



**MAYOR'S IMPLEMENTATION TEAM**

**AGENDA**

**Thursday, June 2, 2016  
8:00 A.M. - Build Belleville Project Centre  
116 Pinnacle Street**

- 1) Declaration of Pecuniary Interest and the General Nature Thereof
- 2) Confirmation of Minutes – May 16, 2016
- 3) Staff Reports
  - a. North East Industrial Park – Project Review
- 4) New Business
  - a. Bay Bridge Road Site Visit
- 5) Next Meeting: Thursday, June 16, 2016
- 6) Adjournment



## MAYOR'S IMPLEMENTATION TEAM

### Minutes

**Monday, May 16, 2016**

**7:30AM**

**Build Belleville Project Centre**

**116 Pinnacle Street**

A meeting of the City of Belleville Mayor's Implementation Team Committee was held on the above date, commencing at the hour of 7:30 a.m.

Members Present: Mayor Christopher  
Councillor Garnet Thompson  
Councillor Kelly McCaw

Staff Support Present: Rod Bovay, Director of Engineering & Development  
Ray Ford, Deputy Director/ Manager of Engineering  
Mark Fluhrer, Director of Recreation,  
Culture & Community Services  
Elisha Purchase, Build Belleville Projects Coordinator

Regrets: Councillor Jack Miller

1) Declaration of Pecuniary Interest & the General Nature Thereof

None noted.

2) Confirmation of Minutes

Moved by Councillor Garnet Thompson  
Seconded by Councillor Kelly McCaw

**"THAT the minutes of the April 19, 2016 Mayor's  
Implementation Team be approved."**

- CARRIED -

### 3) Updates

#### a. Build Belleville Projects/ Financial Summary

- Bay Bridge Road/ Dundas Street West – Construction of the retaining wall is underway. Looking to flip traffic on Dundas Street end of June. Traffic impacts manageable due to increased awareness through communications plan prior to construction. No contact from CP to date regarding communications lines south of Coleman that require repair or removal.
- Sidney Street/ Bell Boulevard Intersection – Property acquisition is still ongoing which has resulted in construction being delayed until 2017. Veridian lines will be relocated in 2016 which is a 4-6 month process.
- Herchimer Avenue – Close to receiving 90% design. PIC being planned for June. All four quadrants of intersection to include pedestrian crossing/ sidewalk.
- Bronk Road –Property acquisition remains ongoing. Construction included in the City's rural resurfacing contract for 2016.
- Mineral Road/ Maitland Drive – Consultant has been instructed to submit sanitary sewer application to MOECC and is working on completing contract package. There are three poles scheduled to be relocated by Hydro One by June 2016. Property acquisition remains underway.
- Foxboro Bridge – Design issues have delayed construction. Construction date cannot be confirmed at this time.
- Grass Boulevard – City completing design including drainage outlet. Property acquisition is ongoing.
- North East Industrial Park – A PIC will be held in June and hosted in the Industrial Park to present the project at the 60% design stage. There are five railway crossing locations that require approval from CN Rail and Transport Canada. A preliminary submission to CN Rail has been made and a formal detailed submission is being prepared. With the potential significant delays in receiving CN Rail approvals, a different construction schedule is being considered.
- City Centre Revitalization – Information nights hosted for stakeholders prior to construction beginning on April 25th. Stage 1 of Phase 2 was completed May 5<sup>th</sup> which focused primarily on service excavations on Front Street between Victoria Avenue and Campbell Street. Rehabilitation of the walkway that connects the Catharine Street footbridge to Front Street began May 4<sup>th</sup> and will be ongoing for approx. 3-4 weeks. Stage 2 began May 5<sup>th</sup> with construction continuing on Front Street stretching from Victoria Avenue to Bridge Street, including Campbell Street. A project update is being prepared bi-weekly to provide a two week look ahead to stakeholders.
- Water Treatment Plant – A Terms of Reference is being developed.

- b. North East Feedermain –Final restoration work at Sarah Court and line painting on Yeomans Street will be completed by the end of May 2016.
- c. Solar FIT Program – Panel installation at the Water Treatment Plant (2 Sidney Street) is moving ahead. Structural engineers are ensuring that the roof meets all requirements. Panel installation should proceed in June 2016.
- d. West Riverside Park – Paving will be completed by end of May 2016.

Moved by Councillor Kelly McCaw  
Seconded by Councillor Garnet Thompson

**“THAT item 3a be received and forwarded to Council.”**

- CARRIED -

4) New Business

- a. Catharine Street Footbridge
  - Preliminary design has been completed and a rendering was circulated.
  - Detailed design to begin once final report is completed.
  - Funding for design approved to date. Funding for construction will be presented as part of the 2017 capital budget.

5) Next Meeting

Tentatively scheduled for May 26, 2016.

