

STAGE
ETAPE **2**

A graphic design featuring the words "STAGE" and "ETAPE" stacked vertically in a bold, white, sans-serif font. To the right of "ETAPE" is a large white circle containing the number "2". Three white arrows are integrated into the design: one points left from the left side of "STAGE", one points down from the bottom of "ETAPE", and one points right from the right side of the circle containing "2".

- **Confederation Line - Overview**
- **Stage 2 - Overview**
- **Stage 2 - Benefits**
- **Stage 2 - Status & Next Steps**
- **Questions**

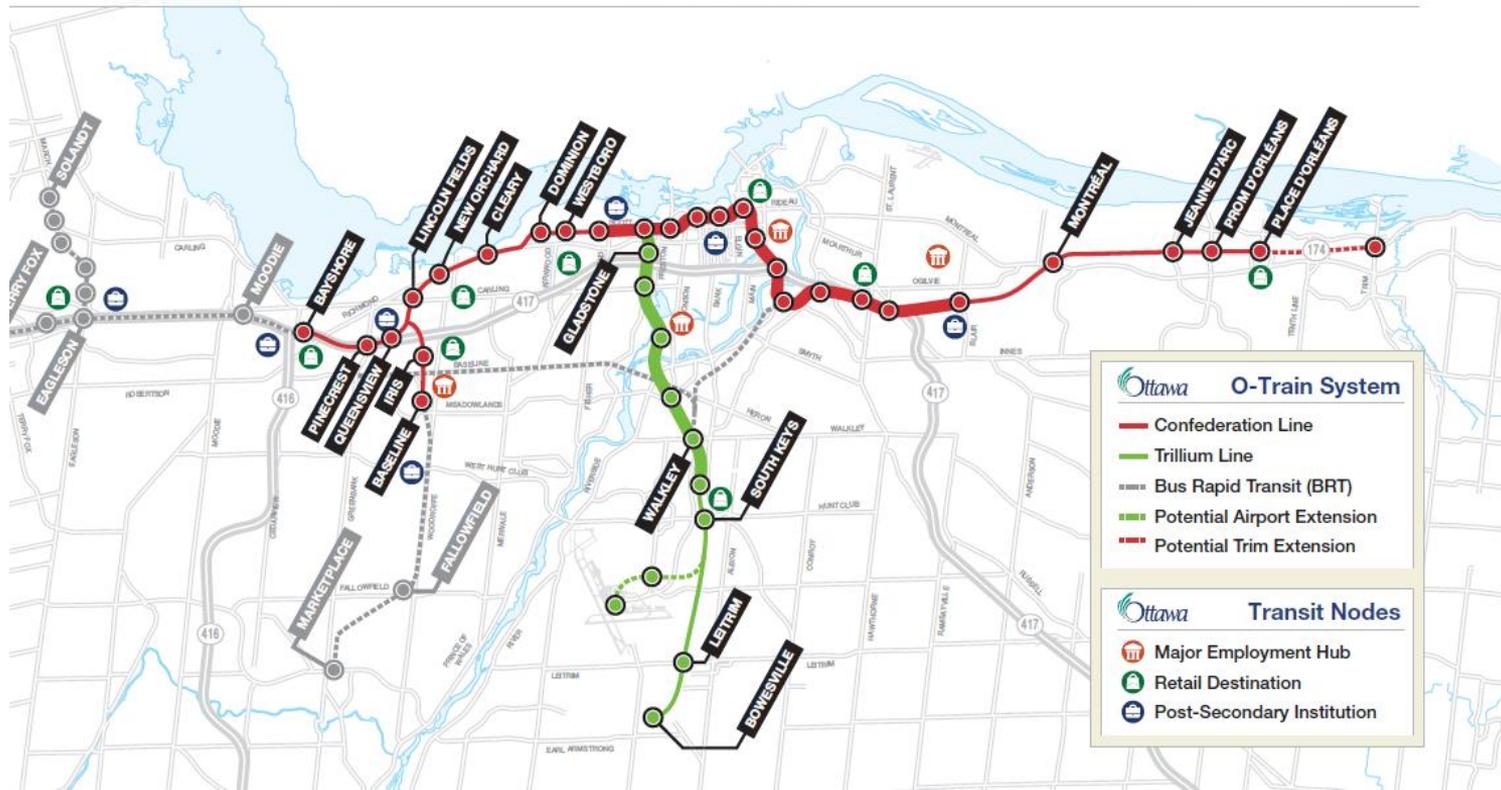


STAGE 2 LIGHT RAIL TRANSIT

Confederation Line **WEST**

Trillium Line **SOUTH**

Confederation Line **EAST**





of kilometres of new rail



of new stations

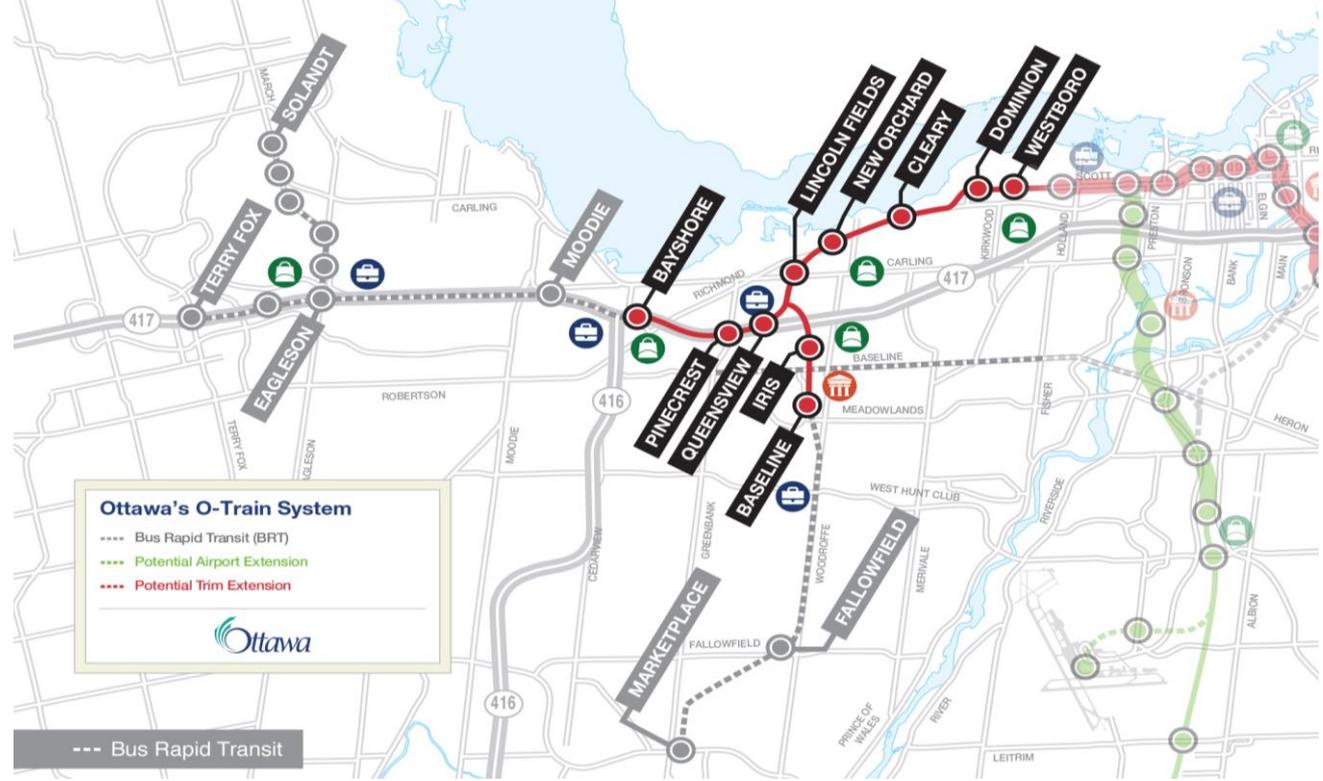


% of Ottawa residents
living within 5km of rail
transit

CONFEDERATION LINE WEST

EDUCATION SHOPPING BUSINESS

Confederation Line WEST



Ottawa's O-Train System

- Bus Rapid Transit (BRT)
- Potential Airport Extension
- Potential Trim Extension

