



THE TORONTO AND REGION CONSERVATION AUTHORITY

Sustainable Communities Board Meeting #2/06

Chair:	Michael Di Biase
Vice Chair:	Suzan Hall
Members:	Glenn De Baeremaeker
	Pamela Gough
	David Gurin
	Colleen Jordan
	Norm Kelly
	Glenn Mason
	Gerri Lynn O'Connor
	Linda Pabst
	John Sprovieri
	Michael Thompson
	Dick O'Brien - Chair, Authority

**June 9, 2006
11:00 A.M.**

SOUTH THEATRE, BLACK CREEK PIONEER VILLAGE

AGENDA

- | | | |
|------------|--|---------------------|
| 1. | MINUTES OF MEETING #1/06, HELD ON APRIL 7, 2006 | <u>Pages</u> |
| | (Minutes Summary enclosed herewith on <u>GREEN</u>) | |
| 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 David Clusiau of Norr Architects, in regards to item 8.1 - SAS Canada Headquarters. | |
| 5.2 | A presentation by Glenn MacMillan, Senior Manager, Water and Energy Management, TRCA, in regards to the Sustainable Technologies Evaluation Program. | |

6. CORRESPONDENCE

7. SECTION I - ITEMS FOR AUTHORITY ACTION

ITEM 7.1 - CONFIDENTIAL

7.1 MCALLISTER ENVIRONMENTAL COMMUNICATIONS RESEARCH REPORT
May 9, 2006 3-7

8. SECTION IV - ITEMS FOR THE INFORMATION OF THE BOARD

8.1 SAS CANADA HEADQUARTERS
Leadership in Energy and Environmental Design Certification 8-10

8.2 MARKHAM BYPASS CORRIDOR INDIVIDUAL ENVIRONMENTAL
ASSESSMENT
Transportation Improvements 11-19

8.3 SUSTAINABLE PRACTICES PROJECT
Implementation Strategies 20-22

8.4 USE OF BIODIESEL FUEL
Annual report on results of fuel usage. 23

8.5 DURHAM YORK RESIDUAL WASTE ENVIRONMENTAL ASSESSMENT
STUDY
Report to Follow

9. NEW BUSINESS

NEXT MEETING OF THE SUSTAINABLE COMMUNITIES BOARD #3/06,
TO BE HELD ON JULY 7, 2006, IN THE
SOUTH THEATRE, BLACK CREEK PIONEER VILLAGE AT 11:00 A.M.

Brian E. Denney
Chief Administrative Officer

/af

TO: Chair and Members of the Sustainable Communities Board
Meeting #2/06, June 9, 2006

FROM: Deborah Martin-Downs, Director, Ecology

RE: **SAS CANADA HEADQUARTERS**
Leadership in Energy and Environmental Design Certification.

KEY ISSUE

The SAS headquarters helps to demonstrate why the Leadership in Energy and Environmental Design (LEED) rating system is becoming the primary 3rd party verification system for green buildings across Canada.

RECOMMENDATION

IT IS RECOMMENDED THAT the staff report on the SAS Toronto Headquarters be received.

BACKGROUND

SAS Canada, which employs 200 people across the country, is headquartered in Toronto. Their new 110,000 square foot green building headquarters has made use of cutting edge technology and some of the most current green building initiatives to become Toronto's first LEED certified commercial building.

The building reaches eight stories above the ground. The main floor is home to retail space which has been made available to other Canadian businesses, while the top seven floors are dedicated to office space. There are also three levels of underground parking, virtually eliminating the need for surface parking. The building's design is meant to respect neighbourhood and pedestrian traffic. To achieve this, the building's elevations facing King and Ontario streets, Toronto, have been designed to be nearly transparent, thereby reducing the apparent mass of the building. The ground floor is set back from the sidewalk, allowing for a wider walkway and opening up the corner of King and Ontario streets, creating better visibility for oncoming traffic.

