

Welcome!



Brampton Transit Bus Maintenance and Storage Facility

Public Open House #3
January 21 to February 4, 2021

We want to hear from you!

Please provide your feedback through the online comment form available on the project website or contacting us at (289)-298-1066.

Land Acknowledgement

We respectfully acknowledge that the land we occupy as Bramptonians is traditional territory of the Mississaugas of the Credit, Anishinabek, Huron-Wendat, Haudenosaunee, Ojibway-Chippewa and Métis peoples. This territory is covered by the Upper Canada Treaties, specifically Treaty 19 & 13A.

How to Participate



Review these boards to learn more about the project.



Watch the informational video on the [study webpage](#) to learn more about the study.



Complete the online comment form, available on the [study webpage](#), to provide your feedback.



Call the project hotline at (289)-298-1066 to provide feedback, ask questions and request printed materials.



Share your email address with one of the project team members to receive updates on the project.



We invite you to participate through our digital platform by visiting the [study webpage](#).

The purpose of today's event is to:

- Confirm the **preferred project design**;
- Share the **findings and recommendations of the draft Environmental Project Report** 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 Brampton, Brampton Transit and the consultants, IBI Group.

Open House #2 Recap



125 visitors
during Open
House #2



**11 comment
forms** submitted

What We Heard



Alternative Design Option #3 was the **preferred site design**.



There is interest in understanding the **project timeline and funding sources**.



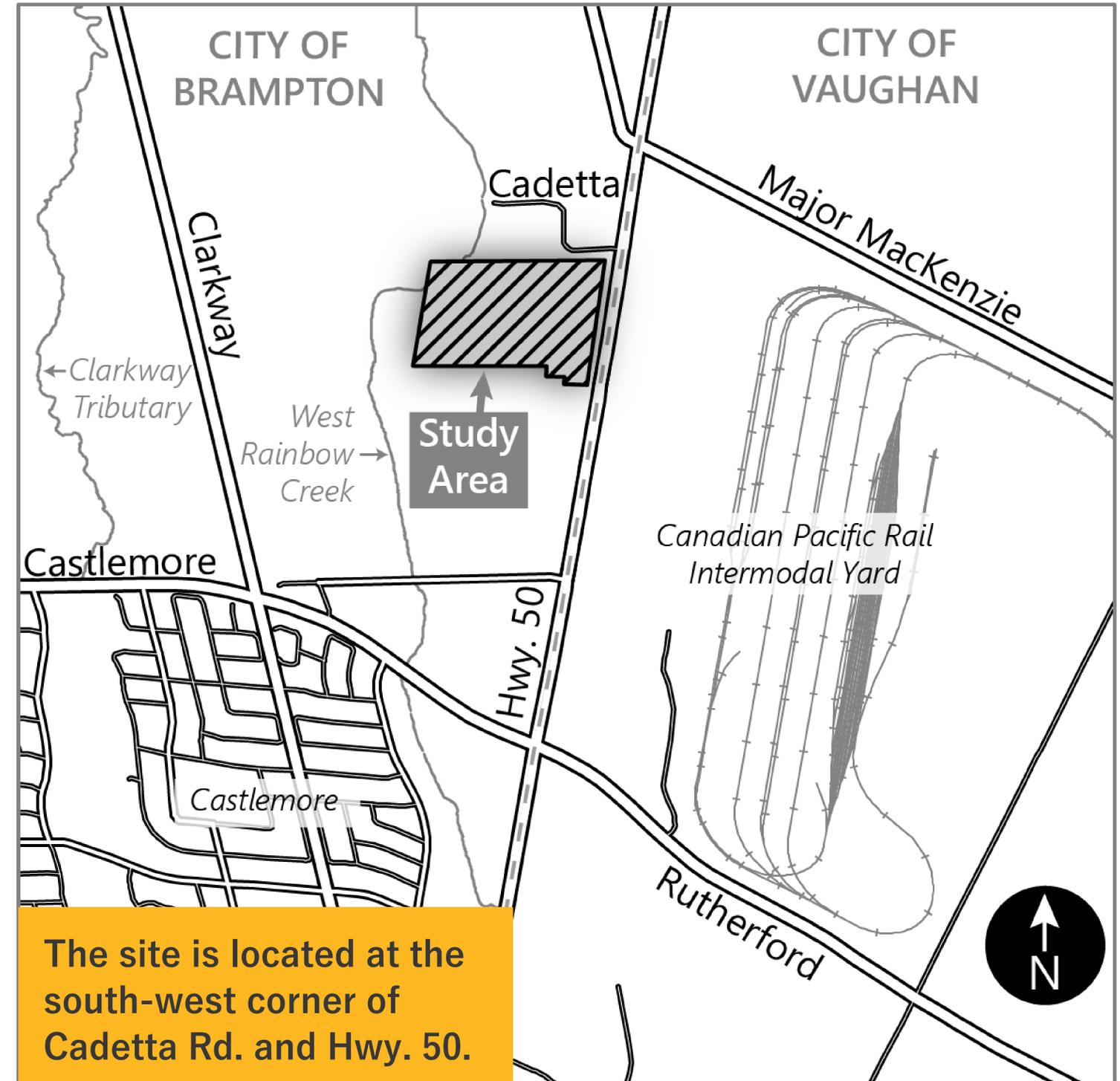
Residents view the facility as a step **towards further enhancing transit** across Brampton.

