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PERMIT APPLICATIONS 10.2 - 10.3 - MAJOR APPLICATION - ERRATA

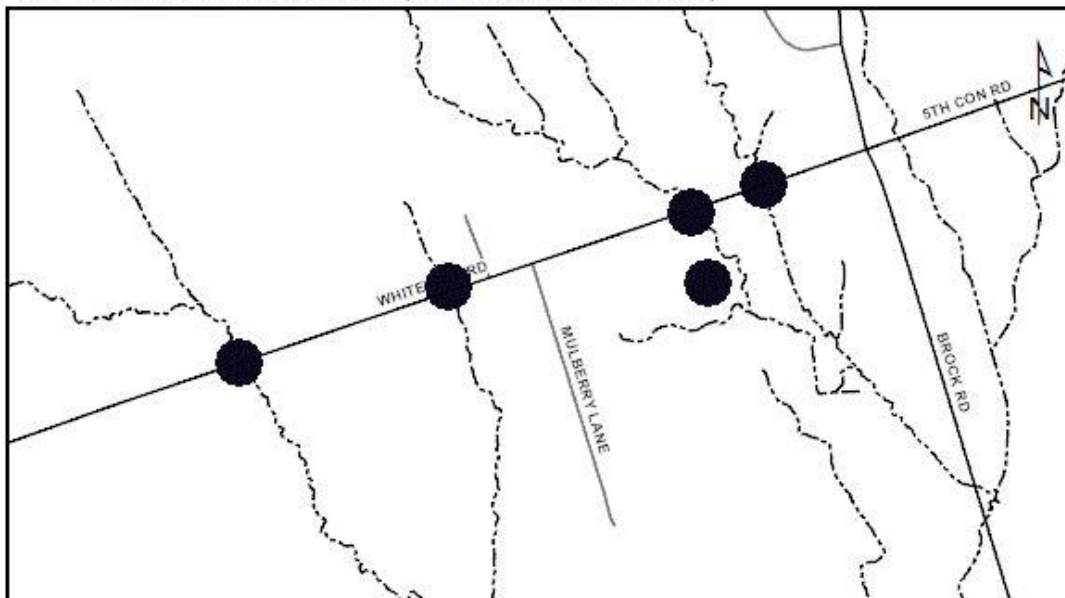
Applications that involved a more complex suite of technical studies to demonstrate consistency with policies; applications that cover a significant geographic area (e.g. subdivisions, stormwater management ponds), extensive modifications to the landscape, major infrastructure projects, emergency works,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

CITY OF PICKERING

10.2 NORTH PICKERING COMMUNITY MANAGEMENT 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, interfere with a wetland and alter a watercourse on Alexander Knox Road (formerly Whitevale Road) from approximately 1,785 m west of Brock Road (generally Peter Matthews Drive) to approximately 160 m east of Brock Road, in the City of Pickering, Duffins Creek Watershed, as located on the property owned by the Regional Municipality of Durham, City of Pickering, Infrastructure Ontario, Mattamy (Seaton) Limited and Seaton TFPM Inc. The purpose is to widen and reconstruct Alexander Knox Road (formerly Whitevale Road) from approximately 1,785 m west of Brock Road (generally Peter Matthews Drive) to approximately 160 m east of Brock Road, including the replacement of four (4) watercourse crossings. Work will also include the construction of a watermain and stormwater management infrastructure including Stormwater Management Facility (SWMF) 29. These works are part of the servicing for the new Seaton community in the City of Pickering and were previously reviewed through the Central Pickering Development Plan Class Environmental Assessment (EA) for Regional Services (June 2014).

MAP LOCATION: Alexander Knox Road (Peter Matthews Drive to Brock Road)



The permit will be issued for the period of June 11, 2021 to June 10, 2023.

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

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

Proposal:

This proposal involves the widening and reconstruction of approximately 1.8 km of Alexander Knox Road from approximately 1,785 m west of Brock Road (generally Peter Matthews Drive) to approximately 160 m east of Brock Road. Alexander Knox Road is currently a 2-lane rural road that will be reconstructed into a 5-lane urban road with on road bike lanes, curb and gutter, sidewalks along the north and south sides and a raised centre median. Widening of the road will occur about the centerline and will result in a right-of-way width of 36 m. Work will also extend just east of Brock Road to allow the road to taper back into the existing 5th Concession Road configuration. In addition, a 600 mm diameter watermain will also be constructed along the length of the road.

