Final Report

Hamilton Transit Bus Maintenance and Storage Facility

Public Consultation Centre #2 Summary
Table of Contents

1 Introduction ........................................................................................................................................... 1
  1.1 Project Background .......................................................................................................................... 1
  1.2 Transit Project Assessment Process ................................................................................................. 2

2 Notification of Public Consultation Centre ................................................................................. 2

3 Information Presented ......................................................................................................................... 3

4 Attendance ........................................................................................................................................... 4

5 Comments and Questions Received ..................................................................................................... 4
  5.1 Comments Received at PCC #2 ....................................................................................................... 4
  5.2 Other Comments Received .............................................................................................................. 6

6 Key Findings ....................................................................................................................................... 6

7 Summary ............................................................................................................................................. 6

Appendices

Appendix A: PCC #2 Notifications
Appendix B: PCC #2 Display Boards
Appendix C: PCC #2 Comment Forms
1 Introduction

This report summarizes the public feedback collected during Public Consultation Centre #2 (PCC) of the Transit Project Assessment Process (TPAP) for the new Hamilton Transit Bus Maintenance and Storage Facility (MSF). The event was hosted by the City of Hamilton.

The PCC was held on Tuesday, October 1, 2019 at the Norman Pinky Lewis Recreation Centre (192 Wentworth Street N., Hamilton) from 6:00 to 8:00 p.m. The event followed a drop-in format, and was the second public consultation event for the project.

The purpose of the PCC was 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,
- Provide comments to the City of Hamilton, Hamilton Street Railway (HSR), and the consultants, IBI Group.

1.1 Project Background

The City of Hamilton initiated an environmental assessment following the TPAP as defined in Ontario Regulation 231/08, for the planning and design of a second MSF in Hamilton (Exhibit 1.1). The TPAP formally started on Friday, September 20, 2019 with the circulation of the Notice of Commencement.

The new transit facility will increase the HSR's bus storage and maintenance capacity to support a growing bus fleet that is required to enhance transit service across Hamilton. The facility will be able to support up to 300 buses, and will include a storage area, a maintenance garage, administrative offices and a staff parking structure.

Exhibit 1.1: MSF Study Area Extent
1.2 Transit Project Assessment Process

The study is in the “formal consultation” phase as per Ontario Regulation 231/08 (Exhibit 1.2). The TPAP is an approved environmental assessment process that includes consultation, assessment of potential impacts, identification of measures to mitigate the effects, and the completion of an environmental project report.

The formal Notice of Commencement and of Public Consultation Centre #2 was issued on Friday, September 20, 2019. It is anticipated that the Notice of Completion will be issued in December 2019.

Exhibit 1.2: Transit Project Assessment Process

2 Notification of Public Consultation Centre

The notice of PCC #2 was published and distributed as part of the Notice of Commencement. The notice was sent to potentially interested stakeholders, local residents, Indigenous communities, utilities and agencies, and the broader public through a variety of channels noted below. Copies of PCC #2 notices, letters and other promotions are included in Appendix A.

- **Newspaper Notification**: a notice was placed in the Hamilton Spectator, published on September 20 and 27, 2019;
- **Emails to Indigenous Communities**: a notice was emailed to all Indigenous communities identified by the City of Hamilton and Ministry of Environment, Conservation and Parks on September 20, 2019. Registered letters were sent on September 16, 2019;
- **Emails to Agency and Technical Stakeholder**: a notice was emailed to technical agencies, utilities, and internal City of Hamilton staff on September 18, 2019;
- **Emails to Community Groups and Associations**: a notice was emailed to community groups, associations, non-governments organizations, and members of the public that expressed interest in the project on September 18, 2019;
- **Letters to Property Owners and Occupants**: a notice was mailed to all property owners and occupants within 30 meters of the study area on September 16, 2019 (179 total);
- **Project Website**: a notice was posted on the project website[1] on September 18, 2019;

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• **City of Hamilton Public Meetings Calendar:** the PCC was added to the City’s Public Meetings and Consultation calendar on September 18, 2019; and,

• **Social Media:** tweets were sent from the HSR Twitter account (@hsr) on September 20, 24, 25, 27, 2019, and from the Ward 3 Councillor’s account (@NrinderWard3) on September 19 and October 1, 2019.