--- Bus Rapid Transit



New Stations



Of New Rail



Buses Taken Off Sir John A Parkway Daily



New Stations



Of New Rail



Of East-End Residents
Within 5km Of Rail

Confederation Line EAST

EDUCATION SHOPPING BUSINESS



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New Stations

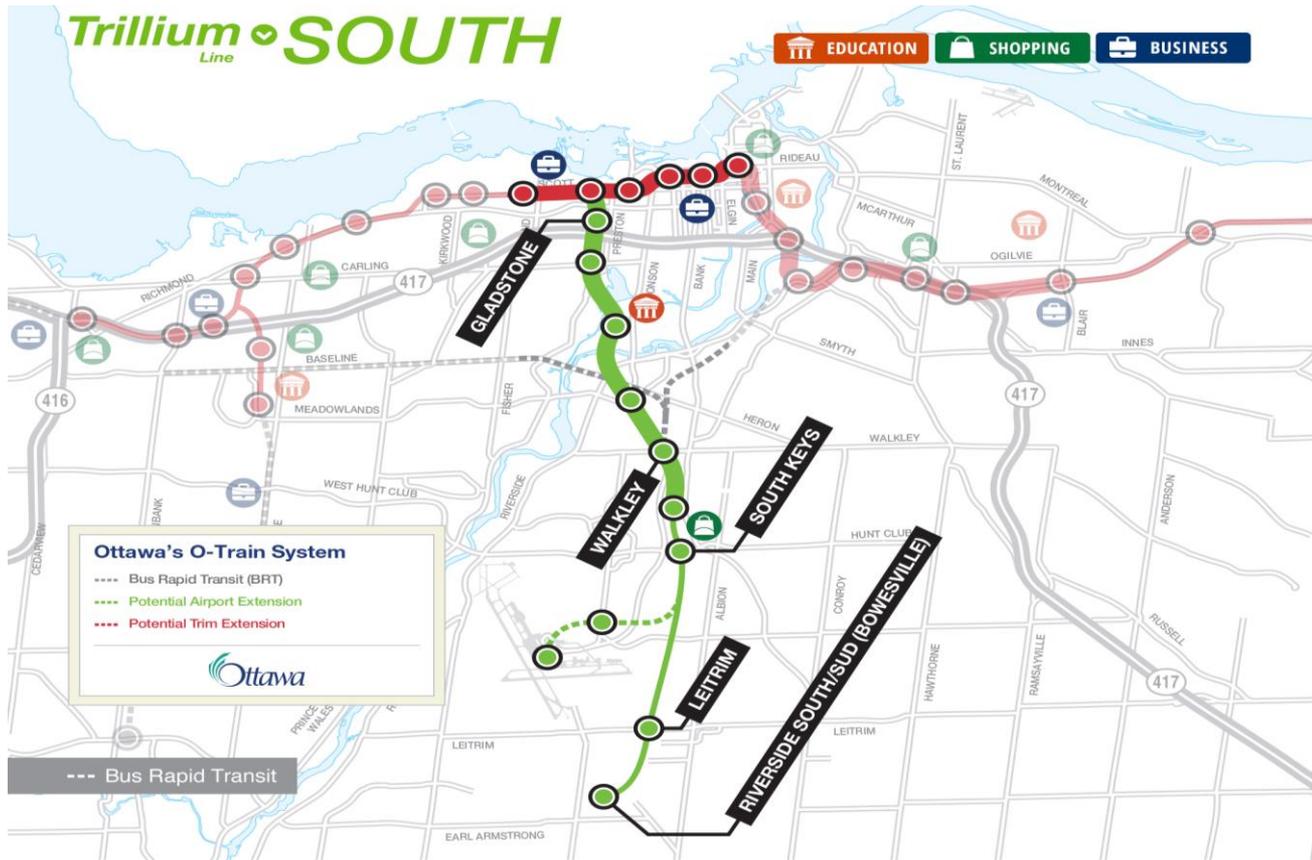


New Rail

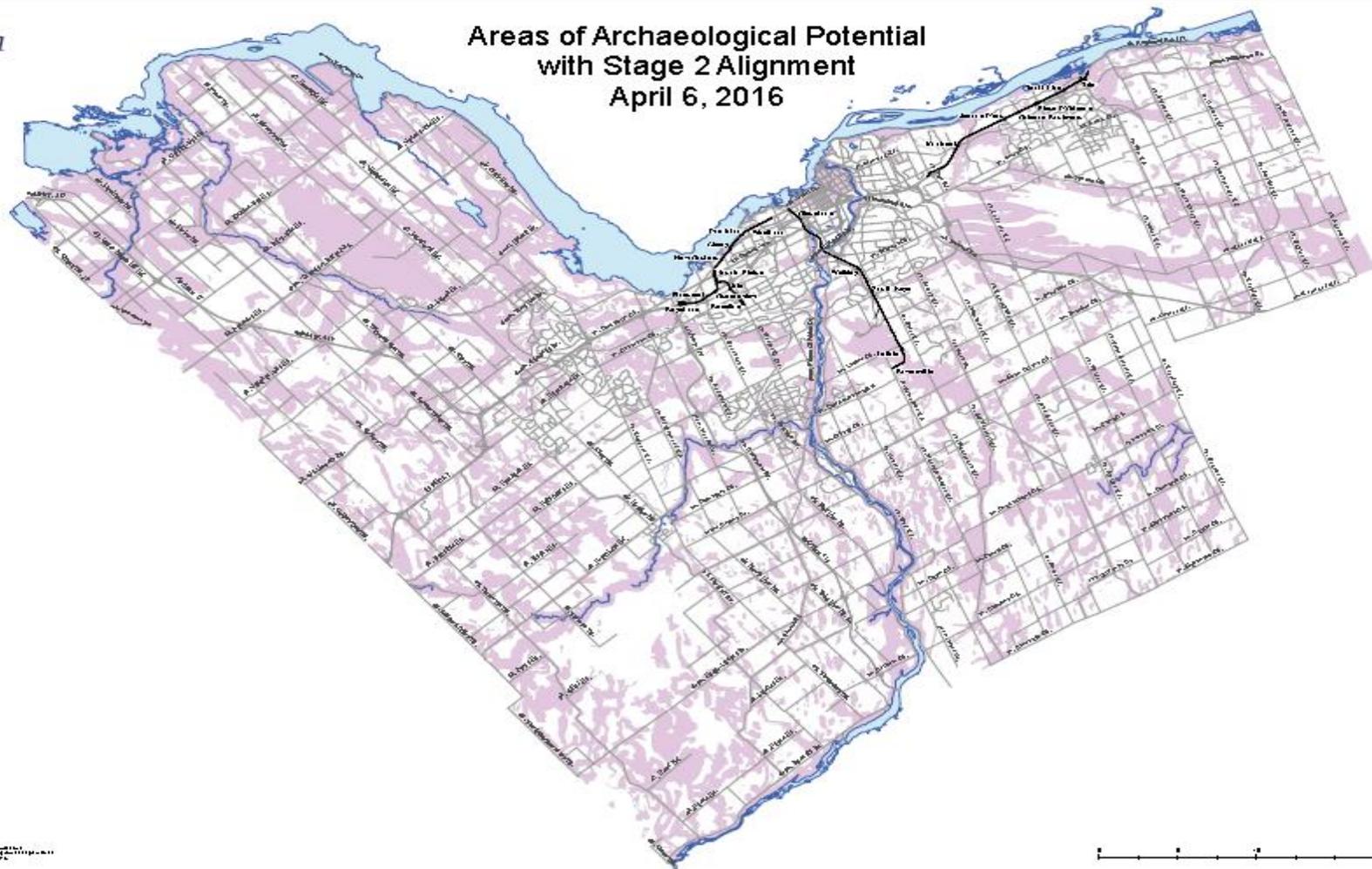
+3,500



New Park and Ride Spots



Areas of Archaeological Potential with Stage 2 Alignment April 6, 2016





Connect communities

Stage 2 will connect Ottawa's major employment centres, post-secondary institutions, shopping and recreation destinations, arts and culture hotspots, and bring over 70 per cent of residents within five kilometres of rail transit.



Relieve congestion

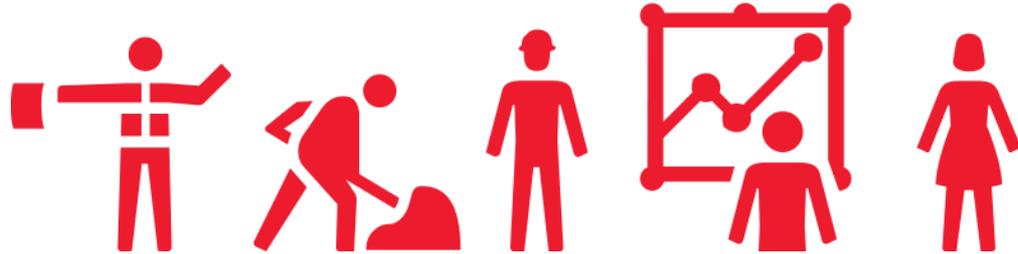
By providing a comfortable and reliable alternative to driving, Stage 2 will take up to 14,000 cars off the road during rush hour.

Stage 2 will reduce the number of buses on the roads, eliminating 450,000 annual trips on the Sir John A Parkway alone.



Reduce emissions from cars and buses

Stage 2 will reduce Greenhouse Gases by 155,000 tonnes and contaminants such as carbon monoxide, nitrous oxides and sulphur oxides by 4,363 tonnes over a 25-year period.



Create jobs and local investment

The Confederation Line LRT project has already resulted in over \$360 million in contracts to local companies.