6) Adjournment

Moved by Councillor Garnet Thompson  
Seconded by Councillor Kelly McCaw

**“THAT the meeting be adjourned at 8:16 a.m.”**

- CARRIED -



**CITY OF BELLEVILLE**  
Ray Ford, Manager  
Engineering & Development Services  
Report No. BB-ENG-2016-06  
June 13, 2016

**APPROVAL BLOCK**

CAO \_\_\_\_\_

DF \_\_\_\_\_

DRCCS \_\_\_\_\_

**To: Mayor and Members of Council**  
**Subject: North East Industrial Park Project Review**

**Recommendation:**

**“THAT implementation of the North East Industrial Park Project proceed as described in Option 2 in the Manager of Engineering and Development Services Report No. BB-ENG-2016-06 North East Industrial Park Project Review.”**

**Strategic Plan Alignment:**

The City of Belleville’s Strategic Plan identifies nine strategic themes. This report aligns with several including Infrastructure; Industrial and Commercial Development; Transportation and Mobility; Cultural and Recreation; Community Health; and Safety and Security.

**Background:**

On March 3, 2016 staff presented the Mayor’s Implementation Team with an Active Transportation Technical Memorandum to brief the committee on active transportation recommendations for the North East Industrial Park (NEIP) Road and Sidewalk Upgrades. Following endorsement by the MIT of the active transportation memo and plan a preliminary submission was made to Canadian National (CN) Railway for approval of the active transportation upgrades to address the five (5) railway crossing locations on this project that require CN Railway and Transport Canada approval. Upon CN receiving the preliminary submission, the City was advised by CN Railway of a new approval process in place as a result of recent revisions in the Railway Traffic Act. Preliminary indications are that it may take several months to receive the approval required to construct the active transportation facilities where a rail crossing upgrade is required to accommodate the active transportation facility. A formal detailed submission

utilizing the new approval process has been submitted to CN as part of the 60% design process.

### **Financial/Analysis:**

The construction tender for this project was initially scheduled to be issued in early summer 2016; however with the potential for significant delay in receiving required CN Railway approvals, it may be necessary to consider a different construction schedule to deliver this project. Based on feedback received from the consultant, receiving the required approvals would extend the project beyond the current construction season. As a result of this new information, the following three (3) options have been identified for moving the project forward.

**Option 1:** Complete all aspects of NEIP project design and issue a tender per the original schedule without CN Railway approvals.

The City could move forward with all work that is pre-approved and make provisions in the contract to construct the active transportation facilities at the level crossings after receiving CN approvals. This option presents the most uncertainty as the City will not have a clear understanding of all requirements until approval is received from CN Railway and Transportation Canada. Compliance with the final approval requirements may result in the City having to amend or redesign project elements that would be included in a contract; exposing the City to claims by the contractor.

This option is also the least efficient and presents greater challenges to the City in terms of safety. Only constructing those portions of the sidewalks and pathways beyond the level crossings would have the sidewalks / pathways temporally ending in mid-block. Temporarily ending exterior paths of travel and forcing pedestrians on the road mid-block would not comply with the Accessibility for Ontarians with Disabilities (AODA) Act and also creates a challenging winter maintenance plan. This option is not recommended by staff given the number of challenges and uncertainties presented.

**Option 2:** Complete all aspects of NEIP project design and break the project into two separate tenders. Issue a tender for the roadwork portion only in 2016 and a second tender for the sidewalk and pathway work (active transportation) in 2017.

This option allows for the roadwork portion to be tendered and completed in 2016 and postpones all sidewalk/ active transportation work until 2017 when approvals are in place and there are no uncertainties around how the City can proceed. CN Railway has confirmed that the City can proceed with maintenance work on the roadway under the existing agreement/ authorization.

Breaking this project into two smaller contracts could present greater benefits to the City as it may attract more bidders and result in more competitive pricing. The greatest risk presented would be related to the sidewalk construction equipment having to travel on

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newly constructed roads when the active transportation portion is being completed, however the City would include provisions in the contract for mitigating and addressing any potential damages.

Staff views this option as the most viable option for managing costs and risks; allowing work to move forward in 2016.

**Option 3:** Complete all aspects of NEIP project design and issue a tender in **2017** when all approvals are in place.

The final option is to complete all design and approval activities in 2016 and defer all construction until 2017 or until approvals from CN Railway are received. This option risks an increase in pricing if all work is deferred by one year and prolongs any necessary roadwork improvements from being made as had been planned.

### **Conclusions:**

Given the uncertainties presented if the City moves forward with this project as one contract without approvals; and the City's desire to move this project forward, breaking this project into two contracts to address the roadwork component in 2016 and active transportation component in 2017 presents the most benefit to the City and the project stakeholders. Moving forward with roadwork in 2016 could attract more competitive pricing when breaking up asphalt work from sidewalk work and ultimately shows the City's commitment to moving this important project forward.