Project Need and Study Area

A third bus facility is required as:

- **Brampton Transit plans to add 65 new buses by 2022** to expand and enhance transit service;
- **There is a maximum capacity of 616 buses** at the two existing Brampton Transit facilities;
- By 2022, the **bus fleet will exceed the optimum capacity of the existing facilities** and will approach their maximum capacities. A third facility is needed to house the new buses; and,
- A new facility **will create efficiencies by reducing the time spent “Not In Service” each day** while travelling between the facility and the start/end point of each bus route (i.e. deadheading).

The need has previously been identified in the City’s Transportation Master Plan and Transit Business Plan (2018-2022).



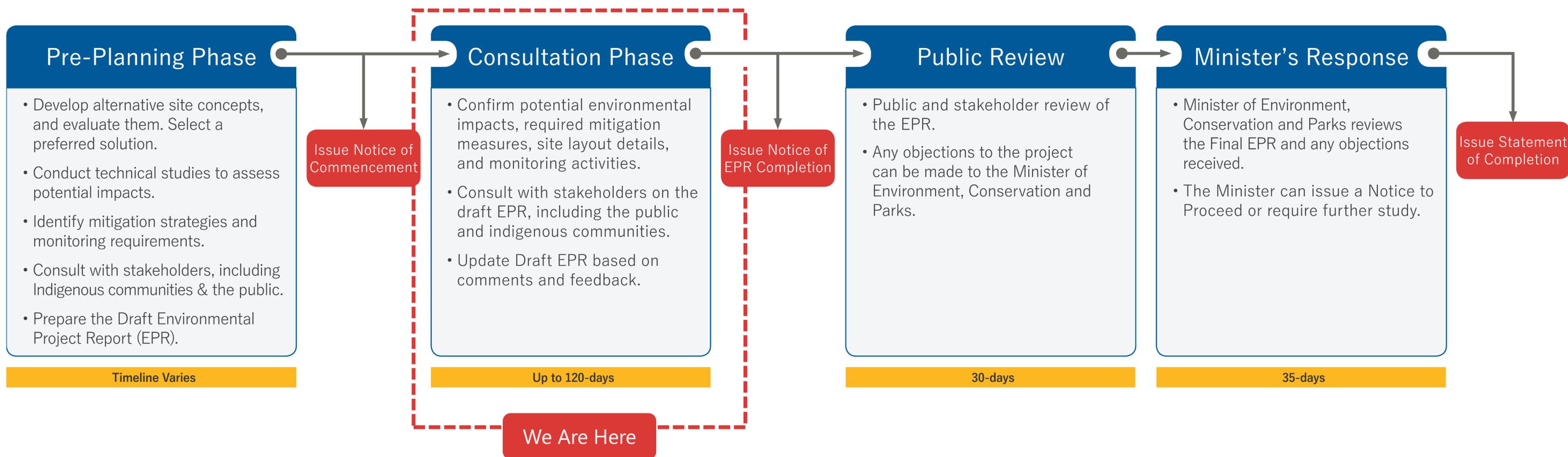
Transit Project Assessment Process

The planning and environmental assessment for the new facility is following the Transit Project Assessment Process (TPAP).

