Welcome

Hamilton Transit Bus Maintenance and Storage Facility (HSR MSF)
Public Consultation Centre #1
Tuesday, March 26, 2019

Thank you for coming.
We want to hear from you!

Please feel free to discuss any questions or comments with the Project Team from the City of Hamilton and IBI Group.

Comment sheets are available.
Purpose of this Public Consultation Centre

The purpose of today’s event is to:

- **Introduce the study** to the public and other stakeholders;

- **Review alternative site concepts** for the HSR bus maintenance & storage facility (HSR MSF);

- Provide **an opportunity to participate in the planning and decision making process**; and,

- **Provide comments to** the City of Hamilton, HSR and the consultants, IBI Group.
Transit Project Assessment Process

Ontario’s Transit Project Assessment Process (TPAP) is prescribed in Ontario Regulation 231/08, under the Environmental Assessment Act.

The TPAP includes consultation, assessment of potential impacts arising from the project, and identification of measures to mitigate any significant impacts.

The findings will be documented in an Environmental Project Report (EPR) and made available for review by the public, agencies, Indigenous Communities and all interested parties.

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### Pre-Planning Phase
- Develop alternative site concepts, and evaluate them. Select a preferred solution.
- Conduct technical studies to assess potential impacts.
- Identify mitigation strategies and monitoring requirements.
- Consult with stakeholders, including Indigenous communities & the public.
- Prepare the Draft Environmental Project Report (EPR).

Timeline Varies

WE ARE HERE

Planned Spring 2019

### Consultation Phase
- Confirm potential environmental impacts, required mitigation measures, site layout details, and monitoring activities.
- Consult with stakeholders on the draft EPR, including the public and indigenous communities.
- Update Draft EPR based on comments and feedback.

Up to 120 Days

### Public Review Phase
- Public and stakeholder review of the Final EPR.
- Submission of any objections can be made to the Minister of Environment, Conservation and Parks.

30 Days

### Minister’s Response
- Minister of Environment, Conservation and Parks reviews the Final EPR and any comments received.
- Minister can issue a Notice to Proceed, or requirements for further study.

35 Days

Issue Statement of Completion

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Panel 4
The Need for a New Facility

Why is Hamilton designing a new MSF?

A new HSR MSF is required because:

• Additional conventional **buses are required to support enhanced transit service** across Hamilton;

• **New buses require a facility** where they can be stored and maintained;

• The existing Mountain Transit Centre MSF, located at 2200 Upper James Street, is **operating over-capacity and cannot accommodate additional buses**; and,

• A HSR MSF close to more routes **will result in efficiencies and cost savings** by reducing the time spent “Not in Service” each day while travelling between the garage and the start/end point of each bus route (i.e. deadheading).

The planning and design of the new MSF is jointly funded by the City of Hamilton, and the Government of Canada’s Public Transit Infrastructure Fund (PTIF).

EXISTING GARAGE

Mountain Transit Centre MSF
2200 Upper James St., Mount Hope

<table>
<thead>
<tr>
<th>Designed for:</th>
<th>Now Storing:</th>
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<tbody>
<tr>
<td>200 BUSES</td>
<td>267 BUSES</td>
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67 BUSES overcapacity

* BUS(ES) = Standard Bus Equivalent = a standard 40-foot conventional bus
Growing Transit in Hamilton  
Part of a Multi-Modal City

The City of Hamilton has a strong policy foundation that calls for expanding the mobility choices that are available to residents and workers.

Transportation Master Plan (2018)
The plan provides a comprehensive and attainable transportation blueprint for Hamilton as a whole that balances all modes of transportation to become a healthier city. The success of the plan is based on specific, measurable, achievable, relevant and programmed results and actions.

Ten Year Local Transit Strategy (2015)
The strategy outlines the steps and actions to:
1. Address current deficiencies in the system;
2. Revise and apply service standards;
3. Accommodate ongoing growth; and,
4. Grow modal split and ridership.

Rapid Ready: Expanding Mobility Choices (2013)
The Rapid Ready plan provides direction on the integration of mobility to support the rapid transit network including the BLAST network, sustainable mobility services and programs, and marketing.
Project Scope

Facility Needs and Requirements

The new Downtown HSR MSF requires:

• **Indoor storage for 200 buses**, with future expansion space for 100 additional buses;

• **A 30 bay maintenance area**;

• Supporting functions such as **cleaning, washing, painting and body work**;

• Functional **program space for staff**, including administrative offices, reception, meeting rooms, training areas, and lunch rooms;

• **Employee parking**; and,

• **Natural Gas compressor station and back-up generators**.
Alternatives Considered

Option A
Alternatives Considered

Option B
Alternatives Considered

Option C
Alternatives Considered
Option D
The four concepts were evaluated. The results of the evaluation are shown in the table to the right.

