

8304 Sheppard Avenue East – Official Plan & Rezoning Applications – Final Report

Date:	May 28, 2010
To:	Planning and Growth Management Committee
From:	Chief Planner and Executive Director
Wards:	Ward 42 – Scarborough-Rouge River
Reference Number:	Pg10044 (10 102286 ESC 42 OZ)

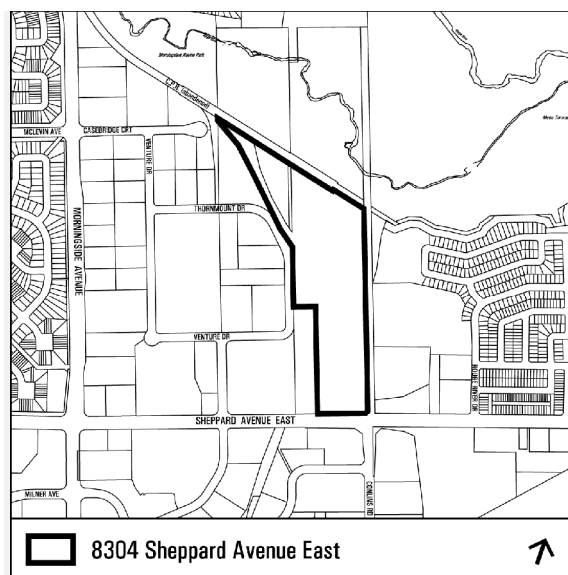
SUMMARY

These applications were made on or after January 1, 2007 and are subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

These applications propose a Toronto Transit Commission (TTC) Light Rail Vehicle (LRV) Maintenance and Storage Facility at 8304 Sheppard Avenue East. The facility is a key part of the Transit City Plan and is intended to maintain and store LRVs on the Sheppard East Light Rail Transit line, as well as other Transit City lines in the future.

The project is also subject to the Transit Project Assessment (TPA) process which includes opportunities for public consultation and an assessment of the potential environmental effects associated with the project and recommended mitigative measures. The required Environmental Project Report has been prepared and a Notice of Study Commencement issued.

The same support studies required as part of the Transit Project Assessment have also informed the City's assessment of the proposed official plan and zoning by-law amendments. Public consultation during both the TPA and the City planning process



have provided a number of opportunities for the public to understand and comment on the proposal.

Support studies submitted to date related to noise and vibration, lighting and glare and views from the Toronto Zoo lands north of the site, have shown that the proposed facility will not pose unacceptable adverse effects to nearby uses provided specific mitigative measures are used. Additional detailed studies will be required during the site plan approval process and recommended mitigative measures will be secured.

Natural Heritage related matters have also been addressed, and despite the intensity of development proposed, the most sensitive environmental features on site, which includes the existing valley system and mature forest in the northeast portion of the site, will be protected. Further, a comprehensive ecological restoration plan, which secures improvements to the natural heritage system in the area, both on and off site, will be required as part of both the City's and the TRCA's permit processes.

Matters related to the detailed design, including access and servicing, among others, will be resolved as part of the site plan approval process and/or through the various applicable City permit processes.

Accordingly, this report reviews and recommends approval of these applications to amend the official plan and zoning by-law.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan for the lands at 8304 Sheppard Avenue East, substantially in accordance with the draft official plan amendment attached as Attachment No. 8.
2. City Council amend the Employment Districts Zoning By-law No. 24982, as amended, of the former City of Scarborough, for the lands at 8304 Sheppard Avenue East, substantially in accordance with the draft zoning by-law amendment attached as Attachment No. 9.
3. City Council amend the Scarborough Site Plan Control By-law No. 2319 substantially in accordance with the draft site plan control by-law attached as Attachment No. 10.
4. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft official plan amendment, draft zoning by-law amendment and draft site plan control by-law as may be required.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

The Executive Committee, at its meeting on May 17th, 2010, received a report from the Toronto Transit Commission requesting the approval of the Sheppard Maintenance and Storage Facility Transit Project Assessment Study. The link to the report is at <http://www.toronto.ca/legdocs/mmis/2010/ex/bgrd/backgroundfile-30033.pdf>

The link to the Sheppard Maintenance and Storage Facility – Draft Environmental Project Report Executive Summary can be found at <http://www.toronto.ca/legdocs/mmis/2010/ex/bgrd/backgroundfile-30040.pdf>

The Committee recommendations included the following:

The Executive Committee recommends that:

1. City Council approve the joint City/TTC Sheppard Maintenance and Storage Facility (MSF) Transit Project Assessment Study as described in the document (April 2010), titled "Sheppard Maintenance and Storage Facility – Draft Environmental Project Report (EPR) Executive Summary", attached to the report (May 7, 2010) from the General Secretary, Toronto Transit Commission.
2. City Council authorize staff to submit the EPR to the Ministry of Environment.

The Decision Document can be found at <http://www.toronto.ca/legdocs/mmis/2010/ex/decisions/2010-05-17-ex44-dd.htm>

These recommendations will proceed to the June 8 and 9, 2010 City Council meeting.

ISSUE BACKGROUND

Proposal

The TTC is proposing to develop the property at 8304 Sheppard Avenue East with a LRV maintenance facility and storage yard for new LRVs for Transit City, including the Sheppard East LRT.

Key components of the facility include:

- Indoor maintenance and repair facility (carhouse) to the east of Thornmount Drive, approximately 16,900 square metres in size. The maintenance and repair building includes LRV servicing, inspections and corrective maintenance, body repair and painting, brake testing and wheel truing along with TTC administrative and security offices and employee training rooms;

- Maintenance of Way (MoW) building at the south end of the site, north of Sheppard Avenue East, approximately 1,500 square metres in size. The MoW building will provide office and shop areas for servicing the LRT right-of-way;
- Electrical substation building, approximately 880 square metres size. It will provide electrical power to the Sheppard LRT line as well as the storage yard, MoW building and carhouse; and
- Outdoor LRV Storage Yard with storage for approximately 100 LRVs.

The property is owned by the Province of Ontario (Ministry of Transportation) which has tasked Metrolinx with implementing the project. Financing will occur through Infrastructure Ontario (Alternative Financing and Procurement Model – AFP). The TTC, on behalf of Metrolinx, has been authorized to make these planning applications and to undertake the required Environmental Assessment work.

A preliminary site plan is included as Attachment 2 to this report.

Approximately 350 employees will eventually work at the facility, with the majority of workers (approximately 200) on the day shift.

LRV access (ingress/egress) to the site is proposed via two entrances on Sheppard Avenue East. The primary access for LRVs is opposite the existing signalized Conlins/Sheppard intersection. A secondary access to Sheppard, near the Toronto Works Yard, is also proposed. LRV circulation on site will operate in a counter-clockwise fashion in order to permit manoeuvring of vehicles into the maintenance building and staging areas.

Automobile and truck traffic related to the maintenance and repair facility will access the site by way of a driveway on Thornmount Drive. Traffic related to the electrical substation and maintenance of way building will rely on Sheppard Avenue East for access.

Approximately 250 parking spaces are proposed on site with the majority located near the Thornmount Drive entrance. Additional parking is also proposed by the electrical substation and maintenance of way building.