The notices provided the following information:

• Notice of Commencement of the TPAP;
• Purpose, time, and location of the PCC;
• A project description and map of the study area;
• Contact information for the City and consultant project managers; and,
• Information on further opportunities to participate.

### 3 Information Presented

The PCC was set-up as a drop-in, open house format (Exhibit 3.1). Representatives from the City of Hamilton, HSR, Ward 3 Councillor’s Office, and IBI Group were present to talk with attendees and answer questions.

**Exhibit 3.1: Display boards were set-up sequentially around the event space**

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Fifteen presentation boards were arranged in an easy-to-view format, and provided information on the study process, the preferred design, the TPAP process (including matters of provincial significance), the findings of the supporting studies and steps moving forward (Exhibit 3.2). A copy of the boards was posted to the project website the following day (October 2, 2019) and are included in Appendix B.

A copy of the draft Environmental Project Report (EPR) and the supporting technical studies (Appendix A – H) were available for review.

Exhibit 3.2: Presentation Boards Presented at PCC #1

| 1. Welcome               | 9. Cultural Heritage & Archaeology |
| 2. Purpose & What We’ve Heard | 10. Natural Heritage and Physical Environment |
| 3. Project Need and Study Area | 11. Future Traffic Conditions |
| 5. Key Considerations | 13. Project Timeline |
| 7. Sustainability | 15. Rendering of the Facility |
| 8. Draft Environmental Project Report |

4 Attendance

A total of 10 individuals signed-in at the PCC. A total of nine project team representatives attended, including staff from the City of Hamilton and HSR, the Ward 3 Councillor and their staff, and IBI Group.

Attendees were able to participate by:

- Discussing concerns with members of the project team and other representatives in-person;
- Completing a comment sheet available at the PCC and submitting it in-person, or by mail/email after the event; and
- Submitting comments, questions, or feedback before or after the PCC by email, mail, or telephone. The deadline for submitting comments to be part of this report was Tuesday, October 15, 2019 (two weeks after the PCC).

5 Comments and Questions Received

The comments received at the PCC are summarized in Section 5.1, while feedback received outside of the event is documented in Section 5.2.

5.1 Comments Received at PCC #2

Five comment sheets were submitted. The sheet asked the following open-ended questions:

1. Do you have any questions or comments about the approved design related to your community, street or property?
2. Do you have concerns about the impacts to matters of provincial importance? This includes natural heritage (such as protected parks, woodlands and rivers), hydrogeology, cultural heritage, archaeology, and Indigenous Treaty Rights.

3. What aspects of the design do you like?

4. Do you have any other questions or comments about the bus facility?

5. Do you have any other comments about this project?

The feedback received has been organized into themes under each question. Copies of the comment sheets received are provided in Appendix C.

Responses to the question: Do you have any questions or comments about the approved design related to your community, street or property?

- Employee traffic along Munroe and Brant between Wentworth and Niagara. These are family neighbourhoods with many children.
- Add public phones, public Wi-Fi and provide outside advertising to generate revenue (LED screens).
- Heated runway and carbon fibre embedded concrete.
- The design process appears to be the result of a thoughtfully planning process and it looks like effort has been made for the new facility to fit into the neighbourhood.

Responses to the question: Do you have concerns about the impacts to matters of provincial importance? This includes natural heritage (such as protected parks, woodlands and rivers), hydrogeology, cultural heritage, archaeology, and Indigenous Treaty Rights.