There are a number of internal workings that contribute to the building's overall green design. The structure strives to be as energy efficient as possible. It has a projected energy consumption of 30-50% less than other commercial buildings of typical design. The elevator system uses the latest technology and consumes 50% less energy than traditional systems. The building's south and west walls are made up of floor-to-ceiling glass walls. This glass is blue tinted with low-e glazing to allow for the transmission of natural light, while at the same time reducing heat gain. This strategy will reduce electrical lighting costs as well as air conditioning costs. Another strategy used to reduce these costs was to equip the windows with light louvres. The louvres provide natural light by capturing it and reflecting it into the space along the ceiling. The roof is covered with white membrane to reduce solar heat gain in the building and to reduce heat island effect for the surrounding neighbourhood.

There are several added ways in which the SAS Canada headquarters guarantees energy efficiency while at the same time ensuring an optimal indoor environment for their employees. All office space is created with full-raised floors, complete with under-floor air distribution. This allows for a high level of individual control of the indoor environment for each occupant, while at the same time providing energy cost savings. In addition, a central atrium is located on the top floors. This atrium brings natural light into the centre of the building and opens up the entire top three floors to each other.

Conservation strategies, other than energy, were also taken into account during the design of the SAS Canada headquarters. For example, the building's cast-in-place concrete structure uses a high percentage of recycled material in the concrete. In addition, all rainwater from the site is collected in tanks in the lower level of the building. This rainwater is then treated and re-used to provide flushing to washroom fixtures.

David Clusiau of Norr Architects will make a presentation to the Sustainable Communities Board at the June 9th meeting on this innovative building which is the first of its kind in Toronto, marking the beginning of a revitalization effort in the city's south-east downtown neighbourhoods.

Report prepared by: Andrew Bowerbank, extension 5343
For Information contact: Andrew Bowerbank, extension 5343
Date: May 16, 2006
Attachments: 1



Building Design Data

- Eight floors above ground, including ground floor retail space and seven floors office space.
- The building is designed to respect the neighbourhood and pedestrian traffic. Building elevators facing King & Ontario Streets are designed to be as transparent as possible, reducing the mass of the building. The ground floor is recessed back from the sidewalk, providing pedestrians with a wider side walk area, and opening up the corner of King & Ontario Streets for better visibility.
- Top floors have central atrium serving to bring natural light into the centre of the building, as well as opening up the entire top three floors to each other.
- Cast in place concrete slabs use a high percentage of recycled material in concrete.
- Roof surface is covered with white membrane to reduce heat island effect in the neighbourhood and reduce solar heat gain in the building, which will reduce air conditioning energy costs.
- Three levels of underground parking provide a total of 80 parking spaces.
- Building design and specifications submitted for LEED (Leadership in Environmental and Energy Design) Certification. Potentially the first commercial building in Toronto to obtain this certification.
- Projected energy consumption of 30-50% less than a comparable building of typical design.
- All rainwater from the site is collected in tanks in the lower level of the building, and the collected water is treated and re-used to provide flushing of washroom fixtures.
- All office space is provided with full sized floors, completed with under floor air distribution, saving energy costs and providing the highest possible levels of individual control of environment for each occupant.
- Latest technology elevator systems consume up to 50% less energy than traditional systems.
- Rooftop terrace for employees provides view of downtown city and waterfront.
- Bicycle storage and change rooms.
- No site migration.
- No HFC's or HALON in mechanical system.
- Floor to ceiling glass walls on south and west walls are blue tinted with low-e glazing to allow natural sunlight transmission with reduced heat gain. Again, to reduce air conditioning energy costs.

For more information please visit us at:
www.norrincd.com

Steven Evans, Photography

TO: Chair and Members of the Sustainable Communities Board
Meeting #2/06, June 9, 2006

FROM: Carolyn Woodland, Director, Development Services

**RE: MARKHAM BYPASS CORRIDOR INDIVIDUAL ENVIRONMENTAL
ASSESSMENT**
Transportation Improvements

KEY ISSUE

Receipt of the staff report on transportation improvements in the Markham Bypass Corridor Individual Environmental Assessment.

