

Welcome!

SHEPPARD E.
MSF

April 7, 2010
6:30 – 9:00 pm
Chinese Cultural
Centre

Sheppard East Light Rail Vehicle Maintenance and Storage Facility Open House

Please Sign In

www.toronto.ca/involved/projects/sheppardlrv



What is the Project About?

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- The Sheppard Maintenance and Storage Facility (MSF) is needed to provide service and storage facilities for new Light Rail Vehicles (LRVs) for Transit City, including the Sheppard Avenue East Light Rail Transit (LRT) project, which will significantly enhance transit service for the community.
- A Maintenance Facility is required to ensure the new LRVs are safe and in a state of good repair. This facility will include:
 - A Carhouse with service bays for LRVs.
 - Maintenance-of-Way (MoW) building and Electrical Substation to support the Sheppard MSF and LRT.
- Sufficient outdoor area is required to store 100 LRVs which will provide daily revenue service for portions of the Transit City LRT network.

Toronto Transit City Light Rail Plan

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- Transit City LRT Plan will create seven new LRT lines in reserved right-of-ways.
- The new LRT lines will connect to existing and planned local and regional transit lines.
- Total of 120 km of new, fast and reliable light rail transit service.
- By 2021, the new lines are projected to carry 175 million riders per year.

“The Toronto Transit City LRT Plan is a bold vision for public transit. It will allow us to tackle climate change and reduce congestion while improving service in all parts of the City”

Mayor David Miller



How Does the Planning Process Work?



Step 1 Preliminary Planning



Public Open House
February 10, 2010
March 10, 2010

Step 2 Transit Project Assessment Process (Ontario Regulation 231/08)



We are Here
Public Open House
April 7, 2010



Comments From Public Open House #1

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Summary of Results of Public Open Houses held in February and March, 2010

- **Over 130 people attended the two Open Houses**
- **Some of the key issues raised were the following:**
 - **Impact on adjacent school sites**
 - **Noise impacts**
 - **Increased traffic and congestion**
 - **Effects on Rouge Park**
 - **Effects on animals at Zoo**
 - **Appearance of the open yard**
 - **Safety**
- **We have provided responses to these key issues on the following boards**

Why Was The Sheppard Site Selected?



The Sheppard Site was selected because:

- Currently vacant and available.
- Sufficient size to accommodate proposed facility.
- No businesses or residences would be displaced.
- Proximity to LRT network (provides direct access to Sheppard LRT line).
- Availability to meet scheduled in-service timelines (2013).
- No other properties considered met all of these criteria.

