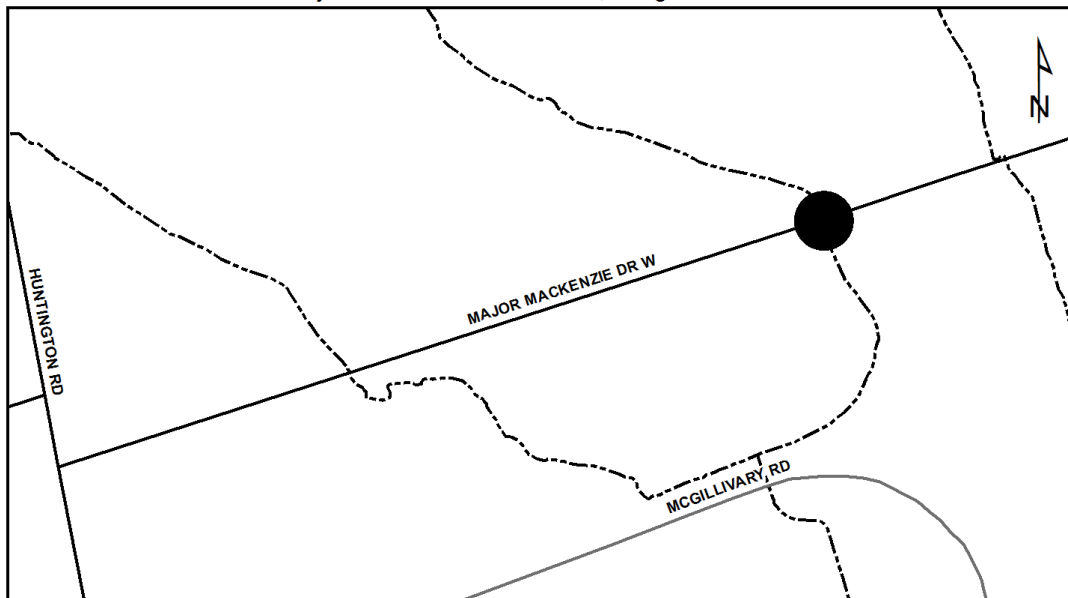


## CITY OF VAUGHAN

### 11.18 NASHVILLE DEVELOPMENTS INC.

To construct, reconstruct, erect or place a building or structure, site grade, temporarily or permanently place, dump or remove any material, originating on the site or elsewhere and alter a watercourse on Lot 20, Concession 9, (6191 Major Mackenzie Drive and the area to the immediate north, including the Major Mackenzie Drive right-of-way (ROW) and lands north of the ROW, east of Huntington Road and west of the CP Rail corridor), in the City of Vaughan, Humber River Watershed as located on the property owned by Nashville Developments Inc. The purpose is to allow development and the alteration of a watercourse within a Regulated Area of the Humber River Watershed to facilitate the construction of a stormwater management facility (Ultimate SWM Pond 1), the decommissioning of an interim stormwater management facility (Interim SWM Pond 1), the realignment and restoration of approximately 400 metres of Tributary 'A' and the installation of interim twin CSP culverts to convey Tributary 'A' under Major Mackenzie Drive, east of Huntington Road and west of the CP Rail corridor, in the City of Vaughan.

**MAP LOCATION:** 6191 Major Mackenzie Drive West, Vaughan



The permit will be issued for the period of June 8, 2018 to June 7, 2020 in accordance with the following documents and plans which form part of this permit:

- **Letter of Undertaking, prepared by TACC Developments, dated June 5, 2018, indicating the Owner agrees to provide any and all minor revisions to the plans to the satisfaction of TRCA prior to the release of the permit, received by TRCA on June 6, 2018.**

#### **Application-Specific Permit Conditions**

1. The Owner shall notify TRCA Enforcement staff 48 hours prior to diverting flows from the existing Tributary 'A' channel to the newly created Tributary 'A' channel.

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2. The Owner shall ensure contract supervision is completed by the project engineer, with oversight of all works within the watercourse completed by an ecologist in consultation with a fluvial geomorphologist, to ensure compliance with the design requirements and permit conditions, to the satisfaction of TRCA.
3. The Owner shall ensure erosion and sediment control inspection reports are submitted to TRCA by a qualified or certified (e.g., CISEC) professional to the satisfaction of TRCA: (1) weekly; (2) after every significant rainfall and significant snow melt event; (3) daily during periods of extended rain or snow melt; and, (4) monthly during inactive work periods, where the site is left alone for 30 days or longer.
4. The Owner shall strictly adhere to the approved aquatic and terrestrial monitoring program with monitoring reports being submitted to the satisfaction of TRCA at intervals specified in the approved monitoring program.
5. The Owner shall undertake, at the Owner's expense, the maintenance and mitigation works recommended in the inspection and monitoring reports referenced in Application-Specific Permit Conditions 3 and 4 to the satisfaction of TRCA.
6. The Owner shall arrange a final site inspection of the works with TRCA Enforcement staff prior to the expiration date on the permit to ensure compliance with the terms and conditions of the permit to the satisfaction of TRCA.
7. Within 60 days of the completion of the approved works, the Owner shall demonstrate to the satisfaction of TRCA that the works approved under this permit have been implemented pursuant to the approved permit, plans, documents and conditions. This will include, but is not limited to, the submission of as-built plans, revised flood plain modeling, flood plain mapping, site photos, inspection/monitoring reports and written certification by the consulting engineer, fluvial geomorphologist, ecologist and/or other professionals as deemed necessary by TRCA to the satisfaction of TRCA.

