



City of  
**Peterborough**

---

**To:** **Members of the General Committee**

**From:** **Jasbir Raina, Commissioner of Infrastructure and Planning Services**

**Meeting Date:** **July 18, 2022**

**Subject:** **New Transit Garage Site Selection Recommendation, Report IPSTR22-014**

---

## **Purpose**

A report to seek Council approval for a location for a new Transit Garage and approval to proceed with the next steps.

## **Recommendations**

That Council approve the recommendations outlined in Report IPSTR22-014, dated July 18, 2022 of the Commissioner of Infrastructure and Planning Services as follows:

- a) That the presentation by IBI Group on the Transit Garage Site Location Study be received;
- b) That Council approve a location for a new Transit Garage and adopt an appropriate motion as outlined in the report;
- c) That staff be directed to undertake a Transit Project Assessment Process to obtain necessary approvals for a new Transit Garage at the Council approved location;
- d) That the contract with IBI Group be increased from \$308,904 to an upset limit of \$658,904, plus HST, for a total increase of \$350,000.00 plus HST (including a \$30,000.00 contingency amount) to complete the additional studies necessary to prepare a Site Plan Application, complete a submission for Site Plan Approval and to prepare an application for federal and provincial funding under the Investing in Canada Infrastructure Program – Transit Stream; and

- e) That staff be directed to submit an application for funding for the Transit Garage Replacement Project as soon as possible as the highest priority project in the next round of applications under the Investing in Canada Infrastructure Program – Transit Stream grant program.

## Budget and Financial Implications

Funding to support the additional costs outlined in recommendation d) can be accommodated within the uncommitted balance of the Transit Garage Replacement Project in the approved 2022 Capital Budget, project, reference #5-16.02, pages 376 - 377.

Construction and site preparation costs for the new Transit Garage are eligible for reimbursement under the Investing in Canada Infrastructure Program (ICIP) - Transit Stream with the Federal Government funding a 40% share and the Provincial Government Funding a 33.3% share. As of May 2022, the City still has approximately \$50.9 million out of our total allocation of \$57.2 million in Federal and Provincial ICIP funding that has not yet been committed.

The City portion of project costs to support construction will be included in future capital budget requests, along with detailed recommendations on the sources of funding. City contributions to the project are expected to include a mixture of Tax Supported Debentures, Capital Levy funding, and contributions from the Transit Specific Development Charge reserve.

As summarized in Table 1 below, the construction of the new Transit Garage is estimated to cost between \$47,000,000 and \$53,165,100 depending on the final site approved by Council. Capital costs presented in Table 1 have been updated from the cost estimates used in the study to account for the potential timing of construction and the expected impacts of inflation. Annual operating costs noted in relation to each site would be updated and reflected in future operating budgets.

Costs for the site at 901 Monaghan Road/575 Romaine Street include land acquisition, demolition of existing buildings, site servicing, site preparation and remediation work, construction of the new transit storage garage, construction of vehicle servicing and fueling infrastructure, construction of a new transit maintenance facility, renovation of the office space to support staff and administration activities, and the completion of external works on the site to mitigate impacts to adjacent properties. After construction and commissioning of the facility annual operating costs of \$1,150,700 (2019\$) would be expected for shuttling buses to the start and end points of various routes.

Costs for the City owned site at 420 Ashburnham Drive including site servicing, site preparation and environmental mitigation work, reconstruction of Ashburnham Drive (from Neal Drive south to the City Limit), construction of the new transit storage garage, construction of vehicle servicing and fueling infrastructure, construction of a new transit

maintenance facility, and construction of the office space to support staff and administration activities. After construction and commissioning of the facility annual operating costs of \$1,347,200 (2019\$) would be expected for shuttling buses to the start and end points of various routes.

The capital construction cost estimates in Table 1 will be refined and updated for the approved site as part of the work recommended in Recommendation d) to support the submission of an Application under the ICIP program in the fall of 2022.

