

**FURTHER TO EXECUTIVE COMMITTEE MEETING #2/04
To be held Friday, March 5, 2004**

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8. SECTION II - ITEMS FOR EXECUTIVE ACTION

8.1 ERRATA UPDATE SHEET 132-134

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8.1.16 CARTERM INTERMODAL LOGISTICS INC.

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8.1.30 ERIC PASKEVICS

NEW PERMIT

CITY OF BRAMPTON

8.1.32 REGIONAL MUNICIPALITY OF PEEL

To place fill within a regulated area on Lot 1, Concession 1 EHS, Plan 2889VS (P-2002-59), (Intersection of Hurontario Street and Steeles Avenue), in the City of Brampton, Etobicoke Creek Watershed as located on the property owned by Regional Municipality of Peel.

135-136

TO: Chair and Members of the Executive Committee
Meeting #2/04, March 5, 2004

FROM: Brian Denney, Chief Administrative Officer

RE: GTA - METROQUEST

KEY ISSUE

Development of a MetroQUEST tool for the Greater Toronto Area

RECOMMENDATION

THE EXECUTIVE COMMITTEE RECOMMENDS THAT Envision Sustainability Tools be retained to develop a MetroQUEST tool for the Greater Toronto Area, at a cost not to exceed \$100,000, including GST;

THAT The Toronto and Region Conservation Authority (TRCA) contribute \$30,000 to the project;

THAT participation by TRCA be subject to confirmation of \$50,000 from the Federation of Canadian Municipalities (FCM);

AND FURTHER THAT TRCA explore additional funding opportunities with the regions, municipalities and conservation authorities in the Greater Toronto Area for the remaining \$20,000.

BACKGROUND

Envision Sustainability Tools (hereafter "Envision") has been developing the QUEST product over the past ten years in partnership with the Sustainability Development Research Institute at the University of British Columbia, and has been successfully implemented in several regions worldwide. The project has been completed in cities in England, Malaysia, Australia, New Zealand, Mexico, the United States and Canada, and is in development in several other countries.

QUEST is an innovative computer simulation tool that, if implemented in the Greater Toronto Area (GTA), will allow audiences to create future scenarios for their region. The consequences of choices are evaluated using a wide range of sustainability indicators, from air quality to employment.

RATIONALE

It was determined the QUEST tool would be valuable to municipalities in developing "smart communities", given that metropolitan areas in North America are facing the following challenges:

- population growth and the resulting pressure on land, housing and services;
- decreasing quality of life as environmental and social conditions deteriorate;
- increasing demands for shrinking budgets;
- mounting expectations for meaningful public involvement in planning;
- pressure to address smart growth and sustainability in an integrated manner.

The intention is that QUEST will facilitate more comprehensive and inclusive strategic planning, resulting in a vision that is supported by the region's decision makers, stakeholders and citizens. The three key activities that have been developed to benefit communities are:

1. Strategic Exploration - QUEST allows non-experts to construct and explore future scenarios in real time, either over the internet, individually or in interactive workshops.
2. Strategic Planning - QUEST provides decision makers with an easy framework to ask 'what if?' questions for their entire region and shows the consequences of these choices projected decades into the future.
3. Stakeholder Engagement - QUEST facilitates meaningful involvement and participation throughout the entire planning process, creating a strong sense of ownership over the results.

The overall intention of QUEST is the development of a product which will result in integrated and strategic planning, meaningful community participation and a true spirit of partnership in a shared future. MetroQUEST is a computer simulation tool developed to meet the inherent challenges of metropolitan planning in incorporating smart growth and sustainability initiatives. Ultimately, it allows users to understand the trade-offs required to create a clean, prosperous and livable future for the region. A more detailed description of the MetroQUEST tool is available in Attachment 1. The QUEST model was a significant component within the winning submission by the Greater Vancouver Regional District in 2003, to an international competition concerning the future of cities called "cities plus".

FINANCIAL DETAILS

The project cost for the GTA is \$100,000, including GST. Additional costs will be incurred later to make the model available over the internet, but the basic model can be developed now and access improved at a later date. TRCA will allocate \$30,000 to the project out of The Living City general funds. An application will be made to FCM for \$50,000 in funding. TRCA will not participate in the project unless the FCM funding can be obtained. TRCA will also approach the regions, municipalities and other conservation authorities in the GTA for the remaining \$20,000.

