

Board of Directors Meeting Revised Agenda

#11/19

January 24, 2020

9:30 A.M.

HEAD OFFICE, 101 EXCHANGE AVENUE, VAUGHAN

Pages

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- 1. ACKNOWLEDGEMENT OF INDIGENOUS TERRITORY
- 2. MINUTES OF MEETING #10/19, HELD ON NOVEMBER 29, 2019 Meeting Minutes
- 3. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF
- 4. DELEGATIONS
- 5. PRESENTATIONS
 - 5.1 Lukasz Grobel, Project Manager, MTO, Jim Dowell, Project Manager, WSP, Britta Patkowski, Consultation Lead, AECOM, in regard to item 7.8 GTA West Transportation Corridor Individual Environmental Assessment
- 6. CORRESPONDENCE
 - 6.1 A letter dated January 17, 2020 from The Honourable Pauline Browes, Chair, Friends of the Rouge National Urban Park, in regard to Rouge National Urban Park Visitor Centre
- 7. SECTION I ITEMS FOR BOARD OF DIRECTORS ACTION

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	9.1.1	INVESTMENT MANAGEMENT STRATEGY UPDATE	

Approval of Toronto and Region Conservation Authority's Investments Statement of Policy and Procedure.

(PDF Page 2/91)

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9.1.2 GREENLANDS ACQUISITION PROJECT FOR 2016-2020

Metro Ontario Real Estate Limited (CFN 61286). Acquisition of property located west of The West Mall and south of Dundas Street East, municipally known as 170 The West Mall, in the City of Toronto, under the "Greenlands Acquisition Project for 2016-2020," Flood Plain and Conservation Component, Etobicoke Creek watershed.

(PDF Page 18/91)

9.1.3 GREENLANDS ACQUISITION PROJECT FOR 2016-2020

Peel District School Board (CFN 62395). Acquisition of property located at the rear of 12872 Kennedy Road, under the "Greenlands Acquisition Project for 2016-2020," Flood Plain and Conservation Component, Etobicoke Creek watershed.

(PDF Page 22/91)

9.1.4 REGIONAL MUNICIPALITY OF PEEL

Receipt of a request from the Regional Municipality of Peel, for a conveyance of Toronto and Region Conservation Authority-owned lands located at the northeast corner of Longo Circle and Finch Avenue West in the City of Mississauga, Regional Municipality of Peel, required for the implementation of a daylight triangle and resolution of encroachments onto Toronto and Region Conservation Authority (TRCA) land, Humber River watershed (CFN 60417).

(PDF Page 26/91)

9.1.5 RENEWAL OF INSTALLATION AGREEMENT WITH GREATER TORONTO AIRPORTS AUTHORITY

Receipt of a request from the City of Toronto for Toronto and Region Conservation Authority (TRCA) concurrence renewal of an existing installation agreement with the Greater Toronto Airports Authority (GTAA) (CFN 23033).

(PDF Page 30/91)

9.1.6 MINISTRY OF TRANSPORTATION

Settlement of compensation for Toronto and Region Conservation Authority (TRCA) lands required for the construction of the extension of Highway 427, located north of Zenway Boulevard and East of Regional

Road 27, City of Vaughan, Regional Municipality of York, Humber River Watershed (CFN 51576).

(PDF Page 34/91)

9.2 SECTION II - ITEMS FOR EXECUTIVE COMMITTEE ACTION

9.2.1 ADOPTION OF PROVINCIAL VENDOR OF RECORD ARRANGEMENT OSS-00634452 VEHICLE ACQUISITIONS AND UPFITTING

RFP No. 10022400. Adoption of Province of Ontario Vendor of Record (VOR) arrangement OSS-00634452 Vehicle Acquisitions and Upfitting for the period of 2020 through 2022 vehicle acquisition cycle.

(PDF Page 39/91)

9.3 SECTION III- ITEMS FOR THE INFORMATION OF THE BOARD

9.3.1 PERFORMANCE-BASED CONTRACTS

Report regarding a summary of findings regarding performance based contracting practices carried out by Toronto and Region Conservation Authority's (TRCA) regional and municipal partners as well as a review of Infrastructure Ontario's Vendor Performance Program and proposed actions to be completed by TRCA staff.

(PDF Page 42/91)

9.4 SECTION IV - ONTARIO REGULATION 166/06, AS AMENDED

Receipt of Ontario Regulation 166/06, as amended, for applications 10.1-10.7, which were approved or received at the Executive Committee Meeting #10/19, held on January 10, 2020

(PDF Page 45/91)

10. CLOSED SESSION

11. MEMBER MOTIONS

11.1 A Notice of Motion dated January 16, 2020 from Paul Ainslie, Councillor, City of Toronto, in regard to a Request for Multi-Use Trail Centennial College Progress Campus and Military Trail Road

12. NEW BUSINESS

NEXT MEETING OF THE BOARD OF DIRECTORS #1/20, TO BE HELD ON FEBRUARY 21, 2020 AT 9:30 A.M. AT HEAD OFFICE, 101 EXCHANGE AVENUE, VAUGHAN

John MacKenzie, Chief Executive Officer

/am

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Item 6.1

FRIENDS OF THE ROUGE National Urban Park

Hon. Pauline Browes, P.C. Chair	January 17, 2020
Peter Bashaw	Jennifer Innis, Chair of the Board
Hon. Michael Chong, P.C., M.P.	John MacKenzie, CEO Toronto and Region Conservation Authority
Hon. David Crombie, PC, OC, OOnt	101 Exchange Ave, Concord, ON L4K 5R6
Glenn DeBaeremaeker	Via Email
Hon. Peter Kent, P.C., M.P.	Dear Ms. Innis, Mr. MacKenzie and Members of the TRCA Board:
Marlaine Koehler	The Friends of Rouge National Urban Park is so happy to begin the next decade by
Keith Laushway	thanking Toronto and Region Conservation Authority for its support of our work to
John Livey	secure the best location for the Rouge National Urban Park Visitor Centre. As you know, Parks Canada has approved a site east of Meadowvale Road in a natural
Ted Matthews	location that allows visitors to feel like they are leaving the busy urban environment for
Heather Moeser	the peace and quiet of nature. It is only short steps from the park's amenities, trails, and inspiring vistas.
Larry Noonan	We will be forever grateful to the TRCA for recognizing our concerns and responding by immediately creating a process that brought all parties together to examine the issues and options.
	Thanks to your leadership and to many other supporters for our position, Canada's first National Urban Park will be celebrated with a beautiful gateway. The Visitor Centre will be both a tribute to more than three decades of community advocacy to protect and conserve the valley, and an inspiration to new leaders to steward the legacy.
	We look forward to celebrating a ground-breaking and ribbon-cutting to a magnificent facility and destination in 2021.

With appreciation,

Pauline Browes Chair, Friends of the Rouge National Urban Park

cc. Omar McDadi, Acting Field Unit Superintendent, Rouge National Urban Park

10 GUILDWOOD PARKWAY, STE. 627 TORONTO ONTARIO M1E 5B5

EMAIL: PAULINEBROWES@ROGERS.COM

TO:Chair and Members of the Board of Directors
Meeting #11/19, Friday, January 24, 2020

FROM: Derek Edwards, Director, Parks and Culture

RE: 2020 FEE SCHEDULE FOR PUBLIC FACILITIES AND PROGRAMMING

KEY ISSUE

Approval of the Toronto and Region Conservation Authority (TRCA) 2020 Fee Schedule for Public Facilities and Programing.

RECOMMENDATION

THAT the 2020 Fee Schedule for Public Facilities and Programming be amended as set out in Attachment 1 and become effective February 1, 2020.

BACKGROUND

Each year, staff conduct a review of the Fee Schedule for Public Facilities and Programming to determine if any changes are required. The review of fees considers the value of TRCA programs and facilities provided to customers and current market conditions, such as comparable fees imposed by other public authorities, like Ontario Parks, local municipalities and other conservation authorities. Proposed changes are brought forward for Board of Directors consideration to ensure TRCA's ecological and social practices are maintained, which include providing inclusive recreation and education experiences to diverse communities while protecting natural and cultural assets. Staff propose to increase fees for select items and restructure the 2020 Fee Schedule for Public Facilities and Programming to facilitate financially sustainable offerings.

At Board of Directors Meeting #8/18, held on October 26, 2018, Resolution #A163/18 was approved as follows:

THAT the 2019 Fee Schedule for Public Facilities and Programming be amended as set out in Attachment 1, and become effective January 1, 2019.

RATIONALE

The following outlines proposed amendments for the 2020 Fee Schedule for Public Facilities and Programing. A copy of the full proposed 2020 Fee Schedule for Public Facilities and Programming is provided as *Attachment 1*. The comparison between 2019 and 2020 fees is displayed in *Attachment 2*. The Access to TRCA Public Facilities Policy is included as *Attachment 3*.

The proposed fee adjustments allow for TRCA to enhance the visitor experience by addressing the wear and tear on our facilities and infrastructure caused by record-breaking numbers of visitors in 2019. Fees are also used to support the gaps in program delivery costs such as Cost of Living Allowance adjustments, utility increases, contract service and supplier costs. Fiscal sustainability of TRCA's public use facilities and education centres is paramount, and in anticipation to receiving the draft regulations arising from the amended Conservation Authorities Act, staff need to consider the potential for the operation of public facilities and programming to be deemed primarily non-core. The proposed changes to the fee schedule will allow TRCA to

proactively reduce reliance on municipal levy and forge forward with the goal of becoming fully self-sufficient.

Incremental rate increases are proposed in the following areas:

- Child general admission fees at all Conservation Areas
- Adult and senior general admission fees at Bruce's Mill, Petticoat Creek and Heart Lake Conservation Areas
- Pedal boat or rowboat rental per hour and per half day
- Camping fees at Albion Hills, Glen Rouge and Indian Line Campgrounds
- Golfing green and driving range fees
- Educational program and guided tours at Black Creek Pioneer Village
- Parking at Black Creek Pioneer Village
- Overnight Field Centre programs

Additionally, the age categories have been updated to align and be more consistent with other local attractions within our jurisdiction.

In order to provide a greater level of transparency and reflect the needs of the current marketplace, the 2020 Fee Schedule for Public Facilities and Programing "Definition of Terms and Discounts, premiums and promotions" has been updated.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategy set forth in the TRCA 2013-2022 Strategic Plan: **Strategy 7 – Build partnerships and new business models**

FINANCIAL DETAILS

The expected TRCA revenue generated from all pricing changes will be \$609,438 (exclusive of tax) based on 90% of 2019 attendance and occupancy values. This assumption is based on an attendance rate of 90% in order to account for inclement weather, mechanical failures, potential education sector labour disruptions, as well as operational challenges that may cause variations to business and program delivery.

As TRCA was fortunate enough this past summer to have near perfect weather during its prime operating season (July and August), attendance increased by approximately 25% over the past year. The probability of this sizable growth happening again next year is remote therefore we have remained conservative with our revenue assumptions above.

DETAILS OF WORK TO BE DONE

Following Board of Directors consideration and approval, TRCA will notify its partner municipalities of the proposed changes to the 2020 Fee Schedule. Also, the 2020 Fee Schedule for Public Facilities and Programming will be made accessible on the TRCA website.

TRCA staff will assess the membership program and bring forth a recommendation for Board consideration in 2020. Staff will also look at the feasibility of pricing unification for like offerings across the organization and new business models for certain offerings, such as seasonal camping. Additionally, staff will explore the viability of introducing fees for non-active use facilities for the 2021 season, such as Tommy Thompson Park and Claireville Conservation Area.

Item 7.1

Report prepared by: Amanda Lazarevski, extension 6425 Emails: <u>amanda.lazarevski@trca.ca</u> For Information contact: Derek Edwards, extension 5672 Emails: <u>derek.edwards@trca.ca</u> Date: January 10, 2019 Attachments: 3

Attachment 1: 2020 Fee Schedule for Public Facilities and Programming Attachment 2: 2019 to 2020 Fee Comparison Calculation Chart Attachment 3: Access to TRCA Public Facilities

Attachment 1 – TRCA 2020 Fee Schedule Public Facilities and Programming

All fees listed in this Schedule take effect February 1, 2020, unless otherwise noted.

Note: Updated material may be distributed periodically to include supplementary fees which are related to specific program activities, or to reflect changes to the schedule.

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Definition of Terms

1 Age categories

Five general age groups are used throughout the fee schedule as follows, unless otherwise described:

- i) Toddler any person three years of age or under;
- ii) Child any person from four to thirteen years of age;
- iii) Adult any person from fourteen to sixty-four years of age;
- iv) Senior any person sixty-five years of age or over;
- v) Student any person with a valid high school, university or college student ID.

Some exceptions to this general age categorization apply to specific fee schedule items and are indicated in within the item section. A Child and/or a Toddler must be accompanied by a paying guardian.

2 General admission

General admission allows for basic access to a specified TRCA venue(s) during a designated operating period(s). Other fees may be charged in addition to, or in lieu of, general admission fees for certain facilities, programs or operating periods, as identified in this fee schedule or under various operating policies.

3 Facilities

Applies to Conservation Areas, Conservation Field Centres, Black Creek Pioneer Village, Tommy Thompson Park, Kortright Centre for Conservation, and Bathurst Glen Golf Course.

4 Conservation Area

Applies to Albion Hills, Bruce's Mill, Boyd, Glen Haffy, Heart Lake and Petticoat Creek. Also included in this definition are the campgrounds at Albion Hills, Glen Rouge and Indian Line.

5 Conservation Field Centres

Applies to Albion Hills Field Centre, Lake St. George Field Centre and Claremont Nature Centre.

6 Camping Permit

This permit states that camping fees include camping for six individuals or a family, per campsite.

7 Group Camper

Applies to members of an organized group staying overnight at a Conservation Area by permit.

8 TRCA Led Day Camper

Applies to day camp participants in TRCA led camp programs at a facility, during regular operating hours.

9 Third Party Led Day Camper

Applies to members of day-cares, day camps, or the like, who are visiting a facility during regular operating hours but are operated by an outside organization.

10 TRCA Led Overnight Camper

Applies to overnight camp participants in TRCA led camp programs. Includes supervision, indoor accommodations, all meals and programs.

11 Third Party Led Overnight Program Participant

Applies to members of an organized group staying overnight at a facility. Includes indoor accommodations, all meals and programs.

12 Supervisory Adults

Visitor groups will be provided with one adult admission for free per every ten students or campers. Any additional adults will be required to pay the full adult admission rate, which varies dependent on the facility.

13 Tour Group

Applies to a pre-arranged, pre-paid program for a group.

14 Twilight

Twilight refers to a time of day that varies depending on the seasons, which is used to determine certain golf fees. From the beginning of the golf season to May 31, twilight is 3:00 pm. June 1 to August 31, twilight is 5:00 pm. September 1 to the end of golf season, twilight is also 3:00 pm.

15 Operating Policies

This fee schedule is provided as a general summary of fees applied by TRCA at its public use facilities and venues. It does not provide, nor is it intended to provide, complete information as to the various regulations and operating policies in effect at these facilities and venues which may relate to individual fee schedule items.

16 Discounts, premiums and promotions

Any fee may be subject to a discount, premium or promotion at the discretion of the respective Manager. Standard discounts include but are not limited to:

- D.1 At Black Creek Pioneer Village and Kortright Centre, fifteen percent (15%) discount for regular per person admission fees, subject to a minimum group size of twenty persons, exclusive of guided tours.
- **D.2** At Bathurst Glen Golf Course, ten percent (10%) discount for child and seniors for green fees and the use of the driving range.
- **D.3** A support person accompanying a person with a disability will receive free general admission to a maximum ratio of 1:1, at all facilities and events including aquatic facilities and special events.
- **D.4** Free general admission for Active Transportation users to TRCA Conservation Areas and the Kortright Centre as per TRCA Admittance Policy

17 Supplementary fees

Not all fees are part of TRCA's fee schedule as approved by the Board of Directors. The sale of retail merchandise or the provision of incidental services represents the most common examples of such fees.

18 Surge Pricing

Fees may be increased during periods when it is an increased demand or special events. High demand periods include but are not limited to camping fees on long weekends, and parking events at Black Creek Pioneer Village, such as York University Convocation and the Rogers Cup.

19 Conservation Membership

Membership to TRCA public use facilities and venues, as well as Credit Valley Conservation (CVC) Conservation Areas.

20 Golf Frequent Player Passes at Bathurst Glen Golf Course and Bruce's Mill

i) Frequent Player Unlimited Pass

Allows pass holder to play a round of golf at Bathurst Glen Golf Course anytime (weekdays, weekends, holidays) and receive 20% off merchandise and food. Does not include use of power cart. Non-transferable.

ii) Twilight Pass

Allows pass holder to play a round of golf at Bathurst Glen Golf Course during twilight hours only, as defined above. Does not include use of power cart. Non-transferable.

iii) Junior Pass

For players 13 and under. Allows pass holder to play a round of golf at Bathurst Glen Golf Course anytime (weekday, weekend, holiday). Does not include use of power cart. Non-transferable.

iv) Driving Range Pass

Allows pass holder use of Bathurst Glen Driving Range anytime (weekdays, weekends, holidays), up to 3 large buckets a day. Non-transferable.

v) 10 Round Golf Pass

Pre-paid, transferable rounds of golf at Bathurst Glen Golf Course. Redeemable anytime (weekdays, weekends, holidays).

vi) Seasonal Driving Range Pass

Allows pass holder to play a round of golf at Bruce's Mill Conservation Area anytime, Monday – Friday, excluding holidays. Does not include use of power cart. Non-transferable.

21 Commercial Fees

To be negotiated and are dependent on various factors such as the location, scale of production or event, if it is during regular operating hours, and associated staff time, including but not limited filming, photography, outreach programs, and third party event/vendor fees.

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Item		Description	2020 Base	2020 Gross
1		For general admission at Concernation Areas, per day		
	1.1	For general admission at Conservation Areas, per day; Albion Hills, Boyd and Glen Haffy, toddler	0.00	0.00
	1.1	Albion Hills, Boyd and Glen Haffy, child	3.98	4.50
	1.3	Albion Hills, Boyd and Glen Haffy, adult	5.75	6.50
	1.4	Albion Hills, Boyd and Glen Haffy, senior/student	4.87	5.50
	1.5	Bruce's Mill, toddler	0.00	0.00
	1.6	Bruce's Mill, child	3.98	4.50
	1.7	Bruce's Mill, adult	6.19	7.00
	1.8	Bruce's Mill, senior/student	5.31	6.00
	1.9	Petticoat Creek and Heart Lake, toddler	0.00	0.00
	1.10	Petticoat Creek and Heart Lake, child	3.98	4.50
	1.11	Petticoat Creek and Heart Lake, adult	6.64	7.50
	1.12	Petticoat Creek and Heart Lake, senior/student	5.75	6.50
2		For fishing at Glen Haffy per day, exclusive of general admission;		
	2.1	toddler angling fee	0.00	0.00
	2.2	child angling fee	2.52	2.85
	2.3	adult/senior/student angling fee	5.09	5.75
	2.4	for the use of a fishing pond and picnic shelter, for up to 75 participants, <u>inclusive</u> of general admission and angling fee Monday through Friday, excluding holidays	895.00	1,011.35
3	3.1	For a permit for the use of a fishing pond at Headwaters Trout Ponds, inclusive of general admission and use of row boats; up to 75 persons, per day	1,145.00	1,293.85
	3.1	each additional participant, per day	1,145.00	1,293.85
	3.3	for a membership to Headwaters Fly Fisher's Club	525.00	593.25
4		For the rental of a pedal boat or rowboat at Heart Lake;		
	4.1	rental per hour	17.70	20.00
	4.2	rental per half day (4-hours)	44.25	50.00
5		For a permit to occupy an un-serviced campsite, inclusive of general admission;		
	5.1		37.50	42.38
	5.2	Albion Hills, per month (28 nights)	750.00	847.50
	5.3	Indian Line, per night	42.00	47.46
	5.4	Indian Line, per month (28 nights)	840.00	949.20
	5.5	Glen Rouge, per night	42.00	47.46
6		For a permit to occupy a serviced campsite, with water and 15/30 amp hydro hook-ups, inclusive of general admission;		
	6.1	Albion Hills, per night	43.00	48.59
	6.2	Albion Hills, per month (28 nights)	860.00	971.80
	6.3	Albion Hills, per season	3,311.00	3,741.43
	6.4	Indian Line, per night	48.00	54.24
	6.5	Indian Line, per month (28 nights)	960.00	1,084.80
ļļ	6.6	Indian Line, per season	3,840.00	4,339.20
	6.7	Glen Rouge, per night	48.00	54.24
7	7.4	For a permit to occupy a serviced campsite, with water and 50 amp hydro hook-ups, inclusive of general admission;	50.50	50.00
	7.1	Indian Line, per night	52.50	59.33
	7.2	Indian Line, per month (28 nights)	1,050.00	1,186.50

