Board of Directors Meeting #11/19 was held at TRCA Head Office, on Friday, January 24, 2020. The Chair Jennifer Innis called the meeting to order at 9:32 a.m.

PRESENT

Jennifer Innis	Chair
Jack Heath	Vice-Chair
Kevin Ashe	Member
David Barrow	Member
Shelley Carroll *(in: 9:34 a.m.)*	Member
Ronald Chopowick	Member
Dipika Damerla *(in: 9:44 - 11:29 a.m.)*	Member
Jennifer Drake	Member
Paula Fletcher	Member
Xiao Han	Member
Gordon Highet	Member
Linda Jackson	Member
Maria Kelleher	Member
Cynthia Lai	Member
Basudeb Mukherjee	Member
Michael Palleschi *(out: 11:13 a.m.)*	Member
James Pasternak	Member
Steve Pellegrini	Member
Anthony Perruzza *(in: 9:40 a.m.)*	Member
Gino Rosati	Member
Rowena Santos *(out: 11:07 a.m.)*	Member
Don Sinclair	Member
Connie Tang	Member

ABSENT

Paul Ainslie	Member
Joanne Dies	Member
Chris Fonseca	Member
Mike Layton	Member
Estair Van Wagner	Member

The Chair recited the Acknowledgement of Indigenous Territory.

RES.#A223/19 - MINUTES

Moved by: Michael Palleschi
Seconded by: Ronald Chopowick

THAT the Minutes of Meeting #10/19, held on Friday, November 29, 2019, be approved.
CARRIED

PRESENTATIONS

5.1 A presentation by 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.

RES.#A224/19 - PRESENTATION 5.1

Moved by: Linda Jackson
Seconded by: Michael Palleschi

THAT above-noted presentation 5.1 be received.

CARRIED

GTA West

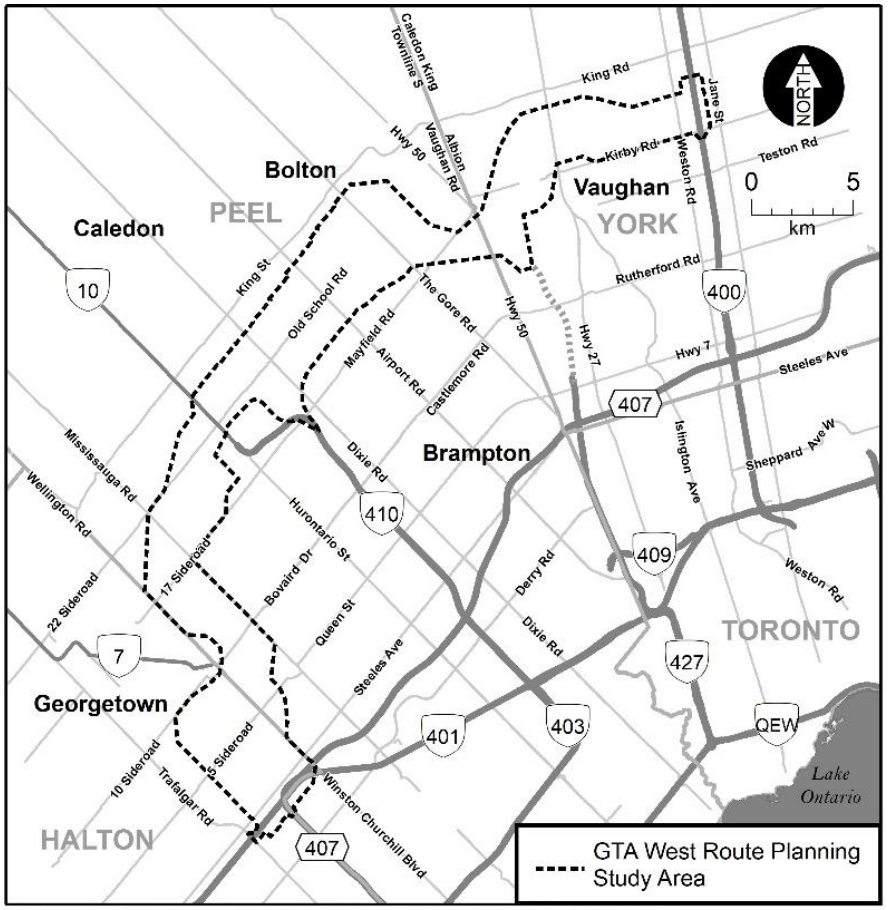
Planning *with* Vision | Planning *for* People

GTA West Transportation Corridor Route Planning and EA Study – Stage 2

Toronto and Region Conservation Authority (TRCA)
Board of Directors Meeting #11/19
January 24, 2020

Ontario wsp AECOM

STUDY OVERVIEW



June 2019: GTA West Study resumed

- GTA West Study will protect lands for a future multimodal transportation corridor
- Northwest GTA Corridor Identification Study discontinued
- Ministry of Energy, Northern Development and Mines and Independent Electricity System Operator initiated a separate study to identify an adjacent electricity transmission corridor

Stage 2: GTA West Study focuses on a new multimodal transportation corridor:

- Extending from Highway 400 in the east to the Highway 401/407 ETR interchange area in the west
- Includes a 400-series highway, transitway, and potential goods movement priority features

PLANNING *WITH* VISION, PLANNING *FOR* PEOPLE

- The need for the GTA West Study remains and is strengthened by the GGH population and employment growth forecasts, reflecting more people and jobs by 2041 - it is good practice to do long-range planning for areas under development pressure

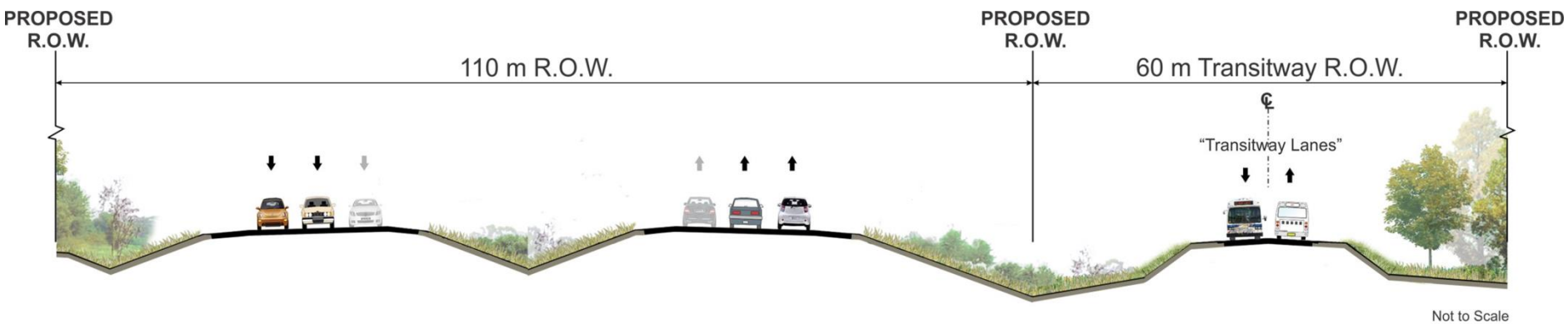
- Committed to an open and transparent process that provides opportunities for all stakeholders to help shape the outcome of the project

- Strive to arrive at a recommended solution that provides the best balance of benefits and impacts for the local communities and the users of the transportation system

To accomplish this, we are committed to engaging our stakeholders in open two-way communication that leads to meaningful discussions, proactive information exchange and a constructive working relationship

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
- The GTA West transitway will run parallel to the GTA West highway and will:
  - Allow buses (and potentially in the future, light rail vehicles) to operate on express schedules
  - Include stations at strategic locations



ROUTE EVALUATION PROCESS

Review Existing Data and Conduct Field Investigations

- Identify existing features and constraints
- Secondary source reviews
- Field Investigations where permission to enter was granted
- Agricultural Operations Survey

Identify Impacts and Mitigation Opportunities

Determined based on:
- Stakeholder input
- Secondary source information
- Results from field investigations for properties where permission to enter was granted
- Professional expertise

Compare Alternatives

Primary Method:
Reasoned Argument Method
- Qualitatively (with words) compares advantages and disadvantages of the alternatives

Secondary Tool:

Arithmetic Method
- Quantitatively (with numbers) compares advantages and disadvantages of the alternatives
- Rural and urban sensitivity tests were carried out using a range of inputs provided by the project team and stakeholders
- Review any differences between evaluation methodologies
- 2019 update of evaluation

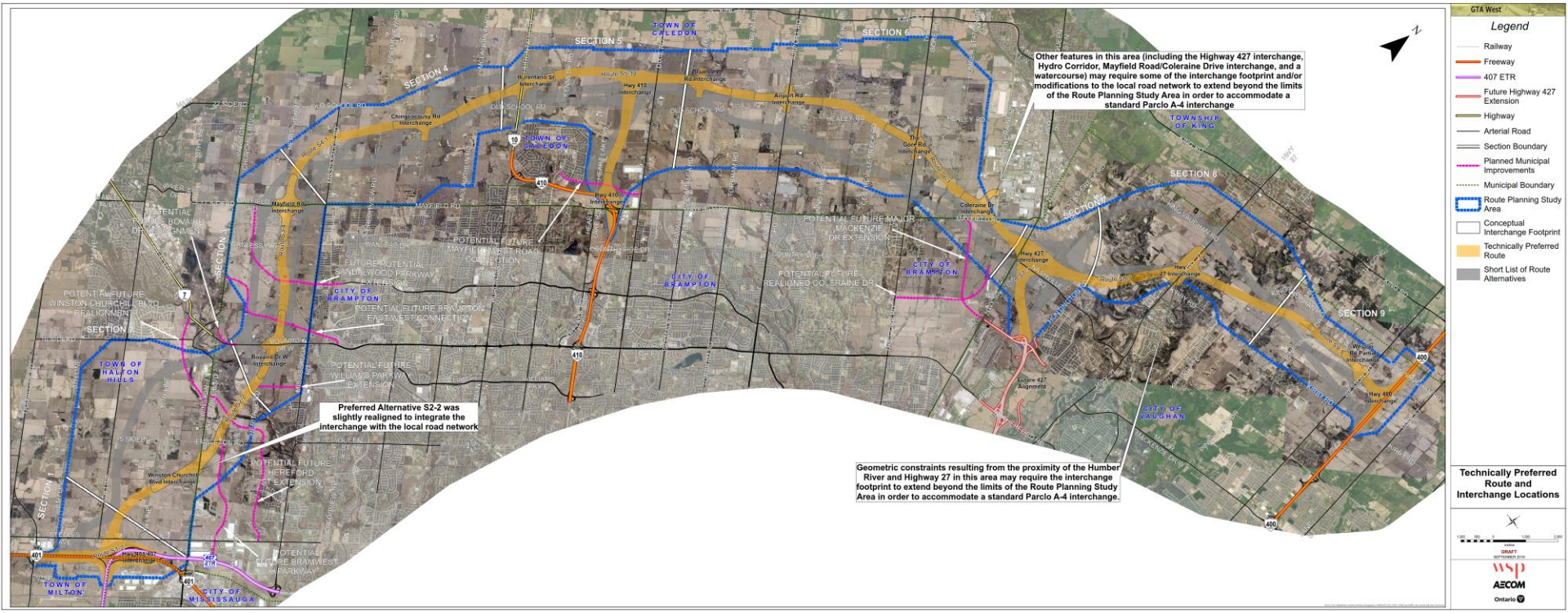
Present the Technically Preferred Route at PIC #2

- Consider feedback from the public, municipalities, regulatory agencies, Indigenous communities, and other stakeholder groups
- **We Are Here**

Confirm the Preferred Route and FAA

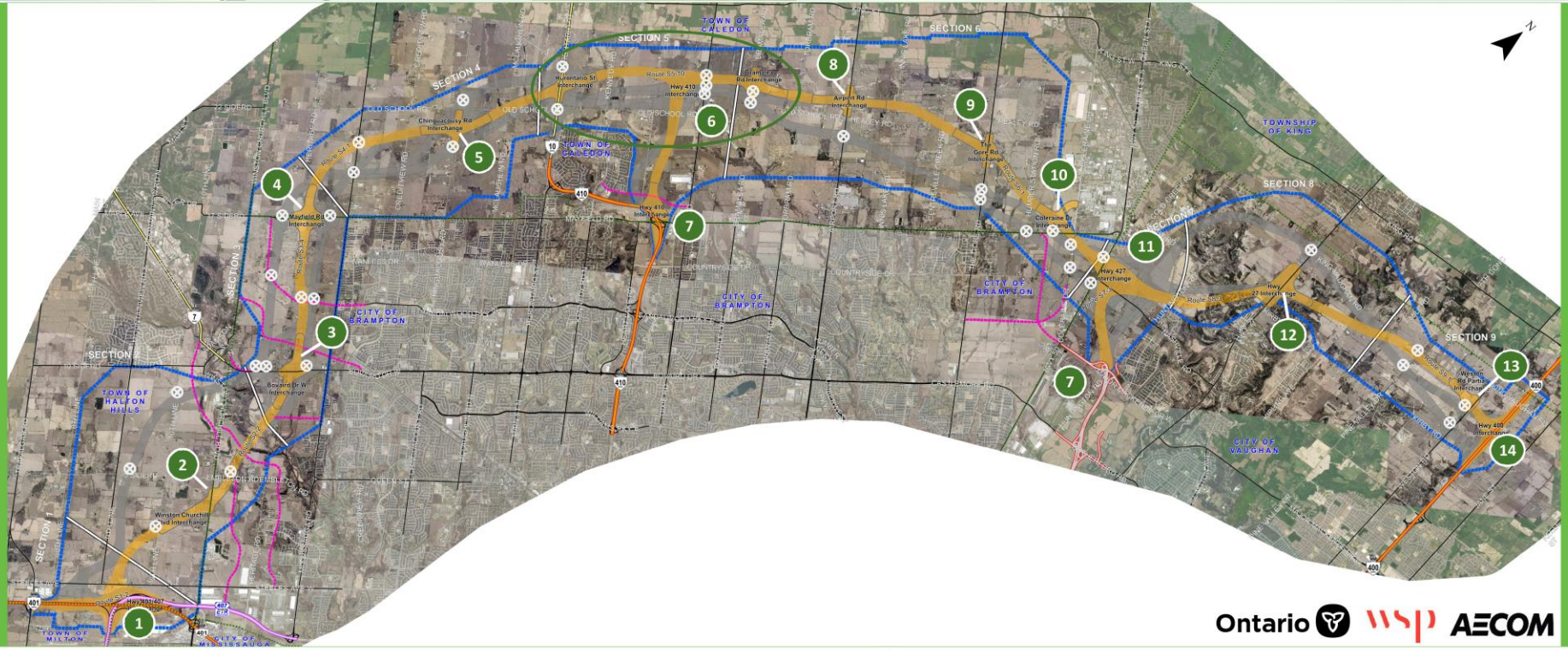
- Confirm Preferred Route and Focused Analysis Area (FAA) with stakeholders and Indigenous communities on the project contact list

