COMMITTEE OF THE WHOLE MEETING
MARCH 18, 2019

REPORT #ENG-2019-04

NEW TOWN ADMINISTRATION BUILDING - ALTERNATIVES REVIEW

RECOMMENDATION

That Report #ENG-2019-04 be received;

And further that Council provide direction to staff as to a preferred alternative to proceed forward for further investigation.

OBJECTIVE

The objective of this report is to provide requested information to Council in order to assist in the decision making process with respect to a New Town Administration Centre. This report will respond to Council's request regarding six (6) alternative site considerations for the delivery of a New Town Administration Project, and offer additional information surrounding each alternatives and their respective outcomes.

BACKGROUND

The Town purchased the former Alliston Union Public School (AUPS) site in July 2016, with the intention of re-purposing it for a new administration building. In November 2016 Town Staff issued Request for Proposal P16-23 (RFP) for qualified Architects and Engineers to assist the Town in the redevelopment of 25 Albert Street West, Alliston into a Municipal Town Hall based on a Council approved set of Guiding Principals outlined in report DCAO-2016-08.

In February of 2017, Council approved staff report #DCAO-2017-01 for the award of P16-23 and the retention of +VG Architects, the Ventin Group LTD. (+VG), to provide Architectural and Engineering Services for the re-purposing of 25 Albert Street West.

The first step in the process resulted in a special Committee of the Whole Working Session where staff report #CAO-2017-01 was approved and Council was guided by +VG through a "World Cafe" visioning session. The Visioning report was then reviewed by staff and finalized by +VG and was presented at the July 24, 2017 Council meeting.

On July 24, 2017, report #ENG-2017-42 was presented to Committee of the Whole to provide them with an updated presentation upon completion of Phases I thru IV for the New Town Hall Administration Building project and to provide recommendation on the fees associated with Phase VI and establish an overall project cost ceiling of $15,000,000. This report was then referred to a Committee of the Whole Working Session on September 12th, 2017.

On September 25, 2017 Council approved staff report #ENG-2017-42 allowing the project to proceed to Phase VI of the detailed design process and further approved in principal the $15,000,000 overall project ceiling cost that would be cash flowed over a multi year period. With

this Council commitment staff had progressed forward with an approved project budget, and conceptual design plan for execution.

In an effort to keep both the public and Council apprised of the progress being made on this project staff began the creation of Project Status Reports which were issued directly to Council and posted on the Town's website. On September 10th, 2018 staff provided to Council Project Status Report #18-003 which brought to light some cost increases that were being observed in the market as a result of the imposed steel tariffs as well as market price fluctuation given the time of year. It was identified in this report that the project tender phase would be delayed till early 2019 and that additional funds would be requested as part of the 2019 business plan.

On February 11th, 2019 Council adopted motion #2019-47 which states:

> *"BE IT RESOLVED THAT the Administration Centre project be referred to staff to bring back a report with regard to alternatives and cost with regard to the options referred to in the memo to Council and the Beeton facility to the March 18, 2019 Committee of the Whole Meeting."*

COMMENTS AND CONSIDERATIONS

The initial five (5) sites were selected based on being all or partially delivered through the use of Town owned lands in an effort to minimize the overall cost implications. Alternative 5 is the only alternative that requires the purchase of additional lands. At the request of Council the analysis included alternative #6 - New Build combined with Beeton Recreation Facility.

In order to conduct a fair analysis of each alternative a selection of five (5) key criteria were identified based on what staff viewed as important considerations with respect to their overall impact to the residents and visitors of the Town of New Tecumseth. The criteria selected were as follows:

1. **Integration with Surroundings** - This criteria would review how the proposed site and use would integrate with the neighbouring surroundings by zoning type, use, and ability to share in the hosting of community events.
2. **Accessibility to residents and guests** - This criteria would review the access to the site from an active transportation perspective, its distance to local area residents, its distance to majority of Town population, consideration of future transit connectivity, and its integration with future customer service strategy.
3. **Site Servicing** - This criteria would review the proximity of all required site servicing needs such as, Water, Wastewater, Storm water management, Hydro Electricity, and Natural Gas.
4. **Project Duration / Timeline to Occupancy** - This criteria would review the timeline implications associated with the project delivery from approval to building occupancy.
5. **Project Financials** - This criteria evaluates the order of magnitude estimates prepared and the implications of each project. The criteria offers additional information on outside costs needed to support the alternative if any.