The TPAP is prescribed in Ontario Regulation 231/08 under the Environmental Assessment Act.

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

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



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

Heritage and Archaeology

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

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

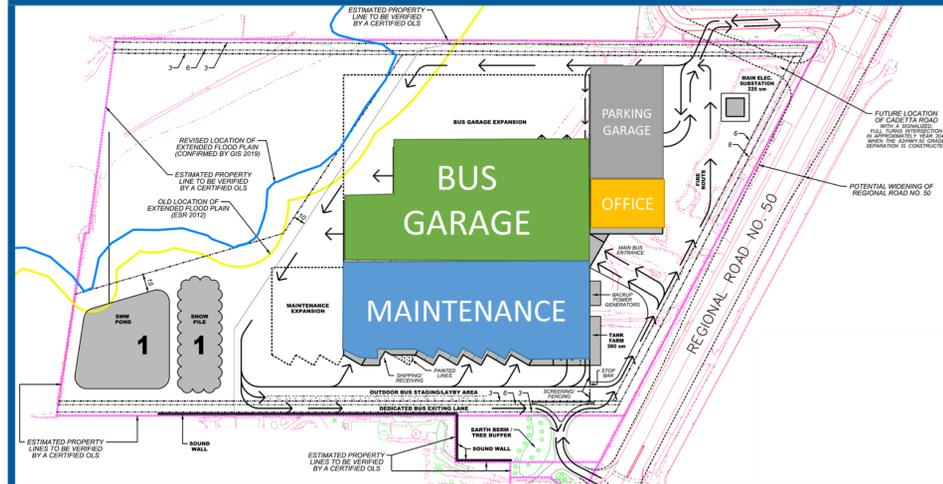
Indigenous Relations

- Constitutionally protected Indigenous or treaty rights and areas of concern

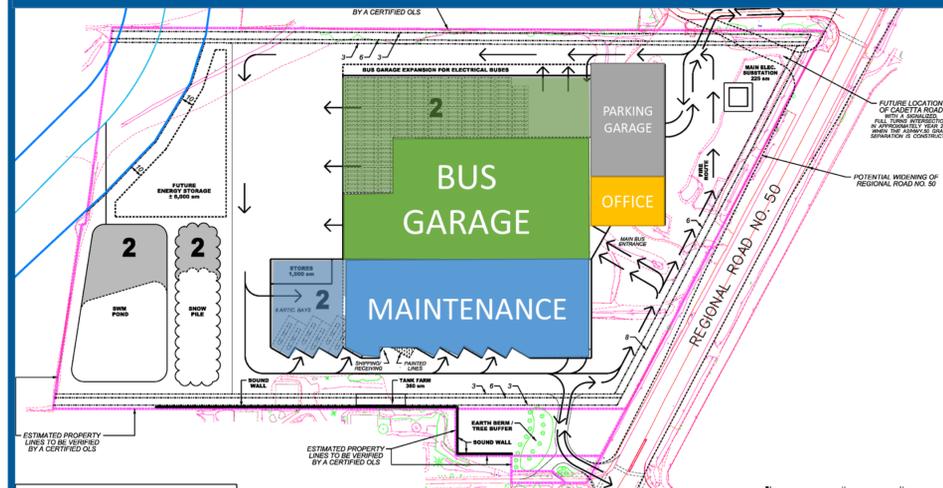
If a member of the public, regulatory agencies, or Indigenous community has concerns about the project, objections can be submitted to the Ministry of Environment, Conservation and Parks for the Minister to consider. Objections to the project must be provided in writing and can only be submitted during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

