

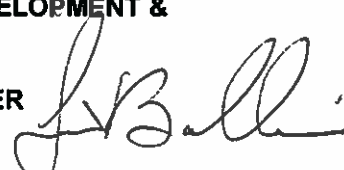
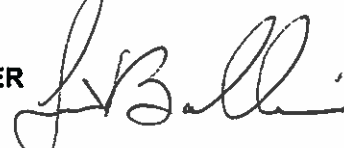

TO: GENERAL COMMITTEE

SUBJECT: ALLANDALE STATION LANDS – OPTIONS FOR THE FUTURE SALE AND DEVELOPMENT OF THE COMMERCIAL PORTION

PREPARED BY AND KEY CONTACT: J. FOSTER, MCIP, RPP
SENIOR DEVELOPMENT PLANNER, EXT. 4517 

SUBMITTED BY: R. FORWARD, MBA, M.Sc., P. ENG.
GENERAL MANAGER OF INFRASTRUCTURE, DEVELOPMENT & CULTURE 

GENERAL MANAGER APPROVAL: R. FORWARD, MBA, M.Sc., P. ENG.
GENERAL MANAGER OF INFRASTRUCTURE, DEVELOPMENT & CULTURE 

CHIEF ADMINISTRATIVE OFFICER APPROVAL: JON M. BABULIC, CHIEF ADMINISTRATIVE OFFICER 

RECOMMENDED MOTION

1. That a public meeting be scheduled to consider the rezoning of the 0.6 ha (1.5 acre) Parcel A as identified in Appendix A to Staff Report IDC006-11, from City Centre Commercial C1-1 SP-366 to City Centre Commercial C1-1.
2. That By-law 2006-282 be amended by removing the following:
 - a) Paragraph 4 requiring a minimum lot area of 2.5ha (6.15 acres) to be provided.
 - b) Paragraph 7 requiring a minimum lot area of 0.97ha (2.4 acres) to be provided for the property described as Part 6 on Reference Plan 51R-29341.
3. That in accordance with Section 34(17) of the Planning Act, the by-law amendments to By-law 2006-282 are of a technical nature, considered minor, and that no further public notice is required.
4. That a Reference Plan be prepared to identify the parcel for sale in the Allandale Station Lands.
5. That the August 2010 Appraisal of the Allandale Station Lands be updated to reflect any approved changes related to Parcel A.
6. That the Allandale Station Lands be put up for sale on the open market:
 - a) save and except the train station buildings and no-build zone;
 - b) save and except a 1 acre parcel located immediately adjacent and south of the train station buildings, identified as Parcel B in Appendix A to staff report IDC006-11; and
 - c) subject to Remax's existing right to an exchange of lands within the Allandale Station Lands, as set out in Motion 08-G-078.
7. That the City prepare a Master Site Servicing Plan for the Allandale Station Lands.
8. That staff be authorized to fund an additional \$20,000 required for the preparation of a Master Site Servicing Plan, the preparation of a Reference Plan and an update to the Appraisal for the Allandale Station lands from the Tax Capital Reserve (13-04-0440) into account 14-06-1190-3590 as this account already exists specific to the Allandale lands and that this amount and any

remaining amount, if necessary, be returned to the Tax Capital Reserve upon sale of the Allandale lands.

PURPOSE & BACKGROUND

9. The purpose of this staff report is to present the options considered related to the sale and future development of the commercial portion of the Allandale Station Lands.

Location

10. The lands are located south of Lakeshore Drive, east and south of Tiffin Street and north of Gowan Street. Attached as Appendix A is a plan that identifies the vacant commercial lands and the City's investment in train station building restoration, the second GO Station, and the necessary road and servicing infrastructure works providing vehicular and pedestrian circulation within the site and the provision of access to the major surrounding road network.

History

11. Staff Report IDC004-11 considered by General Committee on February 14, 2011, provided the background on the Allandale Station Lands as it related to the February 29, 2008 Request for Expressions of Interest (RFEI). The RFEI was issued to explore the development potential of the Allandale Station Lands and to determine the best opportunities in which public/private partnerships could be utilized for the investment of public funds. This public/private partnership was to shape the vision for the site in a co-venture model that jointly was to explore opportunities for:
- a) Train station building restoration;
 - b) Public access opportunities to the train station buildings;
 - c) Facilitation of the City's second GO Station platform with associated parking needs integrated into the overall development concept and the provision of public transit;
 - d) Participation in the cost of base building restoration and construction of the GO Station platform and associated parking.
12. Following a public consultation process in June 2009 and subsequent Council approval, the Allandale Train Station buildings and associated "no-build" zone remained in public ownership and no longer part of the land sale.
13. The preferred development concept for the partnership arrangement with the City was with a co-venture development partnership between the YMCA and Correct Group Inc. (CGI). However, the YMCA withdrew from the co-venture development in January 2010. Staff continued negotiations with the CGI.
14. The issuance of the RFEI in 2008, provided a process in which the City could realize public and private investment dollars in the train station restoration and the facilitation of a second GO Station, both to be integrated within a signature destination commercial development. Partnering with a private investor would have provided the City with financial contributions toward infrastructure improvements that would be of mutual benefit, including an internal road network, water, sanitary and storm provisions established to the property and a pedestrian underpass linking Gowan Street to the development.
15. The commercial development of the site would provide the site's integration with the public interest objectives and provide the public with a retail experience connected to the waterfront. The commercial development would be strategically located, transit supportive and provide the

City with one time development fees including development charges, application and building permit fees, as well as yearly property taxes.

