

Appendix D – First Nation and Public Consultation



First Nation Consultation



From: [Magierowicz, Marc](#)
Bcc: [Trembinski-Milburn, Jana](#); "[Kelly Roberts](#)"; [Stage2 - Etape2](#); "[Stage2](#)"; "[Jean-guy.whiteduck@kza.qc.ca](#)"; "[Janet Stavinga \(Algonquins Of Ontario\)](#)"; "[mailto:chiefcouncil@pikwakanagan.ca](#)"; "[consultations@metisnation.org](#)"
Subject: Re: Trillium Line South Light Rail Transit Environmental Project Report Addendum
Date: Friday, February 16, 2018 3:36:00 PM

An Environmental Project Report (EPR) was submitted to the Ministry of the Environment and Climate Change (MOECC) January 22, 2016 for the Trillium Line South LRT project in accordance with the Transit Project Assessment Process (TPAP) detailed in the *Environmental Assessment Act, Ontario Regulation (O.Reg.) 231/08*. The Notice to Proceed with the project was provided by the Ontario Minister of the Environment and Climate Change on March 21, 2016 and no additional conditions other than those detailed in the EPR were included in the Notice.

As outlined in the EPR, the Trillium Line South Extension will add 12 km of rail to the City's overall transit network and seven new LRT stations at Gladstone, Walkley, South Keys, Uplands, Airport, Leitrim and Bowesville. Since the EPR was approved in 2016, further discussions have taken place and preliminary design changes have occurred.

There are 4 key modifications being considered (Figure 1):

- **Ellwood Diamond:** The proposed expansion of the Trillium Line is expected to increase the number of O-Train crossings with longer trains. In addition, VIA has indicated it's near term intentions to provide more frequent service between Ottawa and Toronto, which will use the route that crosses the Ellwood Diamond. The City of Ottawa recognized the need to consider options to grade separate the Trillium and VIA lines at the Ellwood Diamond.
- **Walkley Yard Maintenance Facility:** it was determined that the construction of a MSF on City owned land, west of Albion Road, would be preferred to renovating and expanding the existing Trillium Line Walkley Yard MSF. The analysis suggests that when property acquisition and potential remediation costs at the current Walkley Yard are factored in together with the extensive retrofitting that would likely be required at the existing facility, the alternative site west of Albion Road would be less costly and provide Proponents the most opportunity for an innovative and efficient MSF design.
- **Bowesville Station:** Discussions took place with stakeholders to respond to two key areas of interest: (1) the desire from the community to bring LRT closer to Riverside South; and, (2) reducing, where possible, environmental impacts on sensitive Greenbelt lands. Based on these activities staff are now moving forward with a new alignment and location for the Trillium Line Bowesville Station and Park and Ride. The new alignment will move the current Bowesville Station and Park and Ride to the edge of the urban boundary just southeast of the Earl Armstrong and Bowesville Road intersection now continuing to follow the former CP rail corridor farther south until it crosses Earl Armstrong Road, at which point it will turn westward and terminate just east of Bowesville Road at the new Bowesville Station.
- **Limebank Extension:** The City of Ottawa is proposing a potential TLS Extension to Limebank Road, for better integration with development as the community of Riverside South grows. The Limebank Extension would add approximately 3 km to the TLS Extension and an additional station. The extension to Limebank is now being considered as there is an opportunity for it to be privately or alternately.

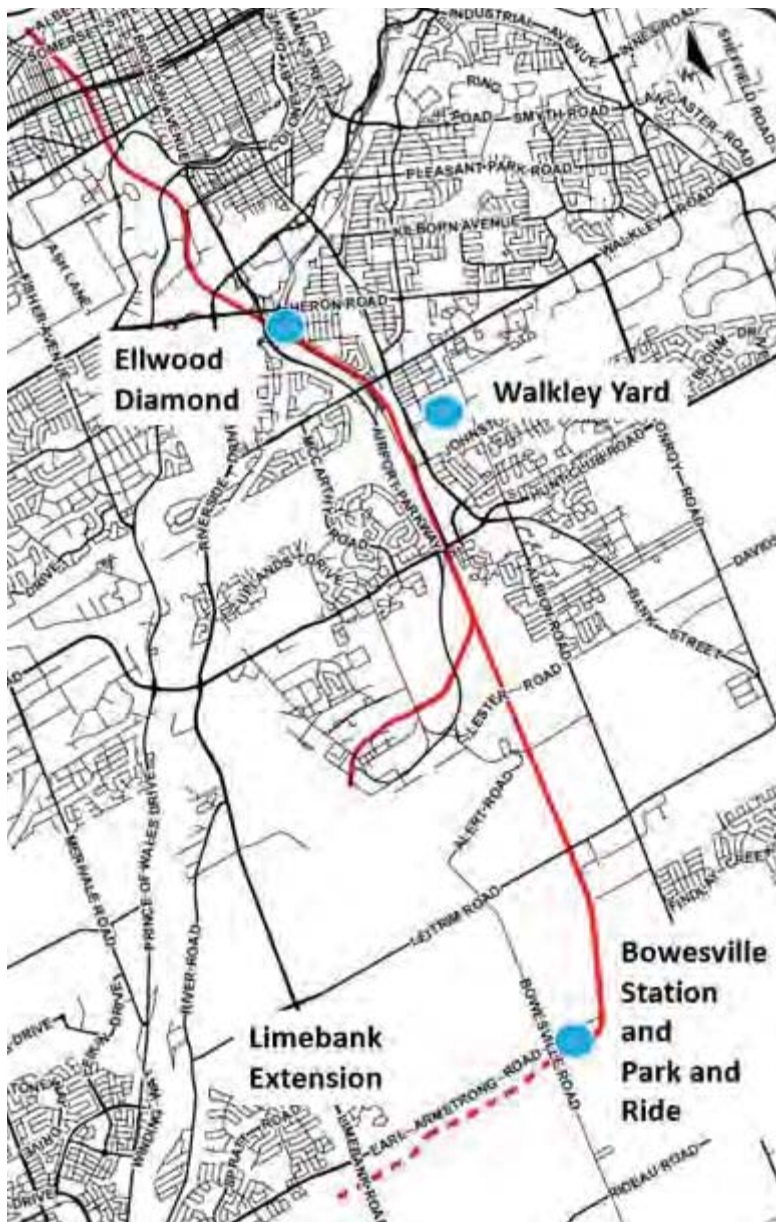


FIGURE 1: KEY MODIFICATIONS

EPR Addendum

In accordance with the Transit Project Assessment Process, an Addendum to the EPR is being prepared. This Trillium Line Light Rail Transit Extension Addendum (Addendum) report will outline:

