

# PICKERING AND AJAX DYKES REHABILITATION

## Class Environmental Assessment

---

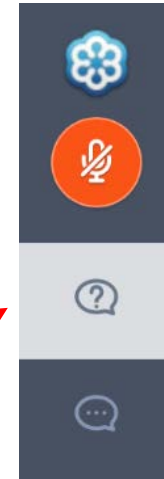
PUBLIC INFORMATION CENTRE #2  
APRIL 28, 2020

# LAND ACKNOWLEDGEMENT

We acknowledge the land we are standing on is the traditional territory of nations including the Mississauga's of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat people and is now home to many diverse First Nations, Inuit and Métis peoples.

# HOUSEKEEPING

- Attendees are muted.
- If you are using a smart phone, you can switch between webcam and slideshow view by swiping the screen.
- Use the question function to submit your questions.
- After the presentation there will be a Q&A session. Questions will be read aloud and answered by our panel of experts.
- You may submit your questions at any time during the presentation or Q&A session. Submitted questions are only visible to the meeting organizers.



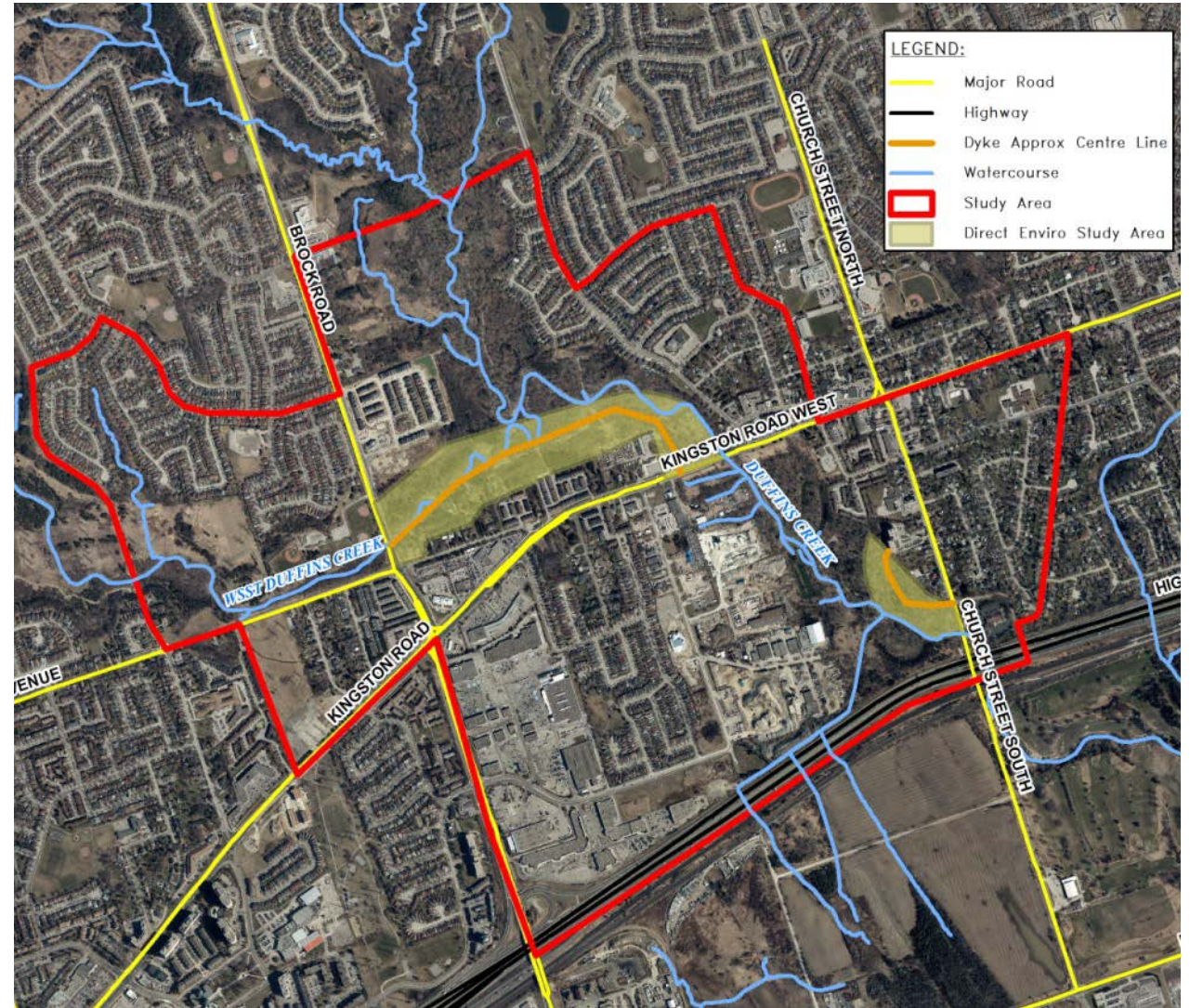
# WELCOME TO PIC #2

## PRESENTATION AGENDA

- Recap: Problem and Opportunity
- Recap: Preferred Alternative Solution
- Design Concepts for Preferred Alternative
- Evaluation of Design Concepts
- Summary of Impacts and Mitigation
- Next Steps

## SEEK YOUR FEEDBACK ON:

- Design concepts for preferred alternative solution
- Evaluation of design concepts
- Impacts and mitigation
- Your input, issues and concerns

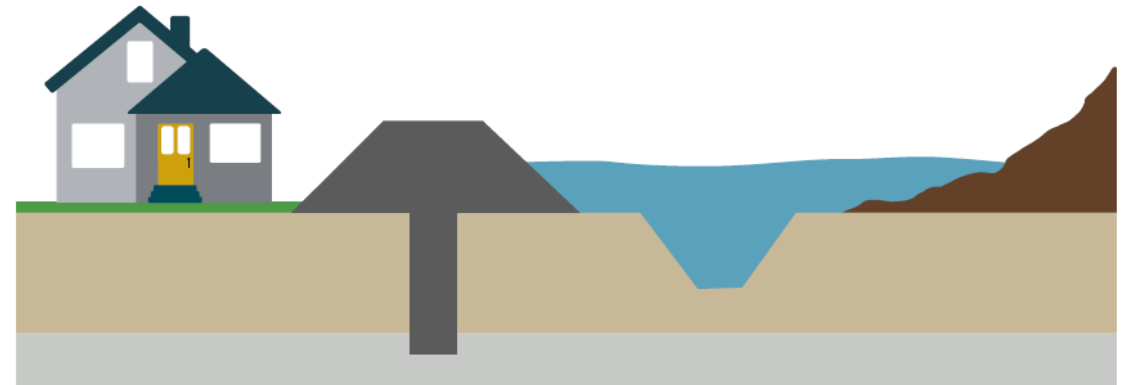


# HISTORY OF FLOODING

- Before the dykes were constructed the adjacent residential areas flooded frequently
- **1980's (approximately) Special Policy Area (SPA) Designation** for Village East and Notion Road Pickering Village communities
- **1984-1985 Pickering and Ajax Dykes constructed**  
Designed to provide flood protection for the communities up to the 500-year storm flood

## WHAT IS A DYKE?

A flood control dyke is a long wall or embankment built to prevent flooding from a river course.



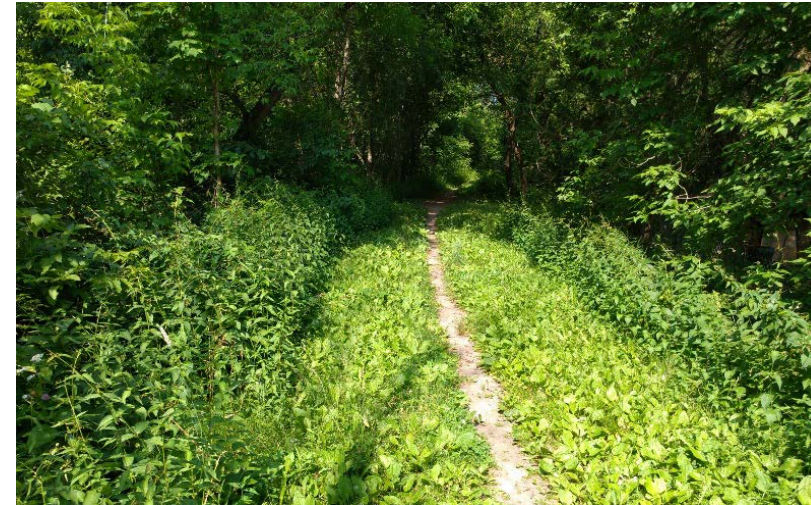
## WHAT IS A SPECIAL POLICY AREA?

A Special Policy Area is a land use planning designation. It acknowledges that there is already development in a flood-vulnerable area, and that only limited changes can be made to the development in the flood plain.

# WHAT IS THE PROBLEM?

## THE DYKES ARE AT RISK OF FAILURE

- The dykes do not meet the current engineering design standards
- Significant erosion of the creek banks in areas adjacent to the Pickering Dyke
- Other issues
  - Tree growth and root systems compromising integrity
  - Narrow crest width limits access for maintenance



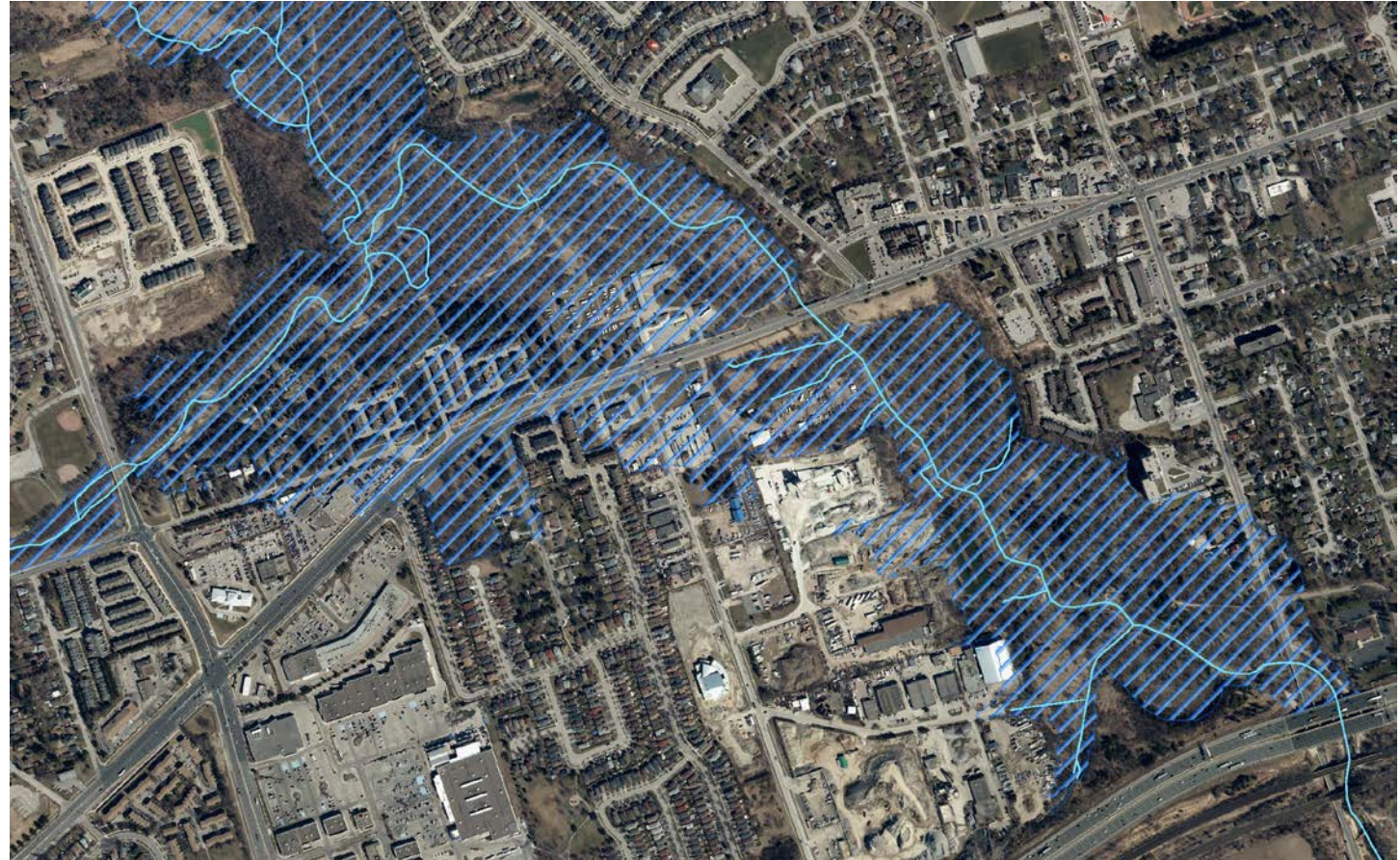
Narrow dyke crest and tree growth on dyke.