Stage 2 of LRT is projected to generate 24,000 person-years of employment and an economic impact of \$3.8 billion.

- **Q3 2016** - Request for Qualification
- **Q1 2017** - Request for Proposal
- **Q2 2018** - Contract Award
- **Q4 2018** - Construction commencement
- **Q4 2023** - Revenue Service

- Seek direction on Engagement/Consultation
- Open Lines of Communication
- Contact Person: Marc Magierowicz
- Consult on Archaeological potential/sites

QUESTIONS?

www.stage2lrt.ca

www.ottawa.ca/confederationline

**← STAGE
ETAPE →** 

9 September 2016

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- **Stage 2 - Overview**
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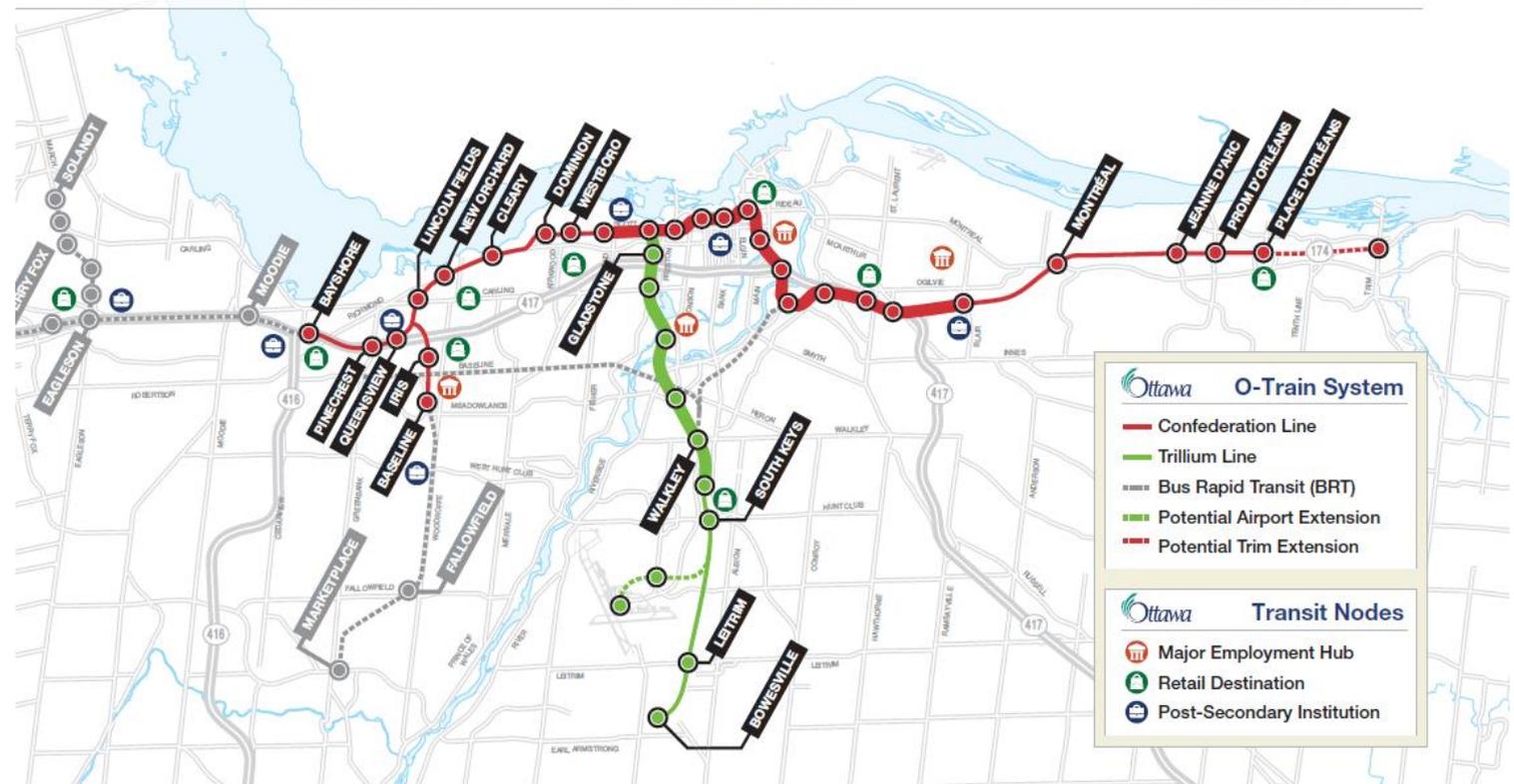
de ces installations.
Il s'agit de protéger pour tous les modes (véhicules, piétons, cyclistes) les zones de transit et de 40 mètres en deux lignes qui se croisent et
pour éviter les conflits d'usage, notamment, il est recommandé de prévoir l'installation de bornes de transport et
et d'autres infrastructures liées au transport et à l'usage des zones de transit et de 40 mètres en deux lignes qui se croisent et
de la ville, en plus des bornes de transit et de 40 mètres en deux lignes qui se croisent et de la ville, en plus des bornes de transit et
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Ottawa O-Train System

