

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: April 30, 2014

SUBJECT: STATUS OF PLANNING ACTIVITIES FOR THE
MCNICOLL BUS GARAGE

INFORMATION ITEM

RECOMMENDATION

It is recommended that the Board receive this report for information.

FUNDING

Funds for the design of a new bus garage at the corner of Kennedy Road and McNicoll Avenue, capable of storing and maintaining 250 buses are available in project 3.9 McNicoll New Bus Garage, under Buildings and Structures as referenced in the 2014 – 2023 Capital Budget noted on pages 681 - 684, as approved by City of Toronto Council on January 29/30, 2014.

The 2014 – 2023 Capital Budget includes \$181M for the project, however, only \$80M in funding is available at this time. The funding shortfall of \$101M can be addressed in one of two ways. The first option is for the TTC to request additional funding as part of the 2015 – 2024 budget submission. The second option is build the garage in two stages to correspond to available funding where the first stage provides for storage of the buses only. If option 2 is chosen as the preferred option, there is a risk that the projected project cost of \$181M may not be sufficient as the operations of the garage would need to be maintained during the construction of the second stage.

BACKGROUND

In the late 1980s Metropolitan Toronto purchased a property south-east of Markham Road and Steeles Avenue East to serve as a location for a future TTC bus garage. By the early 2000s, growth in the north-east part of the city was not progressing as quickly as anticipated, making the Markham and Steeles property less desirable as a bus maintenance and storage location. As a result, when a developer group approached the City and TTC in 2004 with a proposal to acquire the property, TTC staff viewed this as an opportunity to find a more suitable location. A property search identified a 19 acre site in the Milliken Employment District on the north side of McNicoll Avenue east of Kennedy Road. Compared to the Markham and Steeles site, it offered a significant reduction in bus operating costs as it was closer to the routes it would service. The site, shown in Attachment 1, was purchased by the City of Toronto in 2005.

DISCUSSION

The current combined capacity of the existing TTC bus garages is approximately 1,630 buses. The existing demand, at approximately 1,700 buses, already exceeds this current capacity. As of 2013, forecasted growth in transit ridership is projected to require the acquisition of approximately 120 additional buses by 2018, some of which will be significantly longer articulated buses. As a result, bus garage capacity must be increased by over 200 buses within the next five years.

In light of this requirement, staff began project planning and community consultation activities in the Fall of 2013 for a new bus garage on the McNicoll Avenue site. This is in keeping with TTC's Good Neighbour Policy to actively engage the public early in the planning stages for any new transit infrastructure. The scope of work includes:

- the development of alternative layouts for the bus garage, including access, parking and site circulation;
- a traffic impact analysis;
- noise, air quality and natural environment impact assessments;
- consultation with the local community on potential impacts and concerns; and
- the development of appropriate mitigating measures to reduce potentially negative impacts.

This work is, in part, an update of preliminary studies completed in 2008 that addressed many of these issues.

A community meeting to introduce the project and describe the planning and assessment process was held on November 27, 2013 and was attended by the local councillor who was generally supportive of the project. The information provided at this meeting is included in Attachment 2. Key issues raised by the community included the following:

- impact of diesel bus emissions on air quality;
- increased traffic impacts on the already congested McNicoll Avenue and Kennedy Road intersection;
- noise and safety impacts on seniors residing in the Mon Sheong Foundation Long Term Care Facility and Seniors Residence, located to the west of the TTC site; and
- impacts on a woodlot adjacent to the TTC property.

In addition to the above issues raised at the community meeting, two petitions were subsequently received objecting to the construction of a bus garage. One of the petitions was submitted by residents of the Mon Sheong Seniors Residence which was signed by approximately 180 individuals. The second petition was submitted by the Board of Directors of the Bamburgh Manor Condominium Complex, located on the south-west corner of the intersection of McNicoll Avenue and Kennedy Road, which was signed by over 200 residents. Both petitions raised the issues of noise, air quality impacts, and increased traffic congestion. Two additional meetings have already

been held with representatives of Mon Sheong residences and Long Term Care facility to discuss their concerns. A meeting with the Bamburgh Manor Board of Directors is being scheduled as soon as possible.

Work has been proceeding to develop the bus garage plans in more detail to both quantify potential negative impacts and develop any required mitigating measures. The results of this work will be presented to the community for their review and input at a meeting being planned for May 14, 2014. Feedback received through this consultation will be used to finalize the various assessments and the recommended plan for the bus garage.

The recommended plan for the bus garage, including the documentation of how community concerns are being addressed, will be submitted to the Board for endorsement and referral to City Council prior to commencing the Provincial Transit Project Assessment Process. Construction of the new garage is currently planned to start in 2016, subject to obtaining the required approvals.

JUSTIFICATION

The combination of an existing under-capacity situation in the current TTC bus garages, and new bus acquisitions required to meet ridership growth over the next five years, requires the construction of a new bus garage. Planning and community consultation has begun for a new facility on lands at McNicoll Avenue and Kennedy Road obtained for that purpose in 2005. TTC staff are working with the local community to address initial concerns that have been raised.

