

McNicoll Bus Garage
Public Open House

Consultation on Building Design
and Perimeter Landscape

October 20, 2015 6:30 pm – 8:30 pm
Consultation Summary Report



Mary Ward Catholic School
3200 Kennedy Road

Prepared by Lito Romano
November 23, 2015



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1 Introduction

1.1 Background

Within the next five years, the TTC will need a new bus garage to accommodate its growing ridership and expanding bus fleet. The facility being proposed at Kennedy Road and McNicoll Avenue in Scarborough will have a capacity to store and maintain 250 buses **including TTC's** new articulated buses.

During the preliminary planning phase, TTC committed to hosting a public open house to consult on the building design and perimeter landscaping. The event was widely advertised and took place on October 20, 2015 at Mary Ward Catholic School.

Construction of the garage is scheduled to begin in 2017 and be completed by the end of 2019.

1.2 Consultation Process

Given the large number of Chinese speaking stakeholders in the community, TTC arranged Cantonese translation services for the event. Chinese-speaking staff were also available to facilitate discussion groups and help answer questions throughout the evening.

Local Ward Councillor, Jim Karygiannis, addressed the attendees and asked if anyone was interested in participating in an Advisory Group for the design process. He asked that they identify themselves by the end of the evening and provide their contact information. There were no volunteers.

Other elected officials in attendance included:

- Councillor Chin Lee (ward 41) neighbouring ward
- Soo Wong, MPP – Scarborough-Agincourt
- Arnold Chan – MP Scarborough-Agincourt
- Mike DelGrande - Local school board representative and Chair of the Toronto Catholic District School Board.

Staff provided background and an update on the project, highlighting approvals received to date, current status and next steps.

Following the presentation, participants were asked to break out into various groups where facilitators (English and Chinese) explained four areas of the building and landscape design in

which TTC was seeking input. The project team, City Planning staff and consultants were available throughout the evening to answer questions and provide explanations of the various design options.

The four areas of design included:

1. Building Façade
2. Noise Barrier Wall
3. Green Roof
4. Perimeter Landscape

Participants in each of the working groups were provided coloured renderings showing options within each of the areas and asked to identify their preference. The groups were engaged and the discussions generated interesting and varied options described further in this report. Comments were collected by the group facilitator and shared at the end of the night for **everyone's benefit**.

Comments and suggestions have been channeled through the Community Liaison Officer and into this report for the project team to incorporate into the design planning.

1.3 Event Details

Venue: Mary Ward Catholic School, 3200 Kennedy Road

Time: 6:30 pm -8:30 pm

Attendees: 30+

The event was promoted as follows:

- 4000 event notices distributed via Canada Post to an area bound by Kennedy Rd, Midland Ave., Finch Ave. and Steeles Ave. (see appendix)
- Event Notice (English and Chinese) posted on the TTC project website - WWW.ttc.ca
- Ads in the local paper, Scarborough Mirror and Sing Tao (see appendix)
- Direct mail to the project mailing list (attendees who signed in at previous open houses)
- Information disseminated through City **Councillor's office**

2.0 Summary of all Questions and Comments

The following is a high-level summary of the feedback and results received on each of the four areas. Comments were recorded by TTC staff who facilitated table discussions. Large format

colour renderings were used to describe the various options. (Please refer to presentation in appendix)

2.1 Building Façade/Transpired Solar Wall

- Preference - Option #1 Line Pattern
- Would like to see colour added to solar wall
- Ensure sufficient light levels around building

2.2 Noise Barrier Wall

- Preference – Option #3 Vine-covered option
 - Pro- would deter graffiti
 - Con-would lose the greenery in the winter and would require more maintenance
- Second Choice – Option # 1, Etched pattern. This would provide year round visual interest
- Graffiti concerns with all options except vines

2.3 Green Roof

- Preference – Option #4 Waves pattern –unanimous decision
 - Has a natural flow
 - felt more organic and less harsh than the angular, straight-lined options
- Other Comments and Suggestions
 - Incorporate bird houses and bat houses
 - Add beehives
 - Consider vegetable or flower garden for local use
 - Use sedums that maximize absorption of particulates and air pollution
 - Option #1, Monotone, is least preferred design

2.4 Perimeter Landscape

- Preference – no clear preference but respondents would like to see a mix of species as each tree has a unique attribute
- Trees selected in order of preference
 - Option #4, White Pine for winter and colour foliage
 - Option #1, Autumn Blaze Maple for colour change
 - Option #2, Tulip Tree for height
 - Option #3, White Oak for texture

- Prefer largest possible trees available, when planting
- Attractive landscaping is important as many people will walk along McNicoll and Redlea
- Prefer coniferous trees on McNicoll frontage
- More colour preferred

2.5 Additional Comments

- Add birdhouses and bat houses on the property (around the site and/or on the roof) to enhance the local populations of birds and bats.
- Add beehives on the roof to pollenate plants and to provide bee habitat.
- Consider growing food crops on the roof.
- Add digital, real-time air quality displays (during construction, and long-term during operation) on the building wall to show levels of CO and other pollutants to the community.
- Add a memorial plaque on the perimeter wall commemorating the significance of the Vimy Oak.
- Consider using recycled tires to pave the parking lot.

2.6 Questions and Answers

Q. Is there evidence-based literature to support the effectiveness and function of the transpired solar wall?

A. Case studies showing use and effectiveness are **available on the manufacturer's** website. This technology has been used on various facilities including hospitals, schools, industrial buildings and residential complexes. It has also been used on LEED certified buildings ([REDACTED]). Further details are available on the manufacturer's site at: www.Solarwall.com

Q. Where are these transpired collector systems used?

A. As of 1997, there were over 40 installations across Europe and North America including private and public facilities in Ontario, Quebec and Manitoba.

