
TO: GENERAL COMMITTEE

SUBJECT: ALLANDALE TRAIN STATION RESTORATION PLAN

PREPARED BY AND KEY CONTACT: G. KING, P. Eng, PMP
SENIOR PROJECT ENGINEER – ENVIRONMENTAL (Ext. 4532)

SUBMITTED BY: R. W. MCARTHUR, P. Eng. *R. W. McArthur*
DIRECTOR OF ENGINEERING

GENERAL MANAGER APPROVAL: R. J. FORWARD, MBA, M.Sc., P. Eng. *R. J. Forward*
GENERAL MANAGER OF INFRASTRUCTURE, DEVELOPMENT & CULTURE

CHIEF ADMINISTRATIVE OFFICER APPROVAL: JON M. BABULIC *Jon Babulic*
CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That McKnight Charron Laurin Inc. Architects be awarded a single sourced contract to undertake Prime Consultant Services for the Contract Administration and Field Services for the Phase 2A Allandale Train Station Base Building Restoration at an estimated cost of \$145,000 as outlined in Staff Report ENG021-10 in accordance with section 15.1 of the City of Barrie's Purchasing By-law 2008-121.
2. That SOLUTIONS ink be awarded a single sourced contract to create a plan for public programming of the historic buildings and lands as a Supplement to the original report entitled, "Allandale Village Development Community Consultation Report" dated November 1, 2009, for the Phase 2B Allandale Train Station Buildings Programming in the amount of \$24,500 as outlined in Staff Report ENG021-10 in accordance with section 15.1 of the City of Barrie's Purchasing By-law 2008-121.
3. That Staff report back to General Committee with the recommendations from the Supplement to the original report entitled, "Allandale Village Development Community Consultation Report" dated November 1, 2009, for the Phase 2B Allandale Train Station Buildings Programming subsequent to the receipt of public comments and prior to the finalization of the report.
4. That the capital budget for the Restoration of Allandale Train Station be increased to \$4,500,000 and spent over a two year period as identified in Appendix "B".
5. That staff be authorized to return \$2,110,000 to the Tax Capital Reserve (13-04-0440), and that the City Treasurer be authorized to issue a 10-year debenture in the amount not to exceed \$4,300,000 to complete Phases 1, 2A and 2B as outlined in Staff Report ENG021-10, including Base Building Restoration and the public programming consultation.

PURPOSE & BACKGROUND

6. On April 6, 2009 City Council adopted Motion 09-G-137 as amended by 09-A-180 (refer to Appendix "A") providing permission to proceed with the Allandale Train Station Restoration project.
7. Further to Motion 09-G-137 as amended by 09-A-180 (see Appendix "A") the Project Manager function is being undertaken by the Engineering Department.