Item		Description	2020 Base	2020 Gross
	7.3	Indian Line, per season	4,200.00	4,746.00
	7.4	Glen Rouge, per night	52.50	59.33
8		For a permit to occupy a serviced campsite with water, hydro, and sewage hook-up inclusive of general		
Ŭ		admission;		
	8.1	Indian Line, with 30 amp hydro service, per night	53.00	59.89
	8.2	Indian Line, with 30 amp hydro service, per month (28 nights)	1,060.00	1,197.80
	8.3	Indian Line, with 30 amp hydro service, per season	4,240.00	4,791.20
	8.4 8.5	Indian Line, with 50 amp hydro service, per night	57.50 1,150.00	<u>64.98</u> 1,299.50
	8.6	Indian Line, with 50 amp hydro service, per month (28 nights) Indian Line, with 50 amp hydro service, per season	4,600.00	5,198.00
	0.0	indian Line, with 50 amp hydro service, per season	4,000.00	3,130.00
9		In addition to basic camping fees as specified in items 5.0,		
	9.1	6.0,7.0, 8.0; for a permit to park an additional vehicle, per night	12.00	13.56
	9.1	for a permit to park an additional vehicle, per hight	75.00	84.75
		for each additional person occupying a campsite over and		
	9.3	above the campground's specified site limit, per night	10.00	11.30
	9.4	on a statutory holiday or other designated date, in addition to the basic permit fees	3.00	3.39
	9.5	a visitor pass to be purchased by the seasonal camper, for their guests to be able to enter the campground	75.00	84.75
	9.6	a security deposit for a seasonal campsite for the following year, per seasonal campsite	88.50	100.00
	9.7	site cleanup fee, per campsite	177.00	200.00
	9.8	for winter vehicle storage, per vehicle	177.00	200.00
	9.9	reservation fee, per reservation made through call centre or at the park	10.62	12.00
	9.10	reservation fee, per reservation made online	9.73	11.00
	9.11	cancellation fee, per reservation cancelled through call centre or at the park	12.39	14.00
	9.12	cancellation fee, per reservation cancelled online	10.62	12.00
	9.13	change fee, per reservation changed through call centre or at the park	7.08	8.00
	9.14	change fee, per reservation changed online	6.19	7.00
10		For a permit to occupy a group campsite, exclusive of general admission.	200.00 - 550.00	226.00 - 565.00
11		For a permit for the use of a group picnic site, exclusive of general admission.	155.00 – 550.00	175.15 - 565.00
12		For admission to aquatic facilities exclusive of general		
	40.4	admission, per day;	0.00	A =-
	12.1 12.2	Albion Hills, ages 2 and over	3.32	<u>3.75</u> 4.75
	12.2	Petticoat Creek and Heart Lake, ages 2 and over	4.20	4.75
13		For the use of cross-country ski trails at Albion Hills, inclusive of general admission, per day;		
	13.1	toddler	0.00	0.00
	13.2	child	9.07	10.25
	13.3	adult	15.27	17.26
	13.4 13.5	senior/student family living in the same household, with no more than two	12.39 39.82	14.00 45.00
		adults, and their children		

Item		Description	2020 Base	2020 Gross
		•		
14		For the rental of a cross-country ski equipment package consisting of skis, boots and poles;		
	14.1	child	12.39	14.00
	14.2	adult/senior/student	18.58	21.00
	14.3	child, in a group with a reservation, including trail fees, subject to a minimum group size of twenty participants	13.27	15.00
	14.4	adult/senior/student, in a group with a reservation, including trail fees, subject to a minimum group size of twenty participants	26.55	30.00
15		For golfing green fees at Bathurst Glen Golf Course;		
10	15.1	weekday, 18 holes, open - 1:00 pm	35.40	40.00
	15.2	weekday, 18 holes, 1:00 pm - twilight	29.20	33.00
	15.3	weekday, 18 holes, twilight - close	24.78	28.00
	15.4	weekday, 9 holes, any time of day	22.12	25.00
	15.5	weekend, 18 holes, open - 1:00 pm	38.94	44.00
	15.6	weekend, 18 holes, 1:00 pm - twilight	35.40	40.00
	15.7	weekend, 18 holes, twilight - close	26.55	30.00
16		For golf equipment rentals at Bathurst Glen Golf Course;		
10	16.1	18 holes power cart	28.32	32.00
	16.2		20.32	24.00
	16.3	pull cart	7.08	8.00
	16.4	club set	22.12	25.00
	10.4		22.12	20.00
17		For driving range fees at Bathurst Glen Golf Course;		
	17.1	small bucket	11.50	13.00
	17.2	large bucket	14.16	16.00
	17.3	jumbo bucket	26.55	30.00
18		For golf tournaments at Bathurst Glen Golf Course;	35.00 - 80.00	39.55 - 90.40
19		For driving range fees at Bruce's Mill;		
13	19.1	small bucket	9.73	11.00
	19.2	large bucket	13.27	15.00
	19.3	jumbo bucket	23.01	26.00
			20.01	20.00
20		For frequent player passes at Bathurst Glen Golf Course and Bruce's Mill;		
	20.1	Bathurst Glen Golf Course, Frequent Player Unlimited Pass	1,799.00	2,032.87
	20.2	Bathurst Glen Golf Course, Twilight Pass	599.00	676.87
	20.3	Bathurst Glen Golf Course, Junior Pass	300.00	339.00
	20.4	Bathurst Glen Golf Course, Driving Range Pass	599.00	676.87
	20.5	Bathurst Glen Golf Course, 10 Round Golf Pass	325.00	367.25
21		For driving range frequent player pass at Bruce's Mill;	499.00	563.87
		For general admission to Black Creek Pioneer Village, per		
22		For general admission to Black Creek Ploneer Village, per day;		
	22.1	toddler	0.00	0.00
	22.2	child	11.00	12.43
	22.3	adult	15.00	16.95
	22.4	senior	12.00	13.56
	22.5	student	12.00	13.56
23		For participation in educational programs at Black Creek Pioneer Village, per participant;		
	23.1	TRCA Led Day Camper, for a week of summer camp	220.00 - 330.00	220.00 - 330.00

participants 300.00 - 400.00 300.00 - 400.00 23.3 full day educational program, for a minimum number of twenty participants 300.00 - 400.00 280.00 - 400.00 280.00 - 4 23.4 for the Dickson's Hill School program, for a minimum number of wenty participants 280.00 - 400.00 280.00 - 4 24 For ticketed special events at Black Creek Pioneer Village; 0.00 24.1 Christmas by Lamplight - ages 1 and under 0.00 24.3 Christmas by Lamplight - ages 2 - 13 26.95 - 31.95 30.45 - 30.45 - 24.3 26.95 - 31.95 30.45 - 30.45 - 24.4 24.4 Storytime with Santa - ages 1 and under 0.00 0.00 24.5 Storytime with Santa - ages 1 and under 20.35 - 22.95 27.06 - 23.6 25 For specialized programs and workshops at Black Creek Pioneer Village; 14.00 21.3 25.1 Heritage Trade Workshop 94.95 94.95 94.95 25.2 Guide and Scout Day 14.00 23.00 - 400.00 240.00 - 400.00 264 For a Guided Program at Black Creek Pioneer Village, as part of a tour group with a reservation to a minimum of twenty participants, including general admission; 240.00 - 400.00 </th <th>iross</th> <th>2020 Gro</th> <th>2020 Base</th> <th>Description</th> <th></th> <th>ltem</th>	iross	2020 Gro	2020 Base	Description		ltem
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28 For general admission at the Kortright Centre for Conservation, per day; 0.00 28.1 toddler 0.00 28.2 child 2.65 28.3 adult 7.52 28.4 senior 5.75 29 For participation in a weekend or evening public program at Kortright Centre for Conservation; 6.64 29.1 child 6.64 29.2 adult 12.83 29.3 senior 6.64	90.40					
20Conservation, per day;0.0028.1toddler0.0028.2child2.6528.3adult7.5228.4senior5.7529For participation in a weekend or evening public program at Kortright Centre for Conservation;6.6429.1child6.6429.2adult12.8329.3senior6.6429.4Eor participation in camps, programs, workshops, or6.64						
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28.3 adult 7.52 28.4 senior 5.75 29 For participation in a weekend or evening public program at Kortright Centre for Conservation; 6.64 29.1 child 6.64 29.2 adult 12.83 29.3 senior 6.64 29.4 Eor participation in camps programs workshops or 6.64	0.00					
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29 For participation in a weekend or evening public program at Kortright Centre for Conservation; 6.64 29.1 child 6.64 29.2 adult 12.83 29.3 senior 6.64 29.4 Exercise of the senior of the se	8.50					
29 at Kortright Centre for Conservation; 29.1 child 29.2 adult 29.3 senior 6.64 29.3 For participation in camps, programs, workshops, or	6.50		5.75	senior	28.4	
29.1 child 6.64 29.2 adult 12.83 29.3 senior 6.64 Example 5.64 Example 5.64						29
29.2 adult 12.83 29.3 senior 6.64 For participation in camps, programs, workshops, or	7 50		0.01		00.4	
29.3 senior 6.64 Example 1 1 1	7.50					
Eor participation in camps, programs, workshops, or	14.50					
For participation in camps, programs, workshops, or	7.50		0.04	senior	29.3	
³⁰ parties, at Kortright Centre for Conservation;				For participation in camps, programs, workshops, or parties, at Kortright Centre for Conservation:		30
	- 280,00	216.00 - 2	216.00 - 280.00		30.1	
half day adjustion program to a maximum number of thirty		200.00 - 2		half day education program, to a maximum number of thirty		
	- 410.00	375.00 - 4	375.00 - 410.00		30.3	
same day bookings for groups using facility for self-guided 30.4 activities, during non-programming time, to a maximum of thirty50.00	50.00			same day bookings for groups using facility for self-guided activities, during non-programming time, to a maximum of thirty		
participants 169.00 - 429.00 190.97 - 4	101 77	190.97 - 4	160.00 400.00		20 F	

Item		Description	2020 Base	2020 Gross
item		Description	2020 Base	2020 61035
	30.6	for adult workshops, per participant	10.00 - 79.00	11.30 - 89.27
	30.7	for children's birthday parties, to a maximum of fifteen children and three adults	300.00	339.00
	30.8	for the Nature School Program, per participant	55.00 - 2,600.00	55.00 - 2,600.00
	30.9	for the Little Saplings Parent and Tot Program	65.00 - 130.00	73.45 - 146.90
	30.10	for the Growing with Nature Program	25.00	25.00
	30.11	for corporate programs, per participant, for a minimum of 20 participants	11.00 - 20.00	12.43 - 22.60
	30.12	for the Homeschool Program	80.00 - 130.00	80.00 - 130.00
31		For the Magical Christmas Forest at Kortright Centre for Conservation;		
	31.1	toddler - ages 1 and under	0.00	0.00
	31.2	child - ages 2 and over	24.00	27.12
	31.3	adult/senior/student	29.00	32.77
32		For each day visit, at a Conservation Area, Black Creek Pioneer Village or Kortright Centre for Conservation, per Third Party Led Day Camper;	3.99 – 20.00	4.50 - 22.60
		Third Party Led Day Gamper,		
33		For the Maple Syrup Festival at Bruce's Mill and Kortright		
33		Centre for Conservation;		
	33.1	toddler	0.00	0.00
	33.2	child	5.75	6.50
	33.3	adult	8.85	10.00
	33.4	senior	5.75	6.50
	33.5	guided tour, as part of a tour group up to a maximum of thirty participants	220.00 - 255.00	248.60 - 288.15
	33.6	daily parking, per vehicle, exclusive of admission fees	3.54	4.00
34		For each TRCA Led Day Camper, at a Conservation Field Centre;		
	34.1	per participant, per day	50.00	50.00
	34.2	per participant, per week	225.00	225.00
	34.3	Lake St. George Field Centre, per week (includes canoeing)	280.00	280.00
35		For each TRCA Led Overnight Camper, at a Conservation		
		Field Centre;		
	35.1	per participant, per night	120.00	135.60
	35.2	per participant, per week	720.00	813.60
36		For Overnight Weekend Program Participant, at a Conservation Field Centre;		
	36.1	child, Friday to Sunday	145.00	163.85
	36.2	adult, Friday to Sunday	155.00	175.15
		For Our winks Only of One way Description of a		
37		For Overnight School Group Program Participant at a Conservation Field Centre, per participant, effective September 1, 2020;		
	37.1	child, Monday to Wednesday	188.50	213.01
	37.2	youth, Wednesday to Friday	174.00	196.62
	37.3	adult, Monday to Wednesday	188.50	213.01
	37.4	adult, Wednesday to Friday	174.00	196.62
38		For each participant in a public program at Conservation Field Centre, per day;	12.00 - 39.00	13.56 - 44.07

40 Black Creek Pioneer Village Membership valid for general admission, inclusive of parking fees; 40.1 individual membership 40.2 family & friends membership, admission for up to four individuals 41 Kortright Centre Membership valid for admission, inclusive of parking fees; 41 Kortright Centre Membership valid for admission, inclusive of parking fees; 41.1 individual membership 50.00 family & friends membership, admission for up to four individuals 50.00 family & friends membership, admission for up to four individuals 50.00 family & friends membership, admission for up to four individuals 50.00 family & friends membership, admission for up to four individuals 41.2 family & friends membership, admission for up to four individuals 42 Conservation Membership valid for general admission to all TRCA and CVC conservation areas, Black Creek Pioneer Village, Kortright Centre for Conservation, and Tommy Thompson Park; 42.1 individual membership 75.00	ltem		Description	2020 Base	2020 Gross
39.2 per participant, full day, without meals 65.00 39.3 per participant, half day, with meals 45.00 39.4 per participant, half day, without meals 35.00 39.5 per participant, overnight, with meals 35.00 40 Black Creek Pioneer Village Membership valid for general admission, inclusive of parking fees; 60.00 40 Black Creek Pioneer Village Membership valid for general admission, inclusive of parking fees; 60.00 40.1 individual membership 60.00 40.2 family & friends membership, admission for up to four individuals 95.00 41 Kortright Centre Membership valid for admission, inclusive of parking fees; 0 41 individuals 50.00 41.1 individual membership 50.00 41.2 family & friends membership, admission for up to four individuals 85.00 41.2 family & friends membership, admission for up to four individuals 85.00 42 Conservation Membership valid for general admission to all TRCA and CVC conservation areas, Black Creek Pioneer Village, Kortright Centre for Conservation, and Tommy Thompson Park; 75.00	39		programs, at Kortright Centre for Conservation, Black Creek Pioneer Village, Tommy Thompson Park and		
39.3 per participant, half day, with meals 45.00 39.4 per participant, half day, without meals 35.00 39.5 per participant, overnight, with meals 150.00 40 Black Creek Pioneer Village Membership valid for general admission, inclusive of parking fees; 60.00 40.1 individual membership 60.00 40.2 family & friends membership, admission for up to four individuals 95.00 41 Kortright Centre Membership valid for admission, inclusive of parking fees; 0 41 Kortright Centre Membership valid for admission, inclusive of parking fees; 0 41 Conservation Membership, admission for up to four individuals 95.00 41.2 family & friends membership, admission for up to four individuals 85.00 42 Conservation Membership valid for general admission to all TRCA and CVC conservation areas, Black Creek Pioneer Village, Kortright Centre for Conservation, and Tommy Thompson Park; 75.00					75.00
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39.5 per participant, overnight, with meals 150.00 40 Black Creek Pioneer Village Membership valid for general admission, inclusive of parking fees; 40.1 individual membership 60.00 40.2 family & friends membership, admission for up to four individuals 95.00 41 Kortright Centre Membership valid for admission, inclusive of parking fees; 0 41 Kortright Centre Membership valid for admission, inclusive of parking fees; 0 41.1 individual membership 50.00 41.2 family & friends membership, admission for up to four individuals 85.00 41.2 family & friends membership, admission for up to four individuals 85.00 42 Conservation Membership valid for general admission to all TRCA and CVC conservation areas, Black Creek Pioneer Village, Kortright Centre for Conservation, and Tommy Thompson Park; 75.00		39.3		45.00	45.00
40 Black Creek Pioneer Village Membership valid for general admission, inclusive of parking fees; 40.1 individual membership 40.2 family & friends membership, admission for up to four individuals 41 Kortright Centre Membership valid for admission, inclusive of parking fees; 41.1 individual membership 41.1 individual membership 50.00 family & friends membership valid for admission, inclusive of parking fees; 41.1 individual membership 50.00 family & friends membership, admission for up to four individuals 50.00 family & friends membership, admission for up to four individuals 6 Conservation Membership valid for general admission to all TRCA and CVC conservation areas, Black Creek Pioneer Village, Kortright Centre for Conservation, and Tommy Thompson Park; 42.1 individual membership 75.00					35.00
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40admission, inclusive of parking fees;40.1individual membership60.0040.2family & friends membership, admission for up to four individuals95.0041Kortright Centre Membership valid for admission, inclusive of parking fees;95.0041.1individual membership50.0041.2family & friends membership, admission for up to four individual membership50.0041.2family & friends membership, admission for up to four individuals85.0042Conservation Membership valid for general admission to all TRCA and CVC conservation areas, Black Creek Pioneer Village, Kortright Centre for Conservation, and Tommy Thompson Park;75.00					
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41 of parking fees; 50.00 41.1 individual membership 50.00 41.2 family & friends membership, admission for up to four individuals 85.00 42 Conservation Membership valid for general admission to all TRCA and CVC conservation areas, Black Creek Pioneer Village, Kortright Centre for Conservation, and Tommy Thompson Park; 75.00		40.2	· · · · · ·	95.00	107.35
41 of parking fees; 50.00 41.1 individual membership 50.00 41.2 family & friends membership, admission for up to four individuals 85.00 42 Conservation Membership valid for general admission to all TRCA and CVC conservation areas, Black Creek Pioneer Village, Kortright Centre for Conservation, and Tommy Thompson Park; 75.00					
41.2 family & friends membership, admission for up to four individuals 85.00 42 Conservation Membership valid for general admission to all TRCA and CVC conservation areas, Black Creek Pioneer Village, Kortright Centre for Conservation, and Tommy Thompson Park; 75.00	41				
41.2 individuals 85.00 42 Conservation Membership valid for general admission to all TRCA and CVC conservation areas, Black Creek Pioneer Village, Kortright Centre for Conservation, and Tommy Thompson Park; 75.00		41.1	individual membership	50.00	56.50
42 all TRCA and CVC conservation areas, Black Creek Pioneer Village, Kortright Centre for Conservation, and Tommy Thompson Park; 42.1 individual membership		41.2	· · · · · ·	85.00	96.05
42 all TRCA and CVC conservation areas, Black Creek Pioneer Village, Kortright Centre for Conservation, and Tommy Thompson Park; 42.1 individual membership					
	42		all TRCA and CVC conservation areas, Black Creek Pioneer Village, Kortright Centre for Conservation, and Tommy		
42.2 family & friends membership; admission for up to six individuals 135.00		42.1	individual membership	75.00	84.75
		42.2	family & friends membership; admission for up to six individuals	135.00	152.55
43 For any Commercial Fees; to be negotiated with third	43		For any Commercial Fees;	to be negoti	ated with third party

Attachment 2 – Changes to the 2019 Fee Schedule for Public Facilities and Programming