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Attachment 1: McNicoll Bus Garage Proposed Site
Attachment 2: November 27, 2013 Community Meeting Display Boards

Attachment 1 – McNicoll Bus Garage - Proposed Site





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New McNicoll Bus Garage Public Open House

November 27, 2013

Kennedy Public School



The Need for a New Bus Garage



Problems

- Garages are operating at over-capacity
- New bus garage required within five years to accommodate increased ridership
- Some buses serving east-end routes are stored and maintained in west-end garages
- Extra deadhead time (travel when buses are not in service) adds unwanted wear and tear on buses, shortening bus life span and increasing operating costs
- Not feasible to expand existing facilities and insufficient maintenance capacity



The Need for a New Bus Garage

Opportunities

- Growth in ridership = expanded service across the city and north-east Scarborough
- New buses - and a new maintenance and storage facility - are needed to support growth
- A facility close to the routes served will result in efficiencies and cost savings



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The Need for a New Bus Garage



New bus garage will be able to accommodate conventional buses as well as the longer articulated buses



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McNicol Garage – Proposed Site

Scarborough Chinese Baptist Church

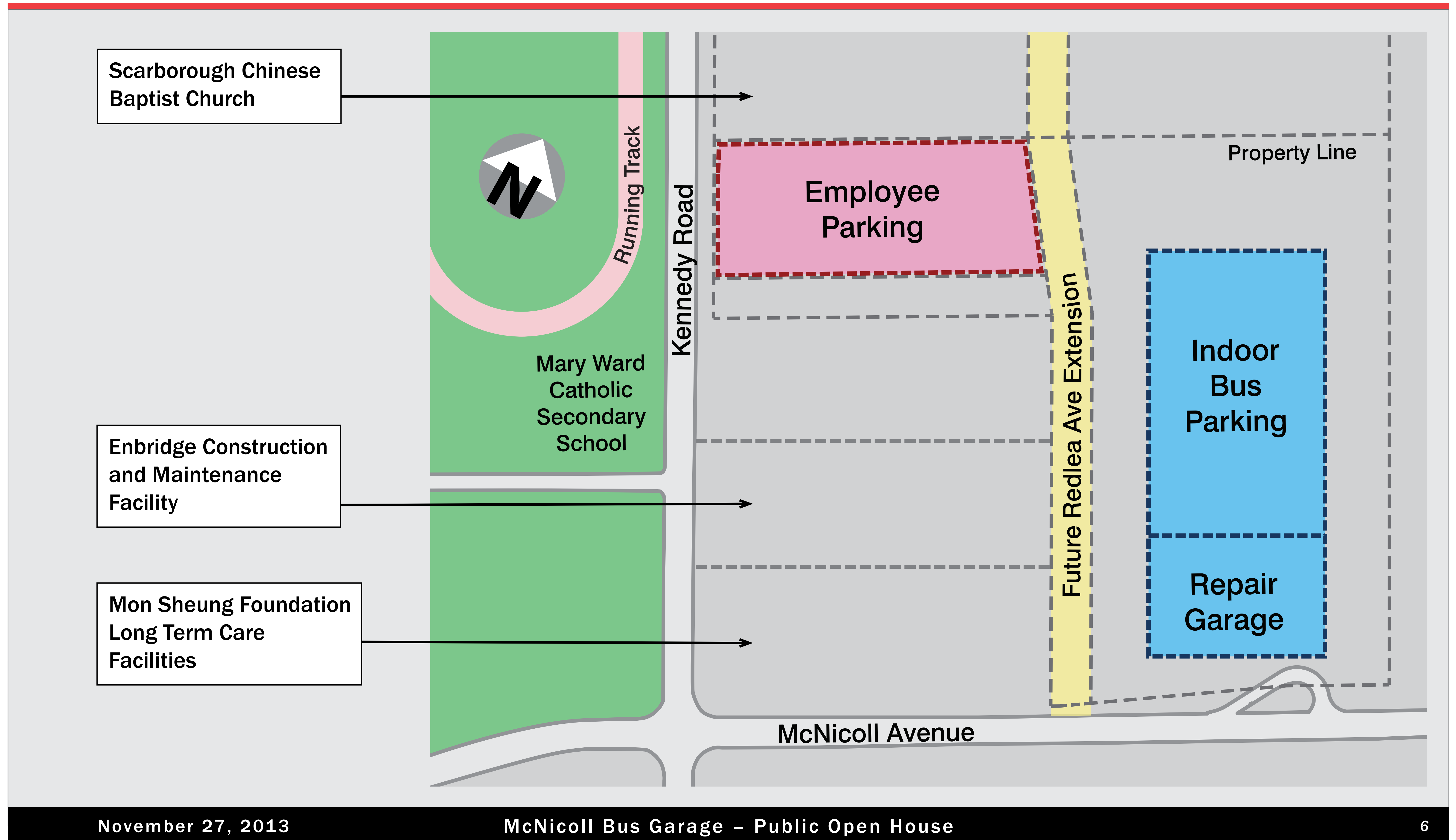
Enbridge Construction and Maintenance Facility

Mon Sheung Foundation Long Term Care Facilities





McNicol Garage – Preliminary Concept





GO Transit Service Expansion

- GO Transit is studying expanding service along Stouffville Corridor
- Project involves double-tracking between Scarborough GO Station and Unionville GO Station
- Environmental Report scheduled to be filed March 2014
- This expansion project could impact the location of the entry and exit points of the new bus garage



Why This Location

- Proximity to routes being serviced
- Availability of suitably-sized parcel of land to accommodate design
 - The facility will be capable of supporting 250 in-service buses
- Site location and need were examined in a feasibility study in 2008
- Property is owned by the City of Toronto for TTC use
- Land is already zoned “Employment Heavy Industrial”

