

Eglinton Crosstown LRT – Alternate MSF Site Investigation

Date:	February 12, 2010
To:	Executive Committee
From:	Chief Corporate Officer
Wards:	12 – York South Weston
Reference Number:	P:\Internal Services\2010\RE\ec10004re – (AFS 11373)

SUMMARY

This report responds to the request from City Council for information on the feasibility of assembling a number of industrial properties in the interior of the Ward 12 Employment Area as an alternate site for the Eglinton Crosstown Maintenance and Storage Facility to accommodate two Light Rapid Transit (“LRT”) lines. The employment area is identified on Appendix “A”.

Having undertaken a review of the prospects for an interior maintenance and storage facility (“MSF”) location, Real Estate and TTC staff have concluded that the assembly of a site of sufficient size would be problematic and, in any case, the Kodak site is substantially more cost effective and better meets the TTC’s criteria for such facilities.

Financial Impact

There are no financial implications as a result of this report.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

At its meeting on November 30, December 1, 2, 3 and 7, 2009, City Council adopted, as amended, Government Management Committee Item GM 26.14, entitled “Transit City – Acquisition of Properties”, and requested the Chief Corporate Officer, in consultation with the Chief General Manager, Toronto Transit Commission, to:

“provide an information report to the Executive Committee for its January 4, 2010 meeting, that outlines the feasibility of assembling a number of under-utilized industrial properties in the interior of the employment area as an alternative site for the Maintenance and Storage Facility to accommodate two LRTs”.

Report - Transit City - Acquisition of Properties

<http://www.toronto.ca/legdocs/mmis/2009/gm/bgrd/backgroundfile-25003.pdf>

COMMENTS

There was insufficient time to complete and submit the required report to the January 4, 2010 Executive Committee meeting. Staff have inspected the interior of the employment area to assess the feasibility of assembling a number of industrial properties for the Eglinton Crosstown Light Rail Transit (ECLRT) line maintenance facility. As LRT access would be external to the site it is reasonable to assume that a reasonably level and regularly shaped assembly in the range of 30 to 35 acres could accommodate the MSF.

No vacant or under-utilized industrial properties of this size exist in the area. The only property for sale is 66 Ray Street which is a vacant 10 acres site that has been for sale for some time now and abuts the TTC Mount Dennis bus garage on the south side of Industry Street. There is no suitable space available on the bus garage property as it is fully occupied with the bus maintenance facility. Accordingly, there is no opportunity to assemble 66 Ray Avenue with other properties. The properties on the north side of Industry Street appear problematic due to the area topography. However, it may be possible to assemble improved, multi-tenanted properties to secure the necessary lands for a MSF.

Having reviewed a potential assembly, which would require expropriation, and discussed other issues with the TTC such as the connection to the ECLRT, staff have concluded that an assembly, if it is possible, and construction of a MSF in the interior of the employment area would cost substantially in excess of the Kodak location for the following reasons:

1. Most of the properties that could be assembled have significant improvements which would add substantially to the value.
2. As there are numerous tenants occupying the various properties there would be significant cost associated with disturbance damage and business loss claims.

3. It will be necessary to construct a non-service connection line from the ECLRT to the MSF which is extremely costly to build. Also given the grades in this location, it would be necessary to construct this line through the Kodak property which would result in additional property acquisition costs.
4. The most efficient location from transit perspective is as close as possible to Eglinton Avenue. Based on the number of daily LRT vehicle movements, even a very small additional distance to the yard results in tens of thousands of incremental non-revenue (deadhead) kilometres. These labour and non-labour costs will be very significant over the life of the facility.

In view of the above, staff consider the Kodak lands to be the most feasible option for a maintenance and storage facility.

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SIGNATURE

Bruce Bowes, P. Eng.
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ATTACHMENTS

Appendix “A” – Map of Area