- It would be nice if there could be a pathway along Birch.
- Could there be some sort of recognition of how Birch and the area underneath the power lines was at one time part of the Sherman Inlet north of the site and its origins at the escarpment.
- It is probably lost now but surely the area must have been used by Indigenous peoples. Not saying do a dig just some interpretive signage and maybe a graphic showing the connections.
- Only concern would be amount of traffic. If it would interfere with deliveries from our suppliers and employers to get to work to the Denninger’s manufacturing plant, and impacts of construction and thereafter.

Responses to the question: What aspects of the design do you like?

- All aspects. Would like employee parking entrance elsewhere but overall design seems very well-considered.
- Indoor storage; front door facing neighbourhood instead of a blank wall, perimeter greenspace, aesthetics.
- A big improvement over the current plant.

Responses to the question: Do you have any other questions or comments about the bus facility?

- Hire local residents to be drivers (diverse + equity)
5.2 Other Comments Received

The comment period was open until Tuesday October 15, 2019. No additional submissions were received via e-mail or telephone.

6 Key Findings

The key findings of the review indicate that:

- **Attendees were overall supportive of the project design and project process.** Comments received indicated that there are multiple preferred site features and the project reflects a thoughtful planning process.

- **There are concerns about the potential impacts to traffic in the area.** Some individuals are concerned about possible traffic infiltration by employees accessing the parking staff area, or impacts to goods delivery to local businesses. The traffic impact study presented at the PCC found traffic will operate with acceptable parameters when the facility opens and that there are no areas that are anticipated to operate at critical levels as a result of the facility.

- **There are concerns about the location of the employee entrance.** The HSR and the City of Hamilton will develop an access plan for employees to limit the usage of residential streets to the west and north.

- **There are concerns about the potential impacts to traffic during construction of the facility.** The City of Hamilton will monitor traffic conditions and will mitigate any major traffic impacts should they arise during the construction of the facility.

- **There is interest in topics outside of the study area of this TPAP including recognizing the local history of the area and changes to Birch Avenue.** Ideas that were recommended include a pathway and linear park along Birch Avenue, and acknowledgement of the Indigenous and natural heritage of the area. This is outside the scope of this TPAP but could be considered by the City as part of future studies.

7 Summary

Valuable feedback was received through the discussion at the PCC and the comments sheets that were submitted. In general, attendees were supportive of the project.
Appendix A: PCC #2 Notifications
IBI GROUP FINAL REPORT
HAMILTON TRANSIT BUS MAINTENANCE AND STORAGE FACILITY
Prepared for City of Hamilton
Figure 2: Hamilton Spectator Notice – September 27, 2019
Figure 3: Sample Letter sent to Government, Technical Agency, and Other Stakeholders

City of Hamilton
Public Works Department
Energy, Fleet & Facilities Management Division
28 James Street North, 5th Floor
Hamilton, Ontario L8R 2K1

September 19, 2019

<First Name> <Surname>
<Title>
<Agency>
<Address>

Dear <Salutation> <Surname>:

RE: Hamilton Transit Bus Maintenance and Storage Facility
Notice of Commencement of Transit Project Assessment Process & Notice of Public Consultation

On Monday, September 16, 2019, Hamilton Public Works Committee authorized the General Manager, Public Works to issue the Notice of Commencement to initiate the Transit Project Assessment Process (TPAP) for the Hamilton Transit Bus Maintenance and Storage Facility. The TPAP is being conducted in accordance with Ontario Regulation 231/08. The facility design is documented in the draft Environmental Project Report (EPR), which can be accessed through the following link: https://www.hamilton.ca/city_planning/master_plans-class-eas/hamilton-transit-bus-maintenance-and-storage-facility-design.

This notice marks the start of the up-to 120 calendar-day TPAP consultation period. At the end of the consultation period, a 30 calendar-day public review period will commence and interested persons will be able to review the EPR and submit written objections to the Minister of the Environment, Conservation and Parks on matters of provincial importance or constitutionally protected Indigenous or treaty right.

The City of Hamilton will be hosting a second Public Consultation Centre. The purpose of this event is to present information on the project design and obtain feedback.