**Table 1 – Project Capital Cost Estimate and Funding Sources**

Item	Estimated Cost (2022\$)	Estimated Cost (2022\$)
	910 Monaghan Road / 575 Romaine Street	420 Ashburnham Drive
Road Work, Site Preparation and Servicing	\$4,296,300	\$7,900,000
New Construction	\$37,860,500	\$38,800,000
Environmental Remediation / Mitigation	\$9,875,300	\$300,000
Land Acquisition	\$1,133,000	Nil
<b>Total Project Cost</b>	<b>\$53,165,100</b>	<b>\$47,000,000</b>
<b>Funding Sources</b>		
Federal – Provincial ICIP Funding	\$38,139,500	\$34,465,000
City Capital Funding Capital Levy / Tax Supported Debt	\$13,126,900	\$10,951,000
City Capital Funding – Development Charges	\$1,898,700	\$1,584,000
<b>Total Required Funding</b>	<b>\$53,165,100</b>	<b>\$47,000,000</b>

## Background

### The Need for a New Site

Peterborough Transit has outgrown its outdated bus garage facility on Townsend Street. The current storage garage is only able to accommodate indoor parking for 42 conventional buses out of the current fleet of 55 buses. An additional 3 new expansion buses, ordered in 2020, were delivered in 2021, bringing the total Conventional Fleet to

58 – 40-foot buses. Under the current site configuration, 28% of the total fleet of buses need to be parked outdoors at night.

With the relocation of the Public Works Division to the new Public Works Yard, at 791 Webber Avenue in 2019, some additional indoor parking space became available to accommodate the existing fleet of 11 Specialized Transit Buses and 1 Community Bus. In 2020, an order for 8 additional Community Bus vehicles was placed to allow for expansion of service, with delivery of the new vehicles in 2021. With current facility constraints the majority of these new buses will also need to be parked outdoors.

Indoor parking of transit buses is critical to preserving the life of these vehicles. With outdoor parking, especially in winter, vehicles cannot be properly washed and cleaned at the end of a shift, as the interior surfaces and advanced accessibility features (kneeling buses and accessible ramps) are subject to freezing during the winter. As well, it is difficult and potentially unsafe to undertake minor repairs to buses in poor weather conditions when parked outside. The inability to properly service and maintain buses reduces the life expectancy of the asset and increases longer term maintenance costs. Outdoor storage also results in the need for excessive idling of buses on cold winter nights and upon start up in the morning to allow them sufficient time to properly warm up prior to being introduced into service for morning runs, increasing emissions.

The current transit garage lacks modern service areas for washing, fuelling, interior cleaning, cash handling, and minor repairs which results in inefficient processes and higher costs to maintain the fleet. The bus maintenance facilities and equipment are outdated and approaching the end of their service life, as are the existing building systems for heating, plumbing, security, and lighting.

Facilities for transit staff (changerooms, lunchrooms, training rooms, office space, etc) are split between the downtown Transit Terminal and the Townsend Street garage. The facilities at the Townsend garage are outdated and undersized for the growing staff complement.

Anticipated continued growth to Peterborough Transit means a new, larger storage garage, service facility and staff support areas is required. The new transit storage garage and service facility will provide indoor storage for all transit vehicles; service facilities for vehicle cleaning, fuelling, and maintenance; and will include modern office space, staff changerooms and facilities, as well as fuel and equipment storage. The existing site is too small and there is limited opportunity to increase capacity. Constraints such as the CP Rail line and Jackson Creek limit the possibility to expand the site into a larger footprint.

Major transit vehicle maintenance is currently undertaken by Public Works staff at the vehicle maintenance garage, on Webber Avenue. Over the past 3 years, transit has incurred additional operating costs of approximately \$144,000 per year and has added 4 additional garage staff to shuttle buses between the two yards to facilitate maintenance and repair work. In the short to medium term, it is expected that major repairs and

maintenance to transit vehicles will continue to be performed at the Webber Avenue site; with only minor repairs, vehicle cleaning and servicing, and vehicle fuelling being undertaken at the location of the new transit storage garage.

The new Public Works yard on Webber Avenue does not have sufficient space to accommodate a new transit storage garage on the current site.

In the longer term, staff recognize that the City may need to consider transitioning the major maintenance and repair work for transit vehicles to the new transit storage garage site. The flexibility of the site to accommodate a future maintenance garage along with the bus storage is also an important consideration in the site selection process.

The need to replace the transit garage has been identified for a number of years, including in the 2012 Transit Operations Review and the recently approved Transportation Master Plan. Limitations posed by the current site affect operations, increase operating costs, negatively affect employee morale and will limit the ability to grow Peterborough Transit.