Based on the above noted criteria a chart was created demonstrating where each alternative rated against an ideal scenario, and a series of comments where included within each. The

summary chart prepared as Table 1 can be found as Attachment #1 to this report #ENG-2019-04

A summary of each alternative proposed project and their respective findings are outlined below:

Alternative #1 - New Build at Joint Operations Centre Site (JOC)

This alternative includes the construction of a new independent building on the current site of the JOC. In order to deliver this alternative it would require extensive site works in order to improve site circulation and parking requirements in order to deliver customer services safely around operations type activities. While this alternative would offer some benefits by being centrally located within the Town's geographic area and its proximity to operations administration, it also offers some challenges by being remote from any residential area, located along a rural road, and has some significant site servicing challenges. This alternative offers a minor integration of the customer service strategy through shared customer service counter interactions, however they are remotely located for the community of Beeton and will be competing with the future Beeton Recreation Centre location for the delivery of this service.

Alternative #2 - New Build at New Tecumseth Recreation Centre (NTRC)

This alternative includes the construction of a new independent building on the current site of the NTRC. This alternative offers several benefits as a result of its adjacency to the recreation centre, its proximity to residential area, and its proximity to the majority of the Town's population. Some of the challenges associated with this alternative include sidewalk access from the east and west along Industrial Parkway and north along Church street as these roadways are not urbanized. This alternative could offer some shared servicing opportunities and efficiencies as part of its delivery. This alternative would offer a common customer service integration strategy as planned for the other two communities by having your centralized customer service hub integrated with your recreation centre.

Alternative #3 - Renovation and new addition to 25 Albert Street.

This alternative maintains the current project of completing the detailed design for the construction and renovation works to 25 Albert street including site works. This alternative offers the shortest timeline duration to occupancy and reduces the amount of throw away costs as the detailed design and demolition works are already complete. It further offers several beneficial elements as a result of its proximity to Alliston's Downtown Core, its proximity to residential area, its proximity to the majority of the Town's population, and its ability to integrate with its surroundings for hosting large community events. This alternative however, creates competing customer service locations through when considering a future customer service strategy, and further adds another stand alone facility without maximizing shared uses and program efficiencies.

Alternative #4 - New Build with Fire Station #4

This alternative includes the construction of a new build in consolidation with Fire Station #4 on the proposed site location at Depot #1 on the 14th Line in Alliston. This alternative does offer

some benefits, from its creation of a campus type environment, its potential shared servicing and design efficiencies, and its proximity to the majority of the Town's population. This alternative however, would require careful planning of both buildings, site circulation and parking to ensure the safety of all residents, staff and guests due to interactions with operation type vehicles and emergency response vehicles. Some other challenges with this alternative include its remote location from any adjacent residential area, its accessibility via active transportation as the 14th Line is not urbanized, and its sanitary servicing challenge. This alternative also does not create an ideal location for a customer service hub in consideration of future customer service delivery strategy.

Alternative #5 - New Build at 47 Victoria Street and use of Municipal parking lot

This alternative includes the construction of a new multi story build on 47 Victoria Street while using the municipal parking lot at the corner of Wellington and Centre street for staff parking. This alternative offers several benefits by being a gateway feature to the Downtown core, its proximity to residential area, its proximity to the majority of the Town's population, and its accessibility to residents via all modes of transportation. This alternative however does present some challenges as it proposes the use of a municipal parking lot currently servicing the downtown patrons for staff parking and removal of approximately 95 parking spots in the downtown. In order to maintain a net neutral downtown parking compliment an additional project would need to be approved in order to either construct structured type parking or by purchasing vacant land for parking use. This site also offers its own challenges due to the contaminated soils condition on the site and the construction of a multi story admin building. This alternative also creates a competing location for a customer service hub in consideration of future customer service delivery strategy.

