

Section IV – Ontario Regulation 166/06, As Amended

TO: Chair and Members of the Executive Committee
Meeting Date March 11, 2022

FROM: Sameer Dhalla, Director, Development and Engineering Services

RE: **APPLICATIONS FOR PERMITS PURSUANT TO ONTARIO REGULATION 166/06, AS AMENDED**
Development, Interference with Wetlands and Alterations to Shorelines and Watercourses

KEY ISSUE

Pursuant to Ontario Regulation 166/06, as amended, written permission from the Authority is required for:

- a) straightening, changing, diverting or interfering in any way with the existing channel of a river, creek, stream or watercourse, or for changing or interfering in any way with a wetland;
- b) development, if in the opinion of the Authority, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected by the development.

A permit may be refused through a Hearing Process, if in the opinion of the Authority, the control of flooding, erosion, dynamic beaches, pollution or the conservation of land is affected.

RECOMMENDATION

THAT permits be granted in accordance with Ontario Regulation 166/06, as amended, for the applications which are listed below:

MAJOR PERMIT APPLICATIONS 10.1 - 10.2 – REGULAR – FOR APPROVAL

Applications that involved a more complex suite of technical studies to demonstrate consistency with policies; applications that cover a significant geographic area, extensive modifications to the landscape, major infrastructure projects, applications requiring site specific conditions and permissions that extend beyond two years.

CITY OF PICKERING

10.1 NORTH PICKERING COMMUNITY MANAGEMENT INCORPORATED

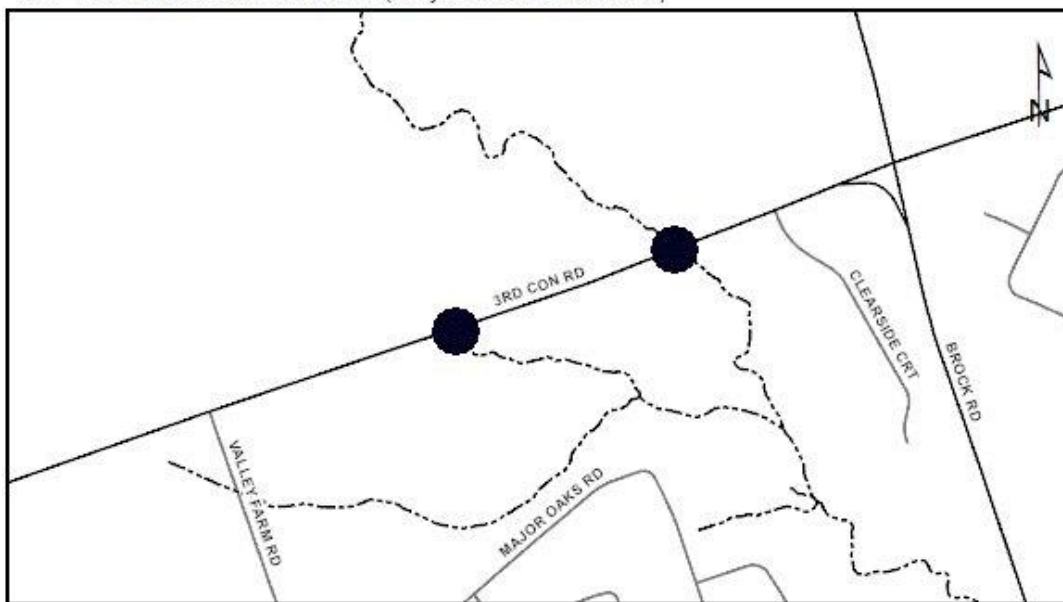
To construct, reconstruct, erect or place a building or structure, site grade, temporarily or permanently place, dump or remove any material, originating on the site or elsewhere, interfere with a wetland and alter a watercourse on Peter Matthews Drive (formerly Concession Road 3) from Brock Road to east of Valley Farm Road in the City of Pickering, Duffins Creek Watershed, as located on the property owned by the Regional Municipality of Durham, Her Majesty the Queen in Right of Ontario as Represented by The Minister of Infrastructure, Her Majesty the Queen in Right of Ontario as

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Represented by The Minister of Government and Consumer Services and Ontario Hydro.