Item		Description	2019 Base	2019 Gross	2020 Base	2020 Gross	% Base Increase	\$ Base Increase	90% of 2019 Attendance/ Occupancy	2020 Expected Base Revenue
1		For general admission at Conservation Areas, per day;	0.54	4.00	0.00	1.50	10.10%	0.44	10.101	5 400
	1.6	Albion Hills, Boyd and Glen Haffy, child Bruce's Mill, child	3.54 3.54	4.00 4.00	3.98 3.98	4.50 4.50	12.43% 12.43%	0.44	12,461 3,222	5,483 1,418
		Bruce's Mill, adult Bruce's Mill, senior/student	5.75 4.87	6.50 5.50	6.19 5.31	7.00 6.00	7.65% 9.03%	0.44 0.44	12,009 2,985	5,284 1,314
		Petticoat Creek and Heart Lake, child Petticoat Creek and Heart Lake, adult	3.54 5.75	4.00 6.50	3.98 6.64	4.50 7.50	12.43% 15.48%	0.44	32,848 93,387	14,453 83,114
		Petticoat Creek and Heart Lake, senior/student	4.87	5.50	5.75	6.50	18.07%	0.88	11,575	10,186
4		For the rental of a pedal boat or rowboat at Heart Lake;								
		rental per hour rental per half day (4-hours)	15.93 35.00	18.00 39.55	17.70 44.25	20.00	<u>11.11%</u> 26.43%	1.77 9.25	986 95	1,744 874
		For a permit to occupy an un-serviced campsite, inclusive of								
5		general admission;	05.00	00.55	07.50	10.00	7.4.0/	0.50		0.540
		Albion Hills, per night Indian Line, per night	35.00 37.50	39.55 42.38	37.50 42.00	42.38 47.46	7.14%	2.50 4.50	1,419 1,124	3,548 5,058
	5.5	Glen Rouge, per night	37.50	42.38	42.00	47.46	12.00%	4.50	1,883	8,473
6		For a permit to occupy a serviced campsite, with water and 15/30 amp hydro hook-ups, inclusive of general admission;								
		Albion Hills, per night	40.50	45.77	43.00	48.59	6.17%	5.20	4,532	23,564
	6.4	Albion Hills, per season Indian Line, per night	2,945.00 43.50	3,327.85 49.16	3,311.00 48.00	3,741.43 54.24	12.43% 10.34%	366.00 4.50	77 7,475	27,999 33,639
		Indian Line, per month (28 nights) Indian Line, per season	870.00 3,495.00	983.10 3,949.35	960.00 3,840.00	1,084.80 4,339.20	10.34% 9.87%	90.00 345.00	146 65	13,122 22,356
		Glen Rouge, per night	43.50	49.16	48.00	54.24	10.34%	4.50	7,988	35,948
7		For a permit to occupy a serviced campsite, with water and								
- '	7.2	50 amp hydro hook-ups, inclusive of general admission; Indian Line, per month (28 nights)	970.00	1,096.10	1,050.00	1,186.50	8.25%	80.00	27	2,160
	7.3	Indian Line, per season	3,888.00 48.00	4,393.44	4,200.00	4,746.00	8.02% 9.38%	312.00 4.50	3	842 2,985
	7.4	Glen Rouge, per night	48.00	54.24	52.50	59.33	9.38%	4.50	063	2,985
8		For a permit to occupy a serviced campsite with water, hydro, and sewage hook-up inclusive of general admission;								
		Indian Line, with 30 amp hydro service, per month (28 nights) Indian Line, with 30 amp hydro service, per season	970.00 3,880.00	1,096.10 4,384.40	1,060.00 4,240.00	1,197.80 4,791.20	9.28% 9.28%	90.00 360.00	5 23	486 8,424
	8.4	Indian Line, with 50 amp hydro service, per night	53.00	59.89	57.50	64.98	8.49%	4.50	662	2,981
		Indian Line, with 50 amp hydro service, per month (28 nights) Indian Line, with 50 amp hydro service, per season	1,080.00 4,320.00	1,220.40 4,881.60	1,150.00 4,600.00	1,299.50 5,198.00	6.48% 6.48%	70.00 280.00	16 5	1,134 1,512
		In addition to basic camping fees as specified in items 5.0,								
9		6.0,7.0, 8.0;	10.00	44.00	40.00	40.50	20.00%	0.00		4 700
	9.1 9.3	for a permit to park an additional vehicle, per night for each additional person occupying a campsite over and above	10.00 5.00	11.30 5.65	12.00 10.00	13.56 11.30	20.00%	2.00 5.00	899 6,606	1,798 33,030
		the campground's specified site limit, per night								
	9.9	the park	8.85	10.00 10.00	10.62 9.73	12.00	20.00%	1.77 0.88	2,091	3,701 4,609
	9.10	reservation fee, per reservation made online cancellation fee, per reservation cancelled through call centre or	8.85 5.31	6.00	9.73	11.00 14.00	133.33%	7.08	239	4,609
		at the park cancellation fee, per reservation cancelled online	5.31	6.00	12.00	12.00	100.00%	5.31	200	1,587
	9.13	change fee per reservation changed through call centre or at	5.31	6.00	7.08	8.00	33.33%	1.77	258	457
	9.14	change fee, per reservation changed online	5.31	6.00	6.19	7.00	16.57%	0.88	143	126
14		For the rental of a cross-country ski equipment package								
14	14.1	consisting of skis, boots and poles; child	12.00	13.56	12.39	14.00	3.25%	0.39	1,445	564
		adult/senior/student	17.25	19.49	18.58	21.00	7.71%	1.33	481	639
15		For golfing green fees at Bathurst Glen Golf Course;								
		weekday, 18 holes, open - 1:00 pm weekend, 18 holes, open - 1:00 pm	33.63 37.17	38.00 42.00	35.40 38.94	40.00 44.00	5.26% 4.76%	1.77 1.77	10,350 4,320	18,320 7,646
	15.6	weekend, 18 holes, 1:00 pm - twilight	30.97	35.00	35.40	40.00	14.30%	4.43	1,800	7,974
17		For driving range fees at Bathurst Glen Golf Course;	04.77	07.00	00.55		7.400/	4.70	740	4.004
	17.3	jumbo bucket	24.77	27.99	26.55	30.00	7.19%	1.78	748	1,331
19	19.1	For driving range fees at Bruce's Mill; small bucket	8.85	10.00	9.73	11.00	10.00%	0.88	428	377
	19.2	large bucket	12.39	14.00	13.27	15.00	7.14%	0.88	800	704
	19.3	jumbo bucket	21.24	24.00	23.01	26.00	8.33%	1.77		137
20		For frequent player passes at Bathurst Glen Golf Course and Bruce's Mill;								
	20.2	Bathurst Glen Golf Course, Twilight Pass	549.00	620.37	599.00	676.87	9.11%	50.00	48	2,385
23		For participation in educational programs at Black Creek								
		Pioneer Village, per participant; TRCA Led Day Camper, for a week of summer camp	220.00 - 280.00	220.00 - 280.00	220.00 - 330.00	220.00 - 330.00			304	4,905
\vdash		half day educational program, for a minimum number of twenty full day educational program, for a minimum number of twenty	240.00 - 300.00 280.00 - 380.00	240.00 - 300.00 280.00 - 380.00	240.00 - 310.00 300.00 - 400.00	240.00 - 310.00 300.00 - 400.00			667 554	6,669 11,088
		for the Dickson's Hill School program, for a minimum number of	280.00 - 400.00	280.00 - 400.00	280.00 - 400.00	280.00 - 400.00			0	
24		For ticketed special events at Black Creek Pioneer Village;								
\vdash		Storytime with Santa - ages 2 - 13 Storytime with Santa - adult/senior/student	23.00 - 25.00 20.00 - 22.00	25.99 - 28.25 22.60 - 24.86	23.95 - 25.95 20.95 - 22.95	27.06 - 29.32 23.67 - 25.95	0.00%	0.95 0.95	262 312	249 297
		For specialized programs and workshops at Black Creek								
25		Pioneer Village;								
\vdash		Heritage Trade Workshop Guide and Scout Day	80.00 12.00	90.40 12.00	94.95 14.00	107.29 14.00	18.69% 16.67%	14.95 2.00	17 323	256 646
26		For a Guided Program at Black Creek Pioneer Village, as part of a tour group with a reservation to a minimum of twenty participants, including general admission;	240.00 - 380.00	240.00 - 380.00	240.00 - 400.00	240.00 – 400.00	0.00%	0.00	337	6,732
27		For parking at Black Creek Pioneer Village, exclusive of								
	27.1	special events; Black Creek Pioneer Village visitor parking, per vehicle, per day,	6.20	7.00	7.52	8.50	21.32%	1.32	15,598	20,589
\vdash		exclusive of general admission non-visitor parking, per vehicle, per day	6.20	7.00	7.52	8.50	21.32% 42.73%	2.65	15,598	20,589
	27.3	weekly pass, per vehicle	26.55	30.00	39.82	45.00	0.00%	13.27	2,214	29,380
	27.4	monthly pass, per vehicle	76.00	85.88	80.00	90.40	0.00%	4.00	765	3,060
30		For participation in camps, programs, workshops, or parties, at Kortright Centre for Conservation;		18	3					
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ltem		Description	2019 Base	2019 Gross	2020 Base	2020 Gross	% Base Increase	\$ Base Increase	90% of 2019 Attendance/ Occupancy	2020 Expected Base Revenue
	30.2	participants	200.00 - 220.00	200.00 - 220.00	200.00 - 250.00	200.00 - 250.00	0.00%	25.00	66	1,643
	30.3	full day education program, to a maximum of thirty participants	375.00 - 400.00	375.00 - 400.00	375.00 - 410.00	375.00 - 410.00	0.00%	10.00	13	126
36		For Overnight Weekend Program Participant, at a Conservation Field Centre;								
	36.1	child, Friday to Sunday	140.00	158.20	145.00	163.85	3.57%	5.00	985	4,923
	36.2	adult, Friday to Sunday	150.00	169.50	155.00	175.15	3.33%	5.00	132	662
37		For Overnight School Group Program Participant at a Conservation Field Centre, per participant, effective September 1, 2020:								
	37.1	child, Monday to Wednesday	182.00	205.66	188.50	213.01	3.57%	6.50	538	3,498
	37.2	youth, Wednesday to Friday	168.00	189.84	174.00	196.62	3.57%	6.00	707	4,244
	37.3	adult, Monday to Wednesday	182.00	205.66	188.50	213.01	3.57%	6.50	24	158
	37.4	adult, Wednesday to Friday	168.00	189.84	174.00	196.62	3.57%	6.00	33	200
Expecte	xpected TRCA Impact from all Pricing Changes 609									

Attachment 3 – ACCESS TO TRCA PUBLIC FACILITIES

BACKGROUND

Toronto and Region Conservation Authority (TRCA) recognizes and promotes the full participation of all residents in educational, cultural and recreational programs and services, as per TRCA's Admittance Policy. Through a variety of offerings, TRCA's public-use facilities engage diverse user groups, including persons with disabilities, financially challenged individuals and groups, children and Active Transportation users.

TRCA continually strives to promote inclusion and access for all. The following outlines a number of programs that TRCA has implemented to help alleviate barriers to participation and encourage greater access to nature-based cultural and recreational experiences.

Program with Brampton and Caledon Public Libraries

CVC and TRCA created a program with the City of Brampton and Town of Caledon Public Libraries to provide access to financially challenged individuals and groups. Conservation Parks Family and Friends Memberships are available for "checkout" at Brampton and Caledon public libraries. This program offers free access to TRCA and CVC parks, promoting inclusivity, encouraging nature-based experiences, supporting healthy communities, and increasing awareness of the parks.

Program with the Region of Peel

In partnership with CVC, TRCA has been collaborating with the Region of Peel Healthy Communities Initiative to "get more kids, more active, more often". TRCA and CVC have provided free admission opportunities to students and their families. This program has increased access to the outdoors to promote lifelong engagement. Staff teams are working together to develop new programs that encourage more students to participate more often in nature based recreational and cultural experiences.

Canoo (formerly known as the Cultural Access Pass program)

TRCA participates in the Institute for Canadian Citizenship's *Canoo* program, which celebrates multiculturalism by offering new Canadian citizens free general admission to our country's natural and cultural treasures. As a participating cultural attraction, Black Creek Pioneer Village welcomes Canoo members every year. This initiative has been extended to TRCA's parks to provide Canoo members with greater access to our facilities.

Active Transportation Policy

Committed to promoting active transportation, TRCA continues to work with municipal and industry partners to formalize additional trail access points to Conservation Areas and to expand trail connections. This will encourage more people to enjoy nature-based recreation more often, and will help reduce sedentary lifestyles.

Free Admission Programs

TRCA's public-use facilities offer free admission programs to promote access and inclusion. Black Creek is part of the Museums + Arts Pass (MAP) Program, which is an outreach and social equity initiative managed by Sunlife Financial in partnership with Toronto Public Libraries. This initiative provides free access to cultural institutions for people living in priority neighborhoods.

At all TRCA public-use facilities, free general admission is offered to toddler ages 0-3. Through the Ontario Teacher's College membership, teachers receive free admission at all facilities. Participants of Vaughan Culture Days (formally Doors Open) and Doors Open Toronto receive free admission to the Kortright Centre and Black Creek Pioneer Village, respectively. In October, the Kortright Centre also offers a Family Adventure Walk in the Forest in October where families can participate free of charge and children are encouraged to participate in "forest school inspired" activities. TRCA also waives admission fees for support persons accompanying visitors with disabilities to alleviate barriers to experiencing culture and nature-based outdoor recreation.

TRCA continues to explore new opportunities that will help people engage with nature more often. Inclusivity and accessibility are priorities at our facilities. Staff is committed to expanding current initiatives and providing our diverse communities with even more opportunities in the years to come.

TO:Chair and Members of the Board of Directors
Meeting #11/19, Friday, January 24, 2020

FROM: Michael Tolensky, Chief Financial and Operating Officer

RE: ASHBRIDGES BAY TREATMENT PLANT LANDFORM PROJECT: CONSTRUCTION OF EAST AND CENTRAL BREAKWATERS – CONTRACT PRICE INCREASE

KEY ISSUE

Price increase to Contract No.10021138 due to the associated delays in execution of the implementation Agreement for the Ashbridges Bay Treatment Plant Landform Project, in the City of Toronto.

RECOMMENDATION

WHEREAS Toronto and Region Conservation Authority (TRCA) and the City of Toronto have an executed construction Agreement to allow TRCA to implement the Ashbridges Bay Treatment Plant Landform in partnership and/or on behalf of the City of Toronto (Toronto Water);

AND WHEREAS TRCA requires marine based general contracting services to deliver the construction of the east and central breakwaters;

AND WHEREAS TRCA solicited tenders through a publicly advertised process and awarded Contract No. 10021138 to H.R. Doornekamp Construction Ltd. for \$27,363,894 at Board of Directors Meeting #6/19 RES.#A146/19;

AND WHEREAS Toronto Water has approved the extension of the contract and assumed all financial implications of the extension in the construction agreement with TRCA;

AND WHEREAS the bid validity period for the H.R. Doornekamp Construction Ltd. approved in Board of Directors Meeting #6/19 RES. A#A146/19, expired on October 19, 2019 and upon review of the City of Toronto and TRCA request to extend the validity period, to December 20, 2019, bid prices were increased;

THEREFORE, LET IT BE RESOLVED THAT Contract No. 10021138 for marine based general contracting services awarded to H.R. Doornekamp Construction Ltd. be increased by a total cost not to exceed \$3,185,866, plus applicable taxes, for a total revised contract value of \$ 30,549,760, to be expended as authorized by TRCA staff;

THAT TRCA staff be authorized to approve additional expenditures to a maximum of \$318,587 (approximately 10% of the project cost), plus applicable taxes, in excess of the contract cost as a contingency allowance if deemed necessary;

AND FURTHER THAT authorized TRCA officials be directed to take whatever action may be required to implement the contract extension, including the obtaining of necessary approvals and the signing and execution of any documents.

BACKGROUND

On May 2, 2012, TRCA was notified of the Toronto Council decision on April 10 and 11, 2012 to direct Toronto Water to enter into a joint initiative with TRCA to lead an Environmental Assessment Study that considers a landform south of the Ashbridge's Bay Wastewater Treatment Plant, to provide for the construction of the Coatsworth Cut stormwater treatment wetland and combined sewer overflow high-rate treatment facility, and that integrates these projects with other projects planned for the area.

At Authority Meeting #5/12, held on June 22, 2012, RES.#A96/12 provided staff direction to lead the Environmental Assessment Study, in collaboration with Toronto Water, Parks, Forestry and Recreation, Toronto Waterfront Secretariat, and Toronto Waterfront Revitalization Corporation. TRCA then proceeded to undertake a Conservation Ontario Class Environmental Assessment (Class EA) to support the advancement of the project, resulting in the study entitled "Ashbridges Bay Erosion and Sediment Control Project – Conservation Ontario Class EA". This Class EA study identified a preferred alternative that consists of erosion and sediment control structures that integrate with the lakefill area required for the City's planned facilities and provides a long-term solution to address the sedimentation issue within the Coatsworth Cut navigation channel which TRCA currently maintains through a \$250,000 per year dredging program.

In June 2014, Toronto City Council authorized the finalization of the Environmental Study Report for the Class EA and authorized Toronto Water to undertake the detailed design of the Ashbridges Bay Treatment Plant Landform Project as a joint initiative to be led by TRCA. In 2017, TRCA coordinated the detailed design for the Ashbridges Bay Treatment Plant Landform, incorporating the approved design concepts as outlined in the City of Toronto's Coatsworth Cut and Don River and Central Waterfront EAs and TRCA's Ashbridges Bay Erosion and Sediment Control EA.

The final design of the Ashbridges Bay Treatment Plant Landform Project consists of approximately 27 ha of new land (lakefill) and is composed three distinct elements:

- a 16.4 ha land base protected by an armourstone headland-cobble beach system and a rip rap revetment;
- a 710 m long central breakwater, constructed from the west side of Coatsworth Cut; and
- a smaller 100 m long east breakwater, constructed from the southernmost headland of Ashbridges Bay Park.

At Board of Directors meeting #4/19, held on April 26, 2019, RES.#A58/19 provided staff with direction to negotiate and enter into and execute one or more service agreements with the City of Toronto to construct the Ashbridges Bay Treatment Plant Landform. Simultaneously, the City of Toronto authorized TRCA staff to initiate the prequalification for general contractors and preparation of tender documents prior to the finalization of the construction Agreement in order to commence work for this project on July 1, 2019 to align with restricted activity fisheries timing windows.

RATIONALE

At Board of Directors meeting #6/19, held on July 26, 2019, RES.#A146/19 awarded Request for Tender No.10021138 to H.R. Doornekamp Construction Ltd. for the marine based construction of the Central and East Breakwaters. The formal award of the contract would be contingent on the execution of the final agreement between TRCA and the City of Toronto. As specified in the tender documents, the bid validity period allowed TRCA to secure the bid prices for H.R. Doornekamp Construction Ltd. for 120 days from the tender closing date of June 21, 2019. TRCA continued working with Toronto Water to finalize the construction Agreement through their respective legal counsels. As draft Agreements were being circulated, the bid validity period expired on October 19, 2019. This added a level of risk which included the withdrawal of the bid, thus delaying the procurement process with adverse impact on the delivery of services for the Project. At the request of Toronto Water, TRCA issued a formal request to H.R. Doornekamp Construction Ltd. to extend their bid validity.

H.R. Doornekamp Construction Ltd. responded with a revised bid validity date of December 20, 2019 with a change in their bid prices. The increased bid prices were directly attributed to the project schedule changes from what was previously outlined in the tender. They included higher costs for site preparation during winter conditions and securement of aggregate stone. The increased bid prices were reviewed by TRCA and City of Toronto staff and deemed reasonable. It should also be noted the additional costs would not surpass the bid value of the second lowest bid during the procurement process.

The response was reviewed by Toronto Water and approval was given for TRCA to move forward with H.R. Doornekamp Construction Ltd.'s revised bid price. As there was still opportunity to refine the budget associated with the construction Agreement between TRCA and Toronto Water this increase in cost was incorporated prior to finalization.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan This report supports the following strategies set forth in the TRCA 2013-2022 Strategic Plan: Strategy 2 – Manage our regional water resources for current and future generations Strategy 7 – Build partnerships and new business models Strategy 12 – Facilitate a region-wide approach to sustainability

FINANCIAL DETAILS

The estimated project cost for construction of the Ashbridges Bay Treatment Plant Landform Project is \$96.0 million net of all applicable taxes (\$97.7 million net of HST recoveries). TRCA had refined the budget to reflect the additional costs associated with H.R Doornekamp Construction Ltd.'s revised bid price prior to executing the construction Agreement. The construction Agreement will facilitate the transfer of funds from Toronto Water to TRCA allowing the recovery of all implementation expenses on a cost recovery basis plus an administrative fee (to not exceed 5%). Funds to support the contract for RFT 10021138 will be tracked under account code 183-02.

Report prepared by: Aaron J. D'Souza, ext. 5775 Email: <u>aaron.dsouza@trca.ca</u> For Information contact: Aaron J. D'Souza, ext. 5775 or James Dickie ext. 5906 Emails: <u>aaron.dsouza@trca.ca</u> or <u>james.dickie@trca.ca</u> Date: January 12, 2020

TO:Chair and Members of the Board of Directors
Meeting #11/19, Friday, January 24, 2020

FROM: Darryl Gray, Director, Education and Training

RE: FLIGHT OF THE MONARCHS DAY PROCLAMATION

KEY ISSUE

Approval of a TRCA proclamation of Flight of the Monarch Day, on August 22nd, 2020, as well as TRCA application for mayoral proclamations in local watershed municipalities in support of Flight of the Monarch Day, August 22nd 2020.

RECOMMENDATION

WHEREAS TRCA is the national host of the Monarch Nation program, a federally funded program seeking to achieve community activation to support species at risk in Canada;

WHEREAS Monarch Nation brings together a collective of partners in Ontario and across Canada, whose combined experience and expertise in educating the public about species at risk, particularly monarch butterflies, places them in an ideal position to advocate for the monarch butterfly;

AND WHEREAS the monarch butterfly is designated as a species at risk in Ontario and Canada by The Committee on the Status of Endangered Wildlife in Canada (COSEWIC), Government of Canada *Species at Risk Act* (SARA) and Species At Risk in Ontario (SARO);

THEREFORE LET IT BE RESOLVED THAT TRCA proclaim August 22, 2020 as Flight of the Monarchs Day;

THAT an application for a mayoral proclamation be made to TRCA's local watershed municipalities to recognize August 22, 2020 as Flight of the Monarchs Day;

AND FURTHER THAT TRCA staff work with the Government of Canada to seek adoption of a nationally-recognized day of awareness related to the monarch butterfly and other species at risk.

BACKGROUND

Monarch butterflies are one of the most iconic and cherished insects in North America. Their epic 5,000-kilometre migration from eastern Canada to the forests of central Mexico begins in late August each year. In 2013, the eastern population of monarch butterflies dropped by 95 per cent, resulting in the smallest recorded population since the mid-1990s. Since 2013, the population has rebounded, owing in part to the collective efforts of thousands of individuals, groups and communities across Canada, however the monarch's future remains in peril. *Flight of the Monarchs Day* is an opportunity to celebrate the growing movement to protect monarch butterflies and the astonishing phenomenon of their migration as their epic journey southward begins.

Since 2009, TRCA has administered the Monarch Teacher Network of Canada, educating

teachers about monarch butterflies, and empowering them to use monarch butterflies as a lens through which to engage children with nature. Building on the success of the Monarch Teacher Network of Canada, in 2018 TRCA was awarded a \$1,125,000 grant from Environment Canada to develop and deliver the Monarch Nation program to improve engagement and awareness related to species at risk with children aged 6-12 years old. Using the monarch butterfly as the ambassador species to represent all species at risk in Canada, TRCA, through Monarch Nation, collaborates with partners across Canada to deliver programming that raises awareness of the need to protect species at risk while supporting community action to restore and enhance local habitat. Monarch Nation partners are as follows:

- Cambridge Butterfly Conservatory
- David Suzuki Foundation
- Mission Monarch, Montreal
- Monarch Teacher Network, Manitoba Region
- Mersey Tobeatic Research Institute, Nova Scotia
- Robert Bateman Foundation
- Royal Botanical Gardens

Since Monarch Nation began in May 2018, over 40,000 children and more than 1100 educators across Canada have been engaged in species-at-risk education, and close to 50,000 native plants have been installed to create habitat for species at risk.

