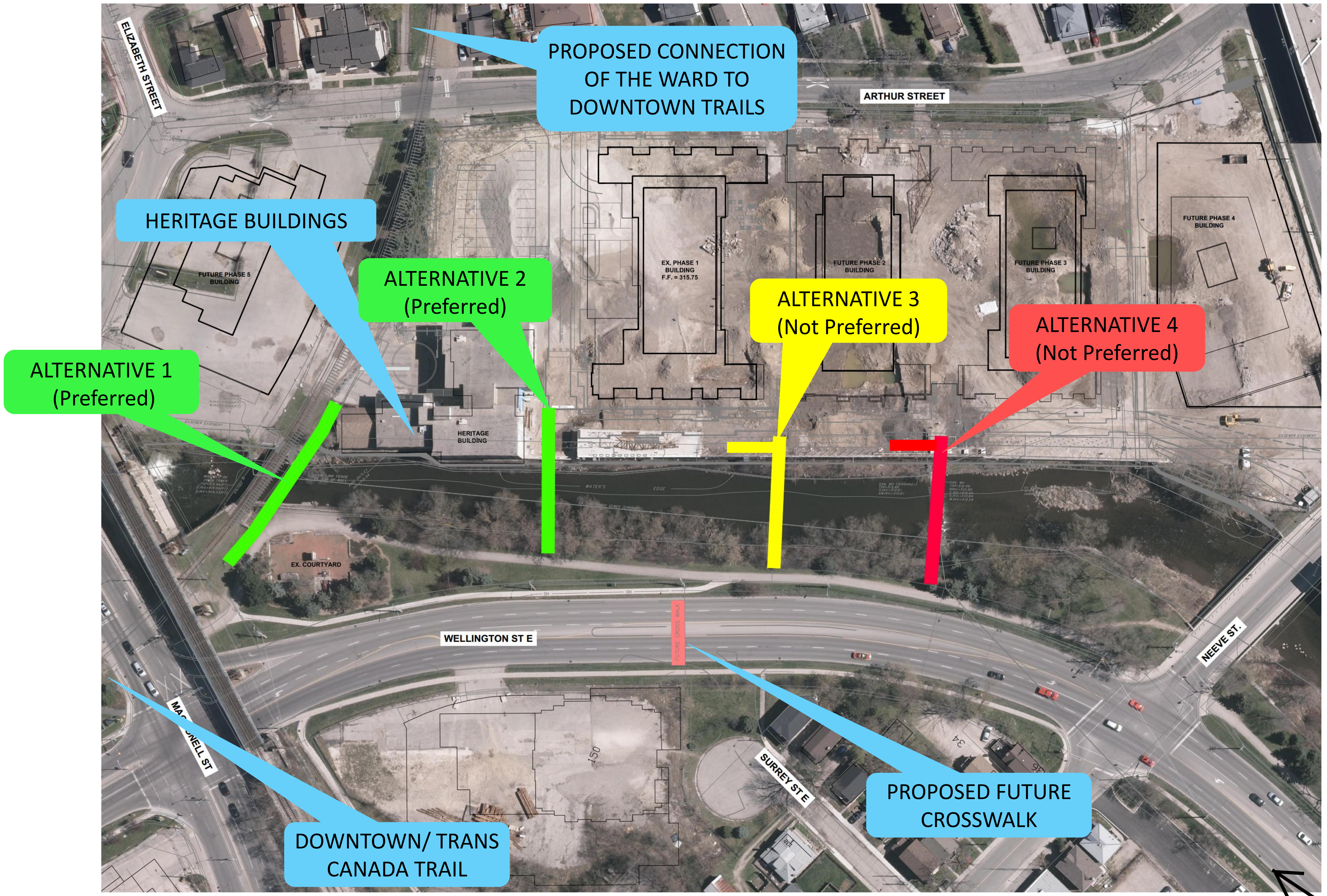
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ATT-1 Downtown Secondary Plan Schedule A: Mobility Plan

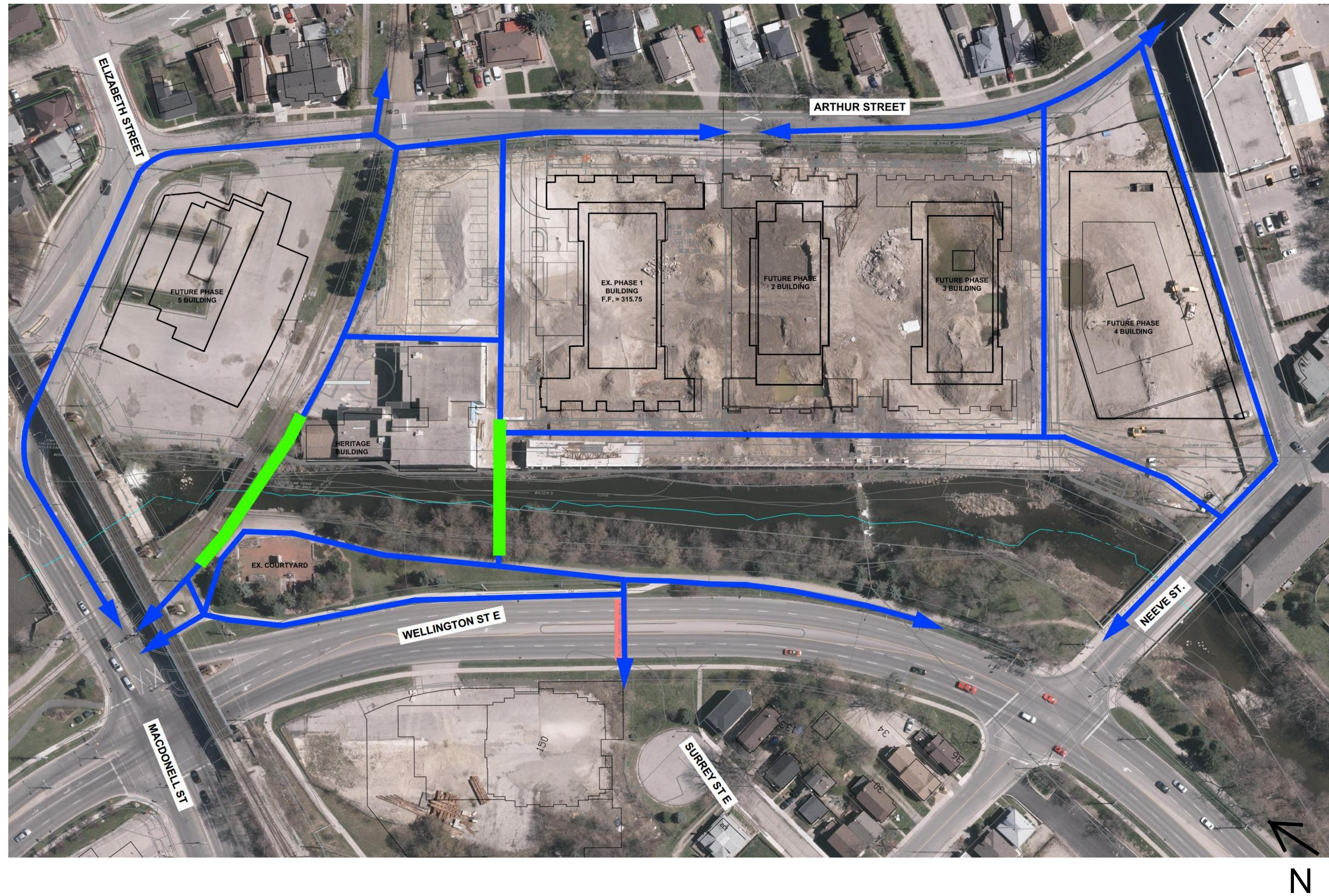


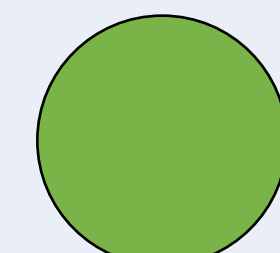
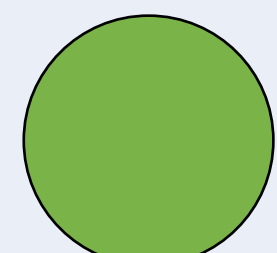
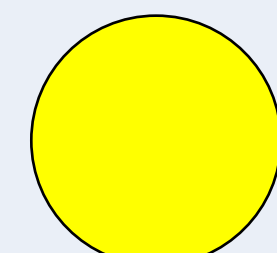
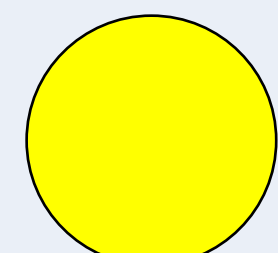
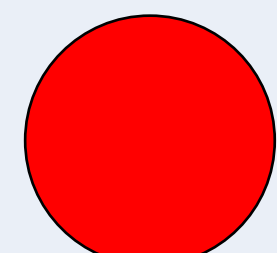
SCHEDULE A > MOBILITY NETWORK