TECHNICALLY PREFERRED ROUTE



EVALUATION CRITERIA FOR SELECTING PREFERRED INTERCHANGE LOCATIONS

- Potential interchange locations along each route alternative were selected based on:
  - **Level of connectivity to the highway network**
  - **Level of connectivity to the municipal road network and initiatives**
  - **Level of connectivity to transit**
  - **Traffic demand**
  - **Spacing between interchanges**
- Potential interchange locations on the short list of route alternatives were discussed with municipal staff prior to the 2015 evaluation of route alternatives
- Key trade-offs between potential interchange location alternatives were considered in the evaluation of route alternatives
- After selection of the Technically Preferred Route, the potential interchange locations along that route were reviewed again using the above criteria and the preferred interchange locations were selected



1 **Highway 401/407 ETR freeway-to-freeway interchange – Aligns with Technically Preferred Route for Section 1**

2 **Winston Churchill Boulevard, Tenth Line or Embleton Road Interchange: Winston Churchill Boulevard preferred**
- Winston Churchill Boulevard provides better connections to urban growth centres and appropriate interchange spacing to provide desirable connections to the municipal road network
- Opportunity to integrate with future municipal road improvements such as realigned Winston Churchill Boulevard and/or Bram West Parkway (planned municipal initiative)

3 **Heritage Road, Bovaird Drive or Future Sandalwood Parkway Extension: Bovaird Drive preferred**
- Provides appropriate connections with the municipal road network and provides desirable interchange spacing
- Bovaird Drive is the major east/west arterial connecting urban centres in Halton Hills and Brampton
- Bovaird Drive provides better interchange spacing to the Winston Churchill Boulevard interchange than at Heritage Road
- Better road geometry for an interchange at Bovaird Drive than at Heritage Road
- An interchange at the future Sandalwood Parkway Extension is not precluded from future consideration by municipalities

4 **Mayfield Road or Mississauga Road Interchange: Mayfield Road preferred**
- Based on continuity and proximity to the GTA West Corridor, Mayfield Road is envisioned to be a key east-west route
- There is better road geometry at Mayfield Road than at Mississauga Road

5 **Chinguacousy Road Interchange – Aligns with Technically Preferred Route for Section 4**

6 **Highway 410, Hurontario Street, Dixie Road and Bramalea Road Interchanges: Freeway-to-freeway interchange at New Highway 410 Connection (along the extension of Highway 410 to the north) plus Interchanges at Hurontario Street and Bramalea Road preferred**
- Since a new Highway 410 connection is preferred, a freeway-to-freeway interchange is recommended at Highway 410 in the area of Dixie Rd
- Interchanges at Hurontario Street and Bramalea Road are spaced at a desirable distance from the freeway-to-freeway interchange and will provide good access to the municipal road network
- An interchange at Dixie Road would result in undesirable grades and interchange spacing which would result in weaving concerns with the freeway-to-freeway interchange

7 **Modifications to Existing Highway 410/Mayfield Road and Highway 427/Major Mackenzie Drive Interchanges – Aligns with Technically Preferred Routes for Sections 5 and 11**

8 **Airport Road Interchange – Aligns with Technically Preferred Route for Section 6**

9 **The Gore Road Interchange – Aligns with Technically Preferred Route for Section 6**

10 **Coleraine Drive/Mayfield Road Area Interchange**
- A full moves interchange is desirable to connect to existing and future urban growth centres
- Local municipalities support a full interchange with a road that runs north-south (like Coleraine Drive)
- Proximity to the GTA West/Highway 427 freeway-to-freeway interchange creates a constraint to locating the interchange on Coleraine Drive (not enough spacing between interchanges)
- Proposed strategy is to realign Coleraine Drive and then provide a full interchange

11 **Highway 427 freeway-to-freeway interchange and Highway 50 Interchange: Freeway-to-freeway Interchange at Highway 427 Preferred**
- Based on the Technically Preferred Route, an interchange at both Highway 427 and Highway 50 is not possible

12 **Highway 27 interchange – Aligns with Technically Preferred Route for Section 8**

13 **Pine Valley Drive Interchange or Partial Interchange at Weston Road: Partial interchange at Weston Road preferred**
- An interchange to the west of Highway 400 provides a desirable connection with the municipal road network
- Pine Valley Drive is not continuous north or south of the study area and there are no planned urban growth centres along Pine Valley Drive
- Weston Road provides a connection to a planned urban growth centre

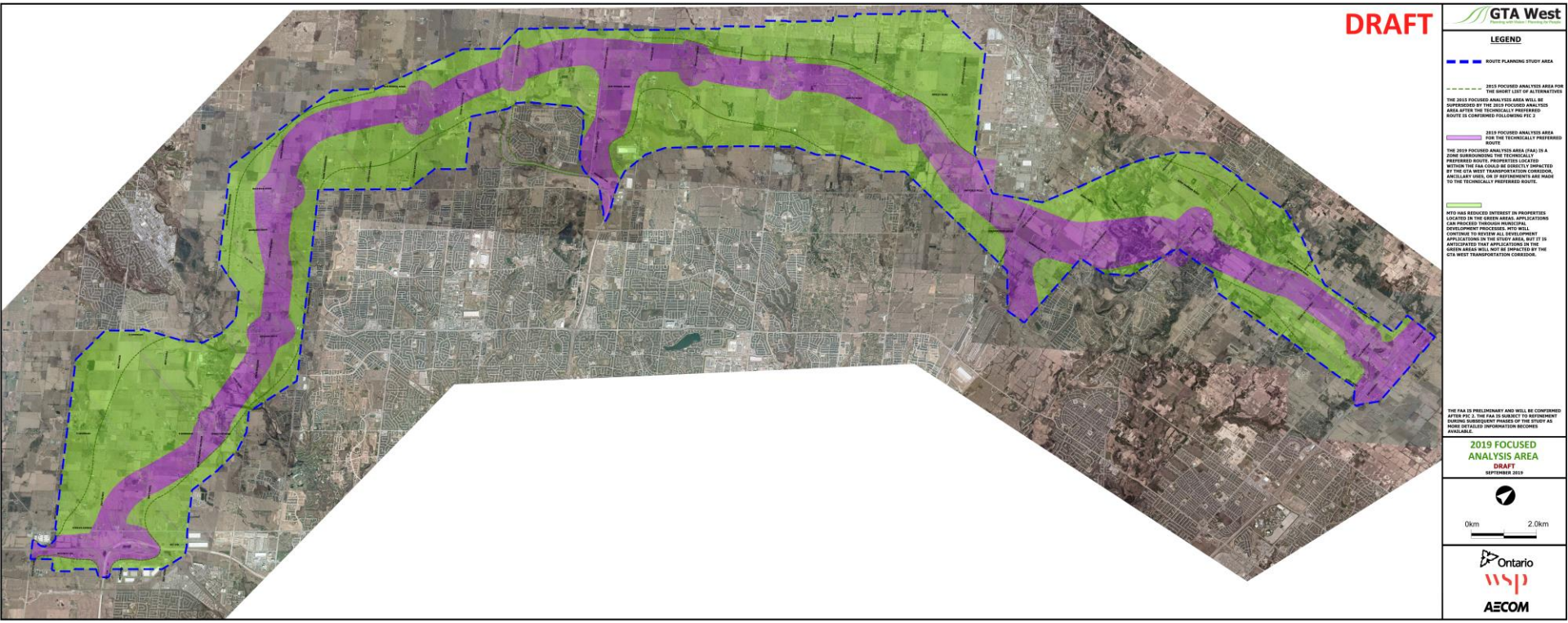
14 **Highway 400 freeway-to-freeway interchange – Aligns with Technically Preferred Route for Section 9**

GOODS MOVEMENT PRIORITY FEATURES

- Potential goods movement features have been screened:

Feature	Screening
Truck only lanes	✓ Carry forward for further consideration
Combined truck/transit lanes	✗ Do not carry forward • Reduces level of service of the transitway by introducing additional traffic • The transitway requires restricted access which prohibits use by other traffic
Truck use of potential HOV lanes during off-peak hours	✗ Do not carry forward • No operational benefits in off-peak hours • Introduces additional lane changes for trucks to access HOV Lanes
Intelligent Transportation Systems (ITS) features, such as variable message signs and real time traveler information	✓ Carry forward for further consideration
Longer speed change lanes	✓ Carry forward for further consideration
Enhanced design to accommodate Long Combination Vehicles	✓ Carry forward for further consideration
Truck only interchange ramps, where warranted by truck volumes	✗ Do not carry forward • Creates additional enforcement requirements • Interchanges are provided for key freight trip generators, and there is insufficient space for additional ramps in these areas without compromising highway design guidelines
Truck parking facilities	✓ Carry forward for further consideration
Enforcement features (weigh and inspection stations), including automated weigh stations	✓ Carry forward for further consideration

2019 FOCUSED ANALYSIS AREA



WHAT WE HEARD AT PIC #2

- Approx. 1000 stakeholders attended. What we heard:
  - Mixture of support and opposition for the Technically Preferred Route
  - The transportation corridor is needed, expedite the EA process, start construction as soon as possible
  - Concern about congestion on connecting roads
  - Concern about impacts to nearby property owners and inquiries about mitigation measures
  - S1-2: some say it provides good access to the designated future employment lands while others are concerned about congestion on Trafalgar Road
  - S2-2: some say it is further east from Norval and avoids segregating the broader community while others say it doesn't address the congestion issues in Norval (Bovaird Drive interchange with S3-4 may exacerbate the problems)
  - S4-1: minimizes impacts to the natural environment (including agriculture) and residential properties but impacts the Mayfield West Phase 2 development
  - S5-10: support for new extension of Highway 410 rather than using existing Highway 410
  - Brampton-Caledon Airport: concern regarding potential impacts to operations while others want the route moved closer to condense land uses
  - S6-1: the interchange at Coleraine Drive conflicts with an approved development to the north
  - S7-3: extend Highway 427 to Highway 9 in Section 7
  - S8-3 and S9-1: some felt that the emphasis on protecting Greenbelt lands and the Humber River in Sections 8 and 9 appropriately influenced route selection while others felt that a more northerly route in Section 8 would minimize impacts to residential and designated employment lands, and a more southerly route in Section 9 would minimize impacts to woodlots

WHAT WE HEARD AT PIC #2

- Support for the transitway
  - The transitway makes sense if it connects to other mass transit systems
  - Incorporate active transportation along the transitway not just at crossing roads
  - Support for transition from BRT to LRT
  - Consider both buses and trucks using the transitway

- Support for goods movement priority features
  - Support for truck only lanes

- Support for the 2019 Focused Analysis Area
  - Appreciate that over 60% of the Study Area is in the green area (area of reduced interest)
  - Inquiries about when development restrictions will be lifted

- Other
  - Inquiries about land acquisition, permission to enter process, possibility of tolling
  - Requests for digital mapping of Technically Preferred Route to understand impacts and coordinate works
  - The Project Team did a good job evaluating the route alternatives and explaining the rationale for their decisions

FIELD INVESTIGATIONS

- Field investigations are planned to inventory the natural, social, cultural and other infrastructure features in the study area

Discipline	Type of Field Investigation
Natural Environment	Fisheries (2020 & 2021), Wildlife (2020 & 2021), Wetlands (2020 & 2021), Vegetation (2020 & 2021), Groundwater (2020)
Socio-Economic Environment	Land Use (2020), Agriculture (2020), Potentially Contaminated Sites (2020)
Cultural Environment	Archaeology (2021), Built Heritage (2020), Cultural Heritage Landscapes (2020)
Engineering	Drainage (2021), Structural (2020), Geotechnical (2021), Pavement (2021), Electrical (2021), Erosion and Sediment Control (2021)

- Permission to enter properties will be sought to allow access to lands in order to obtain valuable field information that will help in refining the Technically Preferred Route and developing the preliminary design of the Preferred Route
- The Project Team is willing to share data collected, as requested

NEXT STEPS

Fall 2019	• Project Team to review and respond to comments received at PIC #2 • Meetings with Indigenous communities, Advisory Groups and Regional Municipal Councils

Spring 2020	• Confirm the Preferred Route and Focused Analysis Area
	• Commence preliminary design of the Preferred Route, which includes:
	  • Additional field investigations where permission to enter is granted
	  • Consultation with property owners directly impacted by the Preferred Route

Fall 2020 / Spring 2021	• Develop Community Value Plans (the focus of Community Workshops #3 and #4)
Spring / Summer 2021	• Meetings with Indigenous communities, Advisory Groups and Regional Municipal Councils
Fall / Winter 2021	• Present the preliminary design of the Preferred Route at PIC #3
Late 2022	• Anticipated submission of Final Environmental Assessment Report to MECP

*** Schedule is subject to change**

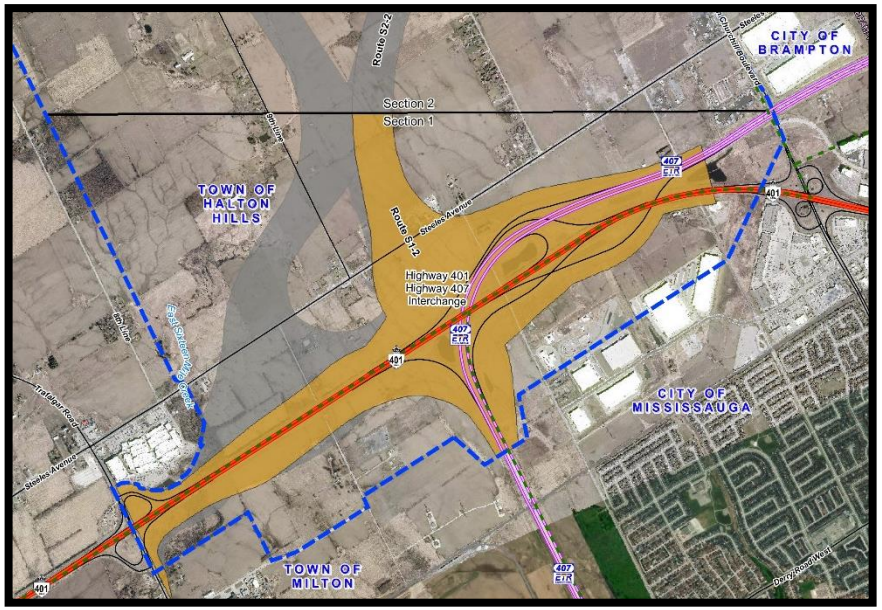
Questions?