16. As of November 2010, the City was no longer in exclusive negotiations with CGI. Staff were unable to negotiate a satisfactory offer of Purchase of Sale. Items that could not be agreed upon included an adequate vision and understanding of the built form, as well as consideration of purchase price that represented fair market value.
17. Given the uncertainty of the City and CGI finalizing an agreement for the sale of the lands, the City continued to invest public dollars into the site to realize and facilitate the key public interest elements as identified in the initial RFEI, namely the train station building restoration currently estimated at \$4.5M to restore with future programming and long term maintenance of the buildings to be finalized; as well as the infrastructure improvement works and the operation of the second GO Station scheduled for December 2011 ridership.
18. Motion 10-G-321 delegated authority to the CAO to award contracts exceeding current authority thresholds subject to conditions. The recommendation contained in Staff Report ENG052-10 received delegated approval by the CAO in November 2010 during the time Council was in a Lamé Duck situation. The CAO was given delegated authority to approve purchases that would otherwise require Council approval. By memo dated December 13, 2010, General Committee was made aware of the additional requirement for spending for works associated with the Allandale Station lands that would have otherwise represented private developer contributions. The December 13, 2010 memo is attached as Appendix B.
19. The additional works required approval to spend \$1.8M for the future developer's share of the east/west and north/south roadway construction, the installation of services as well as the developers share for the pedestrian underpass from Gowan Street to the development and the GO platform.
20. In our cost estimates for these works to be undertaken, the City had included contributions from the developer of the Allandale commercial portion of the lands who would benefit from the installation of the works estimated at \$1.8M. Considering there is currently no agreement in place with a developer, combined with the uncertainty of the proposed contributions in terms of timing and amount, the additional \$1.8M is being funded from the Tax Capital Reserve (13-04-0440) until such time as the money can be recovered from a private developer of the lands. Amounts recovered from a future developer will be returned to the Tax Capital Reserve.

ANALYSIS

21. Staff are therefore providing information concerning options to be considered for the future development and disposition of the Allandale Station lands. These options include:
 1. Rezoning of a portion of the lands and sale of the subject lands on the open market;
 2. Retention of the lands in public ownership;
 3. Issuance of a Request for Proposal; and
 4. Counter offer to CGI.

Staff are recommending Option 1.

Option 1

Rezoning

22. The subject lands are zoned City Centre Commercial C1-1 (SP-366) by Site Specific By-law 2006-282. The Special Provisions include the following:

"285 Bradford Street, Allandale Train Station shall permit only the following uses:

Retail store, restaurant, bank, hotel or hotel building associated with a mixed-use residential minimum gross floor area of 50% for hotel use, offices, private/public art gallery, assembly hall, library, City Hall, cultural facility, museum, police station, personal service store, recreational establishment, service store, photo hut, passenger rail station, parking lot associated with rail/transfer station.

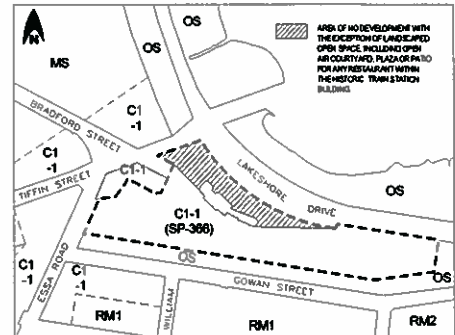
The height of the building shall be restricted to 5 storeys, a minimum building setback of 15m from any yard abutting the rail line shall be required and 30m for any residential use associated with a hotel.

A minimum lot area of 2.5ha (6.15 acres) shall be provided.

A building or structure shall not be erected or constructed in the north side yard between the Historic Train Station Building and the side lot line, being indicated as the shaded area on Schedule "A".

Parking shall be provided in accordance with the standards set out in Section 4.6.

The property described as Part 6 on Reference Plan 51R-29341 shall provide a minimum lot area of 0.97ha (2.4 acres). (By-law 2006-282)."



23. The Planning Services Department rationale for recommending restrictions on permitted uses was to realize a commercial development, not heavily weighted to residential purposes as permitted in a City Centre C1-1 zone category. The maximum building height of 5 storeys was to maintain consistency with the surrounding low rise nature of the area and to maintain a heritage scale to the development form such that the train station buildings maintained a dominant focus of the development.
24. By-law 2006-282 preceded requirements, actions and documents for City Centre intensification, including:
 - a) Places to Grow Act, June 16, 2006 and its implementation through the City's Intensification Strategy, April 2009 and the City's Updated Official Plan, Office Consolidation, March 2011;
 - b) The issuance of the Allandale RFEI in February 2008;
 - c) Negotiations with CGI since the award of the RFEI in 2008;
 - d) The Allandale Community Improvement Plan, September 2009;
 - e) Bill 196, Barrie-Innisfil Boundary Adjustment Act, 2009.
25. Staff are recommending that Parcel A as identified in Appendix A be rezoned from City Centre Commercial C1-1 (SP-366) to C1-1. This rezoning would be considered in keeping with the Bradford Street/Tiffin Street/Essa Road/Gowan Street intersection and the corridor of Essa Road to Bradford Street, all of which are zoned C1-1, without restrictions on use or building height. Refer to the Zoning By-law excerpt for the area, attached as Appendix C.
26. Lands zoned C1-1 are permitted a maximum building height of 30m or 10 storeys and allow for residential use provided a minimum of 50% of lot area is utilized for commercial purposes. The proposed rezoning of Parcel A will allow for a higher development density, presumably a higher financial yield when sold, and allow for development consistent with adjacent lands zoned C1-1 as they redevelop overtime. In addition, given that the Allandale Station lands will become a

transit node, residential intensification within the area is anticipated and will be provided an excellent opportunity for public transit and shopping convenience.

