



THE TORONTO AND REGION CONSERVATION AUTHORITY

Sustainable Communities Board Meeting #2/05

Chair:	Michael Di Biase
Vice Chair:	Suzan Hall
Members:	Maria Augimeri
	Glenn De Baeremaeker
	Colleen Jordan
	Glenn Mason
	Elaine Moore
	Gerri Lynn O'Connor
	Linda Pabst
	Andrew Schulz
	John Sprovieri
	Dick O'Brien - Chair, Authority

June 3, 2005

11:00 A.M.

SOUTH THEATRE, BLACK CREEK PIONEER VILLAGE

AGENDA

- | | <u>Pages</u> |
|--|--------------|
| 1. MINUTES OF MEETING #1/05, HELD ON APRIL 8, 2005
(Enclosed herewith on Green) | |
| 2. BUSINESS ARISING FROM THE MINUTES | |
| 3. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF | |
| 4. DELEGATIONS | |
| 5. PRESENTATIONS | |
| 5.1 A presentation by John Wilson of NaturalLifeNetwork.com in regards to sustainable living. | |
| 6. CORRESPONDENCE | |

TO: Chair and Members of the Sustainable Communities Board
Meeting #2/05, June 3, 2005

FROM: Brian Denney, Chief Administrative Officer

**RE: DESIGN COMPETITION FOR SUSTAINABLE HOUSE AT KORTRIGHT
CENTRE FOR CONSERVATION**

KEY ISSUE

A design competition hosted by the Toronto Design Exchange will engage architects and post secondary students to create the best in sustainable design for the single family house in Ontario.

RECOMMENDATION

THE BOARD RECOMMENDS TO THE AUTHORITY THAT staff engage the Toronto Design Exchange to host a competition to design a sustainable single family house.

BACKGROUND

Residential energy use accounts for approximately 18% of all energy consumed in Canada. Combined with transportation, home owners account for nearly 30% of all CO². In an effort to offset the resource intensive practices followed by the residential building market and the home owner, housing projects have been developed by Canadian designers to demonstrate environmentally responsible alternatives to new home building practices. Over the years, these projects have effectively exhibited best practices in energy and water conservation, waste management and indoor environmental quality to help transform currently accepted residential construction methods.

R-2000, Advanced Homes, Green Homes and Healthy Homes are a few of Canada's great demonstration projects that work to contribute to the principles and concepts of energy efficient and resource conservative homes. Not only did these homes mark an improvement in energy efficiency they also highlighted the growing importance of environmental, health and societal issues that future housing practices needed to consider and address.

These demonstration projects were very successful in the short term at promoting technical advancements but failed in sustaining any long term interest and impact in the community. The primary reason for this is the fact that the projects were individual pilot homes and not community based projects. The homes were sold off after a 6-month demonstration period to private owners, closing the doors to a very supportive and inquisitive public. Once the houses were sold, the opportunity to provide consumers with an ongoing physical demonstration was lost. Sustainable education and training opportunities for the residential building sector have also since suffered.

It has almost been 10 years since the last major housing demonstration project was built in Ontario. The Living City Campus at Kortright is proposing a high profile Sustainable House Demonstration Project (SHDP) to address issues including transportation, waste management, building design and site design with a primary objective of providing long term education and training.

Included with the sustainable house project will be educational programs and hands-on training. The educational programs will incorporate a holistic approach to community design to include:

- essential services such as waste management;
- social services such as public access & safety;
- healthy/active living opportunities;
- economic sustainability; and,
- transportation concerns.

RATIONALE

The SHDP will engage contractors, developers, municipal planners and home owners to learn about and adopt sustainable planning, design and building practices. The project will be located on The Living City Campus at the Kortright Centre for Conservation in Woodbridge. The campus is the ideal location to build the SHDP. The Kortright Centre for Conservation has a reputation of providing leading demonstrations and education programs on sustainable issues and is open to the public all year round.

The sustainable house will become an integral part of the Power Trip Trail, currently on site at Kortright. The house will provide a powerful statement of what can be achieved with environmentally responsible new home design, supported by the leading edge renewable energy demonstrations currently on the Power Trip Trail. The addition of this house would truly make the Power Trip Trail the most comprehensive demonstration of conservation, energy efficiency, renewable energy and sustainable technologies in North America.