Public Consultation Centre #2
Date: Tuesday, October 1, 2019
Time: 6:00 p.m. – 8:00 p.m.
Venue: Norman Pinky Lewis Recreation Centre
192 Wentworth Street North, Hamilton

The public consultation centre will be a drop-in format. Members of the Project Team from the City of Hamilton, HSR and consultants will be available to answer questions.

The City of Hamilton
www.hamilton.ca
All Public Consultation Centre materials will be posted on the project website on October 2, 2019. If you are unable to attend, you can submit comments to me at the contact details below.

If you have any questions or comments about the Hamilton Transit Bus Maintenance and Storage Facility, please feel free to contact me at your convenience.

Sincerely,

Shaba Shringi, B.Eng., E.I.T.
Project Manager
Strategic Planning, Capital and Compliance
Public Works | City of Hamilton

Phone: (905) 546-2424 ext. 3142
E-mail: Shaba.Shringi@hamilton.ca
www.hamilton.ca

cc: Eric Czerniak, P.Eng, Project Manager, IBI Group

encl. Notice of Study Commencement

*Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.*
City of Hamilton
Public Works Department
Energy, Fleet & Facilities Management Division
28 James Street North, 6th Floor
Hamilton, Ontario L8R 2K1

September 17, 2019

Metis Consultation Unit
Metis Nation of Ontario
500 Old St. Patrick Street Unit #3
Ottawa, ON K1N 9G4

To Whom It May Concern:

RE: Hamilton Transit Bus Maintenance and Storage Facility
Notice of Commencement of Transit Project Assessment Process & Notice of Public Consultation

On Monday, September 16, 2019, Hamilton Public Works Committee authorized the General Manager, Public Works to issue the Notice of Commencement to initiate the Transit Project Assessment Process (TPAP) for the Hamilton Transit Bus Maintenance and Storage Facility. The TPAP is being conducted in accordance with Ontario Regulation 231/08. The project is documented in the draft Environmental Project Report (EPR), which is available on the project website at: https://www.hamilton.ca/city-planning/master-plans-class-eas/hamilton-transit-bus-maintenance-and-storage-facility-design.

This notice marks the start of the up-to 120 calendar-day TPAP consultation period. At the end of the consultation period, a 30 calendar-day public review period will commence and interested persons will be able to review the EPR and submit written objections to the Minister of the Environment, Conservation and Parks on matters of provincial importance or constitutionally protected Indigenous or treaty rights.

The City of Hamilton will be hosting a second Public Consultation Centre. The purpose of this event is to present information on the project design and obtain feedback. Representatives from interested communities are invited to attend as detailed below:

Public Consultation Centre #2
Date: Tuesday, October 1, 2019
Time: 6:00 p.m. – 8:00 p.m.
Venue: Norman Pinky Lewis Recreation Centre
192 Wentworth Street North, Hamilton
The public consultation centre will be a drop-in format. Members of the Project Team from the City of Hamilton, HSR and consultants will be available to answer questions.

All Public Consultation Centre materials will be posted on the project webpage on October 2, 2019. If you are unable to attend, you can submit comments to me at the contact details below. We encourage you to visit the project webpage to view previous materials to learn more about this project.

The Metis Nation of Ontario were previously invited to attend Public Consultation Centre #1 held on Tuesday, March 26, 2019. At this event, we provided information on the need for the new bus facility, the alternative designs and evaluation process, and the emerging findings from technical studies.

We would be happy to arrange a meeting to discuss the project and review any issues specific to your community with you. If you have any questions or comments about the Hamilton Transit Bus Maintenance and Storage Facility, please feel free to contact us at your convenience. We appreciate your time and consideration in participating in this important study.

