

August 22, 2014

Toronto City Council
100 Queens Street West
Toronto, Ontario
M5H 2N2

Dear Members of Council:

**Re: Notice of Motion
McNicoll Bus Garage Transit Project Assessment Study
Removal of Matter from Committee**

The Planning and Growth Management Committee, at its meeting held on August 7, 2014, deferred consideration of Item PG35.23 headed "McNicoll Bus Garage Transit Project Assessment Study" until the next Planning and Growth Management Committee meeting in January 2015.

The deferral of the Item will result in delay in having the McNicoll Bus Garage constructed and operating until the second quarter of 2020 instead of 2019. Other implications resulting from the delay are:

- project escalation costs of \$7 million per year (4 percent);
- temporary facility will be required during the delay period; and
- total leasing/retrofit for a temporary facility will cost approximately \$6 million per year on the low end.

A new bus garage is required to:

- accommodate additional buses to address increased ridership, crowding impacts, and to facilitate service improvements;
- address an existing over-capacity condition at current bus garage; and
- increase bus maintenance capacity.

To address these needs TTC proposes to construct the McNicoll Bus Garage northeast of the intersection of McNicoll Avenue and Kennedy Road.

The site is zoned "Employment – Heavy Industrial" and a bus garage is a permitted use for the land. The City of Toronto purchased the land for the purposes of a TTC bus garage in 2005. The TTC previously held a land parcel further west on Tapscott Road, however, a developer offered to purchase the land and this was viewed by TTC as an opportunity to relocate to a site further west which would yield operational efficiencies by reducing deadhead time.

Although the site is appropriately zoned, several groups within the community have voiced opposition to the proposed facility. A local rate payer association has voiced support. Concerns have been raised regarding the facility's proximity to:

- a seniors' residence and long-term care facility
- a church
- a high school
- a community centre
- residential neighbourhoods

Common concerns raised include:

- Noise
- Air quality
- Traffic
- Safety associated with fuel storage, delivery, and dispensing

The Draft Environmental Project Report (EPR) identifies these concerns and addresses each. Where mitigations are required to address these items, TTC has committed to provide appropriate mitigations. Some design changes resulting from community input, include;

- relocating fuelling lines and fuel tanks from west side to east side;
- relocating repair bays from south side to north side; and
- relocating vehicle entrance/exit to north end of property.

Attached for your reference are the frequently asked questions for McNicoll Bus Garage.

TTC is following the Transit Project Assessment Process (TPAP) in accordance with the Transit Project Regulation of the Environmental Act. Preliminary planning is complete and public consultation has been included throughout the preliminary planning process. Further consultation on mitigation measures will be conducted after the Notice of Commencement.

At its Board Meeting on July 23, 2014, the TTC Board approved the following recommendations:

1. Approve the McNicoll Bus Garage Draft Environmental Project Report,
2. Note that two Public Information Centers as well as several consultation meetings with the local Councillor, adjacent property owners, and local community groups have been held. Additional public outreach will be conducted beginning in September 2014 and the Board will be advised of the results of these meetings, and
3. Forward this report to City Council through the appropriate committee for approval, and to authorize staff to submit the Environmental Project Report (EPR) to the Ministry of Environment.

Based on the above, I am writing this letter in support of Councillor Colle's Notice of Motion to remove Item PG35.23 from the Committee's jurisdiction and subsequently adopt the recommendation that City Council approve the McNicoll Bus Garage Draft Environmental Project Report and authorize submission of the Environmental Project Report (EPR) to the Ministry of Environment.

Sincerely,

Original Signed by: Andy Byford

Andy Byford
Chief Executive Officer

50-84-145
Attachment – McNicoll Bus Garage - frequently asked questions.

McNicoll Bus Garage

Frequently Asked Questions

July 16 , 2014

Construction

Q. When will construction begin?

A. Construction is scheduled to begin in 2016 and be completed in 2019

Q. Why is the facility required?

A. Transit ridership has reached record levels with a projected 540 million riders in 2014. Buses are an integral component in helping meet ridership growth. TTC is currently operating near or over capacity at its existing seven bus garages. It is forecasting a growth in ridership and this facility will be required to meet the demand. Currently buses servicing parts of Scarborough are being maintained in west end garages resulting in operational inefficiencies and increased costs.

Q. Is funding secured for this project?

A. The 2014 – 2023 Capital Budget includes \$181M for the project, however, only \$80M in funding is available at this time. TTC plans on requesting the balance of funds in the 2015-2024 capital budget.