Creek bank erosion repair.

# WHAT IS THE OPPORTUNITY?

- **Meet current design standards**
  - Ensure performance of flood protection at the current crest levels at minimum.
- **Protect the dykes against channel bank erosion**
- **Enhance the natural environment**
- **Allow for future improvements**



Potential extent of flooding without dykes (100 year storm event).

# CLASS EA PROCESS

## Conservation Ontario Class Environmental Assessment

 PUBLIC CONSULTATION



**The Pickering and Ajax Dykes Rehabilitation Project is following the Class EA process for Remedial Flood and Erosion Control Projects outlined by Conservation Ontario.**

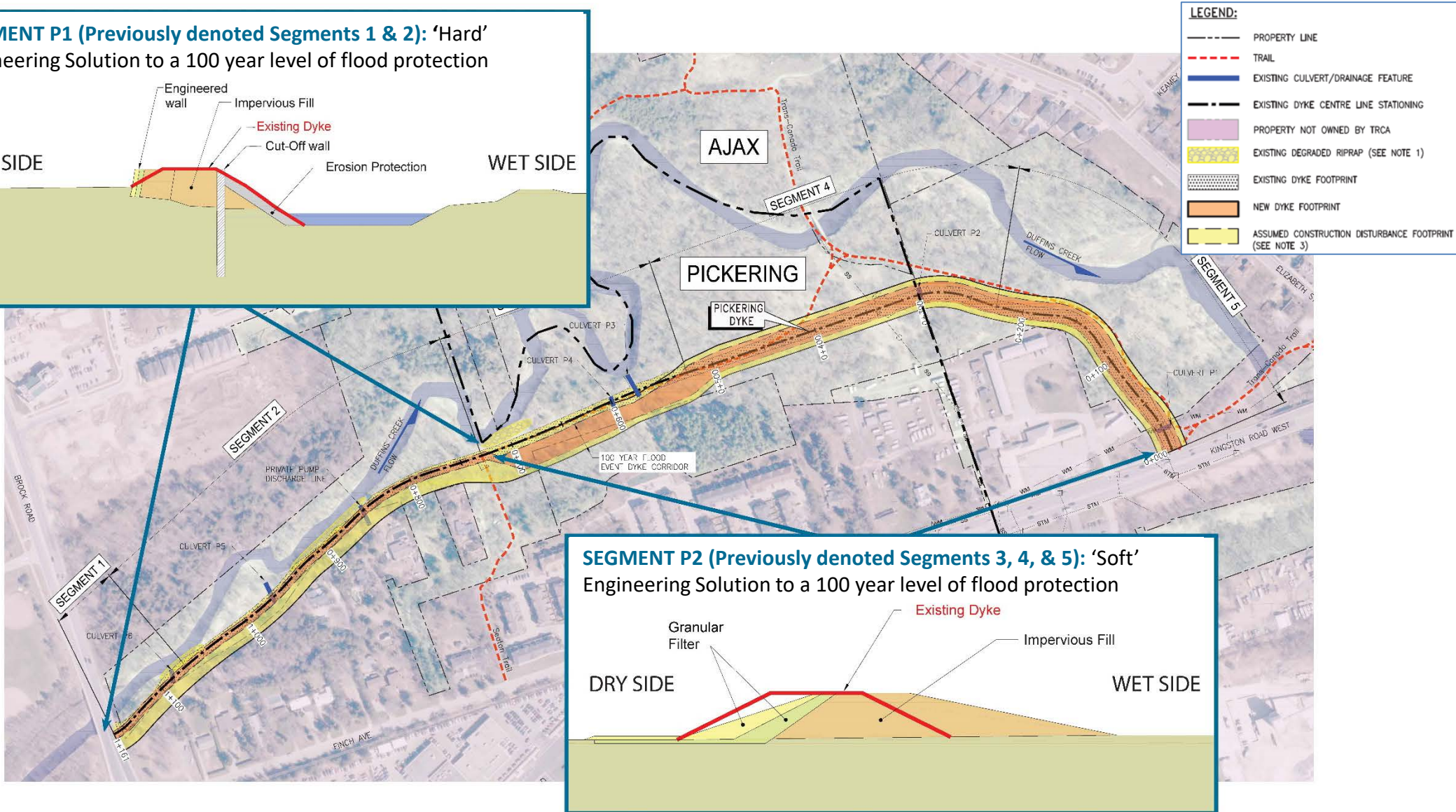
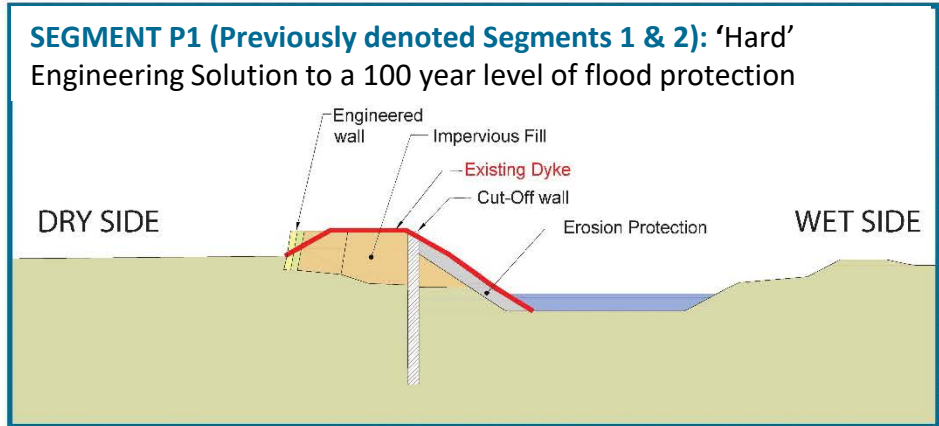
### Project Tasks Completed:

- ✓ Define the problem & opportunity. Inventory of study area baseline conditions.
- ✓ Assess alternatives solutions that address the problem. Select preferred.
- ✓ Assess design concepts that achieve the preferred solution. Select preferred.
- ✓ Identify impacts and develop mitigation measures.
- ✓ Stakeholder consultations throughout.



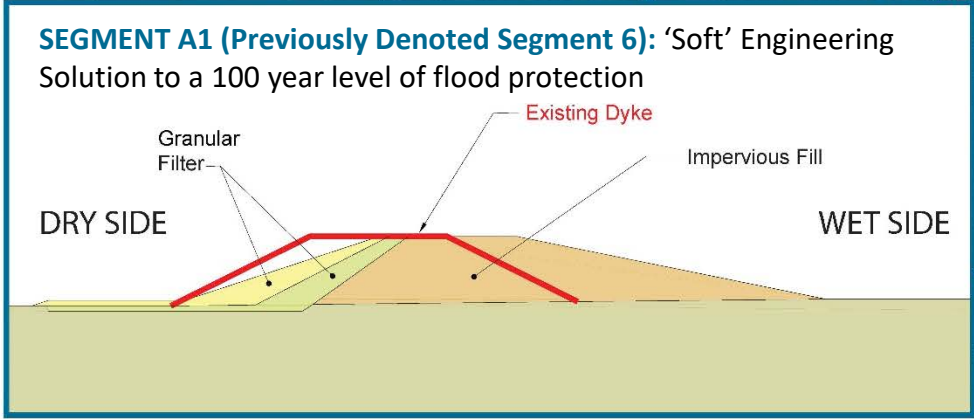
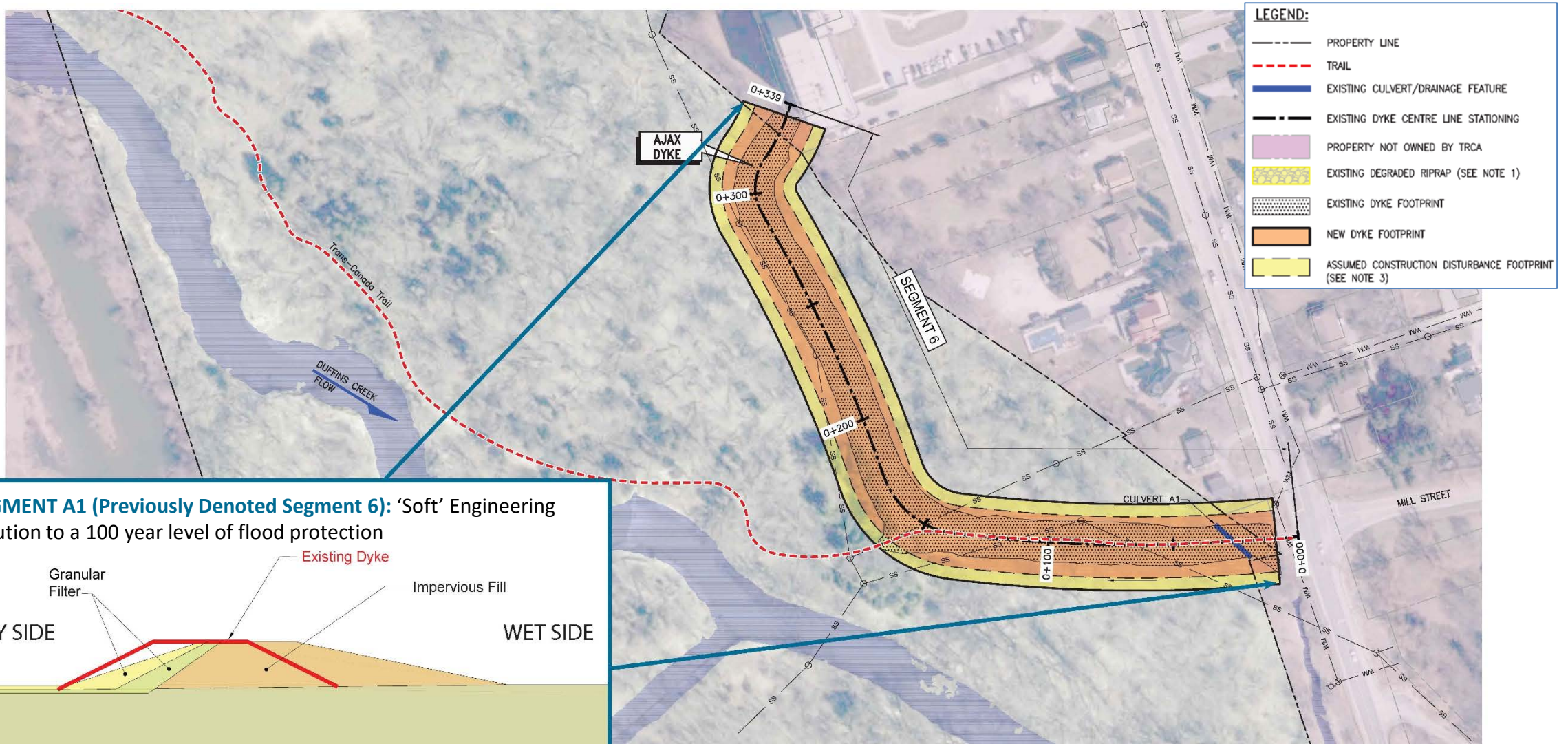
# PREFERRED ALTERNATIVE SOLUTION