8. The Mayor and Clerk executed the Preliminary Agreement between the City of Barrie, the YMCA of Simcoe/Muskoka and Correct Group Inc. The negotiation of the Train Station Restoration Agreement could not be concluded as the building would have needed to be in the private developer's ownership. Recognizing this, and in the interest of time, a Construction Management Contract between the City of Barrie and the YMCA of Simcoe/Muskoka was signed by the Mayor and Clerk under the authorization of Motion 09-G-137 to address works identified in Phase I (see Paragraph 16 a).
9. Reference is made to Staff Report IDC003-09, paragraph 26, which states that "Under the proposed Train Station Restoration Agreement the City is responsible for contributing the first \$2,000,000 (plus any available insurance proceeds relating to the fire) toward the restoration of the Allandale Station buildings. Any additional funding required will be provided by the YMCA".
10. With the Allandale Train Restoration partner now not participating, the City is independently undertaking the overall restoration and programming of the Allandale Train Station project and the Station Lands. As such the City will be financially responsible for the full building restoration without an upset limit.
11. The YMCA identified Michael McKnight of McKnight Charron Laurin Architects Inc. (MCL Architects) as their representative for the Construction Management Contract. Mr. McKnight was previously involved with the project during the CKVR/CHUM project in 2002.
12. In a Memorandum to General Committee dated August 10, 2009, staff provided an updated City cost estimate for the Base Building Restoration of approximately \$2,950,000, based on best available information at the time.
13. The Fire damage claim has been settled with the City receiving the maximum \$200,000 for the fire restoration works. This will be spent on the fire damage truss and roof repairs, Dry-Ice cleaning contractor, additional Project Management Fees, additional Investigation/Design fees, additional fees incurred for historical specialist monitoring the work. However it should be noted that the estimate for the repairs from the actual fire damage exceeds the maximum settlement. The repairs will be carried out by the General Contractor and therefore the shortfall will be rolled into the anticipated project costs.
14. As per Motion 09-G-506 (see Appendix "A"), and based on consultation with the public, as summarized in the Allandale Village Development Community Consultation Report (Community Consultation Report) prepared in November 2009, the City will keep the Allandale Train Station and the Station Lands in public ownership. This has allowed the City to advance with the restoration works to ensure that the momentum of the project continues. As noted the City will be seeking funding opportunities with the Federal Government.
15. In January of 2010, the City was advised that there was a change in the Developer's team which resulted in the City having to move forward independently to restore, program and fit-out the Allandale Train Station and the Station Lands. These recent changes have not slowed the preparation of the Tender Drawings.
16. A City Project Team has been formed for the Allandale Train Station Restoration and Station Lands. The project remains under the direct leadership of the General Manager of Infrastructure, Development and Culture, with representatives from: Engineering; Leisure, Transit and Facilities; and Culture. Other City departments will be participating including: Operations, Planning Services, Finance, and Building, etc.

17. This Project is divided as follows:

a) Base Building Restoration (Phases 1 and 2A)

Phases 1 and 2A provide the necessary scope and resources to save the buildings to ensure that present and future members of the public can enjoy these buildings for generations to come. The buildings continue to deteriorate as the major problems worsen including roof, structural and wooden heritage features, etc. If this work is postponed or further delayed then the restoration costs will continue to escalate and some heritage features will be permanently lost. The large portion of the costs will be determined by the contractors bidding on the project. In this type of restoration there is very high risk to the contractors in that they have to restore a quickly deteriorating structure to the magnificence that it once was. This is a very unique project with many challenges for the successful contractor, and therefore, it may be reflected in their tendered prices as they try to cover their risk. Phases 1 and 2A are described in detail below.

Phase 1 is nearing completion and includes minor maintenance works and the completion of the Detail Design which specifically includes:

- i) Completion of minor works in preparation of the major tender;
- ii) Repair of major leak in roof;
- iii) Removal of asbestos;
- iv) Removal of fire damage in wood attic using specialized Dry Ice techniques;
- v) Clean-up of site;
- vi) Salvage of historical elements;
- vii) Inventory of historical elements;
- viii) Investigations into the original materials and finishes (e.g. paints, stains, etc.);
- ix) Improvements to security and safety of the site;
- x) Investigation of building structural rehabilitation requirements;
- xi) Investigation of foundation reinforcing measures;
- xii) Investigation of measures to permanently address building settlement areas;
- xiii) Preparation of energy/water reduction reports (LEED assessment);
- xiv) Issuance of Contractor Pre-qualification Documents; and
- xv) Preparation of tender documents and Architectural/Engineering drawings.