The southern portion of the existing watercourse on site is proposed to be realigned since the LRVs enter the site via Sheppard Avenue East. The City trunk sewer line on site is also proposed to be realigned as it cannot remain under the tracks.

Site and Surrounding Area

The site is approximately 12.9 hectares (32 acres) in area and is located on the north side of Sheppard Avenue East, adjacent to the unopened road allowance of Conlins Road. The site is vacant and has approximately 130 metres of frontage on Sheppard Avenue East and 255 metres of frontage on Thornmount Drive.

The site is irregular in shape and relatively flat with sloping areas adjacent to the north and east property boundaries.

A channelized watercourse crosses the south and east limits of the site and flows northeast, eventually terminating at a concrete catch basin in the north-east corner of the property. The watercourse is lined over its entire length with a concrete block treatment.

A 15 metre wide City easement also crosses the site and accommodates a 1.05 metre diameter sewer trunk line.

Abutting uses are as follows (see Attachment 1 Context Plan):

North: Immediately to the north is a former rail corridor now owned by the City and proposed to be redeveloped into a recreational trail. North of the rail corridor are natural areas including the forested Rouge River valley, which includes Morningside Creek, and Toronto Zoo lands.

South: Gas station and vacant employment lands on the south side of Sheppard Avenue East, and a long-term care facility (Extendicare Rouge Valley) located at the south-east corner of Conlins Road and Sheppard Avenue East.

East: unopened Conlins Road allowance, an EMS facility on the north side of Sheppard Avenue East, City park (Joyce Trimmer Park) and two future school sites within the Mattamy (Rouge) residential subdivision.

West: City works yard and various employment uses on the west side of Thornmount Drive.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation.

The Greenbelt Plan identifies the Greenbelt of the Greater Golden Horseshoe as an area where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological functions and features occurring in this

landscape. In particular, it restricts development and land use in the Rouge River Watershed and the Rouge Park area in Toronto.

City Council's planning decisions are required by the Planning Act, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Environmental Assessment - Maintenance and Storage Facility

The proposed Sheppard maintenance and storage facility is one of four such facilities required to provide service to the Transit City network. Each facility will be the subject of an Environmental Assessment (EA) under the Transit Project Assessment Process. This process is designed to look at alternative site designs and is not required to consider alternative site locations.

The preliminary planning has been completed for the project and the Transit Project Assessment Notice of Commencement was issued in March 2010. Comprehensive public consultation, including three public open houses, was included as part of this process to allow the public to review the proposed project and to provide comments.

As noted in Decision History, the TTC's report requesting approval of the Transit Project Assessment Study and the Environmental Project Report Executive Summary were considered at the May 17, 2010 Executive Committee meeting. Subject to City Council approval, a Notice of Completion is proposed to be issued towards the end of June 2010 and a Statement of Completion issued mid-September 2010.

The project will be developed by the successful bidder after a Request for Proposal (RFP) process to be undertaken by Infrastructure Ontario (IO). The detailed design phase will involve the City, primarily through the site plan approval process. IO advises that the project agreement between themselves and the successful bidder will require the project to be developed in accordance with the City's site plan approval.

Official Plan

The lands are identified as being part of an Employment District as shown on the Urban Structure Map (Map 2). Generally, these lands are to be protected and promoted exclusively for economic activity. Transit use is encouraged in Employment Districts through investing in improved levels of service and encouraging new economic activity.

The lands are primarily designated as Employment Areas (see Attachment 6). This designation provides for a wide range of employment uses which support the economic function of these areas and the amenity of adjacent areas. The mitigation of effects of noise, vibration, dust, odours or particulate matter that will be detrimental to other businesses or the amenity of neighbouring areas is required along with a requirement to minimize nuisance impacts with adjacent residential areas through appropriate measures such as landscaping and fencing.

A portion of the lands are designated as Natural Areas. This designation generally applies to the lands along the existing watercourse and the east property line. Plan policies state

that such areas will be maintained primarily in a natural state while allowing for conservation projects, public transit, public works and utilities for which no reasonable alternatives are available, and that are designed to have only minimal adverse impacts on natural features and functions.

The entire site is identified as being part of the City's Natural Heritage System on Map 9 to the Plan. Generally, the natural heritage system is made up of watercourses, ravines and valley slopes, forests, meadows, wetlands and significant physical features such as the Lake Iroquois shoreline. Development is generally not permitted in the natural heritage system. Where the underlying land use designation provides for development in or near the natural heritage system, development will recognize natural heritage values and potential impacts on the natural ecosystem as much as is reasonable in the context of other objectives for the area, and minimize adverse impacts, and when possible, restore and enhance the natural heritage system.

Development is required to be setback at least 10 metres from the top of bank of valleys, ravines and bluffs and other locations where slope instability, erosion, flooding, or other physical conditions present a significant risk to life or property.

An impact study may be required when development is proposed in or near the natural heritage system in order to assess the development's impacts on the natural heritage system and to identify measures to mitigate negative impact on and/or improve the natural heritage system.

The lands are also subject to Site and Area Specific Policy 135. Only uses within the Employment Areas designation that are compatible with the Toronto Zoo are permitted. The policies permit the use of holding (H) provisions in the zoning by-law to ensure proposed development will not impact the Rouge River valley. Further, that visual impacts on the Toronto Zoo are adequately addressed and that adverse effects from air emissions, noise, vibration, odours, dust and glare likely to be generated by development on the lands are not detrimental to the Toronto Zoo and adjoining developments and land uses.

Zoning

The lands are zoned Industrial (M) and subject to a holding provision (H) under the Employment Districts Zoning By-law No. 24982, as amended, of the former City of Scarborough (see Attachment 5). No uses are permitted until the holding provision (H) is removed.

The holding provision shall be removed by amending by-law when Council is satisfied that Site and Area Specific Policy 135 of the Official Plan has been met.

Lands within 15 metres of the centre line of the creek are considered to be within an Open Space Zone (O) which only permits passive recreational uses, flood or erosion control measures and watercourse protection or bank stabilization works and projects.

The Industrial (M) zone permits day nurseries, educational and training facilities, industrial uses, offices (excluding medical and dental), places of worship and recreational uses. All uses are required to be conducted wholly within an enclosed building. Public Transportation Uses are not permitted.

Site Plan Control

All of the lands, with the exception of the north-west portion, are located within a site plan control area. A draft site plan control by-law, placing these lands under site plan control, is included as Attachment 10 to this report.

An application for site plan approval has been submitted. As noted earlier, Infrastructure Ontario has advised that the project agreement will require adherence to the City's site plan approval process.

Tree Preservation

According to the Arborist Report and Natural Heritage Impact Studies submitted, meadow habitat covers most of the lands. There are some forested areas on site and 25 trees have been identified as subject to protection under the City's Private Tree By-law. This by-law regulates injury or removal of privately-owned trees which measure 30 centimetres in diameter or more at 1.4 metres above ground level.