RATIONALE

Programming for Monarch Nation is developed and delivered regionally through local partnerships, in collaboration and coordination with TRCA, with the intent to meet the specific local needs of individual communities and ensure long-term viability of the program. An essential element of TRCA's role in leading Monarch Nation is ensuring consistency in performance measurement, providing additional resources and supporting materials, as well as administering social media and website content. The centralized support of these functions enhances efficiency for partners as well as providing unified messaging related to monarch butterflies and species at risk for the end users.

In order to continue to advance the work of Monarch Nation, TRCA is leading the creation of a national event, Flight of the Monarchs Day, that will provide a vital opportunity to increase community awareness related to species at risk and engage new communities in the work of habitat restoration and enhancement, as well as raise the visibility of the Monarch Nation program and extend its reach into new areas across Canada. Additionally, direct engagement of municipal councils through official proclamations of Flight of the Monarchs Day, will provide improved opportunities for collaboration between local municipalities and community partners in achieving goals related to conservation of monarch butterflies and other important species that are currently at risk.

Summer 2020 will be the final summer of the program which is scheduled to end in March 2021: an ideal time to raise the profile of the program and ensure momentum carries through and beyond the end of the funding period.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan This report supports the following strategy set forth in the TRCA 2013-2022 Strategic Plan: Strategy 5 – Foster sustainable citizenship

FINANCIAL DETAILS

Funding for the Monarch Nation program is provided through a Government of Canada grant. The expenses are tracked under account code 366-56/14160.

DETAILS OF WORK TO BE DONE

TRCA staff will prepare necessary materials for TRCA's proclamation of Flight of the Monarchs Day, including events, press releases and any supporting promotional materials.

TRCA staff will prepare a support package for organizations wishing to hold an event as part of Flight of the Monarchs Day, to be available as a download from the Monarch Nation website.

TRCA staff will also support Monarch Nation partners in requesting official proclamations of Flight of the Monarchs Day from local watershed municipalities.

Report prepared by: Rachel Stewart, extension 5880 Emails: <u>rachel.stewart@trca.ca</u> For Information contact: Rachel Stewart, extension 5880, Nancy McGee, extension 5877 Emails: <u>rachel.stewart@trca.ca</u> or <u>nancy.mcgee@trca.ca</u> Date: January 9, 2020

TO: Chair and Members of the Board of Directors Meeting #11/19, Friday, January 24, 2020

FROM: Darryl Gray, Director, Education and Training

RE: APPOINTMENT TO OUTDOOR EDUCATION TASK FORCE Approval of Toronto and Region Conservation Authority Board Member appointment to Outdoor Education Task Force

KEY ISSUE

Appointment of Basudeb Mukherjee as a representative of Toronto and Region Conservation Authority (TRCA) Board of Directors on the Outdoor Education Task Force.

RECOMMENDATION

THAT Basudeb Mukherjee be appointed as a TRCA's Board of Directors representative from the City of Toronto to the Outdoor Education Task Force for the term concluding in February 2021.

BACKGROUND

At Authority Meeting #6/18, held on July 20, 2018, Resolution #A141/18 was approved, in part, as follows:

...THAT creation of the multi-stakeholder Toronto and Region Outdoor Education Task Force ... be approved, with an initial term of 18 months;

At Board of Directors Meeting #5/19, held on May 24, 2019, Resolution #A81/19 was approved, in part, as follows:

...THAT the following School Board Trustees be appointed to the Outdoor Education Task Force for the eighteen (18) month period commencing September 2019 to February 2021.

- Durham Catholic District School Board: Trustee Morgan Ste. Marie
- York Region District School Board: Trustee Cynthia Cordova
- York Catholic District School Board: Trustee Jennifer Wigston
- Peel District School Board: Trustee Will Davies
- Dufferin-Peel Catholic District School Board: Trustee Frank Di Cosola
- Toronto District School Board: Trustee Anu Sriskandarajah
- Toronto Catholic District School Board: Trustee Garry Tanuan
- Conseil scolaire catholique MonAvenir: Chair Melinda Chartrand

At the same Board of Directors meeting, City of Brampton Regional Councillor Rowena Santos was appointed as the TRCA Board of Directors representative on the Outdoor Education Task Force (Task Force) from the Region of Peel.

RATIONALE

TRCA's Administrative By-Law provides for up to five (5) members of TRCA's Board of Directors to be appointed to the Outdoor Education Task Force. Currently Regional Councillor Santos is the only member of TRCA's Board of Directors appointed to the Task Force. The appointment of Basudeb Mukherjee to the Task Force will help ensure perspectives of the TRCA Board of Directors are brought forward for consideration by the Outdoor Education Task Force.

Report prepared by: Darryl Gray, extension 5881 Email: <u>darryl.gray@trca.ca</u> For Information contact: Darryl Gray, extension 5881 Email: <u>darryl.gray@trca.ca</u> Date: January 20, 2020

TO:Chair and Members of the Board of Directors
Meeting #11/19, Friday, January 24, 2020

FROM: Darryl Gray, Director, Education and Training

RE: MINISTRY OF EDUCATION BUDGET CONSULTATION Education Funding Feedback 2020-2021

KEY ISSUE

Input into the Province of Ontario's consultation on the 2020-2021 Ministry of Education Budget

RECOMMENDATION

WHEREAS the Province of Ontario is currently seeking stakeholder input into the preparation of the 2020-2021 Ministry of Education budget;

AND WHEREAS the Province of Ontario provides funding to school boards for outdoor education programs and services within the Outdoor Education Allocation of the Learning Opportunities Grant of the Ministry of Education budget;

AND WHEREAS conservation authorities are named in Section 197 of the Education Act, R.S.O. 1990, CHAPTER E.2 as agencies which school boards may enter into agreements with for the provision of out-of-classroom learning;

AND WHEREAS Toronto and Region Conservation Authority (TRCA) provides out-ofclassroom learning experiences for schools and school boards in the Greater Toronto Area;

AND WHEREAS TRCA recently convened a multi-stakeholder Outdoor Education Task Force with a mandate to study, develop, and recommend strategic future directions related to out-of-classroom learning related to natural science, conservation and the environment in the Toronto region;

THEREFORE, LET IT BE RESOLVED THAT a formal request be made for the Ministry of Education to consider the work of the Outdoor Education Task Force as a collaborative means through which to optimize the current Outdoor Education Allocation for Greater Toronto Area School Boards;

AND FURTHER THAT staff be directed to prepare a formal submission to the Ministry of Education budget process in advance of the January 31, 2020 deadline.

BACKGROUND

On January 13, 2020 the Ontario Ministry of Education released a call for stakeholder input into the 2020-2021 Education Budget. As noted in the Memorandum to stakeholders, the Ministry of Education is seeking feedback on:

"all areas pertaining to education funding, with a particular interest in receiving comments on initiatives that could support reducing red tape and administrative burden for the education sector." Through the Learning Opportunities Grant, the Ontario Ministry of Education currently provides \$17.5M to school boards to provide elementary and secondary students with learning experiences in the outdoors. This funding is based on a fixed amount for \$5,000 per board and \$8.51 per pupil, calculated using Average Daily Enrollment (ADE).

As one of Ontario's largest providers of out-of-classroom learning for students within the education system, TRCA works closely with area schools and school boards to ensure access for students to experiential learning opportunities that reinforce Ministry of Education curriculum related to natural science, conservation and the environment. These experiences are directly linked to specific learning outcomes, take place in unique local natural systems, leverage the science expertise of TRCA, and provide unparalleled learning opportunities that are not replicable within the classroom.

RATIONALE

While TRCA has a long history of working with area school boards to provide elementary and secondary students with out-of-classroom learning experiences related to natural science, conservation and the environment, including direct delivery of learning programs for schools at TRCA sites or the provision of local greenspace for schools or school boards to provide board-led activities there is no regional planning framework that ensures the efficient use of public funding or maximizes public facilities and greenspace assets.

At Board of Directors Meeting #6/18, held on July 20, 2018, Resolution #A141/18 approved the creation of a multi-stakeholder Outdoor Education Task Force (Task Force) with a mandate to study, develop, and recommend strategic future directions of out-of-classroom learning related to natural science, conservation and the environment in the Toronto region. With representation from area Boards of Trustees and TRCA's Board of Directors, the Task Force will be preparing recommendations that provide a framework for the future provision of out-of-classroom learning models and mechanisms to support improved collaboration and partnerships between area school boards and TRCA for the delivery of student learning in the out-of-doors. The work of the Task Force is currently underway with a final report anticipated in first quarter 2021.

Given that the Province of Ontario currently allocates funding for outdoor education within the Ministry of Education Budget, and that area school boards and TRCA, through the Outdoor Education Task Force, are working together on a shared strategic framework for the long-term provision of out-of-classroom learning for students related to natural science, conservation and the environment, staff recommend that a formal request be made to the Ministry of Education Task Force as a mechanism to optimize outdoor education funding in a way that ensures improved student experiences in the out-of-doors while enhancing the use of public resources.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategies set forth in the TRCA 2013-2022 Strategic Plan: Strategy 5 – Foster sustainable citizenship Strategy 7 – Build partnerships and new business models

DETAILS OF WORK TO BE DONE

TRCA staff will prepare a formal submission to the Ministry of Education in advance of the January 31, 2020 deadline for stakeholder input into the Ministry of Education Budget.

Item 7.5

Report prepared by: Darryl Gray, extension 5881 Emails: <u>darryl.gray@trca.ca</u> For Information contact: Darryl Gray, extension 5881 Emails: <u>darryl.gray@trca.ca</u> Date: January 20, 2020

- TO:Chair and Members of the Board of Directors
Meeting #11/19, Friday, January 24, 2020
- **FROM:** Moranne McDonnell, Director, Restoration and Infrastructure
- RE: REQUEST FOR TENDER FOR THE SUPPLY AND DELIVERY OF VARIOUS AGGREGATES AT LAKEVIEW WATERFRONT CONNECTION PROJECT RFT No. 10022759, 10022761, 10022763, 10022764, 10022635, 10022634, and 10022775

KEY ISSUE

Award of Request for Tender (RFT) No. 10022759, 10022761, 10022763, 10022764, 10022635, 10022634, and 10022775 for the supply and delivery of various aggregate material for the Lakeview Waterfront Connection Project.

RECOMMENDATION

WHEREAS Toronto and Region Conservation Authority (TRCA) is engaged in the Lakeview Waterfront Connection Project that requires 7,750 tonnes of 225-450 mm rip rap material, 5,000 tonnes of 0.4 – 0.8 tonne non-stackable armourstone, 13,600 tonnes of 2-5 tonne armourstone material, 13,000 tonnes of 3-5 tonne armourstone material, 2,700 tonnes of 6-8 tonne armourstone material for the Revetment Works, 3,100 tonnes of 1-2 tonne armourstone material, and 1,150 tonnes of 2-5 tonne armourstone material for the Applewood Outlet Works;

AND WHEREAS TRCA solicited tenders through a publicly advertised process;

THEREFORE, LET IT BE RESOLVED THAT RFT No. 10022759 be awarded to Natural Stone Source at a total cost not to exceed \$330,150, plus applicable taxes, plus a contingency of 10% to be expended as authorized by TRCA staff;

THAT RFT No. 10022761 be awarded to Glenn Windrem Trucking at a total cost not to exceed \$244,000 plus applicable taxes, plus a contingency of 10% to be expended as authorized by TRCA staff;

THAT RFT No. 10022763 be awarded to Atlantis Marine Construction Inc. at a total cost not to exceed \$965,600, plus applicable taxes, plus a contingency of 10% to be expended as authorized by TRCA staff;

THAT RFT No. 10022764 be awarded to Glenn Windrem Trucking at a total cost not to exceed \$826,800, plus applicable taxes, plus a contingency of 10% to be expended as authorized by TRCA staff;

THAT RFT No. 10022635 be awarded to Natural Stone Source at a total cost not to exceed \$169,425, plus applicable taxes, plus a contingency of 10% to be expended as authorized by TRCA staff;

THAT RFT No. 10022634 be awarded to Glenn Windrem Trucking at a total cost not to

exceed \$154,380, plus applicable taxes, plus a contingency of 10% to be expended as authorized by TRCA staff

THAT RFT No. 10022775 be awarded to J.C. Rock at a total cost not to exceed \$74,750, plus applicable taxes, plus a contingency of 10% to be expended as authorized by TRCA staff

THAT should TRCA staff be unable to negotiate a contract with the above-mentioned proponent, staff be authorized to enter into and conclude contract negotiations with other Proponents that submitted quotations, beginning with the next lowest bid meeting TRCA specifications;

AND FURTHER THAT authorized TRCA officials be directed to take whatever action may be required to implement the contract, including the obtaining of necessary approvals and the signing and execution of any documents.

BACKGROUND

The Regional Municipality of Peel, Credit Valley Conservation, and Toronto and Region Conservation Authority (TRCA) are collaborating in the development of a new natural waterfront park amenity along the eastern waterfront in the City of Mississauga, known as the Lakeview Waterfront Connection. The project goals and objectives are to provide public access to and along the waterfront, recreate lost coastal wetlands, allow fish access to Serson Creek, reestablish extensive new meadow and forest coastal habitats, and to soften the existing shoreline by increasing the amount of beach habitat within the area.

The Lakeview Waterfront Connection Project is being constructed in various stages. Construction of rubble confinement Cell 3b, west of confinement Cell 2, to the east limit of Cell 3a was completed in January 2019 (see attached phasing plan). Closing of this confinement Cell has provided capacity for approximately 475,000 cubic metres of fill material from Region of Peel projects and 68,000 cubic metres from private sources. Final armouring of this Cell commenced in 2019 with approximately 240 linear metres partially completed to date, with the remainder scheduled to commence in July with completion by the end of 2020. Contracts No. 10022759, 10022761,10022763, 10022764 & 10022635 are for the supply and delivery of materials for the completion of Cell 3b armouring.

Construction of Applewood Creek Outlet is associated with the realignment and extension of the existing Applewood Creek through the newly created landform. Applewood Creek is located at the east end of the project site. Work is scheduled to commence in February 2020 with completion in April 2020. Contracts No. 10022634 & 10022775 are for the supply and delivery of materials for the construction of the Applewood Creek Outlet.

RATIONALE

A Request for Tender was publicly advertised on the public procurement website www.biddingo.com on December 17, 2019 and closed on January 9, 2020. An optional meeting and site tour was held on Monday January 6, 2020.

Fifteen (15) firms from TRCA vendor list were invited and a total of seventeen (17) firms downloaded the documents from www.Biddingo.com. Six (6) bids were received from the following Proponent(s):

- Natural Stone Source
- Glenn Windrem Trucking

- J.C. Rock Ltd.
- BTown Group
- Elite Stone Quarry Ltd.
- Atlantis Marine Construction Inc.

The Procurement Opening Committee opened the quotations on January 9, 2020 with the following results:

RFT # 10022759 - Supply and Delivery of 7,750 tonnes of 225mm – 450mm rip rap

Proponent	Fee (Plus HST)
Natural Stone Source	\$330,150
Glenn Windrem Trucking	\$ 362,700

RFT #10022761 for supply and delivery of 5,000 tonnes of 0.4 – 0.8 tonne armourstone

Proponent	Fee (Plus HST)
Glenn Windrem Trucking	\$244,000
Natural Stone Source	\$313,750
Atlantis Marine Construction Inc.	\$355,000

RFT # 10022763 for supply and delivery of 13,600 tonnes of 2 – 5 tonne armourstone

Proponent	Fee (Plus HST)
Atlantis Marine Construction Inc.	\$965,600
Glenn Windrem Trucking	\$989,400

RFT # 10022764 for supply and delivery of 13,000 tonnes of 3 – 5 tonne armourstone

Proponent	Fee (Plus HST)
Glenn Windrem Trucking	\$826,800
Atlantis Marine Construction Inc.	\$923,000
Elite Stone Quarry Ltd.	\$975,000

RFT # 10022635 for supply and delivery of 2,700 tonnes of 6 – 8 tonne armourstone

Proponent	Fee (Plus HST)
Natural Stone Source	\$169,425
Atlantis Marine Construction Inc.	\$191,700
Glenn Windrem Trucking	\$196,425
BTown Group	\$203,850
Elite Stone Quarry Ltd.	\$207,900

Fee (Plus HST)	
\$154,380	
\$195,300	
\$220,000	
\$224,750	
\$234,825	

RFT # 10022634 for supply and delivery of 3,100 tonnes of 1 – 2 tonne armourstone

RFT # 10022775 for supply and delivery of 1,150 tonnes of 2 – 5 tonne armourstone

Proponent	Fee (Plus HST)
J.C. Rock	\$74,750
Natural Stone Source	\$76,475
Atlantis Marine Construction Inc.	\$81,650
Glenn Windrem Trucking	\$83,662.50
BTown Group	\$90,275

Staff reviewed the bids received against its own cost estimate and has determined that the bids are of reasonable value and meets the requirements as outlined in the RFT documents.

Based on the bids received, staff recommend that:

- Natural Stone Source be awarded Contract No. 10022759 for the supply and delivery of 7,750 tonnes of 225 – 450mm rip-rap at a total cost not to exceed \$330,150.00, plus HST;
- Glenn Windrem Trucking be awarded Contract No. 10022761 for the supply and delivery of 5,000 tonnes of 0.4 – 0.8 tonne non-stackable armourstone at a total cost not to exceed \$244,000.00, plus HST;
- Atlantis Marine Construction Inc. be awarded Contract No. 10022763 for the supply and delivery of 13,600 tonnes of 2 – 5 tonne stackable armourstone at a total cost not to exceed \$965,600.00, plus HST;
- Glenn Windrem Trucking be awarded Contract No. 10022764 for the supply and delivery of 13,000 tonnes of 3 – 5 tonne non-stackable armourstone at a total cost not to exceed \$826,800.00, plus HST;
- Natural Stone Source be awarded Contract No. 10022635 for the supply and delivery of 2,700 tonnes of 6 – 8 tonne armourstone with flat bottom and top pieces at a total cost not to exceed \$169,425.00, plus HST it being the lowest bidder meeting TRCA staff specifications.
- Glenn Windrem Trucking be awarded Contract No. 10022634 for the supply and delivery of 3,100 tonnes of 1 – 2 tonne non-stackable armourstone at a total cost not to exceed \$154,380.00, plus HST;
- J.C. Rock be awarded Contract No. 10022775 for the supply and delivery of 1,150 tonnes of 2 5 tonne non-stackable armourstone at a total cost not to exceed \$74,750.00, plus HST;
These contracts are subject to a 10% contingency to be expended as authorized by TRCA staff.

TRCA staff will be conducting quarry inspections during the period of the contracts as necessary to verify that the material is of good quality and meets contract specifications.

With respect to Contract No. 10022763 recommended to be awarded to Atlantis Marine, given that an aggregate contract with this supplier was terminated in late 2019, staff contacted the vendor representative to ensure that the issues leading to the termination will not be an issue with the current contract. The vendor's representative has provided written confirmation that the issues raised previously by TRCA have been addressed.

The licenses of the quarries which the lowest bidders will use to supply the aggregates have been verified to be legitimate and fully licensed using the Ontario government's "find pits and quarries" online tool with the following link: <u>https://www.ontario.ca/page/find-pits-and-quarries</u>

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan This report supports the following strategies set forth in the TRCA 2013-2022 Strategic Plan: Strategy 3 – Rethink greenspace to maximize its value Strategy 4 – Create complete communities that integrate nature and the built environment Strategy 7 – Build partnerships and new business models

FINANCIAL DETAILS

Funding for this project is available from the Region of Peel capital budget, Account, 252-52

Report prepared by: Ahmed Al-Allo, extension 5610 Email: <u>ahmed.alallo@trca.ca</u> For Information contact: Mike Puusa, extension 5560 Email: <u>mike.puusa@trca.ca</u> Date: January 10, 2020

Attachments: 1 Attachment 1: Phasing Plan



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Lakeview Waterfront Connection Containment Cell & Access Berm - Fill Volume Calculation

Item 7.7

Section I – Items for Board of Directors Information

TO:Chair and Members of the Board of Directors
Meeting #11/19, Friday, January 24, 2020

FROM: Michael Tolensky, Chief Financial and Operating Officer

RE: TORONTO AND REGION CONSERVATION AUTHORITY ADMINISTRATIVE OFFICE BUILDING PROJECT Project Update

KEY ISSUES

Update on the value engineering process for Toronto and Region Conservation Authority's (TRCA) Administrative Office Building Project and a summary of the Study Visit to Ireland.

RECOMMENDATION

WHEREAS given the result of the value engineering (VE) process being within the project budget of \$65,538,000 which reflects available sources of funding from stakeholders, staff have authorized Eastern Construction Company Limited (Eastern Construction) to award the recommended construction tenders with selected trades that align with the project budget;

AND WHEREAS in accordance with TRCA's project budget staff authorized the construction manager, Eastern Construction, to proceed with construction;

AND WHEREAS Board of Directors Resolution #A145/19 authorized staff to issue Notices of Borrowing to the project financial services provider, Canadian Imperial Bank of Commerce (CIBC), according to a loan schedule based on the project cash flow;

LET IT BE RESOLVED THAT staff be authorized to extend the lease at 101 Exchange Avenue until February 2022, at the current rate, to ensure overlap with the building occupancy period, as the current lease terminates in July 2021;

AND FURTHER THAT the staff report on the Study Visit to Ireland that provided valuable lessons on considerations for sustainable buildings be received.