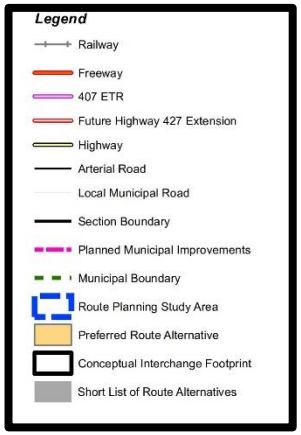
Back-Up Slides

SECTION 1 PREFERRED ALTERNATIVE: S1-2

Preferred from Natural, Land Use / Socio-Economic and Transportation perspectives:

- Significantly smaller footprint resulting in less impacts to the natural environment and other surrounding land uses
- Further from East Sixteen Mile Creek and the existing rural residences on 9th Line
- Shorter and more direct transportation link, resulting in smaller secondary effects
- Provides access between GTA West and Trafalgar Road, providing good access to the designated future employment lands, which is precluded with Alternative S1-1
- Supports the efficient movement of people and goods, and network connectivity
- Higher construction cost of Alternative S1-2 is offset by the anticipated increase in property cost associated with acquiring designated future employment area lands in Alternative S1-1

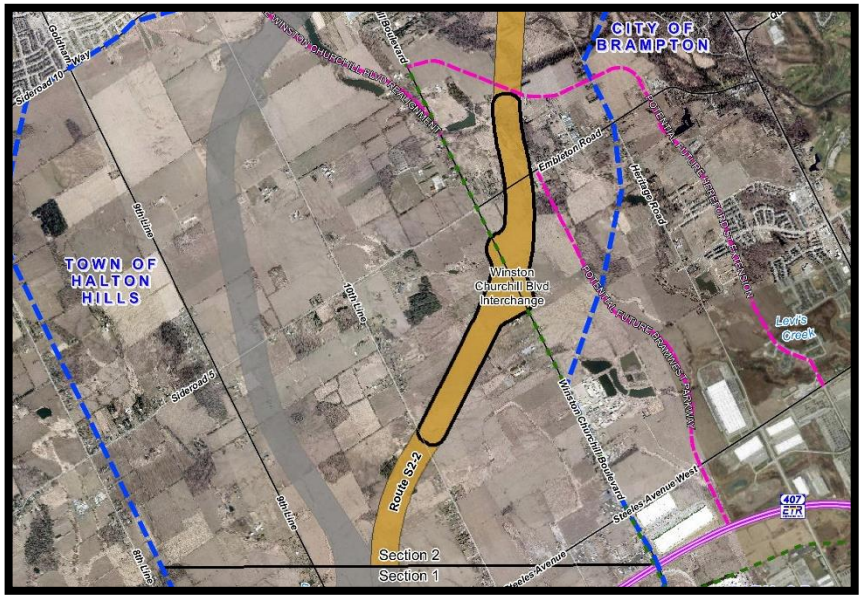


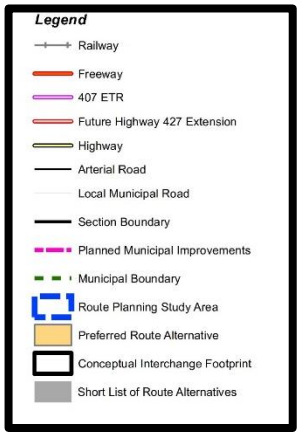


SECTION 2 PREFERRED ALTERNATIVE: S2-2

Preferred from Natural, Land Use / Socio-Economic, Cultural and Transportation perspectives:

- Provides the best crossing of the Credit River
- Lower impacts to fish and fish habitat
- Shorter and more direct transportation link, resulting in smaller secondary effects
- Impacts less agricultural lands and livestock / high investment operations
- Further east from the Village of Norval and avoids segregating that broader community
- Provides convenient and improved access to Brampton and Georgetown, does not preclude a future Norval Bypass or connection to the proposed BramWest Parkway, aligns more closely with municipal transportation strategies for Halton Hills and Brampton, and better supports proposed employment lands
- Most constructible and has the lowest construction cost and best traffic operations

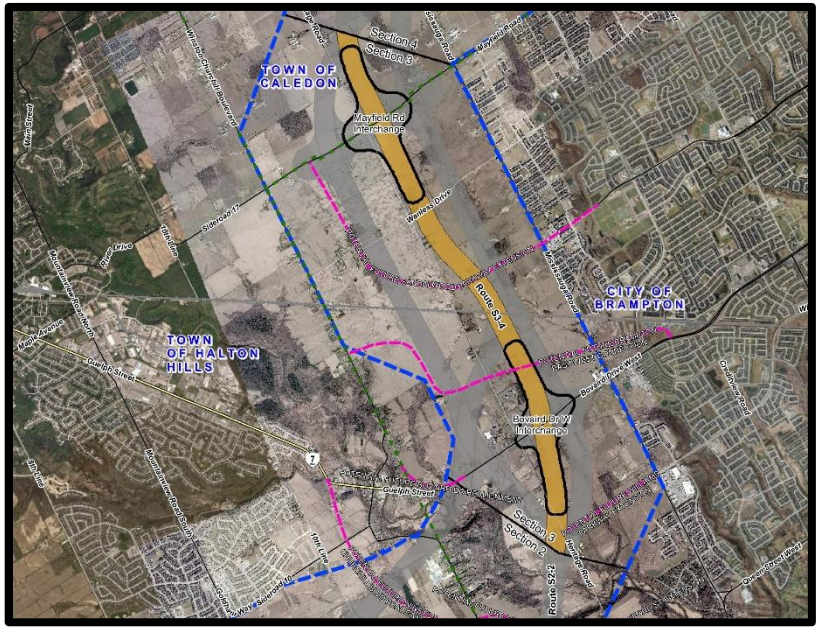


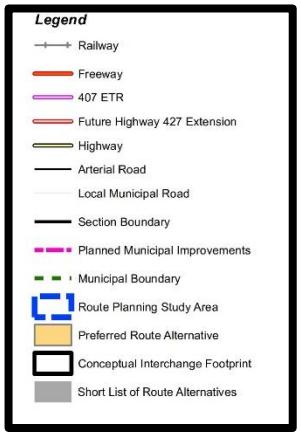


SECTION 3 PREFERRED ALTERNATIVE: S3-4

Preferred from a Transportation perspective:

- Minimizes wildlife habitat, wetland, and woodland community removal
- Avoids impacts to designated natural areas, including Greenbelt lands
- Connects well to the preferred crossing of the Credit River in Section 2
- Minimizes significant impacts to existing institutional facilities.
- Opportunities to avoid/minimize impacts to proposed Catholic Cemetery may be possible through design refinements
- Generally aligns with future land uses
- Considered the most constructible
- Provides the best opportunity for an interchange at Bovaird Drive
- Supports traffic safety and operations

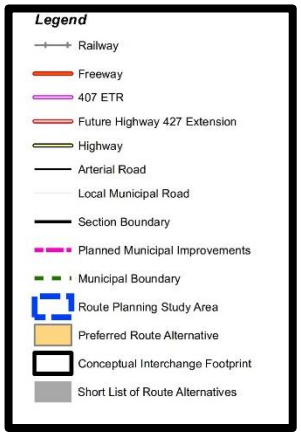




SECTION 4 PREFERRED ALTERNATIVE: S4-1

Preferred from Natural, Land Use / Socio-Economic, Cultural and Transportation perspectives:

- Minimizes impacts to watersheds and sub-watersheds, wetlands, woodlands and designated areas (e.g. Greenbelt)
- Has the fewest residential impacts (direct impacts and secondary noise impacts)
- Most preferred from an agricultural perspective as it has the lowest overall impacts
- Connects well with the preferred Section 3 alternative
- Has similar cost, traffic operations and level of constructability as the other well ranked alternatives



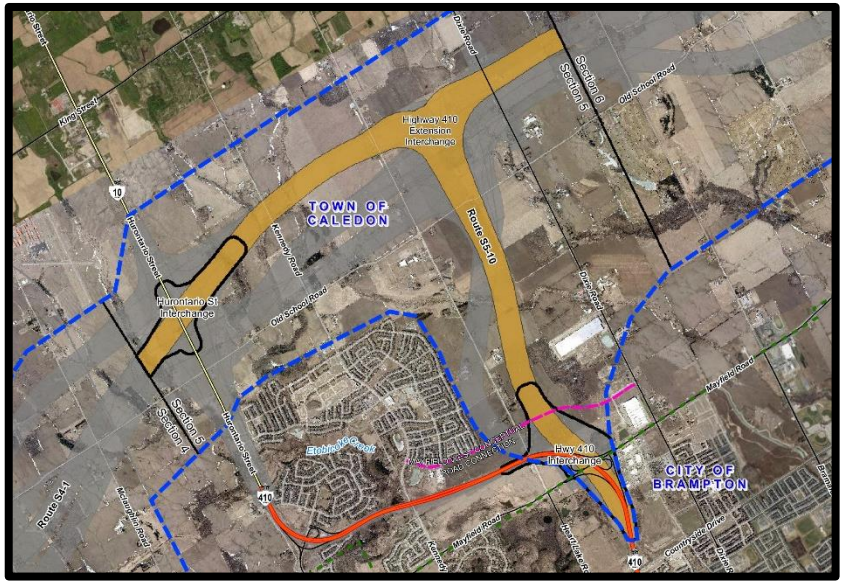
SECTION 5 PREFERRED ALTERNATIVE: S5-10

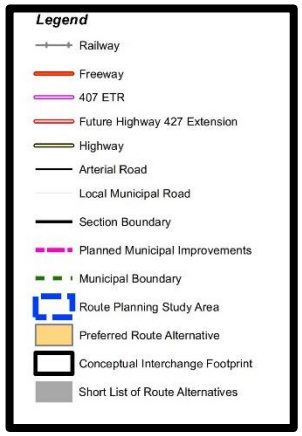
A new Highway 410 alignment was preferred over the existing Highway 10/410,

A new alignment to the east was preferred over a new alignment to the west of Heart Lake Road,

Alternative S5-10 is preferred from Land Use / Socio-Economic and Transportation perspectives:

- Minimizes impacts to fish and fish habitat, and wetlands
- Avoids impacts to large volume wells
- Avoids existing residential subdivisions in Valleywood and minimizes direct residential impacts elsewhere
- Minimizes impacts to agricultural lands and operations
- Minimizes impacts to built heritage resources
- Avoids impacts to commercial and industrial properties
- Minimizes impacts to future urban development including the Mayfield West planned community and Mayfield West employment lands
- Less complex Highway 410/GTA West freeway-to-freeway interchange design (connections to Hurontario Street are provided by a separate interchange)
- Better ability to implement a transitway in the new Highway 410 corridor
- Supports network compatibility, lower relative cost

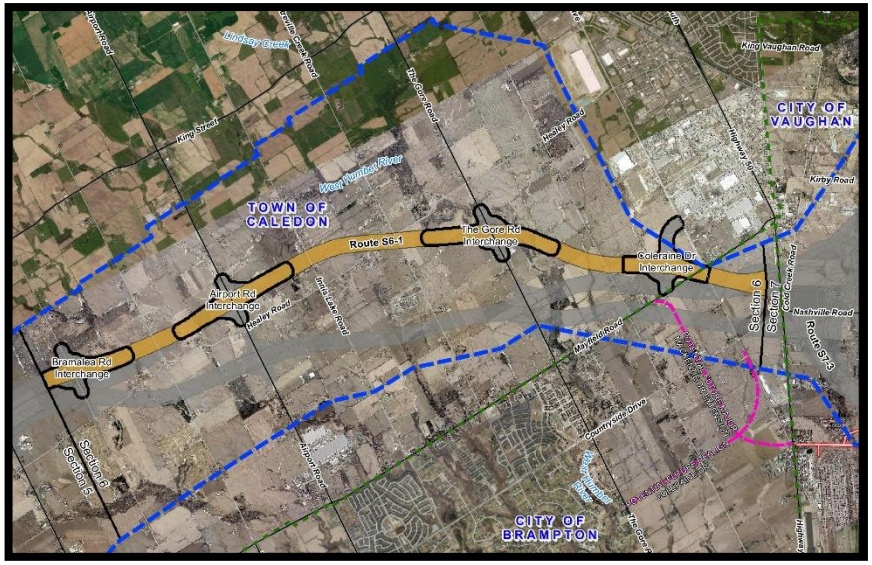


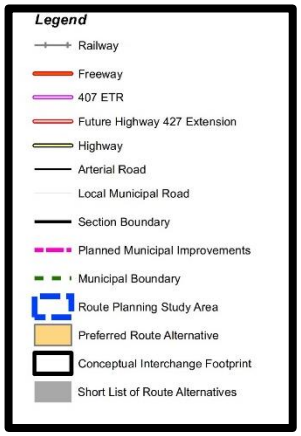


SECTION 6 PREFERRED ALTERNATIVE: S6-1

Preferred from Natural, Land Use / Socio-Economic and Transportation perspectives:

- Least impact to fish and fish habitat, minimizes impacts to wildlife and wildlife habitat, wetlands
- Impacts the fewest residential properties and private wells
- Low impacts to commercial/industrial properties and future development
- Avoids impacts to high-investment farming operations
- Accommodates a full moves interchange in the area of Coleraine Drive (realignment likely required to achieve an acceptable separation distance to the Highway 427 extension)
- Has a moderate relative cost to the other well ranked transportation alternative (S6-4)
- Connects well to the preferred Section 5 alternative



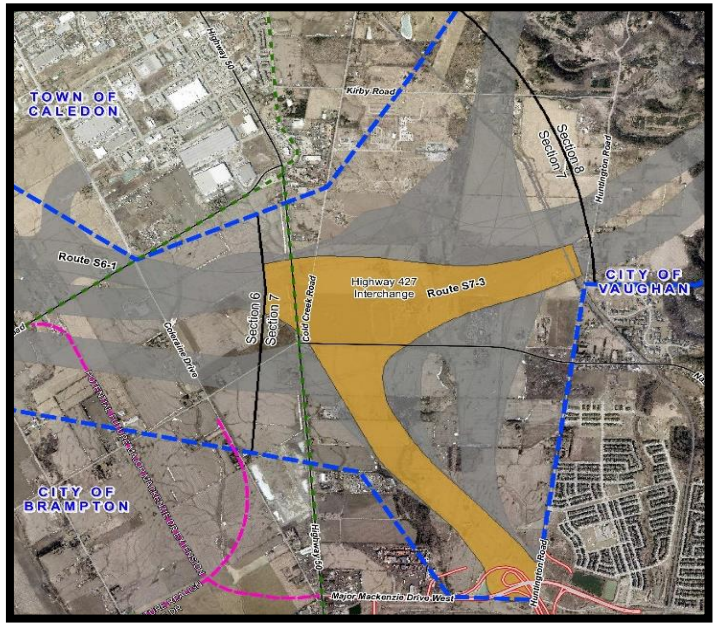


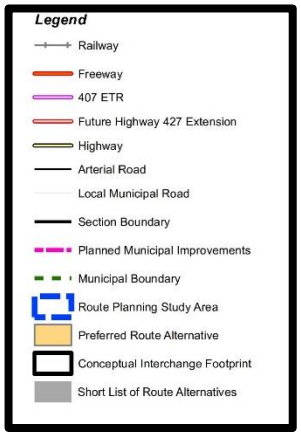
SECTION 7 PREFERRED ALTERNATIVE: S7-3

The Project Team identified the best route east and west of the hydro corridor and then compared them to select the overall preferred route for Section 7.