RECOMMENDATION

IT IS RECOMMENDED THAT the staff report on the Individual Environmental Assessment submitted by York Region for transportation improvements in the Markham Bypass Corridor be received.

BACKGROUND

Toronto and Region Conservation Authority (TRCA) staff has completed its review of the Individual Environmental Assessment (EA) submitted by York Region for transportation improvements in the Markham Bypass Corridor dated December 2005, as well as supplementary information prepared by York Region to the Ministry of Environment, dated February 16, 2006. It is understood that this supplementary information has been added to the EA for consideration by the Minister of Environment in her review of the EA. It is further understood that concerns with this project have been raised by individuals, as well as the City of Toronto. It is the Minister's responsibility to respond to these concerns, and TRCA staff understand that this review is underway.

The preferred alignment for this road is option A3b Modified which will involve 4 new crossings (Neilson Tributary, Morningside Tributary, Rouge River and Tributary B of the Little Rouge Creek) of the Rouge River watershed within York Region and the City of Toronto. Should the EA be approved by the Minister, funding options will need to be explored by the municipalities.

Staff has advised the Ministry of Environment that this project meets the programs and policies of TRCA, and staff has no objection in principle to the needs assessment or preferred alternative selected for this section of the Markham Bypass Corridor. This project has been planned with regard to the TRCA Valley and Stream Corridor Management Program, the draft TRCA Terrestrial Natural Heritage System Strategy, the TRCA Rouge River Fisheries Management Plan, and the Rouge Park and Rouge Park North management plans.

As a member of the technical advisory committee, TRCA worked with Region of York, City of Toronto and Rouge Park staff to ensure that the selection and preliminary design of the preferred alternative was done with the highest regard to the natural environment of the Rouge River watershed. This project was planned to connect the two built sections of the bypass, starting in the City of Toronto where Morningside Extension terminates, and ending at Highway 407 in York Region where Markham Bypass (north) has been built. This was done through site investigations as well as the submission of detailed technical reports and preliminary design details, as referenced in the EA and the supporting documentation. Through these meetings and discussions, all TRCA staff concerns with respect to the EA have been addressed. As such, staff concur with the selection of the alternative route chosen and the functional design developed as the best approach to completing the Markham Bypass and are satisfied that the Region of York has taken the necessary steps to minimize the potential for environmental impact.

At Authority Meeting #3/06, held on April 28, 2006, Resolution #A99/06 was approved as follows:

THAT Section IV item - 10.7 - Markham Bypass Corridor Individual Environmental Assessment, contained in Section IV of Sustainable Communities Board Minutes #1/06, held on April 7, 2006, be referred back to staff for clarification from Rouge Park and City of Toronto staff on their concerns with the proposed alignment.

A letter dated February 17, 2006 from the Rouge Park to the Ministry of the Environment (Attachment 2) clarifies the position of the Rouge Park on the alignment. The Rouge Park staff's position is that the planning exercise has identified a preferred alignment that has the fewest negative impacts on Rouge Park. Staff of the Rouge Park have advised TRCA staff that while there is not a resolution from the Rouge Park Alliance on this matter, Rouge Park staff are aware that not all partners on the Rouge Park Alliance are convinced of the need for this project south of Highway 407.

A letter dated December 19, 2005 from City of Toronto to TRCA advises staff that the city Works Committee reopened the "Morningside Avenue/Markham Bypass Extension - Individual Project Environmental Assessment Study Status Report" for further consideration and adopted additional recommendations (Attachment 3). In summary, the city has advised York Region that it strongly opposes the section of the road to be located in the city, has requested a re-evaluation of Alignment C north of Steeles Avenue, and advised York Region that it has no funds to construct the road south of Steeles Avenue.