Preferred Project Design

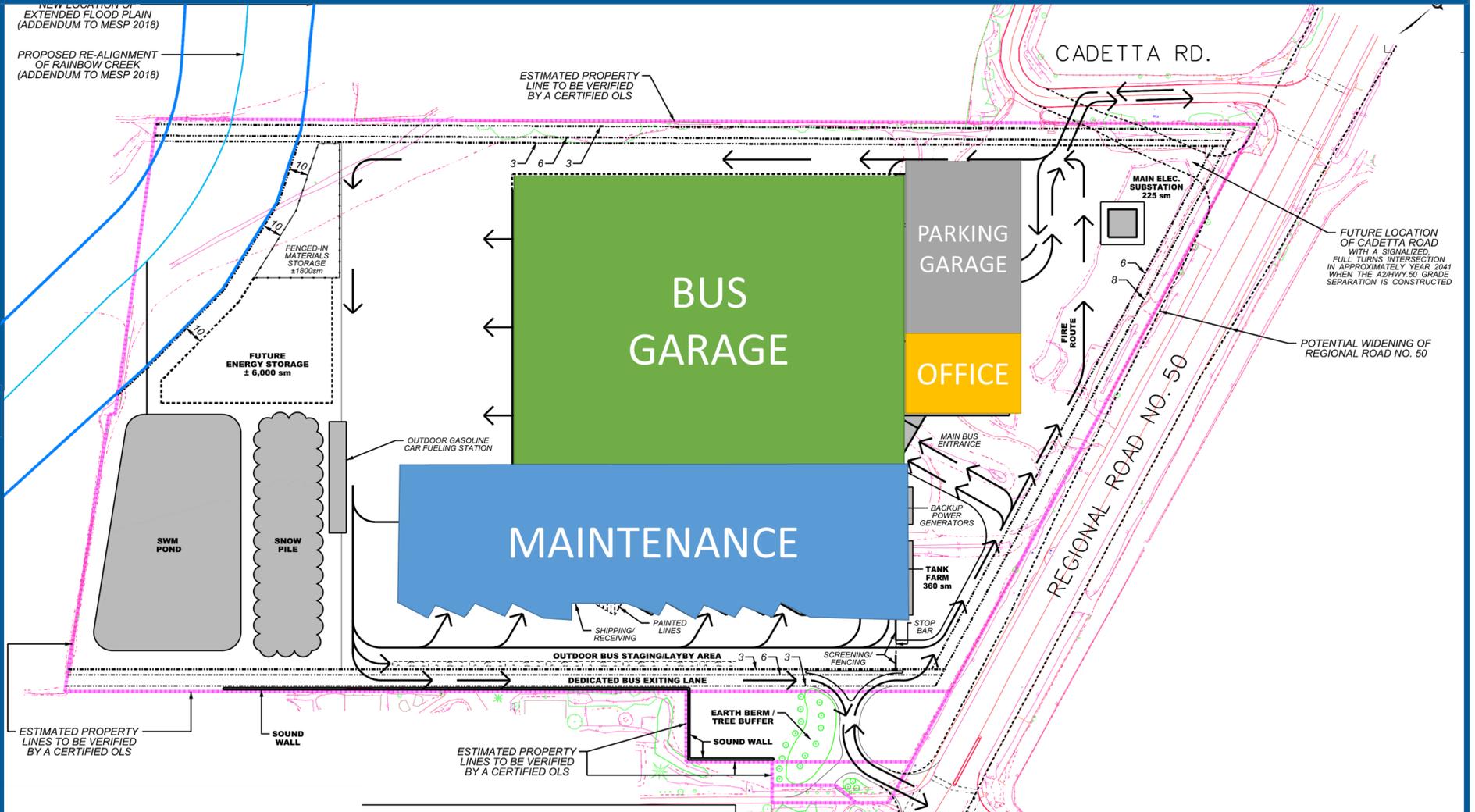
Phase 1: 250 buses, 20 maintenance bays



Phase 2: +188 buses, +16 maintenance bays



Final Build Out: 438 buses, 36 maintenance bays



What You Told Us at Open House #2

Public feedback during Open House #2 supported Option 3 (above). The Project Team found Option 3 to be the best one from a technical perspective. *Option 3 has been confirmed as the preferred design.*

Major Features

-  One-storey bus garage
-  Built in two phases
-  Space for 438 buses
-  36 maintenance bays
-  71,100 square metres

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.

Among the Studies Completed



Traffic Impact



Cultural Heritage



Archaeological Investigation



Air quality



Noise



Stormwater Management



Socio-Economic Assessment



Natural Environment



Fluvial-Geomorphological (the interaction between Rainbow Creek and landbanks)

Brampton Transit
BUS MAINTENANCE & STORAGE FACILITY

Environmental Project Report



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 winter.



Traffic Impact Assessment

Approach

A transportation impact study was completed to understand future (2031) traffic conditions. Note that Hwy. 50 is planned to be widened to 6 lanes by 2031, as decided by previous local and regional studies external to the planning for the bus facility.

Findings

Trips to/from the facility will primarily be generated outside of the peak hours. Therefore, the facility will not have an adverse impact on future traffic conditions in the surrounding area.

Mitigation Measures

Southbound right turn lanes and a northbound left turn lanes are recommended at:

- Highway 50 and Cadetta Road; and
- Highway 50 and the Site Access (Fastfrate).



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**

Archaeology

Approach

A Stage 1 Archaeological assessment was completed in November 2019. A draft Stage 2 assessment for part of the site was completed in October 2020.

Findings