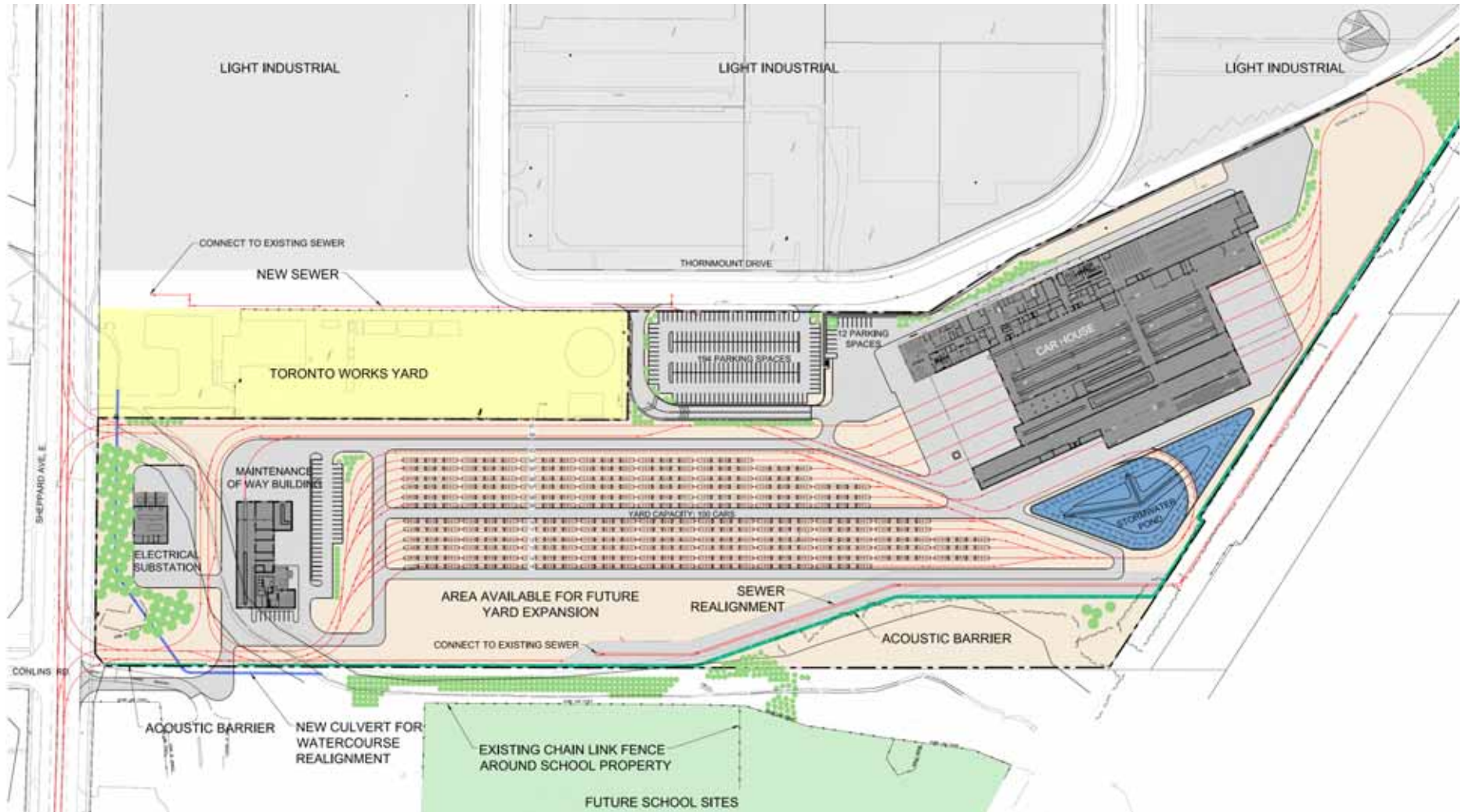


Sheppard East Maintenance and Storage Facility

SHEPPARD E.
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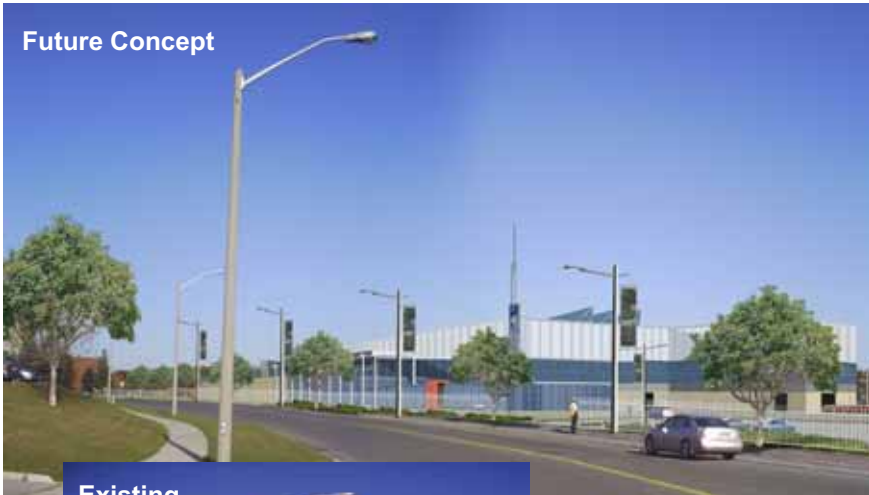
Recommended Site Layout



Typical Site Design

SHEPPARD E.
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View from Thornmount Drive