## PICKERING DYKE



# PREFERRED ALTERNATIVE SOLUTION

## AJAX DYKE



# WHAT WE HEARD FROM THE PUBLIC

## Feedback from CLC and PIC

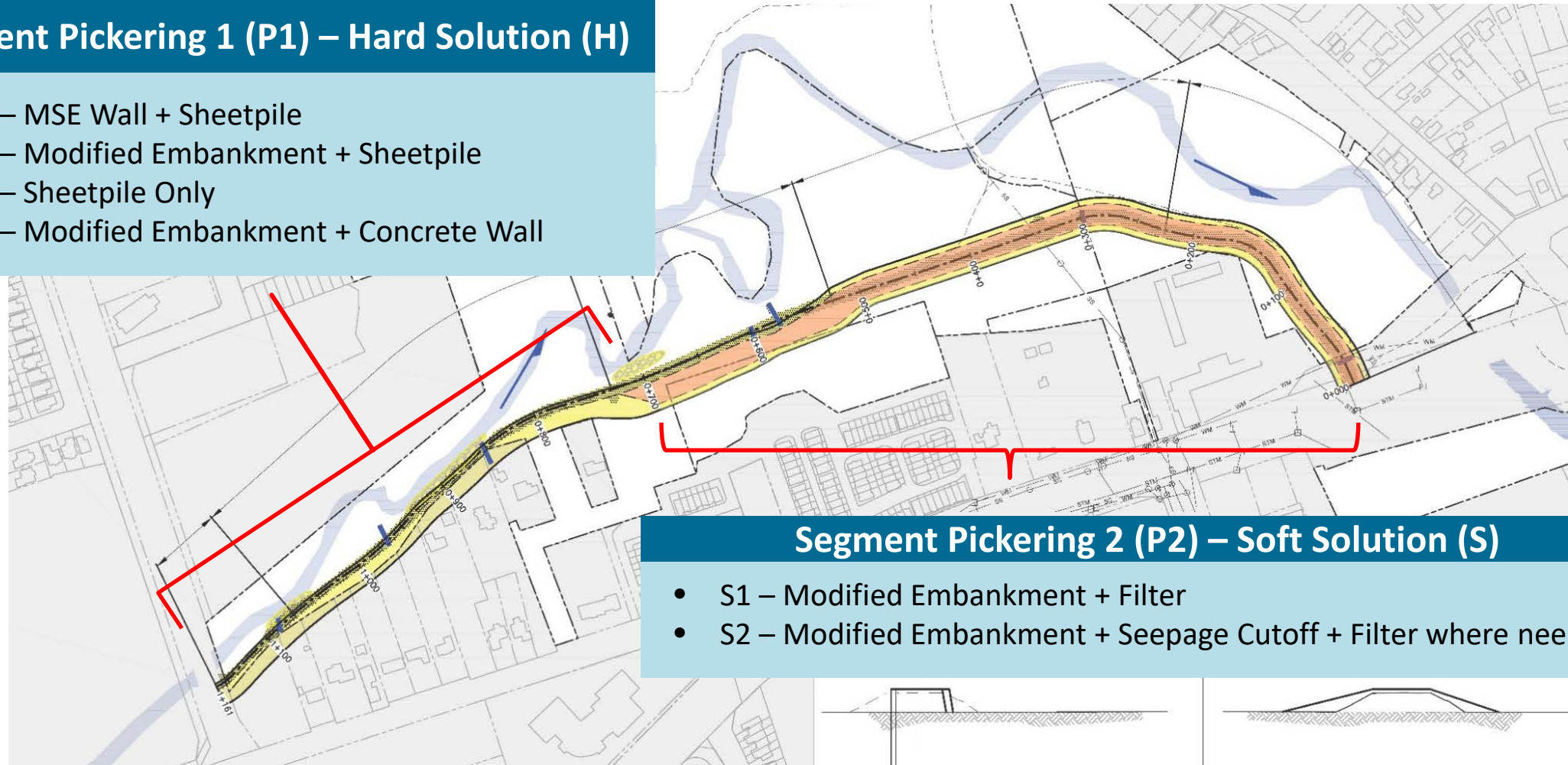
- Comments regarding other flood concerns such as debris jams and development
- Concern for loss of private property
  - Suggestion to shift West Duffins Creek north to make more room to construct the dyke, to avoid property impacts
- Concern for the dyke looking unnatural or being a wall
  - Suggestion to just install sheet pile on existing dyke, with no other measures, to avoid disturbances
- Concern for maintaining pedestrian access to creek
- Concern for construction impacts
- Importance of trail access

## Questions from CLC and PIC

- How did we decide the dykes need rehabilitation?
- Can a higher level of flooding protection be achieved?
- Will the dykes change flooding elsewhere?
- How is the project being funded?
- Questions regarding drainage impacts in backyards

## Segment Pickering 1 (P1) – Hard Solution (H)

- H1 – MSE Wall + Sheetpile
- H2 – Modified Embankment + Sheetpile
- H3 – Sheetpile Only
- H4 – Modified Embankment + Concrete Wall

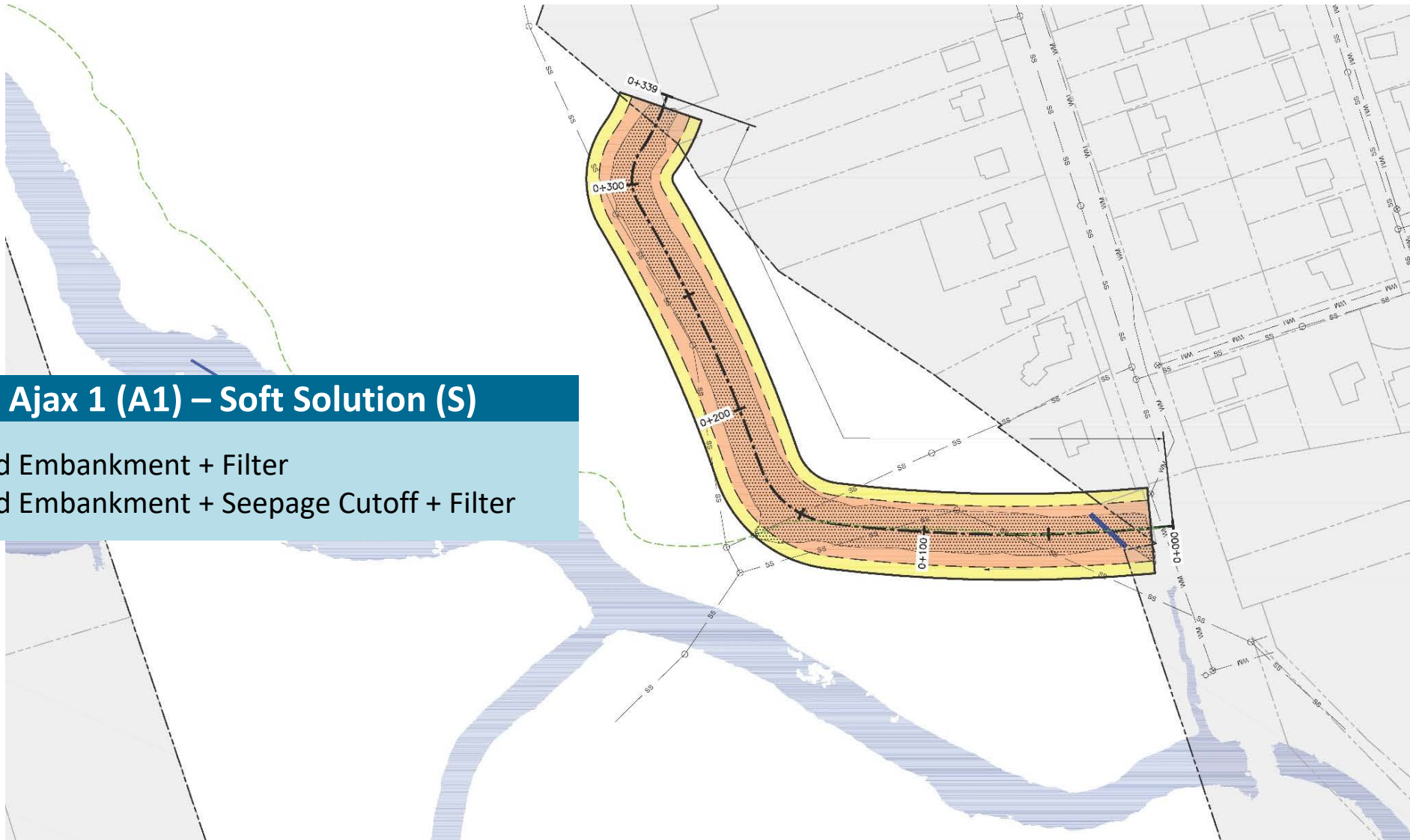


## Segment Pickering 2 (P2) – Soft Solution (S)

- S1 – Modified Embankment + Filter
- S2 – Modified Embankment + Seepage Cutoff + Filter where needed

## Segment Ajax 1 (A1) – Soft Solution (S)

- S1 – Modified Embankment + Filter
- S2 – Modified Embankment + Seepage Cutoff + Filter



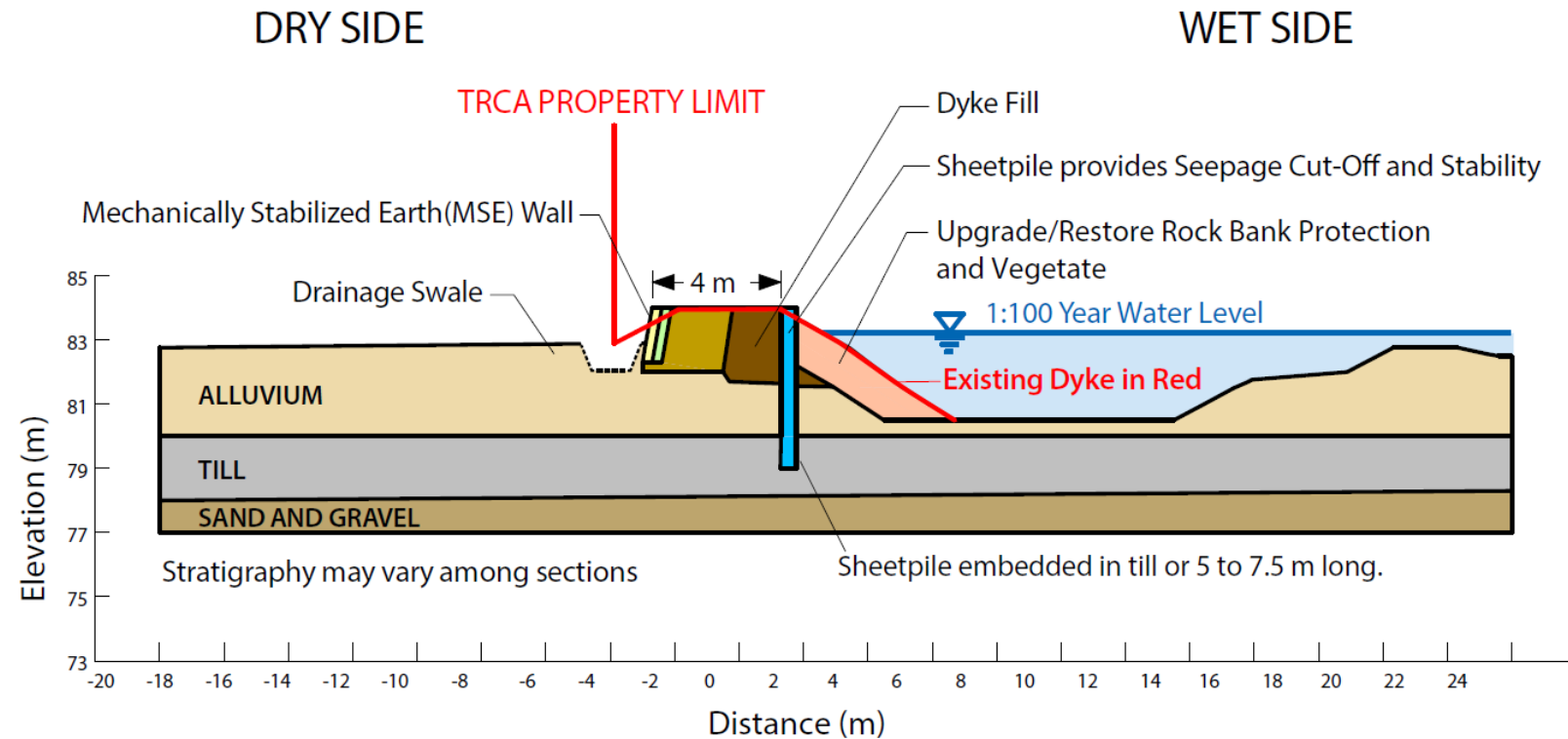
### DESIGN CONCEPT H1: MSE Wall + Sheetpile