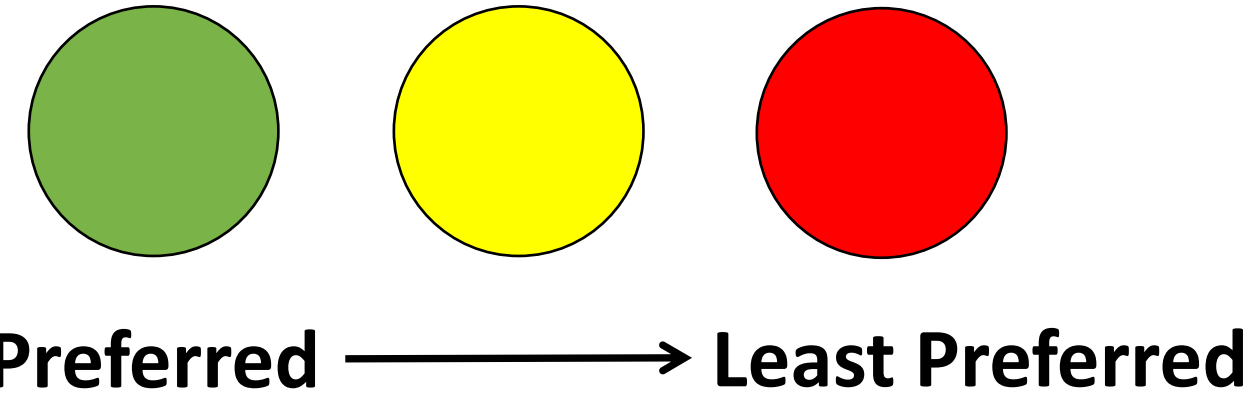
Plan of Alternatives Evaluated



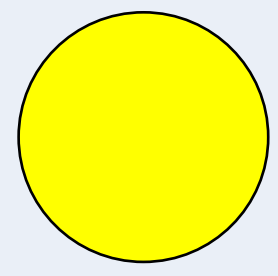
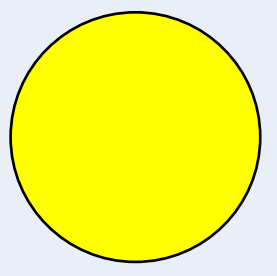
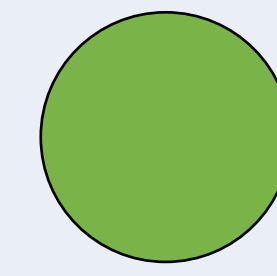
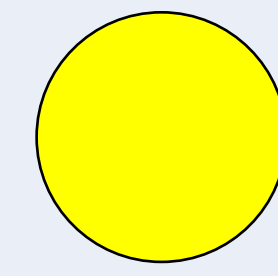
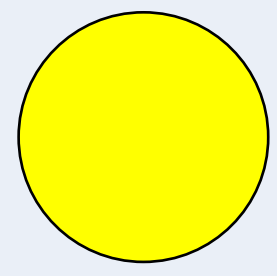
Active Transportation Movements: Alternatives 1 & 2

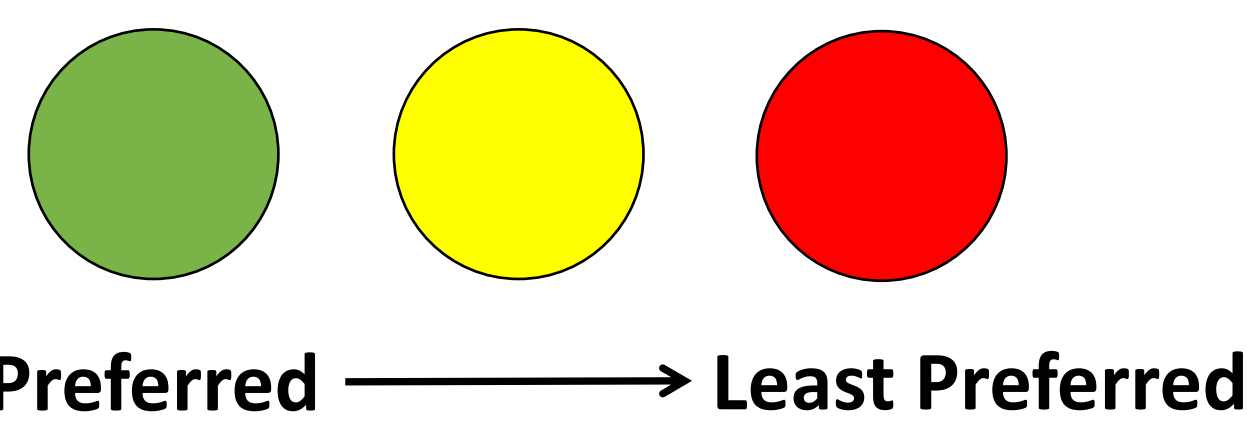


Factor/Criteria	Alternative 1 Bridge immediately south of Guelph Junction Railway Bridge	Alternative 2 Bridge ±200 m north of Neeve Street	Alternative 3 Bridge ±140 m north of Neeve Street	Alternative 4 Bridge ±90 m north of Neeve Street	Alternative 6 Do Nothing
Socio-Economic Environment <ul style="list-style-type: none"> • Property Impacts • Impacts to Businesses and Adjacent Land Uses • Community Connectivity and Mobility including Cyclist/Pedestrian Movement • Visual Impacts • Public Safety 	<ul style="list-style-type: none"> • Connect two multi-use trails on either side of the river. • Improved connectivity may benefit businesses in the area. • Visual impacts of new structure may be mitigated by the adjacent GJR bridge and Metrolinx viaduct. • Would greatly improve public safety concern of pedestrians using GJR bridge. • No property acquisitions required, but would have to adhere to setbacks to adjacent heritage buildings and GJR tracks. 	<ul style="list-style-type: none"> • Aligns with the proposed promenade on the east side of the Speed River. • Conceptually shown on the Urban Design Master Plan for the 5 Arthur Street South. • Close to proposed Wellington Street South Crosswalk for future south platform of the Guelph Central Station. • As the heritage building is intended to be a destination point, view from Arthur Street South will be beneficial for way finding for visitors. • Improved connectivity between Ward and Downtown may benefit businesses in the area. 	<ul style="list-style-type: none"> • Location is midway between GJR bridge and Neeve Street. • Location close to proposed Wellington Street South Crosswalk leading to more direct route to the future south platform of the Guelph Central Station. • Bridge cannot be seen from Arthur Street South reducing wayfinding for visitors. • Improved connectivity between Ward and Downtown may benefit businesses in the area. • Does not address public safety issue of pedestrians that currently use the GJR bridge to cross the Speed River. 	<ul style="list-style-type: none"> • Bridge cannot be seen from Arthur Street South reducing wayfinding for visitors. • Improved connectivity between Ward and Downtown may benefit businesses in the area. • Does not address public safety issue of pedestrians that currently use the GJR bridge to cross the Speed River. 	<ul style="list-style-type: none"> • Does not improve connectivity between Ward and Downtown. • Urban Design Master Plan for the 5 Arthur Street South developments identifies pedestrian crossings in two locations. • Does not address public safety issue of pedestrians that currently use the GJR bridge to cross the Speed River. • Does not affect any existing views.
					

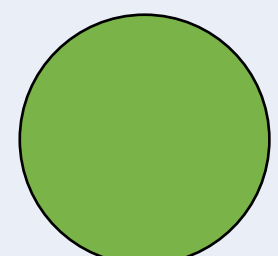
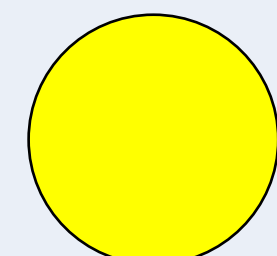
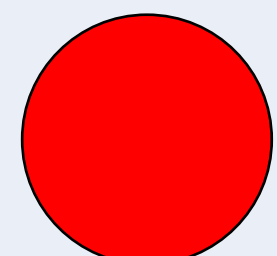
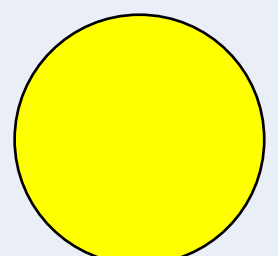
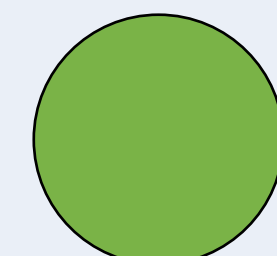