Alternative #6 - Combined build with Beeton Recreation Centre

This alternative includes the construction of a new build integrated with the proposed Beeton Recreation Centre facility. This alternative offers several benefits from efficiencies found through design, and economies of scale, to its proximity to residential area, its campus style integration of customer service focused uses, its ability to integrate with surrounding uses to host community events, and its accessibility to residents via all modes of transportation. Some challenges associated with this project would include the creation of sufficient parking to accommodate both uses while maintain green space on the site, its long duration from approvals to occupancy, and its reliance on the approval of another capital project. This alternative would also support the customer service strategy by creating a customer service hub.

There are also some outside objectives and activities that should be taken into consideration when reviewing this report as well. Currently underway is an internal review of customer service delivery and investigation of opportunities to deliver all front line customer interactions through centralize customer service centres. In an effort to deliver like services across all three communities within the Town strong consideration is being given to creating customer service hubs within our shared service facilities.
With the current development of the Tottenham Branch library being added to the Tottenham Fitness and Community Centre the integration of this customer service hub into this facility would be ideal. For the Beeton community the integration of this hub within the new Beeton Recreation Centre which will be integrated in some way with existing municipal services such as

the Beeton Library also make this an ideal site location. For the Alliston area, with an existing Major Community Centre and a planned New Town Administration Centre, consideration needs to be given to their relative proximity in an effort to enhance our customer service delivery and resident experience when interacting with Town services.

FINANCIAL CONSIDERATIONS

As there are no direct financial impacts as part of this report this section will speak to the financial considerations included as part of the analysis for each of the six (6) alternatives presented herein.

Order of Magnitude Cost Estimates:

As part of the review of each alternative, an order of magnitude cost estimate was prepared by staff utilizing both subject matter expertise and available costing data resources such as Yardsticks for Costing by RS Means, and recent cost estimating data on similar type projects.

Each estimate prepared included all necessary project costs including but not limited to; Construction costs, Design costs, Fittings, Fixtures and Equipment, IT costs, and contingencies. In order to complete these order of magnitude estimates a certain amount of assumptions must be made. Some of the assumptions made on these order of magnitude estimates are as follows:

- **Square footage used as part of new build costing** - This was assumed as 44,000 square feet as a result of the functional program prepared by +VG Architects as part of the Town Administration Centre Project.
- **Soil conditions** - Assumes appropriate soil characteristics to deliver the project with no contamination.
- **Design Fees** - Assumed as a percentage of Construction cost based on Royal Architectural Institute of Canada's costing percentages for this building type.
- **Contingencies** - Based on the level of design information and accuracy of the level of estimate a contingency amount is included to offset this risk exposure. For the purposes of this exercise, except for Alternative #3, a 20% contingency amount was carried.

Other Project Costs:

In order to provide a reflective cost impact assessment of each alternative, all other influencing costs must be incorporated to provide a net cost impact for the project. As such each project cost identified in Attachment #1 incorporates all of the following cost considerations on top of the order of magnitude estimates:

- Proceeds of Sale of 25 Albert Street - Cost provided by subject matter expert.

- Proceeds of Sale from 10 Wellington street east - Cost provided by subject matter expert.
- Costs incurred to date - This includes design fees and demolition works associated with 25 Albert Street.
- HST Impact - The cost associated with Town's non recoverable portion of taxes are included.
- Cost savings - Any cost savings that could be achieved through design efficiency or shared building elements if applicable.

While the proceeds of sale would act as funding source for the capital project itself they do offer a direct financial benefit to each respective alternative if selected. Of note is that while these proceeds of sales are included at full value there is risks associated with the actual achieved amount based on timing and other influencing factors. For the purposes of this report no net present value calculations were conducted to show the impact of financing, inflation, or carrying costs of these properties to a point of sale.

Should a new alternative be selected a new financial picture including capital request form including funding sources will be required. It should also be noted that there are further financial efficiencies that can be introduced as part of the alternatives once a final path forward has been selected.