Report prepared by: Kathy Stranks, extension 5264
For Information contact: Brian Denney, 416-667-6290
Date: March 3, 2004
Attachment 1

Attachment 1



MetroQUEST

Can you imagine a tool that would make metropolitan planning so fun and engaging that decision makers, stakeholders and the public would flock to become involved? Picture a computer game that would allow people to play out 40-year future scenarios for your region. And imagine if this game was based on over a decade of university research in urban and regional planning and was calibrated with detailed data specific to the region.

Introducing MetroQUEST – An innovation that’s transforming the metropolitan planning landscape!

The Challenges of Metropolitan Smart Growth

The urgency to incorporate smart growth and sustainability initiatives has added significant complexity to regional planning. Specifically, regions are pressed to fulfill the following diverse needs:

- Integrating planning across environmental, economic, social, and cultural sectors
- Dealing seamlessly with different spatial scales and boundaries
- Dealing with complexity surrounding choices and consequences
- Educating, engaging and building consensus among stakeholders and the public
- Considering long-term plans that don't compromise short term needs
- Developing innovative yet cost-effective regional solutions

The Solution: MetroQUEST

MetroQUEST is a powerful computer simulation tool that allows users to create and compare future scenarios of their region quickly. The consequences of their choices are illustrated using colorful maps and graphs and a wide range of smart growth indicators from air quality to unemployment.

MetroQUEST clearly demonstrates the complex inter-relationships between choices and consequences. It allows users to understand the trade-offs required to create a clean, prosperous and livable future for the region.



MetroQUEST challenges users to create future scenarios that balance a wide range of critical issues.

MetroQUEST is:

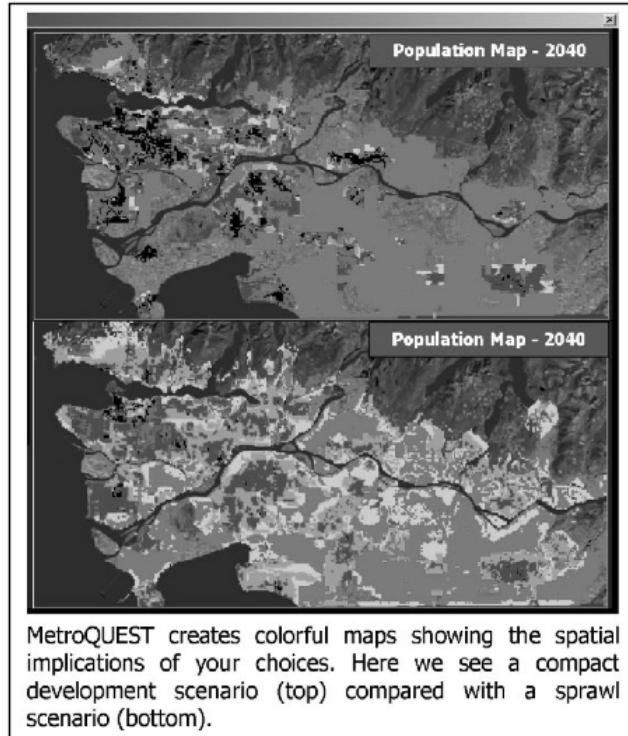
- A scenario exploration tool capable of generating 40-year future scenarios in seconds
- A powerful education tool that teaches people about the key issues facing the region
- A facilitation tool that stimulates dialogue and promotes collaboration among stakeholders
- A decision support tool that encourages long-range strategic thinking
- An innovative smart growth simulator that illustrates the consequences of a wide range of choices

MetroQUEST Features:

- ✓ Create forty-year scenarios for your region in seconds
- ✓ Evaluate scenarios using a suite of maps, indicators, and graphs
- ✓ Create your own customized ranking of priorities
- ✓ Score scenarios against your own values
- ✓ Compare up to ten scenarios side by side
- ✓ Save important scenarios
- ✓ Create scenario reports

How MetroQUEST will Benefit Your Region:

- ✓ Engages decision makers, stakeholders and the public in smart growth visioning
- ✓ Fosters an open and transparent dialog on values, priorities, challenges and tradeoffs
- ✓ Educates people on complexities of metropolitan planning
- ✓ Clearly illustrates the cost and benefits of alternative development paths
- ✓ Encourages community members to work together to develop a shared vision
- ✓ Facilitates the collection of valuable feedback on desirable futures and the tradeoffs people are willing to make
- ✓ Creates a climate of support and cooperation for smart growth



How is MetroQUEST Unique?

