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.

Land Acknowledgement

The City of Hamilton recognizes and acknowledges that we are located on the traditional territories of the Mississauga and Haudenosaunee nations, and within the lands protected by the “Dish With One Spoon” wampum agreement.
Purpose of this Public Consultation Centre & What We’ve Heard

The purpose of this event is to:

- Confirm the preferred project design;
- Share the findings and recommendations of the draft Environmental Project Report (EPR) and supporting studies;
- Present the expected future environmental conditions, including potential impacts and mitigation measures;
- Provide an opportunity to participate in the planning and decision-making process; and,
- Enable you to discuss the MSF with Project Team members from the City of Hamilton, HSR and the consultants, IBI Group.

PUBLIC CONSULTATION AND FEEDBACK.

<table>
<thead>
<tr>
<th>What We Heard</th>
<th>What We Did</th>
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<tbody>
<tr>
<td>Alternative Design Concept ‘C’ was the preferred site design.</td>
<td>See Board 6</td>
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<tr>
<td>Sustainability measures should be implemented to reduce the impact to the natural environment.</td>
<td>See Board 7</td>
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<tr>
<td>There are concerns about the potential impacts of the facility to traffic, noise, and air quality.</td>
<td>See Boards 8 to 12</td>
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<tr>
<td>The facility should minimize impacts to the dog park and trees.</td>
<td>See Board 10</td>
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Project Need and Study Area

A second bus maintenance and storage facility is required in Hamilton because:

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

• Any **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 MSF in the lower city will be close to more routes and **will result in efficiencies and cost savings**. It will reduce the time spent “Not in Service” while travelling between the garage and the start/end point of each bus route (i.e. deadheading).

The planning and design of the MSF are jointly funded by the City of Hamilton, and the Government of Canada’s Public Transit Infrastructure Fund (PTIF).
Ontario’s Transit Project Assessment Process (TPAP) is prescribed in Ontario Regulation 231/08, under the Environmental Assessment Act.

The TPAP requires consultation, assessment of potential impacts arising from the project, and identification of measures to mitigate any adverse effects.

The findings of the draft Environmental Project Report are summarized in these panels. The draft report will be updated based on comments from the public and stakeholders. The final report will be available for public review and comment later this fall during the 30-day Public Review.
Key Considerations

Matters of Provincial Importance must be considered during the Transit Project Assessment Process, following Ontario Regulation 231/08.

**Natural Heritage**
- A park, conservation reserve or protected area
- Extirpated, endangered, threatened, or species of special concern and their habitat
- A wetland, woodland, habitat of wildlife or other natural heritage area (e.g. prairie)
- An area of natural or scientific interest (earth or life science)
- A stream, creek, river or lake containing fish and their habitats

**Hydrogeology**
- An area or region of surface water or groundwater or other important hydrological feature
- Areas that may be impacted by a known or suspected on- or off-site source of contamination

**Heritage and Archaeology**
- Protected heritage property
- Built heritage resources
- Cultural heritage landscapes
- Archaeological resources and areas of potential archaeological interest

**Indigenous Relations**
- Constitutionally protected Indigenous or treaty rights and areas of concern

If a member of the public, regulatory agencies, or Indigenous community has concerns about the project, objections can be submitted to the Ministry of Environment, Conservation and Parks for the Minister to consider. Objections to the project must be provided in writing and can only be submitted during the 30-day Review Period of the Environmental Project Report.
Key features of the design include:

- Ability to store and maintain 200 buses upon opening, and can be expanded to store 100 additional buses in the future (300 total);
- A 30 bay maintenance area;
- Supporting functional space such as areas for cleaning, washing, painting and body work;
- Program space for staff, including administrative offices, training areas, and lunch rooms;
- Employee parking in a structure; and,
- Natural Gas compressor fuelling station and back-up generators.