### **Request for Proposal**

In order to proceed with the site selection process, the 2017 Capital budget included funding for a Transit Garage Replacement Site Selection Study. Accordingly, Request for Proposal P-13-17 (the “RFP”) was issued and awarded to IBI Group. The work scope included a detailed site evaluation and selection process and following Council approval of the Site, IBI Group will complete a Transit Project Assessment Process (the “TPAP”) which is a Class EA equivalent, designed strictly for Transit Projects.

The first step in this study was to determine future long-term needs for a new Transit Garage in order to determine site requirements.

### **Site Requirements for New Transit Garage**

For site planning purposes, the size of the future transit facility and related site requirements has been based on a projected future transit fleet of 90 buses by 2041 (20 years). This estimate, which is subject to future transit service plans, population growth and transit ridership levels, is expected to be comprised of approximately 70 buses for the conventional transit service and 20 for the specialized transit service. The vehicles would most likely include a mix of full-size (12.2 metre and 18.3 metre) and smaller (7.6 metre) buses. To deliver transit services associated with this fleet size, there would be an estimated 225 employees, based on the existing employee/vehicle ratio of 2.3.

To accommodate the future transit fleet, employee, operations, vehicle maintenance and storage requirements, a facility of approximately 10,500 m<sup>2</sup> – 11,000 m<sup>2</sup> would be needed, subject to detailed design and Class EA commitments. In addition, vehicle parking spaces for employees and visitors would also be required, with the number of spaces required based on the final location of the facility, the ability of employees to travel to the new site and the number of maintenance staff working at the facility. For

the purpose of assessing the suitability of each site, a total of 135 spaces (0.6 spaces per employee) has been assumed as part of the facility size requirements.

The facility size requirement also includes the space needed to undertake full vehicle maintenance with the exception of major component repairs and body refurbishing and painting. This latter work is contemplated to be handled either at the City's public works facility at 791 Webber Avenue or out-sourced, as is the current practice. The option of maintaining the current practice of having the majority of vehicle maintenance undertaken at the public works facility could still be followed in future. However, selecting a site that is large enough to include the capability to undertake full vehicle maintenance at a new transit facility provides the City with full flexibility in any future vehicle maintenance decisions independent of the site selection process.

Together with other site requirements related to driveways, staging areas, space for snow storage and By-law setbacks, a site size of approximately 3.2 hectares (8.0 acres) is needed, depending on the shape of the site and developable area. This size guideline was used to identify potential sites.

## **Site Selection Process**

### **A. Long List**

IBI Group began conducting their site selection process shortly after award of the RFP. This involved identification of all properties in the City that met a broad range of criteria (size, slope, servicing, availability or current use, proximity to the transit terminal, natural environment considerations, etc.). An initial review netted only one potential property that met all of the ideal criteria. After relaxing the criteria, the list of potential sites expanded slightly, however properties to be considered were very few. IBI Group and City staff then reviewed properties that could be combined with adjacent properties to satisfy the size requirements as well as identification of properties that may have been 'underused' or could reasonably be expected to be available for this purpose in the near future. Coupled with a further relaxation of the criteria, this reassessment resulted in 134 sites that could possibly be large enough to be used for a new transit garage.

### **B. Short List**

Following a process that assessed the viability of each site, a list of seven sites was eventually established, including two privately owned properties assumed to be potentially available for redevelopment (GE and Canadian Canoe Museum), four City owned properties, and the existing transit garage location on Townsend Street.

In December 2017 City staff was contacted by representatives for the Canadian Canoe Museum (the "CCM") who indicated that at the time, they did not wish to be considered further. Accepting this as an indication sale of the property to the City would not be considered, this property was removed from the initial short-list of potential sites.

IBI Group then prepared a more detailed assessment of each of the six remaining sites to aid in the evaluation. This included the development of a conceptual layout for each site, the completion of background site studies and preliminary field investigations, and the assessment of major benefits and potential impacts associated with each site. At the same time, IBI Group also began assessing how each site would work with current and future operations of the City's Transit service in order to develop estimates of the ongoing operating costs associated with the current practice of shuttling buses between the garage and the public works yard for maintenance, towing non-driveable buses to the public works yard for repairs, and traveling between the storage garage and the start and end points of routes.