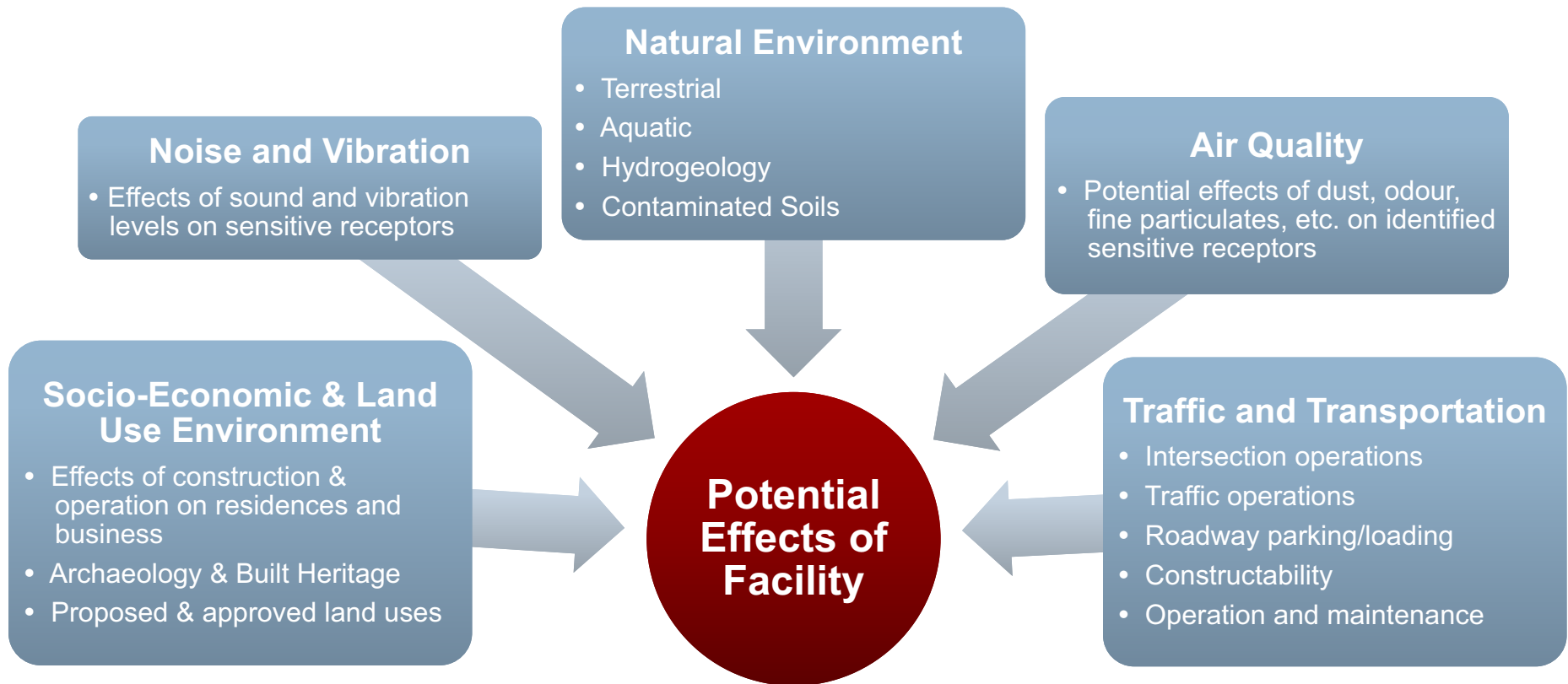
Artist Renderings of the Facility



View from Rouge River Drive

Impact Assessment

The potential effects associated with the facility were assessed based on the following factors:



Potential Effects and Mitigation Measures

Natural Environment



Effect

- Removal of approximately 90 existing trees.
- Realignment of 230 m of existing watercourse.
- Groundwater recharge functions.
- Stormwater quantity and quality.
- Effects of construction on trees.
- Effects of construction on watercourse.
- Effects on Rouge Park

Mitigation

- Planting of more than 400 native trees, creating naturalized areas.
- Enhancement plantings will add riparian cover where it currently does not exist.
- Permeable pavement, landscaping, and soak-away pits.
- Stormwater pond will treat water before outlet to the watercourse.
- Tree protection barrier.
- Silt fence and other erosion control measures.
- No direct impact on Rouge Park