#### ADVANTAGES

- Moderate capital cost (\$7.2 million)
- Smallest footprint and disturbance area
- Smallest impact to private properties (no permanent impact, up to 5 m temporary for construction)
- Can be raised in the future without permanently impacting private properties

#### DISADVANTAGES

- Lowest aesthetics: not a natural appearance and requires a fence at top for public safety
- Dyke difficult to cross. Higher complexity for maintaining pedestrian access to creek.
- Slightly more complex construction than typical embankment
- Moderate construction duration



### DESIGN CONCEPT H2: Modified Dry-side Embankment + Sheetpile

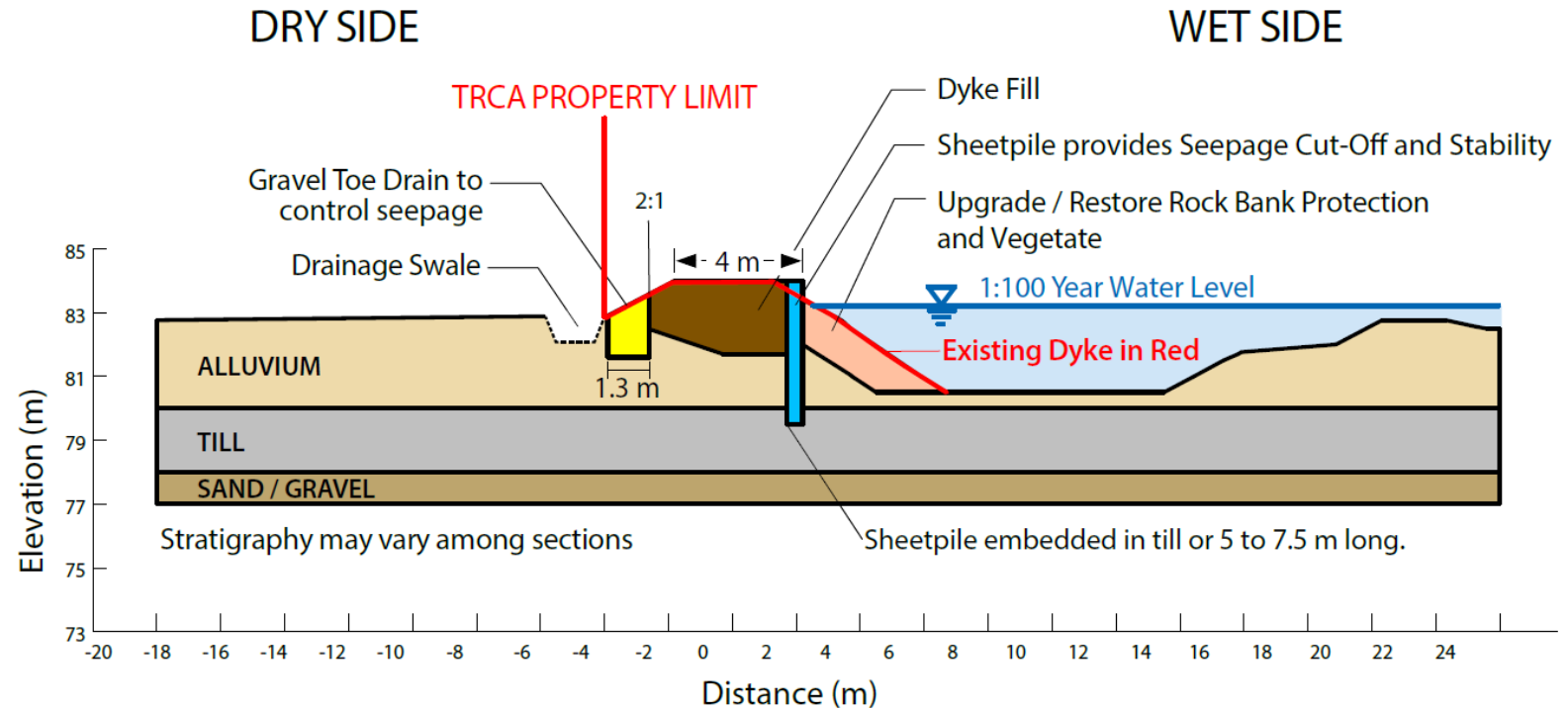
RECOMMENDED  
PREFERRED CONCEPT FOR  
DYKE SEGMENT P1

#### ADVANTAGES

- Lowest capital cost (\$7 million)
- Lowest construction complexity and time
- Easiest pedestrian access to creek
- Preferred aesthetic: natural appearance

#### DISADVANTAGES

- Moderate footprint (larger than existing) and disturbance area
- Impacts to private properties (up to 1.5 m permanent for drainage, plus 5 m temporary for construction)



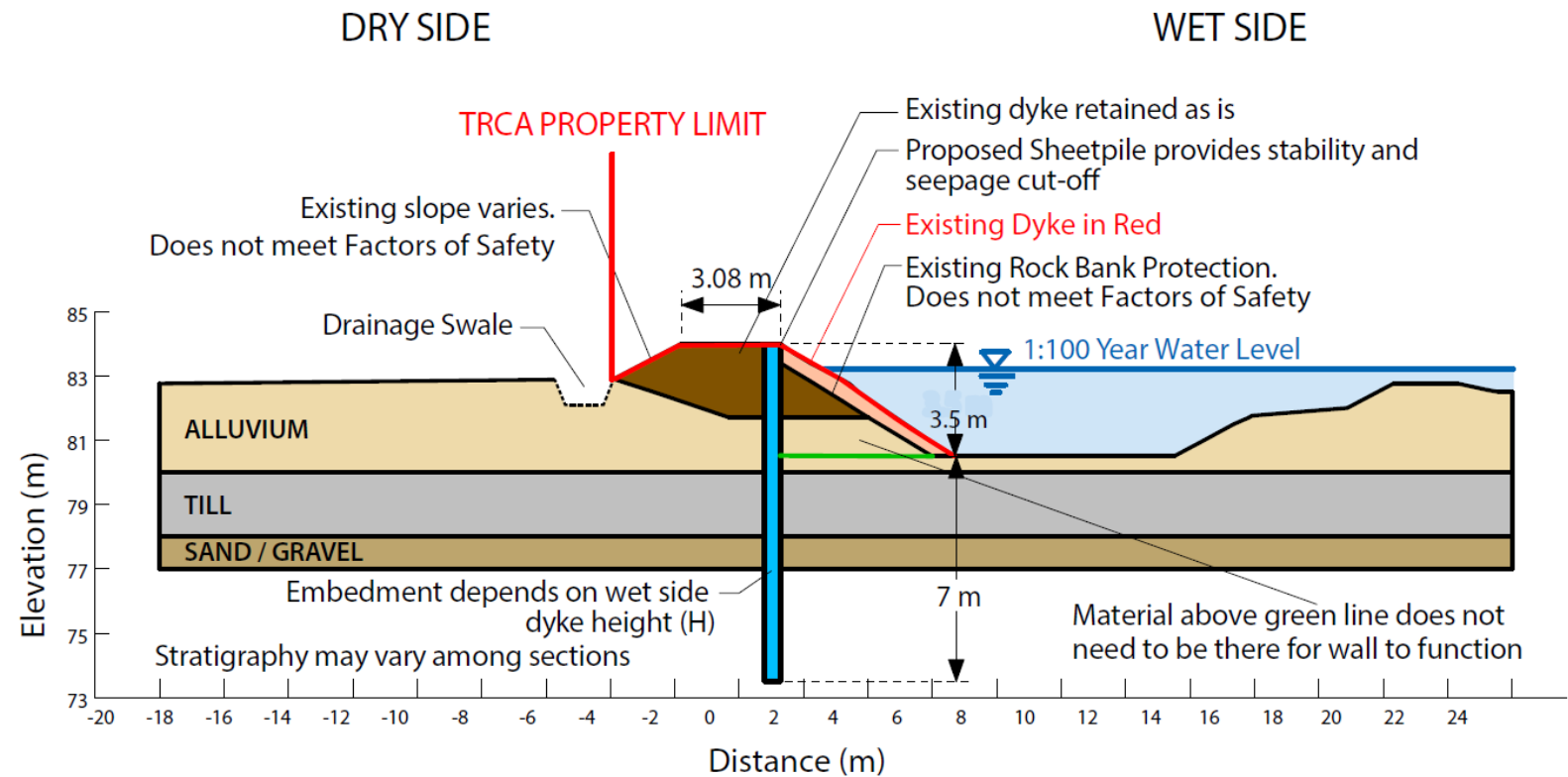
### DESIGN CONCEPT H3: Deep Structural Sheetpile

#### ADVANTAGES

- Greatest aesthetics: most natural appearance
- Smallest permanent disturbance area
- Lowest immediate aquatic impacts

#### DISADVANTAGES

- Highest capital cost (\$11.1 million)
- Largest construction impact and largest equipment required
- Slopes do not meet standards and could fail, causing environmental impacts and requiring expensive repairs
- Narrower crest width limits maintenance access
- More susceptible to construction complications which could increase impacts





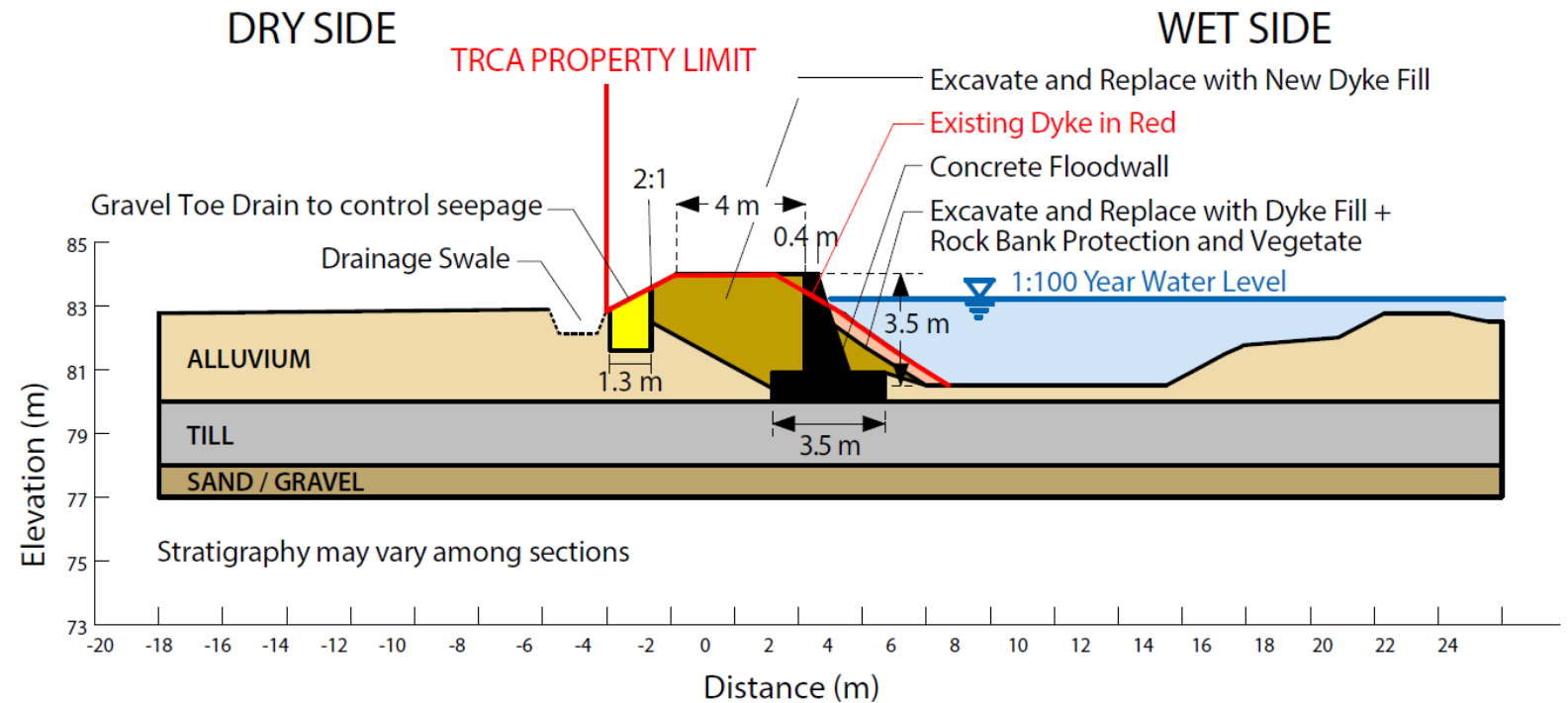
### DESIGN CONCEPT H4: Modified Dry-side Embankment + Concrete Wall