Sincerely,

Shaba Shringi, B.Eng., E.I.T.
Project Manager
Strategic Planning, Capital and Compliance
Public Works | City of Hamilton

Phone: (905) 546-2424 ext. 3142
E-mail: Shaba.Shringi@hamilton.ca
www.hamilton.ca

cc: Eric Czerniak, P.Eng, Project Manager, IBI Group

encl. Notice of Study Commencement

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.
Figure 5: Notice Posted to the Project Website and Circulated to Property Owners and Occupants

Notice of Commencement & Notice of Public Consultation Centre #2
Hamilton Transit Bus Maintenance and Storage Facility (MSF)
Transit Project Assessment Process (TPAP)

The Project
The City of Hamilton is undertaking the planning and design of a new bus maintenance and storage facility for use by Hamilton Transit (HSR). The purpose of the MSF is to increase maintenance and storage capacity for existing and new buses which are required to enhance transit service in Hamilton. The facility will include a staff parking structure, administrative offices, a maintenance garage, and bus storage area.

A transit facility needs assessment was completed in 2018, defining the size and preferred location for a Downtown transit facility, to supplement the Mountain Transit Centre which is over capacity.

Public Consultation Centre #1 was held March 26, 2019, at the Bonino Morelli Recreation Centre, and presented the need for the facility, design alternatives, the evaluation criteria used to assess the alternatives, and the preliminary preferred option.

The Process
The City of Hamilton is assessing the environmental impacts of the Downtown transit facility according to the transit project assessment process (TPAP) as prescribed in Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings. As part of the TPAP, an Environmental Project Report is being prepared which documents the planning and design process. The report will also include existing and future environmental conditions, the evaluation process, details of the preferred design, and impacts, mitigation and monitoring measures. All information produced as part of this project, including the public consultation centre documents will be available on the project website at https://www.hamilton.ca/city-planning/master-plans-class-eas/hamilton-transit-bus-maintenance-and-storage-facility-design.

Consultation
Members of the public, agencies and other interested persons are encouraged to participate actively in the transit project assessment process by attending consultation opportunities or contacting staff directly with information, comments or questions.

We invite you to attend Public Consultation Centre #2. This drop-in session will present information on the project design, existing and future environmental conditions, and impacts, mitigation and monitoring measures.

Date: Tuesday, October 1, 2019
Time: 6:00 p.m. – 8:00 p.m.

Location: Norman Pinky Lewis Recreation Centre, 102 Wentworth Street North, Hamilton

If you require any accessibility accommodations to participate in the project, please contact the staff below by September 26, 2019. If you have any questions or comments about the study, or would like to be added to the project mailing list, please contact the staff listed below.

Shaba Shringi
Project Manager
Public Works, City of Hamilton
28 James Street North
Hamilton, Ontario L8R 2K1
Phone (905) 546-2424 ext. 3142
Email: shaba.shringi@hamilton.ca

Eric Czerniak
Consultant Project Manager
IBI Group
175 Galaxy Blvd #100
Toronto, ON M9W 0C9
Phone (905) 546-1010 ext. 85476
Email: eric.czerniak@ibigroup.com

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

This Notice was first issued: September 17, 2019
Tweets sent by the Hamilton Street Railway and Ward 3 Councillor.

Hamilton Street Railway @hsr · Sep 27
The @cityofhamilton is designing a new bus maintenance & storage facility for use by @HSR. Take part in the project assessment process by attending the Public Consultation Centre #2 on Tues. Oct. 1 from 6 – 8 pm at Norman Pinky Lewis Rec Centre. Details: bit.ly/2m17ulZ

Hamilton Street Railway @hsr · Sep 25
The @cityofhamilton is designing a new bus maintenance & storage facility for use by @HSR. Take part in the project assessment process by attending the Public Consultation Centre #2 on Tues. Oct. 1 from 6 – 8 pm at Norman Pinky Lewis Rec Centre. Details: bit.ly/2m17ulZ
The @cityofhamilton is designing a new bus maintenance & storage facility for use by @HSR. Take part in the project assessment process by attending the Public Consultation Centre #2 on Tues. Oct. 1 from 6 – 8 pm at Norman Pinky Lewis Rec Centre. Details: bit.ly/2mI7ulZ
Join us for the second public consultation and information session. Staff will be present to answer questions and provide an update on project design, environmental conditions plus, mitigating and monitoring measures.