27. Therefore, in order to begin the rezoning process, staff are recommending that a public meeting be scheduled to consider the rezoning of Parcel A from City Centre Commercial C1-1 (SP-366) to C1-1.

Site Specific By-law Amendment

28. The remaining portion of the Allandale lands are not being recommended for rezoning and therefore would maintain the Special Provisions of By-law 2006-282 with the exception that staff are recommending an amendment to the By-law with regard to lot area requirements.
29. Due to the internal road network created on site as a result of GO operations, an existing sanitary trunk sewer and a storm trunk sewer, the result is that the site becomes bisected into parcels. Staff are recommending that the minimum lot area requirements of the land parcels be removed from the site specific by-law and therefore could be sold as one large parcel or separate parcels.
30. It is therefore recommended that By-law 2006-282 be amended by removing the following:
- a) A minimum lot area of 2.5 ha (6.15 acres) shall be provided (Paragraph 4).
 - b) The property described as Part 6 on Reference Plan 51R-29341 shall provide a minimum lot area of 0.97 ha (2.4 acres) (Paragraph 7).
31. This amendment is considered minor and technical in nature. If Council agrees that the amendment is minor, another public meeting and further consideration of the amendment is not required in accordance with Section 34 (17), Further Notice, of the Planning Act.
32. An alternative could be to rezone the entire Allandale Station Lands from C1-1 (SP-366) to C1-1. This is not recommended as the train station buildings should remain a focal point of the area. Restricting the maximum building height to 5 storeys and limiting the permitted uses on the balance of the easterly portion of the lands will assist in a more commercial development, maintaining a heritage scale and in keeping with the surrounding low rise development along Gowan Street, restricted to 10m building heights as currently zoned for Residential Multiple Density RM1 and RM2 zoning standards.

Parcel for Sale

33. Staff are recommending that the Allandale Station Lands be put up for sale on the open market, save and except the train station buildings and no-build zone; a 1 acre parcel located immediately adjacent and to the south of the train station buildings; and subject to Remax's existing right to an exchange of lands within the Allandale parcel, as set out in Motion 08-G-078.
34. Covenants could be negotiated in purchase and sale agreements to address built form and construction time frames. Wording in the Agreement(s) could include:
- a) A building(s) designed and intended for multiple commercial business users;
 - b) Architectural Design Guidelines that maintain a heritage scale and character development;
 - c) Repurchase provisions in the event the purchaser does not begin construction within a reasonable timeframe.
35. The site is also subject to site plan control and therefore can be influenced by staff and ultimately Council to ensure a suitable design for a signature development to be realized on a key strategically located property.

36. Staff are recommending the sale of the lands following the consideration of the rezoning of Parcel A and the proposed amendment to lot area requirements in site specific By-law 2006-282. The GO Station and the required infrastructure work is to be finalized with the second GO Station operational by December 2011. As it relates to train station building programming needs, staff issued a Request for Expressions of Interest/Information. The feedback received was that interested parties could not respond prior to an understanding of the built form and development opportunities on the balance of the lands.
37. Construction of the required infrastructure works including extension of services to the property line will improve the marketability and development-ready condition of the site. The rezoning of the westerly Parcel A will increase the permitted uses and height of building design, and therefore allow for maximum density in keeping with the immediate surrounding intersection.
38. Staff are recommending that the August 2010 appraisal of the lands be updated to reflect any approved changes to the rezoning of Parcel A; consideration of the infrastructure improvement works on site; the upcoming operation of the GO Station in December 2011; and that the parcel be sold at fair market value. An excerpt from the August 2010 appraisal is attached as Appendix D.
39. The City is undertaking a comprehensive review of Barrie Transit services and the current route configuration with a single downtown hub route design. A multi-hub route model with more frequent transit service between hubs is one of the options under consideration. This approach if adopted would result in a change from the current single hub design. One of the new potential hubs being considered is located at the new GO transit station in Allandale. The transit review is anticipated to be completed later in 2011.
40. To facilitate future public transportation needs, staff are suggesting that an 8 metre strip on the north side of the east/west road between Essa Road and the internal north/south road to Lakeshore Drive be retained for transit needs. This would be used to develop a transit hub, should that model of transit route configuration be adopted and be integrated with land uses to encourage all forms of public transportation use including active transportation. The transit study will validate configuration and public transit needs on the site.
41. Staff are also recommending that the 1 acre, Parcel B, identified in Appendix A, not be sold at this time but be maintained for consideration of the programming needs and future uses of the train station buildings. Currently, the City is restoring the train station buildings but their future use is unknown at this time. Recommendations for use may require certain parking requirements. Given future GO ridership and commercial development on the balance of the lands, parking may need to be accommodated on-site specific to the intended use of the train station buildings. By not selling Parcel B at this time, provides the City with options available for parking and accommodating the needs of the future on-site uses. Should the City not require Parcel B or a portion of Parcel B, it could be sold at a later date.
42. Staff are recommending that a Reference Plan be prepared to identify the parcel for sale which is the product of the City's investment in the road network and infrastructure improvements on the site including the potential for future transit needs.
43. Rezoning of a portion of the lands will increase the possibility for highest and best use on the site and therefore likely affect their value positively. The City's implementation of the road infrastructure improvement works and the operation of the second GO Station would also add value to the site.
44. In addition, when the City reconstructed the intersection of Lakeshore Drive/Tiffin Street/Bradford Street, land was required to be purchased from Remax, then located at 267 Bradford Street. In exchange, the City has entered into an agreement with Remax to allow for their future location in the commercial redevelopment of the Allandale Station Lands. The Agreement with Remax will

need to form part of the future Purchase and Sale Agreement such that the development of the lands must incorporate or facilitate the Remax development in the design.

