

# **Moodie Light Rail Transit Extension**

## **Consultation Report**

Ottawa, Ontario

Presented to:

**Stage 2 Planning Office**

**City of Ottawa**  
601-180 Elgin Street  
Ottawa, ON K2P 2K3

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# 1. INTRODUCTION

As part of planning for Stage 2 Light Rail Transit (LRT) program, an opportunity has been identified to extend LRT from the current planned western terminus of the Confederation Line (Baysshore Station), approximately 2.5 km further west to Moodie Drive (Moodie LRT) with an additional station and a Light Maintenance and Storage Facility (LMSF).

The Stage 2 LRT project is the cornerstone of the City of Ottawa's 2013 Transportation Master Plan (TMP). The plan builds on the Confederation Line Light Rail Transit Project, which is currently under construction, to extend the benefits of LRT farther west to Moodie.

The project environmental assessment is being undertaken in accordance with *Ontario Regulation 231/08 (O.Reg. 231/08)* and an Environmental Project Report (EPR) has been completed. As part of the assessment process, the EPR will be placed on public record for comment and review prior to Ministry of Environment and Climate Change (MOECC) approval. If there are concerns of provincial interest that cannot be resolved, a written objection may be made and sent to the Minister of the Environment and Climate Change for consideration.

Consultation with internal/external project stakeholders and the general public was undertaken to obtain input and feedback into the study and fulfill EA requirements. This Public Consultation Report was prepared as a supporting document to the EPR. The information presented in this document describes the consultation program undertaken in accordance with the requirements of the Regulation.

# 2. INDIGENOUS CONSULTATION

As part of the Stage 1 and Stage 2 LRT Projects, the City of Ottawa has an ongoing consultation with local Indigenous groups including:

- Algonquins of Ontario Consultation Office;
- Algonquins of Pikwàkanagàn;
- Kitigan Zibi Anishinabeg First Nation;
- Quebec Métis; and
- Métis Nation of Ontario.

The Aboriginal Community Engagement Strategy (ACES) for the Stage 2 LRT project including Moodie LRT has been developed to outline an approach to ongoing and effective consultation with First Nations to address the obligations of the crown and the proponent for the project. The ACES has been developed based on two key obligations:

- The Crowns Duty to Consult; and
- Proponent commitments made within the Environmental Assessment process.

Key areas of interest previously identified by First Nations included:

- Algonquins of Ontario
- Thorough archaeological work. Study team committed to providing all archaeological reports done as part of the study.
- Interest in exploring opportunities to incorporate linkages to their history such as interpretive pathways, identifying trees and importance of access to water.
- All anticipated effects on traditional uses or cultural heritage resources will be identified and described as part of the EA process and subsequent detail design, and will be communicated to any potentially affected Aboriginal peoples and communities as they are identified.
- Kitigan Zibi Anishinabeg
- Proximity to natural waterways.
- Potential impacts on the health of waterways during the course of the light rail transit extensions.
- Belief that water is sacred and essential for all life.
- Quebec Métis
- No further interested in the study(ies).

As a result of the consultation undertaken, the following commitments were made in regards to the Environmental Assessments and resultant projects:

- Ongoing consultation with the Algonquins of Ontario regarding the scope and results of Archaeological Assessments.
- All anticipated effects on traditional uses or cultural heritage resources will be identified and described as part of the EA process and subsequent detail design, and will be communicated to any potentially affected Aboriginal peoples and communities as they are identified.
- Public Art Program: There is going to be a general call for artists for the art projects. To reach out to indigenous communities as part of this program, Stage 2 will coordinate an Indigenous Liaison Officer art consultant to hold workshops aimed at helping to build the capacity of local artists and artisans. This would benefit them in submissions for the calls for art, as well as beyond the Stage 2 LRT call for art. Also, Stage 2 has agreed to build upon the previous work done in the Stage 1 LRT work, by including the wayfinding symbol developed in Stage 1 for Pimisi station, and including it in all of the stations for the 3 extensions of the rail system. This Liaison Officer will also undertake general outreach.
- Identifying additional economic opportunities for continued capacity building and engagement in consultation with the Aboriginal Communities and businesses/workers.