In December 2017 IBI Group and the City hosted a public open house to present the short list of sites to the public, along with a preliminary assessment of each site. Notices were posted in both major local papers as well as mailed directly to property owners within a 120-metre radius of each of the sites. The event was well attended, and a broad array of comments were heard. Neighbours in the vicinity of each site expressed their concerns regarding noise, emissions, and traffic impacts. A number of other concerns were also expressed regarding potential environmental impacts to watercourses and wetlands in the vicinity of two of the short-listed sites located in close proximity to Harper Park.

Following the Open House, IBI Group refined the concept plan for each of the sites, finalized the evaluation criteria and completed the full evaluation of the six short listed sites, incorporating feedback received at the Open House.

### **Limitations with Current Townsend Street Site**

As part of the site assessment process, several design concepts were considered for redeveloping the current Townsend Street site to provide a new bus storage facility, including an alternative that made use of additional land in the vicinity of the current garage to provide secondary storage. These alternatives were evaluated extensively but were ultimately removed from further consideration for the following logistical and cost reasons:

- The existing Townsend Street site at approximately 1.72 hectares (4.25 acres) is well below the site requirement of 3.2 hectares (8.0 acres) and as a result would not be able to accommodate all of the requirements for a future transit facility, even with reduced set back requirements from adjacent land uses and higher building coverage ratios than permitted in the site zoning.
- Maximizing the footprint of the building on the existing site does not permit any space for employee parking on site, does not provide sufficient outdoor space for bus staging (prior to entering the service bays), does not provide sufficient space for snow storage and a fuel tank farm, and does not allow for opportunities to open up Jackson Creek, where it runs through the east side of the property.

- The existing transit storage, office and vehicle maintenance buildings are in poor condition, are at the end of their economic life and would need to be replaced.
- To permit reconstruction of the site for transit purposes, the existing transit operations and related vehicle maintenance activities would need to be temporarily re-located to a new site during re-construction. The estimated timeline for re-construction would be 24-36 months.
- There are environmental issues related to Jackson Creek and a desire to reopen the creek through portions of the downtown, which could restrict the available area of the site thereby further limiting its re-use.
- Alternative design concepts were explored using additional vacant land to split the space requirements between two closely spaced sites, however, this option would result in significantly higher operational and capital costs compared to a one-site location.

While the current site on Townsend Street has some space that could accommodate a limited amount of expansion, the review concluded that this site is not large enough to accommodate a facility that will meet the long-term needs of a growing and modern transit fleet. Development of this site would likely require additional property either from the plaza fronting on George Street, Market Plaza, or the municipal parking lot on Wolfe Street, or some combination of those. In the absence of additional property, a reduced facility size that could only accommodate the current fleet would be the only feasible option, with no room for future expansion and no room for an on site maintenance garage. Any further growth in the transit fleet would require securing a second storage garage in the future and incurring additional operating costs to run two sites. Re-use of the Townsend Street site would also prevent the future uncovering of Jackson Creek. It is also believed that this downtown location could be put to better use than for a Transit Storage facility. Given the drawbacks with this site it was eliminated from further consideration.

### **Request for Expression of Interest**

Following the Open House and the more detailed assessment of the five remaining sites, a further refinement of the sites was completed. The top ranked site, at 1801 Fisher Dr / 290 Jameson Drive, was dropped from further consideration due to the sale of this property to Hydro One.

The GE site was also dropped from further consideration after a number of attempts to discuss the availability of this site did not receive a positive response from the owner. Two of the three remaining sites had significant environmental constraints due to their proximity to Harper Park, and the remaining site was far removed from the downtown terminal and the Public Works yard, resulting in significant long-term operating cost implications.



Given the limited number of suitable sites available for detailed consideration a public request for Expression of Interest (the “EOI”) was issued to determine if additional privately owned sites might be available.

One private landowner formally replied requesting their property (referred to as “Site A”) be considered. Site A is located near the new Public Works yard, has potential for access from two collector streets, but backs on to a sensitive natural environment feature. In addition to the formal EOI response, representatives of the CCM contacted senior City staff and indicated that they were now interested in having their properties at 910 Monaghan Road and 575 Romaine Street formally considered.

As a result of the EOI, the short-list of potential sites was revised and the detailed assessment repeated, this time including the CCM properties and Site A.