The new partnership developed between TRCA and PowerStream to implement PowerStream's Conservation Demand Side Management (CDM) plan has ensured funding of \$30,000 to go towards the design competition that will be used to establish the sustainable elements and overall design for the house to be built as part of the Power Trip Trail. Additional sponsorship will be sought to provide the outstanding funds for the competition

The overall cost for the competition is not to exceed \$72,000 with a breakdown of initiatives as follows:

Design Exchange:

a. Leverage the Partnerships	\$2,000
b. Establish the Criteria	\$3,000
c. Develop the Competition Collateral	\$15,000
d. Establish Marketing Channels & Develop Marketing Strategy	\$3,000
e. Launch the Competition and Call for Entries	\$3,000
f. Establish Registrants	\$2,000
g. Conduct Competition Briefing Workshop	\$5,000
h. Promotion	\$1,000
i. Deadline and Competition Judging	\$5,000
j. Announcement of Winning Design	\$7,500
k. Exhibition of Entries	\$15,000
l. Final Report (compile, design, print)	\$7,000

TRCA resources:

Staff time	\$5,000
Overhead	\$5,500

The competition is intended to create a high profile in the media and in the design community for the SHDP, the participants and the sponsors. The competition, to be hosted by the Toronto Design Exchange, is scheduled to be complete by December 2005 to meet the timeline requirements of PowerStream CDM plan. The results of the competition will be used to engage second-stage sponsors for the building of the SHDP. Construction will be considered for the third quarter of 2006.

DETAILS OF WORK TO BE DONE

- Prepare a detailed project proposal including graphics & site maps to be used to engage partners, funders and associated leaders.
- Finalize funding partners. PowerStream has committed \$30,000 to the competition. CMHC & Enbridge are expected to contribute \$10,000 each. Additional funders are interested and considering participation.
- Prepare a terms of agreement with the Toronto Design Exchange to facilitate the design competition.

Report prepared by: Andrew Bowerbank, extension 5343

For Information contact: Andrew Bowerbank, extension 5343

Date: May 10, 2005

TO: Chair and Members of the Sustainable Communities Board
Meeting #2/05, June 3, 2005

FROM: Carolyn Woodland, Director, Development Services

RE: **427 TRANSPORTATION CORRIDOR INDIVIDUAL ENVIRONMENTAL ASSESSMENT**

KEY ISSUE

Follow-up report to the former GTA North Transportation Corridor.

RECOMMENDATION

WHEREAS the Ministry of Transportation has initiated a new Individual Environmental Assessment (EA) for the proposed 427 Transportation Corridor, as planned to begin at the current Highway 427 terminus at Regional Road 7, and end somewhere south of the King-Vaughan Road;

WHEREAS staff recognize that the draft Growth Plan for the Greater Golden Horseshoe does not include the GTA North Transportation Corridor that was the subject of a former, incomplete Individual EA connecting the existing Highway 427 from its current terminus northward to the City of Barrie;

WHEREAS the Province of Ontario has yet to complete a transportation strategy associated with the Growth Plan for the Greater Golden Horseshoe;

WHEREAS TRCA understands that there are urgent issues with respect to land use planning in the cities of Vaughan and Brampton and that a northward extension that serves these municipalities is required at this time, in advance of the aforementioned provincial transportation strategy;

THEREFORE THE BOARD RECOMMENDS TO THE AUTHORITY THAT the Province of Ontario be requested to ensure that the study limit for this project remain south of any crossing of the Humber River;

THAT the northern terminus of the 427 Transportation Corridor, as studied through the EA process, be determined, minimizing any potential future impacts on the natural and cultural systems of the Humber River watershed, including but not limited to the terrestrial natural heritage system and the Carrying Place Trail, as well as recognize the river's status as a Canadian Heritage River and the planning requirements for the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan, 2005;

THAT particular attention be paid to any cultural heritage features in the study area;

THAT the 427 Transportation Corridor Individual Environmental Assessment be coordinated with the future Municipal Class EA to be undertaken by York Region for Major Mackenzie Drive (between Regional Road 50 and Weston Road) commencing as early as summer 2005;

AND FURTHER THAT staff continue involvement in the review and stakeholder consultation processes as related to 427 Transportation Corridor and report back to the board when alternative alignments have been determined.