Respectfully submitted:

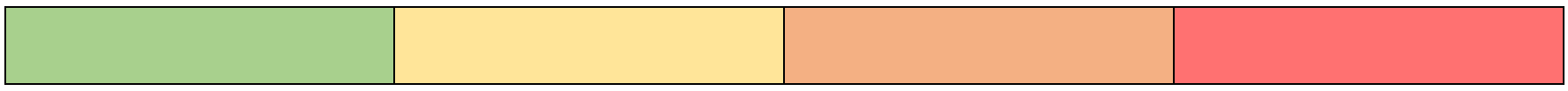
Daniel Burton
Supervisor of Building Construction

Attachments:

□ Attachment #1 - Table 1 Alternatives
□ Attachment #2 - Site Properties

Approved By:	**Department:**	**Status:**
Rick Vatri, C.E.T., Director of Engineering	Engineering	Approved - 14 Mar 2019
Khurram Tunio, M. Eng., P. Eng, GM of Infrastructure and Development	Development and Infrastructure Division	Approved - 14 Mar 2019
Blaine Parkin, P. Eng., CAO	CAO	Approved - 14 Mar 2019

Legend



Most ideal **Least Ideal**

Table 1 – Alternative Evaluation – New Town Administration Building

Evaluation Criteria	Alternative #1	Alternative #2
Description	Construct New Independent Building on existing Joint Operations Centre Lands.	Construct New Building on existing New Tecumseth Recreation Centre Lands.
Integration with surroundings	• Remote location to be integrated with operations yard and facility. • Agricultural lands on all borders • Near rail line • County works yard across from subject lands • Not conducive to community event hosting or integration.	• Sharing site with current municipal institutional type use. • Residential lands to the North and West of the property. • Industrial lands to the East and South. • Site is conducive to hosting community events. • Creates municipal campus type approach for customer services to residents.
Accessibility to residents and guests	• No accessible pathway for active transportation access via walking or cycling. • Public transit connectivity not in near future. • Distance to nearest residential subdivision 1.5km • Location is central to the Town geographically. • Some integration of customer service strategy	• Located along major roadway. • Accessible from west via active transportation such as cycling and walking. (DC funding collected to implement) • Likely a destination hub for any future local transit service. • Residential subdivision adjacent to subject property. • Proximity to majority of population. • No active transportation connectivity from east along Industrial Parkway, or along Church street to downtown residents. However future connection is anticipated. • Creates ideal centralized point in support of customer service strategy.
Site Servicing	• Water Servicing connection approximately 1.5km away. • Sanitary Servicing connection approximately 1.5km away. • Current Well and septic system would require upgrades to service the building. • Well service might not provide adequate flows for fire protection system. • Gas service not currently connected to the building. • Hydro servicing is available for this proposed build.	• Site is serviced by all available services such as Gas, Water, Wastewater, Storm Water Management, and Hydro.
Project Duration / Timeline to occupancy	• No works have started on this alternative. • Duration for procurement of designer – 4mths • Duration for schematic Design – 2mths • Duration for detailed Design – 8mths • Duration from Detailed Design completion to occupancy 20mths • Total project duration from start till Occupancy – 34mths.	• No works have started on this alternative. • Duration for procurement of designer – 4mths • Duration for schematic Design – 2mths • Duration for detailed Design – 8mths • Duration from Detailed Design completion to occupancy 20mths • Total project duration from start till Occupancy – 34mths.
Project Financials	• $14.7M net project cost • Higher cost due to servicing needs, new water and sanitary sewers from 1.5km away, and natural gas from approximately 0.3km away. • Costs associated with future water transmission main passing in front of the property would be included as part of the Tottenham Transmission Main project. (timing in next 2-4yrs) • Net price includes proceeds of sale from 25 Albert Street and 10 Wellington street based on expert opinion.	• $13.3M net project cost • Net price includes proceeds of sale from 25 Albert Street and 10 Wellington street based on expert opinion. • Costs are median over all alternatives reviewed