The Stage 2 assessment concluded that the Study Area does not require further archaeological assessment.

Mitigation Measures

Should the proposed work extend beyond the current Study Area, or should changes to the project design or temporary workspace requirements result in the inclusion of previously un-surveyed lands, these lands should be subject to a Stage 2 archaeological assessment.

Cultural Heritage

Approach

A Cultural Heritage Assessment was completed.

Findings

Two Cultural Heritage Resources (CHR) were identified:

1. CHR1 (10192A Highway 50) – Farmscape; and,
2. CHR (10307 Clarkway Drive) – Farmscape.

Mitigation Measures

CHR1: Requires a Heritage Impact Assessment prior to the start of construction.

CHR2: A 2016 Heritage Impact Assessment found that the property does not retain significant heritage value.

Air Quality

Approach

An Air Quality Assessment was undertaken following the Ministry of Environment, Conservation and Parks' guidelines. The assessment considered emissions generated by vehicle operations, building equipment (e.g. heating), maintenance shop areas, and the emergency generators.

Findings

- The primary emission generated by the facility is nitrogen dioxide.
- The maximum combined concentrations for each contaminant were determined to be below their respective guidelines.

Mitigation Measures

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

Noise

Approach

A noise assessment was completed using a “worst case” operational assumption for the facility. On-site sources include HVAC equipment, forklifts, compressors, a transformer, impact wrenches, snow melting devices, snow ploughs, bus traffic, brake testing area, and generators.

Findings

All noise levels will be below ambient background levels.

Mitigation Measures

- Acoustic barriers will be installed around mechanical equipment on the south rooftop and along the south property line.
- An earth berm will be constructed at the driveway entrance location.



Natural Heritage

Approach

An Environmental Impact Statement was prepared.