The purpose is to reconstruct, widen and extend Peter Matthews Drive (formerly Concession Road 3) from Brock Road to west of the CPR tracks (approximately 2.6 km). These works have been divided into two separate permits (CFN 54884 and CFN 66182). This application (CFN 54884) covers work from approximately Brock Road to Valley Farm Road and will include a widening of the existing road from a 2-lane rural road to a 4-lane urban road, including construction of a multi-use path on the south side of the road and associated bridge and culvert construction. 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: Concession Road 3 (Valley Farm Road to Brock Road)



The permit will be issued for the period of March 11, 2022 to March 10, 2024 in accordance with the following documents and plans which form part of this permit:

- **Commitment Letter to TRCA; prepared by North Pickering Community Management Inc.; dated February 10, 2022; received by TRCA on February 11, 2022;**
- **Sheet 1 of 220; Works Department, Peter Matthews Drive, City of Pickering; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;**
- **Drawing Number LEG; Sheet Number 4 of 213; Legend and Abbreviations; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;**
- **Drawing Number GN; Sheet Number 5 of 220; General Notes; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;**
- **Drawing Number ALN-1; Sheet Number 6 of 220; Peter Matthews Drive, Ties to CL of Construction & Control Points; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;**

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- Drawing Number ALN-2; Sheet Number 7 of 220; Peter Matthews Drive, Ties to CL of Construction & Control Points; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number ALN-3; Sheet Number 8 of 220; Peter Matthews Drive, Ties to CL of Construction & Control Points; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number RM-01; Sheet Number 12 of 220; Peter Matthews Drive, Removals, STA 9+974.86 to STA 10+080; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number RM-02; Sheet Number 13 of 220; Peter Matthews Drive, Removals, STA 10+080 to STA 10+220; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number RM-03; Sheet Number 14 of 220; Peter Matthews Drive, Removals, STA 10+220 to STA 10+360; prepared by Morrison Hershfield; dated July 23, 2021; received by TRCA on September 20, 2021;
- Drawing Number RM-04; Sheet Number 15 of 220; Peter Matthews Drive, Removals, STA 10+360 to STA 10+500; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number RM-05; Sheet Number 16 of 220; Peter Matthews Drive, Removals, STA 10+500 to STA 10+780; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number RM-17; Sheet Number 28 of 220; Peter Matthews Drive, Removals, STA 9+974.86 to STA 10+220; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number RM-18; Sheet Number 29 of 220; Peter Matthews Drive, Removals, STA 9+974.86 to STA 10+220; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number TB-01; Sheet Number 30 of 220; Peter Matthews Drive, Retaining Wall Tie Backs Plan, STA 9+860 to STA 10+420; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number RDST-01; Sheet Number 32 of 220; Peter Matthews Drive, Plan and Profile, STA 9+860 to STA 10+140; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number RDST-02; Sheet Number 33 of 220; Peter Matthews Drive, Plan and Profile, STA 10+140 to STA 10+420; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number RDST-03; Sheet Number 34 of 220; Peter Matthews Drive, Plan and Profile, STA 10+420 to STA 10+700; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number RDST-12; Sheet Number 43 of 220; Peter Matthews Drive, Plan and Profile, STA 9+860 to STA 10+140; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number RDST-13; Sheet Number 44 of 220; Peter Matthews Drive, Plan and Profile, STA 10+140 to STA 10+420; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number RDST-15; Sheet Number 46 of 220; Peter Matthews Drive, Clearside Court & Access Rd Plan and Profile, STA 0+970 to STA 1+050 & 0+000 to 0+140; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;