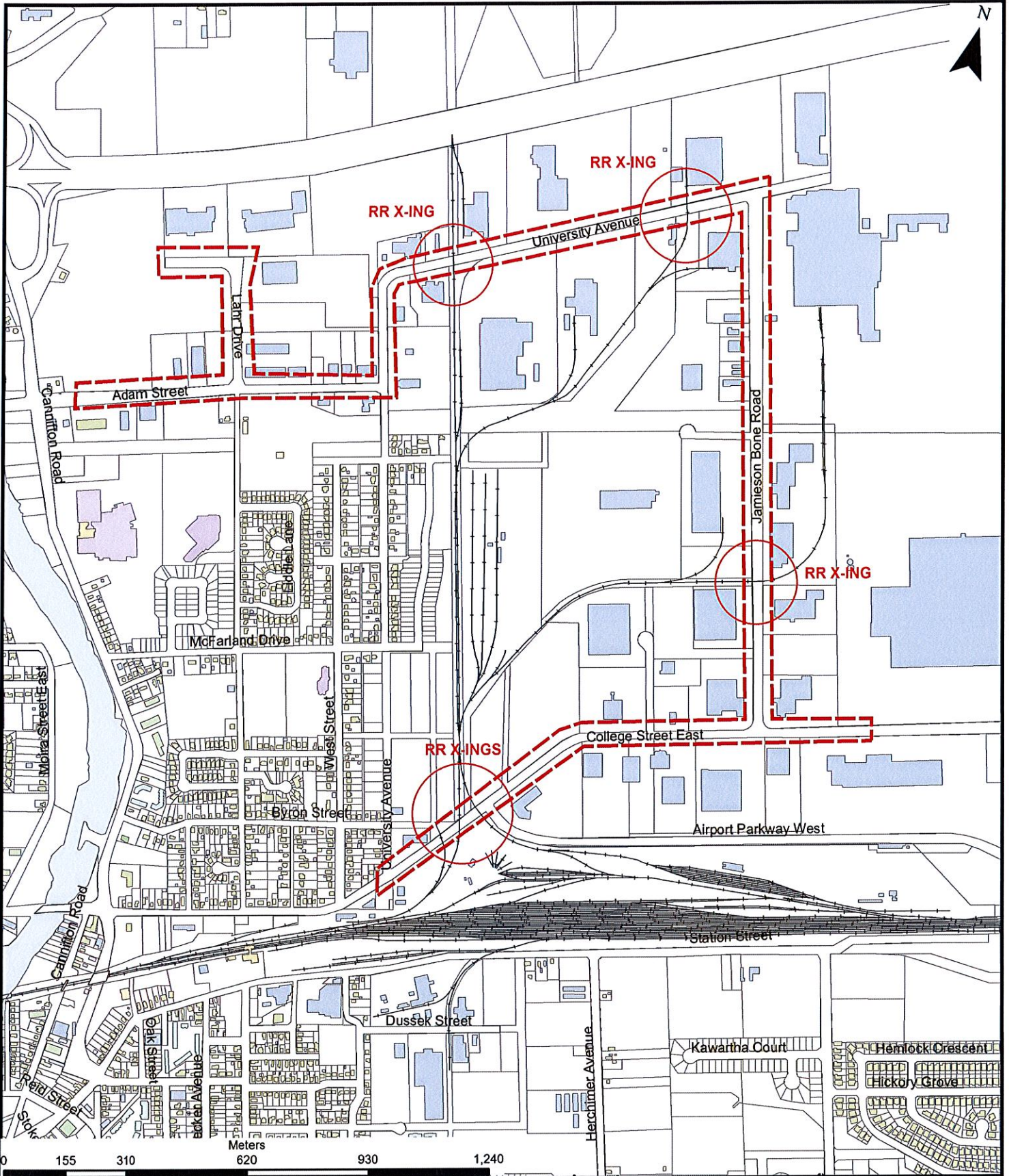
It is recommended that Option 2, as described above, be endorsed with the North East Industrial Park road upgrades portion of the project proceeding to tender in 2016 and that the sidewalk upgrades portion be tendered in 2017 when required CN and Transport Canada approvals are in place. An appropriate recommendation has been provided.

### **Attachments:**

1) Area Map/ Railway Crossing Locations – North East Industrial Park

Respectfully submitted,

Ray Ford,  
Manager, Engineering and Development Services



**Figure 2.**  
**Area Map and Project Limits**  
**North East Industrial Park**  
**Infrastructure Upgrades**



**CITY OF BELLEVILLE**  
 ENGINEERING & DEVELOPMENT  
 SERVICES DEPARTMENT

October 2014