MetroQUEST	Other Tools
MetroQUEST is specifically designed for the metropolitan scale	Most planning models are designed for local planning and bog down when dealing with metropolitan scale applications
MetroQUEST creates 40-year scenarios can be created in seconds	Most tools can require weeks to generate scenarios making interactive 'what if' experimentation impossible
MetroQUEST engages decision makers and stakeholders regardless of technical expertise	Most tools are designed for planners and tend to be too detailed and technical for the engagement of non-experts
MetroQUEST integrates a broad range of smart growth issues (land use, housing, transport, air quality, economy, employment, water, waste, etc.)	Other tools tend to focus on land use and some of the more integrated ones include transportation
MetroQUEST has been calibrated and validated through 10 years of research and practical applications	Most tools are developed in the private sector; others have not benefited from numerous practical applications
MetroQUEST is fun, engaging and interactive	Most tools are useful for planners; too cumbersome, slow and technical for others

MetroQUEST is all about making the connection between CHOICES and CONSEQUENCES

MetroQUEST Scenario Choices

MetroQUEST allows users to explore key choices including:

- Alternative population and economic growth projections
- Compact development vs. sprawl scenarios
- Agricultural and green space conservation
- Alternate development patterns (conventional, nodal, infill, mixed use, transit oriented development)
- Municipal cooperation vs. municipal competition scenarios (tax sharing)
- Transportation options and alternatives
- Resource Management and Conservation programs (solid and liquid waste, energy water)

The screenshot shows the 'CHOOSE OPTIONS' screen for 'Urban Growth'. It features a 'SCENARIO NAVIGATION' tree on the left, a central area with four choice options: 'Current Trend', 'Contain Urban Growth', 'Uplift Personal Choice', and 'Community Values', and a 'DECISION SUMMARY' on the right. A 'SCENARIO MANAGEMENT' bar is at the bottom.

Simply click on options in housing, transportation, resource management, land use, etc. The choices combine to create a new future scenario that is automatically and immediately analyzed. If you are not pleased with your scenario, simply go back and alter your choices!

MetroQUEST Scenario Consequences

MetroQUEST presents the impact of choices over 40-year future scenarios using key economic, environmental, and social indicators, graphs and maps including:

- Demographic trends
- Land use
- Transportation (travel by mode, congestion, neighborhood walkability, infrastructure costs)
- Housing
- Energy use
- Pollution emissions
- Local air quality and greenhouse gas emissions
- Water
- Waste generation and disposal
- Infrastructure costs (roads, transit, water, sewage, etc.)
- Housing distribution, types and density
- Economic activity by sector
- Employment
- Open space and agricultural land preservation
- Economic diversity output
- Taxation

The screenshot shows the 'SEE RESULTS' screen. It features a 'SCENARIO NAVIGATION' tree on the left, a central radar chart with a score of 78%, and a 'SCENARIO MANAGEMENT' bar at the bottom. The radar chart compares various indicators like 'Air Pollution', 'Transportation', 'Housing', 'Economic', 'Environment', 'Social', and 'Energy'.

MetroQUEST summarizes the consequences of your choices using key performance indicators. The summary helps you evaluate your scenario quickly before looking at some of the more detailed results.

MetroQUEST in Action

Because of MetroQUEST's comprehensive scope, a wide range of consequences and tradeoffs can be explored. As an example, let's consider one of the choices in MetroQUEST: urban sprawl vs. compact development. MetroQUEST shows the consequences of these choices over 40-year future scenarios using maps showing the changing urban form by density class and presents many of the most important consequences of housing development choices including:

- The cost of road, transit, water and sewage infrastructure
- The loss of agricultural land and open space
- Water consumption
- Changing transportation modes, vehicle miles, and traffic congestion
- Neighborhood walkability
- Air quality and its associated health consequences

Time Scale

MetroQUEST creates 40-year future scenarios in 10-year time steps. It is calibrated and validated with local historical data.