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- Drawing Number TX-01; Sheet Number 47 of 220; Peter Matthews Drive, Typical Cross Sections; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number TX-02; Sheet Number 48 of 220; Peter Matthews Drive, Typical Cross Sections; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number TX-03; Sheet Number 49 of 220; Peter Matthews Drive, Typical Cross Sections; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number TX-04; Sheet Number 50 of 220; Peter Matthews Drive, Typical Cross Sections; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number ESC-01; Sheet Number 54 of 220; Peter Matthews Drive, Erosion and Sediment Control General Notes; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number ESC-02; Sheet Number 55 of 220; Peter Matthews Drive, Erosion and Sediment Control Plan, STA 9+974.86 to STA 10+420; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number ESC-03; Sheet Number 56 of 220; Peter Matthews Drive, Erosion and Sediment Control Plan, STA 10+420 to STA 10+980; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number ESC-08; Sheet Number 61 of 220; Peter Matthews Drive, i-23 Erosion and Sediment Control Phase Plan-1; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number ESC-09; Sheet Number 62 of 220; Peter Matthews Drive, i-23 Erosion and Sediment Control Phase Plan-2; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number ESC-10; Sheet Number 63 of 220; Peter Matthews Drive, i-23 Erosion and Sediment Control Phase Plan-3; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number ESC-11; Sheet Number 64 of 220; Peter Matthews Drive, i-23 Erosion and Sediment Control Phase Plan-4; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number ESC-12; Sheet Number 65 of 220; Peter Matthews Drive, i-23 Erosion and Sediment Control Phase Plan-5; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number ESC-13; Sheet Number 66 of 220; Peter Matthews Drive, i-23 Erosion and Sediment Control Phase Plan-6; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number ESC-14; Sheet Number 67 of 220; Peter Matthews Drive, Details for Erosion and Sediment Control-1; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number ESC-15; Sheet Number 68 of 220; Peter Matthews Drive, Details for Erosion and Sediment Control-2; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number DE-01; Sheet Number 91 of 220; Peter Matthews Drive, Details; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;

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- Drawing Number DE-02; Sheet Number 92 of 220; Peter Matthews Drive, Details; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number DE-03; Sheet Number 93 of 220; Peter Matthews Drive, Details; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number DE-04; Sheet Number 94 of 220; Peter Matthews Drive, Details; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number DE-05; Sheet Number 95 of 220; Peter Matthews Drive, Details; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-RW-01; Sheet Number 96; Peter Matthews Drive – Retaining Walls, General Arrangement; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-RW-02; Sheet Number 97; Peter Matthews Drive – Retaining Walls, Retaining Wall/RSS Slope 1/6; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-RW-03; Sheet Number 98; Peter Matthews Drive – Retaining Walls, Retaining Wall/RSS Slope 2/6; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-RW-04; Sheet Number 99; Peter Matthews Drive – Retaining Walls, Retaining Wall/RSS Slope 3/6; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-RW-05; Sheet Number 100; Peter Matthews Drive – Retaining Walls, Retaining Wall/RSS Slope 4/6; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-RW-06; Sheet Number 101; Peter Matthews Drive – Retaining Walls, Retaining Wall/RSS Slope 5/6; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-RW-07; Sheet Number 102; Peter Matthews Drive – Retaining Walls, Retaining Wall/RSS Slope 6/6; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-RW-08; Sheet Number 103; Peter Matthews Drive – Retaining Walls, Parapet Wall with Railing on RSS Wall, TL-4 (GFRP Rebar); prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-RW-09; Sheet Number 104; Peter Matthews Drive – Retaining Walls, Railing on Parapet/Barrier Wall for Combination/Bicycle Rail, TL-4; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-RW-10; Sheet Number 105; Peter Matthews Drive – Retaining Walls, Standard Details – 1; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-RW-11; Sheet Number 106; Peter Matthews Drive – Retaining Walls, RSS Wall Coping Details; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-01; Sheet Number 107; Peter Matthews Drive – Creek Bridge, General Arrangement; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;

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- Drawing Number STR-i23-03; Sheet Number 111; Peter Matthews Drive – Creek Bridge, Construction Staging – 1; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-04; Sheet Number 112; Peter Matthews Drive – Creek Bridge, Construction Staging – 2; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-05; Sheet Number 113; Peter Matthews Drive – Creek Bridge, Construction Staging – 3; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-06; Sheet Number 114; Peter Matthews Drive – Creek Bridge, Construction Staging – 4; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-07; Sheet Number 115; Peter Matthews Drive – Creek Bridge, Construction Staging – 5; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-08; Sheet Number 116; Peter Matthews Drive – Creek Bridge, Construction Staging – 6; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-09; Sheet Number 117; Peter Matthews Drive – Creek Bridge, Foundation Layout and Details; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-10; Sheet Number 118; Peter Matthews Drive – Creek Bridge, Foundation Reinforcement; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-11; Sheet Number 119; Peter Matthews Drive – Creek Bridge, Abutment and Wingwall Details – 1; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-12; Sheet Number 120; Peter Matthews Drive – Creek Bridge, Abutment and Wingwall Details – 2; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-13; Sheet Number 121; Peter Matthews Drive – Creek Bridge, Abutment and Wingwall Details – 3; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-14; Sheet Number 122; Peter Matthews Drive – Creek Bridge, Abutment and Wingwall Details – 4; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-15; Sheet Number 123; Peter Matthews Drive – Creek Bridge, Abutment and Wingwall Details – 5; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-16; Sheet Number 124; Peter Matthews Drive – Creek Bridge, Abutment and Wingwall Details – 6; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-17; Sheet Number 125; Peter Matthews Drive – Creek Bridge, Abutment and Wingwall Details – 7; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-18; Sheet Number 126; Peter Matthews Drive – Creek Bridge, Abutment and Wingwall Details – 8; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;