BACKGROUND

On February 27, 2015 Res. #A23/15 approved 5 Shoreham Drive as the preferred site for the new TRCA administration building. On June 24, 2016 Res. #A85/16 approved a project budget of \$70M with \$60M provided by participating municipalities and the remaining funds from land disposition funds. On February 24, 2017 Authority Res. #A14/17 staff reported that all six of TRCA's participating municipalities had approved the Project and the allocation of \$60M in new and existing capital funding. On May 25, 2018 Authority Res. #A79/18 staff reported that the Minister of Natural Resources and Forestry granted approval to use \$3,538,000 in disposition proceeds from land sales, for a revised overall budget of \$63,538,000 and, if possible, that the disposition funds be used to reduce the overall term of the required financing. The revised approved upper limit of the project budget of \$60M was not increased at that time, as the decision was made to wait until the tendering process was complete in mid-2019 to determine a more accurate budget for the project.

On May 17, 2017 Authority Res. #83/17 TRCA awarded Jones Lang LaSalle Canada (JLL) as its project managers and on August 30, 2017 Authority Res. #A156/17 awarded the integrated

design contract to a team led by ZAS Architects and Bucholz McEvoy Architects, to proceed with the detailed design, planning and approvals, of the Project. On November 3, 2017 Authority Res. #A216/17 awarded Eastern Construction Company Limited a Construction Management Contract to provide pre-construction services throughout the design and procurement stages along with construction management services for the construction of the new facility pending agreement on the construction cost of the Project. This work includes the issuance of tenders to construction trades

On Friday, January 25, 2019 Board of Directors Res.#A19/19 staff issued an update on the procurement of financial services and that the Canadian Imperial Bank of Commerce (CIBC) is providing a term loan for the costs of the new administration building project up to \$54,000,000.

On Friday, May 24, 2019 Board of Directors Res.#A78/19 staff provided an update on project costing and a strategy to move to the tendering process and received direction from the Board to report back on the total construction and Construction Management Services costs at the time construction tenders are received.

On Friday July 26, 2019 Board of Directors Res.#A145/19 staff provided an update on the budget for TRCA's Administrative Office Building project and were directed to award contracts based on the approval of the budget upper limit being increased from \$60,000,000 to \$65,538,000 which reflected the available sources of funding from stakeholders. This increase reflected that the project had qualified for a \$2,000,000 grant from NRCan. Staff were also authorized to participate in an all-expenses paid knowledge sharing trip to Ireland on invitation from the Irish Government agency, Enterprise Ireland.

RATIONALE

The project was tendered by Eastern in three bid packages over the course of May to June 2019. While the intention was to bring the results of the tender process to the June 21, 2019 Board of Directors meeting, additional time was required in order to assess value engineering opportunities. The result of the detailed value engineering process completed November 2019 increased projected costs by \$1,337,713 from the July 26, 2019 preliminary value engineering estimate brought to the Board. The project team worked very closely with trades to find cost efficiencies through construction methodologies and material alternates but were unable to bring the construction costs in line with the planned for \$62,000,000 project cost. However, the project costs are well within the overall project budget of \$65,538,000.

An explanation for the amounts below is provided on the following page:

	Preliminary Project Budget	90% CD Cost Estimate-AW Hooker (May 24, 2019)	Tender w/ Preliminary Value Engineering (VE) (July 26, 2019)	Tender w/ Value Engineering (VE) (Nov. 28, 2019)	Variance to Preliminary VE	Variance Explained
Construction Cost	\$35,608,539	\$38,709,700	\$40,252,114	\$40,945,268	\$693,154	Α
General Conditions (GC)	\$5,362,573	\$5,759,100	\$5,639,965	\$6,187,565	\$547,600	В
Construction Management (CM) Fee	\$860,569	\$845,000	\$875,369	\$934,308	\$58,939	С
Construction Contingency	\$3,418,791	\$2,276,200	\$2,303,604	\$2,341,620	\$38,020	D
Total	\$45,250,472	\$47,590,000	\$49,071,052	\$50,408,765	\$1,337,713	

Construction						
Costs						
Consultant Fees	\$4,021,133	\$4,021,133	\$4,297,883	4,297,883	\$ -	
Permits	\$624,697	\$624,697	\$624,697	\$626,658	\$1,961	
Furniture/Fittings and Equipment	\$1,550,000	\$1,550,000	\$1,550,000	\$1,750,000	\$200,000	E
Relocation Costs	\$2,026,697	\$2,026,697	\$2,026,697	\$2,026,697	\$-	
Project Mgmt.	\$2,575,000	\$2,575,000	\$1,871,325	\$1,871,325	\$-	
Financing Costs	\$2,515,265	\$2,515,265	\$1,940,016	\$1,940,016	\$-	
Non-Recoverable HST (1.76%)	\$1,037,736	\$1,037,736	\$1,062,795	\$1,066,993	\$4,198	
Soft Cost	\$399,000	\$399,000	\$399,000	\$399,000	\$-	
Contingency						
Total Costs	\$60,000,000	\$62,339,528	\$62,843,465	\$64,387,337	\$1,543,872	
Total Available	\$60,000,000	\$63,538,000	\$65,538,000	\$65,538,000	\$-	F
Funds						
Additional	\$-	\$1,198,472	\$2,694,535	\$1,150,663		
Contingency						
Funds						

Variance Explanations:

- A. The post-tender increase in construction costs is a result of trades being unable to meet preliminary value engineering estimates. For example, the mass timber trade was not able meet the expected value engineering amount of \$800k and instead was able to reduce the tender amount through alternates by \$400k.
- B. The general condition estimates were finalized based on the updated information obtained during the tendering process.
- C. The construction management fee is calculated as 1.9% of the total construction cost per Eastern Construction's successful CM proposal.
- D. The construction contingency is calculated at 5% of total construction cost, excluding the construction management fee.
- E. The costs for information technology and audio-visual equipment have been revised to better reflect the needs of the organization.
- F. Total Available Funds increased by \$2M to reflect a grant from the National Research Council's Green Construction Through Wood program, which was confirmed after the July 26th meeting. This funding is in addition to the \$60M contributed by TRCA's partner municipalities and \$3,538,000 contributed by the Province through approved land dispositions.

TRCA is entering the construction phase of the project with construction and additional contingencies totaling \$3,492,287. This total represents 6.2% of total project costs of \$56M (includes construction, consultant fees, permitting fees, FF&E and relocation). According to TRCA's consultants, a 5% contingency on construction projects is deemed to be conservative from a risk perspective.

Although total funding available for the project totals \$65,538,000, TRCA will work within the project current tendered cost of \$64,387,337. TRCA and the project financial services provider, CIBC, worked together to develop a quarterly amortization schedule for a \$54,000,000 term loan that best reflects the payment schedule from TRCA's partner municipalities, commencing on January 4, 2022 and ending on January 2, 2047, representing a period of 25 years.

With the progression of the construction tendering, TRCA worked with the construction manager to develop an expected loan drawings schedule, between January 2020 and January 4, 2002, when the \$54,000,000 construction loan converts to long-term debt. The project team will continuously monitor project progress and adjust the construction loan draw schedule as required.

Approval delay has moved the building occupancy period to Nov. 2021/Jan. 2022. Because of this delay TRCA requested and received from the landlord a lease extension at 101 Exchange from the original end of July 2021 to end February 2022 at the current lease rate. We will continue to work with the facilities manager of 101 Exchange Avenue to ensure a smooth transition.

Within the July 26, 2019 report, TRCA accepted the invitation from Enterprise Ireland, to participate in a study visit focused on the built environment. The main purpose of the trip was to share knowledge on advanced and environmentally superior construction products and technologies and to showcase projects of relevance to TRCA's future administrative head office. The visit was a unique opportunity for two TRCA staff members to visit buildings that utilize many of the same technologies included in TRCA's facility. A report outlining the lessons learned from the trip is included as Attachment 1.

DETAILS OF WORK TO BE DONE

The construction manager will be closing the remaining trades in January 2020. The site plan approval process is nearing completion with TRCA providing the City the necessary documentation as outlined in the Notice of Approval Conditions to finalize the Site Plan Agreement. The construction manager will be starting on site in January 2020 with foundation construction beginning pending release of a below grade conditional building permit. Staff will begin the furniture, fixtures and equipment procurement process starting with furniture layout and the staff relocation strategy.

Additionally, the key phases of the project are as follows:

Project Phases	Duration
Site Plan Approval	Jul 2018 – Feb 2020
Full Building Permit	Oct 2018 – Mar 2020
Construction	Jan 2020 – Jan 2022
Occupancy	Nov 2021 - Jan 2022

Report prepared by: Jed Braithwaite, extension 5345 Emails: <u>ied.braithwaite@trca.ca</u> For Information contact: Jed Braithwaite, extension 5345 Emails: <u>ied.braithwaite@trca.ca</u> Date: January 16, 2020

Attachments: 1

Attachment 1: TRCA Staff Study Visit to Ireland





TRCA Staff Study Visit to Ireland

October 1-4, 2019

In July 2019, Toronto and Region Conservation Authority (TRCA) received an invitation from Enterprise Ireland, the trade and investment arm of the Republic of Ireland, to send members of the new head office project team to Ireland on an all-expenses-paid study tour. The purpose of the visit was to showcase the work of the lead architect, Bucholz McEvoy, as well as the technology of a variety of other Irish firms on TRCA's head office project. For Enterprise Ireland, this was an opportunity to share knowledge on Irish construction projects, technologies, and practices. For TRCA, it was an opportunity to see firsthand the operation of technologies included in the design of the new building.

Two TRCA staff participated in the study: Jed Braithwaite, Manager, Major Contracts, and Bernie McIntyre, Senior Manager, Corporate Sustainability and Community Transformation. Additionally, the study included two members of the external project team working on the new building: Mike Adams, Project Construction Manager, Eastern Construction, and Peter Duckworth-Pilkington, Principle with ZAS Architects + Interiors in a joint venture with Bucholz McEvoy Architects. Study members arrived in Ireland on October 2, 2019, and were given tours by Merritt Bucholz and Karen McEvoy. What follows is a synthesis of the learnings, an overview of the locations visited, and the Irish companies met.

SYNTHESIS OF LEARNINGS

The design strategies employed for TRCA's new head office were evident in all of the buildings visited during the study visit. Some of the common strategies observed included:

- Building orientation to support the use of natural resources such as solar thermal, and natural lighting, ventilation, and views to minimize the impact on the landscape
- Support for healthy interior environments with natural daylight and ventilation
- Decreased energy consumption through orientation and design of the facade to preheat the air and enhance airflow to reduce the need for mechanical ventilation
- Incorporation of green roofs and renewable energy
- Double skin and winter gardens on south walls to preheat and distribute ventilated air
- Interior and exterior blinds to manage incident radiation and glare
- Large wood beams as structural and aesthetic elements
- Extensive use of wood for floors walls and ceilings
- Pre-fabrication of building cladding to provide superior construction and on-site efficiency
- Use of employee-managed ventilation in combination with a building automation system of managed ventilation
- Employee training and standard operating procedures to prevent employee conflicts regarding ventilation, temperature, and comfort

The team was impressed with the pride building managers took in their buildings and the respect shown for the architects' work. Some issues were noted concerning the exterior blinds being fully exposed to the elements and needing ongoing maintenance. Exterior blinds, protected by the double facade and accessible through both the interior and exterior of the building for regular maintenance or replacement, will be installed in TRCA's new administrative building.

Several building managers indicated that they recommended informing staff on how the building would be operated and why. They also emphasized that it was essential to demonstrate that the building was within the design criteria to avoid conflict.

The team observed one key difference between the tour sites and the TRCA design - the HVAC systems of the tour sites use a building automation system (BAS), combined with staff-operated windows, to provide ventilation. The BAS system operates windows to manage temperature and CO2 levels within the buildings, and staff operate the windows based on comfort and perceived air quality. For TRCA's new administrative building, staff will be required to operate the windows for temperature control and CO2 management, principally in the shoulder seasons (spring and fall), and all year for individual comfort and perceived air quality.

Operable windows that permit the use of natural ventilation to minimize the use of mechanical ventilation and reduce energy use and GHG emissions are essential elements of the design. Should staff fail to open windows when required, the automated system intervenes to maintain the building within established temperature and CO2 levels. Although energy use and GHG emissions increase as a result, the building continues to operate within set parameters.

Achieving the modelled low energy consumption for the building will require that staff are trained to operate the windows. This shift will take some time and a concerted effort over the first year or two of building occupancy, followed by periodic, ongoing engagement of staff. Operations staff will also need to be trained to ensure that windows are not left open or closed at the wrong times.

Further, the staff noted that the temperate climate of Ireland allowed the designers to maximize the "passive' techniques to minimize the use of HVAC systems. However, the Toronto climate of hot, humid summers and cold winters means that other methods need to be included in the design to bolster the "passive" techniques during the non-shoulder seasons. For example, TRCA's new administration building calls for large ceiling fans, which were not observed by staff in any of the buildings in Ireland, as a method to create a sense of cooling in the summer.

The following are short descriptions of the buildings and companies involved in the study visit:

Elm Park

Elm Park is a 100,000 m2 mixed-use, private development which includes commercial offices, residential, a hotel, social housing (seniors), a hospital/medical clinic, a leisure centre, parkland, and extensive underground parking. The project was started in 2004 and was nearly complete by 2008 when it went into receivership. The project was purchased out of receivership in 2014 and is now substantially complete. The project was nominated for 12 national and international awards between 2006 and 2009. The six photos below show:

- 1. An aerial view of the development site
- 2. A closer look of the double-skin facade
- 3. A view of a green roof and the south-facing, double-skin facade
- 4. A close-up of one of the large office buildings
- 5. Natural lighting for the office spaces
- 6. Building and staff-operated ventilation as well as building-operated internal blinds to reduce glare



Ballyogan Operations and Maintenance Building

The operations centre at Ballyogan is comprised of a new, three-storey office building, a maintenance/salt storage utility building and storage yards and is the first step in creating a new civic domain on the site of the former landfill at Ballyogan. It is an integral part of a larger design strategy for the area which seeks to reconnect and link the adjacent suburban areas back to the foothills of the Dublin Mountains. It was also the ambition to provide excellent facilities for staff to create an effective platform for delivering better service to the public. The office building is composed of three narrow floor plates made entirely of timber. These floor plates are stacked on top of each other to create a passively designed, low-energy, naturally ventilated building that maximizes passive energy sources. This building received recognition in the best public building and sustainability category in the RIAI Irish Architecture Awards 2013. The six photos below illustrate:

- 1. The main office building and the double-skin facade
- 2. The open office space with natural lighting and exposed wood
- 3. Staff-operated ventilation with building-operated ventilation above
- 4. Sliding doors for ventilation and maintenance access to the facade
- 5. A close-up of the double-skin facade
- 6. A wetland feature for stormwater next to the office building



Samuel Beckett Civic Campus

Samuel Beckett Civic Campus is a vibrant, diverse community on an 18-acre site along Ballyogan Road, in South County Dublin. The sustainable design approach incorporates natural daylighting and ventilation strategies, along with the use of natural materials to create and promote healthy environments. The building orientation has been optimized to benefit from passive solar gain to reduce energy load and wind direction and enhance natural ventilation. Natural, cross-ventilation of internal spaces is optimized with ventilation openings on the external facades and roof. These are strategically placed for this purpose, including high floor to ceiling dimensions, to enhance air movement.

Natural daylighting of the internal spaces and the facade of the building has been maximized to minimize the dependence on artificial lighting while incorporating different degrees of screening and solar protection. The use of naturally occurring energy sources has been optimized with the installation of photovoltaic cells on the roof to harness solar energy. Passive wind energy is used to enhance natural ventilation, and windmill turbines, adjacent to the synthetic pitches along Ballyogan Road, take advantage of south-westerly winds.

The primary material of the Civic Campus buildings is wood, which provides a human scale and proportion, as well as robustness, that is appropriate to their use. Wood was used as the primary material for the facades and upper structure of the buildings, imbuing them with the psychological benefit of warmth, colour, and the aroma of wood.

The four photos below illustrate:

- 1. A distance view of the main building
- 2. A close-up of the exterior showing the prefabricated exterior wall elements
- 3. An atrium with extensive natural light and wood
- 4. A program space with hybrid timber and concrete structure and an inside view of prefabricated exterior wall elements



SAP Building, Citywest Dublin

The SAP office was an interesting variation from the other buildings we toured. While all other buildings were new-builds, the SAP building was a retrofit of an existing standard commercial office building. SAP hired Bucholz McEvoy to apply its principles of good building design to enhance the work environment for employees. Because the project was a retrofit and SAP was a tenant rather than the owner, the project focused on ventilation, natural lighting, office furniture, and layout. The project included the creation of cross-ventilation with BAS and staff-operated windows, retractable exterior blinds to control incident sunlight, and moveable interior screens to manage glare. Meandering wood desks, cloth screens, wood trim, and reflective lighting created an inviting work environment. SAP management was delighted with the performance of the building. The six photos provide:

The four photos below illustrate:

- 1. An aerial view of the facility and its overall nature as a basic commercial office building
- 2. The exterior of the building with exterior retractable blinds to control solar radiation
- 3. A close-up of a retracted blind
- 4. Building-operated ventilation above, and staff-operated ventilation below
- 5. Natural lighting in the office space and warm wood desks
- 6. Extensive wood in the cafeteria with natural and reflected light fixtures



GEM Joinery Workshop

GEM Joinery was founded in 1978 and has become a leading specialist architectural joinery company. The company has a full in-house design and scheduling facility, combined with a state-of-the-art 25,000 sq/ft manufacturing floor and a fully automated spray line. GEM Joinery sources only timber from sustainable sources, and it currently holds both FSC and PEFC chain of custody certification.

GEM is one of Ireland's first organizations to transition to the new ISO 45001 Occupational Health and Safety standard. It operates an Integrated Management System which is externally audited and certified by the NSAI to ISO 9001, 14001, and 45001 international standards.

GEM prefabricated the exterior wall components for the Samuel Beckett Civic Campus, building the units off-site in its shop, then transporting and craning them into place and finishing them on-site. The design team is investigating a similar prefabrication process for the TRCA administration building. GEM designs and manufactures its tools and connectors in its workshop, which allows it to create very complex joints and hangers.

Staff were impressed to see a solid hardwood fire door with a one-hour fire rating based on the joinery. The four photos below illustrate:

- 1. The tools cut on-site
- 2. The storeroom of all tools for all projects
- 3. Simple joinery
- 4. Complex joinery



Westmeath County Buildings

This project is a low-energy Civic Office Headquarters and Public Library for Westmeath County Council, in the centre of Mullingar town. Due to its location on a historic site, the project carefully incorporated and renovated several protected structures and buildings over archaeological remains. The design solution brings new energy and civic values to the site, carefully weaving the historical and urban context to creating an ensemble of new and old buildings. Internally, it is a sculpture of light, constructed primarily with glass, timber, and concrete; externally, an open and transparent expression of local government. The two photos illustrate:

- 1. The exterior of the office space and library with a double-skin facade and large exterior wood beams for structural support and aesthetics
- 2. The central entrance atrium for preheating and access to natural light



IRISH COMPANY PRESENTATIONS

Cylon

An industry leader in the development and manufacturing of smart energy management systems for more than three decades, the company has provided building automation and control solutions and is one of the largest independent, global manufacturers in the industry. With a network of system integrators, Cylon is committed to delivering sustainable solutions to provide comfort, energy, and operational efficiency to commercial buildings, schools and universities, healthcare facilities, and retail buildings. http://www.cylon.com/

Smartglass

Smartglass specializes in the development of three types of electronically switchable glass: privacy, solar, and blackout. Switchable privacy glass is used in partition screens, windows, roof-lights and doors, security and teller screens, and as an HD projection screen. Solar control glass controls solar glare and has been shown to reduce thermal transmittance through a glass facade to directly cut down on associated HVAC costs. Blackout glass provides complete privacy and light control at the flick of a switch. http://www.smartglassinternational.com/

EcoVolt

EcoVolt develops and integrates products that support near-zero energy buildings. Some of the products and systems it incorporates include solar panels, radiators, EV chargers, battery storage units, and paint-on radiant heating systems. http://ecovolt.ie/

GoContractor

GoContractor is a software as a service company that provides online contractor orientations. Utilization of a cloud-based data storage and retrieval system permits the online training of workers and verification of completed training. https://gocontractor.com/

Zutec

Zutec is an online, advanced construction data platform. The system allows for onsite access to building information models, site drawings, reports, asset information, and project data. The platform provides full building life cycle software solutions for projects, and it is easy to use, with clear and concise information. https://www.zutec.com

Saragossa Software

Saragosa Software is a university-based startup software company that is developing a simplified model to allow architects to evaluate the energy effectiveness of their building designs.

Section I – Items for Board of Directors Action

TO:Chair and Members of the Board of Directors
Meeting #11/19, Friday, January 24, 2020

FROM: Sameer Dhalla, Director, Development and Engineering Services

RE: GTA WEST TRANSPORTATION CORRIDOR INDIVIDUAL ENVIRONMENTAL ASSESSMENT Stage 2 Update

KEY ISSUE

To highlight TRCA concerns and recommendations regarding the Ministry of Transportation (MTO) technically preferred route for the Greater Toronto Area (GTA) West Transportation Corridor being developed in Stage 2 of the environmental assessment study process.