Ravine and Natural Feature Protection

A portion of the property, along the entire east boundary and along the existing watercourse, are subject to the provisions of the City of Toronto Ravine and Natural Feature Protection By-law. The by-law regulates the injury and destruction of trees, dumping of refuse and changes to grade within protected areas. A permit is required to conduct any of these activities on protected lands.

TRCA Regulated Area

The subject property is partially located within a TRCA Regulated Area. No development or filling can take place in the Regulated Area until a permit is issued by the TRCA.

Greenbelt Plan, Rouge Park and Significant Natural Areas

The subject lands are not located within either the Greenbelt Plan or the Rouge Park.

Lands to the north and east are included within both the Greenbelt Plan and Rouge Park. These lands include the Rouge River valley which is a Provincially Significant Area of Natural and Scientific Interest (ANSI), and a TRCA recognized Environmentally Sensitive Area (ESA) being the Morningside Forest ESA.

Reasons for Application

An official plan amendment is required in order to permit some development within 10 metres of the top-of-bank of the adjacent valley. An amendment is also required in order to ensure that the same issues currently required to be satisfied prior to the removal of the Holding provision on the site be required to be satisfied as part of the site plan approval

process. These matters relate to potential development impacts and site utilization on the Rouge River, requirements that the proposed development and site utilization is harmonious with the Toronto Zoo and adjoining developments, and that potential adverse effects, including those related to noise, vibration and glare, have been satisfactorily mitigated.

A zoning by-law amendment is required to permit a public transportation use and related outside storage, to remove the existing holding (H) provisions and to impose appropriate performance standards.

Community Consultation

A community consultation meeting was held on April 13, 2010. This was arranged in consultation with the Councillors for Wards 42 and 44, both of whom attended.

Notice was sent to landowners and residents within 360 metres of the site, in keeping with the direction of Planning and Growth Management Committee (287 notices). In addition, nearly 12,000 notices were sent via Canada Post postal walk by the TTC informing landowners and residents of both this meeting and the third TTC Open House related to the Transit Project Assessment process. Direct mailing to the mailing list compiled by the TTC as part of the Transit Project Assessment also occurred (approximately 130 notices).

Eight (8) landowners/residents attended the community meeting. Issues raised related to project timing, noise and vibration impacts and proposed mitigation measures and site plan related matters such as fencing, lighting, proposed accesses on Thornmount Drive and landscaping. Issues are discussed below in the Comments section of this report.

Agency Circulation

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate by-law standards.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal is consistent with the PPS. The proposal will assist in achieving a number of key policy objectives of the PPS, including those related to promoting economic development and competitiveness, long-term economic prosperity and providing important infrastructure related to the regional transportation system. Further, the existing natural features within the adjacent natural heritage system will not be adversely affected by the proposed development on site and the ecological function of lands within the adjacent ANSI will not be affected. Both the City and the TRCA will require the applicant to prepare a comprehensive ecological restoration plan.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe. The proposal promotes the policies of the Growth Plan, particularly

those related to employment lands and transportation. The proposal promotes economic development by proposing an employment use (public transportation use) on lands designated by the City for such uses. Further, the development will generate jobs and ensure that necessary infrastructure is provided to support current and forecasted employment needs. The proposed facility is an integral part of the Transit City Plan and, as noted in the Growth Plan, public transit will be the first priority for transportation infrastructure planning and major transportation investments. In addition, opportunities to protect and enhance the natural heritage features on site and on nearby lands within the natural heritage system will be secured.

Land Use

The proposed maintenance and storage facility is considered an employment use that will generate over 300 jobs and is also a key part of the Transit City plan. Impact studies conducted to date, and the additional studies and assessments required during the detailed design and site plan approval processes, will ensure the facility is compatible with adjacent land uses.

Noise and Vibration

A noise and vibration assessment was prepared by Aercoustics Engineering Limited in support of this application and as part of the Transit Project Assessment. Noise sources are required to comply with Ministry of the Environment (MOE) guidelines. Potential noise sources at the facility may include streetcars while on site, mechanical equipment associated with any buildings on site and public address systems or other noise generating activities.

Sound and vibration level limits were established and sensitive receptors (such as the adjacent school sites, nearby residential uses and the Toronto Zoo bushcamp) were identified based on Ministry of Environment criteria. Streetcar noise and vibration impact at each sensitive receptor was predicted.

The assessment concludes that no significant vibration impact is expected at any sensitive receptor in the area provided the rail tracks are properly maintained.

The noise assessment predicted noise impacts based on locally available 'worst-case' measurements obtained from the existing streetcar fleet. The predicted noise impact at each receptor is dominated by wheel screech sound, originating from streetcars travelling along sharply curved sections of track. Opportunities to reduce the impact of wheel screech are identified and may include turning enclosures, track based technologies and track layout optimizations.

In order to mitigate predicted noise from the streetcars, a continuous acoustic wall/barrier is proposed to be installed along the north and east borders of the site. Along the north border, a 4.5 metre high barrier is proposed. The proposed easterly barrier is proposed to be 6 metres in height but can be stepped gradually to 2 metres in height at the extreme south-east portion of the site. Acoustic barriers may consist of an acoustic fence, an

earthen berm, or a combination thereof. The specific location and design details of the acoustic barriers will be secured during the site plan approval process.

Noise impact predictions for stationary noise sources within the facility (such as HVAC equipment and LRV maintenance equipment) will be assessed as part of the detailed design. Accordingly, a detailed noise assessment will be required during the site plan approval process.

The Toronto District School Board and the Toronto Catholic District School Board, each of whom own vacant future school sites to the east of the subject property, advise that they have reviewed the noise and vibration study submitted and are satisfied with the measures proposed to mitigate noise and vibration from the facility.

Toronto Zoo

Toronto Zoo (the Zoo) lands are approximately 500 metres to the north of the subject lands. The Zoo has been circulated all relevant support material including the noise and vibration study, along with a preliminary yard lighting/glare report and a viewshed analysis. The site and area specific policies of the Official Plan requires these matters to be satisfactorily addressed.

The Zoo runs a bushcamp during the summer on their lands which is intended to simulate a wilderness experience. The bushcamp is considered a sensitive receptor and the proposed 4.5 metre acoustic barrier along the north property line is intended to reduce sound levels in that area. The Zoo advises they would like to have more information on the mitigation approaches. As noted earlier, a further detailed noise study will be required as part of the site plan approval process and the Zoo will be circulated as part of this process.

The yard lighting report indicates that all exterior lighting will have full cut-off-optics meeting “Dark Sky” criteria providing uniform light distribution and glare control throughout the site with minimal light trespass beyond the property line. Detailed lighting plans will be required as part of the site plan approval process and the Zoo will be circulated for review and comment.

The viewshed analysis was prepared in consultation with Zoo staff. The purpose of this study is to determine measures that will minimize the visual impact of the proposed development on the Zoo. Matters such as physical distance, site elevations and presence of existing vegetation were considered along with an assessment of existing views. The study concluded that with the proposed noise wall, together with existing vegetation and proposed landscaping, screening and shielding of site lighting and a green roof on the main carhouse, that any potential negative visual impact could be effectively mitigated. The Zoo advises that they are pleased with the measures proposed to lessen the visual impact and would like to explore further opportunities to further lessen the impact such as tree plantings along the top of bank on the Zoo property, where appropriate. This matter will be examined during the site plan approval process.