The preferred route west of the hydro corridor was Alternative S7-3. The preferred route east of the hydro corridor was Alternative S7-9. Alternative S7-3 is preferred overall versus S7-9:

- Less impacts to groundwater sensitive ecosystems and wellhead protection areas
- Less noise impacts to existing and proposed residences to the east
- Moderate impacts to built heritage resources and cultural heritage landscapes
- Minor impacts to the hydro corridor, railway and TransCanada pipeline
- Accommodates a full moves interchange in the area of Coleraine Drive (realignment likely required to achieve an acceptable separation distance to the Highway 427 extension and optimize traffic operations to/from Coleraine Drive interchange)
- Constructability and connectivity were principle considerations in Section 7. S7-3 is considered the most constructible and it connects well to the Section 8 Humber River crossing, reducing overall environmental impacts

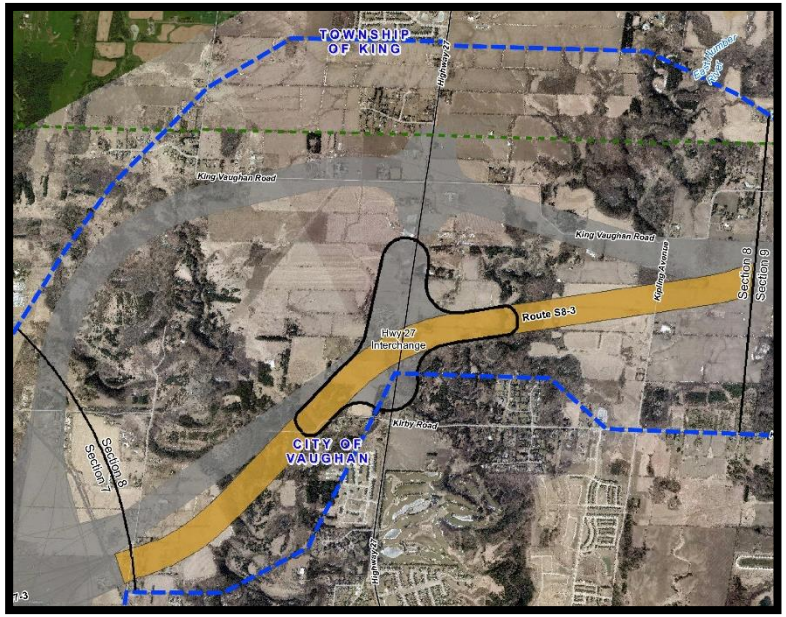


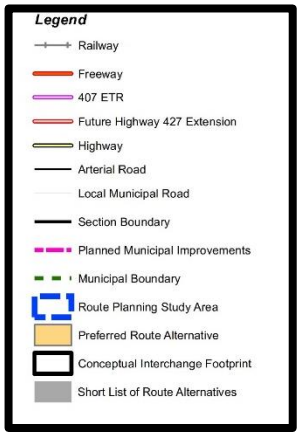


SECTION 8 PREFERRED ALTERNATIVE: S8-3

Preferred from Natural, Land Use / Socio-Economic and Transportation perspectives:

- Lowest overall impacts to fish and fish habitat, wildlife and wildlife habitat, woodlands and vegetation, watersheds, and surface water
- Best location with most flexibility for the Humber River crossing due to its distance from the large meander
- Impacts the least amount of Greenbelt and agricultural lands and is preferred from a provincial land use policy perspective
- Impacts more residential properties but minimizes impacts to commercial properties, avoids impacts to high-investment farming operations, and has a higher probability of avoiding a waste disposal site
- Low construction cost and is considered the most constructible

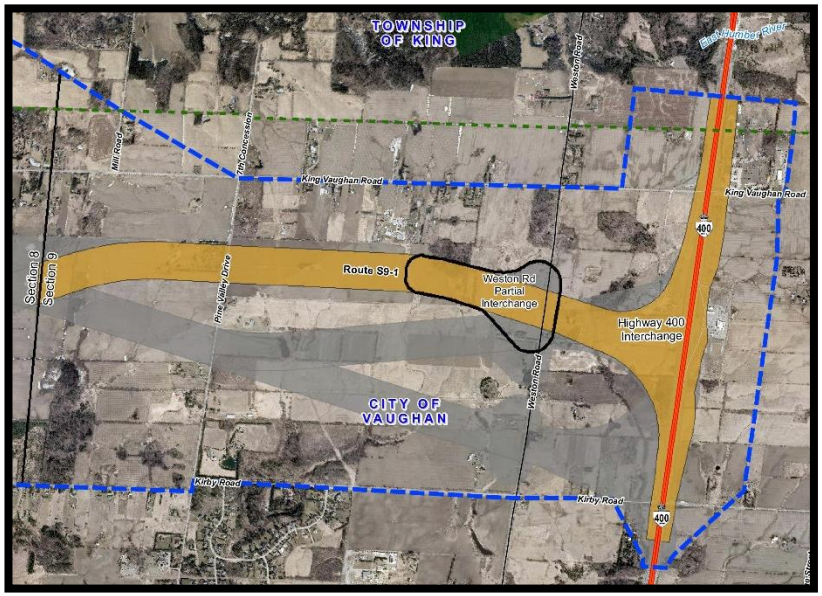


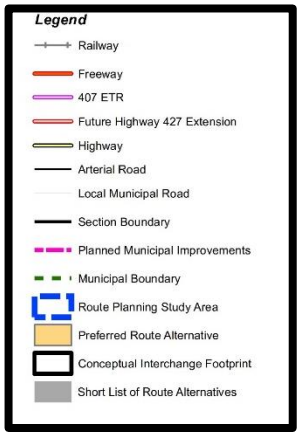


SECTION 9 PREFERRED ALTERNATIVE: S9-1

Preferred from Natural, Cultural and Transportation perspectives:

- Minimizes impacts to fish and fish habitat, designated areas and ecosystem services, with relatively simple and perpendicular watercourse crossings
- Least impact on Greenbelt lands
- Minimizes impacts to employment and future urban area lands
- Low residential property impacts
- Low potential for constructability issues
- Better angle of approach for the Highway 400 interchange





CORRESPONDENCE

RES.#A225/19 - CORRESPONDENCE

Moved by: Kevin Ashe
Seconded by: Linda Jackson

THAT correspondence item 6.1. be received.

CARRIED

Item 6.1

FRIENDS OF THE ROUGE National Urban Park

Hon. Pauline Browes, P.C. Chair

Peter Bashaw

Hon. Michael Chong, P.C., M.P.

Hon. David Crombie, PC, OC, OOnt

Glenn DeBaeremaeker

Hon. Peter Kent, P.C., M.P.

Marlaine Koehler

Keith Laushway

John Livey

Ted Matthews

Heather Moeser

Larry Noonan

January 17, 2020

Jennifer Innis, Chair of the Board
John MacKenzie, CEO
Toronto and Region Conservation Authority
101 Exchange Ave,
Concord, ON L4K 5R6
Via Email

Dear Ms. Innis, Mr. MacKenzie and Members of the TRCA Board:

The Friends of Rouge National Urban Park is so happy to begin the next decade by thanking Toronto and Region Conservation Authority for its support of our work to 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 location that allows visitors to feel like they are leaving the busy urban environment for the peace and quiet of nature. It is only short steps from the park's amenities, trails, and inspiring vistas.

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

Section I – Items for Board of Directors Action

<u>RES.#A226/19</u> - 2020 FEE SCHEDULE FOR PUBLIC FACILITIES AND PROGRAMMING

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

Moved by: Linda Jackson
Seconded by: Paula Fletcher

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

CARRIED

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.

Report prepared by: Amanda Lazarevski, extension 6425
Emails: amanda.lazarevski@trca.ca
For Information contact: Derek Edwards, extension 5672
Emails: derek.edwards@trca.ca
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.

Item		Description	2020 Base	2020 Gross
1		**For general admission at Conservation Areas, per day;**		
	1.1	Albion Hills, Boyd and Glen Haffy, toddler	0.00	0.00
	1.2	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, inclusive of general admission and angling fee Monday through Friday, excluding holidays	895.00	1,011.35
3		**For a permit for the use of a fishing pond at Headwaters Trout Ponds, inclusive of general admission and use of row boats;**		
`	**3.1**	up to 75 persons, per day	1,145.00	1,293.85
	3.2	each additional participant, per day	10.00	11.30
	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	Albion Hills, per night	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
	6.6	Indian Line, per season	3,840.00	4,339.20
	6.7	Glen Rouge, per night	48.00	54.24
7		**For a permit to occupy a serviced campsite, with water and 50 amp hydro hook-ups, inclusive of general admission;**		
	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 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	Indian Line, with 50 amp hydro service, per night	57.50	64.98
	8.5	Indian Line, with 50 amp hydro service, per month (28 nights)	1,150.00	1,299.50
	8.6	Indian Line, with 50 amp hydro service, per season	4,600.00	5,198.00
9		**In addition to basic camping fees as specified in items 5.0, 6.0,7.0, 8.0;**		
	9.1	for a permit to park an additional vehicle, per night	12.00	13.56
	9.2	for a permit to park an additional vehicle, per season	75.00	84.75
	9.3	for each additional person occupying a campsite over and 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 admission, per day;**		
	12.1	Albion Hills, ages 2 and over	3.32	3.75
	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	senior/student	12.39	14.00
	13.5	family living in the same household, with no more than two adults, and their children	39.82	45.00

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;**		
	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;**		
	16.1	18 holes power cart	28.32	32.00
	16.2	9 holes power cart	21.24	24.00
	16.3	pull cart	7.08	8.00
	16.4	club set	22.12	25.00
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;**		
	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		**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
22		**For general admission to Black Creek Pioneer 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

Item		Description	2020 Base	2020 Gross
	23.2	half day educational program, for a minimum number of twenty participants	240.00 – 310.00	240.00 – 310.00
	23.3	full day educational program, for a minimum number of twenty participants	300.00 – 400.00	300.00 – 400.00
	23.4	for the Dickson's Hill School program, for a minimum number of twenty participants	280.00 – 400.00	280.00 – 400.00
24		**For ticketed special events at Black Creek Pioneer Village;**		
	24.1	Christmas by Lamplight - ages 1 and under	0.00	0.00
	24.2	Christmas by Lamplight - ages 2 - 13	26.95 - 31.95	30.45 - 36.10
	24.3	Christmas by Lamplight - adult/senior/student	31.95-36.95	36.10 - 41.75
	24.4	Storytime with Santa - ages 1 and under	0.00	0.00
	24.5	Storytime with Santa - ages 2 - 13	23.95 - 25.95	27.06 - 29.32
	24.6	Storytime with Santa - adult/senior/student	20.95 - 22.95	23.67 - 25.95
25		**For specialized programs and workshops at Black Creek Pioneer Village;**		
	25.1	Heritage Trade Workshop	94.95	107.29
	25.2	Guide and Scout Day	14.00	14.00
	25.3	Girl Guides of Ontario Days	19.00	19.00
	25.4	for the Homeschool Day Program and Workshops	0.00 - 19.00	0.00 - 19.00
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 – 400.00	240.00 – 400.00
27		**For parking at Black Creek Pioneer Village, exclusive of special events;**		
	27.1	Black Creek Pioneer Village visitor parking, per vehicle, per day, exclusive of general admission	7.52	8.50
	27.2	non-visitor parking, per vehicle, per day	8.85	10.00
	27.3	weekly pass, per vehicle	39.82	45.00
	27.4	monthly pass, per vehicle	80.00	90.40
28		**For general admission at the Kortright Centre for Conservation, per day;**		
	28.1	toddler	0.00	0.00
	28.2	child	2.65	3.00
	28.3	adult	7.52	8.50
	28.4	senior	5.75	6.50
29		**For participation in a weekend or evening public program at Kortright Centre for Conservation;**		
	29.1	child	6.64	7.50
	29.2	adult	12.83	14.50
	29.3	senior	6.64	7.50
30		**For participation in camps, programs, workshops, or parties, at Kortright Centre for Conservation;**		
	30.1	TRCA Led Day Camper, for a week of summer camp	216.00 – 280.00	216.00 – 280.00
	30.2	half day education program, to a maximum number of thirty participants	200.00 – 250.00	200.00 – 250.00
	30.3	full day education program, to a maximum of thirty participants	375.00 – 410.00	375.00 – 410.00
	30.4	same day bookings for groups using facility for self-guided activities, during non-programming time, to a maximum of thirty participants	50.00	50.00
	30.5	for adult courses, per participant	169.00 - 429.00	190.97 - 484.77

Item		Description	2020 Base	2020 Gross
	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
33		**For the Maple Syrup Festival at Bruce's Mill and Kortright 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
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

