



THE TORONTO AND REGION CONSERVATION AUTHORITY

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### SUSTAINABLE COMMUNITIES BOARD #2/06

Friday, June 9, 2006

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THE TORONTO AND REGION CONSERVATION AUTHORITY

MEETING OF THE SUSTAINABLE COMMUNITIES BOARD #2/06  
June 9, 2006

The Sustainable Communities Board Meeting #2/06, was held in the South Theatre, Black Creek Pioneer Village , on Friday, June 9, 2006 . The Chair Michael Di Biase , called the meeting to order at 11:10 a.m. .

**PRESENT**

Michael Di Biase	Chair
Pamela Gough	Member
David Gurin	Member
Suzan Hall	Vice Chair
Norm Kelly	Member
Glenn Mason	Member
Dick O'Brien	Chair, Authority

**ABSENT**

Glenn De Baeremaeker	Member
Colleen Jordan	Member
Gerri Lynn O'Connor	Member
Linda Pabst	Member
John Sprovieri	Member
Michael Thompson	Member

**RES.#E10/06 - MINUTES**

Moved by: Dick O'Brien  
Seconded by: Glenn Mason

**THAT the Minutes of Meeting #1/06, held on April 7, 2006, be approved.**

**CARRIED**

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**PRESENTATIONS**

- (a) A presentation by David Clusiau of Norr Architects, in regards to item 8.1 - SAS Canada Headquarters.

(b) A presentation by Tim Van Seters, Manager, Sustainable Technologies, TRCA, in regards to the Sustainable Technologies Evaluation Program.

**RES.#E11/06 - PRESENTATIONS**

Moved by: Pamela Gough  
Seconded by: David Gurin

THAT above-noted presentation (a) be heard and received.

**CARRIED**

**RES.#E12/06 - PRESENTATIONS**

Moved by: Norm Kelly  
Seconded by: Glenn Mason

THAT above-noted presentation (b) be heard and received.

**CARRIED**

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**SECTION I - ITEMS FOR AUTHORITY ACTION**

**COMMITTEE OF THE WHOLE**

**RES.#E13/06**

Moved by: Dick O'Brien  
Seconded by: Pamela Gough

THAT the Committee move into closed session to discuss item 7.1 - McCallister Environmental Communications Research Report.

**CARRIED**

**ARISE AND REPORT**

**RES.#E14/06**

Moved by: Dick O'Brien  
Seconded by: Pamela Gough

THAT the Committee arise and report from closed session.

**CARRIED**

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**RES.#E15/06 - MCALLISTER ENVIRONMENTAL COMMUNICATIONS RESEARCH REPORT**

May 9, 2006. A summary of the issues contained in the research report which are relevant to the Toronto and Region Conservation Authority.

Moved by: Norm Kelly  
Seconded by: Pamela Gough

**THE BOARD RECOMMENDS TO THE AUTHORITY THAT Toronto and Region Conservation Authority (TRCA) Communications staff review the findings and integrate recommendations wherever possible into publications and outreach activities.**

**CARRIED**

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**RES.#E16/06 - DURHAM YORK RESIDUAL WASTE INDIVIDUAL ENVIRONMENTAL ASSESSMENT**

Response to information regarding the Durham York Residual Waste Individual Environmental Assessment - Draft Report regarding the "Evaluation of Alternatives to" and identification of the preferred system.

Moved by: Dick O'Brien  
Seconded by: Pamela Gough

**THE BOARD RECOMMENDS TO THE AUTHORITY THAT York and Durham regions be advised that Toronto and Region Conservation Authority (TRCA) supports their efforts to develop a local solution for municipal solid waste (msw) disposal, including increasing waste diversion targets through recycling and composting, and generating electrical energy for the provincial grid;**

**THAT the regions of York and Durham be requested to ensure that there will be a benefit to climate change by providing opportunities for a net gain to air quality through techniques including, but not limited to, electricity generation, reduced transportation and natural heritage restoration;**

**THAT the regions of York and Durham be advised that TRCA supports the recommended preferred alternatives to the undertaking - Systems 2(a) and 2(b) - for consideration as appropriate technologies for residual waste management in the next stage of the Environmental Assessment process - evaluation of the alternative methods/sites;**