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- Drawing Number STR-i23-19; Sheet Number 127; Peter Matthews Drive – Creek Bridge, Prestressed Girders and Bearings – 1; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-20; Sheet Number 128; Peter Matthews Drive – Creek Bridge, Prestressed Girders and Bearings – 2; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-21; Sheet Number 129; Peter Matthews Drive – Creek Bridge, Deck – 1; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-22; Sheet Number 130; Peter Matthews Drive – Creek Bridge, Deck – 2; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-23; Sheet Number 131; Peter Matthews Drive – Creek Bridge, Deck – 3; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-24; Sheet Number 132; Peter Matthews Drive – Creek Bridge, Deck – 4; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-25; Sheet Number 133; Peter Matthews Drive – Creek Bridge, South Parapet Wall for Combination Traffic/Bicycle Rail, TL-4 (GFRP Rebar); prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-26; Sheet Number 134; Peter Matthews Drive – Creek Bridge, Railing on Parapet/Barrier Wall for Combination/Bicycle Rail, TL-4; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-27; Sheet Number 135; Peter Matthews Drive – Creek Bridge, North Barrier Wall with Railing, TL-4 (GFRP Grade III Rebar); prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-28; Sheet Number 136; Peter Matthews Drive – Creek Bridge, 6000mm Approach Slab; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-29; Sheet Number 137; Peter Matthews Drive – Creek Bridge, Expansion Joint and Sleeper Slab – 1; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-30; Sheet Number 138; Peter Matthews Drive – Creek Bridge, Expansion Joint and Sleeper Slab – 2; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-31; Sheet Number 139; Peter Matthews Drive – Creek Bridge, Expansion Joint and Sleeper Slab – 3; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-i23-32; Sheet Number 140; Peter Matthews Drive – Creek Bridge, Standard Details; prepared by Morrison; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-02; Sheet Number 181; Peter Matthews Drive, STA 10+040 to STA 10+160; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-03; Sheet Number 182; Peter Matthews Drive, STA 10+040 to STA 10+160; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;

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- Drawing Number LP-04; Sheet Number 183; Peter Matthews Drive, STA 10+160 to STA 10+280; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-05; Sheet Number 184; Peter Matthews Drive, STA 10+160 to STA 10+280; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-06; Sheet Number 185; Peter Matthews Drive, STA 10+280 to STA 10+400; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-07; Sheet Number 186; Peter Matthews Drive, STA 10+400 to STA 10+520; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-08; Sheet Number 187; Peter Matthews Drive, STA 10+520 to STA 10+640; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-35; Sheet Number 214; Peter Matthews Drive, Landscape Restoration Notes and Details; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-36; Sheet Number 215; Peter Matthews Drive, Landscape Restoration Notes and Details; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-38; Sheet Number 216; Peter Matthews Drive, Landscape Restoration Notes and Details; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number DWY-1; Sheet Number 217 of 220; Peter Matthews Drive, Driveway Cross Sections; prepared by the Regional Municipality of Durham; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number DWY-2; Sheet Number 218 of 220; Peter Matthews Drive, Driveway Cross Sections; prepared by the Regional Municipality of Durham; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number DWY-3; Sheet Number 219 of 220; Peter Matthews Drive, Driveway Cross Sections; prepared by the Regional Municipality of Durham; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number DWY-4; Sheet Number 220 of 220; Peter Matthews Drive, Driveway Cross Sections, DWY STA. 10+410, 10+957, 11+205, 11+246, 11+294, 11+403; prepared by the Regional Municipality of Durham; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number G-1; Sheet Number 211; Peter Matthews Dr., Ganatsekiagon Creek – Plan and Profile; prepared by Beacon Environmental; dated December 18, 2020; received by TRCA on September 20, 2021;
- Drawing Number G-2; Sheet Number 212; Peter Matthews Dr., Ganatsekiagon Creek – Cross-Sections; prepared by Beacon Environmental; dated December 18, 2020; received by TRCA on September 20, 2021;
- Drawing Number D-1; Sheet Number 213; Peter Matthews Dr., Ganatsekiagon Creek – Details; prepared by Beacon Environmental; dated December 18, 2020; received by TRCA on September 20, 2021;
- Drawing Number LP-37; Sheet Number 216; Peter Matthews Drive, Landscape Restoration Notes and Details; prepared by Morrison Hershfield; dated December 1, 2021; received by TRCA on January 4, 2022.