Preparation of a Master Site Servicing Plan

45. Negotiations between the City and CGI required that a Master Site Plan be prepared by CGI prior to consideration of a purchase and sale agreement. CGI did provide a concept plan, but did not provide the detail of servicing requirements, location of services, size requirements, grading and drainage requirements.
46. In order to understand such details and provide a development-ready site condition, staff are recommending that a Master Site Servicing Plan be prepared for the Allandale Station Lands. A Master Site Servicing Plan would provide a level of detail to understand how the site would be serviced. Currently there is a sanitary trunk sewer and a storm sewer trunk located on the site in a north south direction. Servicing details for the development of the site would include the location and size of sanitary and water services, the storm drainage and grading of the site required to support future development. Other details to be provided are associated with the internal road/laneway widths and location of hydro poles as well as the extension of utilities such as hydro and gas. In addition, easement requirements will be understood for future maintenance and access by the City for the trunk sewer, watermain and roadway illumination infrastructure.

Option 2

City To Retain Public Ownership of the Entire Allandale Lands

47. Public consultation took place in June 2009 to provide input related to public places and public programming needs and uses for the Allandale Station Lands. The public response was strong, thoughtful and insightful. Participation in all components of community consultation was high. The public felt that a planned vision for the Allandale lands was required within the historic neighbourhood. The introduction of an Allandale Village resulted in the recommendation that the train station buildings and no-build zone were to remain in public ownership. Council has since approved this recommendation and removed those lands from land sale. The vision was to produce a pedestrian oriented commercial environment that connected with the waterfront and downtown where only the train station buildings and no-build zone were to remain in public ownership. The theme of connection emerged from public consultation and included connections to:
 - a) The past;
 - b) Allandale community;
 - c) The environment;
 - d) The waterfront, downtown, Allandale and beyond;
 - e) Technology – wired, a place of the future;
 - f) Culture and the creative economy.
48. With the construction of the second GO Station and the restoration of the train station buildings and no-build zone, the City will have satisfied the requirements for the public components of the site. If the parcel is to be entirely maintained for public ownership, the City would lose the opportunity for the sale of the lands and their financial compensation. The City would also be responsible for the maintenance and programming needs for the balance of the site in addition to the train station buildings and no-build zone. The lands are zoned C1-1 and permit commercial development. The public opinion for the site was to make it a community gathering place providing a commercial retail, dining and shopping experience with the train station buildings and no-build zone only remaining in public ownership. Maintaining the entire parcel for public purposes is not recommended.

Option 3

Issuance of a Request for Expressions of Interest or a Request for Proposals

49. One of the options considered included the City reissuing a Request for Expressions of Interest (RFEI) or Request for Proposals (RFP) for the redevelopment of the subject lands. The 2008 RFEI was issued to investigate the opportunity for the redevelopment of the Allandale Station Lands through a public/private venture for the restoration of the train station buildings and the integration of the second GO Station in the commercial development concept.
50. Previous experience has identified that the RFP process, review and award could take 6-12 months. If significant negotiations are required, this could extend the timeframe. This process is not being recommended as the City will have implemented the 2 key strategic components of the public interest in the site, including the train station restoration and the second GO Station.
51. Therefore, not only will the reissuance of an RFEI or RFP delay the future development of the subject lands, the key strategic elements of the initial RFEI have been completed through City initiatives and investment. The remaining parcel will have been zoned for commercial development and will be more development-ready given the infrastructure improvements on site. In addition, the site is subject to site plan control and therefore can be influenced by staff and ultimately Council to ensure a suitable design for a signature development to be realized on a key strategically located property. The reissuance of an RFEI or RFP is therefore not recommended.

Option 4

Accept or Counter Offer to the December 8, 2010 CGI Offer of Purchase and Sale

52. Another option considered included reopening negotiations with CGI by either accepting CGI's last offer made on December 8, 2010, or proposing a counter offer to their last offer in December 2010. On February 28, 2011, Council by Motion 11-G-042 did not accept CGI's December 8, 2010 offer. If a counter offer is contemplated, such a counter offer should include the following fundamental principles:
 - a) A purchase price equivalent to fair market value in accordance with Section 106 of the Municipal Act;
 - b) No parking space reduction and no cash-in-lieu payment for such;
 - c) Upon sale closing, CGI post a Letter of Credit equal to the infrastructure improvement works associated with their share of the road construction, underpass and servicing installation works;
 - d) Covenants to be included in the Agreement, that a complete site plan application be filed with the City within 6 months of closing and that a building permit be issued within 2 years of closing;
 - e) Repurchase provisions in the event CGI does not begin construction within a reasonable timeframe.
53. Staff previously provided CGI with a list of master site plan items in order to satisfy a requirement to develop a master site plan for the Allandale Station lands. The Master Site Plan Components as provided to CGI are contained in Appendix E. A Preliminary Concept was provided by CGI, last dated August 9, 2010. The Concept Plan provided a high level understanding of the proposed development. The building footprints were identified and labelled as well as the access points to the proposed buildings and to the underground parking structures.
54. There were no building elevations proposed at that time. Elements that remained unknown and have not been identified on the plans as required under the items of the master site plan list include:
 - a) Existing and future easements;