Bus tickets & refreshments available.
#OurWard3

Happening tonight!
It's warm and dry at Pinky Lewis Recreation Centre.
Appendix B: PCC #2 Display Boards
Welcome

Hamilton Transit Bus Maintenance and Storage Facility (MSF)
Public Consultation Centre #2
Tuesday, October 1, 2019

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.
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>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative Design Concept ‘C’ was the preferred site design.</td>
<td>See Board 6</td>
</tr>
<tr>
<td>Sustainability measures should be implemented to reduce the impact to the natural environment.</td>
<td>See Board 7</td>
</tr>
<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>
</tr>
<tr>
<td>The facility should minimize impacts to the dog park and trees.</td>
<td>See Board 10</td>
</tr>
</tbody>
</table>
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.
Preferred Project Design

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.
Sustainability

What You Told Us at PCC #1

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.

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.
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.

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

**Works & Construction**

Site preparation and construction will begin once a constructor has been selected.

Approximately 2 to 2.5 years

**Procurement**

Construction tendering will follow the City’s procurement policies.

Approximately 6 months

**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:

Shaba Shringi  
Project Manager  
Public Works, City of Hamilton  
28 James Street N, 5th Floor  
Hamilton, Ontario L8R 2K1  
(905) 546-2424 ext. 3142  
shaba.shringi@hamilton.ca

Eric Czerniak  
Consultant Project Manager  
IBI Group  
175 Galaxy Blvd #100  
Toronto, ON M9W 0C9  
(905) 546-1010 ext. 65476  
eric.czerniak@ibigroup.com
Conceptual rendering of the Maintenance and Storage Facility from the north-west.
Appendix C: PCC #2 Comment
Forms
Hamilton

COMMENT SHEET
Public Consultation Centre #2 – Tuesday, October 1, 2019

Hamilton Transit Bus Maintenance and Storage Facility
Transit Project Assessment Process – Open House

Please complete and hand in this sheet so that your views can be considered for this project. If you cannot complete your comments today, please take this sheet home and:

- Email your comments to the Councillor’s Office at Ward3@hamilton.ca; or,
- Forward them to the Project Team contacts below.

Please submit comments by Tuesday October 15, 2019.

Shaba Shringi  Eric Czerniak
Project Manager  Consultant Project Manager
Public Works, City of Hamilton  IBI Group
28 James Street N, 5th Floor  175 Galaxy Blvd #100
Hamilton, Ontario L8R 2K1  Toronto, ON M9W 0C9
Tel: (905) 546-2424 ext. 3142  Tel: (905) 546-1010 ext. 65476
shaba.shringi@hamilton.ca  eric.czerniak@ibigroup.com

Do you have any questions or comments about the approved design related to your community, street or property?

I have a concern regarding employee traffic along Lunro, and especially between Wentworth and Niagara. These are family neighbourhoods with many children. Causing crimes driving habits are not acceptable.

Do you have concerns about impacts to matters of provincial importance? This includes natural heritage (such as protected parks, woodlands and rivers), hydrology, cultural heritage, archaeology, and Indigenous Treaty Rights.
What aspects of the design do you like?

ALL. I WOULD LIKE THE EMPLOYEE PARKING ENTRANCE WERE ELSEWHERE, BUT THE REST OF THE OVERALL DESIGN SEEMS VERY WELL-CONSIDERED.

Do you have any other questions or comments about the bus facility?

Do you have any other comments about this project?

Contact Information (Optional)

Name:  IAN MOFFET

Address:  60 MUNROE ST.

Email:  ian.moffet@gmail.com

Add me to the project mailing list

Thank you for your time and input into this project!

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.
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Do you have any questions or comments about the approved design related to your community, street or property?