Traffic Impact and Access Issues

The primary LRV track access for the facility is from Sheppard Avenue East, directly opposite the existing signalized Conlins Road and Sheppard intersection and slightly offset from the unopened road allowance of Conlins, north of Sheppard. Dialogue is ongoing between the City and the TTC on all access related matters, including those related to the adjoining Works Yard.

Light Rail Vehicles will be required to cross the sidewalk and bicycle lane along the north side of Sheppard Avenue at the facility's primary and secondary access tracks. According to the Environmental Project Report, mitigation measures will be developed to avoid potential conflicts with pedestrians and cyclists, and may include signing, surface treatments on the sidewalk/lane, signal controls, flashing lights, gates, bollards and audible warnings.

Vehicular access to Joyce Trimmer Park is obtained by a driveway located within the Conlins Road unopened road allowance. This driveway will need to be relocated as a result of the proposed track access alignment. The City is currently in discussions with the TTC to secure a suitable replacement access.

Natural Heritage

A Natural Heritage Impact Study (NHIS) was submitted as required by the Official Plan.

The NHIS focuses on the following aspects:

- Ensuring no adverse effects occur to the features within the designated areas in the Rouge River valley to the north of the site;
- Maintaining the overall functions of the existing on-site watercourse;
- Maintaining the small ravine forest in the north-east portion of the site; and
- Ensuring that tree removals are adequately compensated.

Both the TRCA and City have reviewed the NHIS and accept the proposed realignment and enclosure of approximately 200 metres of the existing channelized watercourse at the south end of the site given the siting and design limitations of the proposed facility. The piped watercourse will outlet along the property boundary and flow north within the existing watercourse. The potential effects of this alteration have been identified based on the relative impact to the productivity of the watercourse for contributing to downstream habitat in Morningside Creek. Through riparian plantings and the naturalization of the downstream reach, the loss of function and contributions of the watercourse, due to its partial re-alignment, can be fully mitigated. The TRCA will require the preparation of a comprehensive ecological restoration plan that outlines how a net ecological gain can be achieved. Opportunities to include both on and off-site ravine stewardship and ecological enhancements will be explored with the TRCA, the City and the Rouge Park. Detailed discussions are underway.

TRCA permits for both the watercourse re-alignment and the proposed sewer relocation are required. Ravine permits are required from the City for any works, including tree

removal, located within the area protected by the Ravine & Natural Feature Protection By-law.

In addition, the TRCA's Valley and Stream Corridor Management Program (VSCMP) applies which establishes guidelines for properties affected by valley and stream corridors. One of the program objectives is to prevent new development within areas that are not compatible with the protection of these areas in their natural state.

The top-of-bank and the limit (drip line) of significant vegetation were staked on site by the TRCA. New development is required to be setback a minimum of 10 metres from the greater of the staked top of bank or limit of significant vegetation. Municipal infrastructure, such as the relocated sewer easement, may be permitted in this area subject to meeting VSCMP criteria. Due to site constraints, the required acoustic barrier along the east boundary will extend at some points into the 10 metre buffer area. Both the TRCA and the City acknowledge this. The extent to which the noise barrier is permitted within the setback area will be determined during the site plan approval process.

Draft Zoning By-law

The draft zoning by-law (see Attachment 9) retains the existing Industrial (M) zoning on most of the site. Only public transportation uses and related outdoor storage are permitted, however, since the support studies submitted have only assessed the possible impacts related to this specific use. The Holding (H) provision has been removed as the applicant's support studies, to date, have demonstrated that matters related to the Rouge River Valley, views from the Toronto Zoo, and potential adverse effects (ie. noise and vibration, odours, dust and glare) likely to be generated by the development and site utilization are not detrimental to the Toronto Zoo and land uses within the adjoining neighbourhoods. As noted earlier in this report, further studies will be required during the site plan approval process to address any noise, vibration, lighting and glare issues related to the detailed design.

The portion of the site that is not suitable for development has been placed into an Open Spaces (O) Zone. This includes lands below and within 10 metres of the TRCA staked top of bank, the forested area in the north-east corner of the site and lands within 10 metres of the drip line as marked by the TRCA. No development is permitted within this zone, with the exception of buildings or structures related to flood or erosion control, watercourse protection or bank stabilization projects, and public uses such as the proposed trunk sewer. The draft zoning by-law permits the noise barrier to be located within the 10 metre setback area of both the top of bank and drip line of the forested area.

Servicing

As noted earlier, an existing City 1050 millimetre diameter trunk sewer that crosses the site within a 15 metre wide easement will be relocated within a new easement along the east side of the site (partially within the unopened Conlins Road allowance) and extended north of the site where it will be aligned within the former rail corridor westward until it connects with an existing section of the trunk sewer. Both the City and the TRCA are supportive of this relocation.

Detailed site servicing will be reviewed as part of the site plan approval process.

Toronto Green Standard

The TTC advises that the proposed carhouse will be designed to comply with the Toronto Green Standard and will include a green roof. Tier 1 compliance for the entire facility will be sought through the site plan approval process. This will include matters such as, but not limited to, storm water management, light pollution and natural heritage.