### **High Street Site**

During the summer of 2020 staff were approached by the owner of an additional site on High Street to consider the feasibility of using this 5.2 acre (2.1 ha) site for a new transit garage. Staff have visited the site, and IBI Group completed a preliminary assessment of the site to see if it was large enough to accommodate a long term transit storage garage. After preparing a functional layout of the site, it was concluded that the site was too small to accommodate all of Transit’s needs and additional property may be required to accommodate storm water management facilities, employee parking areas, bus staging areas, and to provide a secondary access for the site. As a result, this site has not been carried forward for detailed evaluation.

### **Final Site Evaluation**

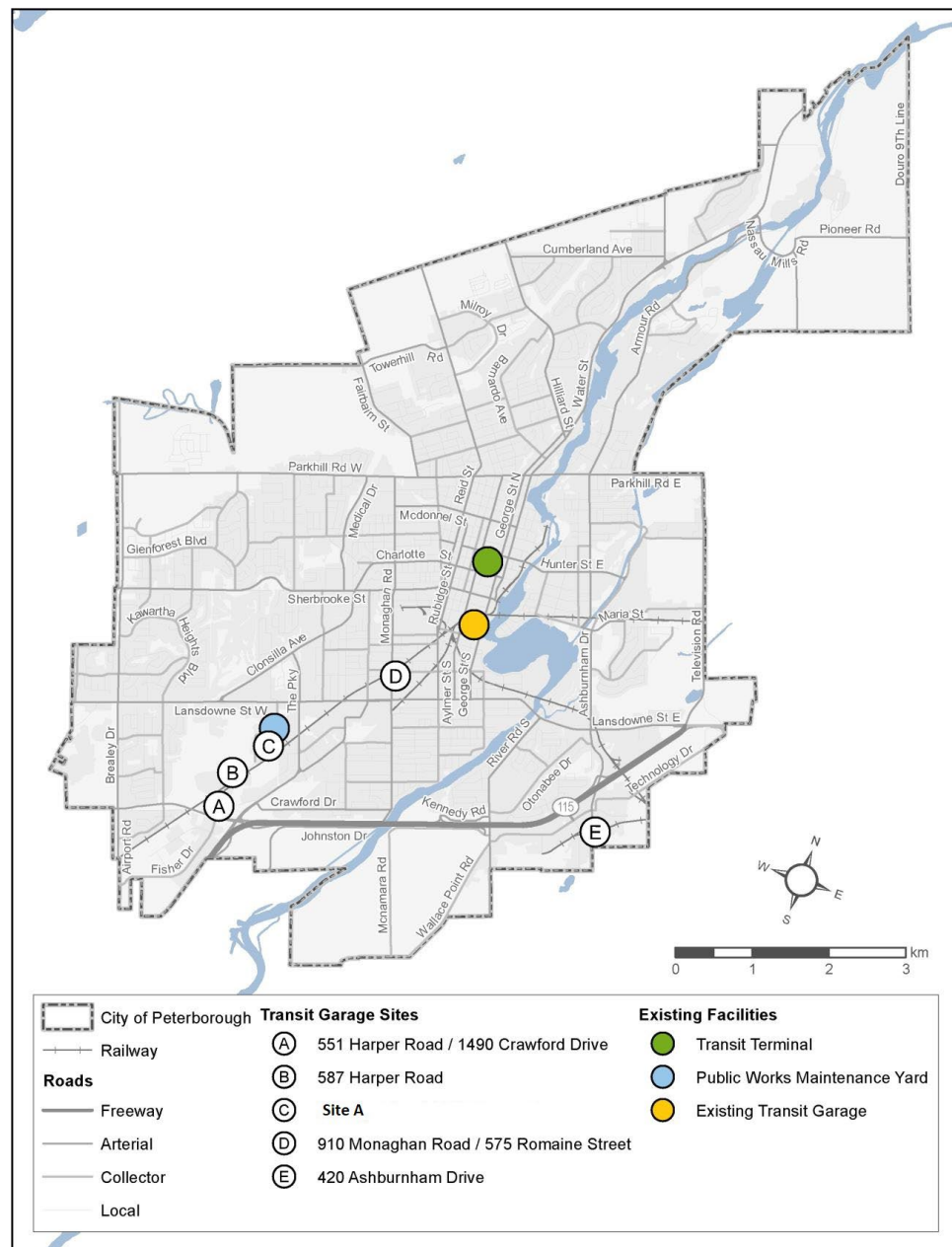
Following the EOI process the final list of 5 candidate sites made the short-list for the detailed evaluation. Site locations are shown in Figure 1. As part of the final evaluation of sites, IBI Group considered the following broad criteria:

- Site Conditions (availability, suitability, access, contamination)
- Socio-Cultural (Official Plan and zoning considerations, secondary access, potential impact to adjacent uses, safety-traffic control needs, traffic impacts)
- Natural Environment (Potential impacts to habitat, natural areas, species at risk)
- Economic (Site preparation costs, servicing costs, road work costs)
- Transit Operation and Logistics (impacts to operating costs and logistics)

The detailed evaluation, summarized in Attachment A, concluded that the CCM property at 910 Monaghan Road / 575 Romaine Street ranked the highest of the five sites carried forward for the final detailed financial evaluation. The City owned property at 420

Ashburnham Drive ranked second. A summary of the key characteristics of each site, along with detailed costing estimates is included in Attachment B.

**Figure 1: Final Short-listed Sites**



The CCM site has limited potential to interfere with the natural environment, the site is a current industrial site (though underused) and typical facility design and mitigation measures can address the impacts the new facility may have on the neighbouring properties. The site is available for purchase and is large enough to accommodate a future transit facility, on-site employee parking, and has room for future expansion. The

site could be developed so that the primary access would be Monaghan Road (arterial road), with a secondary access point being Romaine Street (collector street).

Its relatively close proximity to the downtown core means operational costs for shuttling buses and drivers between the terminal, route start/end points and the public works yard on Webber Avenue are the lowest of all sites considered. The history of contamination of this site is the only major drawback. However, each of the other shortlisted sites either have their own contamination issues, are adjacent to significant environmental features, or are generally too small to accommodate the future needs of Transit.

### **Environmental Contamination Risk**

Past contamination at the CCM properties is well known and documented. After the CCM took ownership of the properties, an initial effort to remediate the site was undertaken. Up until recently, the Province has operated a “pump and treat” system capturing ground water, treating it to remove contaminants, and then discharging the treated water to the City sanitary system. The system is in-place to manage levels of contaminants leaving the site, protect downstream residential and commercial properties, and has largely been effective in limiting further downstream contamination.

A new owner of the site would need to assume operation of this system and / or undertake further clean up to ensure that the levels of contaminants leaving the site can be managed to ensure they are no higher than the current conditions.

Following the initial site evaluation completed by IBI Group, the City retained Cambium Consulting to undertake a Phase 1 and Phase II Environmental Site Assessment (the “ESA”) to investigate current contamination levels, risks associated with ownership, and measures necessary to remediate and develop the site in order to meet the Ministry of the Environment, Conservation and Parks (MECP) requirements.

Based on the additional investigations Cambium recommend a remediation strategy that includes in-situ treatment of several key source areas to neutralize the level of contamination, strategic removal of some contaminated material associated with potential new construction works, and the installation of a permeable barrier system that can treat contaminated ground water before it leaves the site. However, even with these measures there is still risk that additional contamination could be found during construction.

The remediation strategy developed by Cambium as part of the Phase II ESA, along with a contingency for potential additional remediation costs that may be incurred during the redevelopment of the site represents a total potential remediation cost of approximately \$8.8 million (2019\$). With this additional remediation cost and contingency budget included, the CCM site would have a potential upfront cost premium of approximately \$4.2 M (2019\$) plus property costs to develop the site compared to the City owned site at 420 Ashburnham Drive.

## Comparison of Site Development and Operating Costs

To support the evaluation of the various site alternatives a detailed costing exercise was completed for each of the sites on the final short list. The capital cost estimates included site acquisition and preparation costs, servicing costs, facility construction (and/or renovation of existing buildings) and estimates for contamination remediation. Annual ongoing operating costs for each site were also assessed over a 40 year life cycle. These annual costs include ongoing monitoring costs associated with contamination and transit operational costs due to shuttling buses for maintenance, towing of disabled buses, and out of service driving between the garage and the start / end points of transit routes.

Table 2 summarizes the anticipated construction, environmental and operating costs for each site. A portion of the costs will be funded through the Federal/Provincial grant program. ICIP funding can be used for construction and site preparation costs but cannot be used for the purchase of land or for ongoing operating costs.