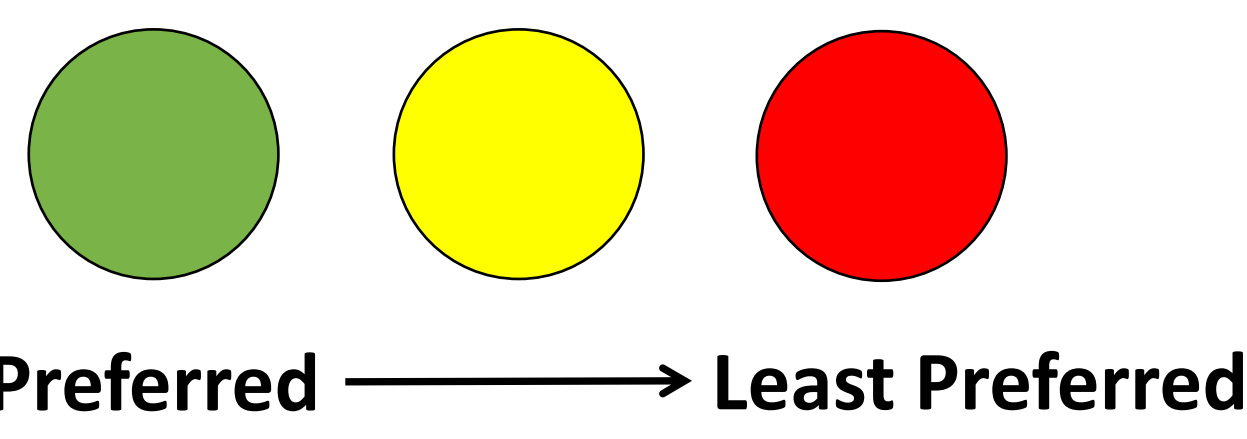
Evaluation of Alternatives

Factor/Criteria	Alternative 1 Bridge immediately south of GJR Bridge	Alternative 2 Bridge ±200 m north of Neeve Street	Alternative 3 Bridge ±140 m north of Neeve Street	Alternative 4 Bridge ±90 m north of Neeve Street	Alternative 6 Do Nothing
Cultural Environment <ul style="list-style-type: none"> Built Heritage Archaeological Potential 	<ul style="list-style-type: none"> There was a pedestrian crossing in this location at one point in time. A new bridge may affect the views of existing heritage resources such as the GJR bridge and Metrolinx viaduct. Provides an enhanced view from the bridge to the remaining built heritage features. A new bridge could provide opportunities to commemorate identified heritage resources in the area. No anticipated impacts to areas with archaeological potential. 	<ul style="list-style-type: none"> Historically there was a conveyor bridge just north of this location. A new bridge may affect the views of existing heritage resources such as the GJR bridge and Metrolinx viaduct. Provides an enhanced view from the bridge to the remaining built heritage features. A new bridge could provide opportunities to commemorate identified heritage resources in the area. No anticipated impacts to areas with archaeological potential. 	<ul style="list-style-type: none"> Minimal impacts to existing heritage resources. A new bridge could provide opportunities to commemorate identified heritage resources in the area. No anticipated impacts to areas with archaeological potential. 	<ul style="list-style-type: none"> Minimal impacts to existing heritage resources. A new bridge could provide opportunities to commemorate identified heritage resources in the area. Areas with archaeological potential may be disturbed, requiring a Phase 2 Archaeological Assessment. 	<ul style="list-style-type: none"> No impacts to heritage resources. No impacts to areas with archaeological potential. Does not provide opportunities to create views of or commemorate existing heritage resources.
					

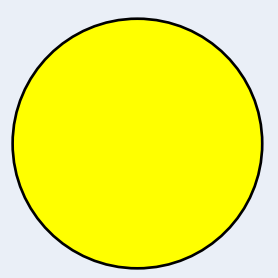
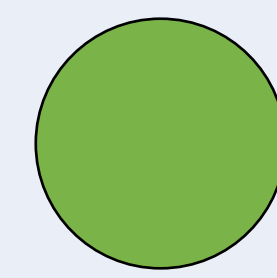
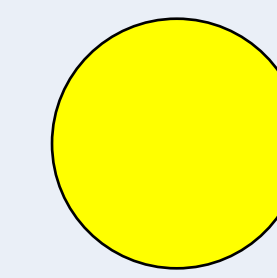
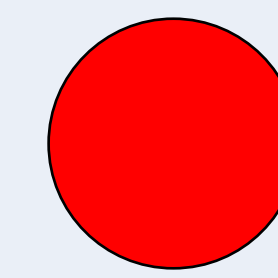
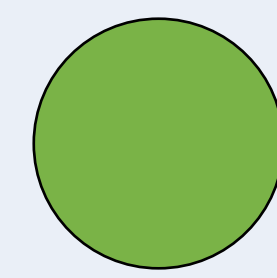


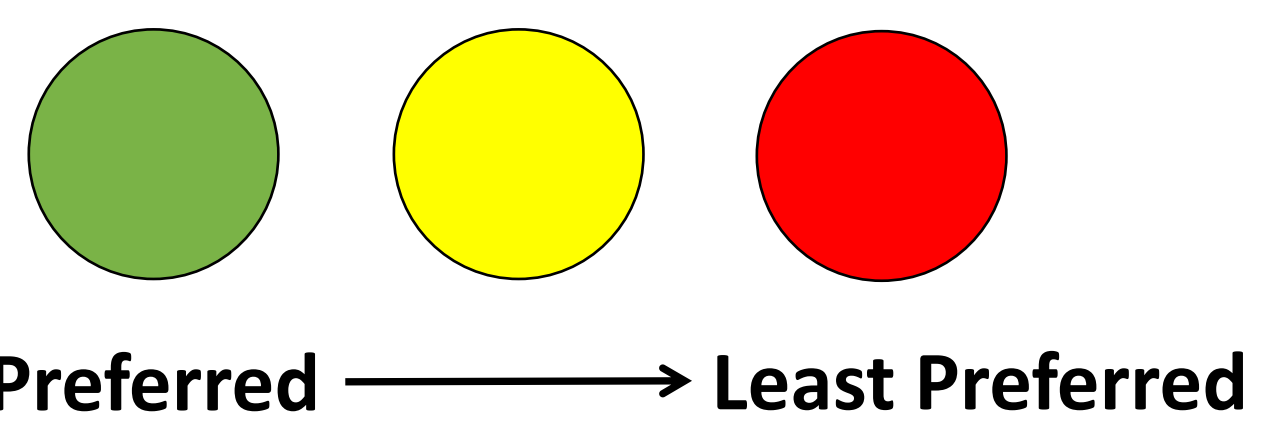
Evaluation of Alternatives

Factor/Criteria	Alternative 1 Bridge immediately south of GJR Bridge	Alternative 2 Bridge ±200 m north of Neeve Street	Alternative 3 Bridge ±140 m north of Neeve Street	Alternative 4 Bridge ±90 m north of Neeve Street	Alternative 6 Do Nothing
Natural Environment <ul style="list-style-type: none"> • Aquatic Habitat and Fish Passage • Vegetation • Wildlife and Habitat • Species at Risk • Floodplain 	<ul style="list-style-type: none"> • No naturalized vegetation is anticipated to require removal. • Construction would impact the fewest number of trees along the banks of the river. • No impact to floodlines, channel processes or fish movement potential. 	<ul style="list-style-type: none"> • Requires naturalized vegetation removal on the west side of the Speed River. • Bridge construction may affect the existing and proposed bioswales on the east side of the Speed River. • No impact to floodlines, channel processes or fish movement potential. • West abutment would be located behind an existing retaining wall reducing impact. 	<ul style="list-style-type: none"> • Requires naturalized vegetation removal on the west side of the Speed River. • Bridge construction and long accessibility ramps will affect the existing and proposed bioswales on the east side of the Speed River. • Potential for changes in flood elevations due to altered flow regime would need to be mitigated or accepted. • No impact to fish movement potential. • West abutment would be located on the existing naturalized slope and may cause damage to existing habitat and potential for hardened slopes. 	<ul style="list-style-type: none"> • Requires naturalized vegetation removal on the west side of the Speed River. • Bridge construction and long accessibility ramps will affect the existing and proposed bioswales on the east side of the Speed River. • Potential for changes in flood elevations. • No impact to fish movement potential. • West abutment would be located behind an existing retaining wall reducing impact. • Previously disturbed for construction of a sanitary sewer. 	<ul style="list-style-type: none"> • No impacts to the natural environment.
					



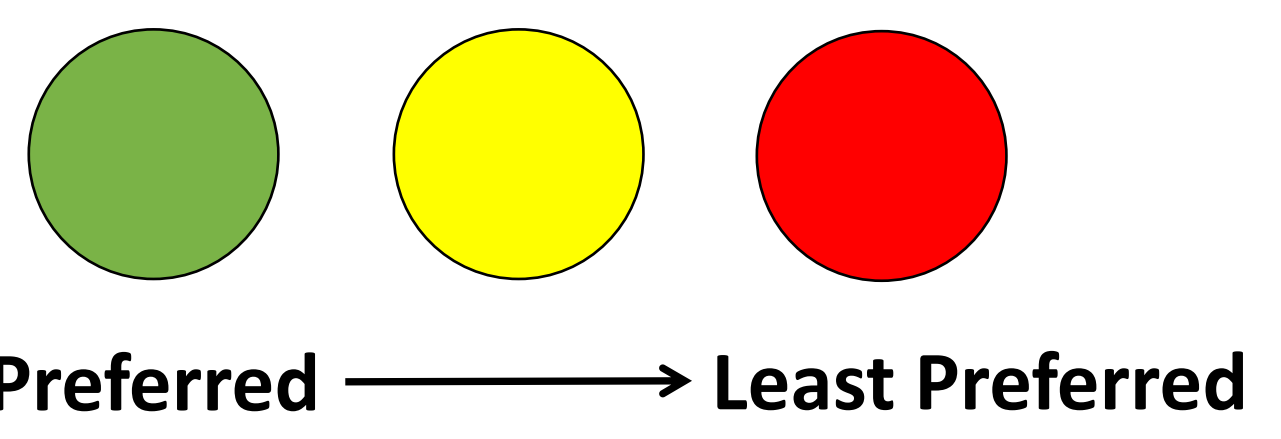
Evaluation of Alternatives

Factor/Criteria	Alternative 1 Bridge immediately south of GJR Bridge	Alternative 2 Bridge ±200 m north of Neeve Street	Alternative 3 Bridge ±140 m north of Neeve Street	Alternative 4 Bridge ±90 m north of Neeve Street	Alternative 6 Do Nothing
Technical Environment <ul style="list-style-type: none"> • Geometry • Utilities • Constructability • Structure Longevity 	<ul style="list-style-type: none"> • Requires a larger clear span compared to other alternatives, and may require an intermediate pier on one of the banks. • Staging of construction would need to consider adjacent heritage resources. • Significant utility coordination would be required before and during construction. • A structure type that mirrors the historic arch crossing would be more expensive and difficult to construct. • New structure would have an estimated 50-75 year design life. 	<ul style="list-style-type: none"> • Requires the shortest span and a accessibility ramp <u>not</u> parallel to the Speed River. • Staging of construction would need to consider adjacent heritage resources. • Significant utility coordination would be required before and during construction. • Construction would provide opportunities to restore the existing retaining wall in this location. • New structure would have an estimated 50-75 year design life. 	<ul style="list-style-type: none"> • Requires very long ramps (10-20 m) parallel to the Riverwalk river for accessible access. • Significant utility coordination would be required before and during construction. • New structure would have an estimated 50-75 year design life. 	<ul style="list-style-type: none"> • Requires very long ramps (10-20 m) parallel to the Riverwalk for accessible access. • Significant utility coordination would be required before and during construction. • Constructability may be more complex due to the existing infrastructure in the area. • New structure would have an estimated 50-75 year design life. 	<ul style="list-style-type: none"> • No impacts to the technical environment.
					