#### ADVANTAGES

- No notable advantages over other options

#### DISADVANTAGES

- High capital cost (\$10.7 million)
- Large construction disturbance including creek
- Difficult construction and future repairs
- Longest construction duration
- Impacts to private properties



# EVALUATION - HARD SOLUTION CONCEPTS

## Pickering Segment P1

	H1 : MSE Wall + Sheetpile	H2: Modified Dry-side Embankment + Sheetpile	H3: Deep Structural Sheetpile	H4: Modified Dry-side Embankment + Concrete Wall
<b>NATURAL ENVIRONMENT</b>	MOST	MOST	LEAST	LEAST
<b>SOCIAL ENVIRONMENT</b>	MODERATELY	MOST	LEAST	LEAST
<b>TECHNICAL</b>	MOST	MOST	MODERATELY	LEAST
<b>COST</b>	MODERATELY	MOST	LEAST	LEAST
<b>OVERALL</b>	<b>MODERATELY</b>	<b>MOST</b>	<b>LEAST</b>	<b>LEAST</b>

# EVALUATION - HARD SOLUTION CONCEPTS

## SUMMARY EVALUATION OF ALTERNATIVE DESIGN CONCEPTS SEGMENT P1 – PICKERING DYKE

EVALUATION CRITERIA	<b>CONCEPT H1: MSE WALL + SHEETPILE</b> 	<b>CONCEPT H2: MODIFIED DRY-SIDE EMBANKMENT + SHEETPILE</b> 	<b>CONCEPT H3: STRUCTURAL SHEETPILE IN EXISTING</b> 	<b>CONCEPT H4: MODIFIED DRY-SIDE EMBANKMENT + CONCRETE WALL</b> 
<b>SOCIAL ENVIRONMENT</b>				
Removal or disturbance to private and public property not owned by TRCA	<ul style="list-style-type: none"> <li>• Smallest disturbance and impacts to private properties</li> <li>• Dyke and drainage swale contained on TRCA property</li> <li>• Temporary construction access could require up to 5m at the rear of private properties</li> </ul>	<ul style="list-style-type: none"> <li>• Moderate disturbance and impacts to private properties</li> <li>• Dyke contained on TRCA property while drainage swale could require up to 1.5m at the rear of private properties</li> <li>• Temporary construction access could require up to an additional 5m at the rear of private properties</li> </ul>	<ul style="list-style-type: none"> <li>• Largest disturbance and impacts to private properties</li> <li>• Dyke contained on TRCA property while drainage swale could require up to 1.5m at the rear of private properties</li> <li>• Temporary construction access could require up to 20m at the rear of private properties</li> <li>• Potential for additional impacts if tie-backs are required</li> </ul>	<ul style="list-style-type: none"> <li>• Moderate disturbance and impacts to private properties</li> <li>• Dyke contained on TRCA property while drainage swale could require up to 1.5m at the rear of private properties</li> <li>• Temporary construction access could require up to an additional 5m at the rear of private properties</li> </ul>
Effects on public recreational spaces	<ul style="list-style-type: none"> <li>• Largest temporary and long-term impacts</li> <li>• Municipal trail from Bluebird Cres to the dyke would be temporarily closed for use as construction access</li> <li>• Fence / barrier required along top of MSE wall per local building codes</li> <li>• Pedestrian access to cross dyke would be impeded by wall</li> <li>• Opportunity to improve public realm at top of dyke</li> </ul>	<ul style="list-style-type: none"> <li>• Minor temporary impacts</li> <li>• Municipal trail from Bluebird Cres to the dyke would be temporarily closed for use as construction access</li> <li>• Dyke slope allows pedestrians to cross the dyke as existing</li> <li>• Fall barrier may be needed in some areas with steeper slopes as required</li> <li>• Opportunity to improve public realm</li> </ul>	<ul style="list-style-type: none"> <li>• Minor temporary impacts</li> <li>• Municipal trail from Bluebird Cres to the dyke would be temporarily closed for use as construction access</li> <li>• Dyke slope allows pedestrians to cross the dyke as existing</li> <li>• Fall barrier may be needed in some areas with steeper slopes as required</li> <li>• Less opportunity to improve public realm</li> </ul>	<ul style="list-style-type: none"> <li>• Minor temporary impacts</li> <li>• Municipal trail from Bluebird Cres to the dyke would be temporarily closed for use as construction access</li> <li>• Dyke slope allows pedestrians to cross the dyke as existing</li> <li>• Fall barrier may be needed in some areas with steeper slopes as required</li> <li>• Opportunity to improve public realm</li> </ul>
Disruption caused by construction activities	<ul style="list-style-type: none"> <li>• Moderate construction duration</li> <li>• Typical temporary construction impacts (dust, noise, vibration, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• Shortest construction duration</li> <li>• Typical temporary construction impacts (dust, noise, vibration, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• Moderate construction duration with potential for extended duration should the use of tie-backs be required</li> <li>• Significant temporary construction impacts due to larger equipment</li> </ul>	<ul style="list-style-type: none"> <li>• Longest construction duration</li> <li>• Significant temporary construction impacts due to significant excavation and concrete work</li> </ul>
Effects to servicing, utilities and infrastructure	<ul style="list-style-type: none"> <li>• No public utilities in the P1 segment</li> <li>• Potential private utilities can be accommodated during construction</li> </ul>	<ul style="list-style-type: none"> <li>• No public utilities in the P1 segment</li> <li>• Potential private utilities can be accommodated during construction</li> </ul>	<ul style="list-style-type: none"> <li>• No public utilities in the P1 segment</li> <li>• Potential private utilities can be accommodated during construction</li> </ul>	<ul style="list-style-type: none"> <li>• No public utilities in the P1 segment</li> <li>• Potential private utilities can be accommodated during construction</li> </ul>
Removal or disturbance of potential archaeological resources	<ul style="list-style-type: none"> <li>• Smallest excavation footprint</li> <li>• Smallest chance of disturbing potential archeological resources</li> </ul>	<ul style="list-style-type: none"> <li>• Small excavation footprint</li> <li>• Small chance of disturbing potential archeological resources</li> </ul>	<ul style="list-style-type: none"> <li>• Small excavation footprint</li> <li>• Small chance of disturbing potential archeological resources with increased potential should the use of tie-backs be required</li> </ul>	<ul style="list-style-type: none"> <li>• Largest excavation footprint</li> <li>• Largest chance of disturbing potential archeological resources</li> </ul>
Aesthetics	<ul style="list-style-type: none"> <li>• Low aesthetic value due to wall and fence</li> <li>• Natural appearance with native grasses on wet side</li> </ul>	<ul style="list-style-type: none"> <li>• High aesthetic value: natural appearance with native grasses</li> </ul>	<ul style="list-style-type: none"> <li>• Highest aesthetic value: natural appearance with native grasses, and greatest opportunity for trees and shrubs</li> </ul>	<ul style="list-style-type: none"> <li>• Low aesthetic value: natural appearance with native grasses on dry side but with concrete wall on wet side</li> </ul>
<b>SUMMARY</b>	<b>MODERATELY PREFERRED</b>	<b>MOST PREFERRED</b>	<b>LEAST PREFERRED</b>	<b>LEAST PREFERRED</b>

## DESIGN CONCEPT S1: Modified Embankments + Filter

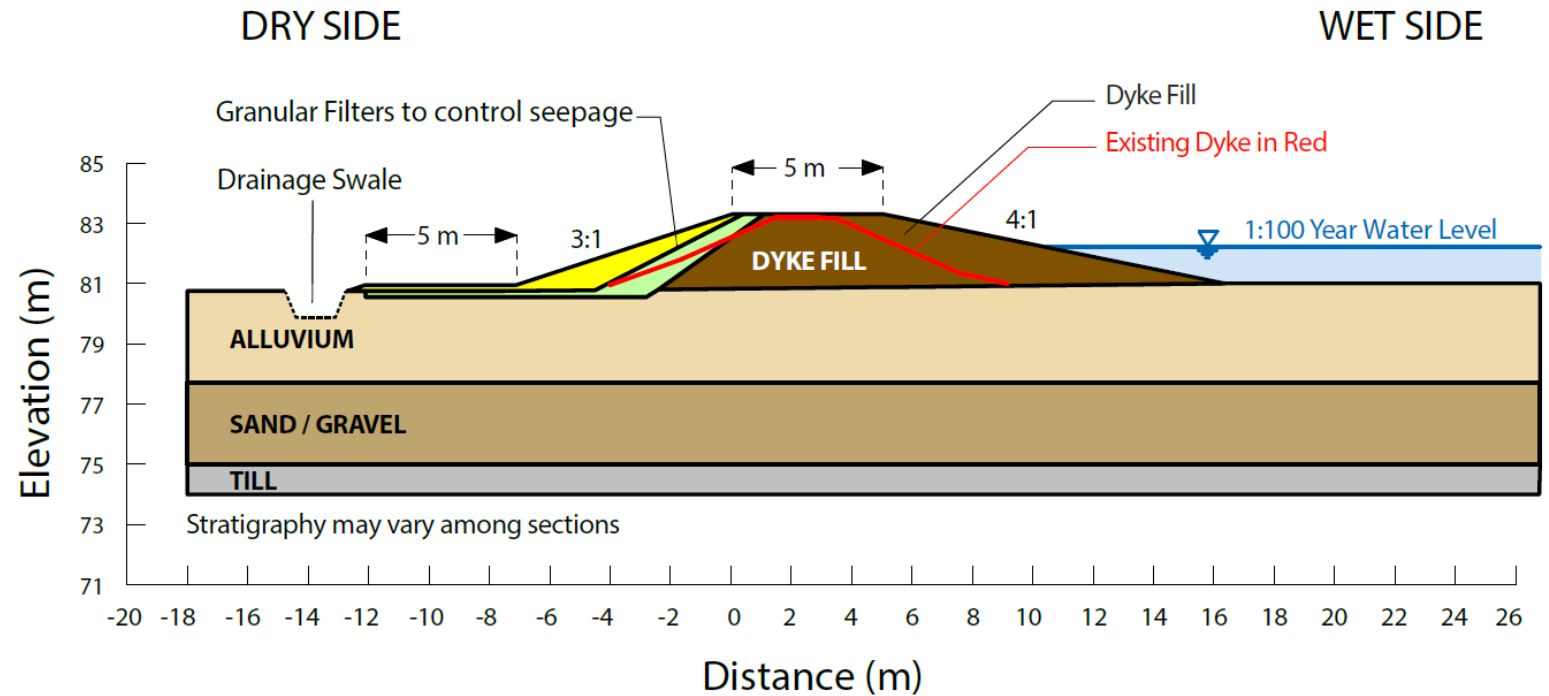
RECOMMENDED PREFERRED CONCEPT FOR DYKE SEGMENTS P2 & A1

### ADVANTAGES

- Lowest capital cost (P2 \$3 million, A1 \$2.6 million)
- Easier and faster construction with fewer impacts
- No interaction with buried utilities, minimal impact
- Easier to raise in the future