**THAT the regions of York and Durham identify in the Environmental Assessment the support for a policy to be developed to ensure that high-rise residential facilities be developed or retrofitted to include recycling and composting requirements in building design;**

**THAT the regions of York and Durham identify in the Environmental Assessment the support for a provincial or federal strategy aimed at best management practices for consumers that promotes at-source diversion and conservation;**

**AND FURTHER THAT staff be directed to report back to the Authority through the Sustainable Communities Board as this project proceeds through the Environmental Assessment process.**

**CARRIED**

## BACKGROUND

The regions of Durham and York are participating in a joint Individual Environmental Assessment (EA) study to manage the residual waste (i.e. garbage) that will remain after at-source diversion. The purpose of the undertaking as stated in the Terms of Reference (ToR) for the EA is "to process - physically, biologically and/or thermally- the waste that remains after the application of both regions' at-source diversion programs in order to recover resources, both material and energy, and to minimize the amount of material requiring landfill disposal.". The ToR was approved by the Minister of the Environment on March 31, 2006. Following approval of the ToR, the draft report regarding the "Evaluation of *Alternatives to*" and identification of the Preferred Residuals Processing System was released and comprehensive public consultation on the alternatives was completed.

The alternatives to the undertaking are based on Durham and York increasing waste diversion through recycling and composting to 60 per cent by 2011, and to 75 per cent in the future. As such, the study recommends that both municipalities adopt a formal hierarchy for their integrated waste management systems that reflects the purpose of the undertaking for the EA study, as follows:

- At-Source Diversion.
- Thermal Treatment, including energy and materials recovery using conventional combustion or gasification and pyrolysis.
- Landfill Disposal of Residue.

Only those approaches that met or exceeded all regulatory requirements were considered in the "Evaluation of *Alternatives to*" and identification of the Preferred Residuals Processing System. Ontario standards for air emissions are similar to the standards set for Europe and the United States. In Ontario, standards have been updated as required. The technologies in the only thermal treatment facility in Ontario (Peel Region) have been upgraded, as required, to meet those standards.

The majority of those participating in the consultation process supported the thermal treatment of residual waste and the minimization of landfill disposal of the residue. The majority of those participating in the consultative process for the York Durham study also supported the waste diversion goals of the study, although a minority expressed concerns about the ability of the two regions to achieve these goals.

The EA study included a detailed evaluation of four alternatives to the undertaking. All four alternatives met or exceeded the regulatory requirements for emissions.

- System 1 - Mechanical and Biological Treatment with Biogas Recovery.
- System 2a - Thermal Treatment of Mixed Waste with Recovery of Materials from the Ash or Char.
- System 2b - Thermal Treatment of Solid Recovered Fuel.
- System 2c - Thermal Treatment of Solid Recovered Fuel with Biogas Recovery.

The study indicated that System 2a is the preferred system, however, System 2b also has the potential to offer additional benefits. The study concluded that both systems should be carried forward into the next steps of the EA process.

## **PREFERRED ALTERNATIVES TO THE UNDERTAKING**

Four alternative systems to dispose of the residual waste were formulated and evaluated under a seven step methodology which involved: additional consultation on the evaluation criteria and methodology; assembling the component alternatives into four systems, data collection, application of the comparative criteria, identification of potential effects and net effects; and, consideration of the relative advantages and disadvantages of the systems. As a result of the evaluation process it was concluded that System 2a is the preferred system, but System 2b has the potential to offer additional benefits. Both systems should be carried forward into the next steps of the EA process.

System 2a involves the combustion of residual (post-diversion) waste and recovery of materials (metals) from the remaining ash/char. While System 2a has the potential to generate the highest impacts on the air environment of the four alternatives studied, air pollution control technology has evolved in order for all applicable air emissions standards to be met or exceeded. The thermal treatment of mixed waste with recovery of materials from the ash/char has proven reliable in Canada, the United States and Europe. In fact, Peel Region has been operating this type of system for over 10 years. This system does not include mechanical separation of recyclables in the residual waste at the front-end . Because the recycling and composting targets are high (60 percent and up to 75 percent ), the EA study determined there would be little added benefit from mechanical separation. Rather, the majority of residual materials will be burned and recyclable metals (ferrous and aluminium) will be removed from the ash and char.