This project is currently being reviewed by the Minister of the Environment, who is responsible for considering the City's concerns in her response, confirming that there is a need for the project, and then confirming the preferred alignment based on an evaluation of the natural, social and economic factors presented in the EA. TRCA staff remain confident that the preferred alignment selected by York Region through the EA process will cause the least environmental impact to the Rouge watershed.

Should this project be approved by the Minister, TRCA has advised York Region and the City of Toronto that permits in accordance with regulations made under the Conservation Authorities Act will be required in order for this project to proceed. Preliminary requirements of TRCA regarding the design of the road, stormwater management facilities and crossing structures has been incorporated in the EA. At detailed design, staff requirements will be fully detailed. As such, TRCA endorsement of the preliminary design for the structures are conceptual only. This is recognized in the EA and supporting documentation, as commitment has been made to addressing all concerns related to the detailed design of this project through the TRCA permitting process.

Report prepared by: Beth Williston, extension 5217
For Information contact: Beth Williston, extension 5217
Date: May 29, 2006
Attachments: 3

Attachment 1



TRANSPORTATION IMPROVEMENTS
 IN THE MARKHAM BYPASS CORRIDOR
 SOUTH OF HIGHWAY 407
 ENVIRONMENTAL ASSESSMENT

STUDY AREA

EXHIBIT
 1-1

Attachment 2



Rouge Park
50 Bloomington Road West
Aurora, ON L4G 3G8

Tel: (905) 713-6038
Fax: (905) 713-6028

February 17, 2006

Ministry of the Environment
Environmental Assessment Project Coordination Section
Environmental Assessment & Approvals Branch
Attention: Kevin Plautz, Project Officer
2 St. Clair Avenue West
Floor 12A
Toronto, Ontario
M4V 1L5

RE: Rouge Park Comments on the Transportation Improvements in the Markham Bypass Corridor South of Highway 407 Environmental Assessment
EA file No.: MU-1105-02

Dear Mr. Plautz:

Thank you for advising us of the release of the Environmental Assessment (EA) documentation for this project. We have been very interested in this study and appreciate the level of involvement with the Technical Advisory Committee that has been offered to us and the accommodation of most of our comments on the draft EA. Should the need for the Bypass in this area be confirmed by the EA process the preferred alignment identified in the EA document would appear to have the fewest negative impacts on Rouge Park.

In addition to reviewing the EA, we have also examined the Toronto Region Conservation Authority's (TRCA) comments on the EA which were copied to Rouge Park. TRCA is a partner on the Rouge Park Alliance and we support its comments. However, we would like to make it clear that, as detailed design of the road and crossing structures is not a requirement of an individual environmental assessment, these designs have not been considered as part of our final review. Rouge Park will require that all river crossings be designed so as to encourage wildlife passage and appropriate public use, and ensure that Rouge Park in York Region and Toronto is not partitioned by transportation infrastructure.

The Province and Region are strong partners on the Rouge Park Alliance, and have traditionally been highly supportive of natural heritage issues in the Rouge Park Area. Continuing support and communication on sensitive natural heritage issues is key in this partnership. We look forward to continued support from the Province and Region.

You should be aware that not all partners on the Rouge Park Alliance are convinced of the

need for this project south of Highway 407, and there are many unresolved issues between York Region and the City of Toronto, both Alliance members, over the future of transportation issues in the Steeles Avenue area, including the Markham Bypass.

Thank you for keeping Rouge Park informed through the process. If you have any questions or concerns, please do not hesitate to contact me at (905) 713-7374 or Barb Davies at (905) 713-6022.

