

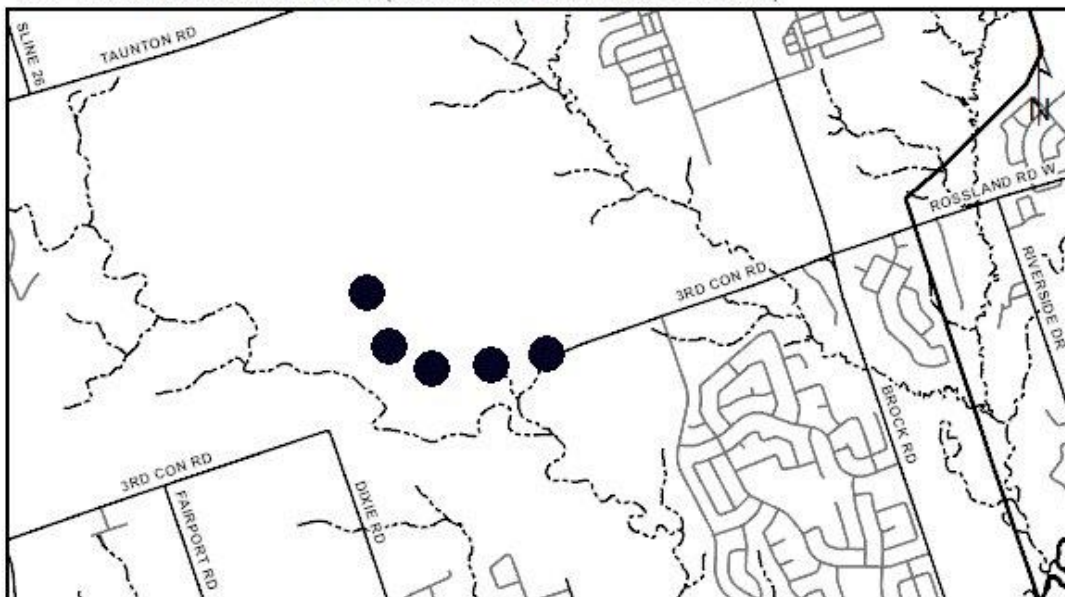
CITY OF PICKERING

10.2 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 approximately the Brock West Landfill to west of the Canadian Pacific Railway (CPR) tracks, in the City of Pickering, Duffins Creek Watershed, as located on the property owned by the Toronto and Region Conservation Authority, The Regional Municipality of Durham, Canadian Pacific Railway (CPR), Ontario Land Corporation, City of Toronto, Her Majesty the Queen in Right of Ontario as Represented by The Minister of Infrastructure, Her Majesty the Queen in Right of Ontario as 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 66182) covers work from approximately the Brock West Landfill to west of the Canadian Pacific Railway (CPR) tracks. The existing portion of the road will be widened and converted from a 2-lane rural road to a 4-lane urban road, including a multi-use path on the south side of the road. Work will also involve an extension of the road west of the landfill as an overpass at the CPR track. A combined wetland equalization/ecopassage culvert will also be constructed west of the tracks. 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 (Brock West Landfill to West of the CPR Tracks)



Item 10.2

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-4; Sheet Number 9 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-5; Sheet Number 10 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-6; Sheet Number 11 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-07; Sheet Number 18 of 220; Peter Matthews Drive, Removals, STA 11+060 to STA 11+340; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;**
- **Drawing Number RM-08; Sheet Number 19 of 220; Peter Matthews Drive, Removals, STA 11+340 to STA 11+480; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;**
- **Drawing Number RM-09; Sheet Number 20 of 220; Peter Matthews Drive, Removals, STA 11+480 to STA 11+620; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;**
- **Drawing Number RM-10; Sheet Number 21 of 220; Peter Matthews Drive, Removals, STA 11+620 to STA 11+760; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;**
- **Drawing Number RM-11; Sheet Number 22 of 220; Peter Matthews Drive, Removals, STA 11+760 to STA 11+900; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;**
- **Drawing Number RM-12; Sheet Number 23 of 220; Peter Matthews Drive, Removals, STA 11+900 to STA 12+040; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;**
- **Drawing Number RM-13; Sheet Number 24 of 220; Peter Matthews Drive, Removals, STA 12+040 to STA 12+180; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;**
- **Drawing Number RM-14; Sheet Number 25 of 220; Peter Matthews Drive, Removals, STA 12+180 to STA 12+320; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;**
- **Drawing Number RM-15; Sheet Number 26 of 220; Peter Matthews Drive, Removals, STA 12+320 to STA 12+460; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;**