### Selecting a Site Concept

#### Assessment of Options

<table>
<thead>
<tr>
<th>Concept</th>
<th>Option A</th>
<th>Option B</th>
<th>Option C</th>
<th>Option D</th>
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<tbody>
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<td>Orientation &amp; Siting</td>
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<td><strong>OVERALL EVALUATION</strong></td>
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Option C is the preferred option.
The Preferred Site Concept
Option C
Design Vision
Design Vision

3D Views

VIEW FROM BRANT STREET

VIEW FROM HILLYARD AND BRANT STREET
Design Vision
Rendered Elevations: East And South

Material Swatches:
- Textured Precast Concrete
- Architectural Translucent Structural Sandwich Panel
- Metal Fins with Perforated Metal
- Light Grey Glass Curtain Wall with Matching Spandrel Panel
- PV Ventilated Facade
- Amber Tinted Curtain Wall with Matching Spandrel Panel
- Translucent Garage Doors
- Commercial Stainless Steel Garage Doors
Design Vision
Rendered Elevations: West And North

MATERIAL SWATCHES

- Textured Precast Concrete
- Rainbow Translucent Structural Sandwich Panel
- Metal Fin with Perforated Metal
- Light Grey Glass Curtain Wall with Matching Spandrel Panel
- PV Ventilated Facade
- Amber Tinted Curtain Wall with Matching Spandrel Panel
- Translucent Garage Doors
- Commercial Stainless Steel Garage Doors
Environmental Project Report

Overview

The Environmental Project Report (EPR) will document the project background, preliminary details of the proposed design, potential impacts and mitigation measures and a summary of consultation undertaken.

The Draft EPR will include findings from ongoing and completed work related to:

- Geotechnical and sub-surface investigation;
- Cultural and heritage investigation;
- Archaeological investigation;
- Traffic impact assessment;
- Air quality assessment; and,
- Noise assessment.

The draft EPR will be made available for review by the public, Indigenous communities, and technical and government agencies as part of the Consultation Phase. This is anticipated in Spring 2019.
Level of Service (LOS) is a letter designation used to describe a range of operating conditions on a road experienced by users:

- A = Free flow
- B = Reasonably free flow
- C = Stable flow
- D = Approaching unstable flow
- E = Unstable flow
- F = Forced or breakdown flow

Critical Movements are movements that have adverse operational or safety impacts. These factors include:

- Overall level of congestion experienced by shared/individual movements (Volume-to-Capacity Ratio*, average delays); and,
- Whether individual movements are projected to exceed available turning lane storage

The lack of critical movements in the study area show that the road network is currently operating well

*Volume-to-Capacity (V/C) is defined as the total number of vehicles passing a point divided by the maximum number of cars that can pass through the point
Air Quality

An Air Quality Assessment will be carried out in accordance with guidelines set by the Ministry of Environment, Conservation and Parks.

The study will examine contaminant levels typically emitted by motor vehicles. If required, appropriate mitigation strategies will be identified.

Noise

A Noise Assessment will be conducted using the Ministry of Environment, Conservation and Parks’ Noise Guideline Limits.

If facility levels are found to be above the Noise Guideline limits, appropriate mitigation measures will be implemented.
Cultural Heritage

Based on the Cultural Heritage Assessment, completed in August 2012, no cultural heritage resources exist on the site. The Assessment did identify the following landscape within close proximity to the site:

• A Potential Cultural Heritage Landscape (cluster of industrial buildings) on the west side of Hillyard Street.

No direct impact is anticipated to the potential landscape due to the HSR MSF.

Archaeological

Stage 1 Archaeological Assessment of site completed in February 2013 found:

• Lands do not retain archaeological potential and do not require further archaeological assessment;

• No archaeological site or sites registered within 1 km of the study area; and,

• Report was entered into Ministry of Tourism, Culture and Sport Register
Moving Forward

Next Steps

• Review all comments and suggestions received from the public, stakeholders and agencies before, during and following this Public Consultation Centre.

• Based on input, confirm the preferred layout concept alternative.

• Complete necessary environmental studies, and identify potential mitigation measures, as required.

• Hold Public Consultation Centre #2 in Spring 2019.

• Prepare draft Environmental Project Report for City Council review and approval.

Comments/Questions?

Please leave any feedback you may have on one of the available sheets or email the Councillor’s office at Ward3@Hamiton.ca. Your comments are important and will be reviewed by the City as part of the EA process.

Additional Contact

If you would like more information on the Hamilton Bus Maintenance and Storage Facility TPAP, the project team can also be reached at:

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