- a description of the changes;
- the reasons for the change;
- an assessment and evaluation of any impacts and mitigation measures; and

- an opinion of the significant change to the transit project;

for each of the four changes.

We are in the process of compiling the information and undertaking the impact assessment. A notice of environmental project report addendum will be prepared and the Addendum report placed on public review for 30 days prior to Ministerial review.

This Addendum will respect the comments you have provided the City to date on the Trillium EPR and ongoing Stage 2 LRT discussions. If you have any concerns or questions, prior to the public notice, please contact us.

Marc Magierowicz *MCIP RPP LEED GA*

Planner III | Urbaniste III

O-Train Planning | Planification de l'O-Train

Transportation Services Department | Direction générale des transports

City of Ottawa | Ville d'Ottawa

613-580-2424 x 27820

From: [Magierowicz, Marc](#)
Bcc: [Trembinski-Milburn, Jana](#); ["Kelly Roberts"](#); [Stage2 - Etape2](#); ["Stage2"](#); ["Jean-guy.whiteduck@kza.qc.ca"](#); ["Janet Stavinga \(Algonquins Of Ontario\)"](#); ["mailto:chiefcouncil@pikwakanagan.ca"](#); ["consultations@metisnation.org"](#); [Jones, David](#)
Subject: FW: Re: Trillium Line South Light Rail Transit Environmental Project Report Addendum
Date: Tuesday, April 03, 2018 3:49:00 PM

Hello,

I am sending this email as a follow-up to the previous email sent in February (below). We are proceeding with the Environmental Assessment Addendum in the near future want to ensure you were aware it was being posted.

Please contact me directly if you have any comments or questions.

Regards,

Marc Magierowicz
Planner III | Urbaniste III
O-Train Planning | Planification de l'O-Train
613-580-2424 x 27820

From: Magierowicz, Marc
Sent: Friday, February 16, 2018 3:37 PM
Subject: Re: Trillium Line South Light Rail Transit Environmental Project Report Addendum

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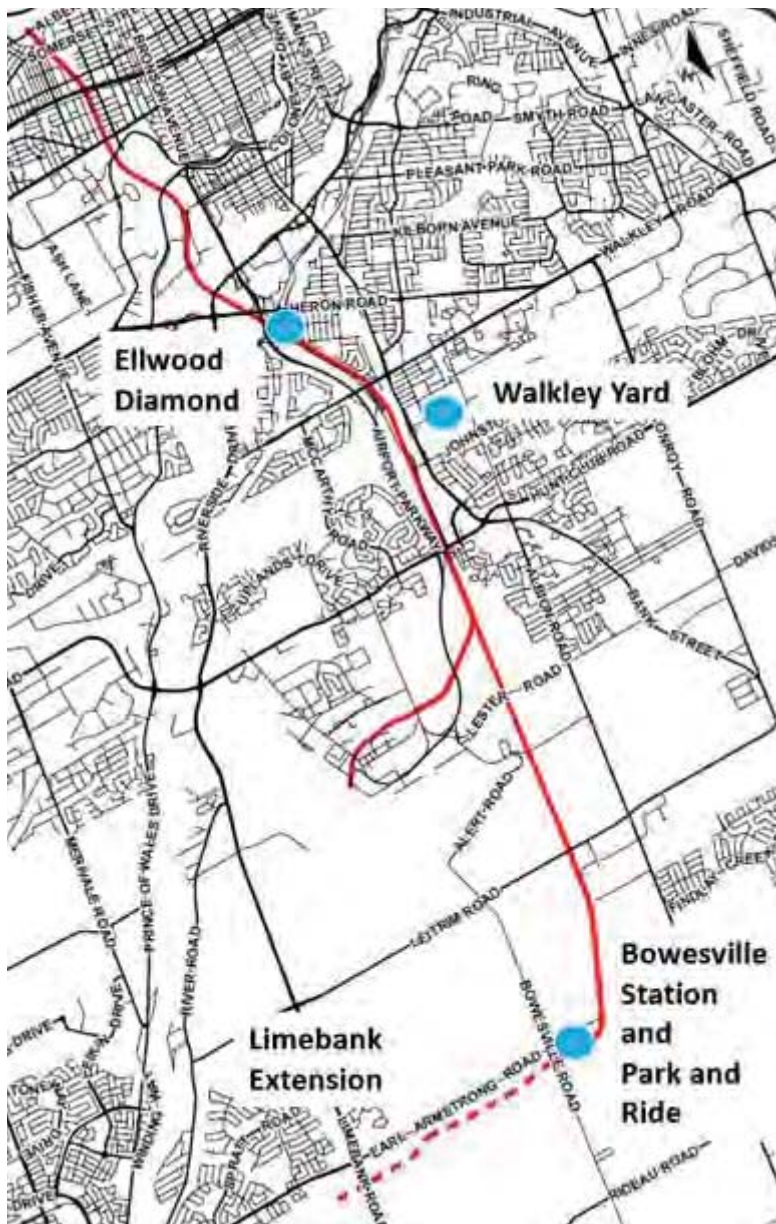


