

Brampton Transit Bus Maintenance and Storage Facility TPAP
Public Open House #3

Board #1

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.

Board #2

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.

Board #3

Purpose of the Open House and What We've Heard

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.

Board #4

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).

The site is located at the south-west corner of Cadetta Road and Highway 50.

Board #5

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.

The first phase is pre-planning. In this phase, major activities are: developing alternative site concepts, evaluating them, and selecting a preferred solution; conducting technical studies to assess potential impacts; identifying mitigation strategies and monitoring requirements; consulting with stakeholders including Indigenous communities and the public; and, preparing the draft Environmental Project Report (EPR). The timeline for this phase varies.

After this, the Notice of Commencement is issued which leads into the second phase – the Consultation Phase. In this phase, key activities are confirming potential environmental impacts, required mitigation measures, site layout details and monitoring activities. This phase can take up to 120 days.

After this phase, a Notice of Completion is issued, which leads into a 30-day public review phase. During this phase, the public and stakeholders had an opportunity to review the EPR and submit any objections to the Ministry.

After this, there is a 35-day Minister's Response phase where the Minister can issue a Notice to proceed or require further study. After this period, a Statement of Completion is issued.

Board #6

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

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 another 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.

Board #7

Preferred Project Design

The third option is a one-storey bus garage that can be constructed in two phases. The first phase accommodates 250 buses, 20 maintenance bays, and an employee parking garage.

The second and final phase expands the storage and maintenance space to accommodate an additional 188 buses and 16 maintenance bays.

At full build-out the facility can accommodate 438 buses. With this option, the planned realignment of Rainbow Creek is required to implement the second phase.

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

36 maintenance bays

Built in two phases

71,100 square metres

Space for 438 buses

Board #8

Draft Environmental Project Report

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

Archaeological Investigation

Noise

Socio-Economic Assessment

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

Cultural Heritage

Air Quality

Stormwater Management

Natural Environment

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.

Board #9

Environmental Project Report

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 lane are recommended at:

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

Existing Conditions

This image shows the existing traffic level of service (LOS). During the morning period, intersection performance ranges from B to F. During the evening period, performance ranges from B to E.

Future Conditions

This image shows the future traffic level of service (LOS). Intersection performance improves by one or two letter grades at most intersections. The only exception is the Highway 50 and Castlemore Road intersection, where performance will slightly decline.

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

Board #10

Environmental Project Report

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.

Board #11

Environmental Project Report

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.

Board #12

Environmental Project Report

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.

Board #13

Environmental Project Report

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.

The image shows the naturalization and realignment of West Rainbow Creek. It is adapted from: Block 47 Master Environmental Servicing Plan Addendum Report (May 2019).

Board #14

Project Timeline

Detailed Design

The design of the facility will be advanced and refined to the level required for construction.

Underway

Project Funding

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

Timeline TBD

Procurement

Construction tendering will follow the City's procurement policies.

Approximately 9 months

Works & Construction

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

Approximately 2 to 2.5 years

Commissioning

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

Board #15

Moving Forward

- 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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