Sincerely,



Lewis Yeager
General Manager
Rouge Park

Sincerely,



Barb Davies
Manager, Natural & Cultural Heritage
Rouge Park

cc: Frank Scarpitti, Regional Councillor, Town of Markham
Jack Heath, Regional Councillor, Town of Markham
Erin Shapero, Councillor, Town of Markham
Glenn De Baeremaeker, Councillor, City of Toronto
Raymond Cho, Councillor, City of Toronto
Carolyn Woodland, TRCA
Beth Williston, TRCA
Martin Scott, MRC



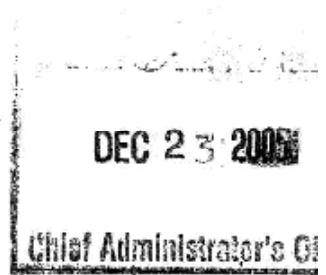
City Clerk's Office
City Hall, 12th Floor West
100 Queen Street West
Toronto, Ontario M5H 2N2

Ulli S. Watkiss
City Clerk
Tel: (416) 392-8016
Fax: (416) 392-2980
clerk@toronto.ca
http://www.toronto.ca

Ref: 2005-12-I(05)

December 19, 2005

Mr. Brian Denney
Chief Administrative Officer/
Secretary-Treasurer
Toronto and Region Conservation Authority
5 Shoreham Drive
Downsview, Ontario
M3N 1S4



Dear Mr. Denney:

City Council on December 5, 6 and 7, 2005, re-opened Works Committee Report 6, Clause 5, headed "Morningside Avenue/Markham By-pass Extension – Individual Project Environmental Assessment Study Status Report (Ward 42 – Scarborough Rouge River)", for further consideration, and adopted the balance of the following Motion, without amendment:

I(5) Morningside Avenue/Markham By-pass Extension
Moved by Councillor Cho, seconded by Councillor De Baeremaeker

“WHEREAS City Council on June 14, 15 and 16, 2005 adopted, without amendment, Works Committee Report 6, Clause 5, headed ‘Morningside Avenue/Markham By-pass Extension – Individual Project Environmental Assessment Study Status Report (Ward 42 – Scarborough Rouge River), and in so doing, requested York Region to conduct additional community consultation on the by-pass extension; and

WHEREAS Scarborough Community Council recently held an evening meeting to consider the results of the additional community consultation and the further transportation analysis which was conducted by the York Region study team arising from City Council’s request; and

WHEREAS as a result of this further information, Council should make new recommendations on the Morningside Avenue/Markham by-pass extension;

NOW THEREFORE BE IT RESOLVED THAT, in accordance with §27-49 of Chapter 27 of the City of Toronto Municipal Code, Works Committee Report 6, Clause 5, headed 'Morningside Avenue/Markham By-pass Extension – Individual Project Environmental Assessment Study Status Report (Ward 42 – Scarborough-Rouge River)', be re-opened for further consideration;

AND BE IT FURTHER RESOLVED THAT City Council delete the Recommendation of the Works Committee contained in the Clause and adopt instead the following new recommendations:

'It is recommended that City Council:

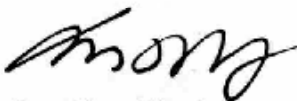
- (1) advise York Region that it strongly opposes and formally objects to any north/south road in York Region that will increase traffic congestion in the City of Toronto;
- (2) advise York Region that it strongly opposes and formally objects to the extension of Morningside Avenue south of Steeles Avenue East, as developed in the Environmental Assessment Study for transportation improvements in the Markham By-pass Corridor;
- (3) request York Region to do the following:
 - (a) re-evaluate Alignment C north of Steeles Avenue East, and
 - (b) conduct an additional community consultation meeting with City of Toronto residents and the Scarborough Community Council, following completion of this further evaluation of Alignment C, with notice being provided to the residents in consultation with local City of Toronto Ward Councillor; and
- (4) inform York Region that:
 - (a) the City intends to keep Steeles Avenue, east of Markham, at its current width of two traffic lanes in keeping with its rural surroundings; and
 - (b) the City neither intends nor has budgeted any funds to construct the Alignment C south of Steeles Avenue East;

AND BE IT FURTHER RESOLVED THAT Council's position be forwarded to the Province of Ontario, the Regional Municipality of York, the Town of Markham, the Toronto and Region Conservation Authority, the Rouge Park Alliance, the Friends of the Rouge Watershed and the Save the Rouge environmental groups."

