



Overview of the Expansion of the 39th Avenue Garage

Garage Study was Conducted to Review
the Feasibility of a Centralized/or
Decentralized Garage Facility.

Recommendation

Centralize Garage by Expanding the 39th
Avenue Garage Facility.

January 10, 2005

The City Commission
authorized the City Manager
to Negotiate a Contract for
an Architect/Design Firm.

Community Outreach Meetings

- October 3, 2006
- July 10, 2007

July 12, 2007

- DRB Review of the Development Plan/
Application to Expand the Garage on the
West Side of the Public Works Compound.
- DRB did not approve the Development
Plan/Application for the West Side Expansion
Proposal.

August 27, 2007

The City Commission Referred the Expansion of the Fleet Maintenance Facility to the Community Development Committee.

September 2007 thru January 2008

**Community Development Committee
Reviewed Information/Data from City
Staff and the Stephen Foster
Community on the Expansion Site.**

Issues

- Zoning
- Noise
- Other Environmental Concerns
- Compatibility
- Relocation of the Public Works Complex
- Alternative Sites/Development Opportunities
- Costs

Key Issues Discussed

- Zoning – City Attorney’s Office Memo Dated September 12, 2007.
- Noise
- Other Environmental Concerns – Water Quality and Koppers Site.
- Relocating the Materials Storage.
- Cost of Construction, Alternative Sites and Relocating of the Public Works Compound.

39th Avenue Public Works Center



Original East Side Proposal





Public Works Center/Fleet Management Existing Site

- **Description of Public Works Center Site**
- **Pictures**
- **Existing Services**

39th Avenue Public Works Center



Noise Compliance

- General Services has issued a PO to Gary Siebein & Associates to perform two acoustical studies and recommend, if necessary, mitigation strategies.
- No evening or weekend operation at garage except during emergency operations.
- Only 8-12 additional vehicles will be serviced on site each day.

Noise Consultant Presentation

Material Yard Section



Current Site Characteristics

- Contiguous to the personnel and equipment
 - Security is fair
 - Easy accessibility
- In 2006 the Department of Public Works installed stormwater detention basins at the low end of the material yard (north).
 - Provide basic stormwater treatment
 - Are operational

Site Constraints to the Area

- Earthen mound constructed for sound attenuation:
 - Currently does not meet noise level standards; and,
 - Reduces the usable material storage area.
- Replacing the mound will attenuate noise, however:
 - A 'noise wall' is estimated to cost up to \$2 million per acre; and,
 - Since the noise wall must be at least 150 feet from any property line, the useable material storage area is drastically reduced.

Site Constraints to the Area (continued)

- The creek (North Side) limits above ground development.
- A drainage ditch along the East side further defines the site area.
- The GRU communications tower footprint reduces usable area.