Spatial Scope

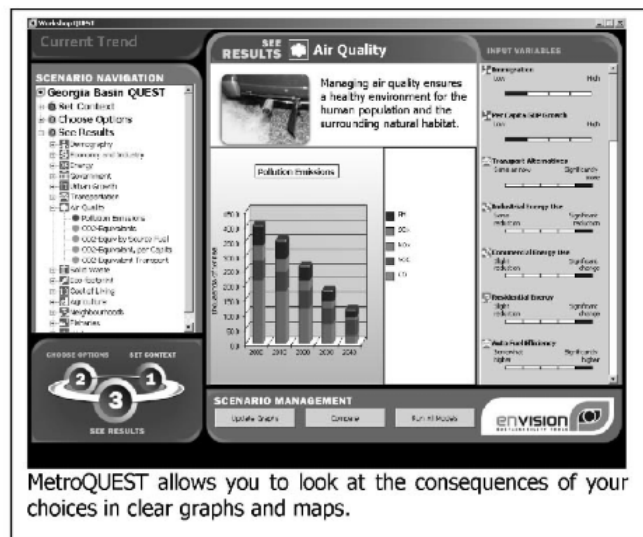
MetroQUEST is designed to focus on urban centered regions with populations greater than 100,000. The outer boundary should be big enough to include all existing urban development and the surrounding open space and agricultural land that could become urbanized in a 40-year sprawling scenario.

Typical MetroQUEST Clients

MetroQUEST is an extremely powerful tool for groups interested in promoting smart growth, sustainability, visioning, long term strategic planning, stakeholder and public engagement, collaboration and consensus building.

Typical clients include:

- ✓ Progressive regional and metropolitan governments and organizations (Regional Councils, Metropolitan Planning Organizations, County Governments)
- ✓ Forward thinking municipalities interested in regional visioning and fostering inter-municipal coordination and
- ✓ Smart Growth advocates (non-government organizations, environmental and conservation groups, business associations)



Applying MetroQUEST for your Region

Envision develops MetroQUEST for regions using its comprehensive library of statistical data and maps of the region describing the region's transportation and land use patterns, its demographics, and many other characteristics. A version of MetroQUEST for your region can be developed in under six months. The project cost covers system integration, a license for unlimited non-commercial use of MetroQUEST and user training.

How QUEST is Developed

Step 1: Envision works with you to define the best regional boundaries for MetroQUEST.

Step 2: Envision creates a simulation model for your region using an integrated metropolitan modeling framework (models include demography, land use, housing, transportation, economy, energy use, air quality, water, infrastructure, and more...) and a library of statistical data and maps of your region.

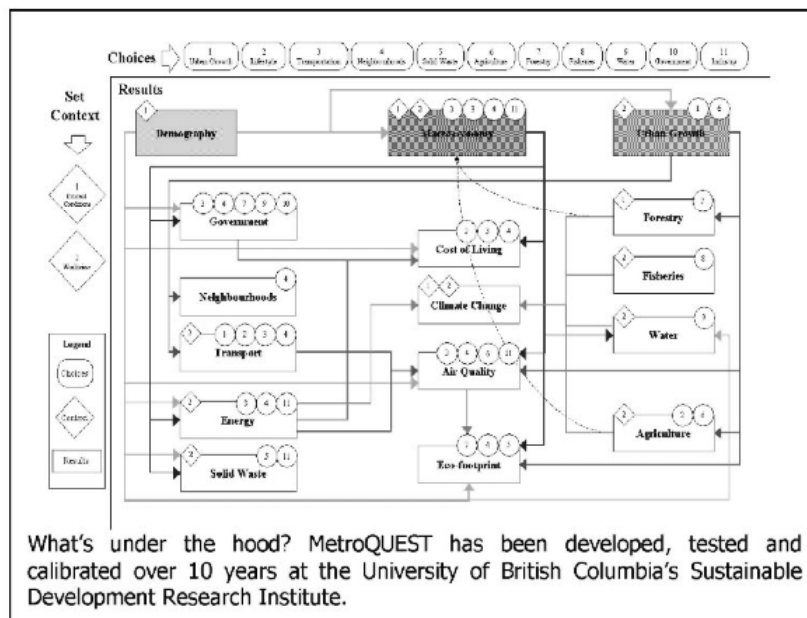
Step 3: The integrated models are calibrated using historical data and used to create a large database of scenarios covering all possible input choice combinations (in the range of 150,000 possible scenarios).

Step 4: A user interface is customized for your region and connected to the database of possible scenarios.

Step 5: MetroQUEST is delivered on a CD-ROM and Envision provides training.