Item 10.2

- Drawing Number RM-16; Sheet Number 27 of 220; Peter Matthews Drive, Removals, STA 12+460 to STA 12+560; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number TB-02; Sheet Number 31 of 220; Peter Matthews Drive, Retaining Wall Tie Backs Plan, STA 11+260 to STA 11+780; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number RDST-06; Sheet Number 37 of 220; Peter Matthews Drive, Plan and Profile, STA 11+260 to STA 11+540; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number RDST-07; Sheet Number 38 of 220; Peter Matthews Drive, Plan and Profile, STA 11+540 to STA 11+820; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number RDST-08; Sheet Number 39 of 220; Peter Matthews Drive, Plan and Profile, STA 11+820 to STA 12+100; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number RDST-09; Sheet Number 38 of 215; Peter Matthews Drive, Plan and Profile, STA 12+100 to STA 12+380; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number RDST-10; Sheet Number 41 of 220; Peter Matthews Drive, Plan and Profile, STA 12+380 to STA 12+560; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number RDST-11; Sheet Number 42 of 220; Peter Matthews Road, Storm Outfall, Plan and Profile STA 0+000 to STA 0+187.852; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number TX-05; Sheet Number 51 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-06; Sheet Number 52 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-07; Sheet Number 53 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-04; Sheet Number 57 of 220; Peter Matthews Drive, Erosion and Sediment Control Plan, STA 10+980 to STA 11+540; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number ESC-05; Sheet Number 58 of 220; Peter Matthews Drive, Erosion and Sediment Control Plan, STA 11+540 to STA 12+110; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number ESC-06; Sheet Number 59 of 220; Peter Matthews Drive, Erosion and Sediment Control Plan, STA 12+110 to STA 12+380; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number ESC-07; Sheet Number 60 of 220; Peter Matthews Drive, Erosion and Sediment Control Plan, STA 12+380 to STA 12+560; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;

Item 10.2

- 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 ESC-16; Sheet Number 69 of 220; Peter Matthews Drive, Erosion and Sediment Control Plan for Stockpile, STA 11+540 to STA 12+110; 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;
- 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-CPR-01; Sheet Number 142; Peter Matthews Drive – CPR Bridge, General Arrangement-1; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-CPR-02; Sheet Number 143; Peter Matthews Drive – CPR Bridge, General Arrangement-2; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-CPR-04; Sheet Number 145; Peter Matthews Drive – CPR Bridge, Foundation Layout and Details-1; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-CPR-05; Sheet Number 146; Peter Matthews Drive – CPR Bridge, Foundation Layout and Details-2; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-CPR-06; Sheet Number 147; Peter Matthews Drive – CPR Bridge, Abutment and Wingwall Details - 1; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-CPR-07; Sheet Number 148; Peter Matthews Drive – CPR Bridge, Abutment and Wingwall Details - 2; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-CPR-08; Sheet Number 149; Peter Matthews Drive – CPR Bridge, Abutment and Wingwall Details-3; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-CPR-09; Sheet Number 150; Peter Matthews Drive – CPR Bridge, RSS Wall Details; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;