To account for ongoing operating costs, the annual operating cost was assessed over a 40 year horizon and then converted to a Net Present Value (today's value of future costs) to allow for comparison between sites with different costs over time.

**Table 2 – Comparison of Construction and Operating Costs for Each Site (2019\$)**

Site	Purchase Cost Estimate	Total Construction Cost <sup>1</sup> (including remediation)	Annual Operating Cost	Net Present Value Total Costs Over 40 Years
CCM	\$1,133,000	\$44,331,500	\$ 1,150,743	\$69,261,675
Ashburnham	\$ 0	\$40,171,000	\$ 1,347,154	\$70,157,477
Site A	\$4,568,750	\$32,499,000	\$ 1,713,807	\$74,467,961
Harper	\$ 0	\$38,913,000	\$ 1,588,095	\$75,067,555
Crawford	\$ 0	\$54,059,000	\$ 1,778,095	\$94,776,192

Note 1 – Construction costs for site selection process were based on 2019 cost estimates developed by IBI Group. Capital costs shown in the financial section of report have been updated to account for inflation for budgetary purposes and would apply to each potential site in a similar manner.

After an extensive evaluation process, the Canadian Canoe Museum (CCM) despite having the second highest upfront construction cost estimate (due to the remediation work anticipated), would actually result in the lowest overall cost to the City due to the annual operational cost savings provided by the centralized location of this site.

The municipally owned site at 420 Ashburnham Drive was ranked as the second most preferred site based on a detailed financial analysis of upfront capital costs and long term operating costs. This site is approximately 2.9 Hectares (7.1 Acres) in size, which

is an option but not as good as the CCM site as it is just barely large enough to accommodate all of Transits needs after considering the likely setback requirements from the adjacent Provincially Significant Wetland (PSW). The proximity of the site to the PSW has led to the inclusion of a \$250,000 cost for additional mitigation measures including the potential for enhanced, stormwater management treatments. The same wetland would limit any potential for future expansion of the site.

Use of the site as a transit facility is consistent with the City's Official Plan and zoning by-law. The site has direct access to Ashburnham Drive, although current site lines at the entrance are poor and a secondary access would need to be constructed. Site preparation costs, including utility servicing, road access improvements, grading, drainage etc. have been estimated at \$4.3 million (2019\$).

While the Ashburnham site has lower upfront capital costs than the CCM property, the location of this site in the southeast end of the City results in higher operating costs due to the need for shuttling buses from the garage to the start and end points of routes. Over the life of the facility, the higher annual operating costs will eventually erode the upfront capital savings.

## **Direction Required from Council**

The technical analysis discussed above has concluded that there are two top ranked sites for the location of a new Transit Garage, and while each site has benefits and drawbacks either site would be an acceptable location for a new transit garage.

The CCM site at 910 Monaghan Road / 575 Romaine Street is the technically highest ranked site due to the fact that it is centrally located, provides the opportunity to remediate and reuse a former industrial property, has ample room for future expansion, and results in lower ongoing operating costs to Transit despite the higher upfront capital costs and potential property acquisition costs. Based on the due diligence work undertaken to date, risks related to previous contamination on the site can be managed, but there are still unknowns until further site investigation work can be completed, and the cost estimates in this report include a \$5.0 M contingency to reflect this risk.

The second ranked site at 420 Ashburnham Drive is already owned by the City, and has a lower upfront capital cost for construction, but has limited space for future expansion and results in higher annual operating costs to transit as the location is further removed from the start and end points of transit routes. The site requires extensive grading to make it suitable for a building with a large footprint and will require reconstruction of a portion of Ashburnham Drive. This work has been factored into the site development cost estimates. Over the life of the facility, the higher annual operating costs will eventually erode the upfront capital savings. The Ashburnham Drive site is also located adjacent to a major Hydro One Transformer Station, which could be beneficial if the ongoing Alternative Fuel Study recommends transitioning to Battery Electric Buses.

Council direction on the selection of preferred site is now required and the selection of a site is now critical to ensure that staff can submit an application in time to secure external funding. The extensive site selection process has demonstrated that there are no other candidate sites suitable and available for a new transit garage.