- b) Overall drainage scheme, site grading, water and sanitary servicing, either identified on a plan or explained in a Functional Servicing Report;
 - c) Necessary phasing linkages that may be required in order to provide for sequential development of the site, i.e. construction timing of roads in relationship to underground parking facilities.
55. CGI has requested the reduction of 151 parking spaces to be considered as cash-in-lieu of parking from the site in order to facilitate their proposed development option. Council's current cash-in-lieu payment of parking policy is \$2,500 per space. Staff are unable to recommend a cash-in-lieu payment for off-site parking at this time. GO ridership is estimated at 500 people in 2011 from the 2nd GO Station. Ridership is anticipated to be 1300 people in 2021. Although the City encourages public transit, walking and biking to the station, given ridership trends at the Barrie South GO Station, it is predicted that the majority of patrons will park at the station. Staff recommends that existing/proposed public parking spaces be maintained for public uses and not committed to satisfy private requirements for parking in this area. While staff recommends maximizing development density, given the anticipated GO/public parking needs in and around the subject lands, staff are not recommending a cash-in-lieu solution for the reduction of parking spaces to facilitate proposed private development.
56. As part of staff's discussions and negotiations with CGI, parking requirements have continued to be an ongoing unresolved item. In order to achieve the development density desired by CGI, the City is being requested to accept an on-site shortfall to parking to be accommodated elsewhere on public lands. Options provided to CGI have included, additional underground parking, structured parking within buildings, implementing uses that require reduced parking standards, purchase of additional adjacent lands from GO to facilitate parking needs.
57. In addition, CGI has identified that the restrictions on density due to restricted building height hinder the economic viability of the development; however, CGI was not in a position to seek a rezoning of the lands.
58. Staff are not recommending acceptance of the December 8, 2010 Offer or a Counter Offer to CGI, but rather placing the lands on the open market to the highest and best offer with the option of rezoning to increase potential density, that may increase the economic marketability and feasibility of the site. CGI will have the ability to purchase the lands on the open market.
59. In conclusion, staff are recommending Option 1 which includes:
- a) A Rezoning of a portion of the lands as well as a minor By-law amendment related to minimum lot area requirements;
 - b) Maintaining a 1 acre parcel for the future programming and use of the train station buildings and safeguarding requirements for parking and other development related matters;
 - c) An update of the August 2010 Appraisal of the lands for land value and establishment of fair market value;
 - d) Preparation of a Reference Plan;
 - e) The undertaking of a Master Site Servicing Plan; and
 - f) The sale of the lands on the open market.

ENVIRONMENTAL MATTERS

60. There are no environmental matters resulting from the recommendation of this staff report.

ALTERNATIVES

61. The alternatives have been outlined in the Analysis Section of this staff report and are summarized below.

Alternative 1

General Committee could choose to maintain ownership of the Allandale Station lands.

This alternative is not recommended. A public consultation process was undertaken that resulted in the public recommending that the City maintain ownership of the train station buildings and no-build zone and the balance of the site be redeveloped for commercial purposes. In addition, the sale of the lands would result in revenue for the City, appraised in August 2010 at \$3M. The City would not receive one time payments of application fees, development charges nor private contributions toward the infrastructure improvement works required to service the site and operation of the GO Station. In addition, the City would not receive annual property taxes.

Alternative 2

General Committee could choose to issue an RFEI or RFP.

This alternative is not recommended as the City will have implemented the 2 key strategic components of the public interest in the site, namely the GO Station and the restoration of the train station buildings. In addition, a terms of reference will need to be developed. The process involved in the issuance of an RFEI or RFP could delay the future development of the site.

Alternative 3

General Committee could choose to propose a counter offer to CGI.

This alternative is not recommended as the City issued the RFEI in February 2008 and since the withdraw of the YMCA from the co-venture development with CGI, the City had continued negotiations exclusively with CGI from January 2010 to November 2010 without a final agreement for the sale of the lands. The option to rezone a portion of the lands would provide for a higher density development and wider range of uses on a portion of the lands and with its sale on the open market, would allow for the acceptance of fair market value for the lands. This process would provide CGI with the opportunity to make an offer along with other potential buyers.

FINANCIAL

62. As a result of the recommendation, there are action items that result in upfront costs to the City. Upon sale of the Allandale Station lands, these upfront costs would be recoverable. In addition, the recommendations proposed will add value to the lands. If the rezoning is approved, a higher density on a portion of the lands could be realized as well as the development-ready condition of the site with the construction of road infrastructure works for the operation of the GO Station.
63. On December 14, 2009 by Motion 09-G-516, Council approved spending for works to be undertaken related to the Allandale Station Lands. The works included environmental site assessment, preparation of a legal survey, outside planning services, and archaeologist services. The total funding for the works was \$100,000 charged to Account 14-06-1190-0000-3590 which was funded from the Tax Capital Reserve (Account 13-04-0440) to be replenished at the time of the sale of the Allandale Station lands. Currently there is \$29,000 remaining in that account. The project surplus was primarily because outside planning consultant fees were minimized and the archaeological studies came in at costs lower than expected.
64. The August 2010 Appraisal cost \$7,000 to undertake. It is estimated that an update to the August 2010 appraisal will cost approximately \$3,000 to complete. The Master Site Servicing Plan is estimated to cost \$35,000 to be undertaken by an outside consultant, using a competitive process for retaining a consultant. The preparation of a Reference Plan is estimated at \$5,000. Because there is remaining money in Account 14-06-1190-0000-3590 in the order of \$29,000 specific to works being undertaken for the Allandale lands, staff are recommending that an additional

\$20,000 be added to the account from the Tax Capital Reserve in order to pay for the update to the Appraisal, Master Site Servicing Plan costs and Reference Plan. Staff are therefore recommending that an additional \$20,000 be transferred from the Tax Capital Reserve (13-04-0440) in order to pay for their completion, to be returned upon the sale of the lands.