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Marc Magierowicz *MCIP RPP LEED GA*

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STAGE 2 LRT PROGRAM

Algonquins of Ontario – Update Presentation

Date:	June 11, 2018	
Present:	In Attendance City of Ottawa – D. Gratton; M. Magierowicz; A. Taylor	
Regrets		
ITEM #	COMMENTS	ACTION BY
	<p>City of Ottawa presented 3 LRT projects at various stages in their processes</p> <ul style="list-style-type: none"> ○ Stage 1 – Dennis Gratton presented update on project construction, including art installations. ○ Stage 2 – Marc Magierowicz presented update on the project planning, including recent extensions, projects changes, EAs, approvals, art workshops and archaeology ○ Kanata LRT Extension EA – Angela Taylor presented on EA options for the LRT extension to Kanata status and options being considered. 	
	<p>Stage 2 discussions:</p> <ul style="list-style-type: none"> ○ Public Art 101 Indigenous Workshops – well received by the group and very pleased with Simon Brascoupe as lead for this project. ○ Archaeological Investigations – AOO (EH) indicated they would like to have better notice for gathering their representatives as they have a capacity issue with resources, emails and availability issues, including may other sites they are sending reps to. ○ Directional Signage – MM asked about education program opportunity and display prior to station placement. No response initially from the group. <ul style="list-style-type: none"> ▪ Economic Opportunities – asked about the development of the list of Algonquin businesses and what opportunities that they would like to build into the future. ▪ MA – mentioned that they have a draft protocol/process developed with CLC for RFP & RFQ that they would share. This would be to share with businesses for expressions of interest. SD is the lead at AOO and they would share this process with us. 	
	<p>Future Meetings - MM asked about scheduling more regular visits with meetings and planning with their calendars. AOO (MA) indicated they would share the future meeting dates and calendar</p>	



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PLEASE NOTE: If your records of this meeting do not agree with this document, or if there are any omissions, please advise the writer within 2 days, otherwise the contents of this document shall be assumed accurate and correct.



Ligne de la
Confédération
Line

O-Train Confederation Line Stage 1

Algonquins of Ontario Presentation
June 11, 2018



2018



015-005

Presentation Overview

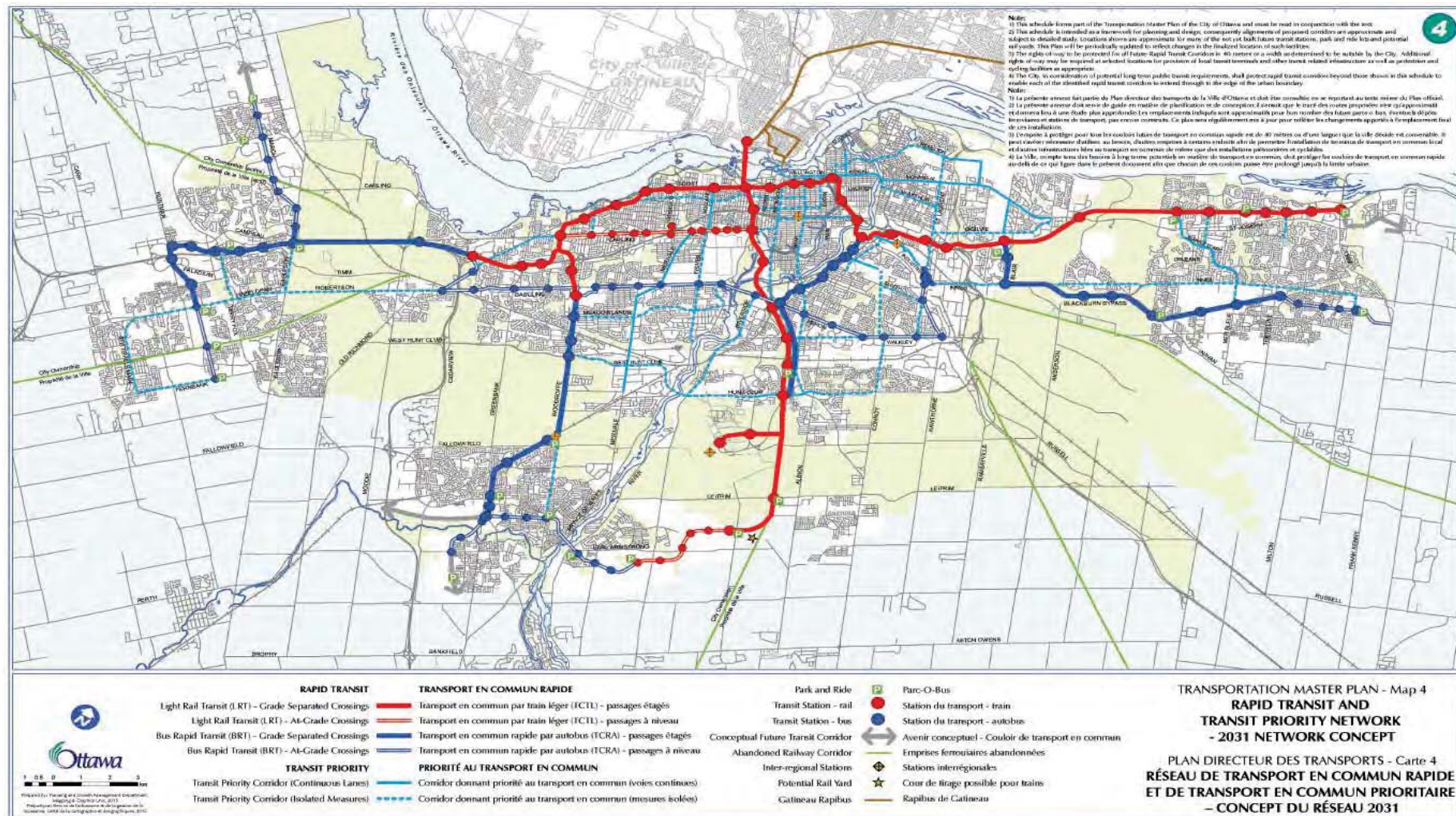
- Introductions
- The Confederation Line Project – Stage 1
- Background: RIO and the AOO
- Directional Signage and the Medicine Wheel
- Working Group
- Key Issues
- Next Steps