If Council determines that the CCM site is the preferred site the following motion (f) should be approved:

(f) That Council approve the CCM Site at 910 Monaghan Road / 575 Romaine Street as the location for a new Transit Garage.

If Council determines that the City owned Site at 420 Ashburnham Drive is the preferred site the following motion (f) should be approved:

(f) That Council approve the site at 420 Ashburnham Drive as the location for a new Transit Garage.

## Next Steps

- 1) Upon Council approval of the recommended site staff will work with IBI Group to complete a Transit Project Assessment Process (a special form of Environmental Assessment Process approved under the Environmental Assessment Act) to obtain necessary approvals for a new Transit Garage. This scope of work is already included within the contract awarded to IBI Group and no additional funding is required to complete this assessment. The Transit Project Assessment Process is designed to be completed and for proponents to secure provincial approvals within a 6 month period.
- 2) In conjunction with the Transit Project Assessment Process, staff recommend that IBI Group be awarded a contract amendment to complete additional background studies to support the preparation of a Site Plan Application for the proposed Transit Garage, which also includes the preparation of a concept design for the new building to confirm functional layout and required building locations and mitigation measures to be implemented to reduce adverse impacts on neighbouring properties. The estimated cost of these additional tasks is approximately \$320,000 plus a contingency amount of \$30,000, for a total upset limit of \$350,000 plus HST. Given the familiarity IBI Group has with the sites and the Transit facility needs, and the importance of having a “shovel ready” application ready for the ICIP application, staff recommend awarding this additional work to IBI Group.
- 3) The construction of new Transit Garage is estimated to cost approximately \$47,000,000 to \$53,165,100 depending on the approved site. These costs are based on the cost estimates developed during the study and include site acquisition, servicing, site preparation and environmental remediation / mitigation

work, required road improvements, construction of the new transit storage garage, construction of vehicle servicing and fueling infrastructure, construction of a new transit maintenance facility, and construction of the office space to support staff and administration activities. These estimates have included contingency costs and an estimated 6% annual inflation rate has been applied for the budget estimates presented in the report. The cost estimates will be subject to further refinement as the level of design work advances and opportunities to phase the work are considered.

- 4) A project of this size is daunting without the availability of federal and provincial infrastructure funding to assist with construction costs. Under the ICIP – Transit Stream, this project would be eligible for funding up to 73.3% of the project value, representing an estimated grant value of \$34.5 million - \$38.1 million depending on the approved site. It is recommended that an application for funding for the Transit Garage Replacement Project be submitted as the City's highest priority project under the ICIP program as soon as possible. The 2022 Federal Budget included a provision that all ICIP project funding applications must now be approved by the Federal Government by March 2023. Funding allocations that have not been committed by that time risk being reallocated to different Federal funding priorities. Securing the site approval through Council and submitting the ICIP funding application for the project prior to the fall of 2022 are critical to securing grant funding to ensure the continued financial viability of the project.

## Summary

A detailed site selection and evaluation process has taken place. Starting with 134 potential sites, a thorough evaluation of 5 shortlisted locations deemed suitable for hosting a new Transit Garage has been completed and a detailed analysis of site related costs has been undertaken by IBI Group. Two top ranked sites have been identified, one at the current CCM site at 910 Monaghan Road / 575 Romaine Street and the other site on City owned property at 420 Ashburnham Drive. Approving a preferred location for the site now is critical to allow staff to submit an application for funding under the ICIP-Transit Stream funding program, which, if approved, will contribute 73.3% of capital costs towards the project.

Submitted by,

Jasbir Raina, CEng., M.Tech, MBA, PMP, MIAM  
Commissioner of Infrastructure and Planning Services

**Contact Name:**

Kevin Jones

Manager, Transportation Division

Phone: 705-742-7777; ext. 1895

Toll Free: 1-855-738-3755

Fax 705-876-4621

E-mail address: [kjones@peterborough.ca](mailto:kjones@peterborough.ca)

Robert Dunford

Senior Project Manager, Transportation Division

Phone: 705-742-7777; ext. 1867

Toll Free: 1-855-738-3755

Fax 705-876-4621

E-mail address: [rjdunford@peterborough.ca](mailto:rjdunford@peterborough.ca)

**Attachments:**

Appendix A – Draft Transit Garage Site Selection Report

Appendix B – Site Concept Plans