### DISADVANTAGES

- Largest footprint and construction area
- More area to maintain



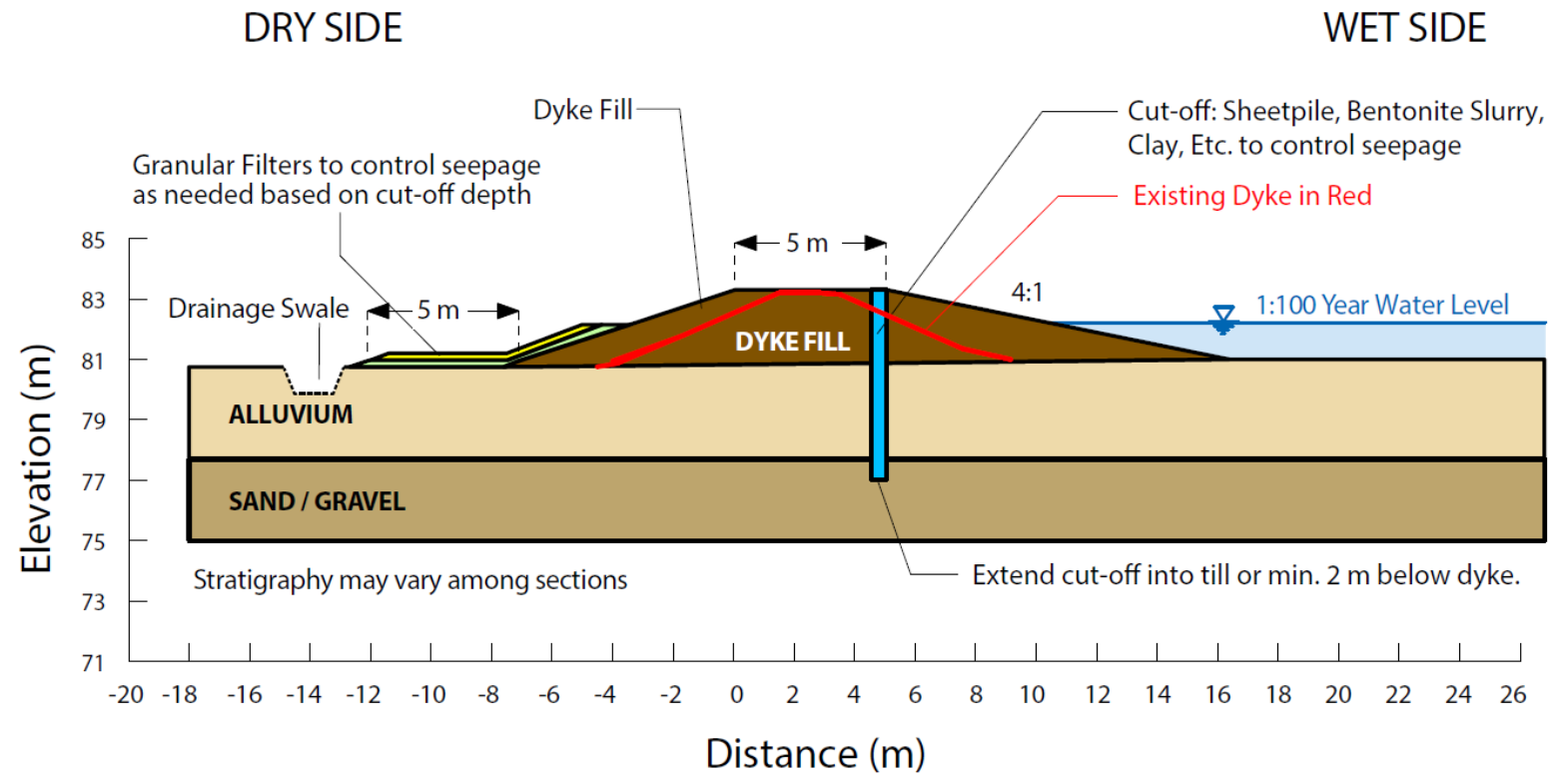
## DESIGN CONCEPT S2: Modified Embankments + Seepage Cut-off + Filter where needed

### ADVANTAGES

- Smaller footprint and construction area than S1 where the filter is not needed
- Less area to maintain where the filter is not needed

### DISADVANTAGES

- Highest capital cost (P2 \$9.1 million, A1 \$4.7 million)
- More complex construction, longer duration and more noise impacts
- Greatest impact & interaction with buried utilities
- More complex and expensive to raise in the future



# EVALUATION - SOFT SOLUTION CONCEPTS

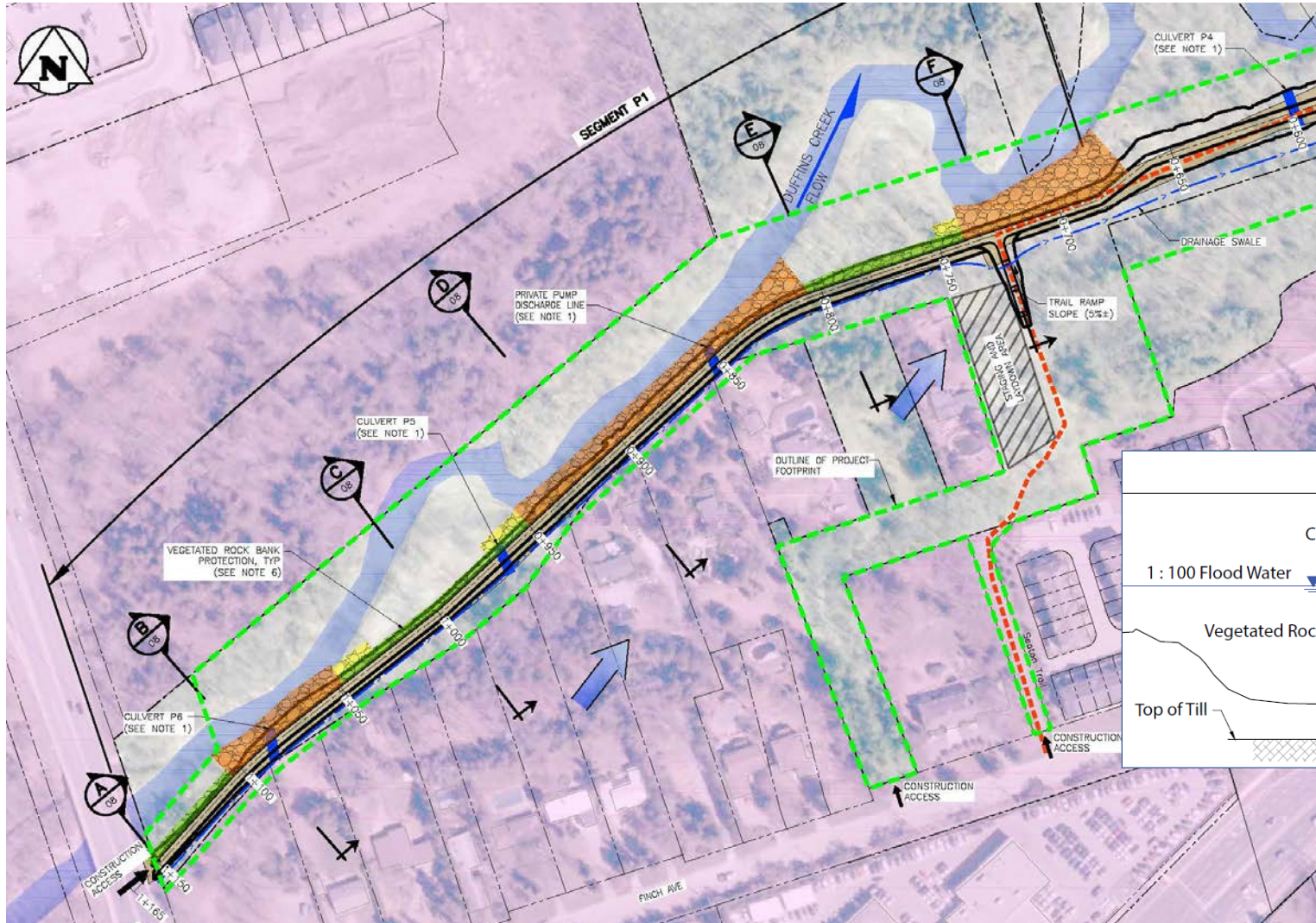
## Pickering Segment P2

	S1: Modified Embankments + Filter	S2: Modified Embankments + Seepage Cut-off + Filter (where needed)
NATURAL ENVIRONMENT	MODERATELY	MOST
SOCIAL ENVIROMENT	MOST	MODERATELY
TECHNICAL	MOST	MODERATELY
COST	MOST	LEAST
OVERALL	MOST	LEAST

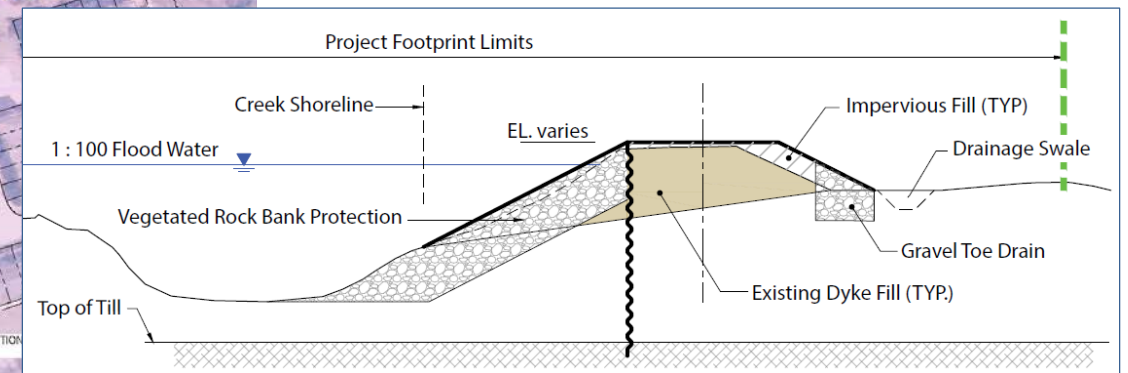
## Ajax Segment A1

	S1: Modified Embankments + Filter	S2: Modified Embankments + Seepage Cut-off + Filter (where needed)
NATURAL ENVIRONMENT	MOST	MOST
SOCIAL ENVIROMENT	MOST	MODERATELY
TECHNICAL	MOST	MODERATELY
COST	MOST	LEAST
OVERALL	MOST	LEAST

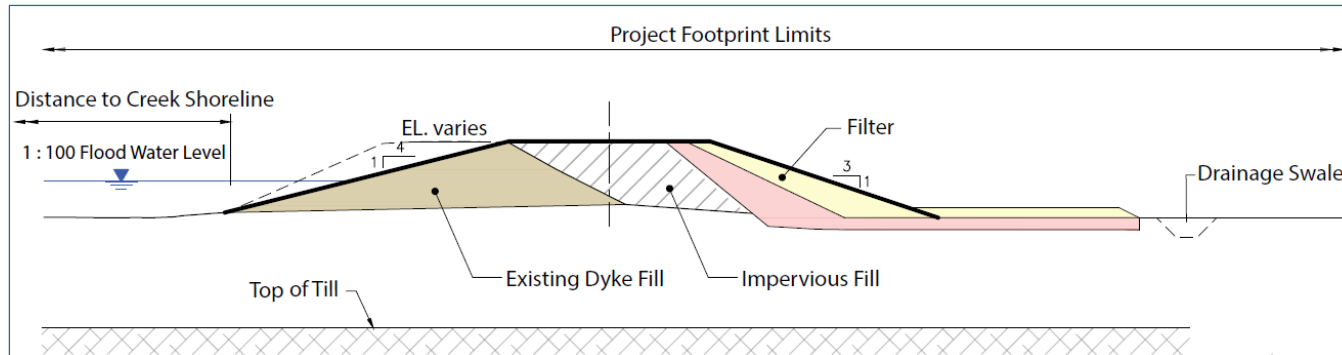
# RECOMMENDED PREFERRED DESIGN CONCEPT – SEGMENT P1