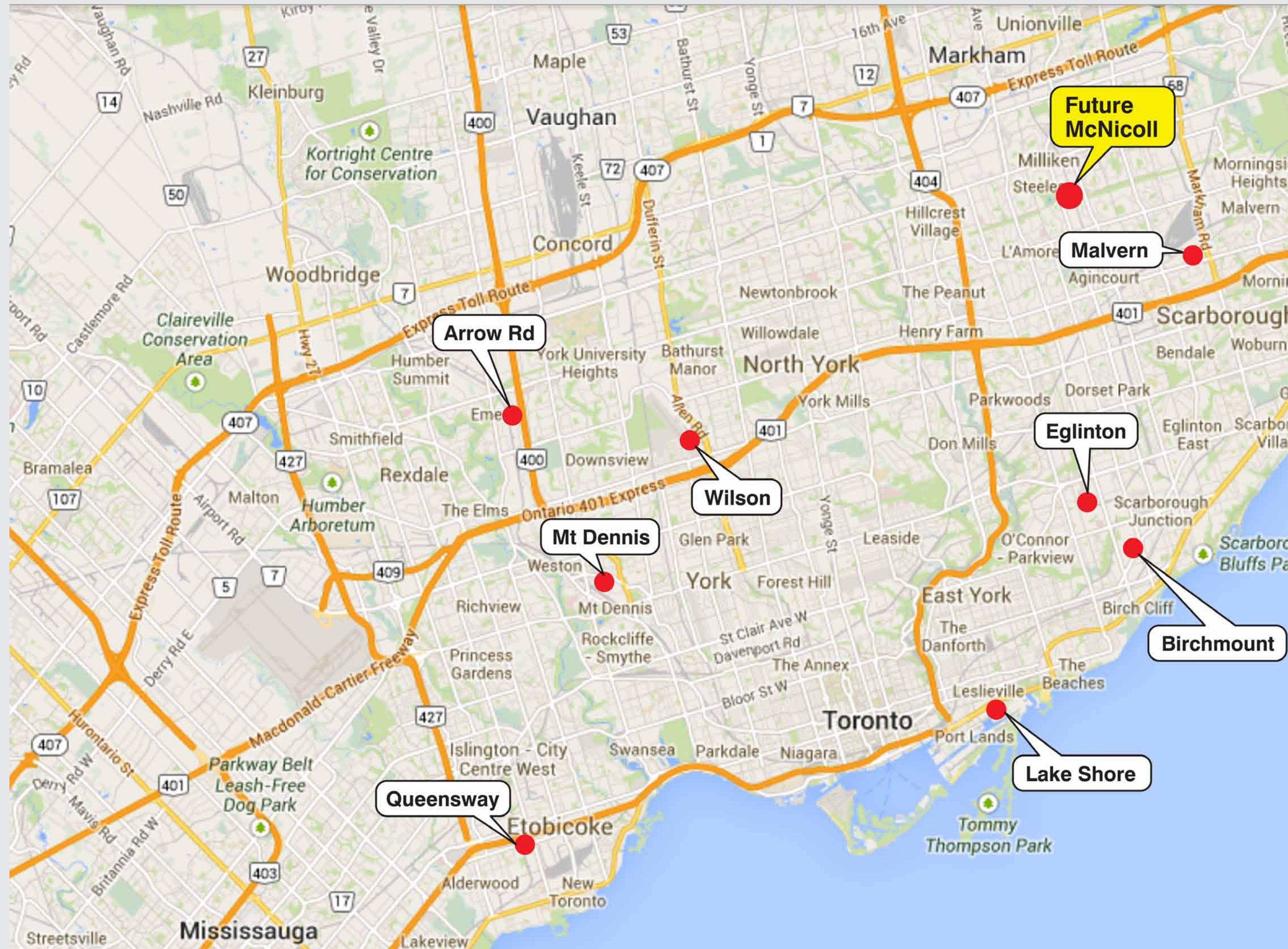


Property Zone

- **Property is zoned “Employment Heavy Industrial”**
- **Other permitted uses include:**
 - **Pesticide or Fertilizer Manufacturing**
 - **Cement or asphalt plant**
 - **Synthetic Rubber Manufacturing**
 - **Large Scale Smelting**
 - **Industrial Gas or Petrochemical Manufacturing**