## 2.1 Indigenous Meetings

Several meetings were held in relation to the Stage 2 projects and are summarized below:

- April 13, 2016 – AOO Planning and Environmental Working Group –overview of the three (3) extensions of the Stage 2 LRT O-Train Extensions and status of the

## Environmental Assessments.

- July 9, 2016 – Nation Gathering at Mattawa – Stage 1 and 2 LRT Project staff attended the Algonquin Nation Gathering. Staff brought display boards showing the three (3) extensions of the Stage 2 LRT and answered questions.
- September 8, 2016 – AOO Heritage and Culture Working Group - presented an overview of the three (3) extensions of the Stage 2 LRT O-Train Extensions and status of the Environmental Assessments.
- June 1, 2017 and July 10, 2017 Archaeological Outreach – the Stage 2 Office, working with the AOO Office, reached out to area Algonquins for an Archaeological Liaison Officer regarding further investigations along the Stage 2 LRT Confederation and Trillium Line corridors. The AOO sent a request to a group trained and identified by their resources to assist. Unfortunately, no uptake came from the requests. (via email correspondence)
- June 14, 2017 - AOO Planning and Environmental Working Group re: Ottawa LRT Projects presentation and update – Representatives from the City of Ottawa, Stage 1, 2 and 3 (future) LRT Projects attended and presented the status and updates to current projects.
- July 8, 2017 - Nation Gathering at Pembroke – Stage 1 and 2 LRT Project staff attended the Algonquin Nation Gathering in Pembroke to continue to build on our relationship and display the updates and answer questions regarding the Stage 1 and 2 LRT projects including display of the LRT alignment, Pimisi station and wayfinding symbol.
- September 11, 2017 – Staff from the Stage 2 LRT Office met with AOO staff to discuss ongoing consultation and involvement and opportunities for continued engagement and capacity building.

Meeting notes and materials that pertain to the Moodie LRT Extension are contained in Appendix A. The City and the AOO are in continuing consultation and correspondence regarding the above meetings and have agreed on the principles and outcomes. The City will continue to meeting and consultation with the AOO on the rail projects within the city throughout the life of the project.

## 2.2 Notification

A copy of the Notice of Commencement with the information to access the Draft EPR was provided to the indigenous groups on August 24, 2017. The Métis Nation indicated they had no comment. No other comments were received.

A copy of the Notice of Completion was also sent on December 22, 2017.

### 3. CONSULTATION GROUPS

The organization of the project included a number of committees and teams to enable a collaborative study process which encompassed a range of stakeholders. Primary means of consultation was through establishment of a Public Advisory Committee (PAC) and Technical Advisory Committee (TAC).

#### 3.1 Technical Advisory Committee

The Technical Advisory Committee (TAC) met twice during the pre-planning phase of the project. Members are listed in Table 3-1.

**Table 3-1 Technical Advisory Committee Members**

<b>Organization/Member</b>	<b>Role</b>
<b>City of Ottawa</b>	
Darryl Shurb	Program Manager, Design & Construction, ISD
Carina Duclos	Mgr, Design & Construction, Infra Svcs
Colin Simpson	Prg Mgr, Dev Review-Transp Eng Svcs
Rick Zarzosa *	Prg Mgr Transit Priority, Infra Svcs & Community Sustainability
Colleen Connelly	Manager, Service Planning, OCT
Curtis Rampersad	Prg Mgr Infr Assmt-Wtr Resources Assets, Infra Svcs & Community Sustainability
Bruce Stansfield	Property Officer, RPAM - Real Estate Services Division
Kevin Wherry	Mgr, Parks and Facilities Planning
Greg Kent	Manager, Traffic, Safety & Mobility, Traffic Services
Angela Taylor	Sr Project Mgr Environmental Assessment
Nick Stow/Amy MacPherson	Planning Infrastructure & Eco Dev Dept.
<b>National Capital Commission</b>	
Martin Barakengera	Senior Planner
<b>Ministry of Transportation</b>	
Dave Lindensmith	Senior Project Manager, (Eastern Region)
<b>Environment Canada</b>	
Denise Fell	Environmental Assessment Officer
<b>MOECC</b>	
Solange Desautels	Senior Project Coordinator
<b>MNRF</b>	
Dan Thompson	District Manager
<b>PSPC</b>	
Pascal Mongeau Vance Bedore	Senior Project Manager (Carling Campus contact)
<b>RVCA</b>	
Glen McDonald	Senior Planner