Table 1 – Alternative Evaluation – New Town Administration Building

Evaluation Criteria	Alternative #3	Alternative #4
Description	Renovations and New addition to 25 Albert Street, Alliston	Construct New Building along with New Fire Station #4 on Town owned lands at 6375 14th line Alliston.
Integration with surroundings	• Residential lands surrounding the property. • Street frontage on both North and South property limits with access from Tupper Street and Albert Street. • Connectivity to parklands to the south and institutional recreation facility to the north (AMA) • Connectivity with green space and municipal owned lands for community event hosting. • Does not create a campus type model to offer multiple municipal services in one convenient location.	• Remote location integrated with operations yard and proposed fire station. • Creates campus type approach with shared municipal services on site. • Concerns over increased pedestrian traffic created by admin building adjacent to works yard traffic and emergency services traffic. • Lands to the West are industrial, with agricultural to the south and future residential to the north. The lands to the East are for the Regional Wastewater Treatment Facility.
Accessibility to residents and guests	• Located in core of major urban centre of the Town • Accessible on two street frontages with active transportation pathways. • Proximity to potential future local transit route • Proximity to majority of Town residents. • Significant residential population surrounding property. • Creates a dual point of customer service delivery interactions within the Community of Alliston.	• No accessible pathway for active transportation access via walking or cycling. • Public transit connectivity not in near future. • Distance to nearest residential subdivision 1.5km • Location is central to the Town geographically. • Concerns over pedestrian traffic around facility with both operations yard and active fire station. • Creates a dual point of customer service delivery interactions within the Community of Alliston.
Site Servicing	• Site is serviced by all available services such as Gas, Water, Wastewater, Storm Water Management, and Hydro.	• Site has available water servicing along the 14th line adequate to provide both domestic and fire flows required for this development. • Hydro and Gas servicing available along the 14th line. • Storm Water management outlet available for servicing need. • Sanitary servicing not available through gravity sewer system. New septage holding tank and transfer pump complete with forcemain connection directly to regional wastewater plant required.
Project Duration / Timeline to occupancy	• Design works are 98% complete and ready for tender issuance to the market. • Interior selective demolition works are 100% complete. • Exterior complete demolition of 1950's portion of the school is 100% complete. • Permitting and approval process has commenced. • Total remaining duration to occupancy is 18mths	• No works have started on this alternative. • Duration for procurement of designer – 4mths • Duration for schematic Design – 2mths • Duration for detailed Design – 8mths • Duration from Detailed Design completion to occupancy 22mths • Total project duration from start till Occupancy – 36mths.
Project Financials	• $14.9M net project cost. • Costs for this alternative are higher as they do not include any proceeds of sale from 25 Albert Street but do include the projects of sale from 10 Wellington Street based on expert opinion. • Costing for this alternative includes a lower contingency as we are at a tender ready design state.	• $12.7M net project costs. • Lower cost than other alternatives as a result of design efficiencies through shared space and shared servicing which could be achieved. • Higher servicing costs as a result of the complexity associated with sanitary servicing for the site. • Net price includes proceeds of sale from 25 Albert Street and 10 Wellington street based on expert opinion.

