

PERMIT APPLICATION 11.5 IS A MAJOR APPLICATION - ERRATA

Applications that involved a more complex suite of technical studies to demonstrate consistency with policies; applications that cover a significant geographic area (e.g. subdivisions, stormwater management ponds), extensive modifications to the landscape, major infrastructure projects, emergency works, resolution of violations/after the fact permits, trail construction.

CITY OF TORONTO (TORONTO AND EAST YORK COMMUNITY COUNCIL AREA)

11.5 CITY OF TORONTO

To construct, reconstruct, erect or place a building or structure, site grade and temporarily or permanently place, dump or remove any material, originating on the site or elsewhere on , (Keating Rail Yard - near Don Roadway and Lakeshore Boulevard East), in the City of Toronto (Toronto and East York Community Council Area), Don River Watershed as located on the property owned by City of Toronto. The purpose is to construct a 10.4 km long and approximately 6.3m diameter wide tunnel within the bedrock of the Don River watershed; starting from Shaft IHES 2 (b) south of the Lakeshore Boulevard East, to the Coxwell Shaft CX 1 (a) located at the Coxwell Ravine Park; the LDS - 3B shaft is a 20m diameter shaft that will be located within the Keating Yard rail corridor located just north of Lakeshore Boulevards and east of Don Roadway, adjacent to the First Gulf/Unilever Site; in the City of Toronto.

MAP LOCATION: Don and Waterfront CSO Shaft LDS 3- B



The permit will be issued for the period of July 6, 2018 to July 5, 2020.

The documents and plans which form part of this permit will be listed in a separate report

RATIONALE

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

Proposal:

The City of Toronto is embarking on a comprehensive program to construct a new wet weather flow system to greatly reduce combined sewer overflows (CSOs) currently flowing into the Don River which will eventually help improve the water quality of the Don River and Inner Harbor. The intent of the program is to provide an optimized solution that ultimately de-list the Don River and Inner Harbor as an Area of Concern under the Canada-United States Great Lakes Water Quality Agreement as well as improve the dry weather flow (DWF) sewer system's efficiency and security.

The City completed an Environmental Assessment (EA) in 2012 to identify solutions for improvements that were built upon the results of the City's 2003 Wet Weather Flow Master Plan (WWFMP). TRCA was involved in the EA review and provided technical comments on the preferred solutions which included the Lower Don Tunnel/Coxwell Tunnel; Taylor Massey Creek Tunnel, Inner Harbor Tunnel, several underground storage tanks; upgrades to North Toronto Treatment Plant, a new treatment facility south of the existing Ashbridges Bay Treatment Plant and a new pumping station at Ashbridges Grove Park. Due to funding allocations, the City is proposing to implement the preferred solution in five stages, and over a 25-year time frame; and this proposal is part of the first phase of project implementation. The first phase of project implementation include approximately 10.4 km long tunnel which will be approximately 6.3m diameter wide within the bedrock; starting from Shaft IHES 2 (b) south of the Lakeshore Boulevard East, to the Coxwell Shaft CX 1 (a) located at the Coxwell Ravine Park. A tail tunnel connection will be built from Shaft IHES 2 (b) to the new pumping station (IPS) at the Ashbridges Bay Treatment Plant and another connection from CX 1(a) to the existing Coxwell Sanitary Trunk Sewer shaft at the Coxwell Ravine Park.

The study area for the LDS 3- B is an abandoned railyard with piles of discarded railway ties, old train tracks and disturbance herbaceous vegetation within the main portion of the study area. The City's proposal involves the construction of a 20 m diameter shaft that will be located within the Keating Rail yard corridor just south of the First Gulf/Unilever property and north of the Martin Goodman Trail system. This shaft will be connected to the 6.3 m wide wet weather flow tunnel which will be approximately 51m below existing grades, to be constructed using a Tunnel Boring Machine (TBM). The entire staging area will be secured by a site hoarding fence and double swing gates at the access point. The construction site will consist of a dewatering equipment area (25m x 10m), ventilation equipment area (15m x 3m), stock pile area (60m x 15m), an 8m wide construction access road and a crane area (15m x 15m). The main construction access will be from the west section of the property from Don Roadway. Coordination is currently occurring between the City and Waterfront Toronto regarding the proposed Port Lands Flood Protection and Enabling Infrastructure team regarding the flood protection construction project planned for this area east of the Don Roadway within the First Gulf/Unilever property.

The project team will keep the recreational trail system open during the construction phase. Construction is proposed to commence in the fall of 2018 and will continue over the next five years (till 2023). Once construction is completed, the City will demobilize the site and remove all construction equipment, access road, etc. The shaft will have a concrete slab roof that will be approximately 2m above the ground surface at this location to accommodate the maximum design water level in the tunnel. The shaft will be connected to a 25m long precast retaining wall feature on the north side. The section of the shaft that will be above the ground surface will be

Item 11.5

designed to deal with current regional flooding elevations and velocity's at this location. Once the TRCA flood protection landform is constructed on the First Gulf/Unilever site, the LDS shaft will no longer be within the flood plain of the Don River as it will be located east of the flood protection landform (i.e. on the "dry side" of the FPL).

Control of Flooding:

The proposed works are not anticipated to impact flooding, flood storage or conveyance of flood waters. As a precautionary measure and upon TRCA request, the City construction contractor will prepare and implement a flood contingency plan during the construction period to ensure the protection of life and property as well as to allow for flood water conveyance. Once construction is complete, all construction equipment and staging materials will be removed from the site, then the construction site grades will be restored to its original condition or better.

Pollution:

Erosion and sediment control measures including sedimentation ditches, silt fences, catch basin protection will be installed prior to construction and maintained for the entire duration of construction. Mud mats and silt socks will be incorporated into the site preparation to contain construction sediments. These measures will be implemented to prevent the release of construction generated sediments into the Don River. Erosion and sediment control measures have been provided in accordance with the Greater Golden Horseshoe Area Conservation Authorities Erosion and Sediment Control Guidelines for Urban Construction (2006).

Dynamic Beaches:

Not applicable.

Erosion:

There are no impacts identified to slope stability or erosion as a result of these works.

Conservation of Land:

The warm water construction timing window of July 1 to March 31 will apply to this proposal.

Plantings

The City of Toronto Tree Protection policies will be adhered to during the construction period and tree protection measures will be installed to protect trees and vegetation that will remain in place during the construction period. Tree removals will occur outside of the breeding bird period (April 1st to August 15th) to reduce impacts to wildlife. As a result of future development proposed at this location, the City contractor will reseed and restore the site once construction is complete. The replacement trees for removal of approximately 15 trees will be planted at locations specified by the City and TRCA

Policy Guidelines:

This proposal complies with 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: 54144 - Application #: 0608/15/TOR

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