Q. How much energy can you save in the winter time?

A. The amount of energy and money saved by a transpired collector depends on a number of factors including the type of fuel being used to heat the building, occupant use patterns, building design, length of heating season, and the availability of sunlight during the heating season. The system can typically deliver as much as 240,000 BTUs annually per square foot of installed collector.

Q. What happens in the summer time?

A The system also contains a bypass damper. During the summer months when ventilation air does not need to be heated, this damper opens to circumvent the air-heating system.

Q. How much will this add to the cost of the total project cost of \$181 million?

A. Nothing. The cost of this technology has already been factored into the total project so it will have no financial implications.

Q. The color black is depressing for the nursing home residents when they look down from their windows. This may cause more depression and psychological problems for them.

A. The solar wall is framed by green space in front of it and on top of it (green roof), as well as by the potentially green sound wall at the south end. Black is the most efficient colour for energy efficiency. Alternate colours could be used, however efficiency levels would drop significantly and TTC would require a more expansive wall to meet the Toronto Green Standards' requirements. For example, a beige wall would reduce efficiency by more than 50%.

Q. Consider real time air monitors on the roof top instead of wildlife (birds, bats and bees).

A. The project was subject to the Transit Project Assessment Process governed by the Ministry of the Environment and Climate Change (MOECC). The Environmental Project Report was reviewed and accepted by MOECC indicating air quality levels will be within acceptable limits. This was further addressed by the City of Toronto's Medical Officer of Health who determined that the facility is unlikely to have any adverse impacts on human health

Q. The TTC drawings do not appear to be to scale. All graphics and drawings should reflect the real distance. Please comment.

A. All of the drawings are true to scale. Tree sizes in the perspectives and elevations are shown at approximately 2/3 maturity.

Q. Your proposed on-site landscaping is just inadequate for the long pavement for the size of this development. For the kind of greeneries to plant, please note that all high VOC-emitting trees and vegetation should be avoided.

A. The proposed landscape design meets the requirements of Toronto Zoning Bylaw and the Toronto Green Development Standard. The tree species that have been selected for this site have been chosen from the City of Toronto's approved native species list in conjunction with the Toronto Regional Conservation Authority.

The proposed planting strip along Redlea (Milliken) is approximately 3m wide from the fence/property line to the curb of the roadway. The planting area includes a 2m wide planting bed complete with shrubs, perennials, deciduous and coniferous trees providing a

continuous, uninterrupted (except at the emergency exit) landscape screen. The remaining 1m will be a sodded maintenance strip for snow deposition.

The landscape strip along McNicoll ranges in width from 12m to 3.5m at the east end and is a solid planting with over 45 coniferous trees to provide a year round screen of the facility.

Efforts have been made to maximize plantings in the available space.

Q. What size trees will be planted?

A. TTC will follow the City of **Toronto's** Urban Forestry Tree specifications for new plantings.

3.0 Next Steps

Comments and suggestions will be provided to the City of Toronto as well as the successful Design Build contractor once the project is awarded. TTC is planning to release the Request for Proposal by the end of 2015.

Appendix

Event Flyers

Open House New McNicoll Bus Garage Consultation on Building and Landscape Design October 20, 2015

On July 27, 2015, the Ontario Minister of the Environment and Climate Change approved moving forward with construction of the McNicoll Bus Garage. TTC is now preparing the Request for Proposal (RFP) and is seeking your feedback on various aspects of the exterior design.



As part of TTC's commitment during the consultation period, you are invited to join the project team for a working group session to provide feedback on the landscaping around the facility and opportunities to enhance the building façade. Comments will be documented and channeled to the building designers and City departments.

TTC will also provide an update on the progress to date as well as the next steps prior to the start of construction.

Can't make the meeting? Not a problem; submit your ideas directly to the Community Liaison listed below by October 30, 2015.

Event Details:

Date: October 20, 2015
Time: 6:30 p.m. – 8:30 p.m.
Location: Mary Ward Catholic Secondary School
3200 Kennedy Road



For more information:
Lito Romano
Community Liaison, TTC
Lito.romano@ttc.ca
416-397-8999
projects.ttc.ca

Chinese translator will be available for this event.
Copies of this notice also available in Chinese.
此告示設有中文譯本，歡迎查詢索取。

Issued: October 5, 2015

projects.ttc.ca



McNicoll 巴士新車廠 建築與景觀設計諮詢開放日 2015年10月20日

於2015年7月27日，環境廳長批准進行 McNicoll 巴士車廠的建設。TTC 目前正在準備招標建議書 (RFP)，並就外部設計的各方面徵求你們的意見。



TTC 在諮詢過程中承諾，其中一部分是邀請你們加入專業團隊參與工作小組座談，就車廠周圍景觀規劃及提升建築物正面外觀機會等方面提供意見。我們會記錄你的意見並傳達給建築設計師與市政府部門以供審議。

TTC 亦會提供至少季度的更新報告，並在開始施工前告知接下來的步驟。

如果你未能出席座談會，請在2015年10月26日前將你的想法直接送到以下所列的社區聯絡主任即可。

活動詳情：

日期：2015年10月20日
時間：晚上 6:30 – 8:30
地點：Mary Ward Catholic Secondary School
3200 Kennedy Road



如須更多資訊：
Lito Romano
TTC 社區聯絡主任
Lito.romano@ttc.ca
416-397-8999
projects.ttc.ca
本活動將提供粵語翻譯。

公佈日期：2015年10月5日

projects.ttc.ca



Newspaper Ads

Scarborough Mirror

**Open House
New McNicoll Bus Garage
Construction on Building and
Landscape Design
October 20, 2015**

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You are invited to join the project team for a working group session to provide feedback on the landscaping around the facility and opportunities to enhance the building façade. TTC will also provide an update on the progress to date as well as the next steps in the project.