System 2b incorporates mechanical separation of recyclables from the residual waste, an optional bio-drying of the residual stream that contains organics and a thermal treatment of a solid fuel recovered from the residual waste . As this solid recovered fuel is more homogenous than mixed waste, it is suitable for thermal treatment via gasification and pyrolysis. It has less potential impacts to the air environment than System 2a, but many of the technologies that could be used to thermally treat the solid recovered fuel (e.g. gasification) are regarded as "new technologies". There is active research and development in these technologies , but they are less proven than those applied to the technologies that are currently available to combust residual waste in System 2a.

Regional staff has recommended that during the competitive process used during the next phase of the EA, "Evaluation of Alternative Methods" (Sites), submission of proposals to implement both System 2a and System 2b be encouraged . The final recommendation on the technologies to be used to implement the preferred residuals processing system will be based on the results of this competitive process.

In Systems 2a and 2b, only 9 to 12 per cent of the residual waste generated in both regions would require landfilling. Negotiations with other municipalities that have existing landfill capacity are underway. An additional landfill within York or Durham regions will not be required. There is potential to significantly decrease the amount of materials to be landfilled if the provincial government adopted policies that supported the use of bottom ash/char in aggregate applications . In some European nations such as Belgium and the Netherlands, where landfill is considered the last option, most of the char/ash is recycled into Granular "B" materials and is used to manufacture concrete blocks or used as granular materials for roads. If approved in Ontario, the European practice of curing and recycling bottom ash into aggregate materials could then increase the diversion from landfill disposal to 95 per cent.

## SYSTEM DETAILS FOR THE ALTERNATIVES TO THE UNDERTAKING

The following chart summarizes the advantages and disadvantages of each of the four alternatives to the undertaking that were studied.

Alternatives to the Undertaking	Advantages	Disadvantages	Selected as Preferred Alternative
System 1 - Mechanical and Biological Treatment with Biogas Recovery	<ul style="list-style-type: none"> <li>● Lowest potential impacts on the air environment.</li> <li>● More flexible to changes in waste quantities and composition.</li> <li>● Potentially lower overall system costs provided low cost landfill capacity can be obtained from a third party.</li> <li>● Potential to increase diversion through the recovery of additional recyclables - advantage shared with Systems 2(b) and 2(c).</li> </ul>	<ul style="list-style-type: none"> <li>● Greatest potential impacts to water and land.</li> <li>● Greatest potential to disrupt sensitive habitat.</li> <li>● Lowest energy generation - both renewable and total.</li> <li>● Greatest potential social impact on the landfill host community.</li> <li>● Least reliable due to dependence on export landfill contracts.</li> </ul>	No
System 2a - Thermal Treatment of Mixed Waste with Recovery of Materials from the Ash or Char	<ul style="list-style-type: none"> <li>● Lowest potential impact to water and land.</li> <li>● Least potential to disrupt sensitive habitats.</li> <li>● Greatest energy generation - both renewable and total.</li> <li>● Lowest potential social impact on landfill host community due to a minimizing of the quantities requiring landfill.</li> <li>● Higher reliability due to minimum dependence on export landfill.</li> <li>● Costs, although high, are comparable in the case of System 2a with System 1 (System 2(a) does not recover as much recyclables as 2(b) which may also offer potential benefits in regards to air emissions, energy conversion efficiency).</li> </ul>	<ul style="list-style-type: none"> <li>● Highest potential impacts on the air environment, although current technology has the proven ability to exceed all applicable air emissions standards.</li> <li>● Less flexibility to changes in waste quantities and composition.</li> <li>● Need to manage hazardous residues from the pollution control system.</li> </ul>	Yes