Item 10.2

- Drawing Number STR-CPR-10; Sheet Number 151; Peter Matthews Drive – CPR Bridge, Geogrid Details; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-CPR-11; Sheet Number 152; Peter Matthews Drive – CPR Bridge, Prestressed Box Girders and Bearings-1; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-CPR-12; Sheet Number 153; Peter Matthews Drive – CPR Bridge, Prestressed Box Girders and Bearings-2; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-CPR-13; Sheet Number 154; Peter Matthews Drive – CPR Bridge, Prestressed Box Girders Details; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-CPR-14; Sheet Number 155; Peter Matthews Drive – CPR Bridge, Deck Layout and Screed Elevations; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-CPR-15; Sheet Number 156; Peter Matthews Drive – CPR Bridge, Deck Reinforcement; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-CPR-16; Sheet Number 157; Peter Matthews Drive – CPR Bridge, South Parapet Wall with Railing on Deck-GFRP; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-CPR-17; Sheet Number 158; Peter Matthews Drive – CPR Bridge, North Barrier Wall with Railing on Deck-GFRP; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-CPR-18; Sheet Number 159; Peter Matthews Drive – CPR Bridge, Railing for Parapet/Barrier Wall; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-CPR-19; Sheet Number 160; Peter Matthews Drive – CPR Bridge, 6000mm Approach Slab; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-CPR-20; Sheet Number 161; Peter Matthews Drive – CPR Bridge, Inspector Guard Details; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-CPR-21; Sheet Number 162; Peter Matthews Drive – CPR 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-CPR-22; Sheet Number 163; Peter Matthews Drive – CPR 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-CPR-23; Sheet Number 164; Peter Matthews Drive – CPR Bridge, Sequence of Expansion Joint Installation; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-CPR-24; Sheet Number 165; Peter Matthews Drive – CPR Bridge, Standard Details; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-ECO-01; Sheet Number 167; Peter Matthews Drive – ECO Passage, General Arrangement; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;

Item 10.2

- Drawing Number STR-ECO-02; Sheet Number 168; Peter Matthews Drive – ECO Passage, Foundation Details; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-ECO-03; Sheet Number 169; Peter Matthews Drive – ECO Passage, Precast Arch General Details; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number STR-ECO-04; Sheet Number 170; Peter Matthews Drive – ECO Passage, RSS Wall Details; prepared by Morrison Hershfield; dated July 30, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-14; Sheet Number 193; Peter Matthews Drive, STA 11+240 to STA 11+360; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-15; Sheet Number 194; Peter Matthews Drive, STA 11+360 to STA 11+480; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-16; Sheet Number 195; Peter Matthews Drive, STA 11+480 to STA 11+600; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 17, 2021;
- Drawing Number LP-17; Sheet Number 196; Peter Matthews Drive, STA 11+480 to STA 11+600; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-18; Sheet Number 197; Peter Matthews Drive, STA 11+600 to STA 11+720; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-19; Sheet Number 198; Peter Matthews Drive, STA 11+600 to STA 11+720; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-20; Sheet Number 199; Peter Matthews Drive, STA 11+720 to STA 11+840; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-21; Sheet Number 200; Peter Matthews Drive, STA 11+720 to STA 11+840; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-22; Sheet Number 201; Peter Matthews Drive, STA 11+840 to STA 11+960; prepared by Morrison Hershfield on behalf of the Regional Municipality of Durham; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-23; Sheet Number 201; Peter Matthews Drive, STA 11+840 to STA 11+960; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-24; Sheet Number 203; Peter Matthews Drive, STA 11+960 to STA 12+080; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-25; Sheet Number 204; Peter Matthews Drive, STA 11+960 to STA 12+080; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-26; Sheet Number 205; Peter Matthews Drive, STA 12+080 to STA 12+190; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;

Item 10.2

- Drawing Number LP-27; Sheet Number 205; Peter Matthews Drive, STA 12+080 to STA 12+190; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-28; Sheet Number 207; Peter Matthews Drive, STA 12+190 to STA 12+300; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-29; Sheet Number 207; Peter Matthews Drive, STA 12+190 to STA 12+300; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-30; Sheet Number 209; Peter Matthews Drive, STA 12+300 to STA 12+400; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-31; Sheet Number 210; Peter Matthews Drive, STA 12+300 to STA 12+400; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-32; Sheet Number 211; Peter Matthews Drive, STA 12+400 to STA 12+520; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-33; Sheet Number 212; Peter Matthews Drive, STA 12+400 to STA 12+520; prepared by Morrison Hershfield; dated September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number LP-34; Sheet Number 213; Peter Matthews Drive, STA 12+520 to STA 12+560; 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-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 September 17, 2021; received by TRCA on September 20, 2021;
- Drawing Number P18-16822-001; Title Page, Peter Matthews Drive Outfall #3, Sierra Slope; prepared by Tensar International Corporation and Nilex Civil Environmental Group; dated May 14, 2021; received by TRCA on September 20, 2021;
- Drawing Number P18-16822-002; Construction Notes; prepared by Tensar International Corporation and Nilex Civil Environmental Group; dated May 14, 2021; received by TRCA on September 20, 2021;
- Drawing Number P18-16822-003; General Arrangement; prepared by Tensar International Corporation and Nilex Civil Environmental Group; dated May 14, 2021; received by TRCA on September 20, 2021;
- Drawing Number P18-16822-004; Elevation View 1; prepared by Tensar International Corporation and Nilex Civil Environmental Group; dated May 14, 2021; received by TRCA on September 20, 2021;