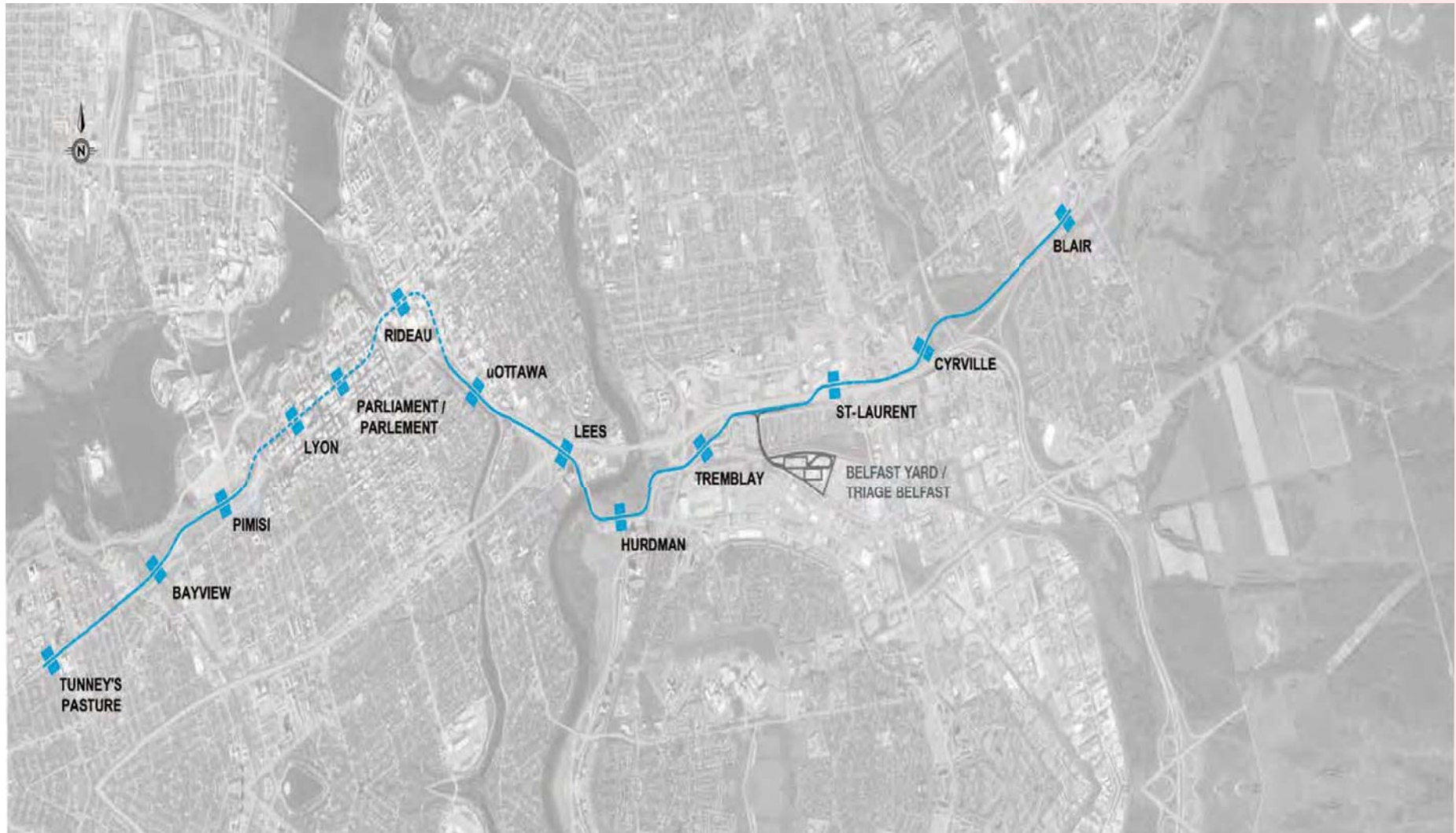
Project overview: The challenge



The Vision



Project Overview Alignment



RIO and the AOO

- RIO has been collaborating with AOO since the OLRT project's inception (i.e. commencement of provincial EA in 2008).
- City's ongoing commitment to working with the AOO is evidenced through specific initiatives led by the



Examples of Commitments to AOO

- Numerous consultation opportunities to provide info to and seek input from AOO.
- LeBreton Station incorporates an Algonquin cultural theme.
- A call for artists geared towards LeBreton Station and the artistic talents of Algonquins in the area.
- Opportunities to integrate Algonquin culture and heritage into the OLRT project.

Directional Signage

- Directional signage to be developed as part of OLRT project.
- RIO to explore opportunities to integrate Algonquin culture and heritage into OLRT directional signage.
- Forms part of a larger City commitment.
- Algonquin medicine wheel to form integral part of directional signage.
- Generates broad awareness of Algonquin heritage including that OLRT system is on Algonquin land.