Q. What will a delay of the project mean to the construction schedule?

A. The impact of finding an alternate site would delay the project by up to three years.

Q. What are the cost implications of a delay?

A. Cost would increase substantially, particularly if staff were directed to find an alternate site. In addition to the cost of purchasing a new site, the budget would have to include expropriation costs. Any delay would also be subject to escalation costs, which would amount to approximately \$7 million/year (4% of project cost).

Q. What other locations were considered?

A. This was the only suitable, available site at the time of purchase. Considering a site further from the routes that are being serviced would increase dead head time and operating costs.

Q. Can any of the existing bus garages be expanded to accommodate growth?

A. TTC has reviewed this and determined that the existing facilities could not be expanded to service the additional vehicles.

Community

Q. Has TTC consulted with the community?

A. The TTC hosted two public meetings on November 27, 2013 and May 14, 2014 to share details about this project. Interpreters were provided at each event for anyone requiring them.

TTC also hosted separate meetings for residents at the Bamburgh Condo and Mon Sheong Foundation. Some suggestions from these meetings were incorporated into the revised design. For example, the

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diesel tanks were relocated in the design to address concerns from the community about potential noise during refuelling operations.

Meetings were also held with adjacent property owners to share details about the project.

Q. What concerns were raised and how are they being addressed?

A. Traffic, emissions and noise were raised as key concerns. The TTC will address each of these in the Transit Project Assessment Process (TPAP). TTC will help ensure all emissions and noise levels are within Ontario Ministry of the Environment thresholds.

Some residents were concerned about how the TTC refuels its buses. TTC operates eight other bus garages and has a wealth of experience and excellent safety record on managing fuelling operations at these facilities.

Comments and concerns raised by the community will be addressed by the TTC and included in the draft Environment Project Report (EPR) being presented to the Board on July 23, 2014. A copy will be available on the project website at projects.ttc.ca.

Traffic

Q. How will the new facility impact traffic at Kennedy and McNicoll?

A. A Traffic Impact Study was completed which showed the facility will have minimal impact on this intersection. The majority of buses will access the facility during off-peak periods resulting in very little added congestion in the area. A copy of the Traffic Impact Study is included in the EPR.

Q. How will the construction of the new Redlea Ave extension impact this project?

A. The extension of Redlea Avenue will help relieve heavy traffic on Kennedy Rd. Construction of this extension is scheduled to start this year and be completed by the end of 2015.

Q. Will local service be improved?

A. Reducing the time it takes for a bus to get to its route and return to the garage (dead heading) means more resources will be available to improve service on all local routes, including the 43 KENNEDY and 42 CUMMER.

Zoning

Q. Will the TTC site require re-zoning?

A. No. The site of the new garage is zoned "Employment Heavy Industrial" which is appropriate for the operation of a transit facility.

Q. Is there a zoning conflict, building a bus garage next to a Long Term Care Facility?

A. No. City Planning approved a by-law amendment in August 2004 for the adjacent Long Term Care Facility and Condominium Complex. The developers were advised that they would be constructing next to an industrial-zoned property. The City required that the following wording clause for offers of purchase and sale to be included as a condition of site plan approval.

"Future residents are advised that this development is in proximity to existing industrial facilities and industrially zoned lands whose activities may at times be audible and emit exhaust. These industries may legally expand their operations and/or hours of

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operations, including operations on a 24-hour basis and such operations at times may be audible which may affect the living environment of the residents, notwithstanding the inclusion of noise, vibration attenuation measures in the design of the development and individual units”

Design

Q. Do the above-ground diesel reservoir tanks pose a safety risk to the community?

A. Above ground tanks allow for the early detection of fuel leaks and thus pose a low environmental risk. Slow leaks of petroleum products can lead to major soil contamination, leading to catastrophic environmental damage, and costly clean up and remediation.

The tanks used by TTC have double steel walls (sealed tank within another sealed tank) and are fire rated. If the primary tank was to develop a leak, it would be safely contained within the secondary tank. The space between the tanks contains a vacuum and is equipped with a fuel leak detection system, so any perforation of the primary tank is quickly detected.

Tanks have a two-hour fire rating. This rating protects the tank contents from fire for a minimum of two hours, which will provide time for emergency services to respond in the event of a fire. Tanks have also passed impact-testing will be protected with a combination of jersey barriers and bollards. All tanks are ULC- approved fire rated. (ULC Standards develops and publishes standards and specifications for products having a bearing on fire. It is accredited by the Standards Council of Canada.)

Of the eight bus garages, including Wheel-Trans, operated by TTC, six have above grade tanks and plans are in place to upgrade the remaining two by replacing them with above-grade units.