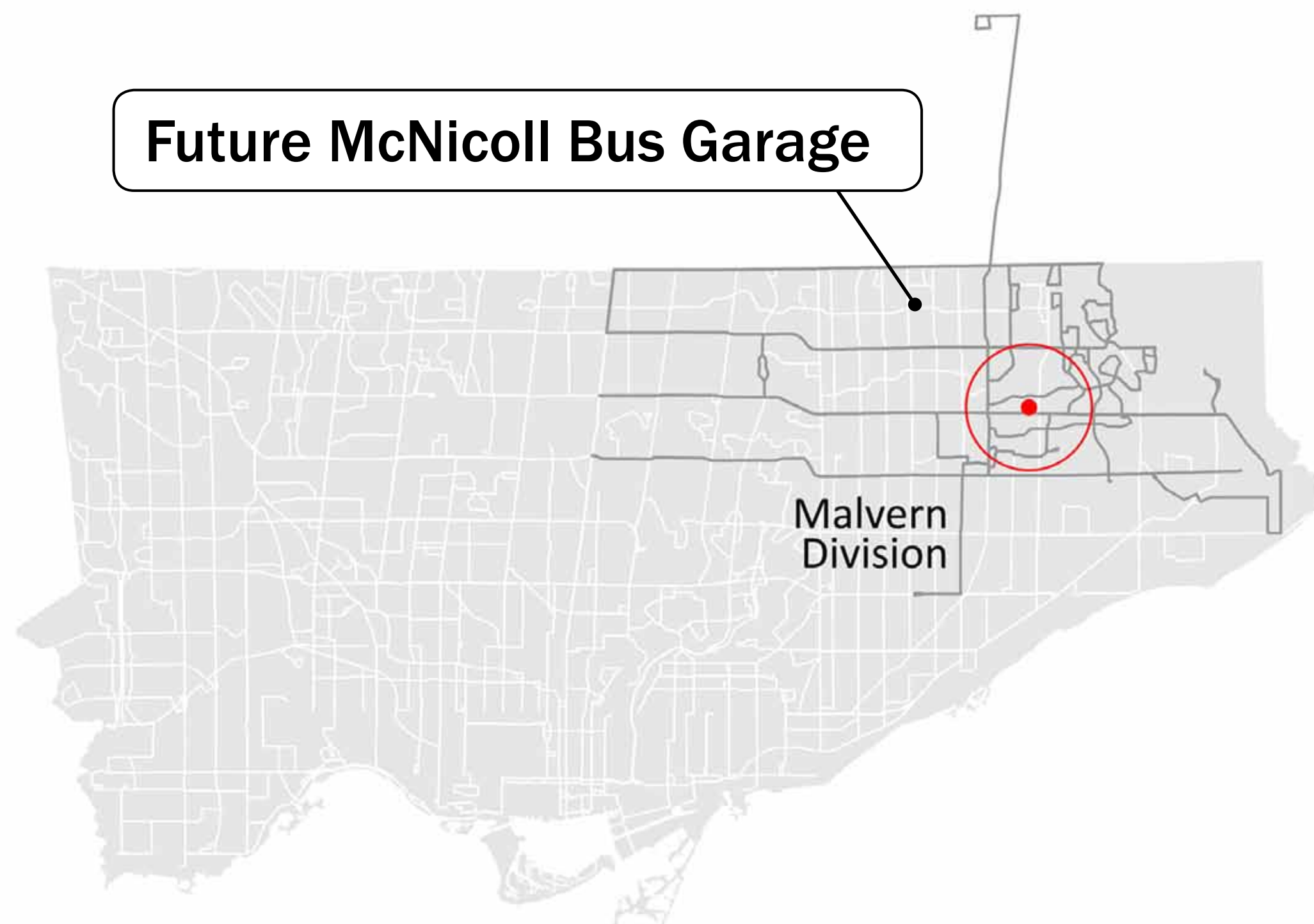
Existing Bus Garages





Bus Garage and Routes Served

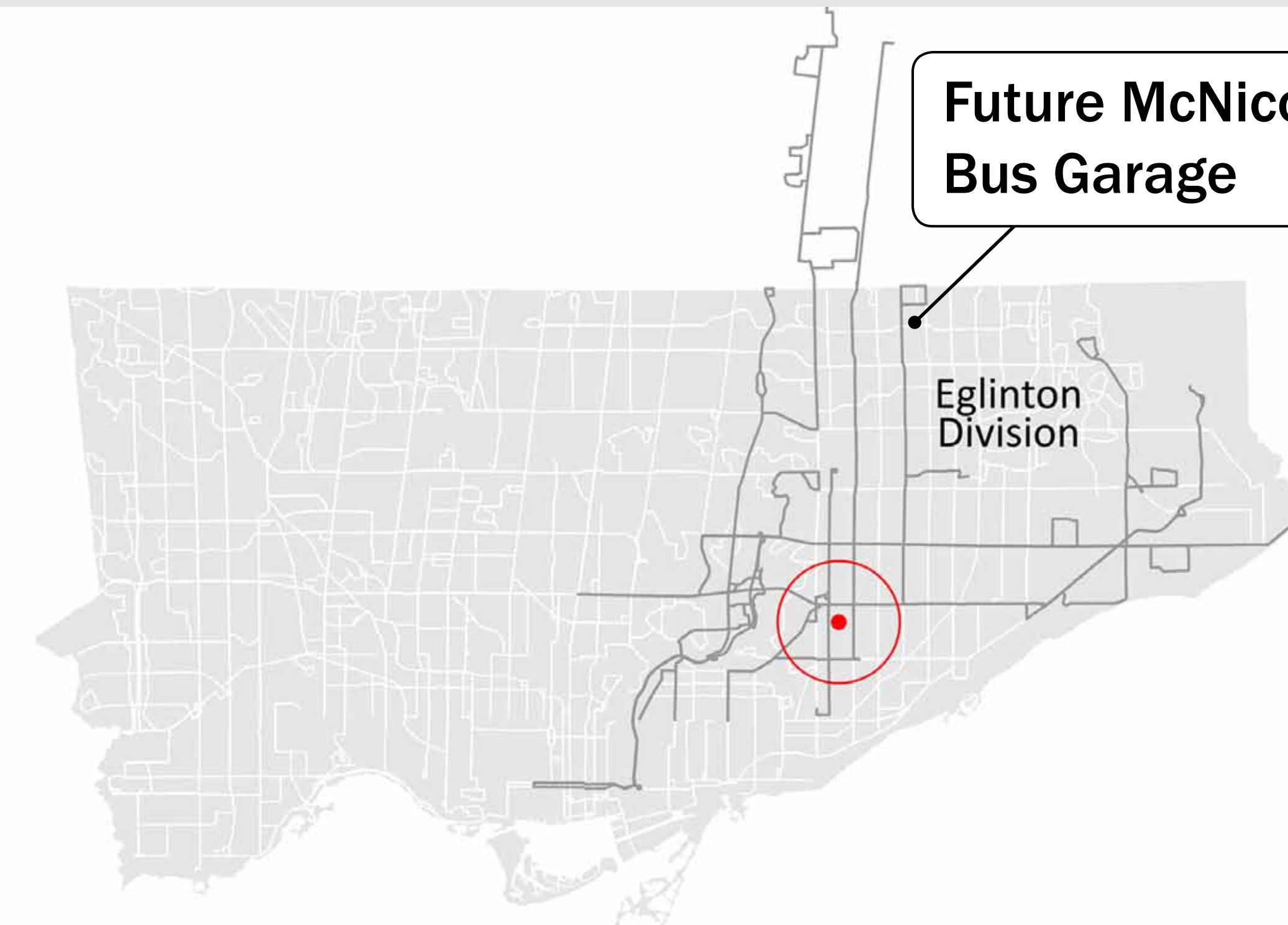
Future McNicoll Bus Garage



Malvern Division

Sheppard Avenue and Markham Road

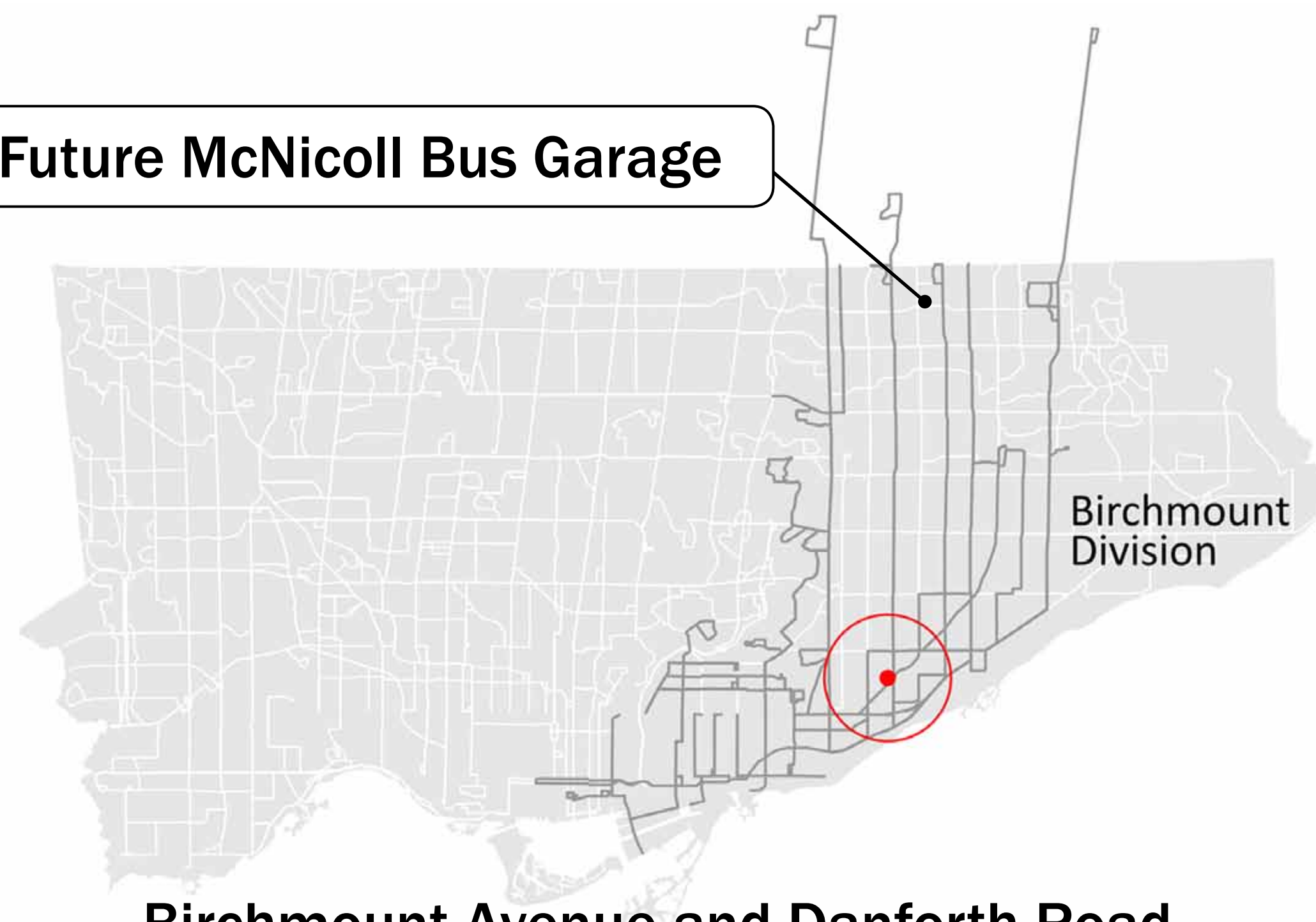
Future McNicoll Bus Garage



Eglinton Division

Warden Avenue and Eglinton Avenue East

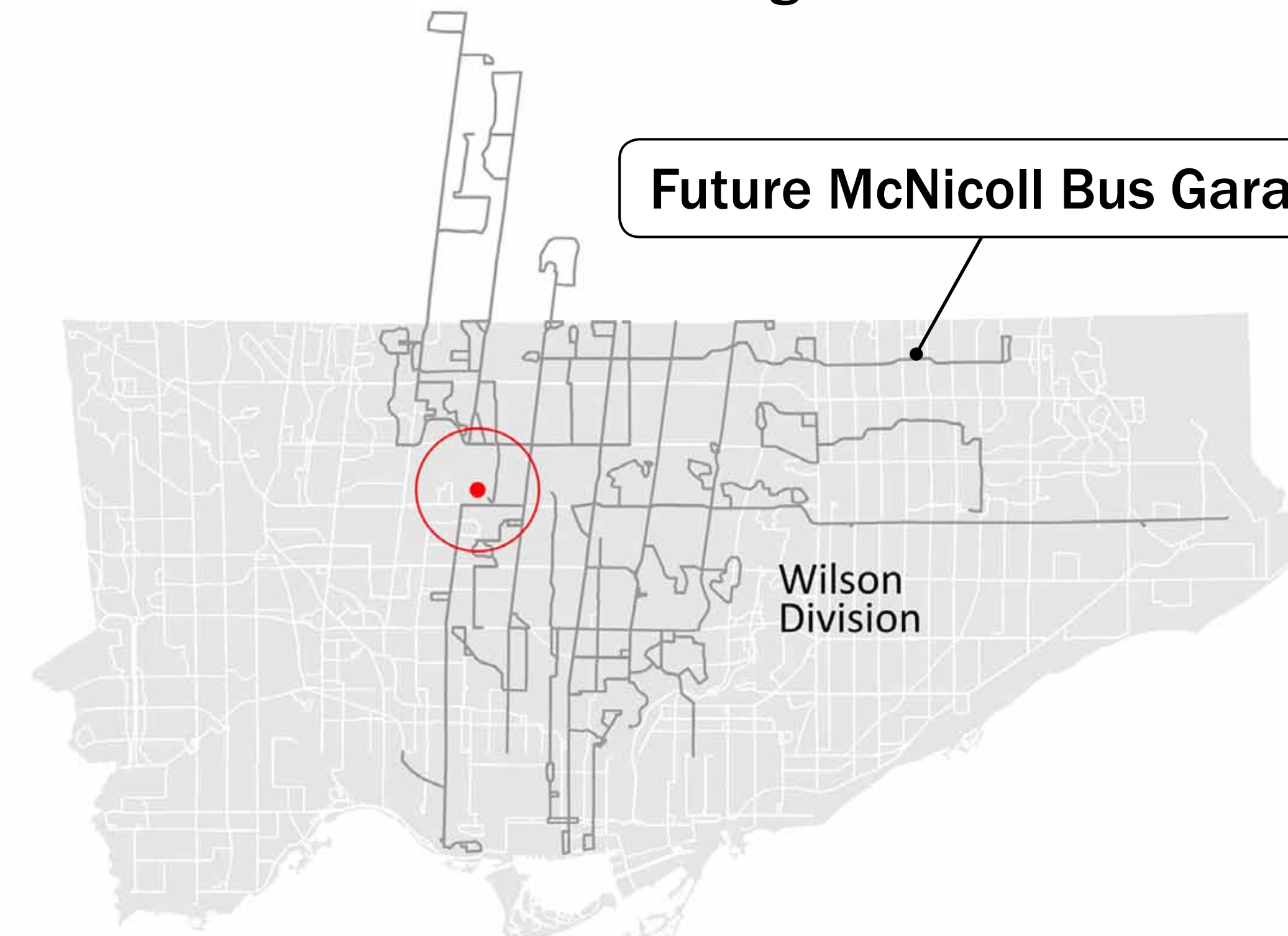
Future McNicoll Bus Garage



Birchmount Division

Birchmount Avenue and Danforth Road

Future McNicoll Bus Garage



Wilson Division

Allen Road and Wilson Avenue



Project Scope

- **New facility to store and maintain 250 buses**
- **Site at north-east quadrant of Kennedy and McNicoll**
- **Project will include:**
 - **Indoor storage area for 250 buses**
 - **Capacity to fuel and clean buses**
 - **Traffic offices for dispatching operators**
 - **Training rooms**
 - **Employee parking lot**



Facility Facts

Preliminary Building Concept (~26,000 m²)*

- ~17,000 m² of indoor bus storage
- ~5,300 m² of repair garage
- ~1,600 m² of indoor fueling and washing lanes
- ~2,100 m² of office and administrative uses