Creek Locations



Material Area w/Floodplain



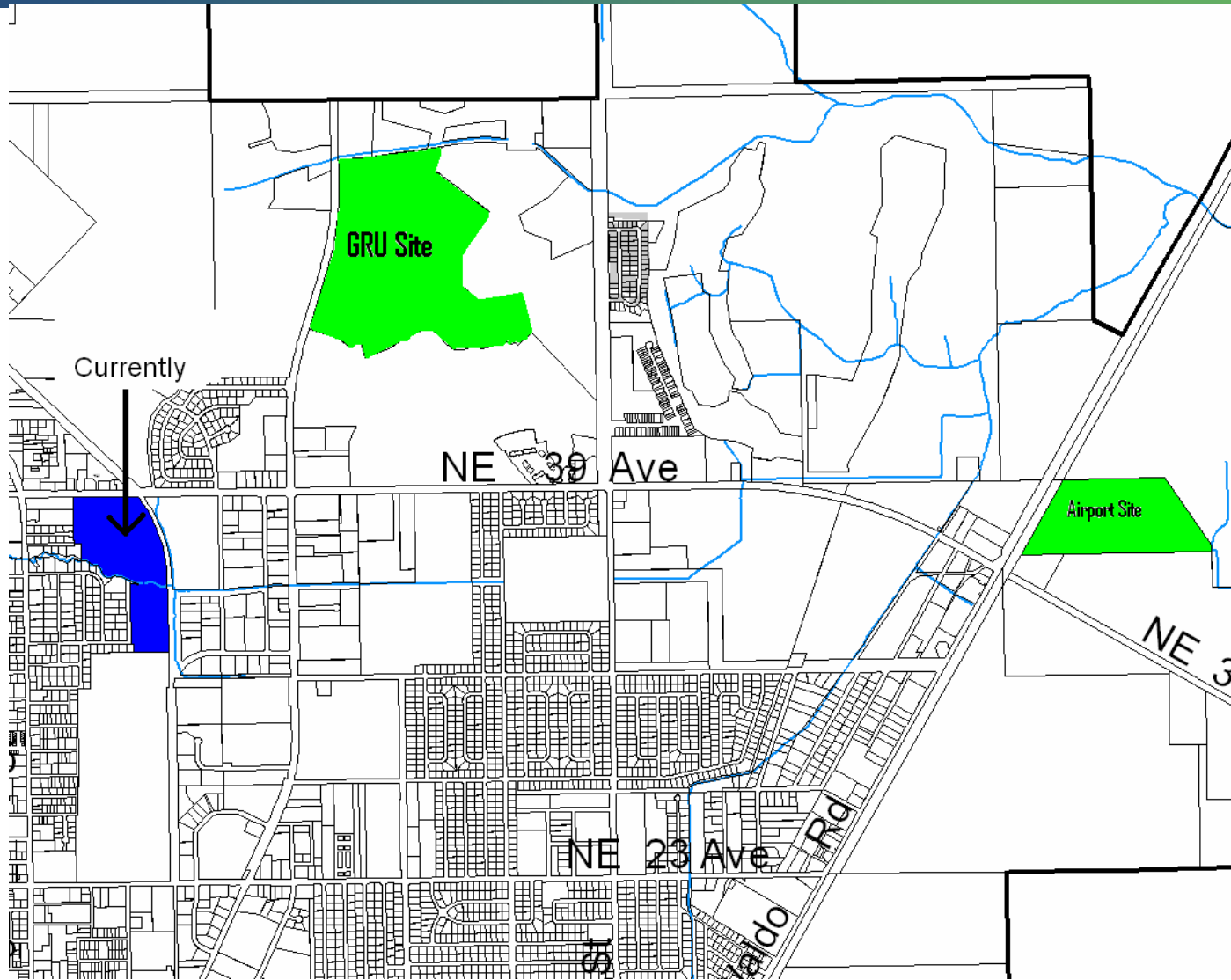
Other Considerations

Department of Public Works developed a conceptual plan to bring the site into compliance with DEP guidelines for materials processed and stored in the yard. However, with the constraints imposed by the additions of noise walls, moving this area to a new site is preferred.

Relocation Challenges

- Refer to Committee for:
 - Identification of Funds
 - Site Selection
 - Develop time schedule

Possible Material Area Relocation Sites



Material Storage Area

- Material storage is comprised of approximately 10 acres, including:
 - Piping
 - Block and Brick
 - Dredging from Stormwater System
 - Broken Asphalt and Concrete from Repairs
 - Street Sweepings
 - Tree & Plant Debris
 - Miscellaneous - including shopping carts, tires and trash awaiting recycling

Relocation Challenges

- Funds need to be identified.
- A site needs to be selected.
- A time schedule will need to be developed.
- What happens next?

Potential Sites for the Fleet Management Complex

Name/Location of Sites:

- N.W. 53rd Avenue (South Side) near Waldo Road
- N.W. 53rd Avenue (North Side) near Waldo Road
- N. Main Street between N.E. 39th & 53rd Avenues
- Airport Industrial (East of Airport)
- Deerhaven
- Airport Industrial (Economic Development)
- Plant Farm (Waldo Road)
- Tent City (Main Street Plant)
- N.W. 53rd & N. Main Street
- GRU- EOC
- PWC

Relocation of PWC

- Cost - Approximately \$47 million
- Traffic Management Issues
 - Traffic Management System relocation endangers \$18.2 million program.

CENTRALIZED OPERATIONS AT PWC

	Option A Current Status	Option A1 Relocate Recycled Materials Storage
	PWC – East Side	PWC – East Side
Transition Cost	0	\$2,500,000
Total Purchase, Design and Construction Cost	\$3,200,000	\$3,200,000
Mitigation Cost	\$2,080,000	\$80,000
Recurring Cost	\$203,420	\$203,420
Total Cost	\$5,483,420	\$5,983,420

DECENTRALIZED OPERATIONS

	Purchased Property	City-Owned Property
Transition Cost	\$2,500,000	\$2,500,000
Total Purchase, Design and Construction Cost	\$8,338,972	\$6,038,972
Mitigation Cost	Study to be done	Study to be done
Recurring Cost	\$279,973	\$383,604
Total Cost	\$11,118,945	\$8,922,576



Optional walls or berms
of 12' tall min. to 16' tall

How Can the City be a Good Neighbor

Staff recommends that the following actions/steps be taken to improve communications and operations of the Public Works Compound:

- Comply with the recommendations of the Acoustic Consultant for the PWC.
- Remove the material storage operations from the PWC.
- Implement the Administrative Policies and Procedures recommended by the CDC for operating the PWC.
- No evening or weekend operation at the garage except during emergency operation.
- Invite surrounding neighborhoods to participate in the design phase of the development and for the garage.
- City representatives attend Neighborhood Association meetings to discuss issues/or concerns about operations of the PWC.
- Bring any issues/or concerns about the operation of the PWC back to the Public Works Committee or the Community Development Committee.

Community Development Committee Recommendations

- 1) Recommends Option A1 from the City Staff recommendations.
- 2) Receive additional information for consideration for Options 2 and 3 from the Stephen Foster Neighborhood recommendations.
- 3) Remove this item from the referral list.

Option 2

SFN Recommendation

- Relocation, Cleanup, and Slow-Track Consolidation
 - Relocate GRU facility to an appropriately zoned private City-owned site.
 - Funding already available
- Consolidate Stephen Foster vehicle service and road construction material activities with relocated GRU facility when funding becomes available.
 - Funding
 - Redevelopment of a portion of the Stephen Foster site, retaining a portion of the parcel for City functions that are compatible with surrounding neighborhoods.
 - Redevelopment of downtown site.

Option 3 – SFN Recommendation

- Relocation to Private Parcel, Cleanup, and Slow-Track Consolidation
 - Relocate GRU facility to an appropriately zoned private parcel.
- Consolidate Stephen Foster vehicle service and road construction material activities with relocated GRU facility when funding becomes available.
 - Funding
 - Redevelopment of a portion of the Stephen Foster site, retaining a portion of the parcel for City functions that are compatible with surrounding neighborhoods.
 - Redevelopment of downtown site.