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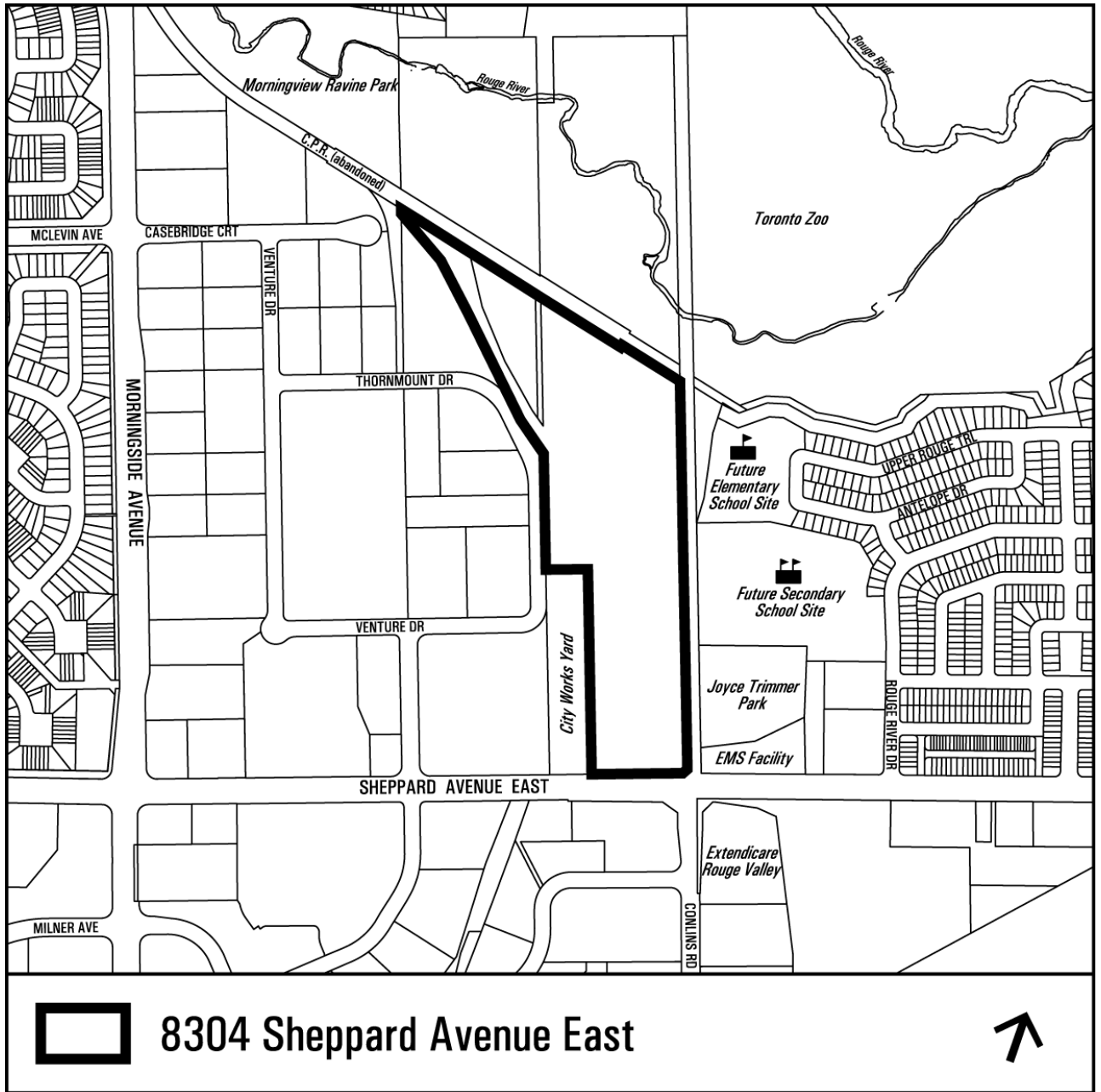
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Gary Wright
Chief Planner and Executive Director
City Planning Division

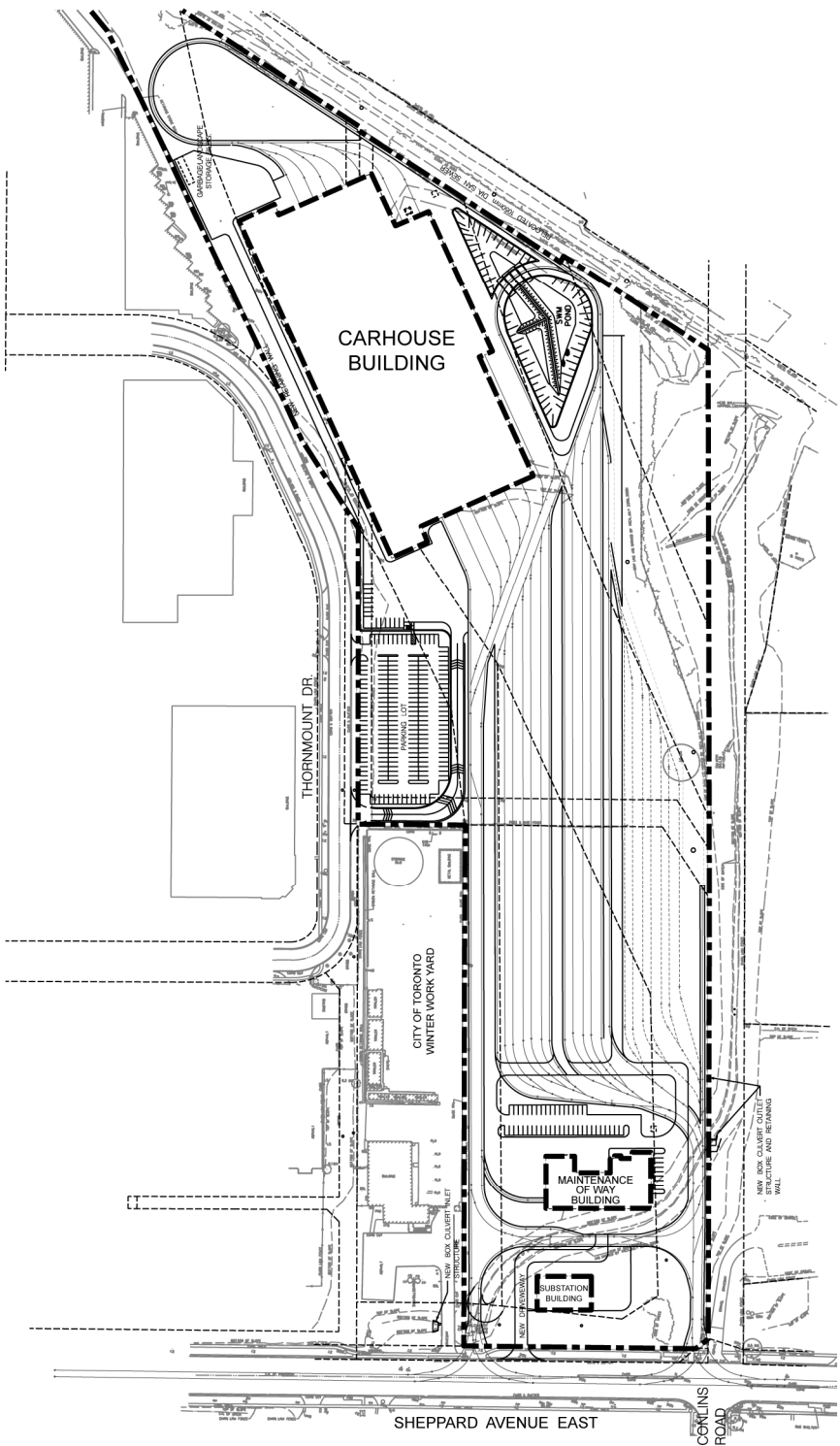
ATTACHMENTS

Attachment 1: Context Plan
Attachment 2: Preliminary Site Plan
Attachment 3: Elevations (Substation and Maintenance of Way)
Attachment 4: Elevations (Carhouse)
Attachment 5: Zoning
Attachment 6: Official Plan
Attachment 7: Application Data Sheet
Attachment 8: Draft Official Plan Amendment
Attachment 9: Draft Zoning By-law Amendment
Attachment 10: Draft Site Plan Control By-law

Attachment 1: Context Plan



Attachment 2: Preliminary Site Plan



8304 Sheppard Avenue East

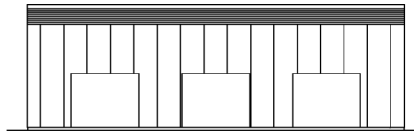
Site Plan

Applicant's Submitted Drawing

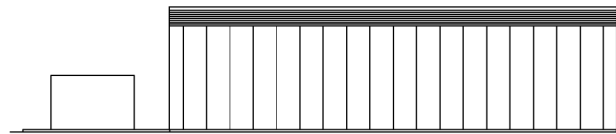
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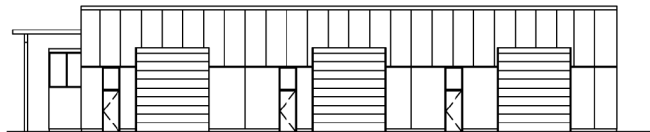
Attachment 3: Elevations (Substation & Maintenance of Way)