Phase 2A is the Base Building Restoration which is about to be tendered. Upon confirmation of sufficient funding, the tendering and restoration of the buildings will commence which will ensure the long-term preservation of the Allandale Train Station including:

- i) Reinforcement of foundations;
- ii) Reinforcement of structural walls;
- iii) Replacement of roof shingles;
- iv) Reinforcement of attic support for ventilation units;
- v) Replication of the tower on the southerly building;
- vi) Restoration of exterior walls;
- vii) Restoration of the two breezeways;
- viii) Restoration of ceilings;
- ix) Partial restoration of interior walls to include insulation and vapour barrier;
- x) Repair/replacement of sub-floors as needed;
- xi) Reinstallation of salvaged historical elements, including replicas where necessary;
- xii) Upgrades to meet the latest Building Code;
- xiii) Upgrades to meet the latest Accessibility Standards and the Accessibility For All Ontarions Act;
- xiv) Partial installation of base Mechanical and Electrical systems, including access; and
- xv) Installation of main site services including Natural Gas, Hydro, Telephone, Cable, etc.

b) Future Fit-out to Accommodate Planned Public Programming (Phases 2B, 3A and 3B)

Phases 2B, 3A and 3B are needed to meet facility requirements for the long-term public programming of the Allandale Train Station buildings and the Station Lands. Once the base buildings are restored and made structurally sound, then specific improvements can be undertaken to accept the proposed programming elements. Phase 2B will investigate and provide recommendations as to the best public use of the train station complex considering numerous facets such as: long-term financial sustainability (e.g. leasing, rental, etc); community needs; integration with existing neighbourhood; integration with proposed Mixed Use Development; complementing the waterfront; exploration of public-private opportunities, etc. Since much of the public consultation has been previously summarized in the Community Consultation Report, it is proposed that SOLUTIONS ink be retained to prepare a supplement that will focus on the public use of the Allandale Train Station and the Station Lands. A separate Staff Report and recommendations will be submitted to General Committee that will outline the findings of Phase 2B, including the associated costs to implement. Phases 2B, 3A and 3B are described in detail below.

Phase 2B will be undertaken in parallel with Phase 2A. Phase 2B is the Programming and public consultation process that is about to commence. The Supplement to the Community Consultation Report would create a plan for the public use and experience of the historic lands, a direction for creative industry partners on the site and build a 365 day vision for cultural and community programming for the Allandale Train Station and adjacent Station Lands to be constructed in Phases 3A and 3B. The Supplement will include programming considerations for the Allandale Train Station buildings and the Station Lands and will include:

- i) Consultation with the Department of Culture to determine what are the City's Cultural needs that can be incorporated;
- ii) Consultation with LTF to obtain the City's overall programming needs;
- iii) Consultation with the public including a review of potential community groups;
- iv) Consultation with potential creative industry partners including arts, culture and heritage organizations;
- v) Consultation with staff on festival and other event program opportunities;
- vi) Preparation of a Draft 365 day community and culture operating plan for the Allandale Train Station and the Station Lands including Operating Costs;
- vii) Preparation of an application for registering the Allandale Train Station for a Parks Canada designation;
- viii) Consideration of Building Programming elements in relationship to the GO Station;
- ix) Consideration of the Building Programming elements in keeping with the new Mixed Use Commercial Development; and
- x) Consideration of the Station Lands to promote an integrated connection with the Allandale Train Station Buildings, Station Lands, the Waterfront Master Plan, existing waterfront trail system and neighbouring development access points.

Phase 3A is the future construction of the recommended programmed interior building Fit-out developed from Phase 2B and will include:

- i) Construction of the remaining drywall for the inside of the exterior walls;
- ii) Completion of the mechanical and electrical;
- iii) Construction of the interior non-structural walls to accommodate the programming recommendations; and
- iv) Completion of floor finishes (ex. wood, tile, etc.).