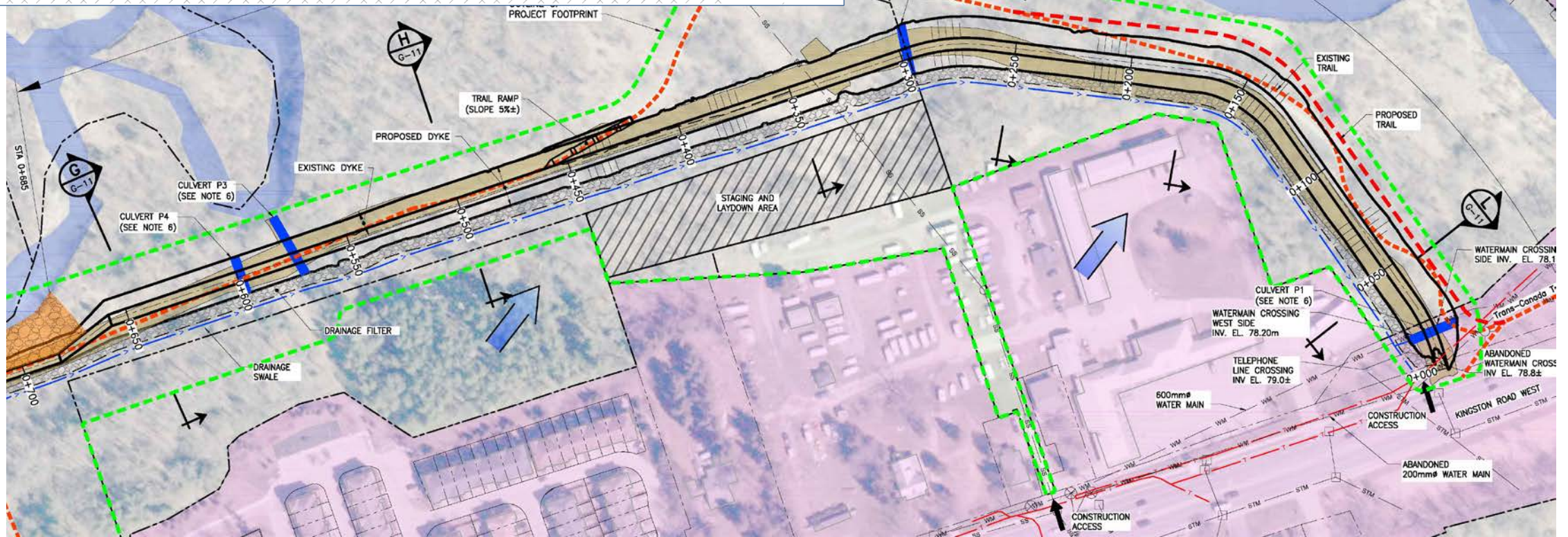
## DESIGN CONCEPT H2: Modified Dry-side Embankment + Sheetpile



# RECOMMENDED PREFERRED DESIGN CONCEPT – SEGMENT P2

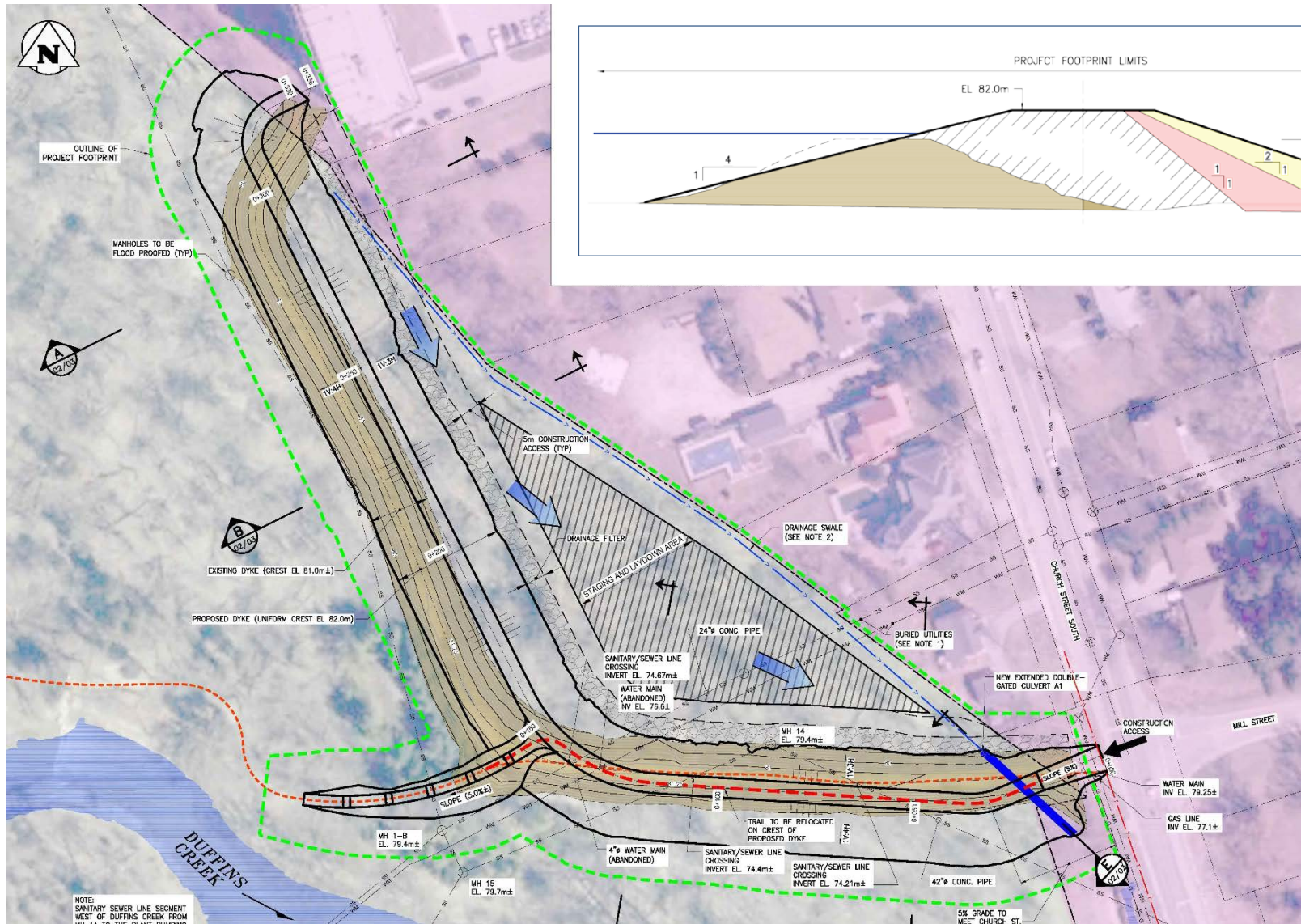


## DESIGN CONCEPT S1: Modified Embankments + Filter





# RECOMMENDED PREFERRED DESIGN CONCEPT – SEGMENT A1



**DESIGN CONCEPT S1:**  
Modified Embankments  
+ Filter

# RECOMMENDED PREFERRED DESIGN CONCEPT



**DESIGN CONCEPT S1:**  
Example of a similar  
dyke in a park setting

# DETAILED ANALYSIS OF ENVIRONMENTAL EFFECTS

## Physical Environment

### Effects

- Potential noise, dust and vibration impacts to adjacent properties during construction
- Potential spills during construction could affect soil and surface water quality
- Contaminated soils have not been identified on site but they could exist in area of excavations
- Changes to high water flow regimes. Up to 100-year storm event is contained within valley (restricted by dykes)
- Improvements to surface water drainage on dry side through formalized drainage swales discharging to culverts in dykes
- Potential, but not expected, localized effects to groundwater flow patterns

### Mitigation Measures

- Construction best management practices will be used for noise, dust, vibration, spill control, sediment control, and soil management. This will include implementation of construction management and contingency plans.
- Application of TRCA Erosion and Sediment Control Guidelines
- Works restricted by Noise By-Law
- Groundwater study recommended to determine if there is impact

### Net Effects Physical Environment

- Nuisance effects from construction activities will be lessened to the extent possible
- Risk of spills, sedimentation and spreading contaminated soils effectively controlled

# DETAILED ANALYSIS OF ENVIRONMENTAL EFFECTS

## Biological Environment

### Effects

- Disturbance of wildlife habitat during construction and temporary avoidance of the area by wildlife
- Removal of approximately 2.7 ha of forest/woodland and thicket for rehabilitation of the Pickering Dyke
- Removal of approximately 1.4 ha forest/woodland for the rehabilitation of the Ajax Dyke
- Butternut Tree and Redside Dace habitat within the project impact area
- Potential negative impacts to fish habitat along Segment 1 of the Pickering Dyke during construction (due to in-water works) and long-term due to rock bank protection

### Mitigation Measures

- All temporarily disturbed areas will be restored and planted with native vegetation
- A tree compensation plan will be developed during detailed design
- Guidelines to reduce risk to migratory birds as per the Migratory Bird Act will be followed including removal of trees outside of the nesting window
- Species at Risk surveys during detailed design and mitigation in consultation with Ministry of the Environment, Conservation and Parks
- Construction fencing and avoidance of buffer area for Butternut Tree
- Evaluation of harmful effect to fish habitat during detailed design and mitigated e.g. adhere to timing windows, optimize rock bank protection
- Adherence to Best Management Practices for in-water works
- Creek features restored to pre-construction condition or better

### Net Effects Biological Environment

- Permanent removal of approximately 2.7 ha of terrestrial habitat to be compensated off-site
- Re-established vegetation will be comprised of targeted native species and will contribute to a healthier ecosystem
- Permanent vegetation removals are linear and narrow in comparison to valley scale so not expected to be detrimental to the overall terrestrial habitat value

# DETAILED ANALYSIS OF ENVIRONMENTAL EFFECTS

## Cultural Environment

### Effects

- Temporary removal/closure of trails will impact accessibility within the parklands in the Direct Project Area during construction
- There will be a permanent aesthetic change as there will not be trees within the dyke footprint
- Possibility of incorporating some vertical structural components into dyke where public space is most restricted to avoid property impacts. Fencing / fall barrier could be necessary in those areas for public safety
- In most areas pedestrian accessibility to cross dykes will be improved with more gradual side slopes and clear passage
- Chance of impacting potential archaeological resources (per Stage 1 assessment)

### Mitigation Measures

- Appropriate public notification of construction works and temporary trail closure
- Pedestrian barriers into work areas and other safety measures to be implemented during construction to ensure public safety
- If possible, trail closures will be scheduled during periods of lower use and provide accessibility during weeknights and weekends. Safety considerations provided
- Trail will be reconstructed to present conditions or better
- Reconstructed trails can be located differently to improve vistas / public realm
- Restoration of dykes will favour natural look, with grassy dyke slopes
- Stage 2 Archaeological Assessment will be carried out prior to construction to confirm presence of archaeological resources

### Net Effects Cultural Environment

- Temporary and minimized impacts to access and enjoyment of recreation areas during construction
- Dyke appearance will be different than present but will maintain natural appearance in general
- In most areas pedestrian accessibility to cross dykes will be improved with more gradual side slopes and clear passage

# DETAILED ANALYSIS OF ENVIRONMENTAL EFFECTS

## Socioeconomic Environment

### Effects

- Potential impact to private property for access during construction and potentially long term
- Improved riverine flood protection for properties within the Special Policy Areas
- Potential impacts to local traffic during construction due to material hauling activities (e.g. Kingston Road West, Brock Road and Church Street South)
- Access to creek temporarily restricted during construction
- Potential impact to underground utilities due to construction
- Potential construction timing conflict of the Durham Bus Rapid Transit project

### Mitigation Measures

- Further refinement of dyke rehabilitation design during detailed design stage to focus on reducing dyke footprint and construction access requirements
- A traffic management plan and communication strategy will be developed for construction
- Synergies with utilities upgrades to be explored during subsequent project design and planning stages. Coordinate with utilities on timing of upgrades
- Coordinate with other projects to reduce/avoid construction conflicts

### Net Effects Socioeconomic Environment

- Minimized impacts to private properties
- Improved riverine flood protection for properties within the Special Policy Areas
- Minimized impacts to traffic in the Direct and Project Study Area during construction
- Temporary restrictions to pedestrian routes through Direct Study Area during construction

# DETAILED ANALYSIS OF ENVIRONMENTAL EFFECTS

## Engineering/Technical Environment

### Effects

- Flood protection afforded by the dykes will be compromised / reduced during construction, as portions of the dyke are being rebuilt / rehabilitated
- Long term improvements to dyke stability, creek bank stability, and reduction of creek bank erosion
- Long term improvement to dyke access for maintenance
- No impact to Special Policy Area designation
- Improvements to extreme storm event flood conditions. Up to 100-year storm event is contained within valley (restricted by dykes)