Alternatives to the Undertaking	Advantages	Disadvantages	Selected as Preferred Alternative
System 2b - Thermal Treatment of Solid Recovered Fuel	<ul style="list-style-type: none"> <li>● Lowest potential impact to water and land.</li> <li>● Least potential to disrupt sensitive habitats.</li> <li>● Greatest energy generation - both renewable and total.</li> <li>● Lowest potential social impact on landfill host community due to a minimizing of the quantities requiring landfill.</li> <li>● Higher reliability due to minimum dependence on export landfill (System 2(b) has higher costs and is less reliable than System 2 (a)).</li> </ul>	<ul style="list-style-type: none"> <li>● Highest potential impacts on the air environment, although current technology has the proven ability to exceed all applicable air emissions standards.</li> <li>● Less flexibility to changes in waste quantities and composition.</li> <li>● Need to manage hazardous residues from the pollution control system.</li> </ul>	Yes
System 2c - Thermal Treatment of Solid Recovered Fuel with Biogas Recovery	<ul style="list-style-type: none"> <li>● Ability to recover additional recyclable materials and also make beneficial use of post diversion waste stream.</li> </ul>	<ul style="list-style-type: none"> <li>● Highest cost and lowest technical reliability due to amount and complexity of the required processing equipment.</li> </ul>	No

#### NEXT STEPS

- June 2006 - Durham and York Committees and Councils to consider recommendation from the Joint Waste Management Group on Residuals Processing System.
- Summer 2006 - "Alternative Methods/Sites" including alternative ways or methods of implementing the preferred "Alternative To" will be initiated. This typically involves an evaluation of the alternative "sites" and may evaluate alternative facility design and operational aspects. A detailed Health and Ecological Risk Assessment will be prepared as part of this process. Proximity of natural and residential areas to proposed sites will be considered in the evaluation. At this time it is anticipated that the facility will be located in an industrial area. TRCA has been asked to provide the regions with environmental background data, and to provide input on the exclusionary siting criteria and separation distances, and to continue to review and comment on the study as it proceeds. TRCA staff will investigate programs for natural heritage regeneration within the vicinity of the airshed to be impacted by the emissions. The intent is to provide an overall net gain to the local environment. TRCA staff will also review the proposed facility locations with respect to the existing watershed characteristics and the impacts that the anticipated contaminant loadings could potentially have on water quality.

- 2008 - Complete the EA.
- 2009 - Minister approval of the EA.
- 2011 - Facility ready to operate.

Report prepared by: Beth Williston, extension 5217, June Murphy, extension 5304  
For Information contact: Beth Williston, extension 5217  
Date: June 7, 2006

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## SECTION IV - ITEMS FOR THE INFORMATION OF THE BOARD

**RES.#E17/06** - **SAS CANADA HEADQUARTERS**  
Leadership in Energy and Environmental Design Certification.. 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.