Findings

- The majority of the site been influence by human activity (e.g. agricultural uses, manicured lawn)
- Permanent removal of existing vegetation will result in habitat loss.
- Construction-related activities will have short-term impacts (e.g. dust, noise, vibration).

Mitigation Measures

- Tree removal will comply with the Migratory Birds Convention Act (e.g. no removal during nesting season) and the sensitive timing window for bat maternity roosting (typically April 1 to September 30).
- Directional lighting will be used to reduce light pollution.



Socio-Economic

Approach

A socio-economic analysis was completed.

Findings

- Construction activities will cause temporary, minor disruption to the surrounding lands.
- The facility will create jobs and increase local spending during construction and operations.
- The facility will support transit expansion, supporting local and regional mobility, economic development and urban growth objectives.

Mitigation Measures

A Construction Management and Communication Plan will be prepared to minimize negative impacts from construction.

Stormwater Management

Approach

A Stormwater Management Study was completed.

Findings

The impervious surface areas within the Study Area will increase, reducing infiltration of precipitation and increasing overall runoff.

Mitigation Measures

- Runoff from the entire site will be collected by a storm sewer system and conveyed to a new stormwater management pond.
- Orifice control will manage discharge to the West Rainbow Creek following participation events (e.g. rain, melting snow).

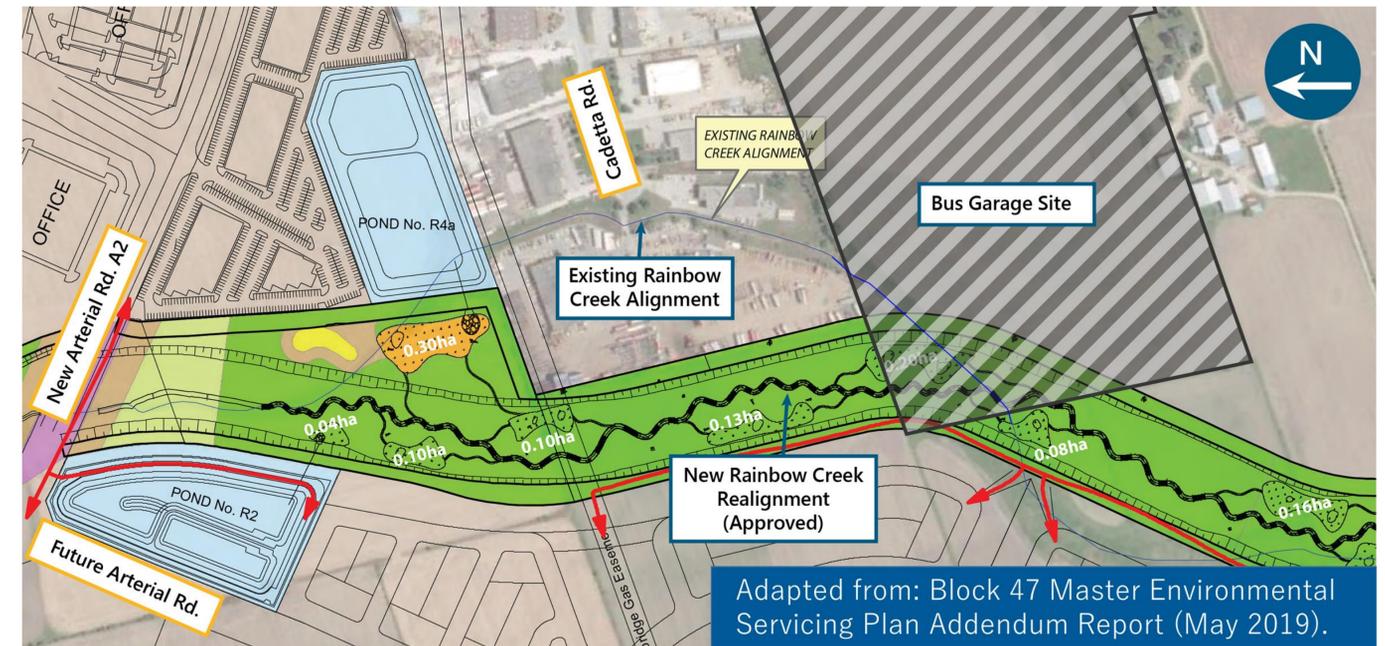
Fluvial-Geomorphology

Approach

A fluvial-geomorphology assessment was completed for the existing alignment and planned realignment of Rainbow Creek to delineate development constraints.