Evaluation of Alternatives

Factor/Criteria	Alternative 1 Bridge immediately south of GJR Bridge	Alternative 2 Bridge ±200 m north of Neeve Street	Alternative 3 Bridge ±140 m north of Neeve Street	Alternative 4 Bridge ±90 m north of Neeve Street	Alternative 6 Do Nothing
Economic Considerations <ul style="list-style-type: none"> Capital and Life Cycle Costs 	<ul style="list-style-type: none"> Capital cost of new structure = \$ 500,000 Maintenance costs would be low initially and gradually increase over the life of the structure. Greater capital cost is largely due to span requirements and potentially more supporting piers. 	<ul style="list-style-type: none"> Capital cost of new structure = \$ 400,000 Maintenance costs would be low initially and gradually increase over the life of the structure. Additional maintenance would be required for stairs/ramps on east side of Speed River. 	<ul style="list-style-type: none"> Capital cost of new structure = \$ 425,000 Maintenance costs would be low initially and gradually increase over the life of the structure. Additional maintenance would be required for ramps on east side of Speed River. 	<ul style="list-style-type: none"> Capital cost of new structure = \$ 425,000 Maintenance costs would be low initially and gradually increase over the life of the structure. Additional maintenance would be required for ramps on east side of Speed River. 	<ul style="list-style-type: none"> No initial capital costs. Risk exposure from pedestrians may result in future costs to the City. Increased pedestrian and cyclist traffic may require infrastructure upgrades on Macdonell and Neeve Streets to accommodate increased traffic.
CONCLUSION					
	Alternative 1 is one of two most preferred alternatives.	Alternative 2 is one of two most preferred alternatives.			



Provincial/Federal Consultation Alert							
Title	Ministry	Consultation Deadline	Summary	Proposed Form of Input	Rationale	Lead	Link to Ministry Website
Proposed amendment to the 5-year time limited exemption for two-way radios under Ontario's Distracted Driving Law.	Ontario Ministry of Transportation (MTO)	June 15, 2017	<p>On January 1, 2018, specific time-limited exemptions for the holding and use of two-way radios outlined in Ontario Reg. 366/09 are set to expire thereby prohibiting their use for all road users.</p> <p>MTO is requesting feedback from stakeholders on three proposed options:</p> <ol style="list-style-type: none"> 1) Extend the exemption for hand-held use of two-way radios for an additional seven years. 2) Make the exemption permanent. 3) Allow the exemption to expire (making hand-held use of devices illegal and requiring all currently exempted drivers to use hands-free alternatives only). 	Staff comments will be submitted by the on-line email form on the Ontario's Regulatory Review site and provided to Council via the Information Package following the consultation deadline.	Certain public function employees (i.e. public transit, Public Works) are permitted to use two way radios to provide service and obtain assistance. The prohibition of two-way radios may require the City to consider an alternative form of communication technology.	Operations(Fleet)	Ontario's Regulatory Review

Provincial/Federal Consultation Alert							
Title	Ministry	Consultation Deadline	Summary	Proposed Form of Input	Rationale	Lead	Link to Ministry Website
Proposed New Excess Soil Reuse Regulation and Amendments to Existing Regulations	Ministry of the Environment and Climate Change (MOECC)	June 23, 2017	<p>An EBR notice has been posted (013-0299) proposing a new regulation and key complementary regulatory amendments related to the management of excess soil including proposed amendments to the Records of Site Condition Regulation (O. Reg. 153/04). Amendments to the latter will make excess soil management on brownfield properties consistent with and complementary to the proposed excess soil management requirements.</p> <p>The proposals will have the following goals: to protect human health and the environment from inappropriate relocation of excess soil; and enhance opportunities for the beneficial reuse of excess soil and reduce greenhouse gas emissions associated with the movement of excess soil.</p>	Staff comment will be submitted via the online Environmental Registry (EBR) and provided to Council via the Information Package following the consultation deadline.	<p>Several hundred tonnes of excess soils are being generated and brought to the City every year as a result of infrastructure projects, development projects (subdivision projects), environmental projects etc. As such, it would be in the best interests of the City to provide comments and/or concerns to the MOECC regarding the best use/reuse of the excess soils and to promote efficiency in the (re)development of brownfields located throughout the City.</p> <p>The City recently was awarded a "2016 Brownie Award" for its "Guideline for the Development of Contaminated or Potentially Contaminated Sites". The City is known for its flexible and practical approach to the development of Contaminated or Potentially Contaminated Sites.</p> <p>The City's environmental engineering service area was consulted several times by MOECC staff when they were formulating the amendments to O. Reg. 153/04.</p> <p>The City's new snow disposal facility will also function as a temporary excess soil storage area, and street sweeping storage among other uses.</p>	Engineering Services	https://www.ebr.gov.on.ca/ERS-WEB-External/displaynoticecontent.do?noticeId=MTMyMzMw&statusId=MjAwOTA2&language=en

Provincial/Federal Consultation Alert							
Title	Ministry	Consultation Deadline	Summary	Proposed Form of Input	Rationale	Lead	Link to Ministry Website
2016 Review of the Accessibility Transportation Standards	Ministry of Economic Development, Trade and Employment	July 19, 2017	<p>The Accessibility for Ontarians with Disabilities Act, 2005 (AODA) is expected to achieve an accessible Ontario by 2025 through the development, implementation and enforcement of accessibility standards that apply to the public, private and not-for-profit sectors.</p> <p>The Transportation Standards under the Act set out requirements to help transportation and public transit providers as well as municipalities, universities, colleges, hospitals and school boards make their transportation services and vehicles accessible to people with disabilities.</p> <p>The Standards came into effect on July 1, 2011. The Act requires the review of each accessibility standard five years after it becomes law to determine whether the standard is working as intended and to allow for adjustments to be made as required.</p> <p>Topics of the draft changes include:</p> <ul style="list-style-type: none"> • Conventional transit • Specialized transit • Duties of municipalities that license taxicabs • Accessible Parking Spaces • Coordination between specialized transit services • New and emerging technologies 	Staff and Accessibility Advisory Committee will review the recommendations and provide feedback via the online survey.	A coordinated staff level response to the Ministry survey is considered appropriate in this case	Transit	https://www.ontario.ca/page/2016-review-accessibility-transportation-standards

Provincial/Federal Consultation Alert							
Title	Ministry	Consultation Deadline	Summary	Proposed Form of Input	Rationale	Lead	Link to Ministry Website
Addressing Food and Organic Waste in Ontario	Ministry of the Environment and Climate Change	July 30, 2017	<p>An EBR notice has been posted (013-0094) as a Policy Proposal Notice. This discussion paper, "Addressing Food and Organic Waste in Ontario", serves as the basis for preliminary discussion with stakeholders to inform the development of the Food and Organic Waste Framework.</p> <p>The Strategy for a Waste-Free Ontario: Building the Circular Economy, released on February 28, 2017, commits the ministry to a Food and Organic Waste Action Plan with a key action being the possible banning of food waste from disposal.</p> <p>The Food and Organic Waste Framework will aim to:</p> <ul style="list-style-type: none"> • Reduce the amount of food that becomes waste • Remove food and organic waste from the disposal stream • Reduce greenhouse gas emissions that result from food and organic waste • Support and stimulate end markets that recover the value from food and organic wastes • Increase accountability of responsible parties • Improve data on food and organic waste • Enhance promotion and education regarding food and organic waste <p>The intent of this Discussion Paper is to offer an early opportunity for Ontarians to provide input towards the development of a Food and Organic Waste Framework.</p>	Staff comments will be submitted on the online Environmental Registry (EBR) and provided to Council via the Information Package following the consultation deadline.	<p>Staff response on the proposed Discussion Paper will be consistent with comments provided at Ministry Food Waste Consultation Sessions.</p> <p>The City of Guelph has a vested interest in diverting food and organic waste from landfill through the operation of our Organic Waste Processing Facility, thereby reducing our carbon footprint and increasing our diversion rate.</p> <p>Further, should the Ministry ban food waste from disposal, there may be considerations related to City operations, capacity, promotion/education, etc.</p>	Environmental Services	Environmental Registry