RATIONALE

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

Proposal:

This proposal involves the widening of Peter Matthews Drive (formerly Concession Road 3) from approximately Brock Road to Valley Farm Road. The road will be constructed with a 36 m right-of-way and will consist of a 4-lane road with an urban cross section and a 3 m multi-use path on the south side of the road. The existing 3.8 m by 2.75 m elliptical CSP culvert at the Ganatsekiagon Creek (i-23 crossing), located just west of Brock Road, will be replaced with a new 47 m single span bridge structure. Since a bridge will be replacing the existing culvert, channel rehabilitation work will be required. In-water work will include naturalizing the section of channel which is currently enclosed by the existing culvert. Riffle-pool sequences will be constructed to enhance habitat diversity. Bio-engineered bank treatments will incorporate woody debris (root wads) to enhance habitat diversity and riparian habitat will be created through enhanced vegetative cover using shrubs and wetland/riparian seed mix.

Access roads into the valley to facilitate construction of the bridge will be created on the south side of the road. The access road on the east side of the creek will be constructed off Clearside Court and an access road on the west side of the creek will be constructed off of Peter Matthews Drive. These roads will be used for construction access and left permanently in place and over-seeded for future maintenance access purposes.

In addition, a partially buried culvert currently located east of Valley Farm Road which conveys a drainage area north of the road to a small tributary of the Ganatsekiagon Creek will be replaced with a 600 mm diameter culvert.

A new storm sewer system will service the future road which will include provisions for oil grit separators, sized for enhanced water quality control, as well as underground storage tanks sized for quantity and erosion control. At the Ganatsekiagon Creek, two separate concrete outfalls will be constructed on either side of the creek within the valley on the south side of the road. Outlet pools and transition channels will direct water from the outfalls to the creek. A new storm outfall will also be constructed east of Valley Farm Road at the small tributary of the Ganatsekiagon Creek which will ultimately direct flows to the main branch of the Ganatsekiagon Creek.

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 silt fencing, catchbasin covers, erosion control blankets and silt soxx will be implemented prior to construction and maintained for the duration of construction, and until the site is stabilized. These measures are being implemented to prevent the release of construction generated sediment into the watercourse. Erosion and sediment control measures have been provided in accordance with the TRCA Erosion and Sediment Control Guide for Urban Construction (2019).

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Dynamic Beaches:

Not applicable.

Erosion:

No geotechnical/slope stability issues have been identified.

Conservation of Land:

Where impacts to local fish populations may occur during their spawning, nursery and migratory periods, construction timing windows should apply to in-water/near-water activities. The proponent/contractor should confirm applicability and dates with appropriate provincial and federal agencies.

Plantings

Overall losses to the entire project area (including those associated with CFN 66182) include 2.34 ha of woodland, 0.30 ha of marsh, 0.07 ha of forested wetland, 0.28 ha of thicket and 1.90 ha of meadow. Due to the remaining available area as a result of the proposed work associated with the road widening and extension, only 1.53 ha of woodland will be replaced on-site within disturbed areas including valleylands, along creek banks and along newly created slopes. For the area covered under this permit (CFN 54884), it is expected that 4,175 trees, 8,302 shrubs and 3,700 plugs will be planted. Disturbed areas associated with this segment of work will also be stabilized with a native, non-invasive seed mix (roadside, creek bank and slope mixtures). The remaining losses will be compensated for through cash-in-lieu and used by TRCA's Restoration and Resource Management group to restore areas identified within the Seaton natural heritage system.

Policy Guidelines:

This proposal complies with Section 8.7 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: 54884 - Application #: 0010/16/PICK

Report Prepared by: Sharon Lingertat, extension 5717, email sharon.lingertat@trca.ca

For information contact: Sharon Lingertat, extension 5717, email sharon.lingertat@trca.ca

Date: February 24, 2022