Table 1 – Alternative Evaluation – New Town Administration Building

Evaluation Criteria	Alternative #5	Alternative #6
Description	Purchase new lands at 47 Victoria Street and construct new building and use existing municipal parking lot.	Construct new building integrated into the proposed Beeton Community Centre Project.
Integration with surroundings	• Site is located within the downtown core of Alliston. • Located within the downtown commercial core with direct adjacencies to commercial and residential properties. • In order for model to work however it requires the use of the current 98 space municipal parking lot supporting the downtown core users. This parking would have to be accommodated for by some means in order to maintain a net neutral impact on overall parking downtown. • Could act as a gateway element when coming into the downtown core, however integration with events requiring green space would be difficult. • Does not create a campus type model to offer multiple municipal services in one convenient location.	• Sharing site with proposed municipal institutional type use. • Residential lands to the surrounding the property. • Site is conducive to hosting community events. • Creates municipal campus type approach of customer services to residents. • Located within the downtown core of Beeton.
Accessibility to residents and guests	• Located in core of major urban centre of the Town • Accessible on two street frontages with active transportation pathways. • Proximity to potential future local transit route • Proximity to majority of Town residents. • Significant residential population surrounding property. • Creates a dual point of customer service delivery interactions within the Community of Alliston.	• Located along main roadway through community. • Accessible to a large number of local area residents via active transportation pathways. • Likely a destination hub for any future local transit service. • Residential subdivisions adjacent to subject property. • Central to the geographical area of the Town. • Distance from majority of Town Population would be greater than other alternatives. • Supports the integration of the customer service strategy by creating a single point of interaction in the community of Beeton.
Site Servicing	• Site is serviced by all available services such as Gas, Water, Wastewater, Storm Water Management, and Hydro.	• Site is serviced by all available services such as Gas, Water, Wastewater, Storm Water Management, and Hydro. • Parking requirements would be challenging to meet and would remove the majority of the green space remaining on the site. Structured parking may need to be considered.
Project Duration / Timeline to occupancy	• No works have started on this alternative. • Duration for procurement of designer – 4mths • Duration for schematic Design – 2mths • Duration for detailed Design – 8mths • Duration from Detailed Design completion to occupancy 20mths • Total project duration from start till Occupancy – 34mths.	• No works have started on this alternative. • Duration of feasibility study, public information session, and master planning completion for recreation centre options. -8mths • Duration for procurement of designer – 4mths • Duration for schematic Design – 3mths • Duration for detailed Design – 11mths • Duration from Detailed Design completion to occupancy 24mths • Total project duration from start till Occupancy – 46mths.
Net Project Costing (See Breakdowns)	• $13.7M net project costs. • Net price includes proceeds of sale from 25 Albert Street and 10 Wellington street based on expert opinion. • Cost includes the purchase of land at 47 Victoria Street based on expert opinion. • Higher site costs associated with contaminated soil remediation. • If alternative were selected Council would have to approve a project to replace the displaced parking within the downtown core, via structured parking or other means. Structured parking has not been included but would result in approximately a $2.5M cost.	• $11.5M net project costs. • Net price includes proceeds of sale from 25 Albert Street and 10 Wellington street based on expert opinion. • Costs are dramatically lower as a result of savings achieved through shared project costing, design efficiencies through shared space and shared servicing. • In order for this alternative to proceed Council would have to approve a secondary capital project valued in excess of $10M

Alternative #1

Construct additional administrative space on the Joint Operations Centre Property located at 6558 8th line, Beeton. The existing property is approximately 14 Hectares (34.6 acres) in size and houses the current Joint Operations Centre Facility of approximately 1,675m^2, comprised of approximately 745m^2 of administration space and 930m^2 of shop floor area.

- Site Amenities:
  - 34 parking spaces + 2 barrier free spaces (Total 36 spaces)
  - Approximately 0.4 Hectares (1 acre) of asphalt storage area and circulation space around shop.
  - Approximately 2.43 Hectares (6 acres) of land with random storage and debris piles (from aerial photo)
- Site Servicing:
  - Sanitary Servicing via on site septic system and tile field.
  - Water servicing from on-site well service. It is noted from Engineering that the potential of a future watermain may become available within the next two years. It is further noted that in order to provide sufficient watermain pressure at this location a new booster pumping station will be necessary.
  - No natural gas servicing
  - Overhead Hydro Electricity along the 8th line servicing the building
- Site Properties:
  - Lot frontage is 94m wide
  - Two 10m wide entrances into the property
  - Front yard set-back 55m to existing building
  - Side yard set backs 25m to East PL and 45m to West PL
  - Zoning – Institutional zoning
    - Front Yard Setback 6.0m
    - Exterior Side Yard 6.0m
    - Interior Side Yard 5.0m
    - Rear Yard 5.0m
    - Height 12.0m
    - Lot Coverage 40.0%
    - Landscaped Open Space 10.0%
    - 1 parking space / 46m^2

Alternative #2

Construct additional administrative space on the New Tecumseth Recreation Centre Property located at 7300 Industrial Parkway, Alliston. The existing property is approximately 6.8 Hectares in size and houses the current New Tecumseth Recreation Centre of approximately 10,410m^2, comprised of Two ice pads, a field house, fitness area, restaurant and community rooms, and service support amenities.