Q. Is there a danger to having the diesel tanks by the GO Rail line?

A. Although the facility is adjacent to the GO Rail corridor, the track alignment is straight with no cross-overs, switches or other special track work typically associated with train derailments. As well, the Milliken GO station is less than 1 km of the garage site; northbound trains will be decreasing their speed as they approach the station and southbound trains will be very early into acceleration. In short, trains are not expected to travel past the bus garage at a significant speed. GO Transit has provided TTC with guidelines for minimum setbacks from the tracks; the TTC will be complying with these recommendations and not constructing the building or tanks within this minimum setback zone.

Q. How many vehicles will be maintained at the facility? Will there be outdoor storage?

A. 250 buses will be maintained at this facility and all storage and servicing will be done indoors.

Q. Will the facility maintain articulated buses?

A. The facility will be equipped to maintain both 40 ft. buses as well as the newly-acquired 60-ft. articulated buses.

Q. How many people will be employed at the facility?

A. Approximately 100 will work at the facility. An additional 400 operators will report there for their routes (over a 24 hr. cycle).

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Q. How will air quality be impacted by the new facility?

A. All new TTC buses use clean diesel fuel, meeting the highest emission standards in North America for diesel engines. The project will be subject to the Transit Project Assessment Process that includes studying air quality, traffic impacts and noise. The TTC will be required to mitigate to keep levels within Ministry of the Environment thresholds. Preliminary findings suggest that the majority of the background emissions originate from sources other than the TTC facility. The additional emissions from the garage are very small in comparison to the existing background levels.

A draft environmental project report with additional information is scheduled to be released in advance of the July 23, 2014 TTC Board meeting. The document will be available for viewing on the McNicoll Project Page at projects.ttc.ca.

Q. Who can the community contact for further information?

A. TTC has assigned a Senior Community Liaison Officer to this project. Lito Romano can be reached at 416-397-8699 or lito.romano@ttc.ca.

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TORONTO TRANSIT COMMISSION

Figure 4-5: Designated Land Uses and Notable Features Surrounding the Site



Legend

 42 Cummer	 Employment Area	 Park	 Proposed Facility Site
 43 Kennedy	 Mixed Use	 Neighbourhood	
	 Natural Area	 Utility Corridor	

URS
Ontario, Canada
19 Jun, 2014



**MCNICOLL BUS GARAGE
TRANSIT PROJECT ASSESSMENT STUDY**

**PRESENTATION FOR CITY COUNCIL
AUGUST 26, 2014**





- **Accommodate additional buses required to address increased ridership, congestion impacts, and service improvements.**
- **Improve the existing over-capacity condition at current bus garages.**
- **Provide increased bus maintenance capacity.**