65. The proposed rezoning of Parcel A will require staff time to prepare for the public meeting, and the preparation of a staff report and By-law amendment. The 2011 fee for a Rezoning Application is \$9,400 which represents full cost recovery in accordance with the Fees By-law. The Rezoning process will be undertaken in-house by Planning Services staff.

LINKAGE TO 2010-2014 COUNCIL STRATEGIC PLAN

66. The recommendations included in this Staff Report support the following goals identified in the 2010-2014 City Council Strategic Plan:

☒ Create a Vibrant and Healthy City Centre.

67. The complete development and integration of public and private aspects for the Allandale Station Lands are consistent with the initial Council objectives for the redevelopment of these lands. Certain key public investment attributes of the site, namely the restoration of the train station buildings and the operation of the City's second GO Station, are being implemented through public dollars. The proposed rezoning of the westerly parcel to City Centre C1-1 will allow for a higher density development, consistent with the surrounding area, currently zoned City Centre C1-1. Infrastructure improvement works and the preparation of a master site servicing plan will enhance the marketability and value of the site as a development-ready parcel. The commercial component will be sold and developed in the future to compliment and be integrated with the site design and assist in the implementation of a healthy City Centre. The development of the Allandale Station Lands will encourage a mix of land uses and promote the City Centre and waterfront to residents and visitors.

Attachments

Appendix A – Infrastructure Investment and Resultant Parcel

Appendix B – December 13, 2010 General Committee Memo

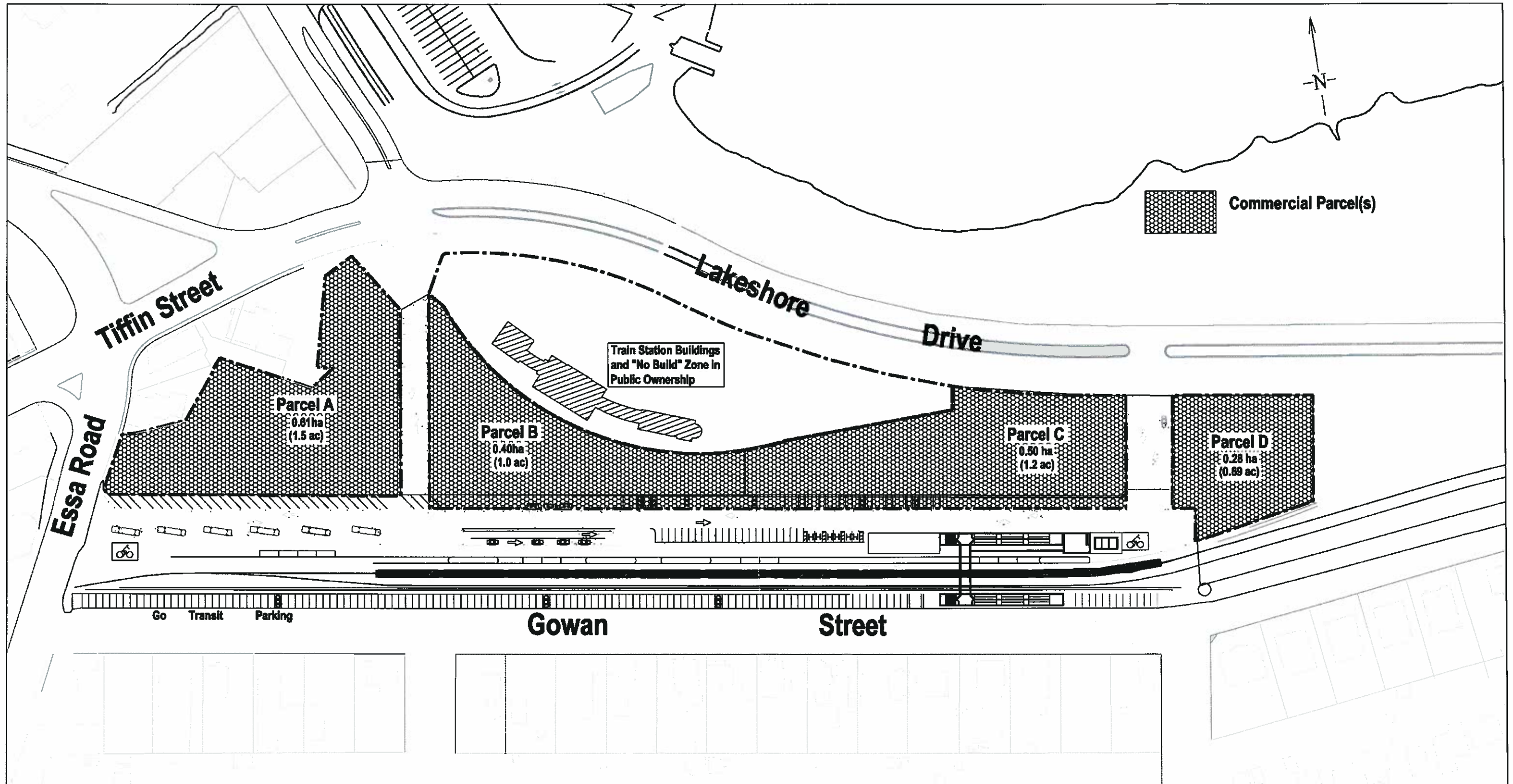
Appendix C – Zoning By-law Excerpt

Appendix D – Excerpt from Indicom Appraisal, dated August 20, 2010

Appendix E – Master Site Plan Components

APPENDIX A

Infrastructure Investment and Resultant Parcel(s)



APPENDIX B

December 13, 2010 General Committee Memo



Engineering Department
MEMORANDUM TO
GENERAL COMMITTEE

TO: Mayor J. Lehman and Members of General Committee

FROM: R. W. McArthur, P. Eng., Director of Engineering

NOTED: R. J. Forward, MBA, M.Sc., P. Eng., General Manager of Infrastructure, Development & Culture
J. M. Babulic, Chief Administrative Officer

RE: Gowan Street Reconstruction, Essa Road to Milburn Street and Barrie Waterfront GO Station Project

DATE: December 13, 2010

The Gowan Street Reconstruction and Barrie Waterfront GO Station were initially one construction project in the 2010 Business Plan, and this single project was to be tendered by Metrolinx/GO Transit (GO Transit).