What You Need to Do

1. Help define the best regional boundaries for MetroQUEST.
2. Help plan how MetroQUEST will be used to complement your programs and achieve your goals.
3. Attend one day of training on the use of MetroQUEST.



Additional Project Options

MetroQUEST is powerful and is immediately useful upon delivery and training. The following are a few examples of what can be done to extend its utility:

- Customize workshops and town hall sessions
- Deploy MetroQUEST as an Internet application to engage the public
- Calibrate MetroQUEST with new datasets
- Customize the interface, scenario choices, and results
- Add new models to the integrated framework
- Develop high school and university level curriculum to accompany MetroQUEST

The History of QUEST

- Developed, tested and calibrated over 10 years at the University of British Columbia's Sustainable Development Research Institute
- Models have benefited from the contributions of over 70 professors and researchers
- Highly user friendly, game-like interface (now in version 4.0)
- Successfully applied in cities and regions worldwide

What Others are Saying About QUEST

"I think we'll very rapidly see QUEST become part of the social decision-making process all over the planet. I think this is probably the greatest single tool to improve governance on the planet in a generation. It will lead to much better, much more informed, much more ecologically sound, and much more ecosystem-based decision making."

Jim Fulton
Executive Director of the David Suzuki Foundation

"Wow! Imagine if we could take a tool like [MetroQUEST] and infuse it into the capabilities of the young people of the city and of the decision makers of the city, both present and future, and allow people to be able to imagine and visualize the futures that current decision makers are producing, and therefore think long-term about the implications of what is being done. This [Toronto MetroQUEST] project holds the possibilities for such a broad engagement. In fact, that is how it is unfolding ... in other cities." - video transcript from May 2002, speaking as Toronto city councilor

Jack Layton, Leader
New Democratic Party of Canada

"While there is certainly nothing new about using systems dynamics modeling to create future scenarios, the ability to make the system comprehensible to non-experts, dynamically create scenarios in real-time and catalogue stakeholder preferences combine to make a tool that is truly unique. Ultimately, what QUEST does is foster community dialogue by employing the power of scenario building. The power of QUEST lies in its ability to bring clarity to the complexity of regional planning by empowering the community to create and explore scenarios in real-time, and in turn capture these scenarios in a catalogue of preferred futures that can be used by decision-makers at all levels and across all sectors."

Dr. David V. J. Bell, Director
York University Center for Applied Sustainability, Toronto

"At BC Hydro we see ourselves as a company that is committed to the principles of sustainability. What goes along with that is how do you get stakeholders to appreciate what the options are and what the tradeoffs are. We think QUEST is a very valuable tool in helping to allow people to work through what becomes a very complicated set of problems. We need the public to understand this a lot better. QUEST would be invaluable because it gets you away from people just sitting around saying, 'Well I think we should do this and I think we should do that.' You can then take your theories and assumptions and put it to the test."

David Balsler, Corporate Sustainability Group Manager
BC Hydro, Vancouver

"QUEST is truly a remarkable effort. It is not surprising that QUEST has won accolades nor that other regions are exploring or developing QUEST applications for their regions. The program is recommended to students of systems modeling, futures studies, and sustainable development research." Futures Journal 34 (2002) 465-470

Dr. C. Jones
Studies of the Future Program, University of Houston

"It's a very engaging sort of thing. You get a very nice, comprehensive view of what matters to people and what they're willing to do." Quoted in the Seattle Daily Journal of Commerce, Environment, 2 April 2003

Roger Anderson, Senior Program Manager,
Pacific Northwest National Laboratory, Seattle.

"As urban development increases, so does the pressure to find solutions to our challenges around transportation, urban growth, fisheries, waste management, air pollution and habitat for wildlife. Solutions to these complex challenges will only come through dialogue and partnerships. [QUEST] is all about engaging decision makers, including local governments in making sustainable decisions for the future, and is pleased to be working in partnership with the QUEST project."

Bruce Kay, Manager
Georgia Basin Ecosystem Initiative, Environment Canada

**8.1 APPLICATION FOR PERMITS UNDER ONTARIO REGULATION 158
Fill, Construction and Alteration to Waterways**

Information has been received and reviewed by staff for the following Scheduled Errata items. The recommendations within the staff reports should be amended to include the following:

**8.1.14 DUFFERIN CONSTRUCTION CO.
Withdrawn**

8.1.15 OAK VALLEY DEVELOPMENTS INC.

- Letter of Undertaking provided by Diarmuid Horgan, P.Eng, Candevcon Limited, dated March 2, 2004, to address outstanding TRCA engineering and ecology issues.