Council also considered the following:

- Petition submitted by Councillor Raymond Cho, Ward 42 - Scarborough - Rouge River, containing the signatures of approximately 323 individuals in opposition to the Morningside Avenue/Markham By-pass Extension ; and
- Communication (October 31, 2005) from the Regional Municipality of York.

Yours truly,



for City Clerk

M. Toft/cd

Attachments

Sent to: Ministry of the Environment, Province of Ontario
Ministry of Transportation, Province of Ontario
Regional Municipality of York
Town of Markham
Chief Administrative Officer/Secretary-Treasurer,
Toronto and Region Conservation Authority
Gord Weeden, Rouge Park Alliance
Jim Robb, Friends of the Rouge Watershed
Murray Johnson, Save the Rouge Valley System Inc.
General Manager, Transportation Services

c. Deputy City Manager Fareed Amin

TO: Chair and Members of the Sustainable Communities Board
Meeting #2/06, June 9, 2006

FROM: Deborah Martin-Downs, Director, Ecology

RE: SUSTAINABLE PRACTICES PROJECT
Implementation Strategies

KEY ISSUE

Community-based social marketing to determine implementation strategies for lot level stormwater management and naturalized landscaping. Study recommendations will be incorporated in the watershed plans to address water balance and other sustainability objectives.

RECOMMENDATION

IT IS RECOMMENDED THAT the staff report on Sustainable Practices Project be received.

BACKGROUND

The watershed advisory councils, the Toronto and Region Conservation Authority (TRCA) and its partners are preparing updated watershed plans for the Rouge, Humber and Don river watersheds. Key issues in these watersheds include the need to improve water balance management and enhance natural cover. The watershed plans will further The Living City vision and recommend implementation strategies for creating sustainable communities in these watersheds. The shift to a more sustainable lifestyle at the personal, community and watershed levels is going to require changes in attitudes and behaviours, which will need to begin with individual property owners in residential and commercial/industrial areas.

Despite numerous education and awareness campaigns, and other incentives, the adoption of “lot level” and “at source” practices, for stormwater management or water conservation for example, has been limited. Attitudes and characteristics from different demographic and cultural groups within the various Toronto watershed communities may explain barriers to implementation of these sustainable practices. Other barriers may include risk, operational requirements, conflict with other desired property uses, initial investment costs, lack of incentive, or lack of familiarity relative to traditional practices. Uptake of sustainable practices by individuals is a key part of implementing watershed plans, and therefore improved strategies for promoting broad-based adoption of sustainable community management practices are needed.

In April 2006, TRCA hired Freeman Associates to develop an action plan, applicable across TRCA watersheds, with a focus on the Rouge, Humber and Don watersheds that will assist watershed advisory groups, TRCA and its partners to accelerate implementation of sustainable community management practices. The objectives of the study are to:

1. Identify key barriers to the adoption of sustainable practices (e.g. lot level stormwater management, water conservation, backyard naturalization) by existing single-family home owners and the owners or property managers of existing commercial and/or light industrial operations (i.e. those with extensive roofs or surface parking areas).

2. Seek input on suggested strategies to overcome the key barriers to implementation or adoption of sustainable practices.
3. Develop a recommended action plan outlining specific strategies for overcoming the barriers and accelerating adoption of sustainable practices by watershed residents and businesses (i.e. marketing strategies, programs, policies, initiatives, short list of preferred sustainable practices).

The timeframe for this work is April to August, 2006.

The consultant's work is being overseen by an advisory committee with representation from TRCA, Region of Durham, Region of Peel, Region of York, City of Toronto, Town of Markham, Town of Richmond Hill, Rouge Park, Great Lakes Sustainability Fund – Environment Canada, Rouge Watershed Task Force, Humber Watershed Alliance, Canada Mortgage and Housing Corporation and University of Waterloo.