- Confederation Line
- Trillium Line
- Bus Rapid Transit (BRT)
- Potential Airport Extension
- Potential Trim Extension

Ottawa Transit Nodes

- Major Employment Hub
- Retail Destination
- Post-Secondary Institution



of kilometres of new rail



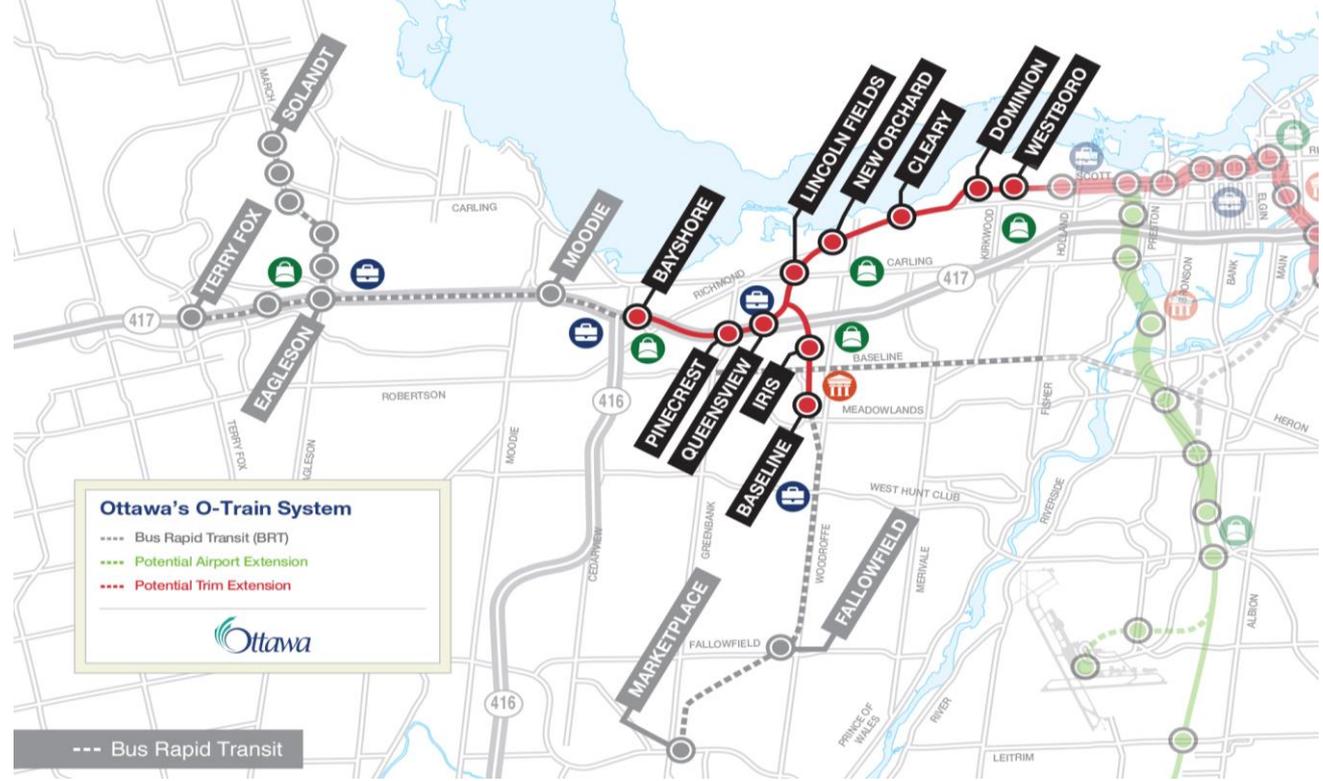
of new stations



% of Ottawa residents
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EDUCATION SHOPPING BUSINESS

Confederation Line WEST



Ottawa's O-Train System

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--- Bus Rapid Transit



New Stations



Of New Rail

800



Buses Taken Off Sir John A Parkway Daily

- Environmental Project Report (EPR) Ongoing
- 2 June, 2015 - Notice of Commencement
- Coming Sept 2016 - Notice of Completion
Comments received will be addressed & Final EPR issued
- 30-day public review period
Public comments received and addressed
- 35-day Ministerial approval period
- Website: <http://ottawa.ca/en/city-hall/public-consultations/confederation-line-west-light-rail-transit-lrt-extension>



New Stations



Of New Rail



Of East-End Residents
Within 5km Of Rail

Confederation Line EAST

EDUCATION SHOPPING BUSINESS



Ottawa's O-Train System

- Bus Rapid Transit (BRT)
- Potential Airport Extension
- Potential Trim Extension

- Environmental Project Report (EPR)
Final/Complete
- 26 Nov, 2015 - Notice of Commencement
- 24 March, 2016 - Notice of Completion
- 25 May, 2016- Approval by Minister of
Environment and Climate Change (Ontario)
- Website: <http://ottawa.ca/en/city-hall/public-consultations/confederation-line-east-light-rail-transit-lrt-extension>