Potential Effects and Mitigation Measures

City of Toronto Official Plan (2007)
Land Use Plan, Map 22



Land Use

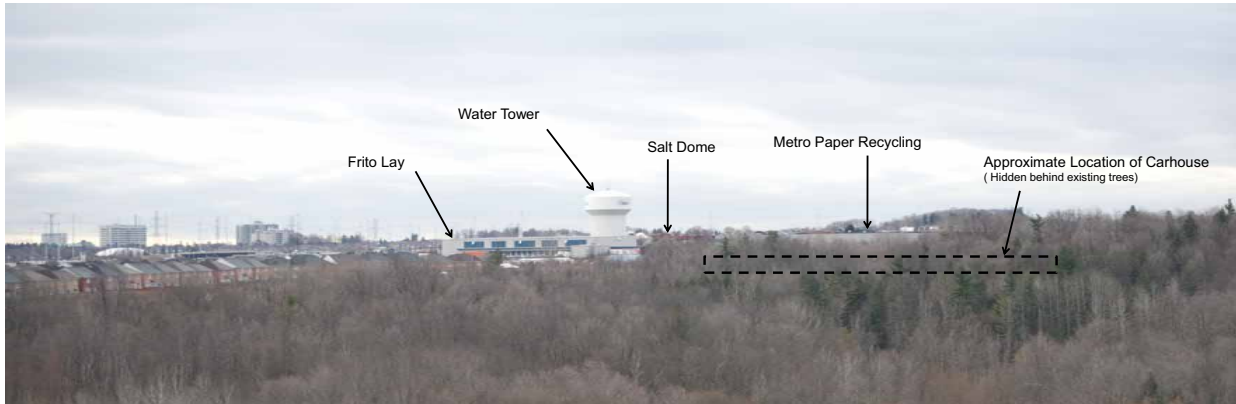
- The majority of the property is designated for Employment uses, with a small portion as Natural Area. A site specific policy requires various studies prior to the development of the property.
- The property is zoned General Industrial which allows for industrial and warehousing uses with holding provisions to ensure completion of the studies identified in the site specific policy.
- An Official Plan Amendment is required to allow for adjustment to the watercourse, allow for limited development within 10 m of the top of bank as established with the Conservation Authority, and amend the site specific policy.
- A Zoning By-law Amendment is requested to permit Public Transportation Use and establish appropriate performance standards.
- Other municipal approvals required include Site Plan Approval, a permit for Tree Removal, a Ravine Permit, and a permit from the Toronto Region Conservation Authority.

Potential Effects and Mitigation Measures



View of Site from Toronto Zoo

Facility will have minimal to no visibility from the Toronto Zoo.



Viewshed Analysis



View of Site from Rouge River Drive

View of facility from the community will be partially shielded by new trees



Potential Effects and Mitigation Measures



Traffic and Transportation

- Sheppard LRV MSF will connect directly onto the approved Sheppard LRT line.
- LRVs will access site from Sheppard Avenue/Conlins Road intersection and from Sheppard Avenue to the west of Conlins Road.
- Peak LRV movement in and out of the site occurs outside of the morning and afternoon street peak hours when road traffic volumes are less.
- Employees will access site primarily from Thornmount Drive via Sheppard Avenue/Water Tower Gate intersection.
- Mitigation measures will be developed to avoid potential conflicts with pedestrians and cyclists travelling on north side of Sheppard Avenue.

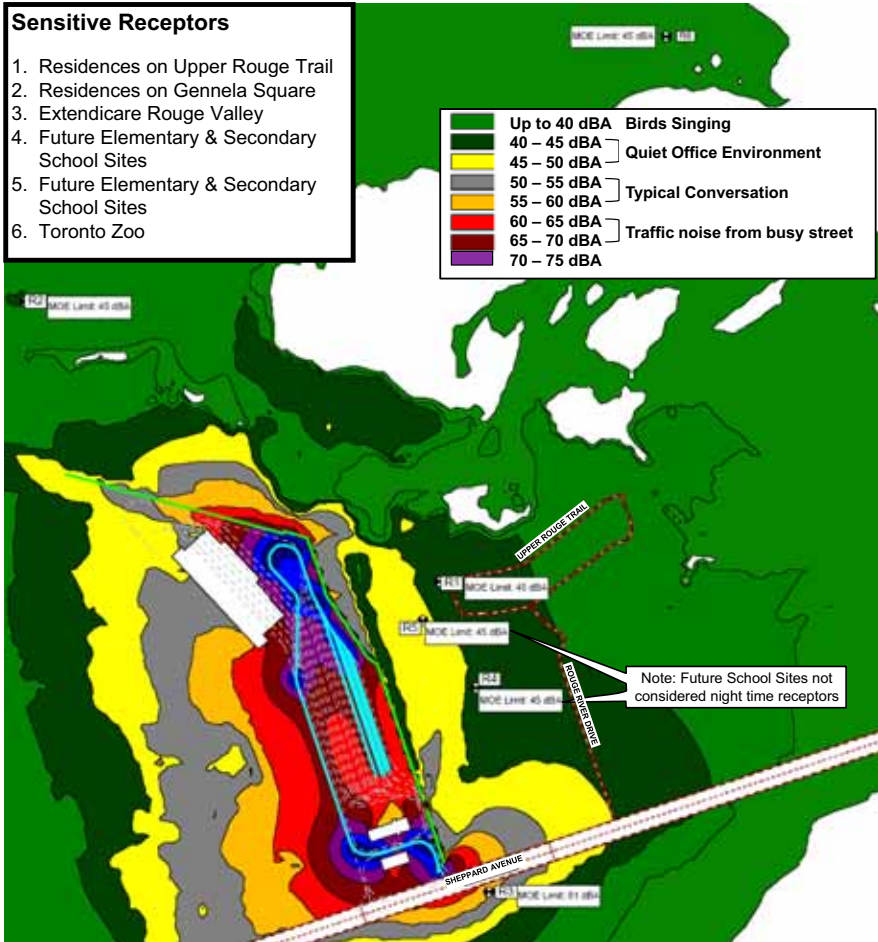
View from Sheppard Avenue & Conlins Road