Moved by: Pamela Gough  
Seconded by: David Gurin

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

**CARRIED**

### **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.

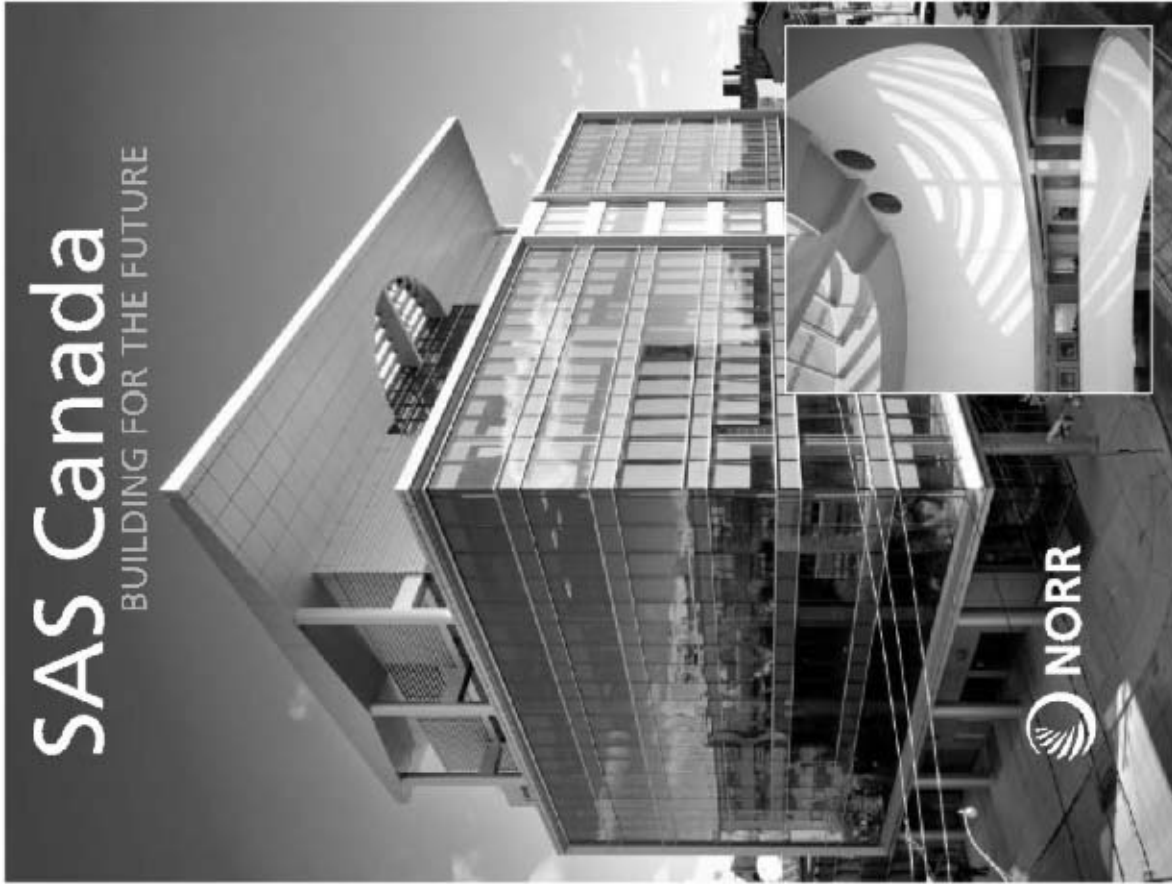
There are a number of internal workings that contribute to the building's overall green design. The structure strives to be as energy efficient as possible. It has a projected energy consumption of 30-50% less than other commercial buildings of typical design. The elevator system uses the latest technology 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 column uses 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 recessed 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.norrinited.com](http://www.norrinited.com)

Steven Evans, Photography

**RES.#E18/06** -

**MARKHAM BYPASS CORRIDOR INDIVIDUAL ENVIRONMENTAL ASSESSMENT**

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

Moved by: Dick O'Brien  
Seconded by: Pamela Gough

**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.**

**CARRIED**

**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 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



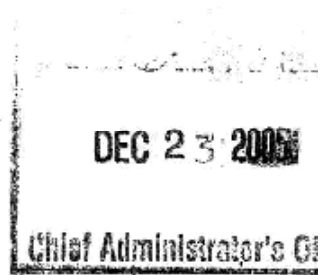
City Clerk's Office  
City Hall, 12th Floor West  
100 Queen Street West  
Toronto, Ontario M5H 2N2

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:

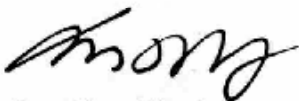
- (1) advise York Region that it strongly opposes and formally objects to any north/south road in York Region that will increase traffic congestion in the City of Toronto;
- (2) advise York Region that it strongly opposes and formally objects to the extension of Morningside Avenue south of Steeles Avenue 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

**RES.#E19/06 -**

**SUSTAINABLE PRACTICES PROJECT**

Implementation Strategies. 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.

Moved by: Pamela Gough  
Seconded by: David Gurin

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

**CARRIED**

**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

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### **RES.#E20/06 - USE OF BIODIESEL FUEL**

Annual report on results of fuel usage.. Update on biodiesel pilot project and actions for 2006.

Moved by: Glenn Mason

Seconded by: Suzan Hall

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

**CARRIED**

### **BACKGROUND**

At Authority Meeting #9/04, held on October 29, 2004, Resolution #A294/04 was approved in part as follows:

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

### **RATIONALE**

The pilot testing of biodiesel fuel was targeted in the Toronto and Region Conservation Authority's (TRCA) Sustainability Management System (SMS). Under the SMS, biodiesel product was to be field tested in 2005. The program was to be expanded in 2006 if the 2005 test results were favourable.

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**

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## **TERMINATION**

ON MOTION, the meeting terminated at 12:15 p.m., on Friday, June 9, 2006.

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Michael Di Biase  
Chair

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Brian Denney  
Secretary-Treasurer

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