Phase 3B is the future construction of the recommended programmed site works for the Station Lands developed from Phase 2B and will include:

- i) Construction of external programming elements associated with the Station Lands;
 - ii) Construction of the secondary servicing for any lighting or power requirements; and
 - iii) Construction works such as, grading, drainage, trails, landscaping, specific programming requirements and associated works required to tie into existing and proposed programming.
18. Since Phase 1 is nearing completion the City will issue a Contractor Pre-qualification Document for Phase 2A through the Purchasing Branch. This is to minimize the risk to the City, and to ensure potential contractors have a capable work force, financial viability, bonding commitment, restoration experience, scheduling success, etc. The main construction contract for Phase 2A will then be tendered, and awarded in accordance with the Purchasing Policy.
 19. City Staff and members of the Consultant team accepted an invitation to the Barrie Historical Association's Monthly meeting to discuss the restoration project. It was well received, and the City received positive comments for their commitment for the restoration of the Allandale Train Station. In keeping with Council's Strategic Priorities, the City representative committed to further engaging the public on this process, specifically during the development of the sustainable programming for the Allandale Train Station and Station Lands.
 20. The Construction Manager representative for Phase I, Michael McKnight, and his sub-consultants have been discussing the project schedule and phasing with the Ontario Heritage Trust.
 21. In the summer of 2009, a fire at the Allandale Train Station damaged the building and the City subsequently filed an insurance claim. With the Fire Insurance matter now settled, the City retained a specialty contractor to remove the charred wood from the attic space. In consultation with Ontario Heritage Trust, instead of the normal sand blasting the removal method utilized dry ice blasting. This resulted in less damage to the remaining undamaged wood and also reduced the "burnt wood" smell that is common after fires. This removal also allowed the structural engineers to undertake a detailed assessment of the remaining wood to ensure the long-term viability of the overall structure.
 22. It is noted that the mechanical and electrical systems will be partially completed under the Phase 2A works. This allows the flexibility in the design to accommodate the programming conclusions while still providing the basic support systems to protect the building (e.g. winter heat, alarming, fire protection, etc.). The remaining portion will be completed as part of the Phase 3A Fit-out construction.
 23. The Architectural/Engineering Drawings and Contract Documents will be quality checked for completeness and accuracy by City staff.
 24. Recommendations from the various background reports (e.g. structural, soils, etc.) have been checked to ensure they have been incorporated into the Design Drawings. A comprehensive and thorough geotechnical investigation has been undertaken at key locations.
 25. Approval agencies comments have been received and their effects on the scope of work and budget have been assessed and incorporated into the overall budget.
 26. Once the servicing requirements have been determined, further subsurface utility investigations will be completed at key locations if necessary.
 27. Project cost forecasting and budgeting have taken into account the possibility of unexpected increased construction costs by establishing contingencies that take into account the project type and complexity.

ANALYSIS

28. Originally the City was going to complete the Base Building Restoration and servicing with one of the partnering developers completing the "Tenant Improvements". With one of the partnering developers pulling out of the project including the Train Station Restoration portion, this has resulted in the City now taking over the Programming of the Buildings and Station Lands. This includes a Supplemental study to determine the Best Use of the Allandale Train Station complex that would best benefit the citizens of Barrie. This planning would be required for the interior of the buildings and the external lands. These planning costs have been included in the overall Project Costs as shown in Appendix "A" – Phase 2B costs.
29. In July 2009 a Preliminary Estimate for the Base Building Restoration was prepared for the partnering developer by MCL in consultation with Edwin Rouse Architects, and was provided to General Committee in a memo dated August 10, 2009. The Preliminary Project Estimate totalled approximately \$2,920,000, which included approximately \$2,700,000 in construction costs, however it was noted that there were pending investigations. Notable details of the Preliminary Estimate included:
- a) All costs associated with the Exterior Building Restorations including tower;
 - b) Estimate for asbestos removal was \$90,000;
 - c) Base electrical and mechanical estimates were for shared building systems with YMCA;
 - d) Estimated foundation rehabilitation costs subject to undertaking subsurface investigations;
 - e) Estimated structural rehabilitation costs subject to detailed inspection;
 - f) Repair of disturbed asphalt only allowed for area disturbed by foundation repair work;
 - g) Most consultant fees were for design only, no Contract Administration and Field Services;
 - h) Included reasonable Construction contingencies at 15% for the Phase 2A works;
 - i) Shared services with main development including water, sanitary, hydro, phone;
 - j) No allowance to restore Office Building addition;
 - k) No roof repair costs associated with fire;
 - l) No Project Contingencies;
 - m) No interior programming; and
 - n) No external programming.
30. In the Fall of 2009, the City's 2010 Business Plan was being developed utilizing for the first time the new Capital Project Financial Control Policy. Given that a budget had already been approved for this project, any subsequent adjustments require Council approval.
31. In addition, it was concluded in the Community Consultation Report that as a result of the public consultation process that there was a public desire to keep the Allandale Train Station Lands in the public domain. The property will now require separate servicing, including sanitary, water, storm, hydro, Bell, Rogers and alternative high tech communications. There will also be additional electrical servicing to the external area that will allow for the accent lighting of the building, morality lighting, at-grade signage and power outlets for future programming of the area in front of the Train Station (e.g. Outdoor Performance Centre or nodes). These costs have been included in the Phase 2A restoration contract.
32. In preparation of this Staff Report, the July 2009 Preliminary Estimate of \$2,700,000 for the Base Building Restoration was analyzed in the context that the City would be proceeding independently, and that the majority of the investigations including structural, geotechnical, architectural, etc. were completed.