Potential Effects and Mitigation Measures



Modeling Results: Sound Contours at Night (most sensitive) with Mitigation Measures



Noise

- As shown by the modeling results, the predicted sound levels at each sensitive receptor are below applicable Ministry of the Environment sound level limits.
- Mitigation factored into this analysis includes:
 - 6 meter high acoustic barrier installed along eastern boundary of facility.
 - 4.5 meter high acoustic barrier installed along northern boundary of facility.
 - Track-based technologies (e.g. lubrication), wide turning radii and/or track operation optimizations to minimize wheel screech.
- Construction activities will comply with City of Toronto Noise By-law.

Vibration

- LRVs only produce significant vibration levels within a distance of approximately 20 to 40 m.
- The closest sensitive receptor located approximately 80 m
- No significant vibration impact expected at any receptor.

Potential Effects and Mitigation Measures



Key Mitigation Measures and Commitments During Construction

- Air Quality mitigation measures will include dust suppression, road sweeping, cleaning of vehicle tires, etc.
- Tree protection barrier will be used to protect existing trees from damage by equipment.
- Silt fence and other erosion control measures will be used to protect the watercourse.
- Construction activities will comply with the City of Toronto Noise By-law.
- The TTC will plant trees within the property and adjacent lands (with permission of landowners) to compensate for tree removal, and improve habitat around and in the watercourse.

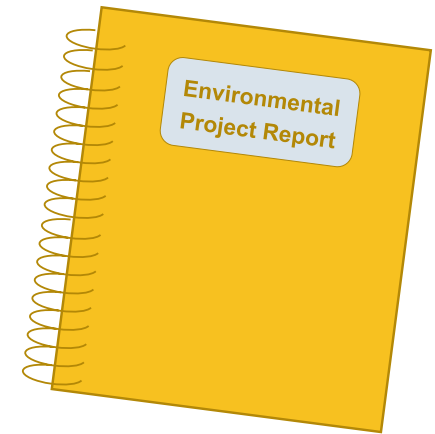
Key Mitigation Measures and Commitments During Operation

- Air Quality mitigation measures will include ventilation and capture and control systems, and energy efficient building design to reduce combustion gas (a Certificate of Approval from the MOE for air will be obtained for the facility).
- Wheel screech will be minimized through turning enclosures, track-based technologies (e.g. lubrication) and optimized operations. A Certificate of Approval from the MOE for noise will be required for the whole site.
- Low Impact Development Best Management Practices such as permeable pavement, landscaping, and soak-away pits will be incorporated in the facility design.
- The Sheppard East LRV MSF will be built to Toronto Green Standards, including a vegetated roof on the Carhouse.