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Location: Mary Ward Catholic Secondary School
3200 Kennedy Road


For more information
Lito Romano
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416-397-8699
projects.ttc.ca




TORONTO TRANSIT COMMISSION

Sing Tao

**McNicoll巴士新車廠
建築與景觀設計諮詢開放日
2015年10月20日**



於2015年7月27日，環保暨氣候變遷廳長批准推行McNicoll巴士車廠的建設。TTC目前正在準備徵求建議書 (RFP)，並就外部設計的各方觀點尋求你們的意見。

TTC在諮詢過程中承諾，其中一部份是邀請你們加入專案團隊參與工作小組聚會，就車廠周圍景觀與提升建築物正面外觀機會等方面提供意見。我們會記錄你的意見並傳達給建築設計師與市政府部門以供審議。


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TTC社區聯絡主任
lito.romano@ttc.ca
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本活動將提供粵語翻譯。




TORONTO TRANSIT COMMISSION

Presentation Panels



NEW McNICOLL BUS GARAGE

Public Open House- Building and Landscape Design

October 20, 2015

Mary Ward Catholic Secondary School

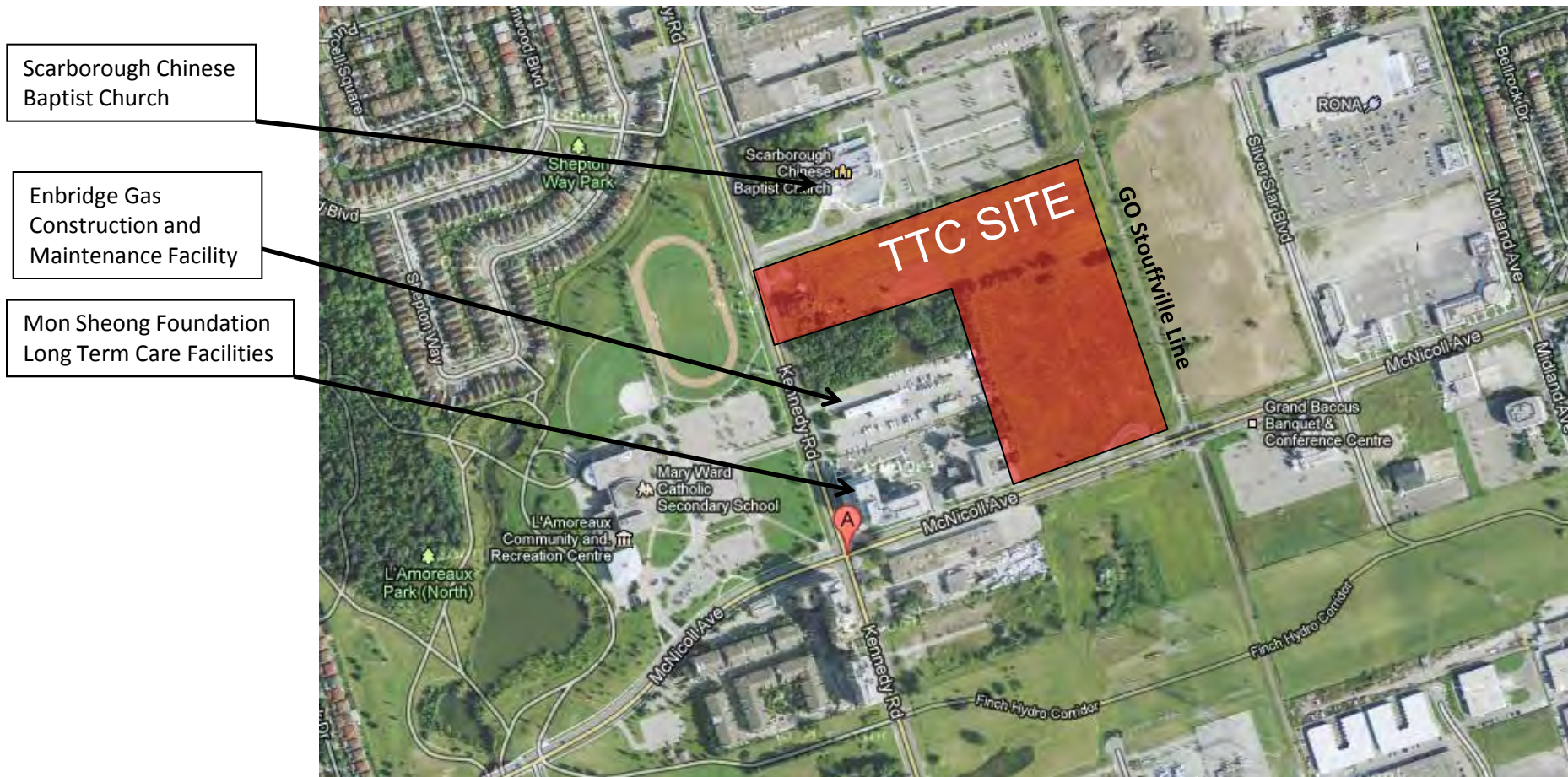


MEETING OVERVIEW

1. Project Update and Status
2. Presentation – Building and Landscape Design
3. Facilitated Discussions
4. Facilitator Report Back



MCNICOLL GARAGE - SITE



RECOMMENDED DESIGN LAYOUT



PROJECT SCOPE

Construct a new bus storage and maintenance facility on the City-owned property near Kennedy & McNicoll.