The first meeting was held on February 13, 2017. The agenda included:

- Introductions
- TAC Roles and Responsibilities
- Background and Scope
- Network Options
- Bus Rapid Transit (BRT) conversion
- Light Maintenance and Storage Facility (LMSF)
- Moodie LRT Station
- Bayshore Station expanded bus terminal
- Schedule
- Next steps

Key action items from the meeting include:

- Consistent messaging regarding the 2 ongoing studies : Kanata LRT and Moodie LRT
- Station location details to be developed in the next phases of the project
- The need for the assessment of cumulative impacts for changes to the project (from the BRT) would be brought forward to the City for future action as per the direction of the Joint Study.

The second TAC meeting was held on June 1, 2017. The agenda included:

- Introductions
- Project Overview:
  - Background Refresher
  - Project Updates
- BRT to LRT conversion:
  - Station location east or west of Moodie
  - Functional requirements for Moodie LRT station
  - Impacts and mitigation
- Light Maintenance and Storage Facility (LMSF)
  - Short listed sites evaluation (Options 2, 3 and 4)
  - Preliminary preferred site (Option 2)
- Park and Ride/response to Council motion
- Schedule
- Next steps/TPAP process and timing

Key action items included the request from the agencies/City for additional information regarding: SAR, hydrogeology, and NCC Natural Links.



The presentation and meeting notes are contained in Appendix B. The presentation and meeting notes were distributed to all in attendance, invitees as utility companies, Aboriginal contacts, OMAFRA and MTCS for their information and comment.

### 3.2 Public Advisory Committee

The Public Advisory Committee (PAC) met twice during the pre-planning phase of the project. Members are listed in Table 3-1.

**Table 3-2: Public Advisory Committee Members**

Organization	Member
Belltown Neighbours Association	Jim McQuaid
CCC #241	Pat Finn, Secretary
Crystal Beach/Lakeview CA	Rick Nelson
Lynwood Village Community Association	Shannon Kenney
Crystal Bay	Mairi Miller
Nepean Nomads Walking Club	Gordon Bell, President
Qualicum-Graham Park Community Association	Scott Pegrum, P.Eng, President
Bayshore Community Association	Zarrar Ahmed
Wesley Clover Parks	Nathalie Levasseur
Citizens for Safe Cycling	Paul Clarke
Greenspace Alliance	Paul Johanis
Access Now	Charles Matthew, President
Accessibility Advisory Committee	Carole Legault, Coordinator
Environmental Stewardship Advisory Committee	Marc Desjardins, Coordinator

The first meeting was held on March 6, 2017. The agenda included:

- Introductions
- Planning Advisory Committee (PAC) Roles and Responsibilities
- Background and Scope of Project
- Rapid Transit Network Options
- Bus Rapid Transit (BRT) conversion to LRT
- Light Maintenance and Storage Facility (LMSF)
- Moodie LRT Station
- Bayshore Station expanded bus terminal
- Schedule
- Next steps

The first meeting primarily answered questions posed by the PAC members.

The second TAC meeting was held on June 1, 2017. The agenda included:

- Introductions
- Project Overview:
  - Background Refresher
  - Project Updates
- BRT to LRT conversion:
  - Station location east or west of Moodie
  - Functional requirements for Moodie LRT station
  - Impacts and mitigation
- Light Maintenance and Storage Facility (LMSF)
  - Short listed sites evaluation (Options 2, 3 and 4)
  - Preliminary preferred site (Option 2)
- Park and Ride/response to Council motion
- Schedule
- Next steps/TPAP process and timing

The presentation and meeting notes are contained in Appendix A. The presentations and meeting notes were distributed to all in attendance, and invitees.