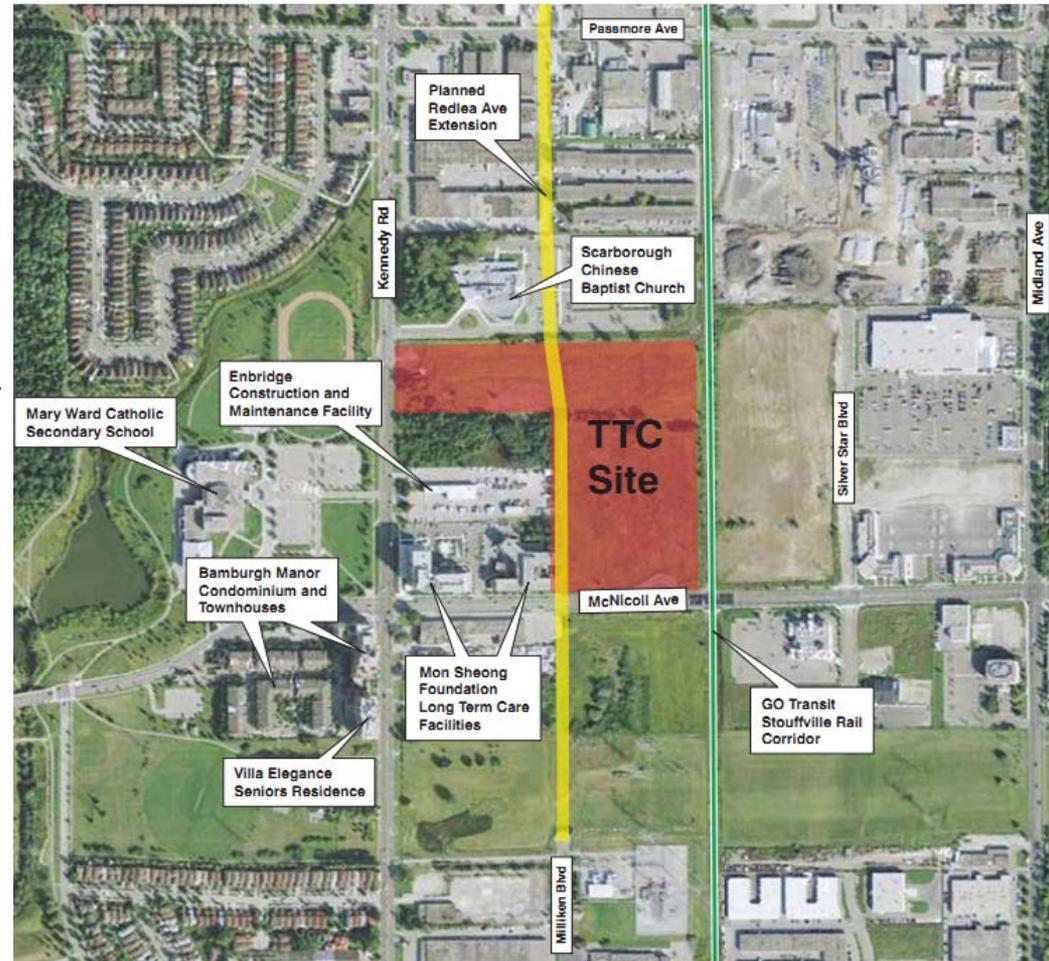


- **Alternative site search 2004 – only two alternatives identified**
- **Both sites zoned industrial, located on McNicoll**
- **West site preferred due to larger size and better access**
- **Operating cost benefit over Markham/Steeles site (approximately \$1.1 Million annual savings)**



SITE LOCATION AND STUDY AREA

- Purchased 2005
- 19 acres, zoned industrial
- Bus garage capacity for 250 buses
- Staff parking
- Fueling, cleaning, maintenance and office space





- **TTC is following the Transit Project Assessment Process (TPAP) in accordance with the Transit Projects Regulation of the Environmental Assessment Act.**
- **Preliminary planning is complete.**
- **Notice of Commencement will be issued in November 2014.**
- **Public consultation has been included throughout the preliminary planning process.**
- **Further consultation on mitigating measures will be conducted following the Notice of Commencement.**



THE PROCESS TO DATE



CONSULTATION TO DATE

DATE/ EVENT	PURPOSE
October 23, 2013 – Mon Sheong Foundation	Presentation and discussion to introduce the project to the management of Mon Sheong Court and Mon Sheong Long Term Care Facility.
November 4, 2013 – SCBC Board	Presentation and discussion to introduce the project to the board of the Scarborough Chinese Baptist Church.
November 27, 2013 – Public Open House #1	Public Open House to introduce the project to the community.
May 15, 2014 – Public Open House #2	Public Open House to update the Public on the project status, and to receive feedback during preliminary planning.
April 22, 2014 – TRCA	Consultation with Toronto Region Conservation Authority to identify requirements including preservation of waterway.
May 21, 2014 – Mon Sheong Foundation	Presentation to residents of condominium & long term care facility, and discussion to receive feedback and concerns.
May 26, 2014 – SCBC Board	Discussion to receive the church's feedback and concerns.
May 27, 2014 – Bamburgh Gate	Presentation to residents of condominium, and discussion to receive feedback and concerns.
July 23, 2014 – TTC Board Meeting	Report and presentation delivered to TTC Board and received public deputations. Board voted to accept recommendations.
August 7, 2014 – PGM Committee	Report delivered to Planning & Growth Management Committee and received public deputations. Committee voted to defer to next meeting.





Design changes resulting from community input:

- **Relocated fuelling lanes and fuel tanks from west side to east side.**
- **Relocated repair bays from south side to north side.**
- **Relocated vehicle entrance/exit to north end of property.**