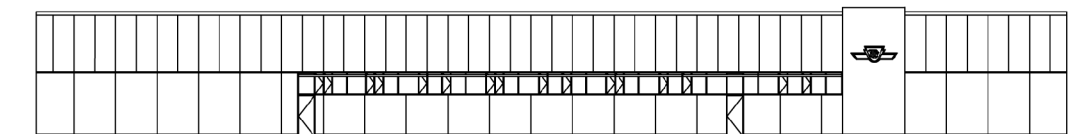
Substation Building
West Elevation



Substation Building
South Elevation (Sheppard Avenue East)



Maintenance of Way Building
West Elevation



Maintenance of Way Building
South Elevation (Sheppard Avenue East)

Elevations - Maintenance of Way and Substation Buildings

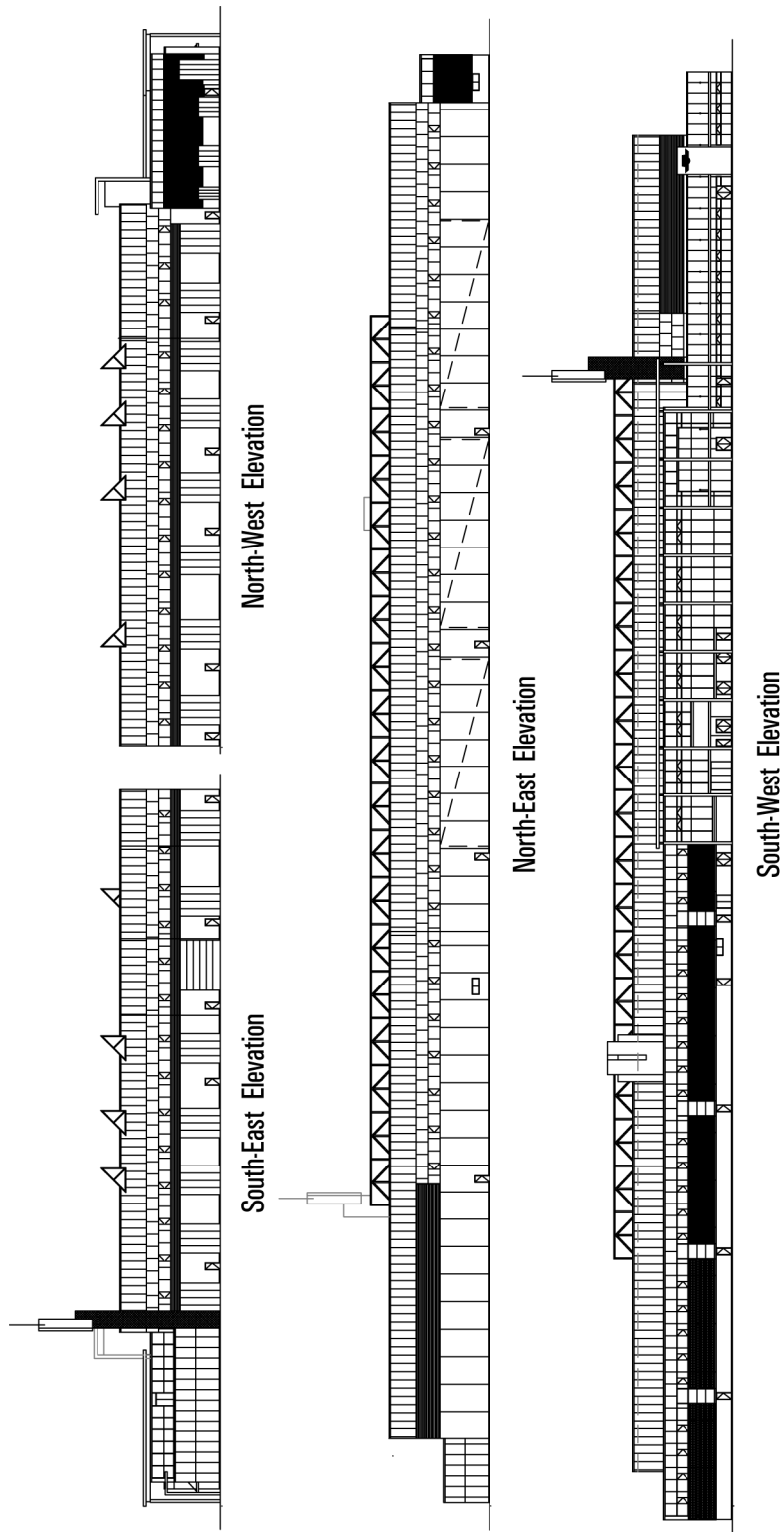
8304 Sheppard Avenue East

Applicant's Submitted Drawing

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Attachment 4: Elevations (Carhouse)



Elevation Plan - Carhouse Building

Applicant's Submitted Drawing

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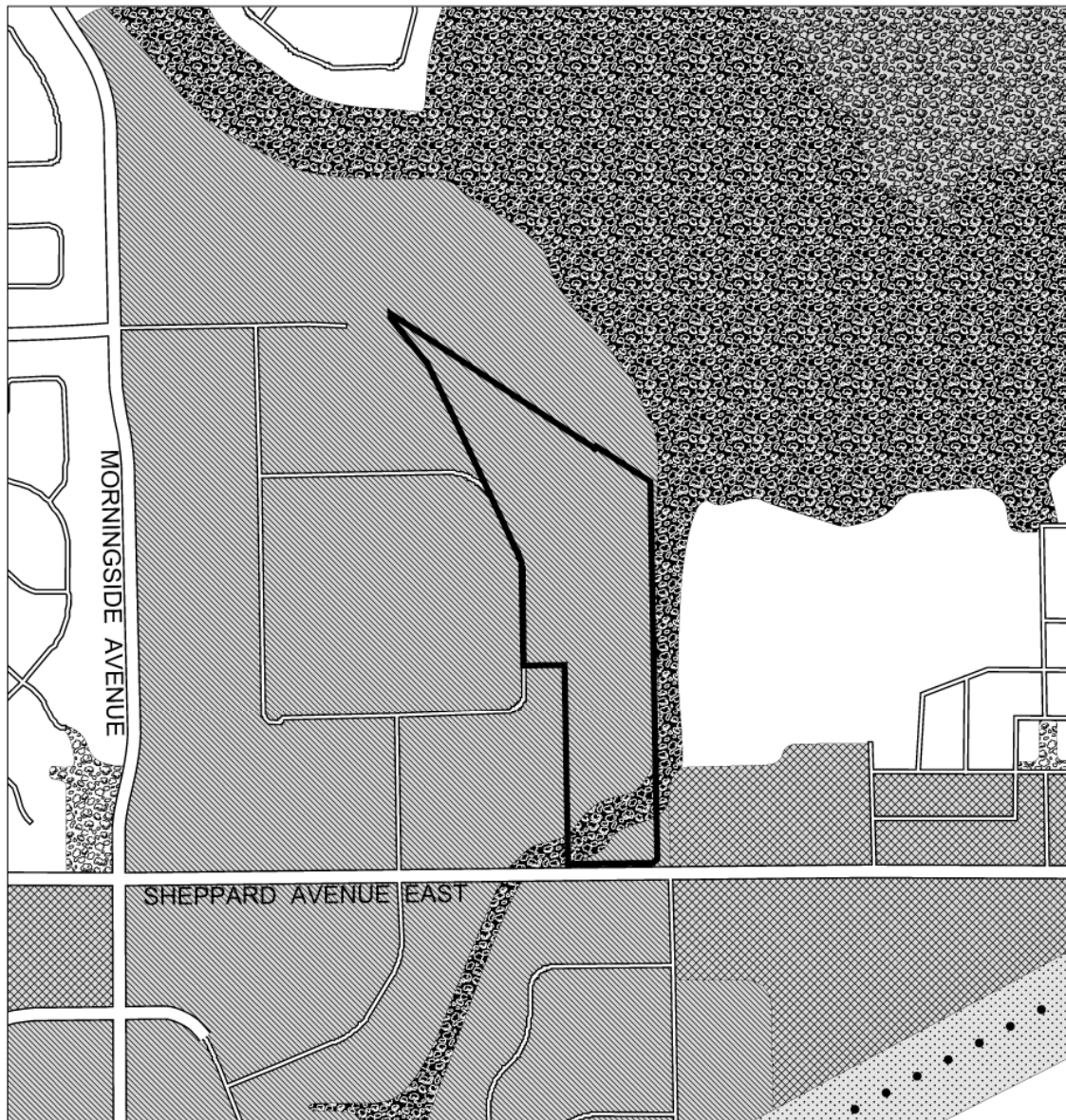
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