BACKGROUND

As of April 2005, the Ministry of Transportation has initiated a new 427 Transportation Corridor Individual Environmental Assessment. TRCA staff attended a meeting of the Regulatory Agency Advisory Group to review the draft Terms of Reference (ToR) for the study process.

In 2003, the proposed GTA North Transportation Corridor/Highway 427 Extension was intended to join the existing northern terminus at Regional Road 7 to the City of Barrie. The following Authority and Watershed Management Advisory Board resolutions were approved in regards to this issue.

Resolution #A10/03 was approved at Authority Meeting #1/03, held on February 21, 2003, as follows:

THAT the report on the Environmental Assessment Act process regarding the Proposed Highway #427 Extension be received;

THAT staff report back on April 11, 2003 with a more comprehensive report on the proposed Highway #427 extension, including relevant information from the soon to be released report from the Smart Growth Secretariat and outlining the process by which all the Conservation Authorities affected by the proposed extension can coordinate their comments on the project;

AND FURTHER THAT staff examine and report on the issue of increased infrastructure costs to the taxpayer of new development which may follow the extended highway, including sewage treatment and water taking.

Resolution #A77/03 was approved at Authority Meeting #3/03, held on April 25, 2003, as follows:

THAT staff report back at Watershed Management Advisory Board Meeting #2/02, to be held on June 13, 2003, on what TRCA's policies and requirements are for restoration works along highways and other major road systems, and on our naturalization objectives for new and proposed transportation corridors.

Resolution #A128/03 was approved at Authority Meeting #5/03, held on June 27, 2003, as follows:

THAT the Environmental Assessment Team for the GTA North Transportation Corridor be invited to present an update to the Watershed Management Advisory Board of the study Terms of Reference, and to identify the Smart Growth planning efforts that have been undertaken to date through the Needs Assessment phase of the project, and to present a recommended approach to assess the Smart Growth objectives through the following phases of the EA process;

THAT a representative from the Smart Growth Secretariat be requested to participate directly in the Environmental Assessment process as the next stages of the planning study unfold, and to work with the EA team assessing the implications of land use change and cost to the tax payer;

THAT staff continue to provide input to the EA study team and work with the other two affected Conservation Authorities through the Municipal Advisory Group, the Stakeholders Advisory Group, the Oak Ridges Moraine Working Group and any new discussions/work groups related to inclusion of Smart Growth within the EA;

AND FURTHER THAT staff report back on the legal position of TRCA and how the Source Protection Planning Regulation for conservation authorities can be utilized with respect to highway planning issues.

Since these recommendations are specific to the extended alignment, it is staff's opinion that they are not relevant to the current project which proposes a transportation corridor to be contained within the City of Vaughan. The original EA was put on hold by the Ministry of Transportation while they awaited approval of Smart Growth (now referred to as the draft Growth Plan for the Greater Golden Horseshoe).

The draft growth plan is currently being read in the Ontario legislature, and approval of the Bill is expected in the near future. While the draft growth plan has a planning timeframe of 30 years, 10 year transportation strategies are to be developed throughout this timeframe. The transportation strategy has not yet been completed, however, the draft growth plan does allow for short term needs to be addressed. Recognizing that there are urgent planning requirements to confirm the corridor through the City of Vaughan in relation to the approved employment areas, the Ministry of Transportation (MTO) is moving forward with a new Individual EA for the 427 Transportation Corridor.

The existing transportation network in the vicinity of Highway 427 is not capable of supporting the projected growth in population, employment and goods movements. The proposed corridor is intended to support planned development within the existing boundaries of the cities of Vaughan and Brampton. It is staff's understanding that the City of Vaughan has specifically identified the need to determine the alignment of this section of the highway to permit the planned employment lands in their area to proceed towards development. The city is concerned that the block plans and area plans between Regional Roads 7, 27 and 50, to Major Mackenzie could impact the future alignment of the 427 Transportation Corridor. The City of Vaughan has a current three year supply of serviced employment land and new supply is only available in the 427 Transportation Corridor area. Demand for employment land is strong and the City of Vaughan believes that development pressures will continue, potentially closing off highway corridor options. The City of Vaughan therefore requested that the Individual EA be commenced and requested that the Individual EA be complete by January 2006.