### **RATIONALE**

The application was reviewed by staff on the basis of the following information:

#### Proposal:

The purpose of this application is to allow development and the alteration of a watercourse within a Regulated Area of the Humber River Watershed to facilitate the construction of a stormwater management facility (Ultimate SWM Pond 1), the decommissioning of an interim stormwater management facility (Interim SWM Pond 1), the realignment and restoration of approximately 400 metres of Tributary 'A' and the installation of interim twin CSP culverts to convey Tributary 'A' under Major Mackenzie Drive, east of Huntington Road and west of the CP Rail corridor, in the City of Vaughan.

Ultimate SWM Pond 1 is proposed on the south side of Major Mackenzie Drive, east of the CP Rail line. This is the second of two potential locations initially identified for SWM Pond 1 through the Block Plan and Master Environmental Servicing Plan (MESP) process for Block 61 West, a planned residential community in the City of Vaughan. TRCA's Executive Committee previously approved a permit for Interim SWM Pond 1 north of Major Mackenzie Drive on July 3, 2015 (Permit No. C-150723). Since that time, Nashville Developments Inc. has acquired the lands on the south side of Major Mackenzie Drive. The Owner proposes to construct Ultimate SWM Pond 1 in this location and to decommission Interim SWM Pond 1 north of Major Mackenzie Drive. Both the interim and ultimate SWM facilities service a portion of Block 61 West.

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To facilitate the location of Ultimate SWM Pond 1 on the south side of Major Mackenzie Drive, the realignment of a watercourse (Tributary 'A') is required and a new channel proposed. The channel design is similar to that approved by TRCA's Executive Committee for the realignment and restoration of approximately 1,757 metres of Tributary 'A' on the north side of Major Mackenzie Drive through Block 61 West (Permit Nos. C-120575, C-140100, C-160736 and C-170907, approved on July 6, 2012, December 13, 2013, July 8, 2016 and July 14, 2017 respectively). The new Tributary 'A' corridor will have a minimum bottom width of 17 metres, 3:1 side slopes and 7.5-metre wide buffers. The channel will consist of linear wetland pockets connected by moderately sloped conveyance channels. The total corridor in this section will be approximately 400 metres long and 45 metres wide and will extend both north and south of Major Mackenzie Drive.

New interim twin 1200 mm diameter CSP culverts are also proposed to convey Tributary 'A' under Major Mackenzie Drive. This temporary crossing will be approximately 142 metres in length in order to accommodate a temporary by-pass road while Major Mackenzie Drive is being upgraded. The new Major Mackenzie Drive, including an overpass over the CP Rail corridor and the new ultimate box culvert to convey Tributary 'A' under the road, will be installed by the Regional Municipality of York through a separate permit to be approved by TRCA. Due to the future ultimate crossing improvements at Major Mackenzie Drive and the extended footprint required for the temporary by-pass road, a portion of the current channel design is also considered interim and will be finalized after the installation of the ultimate crossing.

Detailed phasing, staging, and erosion and sediment control plans have been provided. Extensive restoration planting plans have also been prepared for the new Tributary 'A' channel and ultimate SWM pond.

Public access to the new Tributary 'A' corridor from the future neighbouring residential lands will be facilitated through a planned trail system, which will require separate permit approval from TRCA.

### Conditional Approval:

TRCA staff recommends that this permit be approved with conditions. The thirteen Standard Permit Conditions previously endorsed by the Authority for inclusion on all permits will apply (Resolution #A28/16 at Meeting #2/16 held on April 1, 2016) along with the seven Application-Specific Permit Conditions listed above.

### Control of Flooding:

The interim culverts and channel north of Major Mackenzie Drive have been designed to convey the Regional Storm Flood Event. The channel south of Major Mackenzie Drive does not fully contain the Regional Storm Flood, but this is consistent with the current conditions in this area due to the existing grades on the lands to the west and south which are owned by CP Rail. CP Rail is not proposing any site alteration or culvert upgrades at this time.

### Pollution:

Sediment and erosion control measures will be installed and maintained throughout development to prevent sediment from entering the watercourse.

### Dynamic Beaches:

Not applicable.

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### Erosion:

There are no geotechnical/slope stability issues associated with the proposed development. In addition, the implementation of the aforementioned sediment and erosion control measures will minimize erosion on the site.

### Conservation of Land:

The proposed works will restore a previously degraded and historically altered stream corridor. The watercourse will be protected during the channel realignment and culvert installation activities.

In-water or near-water works will occur between July 1 and March 31 of any given year, unless otherwise specified in writing by the Ontario Ministry of Natural Resources and Forestry.

### *Plantings*

Extensive restoration planting plans have been prepared for the new Tributary 'A' corridor and SWM facility consisting of native, non-invasive species to the satisfaction of TRCA staff.

### Policy Guidelines:

This proposal complies with Section 8.4 General Regulation Policies, Section 8.5 Valley and Stream Corridors Policies, Section 8.8 Interference with a Watercourse Policies, and Section 8.9 Infrastructure Policies of The Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority.

**CFN: 53149 - Application #: 0185/15/VAUG**

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**Date: June 6, 2018**