Provincial/Federal Consultation Alert							
Title	Ministry	Consultation Deadline	Summary	Proposed Form of Input	Rationale	Lead	Link to Ministry Website
Bill 139 – the proposed Building Better Communities and Conserving Watersheds Act, 2017	Ministry of Municipal Affairs	August 14, 2017	<p>Bill 139 proposes to introduce new legislation to replace the Ontario Municipal Board with the Local Planning Appeal Tribunal, and make amendments to existing legislation, including the <i>Planning Act</i>, to give communities a stronger voice in land use planning.</p> <p>If passed, the proposed changes to statutes dealing with land use planning would:</p> <ul style="list-style-type: none"> • Give more weight to local and provincial decisions by changing the standard of review – the grounds for appeal on major matters would be limited to their failure to conform or be consistent with provincial and local policies • Give municipal elected officials greater control over local planning by exempting a broader range of municipal land use decisions from appeal. • Support clearer and more timely decision making • Support government priorities on climate change 	Staff-level comments will be submitted on the Environmental Registry (EBR) based on the Council endorsed comments from the December 2016 consultation, and provided to Council via the Information Package following the consultation deadline.	Upon initial review, the draft legislation responds to many of the City’s major recommendations. Council endorsed comments from the prior consultation provide a detailed basis for responding to the proposed legislation.	Legal Services Planning, Urban Design and Building Services	<p>EBR Registry Number: 013-0590</p> <p>https://www.ontario.ca/page/ministry-municipal-affairs</p>



Official Submission: Building Ontario's First Food Security Strategy

Guelph & Wellington Task Force for Poverty Elimination
May 2017

Introduction

The Guelph & Wellington Task Force for Poverty Elimination works collaboratively, informed by diverse voices of experience, to support local action and advocate for system and policy change that address the root causes of poverty. The Poverty Task Force (PTF) recognizes that household food insecurity is a critical priority and believes that everyone should have access to affordable and healthy food in a dignified manner.

It is the position of the PTF that a multi-pronged income-based response is needed to address the root causes of household food insecurity¹. The PTF's full position statement on household food insecurity is included in Appendix 1.

In alliance with other organizations, such as Dietitians of Canada and OSNPPH, the PTF advocates for a response to household food insecurity that includes:

- Living wage policies
- Increased social assistance rates
- Increased investment in subsidized, affordable and stable housing options
- A Basic Income Guarantee

Background

To help shape Ontario's Food Security Strategy, the PTF engaged with local stakeholders to provide input and share ideas to help the province achieve a vision where every person is food secure, to support them in leading healthy and active lives². Local conversations generally followed the questions put forward in the province's Discussion Guide, and reflected on local experiences and best practices. A list of stakeholders that participated in the engagement session are listed in Appendix 2.

¹ (Guelph & Wellington Task Force for Poverty Elimination, 2016)

² (Government of Ontario, 2017)

Food Insecurity & Food Security

The PTF and local stakeholders are concerned about the lack of understanding demonstrated in the province's Discussion Paper about issues related to community food security and food systems, and household food insecurity. The Discussion Guide appears to use the terms interchangeably throughout the document, suggesting that they are opposing concepts and that addressing one will lead to solutions for the other. However, research clearly demonstrates that food-based interventions that focus on improvements to the overall food system will not significantly address household food insecurity, which is an income-based problem. Understanding food security and food insecurity, including root causes, as well as identifying evidence-based interventions, is critical to the development of a food security strategy.

To help strengthen understanding of the concepts of food security and food insecurity, the PTF encouraged stakeholders that participated in informing this submission to consider the following definitions:

- Food Security: "Food security exists when all people, at all times, have physical and economic access to sufficient, safe and nutritious food that meets their dietary needs and food preferences for an active and healthy life³."
- Household Food Insecurity: "The inadequate or insecure access to adequate food due to financial constraints⁴."

The PTF strongly encourages the Government of Ontario to make addressing household food insecurity a priority as part of its broader Food Security Strategy.

Collective Impact

Like the province, the PTF believes that a collective impact approach can assist with driving required changes. Local stakeholders identified the PTF and The Seed as collective impact models that have had an impact on food insecurity initiatives in our community.

Guelph & Wellington Task Force for Poverty Elimination

The PTF is a multi-sector, collaborative initiative focused on eliminating poverty in Guelph-Wellington and is funded by the City of Guelph, County of Wellington, and United Way Guelph Wellington Dufferin. In 2010, services providers and community members requested that the PTF take local action to improve the local emergency food system. Working in partnership with the University of Guelph's Community Engaged Scholarship Institute, the PTF conducted two in-depth research projects to explore what was working well and what was not, as well as possible solutions, according to emergency food providers and users. The final reports are available here:

³ (Food and Agriculture Organization of the United Nations, 2006)

⁴ (PROOF, n.d.)

- Emergency Food Services in Guelph-Wellington: A Scan of the Current System and Thoughts on the Future (2011): http://www.gwpoverty.ca/wp-content/uploads/2014/01/Emergency_Food_Services_in_Guelph-Wellington.pdf
- Using Emergency Food Services in Guelph-Wellington (2013): <http://www.gwpoverty.ca/wp-content/uploads/2014/01/6.-Emergency-Food-Services-GW-April-2013.pdf>

Based on the results of the research, the PTF convened key stakeholders (the Emergency Food Services Ad-Hoc Committee) to develop a set of short- and long-term recommendations. The recommendations were endorsed by the PTF and broadly supported by the community. The recommendation report is available here:

- Recommendation Report: Using Emergency Food Services in Guelph-Wellington (2013): <http://www.gwpoverty.ca/wp-content/uploads/2013/12/Recommendation-Report.pdf>

The PTF continued to provide backbone support to the Emergency Food Services Ad-Hoc Committee to implement the recommendations. Over time, this work transitioned from the PTF to the Guelph Community Health Centre and the Ad-Hoc Committee became known as 'The Seed.'

The Seed

In 2014, The Seed successfully applied to the Ontario Trillium Foundation under the leadership of the Guelph Community Health Centre and the Guelph Neighbourhood Support Coalition. This funding has supported The Seed to implement a collective impact model focused on food-related issues, including household food insecurity.

The Seed holds a vision for creating a dedicated space for food programming in Guelph that will:

- Increase access to healthy food
- Build food skills and knowledge
- Coordinate distribution of health food
- Use food to create community
- Advocate for policies that target the root causes of food insecurity

More information about The Seed is available here: <http://theseedguelph.ca/>

Empowered Communities

Stakeholders that participated in informing this submission were provided background from the province's Discussion Guide on the theme of 'empowered communities.' Based on this information, as well as their own experiences and knowledge, participants were asked a series of questions adapted from the Discussion Guide. Below is a summary of their responses.

Community Approaches

When asked to provide examples of community approaches that have increased affordable, healthy and culturally appropriate foods for food insecure households, participants identified an impressive list of innovative community approaches. Examples include:

The Pod Community Food Distribution Program

The Pod Community Food Distribution Program is an initiative of The Seed aimed at increasing access to fresh, healthy food for low-income community members in Guelph. The Pod acquires fresh produce from local distributors, retailers, and farmers through bulk purchasing, gleaning, and donations. The produce is stored in a centralized storage facility, and then redistributed on a weekly basis to community-based charitable food assistance programs. More information is available here: <http://theseedguelph.ca/>

An in-depth feasibility study and pilot program plan was conducted in advance of the launch of The Pod. This document can be accessed here: <http://theseedguelph.ca/wp-content/uploads/2016/04/Guelph-Community-Fresh-Food-Storage-Distribution-Feasibility-Study-and-Pilot-Program-Plan-2016.pdf>

An evaluation in October 2016 by the Guelph & Wellington Task Force for Poverty Elimination demonstrated early positive outcomes. Community-based charitable food assistance programs reported an increase in the quantity and quality of fresh produce they could distribute to clients because of working with The Pod⁵. The PTF will conduct a second evaluation in the fall 2017.

North End Harvest Market

The North End Harvest Market is a weekly free fruit and vegetable market to support low income families and individuals to meet their healthy food needs. To access the market, families and individuals are only asked to provide their name and address. More information is available here: <http://guelphneighbourhoods.org/programs/north-end-harvest-market/>

Market Bucks - Farmers Market Vouchers

Launched as a pilot project in 2015, the Market Bucks program allows consumers to purchase products from farmers' market vendors using vouchers. Market Bucks are distributed to low-income clients through social service agencies (e.g. Ontario Works) in three rural communities: Mount Forest, Palmerston, and Harriston. To reduce the possibility of stigma attached to use of the Market Bucks, they were also sold at full price to any interested party or individual. As a result, vendors receiving the Market Bucks as payment were unaware of how the Market Bucks were received.

An evaluation of the Market Bucks pilot in 2015 conducted by the PTF demonstrated that the program increased access to healthy, nutritious food in a dignified manner, increased connection to community for

⁵ (Guelph & Wellington Task Force for Poverty Elimination, 2016)

vulnerable residents, and increased exposure and revenue for local farmers/vendors⁶. Additional funding was received to run the program again in 2016 and a second evaluation by the PTF proved consistently positive results.

Guelph Youth Farm

A new program in Guelph, Guelph Youth Farm is a youth-led social enterprise where youth are mentored and supported by a unique coalition of businesses, public institutions, and not-for-profit organizations. The Farm grows and sells fresh organic food, and offers youth training programs and services. The Farm supports youth to learn and teach food skills, be creative community leaders, create food-based programs and events that support community health, and develop skills and contacts for future employment opportunities. More information is available here: <http://theseedguelph.ca/gyf/>

Community Food Systems Approaches

The province identifies a community food systems approach as one that focuses on achieving local environmental, economic, and social health outcomes. Local stakeholders identified several approaches from outside our community that they believe fit in this category and have proven successful. These examples include: The Stop Community Food Centre, Community Food Centres Canada, FoodShare Toronto, Hamilton Food Strategy, Toronto Food Policy Council, and Sustain Ontario.

