



SUSTAINABLE DEVELOPMENT COMMITTEE REPORT

Meeting Date: October 28, 2015

Subject: Laydown Yards and Soil Management

APPROVALS:

Emdad Haque, Director &
Keith Smith, Director
Brian Moore, Executive Director
Marcel Ulliac, Chief Administrative Officer

Administrative Recommendations:

THAT the Municipality continue the use of municipally-owned land, including reserve lands, for laydown yards and displaced residential parking, subject to the use not exceeding two construction seasons; and

THAT public engagement be undertaken prior to the start of the capital project in order to inform residents about potential impacts and mitigate negative effects.

Summary:

A number of capital projects require the use of laydown yards in urban residential districts to support adjacent projects, particularly for the Urban Rehabilitation project. Using land in proximity to the construction site decreases cost and time to the project as materials and equipment do not need to be moved to the construction site daily.

Typically, land owned by the Municipality in urban residential districts is reserve land. As per the Municipal Government Act, reserve land (Environmental and Municipal) is to be left in its natural state, be used as a public park, a public recreation area, or for school board purposes.

Section 677 of the Municipal Government Act permits a municipality to authorize the construction, installation and maintenance of a roadway, public utility, pipeline or transmission line on, in, over or under reserve land provided the interest of the public will not be adversely affected.

Background:

On June 23, 2015, Council after hearing from the public did not permit the use of Environmental Reserve lands along Signal Road as a laydown as there was adverse public impact to using this area as a laydown yard for the long duration of time that was proposed. Administration has since reviewed all the laydown yards that are located within the Urban Service Area and have determined that for the 2015 construction season there are a total of 25 laydown yards in use: 8 being Municipal Reserve, 1 Environmental Reserve and 16 municipally owned lots without any designation such as reserve. Of the reserve lands currently in use, the majority of the construction projects are projected to be complete in 2015 and four in 2016.

Urban capital projects need to continue and laydown yards are required for construction. Administration proposes to limit the time on which municipal lands can be used for laydown yards to two construction seasons to limit the impact on the residents. Education and awareness are essential to the success of laydown yards. Administration proposes a joint Communications and Engineering strategy for engaging with nearby residents and businesses before construction begins on urban capital projects with a laydown yard. The strategy will address project timelines and details, and the cost savings and efficiencies of laydown yards. Each project may require a unique approach, which will be recommended by Communications and Stakeholder Relations. This will follow the regular process for communicating capital projects.

Alternatives:

1. Status quo: Continue the use of municipal owned land, including reserve lands for laydown yards and displaced residential parking.
2. Utilize land for laydown areas that is owned by the municipality which does not carry a reserve designation through Land Titles office.
3. That municipal owned land is no longer used for laydown areas in the urban area following the completion of the 2016 construction season; that all construction tender packages moving forward require that the contractor find their own laydown yards; and that Administration pursue a Crown lease for a soil management solution. Budget for site investigation will be included as part of the 2016 budget deliberations.
4. The Municipality pursue a lease of Crown land that will provide for a central laydown yards north of the bridge and south of the bridge. Budget for site investigation will be included as part of the 2016 budget deliberations.

Budget/Financial Implications:

Based on discussions with contractors, Administration has determined that by not allowing laydown yards in proximity to the project will result in costs from trucking of soil, trucking of material and additional equipment to load and unload materials at the laydown yard and at the construction site.

Cost based on the Administrative Recommendation:

There would be no additional costs to the project from a trucking standpoint, however the Municipality would still be required to fund the remediation costs, currently part of the project budget. As a comparison, the current site in use along Cochrane Drive is 8,500 square metres and will cost approximately \$222,000 to topsoil and sod following the removal of the laydown yard.

Cost based on the Status Quo:

There would be no additional costs to the project from a trucking standpoint, however the Municipality would still be required to fund the remediation costs.

Cost based on utilizing land not designated reserve:

There would be no additional costs to the project from a trucking standpoint, however the Municipality would still be required to fund the remediation costs. While no additional costs would be incurred, limiting the land to non-reserve designated land would have an impact to

project schedules as the Municipality may not be able to accommodate laydown yards without the use of reserve lands.

Cost based on not allowing the use of municipal land:

If the laydown yard and soil pile is not located adjacent to the project, extra costs to haul the soil is estimated at \$1,123,000; \$468,000 to haul the materials such as pipes; and \$468,000 for additional equipment that is required to unload materials. This results in a potential additional cost of \$2,059,000 per project.

While laydown yards can be managed by the contractor, the management of soil remains an issue for the Municipality. Soil is currently being stored primarily within Abraham's land so it can be available for future use. However, Abraham's land is not a long term solution for soil management and it would be ideal for soil to be stored in multiple locations for ease of use during the various capital projects. As such, additional costs would be incurred for the Crown leases for soil management at \$100.00 per year and eventual remediation of the lease site would be required. Remediation costs are currently estimated at \$26.00 per square metre, assuming a 20 acre lease site for soil management, remediation costs at the end of the Crown lease would be \$2,104,366.

As this alternative includes investigating a soil management solution which would result in the hauling of soil; the cost impact would be reduced from \$2,059,000 to \$936,000 per project.

It is anticipated that the contractor will increase the bid price for projects given the requirement to provide their own laydown yard. Assuming contractors would require land equal to 25% of the average size of land used for current laydown yards and based on a 2015 market rental appraisal for vacant land; it is estimated the bid price for the tender would increase by \$58,445 per project per construction season. This represents a total cost of \$994,445 per project per construction season ($\$936,000 + \$58,445 = \$994,445$).

Cost based on a Central Laydown Yard:

This alternative, which is not recommended by the contractors, would incur costs for hauling of soil and materials at an estimated cost of \$2,059,000 per project as soil and material hauling would be required as well as an extra loader.

Other than limiting the use of municipal land to two years or maintaining the status quo, the alternatives have an impact to the Municipality, primarily a financial one. Should the Municipality not permit the use of municipal land for laydowns, with an estimated additional cost of \$994,445 per project, and assuming 10 to 20 capital projects results in an impact of \$9,944,450 to \$19,888,900.

Rationale for Recommendations:

Laydown yards and soil management are a necessary part of capital projects. Allowing laydown yards in proximity to the project reduces costs to the project and the project schedule. To minimize the impact of the laydown yards on residents, the Municipality will communicate with residents early in the process, with an emphasis on awareness and education. This will ensure they are aware of the upcoming project, the location, and the advantages of laydown yards.

Strategic Plan Linkages:

Pillar 2 – Building Balanced Regional Services

Pillar 5 – Building a Reliable Transportation System

Pillar 6 – Building a Sustainable Region