Item 10.2

- Drawing Number P18-16822-005; Elevation View 2; prepared by Tensar International Corporation and Nilex Civil Environmental Group; dated May 14, 2021; received by TRCA on September 20, 2021;
- Drawing Number P18-16822-006; Elevation View 3; prepared by Tensar International Corporation and Nilex Civil Environmental Group; dated May 14, 2021; received by TRCA on September 20, 2021;
- Drawing Number P18-16822-007; Cross Section @ Alignment, STA. 11+335; prepared by Tensar International Corporation and Nilex Civil Environmental Group; dated May 14, 2021; received by TRCA on September 20, 2021;
- Drawing Number P18-16822-008; Cross Section @ Alignment, STA. 11+415 prepared by Tensar International Corporation and Nilex Civil Environmental Group; dated May 14, 2021; received by TRCA on September 20, 2021;
- Drawing Number P18-16822-009; Cross Section @ Alignment, STA. 11+370; prepared by Tensar International Corporation and Nilex Civil Environmental Group; dated May 14, 2021; received by TRCA on September 20, 2021;
- Drawing Number P18-16822-010; Typical Details (1 of 5); prepared by Tensar International Corporation and Nilex Civil Environmental Group; dated May 14, 2021; received by TRCA on September 20, 2021;
- Drawing Number P18-16822-011; Typical Details (2 of 5); prepared by Tensar International Corporation and Nilex Civil Environmental Group; dated May 14, 2021; received by TRCA on September 20, 2021;
- Drawing Number P18-16822-012; Typical Details (3 of 5); prepared by Tensar International Corporation and Nilex Civil Environmental Group; dated May 14, 2021; received by TRCA on September 20, 2021;
- Drawing Number P18-16822-013; Typical Details (4 of 5); prepared by Tensar International Corporation and Nilex Civil Environmental Group; dated May 14, 2021; received by TRCA on September 20, 2021;
- Drawing Number P18-16822-014; Typical Details (5 of 5); prepared by Tensar International Corporation and Nilex Civil Environmental Group; dated May 14, 2021; received by TRCA on September 20, 2021;
- Rossland Road Extension, Maccaferri Geogrid Reinforced Slope; prepared by Maccaferri Canada Ltd.; dated May 28, 2020; received by TRCA on September 20, 2021;
- Drawing No. CA17066_1; Plan View; prepared by Maccaferri Canada Ltd.; dated September 14, 2020; received by TRCA on September 20, 2021;
- Drawing No. CA17066_2; Cross Section, STA. 11+415; prepared by Maccaferri Canada Ltd.; dated September 14, 2020; received by TRCA on September 20, 2021;
- Drawing No. CA17066_3; Cross Section, Outfall 3; prepared by Maccaferri Canada Ltd.; dated September 14, 2020; received by TRCA on September 20, 2021;
- Drawing No. CA17066_4; Cross Section C; prepared by Maccaferri Canada Ltd.; dated September 14, 2020; received by TRCA on September 20, 2021;
- Drawing No. CA17066_5; Cross Section, STA. 11+330; prepared by Maccaferri Canada Ltd.; dated September 14, 2020; received by TRCA on September 20, 2021;
- Drawing No. CA17066_6; Details; prepared by Maccaferri Canada Ltd.; dated September 14, 2020; received by TRCA on September 20, 2021;
- Drawing No. CA17066_7; Construction Notes; prepared by Maccaferri Canada Ltd.; dated September 14, 2020; received by TRCA on September 20, 2021;
- Drawing No. CA17066_8; Installation Guide; prepared by Maccaferri Canada Ltd.; dated September 14, 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.**

Application-Specific Permit Conditions

The Applicant acknowledges that work on TRCA owned lands, located within the proposed new road right-of-way have not been approved at this time. The Applicant acknowledges that works and access on TRCA-owned lands requires prior written Landowner Authorization from TRCA. Sediment fencing will be erected on the existing property line to delineate existing TRCA-owned lands from existing Regionally owned lands to avoid encroachment until such time as TRCA Landowner Authorization is issued.