- Site Amenities:
    - 448 parking spaces + 19 barrier free spaces (Total 467 spaces)
    - Approximately 0.81 Hectares (2 acres) of green space in the south west corner of the property just west of the main entrance.
- Site Servicing:
    - Sanitary Servicing – municipal connection
    - Water servicing – municipal connection fire and domestic.
    - Natural Gas servicing
    - Overhead Hydro Electricity along industrial parkway
    - Currently the site does not have any urbanization with sidewalk and boulevard treatment on it between King Street and Church Street. This is identified within the DC background study as a need, but the timing would need to be adjusted to align with this build should this option proceed.
- Site Properties:
    - Lot frontage is 150m wide (Along south west portion west of entrance)
    - One 13m wide controlled main entrance, one secondary directional entrance in the South East Corner of the site. Site plan shows future provision for connection to Jones St although Engineering has indicated that this connection into a residential neighbourhood would not occur and would cause unnecessary traffic impacts on the residential area.
    - Front yard set-back 60m to existing building
    - Side yard setbacks 18m to East PL and 70m to West PL
    - Zoning – ULM-2 (Urban Light Industrial Exception)
        - Front Yard Setback 7.5m
        - Exterior Side Yard 7.5m
        - Interior Side Yard 5.0m - 10m
        - Rear Yard 5.0m – 10m
        - Height 15.0m
        - Lot Coverage 50.0%
        - Landscaped Open Space 10.0%
        - 1 parking space / 46m^2 for town hall, 1 per 4persons based on maximum occupant load in recreation centre.

Alternative #3

Maintain Status quo and proceed with completion of interior renovation and minor building footprint addition as planned at 25 Albert Street West in Alliston. The property is approximately 1.77 Hectares (4.4 acres) in site. The existing proposed work consists of the renovations of approximately 4,435m^2 with approximately 300m^2 being new addition construction.

- Site Amenities:
    - Existing school building that has had abatement and selective demolition work approximately 3,800m^2 with green field space and existing asphalt area.
- Site Servicing:
    - Sanitary Servicing via Albert Street Sewers.
    - Water servicing from Albert Street Watermain.
    - Natural Gas servicing from Tupper Street (Removed as part of demolition)
    - Underground Hydro Electricity servicing from Albert Street (to be removed and replaced with new larger service off Tupper Street).
- Site Properties:
    - Lot frontage is 170m wide on Albert Street and 182m wide on Tupper Street.
    - One 9m wide and one 7.5m wide existing entrance from Albert Street and one 5m wide entrance from Tupper Street.
    - Front yard set-back 25m to existing building from Albert Street
    - Side yard setbacks 20m to East PL and 86m to West PL
    - Zoning – Institutional zoning
        - Front Yard Setback 6.0m
        - Exterior Side Yard 6.0m
        - Interior Side Yard 5.0m
        - Rear Yard 5.0m
        - Height 12.0m
        - Lot Coverage 40.0%
        - Landscaped Open Space 10.0%
        - 1 parking space / 46m^2

Alternative #4

Construct additional administrative space on site with the proposed Fire Station #4 location and existing Operations Depot #1 Property located at 6375 14th line, Alliston. The existing property is approximately 30 Hectares (74.1 acres) in size and houses the current Operations Depot #1 Facility which has a total of four buildings and storage units with a total area of approximately 2,400m^2. The site also houses multiple soccer fields to the South end of the property. In addition, there is approximately 9 Hectares (22.24 acres) of land that is undevelopable due to Environmentally protected area.