Facility features shall include:

- Indoor storage area for 250 buses
- Capacity to fuel and clean buses
- Traffic offices for dispatching operators
- Training rooms
- Employee parking lot
- Built to Toronto Green Development Standard



PROJECT APPROVALS

July 23, 2014 **TTC Board**

August 25 2014 **City Council**

July 27, 2015 **Ministry of the Environment**
Transit Project Approval Process (TPAP)
Notice to Proceed



CURRENT STATUS

- Preliminary Building Design completed to 30%
- Preliminary site plan being reviewed by staff
- TTC exploring possibility of swapping parking lot space with Scarborough Chinese Baptist Church
- Consultation on Building and Landscape Design



SCHEDULE

Three pre-qualified contractors will bid on project

Late 2015	Tender released to three pre-qualified contractors
Fall 2016	Award Contract
Early 2017	Construction Start
Late 2019	Construction Complete



DESIGN CONSULTATION



Preliminary Concept - Looking southeast to future Redlea Avenue



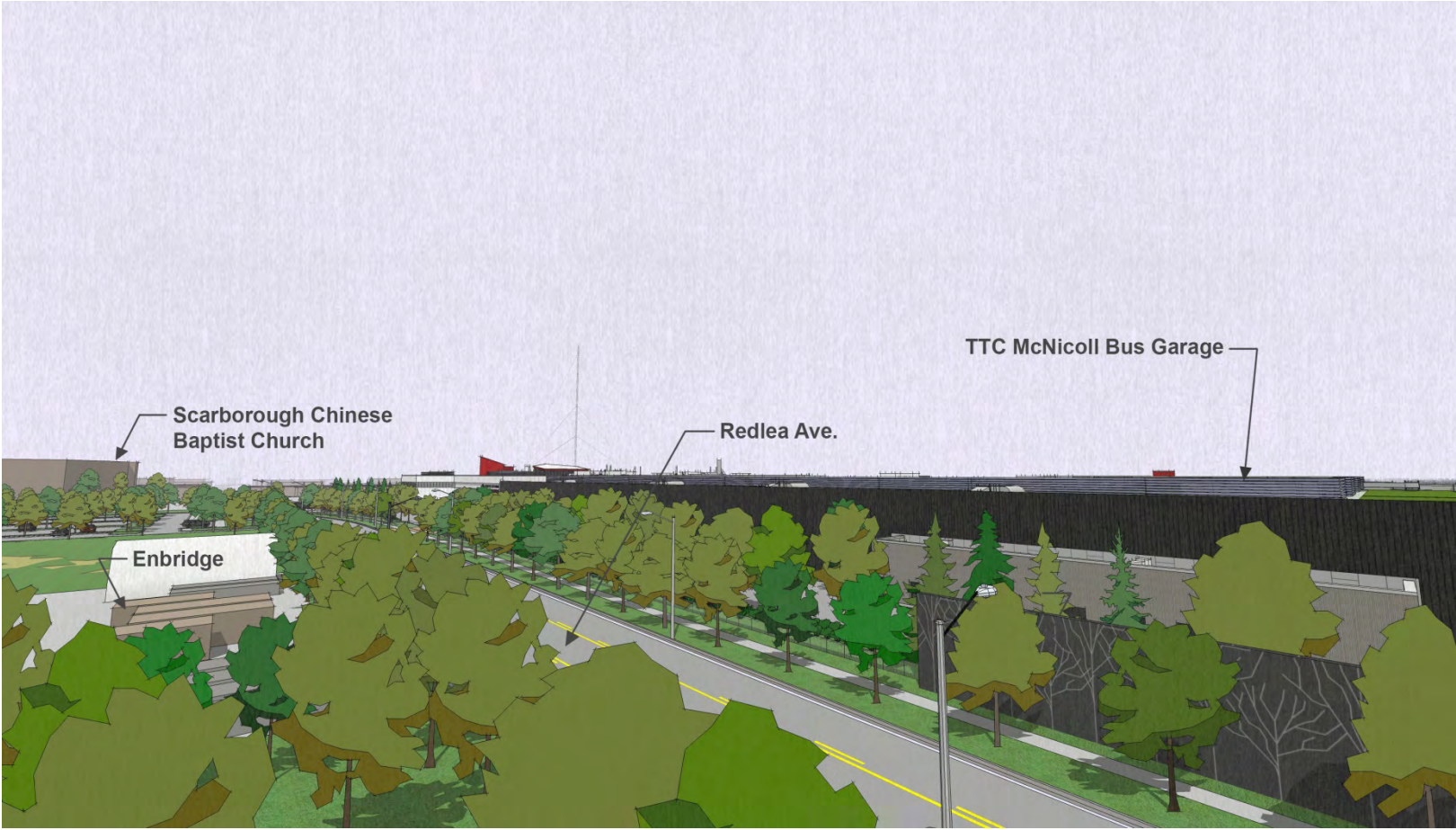
DESIGN CONSULTATION



View of Redlea and McNicoll – looking north east



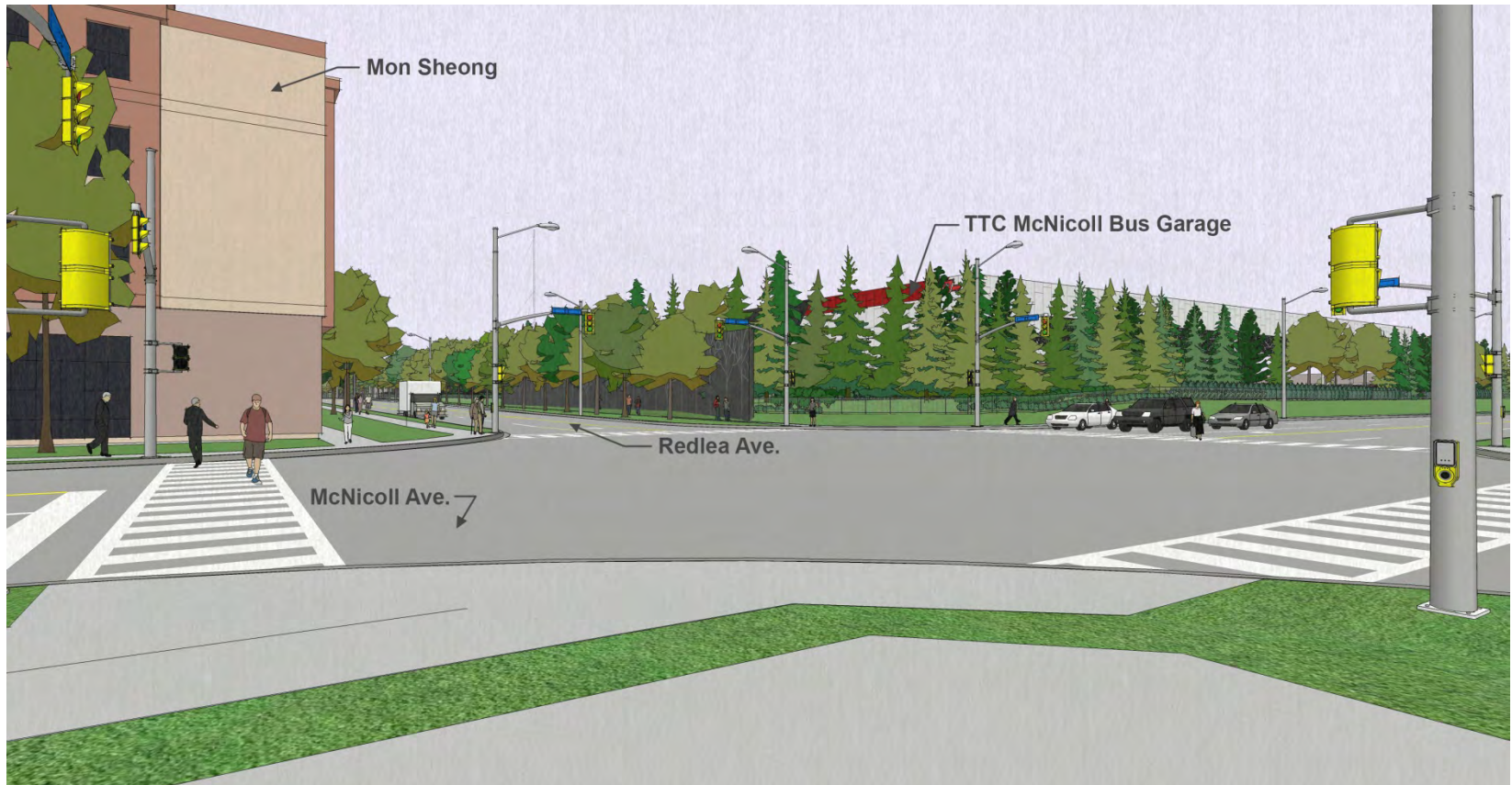
DESIGN CONSULTATION



Noise wall showing etched pattern option



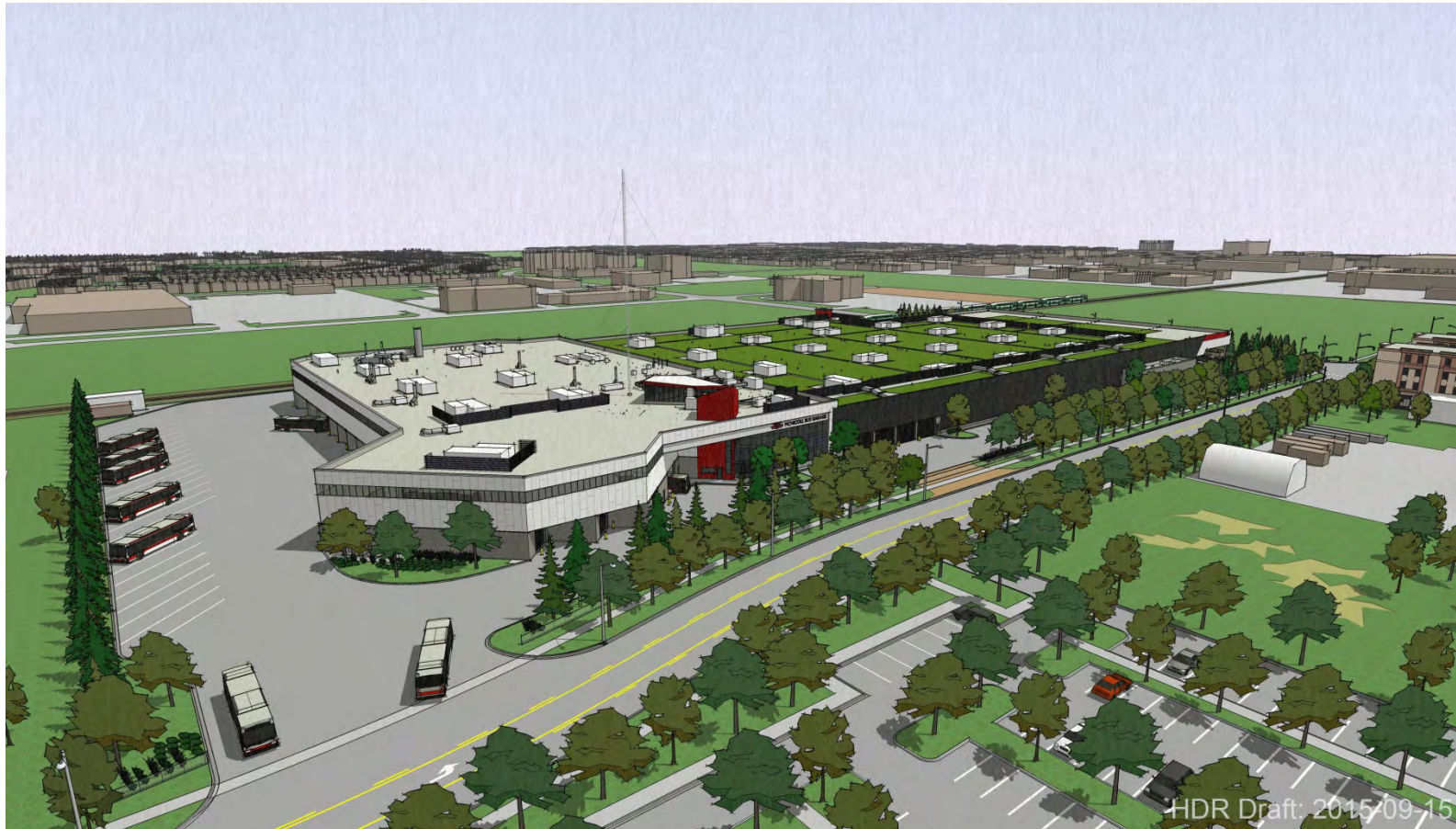
DESIGN CONSULTATION



Redlea Ave and McNicoll Ave - looking north east



DESIGN CONSULTATION



View of Redlea Ave and facility –looking south east



DESIGN CONSULTATION

Have your say:

- Provide comments to facilitator
- Fill out a comment card
- Place sticker on your preferred options



DESIGN CONSULTATION

Four areas for public input

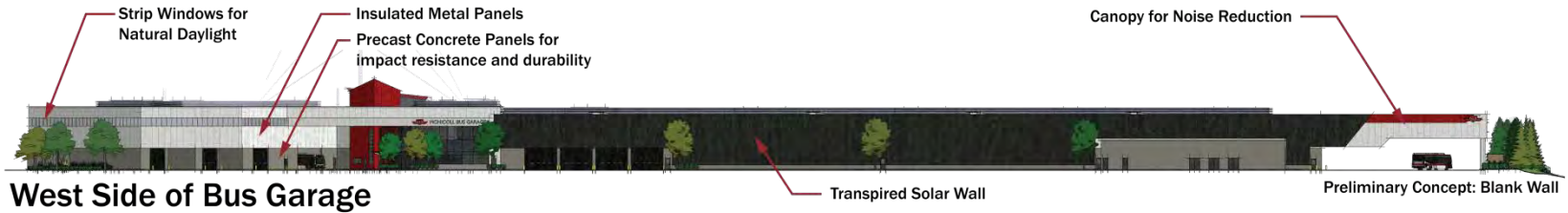
1. **Building façade**
2. Noise barrier wall
3. Green roof
4. Perimeter landscape

Note: Redlea Ave renamed by City of Toronto to Milliken Mills Blvd.

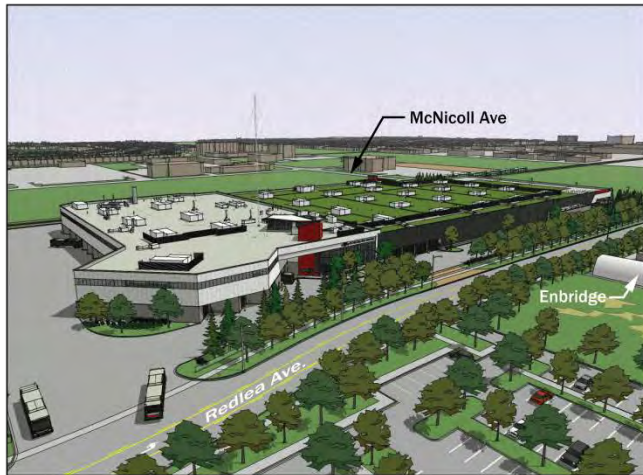


DESIGN CONSULTATION

Design Possibilities - Building Appearance

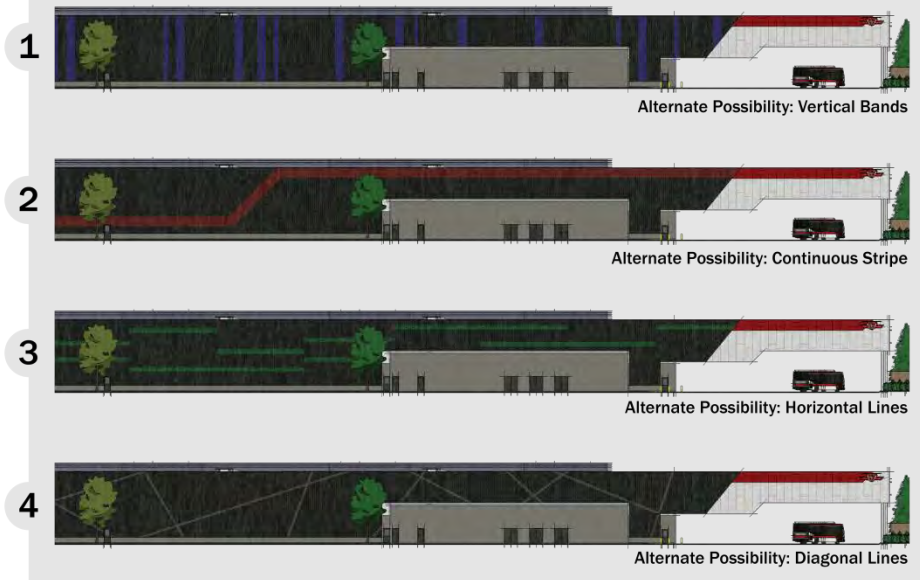


A Transpired Solar Collector is a simple and economical solar thermal technology where a metal wall captures the sun's energy. A fan pulls outside air into the wall where the air rises and is preheated by that wall before it enters the building. While a range of colours are available for solar collector panels, black is the best colour for absorbing the sun's heat. The lighter the colour, the larger a solar collector the Bus Garage will require.