Locally, participants pointed to The Seed as a successful community food systems approach that has had an impact in Guelph. The Seed is a community food project of the Guelph Community Health Centre. The Seed's mission is to use the power of food to build healthy communities and address the underlying issues of food insecurity and poverty in Guelph. There are three pillars to their work: food access, food literacy, and outreach and advocacy.

Strengths & Limitations of Community-based Approaches

Participants noted that community-based approaches have many strengths, including the ability to alleviate the symptoms of food insecurity in the short-term. Participants also stressed the value that such approaches have in building community, increasing social inclusion, and improving food skills and knowledge. However, participants also stressed that communities cannot address household food insecurity through food systems approaches and interventions.

Food insecurity is not a food-based problem that can be impacted by food system enhancements or food access interventions at the community-level. Household food insecurity is a systemic issue strongly correlated with low income. Interventions that improve financial security are the only responses that have proven to be effective. For example, there is a 50% decline in household food insecurity among low-income

⁶ (Guelph & Wellington Task Force for Poverty Elimination, 2016)

seniors when they reach the age of 65 and become eligible for Old Age Security pension and Guaranteed Income Supplement⁷.

Evaluating Food Security

Locally, the PTF has played an important role in evaluating the impact of community-based approaches to household food insecurity. The PTF has conducted evaluations of The Pod and the Market Bucks Program. Links to these evaluations are available here:

- The Pod Evaluation Report <http://www.gwpoverty.ca/wp-content/uploads/2016/06/The-Pod-Evaluation-Report.pdf>
- Evaluation Report: 2015 Market Bucks Pilot Project <http://www.gwpoverty.ca/wp-content/uploads/2016/06/Market-Bucks-Evaluation-Report.pdf>
- Evaluation Report: 2016 Market Bucks <http://www.gwpoverty.ca/wp-content/uploads/2016/06/Market-Bucks-2017-Evaluation-Report.pdf>

Local stakeholders acknowledged that organizational capacity to conduct evaluations of their programs is sometimes limited. Additional funding is required to support this, particularly for third-party evaluators who have the necessary methodological expertise and impartiality in the project findings. We are pleased to note that the province has also identified this challenge and has responded by dedicating up to \$5 million for food-related projects as part of the Local Poverty Reduction Funding.

We asked local stakeholders to identify possible indicators that could be used to measure the three dimensions of food security:

- 1) Food availability (having sufficient quantities of food available on a consistent basis)
 - a) Amount and quality of culturally-acceptable foods available from emergency providers
 - b) Amount of land available and secured for farmland (urban and rural)
 - c) Number of food desserts
 - d) Number of food swamps
 - e) Amount of healthy food available in public systems (e.g. schools, day cares, etc.)
- 2) Food Access (having sufficient resources to obtain appropriate foods for a nutritious diet)
 - a) Nutritious Food Basket
 - b) Household food insecurity rates
- 3) Food Use (appropriate use based on knowledge of basic nutrition and care)
 - a) Level of food skills
 - b) Nutrition knowledge and attitudes
 - c) Fruit and vegetable consumption

Local stakeholders expressed concerns about the fact that data collection on these indicators is largely uncoordinated. This has resulted in different understandings about the state of food security and household food insecurity at a community level, which can lead to inadequate or inappropriate interventions.

⁷ (Guelph & Wellington Task Force for Poverty Elimination, 2016)

At a provincial level, concerns were expressed by stakeholders about the province's decision to opt out of measuring household food insecurity for 2015/16 as part of the Canadian Community Health Survey. This is particularly concerning given the fact that the province has identified measuring food insecurity as an outcome of the Basic Income Pilot project⁸. Not having the data from the CCHS survey will represent a significant gap in our understanding of household food insecurity at a provincial and community level.

Food Security is About More than Food

The province's discussion guide identifies several assets that are essential to food and nutrition security, including physical, social, financial, human, and natural assets. Local stakeholders were asked to consider the role of various sectors in increasing the assets. The following is a summary of the feedback collected.

Provincial Role: Increase Social Assistance Rates & Investments in Housing

Local stakeholders were very supportive of the provincial Basic Income Pilot program to increase some of the assets that are essential to food and nutrition security. However, there was acknowledgement that the pilot is focused on three communities over the next three years and that more is needed to address household food insecurity for those in immediate need.

Specific recommendations reflected those found in the PTF's position statement on household food insecurity, including:

- Increasing social assistance rates to ensure recipients have access to a full basket of supports essential to maintaining health, including adequate income and nutritious food
- Increasing investments in subsidized, affordable and stable housing options so households struggling to make ends meet do not have to face the dilemma of prioritizing basic needs

Other suggestions included:

- Introducing policies to increase healthy food environments
- Investing in the growth of the next generation of farmers
- Exploring legislation to reduce food waste
- Developing an awareness raising campaign about household food insecurity
- Investing in local food production
- Monitoring and reporting on food insecurity data
- Providing sustainable funding to community-based approaches to increase assets that are essential to food and nutrition security

⁸ (Government of Ontario, 2016)

Private Sector Role: Pay a Living Wage

In terms of the private sector's role in decreasing household food insecurity, local stakeholders focused on the need for employers to pay a living wage. This would support the 62.2% of food insecure households in Canada that are reliant on wages, salaries or self-employment⁹.

Additional recommendations were provided that focused on supporting food security (but would not impact household food insecurity):

- Supporting healthy food procurement policies
- Exploring opportunities to reduce food waste

Community Institutions Role

When considering the role of community institutions in increasing assets, recommendations from local stakeholders included:

- Improving social connectedness, social inclusion, and community-based networks
- Incorporating education about food security and household food insecurity into school curriculums
- Developing opportunities for food insecure households to inform solutions
- Establishing procurement policies that ensure local and sustainable food is purchased

Stakeholders also highlighted the following community-based initiative from Guelph-Wellington that is focused on increasing assets that are essential to food and nutrition security:

Circles Guelph-Wellington

Circles Guelph-Wellington is a community-based initiative that creates relationships across economic boundaries. It matches people of low-income who have attended the Getting Ahead program with people of middle- and upper-income who have attended Bridges Out of Poverty training.

Circles is a high-impact, 18-month voluntary strategy designed to:

- Provide emotional and practical support
- Assist with complex issues
- Build the "social capital" of people living in low income situations
- Show the community the very real barriers holding people in poverty
- Walk with people in poverty and support positive changes in their lives.

Circles Guelph-Wellington is currently conducting an intensive evaluation, funded by the Local Poverty Reduction Fund.

More information about the program is available here: <http://circlesgw.ca/>

⁹ (Guelph & Wellington Task Force for Poverty Elimination, 2016)

Social Enterprise

Local stakeholders had an opportunity to discuss social enterprises and develop a shared understanding of how they can tackle social and environmental challenges related to food insecurity. In general, there was consensus that social enterprises can have powerful impacts on some food insecure households. The following were provided as examples:

Garden Fresh Box

Garden Fresh Box (GFB) is a non-profit produce buying program that provides customers with affordable fresh fruits and vegetables and supports our local farmers. The GFB content changes from month to month because the fruits and vegetables are chosen in season when they are at the peak of their nutritional value. Subsidized boxes are available for low-income households. More information is available here: <http://www.gardenfreshbox.ca/>

Examples from other communities were also shared by stakeholders:

- 541 Eatery & Exchange <http://fivefortyone.ca/>
- The Raw Carrot <http://therawcarrot.com/>
- College Street Café and Catering <http://seontario.org/stories/college-street-cafe-and-catering/>

While participants could identify social enterprises that have had a positive impact, they stressed that such models are extremely limited in their ability to address system-level income-based issues that are at the root of household food insecurity. Stakeholders expressed concern about the province over-emphasizing the impact social enterprises can have on household food insecurity, rather than focusing on income-based solutions.

Additional Feedback

Local stakeholders were asked to reflect on discussions at the engagement session and to provide additional feedback that was not covered. In general, the comments reiterated the following recommendations for the Government of Ontario:

- Make addressing household food insecurity a priority as part of its broader Food Security Strategy
- Focus on multi-pronged, income-based responses to address the root causes of household food insecurity

Appendix 1 – PTF Position Statement: Household Food Insecurity



Position Statement: **Household Food Insecurity**

GUELPH & WELLINGTON TASK FORCE FOR POVERTY ELIMINATION / SEPTEMBER 2016

Position Statement

It is the position of the Guelph & Wellington Task Force for Poverty Elimination that a multi-pronged income-based response is required to effectively address household food insecurity.

Introduction

As a symptom of poverty, household food insecurity impacted over 3.2 million individuals in Canada in 2014 (Tarasuk, V., Mitchell, A. & Dachner, N., 2016). The health issues and associated health care costs as a result of household food insecurity are well documented, along with the impact household food insecurity can have on experiences of stigma, shame, stress, and social exclusion. While community-based charitable food assistance programs, such as food banks, play a role in addressing hunger, they are unable to reduce or eliminate poverty.

It is the position of the Guelph & Wellington Task Force for Poverty Elimination that a multi-pronged income-based response is needed to address the root causes of household food insecurity, which are financial constraints and financial vulnerability.

The position of the Poverty Task Force (PTF) is evidence-based and largely informed by the positions of experts in the field of household food insecurity, including the statements by Dietitians of Canada and the Ontario Society of Nutrition Professionals in Public Health (Appendix 1).

What is household food insecurity?