### Mitigation Measures

- Dyke construction works to be completed outside of spring freshet period during less flood prone seasons
- A risk management plan, to minimize risk and restore flood protection during construction in short notice, will be required from the contractor

### Net Effects Engineering/Technical Environment

- Positive effects on long term flood protection, dyke and bank stability, and channel erosion
- Improved ability to maintain the flood protection infrastructure
- Minimized risk of flooding during construction. Risk expected to be similar or better than existing (due to current potential for dyke failure)

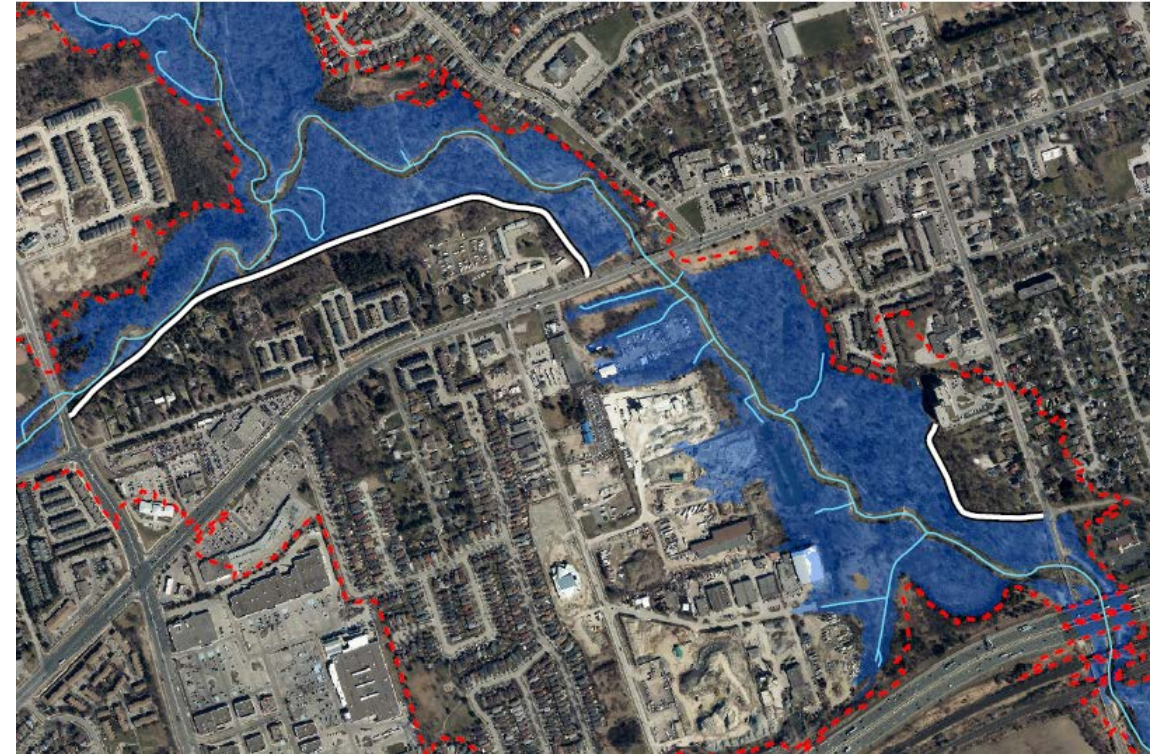
# CHANGES TO FLOOD CONDITIONS

## 100 YEAR STORM EVENT



**Extent of flooding with current dyke heights**

Approximately 10 residential buildings within the Ajax Special Policy Area would be flooded during a 100-year flood event.



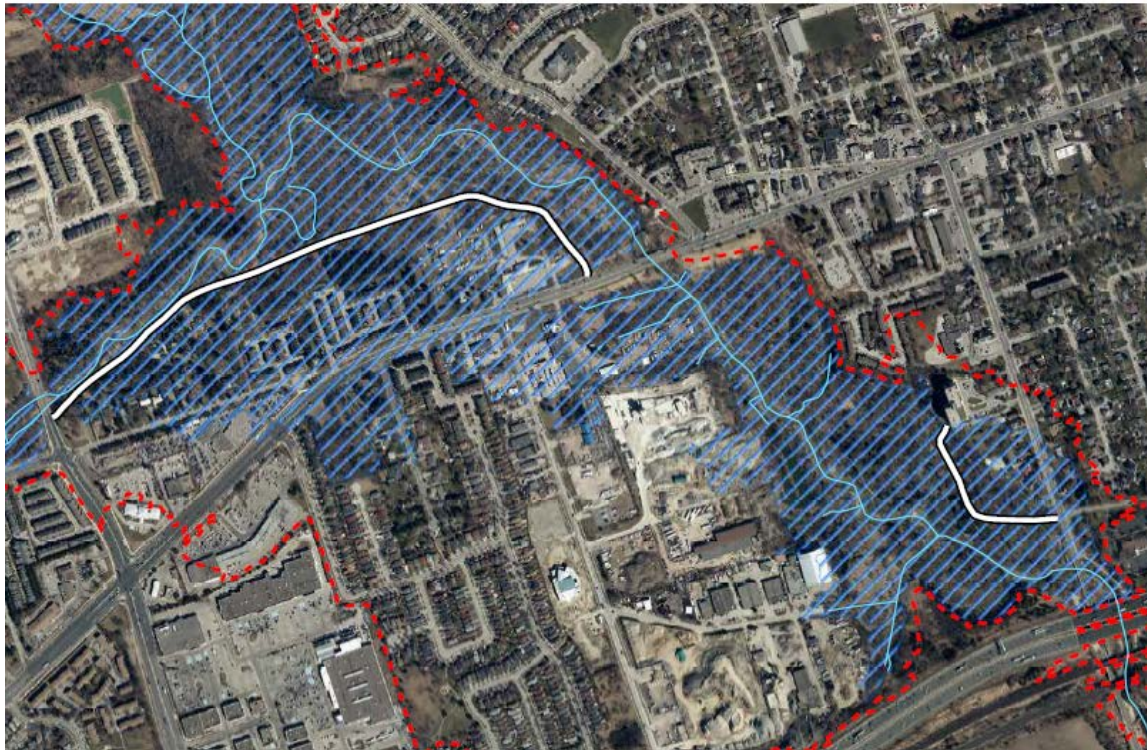
**Extent of flooding with proposed dykes**

The proposed dyke rehabilitation provides 100-year flood event protection for both the Pickering and Ajax Special Policy Area communities.



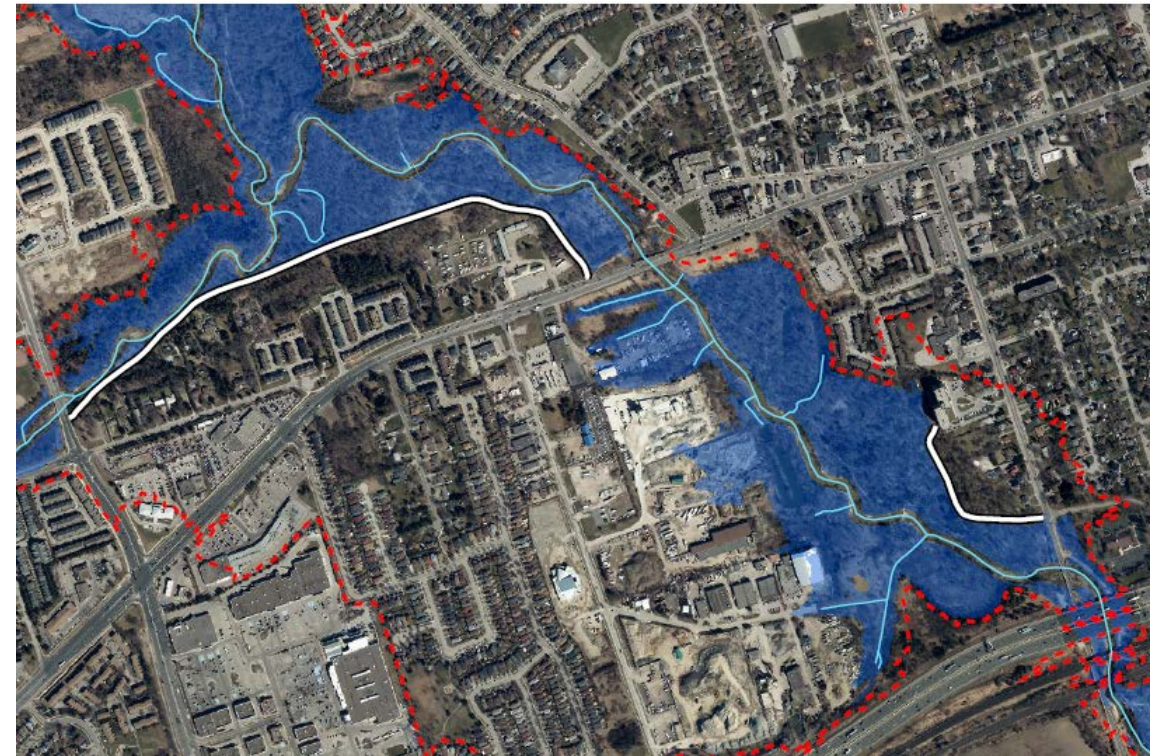
# CHANGES TO FLOOD CONDITIONS

## 100 YEAR STORM EVENT



**Potential extent of flooding without dykes (ie. a dyke failure)**

Approximately 60 buildings would be flooded without dykes, during a 100-year flood event.



**Extent of flooding with proposed dykes**

The proposed dyke rehabilitation provides 100-year flood event protection for both the Pickering and Ajax Special Policy Area communities.

# NEXT STEPS



- Refine evaluation and Preferred Design Concept based on feedback received.
- Refine impact assessment and mitigation measures based on feedback received.
- Prepare an Environmental Monitoring Plan.
- Completion of Environmental Study Report.
- On-going consultation with agencies, landowners and other stakeholders.
- Project filing with the Ministry of the Environment, Conservation and Parks.
- The complete Environmental Study Report will be available for public review for a 30-day period following the Notice of Filing. This is tentatively scheduled for July 2020.

# THANK YOU

We appreciate the time you have taken to learn more about the Pickering and Ajax Dykes Rehabilitation EA. Your input is important for the success of the EA process. Please provide your input.

## Contact the Project Team:

Pickering and Ajax Dykes Rehabilitation  
Project Coordinator

EMAIL: [PADR@trca.ca](mailto:PADR@trca.ca)

WEBSITE: [www.trca.ca/PADR](http://www.trca.ca/PADR)


PHONE: 416-624-4235

Toronto and Region Conservation Authority  
101 Exchange Avenue, Vaughan ON, L4K 5R6

## HOW TO STAY CONNECTED:

- **Join our mailing list** – leave us your email or mailing address if you would like to be kept up to date as the study progresses
- Submit your comments and feedback with our online form

### Public Information Centre #2: April 28, 2020

- [Notice of Public Information Centre #2](#)
- [Notice of Public Information Centre #2 Postponement](#)
- [Display Boards/Panels](#)
-  [Comment/Feedback Form](#)

- Send us your questions. Email us at **[PADR@trca.ca](mailto:PADR@trca.ca)**

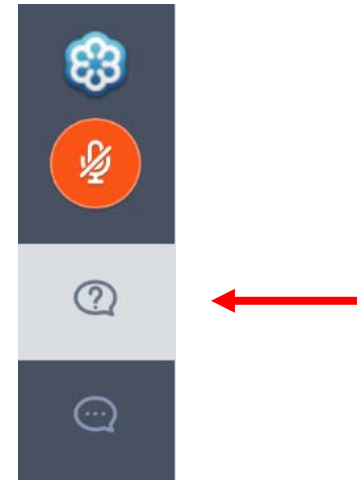
Thank you!

**Melody Brown, P.Eng**  
TRCA

**Fuad Curi, P.Eng**  
KGS Group

# QUESTION AND ANSWER SESSION

Use the question function to submit your questions.



## Panel of Project Team Specialists

- Fuad Curi – Project Manager, KGS Group
- Shan Gnanasunthar – Senior Geotechnical Engineer, KGS Group
- Melody Brown – Project Manager, TRCA
- Nick Lorrain – Senior Manager of Capital Projects, TRCA
- Craig Mitchell – Senior Manager of Flood Infrastructure and Hydrometrics, TRCA