It is also staff's understanding that this summer, the Regional Municipality of York will commence a Municipal Class EA process for Major Mackenzie Drive between Regional Road 50 and Weston Road. It is therefore prudent that the EA processes for these two studies be coordinated and be comprehensively included in the assessment required for the future provincial transportation strategy.

Current Study Area

The 427 Transportation Corridor is primarily intended to deal with the short term transportation needs of the cities of Vaughan and Brampton planning areas. While the exact study area cannot be defined at the ToR stage of the Individual EA, a key map is presented in the draft ToR. It shows an area roughly bounded by Regional Road 7, 27 and 50, and the King-Vaughan Road. TRCA staff are in receipt of a letter from King Township advising of that municipality's opposition to any extension within its municipal boundaries.

The draft ToR states that there may be long term planning needs into Simcoe County, and that a future northerly extension through Simcoe County, if ever required, should not be predetermined through the current EA process. As such, the draft ToR states that one of the most important factors for this study is determining the northern terminus of the corridor in that it does not predetermine future route alignments.

Report prepared by: Beth Williston extension 5217
For Information contact: Beth Williston extension 5217
Date: May 20, 2005

TO: Chair and Members of the Sustainable Communities Board
Meeting #2/05, June 3, 2005

FROM: Derek Edwards, Director, Parks and Culture

RE: GREEN ENERGY FAIR - SMART CHOICES
Kortright Centre for Conservation

KEY ISSUE

The Kortright Centre for Conservation, in partnership with PowerStream, is planning a public exposition of displays, exhibits, demonstrations, workshops and tours on October 1 & 2, 2005, called Green Energy Fair - Smart Choices.

RECOMMENDATION

THE BOARD RECOMMENDS TO THE AUTHORITY THAT the report on the Green Energy Fair - Smart Choices, be received.

BACKGROUND

The Kortright Centre for Conservation has been leading the field in energy conservation and renewable energy technologies since 1982. We have presented sustainable initiatives and alternatives to thousands of visitors both through our education programs and through large public events like the Green Energy Fair.

The Green Energy Fair, first held in 2001, was a very successful event, attracting over 2000 visitors and vendors annually to its showcase of sustainable technologies, practices, products and services.

On April 19, 2005, PowerStream, in partnership with Toronto and Region Conservation Authority (TRCA), launched its commercial and industrial/municipal Conservation Demand Side Management (CDSM) Initiatives at a conference held at the Kortright Centre for Conservation. *Making Energy Conservation Your Business* attracted over 125 participants from Markham, Richmond Hill and Vaughan who participated in a variety of workshops covering smart meters, program incentives, lighting, distributed generation, renewable energy and green buildings.

In light of this success, PowerStream and TRCA have agreed to work together to provide energy workshops and information sessions for the residents in PowerStream's jurisdiction. This is part of a larger partnership between PowerStream and TRCA to help implement PowerStream's CDSM initiatives.

RATIONALE

The Green Energy Fair - Smart Choices at Kortright will be a large public event to launch the TRCA and PowerStream partnership and its associated programs. This event will launch a variety of new on-site and community outreach energy programs designed to engage and inform residents on the "how-tos" of energy conservation and green energy.

Goals:

- to develop an awareness & understanding of energy efficient & sustainable technology options for the residential sector;
- to promote energy efficient & sustainable technology products, services and companies;
- to promote Government, Utility, sponsor and NGO programs & incentives; and enhance networking opportunities for all participants.

A highlight of the weekend will be a tour of both John Wilson's and Anthony Ketchum's sustainable homes.

DETAILS OF WORK TO BE DONE

Over the next few months TRCA staff will:

- develop organizational partnerships with staff and departments in the City of Vaughan and the Regional Municipality of York to establish this event as a preeminent local and regional energy event;
- secure other interested sponsor partnerships;
- invite vendors and retailers of energy efficient and sustainable energy technologies to set up displays at the festival; and organize workshops and tours for the festival.

FINANCIAL DETAILS

Sponsor support, vendor fees and admissions will enable this event to operate on a cost-recovery basis.

Report prepared by: Alex Waters, 905-832-2289, extension 227

For Information contact: Alex Waters, 905-832-2289, extension 227

Date: May 19, 2005