Ligne de la
Confédération
Line

Construction: The Tunnel

ON TRACK
SUR LA VOIE
2018



Roadheader

**There were 35,000 roadheader pics used to mine the tunnel.
Each machine weigh's 135 tonnes and are 20 metres long.**



Roadheader



Scoop Truck

**285,000 cubic metres of excavated material removed from the tunnel.
That's the equivalent of 114 Olympic sized pools.**



Sequential Excavation Method (SEM)



Tunnel



Cavern Drift Excavation



Mining in drifts in Rideau Station Cavern

Rideau Station Cavern Today



Rideau Station 2018



Lyon Station Cavern Today



Lyon Station 2018



Rideau Station East Entrance Today



Rideau Station East Entrance





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Line

Light Rail Vehicle

**ON TRACK
SUR LA VOIE
2018**



Light Rail Vehicle

Alstom Citadis Spirit



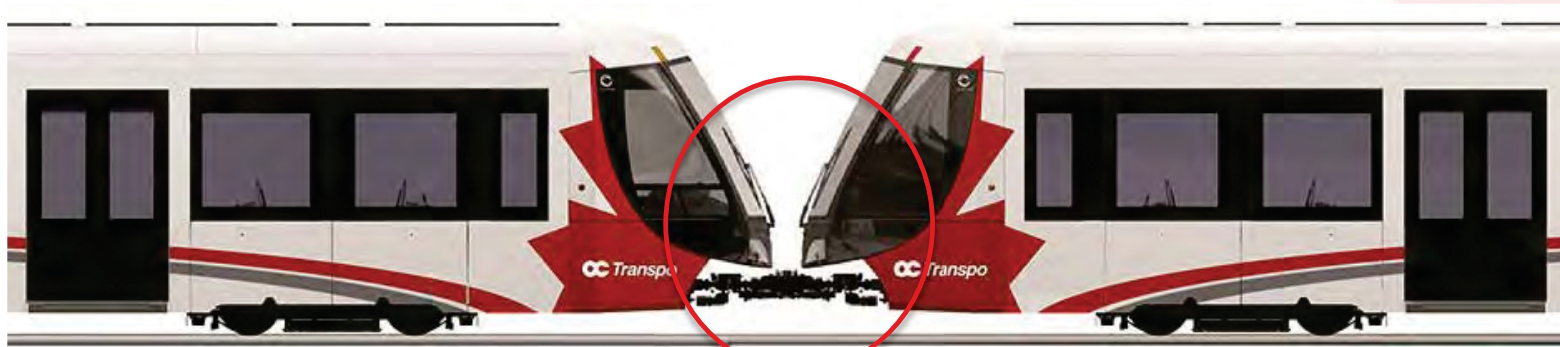
Train Configuration



One car configuration

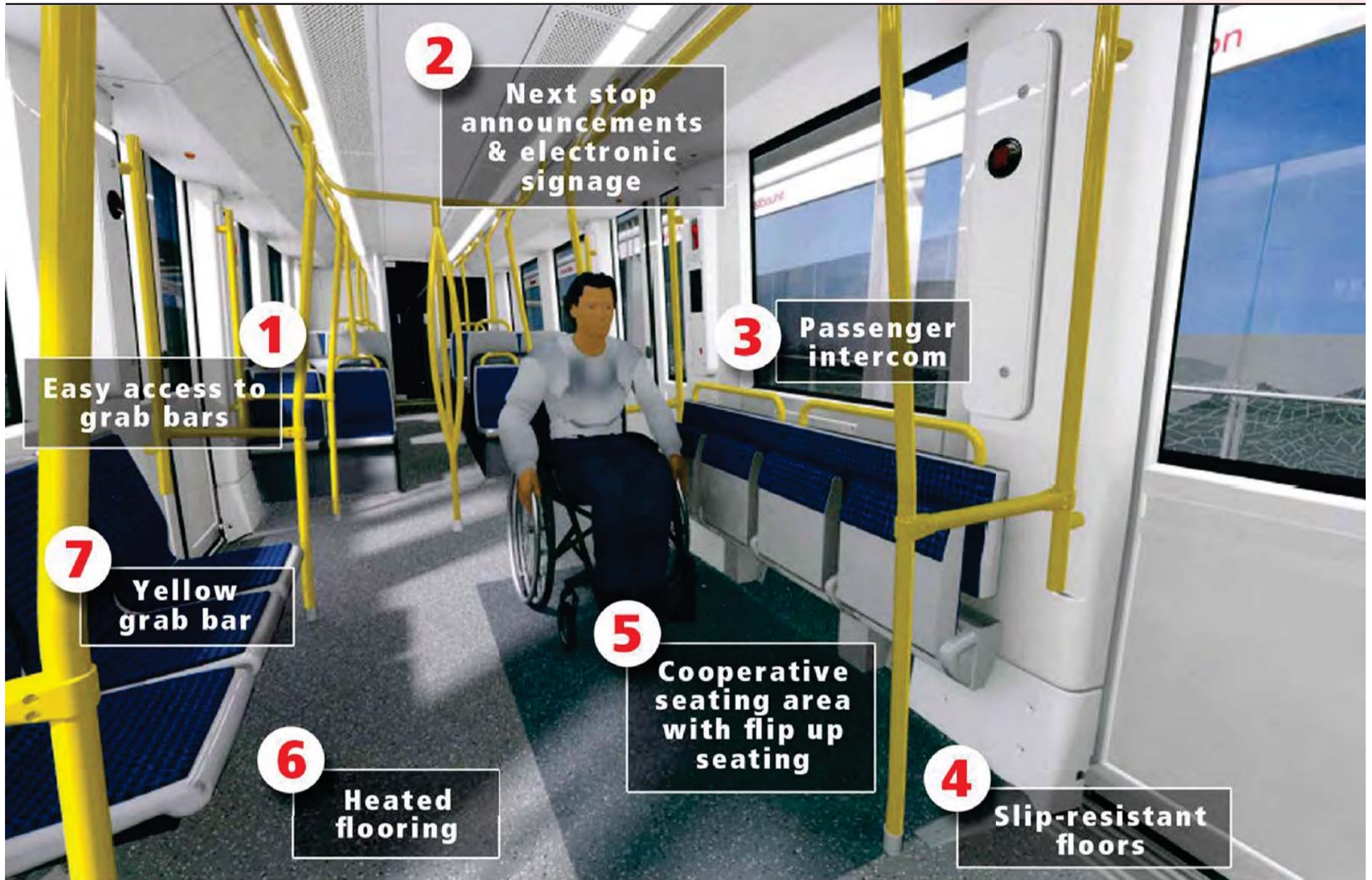


Two car configuration



Two cars coupled

Vehicle Interior



System Capacity

- Initial ridership capacity of ~11 000 passengers per hour/per direction
- Initial frequency of every 5 minutes or less in peak hours
- Travel time under 25 minutes, including stops





Vehicle Assembly

34 trains will comprise the Confederation Line system. To date:

25 trains are completely assembled.