**8.1.16 CARTER INTERMODAL LOGISTICS INC.
Withdrawn**

**8.1.17 RIO CAN REAL ESTATE INVESTMENT
Withdrawn**

8.1.18 CITY OF PICKERING

- Bulmer Bridge Repair, 5th Concession Road, Site Plan, Drawing S1, Sheet 2 of 6, dated February 2004, date received March 1, 2004.
- Bulmer Bridge Repair, 5th Concession Road, General Arrangement, Drawing S2, Sheet 3 of 6, dated August 2003, date received January 13, 2004.

8.1.19 DUFFERIN CONSTRUCTION CO.

- Letter of undertaking for minor revisions to engineering plans, restoration plans and quantified vegetation loss/vegetation gains to the satisfaction of TRCA; dated February 19, 2004; prepared by the Regional Municipality of York.

8.1.20 DUFFERIN CONSTRUCTION CO.

- Letter of Undertaking to provide minor revisions to engineering plans, restoration plans and quantified vegetation loss/vegetation gains to the satisfaction of TRCA; dated February 19, 2004; prepared by the Regional Municipality of York.

8.1.21 DUFFERIN CONSTRUCTION CO.

- Letter of Undertaking to provide minor revisions to engineering plans, restoration plans and quantified vegetation loss/vegetation gains to the satisfaction of TRCA; dated February 19, 2004; prepared by the Regional Municipality of York.

8.1.22 REGIONAL MUNICIPALITY OF YORK

- Letter of Undertaking to provide any outstanding information and minor revisions to restoration plans; dated March 2, 2004; received March 2, 2004; prepared by the Regional Municipality of York.

8.1.23 REGIONAL MUNICIPALITY OF YORK

- Letter of Undertaking to provide minor revisions to engineering drawings, restoration plans, quantified vegetation loss/vegetation gains and on the direction of TRCA's planning ecologist, a Forest Edge Management Plan; dated March 2, 2004; received March 2, 2004; prepared by the Regional Municipality of York.

8.1.24 MANUEL FERREIRA

- Drawing A1, Site Plan; Drawing A2, Basement Floor Plan; Drawing A3, Main Floor Plan; Drawing No. A4, Second Floor Plan, Roof Plan; Drawing No. A5, Exterior Elevations; Drawing No. A6, Exterior Elevations; Drawing No. A7, Cross Section, dated December 18, 2002, received January 9, 2004.

8.1.25 BELL CANADA

Withdrawn

8.1.26 CITY OF TORONTO

Withdrawn

8.1.27 CITY OF TORONTO

Withdrawn

8.1.28 THE BOULEVARD CLUB

- Drawing No. A001, Survey and Drawing List; Drawing No. A002, 1st and 2nd Floor Existing Key Plan; Drawing A005, Site Plan; Drawing No. A101, 1st Floor Plan East Wing; Drawing No. A505, Sections and Elev-South Porch; Drawing No. M101, Site Plan - Mechanical, prepared by Ian MacDonald Architect, dated August 27, 2003, received February 9, 2004.

8.1.29 LESZEK ZIELINSKI

- Site and Grading Plan; Drawing No. 1, Floor and Roof Plan Cross Section, Drawing 2, Floor Plans; Drawing 3, Elevations, prepared by Frank Osredkar Architect, dated September 3, 2003, received March 3, 2004.

8.1.30 ERIC PASKEVICS

Withdrawn

8.1.31 YORK DOWNS GOLF & COUNTRY CLUB

- Red-line revised Auxillary Water Supply System, Drawing 1, prepared by Stantec Consulting Ltd., dated February 2004, date received January 11, 2004.
- Auxillary Water Supply System, Drawing 2, prepared by Stantec Consulting Ltd., dated February 2004, date received January 11, 2004.
- Auxillary Water Supply System, Drawing 3, prepared by Stantec Consulting Ltd., dated February 2004, date received January 11, 2004.
- Auxillary Water Supply System, Drawing 4, prepared by Stantec Consulting Ltd., dated February 2004, date received January 11, 2004.