Findings/Mitigation Measures

Meander belt widths were determined and adhered to within the design for both scenarios.



Project Funding

The new facility is contingent on funding from government partners. Once funding is secured, the project can advance.

Timeline TBD

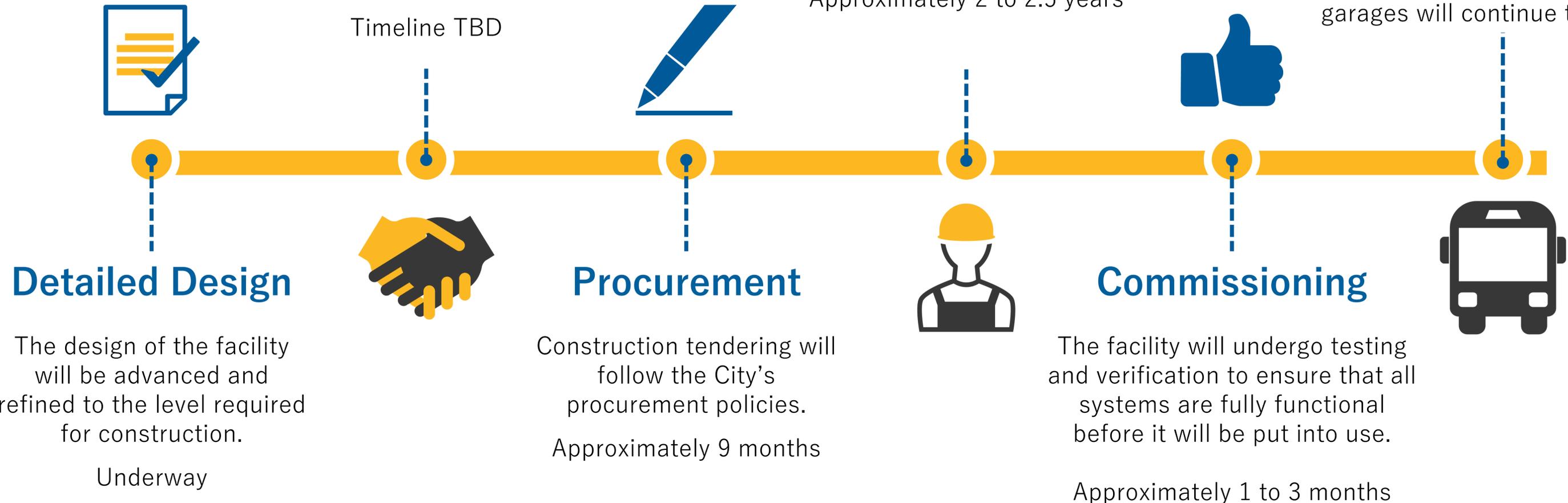
Works & Construction

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

Approximately 2 to 2.5 years

Operations

Once the facility is operational, buses will begin to be stored and maintained on-site. The existing Clark and Sandalwood bus garages will continue to operate.



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 the comments received.
- The **Notice of Completion will be issued** this winter. 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 to the Minister of the Environment, Conservation and Parks.
- 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 Indigenous or treaty right.



Comments/Questions?

Please provide feedback by filling out the comment form on the project website or by emailing them to the project team by **February 4, 2021**. Your comments are important and will be reviewed by the City as part of the study.



Project Team Contacts

If you would like more information on the study, the project team can be reached at:

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