Four design alternatives were presented at PCC #1. Public feedback supported Alternative C (right), which the Project Team found to be the best technical option. This design is now confirmed as the preferred design.
We heard that the facility should minimize its impact on the environment. The preferred design has incorporated sustainable features to help achieve this goal.

**Rainwater tanks** capture and store water runoff. This “process water” can be reused when drinkable water is not necessary (e.g., the bus wash). Three, 100,000 litre tanks will be installed underground.

**Green roofs** help purify the air, reduce rain runoff, and promote biodiversity. A green roof will be over top of the office area. The balance of the roof will be a high reflectivity LEED compliant membrane.

The facility design has space to allow for the conversion to store and maintain **electric buses** in the future.

**LED lighting** uses less energy and lasts longer than conventional bulbs. This type of lighting will be installed.

**High efficiency mechanical systems** have lower energy needs compared to conventional systems, resulting in lower emissions and higher cost savings.

**Solar panels** provide a clean, renewable source of power. The MSF will be designed to accommodate solar panels on the roof over top of the bus storage area.
The draft Environmental Project Report (EPR) documents the project background, details of the preferred design, potential impacts and mitigation measures, and records the consultation undertaken with the public and stakeholders.

Technical studies were completed to explore future conditions on environmental issues. These include:

- Physical environment;
- Cultural heritage;
- Archaeology;
- Traffic impacts;
- Air quality; and,
- Noise assessment.

The findings of the studies are summarized in these panels.

What You Told Us at PCC #1

We heard that you had concerns about potential impacts to the community and environment as a result of the MSF. The following boards summarize the potential impacts and what we’re doing to mitigate the effects.

The draft EPR and technical studies will be available on the project website at www.bit.ly/HamiltonMSF.

The draft EPR will be updated based on feedback received from the public and other stakeholders. The final EPR will be available for a 30-day review period following the issuance of the Notice of Completion later this fall.
Cultural Heritage

Approach
A cultural heritage assessment was conducted in August 2012.

Findings
• The assessment found that there are no built heritage resources or cultural heritage landscapes on the MSF 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 St.
• No impacts are anticipated to the potential Cultural Heritage Landscape.

Mitigation Measures
• No mitigation measures are required.

Archaeology

Approach
A Stage 1 Archaeological Assessment of the site was completed in February 2012. The report was entered into the Ministry of Tourism, Culture and Sport’s registry.

Findings
• The lands have low archaeological potential and do not require further archaeological assessment.
• No archaeological site or sites are registered within 1 km of the study area.

Mitigation Measures
• Should artifacts be found during construction, work will stop and a licensed archaeologist will be retained to examine the findings and determine their significance.
• Should human remains be found during construction, work will stop and provincial procedures will be followed.

Key Takeaways

Cultural Heritage
No cultural heritage resources have been identified and no effects are anticipated.

Archaeology
No archaeological sites have been identified and no effects are anticipated.
**Natural Heritage**

**Approach**

A tree protection plan & natural heritage review were prepared.

**Findings**

- The MSF will not impact the dog park to the south.
- There is limited wildlife habitat, and no species at risk (both vegetative and wildlife) were observed.
- 48 trees will be preserved. Trees that will be removed are primarily invasive species, or are in poor condition or dead. Invasive species include Tree of Heaven and Siberian Elm.

**Mitigation Measures**

- 207 new trees will be planted on the perimeter of the site. Species and diversification rates will follow City guidelines.
- Tree removal will comply with the Migratory Birds Convention Act (e.g. no removal during nesting season)

**Key Takeaways**

- There are no impacts to the dog park and limited impacts to trees and wildlife habitat. There are positive effects by removing invasive trees.

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**Physical Environment**

**Approach**

A geotechnical and hydrogeology study was undertaken to understand ground conditions, storm water and source water conditions.

**Findings**

- The site is contaminated from past industrial uses.
- There are no anticipated impacts to source water or storm water systems.