RECOMMENDATION

WHEREAS on June 19, 2019 the Minister of Transportation resumed the GTA West Transportation Corridor Route Planning and Environmental Assessment Study (GTA West) and subsequently updated their comprehensive evaluation, identified MTO's technically preferred route, and sought public input;

WHEREAS in June 2019 the Ministry of Energy, Northern Development and Mines and the Independent Electricity System Operator initiated the Northwest GTA Transmission Corridor Identification Study to identify a transmission corridor in order to protect for future transmission infrastructure required to support increasing electricity demand;

WHEREAS the GTA West technically preferred route within TRCA's jurisdiction crosses multiple TRCA-owned properties, multiple significant natural heritage features, including valley and stream corridors, headwater streams, forests, wetlands, and will impact core features, habitats, species and wildlife connectivity; could create or exacerbate flood and erosion hazards; will increase chloride contamination in natural features; and reduces the ability of our natural areas to be resilient to the impacts of climate change;

WHEREAS on October 28, 2016 the TRCA Board of Directors in its Resolution #A171/16, as amended, recommended that the environmental assessment (EA) be completed and that the Advisory Panel take into account numerous sustainability, natural heritage and compensation considerations (see link to previous TRCA reports as provided in the body of this report);

WHEREAS TRCA has not yet been provided with detailed technical information that supports the Province's technically preferred route, or has not yet been engaged in any detailed technical discussions regarding the technically preferred route;

AND WHEREAS following provincial confirmation of the final preferred route, we are informed that MTO will develop preliminary design alternatives, seek public input prior to finalizing the preferred alternative for the highway design, and will then seek approval of the EA from the Minister of the Environment, Conservation and Parks;

THEREFORE, LET IT BE RESOLVED THAT TRCA staff continue to work with MTO staff and municipal partners through the Regulatory Agency Advisory Group, through the Greenbelt Transportation Advisory Group, and through an established working group with TRCA, other affected conservation authorities, municipalities and provincial and federal ministries, to address concerns related to potential alignment changes to the technically preferred route to accommodate development and community interests, as well as concerns related to the preferred design alternatives, including concerns related but not limited to: watercourse and wildlife crossings and trail connections, flood and erosion control, stormwater management, vegetation removals, natural heritage restoration and compensation, land acquisition and archaeology, and climate resiliency;

THAT the 32 Recommendations contained within this report and in Appendix 1 to this report be approved for review by MTO;

THAT MTO be requested to provide written responses to all TRCA letter comments and Board recommendations; hard copies of all technical studies in support of the technically preferred route and any proposed modifications for review and comment; hard copies of technical studies in support of preliminary and preferred design alternatives for review and comment; and hard copies of the draft EA and associated appendices for review and comment, in accordance with TRCA service delivery standards;

THAT the Ministry of Transportation; Ministry of the Environment, Conservation and Parks; Ministry of Natural Resources and Forestry, Ministry of Energy, Northern Development and Mines, the Independent Electricity System Operator; Regional Municipalities of Peel and York; Town of Caledon, City of Brampton and City of Vaughan; Credit Valley Conservation and Halton Conservation, be circulated a copy of this staff report;

AND FURTHER THAT TRCA staff report back to the Board of Directors and seek further direction once the preliminary design alternatives and technical appendices are provided to staff for review and comment.

BACKGROUND

In January 2007, the Ministry of Transportation (MTO) announced the commencement of the Individual Environmental Assessment (EA) Study for the GTA West Corridor. The purpose of the study is to examine long-term transportation problems and opportunities, while considering alternatives to provide better linkages to Urban Growth Centres. The Terms of Reference was approved by the Ontario Minister of the Environment on March 4, 2008.

STAGE 1 OF THE INDIVIDUAL EA STUDY

Stage 1 of the EA process evaluated various transportation modes and their ability to address future transportation demands to the year 2031, an almost 25-year horizon from when the project was initiated. While there have been significant delays in the planning timeline for this project, the transportation demand study was not updated to extend this planning horizon. The Stage 1 Study concluded with a recommended solution of a multimodal Transportation Development Strategy to optimize the existing highway network, provide transit and rail improvements such as widening existing highways, and to construct a new transportation corridor, the GTA West Highway.

The Stage 1 Study identified the Preliminary Route Planning Study Corridor for the GTA West Highway as extending from Highway 400 in the east and terminating at the Highway 401/407 interchange to the west. Within TRCA's jurisdiction, the Study Corridor extends from Highway

400 in the City of Vaughan, west through the Town of Caledon and City of Brampton to approximately Heritage Road, crossing the Humber River and Etobicoke Creek watersheds. Preliminary analysis indicated that the new highway would consist of an alignment with a right-of-way width of 110 m for the highway, plus a 60 m right-of-way for the adjacent transitway including transit stations (Figure 1). This would consist of six lanes (three in each direction) between Highway 400 and the Highway 427 extension, and four lanes (two in each direction) between Highway 427 and the connection at Highway 401/407. A report that provided an update on the EA work completed to that date was brought to the TRCA Authority Board on June 24, 2011 (Meeting #6/11, RES #A122/11, p.297). As a great deal of time has passed, TRCA is concerned that additional growth beyond 2031 projections could result in the need for highway expansions that will additionally impact the natural heritage system and TRCA-owned lands in the future. TRCA in discussion with some of our municipal partners want to ensure that the planning horizon to the year 2031 remains an appropriate planning horizon for the EA study. As a result, TRCA staff propose the following recommendations.

Recommendation:

1. MTO be requested to confirm whether the transportation demand study completed to the year 2031 remains an appropriate planning horizon.

STAGE 2 OF THE INDIVIDUAL EA STUDY

The Stage 2 Study of the EA commenced in early 2014 and built upon the recommendations from the Stage 1 Study. In 2015, MTO provided long and short lists of route alternatives. MTO presented an update to the TRCA Authority Board on April 24, 2015 and TRCA staff brought forward a report to the same meeting with an update on the Stage 2 work (Meeting #4/15, RES #A64/15, p.148).

Suspension of the Study

In December 2015, MTO suspended work on the EA in order to ensure the project aligned with changes in government policy and emerging technologies. An advisory panel of industry experts was formed and tasked with conducting a strategic assessment of the alternatives to meet future transportation demand, and other transportation infrastructure needs for passenger and goods movement in the GTA West Corridor. On October 21, 2016, TRCA recommendations were presented to the panel, in coordination with Conservation Halton and Credit Valley Conservation. On October 28, 2016, TRCA staff presented to the Authority Board and brought forward a report on the Recommendations to the GTA West Advisory Panel (Meeting #8/16, RES #A171/16, p.534).

In February 2018, after reviewing advice from the Panel, MTO announced they would not proceed with the new highway in the GTA West Corridor. However, to ensure demands for a growing region were met, MTO and the Independent Electricity System Operator (IESO), with support from the Ministry of Energy, jointly initiated the Northwest GTA Corridor Identification Study to identify a smaller corridor to be protected for future infrastructure needs including utilities, transportation and transit.

Resumption of the Study

In June 2019, MTO announced resumption of the GTA West Transportation Corridor Study and that it would no longer be participating in the Northwest GTA Corridor Identification Study. In turn, the Ministry of Energy, Northern Development and Mines (ENDM), and the IESO announced that they were initiating the Northwest GTA Transmission Corridor Identification Study, separate from MTO's GTA West Transportation Corridor Route Planning and Environmental Assessment Study.

Northwest GTA Transmission Corridor Identification Study

Currently, to support growing electricity demand in the western GTA and protect for future transmission infrastructure, the ENDM and IESO are leading the Northwest GTA Corridor Identification Study (Figure 2). In February 2020, TRCA staff participated in the first meeting of the Central/GTA Regional Electricity Network. Going forward, TRCA staff will seek to confirm if and how this study is being coordinated with the GTA West Highway that is being planned along a similar path. To assess the potential for cumulative impacts, staff recommend the studies consider each other's findings and be coordinated to the extent possible or as one initiative, similar to the Parkway Belt West Plan initiative in the 1970's.

Recommendation:

2. MTO and ENDM/IESO confirm efforts to coordinate their independent studies and ensure negative impacts are fully assessed and minimized wherever practicable.

Technically Preferred Route

Following MTO's resumption of the GTA West Corridor study, a second round of Public Information Centres (PIC) was held in September and October 2019 at which time MTO presented the technically preferred route (Figure 3) based on high-level evaluations of the shortlisted alignment alternatives. To date, TRCA has not received the required detailed technical reports to support these evaluations. The Town of Caledon, the City of Vaughan and the Regional Municipality of York have all provided a response through their councils, requesting future work and route modifications related to interchanges, development areas and community interests, prior to confirming the preferred route.

Preliminary Design Alternatives

In November 2019, TRCA staff attended a joint Municipal and Regulatory Agency Advisory Group meeting, as well as the Greenbelt Transportation Advisory Group meeting where it was identified that MTO plans to confirm the preferred route and "focused analysis area" in Spring 2020. Following this, MTO will commence development of the preliminary design alternatives, including field investigations and consultation with property owners impacted by the preferred route. A separate meeting is scheduled in January 2020 with TRCA, MTO and their consultants to provide a study update, review 2020 fieldwork plans and gather information on habitat mapping and Species at Risk.

Final Environmental Assessment

In late 2022, MTO plans to submit the final EA to the Minister of the Environment, Conservation and Parks for review. The Minister is responsible for making a decision on the EA based on the recommendations of Ministry of the Environment, Conservation and Parks (MECP) staff. If the approval is granted, it is typical that such approvals are made with conditions.

DETAILED DESIGN AND VOLUNTARY PROJECT REVIEW

If approved, the next stage in the project is to commence detailed design, whereby MTO is obligated to satisfy all Ministerial conditions, as well as to obtain all permits and approvals. As a Crown agency, MTO is exempt from obtaining a permit pursuant to TRCA's section 28 regulation under the *Conservation Authorities Act*. In such circumstances, TRCA offers proponents the option of submitting a Voluntary Project Review (VPR) application.

The VPR is submitted at the design stage and allows staff to complete a comprehensive review and provide an opinion as to whether the interests, objectives, and tests of TRCA's Ontario Regulation 166/06 will be satisfied. Fees are charged as per the TRCA Fee Schedule and the standard TRCA review process is followed. Once TRCA comments are satisfied, a VPR letter is

issued confirming that our interests have been met.

Unless required to consult with TRCA as a Condition of Approval by MECP, MTO is under no obligation to seek further input at the detailed design stage. While the VPR process is used by other Crown agencies, such as Metrolinx, to date, it has not been pursued by MTO in other projects.

Recommendation:

- 3. MTO commit to receiving VPR signoff at the design stage as it relates to TRCA's regulatory and policy interests, as well as provincially delegated responsibilities.
- 4. MTO and MECP work with TRCA to draft Conditions of Approval that reflect TRCA interests and concerns, and that these conditions be forwarded to the Minister for review and consideration at the appropriate time in the EA process.

ANALYSIS

TRCA is a commenting agency under the *Environmental Assessment Act* and reviews and comments on EA's where the proposed project has the potential to affect our areas of interest, or our delegated responsibility of representing the provincial interest on natural hazards as identified under Section 3.1 of the Provincial Policy Statement 2014. TRCA staff reviewed mapping, as well as the draft Evaluation of the Short List of Route Alternatives (Draft, September 2019) for segments 3 to 9, located within TRCA's jurisdiction, which included the technically preferred route. This information was available on the <u>MTO website</u>.

The following analysis focuses on specific areas of concern and key staff recommendations based on a high-level evaluation of the technically preferred alignment using only available TRCA mapping and data, as the MTO's detailed studies that support their technically preferred route were not provided. The following analysis should not be used in place of a comprehensive study and evaluation to be completed by MTO. It should be noted that staff concerns remain consistent with those provided in past reports and comment letters.

WATER MANAGEMENT

Flood Hazards and Stormwater Management

MTO's evaluation matrix identifies the introduction of approximately 397 hectares (ha) of impervious surface within TRCA's jurisdiction as a result of the new proposed highway, in addition to approximately 85 new watercourse crossings within the Etobicoke Creek and Humber River Watersheds for the technically preferred route. It is imperative that the preferred route not alter the natural hydrological and hydraulic regimes within each of the watersheds or increase the flood hazard at the proposed crossing locations. This is of particular importance to established and planned communities surrounding a new highway that may be at risk of flooding due to changes to water conveyance or flow regimes from the highway's impact to watercourses and wetlands. TRCA's 2015 Crossings Guideline for Valley and Stream Corridors document outlines the requirements for designing new or replacement crossing structures to prevent flood and erosion hazard impacts.

TRCA's 2012 Stormwater Management Criteria document lays out TRCA's stormwater management criteria for work within the TRCA jurisdiction, consistent with provincial and municipal requirements. The Humber River Hydrology and Etobicoke Creek Hydrology models were updated after 2012. It is important to note that the Humber River Hydrology Update only considered urban expansion as identified in the municipal Official Plans that were approved at

the time and did not consider the land use change proposed by the GTA West Corridor project. Water quality, quantity, erosion and water balance controls will all need to be met. The Humber River Watershed Plan dictates that a Regional control assessment will be required for any urban expansion beyond approved Official Plans that were included in the recent Humber River Hydrology update.

Additional property needed to address and meet stormwater management criteria for the new highway as well as the future transitway, stations and any other associated hardened surfaces, should be identified in the EA. This identification of required land for green infrastructure will ensure the most effective level of stormwater treatment is achieved, prior to release to the Natural Heritage System (NHS). TRCA recommends if the EA is approved, and the project moves to detailed design, MTO acquire updated modeling from TRCA and come to TRCA for model verification through the VPR process. Historically, MTO has not requested TRCA verify these models, nor have they requested a VPR at the design stage. If the GTA West Highway is approved, in order to engage TRCA at the detailed design stage the Minister would need to make specific conditions as part of the approval process. Through such a process, TRCA would then be able to comment on changes to the drainage/flow regimes, be involved with mitigation to flood plain impacts, and ensure we receive accurate updated information and data that would inform decisions in municipal and development review applications.

Recommendations:

- 5. MTO consider the TRCA 2015 Crossings Guideline for Valley and Stream Corridors in designing new crossing structures in order to prevent flood and erosion hazard impacts.
- 6. MTO clearly show on a figure in the EA, each watercourse and headwater drainage feature crossing, together with a corresponding table that shows proposed sizing at each crossing location that considers wildlife passage, fluvial geomorphic, and flood conveyance requirements, and any associated modeling, where necessary. Proposed crossing sizes presented in the EA should clearly reflect the sizing that will move forward to the design and construction stages.
- 7. MTO undertake a comprehensive stormwater management strategy at the EA stage based on TRCA's 2012 Stormwater Management Criteria document that demonstrates how provincial and TRCA criteria for water quality, quantity, erosion and water balance will be met.
- 8. MTO contact TRCA for updated modeling and stormwater requirements at the detailed design stage and then update the modeling, based on the proposed highway design, according to TRCA standards.

Source Water Protection

The *Clean Water Act*, 2006 ensures communities protect their drinking water supplies through prevention by developing collaborative, watershed-based source protection plans that are locally driven and based on science. Within the Regional Municipality of Peel, the proposed alignments transect Highly Vulnerable Aquifers and Significant Groundwater Recharge Areas as identified in the <u>Credit Valley - Toronto and Region - Central Lake Ontario Source Protection</u> <u>Plan (CTC SPP)</u>. Within the Regional Municipality of York, the proposed alignments transect Highly Vulnerable Aquifers, Significant Groundwater Recharge Areas and a Wellhead Protection Area for quality and quantity (WHPA-Q). All alignments will have some level of impact to these resources. Further analysis will need to take place within the EA to determine the level of impact to through consultation with each municipality. **Recommendations:**

- 9. MTO consult with each municipality transected by the preferred route and design to confirm conformity with the CTC SPP.
- 10. MTO conform with Policy SAL-6 in the CTC SPP, in particular clause (d) which encourages the consideration of information in the Toronto and Region Assessment Report for the siting and prioritization of future assessments related to road salt application.
- 11. MTO work with the Ministry of the Environment, Conservation and Parks to ensure the implementation of Policy SAL-11 in the CTC SPP.

NATURAL HERITAGE SYSTEM

The GTA West Corridor project will have extensive and widespread impacts on the NHS, including significant loss in the number, form and function of natural features and species. There will be significant fragmentation of valleylands, conservation lands, and the few remaining natural corridors within TRCA's jurisdiction. To minimize these impacts a very thorough ecological study of the area must be completed, the results of which must direct the siting, design, and construction of the highway, including ecosystem compensation measures to help replace impacted natural features and function.

Wildlife Connectivity, Flora, Fauna and the Natural Heritage System

To highlight the extent of the anticipated major ecological impacts, TRCA staff completed a rapid assessment. A detailed ecological study by MTO is required to confirm impacts and identify mitigation, restoration and compensation requirements. The key findings include:

- Over 1000 ha of land identified as important for local wildlife movement, some of which is also important at a regional scale, will either be removed or intersected by the proposed highway. Of note is the section located to the east of Bramalea Road, through an area classified as important for regional wildlife movement.
- Approximately 85 watercourses will be impacted. Of these crossings, TRCA ranks 10 as "high priority" locations ecologically, as they are in deep valleys with relatively high quality existing or potential habitat, high regional connectivity, or high local connectivity. Of the remaining crossings, 58 are ranked as "medium priority" locations located in shallow valleys that have high quality existing or potential habitat, high regional connectivity, or high local connectivity, or high local connectivity.
- Over 110 occurrences (representing 10 different species) of federal and/or provincial Species at Risk have been found in the study area: These species are found in a variety of habitat types including meadow (e.g., Bobolink), forest (e.g., Eastern Wood-Pewee, Butternut), wetland (e.g., Snapping Turtle, Western Chorus Frog) and within specific watercourses.
- 35 different fauna species of local concern (with approximately 240 separate occurrences) have been found inhabiting the proposed study area.
- 74 different flora species of local concern (with approximately 275 separate occurrences) have been found inhabiting the proposed study area.
- Approximately 220 wetlands covering 130 ha, will be impacted.
- Approximately 680 ha of habitat representing 224 separate habitat patches (forest, wetland, meadows) will be directly removed or indirectly impacted. This includes 240 ha (representing 40 separate habitat patches) of high-quality habitat (based on TRCAs landscape analysis model assessing size, shape and surrounding land use) and over 300 ha (representing 206 separate habitat patches) of habitat deemed highly vulnerable to impacts of climate change.

An example of a high priority wildlife crossing location is the eastern end of segment 8-3 located north of Kirby Road between Kipling Avenue and Pine Valley Drive where there is a high probability of forest to forest wildlife movements. Crossing structures should not only accommodate wildlife movements between wetlands and valley systems for example, but also be considered for areas that are not along stream corridors.

Recommendations:

- 12. MTO complete seasonally appropriate field surveys along the preferred route to identify where and when wildlife passages are required and will be most effective, based on the type of species and migration patterns, to facilitate safe wildlife movement under or over the highway.
- 13. MTO design habitat connectivity and wildlife passages for provincial and regional species of concern, including installing appropriate wildlife passages, fencing structures, and extensive habitat restoration.
- 14. MTO consider the TRCA 2015 Crossings Guideline for Valley and Stream Corridors to inform the design of new crossing structures for wildlife movement and habitat connectivity.

Core Features

MTO's Comparative Evaluation of Net Effects and Ranking of alternatives does not appear to consider the significance, sensitivities, or quality of all the natural heritage features within the alternative routes, which significantly diminishes the weighting of individual natural features. All natural heritage features should be evaluated using these criteria so that the review of alternatives considers natural heritage features equally and ensures overall impacts for each evaluation criterion is weighted appropriately.

- Some unevaluated wetlands may in fact be Provincially Significant Wetlands (PSW) but may not have been classified as such in the table. Once they have been evaluated, the significance of each natural feature can better inform the Route Evaluation.
- Woodlands should be assessed using standardized criteria for significance in such a way that they are compared on equal footing. Many of the unevaluated woodlands may in fact prove to be significant, particularly the larger features connected to valleys.
- There are several locations where natural features have not been identified. For example, there are extensive riverine wetlands located adjacent to Airport Road where segments 6-1 and 6-2 are located. The proposed intersection 6-1 will remove a large proportion of these wetlands.

Once all natural heritage features have been assessed in terms of their significance, sensitivities and/or quality, they should be categorized such that the significant, most sensitive and highest quality features are considered "Core Features". These features are the core elements of the NHS, including ecologically significant groundwater recharge areas, should be protected and enhanced because they provide critical ecosystem functions.

While municipal Official Plans identify both natural heritage systems and many significant natural features, not all the features have been assessed. The GTA West study should reference these planning documents to assess the features that have not yet been evaluated. Once a comprehensive evaluation has been completed, slight shifts in alignment, such as shifting segment 4-1 to the north to avoid cutting through the "potentially significant woodlands" associated with watercourses, among others, should be considered. In addition, MTO's technically preferred route section 7-3 will connect the new highway to Highway 427. This route runs parallel to and on top of long reaches of permanent watercourse (approximately 2.1 km within the Robinson Creek Natural Heritage System), which will result in permanent impacts to

the form and function of the NHS. Fragmentation of the valley corridor is anticipated as well as wetland removals including a mature deciduous swamp. As with the other highway segments, options to adjust the Highway 427 extension and interchange should be analyzed to first avoid impacts to sensitive habitat and minimize impacts to the NHS. MTO should respect the work done under the completed Highway 427 EA and detailed design processes to protect these features. If the EA is approved and a commitment to follow the TRCA VPR process is made, MTO would be committed to acquire updated data from TRCA and to ensuring TRCA standards are applied.