24 of them are undergoing testing.

9 more trains are in various stages of assembly.

Vending Machine & Fare Gate



Guideway





Simulator

Tunney's to Bayview





Ligne de la
Confédération
Line

Construction: Pimisi Station

ON TRACK
SUR LA VOIE
2018







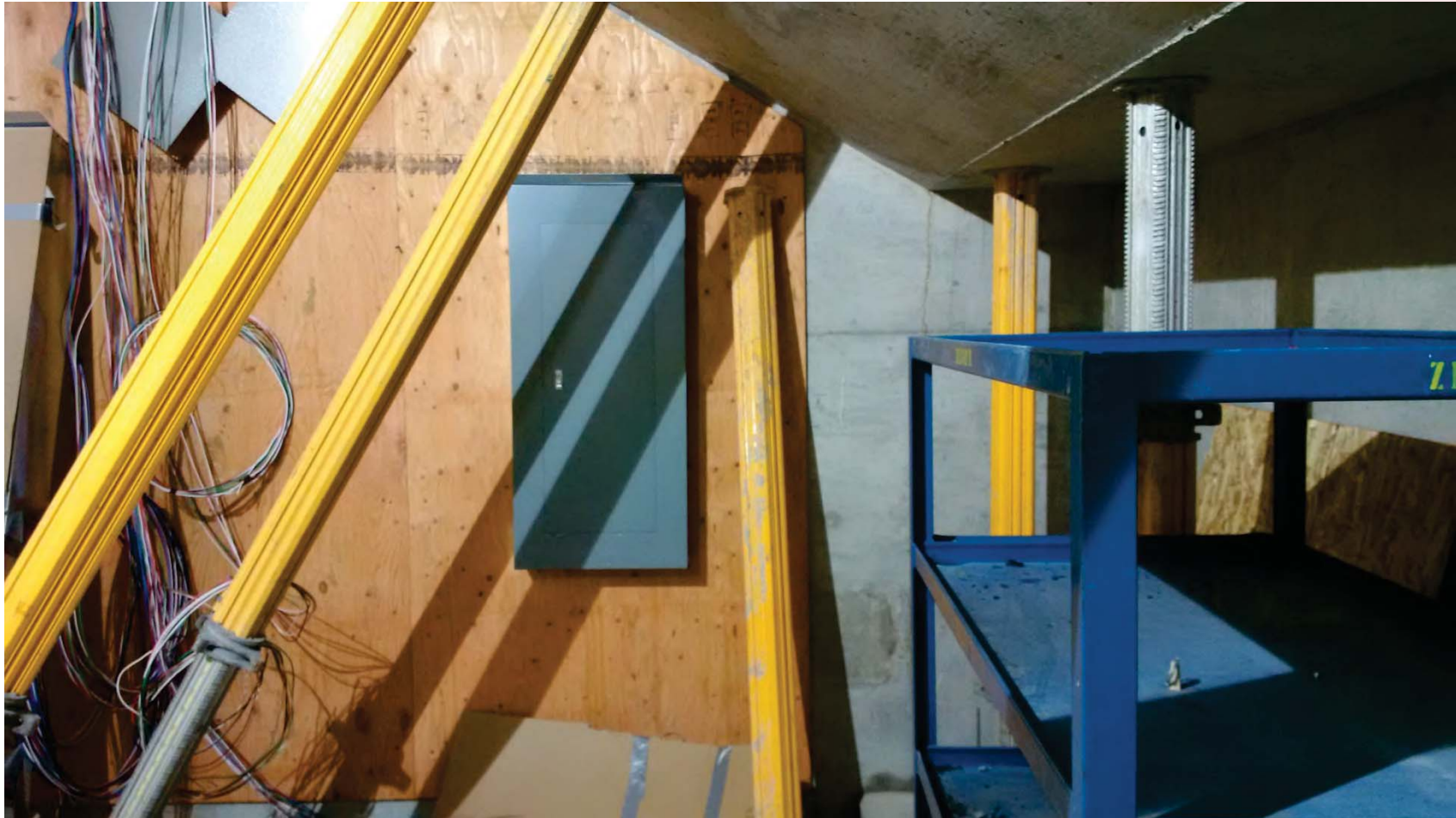
Looking East



Looking East



Fire Protection rough-in



Electrical Panels



Mechanical rough-in @ lower concourse



Make up air unit(Air circulation device)



Plumbing work @ Lower Concourse



Elevator Wall (East of Booth Street Bridge)



East Station Canted Wall @ GL 1(East of Booth Street Bridge)



Rebar work @ upper concourse



Rebar @Stairs D



Rebar @ upper concourse

PIMISI STATION

JG



General View Looking at Station Plaza
– Art Works (Basket & Eel)