Item		Description	2020 Base	2020 Gross
39		**For TRCA led Specialist High Skills Major Certification programs, at Kortright Centre for Conservation, Black Creek Pioneer Village, Tommy Thompson Park and Conservation Field Centres;**		
	39.1	per participant, full day, with meals	75.00	75.00
	39.2	per participant, full day, without meals	65.00	65.00
	39.3	per participant, half day, with meals	45.00	45.00
	39.4	per participant, half day, without meals	35.00	35.00
	39.5	per participant, overnight, with meals	150.00	150.00
40		**Black Creek Pioneer Village Membership valid for general admission, inclusive of parking fees;**		
	40.1	individual membership	60.00	67.80
	40.2	family & friends membership, admission for up to four individuals	95.00	107.35
41		**Kortright Centre Membership valid for admission, inclusive of parking fees;**		
	41.1	individual membership	50.00	56.50
	41.2	family & friends membership, admission for up to four individuals	85.00	96.05
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	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 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;**								
	1.2	Albion Hills, Boyd and Glen Haffy, child	3.54	4.00	3.98	4.50	12.43%	0.44	12,461	5,483
	1.6	Bruce's Mill, child	3.54	4.00	3.98	4.50	12.43%	0.44	3,222	1,418
	1.7	Bruce's Mill, adult	5.75	6.50	6.19	7.00	7.65%	0.44	12,009	5,284
	1.8	Bruce's Mill, senior/student	4.87	5.50	5.31	6.00	9.03%	0.44	2,985	1,314
	1.10	Petticoat Creek and Heart Lake, child	3.54	4.00	3.98	4.50	12.43%	0.44	32,848	14,453
	1.11	Petticoat Creek and Heart Lake, adult	5.75	6.50	6.64	7.50	15.48%	0.89	93,387	83,114
	1.12	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;**								
	4.1	rental per hour	15.93	18.00	17.70	20.00	11.11%	1.77	986	1,744
	4.2	rental per half day (4-hours)	35.00	39.55	44.25	50.00	26.43%	9.25	95	874
5		**For a permit to occupy an un-serviced campsite, inclusive of general admission;**								
	5.1	Albion Hills, per night	35.00	39.55	37.50	42.38	7.14%	2.50	1,419	3,548
	5.3	Indian Line, per night	37.50	42.38	42.00	47.46	12.00%	4.50	1,124	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;**								
	6.1	Albion Hills, per night	40.50	45.77	43.00	48.59	6.17%	5.20	4,532	23,564
	6.3	Albion Hills, per season	2,945.00	3,327.85	3,311.00	3,741.43	12.43%	366.00	77	27,999
	6.4	Indian Line, per night	43.50	49.16	48.00	54.24	10.34%	4.50	7,475	33,639
	6.5	Indian Line, per month (28 nights)	870.00	983.10	960.00	1,084.80	10.34%	90.00	146	13,122
	6.6	Indian Line, per season	3,495.00	3,949.35	3,840.00	4,339.20	9.87%	345.00	65	22,356
	6.7	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 50 amp hydro hook-ups, inclusive of general admission;**								
	7.2	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	4,393.44	4,200.00	4,746.00	8.02%	312.00	3	842
	7.4	Glen Rouge, per night	48.00	54.24	52.50	59.33	9.38%	4.50	663	2,985
8		**For a permit to occupy a serviced campsite with water, hydro, and sewage hook-up inclusive of general admission;**								
	8.2	Indian Line, with 30 amp hydro service, per month (28 nights)	970.00	1,096.10	1,060.00	1,197.80	9.28%	90.00	5	486
	8.3	Indian Line, with 30 amp hydro service, per season	3,880.00	4,384.40	4,240.00	4,791.20	9.28%	360.00	23	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
	8.5	Indian Line, with 50 amp hydro service, per month (28 nights)	1,080.00	1,220.40	1,150.00	1,299.50	6.48%	70.00	16	1,134
	8.6	Indian Line, with 50 amp hydro service, per season	4,320.00	4,881.60	4,600.00	5,198.00	6.48%	280.00	5	1,512
9		**In addition to basic camping fees as specified in items 5.0, 6.0,7.0, 8.0;**								
	9.1	for a permit to park an additional vehicle, per night	10.00	11.30	12.00	13.56	20.00%	2.00	899	1,798
	9.3	for each additional person occupying a campsite over and above the campground's specified site limit, per night	5.00	5.65	10.00	11.30	100.00%	5.00	6,606	33,030
	9.9	reservation fee, per reservation made through call centre or at the park	8.85	10.00	10.62	12.00	20.00%	1.77	2,091	3,701
	9.10	reservation fee, per reservation made online	8.85	10.00	9.73	11.00	9.94%	0.88	5,238	4,609
	9.11	cancellation fee, per reservation cancelled through call centre or at the park	5.31	6.00	12.39	14.00	133.33%	7.08	239	1,689
	9.12	cancellation fee, per reservation cancelled online	5.31	6.00	10.62	12.00	100.00%	5.31	299	1,587
	9.13	change fee, per reservation changed through call centre or at the park	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 consisting of skis, boots and poles;**								
	14.1	child	12.00	13.56	12.39	14.00	3.25%	0.39	1,445	564
	14.2	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;**								
	15.1	weekday, 18 holes, open - 1:00 pm	33.63	38.00	35.40	40.00	5.26%	1.77	10,350	18,320
	15.5	weekend, 18 holes, open - 1:00 pm	37.17	42.00	38.94	44.00	4.76%	1.77	4,320	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;**								
	17.3	jumbo bucket	24.77	27.99	26.55	30.00	7.19%	1.78	748	1,331
19		**For driving range fees at Bruce's Mill;**								
	19.1	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	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;**								
	23.1	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
	23.2	half day educational program, for a minimum number of twenty	240.00 - 300.00	240.00 - 300.00	240.00 – 310.00	240.00 – 310.00			667	6,669
	23.3	full day educational program, for a minimum number of twenty	280.00 - 380.00	280.00 - 380.00	300.00 – 400.00	300.00 – 400.00			554	11,088
	23.4	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;**								
	24.5	Storytime with Santa - ages 2 - 13	23.00 - 25.00	25.99 - 28.25	23.95 - 25.95	27.06 - 29.32	0.00%	0.95	262	249
	24.6	Storytime with Santa - adult/senior/student	20.00 - 22.00	22.60 - 24.86	20.95 - 22.95	23.67 - 25.95	0.00%	0.95	312	297
25		**For specialized programs and workshops at Black Creek Pioneer Village;**								
	25.1	Heritage Trade Workshop	80.00	90.40	94.95	107.29	18.69%	14.95	17	256
	25.2	Guide and Scout Day	12.00	12.00	14.00	14.00	16.67%	2.00	323	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 special events;**								
	27.1	Black Creek Pioneer Village visitor parking, per vehicle, per day, exclusive of general admission	6.20	7.00	7.52	8.50	21.32%	1.32	15,598	20,589
	27.2	non-visitor parking, per vehicle, per day	6.20	7.00	8.85	10.00	42.73%	2.65	39,600	104,940
	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;**								

Item		Description	2019 Base	2019 Gross	2020 Base	2020 Gross	% Base Increase	$ Base Increase	90% of 2019 Attendance/ Occupancy	2020 Expected Base Revenue
	30.2	half day education program, to a maximum number of thirty 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
Expected TRCA Impact from all Pricing Changes										**609,438**

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.

<u>RES.#A227/19</u> - ASHBRIDGES BAY TREATMENT PLANT LANDFORM PROJECT: CONSTRUCTION OF EAST AND CENTRAL BREAKWATERS – CONTRACT PRICE INCREASE

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.

Moved by: Rowena Santos
Seconded by: Steve Pellegrini

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.

CARRIED

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.

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Date: January 12, 2020

<u>RES.#A228/19</u> - FLIGHT OF THE MONARCHS DAY PROCLAMATION

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.

Moved by: Rowena Santos
Seconded by: Steve Pellegrini

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.

CARRIED

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.

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Date: January 9, 2020

RES.#A229/19 - **APPOINTMENT TO OUTDOOR EDUCATION TASK FORCE**
Approval of Basudeb Mukherjee appointment as a representative of Toronto and Region Conservation Authority (TRCA) Board of Directors on the Outdoor Education Task Force.

Moved by: Rowena Santos
Seconded by: Steve Pellegrini

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.

CARRIED

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
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Date: January 20, 2020

<u>RES.#A230/19</u> - MINISTRY OF EDUCATION BUDGET CONSULTATION
Input into the Province of Ontario's consultation on the 2020-2021 Ministry of Education Budget.

Moved by: Rowena Santos
Seconded by: Steve Pellegrini

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-of-classroom 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.

CARRIED

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 through the Education Funding Feedback process to consider the Outdoor 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.

Report prepared by: Darryl Gray, extension 5881
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Date: January 20, 2020

<u>RES.#A231/19</u> - REQUEST FOR TENDER FOR THE SUPPLY AND DELIVERY OF VARIOUS AGGREGATES AT LAKEVIEW WATERFRONT CONNECTION PROJECT

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.

Moved by: Rowena Santos
Seconded by: Steve Pellegrini

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.

CARRIED

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, re-establish 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

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

Proponent	Fee (Plus HST)
Glenn Windrem Trucking	$154,380
J.C. Rock	$195,300
Atlantis Marine Construction Inc.	$220,000
Natural Stone Source	$224,750
BTown Group	$234,825

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: https://www.ontario.ca/page/find-pits-and-quarries

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

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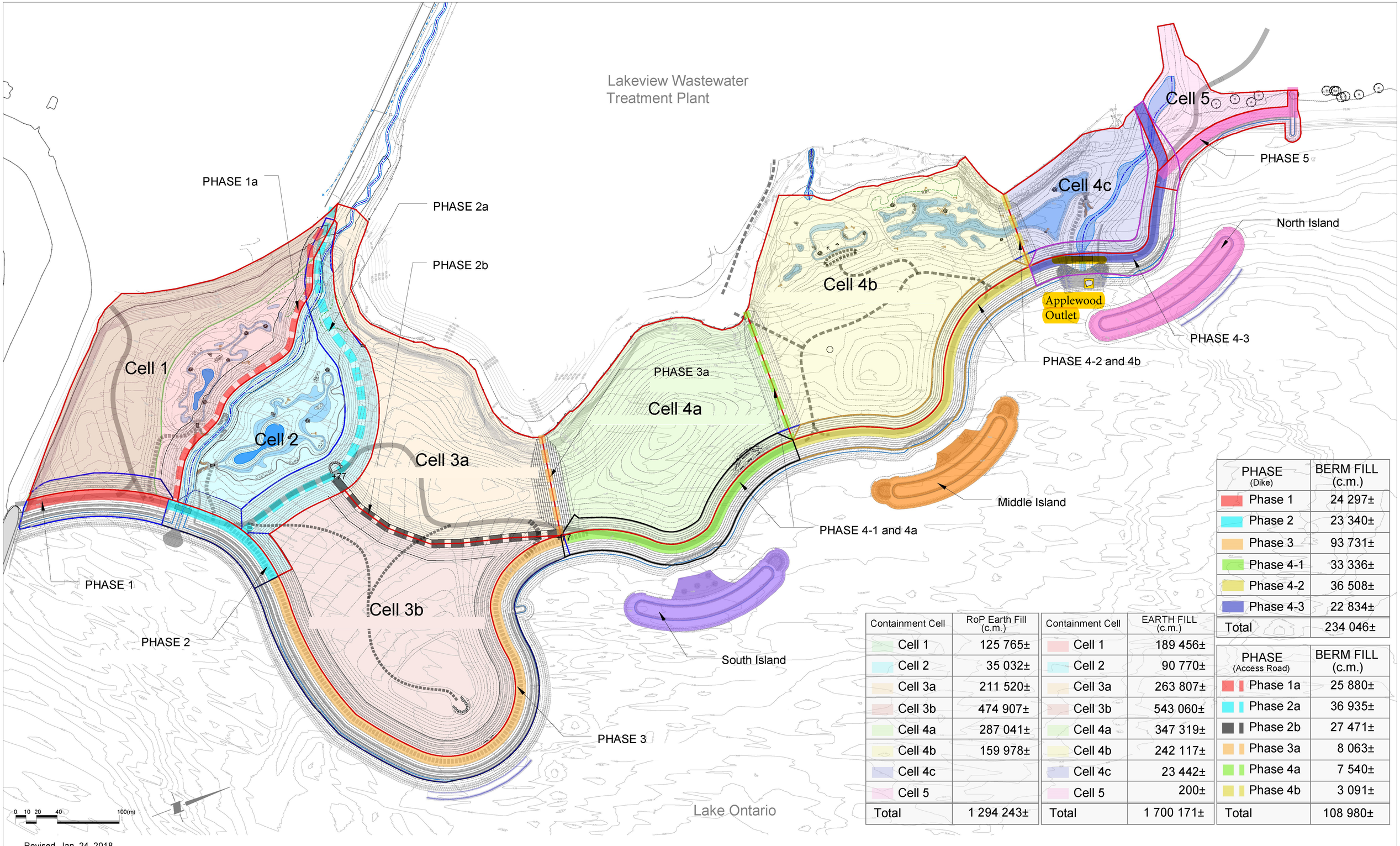
Date: January 10, 2020

Attachments: 1

Attachment 1: Phasing Plan



PHASE (Dike)	BERM FILL (c.m.)
Phase 1	24 297±
Phase 2	23 340±
Phase 3	93 731±
Phase 4-1	33 336±
Phase 4-2	36 508±
Phase 4-3	22 834±
Total	234 046±

Containment Cell	RoP Earth Fill (c.m.)
Cell 1	125 765±
Cell 2	35 032±
Cell 3a	211 520±
Cell 3b	474 907±
Cell 4a	287 041±
Cell 4b	159 978±
Cell 4c	
Cell 5	
Total	1 294 243±

Containment Cell	EARTH FILL (c.m.)
Cell 1	189 456±
Cell 2	90 770±
Cell 3a	263 807±
Cell 3b	543 060±
Cell 4a	347 319±
Cell 4b	242 117±
Cell 4c	23 442±
Cell 5	200±
Total	1 700 171±

PHASE (Access Road)	BERM FILL (c.m.)
Phase 1a	25 880±
Phase 2a	36 935±
Phase 2b	27 471±
Phase 3a	8 063±
Phase 4a	7 540±
Phase 4b	3 091±
Total	108 980±

Revised Jan. 24, 2018

Toronto and Region Conservation for The Living City

SUBJECT TO CHANGE

Lakeview Waterfront Connection

Containment Cell & Access Berm - Fill Volume Calculation

<u>RES.#A232/19</u> - TORONTO AND REGION CONSERVATION AUTHORITY ADMINISTRATIVE OFFICE BUILDING PROJECT

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.

Moved by: Jack Heath
Seconded by: Anthony Perruzza

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.

CARRIED

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**	**A**
General Conditions (GC)	$5,362,573	$5,759,100	$5,639,965	$6,187,565	**$547,600**	**B**
Construction Management (CM) Fee	$860,569	$845,000	$875,369	$934,308	**$58,939**	**C**
Construction Contingency	$3,418,791	$2,276,200	$2,303,604	$2,341,620	**$38,020**	**D**
Total Construction Costs	**$45,250,472**	**$47,590,000**	**$49,071,052**	**$50,408,765**	**$1,337,713**	
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	$1,037,736	$1,037,736	$1,062,795	$1,066,993	**$4,198**	

HST (1.76%)						
Soft Cost Contingency	$399,000	$399,000	$399,000	$399,000	**$ -**	
Total Costs	**$60,000,000**	**$62,339,528**	**$62,843,465**	**$64,387,337**	**$1,543,872**	
Total Available Funds	**$60,000,000**	**$63,538,000**	**$65,538,000**	**$65,538,000**	**$ -**	**F**
Additional Contingency Funds	**$ -**	**$1,198,472**	**$2,694,535**	**$1,150,663**		

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

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Date: January 16, 2020

Attachments: 1

Attachment 1: TRCA Staff Study Visit to Ireland

Toronto and Region Conservation Authority

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.

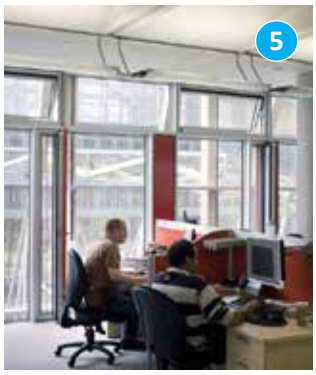
Further, the staff noted that the temperate climate of Ireland allowed the designers to maximize the "passive' techniques to minimize the use of HVAC systems. However, the Toronto climate of hot, humid summers and cold winters means that other methods need to be included in the design to bolster the "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

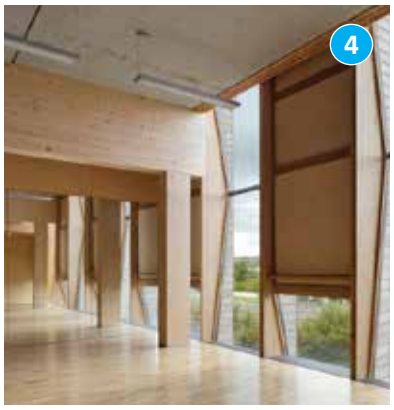
Samuel Beckett Civic Campus is a vibrant, diverse community on an 18-acre site along Ballyogan Road, in South County Dublin. The sustainable design approach incorporates natural daylighting and ventilation strategies, along with the use of natural materials to create and promote healthy environments. 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

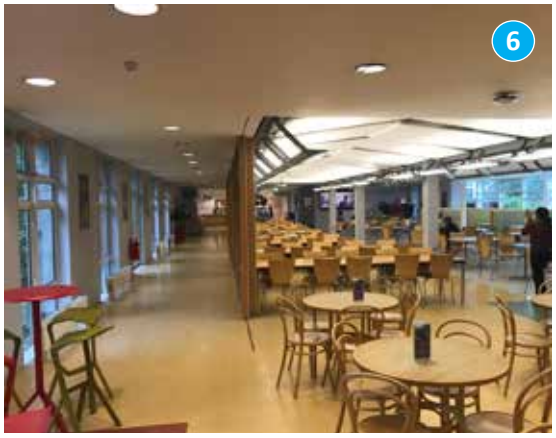


SAP Building, Citywest Dublin

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.

