WELCOME

Public Consultation Centre #2
November 24, 2016
5:00 p.m. to 7:30 p.m.
Please fill in a Comment Sheet.
Direct any questions or comments to Study Team members.
Purpose of this Public Consultation Centre:
The purpose of this Public Consultation Centre is to:

• View preferred site layout concept for the Grand River Transit Northfield Drive Facility at 300 and 350 Northfield Drive;

• Ask questions of staff from the Region of Waterloo and our consultants from IBI Group; and

• Provide any comments you may have about the proposed transit facility.
Purpose of the Environmental Assessment (EA):

- The **Northfield Drive Facility** project is being conducted as a Municipal Class Environmental Assessment, Schedule “C”, because it involves constructing a new facility that may result in impacts on property, land use and traffic operations.

- A Schedule “C” EA must proceed under the full planning process from Phases 1 to 5 shown below, namely to:

  1. Identify opportunities for the transit facility in the study area; and
  2. Consult with review agencies and the public concerning the preferred site layout concept.

### Phase 1: Problem or Opportunity
- Problem identification;
- Project Initiation;
- Public notices (newspaper & mail-outs);
- Letter to agencies.

### Phase 2: Alternative Solutions
- Inventory natural, cultural and economic environment;
- Identification of evaluation criteria;
- Identification of alternative solutions;
- Identification of opportunities and constraints;
- PCC: Public input on problem and opportunity and possible concept solutions;
- Select preferred alternative solution.

### Phase 3: Alternative Design Concepts
- Evaluation of alternative design concepts;
- Evaluate natural, cultural and economic environment impacts;
- PCC: Public input on preliminary preferred design concept;
- Select preferred design concept.

### Phase 4: Documentation and Study Completion
- Prepare Environmental Study Report;
- Notice of Study Completion;
- 30-day review period.

### Phase 5: Implementation
- Detailed Design
- Construction
Problem and Opportunity Statement

Grand River Transit (GRT) continues to expand transit services and increase ridership.

As a result, GRT must expand their fleet of conventional and specialized transit vehicles. This includes adding buses for Bus Rapid Transit Service and providing higher capacity feeder service for Light Rail Transit.

The two existing transit facilities at Strasburg Road in Kitchener and Conestoga Boulevard in Cambridge cannot accommodate additional buses.

As a result the Region has identified the need for another transit facility to store and maintain the additional buses.
Future Traffic Conditions

**Level of Service (LOS)** is a letter designation that describes a range of operating conditions on a road experienced by road users.

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

**Conclusions**

- Traffic operates well at proposed entrances and nearby intersections.
- No significant impact on background traffic.
- Bridge Street and Northfield Drive continues to experience some delays due to background conditions.
Air Quality

- The Ministry of the Environment and Climate Change standard for new sources of Nitrogen, NO\textsubscript{x}, is a maximum of 500 μg NO\textsubscript{x}/m\textsuperscript{3}. Assessed concentration at the site boundary is well below the standard for NO\textsubscript{x}, 280 μg NO\textsubscript{x}/m\textsuperscript{3} (56%).

- The GRT Northfield Drive Facility emissions would have no undue impact on the environment.

Noise

- The Ministry of the Environment and Climate Change noise criteria require noise levels at all receivers to be no greater than 50 dBA during daytime hours, and no greater than 45 dBA during nighttime hours.

- Assessed noise levels during the day range between 34.3 dBA and 42 dBA.

- Assessed noise levels at night range between 29.5 dBA and 36 dBA.

- Noise mitigation is not required.
Preferred Site Layout Concept

- Perimeter landscaping with naturalized open space to buffer the development along both frontages.
- Employee parking area with a bridge to main facility entrance.
- LEED Silver target applicable to design and construction.
- Building mounted and pole mounted lighting to limit light trespass into neighbouring properties.
- Outdoor patio.
- Indoor storage, maintenance and servicing of 250 equivalent buses.
- Single storey facility with a 2 storey administrative block.
- One main and one alternate driveway entrance.
Preferred Roof Layout Concept

- Distributed air handling units.
- Skylights over repair bays.
- Roof screens
Next Steps

• Review all comments and suggestions received from the public, stakeholders and agencies before, during and following this Public Consultation Centre.
• Prepare Environmental Study Report
• Issue Notice of Study Completion with 30-day public review period.
• Detailed Design: 2017-2018
• Construction tender: Fall 2019
• Construction: 2020-2021

Thank-you

Your comments are important and will be reviewed by the Region as part of the EA process.

If you would like more information on the GRT Northfield Drive Facility Class EA please contact either:

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