PIMISI STATION

JG



Eel Structure & Basket Art Works

PIMISI STATION

JG



June 1, 2018
Pimisi Station

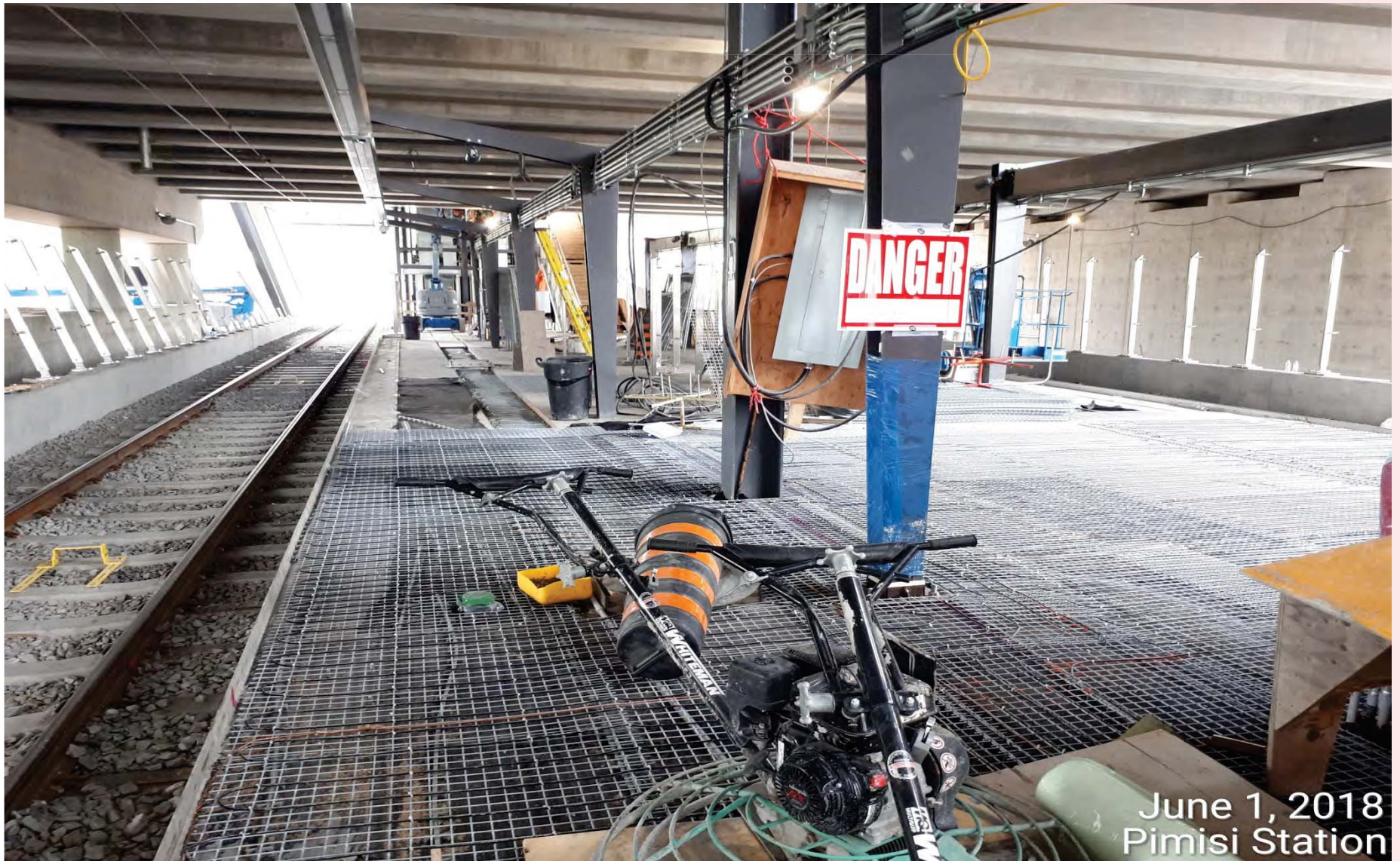
Platform West End - Conc. Topping & Saw-Cuts (50% Complete)



June 1, 2018
Pimisi Station

PIMISI STATION

JG



June 1, 2018
Pimisi Station

Platform East End (Water proof Liner, Wire Mesh, & Snow Melt System Install)