<u>RES.#A233/19</u> - GTA WEST TRANSPORTATION CORRIDOR INDIVIDUAL ENVIRONMENTAL ASSESSMENT

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.

Moved by: Linda Jackson
Seconded by: Michael Palleschi

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 Attachment 4 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.

RES.#A234/19 - AMENDMENT TO THE MAIN MOTION

Moved by: Rowena Santos
Seconded by: Michael Palleschi

THAT the following be inserted after the eighth paragraph of the main motion:

> ***THAT recommendation 28 contained within this report and Attachment 4 be revised to read as follows: MTO recognize trail networks in the preliminary design alternative and ensure connectivity, parking, and access is maintained through efforts including but not limited to the design and construction of planned trail networks in the Focused Analysis Area of the Corridor including segments of the TRCA Regional Trail Strategy for the Greater Toronto Region, the Vaughan Super Trail, and trail networks identified in the Region of Peel's Active Together Master Plan and regional and local Official Plans.***

THAT the following be inserted after the ninth paragraph of the main motion:

> ***THAT MTO be requested to present to the TRCA Board of Directors at later stages of the study after detailed information requested by TRCA and its municipal partners has been shared and reviewed by TRCA and municipal staff***

THE AMENDMENT WAS

CARRIED

<u>RES.#A235/19</u> - AMENDMENT TO THE MAIN MOTION

Moved by: Michael Palleschi
Seconded by: Dipika Damerla

THAT tenth paragraph of the main motion be replaced with following:

> ***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; as well as Members of Provincial Parliament, representing electoral districts within the project area, be circulated a copy of this staff report;***

THE AMENDMENT WAS

CARRIED

<u>THE RESULTANT MOTION READS AS FOLLOWS:</u>

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 Attachment 4 to this report be approved for review by MTO;

THAT recommendation 28 contained within this report and in Attachment 4 to this report be revised to read as follows: *MTO recognize trail networks in the preliminary design alternative and ensure connectivity, parking, and access is maintained through efforts including but not limited to the design and construction of planned trail networks in the Focused Analysis Area of the Corridor including segments of the TRCA Regional Trail Strategy for the Greater Toronto Region, the Vaughan Super Trail, and trail networks identified in the Region of Peel's Active Together Master Plan and regional and local Official Plans.*

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 MTO be requested to present to the TRCA Board of Directors at later stages of the study after detailed information requested by TRCA and its municipal partners has been shared and reviewed by TRCA and municipal staff

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; as well as Members of Provincial Parliament, representing electoral districts within the project area, 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.

CARRIED

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 short-listed 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 MTO website.

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 Credit Valley - Toronto and Region - Central Lake Ontario Source Protection Plan (CTC SPP). 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 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.

- 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 through efforts including but not limited to the design and construction of planned trail networks in the Focused Analysis Area of the Corridor including segments of the TRCA Regional Trail Strategy for the Greater Toronto Region, the Vaughan Super Trail, and trail networks identified

in the Region of Peel's Active Together Master Plan and regional and local Official Plans.

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.

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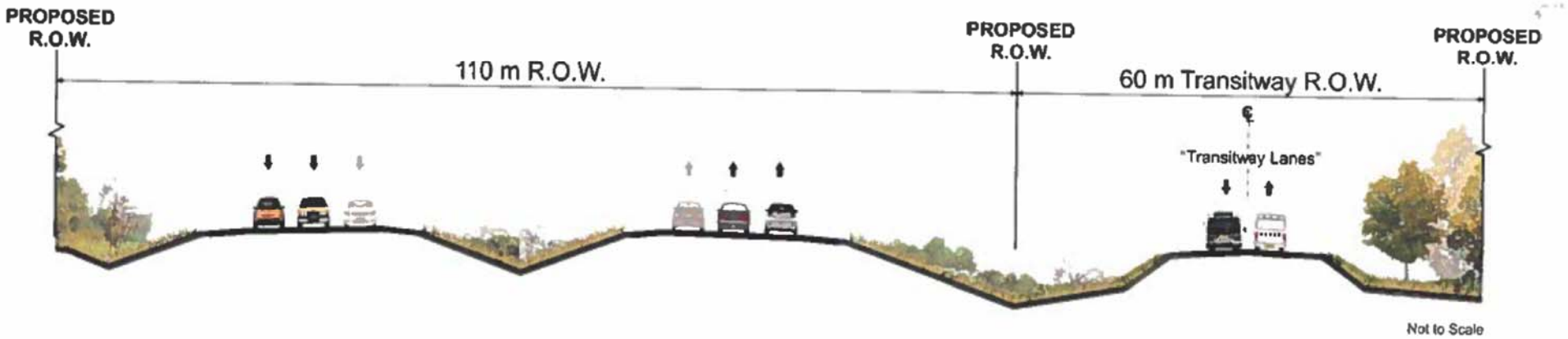
Date: January 20, 2020
Attachments: 4

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

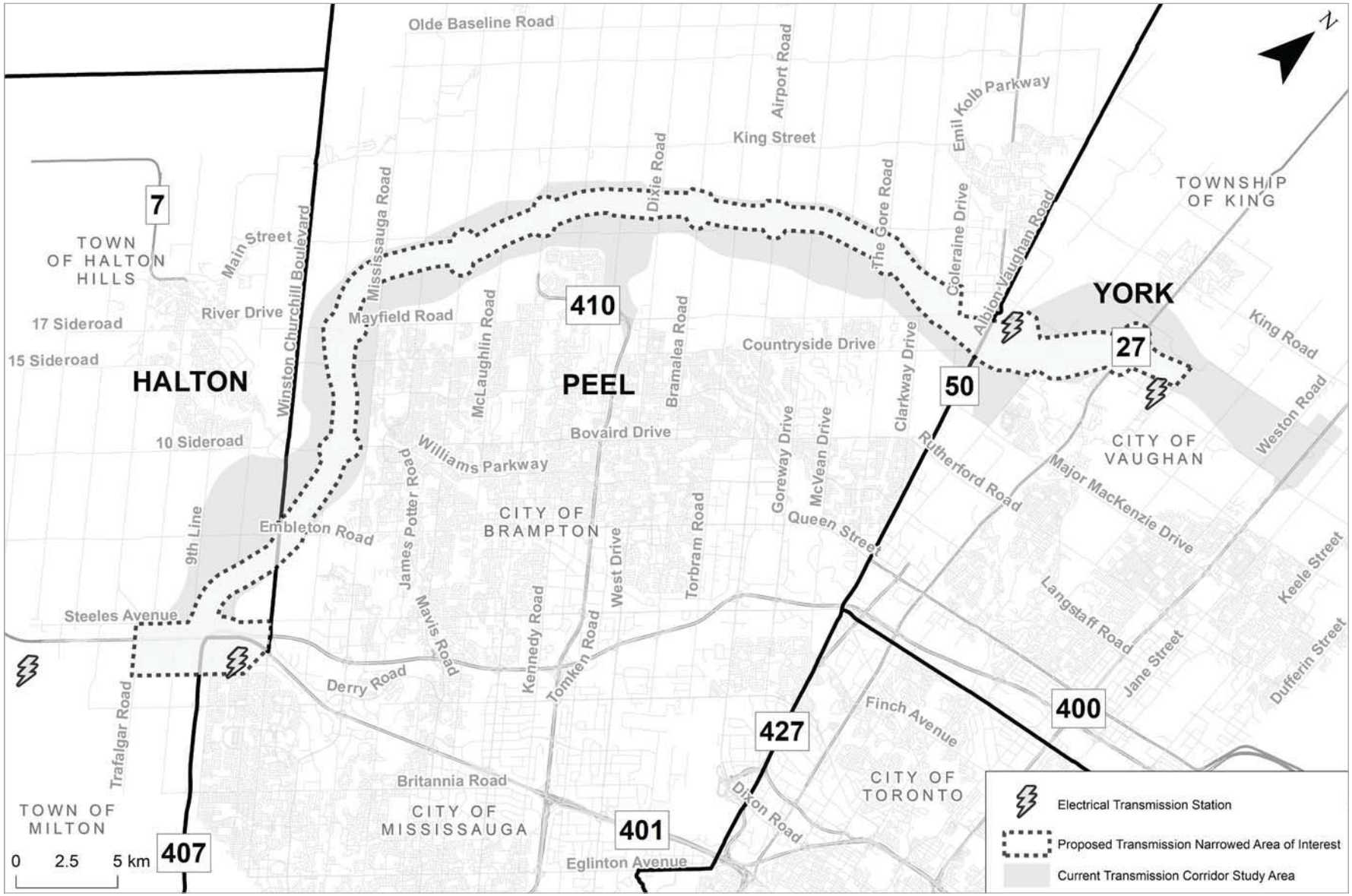
THE NEW MULTIMODAL CORRIDOR

- 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

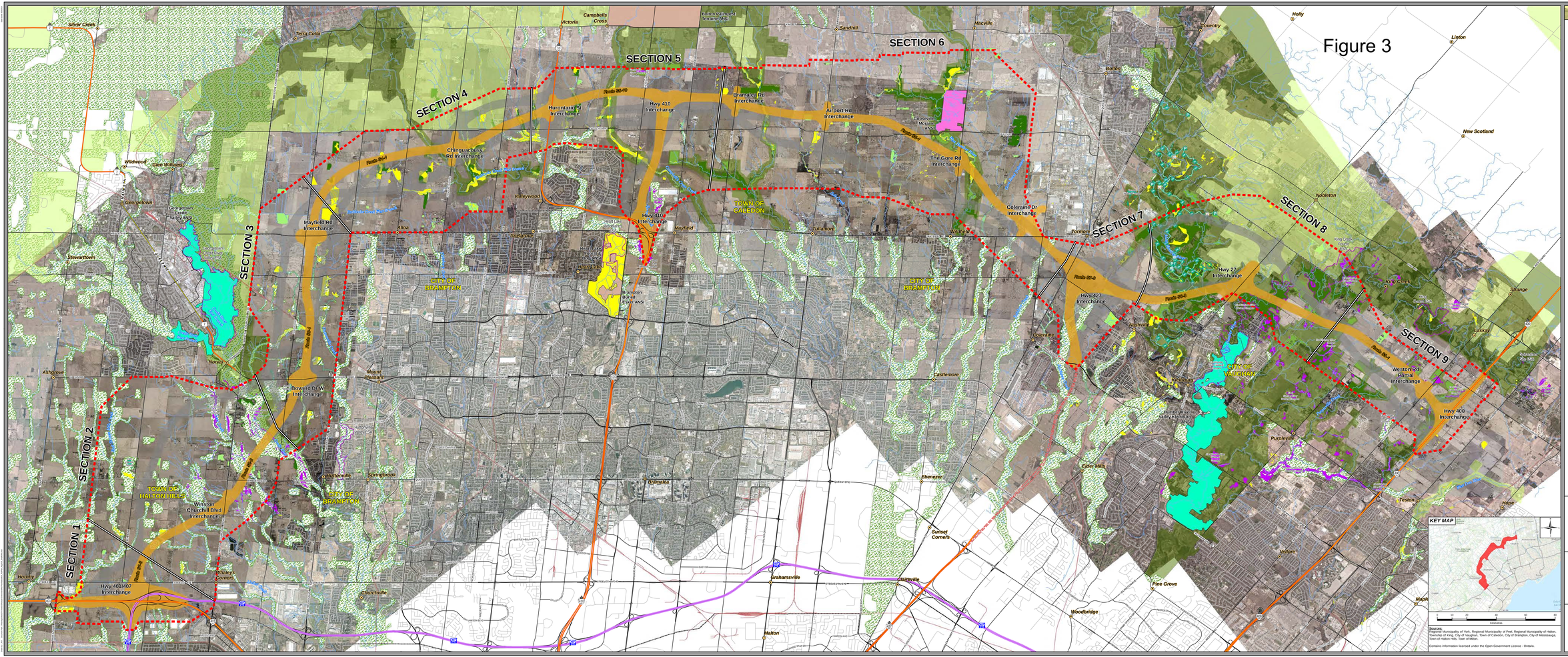


Attachment 2

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



Ontario



GTA West

LEGEND

Base Features
- Town or Community
- Route Planning Study Area
- Watercourse
- Municipal Boundary
- Section Limits

Roads
- 407 ETR
- Freeway
- Future Highway 427 Extension
- Highway
- Arterial Road
- Local Road
- Railway

Route Alternatives
- Technically Preferred Route
- Short List of Route Alternatives

Natural Environmental Features
- Provincial ANSI Candidate - Earth Science (M.N.R.F.)
- Provincial ANSI Candidate - Life Science (M.N.R.F.)
- Regional ANSI - Earth Science (M.N.R.F.)
- Regional ANSI - Life Science (M.N.R.F.)
- Environmentally Sensitive Area (M.N.R.F., H.C.A., C.V.C.A., T.R.C.A.)
- Environmental Policy Area
- Greenbelt Natural Heritage System Area
- Greenbelt Protected Countryside

Wetlands
- Regionally Significant Wetland (M.N.R.F.)
- Provincially Significant Wetland (M.N.R.F.)
- Unevaluated Wetland (M.N.R.F.)

Wooded Areas (M.N.R.F., H.C.A., C.V.C.A., T.R.C.A.)
- Significant Interior Habitat
- Potentially Significant Woodland
- Woodland

Trails (T.R.C.A.)
- Proposed Trail Bridge
- Proposed Trail Related Parking
- Secondary Trailhead
- Existing Trail Bridge
- Existing Trail with Accessibility
- Existing Hiking Trail
- Existing Equestrian Trail
- Future Trail

Natural Environment Existing Conditions Map

DRAFT

September 2019

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AECOM

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 through efforts including but not limited to the design and construction of planned trail networks in the Focused Analysis Area of the Corridor including segments of the TRCA Regional Trail Strategy for the Greater Toronto Region, the Vaughan Super Trail, and trail networks identified in the Region of Peel's Active Together Master Plan and regional and local Official Plans.

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.

Section III – Items for the Information of the Board

<u>RES.#A236/19</u> - UPDATE ON MEMORANDUMS OF UNDERSTANDING AND SERVICE LEVEL AGREEMENTS WITH PARTNER MUNICIPALITIES

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.