Recommendations:

- 15. MTO complete a comprehensive evaluation for the technically preferred alternative of the proposed highway, associated interchanges and future transit right-of-way and stations and use the information to consider hybrid alignments (shifts) that will avoid and minimize impacts to the natural heritage system, including watercourses and core features.
- 16. MTO commit to mitigation measures at the EA stage, such as edge management plans and measures to ensure that the function of ecologically significant groundwater recharge areas are maintained, and then develop these measures further at the detailed design stage.
- 17. MTO work with TRCA to develop and implement an environmental monitoring plan in the EA stage, and use the plan to inform the planning and design of wildlife crossing locations, as well as to address issues related to species sensitivities, such as noise, light, pollutants, invasive species, habitat and groundwater changes.

Restoration and Compensation

MTO has examined a range of alignment alternatives and due to the magnitude of the proposed work, impacts to the NHS including habitat connections are unavoidable in some locations. Given the complexity of this work and the unavoidable impacts to significant and sensitive areas throughout the TRCA jurisdiction, it will be imperative that losses to core features and their functions, as well as losses to lands required for connectivity and buffers be restored. The loss of restorable lands as a result of the new highway and associated transitway should also be considered and compensated for, to the extent possible, with the intent to preserve and improve the ecological integrity of the area.

Recommendations:

- 18. MTO work with TRCA to determine an appropriate restoration and compensation plan in the EA that ensures a net benefit, depending on the ecological communities impacted, to ensure fragmentation is minimized, connections between sensitive ecological features remain open allowing for wildlife movement, and to ensure the NHS is protected and enhanced.
- 19. MTO work with TRCA to identify locations in which restoration activities can take place either using the TRCA 2018 Guide for Determining Ecosystem Compensation or developing a compensation strategy similar to that adopted by Metrolinx for their expansion projects and applying an approximate value to future restoration and compensation efforts.

Salt Application, Noise and Light Impacts

Salt application and salt spray as well as increased noise and light impacts should be considered when choosing the preferred route and preliminary design. Currently, the proposed corridor crosses numerous cold and cool water streams that provide habitat to sensitive aquatic species. These species cannot tolerate urban influences of salt and other pollutants that would

enter the habitat via runoff. Stormwater management has not yet been proven as an effective mitigation tool for salt management. Natural heritage features are affected by salt spray, which can have profound effects on terrestrial systems and can penetrate to large forest blocks causing tree and shrub losses far removed from the road right-of-way. Conifer species are particularly prone to dieback due to salt spray. In terms of invasive species, such as phragmites, these often take root in rights-of-way and can cause long, linear disturbances to the NHS. Noise and light pollution can also cause adverse effects to forest and wetland species and must be considered in alternative selection, detailed design options and long-term maintenance.

Recommendation:

20. MTO consider in the EA the potential long-term impacts of salt loading to surface and groundwater features, salt spray to terrestrial habitats, the spread of invasive species along transportation corridors, and fragmentation of habitats and migration corridors.

CLIMATE CHANGE

The MECP requires that all projects going through the EA process, including Individual EAs, consider impacts to and opportunities for climate change mitigation and adaptation, and consider the vulnerability of projects to climate change. The 2014 Provincial Policy Statement also requires that infrastructure projects consider impacts from climate change.

Impacts to Natural Features and Wildlife

The proposed routes cut through natural features and areas that are deemed to be highly vulnerable to climate change, which may exacerbate the impacts to these features (for example drying effects on vegetation and changes to hydrology). The proposed route also cuts through habitat patches used by sensitive species including terrestrial and aquatic Species at Risk Ontario (SARO) which are considered highly vulnerable to the impacts of climate change. Furthermore, habitat connectivity is becoming increasingly important, especially from a climate change perspective, where the loss of habitat will result in further isolation of species and limit species' movements.

Stormwater Management

Stormwater management strategies and crossing structures will need to demonstrate resilience to the effects of climate change. One methodology to evaluate impacts is to test the strategy against the rainfall estimates provided on the MTO Intensity Duration Frequency (IDF) Curve website for the 2080s time period, as defined in the 2015 Ministry of Natural Resources and Forestry (MNRF) document "Climate Change Projections for Ontario: An updated synthesis for policymakers and planners".

Green Infrastructure

In addition to the recommendations in this report, the EA should also include encouraging green infrastructure and strengthening stormwater management requirements; requiring consideration of energy conservation and efficiency, reduced greenhouse gas emissions and climate change adaptation (e.g. tree cover). Furthermore, the climate change section should also include information related to vehicular emissions and prescribed construction technologies and consider the potential impacts of climate change that may increase the risk associated with natural hazards (for example flooding due to severe weather).

Recommendations:

21. MTO evaluate climate change risks and impacts based on the transition of natural heritage lands to paved surfaces, together with the removal of trees

and wetlands be included in the EA document to ensure impacts are minimized and clearly explained.

- 22. MTO's stormwater management strategy and crossings be confirmed against the impacts of a changing climate.
- 23. MTO investigate and incorporate green infrastructure into the design.

TRCA-OWNED LANDS

Conservation Lands

TRCA lands will be impacted in multiple locations throughout this study corridor as a new highway will result in fragmentation as well as partial and complete losses to the land base. Impacts of the alternative options on TRCA-owned lands range from approximately 8 to 78 ha, depending on the various combinations of alternatives. While some highway segments will have either no impact or a nominal impact to TRCA-owned lands, of notable concern are the sections of the technically preferred route within the Highway 410 area and through the TRCA Nashville Conservation Reserve (NCR).

Recommendations:

- 24. MTO closely coordinate with TRCA throughout the planning and design stages to further review options to avoid and mitigate impacts to TRCA-owned lands.
- 25. MTO and TRCA enter into negotiations regarding land base compensation once the preferred route has been finalized and MTO include future TRCA land acquisition costs within its costing analysis.

Highway 410 Extension

Impacts based on the various alternatives for this segment of highway range from having no impact to significant impacts, such as with the technically preferred route. The routes that use the existing Highway 410 alignment have a similar overall impact (1.9 to 2.5 ha) to TRCA properties. The most significant impact is MTO technically preferred route 5-10 which involves construction of a new north-south connection and interchange which will impact two TRCA parcels affecting most of a parcel north of Mayfield Road and east of Heart Lake Road. According to the MTO Evaluation Table, the proposed Highway 410 interchange and extension will also result in the removal of 6.81 ha of wetland, 11.71 ha of potentially significant woodland, and will require 10 potential watercourse crossings.

TRCA and municipal staff have worked to protect many of these features through the Mayfield West Master Environmental Servicing Plan (MESP) and draft plan review processes. While the technically preferred route appears to avoid the TRCA-owned central woodlot, a new interchange and extension will result in the removal of at least two PSW's, TRCA-owned lands, woodlots and the stream corridors that connect them as part of the Heart Lake Wetland Complex. The Heart Lake Wetland Complex has already been subject to significant impacts as a result of the Highway 410 extension, which has altered drainage patterns and permanently changed the hydrology of some of the wetlands. Impacts to features along those routes will need to be reviewed once further detail is provided.

Recommendation:

26. MTO work closely with TRCA, the City of Brampton, Town of Caledon and Regional Municipality of Peel and reconsider the interchange that would allow for the extension at Highway 410 to use existing Highway 10 infrastructure.

Nashville Conservation Reserve

The NCR is TRCA-owned land which extends from King Road south to Kleinberg and serves as an integral part of the TRCA's NHS. The NCR supports a wide variety of wildlife, conveys the federally designated Humber River (Canadian Heritage River), is an important migratory corridor, provides important recreational and natural resource for users and TRCA has identified future plans for this important greenspace in the Nashville Conservation Reserve Management Plan (2015).

MTO's technically preferred route section 8-3 through the southern section of the NCR, will fragment these lands resulting in impacts to almost 8 ha (based on TRCA data), approximately 58 ha of woodland and vegetation, approximately 10.3 ha of wetland habitat (based on the MTO evaluation table), and will pass through conservation lands at the narrowest portion of the tract. This route represents one of the alternatives with the smallest area of impact to TRCA-owned lands within the NCR.

In comparison, although alignment 8-1 through the northern section of the NCR, as recommended by the City of Vaughan in a letter to the Regional Municipality of York, dated November 25, 2019, would result in the most significant impact to TRCA-owned lands. This route could be selected but only if appropriate measures were applied to minimize negative impacts and achieve ecological and other benefits outside of this impacted area. This alignment would see approximately 55 ha of land impacted together with the removal of approximately 87.8 ha of forest, meadow and treed swamp and 11.7 ha of wetland (based on the MTO evaluation table). It should be noted that the Regional Municipality of York in their Council report of January 16, 2020, requested MTO to review alignments in the North Kleinburg-Nashville Secondary Plan Area and to reduce impacts to existing and approved community areas. It is recommended that TRCA, Vaughan, York and MTO staff continue to work together to find a solution to these concerns.

Recommendations:

- 27. MTO work with TRCA, the City of Vaughan and Regional Municipality of York to determine an alignment that will minimize and/or mitigate impacts through the NCR.
- 28. MTO recognize trail networks in the preliminary design alternative and ensure connectivity, parking and access is maintained.
- 29. MTO ensure signage identifying the NCR and the Humber River's Canadian Heritage River System status be included in an area along the highway within the boundary of the NCR and in the vicinity of the Humber River.

Archaeology

Once a preferred route has been chosen and development limits identified, TRCA archaeologists will need to complete archaeological investigations for any work on TRCA lands as per TRCA policy and at costs to be borne by MTO. Based on a review of TRCA information for the area, there is high potential for both Indigenous and Euro-Canadian archaeological sites and artifacts specifically in the NCR, and potentially in other TRCA-owned lands. Should sites or artifacts be encountered, further work will be needed to ensure the sites or artifacts are recognized and preserved in accordance with the objectives of the Etobicoke Creek and Humber River Watershed plans, the Humber River Canadian Heritage Rivers System designation, and the affected Indigenous communities. It should be noted that through the EA process, MTO is required to consult with Indigenous peoples and consider and incorporate the findings of those investigations.

Recommendation:

30. MTO closely coordinate with TRCA archaeology staff to complete investigations as per TRCA and provincial policy on TRCA-owned lands once a preferred route has been identified.

LAND USE

Greenbelt Plan Area

MTO's technically preferred route appears to minimize impacts to the Protected Countryside designated area within the Greenbelt Plan.

Development

For several years, TRCA has worked closely with municipalities on development applications within the focused corridor width that was identified by MTO and the IESO in February 2018. We note that many of the municipal Secondary Plans, Block Plans and Official Plan Amendments in support of future development were approved based on the reduced Focused Analysis Area.

Through the planning process, TRCA has worked with the development industry and municipal staff to protect significant features and, through these municipal planning processes convey lands into public ownership. Significant time, effort and cost have been invested by TRCA and other parties to coordinate the approvals in conjunction with the reduced Focused Analysis Area Corridor Protection Area.

The GTA West Technically Preferred Route crosses future block plan areas, such as Block 62 West in the City of Vaughan, where preliminary work started several years ago, including staking of natural features. Other locations along the route are subject to Ontario Municipal Board (OMB) decisions or current Local Planning Appeal Tribunal (LPAT) hearings, set for 2020. In Block 66 West within the City of Vaughan, the technically preferred route could also potentially impact a site in which the valleylands were to be restored and dedicated to TRCA.

Recommendation:

31. MTO be requested to work with TRCA, municipalities, landowners and developers, and community and environmental organizations recognizing the shared concerns with particular alignments and interchanges, lands to be conveyed to TRCA through the development process, as well as TRCA and partner efforts in protecting natural features through the municipal planning process to establish a routing which respects the various concerns.

Terminus Points at Highway 410, Highway 427 and Highway 400

The proposed highway includes several key connections to existing major highways 410, 427 and 400. It is unclear at this time whether extensions of these highway networks will be required in the future and how those extensions will impact features beyond areas examined through this study.

Recommendation:

32. MTO include projections for possible future extensions in the EA to ensure proposed terminus points at each of these locations to avoid or minimize impacts to TRCA properties, conservation lands and the NHS to the north and east.

RELATIONSHIP TO BUILDING THE LIVING CITY, THE TRCA 2013-2022 STRATEGIC PLAN This report supports the following set forth in the TRCA 2013-2022 Strategic Plan: Strategy 2 – Manage our regional water resources for current and future generations Strategy 4 – Create complete communities that integrate nature and the built environment

Strategy 7 – Build partnerships and new business models

Strategy 8 – Gather and share the best sustainability knowledge

Strategy 12 – Facilitate a region-wide approach to sustainability

FINANCIAL DETAILS

- Should the province pursue approvals through the TRCA VPR process, fees for these services will be charged based on service delivery requirements that are consistent with the TRCA Fee Schedule. If the VPR process is not followed, TRCA will charge fees for all updated data and mapping.
- Monetary requirements for natural heritage compensation will be negotiated.
- Acquisition of TRCA-owned property will require negotiation of land-based monetary compensation.

DETAILS OF WORK TO BE DONE

- TRCA staff will continue to work with MTO staff through the Regulatory Agency Advisory Group, the Greenbelt Transportation Advisory Group and separate working groups.
- TRCA staff will report back to the TRCA Board of Directors once the preliminary design alternatives and technical appendices are provided to TRCA staff for review and comment and provide an update as to how TRCA recommendations have been addressed.
- Should the project be approved with a condition that requires the TRCA VPR process be implemented, TRCA staff will work with MTO through the detailed design and construction stages to ensure TRCAs regulatory, restoration and compensation concerns and objectives are addressed.

Report prepared by: Sharon Lingertat, extension 5717

Emails: sharon.lingertat@trca.ca

For Information contact: Beth Williston, extension 5217 or Sharon Lingertat, extension 5717

Emails: <u>beth.williston@trca.ca</u>, <u>sharon.lingertat@trca.ca</u> Date: January 20, 2020 Attachments: 4

Attachment 1: Cross Section

Attachment 2: Focused Analysis Area

Attachment 3: Technically Preferred Route Roll Plan

Attachment 4: Summary of Recommendations

Attachment 1: Proposed Cross Section



THE NEW MULTIMODAL CORRIDOR

- The multimodal transportation corridor will initially be designed as a 4- to 6-lane highway with a separate adjacent transitway
- The total proposed right-of-way (ROW) will be 170m



Map: Current Transmission Corridor Study Area and Proposed Transmission Narrowed Area of Interest



Ontario 🕅



Summary of Recommendations

- 1. MTO be requested to confirm whether the transportation demand study completed to the year 2031 remains an appropriate planning horizon.
- 2. MTO and ENDM/IESO confirm efforts to coordinate their independent studies and ensure negative impacts are fully assessed and minimized wherever practicable.
- 3. MTO commit to receiving VPR signoff at the design stage as it relates to TRCA's regulatory and policy interests, as well as provincially delegated responsibilities.
- 4. MTO and MECP work with TRCA to draft Conditions of Approval that reflect TRCA interests and concerns, and that these conditions be forwarded to the Minister for review and consideration at the appropriate time in the EA process.
- 5. MTO consider the TRCA 2015 Crossings Guideline for Valley and Stream Corridors in designing new crossing structures in order to prevent flood and erosion hazard impacts.
- 6. MTO clearly show on a figure in the EA, each watercourse and headwater drainage feature crossing, together with a corresponding table that shows proposed sizing at each crossing location that considers wildlife passage, fluvial geomorphic, and flood conveyance requirements, and any associated modeling, where necessary. Proposed crossing sizes presented in the EA should clearly reflect the sizing that will move forward to the design and construction stages.
- 7. MTO undertake a comprehensive stormwater management strategy at the EA stage based on TRCA's 2012 Stormwater Management Criteria document that demonstrates how provincial and TRCA criteria for water quality, quantity, erosion and water balance will be met.
- 8. MTO contact TRCA for updated modeling and stormwater requirements at the detailed design stage and then update the modeling, based on the proposed highway design, according to TRCA standards.
- 9. MTO consult with each municipality transected by the preferred route and design to confirm conformity with the CTC SPP.
- 10. MTO conform with Policy SAL-6 in the CTC SPP, in particular clause (d) which encourages the consideration of information in the Toronto and Region Assessment Report for the siting and prioritization of future assessments related to road salt application.
- 11. MTO work with the Ministry of the Environment, Conservation and Parks to ensure the implementation of Policy SAL-11 in the CTC SPP.

- 12. MTO complete seasonally appropriate field surveys along the preferred route to identify where and when wildlife passages are required and will be most effective, based on the type of species and migration patterns, to facilitate safe wildlife movement under or over the highway.
- 13. MTO design habitat connectivity and wildlife passages for provincial and regional species of concern, including installing appropriate wildlife passages, fencing structures, and extensive habitat restoration.
- 14. MTO consider the TRCA 2015 Crossings Guideline for Valley and Stream Corridors to inform the design of new crossing structures for wildlife movement and habitat connectivity.
- 15. MTO complete a comprehensive evaluation for the technically preferred alternative of the proposed highway, associated interchanges and future transit right-of-way and stations and use the information to consider hybrid alignments (shifts) that will avoid and minimize impacts to the natural heritage system, including watercourses and core features.
- 16. MTO commit to mitigation measures at the EA stage, such as edge management plans and measures to ensure that the function of ecologically significant groundwater recharge areas are maintained, and then develop these measures further at the detailed design stage.
- 17. MTO work with TRCA to develop and implement an environmental monitoring plan in the EA stage, and use the plan to inform the planning and design of wildlife crossing locations, as well as to address issues related to species sensitivities, such as noise, light, pollutants, invasive species, habitat and groundwater changes.
- 18. MTO work with TRCA to determine an appropriate restoration and compensation plan in the EA that ensures a net benefit, depending on the ecological communities impacted, to ensure fragmentation is minimized, connections between sensitive ecological features remain open allowing for wildlife movement, and to ensure the NHS is protected and enhanced.
- 19. MTO work with TRCA to identify locations in which restoration activities can take place either using the TRCA 2018 Guide for Determining Ecosystem Compensation or developing a compensation strategy similar to that adopted by Metrolinx for their expansion projects and applying an approximate value to future restoration and compensation efforts.
- 20. MTO consider in the EA the potential long-term impacts of salt loading to surface and groundwater features, salt spray to terrestrial habitats, the spread of invasive species along transportation corridors, and fragmentation of habitats and migration corridors.
- 21. MTO evaluate climate change risks and impacts based on the transition of natural heritage lands to paved surfaces, together with the removal of trees and wetlands be included in the EA document to ensure impacts are minimized and clearly explained.
- 22. MTO's stormwater management strategy and crossings be confirmed against the impacts of a changing climate.
- 23. MTO investigate and incorporate green infrastructure into the design.

- 24. MTO closely coordinate with TRCA throughout the planning and design stages to further review options to avoid and mitigate impacts to TRCA-owned lands.
- 25. MTO and TRCA enter into negotiations regarding land base compensation once the preferred route has been finalized and MTO include future TRCA land acquisition costs within its costing analysis.
- 26. MTO work closely with TRCA, the City of Brampton, Town of Caledon and Regional Municipality of Peel and reconsider the interchange that would allow for the extension at Highway 410 to use existing Highway 10 infrastructure.
- 27. MTO work with TRCA, the City of Vaughan and Regional Municipality of York to determine an alignment that will minimize and/or mitigate impacts through the NCR.
- 28. MTO recognize trail networks in the preliminary design alternative and ensure connectivity, parking and access is maintained.
- 29. MTO ensure signage identifying the NCR and the Humber River's Canadian Heritage River System status be included in an area along the highway within the boundary of the NCR and in the vicinity of the Humber River.
- 30. MTO closely coordinate with TRCA archaeology staff to complete investigations as per TRCA and provincial policy on TRCA-owned lands once a preferred route has been identified.
- 31. MTO be requested to work with TRCA, municipalities, landowners and developers, and community and environmental organizations recognizing the shared concerns with particular alignments and interchanges, lands to be conveyed to TRCA through the development process, as well as TRCA and partner efforts in protecting natural features through the planning process to establish a routing which respects the various concerns.
- 32. MTO include projections for possible future extensions in the EA to ensure proposed terminus points at each of these locations to avoid or minimize impacts to TRCA properties, conservation lands and the NHS to the north and east.
Item 8.1

Section III - Items for the Information of the Board

TO: Chair and Members of the Executive Committee Meeting #11/19, Friday, January 24, 2020

FROM: John MacKenzie, Chief Executive Officer

RE: UPDATE ON MEMORANDUMS OF UNDERSTANDING AND SERVICE LEVEL AGREEMENTS WITH PARTNER MUNICIPALITIES

KEY ISSUE

Update on work underway and required support to achieve Memorandums of Understanding (MOUs) and Service Level Agreements (SLAs) with Partner Municipalities in the context of the updated *Conservation Authorities Act* and emerging regulations.