Existing culverts will be replaced to accommodate the road widening, meet watercourse conveyance requirements and wildlife passage needs. Four (4) watercourse crossings will be impacted through this work as follows:

- The most western crossing (i-33) is currently a 2 m diameter CSP culvert which will be replaced with a 16.338 m wide by 4.267 m high by 38.93 m long concrete arch culvert. A permanent maintenance road will be constructed on the southeast side of the crossing which will be sodded. Bioswales will be constructed on both the southeast and southwest sides of the crossing which will provide further treatment of stormwater, prior to release to a tributary of the Ganatsekiagon Creek.
- Moving easterly, the next crossing (i-86) is currently a 1.25 m diameter CSP culvert which will be replaced with a 16.338 m wide by 4.267 m high by 38.93 m long concrete arch culvert. A permanent maintenance road will be constructed on the southeast side of the crossing which will be sodded. Bioswales will be constructed on both the southeast and southwest sides of the crossing which will provide further treatment of stormwater, prior to release to a tributary of Ganatsekiagon Creek.
- The i-87 crossing which is currently a 3.9 m diameter CSP culvert will be replaced with a 20.09 m wide by 5.791 m high by 37.1 m long concrete arch culvert. A permanent maintenance road will be constructed on the southwest side of this crossing which will be sodded. A bioswale will be constructed on the southwest side of the crossing which will provide further treatment of stormwater, prior to release to a tributary of Urfe Creek.
- Finally the most eastern crossing (i-88) is currently a 2.5 m diameter CSP culvert which will be replaced with a 16.46 m wide by 5.182 m high by 37.1 m long concrete arch culvert. A permanent maintenance road will be constructed on the southeast side of this crossing which will be sodded. Bioswales will be constructed on both the southeast and southwest sides of the crossing which will provide further treatment of stormwater, prior to release to a tributary of Urfe Creek.

Channel realignments will be required both upstream and downstream of these crossings to ensure appropriate tie-in with the existing channel. The design also maximizes the cross-sectional areas of the structures to the extent possible to allow for wildlife passage. Wildlife ledges have been incorporated into the culvert designs to allow for small to large mammal crossings. Grading was reduced in some areas to 2:1 slopes and retaining walls were also used to minimize encroachment into sensitive natural features such as wetland and woodland communities, where possible.

Stormwater will be directed to Stormwater Management Facilities (SWMF) located within proposed subdivisions where possible. Construction of those SWMF's are being undertaken

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through separate reviews and approvals, with the exception of SWMF 29 (pond 29). Pond 29 and associated stormwater infrastructure will be constructed as part of this permit application which will be located on the south side of Alexander Knox Road, east of Mulberry Lane within a future park space. Pond 29 will be constructed as a dry pond where runoff from frequent rainfall events will be treated by an oil-grit separator prior to entering an infiltration gallery below the pond (perforated pipe network) and/or detained prior to discharge to the adjacent Urfe Creek. Thermal mitigation will be achieved primarily through infiltration and detention at this site. It should be noted that most of the work related to SWMF 29 will be located outside of the TRCA regulated area, with the exception of a small section of the pond outfall. Where stormwater cannot be directed to a SWMF, water will be managed using oil-grit separators, outlet bioswales and stormtanks before discharge to a watercourse. Minor end of pipe storm outfall work is also anticipated just east of Brock Road on the north side.

These works are part of the servicing for the new Seaton community in the City of Pickering and were previously reviewed through the Central Pickering Development Plan Class Environmental Assessment (EA) for Regional Services (June 2014).

Control of Flooding:

The proposed project is not anticipated to impact flooding, conveyance or storage of floodwaters.

Pollution:

Standard erosion and sediment control measures, including erosion control blankets, fibre logs and double row silt fencing will be implemented prior to construction and maintained for the duration of construction, and until the site is stabilized and restored. Erosion and sediment control measures have been provided in accordance with the Toronto and Region Conservation Authority Erosion and Sediment Control Guide for Urban Construction (2019).

Dynamic Beaches:

Not applicable.

Erosion:

No geotechnical/slope stability issues have been identified.

Conservation of Land:

To protect local fish populations during their spawning, nursery and migratory periods, the contractor/proponent should ensure that in- water/near-water activities occur within the applicable timing window. The proponent/contractor should confirm timing window application and dates directly with appropriate Provincial and Federal agencies.

Plantings

Coniferous and deciduous trees will be planted along disturbed areas and mass shrub plantings will take place along the proposed bioswales, watercourses and along slopes. Edge management plantings will take place along the toe of slope at the new forest edge where culvert and grading work associated with the road is expected. Areas will be stabilized with native, non-invasive valleyland and upland seed mixes to stabilize slopes and swales. In addition SWMF 29 will be stabilized and planted.

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Policy Guidelines:

This proposal complies with Section 8.7 Development and Interference with Wetlands, Section 8.8 Interference with a Watercourse, 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: 62705 - Application #: 0008/20/PICK

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