8.1.32 CHRIS ZIMMERMAN

- **Site Plan, Drawing No. A1, prepared by John Shuki Lau Architect Inc., revised February 18, 2004, received February 18, 2004.**
- **Basement Plan, Drawing No. A2, prepared by John Shuki Lau Architect Inc., revised February 18, 2004, received February 18, 2004.**
- **Ground Floor Plan, Drawing No. A3, prepared by John Shuki Lau Architect Inc., revised February 18, 2004, received February 18, 2004.**
- **Second Floor Plan, Drawing No. A4, prepared by John Shuki Lau Architect Inc., revised February 18, 2004, received February 18, 2004.**
- **Side Elevation, Drawing No. E1, prepared by John Shuki Lau Architect Inc., revised February 18, 2004, received February 18, 2004.**
- **Front and Rear Elevation, Drawing No. E2, prepared by John Shuki Lau Architect Inc., revised February 18, 2004, received February 18, 2004.**
- **Letter of Indemnity, prepared by Chris Zimmerman, dated March 1, 2004, received March 3, 2004.**

8.1.32 REGIONAL MUNICIPALITY OF PEEL

To place fill within a regulated area on Lot 1, Concession 1 EHS, Plan 2889VS (P-2002-59), (Intersection of Hurontario Street and Steeles Avenue), in the City of Brampton, Etobicoke Creek Watershed as located on the property owned by Regional Municipality of Peel.

The purpose is to place fill in a Fill Regulated Area to facilitate the widening of Hurontario Street in conjunction with improvements to the Steeles Avenue/Hurontario Street intersection.

LOCATION MAP: Intersection of Hurontario Street and Steeles Avenue



The permit will be issued for the period of March 5, 2004 to March 4, 2006 in accordance with the following documents and plans which form part of this permit:

- Letter of undertaking to provided provide cash-in-lieu to the City of Brampton's Stormwater Management Fee in Lieu Policy; dated February 20, 2004; prepared by SNC Lavalin on behalf of the Region of Peel.
- Grading and Drainage Plans prepared by SNC Lavalin; drawing numbers 15 and 16 or 45; dated January 2003; received December 8, 2003.
- Landscaping Plans prepared by SNC Lavalin; drawing numbers L4 and L5 of L13; dated revised February 16, 2004; received February 23, 2004.

RATIONALE

The application was reviewed by staff on the basis of the following information:

Proposal:

The proposal is to improve the intersection at Hurontario Street and Steeles Avenue as part of a road improvement project on Hurontario Street between Bartley Bull Parkway and Charolais Boulevard, in the City of Brampton. Portions of the widening of Hurontario Street will occur within the Fill Regulated Area and the Regional Storm Flood Plain of the Etobicoke Creek and require that a 1:1 engineered slope be constructed.

Due to site constraints, there is no opportunity for constructing an oil/grit separator as part of this project. The City of Brampton has assumed this project element on behalf of the Region of Peel. The City of Brampton has agreed to contribute \$13,262.18 to the City's reserve dedicated to stormwater retrofit projects. This figure was calculated from an approved policy that is used to calculate the cash figure for commercial /industrial sites as there is no formula available for linear transportation routes.

The project involves the addition of turning lanes at the intersection. During the Environmental Assessment phase of this project Region of Peel staff did not seek comments from TRCA. It was not until the detailed design phase of the project that Region of Peel staff became aware that the project would involve fill placement in a regulated area and a permit from TRCA under Ontario Regulation 158 was required.

Control of Flooding:

Fill placement will be minimized within the Regional Storm Flood Plain with this infrastructure project and staff does not anticipate concerns with loss of storage or conveyance.

Pollution:

Standard erosion control measures such as a silt fence will be implemented to ensure that the construction-generated sediments do not enter the watercourse.

The City of Brampton will contribute \$13,262.18 to their cash-in-lieu program dedicated to stormwater retrofit projects as site constraints limit the opportunity to improve water quality through on-site stormwater management.

Conservation of Land:

As there will be no in stream work associated with the project there will be no concerns related to fish habitat loss.

Plantings

All disturbed areas will be restored with native species immediately following construction.

Policy Guidelines:

The proposal complies with Section 4.3 - Infrastructure and Servicing of the Authority's Valley and Stream Corridor Management Program.

CFN: 33900

Application #: 009/03/BRAM

Report Prepared by: Beth Williston, extension 5217

For information contact: Beth Williston, extension 5217

Date: March 3, 2004