## **4. ADDITIONAL COMMUNITY MEETINGS**

### **4.1 Connectivity Workshop**

The Moodie LRT Station Connectivity Workshop was held on August 21, 2017 in order to work with the community to identify and document connectivity constraints and opportunities related to the Moodie LRT Station. To assist the discussion between Stage 2

members and the community, pertinent information was provided to the public prior to the discussion regarding connectivity of the Moodie LRT Station to the surrounding area. Community members had the opportunity to converse directly with Stage 2 specialists at group stations where all participants were encouraged to provide feedback.

Topics discussed with participants included:

- Existing pedestrian and cycling infrastructure,
- Work to be completed by the BRT,
- What the connectivity assessment had identified up to that date,
- Cycling connections between Kanata and Crystal Beach, and
- What additional features would benefit the community

The *Moodie LRT Station Connectivity Workshop As We Heard It* report is contained in Appendix C.

## **4.2 Crystal Beach / Lakeview Community Association (CBLCA)**

Crystal Beach / Lakeview Community Association (CBLCA) met several times with the CBCLA to address their comments and concerns on the Draft EPR.

Meetings were held on:

- October 23, 2017
- December 1, 2017 (walk-about)
- December 4, 2017

Meetings were focused on the comments that were received. The comments and the responses are contained in Appendix C.

# **5. ADDITIONAL STAKEHOLDER MEETINGS**

## **5.1 Abbott Point of Care**

Abbott Point of Care (Abbott) is located in the north-east corner immediately adjacent to the Moodie Station. Two meetings were held. The first meeting on June 12, 2017, to provide information on the project and determine any constraints due to the Abbott operations and a second meeting was held on November 20, 2017 to provide an updated on the project including the recommended Light Maintenance and Storage Facility (LMSF) location. The primary concern from Abbott was the dust and vibrations from the adjacent construction activities. Abbott is in the process of undertaking building and equipment assessment to determine if any special mitigation or management efforts during the construction is required.

Meeting materials are contained in Appendix D.

## **5.2 Crystal Bay Centre for Special Education**

The Crystal Bay Centre for Special Education is located in the north of the LRT and the Moodie Station along Moodie Drive. A meeting was held on June 12, 2017, to provide information on the project and determine any constraints due to the School operations. Meeting materials were the same as presented at the first Abbott meeting.

There primary concern from the School was related to the noise and transportation changes that were proposed related to the LMSF (Site 2) and bus access to and from Moodie Drive. The meeting was followed by a walk-a-bout and included a discussion of their planned safety village in the rear yard.

The LMSF has since been relocated and the direct impacts no longer exist.

## **6. AGENCY MEETINGS**

### **6.1 Ministry of the Environment and Climate Change**

At the onset project meetings were held with the Ministry of the Environment and Climate Change (MOECC). These meetings were to review the Transit Project Assessment Process (TPAP) with respect to an addendum versus a new EPR. The initial Stage 2 Office approach was to proceed with an addendum as the conversion of the BRT to LRT was considered in the original EPR and the addition of a LMSF to an LRT line had relevant precedent with the Eglinton Crosstown Light Rail Transit (Jane Street to Keelelades Park) - the Environmental Project Report Addendum. MOECC recommended a new TPAP process be initiated.

Following the issuance of the Notice of Completion on August 24<sup>th</sup>, a meeting was arranged with the MOECC staff in Toronto. The meeting was held on August 31<sup>st</sup> to review the project and determine the path forward. The MOECC was informed the Draft EPR was available on the City website and that an updated draft would be forwarded, when available, with additional information.

The MOECC also reviewed the draft EPR. Their comments were incorporated into the final EPR.

Meeting materials and comments/responses are contained in Appendix D.