The Memorandum to General Committee dated June 14, 2010 (see Appendix "A") explains that with the delay in the Barrie Waterfront GO Station design, City staff and GO Transit staff agreed that the Gowan Street Reconstruction can proceed forward as a separate City of Barrie contract. See Appendix "B" for a drawing showing the area.

Gowan Street Reconstruction, Essa Road to Milburn Street, Contract 2010-088T, was tendered through September 2010 and tenders closed on October 5, 2010. Changing the project from a single contract tendered by GO to two contracts (one which was tendered by Barrie and one that will be tendered by GO) lead to a number of budgetary administrative complexities.

After staff sorted through the complexities, Contract 2010-088T was awarded administratively through the Chief Administrative Officer's (CAO) delegated authority on November 26, 2010. The CAO will report on this project as part of his report on how he implemented his delegated authority during the Council's "lame duck" period.

The Gowan Street Reconstruction contract had its pre-construction meeting with the Contractor on December 3, 2010, and construction will begin with the Contractor mobilizing in December, 2010 and the pedestrian tunnel starting in January, 2011.

The pedestrian tunnel needs to be completed by March 31, 2011 to help keep the Gowan Street Reconstruction project separated from the GO contract and avoid two general contractors working on the same site and at the same time.

The Barrie Waterfront GO Station design is 50 percent complete, and is anticipated to be complete for tendering by the end of February 2011. GO will tender the project, and anticipates the train service to be in operation in Fall 2011.

The total project cost includes:

1. The cost of reconstructing Gowan Street based on the low tender, including construction, engineering, consultant fees, property, utility relocations, contract administration, site inspection, other contracts and contingencies; and,
2. The cost of constructing the Barrie Waterfront GO Station based on an estimate using the 50% complete drawings, contingencies, design, and contract administration.

The total project cost for the Gowan Street Reconstruction is approximately \$8,956,597 with the contribution from GO being approximately \$2.16 M (parking spots, pedestrian tunnel), and the anticipated



Engineering Department
MEMORANDUM TO
GENERAL COMMITTEE

contribution from the private developer being \$0.85 M (pedestrian tunnel). The contribution from the developer is still under negotiation. In addition the City's share of the GO Station work is approximately \$3,875,000 including the anticipated contribution from the private developer being \$0.95 M (N – S laneway, 50% of E – W laneway, site servicing).

The net cost to the Corporation is \$8.817 M, which is approximately 15% over the budget of \$7.70 M.

The primary reasons for the increased costs are as follows:

1. The Gowan Street Reconstruction work expanded to include lowering sanitary sewers on Essa Road to provide acceptable depth of the new sewers on Gowan Street;
2. ACDC rail crossing improvements and associated works at Essa Road and Gowan Street; and,
3. The Barrie Waterfront GO Station has potential increased costs for bus platform snow melting based on design work completed by GO Transit's consultant.

There will be a further communication with Council following the closing of the tenders for the GO Station Work.

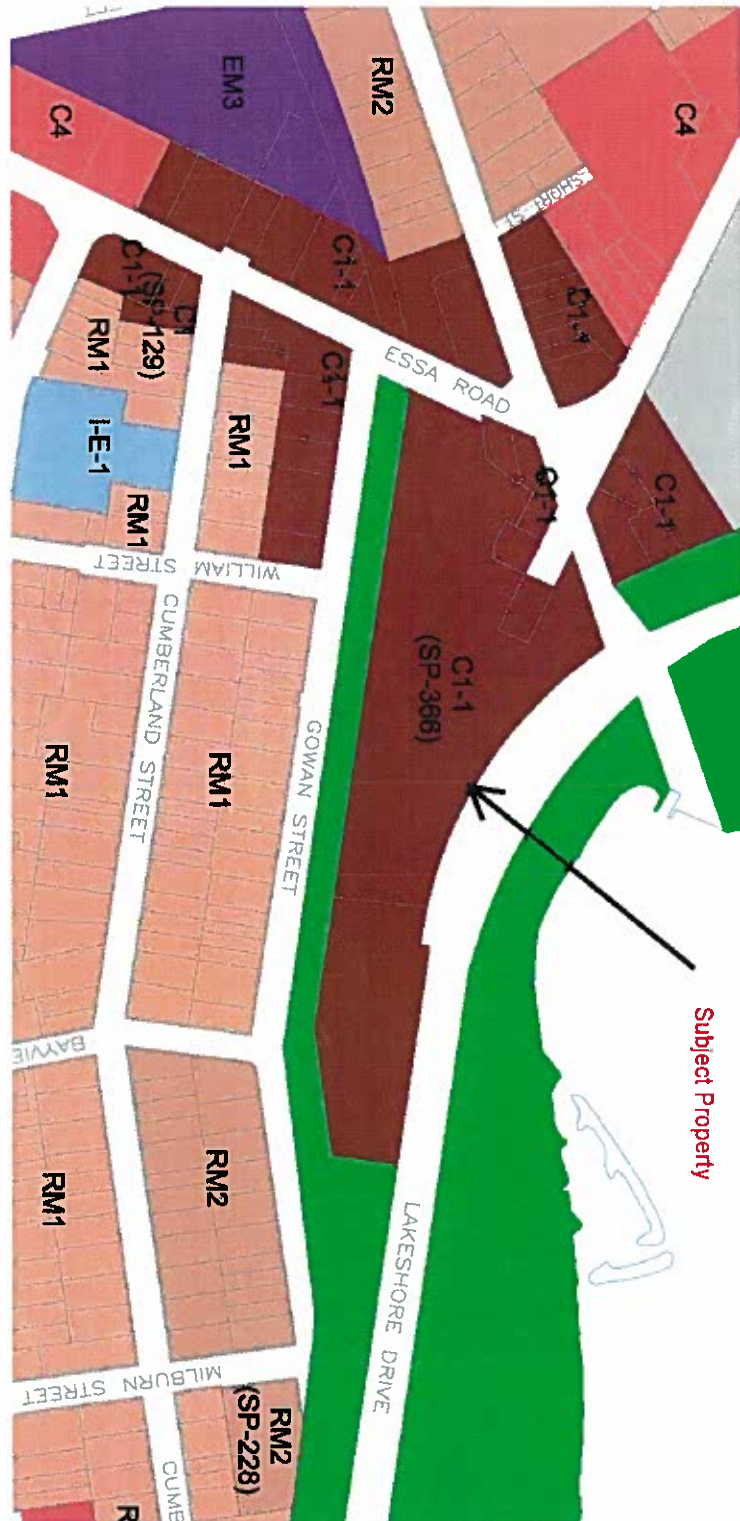
L. H. Borgdorff, P. Eng.
Senior Project Engineer