Operations

- Maintain and store 250 buses
- Operate 24/7
- All buses stored indoors

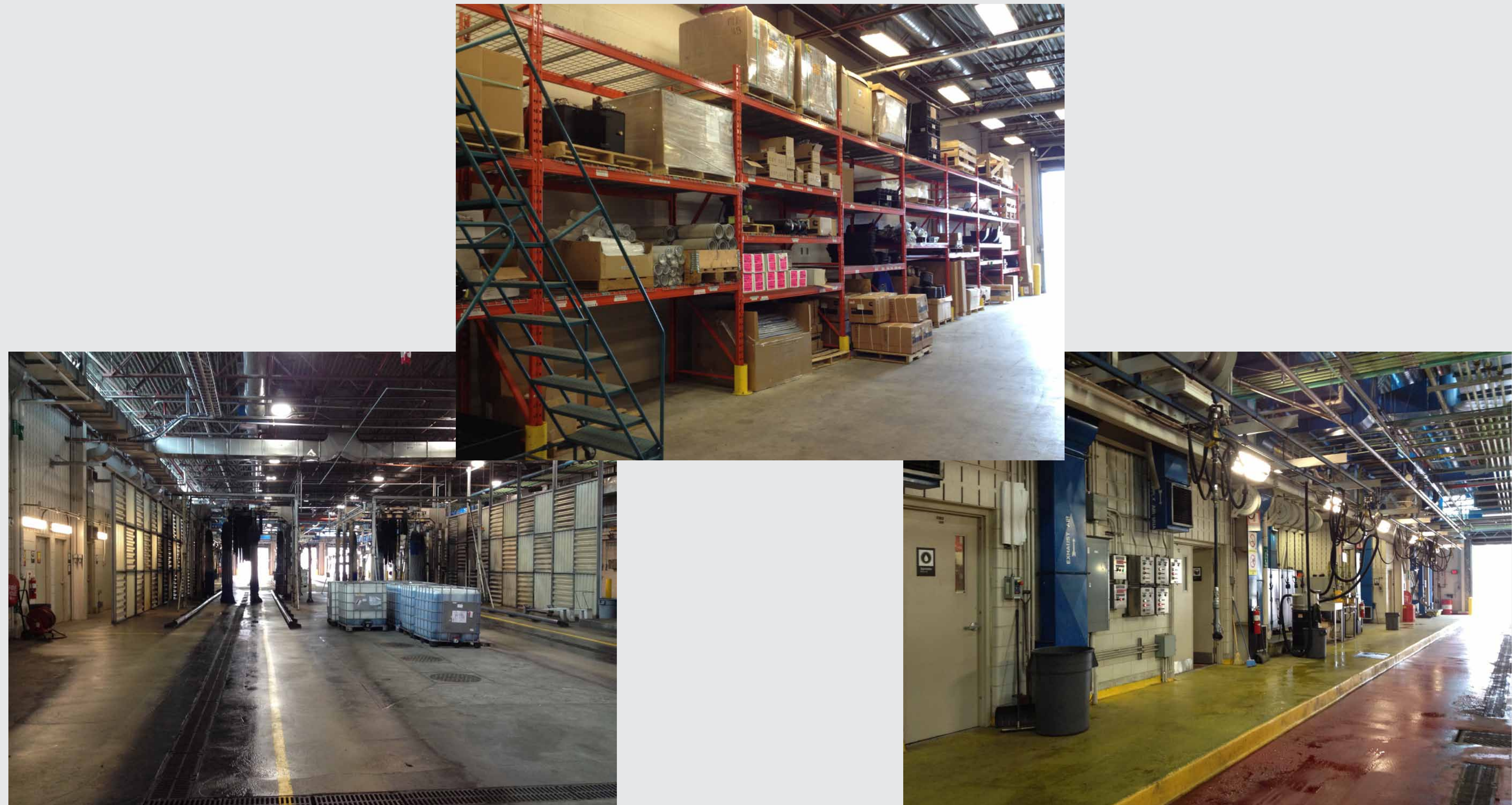
Will be built to Toronto Green Standards