### **6.2 National Capital Commission**

The National Capital Commission (NCC) is a main property owner and key stakeholder in the Stage 2 LRT project including the Moodie LRT. A working group was established with

the NCC and bi-weekly meetings were held to review the project on an ongoing basis. Meeting agendas and notes are contained in Appendix D.

### **6.3 Ministry of Transportation**

The Ontario Ministry of Transportation (MTO) was a key stakeholder in the Moodie BRT project and involved in decisions for bundling construction projects for the Stage 2 LRT. In addition, when the LMSF was proposed within the Highway 417 right-of-way, regular meetings were set up and site specific issues were discussed and reviewed. Meetings were held on a regular/as required basis with MTO during the development of the EPR.

The final location and layout of the LMSF is primarily in the MTO corridor adjacent to Highway 417. Based on the discussion with MTO, the layout provides sufficient right-of-way for a potential future additional travel lane by MTO on the northern edge including the shoulder. At the request of MTO, the City of Ottawa confirmed the Stage 2 LRT would change any design to reduce the LMSF footprint in order to not preclude the future Highway 471 widening.

Correspondence is located in Appendix E.

### **6.4 Rideau Valley Conservation Authority**

The Rideau Valley Conservation Authority (RVCA) is responsible for Stillwater Creek watershed that surrounds the Moodie LRT. In addition to the TAC meetings, additional meetings were held on October 30 and September 7, 2017 to review floodplain management issues and the Draft Stormwater Management Plan. RVCA confirmed the stormwater management approach with a cut/fill balance is acceptable (Appendix E).

### **6.5 Department of National Defence/Public Services and Procurement Canada**

The Department of National Defence (DND) and Public Services and Procurement Canada (PSPC) are major land/lease holders and occupants of the former Nortel Campus located at the corner of Moodie Drive and Carling Avenue. This Campus is now the new National Headquarters for DND who have entered into a long-term lease with PSPC who own the campus and lease adjacent lands from the NCC.

Meetings were held with these agencies to discuss primarily connectivity to the Moodie Station as well as the overall City plans for the location of the Stage 3 LRT route.

Connectivity of the DND Headquarters to the LRT facility by bus, pedestrians and cyclists was reviewed and the needs of the DND employees were discussed. The Headquarters

will benefit from the overall community connectivity plans. In addition, OC Transpo will be providing bus service from the LRT station to the Headquarters.

Meeting materials are contained in Appendix D.

## 7. PUBLIC MEETINGS

The varied interests of the surrounding community were considered throughout the study process and have assisted in verifying the existing conditions; the development alternatives; and, the refinement of the preferred land use plan. Consultation and the exchange of information was undertaken throughout the assessments using a variety of methods including internet information [www.stage2lrt.ca](http://www.stage2lrt.ca), electronic information distribution, meetings with ward councillors and public open houses. In particular, two major public consultation meetings were held:

### *Meeting 1 - Existing Conditions, BRT conversion, LMSF*

The purpose of this meeting was to provide an overview of the project and solicit comments on the study area's existing conditions, work done to date and identify public concerns and opportunities.

### *Meeting 2 – Station location, LMSF shortlist*

The purpose of this meeting was to provide an update of the project process and solicit comments on the Station location options, preferred LMSF location, park and ride facilities and updated existing conditions. Public concerns and comments were collected and addressed in the EPR.

### 7.1 Public Meeting #1

The first public meeting was held on March 22, 2017 with a total of 93 attendees. The Notice of the Meeting was posted on the City of Ottawa Website and in the local papers as follows:

- EMC West on March 9<sup>th</sup> and 19<sup>th</sup>;
- LeDroit on March 10<sup>th</sup> ; and
- Additional notification in all City EMC's on March 19 (Kanata Kourier, EMC Nepean, EMC Orléans, EMC Ottawa East, EMC Ottawa South, EMC Ottawa West).

A buckslip with the meeting information was also distributed to 5,500 area residents and an email of the Notice sent to Advisory Committee members, and key stakeholders.