R. S. Kahle, M. Eng., P. Eng.
Manager of Design and Construction

R. W. McArthur, P. Eng.
Director of Engineering

APPENDIX C

Zoning By-law Excerpt



APPENDIX D: Excerpt from Indicom Appraisal dated August 20, 2010



110 Dunlop St E., Ste 101
Barrie, ON L4M 1A5
Tel: (705) 737-2250
Fax (705) 737-4739
Email: Indicom@rogers.com

August 20, 2010
#2010416

City of Barrie
70 Collier Street
PO Box 400
Barrie, ON L4M 4T5

Attention: Zarah Wharpole

RE: **285 Bradford Street**
Barrie, Ontario

Dear Madam:

At your request, we have made an investigation and appraisal analysis of the above-described property as of August 3, 2010 for Sale Purposes. The property rights appraised in this report are the fee simple ownership, assuming the title to be free and clear of all encumbrances, unless otherwise stated. The appraisal has specifically considered the restricted land use as identified by the City of Barrie.

As a result of our investigation, it is our considered and professional opinion the Subject property has an equitable market value of \$3,000,000.00

THREE MILLION DOLLARS

We trust the information provided meets with your approval, and thank you for considering our firm.

Respectfully submitted,

INDICOM APPRAISAL ASSOCIATES INC.

A handwritten signature in black ink, appearing to read "Robert E. Stewart".

Robert E. Stewart, P.APP., AACI.
President

APPENDIX E

Master Site Plan Components

MASTER SITE PLAN COMPONENTS

The "Master Site Plan" is a suggested interim Plan between the "Concept Plan" and the Final Site Plan stages.

The Initial Concept Plan was presented to Council last fall forming the basis of the selection of the YMCA/Correct group as the preferred respondent. There is to be a revised Concept Plan presented to Council in the next few weeks. The Concept Plan shows the approximate location of buildings, the approximate plan for roads and traffic circulation, and the approximate location for parking.

The Final Site Plan will be eventually incorporated into the Site Plan approval process as contemplated by the Planning Act. At this stage architectural drawings will have to be sufficiently detailed to show building elevations, shadow impact, traffic circulation etc.

The Master Site plan will firm up the Initial Concept Plan but fall short of the architectural detail required for the Final Site plan. This Plan could form the basis of a precondition to land closing providing the City with the required comfort that the project will unfold as expected. It is to satisfy the pre condition test but is in no way to replace or be a substitute for the Site Plan approval process. The Master Site Plan will included the following components:

- Zoning
 - The Master Site Plan must conform to applicable zoning requirements. It is contemplated that the site will be treated as one for zoning purposes(the "zoning matrix"). This allows for flexibility in the event that the Site is severed into different parcels in that setbacks and parking requirements could cross formal property lines. To create such separate parcels will require an amendment to the SP by law as it relates to minimum lot areas
- Access
 - Access points from public roadways and internal road and laneway circulation
 - Pedestrian access to site and internal pedestrian circulation
 - Delivery truck access-includes garbage access
- Parking facilities and driveways
 - location-site circulation
 - parking numbers(above and below grade)
 - access points
- Easements
 - Description of existing and future easements
 - Confirm public use and access of train station

- Building footprints
 - locations of buildings by block
 - proposed uses within each building (can be general, ie. retail) above and below grade
 - heights and square footage
- Landscaping areas
 - location
 - public accessibility
- Phasing
 - order of construction of site components-define the stages
 - timing of work start
 - necessary phase linkages
- Servicing
 - Preliminary overall drainage scheme, grading and stormwater management plan
 - Servicing works and proposed connections – generally one service connection is provided per site (water, hydro) and then split within the site depending on number of buildings
 - Any proposed or required external servicing works, ie. traffic lights
- Environmental
 - Any environmental matters, ie. watercourse, preservation trees