- add public phones
- add public wifi
- provide outside advertising to generate revenue - LED screen

Do you have concerns about impacts to matters of provincial importance? This includes natural heritage (such as protected parks, woodlands and rivers), hydrology, cultural heritage, archaeology, and Indigenous Treaty Rights.
What aspects of the design do you like?

Do you have any other questions or comments about the bus facility?

- Hire local employees - diverse + equity
- Internet Service Provider like the Health Centre - revenue generator for facility and bus stops.

Do you have any other comments about this project?

- Opera Company USA (Google it)
- PV glass
- Integrated photovoltaics Building
- I PB (PV) hydrogen

Contact Information (Optional)

Name: 

Address: 

Email: 

☐ Add me to the project mailing list

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Do you have any questions or comments about the approved design related to your community, street or property?

Heated Runway (Carbon Fiber en broded Concrete)

Do you have concerns about impacts to matters of provincial importance? This includes natural heritage (such as protected parks, woodlands and rivers), hydrology, cultural heritage, archaeology, and Indigenous Treaty Rights.

________________________________________
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Turn Page Over - 1
What aspects of the design do you like?

________________________________________________________________________

________________________________________________________________________

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Do you have any other questions or comments about the bus facility?

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________________________________________________________________________

________________________________________________________________________

Do you have any other comments about this project?

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

Contact Information (Optional)

Name:  Eddie Kay

Address: ________________________________________________________________

Email:  SaaKay974@gmail.com

Add me to the project mailing list [ ]

Thank you for your time and input into this project!

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Do you have any questions or comments about the approved design related to your community, street or property?

The design appears to be the result of a thoughtful planning process and it looks like effort has been made for the new facility to fit into the neighbourhood.

Do you have concerns about impacts to matters of provincial importance? This includes natural heritage (such as protected parks, woodlands and rivers), hydrology, cultural heritage, archaeology, and Indigenous Treaty Rights.

It would be nice if there could be a pathway along Birch.

Could there be some sort of recognition of how Birch and the area underneath the power lines was at one time part of the Shoemaker’s Inlet, north of the site? It is probably lost now, but surely the area must have been used by Indigenous peoples. (Not saying do a dig, just some interpretive signage and maybe a graphic showing the connection between...
What aspects of the design do you like?
Indoor storage, front door facing neighborhood instead of a blank wall, perimeter green space, aesthetics,

Do you have any other questions or comments about the bus facility?
Please consider a linear park + multi-use trail on the west side of Birch!

Do you have any other comments about this project?
I hope that if Birch is restored to 2-way that it isn't just for the buses, but for all users.

Contact Information (Optional)
Name: Ben Babcock
Address: 4-160 Grant Avenue
Email: heybenbabcock@gmail.com

Add me to the project mailing list

Thank you for your time and input into this project!

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Do you have any questions or comments about the approved design related to your community, street or property?

Just regarding traffic - see below

Do you have concerns about impacts to matters of provincial importance? This includes natural heritage (such as protected parks, woodlands and rivers), hydrology, cultural heritage, archaeology, and Indigenous Treaty Rights.

ONLY CONCERN WOULD BE AMOUNT OF TRAFFIC - IF IT WOULD INTERFERE WITH ACTIVITIES FROM OUR SUPPLIERS TO THE BENNINGTON MANUFACTURING PLANT - DURING THE CONSTRUCTION AND THEREAFTER. (OR EMPLOYEES TO GET TO WORK)
What aspects of the design do you like?

A BIG IMPROVEMENT OVER THE CURRENT
AM CAN PLANT

Do you have any other questions or comments about the bus facility?

No

Do you have any other comments about this project?

No

Contact Information (Optional)

Name: MARY S ADUKEWICZ, CEO, R DENNINGER LIMITED
Address: 284 LINDA STREET EAST, HAMILTON, ON, L8N 1B7
Email: mary.s@denninger.com

Add me to the project mailing list

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