* Based on MT. Dennis Garage and subject to further planning



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Garage Functions



Traffic offices for dispatching, equipment storage, bus wash, and refueling



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Garage Functions

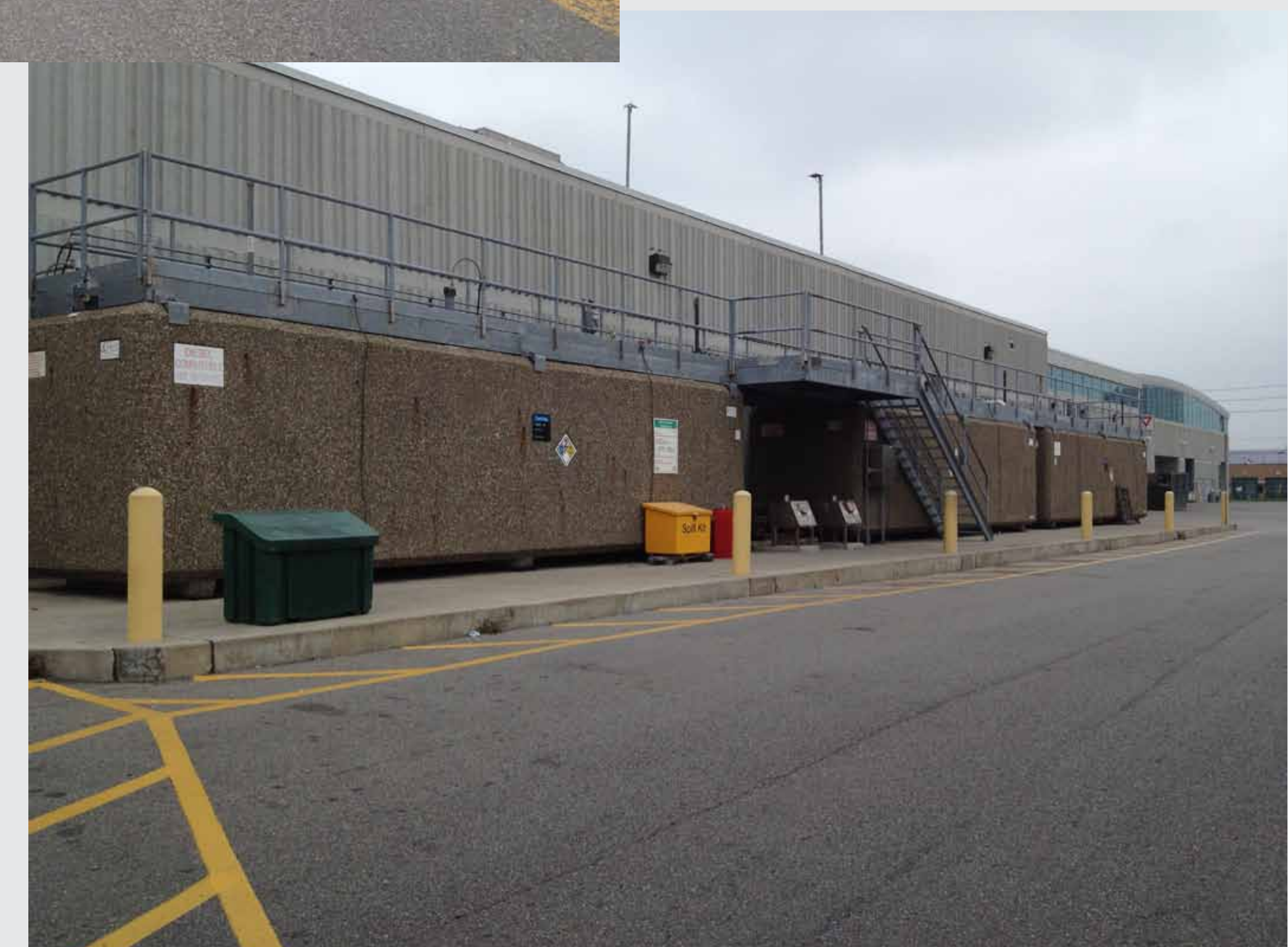


Maintenance and daily safety inspections



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Garage Functions



Parking, storage and fueling station



Typical Bus Frequency Into Garage

Time	Weekdays		Weekends	
	Buses Outbound	Buses Inbound	Buses Outbound	Buses Inbound
4:00 am	0	40	0	20
4:00 am – 6:00 am	80	10	40	0
6:00 am – 8:00 am	60	0	10	0
8:00 am – 10:00 am	0	50	40	0
10:00 am – 12:00 pm	0	50	10	0
12:00 pm – 2:00 pm	0	0	15	0
2:00 pm – 4:00 pm	70	0	0	0
4:00 pm – 6:00 pm	0	0	0	0
6:00 pm – 8:00 pm	0	40	0	50
8:00 pm – 10:00 pm	0	25	0	20
10:00 pm – 12:00 am	0	20		20
Total		235		110

Based on typical TTC 250-capacity bus garage



Consultation and Planning Schedule

Tasks	2013						2014												2015
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan
City - TTC Transit Project Assessment																			
Technical Analysis Identify Problems & Opportunities																			
Public Consultation #1					★														
Public Consultation #2									●										
Draft Report to TTC Board									●										
Draft Report to City Council											●								
Provincial Transit Project Assessment (TPAP)																			
Notice of Commencement for TPAP												●							
Public Consultation #3 on Draft Environmental Project Report												●							
Notice of Completion of Environmental Project Report																●			
30-Day Review Period																	●		
35-Day MOE Review/ Minister Decision on whether this project can proceed																			●



Environmental Project Report

- **Draft Environmental Project Report (EPR) will include:**
 - Archaeological Assessment
 - Traffic Impact Study
 - Air Quality Assessment
 - Noise and Vibration Assessment
 - Natural Environment Assessment





Next Steps

- Respond to comments received at this Open House and post on projects.ttc.ca
- Incorporate revisions (where necessary and appropriate) and finalize the site plan
- Identify impacts and develop mitigation measures to minimize or avoid environmental impacts
- Hold Public Consultation #2 in early 2014
- Transit Project Assessment Process

Continue public consultations through detailed design and construction planning



TTC Commitment

- Consultation through planning and design process
- Community Liaison Officer (CLO) assigned to project
- CLO to respond to all questions and advocate for the community
- Meet with stakeholders: businesses, residents and the ratepayer groups to address specific enquiries
- Provide clear, accurate and timely construction information
- Post regular updates on a dedicated project page at projects.ttc.ca



Schedule

Nov. 27/13	Project Assessment Public Consultation#1
Early 2014	Public Consultation #2
Mid 2014	Transit Project Assessment TTC Board and City Council
2015	Detailed design and construction planning
2016	Start construction
2019	Complete construction and commission facility



Contact Us

For more information or to submit your comments:

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Comments would be appreciated by December 11, 2013.

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.