Attachment 6: Official Plan



Toronto City Planning
Official Plan

8304 Sheppard Avenue East

File # 10-102286 0Z

	Site Location		Natural Areas		Employment Areas
	Neighbourhoods		Parks		Utility Corridors
	Mixed Use Areas		Other Open Space Areas		

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Attachment 7: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	10 102286 ESC 42 OZ
Details	OPA & Rezoning, Standard	Application Date:	January 8, 2010

Municipal Address:	8304 SHEPPARD AVE E N/S
Location Description:	PL 66M2247 PT LT10 NOW RP 66R16242 PT 1 **GRID E4207
Project Description:	Proposed Official Plan Amendment and Rezoning to permit a TTC Maintenance Facility and Storage Yard

Applicant:	Agent:	Architect:	Owner:
TORONTO TRANSIT COMMISSION	TORONTO TRANSIT COMMISSION		MINISTRY OF TRANSPORTATION

PLANNING CONTROLS

Official Plan Designation:	Employment Areas & Natural Areas	Site Specific Provision:	135
Zoning:	M (H)	Historical Status:	n/a
Height Limit (m):	none	Site Plan Control Area:	Yes, with exception of north-west portion

PROJECT INFORMATION

Site Area (sq. m):	128,727	Height:	Storeys:	2
Frontage (m):	Sheppard Ave E & Thornmount Drive		Metres:	Sheppard Ave. E: 132 Thornmount Dr.: 255
Depth (m):	705 (average)			
Total Ground Floor Area (sq. m):	17,125			Total
Total Residential GFA (sq. m):	0		Parking Spaces:	257
Total Non-Residential GFA (sq. m):	19,161		Loading Docks	3
Total GFA (sq. m):	19,161			
Lot Coverage Ratio (%):	13.3			
Floor Space Index:	0.15			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

			Above Grade	Below Grade
Tenure Type:				
Rooms:	0	Residential GFA (sq. m):	0	0
Bachelor:	0	Retail GFA (sq. m):	0	0
1 Bedroom:	0	Office GFA (sq. m):	0	0
2 Bedroom:	0	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	19,161	0
Total Units:	0			

CONTACT:	PLANNER NAME:	Doug Muirhead, Senior Planner
	TELEPHONE:	(416) 396-7029

Attachment 8: Draft Official Plan Amendment

Authority: Scarborough Community Council Item ~ [or Report No. ~, Clause No. ~]
as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

**To adopt Amendment No. 128 to the Official Plan
for the City of Toronto
respecting the lands known municipally in the year 2009, as
8304 Sheppard Avenue East**

WHEREAS authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13,
as amended, to pass this By-law;

WHEREAS Council of the City of Toronto has provided adequate information to the
public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The attached Amendment No. 128 to the Official Plan is hereby adopted pursuant to
the *Planning Act*, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

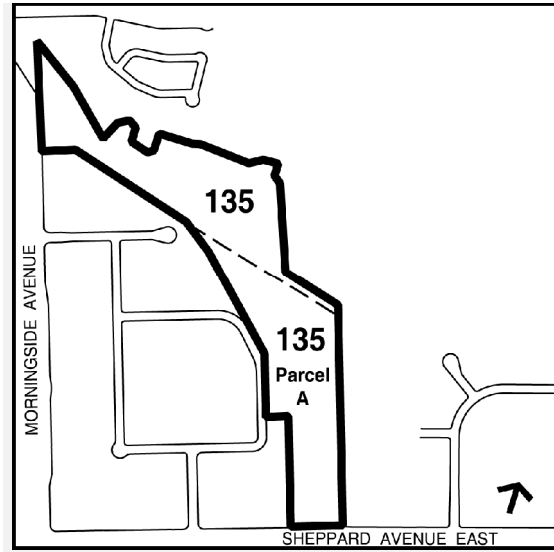
AMENDMENT NO. 128 TO THE OFFICIAL PLAN

LANDS MUNICIPALLY KNOWN IN THE YEAR 2009 AS

8304 SHEPPARD AVENUE EAST

The Official Plan of the City of Toronto is amended as follows:

1. Chapter 7, Site and Area Specific Policies, is amended by amending Site and Area Specific Policy No.135 to identify lands known as 8304 Sheppard Avenue East as Parcel 'A'.
2. Chapter 7, Site and Area Specific Policies, is amended by adding Section c) to Site and Area Specific Policy No. 135 for the lands identified as Parcel 'A' as follows:
 - c) On Parcel 'A', lands known as 8304 Sheppard Avenue East, the following policies apply in addition to Policy 135. a):
 - (i) Prior to site plan approval, the following matters must be satisfied:
 - a) the proposed development and site utilization will not increase erosion of the banks or damage flora growing on the banks of the Rouge River Valley, where the land is located within 91 metres of the Rouge River;
 - b) the design of those parts of any proposed development and site utilization that can be seen from the Toronto Zoo will be in harmony with the Toronto Zoo and adjoining developments, but proposed buildings need not be of the same scale or design as buildings on the Toronto Zoo site; and
 - c) all air emissions, noise, vibrations, odours, dust and glare, likely to be generated by the development and site utilization are not detrimental to the Toronto Zoo, adjoining developments and land uses in the neighbourhoods which adjoin the *Employment Areas*.
 - (ii) Development may occur within 10 metres of the stable top of bank of the adjacent valley, subject to the provisions of the zoning by-law.