Looking South-East

Transpired Solar Wall Patterns



Preliminary Concept



DESIGN CONSULTATION

Four areas for public input

Building façade

Noise barrier wall

Green roof

Perimeter landscape



DESIGN CONSULTATION

Design Possibilities - Noise Barrier



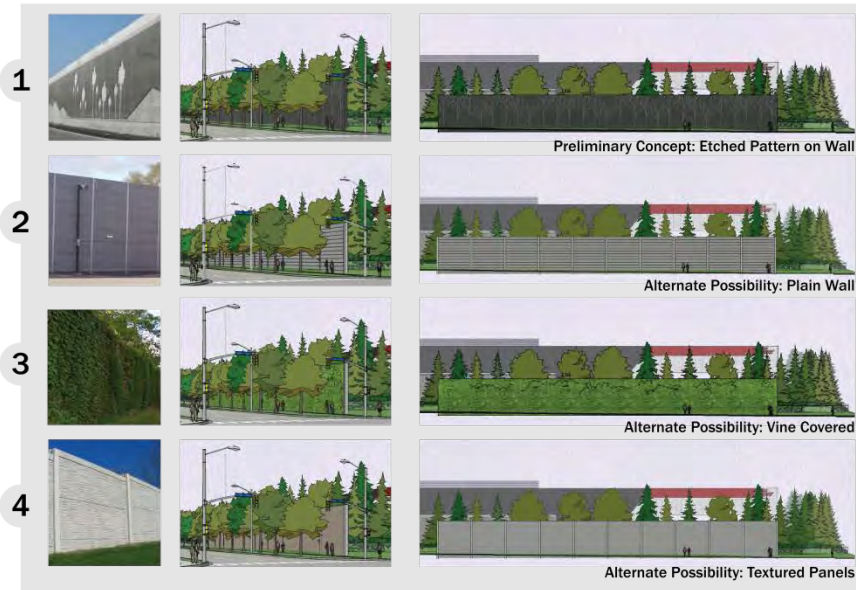
West Elevation along Redlea Ave. Extension



The Environmental Noise Assessment for McNicoll Bus Garage proposes the installation of a 5 m tall by 60 m long noise barrier wall as part of the design of the garage to keep the facility's noise impact within the Ministry of Environment's Noise Guidelines. As this noise barrier will be placed at the new corner of McNicoll Ave. and Redlea Ave., it will have a significant urban presence.



Looking North-east from McNicoll Ave



Preliminary Concept



DESIGN CONSULTATION

Four areas for public input

Building façade

Noise barrier wall

Green roof

Perimeter landscape



DESIGN CONSULTATION

Design Possibilities – Green Roof

Green Roof Design Concepts

- Provide an extensive green roof to meet the Toronto Green Roof requirements
- Provide a network of walkways to facilitate access to equipment for maintenance
- Create a cost effective design that is low maintenance and drought resistant

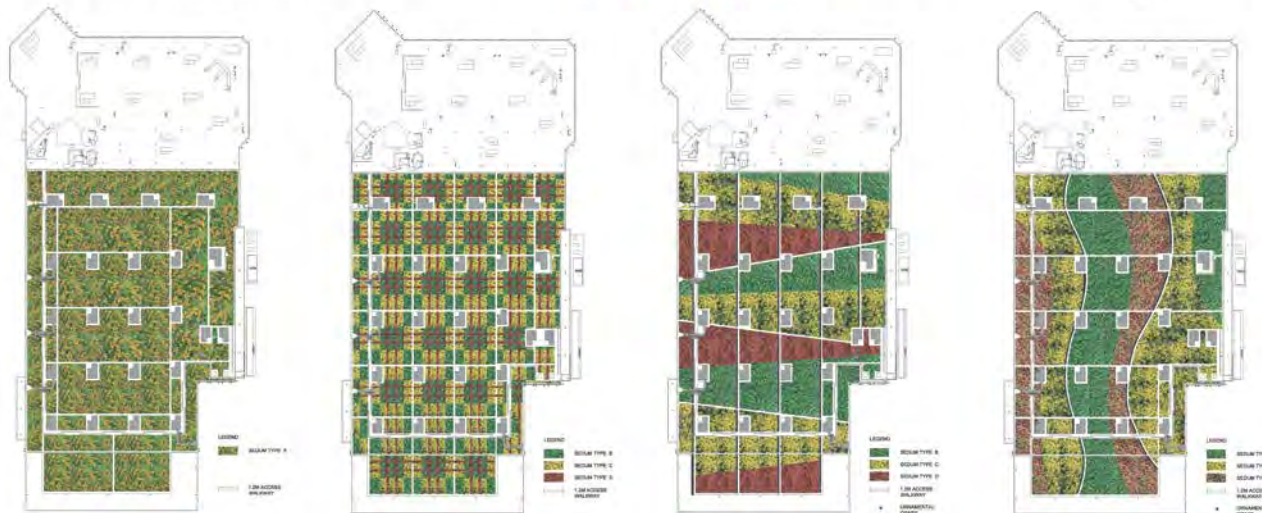


SEDUM VARIETIES

GREEN:
 Sedum acre 'Aureum'
 Sedum album 'Green Ice'
 Sedum hybridum 'Imme-grunchen'
 Sedum 'Mini Me'
 Sedum reflexum 'Green Spruce'

RED:
 Sedum album 'Coral Carpet'
 Sedum album var. micranthum 'Red Ice'
 Sedum spulsum 'Red Carpet'

YELLOW:
 Sedum floriferum
 Sedum floriferum 'Walherstaphiner Gold'
 Sedum hybridum 'Czar's Gold'
 Sedum middendorffianum var. diffusum