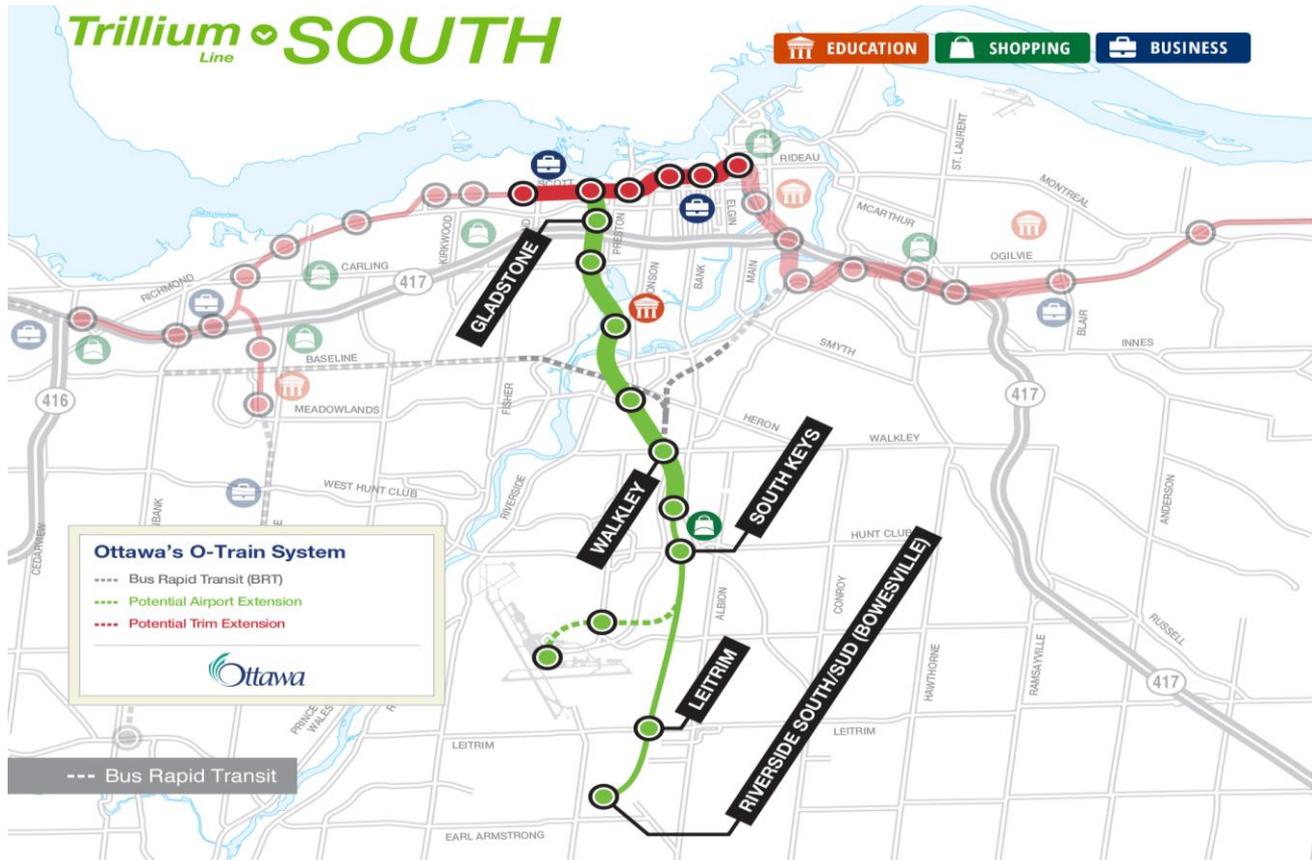
New Stations



New Rail

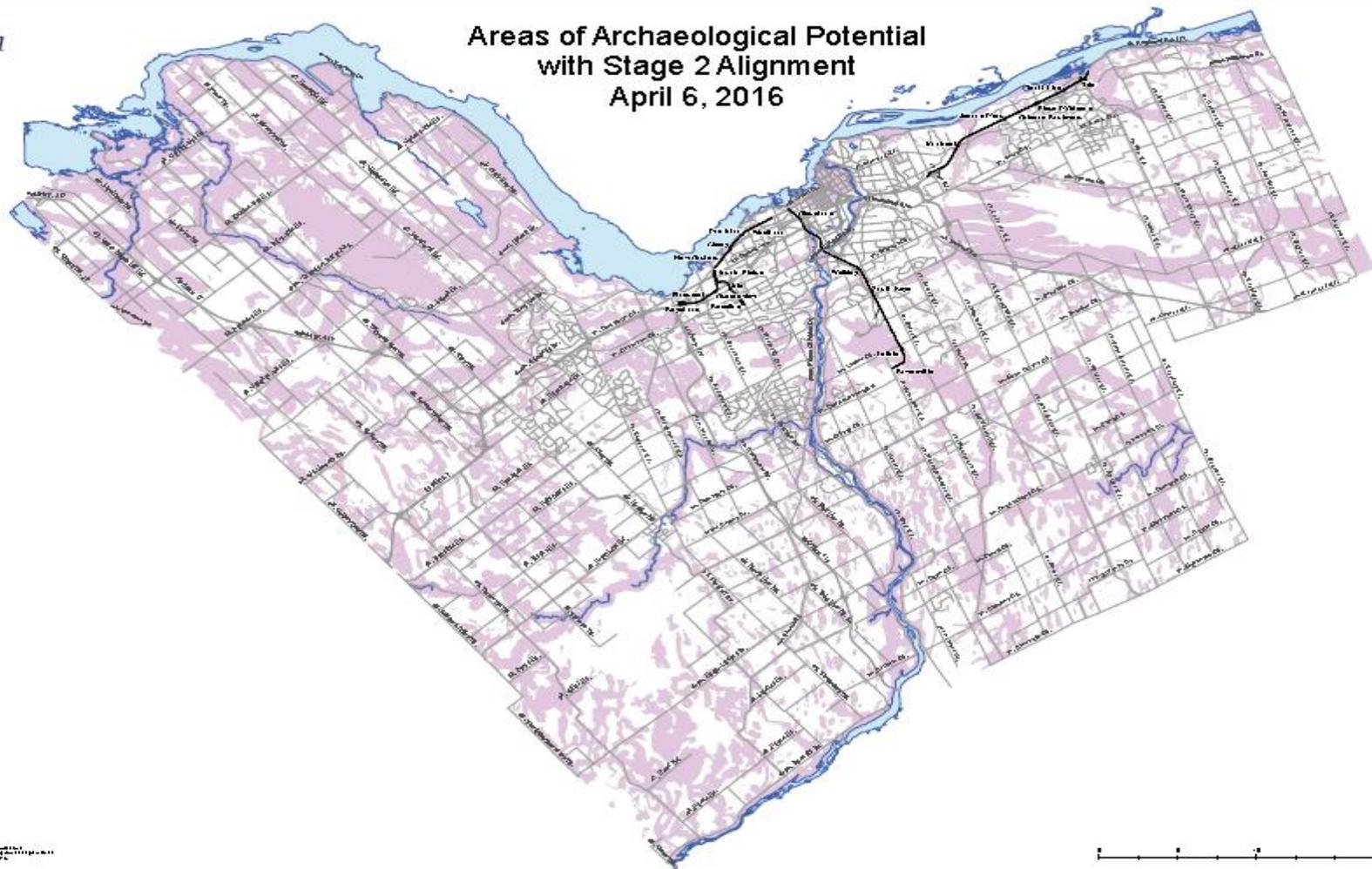


New Park and Ride Spots



- Environmental Project Report (EPR)
Final/Complete
- 24 Sept, 2015 - Notice of Commencement
- 22 January, 2016 - Notice of Completion
- 21 March, 2016- Approval by Minister of Environment and Climate Change (Ontario)
- Website: <http://ottawa.ca/en/city-hall/public-consultations/trillium-line-extension-planning-and-environmental-assessment-ea>

Areas of Archaeological Potential with Stage 2 Alignment April 6, 2016





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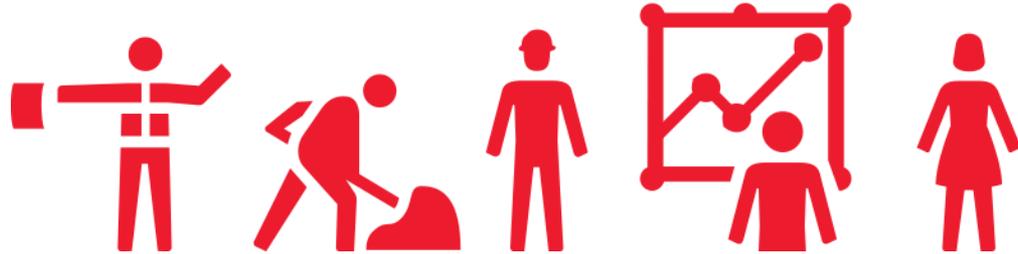
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STAGE ETAPE