**Mitigation Measures**

- The site will be remediated to remove contaminants.
- A water quality control plan will be developed to meet the City's Level 1 Enhanced Protection.
- Storm water storage tanks, green space and the rooftop design will help reduce water runoff.

**Key Takeaways**

- There will be a positive effect on groundwater due to soil remediation of the site.
Future Traffic Conditions (2027)

Approach
A transportation impact study was completed to understand future traffic conditions following City guidelines.

Findings
• Birch Ave. and nearby intersections will operate well in the future with the MSF. There will be no adverse impacts to traffic.

Mitigation Measures
• Sidewalks will be installed on the west and north sides of the site.
• The primary access point for buses will be directly to Birch Ave.
• The HSR and City will develop an access plan for employees to limit the usage of residential streets to the west and north.
• A four-way stop is warranted at the Hillyard/Brant streets intersection.

Level of Service (LOS) is a letter designation used to describe the 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

Key Takeaways
The MSF will not have an adverse impact on future traffic on Birch Ave. or the surrounding area. A four-way stop will be installed at Hillyard and Brant.
Air Quality

Approach
An Air Quality Assessment was undertaken following MECP guidelines. The assessment considers emissions generated by bus operations, building equipment (e.g. heating) and maintenance shop areas.

Findings
• The three primary emissions from the facility will be NOx, CO, and n-butyl acetate.
• Under a “worst case”, conservative scenario, all emission levels will be below Ministry guidelines by 42% (NOx) to 99.9% (CO).

Mitigation Measures
• Measures will be put into place to reduce the impact of dust during construction.

Key Takeaways
All emission levels will be below Ministry guidelines.

Noise

Approach
A noise assessment was completed using MECP guidelines. The study considers a “worst case” scenario and captures noise produced by buses, building equipment (e.g. HVAC) and emergency generators. The guidelines state that sensitive receivers (e.g. homes) cannot exceed 50 dBA during daytime hours and 45 dBA during nighttime hours. 50 dBA is equivalent to a conversation at home or a washing machine.

Findings
• All noise levels will be within Ministry guidelines:
  • Daytime noise levels will be 37.9 to 45.0 dBA.
  • Nighttime noise levels will be 37.7 to 44.8 dBA.

Mitigation Measures
• Acoustic barriers will be installed around rooftop equipment to reduce noise levels.

Key Takeaways
All noise levels will be within Ministry guidelines.
Project Timeline

Project Funding
The MSF is contingent on funding from government partners. Once funding is secured, the project can advance.
Timeline unknown

Procurement
Construction tendering will follow the City’s procurement policies.
Approximately 6 months

Works & Construction
Site preparation and construction will begin once a constructor has been selected.
Approximately 2 to 2.5 years

Commissioning
The MSF will undergo testing and verification to ensure that all systems are fully functional, before it will be put into use.
Approximately 1 to 3 months

Operations
Once the MSF is operational, buses will begin to be stored and maintained on site. The Mountain Transit Centre will continue to operate at 2200 Upper James St.

Moving Forward

Next Steps

• All comments and suggestions will be reviewed, considered and recorded in the consultation record.

• The draft Environmental Project Report will be updated and finalized based on comments received from the public and stakeholders.

• The Notice of Completion will be issued this fall. This will start the 30-day public and agency review period of the final Environmental Project Report.
  • The public and stakeholders have the opportunity to submit a written notice of objection to the Minister of the Environment, Conservation and Parks during this time.

• Following the 30-day review period, the Minister of Environment, Conservation and Parks has 35-days to render a decision on the project. They will consider if the project has adverse impacts on matters of provincial importance, or constitutionally protected Aboriginal or treaty right.

Comments/Questions?

Please leave any feedback you may have on one of the available sheets or email the Councillor’s office at Ward3@Hamilton.ca.

Your comments are important and will be reviewed by the City as part of the TPAP process.

Additional Contact

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

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Conceptual rendering of the Maintenance and Storage Facility from the north-west.