33. Subsequent to the above analysis, the Phase 2A Base Building Restoration construction costs have been adjusted by approximately \$700,000. The details are shown in Appendix "B", and the following is a summary of why there was an increase in the construction estimate:
- a) Slight adjustment to all exterior restoration costs, including the replica tower;
 - b) Increased asbestos removal costs using tender costs which resulted in a net +\$29,000;
 - c) Increased mechanical estimates for independent supply units;
 - d) Increased electrical estimates for independent electrical controls and new transformer;
 - e) Increase foundation rehabilitation estimates after test dig found poor founding materials;
 - f) Slight adjustment to structural rehabilitation estimated costs;
 - g) No increase in costs for the repair of disturbed asphalt for foundation remediation;
 - h) Increase in LEED measures subject to assessment as this will now be a City facility;
 - i) Added independent site servicing including water, sanitary, hydro, phone, etc.;
 - j) Added remainder of roof fire damage scope to be completed by the general contractor;
 - k) Added the costs for an upgraded Life Safety systems (eg. sprinklers) to protect the City's investment, although not required by Building Code;
 - l) Added costs to increase Accessibility Standards scope as this will now be a City facility; and
 - m) Included Construction contingencies at 15% with original estimate.
34. Since the City is proceeding independently with the restoration and ultimately public programming, the overall project estimate also has to be revised to \$4,500,000 from \$2,920,000. This includes costs that may have been addressed by the previous partnering developer:
- a) Added Material Testing for site works, specialty inspections (i.e. roofing), etc.;
 - b) Increased Contract Administration and Field Services efforts to a typical 5% of construction costs;
 - c) Increased staff time associated with Project Management;
 - d) Added advertising costs for Pre-qualification and tendering costs;
 - e) Added costs for application fees for Building Permits, etc.; and
 - f) Added the typical City Project Contingencies of \$550,000 (which is approx 10%).
35. Subject to Council approval of the recommended motion, Staff will proceed to tender the Phase 2A Allandale Train Station Base Building Restoration.
36. Staff will enter into agreements with specialty consultants/contractors (i.e. roofing inspection) as required, subject to budget limitations and procurement policies.

ENVIRONMENTAL MATTERS

37. The following environmental matters have been considered in the development of the recommendation:
- a) One of the recommendations of the Community Consultation Report was to maximize the use of green technologies and specifically mentions the heat generated at the Water Pollution Control Centre. As part of another, originally unrelated green initiative, a study is underway to maximize the use of methane gas that is generated at the Water Pollution Control Centre (WPCC). The WPCC Consultant has now been requested to investigate the potential for use of the methane gas generated at the WPCC to supplement natural gas which is currently proposed in the Allandale Train Station Heating system.
 - b) In accordance with the City's Energy Conservation Policy, the Train Station buildings are being designed with energy conservation in mind. Due to the historical restorative nature of the project it is challenging to implement typical LEED Silver measures therefore the project will meet the intent of LEED where practical and cost effective.