General comments on the project that were received are identified in

Table 7-1 along with the project team response,

**Table 7-1: Public Meeting #1 Comments and Responses**

<b>Comment</b>	<b>Response</b>
Siting of the station(s)	The options will be evaluated during the next phase of the project
Siting of the Park & Ride	At this point in the study we are at the stage of considering the recently received council direction to assess the possibility of a park and ride
Noise, vibration, sound barrier	Appropriate noise and vibrations studies will be undertaken at for the preferred alternative
Bus routing and ease of access to LRT	Bus routing details will be confirmed as part of OC Transpo operational assessment. The station will include a bus layby area for connections to on-road routes
Traffic and bus implications and safety	Bus routing and connectivity with signalized crossings will be addressed
Affordability and feasibility	It has been determined that there is likely appropriate budget for the conversion to LRT
Pathway connections (pedestrians and cyclists)	The LRT station will be the subject of a connectivity study similar to those held on the other Stage 2 LRT stations
School and local residents	The Stage 2 Team will meet with the school and stakeholders
Consultation	Additional consultation opportunities will be available
Drainage / floodplain	Drainage details will be included in the next stage when the foot print details are available. Consultation will be ongoing with the NCC and RVCA

## 7.2 Public Meeting #2

The second meeting was held on June 13, 2017. Many comments were similar in nature to the first meeting with respect to the location of the LMSF. The Notice of the Meeting was posted on the City of Ottawa Website and in the local papers as follows:

- EMC West June 1<sup>st</sup> & 8<sup>th</sup>; in Le Droit June 6<sup>th</sup> & 9<sup>th</sup>
- Invitations will be distributed via:
  - Stage 2 mailbox to Community Associations, interest/advocacy groups
  - Councillor Taylor to invite residents
  - Councillor Taylor to advertise on his social media network
  - Posted on Stage2lrt.ca May 29<sup>th</sup>

A buckslip with the meeting information was also distributed to 5,500 area residents and an email of the Notice sent to Advisory Committee members, key stakeholders and previous meeting attendees.

A summary of the comments is presented in Table 7-2. Comment received are contained in Appendix E along with the notices and meeting materials.

**Table 7-2: Public Meeting #2 Comments and Responses**

Comment	Response
Size, location, growth / expansion over time	The LRT facility will be size to meet the transit needs for Stage 2. The LMSF will have the potential to expand to accommodate LMSF needs anticipated for Stage 3 as well.
Desire for least impact on adjacent recreational / social land uses	Best efforts were made to maintain and enhance pathways and reduce impacts on social land uses
Avoiding track and cost redundancy in consideration of Kanata LRT	The Kanata LRT will carry on from the work undertaken in Stage 2
Where options for the location of the LMSF were presented, community concerns were raised most about Option 2 due to the environmental impact (terrestrial and recreational/social)	LMSF was relocated to option 3



## ***APPENDIX A – INDIGENOUS CONSULTATION***

Meeting 1 – Presentation and Meeting Notes – April 2016

Meeting 2 – Presentation and Meeting Notes – September 2016

Meeting 3 – Presentation and Meeting Notes – June 2017

Meeting 4 – Presentation and Meeting Notes – 2016/2017

## ***APPENDIX B - ADVISORY COMMITTEES***

TAC Meeting 1 – Presentation and Meeting Notes

TAC Meeting 2 – Presentation and Meeting Notes

PAC Meeting 1 – Presentation and Meeting Notes

PAC Meeting 2 – Presentation and Meeting Notes

## ***APPENDIX C – COMMUNITY MEETINGS***

Connectivity Meeting Materials

Crystal Beach / Lakeview Community Association  
(CBLCA) correspondence

## ***APPENDIX D – ADDITIONAL STAKEHOLDER MEETINGS***

Abbott Industries

Crystal Bay Centre for Special Education

## ***APPENDIX E – AGENCY MEETINGS***

MOECC Meetings

NCC Meetings

MTO Meetings

DND/PSPC Meetings

## ***APPENDIX F – PUBLIC MEETINGS***

Public Meeting #1

Public Meeting #2