DESIGN CONSULTATION

Four areas for public input

Building façade

Noise barrier wall

Green roof

Perimeter landscape



DESIGN CONSULTATION

Perimeter Landscape

- Narrow boulevard
- Tree selection options



DESIGN CONSULTATION-LANDSCAPING



1. Autumn Blaze Maple

- 16m TALL
- UPRIGHT OVAL HABIT
- DROUGHT TOLERANT
- LOW MAINTENANCE



2. Tulip Tree

- 25m TALL
- PYRAMIDAL HABIT
- DROUGHT TOLERANT
- LOW MAINTENANCE
- YELLOW FALL COLOUR



3. White Oak

- 22m TALL
- BROAD PYRAMIDAL HABIT
- DROUGHT TOLERANT
- LOW MAINTENANCE



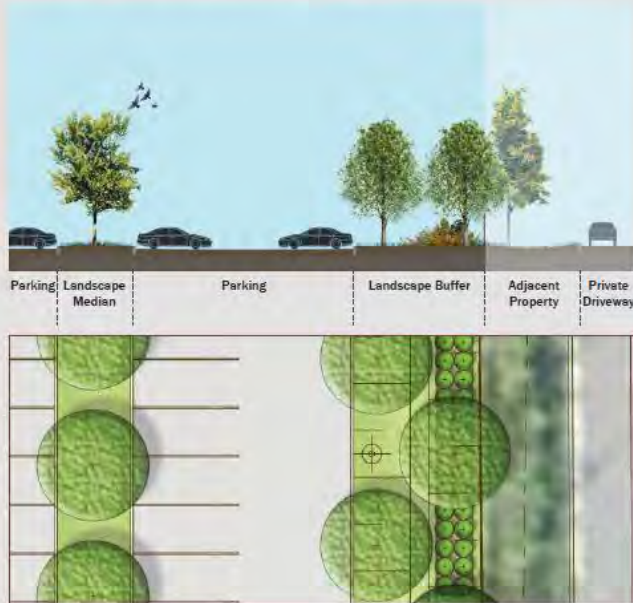
4. White Pine

- 20m TALL
- OPEN CONICAL HABIT
- DROUGHT TOLERANT
- LOW MAINTENANCE
- SOFT GREEN NEEDLES
- EXCELLENT FOR SCREENING



DESIGN CONSULTATION-LANDSCAPE

Section AA' - Employee Parking Lot - North Boundary



Design Intent:
EMPLOYEE PARKING LOT

- Create a design that adheres to the Toronto green standards and follows the parking lot design guidelines
- Provide a generous tree canopy to reduce the heat island effect by planting along the perimeter of the lot and introducing large internal medians
- Utilize a mix of native deciduous trees
- Provide a strong visual buffer that includes trees and shrubs along the northern boundary to screen the parking lot from adjacent lands
- Create a pedestrian walkway system that allows employees and guests to navigate safely and efficiently to the building entrance

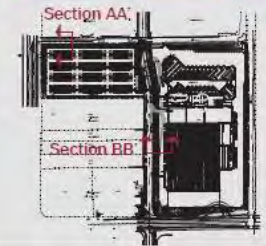


Section BB' - Redlea Ave Midway Looking North



Design Intent:
REDLEA AVENUE STREETSCAPE (NOT INCLUDING REDLEA AVENUE R.O.W.)

- Create a linear row of deciduous trees that will define the internal landscape buffer zone and provide a strong visual screen of the building
- Include small to medium height shrubs and perennials adjacent to the fence to add colour and interest and to screen the view into the facility
- Provide an architectural fence along the boundary to enhance the streetscape experience and to provide security to the facility



DESIGN CONSULTATION-LANDSCAPE

Section CC'- Redlea Ave at Sound Barrier Wall



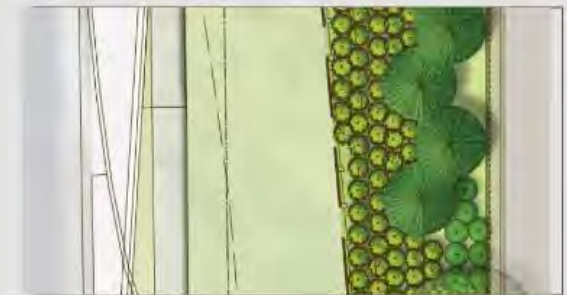
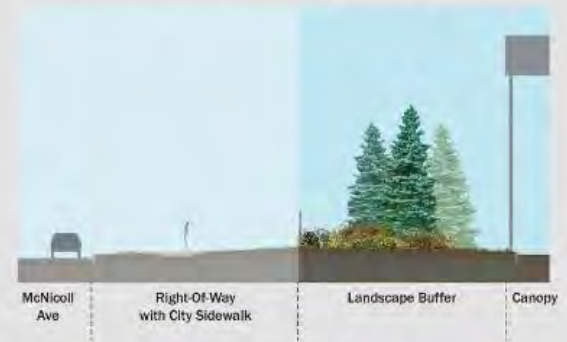
Design Intent:

REDLEA AVENUE STREETSCAPE AT SOUND BARRIER WALL (NOT INCLUDING REDLEA AVENUE R.O.W.)

- Provide a mix of deciduous and coniferous trees along the internal landscape buffer zone to soften the look of the sound barrier fence
- Include small to medium height shrubs and perennials adjacent to the fence to add colour and interest
- Provide a sound barrier wall to screen the building canopy and to provide sound attenuation
- Soften and enhance the sound barrier wall with either decorative panels or climbing vines



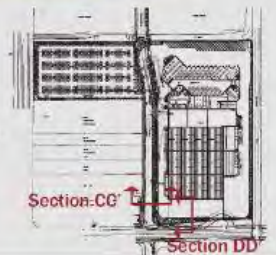
Section DD'- McNicoll Ave Looking West



Design Intent:

MCNICOLL AVENUE STREETSCAPE (NOT INCLUDING MCNICOLL AVENUE R.O.W.)

- Provide a dense mix of deciduous and coniferous trees along the internal landscape buffer zone to screen the views into the facility
- Include small to medium height shrubs and perennials at the base of the trees to add colour, interest and human scale
- Provide an architectural fence along the boundary to enhance the streetscape experience and to provide security to the facility



DESIGN CONSULTATION

Next Steps

- Comments will be summarized and submitted to Project Team
- Suggestions will be reviewed by City and Design Builder



SCHEDULE

October 20, 2015	Consultation on Building and landscape design
2016	Detailed design and construction planning
2017	Start construction
2019	Complete construction and open facility



CONTACT US

For more information or to submit your comments:

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Phone: 416-397-8699

TTY: 416-397-0831

Fax: 416-485-9394

Mail: Lito Romano,
TTC Community Liaison Officer
1900 Yonge Street, 2nd Floor
Toronto, ON M4S 1Z2

Comments would be appreciated by October 30, 2015.

Thank you for your participation!



FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

You are encouraged to contact members of the Project Team if you have any questions or concerns regarding the above information.