Moved by: David Barrow
Seconded by: Don Sinclair

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.

<u>RES.#A237/19</u> - **AMENDMENT TO THE MAIN MOTION**

Moved by: Linda Jackson
Seconded by: Gordon Highet

THAT the following be inserted after the sixth paragraph of the main motion:

> ***THAT staff be directed when negotiating MOU's and SLA's that where there is any conflict between an upper and lower tier municipality for any services related to Planning Act matters, the municipality that is deemed the approval authority under the Planning Act shall prevail.***

THE AMENDMENT WAS

CARRIED

<u>THE RESULTANT MOTION READS AS FOLLOWS:</u>

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 be directed when negotiating MOU's and SLA's that where there is any conflict between an upper and lower tier municipality for any services related to Planning Act matters, the municipality that is deemed the approval authority under the Planning Act shall prevail.

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.

CARRIED

RES.#A238/19 - MOTION TO REFER AMENDMENT

Moved by: Linda Jackson
Seconded by: Gordon Highet

THAT the Board of Directors refer the following proposed amendment, moved by Councillor Linda Jackson, to TRCA staff:

> ***THAT with Planning Act matters, given the reduced timelines for application reviews under Bill 108, if staff are unable to meet review timelines as needed by the upper or lower tier municipality as applicable, that the MOU's and SLA's include clauses whereby TRCA not be held liable for any ramifications with terms such as "opt out" clauses at the Parties discretion.***

AND FURTHER THAT TRCA staff be directed to report back on the potential implementation of the amendment at the February 7, 2020 Executive Committee meeting.

CARRIED

RES.#A239/19 - MOTION TO REFER AMENDMENT

Moved by: Linda Jackson
Seconded by: Paula Fletcher

THAT the Board of Directors refer the following proposed amendment, moved by Councillor Linda Jackson, to TRCA staff:

> ***THAT staff ensure that any fees for services provided to municipalities that are recouped from the taxpayers or service users, be collected in accordance with the Municipal Act as well as the Conservation Authorities Act.***

AND FURTHER THAT TRCA staff be directed to report back on the potential implementation of the amendment at the February 7, 2020 Executive Committee meeting.

CARRIED

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: victoria.kramkowski@trca.ca
For Information contact: Victoria Kramkowski, extension 5707
Emails: victoria.kramkowski@trca.ca
Date: January 17, 2020

<u>RES.#A240/19</u> - **PARTNERS IN PROJECT GREEN MINUTES**
November 28, 2019 Minutes.

Moved by: Jennifer Drake
Seconded by: Cynthia Lai

THAT Partners in Project Green Minutes #3/19, held on November 28, 2019, be received.
CARRIED

Item 8.2

GTAA
PARTNERS IN PROJECT GREEN
A PEARSON ECO-BUSINESS ZONE

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

John Coyne (Unilever Canada)	Co-Chair
Todd Ernst (Toronto Pearson)	Co-Chair
Learie Miller (Region of Peel)	Advisory Member
Michelle Brown (Bentall Kennedy)	Voting Member
Maxx Kochar (Silver Dart Group)	Voting Member
Tim Faveri (Maple Lead Foods)	Voting Member
Doug Whillans (City of Brampton)	Advisory Member
Scott Hendershot (Pratt & Whitney Canada)	Advisory Member
Jack Heath (City of Markham)	Voting Member
Darryl Gray (TRCA)	Voting Member
Joel Longland (TRCA)	Staff
Eric Meliton (TRCA)	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	Topic	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

MATERIAL FROM EXECUTIVE COMMITTEE MEETING #10/19, HELD ON JANUARY 10, 2020

Meeting Minutes Link

Section I – Items for Board of Directors Action

RES.#A241/19 - INVESTMENT MANAGEMENT STRATEGY UPDATE
Approval of Toronto and Region Conservation Authority's Investments Statement of Policy and Procedure *(Executive Committee RES.#B124/19, as amended).*

Moved by: Jack Heath
Seconded by: Ronald Chopowick

THAT Toronto and Region Conservation Authority's (TRCA) Investments Policy be approved;

THAT investment of existing and future funds complies with the Investments Policy;

THAT TRCA employs KPMG to conduct a third-party review of the proposed TRCA investments strategy;

AND FURTHER THAT compliance with the Investments Policy and performance of the investment portfolio be monitored by the Investment Manager on an ongoing basis, Reported to management on a quarterly basis and reported to the Board of Directors on a semi-annual basis.

CARRIED

1. PURPOSE

1.01. The purpose of this Statement of Policy and Procedure is to provide guidance over the management of Toronto and Region Conservation Authority's (TRCA) cash, short-term and long-term funds while taking into consideration:

(a) General economic conditions;
(b) Possible effects of inflation and deflation;
(c) The role that each investment or course of action plays within TRCA's investment portfolio.
(d) Expected total return from income and appreciation of capital;
(e) Liquidity needs, regularity of income and preservation or appreciation of capital; and
(f) Positive economic, social and environmental impact.

1.02. It is TRCA's investment objective to ensure that its financial assets are invested in a prudent manner and increase the likelihood that such assets will meet obligations as they come due. The primary investment objectives, in order of priority, are:

(a) Safety of principal – Investments shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolios.
(b) Adequate liquidity – Investments shall be undertaken in a manner that takes into account the needs of periodic cash flows and reasonably anticipated budgetary requirements.
(c) Diversification – Investments should be sufficiently diversified as to avoid concentration in (a) specific issuers or credits; and (b) specific asset classes, markets, sectors and term to maturity in order to reduce overall investment risk.
(d) Capital appreciation – Investments shall be made to earn realized or unrealized investment income, but not at the investment risk of significantly eroding the principal, with the objectives in priority order of:
- Meeting annual budgetary requirements for earnings;
- Maintaining portfolio term structure to support the Authority's long-term financial plan; and
- Providing a return consistent with established benchmarks.

Based on the investment objectives above, assets shall be invested in a mix of cash and cash equivalents, fixed income and equity investments in order to balance volatility and returns. The target asset mix is developed while taking into consideration the possible effect of inflation, the expected return and investment risk of each proposed asset class and TRCA's need for liquidity, capital preservation and income.

2. SCOPE

2.01. This Statement of Policy and Procedure applies to the Chief Financial Operating Officer (CFOO) and Finance business unit.

3. POLICY

3.01. Funds required for current operations shall be maintained as deposits in an interest-bearing bank account.

3.02. Funds required in the short-term shall be invested in liquid investments with low levels of investment risk as set out in section 6, below.

3.03. Funds required in the long-term shall be invested appropriately, giving due regard to investment risk, returns, liquidity and any other relevant factors as set out in section 6 below.

4. RESPONSIBILITY

4.01. The **Chief Financial and Operating Officer (CFOO)** or designate is responsible for investing funds.

4.02. The **CFOO** is responsible for recommending an Investment Manager and custodian for Executive Committee review and approval.

4.03. The **CFOO** or designate and the **Finance** business unit are responsible for ensuring that systems are in place to enable compliance.

4.04. The **Executive Committee** is responsible for approval and oversight of the investments of TRCA.

4.05. The **Investment Manager** is responsible for complying with the parameters within this policy and providing frequent reporting to the CFOO or designate.

4.06. On motion from TRCA's Board of Directors, TRCA may accept, revise or rescind this policy.

5. REFERENCES and RELATED STATEMENTS of POLICY and PROCEDURE

5.01. CG-1.1 Board of Directors Administrative By-Law

5.02. CS-3.02 Signing Officers

5.03. CS-3.07 Loans and Borrowing

5.04. CS-3.08 Foreign Currency Translation

5.05. CS-5.01 Risk Management

6. PROCEDURES

Identifying Funds for Short-Term or Long-Term Investing

6.01. Every quarter, the Finance business unit will review its cash position, current assets and current liabilities to identify funds available for short-term or long-term investment.

6.02. The Finance business unit shall identify the funds available for short- and long-term investment by:
(a) reviewing historical cash levels;
(b) considering other appropriate factors.

Investing Short- and Long-Term Funds

6.03. All investments are to be made in the Canadian market.

6.04. For purposes of investing, short-term is considered to be 24 to 36 months, where there is a high degree of confidence that funds will be required for business operations in 24 to 36 months.

6.05. For purposes of investing, long-term is considered to be 3 to 7 years, where there is a high degree of confidence that funds will be required for business operations in 3 to 7 years.

6.06. TRCA shall maintain an investment account managed by a professional investment manager (the “Investment Manager”) at an investment dealer or bank for short-term and all long-term investments.

6.07. The account must be authorized by the Chair of the Board of Directors and Chief Executive Officer.

6.08. The CFOO or designate is authorized to transfer funds to or from the

investment account.

6.09. Investments shall be held by a Custodian and any of the Custodian's sub custodians or nominees in Canada.

6.10. The Custodian must be one of the following:
(a) A bank listed in Schedule I, II or III of the Bank Act (Canada);
(b) A trust company that is incorporated under the laws of Canada that has equity, as reporting in its most recent audited financial statements of not less than $10,000,000; or
(c) A company that is incorporated under the laws of Canada and that is an affiliate of a bank of trust company, if either of the following applies:
- The company that has equity, as reported in its most recent audited financial statements, of not less than $10,000,000;
- The bank or trust company has assumed responsibility for all the custodial obligations of the company for that portfolio.

6.11. Investments shall only be made in securities with moderate investment risk. Investments may be made in the securities listed in 6.21 – 6.29 below, provided that they carry low levels of credit risk, interest rate risk and liquidity risk.

6.12. TRCA accepts that investments with higher potential for appreciation and returns are usually more volatile. For instance, fixed income securities or investments are generally less volatile than investments in common stock.

6.13. Additionally, TRCA recognizes that components of its investment portfolio which have a longer-term horizon, that is, will not be used in the short term, can better withstand volatility or investment risk in pursuit of higher returns.

6.14. The term of the investment shall be selected based on:
(a) The date when the excess funds will be required to be disbursed; and
(b) The interest rates available for shorter periods versus longer periods

6.15. The company shall not enter into any investments of financial instruments, including derivatives, other than those set out in this policy without the prior express approval by the Board of Directors.

6.16. TRCA shall maintain the following overall asset classes and mixes:

The overall asset classes and asset mix for short-term investments are as follows:

Asset Class – Short Term	**Minimum %**	**Maximum %**	**Target Allocation %**
Cash and Cash Equivalents			
Cash, demand deposits, treasury bills, bankers acceptances	30	100	30
Fixed income*			
Federal, Provincial, Municipal bonds	0	70	20
Obligations of Banks and Trust Companies (including bonds, deposit notes, GICs, term deposits, or equivalent)	0	70	30
Commercial Paper and Corporate Bonds	0	50	20
Total			**100**

*Term to maturity for fixed income investments not to exceed 36 months.

The overall asset classes and asset mix for long-term investments are as follows:

Asset Class – Long-Term	**Minimum %**	**Maximum %**	**Target Allocation %**
Fixed income			
Federal, Provincial, Municipal bonds	30	100	55
Commercial Paper and Corporate Bonds	0	70	30
Equity			
Canadian equities (including preferred shares and real estate income trusts)	0	20`	15
Total			**100**

6.17. The following applies to the asset class mix and ranges above:
- (a) Asset class allocations and mix shall be determined by reference to the market value of investments;
- (b) Asset class allocations correspond to the market indices used in this policy below;
- (c) Asset class allocations may deviate from the maximum cash levels and the minimum fixed income and equity levels if the Investment Manager believes it prudent, for instance, during times of extreme market volatility. If so, the Investment Manager shall immediately notify the CFOO or designate without delay; and
- (d) The Investment Manger may deviate from the minimum and maximum above for brief periods for other reasons, for instance while re-balancing the portfolio or if capital market fluctuations are expected to automatically correct deviations within a short period. In these instances, the Investment Manager shall advise the CFOO or designate only if the deviations are expected to persist beyond a calendar quarter.

Restrictions, Exclusions and Other Constraints

6.18. Holdings within each asset class should be reasonably diversified.

6.19. The following activities are not permitted:
- (a) Margin investing—purchase of securities on a margin is not permitted; and
- (b) Short-selling—short-selling of securities is not permitted.

6.20. The CFOO or designate may provide the Investment Manager with a Board of Directors approved written list of sectors, subsectors or kinds of securities which should not be purchased or held in the investment portfolio (for example no holdings in companies with known unethical supply chain practices). The Investment Manager shall refrain from purchasing the same and divest of any existing holdings as soon as is practicable. The Investment Manager shall acknowledge receipt of this list.

Cash and Cash Equivalents

6.21. Cash and cash equivalents shall have an average credit rating of R-1 as per Dominion Bond Rating Service (DBRS), Standard & Poor's Rating Agency (S&P) and/or Moody's Investor Services (Moody's)

6.22. Cash and cash equivalents shall consist of:
- (a) Cash and demand deposits in high interest savings accounts;
- (b) Treasury bills issued by federal and provincial governments and their

agencies; and
(c) Obligations of bank and trust companies including bankers acceptances

Fixed income Securities

6.23. Fixed Income securities shall:
(a) Have a minimum credit rating of BBB or higher as per DBRS, S&P and/or Moody's at the time of purchase;
(b) Maintain an overall average credit of at least A with DBRS, S&P and/or Moody's; and
(c) Have a reasonable expectation of liquidity relatively close to fair value within 90 days notice.

6.24. Fixed income securities shall consist of:
(a) Bonds, debentures, notes or other debt instruments of federal, provincial and municipal governments and their agencies or government corporations, or corporations;
(b) Guaranteed investment contracts (GIC's) or equivalent of insurance companies, trust companies, banks or other eligible issuers, or funds which invest primarily in such instruments
(c) Term deposits or similar instruments of trust companies and banks; and
(d) Exchange traded index participation units.

6.25. Individual limits: No single security share shall exceed 10 percent of the market value of the fixed-income security asset class. Bonds issued or guaranteed by provincial or federal governments or one of their agencies are exempt from this requirement.

6.26. Investments in security issued or guaranteed by a school board or similar entity in Canada are not permitted, unless the money raised by issuing the security is for school purposes.

Equities

6.27. Individual equities or equities held within equity funds shall be:
(a) Of "investment grade", that is high-quality equities based on DBRS, S&P and/or Moody's; and
(b) listed on a major stock exchange and must be otherwise liquid.

6.28. Equities shall consist of Canadian:
(a) Publicly traded common or preferred equities;
(b) Convertible debentures;
(c) Pooled funds;

(d) Exchange traded index participation units; and
(e) Units in real estate trusts.

6.29. No individual equity holding should exceed 10 percent of the market value of the equities' asset class.

Performance Objectives

6.30. The performance of the investment portfolio shall be determined by comparing the time-weighted, annualized rate of return of the asset classes of the portfolio to the annualized return of a market index, as set out below. The portfolio should meet or exceed the market index over moving four-year periods.