RATIONALE

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

Proposal:

This proposal involves the widening and extension of Peter Matthews Drive (formerly Concession Road 3) from approximately the Brock West Landfill to west of the CPR tracks. As the existing road currently ends at the Brock West Landfill, this permit will cover not only the widening of the existing road, but an extension of the road, west of the landfill and over the CPR tracks. The road will then curve north and ultimately connect at Taunton Road. However, only the section of road from the landfill to west of the CPR tracks falls within a TRCA regulated area and is subject to this permit. 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.

Near the Brock West Landfill, the road widening will encroach within the valley system to the south of the existing road. Significant work has been undertaken to minimize encroachment within the valley system and TRCA-owned lands located south of the landfill through the design of a vegetated reinforced retaining wall (approximately 17 m in height). Upgrades and relocation of the existing stormwater management pond located on the landfill site will be reviewed through a separate permit and review process (CFN 65414). Storm runoff from the site will continue to be captured and discharged through an outfall located on the south side of the existing road and to an existing channel approximately 220 m in length. A new storm sewer system will service the future road and will include provisions for oil grit separator units sized for enhanced water quality control and an underground concrete box storage facility sized for quantity and erosion control. A micro plunge pool and riprap splash pad will be constructed on the south side of the road to further mitigate potential erosion impacts to the receiving stream. Outlet pools and transition channels will direct water from the outfalls to the creek. An access road will need to be constructed into the valley on the south side of the road to facilitate construction. This road will remain in place and be over-seeded for future maintenance access purposes. No major impacts are expected to the existing trail-head parking lot located across from the landfill, with the exception of minor disruptions due to construction activities. The CPR overpass (road over rail) takes into consideration the potential for future track and system upgrades. The 23.5 m single span bridge will span 2 CPR tracks (currently just one) and a maintenance access road. In anticipation of the need for future potential expansion to the rail service to 4 tracks, to minimize future construction scopes, the northwest abutment is designed so that it can be reused to support a longer span structure, if needed. The design of the northwest abutment will account for the deeper girders required for any future upgrades and will provide sufficient vertical clearance for up to four railway tracks.

Item 10.2

A combined wetland equalization/ecopassage culvert (11.33 m wide) will be constructed west of the CPR crossing. The culvert has been sized to achieve an openness ratio to allow for passage of amphibians, as well as small and large animals. Wildlife directional fencing will be installed to direct animals to the crossing. This culvert also conveys flows from the meadow marsh on the north side of the road to the south, with room for wildlife passage on either side of the low flow channel. Two outfalls on either side of the passage will convey runoff to bioswales sized to provide enhanced water quality control and erosion control. Planting will also provide additional water quality treatment through filtration and plant uptake. A 3 m wide access route will be constructed in this general location, off the new road on the south side into the valley, to allow for City of Pickering access to an existing storm outfall near the Duffins Creek.

Underground infrastructure including a new concrete trunk sanitary sewer was previously constructed as part of the advanced work package to service the new Seaton community from the intersection of Peter Matthews Drive and Valley Farm Road westerly for approximately 1.8 km and is located within the existing and future proposed road right-of-way (CFN 56655, C-170635). In addition, stockpiling of surplus excavated material from adjacent sites has already begun west of the CPR tracks and will be used to construct the overpass (previously approved under CFN 56603, C-171155).

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, rock check dams, erosion control blankets, sediment containment systems 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).

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. TRCA-owned land will be impacted south of the Brock West Landfill as a result of the proposed road widening. An additional condition has been added to this permit due to a delay in the receipt of property requirements and ongoing property discussions. Access to TRCA lands will not be permitted until such time as TRCA property staff provide authorization to

Item 10.2

access the lands. Archaeological investigations on TRCA-owned land have been completed and clearance provided.

Plantings

Overall losses to the entire project area (including those associated with CFN 54884) 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 road slopes. For work covered under this permit (CFN 66182), it is expected that 7,000 trees, 12,988 shrubs, 15,900 plugs and 375 perennials/grasses 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: 66182 - Application #: 1509/21/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