Stage 2 Update: Algonquins of Ontario

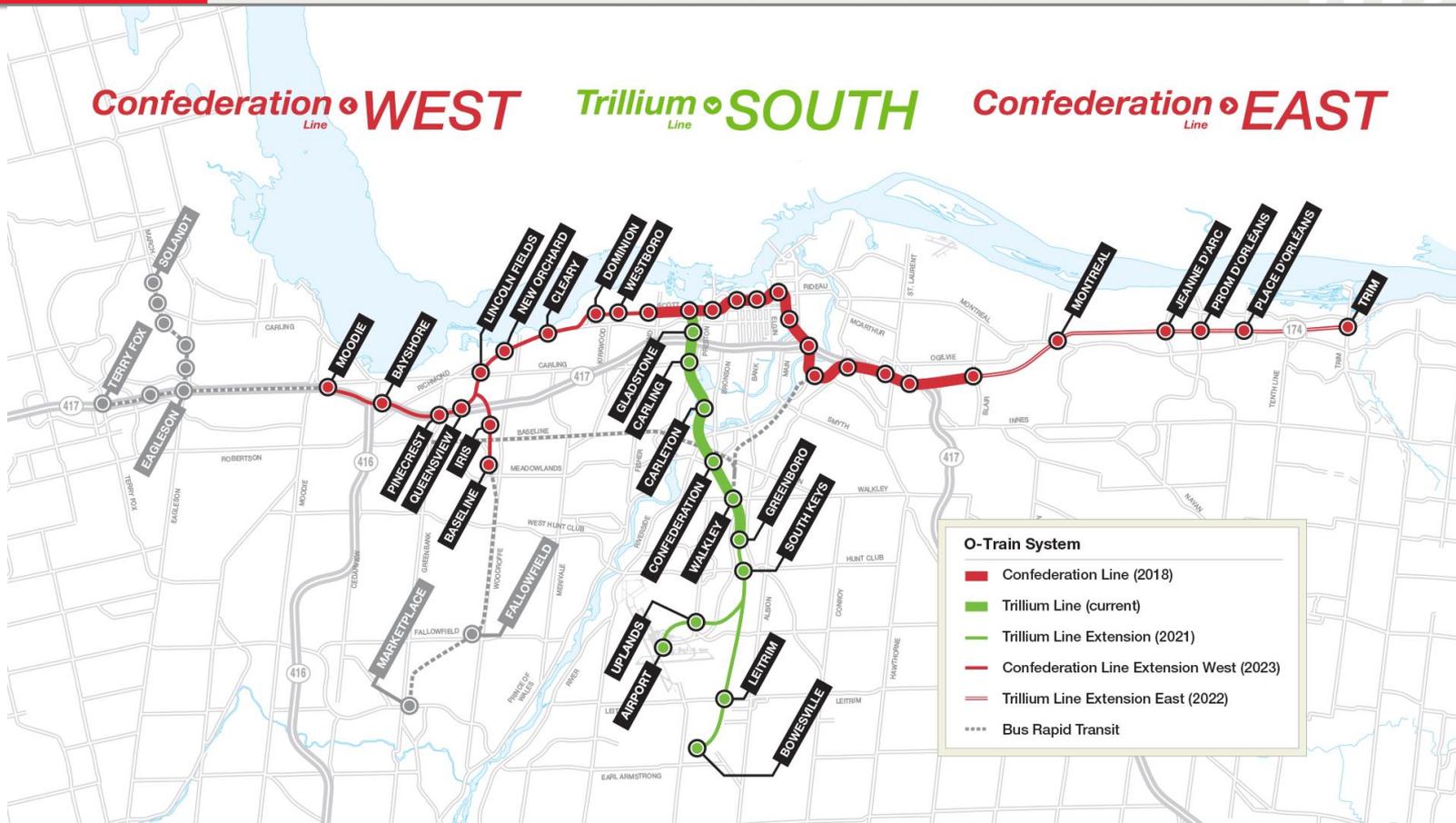
June 14, 2017

- **Stage 2 - Overview**
- **Indigenous Outreach**
- **Public Art**
- **Stage 2 - Status & Next Steps**
- **Questions**

Confederation Line **WEST**

Trillium Line **SOUTH**

Confederation Line **EAST**

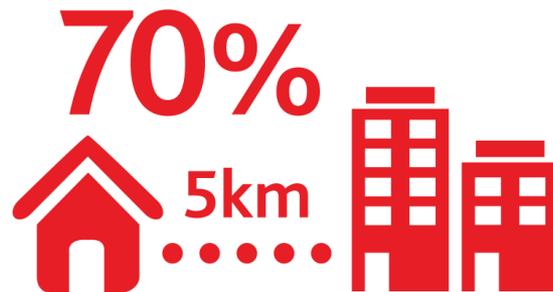




Of new rail



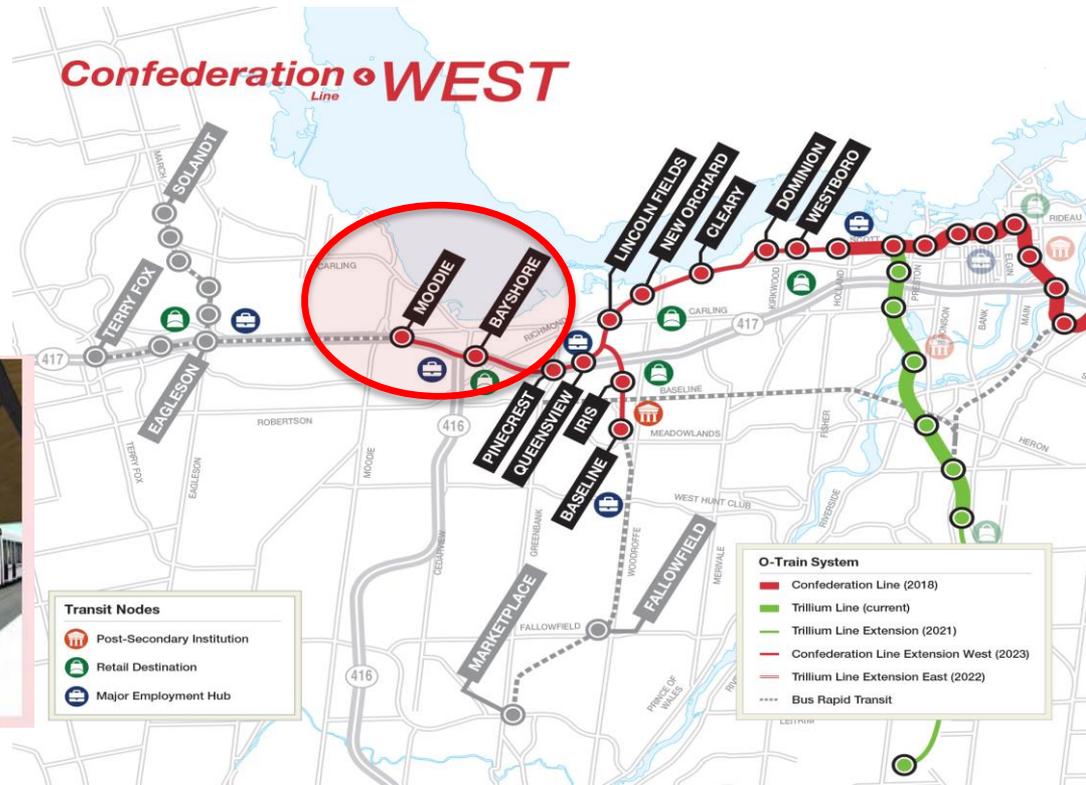
New stations



**% of Ottawa's
population within 5
km of O-Train system**

- EAs approved:
 - Trillium: March 21, 2016
 - East: May 26, 2016
 - West: December 1, 2016
- Bayshore to Moodie Drive EA Amendment – BRT to LRT and LMSF

- BRT to LRT eliminates 200,000 bus trips annually
- Improved air quality
- Extends LRT system to Moodie