6.31. The benchmarks are as follows:

Asset Class	**Benchmark / Market Index**
Cash and Cash Equivalents	FTSE TMX 30-day Treasury Bill Index
Fixed Income	Bloomberg Barclays Short Aggregate Enhanced Yield Index
Equities (Canadian)	S&P/TSX Composite Index

6.32. Performance return objectives includes realized gains or losses and changes in unrealized capital gains or losses plus income from all sources.

6.33. The following applies to the performance benchmarks above:
(a) Notwithstanding the four-year performance targets described in 6.32 above, the Investment Manager may underperform the composite return index over shorter time intervals;
(b) The Investment Manager shall recognize that significant or multiple short-term underperformances may make it more difficult to achieve the four-year performance targets; and
(c) Notwithstanding the four-year performance targets described in 6.32 above, the CFOO or designate shall evaluate short-term underperformances to ensure that the Investment Manager remains diligent and prudent in order to determine whether investing activities are compliant with this policy, and to assess whether corrective actions are required.

Reporting

6.34. The Investment Manager shall provide the CFOO or designate with written reports at least quarterly. The reports shall present:
(a) Summaries and detailed listings of assets broken down by investment classes;
(b) Details and summaries of transactions occurring within the portfolio (including deposits, withdrawals, capital gains/losses, interest, dividends, management fees); and
(c) Details and summaries of the performance and of the benchmark portfolio.

6.35. The Investment Manager shall provide an annual compliance statement to the CFOO or designate confirming that the portfolio is being managed in compliance with this policy. The CFOO or designate, at the request of the Board of Directors, may request—and the Investment Manager shall provide—additional compliance statements during the year.

6.36. At least twice per year, the Investment Manager shall meet with the Board of Directors or its delegate to provide information on:
(a) Compliance with this policy;
(b) Investment portfolio performance;
(c) Investment strategies used;
(d) Existing and forecasted market conditions;
(e) Planned investment strategies; and
(f) Any other information the Investment Manager considers necessary, or the board requests.

6.37. The CFOO or designate shall review the quarterly investment reports and sign and date it as evidence of the review.

6.38. The CFOO or designate shall include a copy of the semi-annual investment report in the semi-annual investment reporting package to the Board of Directors with a summary and commentary on the investment report.

6.39. At least once every two years, the CFOO or designate shall evaluate the overall performance of the Investment Manager in line with this policy.

6.40. TRCA shall not enter into any investments or purchase any financial instruments other than those set out in this policy without prior approval by the Board of Directors.

6.41. The policy shall be reviewed by the CFOO or designate at the earlier of every

two years or when circumstances arise requiring modifications. Changes will be brought as required to the Board of Directors for approval.

Transactions and controls

6.42. Segregation of duties must be preserved in the case of all transactions involving investments. Different individuals must be involved in initiating the transaction, confirming the transaction and recording processes.

6.43. Transactions will be entered into by the CFOO or designate, who will promptly send an email to the individuals identified in sections 6.42 below to explain the transaction.

6.44. The Controller will receive the confirmation from the financial institution, compare it to the email received from the individual identified in section 6.41 and follow up on any differences.

6.45. The Controller will post the required entries into the general ledger via journal entries.

Accounting and reporting

6.46. TRCA prepares its financial statements in accordance with Public Sector Accounting Standards (PSAS) and for purposes of investments is subject to Section PS 3040 – Portfolio Investments.

6.47. Under PSAS Section PS 3041 – Portfolio Investments, TRCA follows the accounting policy below:

(a) The statement of financial position separately presents portfolio investments as financial assets;
(b) Investments are recorded at cost;
(c) Any permanent loss in value is written down to record the loss. The write down shall be reported in the statement of operations and shall not be reversed if there is a subsequent increase in value;
(d) Income from investments, including interest and dividend income, is recorded when earned in the statement of operations;
(e) Any discount or premium arising on purchase is amortized over the period to maturity; and
(f) Gains or losses from the sale of portfolio investments shall be included in the statement of operations in the period of the sale.

Ethics and Conflicts of Interest

6.48. The Investment Manager (and any other fiduciary) shall not derive any personal gain because of their fiduciary responsibility of managing the investments. This excludes normal fees incurred from fulfilling responsibilities, as pre-approved by the Board of Directors.

6.49. The investment and oversight functions must be carried out in compliance with TRCA's Code of Conduct.

6.50. Investments in or with related parties are prohibited. Related parties include staff, members of the Board of Directors and any advisory boards or committees, which are entities that, directly or indirectly through one or more intermediaries, is controlled by, any of these individuals.

6.51. The Investment Manager shall manage the portfolio in compliance with the CFA Institute's Code of Ethics and the Standards of Professional Conduct of the CFA Institute.

7. DEFINITIONS

7.01. "**Cash equivalents**" means securities which are highly liquid—that is, they can be easily converted to cash because, among other reasons, they have maturity terms equal to or less than 12 months and are readily traded in investment markets. Cash equivalents include term deposits, money-market funds (that is, funds which invest in short-term securities).

7.02. "**Credit risk**" means the risk that a debtor will not repay an obligation when due.

7.03. **"Custodian"** means a financial institution that holds securities for safekeeping in order to minimize the risk of their theft or loss.

7.04. "**Dominion Bond Rating Service (DBRS)**" means an independent, globally recognized credit rating service founded in Canada.

7.05. "**Equities**" mean investments which represent ownership interests in a corporation and include common stocks, preferred shares, trust units, rights, warrants and other instruments which are convertible into common stock.

7.06. "**Excess funds**" mean funds which are not immediately required for expenditures but will be required in the short-term; that is, within the next 12 months.

7.07. "**Fixed income securities**" mean debt or other securities which provide investors with a fixed periodic return and provide for repayment at maturity. These include bonds and debentures.

7.08. "**Indexed fund**" means a mutual fund which is constructed to match a market index and is usually bought to provide diversification.

7.09. "**Interest rate risk**" means the risk that a fixed rate investment will change in value due to a change in interest rates.

7.10. "**Investment risk**" means a measure of the possibility of gain or loss. It consists of credit risk, foreign exchange risk, interest rate risk and liquidity risk.

7.11. "**Liquid**" means the measure of an investment's convertibility to cash.

7.12. **"Liquidity risk"** means the risk of being unable to buy or sell an investment quickly or at a price close to its market value.

7.13. "**Margin investing**" means an investment technique where the investor pays a portion of the purchase price of a security and borrows the remainder of the purchase price from the broker. The margin refers to the portion which the investor pays.

7.14. "**Market index**" means a composite of securities used to represent the market for the securities and to compare returns on investments.

7.15. **"Market value"** means the current price in the market of an investment.

7.16. **"Moderate risk"** in terms of financial risk is defined in line with the terms in 5.01 Risk Management policy, Section 3.24 Risk Assessment.

7.17. "**Moody's Investor Services"** mean the bond credit rating business of Moody Corporation.

7.18. "**Pooled funds**" mean funds like mutual funds in that investors pool their investment funds to reduce fund costs and access higher returns. Differences include the fact that the pooled funds are more exclusive—they may be more focused; have higher minimum investment requirements; and are usually offered to select clients.

7.19. "**Portfolio investments"** mean long term investments that include bonds, deposits and shares.

7.20. "**Short-selling**" means an investment technique involving the sale of "borrowed" security based on the belief that the value of the security in the investment market will fall, permitting the seller to buy additional securities to replace the borrowed security, and therefore make a gain on the sale of the borrowed security.

7.21. **"Standard & Poors (S&P)"** means an independent, globally recognized credit rating service founded in the United States.

<u>RES.#A242/19</u> - **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 (*Executive Committee RES.#B127/19*).

Moved by: Linda Jackson
Seconded by: Gordon Highet

THAT 0.364 hectares (0.9 acres), more or less, of vacant land, located west of The West Mall and south of Dundas Street East, said land being Part of Lot 12, Concession 4, Colonel Smith's Tract and designated as Part 1 on draft Registered Plan prepared by Stantec Geomatics Ltd., Project No. 157101870, municipally known as 170 The West Mall, in the City of Toronto, be purchased from Metro Ontario Real Estate Limited;

THAT the purchase price be $2.00;

THAT Toronto and Region Conservation Authority (TRCA) receive conveyance of the land free from encumbrance, subject to existing service easements;

THAT the firm Gowling WLG, be instructed to complete the transaction at the earliest possible date and all reasonable expenses incurred incidental to the closing for land transfer tax, legal costs, and disbursements are to be paid by TRCA;

AND FURTHER THAT authorized TRCA officials be directed to take the necessary action to finalize the transaction, including obtaining any necessary approvals and the signing and execution of documents.

CARRIED

<u>RES.#A243/19</u> - **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 (*Executive Committee RES.#B128/19*).

Moved by: Linda Jackson
Seconded by: Gordon Highet

THAT 6.18 hectares (15.28 acres), more or less, of vacant land, located on west side of Kennedy Road and south of Old School Road, said land being Part of Lot 22, Concession 1 EHS designated as Part 2 on draft Registered Plan prepared by Tarasick McMillan Kubicki Limited OLS, File No. 7396-RP1 and being the rear portion of a property municipally known as 12872 Kennedy Road in the Town of Caledon, Regional Municipality of Peel, be purchased from Peel District School Board;

THAT the purchase price be $2.00;

THAT Toronto and Region Conservation Authority (TRCA) receive conveyance of the

land free from encumbrance, subject to existing service easements;

THAT the firm Gowling WLG, be instructed to complete the transaction at the earliest possible date and all reasonable expenses incurred incidental to the closing for land transfer tax, legal costs, and disbursements are to be paid by TRCA;

AND FURTHER THAT authorized TRCA officials be directed to take the necessary action to finalize the transaction, including obtaining any necessary approvals and the signing and execution of documents.

CARRIED

RES.#A244/19 - 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) (*Executive Committee RES.#B129/19*).

Moved by: Linda Jackson
Seconded by: Gordon Highet

WHEREAS the Toronto and Region Conservation Authority (TRCA) is in receipt of a request from the Regional Municipality of Peel for the conveyance of TRCA-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 a daylight triangle, Humber River watershed;

AND WHEREAS it is in the best interest of TRCA in furthering its objectives as set out in Section 20 of the Conservation Authorities Act to cooperate with the Regional Municipality of Peel in this instance.

THEREFORE, LET IT BE RESOLVED THAT a parcel of TRCA-owned land containing 117.9 square metres (0.029 acres), more or less, of vacant land, required for a daylight triangle and the resolution of encroachments onto TRCA land, being Part of Lot 13, Concession 9, E.H.S., designated as Parts 5 and 6 on Registered Plan 43R-38948, in the City of Mississauga, Regional Municipality of Peel, be conveyed to the Regional Municipality of Peel;

THAT consideration be the nominal sum of $2 and all legal, survey and other costs to be paid by the Regional Municipality of Peel;

THAT the Regional Municipality of Peel is to fully indemnify TRCA from any and all claims from injuries, damages or costs of any nature resulting in any way, either directly or indirectly, from this conveyance;

THAT said conveyance be subject to the approval of the Minister of Natural Resources and Forestry in accordance with Section 21(2) of the Conservation Authorities Act, R.S.O. 1990, Chapter C.27, as amended;

AND FURTHER THAT authorized TRCA officials be directed to take the necessary action to finalize the transaction, including obtaining any necessary approvals and the signing and execution of documents.

CARRIED

RES.#A245/19 - **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 (CFN 23033) (*Executive Committee RES.#B130/19*).

Moved by: Linda Jackson
Seconded by: Gordon Highet

WHEREAS Toronto and Region Conservation Authority (TRCA) is the owner of Part of Lot 12, Concession VI and Lot 247, Registered Plan 1842, City of Toronto;

AND WHEREAS the subject lands have been previously turned over to the City of Toronto for management purposes, in accordance with the terms of an agreement dated June 14, 1961;

THEREFORE, LET IT BE RESOLVED THAT TRCA concur with the City of Toronto to renew the installation agreement with the Greater Toronto Airports Authority (GTAA) for a term of three years that commenced January 1, 2018, be approved;

AND FURTHER THAT the authorized TRCA officials be directed to take the necessary action to finalize the transaction including obtaining any necessary approvals and signing and execution of documents.

CARRIED

RES.#A246/19 - **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) (CFN 23033) (*Executive Committee RES.#B131/19*).

Moved by: Linda Jackson
Seconded by: Gordon Highet

THAT a settlement of compensation be completed with the Ministry of Transportation (MTO) with respect to an expropriation of fee simple interest in 1.5767 hectares (3.896 acres), more or less, of vacant land, being Part of Block 17, Registered Plan 65M-3966, City of Vaughan, Regional Municipality of York, designated as Part 1 on Registered Plan 65R-34775;

THAT the total compensation be $40,500 on account of all claims pursuant to the

Expropriations Act. In addition, MTO will pay all of TRCA's costs;

THAT TRCA provide MTO with a full and complete release of all claims pursuant to the Expropriations Act;

THAT Gardiner Roberts LLP, Barristers and Solicitors be instructed to complete the transaction at the earliest possible date. All reasonable expenses incidental to completing the transaction are to be paid by MTO;

AND FURTHER THAT authorized TRCA officials be directed to take whatever actions may be required to give effect thereto including the obtaining of necessary approvals and the signing and execution of any documents.

CARRIED

Section II – Items for Executive Action

RES.#A247/19 - SECTION II – ITEMS FOR BOARD OF DIRECTORS INFORMATION

Moved by: Ronald Chopowick
Seconded by: Cynthia Lai

THAT Section II item 9.2.1, contained in Executive Committee Minutes #10/19, held on January 10, 2019, be received.

CARRIED

Section II Item 9.2.1
ADOPTION OF PROVINCIAL VENDOR OF RECORD ARRANGEMENT OSS-00634452 VEHICLE ACQUISITIONS AND UPFITTING
(Executive Committee RES.#B132/19)

Section III – Items for the Information of the Board

RES.#A248/19 - SECTION III – ITEMS FOR THE INFORMATION OF THE BOARD

Moved by: Michael Palleschi
Seconded by: Jennifer Drake

THAT Section III item 9.3.1, contained in Executive Committee Minutes #10/19, held on January 10, 2019, be received.

CARRIED

Section III Item 9.3.1
PERFORMANCE-BASED CONTRACTS
(Executive Committee RES.#B133/19)

Section IV - Ontario Regulation 166/06, As Amended

RES.#A249/19 - ONTARIO REGULATION 166/06, AS AMENDED

Moved by: Michael Palleschi
Seconded by: Jennifer Drake

THAT item 9.4 - Section IV – Ontario Regulation 166/06, as amended, contained in Executive Committee Minutes #10/19, held on January 10, 2020, be received.

CARRIED

Member Motions

RES.#A250/19 - MOTION TO DEFER

Moved by: Shelley Carroll
Seconded by: Paula Fletcher

THAT item 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 be deferred to the February 7, 2020 meeting of the Executive Committee due to the absence of Councillor Ainslie.

CARRIED

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

Item 11.1

January 16, 2020

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.

2. 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
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ADJOURNMENT

ON MOTION by Jack Heath, the meeting adjourned at 11:47 a.m., on January 24, 2020.

Jennifer Innis Chair	John MacKenzie Secretary-Treasurer

/am