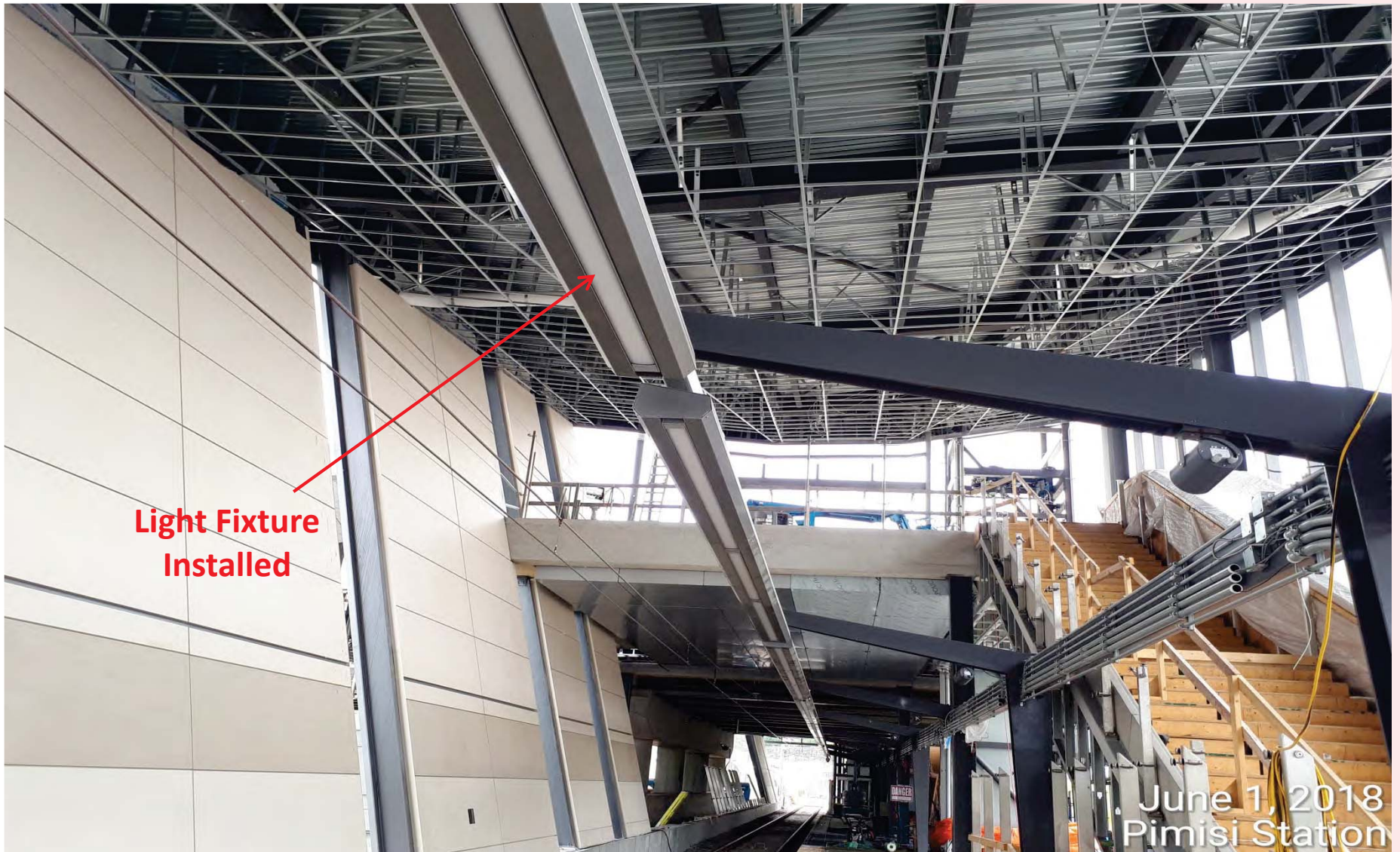
ON TRACK
SUR LA VOIE
2018

 **Train**

Ligne de la
Confédération
Line

PIMISI STATION

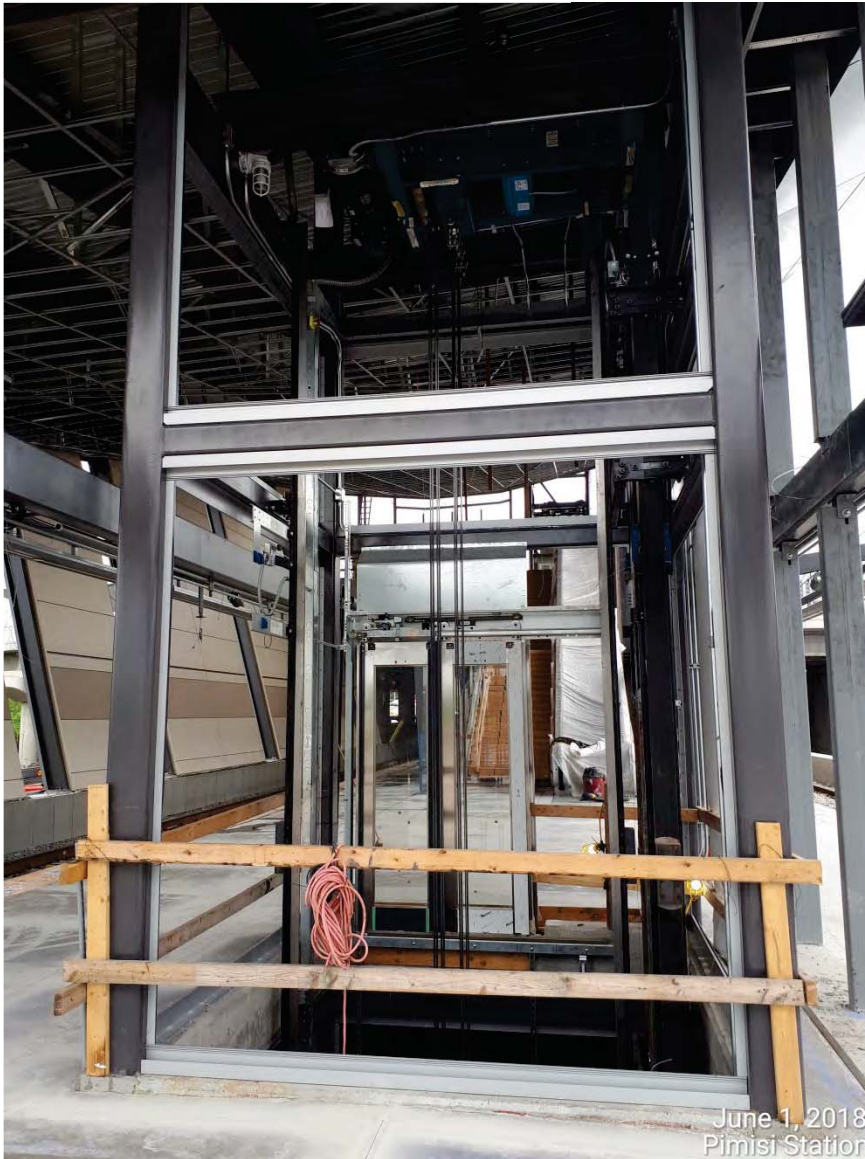
JG



Platform Canopy Lighting

PIMISI STATION

JG



Elevator Glazing Framing On-going





Concourse West Entrance – Installation of Full Height Mullions

PIMISI STATION

JG



June 1, 2018
Pimisi Station

Concourse East Entrance – Conc.
Topping Saw Cutting

Pimisi Station Rendering From Booth Street Bridge