RECOMMENDATION

WHEREAS Toronto and Region Conservation Authority (TRCA) RES.#A121/19, adopted at the June 21, 2019 Board of Directors meeting, directed staff to pursue and execute updated Memorandums of Understanding (MOUs) and Service Level Agreements (SLAs) with its partner municipalities in accordance with the amendments to the *Conservation Authorities Act* made by Bill 108 and designed to improve accountability and transparency around the work of conservation authorities funded by municipalities;

AND WHEREAS the *Conservation Authorities Act* amendments prompt the need for agreements for non-mandatory programs and services to be negotiated with regional municipalities, City of Toronto and lower tier municipalities as part of the transition plan process following proclamation of the enabling regulations associated with the Bill 108 amendments to the *Conservation Authorities Act*;

AND WHEREAS TRCA delivers a significant amount of value-added services to its partner municipalities that will be further strengthened through SLAs, where formal agreements do not currently exist;

AND WHEREAS TRCA staff have held numerous meetings with municipal representatives in our jurisdiction since receiving Board of Directors direction on June 21, 2019;

THEREFORE, LET IT BE RESOLVED THAT staff continue to work with partner municipalities to execute updated MOUs and SLAs based on mutually agreed upon services;

THAT the Board of Directors representatives in lower tier municipalities request support from their municipal staff in ensuring that consideration is given for TRCA to be relieved from standard purchasing requirements based on their unique expertise and within the scope and mandate of the *Conservation Authorities Act* (e.g. flood and erosion management) in a manner similar to the City of Toronto and other municipalities in our jurisdiction;

THAT staff report back to the Board of Directors on the progress of these agreements once draft *Conservation Authorities Act* regulations are released;

AND FURTHER THAT the Clerk and Manager, Policy, so advise municipal partners.

BACKGROUND

The *Conservation Authorities Act* (CA Act) was amended on June 6, 2019 as part of Schedule 2 of Bill 108, which was entitled the "More Homes, More Choice Act". While Bill 108 is now law, many of the provisions of the amended CA Act are still subject to enabling regulations to be proclaimed by the Lieutenant Governor (Cabinet) or by the Minister. Proposed regulations to enact the new legislation include:

- Mandatory Program and Service Regulations standards and requirements;
- Transition Regulation Transition Plan, consultation, timeframe to achieve compliance;
- Governing apportionment of operating expenses and capital costs; and
- Classes of programs and services for fees and prescribed amounts.

The Province is proposing to consult with both conservation authorities (CAs) and municipalities beyond the preliminary consultation that was just completed in fall of 2019. However, no timelines for further consultation have been provided at the time this report was prepared. These regulations will dictate financing arrangements for mandatory services funded by upper tier municipalities. Financing for non-mandatory services will be addressed through the MOUs and SLAs executed as part of future (2021) annual budget processes and beyond.

TRCA's services to municipalities vary depending on partner needs and TRCA's area of expertise. A high-level overview of TRCA's suite of existing and proposed partner services is provided below:

Development and Environmental Assessment Planning and Permitting

- Technical support in implementing the natural heritage, natural hazard, water resource and source protection policies of municipal and provincial policies and plans; and,
- Voluntary project review with agencies (e.g. Metrolinx) to confirm consistency with relevant legislation and plans.

Studies, Assessments, and/or Reviews

- Environmental Assessments (or similar assessments) and other required studies to support projects associated with valley land and waterfront development (e.g., trail, access, watercourse, and slope stabilization improvements);
- Review of geotechnical investigation and/or other external reports; and,
- Manage and/or execute floodplain studies.

Ecological Restoration, Planting, and Wildlife Management

- Development and implementation of long-term, multi-year restoration strategies.
- Terrestrial and aquatic restoration (e.g., wetland, shoreline, stream, and meadow restoration; habitat implementation; aquatic plantings; drainage and culverts; pond decommissioning);
- Forestry services (e.g., Forest Management plans, stand tending/thinning, hazard assessment and mitigation, forest health monitoring);
- Planting services (e.g., supply of nursery stock, tree and shrub plantings/site prep/mulching);
- Invasive species management plans and implementation; and,

• Wildlife and ecosystem management (e.g. Canada Geese, beavers, meadow management, etc.).

Conservation Land Management and Trails

• Trail planning, development, design and implementation.

Monitoring

- Monitoring, measuring, and reporting on environmental indicators that follow standardized and recognized approaches at various scales and link to other long-term monitoring programs and data (e.g., Aquatic and terrestrial habitat and benthic communities; geomorphology, surface water quality, stream temperature, hydrology, groundwater etc.); and,
- Species at risk monitoring.

Erosion Monitoring and Management

- Erosion hazard monitoring;
- Erosion studies and analysis;
- Project implementation (e.g., Geotechnical analysis; hydro-geologic analysis/modelling; topographic, aerial and hydrographic surveying, design and drafting);
- Remediation/mitigation of erosion (e.g., slope stabilization, bank stabilization); and,
- Construction management

Property Management

- Real estate planning, appraisal and valuation services including acquisitions, negotiating licenses, lease matters, filling rental dwelling vacancies; and
- Asset management, including maintenance and recapitalization of buildings and structures, as well as natural asset management services.

Watershed Planning

• Sub-watershed studies and Watershed Plans, including updates to existing studies and plans, and assistance with implementation of management actions.

Climate Change and Applied Research

- Climate change risk scoping for both corporate and community sectors, climate modelling to identify vulnerabilities, applied research to support development and implementation of community energy and emissions plans, vulnerability assessments, and other applied research and scientific studies;
- Climate change planning activities, framework development and support in convening capacity building workshops among municipal staff to identify local priorities; and,
- Supporting municipal involvement in binational management efforts for Lake Ontario involving collaboration with Environment and Climate Change Canada and the Ontario Ministry of Environment, Conservation and Parks.

Community/Business/Industry Engagement, Education and Community Learning

- Engagement of community on sustainability actions to support the protection of ecosystem health;
- Engagement of businesses and employees in the industrial, commercial, and institutional sectors;

- Improve efficiencies, utilize local community support, and implement a broad range of climate change-related urban renewal initiatives through the Sustainable Neighbourhood Action Program (SNAP);
- Planning and delivery of community engagement and learning events and programming;
- Delivery of Community-based Restoration Events (tree planting, meadow plantings) and watershed clean-up events;
- Delivery of mobile environmental education programs to elementary and high school students including Watershed on Wheels, the Aquatic Plants Program and the Yellow Fish Road Storm Drain Marking program; and,
- Delivery of English as a Second Language outreach programs that introduce newcomer adults to their local green spaces. Field trips introduce newcomers to conservation areas, trail networks, and recreational opportunities that are close to home; and,
- Public and stakeholder consultation.

Archaeology

- Archaeology research, assessment, excavation, and reporting on Stages 1, 2, 3, and 4 work;
- Archaeological artifact storage and management for TRCA and partner projects;
- Archaeological research, reports, and management plans for designated sites; and,
- Interpretation of archaeological resources; and Heritage Impact Assessments.

Agriculture (conventional and urban agriculture)

- Technical support pertaining to agri-environmental Best Management Practices (i.e., project planning, design, and implementation); and,
- Community supported Urban Agriculture programs on TRCA owned or managed lands

Other General TRCA Services

- Master planning and design of public use areas and trails;
- Detailed park area management plans;
- GIS/LIDAR and other mapping services;
- Remote aerial survey, photography and monitoring work; and,
- Stormwater management pond maintenance and repairs.

Update on Discussions with Municipalities

Following TRCA Board direction on June 21, 2019, TRCA's CEO and Senior Leadership Team reached out to staff at all upper tier and lower tier partner municipalities in order to initiate discussions on new or updated MOUs and SLAs. Meetings were scheduled involving the CEO, TRCA senior staff and senior leaders of municipalities. A sample structure of the agreement is also being provided to some municipalities as part of the meeting agenda.

TRCA has received support from regional municipalities of Durham, Peel, and York and the City of Toronto for maintaining its current services as part of 2020 budget deliberations. It has been mutually established that discussion on proposed SLAs and MOUs will be considered as part of the transition process following the enactment of the new legislation and promulgation of new regulations.

TRCA currently provides a range of value-added services to both lower tier and upper tier municipalities based on council approved direction, project specific-procurement agreements, and/or partnership MOUs.

The City of Toronto has supported and advanced this partnership through an update to their Financial Control By-Law updated on December 13, 2018. Section 22 of the updated By-Law highlights delivery of approved capital projects, operating programs and partner funded projects of TRCA related to waterways, ravines and the Lake Ontario waterfront based on the following conditions:

- TRCA must use an open, competitive bidding process consistent with the City's procurement policies and processes;
- TRCA must comply with, and requires that, all vendors comply with the City's (i) Fair Wage Policy; (ii) Labour Trades and Contractual Obligations in the Construction Industry Policy; and (iii) Non -Discrimination Policy;
- TRCA undertakes the work on a cost recovery basis; and
- The work is done under agreement with TRCA on terms and conditions satisfactory to the Deputy City Managers and City Solicitor

Through discussions with municipal partners, TRCA staff are seeking opportunities to establish protocols and mechanisms similar to those that exist with the City of Toronto in order to streamline procurement approval processes.

Meetings with TRCA's lower tier municipalities, while still underway, have led to agreement on the importance of developing new standardized agreements to ensure consistency, accountability, and transparency. In many of these meetings, suggestions have been forthcoming on how to better collaborate to achieve shared desired outcomes.

Many of the meetings have confirmed the importance of TRCA as a resource and delivery agent of municipal programs and projects to achieve shared objectives. In addition, the meetings have led to productive discussions related to matters of mutual interest, cooperation on funding opportunities/grant applications and real property and land management.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategy set forth in the TRCA 2013-2022 Strategic Plan: **Strategy 7 – Build partnerships and new business models**

DETAILS OF WORK TO BE DONE

TRCA will:

- Communicate, once known, to the Board of Directors, municipal partners and relevant stakeholders, information related to the draft enabling regulations;
- Continue to meet with municipal partners to define services based on municipal preferences and needs, and the enabling regulations;
- Work with municipal partners to address any potential procurement approvals or required by-law amendments to support updated MOUs and SLAs; and,
- Update existing, and finalize new, SLAs and MOUS, as appropriate.

The timing of the above will depend on when the Province releases and finalizes the enabling regulations.

Report prepared by: Victoria Kramkowski, extension 5707 Emails: <u>victoria.kramkowski@trca.ca</u> For Information contact: Victoria Kramkowski, extension 5707 Emails: <u>victoria.kramkowski@trca.ca</u> Date: January 17, 2020

Item 8.2





MINUTES OF PARTNERS IN PROJECT GREEN EXECUTIVE MANAGEMENT COMMITTEE MEETING #3/19 November 28th, 2019

The Partners in Project Green Executive Management Committee met at Pearson Convention Centre – 2638 Steeles Avenue East, Brampton, Ontario.

John Coyne and Todd Ernst called the meeting to order at 12:30 pm

PRESENT

Co-Chair
Co-Chair
Advisory Member
Voting Member
Voting Member
Voting Member
Advisory Member
Advisory Member
Voting Member
Voting Member
Staff
Staff

REGRETS

Brad Chittick (Hydrogen Business Council)	Voting Member
John Mackenzie (TRCA)	Voting Member
Scott Pegg (Ernst & Young LLP)	Voting Member
Teresa Schoonings (Bimbo Canada)	Voting Member
Erica Brabon (Black and MacDonald)	Voting Member
Chris Fonseca (City of Mississauga)	Voting Member
Paul Vicente (City of Brampton)	Voting Member

*Participant attended via teleconference

ACTION SUMMARY FOR MEETING #3/19

Meeting	Action #	Description	Owner
#3/19	#PPG A7/19	Deferral of selection of 2020 EMC meeting dates	Joel Longland
#3/19	#PPG A8/19	Deferral of discussion for support of Toronto Pearson multi- modal transit hub	Joel Longland
#3/19	#PPG A9/19	Investigate opportunities to reuse/donate or recycle office furniture through Material Exchange and learn from other companies doing similar activities (e.g. IKEA)	Eric Meliton
#3/19	#PPG A10/19	Research opportunities to expand offerings of Recycling Collection Drive and/or pairing it with educational materials around 'fast fashion'	Eric Meliton
#3/19	#PPG A11/19	For the Plastics "hackathon" ensure that provincial and federal stakeholders are invited; make use of City of Brampton's experience in organizing hackathon events	Eric Meliton
#3/19	#PPG A12/19	Explore ways to further monetize PPG's membership and value proposition (e.g. website screen capacity, exclusive promotional opportunities, customized membership revenue opportunities)	Joel Longland

RESOLUTION SUMMARY

Meeting	Торіс	Motion	Moved	Seconded	Status
#3/19	APPROVAL OF MEETING MINUTES #2/19	THAT the Minutes of Meeting #2/19, held on July 25th, 2019 be approved.	N/A	N/A	Deferred to next meeting due to minutes not being made available in advance.
#3/19	ADJOURNMENT	THAT the Meeting of #3/19 be adjourned.	John Coyne	Todd Ernst	CARRIED by consensus

NEXT MEETINGS

TBD

Locations to be confirmed

SUPPORTING MATERIALS

Review of Meeting #1/19 Action Items. No new Action items identified in Meeting #2/19.

Meeting	Action #	Description	Owner/Status
#1/19	#PPG A4/19	PPG staff to work with PPG members to track performance (usage and frequency rates) of the initial installation of the 132 electric vehicle charges and to determine if PPG members have installed additional stations.	Underway. Will be part of Region of Peel ZEV strategy development. Nathaniel Magder.
#1/19	#PPG A5/19	PPG staff to investigate whether it is within the scope of PPG to identify what we, as a region, could do to stay within 1.5 degree warming.	Determined that Municipalities are leading this.
#1/19	#PPG A6/19	PPG staff reach out to municipalities or waste companies to see if it is possible to gather better waste data from the ICI sector in the Pearson Eco-Business Zone.	Ongoing. Will be inviting to Waste Challenge in Q1 2020. Eric Meliton / Alyssa Kelly.

PPG UPDATES

Highlights of 2019 member engagement activities and program performance

EMC members received a high-level update on member engagement activities and program performance for 2019. Highlights included:

- 86 total members (as of November 28, 2019)
- New ambassadors for 2019: Ainsworth, Black & MacDonald, Global Electric Electronic Processing (GEEP), Smart Centres, and Schneider Electric
- New members for 2019: B12Give, EnviroPod, Starlight Investments, Swiss EcoLine, Vaughan Chamber of Commerce, SodaStream, and Renteknik Group
- New Eco-Solution Providers for 2019: Volta Energy and WMC Water Management
- Program updates from Water Stewardship, Energy Performance & Low Carbon Transportation, Waste Management, and Communications & Engagement
 - Water Stewardship Municipal Water Efficiency Eco-Cluster, Federation of Canadian Municipalities (FCM) Green Municipal Fund grant submission, Tom Longboat Raingarden / Pollinator habitat project award recognitions received

(John Coyne) Has there been any consideration to replicate the FCM funding with other municipalities in our TRCA jurisdiction? (e.g. City of Brampton, City of Markham)

- Energy Performance & Low Carbon Transportation Energy Leaders Consortium, Region of Peel Zero-Emissions Vehicle Strategy, Region of Peel Alternative Fuels and Fuel Efficiency
- Waste Management Material Exchange, Recycling Collection Drive

(John Coyne) Is there an ability for the team to generate more impactful exchanges? (e.g. volume, participation, alignment of incentives, recognition programs)

(Todd Ernst) Can there be a shift in focus on low-hanging fruit opportunities?

(Michelle Brown) Can there be a capacity in assisting with the re-purposing of furniture for commercial stakeholders?

(Tim Faveri) Can we learn from national/international organizations (e.g. IKEA) and align with larger scale programs (e.g. ReStore Network or Habitat for Humanity) to assist with deconstruction and salvage related efforts?

(Scott Hendershot) Can we incorporate learnings from Green Standards in the industry?

(Maxx Kochar) We need this program to focus on social innovators and NGO's who specialize in this space.

(John Coyne) Identify stakeholders who can assist with deconstruction and dismantling as an added program support to be explored.

(Jack Heath) Companies and organizations are seeking ways to replace/procure existing office furniture with ergonomic versions. Can companies re-purpose and recover furniture to be ergonomic?

(Todd Ernst) Is there a program capacity to increase the offering of the Recycling Collection Drive? Diabetes Canada has established fixed drop-off boxes at GO Stations.

(Eric Meliton) Sharing that Malaz Sebai, Program Manager for Waste Management has left PPG as of November 2019. Program Management will be supported by Eric Meliton on an interim basis.

(Michelle Brown) We should focus the program on fast fashion and the environmental impacts of those trends.

 Communications & Engagement – PPG Breakfast Series 2019, Planting events sponsored by Toronto Pearson, Marquee events, People Power Challenge (PPC) 2019 (Todd Ernst) What were the results in terms of uptake for PPC 2019 after the hiatus in 2018?

(Joel Longland) Because the program was to be redeveloped starting in February, there was limited time for promotion and recruitment. 2020 will allow for more recruitment time, starting in January/February 2020 vs. April/May as occurred in 2019.

EMC Input on Future Projects

EMC members received an update of future projects in development, which include:

Small-to-Medium (SME) Energy Management Consortium

Two-year program that guides SME manufacturers through "low-hanging fruit" energy efficiency projects, graduating to larger capital investments and installing an energy management system for continuous reporting and optimization. 10 SME manufacturers being recruited in the GTA for December 2019 onboarding.

Plastics Challenge

Plastics challenge in April/May 2020 (in partnership with Pollution Probe) to provide a space for the development of innovative solutions to support increased plastic waste diversion within the business sector and the transition to a circular economy. One-day "hackathon-like" event to develop tangible solutions to common challenges faced by businesses in addressing the issue of plastic waste. Challenge format will allow participants to explore solutions in an experiential atmosphere that encourages active participation.

(John Coyne) We need to ensure that there are provincial and federal stakeholder invitations to this event.

(Doug Whillans) City of Brampton has specialized staff who have run a variety of stakeholder hackathons. An offer to introduce to PPG has been provided.

(Jack Heath) City of Markham has made a declaration to stop using single use plastics in operational and community buildings.

2020 Communications, Engagement, Events

EMC was provided a list of 2020 communication priorities for input and commentary:

- Update and clarify value proposition
- Update communication of programs and services
- Update membership benefits to reflect current programs, events
- Communication updates to be reflected in: website, membership package, marketing collateral

(John Coyne) What would PPG Communications doe in 2020 with unlimited resources?

(Joel Longland) Priority would be to focus on membership structure, obtain tier organizational input/strength/resources, adjust/fix membership benefits, classify differences, and make information accessible and sharing of best practices the focus.

(Learie Miller) Is there a way to debrief and obtain feedback from PPG 2019 Forum? Have you established a mechanism to canvas for new suggestions? Have you found a way to circle back to the 166 registrants to the event?

(Joel Longland) We are going to provide a post-event thank you survey. We have a planned debrief meeting a week after the event. We will continue to review insights, input, constructive feedback and ideas.

(Michelle Brown) Is there a way to incorporate more showcase opportunities of PPG at Pearson Airport (e.g. terminal showcase)?

(Todd Ernst) Terminal showcases are prioritized for paid advertisers, however with a new CEO focused on sustainability and environmental initiatives, our environmental presence may be well received.

(Doug Whillans) Wanted to thank PPG for the CEERP showcase at this event as it provides a strategic alignment for our launch in 2020.

(Tim Faveri) Has PPG explored ways to further monetize their existing marketing/advertising space (e.g. website screen capacity, exclusive promotional opportunities, customized membership revenue opportunities)?

ADJOURNMENT

ON MOTION, the meeting adjourned at 1:30 p.m., on November 28th, 2019.

John Coyne

Co-Chair

Todd Ernst

Co-Chair



January 16, 2020

Councillor Paul W. Ainslie City of Toronto Councillor Ward 24 Scarborough-Guildwood

Chair, General Government and Licensing Committee Chair, Board of Management of the Toronto Zoo



Email: councillor_ainslie@toronto.ca Website: www.paulainslie.com Ward 24 Scarborough-Guildwood @ Ainslie_ward24

Clerk and Manager, Policy Toronto and Region Conservation Authority Board of Directors 101 Exchange Avenue Vaughan, ON L4K 5R6

Agenda Item for the January 24, 2020, Toronto and Region Conservation Authority Board of Directors meeting

Request for Multi-Use Trail Centennial College Progress Campus and Military Trail Road

Recommendation:

- 1. That the Toronto Region Conservation Authority include funding to plan for the design and implementation process to complete a Military Trail Multi-Use Trail to Centennial College Progress Campus in the 2020 budget process.
- That Toronto Region Conservation Authority staff report back to the Board of Directors at the scheduled April 24, 2020 Board of Directors meeting on the progress to restore connections and bridges between the Centennial College Progress Campus and Military Trail Road to create a multi-use trail including the funding required for the project.

Within the Highland Creek watershed – where Markham Branch meets Malvern Branch - there is a confluence with naturalized trail, which externs from the rear of the Centennial College Progress Campus (941 Progress Avenue) all the way to Military Trail road. However the multi-use trail, along with bridge connections over the watershed, is not properly connected and accessible. The existing trail is disconnected and allows individuals to only reach a certain section. Access points exist from both the rear of the Centennial College and from the Military Trail, however the trails remain obstructed and disconnected.

An accessible, properly connected, and uninterrupted multi-use trail would allow the residents, students, and nature lovers to walk or cycle to the College campus and to Markham Road, thereby easing the need to drive and put less pressure on traffic in the area. The multi-use trail would also provide access for recreational use such as biking, hiking, nature activities from Centennial College (just south of Highway 401) all the way to the shore of Lake Ontario at the mouth of Highland Creek.

Thank you, in advance, for your consideration of this request.

Sincerely,

Paul W. Ainslie City of Toronto Councillor Ward 24 Scarborough-Guildwood

Constituency Office Scarborough Civic Centre 150 Borough Drive Scarborough, ON M1P 4N7 Tel: 416-396-7222 Toronto City Hall 100 Queen Street West, Suite C52 Toronto, ON M5H 2N2 el: 416-392-4008 Fax: 416-392-4006