



TO: GENERAL COMMITTEE

SUBJECT: SUNNIDALE ROAD SANITARY SEWER RELOCATION
SCHEDULE B MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

WARD: 4

**PREPARED BY AND
KEY CONTACT:** B. GRATRIX, P. ENG.
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SUBMITTED BY: B. ARANIYASUNDARAN, P. ENG., PMP
DIRECTOR OF ENGINEERING

**GENERAL MANAGER
APPROVAL:** A. MILLER, RPP
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH
MANAGEMENT

**CHIEF ADMINISTRATIVE
OFFICER APPROVAL:** M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That the preferred solution as outlined within Staff Report ENG015-19 for the Sunnidale Road Sanitary Sewer Relocation Schedule B Municipal Class Environmental Assessment, be approved.
2. That in accordance with the requirements for a Schedule B Municipal Class Environmental Assessment, staff in the Engineering Department publish a Notice of Completion.
3. That subject to the successful conclusion of the Municipal Class Environmental Assessment, staff in the Engineering Department proceed with the implementation of the preferred solution.

PURPOSE & BACKGROUND

4. The Ministry of Transportation (MTO) notified the City of Barrie (City) that the existing sanitary sewer routed within the Sunnidale Road Bridge must be removed and relocated to accommodate the planned replacement of the Sunnidale Road Bridge.
5. The sanitary sewer relocation is subject to a Schedule B Municipal Class Environmental Assessment (Class EA) as the preferred solution is routed outside the municipal right-of-way.

ANALYSIS

6. A comprehensive set of alternatives were assessed as part of the Class EA. A preferred solution was selected through evaluation of impacts to the physical, natural, social, economic and cultural environments as well as comments received through the consultation process. Refer to Appendix "A" for a figure of the preferred solution and Appendix "B" for a summary of comments received.
7. The preferred solution realigns the sanitary sewer to the north through 79 Sunnidale Road (City owned property) and into a peripheral area of Sunnidale Park adjacent to Highway 400. A relocated storm sewer will parallel the sanitary sewer. A maintenance access path will be constructed along the sanitary sewer alignment; use of this path for pedestrian access is being considered, but may be subject to the MTO's Highway Corridor Management requirements pending MTO's ultimate property needs.

8. The Sunnidale Park Master Plan included the addition of a special provision (SP-445) in the City's Zoning By-Law 2009-141. The special provision states the following:
 - a) Infrastructure shall be restricted to the replacement or minor upsizing of infrastructure existing at the time of the passing of this By-law, and construction of a water reservoir of approximately 18,000m³; and
 - b) That any future infrastructure be limited to that which accommodates amenities for low impact, passive recreational uses.
9. The Engineering Department and Planning and Building Services Department have consulted regarding the Zoning By-law Special Provision – 445. The proposed works are in keeping with the spirit of the special provision. The area of work is within a stormwater management facility (SWMF KD01), that contains existing utilities (storm sewer, trunk sanitary sewer) and is located in a ditch/drainage area between the SWMF KD01 berm and Highway 400. In addition the proposed work will accommodate low impact, passive recreation uses through the potential development of pedestrian access into Sunnidale Park.
10. Public consultation was completed in accordance with the requirements for a Schedule B Municipal Class EA. Due to the limited overall project impact, staff met with directly affected property owners as an alternative to a public information centre.
11. Comments received throughout the Class EA, along with the Engineering Department's responses to the comments, are summarized in the Project File available on the City's website at barrie.ca→City Hall→Environmental Assessment Studies→Sunnidale Road Sanitary Sewer Relocation. There were limited comments received and no common themes. Refer to Appendix "B" for responses to the noted concerns.
12. Staff are recommending that the preferred solution be adopted by Council. Subsequent to Council adoption and as required for a Schedule B Municipal Class EA, the Notice of Completion will be advertised. The Notice of Completion provides notification that the Municipal Class EA is complete and initiates a 30-day period where individuals with concerns that cannot be resolved with the municipality, may request the Minister of the Environment, Conservation and Parks to order a change in the project status and require a higher level of assessment under an Individual Environmental Assessment process (referred to as a Part II Order). If there are no Part II Order requests during the 30-day period, the City can proceed with the implementation of the preferred solution.
13. Subject to Council endorsement and completion of the Class EA, the project will transition to detailed design. As part of a broader effort to support the MTO's replacement of the Sunnidale Road Bridge, the City will be undertaking a municipal infrastructure relocation project that includes a local watermain and transmission watermain in addition to the aforementioned sanitary sewer and storm sewer. This work will be carried out in coordination with the MTO. Construction is anticipated to commence in 2020.
14. MTO's replacement of the Sunnidale Road Bridge is anticipated to commence in 2022 with an estimated duration of 2 years.

ENVIRONMENTAL MATTERS

15. This project has followed the guidelines of the Municipal Class EA. Physical, natural, social, cultural/heritage and economic environmental matters have been considered in the development of the recommendations. The project file discusses how environmental matters have been considered in the development of the preferred solution.

ALTERNATIVE

16. The following alternative is available for consideration by General Committee:

Alternative #1 General Committee could alter the proposed recommendation by selecting another alignment.

This alternative is not recommended as the preferred solution is least impactful to the public, environment and the lowest cost alternative.