The study is incorporating tools of community-based social marketing (CBSM) in order to identify barriers to adoption of sustainability practices. CBSM is a set of tools for understanding behaviours and behavioural change at the local level, through direct contact with watershed residents and businesses and engagement of public awareness. Therefore, over the course of the study, the consultant will be contacting non-governmental organizations (NGOs), municipalities, residents and property owners and managers of selected commercial/industrial operations within TRCA watersheds. The consultant will be contacting individuals and organizations for the following purposes:

- On May 26, 2006, the consultant held a workshop with staff from NGOs and municipalities to learn about their experiences working to encourage adoption of sustainable practices by residents and businesses. An additional workshop will be held in the fall.
- In May and June, the consultant will be contacting single family home owners, via telephone, to recruit participants for research sessions on lot level stormwater management and backyard naturalization. Home owners will be recruited from Brampton, Markham, North York, Richmond Hill and Vaughan, and will be selected to reflect the demographic profile (i.e. age, sex, ethnic origin, education) of those communities. Five research sessions will be held in June and July.
- In June and July, the consultant will conduct twenty one-on-one research interviews with selected property managers or owners of commercial and light industrial operations, to learn about motivations and business decisions associated with property design, use and maintenance behaviours and practices.

In a related study, TRCA has hired J. D. Power and Associates to deliver a web-based survey of new home buyers (i.e. largely greenfield development) in the Greater Toronto Area, to collect data on:

- the relative importance of, and access to, options for sustainability technologies (e.g., water efficiency, energy efficiency) and proximity to environmental amenities (e.g., public transportation, natural areas) in the purchase of a new home;
- new home buyer preferences regarding type of backyard landscaping and anticipated maintenance approaches (e.g., level of water and fertilizer use); and
- new home buyer comfort level with sustainability practices and technologies (e.g., smaller lot sizes, rain harvesting).

The web-based survey was open to participants from March 28 to May 19, 2006. As of April 13th, 678 of an anticipated total of 1,000 returns were received from participants. A final report on the results of the survey is expected in July.

BENEFITS

Information from these studies will help ensure the watershed plans provide more strategic, effective recommendations for TRCA and its partners to move forward in motivating sustainable actions by property owners.

FINANCIAL DETAILS

The *Sustainable Practices: Implementation Strategies* project is being financially supported by the Great Lakes Sustainability Fund, Canada Mortgage and Housing Corporation, City of Toronto, Region of York, Region of Peel, and CTC Region Source Water Protection Program. The total budget for the project is \$75,000. The municipal partner funding for this and the J. D. Power and Associates survey (total cost \$7,500) is derived from the watershed planning capital budget.

Report prepared by: Janet Ivey, extension 5729

For Information contact: Janet Ivey, extension 5729; or Sonya Meek, extension 5253

Date: May 26, 2006

TO: Chair and Members of the Sustainable Communities Board
Meeting #2/06, June 9, 2006

FROM: James W. Dillane, Director, Finance and Business Services

RE: **USE OF BIODIESEL FUEL**
Annual report on results of fuel usage.

KEY ISSUE

Update on biodiesel pilot project and actions for 2006.

RECOMMENDATION

IT IS RECOMMENDED THAT the report on the Use of Biodiesel Fuel be received.

BACKGROUND

AND FURTHER THAT staff report to the Sustainable Communities Board annually on the results of using the biodiesel fuel in TRCA vehicles and equipment.

The biodiesel program has been successful from the aspect of equipment function. There has not been any clogging of the fuel filters and starting problems during the cold weather. Purchasing new fuel tanks for use of B5 fuel mixture and changing the fuel filters soon after starting use of the B5 fuel has avoided problems that other users have encountered. Staff are currently prioritizing the replacement of our existing tanks and ordering biodiesel fuel for additional locations. It is hoped that two or three additional locations will be using biodiesel this year.

Report prepared by: Brian Dundas, extension 5262
For Information contact: Brian Dundas, extension 5262
Date: May 24, 2006