Household food insecurity is commonly defined as “inadequate or insecure access to adequate food due to financial constraints” (Dietitians of Canada, 2016a; Tarasuk, V., Mitchell, A. & Dachner, N., 2016). Experiences of household food insecurity “can range from concerns about running out of food before there is more money to buy more, to the inability to afford a balanced diet, to going hungry, missing meals, and in extreme cases, not eating for a whole day because of lack of food and money for food” (Tarasuk, V., Mitchell, A. & Dachner, N., 2016).

While poverty or low-income are often understood as the root causes, research suggests that household food insecurity is more accurately described as being caused by **financial constraints** and

financial vulnerability. When households have low or unreliable income, there is often not enough money to purchase sufficient healthy food after paying for rent, utilities, and other critical expenses. Unexpected financial or budget shocks, such as a job loss, rising housing or energy costs, or an unexpected health expense, can increase financial vulnerability, resulting in episodes of household food insecurity. Based on this understanding, researchers have concluded that household food insecurity is “not solely the product of an inadequate income level, but instead a lack of consumption insurance to address budget shocks, which are unexpected decreases in income or purchasing power of income” (Dietitians of Canada, 2016b).

It is important to note, that while often used interchangeably, the terms ‘food insecurity’ and ‘hunger’ are not the same. Dietitians of Canada note that **hunger** is a physical symptom of severe food insecurity experienced by an individual, and not necessarily by everyone in the household (2016b). **Community-based charitable food assistance programs**, such as food banks and meal programs, are often the primary community response to hunger experienced by food insecure households.

How prevalent is household food insecurity?

The Annual Report on Household Food Insecurity reported that 12.0% of Canadian households¹⁰ experienced some level of food insecurity in 2014. The report notes that, “this represents 1.3 million households, or 3.2 million individuals, including nearly 1 million children under the age of 18. More than 1 in 6 children under the age of 18 lived in households that experience food insecurity” (Tarasuk, V., Mitchell, A. & Dachner, N., 2016). The provincial rate of food insecurity prevalence for Ontario was 11.9%, and in Guelph it was 13.2% (Tarasuk, V., Mitchell, A. & Dachner, N., 2016).

Statistics demonstrate that household food insecurity is more prevalent among households with children (Tarasuk, V., Mitchell, A. & Dachner, N., 2016). Women, unattached adults, people who have a disability, Indigenous Peoples, the homeless, and some new immigrants/refugees are among those who “disproportionately experience a higher prevalence or risk of household food insecurity” (Dietitians of Canada, 2016b). Households receiving pensions as their main source of income have the lowest prevalence of household food insecurity (Herbert Emery, J.C., Fleisch, V., & McIntyre, L., 2013).

It is important to note that while statistics from community-based charitable food assistance programs are often used to demonstrate need in a community, they are not a valid measure of household food insecurity. Research has consistently identified that “Although a considerable number of people go to food banks, they represent only a small proportion – about 25% - of those who experience food insecurity” (OSNPPH, 2015).

¹⁰ The Annual Report on Household Food Insecurity utilized data from Statistic Canada’s annual Canadian Community Health Survey (CCHS). In 2013 and 2014, the CCHS Household Food Security Survey Module was optional and British Columbia, Manitoba, Newfoundland and Labrador, and Yukon chose not to include the measurement of food insecurity for their populations.

What are the impacts of household food insecurity?

Household food insecurity can lead to notable health issues among children and adults. Recent studies have reported that “the experience of hunger leaves an indelible mark on children’s physical and mental health, manifesting in greater likelihood of certain conditions, such as depression and asthma in adolescence and early childhood” (Tarasuk, V., Mitchell, A. & Dachner, N., 2016). Similarly, research has found that “adults in food-insecure households have poorer physical and mental health and higher rates of numerous chronic conditions, including depression, diabetes, and heart disease” (Tarasuk, V., Mitchell, A. & Dachner, N., 2016). Once a chronic condition is developed, health experts maintain that household food insecurity can interfere with the management of the condition (Dietitians of Canada, 2016b).

The health care costs of those living in food insecure households tends to be significant. Research has found that “compared to individuals from secure households, the odds of adults becoming a high cost user within the next 5 years were 46% greater for those living with food insecurity” (Dietitians of Canada, 2016b). Additionally, health care costs of food insecure adults “increased with the severity of food insecurity: 23%, 49% and 121% higher costs among adults from households with marginal, moderate and severe food insecurity respectively.” (Dietitians of Canada, 2016)

Aside from the health issues and the associated health care costs, individuals from food insecure households can experience stigma, shame, stress, and social exclusion (Dietitians of Canada, 2016b). This was confirmed in local research findings, which reported the main barrier to emergency food services in Guelph and Wellington was feelings of stigma (Dodd, W., Nelson, E., Cairney, K., Clark, J. & Cartagine, A., 2013).

The charitable food assistance response

Food banks, the most common form of charitable food assistance, were crafted as temporary relief operations during the recession in the early 1980s. However, food banks and other charitable food assistance programs have increased considerably over the past 30+ years and have “become a well-established part of the fabric of many communities across Ontario and Canada.” (OSNPPH, 2015). As a result, “food banking has grown and evolved into an extensive charity-based secondary food distribution system specifically for impoverished people” (OSNPPH, 2015).

While community-based charitable food assistance programs are well-intentioned and help some individuals, a growing body of evidence suggests they are ineffective and inappropriate for addressing the root causes of household food insecurity. Dietitians of Canada point to a Canadian study that looked at coping strategies for child hunger over the course of a decade. Despite a growth in the number of food banks and other community resources, use of these services as a coping method to deal with hunger remained static (2016b). Other research concludes that “only about one-fifth of food insecure households go to food banks, and typically they receive no more than 3-5 days’ worth of food staples per month” (Dietitians of Canada, 2016).

The barriers that limit community-based charitable food assistance programs, such as food banks, in addressing household food insecurity are embedded in their very design. Primarily dependent on donations for supply, charitable food programs are “typically not able to meet the preferences, religious restrictions, nutritional or health-related dietary needs of clients” (OSNPPH, 2015). Others note that “limitations are rooted in the current ad hoc nature of community food programs, in that they tend to be small-scale programs arising at the community level, with limited and/or short-term funding and reliance on volunteers, and thus are inherently limited in capacity” (Loopstra, R. & Tarasuk, V., 2013).

Some charitable food assistance programs have moved to expand beyond simply providing emergency food, to focus on building food preparation and growing skills, nutritional knowledge, and creating opportunities for social inclusion. However, research findings remain consistent, pointing out that these programs “are not used by the majority of food insecure households” (Dietitians of Canada, 2016b). Additionally, research findings have debunked assumptions that food insecure households lack food preparation skills, knowledge or motivation, challenging “the idea that food skills alone might be an adequate mechanism for protecting households from food insecurity” (Dietitians of Canada, 2016b).

Case studies of participatory food assistance programs, such as community gardens, found that they were inaccessible and did not fit with the needs, interests and lives of participants (Loopstra, R. & Tarasuk, V., 2013). With the expansion of community gardens, community kitchens, and Good Food Box programs in Canada, researchers have rebuked assumptions about the relevance of such programs to food insecure households. Leading national household food insecurity researchers argue that “while these programs aim to offer an alternative to charitable food assistance – something that was equally rejected by families in our study population – these findings highlight that community food programming may not be an accessible or efficient way for these families to meet their food needs.” (Loopstra, R. & Tarasuk, V., 2013).

Despite the limitations of community-based charitable food assistance programs, they continue to play a role in meeting the immediate need of some individuals in food insecure households. However, it is critical to not lose sight of the fact that charitable food programs “cannot themselves reduce or eliminate poverty through the redistribution of wealth” and are “ill-equipped to affect the structural inequities that perpetuate food insecurity” (Dietitians of Canada, 2016b).

The income-based response

Financial constraints and financial vulnerability are the root causes of household food insecurity, making income the strongest predictor. Research clearly demonstrates that “the probability of food insecurity rises as household income declines” (Tarasuk, V., Mitchell, A. & Dachner, N., 2016) (see Figure 1). Thus, to adequately address household food insecurity, income-based responses must be put in place to respond to income changes and household expenses (Dietitians of Canada, 2016b).

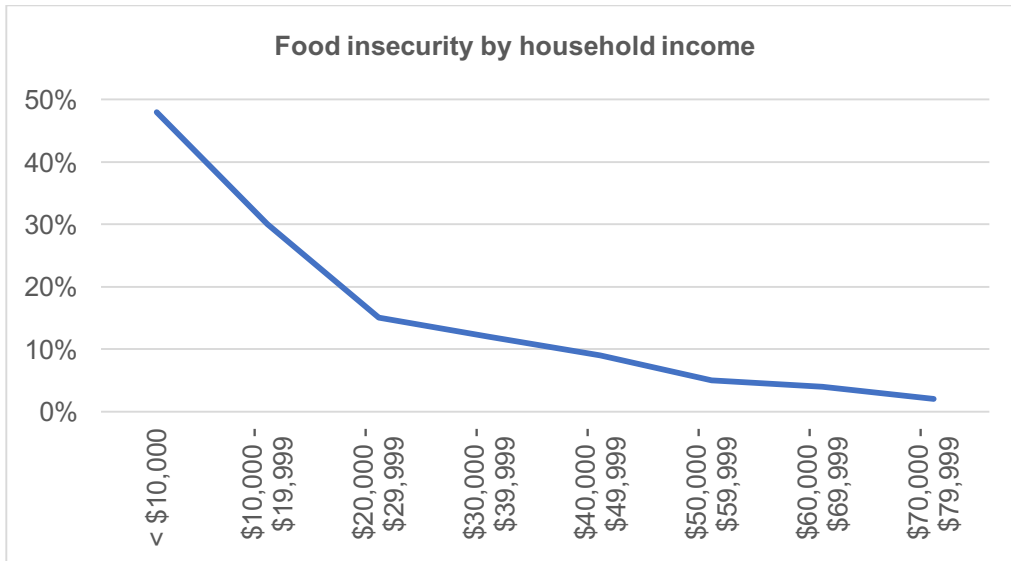


Figure 1: Food insecurity by household income. Adapted from Tarasuk, V., Mitchell, A., & Dachner, N., 2016.