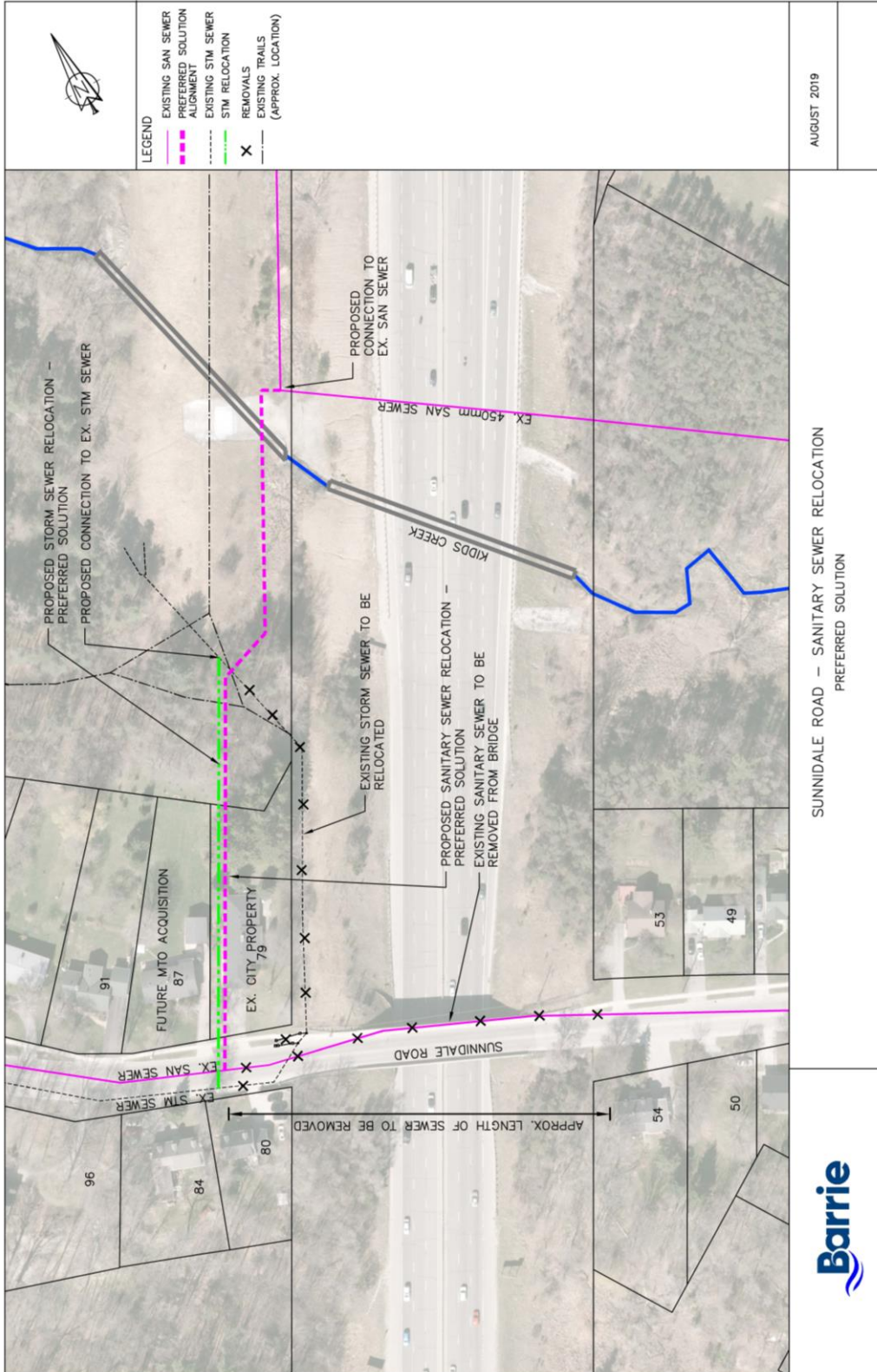
FINANCIAL

17. Funding for the design and construction phases of this project has been approved in the 2019 Capital Plan.
18. As the MTO is requiring the relocation of existing municipal infrastructure; cost will be shared with the MTO.
19. Operational cost increases are anticipated to be nominal.

LINKAGE TO 2018-2022 STRATEGIC PLAN

20. The recommendations included in this Staff Report support the following goal identified in the 2018-2022 Strategic Plan:
 - Improving the ability to get around
21. Facilitating MTO's replacement of the Sunnidale Road Bridge helps maintain the City's transportation network.

APPENDIX "A"
Preferred Solution



APPENDIX “B”

Comments and Responses

Comments	Response
<p>Concerns regarding privacy impacts from the proposed pedestrian trail into Sunnidale Park.</p>	<p>The property immediately adjacent to the trail is being purchased by the MTO (87 Sunnidale Road). This will provide a buffer to the adjacent residential property (91 Sunnidale Road). The City will assess options for more formal delineations with use of chain link fencing as well as plantings to provide visual screening as part of detailed design in consultation with the MTO.</p>
<p>Concerns regarding loss of coniferous trees located at the rear of 79 Sunnidale Road.</p>	<p>The preferred solution alignment has been optimized to reduce the number of trees requiring removal, however, the MTO will require removal of the majority of the trees in this area to accommodate grading in this area. The City will work with MTO to examine options for new tree plantings in this area.</p>
<p>Inquiries regarding the scope and timing of MTO’s planned Sunnidale Bridge Replacement project.</p>	<p>The proposed bridge replacement will include 2 lanes of traffic (1 lane per direction) and a sidewalk on the north side. The bridge will be constructed sufficiently wide to accommodate future bicycling lanes and a sidewalk on the south side.</p> <p>It is anticipated that construction will commence in 2022 based on preliminary information and is subject to change.</p>
<p>Minimize impacts to Kidds Creek/floodplain.</p>	<p>The preferred solution minimizes impacts to Kidds Creek as the sewer alignment crosses over top of Kidds Creek where it is routed within a culvert.</p>