Attachment 9: Draft Zoning By-law Amendment

Authority: Scarborough Community Council Item ~ [or Report No. ~, Clause No. ~]
as adopted by City of Toronto Council on ~, 20~
Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

To amend the former City of Scarborough Employment Districts Zoning By-law No. 24982 (Rouge Employment District), as amended, with respect to the lands municipally known as, 8304 Sheppard Avenue East

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. **SCHEDULE ‘A’** of the Employment Districts Zoning By-law No. 24982 (Rouge Employment District) is amended by deleting the current zone provisions for the lands municipally known as 8304 Sheppard Avenue East and replacing them with the following zone provisions as shown on Schedule ‘1’ attached hereto and forming part of this by-law:

M-357-625-913-991-1054-1451-1640-2004-2235 (147)
O-2059

2. **SCHEDULE ‘B’**, of the Employment Districts Zoning By-law No. 24982, **Performance Standards Chart** is amended by adding the following Performance Standards:

PARKING YARDS

1451. **CLAUSE V – GENERAL PROVISIONS**, Sub-Clause 7, **General Parking Regulations for All Zones**, Section 7.5, **Parking Spaces in “M”, “MG” and “MS” Zones** is not applicable.

MISCELLANEOUS

2059. Extent of the **Open Spaces Zone (O)** to include all lands in elevation below the TRCA top of bank and within 10 metres of the TRCA top of bank and the TRCA drip line.

An acoustic (noise) barrier may be located within 10 metres of the TRCA top of bank or TRCA drip line.

MISCELLANEOUS – OTHER DEFINITIONS

2235. Public Transportation Uses means the use of land or buildings for the operation of
a transportation system which is provided by or under the control of a public authority.

3. **SCHEDULE ‘C’**, of the Employment Districts Zoning By-law No. 24982, **Exceptions List** is amended by adding the following Exception:

147. Only the following uses are permitted in the **Industrial Zone (M)**:

Public Transportation Uses and **open storage** related to Public Transportation Uses.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

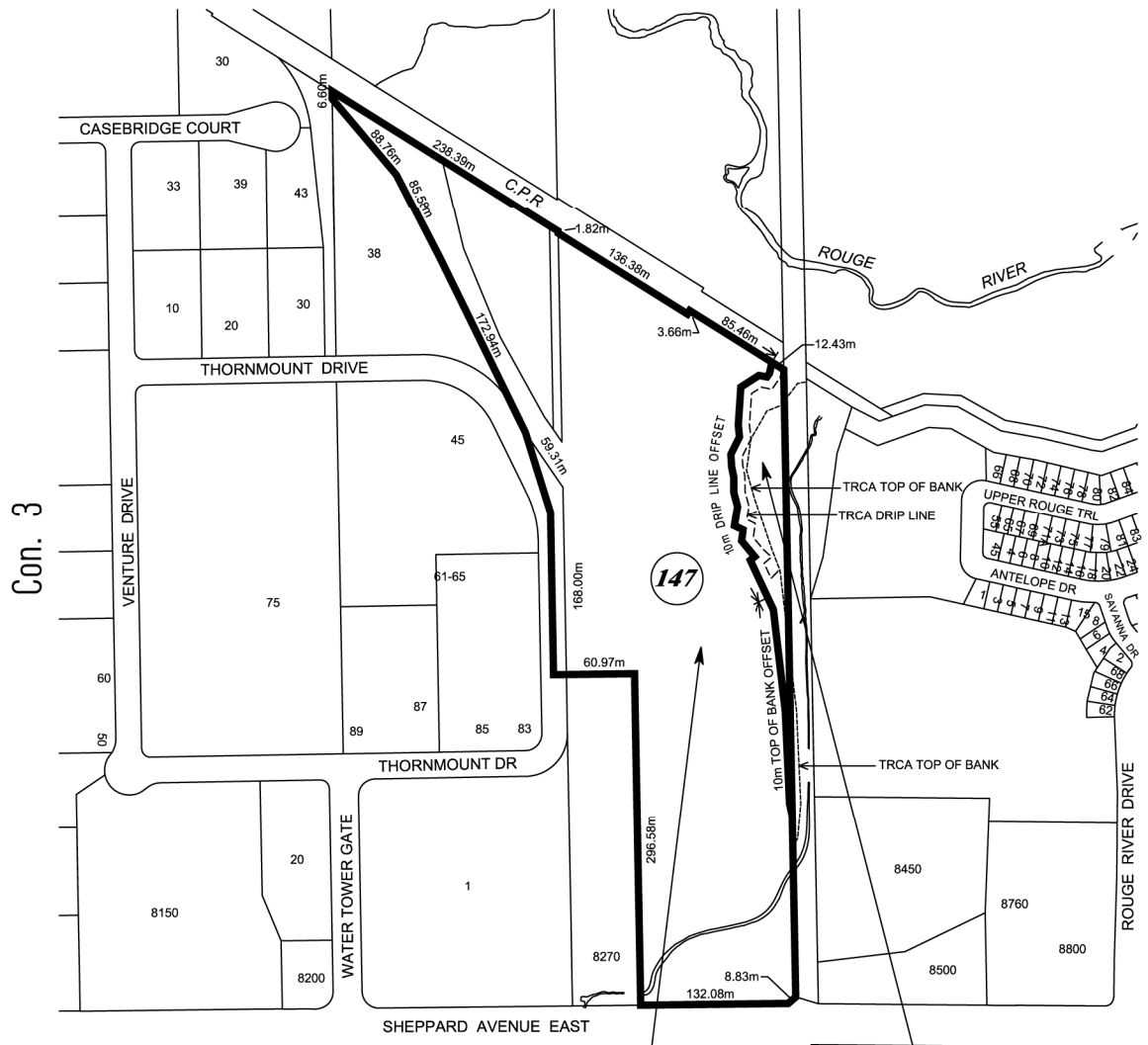
DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

Schedule '1'

Lot 9



M-357-625-913-991-1054-
1451-1640-2004-2235

0-2059



City Planning
Division

Zoning By-Law Amendment

8304 Sheppard Avenue East

File # 10-102286 0Z



Area Affected By This By-Law

Rouge Employment District By-law
Not to Scale
5/20/10



Attachment 10: Draft Site Plan Control By-law

Authority: Planning and Growth Management Committee Report No. ~, Clause No. ~
as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

To designate a Site Plan Control Area (Rouge Employment District)

WHEREAS authority is given to Council by Section 41 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, and Section 114 of the *City of Toronto Act, 2006*, to designate the whole or any part of the area covered by an Official Plan as a Site Plan Control Area;

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. By-law No. 21319 is amended by designating the land shown outlined by a heavy black line on Schedule '1' of this By-law as a Site Plan Control Area.

ENACTED AND PASSED this ~ day of ~, A.D. 2010.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

Schedule '1'

Lot 9



Toronto City Planning Division Site Plan Control Amendment

8304 Sheppard Avenue East

File # 10-102286 OZ

 Area Affected By This By-Law

Rouge Employment District By-law
Not to Scale
5/20/10