- 8 Potential Maintenance & Storage Facility (MSF) sites

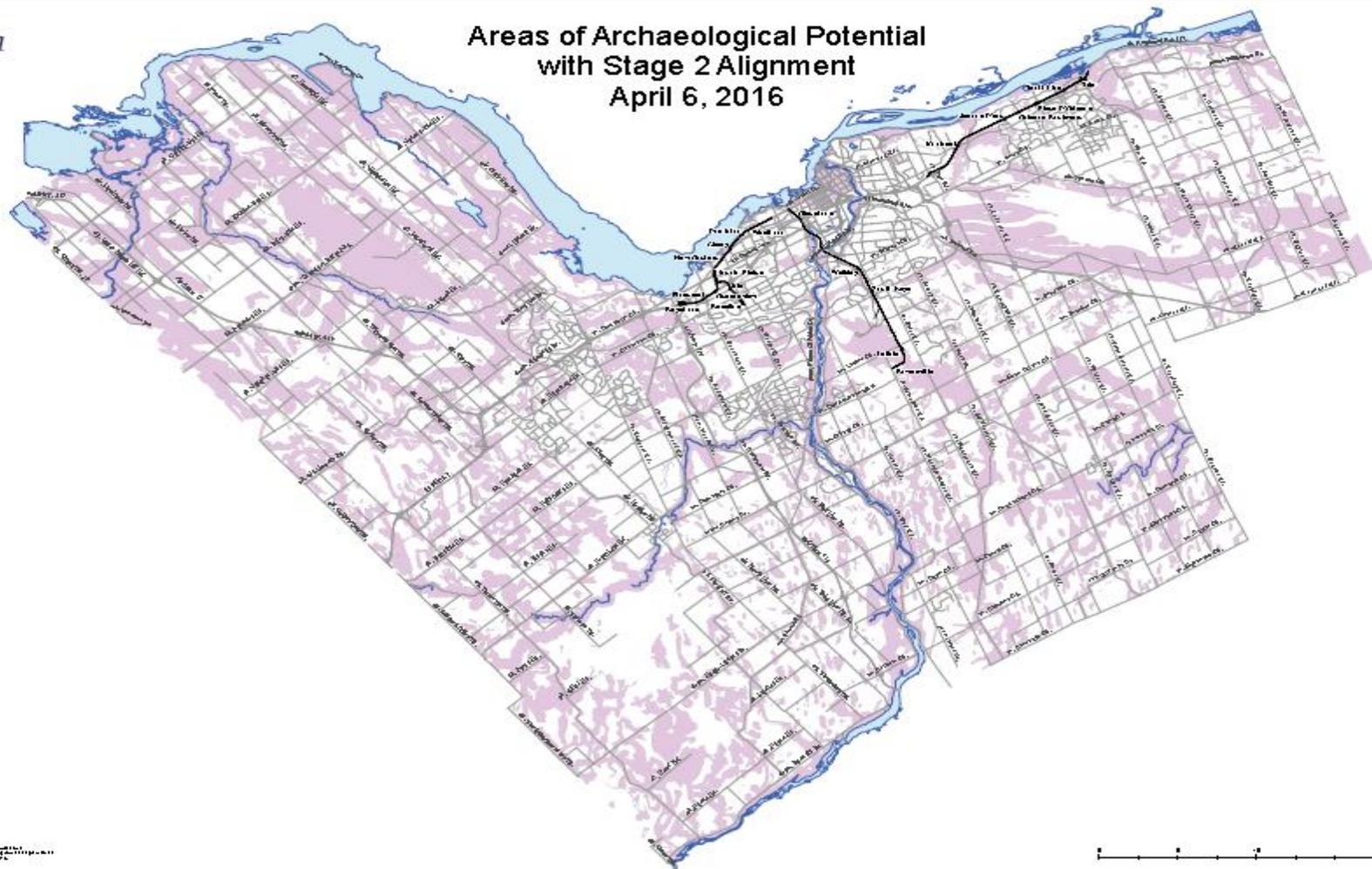


- 3 Short listed Maintenance & Storage Facility (MSF) sites
- Presentation to the public on June 13, 2017
- Feedback and additional preliminary engineering work to be undertaken over the summer
- Report to Committee and Council in September 2017

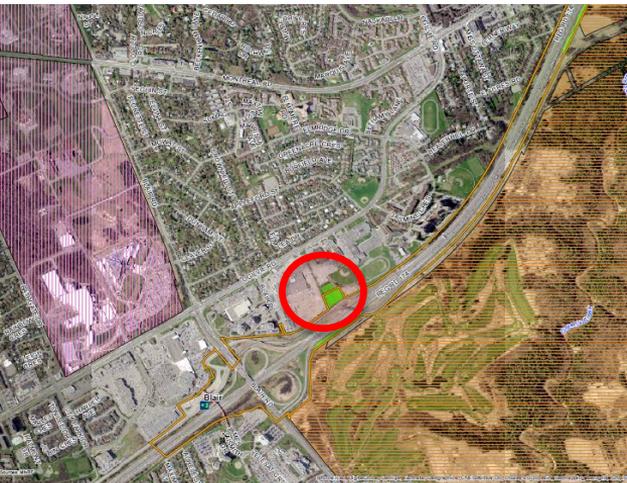


- An indigenous engagement strategy is being finalized for ongoing outreach
- Regular touch points began in 2016
- Wayfinding symbols are included as part of the Stage 2 facilities (stations)
- Archeological engagement (investigations)
- Tied to the public art plan, including capacity building for local artists

Areas of Archaeological Potential with Stage 2 Alignment April 6, 2016



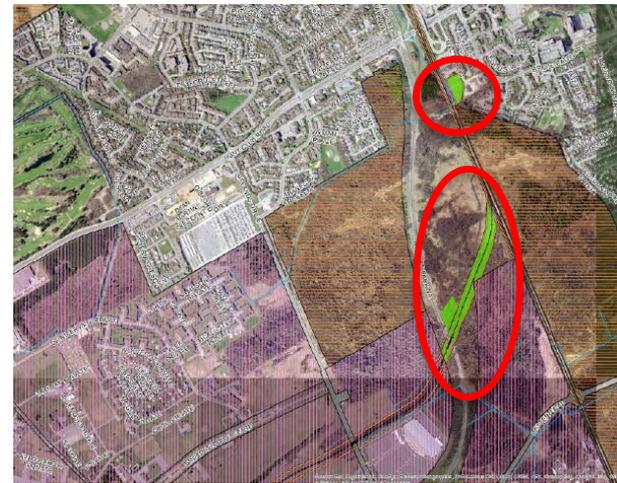
- Initial outreach to AOO to identify Stage 2 sites, and request confirmation of sites of interest
- Once confirmed, resource will accompany project staff on sites of interest during Stage 2 investigations



Blair & 174



Baseline & Woodroffe



Hunt Club & Airport Parkway

- A public art plan is being finalized for Stage 2
- Outreach anticipated for public art will include:
 - Workshops in communities
 - Video conference for larger materials and methods workshop in Ottawa

- **Q2 2017** - Request for Qualification closed
- **Q2 2017** - Request for Proposal
- **Q2 2017** - Moodie-Bayshore EA (June 13th Pubic Meeting)
- **Q3 2017** - Report to City Council (Sept.) for Moodie-Bayshore EA
- **Q2 2018** - Contract Award
- **Q4 2018** - Construction commencement
- **Revenue Service**
 - 2021 - Trillium Line South
 - 2022 - Confederation Line East
 - 2023 - Confederation Line West

- Continue Engagement/Consultation
- Maintain open lines of communication
- Contact Person: Marc Magierowicz
- Consult/Involvement on Archaeological potential/sites

QUESTIONS?