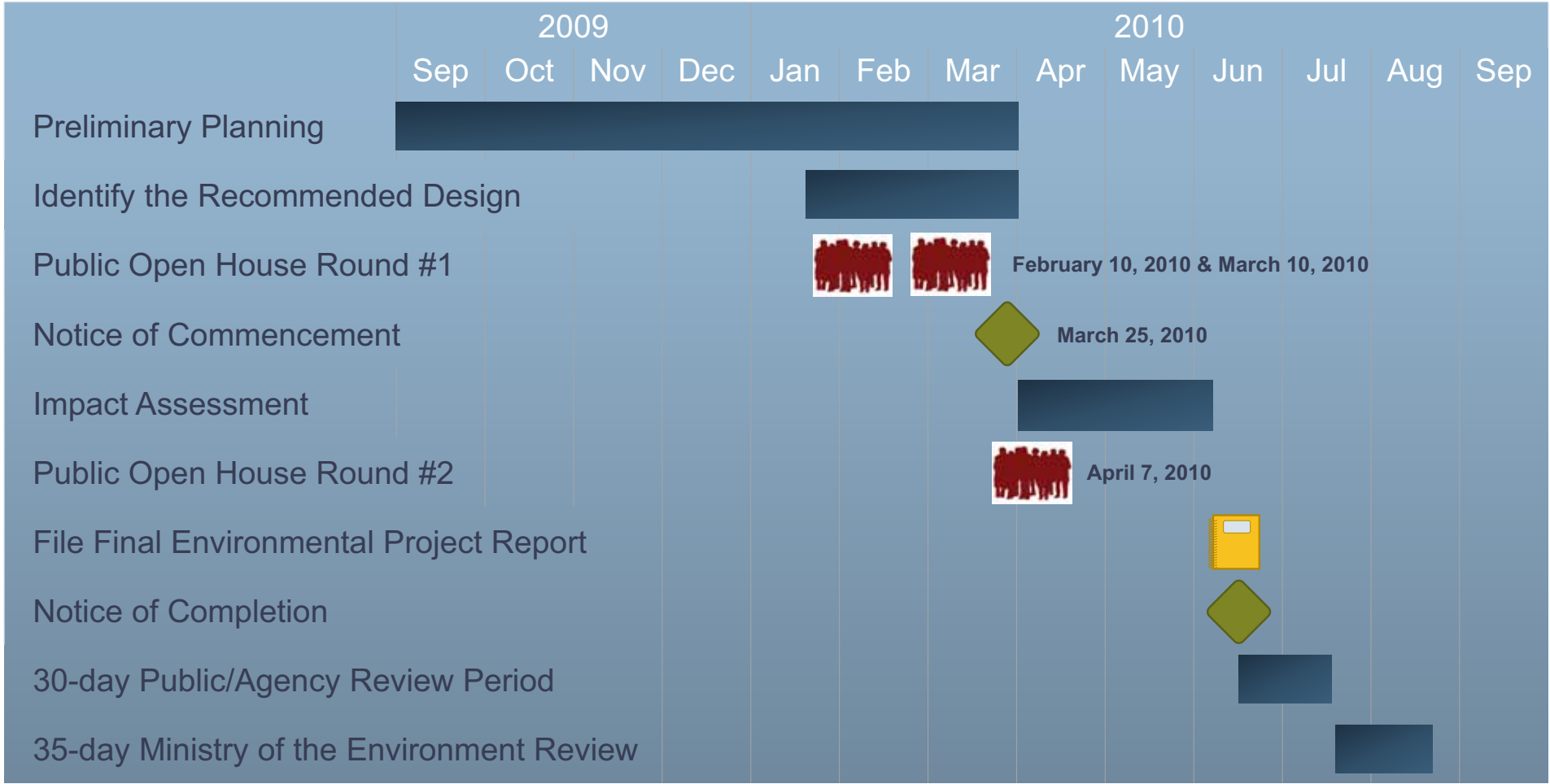
The TTC wants to be a good neighbour. Any concerns raised will be addressed promptly and additional mitigation measures will be developed as necessary.

Environmental Project Report

- The Environmental Project Report (EPR) will document the Environmental Assessment process undertaken, including:
 - Existing Conditions
 - Site Selection Process
 - Proposed Site Layout
 - Potential Effects, Mitigation Measures, and Net Effects
 - Monitoring
 - Future Commitments
 - Consultation Activities
- The Environmental Project Report will be available for a 30-day public and agency review period in July.
- During the Ministry of the Environment review following the public review period, the MOE will consider any comments received that are matters of provincial importance, including cultural heritage, natural environment, and constitutionally protected Aboriginal or treaty rights.



Study Schedule



Next Steps



- **Incorporate comments received at today's Public Open House into the finalization of the Sheppard East LRV MSF.**
- **Report to TTC Commission May, 2010**
- **Report to City Council in June, 2010**
- **Finalize mitigation measures to address potential adverse effects associated with the site layout.**
- **Document the Environmental Assessment in the Environmental Project Report.**
- **Issue Notice of Completion.**
- **File the Environmental Project Report for public and agency review at the end of the project for 30 days.**

For more information or to submit your comments:

- Web: www.toronto.ca/involved/projects/sheppardlr
- E-mail: lito.romano@ttc.ca
- Phone: 416-397-8699 TTY: 416-397-0831 Fax: 416-338-0279
- By Mail:

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Comments would be appreciated by April 21th, 2010.

Thank you for your participation!