In alliance with other organizations, such as Dietitians of Canada and OSNPPH, the PTF advocates for a multi-pronged income-based response to household food insecurity that includes:

1. Living Wage policies
2. Increased Social Assistance rates
3. Increased investment in subsidized, affordable and stable housing options
4. A Basic Income Guarantee

Living Wage Policies

Households reliant on wages, salaries or self-employment account for 62.2% of food insecure households in Canada (Tarasuk, V., Mitchell, A. & Dachner, N., 2016). Dietitians of Canada point out that “simply having an employed worker in the household does not necessarily ensure food security for a household. For the approximately one million Canadian adults who earn the minimum wage set for their region, full-time wages are not enough to raise their households above the poverty line” (Dietitians of Canada, 2016).

Providing an adequate income helps support households to be food secure. A living wage is defined as “the hourly rate at which a household can meet its basic needs, once government transfers have been added to the family’s income (such as the Universal Child Care Benefit) and deductions have been subtracted (such as income taxes and Employment Insurance premiums)” (Living Wage Canada, 2015). It is calculated based on a modest budget, which provides an estimate of what that family needs to earn to meet basic living expenses, support the healthy development of their children, and fully participate in work, family life, and community activities. In Guelph & Wellington, the living wage is \$16.50/hour and food expenses account for 13% of overall household expenses (Ellery, R., 2015).

Living Wage employers recognize that paying a living wage constitutes a critical investment in the long-term prosperity of the economy by fostering a dedicated, skilled and healthy workforce (Guelph & Wellington Task Force for Poverty Elimination, 2015). By paying a living wage, employers can play a critical role in helping households combat food insecurity.

Increased Social Assistance Rates

While the proportion of food insecure households is lower for households receiving social assistance (15.7%) compared to households reliant on wages and salaries (62.2%), the prevalence is much higher (Tarasuk, V., Mitchell, A. & Dachner, N., 2016). In fact, “the prevalence of food insecurity amongst households living on social assistance is two to four times higher than for households whose main source of income is employment” (Dietitians of Canada, 2016). In 2014, food insecurity impacted 60.9% of households reliant on social assistance (Tarasuk, V., Mitchell, A. & Dachner, N., 2016).

Despite recent increases by the Government of Ontario, advocates continue to point out that social assistance rates remain grossly inadequate. Recently, the Income Security Advocacy Centre pointed out that, “with fruit and vegetable prices up 12% to 18% last year, the lack of significant investment in incomes means people on social assistance will continue to rely on food banks and suffer from health problems associated with poor diets” (2016).

As part of an official review of social assistance in Ontario, it was recommended that the adequacy of rates be improved so that recipients “can obtain nutritious food, secure housing and other basic necessities” (Lankin, F. & Sheikh, M., 2012). Local feedback from Guelph & Wellington strongly supported this recommendation and the PTF has actively advocated for an immediate increase in social assistance rates, along with indexing that would ensure rates keep up with the cost of living (Guelph & Wellington Task Force for Poverty Elimination, 2013). By responding to these recommendations, the Government of Ontario can play a critical role in helping households combat food insecurity.

Increased investment in subsidized, affordable and stable housing options

Households struggling to make ends meet are often faced with the dilemma of having to prioritize basic needs. Research indicates that “most food insecure households cannot spend adequate amounts of money on healthy food because they must prioritize a substantial portion of their budget for housing and utility costs” (Dietitians of Canada, 2016b). Canadians who rent their homes are at particular risk of being food insecure, with 24.5% of rental households reported as being food insecure, compared to 6.2% of homeowners (Tarasuk, V., Mitchell, A. & Dachner, N., 2016). The situation can be even more difficult for individuals experiencing homelessness, whose food insecurity can be “compounded by multiple complex concurrent problems such as addictions, mental and physical health problems” (Dietitians of Canada, 2016b).

A 2015 report from Federation of Canadian Municipalities called for federal tax incentives, investments in social housing, and investments and collaborations across governments “to ensure that rental

subsidies are made available [and] to ensure that persons and families exiting from homelessness can be affordably stabilized in permanent housing.” Similar calls to action were directed at the Government of Ontario by local stakeholders in Guelph & Wellington as part of the province’s renewed Long-Term Affordable Housing Strategy (County of Wellington, Guelph & Wellington Task Force for Poverty Elimination, Wellington-Guelph Housing Committee, 2015). By responding to these recommendations, the federal and provincial government can play a critical role in helping households increase their after-shelter income and offset their probability of being food insecure.

A Basic Income Guarantee

A Basic Income Guarantee, also known as a Guaranteed Annual Income, is an unconditional cash transfer from government to individuals or families to provide a minimum annual income (Lamman, 2015). The Basic Income Canada Network notes that a BIG “ensures everyone an income sufficient to meet basic needs and live with dignity, regardless of work status” (2015). In April 2016, the Poverty Task Force endorsed the following position statement on a Basic Income Guarantee:

“It is the position of the Guelph & Wellington Task Force for Poverty Elimination that poverty is an urgent human rights and social justice issue for local, provincial, and federal governments. A Basic Income Guarantee (BIG) is required as part of a coherent strategy to effectively eliminate poverty.”

Proponents of a BIG often point to Canada’s low rates of poverty among seniors, as the result of its public pension system. The system includes the Old Age Security (OAS) program, the Guaranteed Income Supplement (GIS), and the contributory Canada Pension Plan (CPP). Research has demonstrated that food insecurity prevalence rates fall by half at age 65, largely as a result of a change in income sources, from employment to the public pension system (see Figure 2). This has led researchers to conclude that “the introduction of a GAI at age 65 that provides consumption insurance reduces food insecurity risk” (Herbert Emery, J.C., Fleishch, V., & McIntyre, L, 2013).

A BIG has the potential to dramatically reduce food insecurity by addressing the root causes – financial constraints and financial vulnerability. While a BIG would provide additional income that would support those facing chronic household food insecurity, it is understood that poverty is not always a “product of inadequate income, but rather a lack of consumption insurance to address budget shocks” (Herbert Emery, J.C., Fleishch, V., & McIntyre, L, 2013). A BIG would provide consumption insurance to allow liquidity-constrained households to adjust to small but frequent budget shocks, reducing the need for reactive interventions, such as food banks (Herbert Emery, J.C., Fleishch, V., & McIntyre, L, 2013). By working in partnership to design and implement a BIG, all levels of government have the opportunity to effectively eliminate poverty, thereby drastically reducing household food insecurity.

The PTF calls on:

- Municipal governments to support local living wage movements to ensure that working families and individuals can be food secure.
- The Government of Ontario to
 - increase social assistance rates to ensure recipients have access to a full basket of supports essential to maintaining health, including adequate income and nutritious food; and
 - consult and work in partnership with key stakeholders, including community-based anti-poverty initiatives like the Poverty Task Force, to design and implement a Basic Income Guarantee.
- The Government of Canada to expedite investigation of a Basic Income Guarantee as part of a National Poverty Strategy.
- For all levels of government to work in partnership to increase investments in subsidized, affordable and stable housing options.
- Social and health service providers, community organizations, local businesses, the education sector, faith-based organizations, and emergency services to become aware of and promote a multi-pronged income-based response to household food insecurity.
- Community-based charitable food assistance programs to join advocacy efforts that support a multi-pronged income-based response to food insecurity.

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Appendix 2 – Local Stakeholders

The PTF would like to acknowledge the local stakeholders that participated in our engagement session. We are appreciative of the knowledge and expertise that brought depth and unique insights to this submission.

- Alex Goss, Manager of Community Investment, City of Guelph
- Andrew Seagram, Coordinator Community Use of Schools, Upper Grand District School Board
- Beth Leith, Community Member
- Branka Gladanac, Public Health Nutritionist, Wellington Dufferin Guelph Public Health
- Brendan Johnson, Executive Director, Guelph Neighbourhood Support Coalition
- Christina Boumis, Financial Health & Literacy Lead, Family Counselling & Support Services for Guelph-Wellington
- Dominica McPherson, Neighbourhood Support Worker, Grange Hill East Neighbourhood Group
- Elsa Mann, Team Leader, Rural Wellington Community Team - Mount Forest Family Health Team
- Gavin Dandy, Directing Co-ordinator, The Seed
- Jaya James, Director, Lakeside HOPE House
- Kari Simpson, CEO, East Wellington Community Services
- Kate Vsetula, Community Health Manager, Guelph Community Health Centre
- Lisa Needham, Public Health Nutritionist, Wellington Dufferin Guelph Public Health
- Mark Rodford, Director, Business Development, United Way Guelph Wellington Dufferin
- Rebecca Clayton, Guelph Community Health Centre
- Shakiba Shayani, Director, Community Investment, United Way Guelph Wellington Dufferin
- Tina Brophy, Community Member
- Tom Armitage, Distribution Coordinator, The Seed

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