- Site Amenities:
    - No structured parking spaces, gravel parking area between soccer fields, and a mix of asphalt and gravel parking within the Depot 1 fenced area for fleet vehicles and equipment storage.
    - Approximately 1.46 Hectares (3.6 acres) of open material storage area currently utilized on site.
    - Based on current planned activity on the site an approximately 1.2 hectares (3 acre) portion is currently allocated to the development of Fire Station #4, and 1.62 hectares (4 acres) have been identified as future expansion location for the Depot #1 facility itself.
- Site Servicing:
    - Sanitary Servicing via on-site sewage holding tank with pumping system and direct forcemain connection to the regional wastewater treatment facility next door.
    - Water servicing from 300mm watermain along the 14th line.
    - Natural gas servicing along the 14th line.
    - Overhead Hydro Electricity along the 14th line servicing the building
- Site Properties:
    - Lot frontage is 250m wide
    - One 13m wide entrance into the property
    - Front yard set-back 125m to existing depot #1 New Fire Station 4 will be much closer.
    - Side yard setbacks 112m to East PL and 70m to West PL
    - Zoning – Agricultural
        - Front Yard Setback 12.5m
        - Exterior Side Yard 12.5m
        - Interior Side Yard 8.0m
        - Rear Yard 8.0m
        - Height 15.0m
        - Lot Coverage 35.0%
        - 1 parking space / 46m^2

Alternative #5

Construct new administrative space at 47 Victoria Street, Alliston. The existing property is approximately 0.1 Hectares (0.25 acres) in size and is currently a vacant piece of land with ground water monitoring points due to contamination. The site is directly connected to the Municipal parking lot located on the corner of Wellington and Centre Street which would need to be converted to private parking for staff and visitors.

- Site Amenities:
    - Site does not have sufficient space to accommodate parking requirements.
    - Ground water monitoring wells and perimeter fencing are the only amenities on site currently as this is a vacant site.
- Site Servicing:
    - Sanitary Servicing – unknown if an existing lateral is available but there is a 200mm clay sanitary main along Victoria Street E and a 675mm diameter concrete main along Centre street available for service connection.
    - Water Servicing can be connected to 200mm diameter watermain along Victoria or along Centre Street.
    - Natural gas servicing available.
    - Overhead Hydro Electricity servicing available from Victoria and Centre Street.
- Site Properties:
    - Lot frontage is 20m wide
    - No existing site entrance and curb cut available, one would not be proposed to the site as parking would be accommodated elsewhere.
    - Front yard set-back N/A as no building exists.
    - Side yard setbacks N/A as no building exists
    - Zoning – Urban Commercial Core (UCC)
        - Front Yard Setback -
        - Exterior Side Yard -
        - Interior Side Yard -
        - Rear Yard -
        - Height 22.0m
        - Lot Coverage 70.0%
        - 1 parking space / 46m^2

Alternative #6

Construct new administrative space as part of a new Beeton Recreation Center project at 22 Second Street, Beeton. The existing property is approximately 1.7 Hectares (4.2 acres) in size and is currently home to both the existing Beeton arena and the Beeton Public Library. In addition, the Town also owns the parcels abutting this site at 48 & 56 Main Street, Beeton which add an additional 0.35 Hectares (0.87 acres) of land.

- Site Amenities:
    - Existing Beeton arena and storage facility on site would require demolition in order to accommodate the proposed development.
    - There is an existing house in which the Town currently receives rental income on the parcel at 48 Main Street in Beeton which will require demolition in order to accommodate the proposed development.
    - The existing Beeton Library would remain and need to be integrated into the design for proper connectivity and circulation.
- Site Servicing:
    - Sanitary Servicing – unknown if an existing lateral is available but there is a 200mm asbestos cement sanitary main along Main Street.
    - Water Servicing can be connected to 200mm diameter watermain along Main Street.
    - Natural gas servicing available.
    - Overhead Hydro Electricity servicing available from Main and Second Street.
- Site Properties:
    - Lot frontage is 96m along Main Street and 150m along Second Street
    - Zoning – Urban Commercial Core (UCC) part and part Institutional
        - Front Yard Setback -
        - Exterior Side Yard -
        - Interior Side Yard -
        - Rear Yard -
        - Height 22.0m
        - Lot Coverage 70.0%
        - 1 parking space / 46m^2 for Town Hall portion and 1 parking space / 4 occupants for recreation centre portion.