

Staff Report



To	General Committee
Subject	Funding Request for FC1206 - Allandale and Downtown Transit Mobility Hubs and FC1064 Allandale Historic Train Station Development
Date	May 7, 2025
Ward	All
From	R. Pews, P.Eng; Directory of Corporate Facilities
Executive Member Approval	J. Schmidt; General Manager of Community and Corporate Services
CAO Approval	M. Prowse, Chief Administrative Officer
Staff Report #	FAC002-25

Recommendation(s):

1. That the approved budget for project FC1206 - Allandale and Downtown Transit Mobility Hubs, be increased by \$1,763,084, to be funded from the Tax Capital Reserve.
 2. That the approved budget for project FC1064 - Allandale Historic Train Station Development, be increased by \$600,000, to be funded from the Tax Capital Reserve.
 3. That the approved budgets for projects FC1320, FC1319, FC1300, FC1278, FC1273, FC1258, FC1257, FC1240, FC1230 and FC1079, funded through the Tax Capital Reserve, be reduced as indicated in Table 1 found in the Financial Implications section of Staff Report FAC002-25.
-

Executive Summary:

The purpose of this Report is to request the redistribution of surplus funds from several capital projects to support the completion of Project FC1206 - Allandale and Downtown Transit Mobility Hubs and Project FC1064 - Allandale Historic Train Station Development.

The Allandale and Downtown Transit Mobility Hubs and Allandale Historic Train Station Development projects are facing significant cost pressures related to an unanticipated additional amount of contaminated soil, extended archaeological monitoring and investigations and complex requirements of working adjacent to a Metrolinx rail corridor.

Key Findings:

The following is a summary of the significant cost pressures facing the Allandale and Downtown Transit Mobility Hubs and Allandale Historic Train Station Development projects:

Contaminated Soil

The actual amount of contaminated soil is more significant than anticipated. During initial site investigations of the Barrie Allandale Transit Terminal (BATT) site, it was identified that the environmental quality of surficial soil on site did not meet provincial regulations, requiring removal and off-site disposal at licensed landfills to receive contaminated soil. Advised by the environmental consultant, staff carried an allowance for the removal of approximately 1,150m³ of contaminated soil. As excavations progressed, the actual amount of contaminated soil removed exceeded 3,250m³.

Archaeological Monitoring and Investigation

Archaeological assessments have discovered items of archaeological significance requiring adjustments to the construction plan resulting in additional levels of effort. Through a previous Stage 1 - 3 Archaeological Assessment, the subject property of the BATT has been identified as possibly containing archaeological items of significance. This necessitates Stage 2 Construction Monitoring which requires the City's licensed archaeologist to monitor on site soil disturbance, and the option for Indigenous groups to participate in Construction Monitoring. The effort required by the City's licensed archaeologist and Indigenous groups significantly exceeded expectations as items of archaeological concern have been discovered on site, requiring a burial site investigation to proceed.

As per ministry requirements, no construction work may proceed in the location of the burial site investigation until it is resolved, and the area is cleared. The subject area is located directly where the electrical transformer is to be installed that serves the facility. As a result, an alternative temporary power solution is being implemented to minimize impacts to the project schedule, however, at a cost. Furthermore, to minimize the building electrical demand on the temporary electrical service, the commercial coffee kiosk space in the BATT facility will not be tenanted until the building's permanent power service can be installed.

Metrolinx Rail Corridor

Additional unanticipated requirements from the Authorities Having Jurisdiction has delayed construction progress. The BATT site is located adjacent to the Metrolinx Rail Corridor and is within a rail corridor work permit and flagging zone requiring coordination with Metrolinx, acting as an Authority Having Jurisdiction (AHJ). There are several reviews, permits and approvals required by Metrolinx to allow construction work to proceed within the Barrie Allandale Transit Terminal property. Metrolinx did not process these reviews, permits, and approvals in a timely manner resulting in additional coordination of work activities and delays to the project schedule which the General Contractor is seeking compensation for.

Financial Implications:

To mitigate pressure on City reserves, the additional budget requests of \$1,763,084 for

Project FC1206 - Allandale and Downtown Transit Mobility Hubs and \$600,000 for Project FC1064 - Allandale Historic Train Station Development is being proposed to be offset by returning \$2,363,084 from several capital projects outlined in the table below:

Table 1

Project Name	Project Number	Approved Project Budget	Additional Funding Requested	Revised Project Budget	Funding Source
Allandale and Downtown Transit Mobility Hubs	FC1206	\$29,611,854	\$1,763,084	31,374,938	Tax Capital Reserve
Allandale Historic Train Station Development	FC1064	\$9,235,000	\$600,000	\$9,835,000	Tax Capital Reserve
Facilities Forecasted Needs	FC1320	\$4,500,000	(\$600,000)	\$3,900,000	Tax Capital Reserve
EBCC – Gymnasium Floor Rehabilitation	FC1319	\$80,000	(\$40,987)	\$39,013	Tax Capital Reserve
City Hall Rotunda Window Replacement	FC1300	\$255,000	(\$235,000)	\$20,000	Tax Capital Reserve
Sadlon Arena Fire Sprinkler System Replacement	FC1278	\$620,000	(\$102,941)	\$517,059	Tax Capital Reserve
Main Library Garbage Bin Replacement	FC1273	\$25,000	(\$25,000)	\$0	Tax Capital Reserve
Transit Terminal Canopy Drain Line Replacement	FC1258	\$60,000	(\$19,270)	\$40,730	Tax Capital Reserve
Transit Terminal Exterior Door Replacement	FC1257	\$546,000	(\$175,000)	\$371,000	Tax Capital Reserve
Allandale Recreation Centre Sidewalk Paver Replacement	FC1240	\$756,000	(\$84,000)	\$672,000	Tax Capital Reserve
Peggy Hill Community Centre Roof Replacement	FC1230	\$4,450,000	(\$932,027)	\$3,517,973	Tax Capital Reserve
Eastview Arena Parking & Light	FC1079	\$1,119,900	(\$148,859)	\$971,041	Tax Capital Reserve
TOTAL		\$51,258,754	\$0	\$51,258,754	

Alternatives:

The following alternatives are available for consideration by General Committee:

Alternative #1 – General Committee could choose not to endorse the recommended motions contained in staff report FAC002-25. This alternative is not recommended as the Allandale and Downtown Transit Mobility Hub project is a priority project that will ensure transit services remain operational and avoid an interruption of services to the residents of Barrie. Should the recommended motion not be endorsed, a schedule extension will be required and a significant reduction of the scope of work will be required in order to proceed with a portion of the project that the current budget can accommodate. This would result in service level impacts and threaten the schedule of the Lakehead STEM Hub project to be executed at the existing 24 Maple Ave. Transit Terminal. Furthermore, the provincial order to expand the station land's burial site investigation to include the BATT utility service corridor must be satisfied before permanent power can be installed for the new terminal building.

Strategic Plan Alignment:

Affordable Place to Live		
Community Safety		
Thriving Community		
Infrastructure Investments	X	The Barrie Allandale Transit Terminal will improve transit operations by providing a strategic link to the GO Train and make commuting throughout the city more accessible
Responsible Governance		

Additional Background Information and Analysis:

Not applicable

Consultation and Engagement:

There was no public consultation required in relation to this report.

Environmental and Climate Change Impact Matters:

There are no environmental and/or climate change impact matters related to the recommendation.

Report Author:

Paolo Bovolini, Manager, Facility Planning and Development

File #:

Not applicable.

Pending #:

Not applicable.