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- **April 13th, 2016 – Planning and Environmental Working Group –overview of the 3 extensions of the Stage 2 LRT O-Train Extensions and status of the Environmental Assessments.**
 - Members: L. Cloutier (LC); R. Zohr (RZ); Kirby Whiteduck (KW); Cliff Bastien Jr.(CB); Robert Craftchick (RC);
 - AOO Staff: Janet Stavinga (JS); Christine Luckasavitch (CL); Ethan Hunter (EH);
 - City attendees: Dennis Gratton (DG); Marc Magierowicz (MM)
 - Action items resulting from the meeting:
 1. Stage 1 Update
 - AOO to participate in Groundbreaking Ceremony for Confederation Line’s OLRT to be held at Pimisi Station in May 2016 (TBD) - Rosemary Pitfield @ City of Ottawa, to contact AOO as soon as possible
 2. Stage 2 Expansion
 - a. Construction
 - City of Ottawa to provide Confederation Line Stage 2 archaeological information completed to date
 - City of Ottawa Archaeological Potential Map to be shared with the AOO
 - AOO to share Algonquin Archaeology Terms of Reference (once finalized)
 - Further conversations required re: archaeological significance along the Confederation Line corridor
 - AOO to confirm we have received all Environmental Assessments for Stage 2 (East & South, West is forthcoming)
 - AOO to communicate any concerns with EAs
 - City of Ottawa to develop AOO Consultation Plan for Stage 2
 - b. Procurement Opportunities
 - Economic Development Opportunities for Algonquin Businesses – explore the potential of hosting a workshop/forum between the City of Ottawa and Algonquin businesses
 3. Algonquin Wayfinding Symbol
 - City of Ottawa to share draft/framework Algonquin Wayfinding Policy
 - AOO to draft formal correspondence offering support of Algonquin Wayfinding Symbol being integrated within the Confederation Line at every station with further caveat to discuss additional locations for implementation throughout the City of Ottawa, the Rideau Canal and beyond

- **September 8th, 2016 – Heritage and Culture Working Group**

- **Members: L. Cloutier (LC); R. Zohr (RZ);**

- AOO Staff: Janet Stavinga (JS); Christine Luckasavitch (CL); Ethan Hunter (EH);
- City attendees: Dennis Gratton (DG); Marc Magierowicz (MM)
- DG presented current status of Stage 1 art and wayfinding symbol.
- MM - presented an overview of the 3 extensions of the Stage 2 LRT O-Train Extensions and status of the Environmental Assessments. JS raised concerns about the EA's . She feels they were not adequately consulted during the EA processes. MM indicated that there is a consultation record to confirm sent materials and MM agreed to send and follow-up with a phone call to ensure AOO office has them.
- JS mentioned that Steve Cripps provided a letter indicating that the City was not going to be providing interactive multi-media information at all the stations or wayfinding signs to provide a narrative for people. JS is not pleased and will bring this up in her conversation with Steve Kanellakos at the City. *[MM sent the letter from Steve Cripps as a follow-up].*

Other key issues raised:

- Booth Street bridge – JS would like to see some Algonquin imagery/symbols placed on the bridge or light standards (metal inserts, flag-type standards, etc...). She noted that we have been given federal money for the redesign of the bridge for cycling and that some of that money should be spent to help to provide Algonquin art as part of that project to – since the bridge is part of Pimisi Station. She would be talking to Steve Kanellakos at the City within the next two weeks about this in a meeting with him. MM agreed to take this message back to the office for her – outlining that the scope of the Booth Street project is mainly for cycling improvements, not specifically for bridge improvements and/or art/design. JS and LC noted that they are not very impressed with the Design of the bridge at all. It seems very industrial and doesn't represent a design standard of what is to be a focal point of the National Capital.
- Environmental Consultations – JS would like the three EAs provided to the AOO and Federal land requirement property maps. MM indicated that we are working through our property requirements and do not have a finalized list yet and we don't have a specific set date in which that will be complete.
- Archaeology: EH asked for shape files of the Archaeological potential mapping from the City of Ottawa. JS asked about the date of the map, as they had not previously agreed with the mapping from 1999.
- JS indicated that they want to review the Archaeological Study (Stage 1 archaeological sites assessment/study) and definitely be involved in the Stage 2 Archaeological Site Review/Studies that are required. *[MM provided requested information as follow-up]*
- Economic – JS requested that we have a workshop similar to Stage 1 LRT Project for Algonquin business/workers. MM agreed to bring back the request and we hope to talk more about this. JS offered to provide

information on successful workshops held in the past by CN and other groups.

- Engagement Strategy – MM indicated the Stage 2 office will provide a draft strategy for review, based off the previous strategy done through the Rail Implementation Office.

- **June 14, 2017 - 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.**
 - Members: L. Cloutier (LC); R. Zohr (RZ); Kirby Whiteduck (KW); Cliff Bastien Jr.; Robert Craftchick (RC);
 - AOO Staff: Janet Stavinga (JS); Ethan Hunter (EH); Megan Aikens (MA)
 - City attendees: Dennis Gratton (DG); Angela Taylor (AT), Julie Dupont (JD); Marc Magierowicz (MM)
 - DG Presented on the status of Stage 1 and the way finding symbol design.
 - JS noted that she had talked to City of Ottawa Tourism about expand the use of the wayfinding symbol & asked that the City coordinate efforts because the AOO wants to reduce duplication in efforts. No movement has been made on this. JS noted she will follow-up with others since this request has not moved forward.
 - EH requested a copy of the symbol for the office. DG noted that that the patent was owned by the City and there is a copyright for it. JS indicated that it was produced for the AOO, the protocol was established by them and it was approved by the AOO, so it should belong to the AOO. DG noted that the protocol needed to be approved by the Heritage and Cultural working group. JS asked to use the wayfinding prototype. DG agreed to leave it at the office for them and would collect at a later date.
 - JD provided a presentation on the Art Program. Indications are that all projects at Pimisi station are proceeding well.
 - JS asked to link the art to the AOO website in time for the summer solstice. They would like the City or a 3rd party to engage and develop a communication piece to tell the story of the art. JD will ask Simon Brascoupe for a progress report and to share the story for the Painted Paddles work. JS indicated the importance of sharing this information particularly with the potential loss of any pieces. DG indicated that tender and budget are underway. Further information would be provided at the next meeting.
 - MM presented on the stage 2 extension of the LRT update. Specifically the EA approvals, and the Bayshore to Moodie Expansion EA Amendment. In this, the LMSF sites were shown along with the short-list of 3 that have been developed. Outlined that the Engagement Strategy was being finalize and will be speaking further on this item and looking to include the wayfinding symbol in all Stage 2 stations. Also, outlined the

update on archaeological investigations and engagement (all stage 2 investigation sites shown) and the public art plan which would include capacity building for local artists and artisans.

- JS outlined that in Stage 1 there was a fund to facilitate capacity building and engage someone to do this. She would like to see these funds provided again. MM indicated that there is opportunity to look at doing this as part of Stage 2. JS outlined the need to help build capacity in the Algonquin Nation. LC said that Bancroft is looking to have an art show. JS suggested a conversation in Ottawa with the Director of Stage 2. MM agreed to coordinate.
- AT Presented the Stage 3 background prior to the EA progression for alignments and potential corridors.