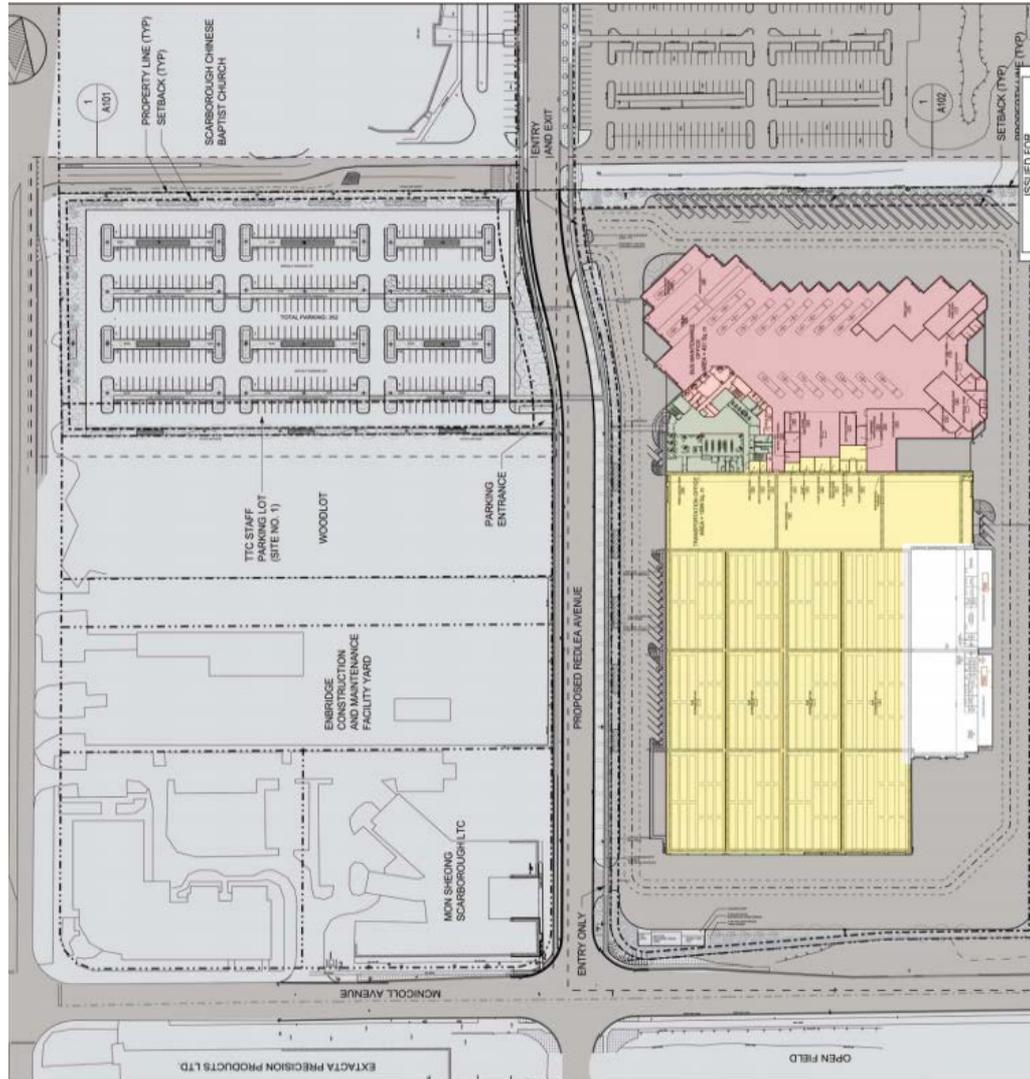
PREFERRED DESIGN



PREFERRED DESIGN



PREFERRED DESIGN





- **Noise**

- Mitigations required to meet noise guidelines.
- Mitigations may include:
 - false building facades
 - rooftop acoustic barriers

- **Traffic**

- Traffic from garage occurs during off-peak hours.
- Impact to traffic is insignificant.
- No mitigation required.





- **Air Quality**

- Air quality model indicated maximum combined concentrations were all below provincial and national guidelines, with minor exceptions.
- No mitigations are warranted.

- **Safety of Diesel Storage**

Above-ground tanks:

- Are fire-rated,
- Meet setback requirements from rail line,
- Are monitored for leaks,
- Will be protected by concrete structures.
- Will comply with all regulations and standards.





- **Continue liaison with technical agencies and the community.**
- **Comply with all regulations and standards.**
- **Evaluate construction methods and staging to minimize impacts throughout process.**
- **Public open house following Notice of Commencement (November 2014)**





GREENING INITIATIVES:

- **New facility will be built to Toronto Green Standard**
- **Will include a green, vegetated roof**
- **Stormwater management system**
- **Efficient building design to minimize energy demands**
- **Maximize natural light**
- **Landscaping around perimeter of site**



NEXT STEPS



DATE	
August 26, 2014	City Council considers TTC Board recommendations
November 2014	TPAP Notice of Commencement and 3 rd Community Public Meeting
March 2015	TPAP Notice of Completion
June 2015	MOE Notice to Proceed
2015	Complete detail design and obtain other approvals (including Site Plan approval)
2016 to 2019	Construction of Garage





- **Possible 3+ year project delay if new site required**
- **Project escalation costs of \$7 Million (4%) per year**
- **Temporary facility will be required during delay period**
- **Total leasing/retrofit costs approximately \$6 Million per year on low end**