- c) Although the buildings are to be restored to their original condition using similar materials and products, there is some latitude when it comes to long-term economic sustainability of the structure. As such, one of the ideals that City staff are encouraging is energy efficiency measures from proper insulation (i.e. originally there was none), energy efficient mechanical and electrical systems, etc.

ALTERNATIVES

38. The following Alternatives are available for consideration by General Committee:

Alternative #1

General Committee could choose to not proceed to tender Phase 2A – Base Building Restoration and stop the project.

This Alternative is not recommended as it will likely result in the loss of Heritage buildings due to continued deterioration.

Alternative #2

General Committee could choose to alter the proposed recommendation by maintaining the initial proposed budget.

This alternative is not recommended because the funding is not adequate and therefore the project will not be completed.

Alternative #3

General Committee could choose to alter the proposed recommendation by not entering into a single source agreement with SOLUTIONS ink to prepare a Supplement to the Community Consultation Report as per Phase 2B.

This Alternative is not recommended as it will result in rework and delays if a new consultant were to continue with the project. There is a need to establish the public programming for the Train Station buildings and the subsequent building Fit-out to accommodate the programming. There is also a need to forecast a reasonable Capital and Operating Budget based on the programming.

Alternative #4

General Committee could choose to alter the proposed recommendation by not entering into a single source agreement with McKnight, Charron Laurin Inc. Architects to provide Contract Administration and Field Services for Phase 2A.

This Alternative is not recommended as City Staff does not currently have the resources available to provide Contract Administration and the Field Services required for this project. In addition, it is prudent to have the design architects/engineers during the construction phase to better satisfy Building Code requirements.

FINANCIAL

39. With the withdrawal of the YMCA from the Allandale Train Restoration Project, the City is independently undertaking the overall restoration and programming of the Allandale Train Station project and the Station Lands. As such, the capital budget must be adjusted to reflect the City's responsibility for the full costs of the building restoration. The cost to restore the Allandale Train Station buildings is very difficult to estimate, and therefore, appropriate construction and project contingencies have been included in the budget to ensure that adequate funding is available.

40. It would be prudent for the City to continue with Mr. McKnight's services through the Restoration (Phase 2A) due to his involvement with the original project in 2002, and his current involvement with Phase I. It is also believed that the contractual relationship with MCL Architects should be more in keeping with a Prime Consultant's role rather than a Construction Management representative role. As the Prime Consultant, MCL Architects will be responsible for the coordination of the subconsultants, including Edwin Rouse Architects Restoration Consultant, Structural, Mechanical, Electrical and Civil. It is proposed that MCL Architects and its subconsultants will be responsible for the Contract Administration and Field Services (Inspection) of the Restoration. The City would assume the traditional role of Project Manager for the project. Based on the foregoing it is recommended that MCL Architects be retained on a single source basis per clause 15.1 of the City of Barrie's Purchasing By-law 2008-121. The Contractual Relationships for the Project would be configured as follows:

- a) Owner - City would assume its traditional role;
- b) MCL Architects - Agreement with the City to act as Prime Consultant on behalf of the City;
- c) Subconsultants – Agreements directly with the Prime Consultant; and
- d) General Contract – Contract with the City and obtained by typical public pre-qualification and tendering process (i.e. Design – Bid – Build).

41. A previous public comment exercise had been undertaken by the previous partnering developer's consultant SOLUTIONS ink. This work was summarized in a report entitled, "Allandale Village Development Community Consultation Report" dated November 1, 2009. It would be prudent that the City obtain public comments on the Allandale Train Station and Station Lands since it will now remain in public ownership. As such, the Consultant should be retained to build on the existing report to create a plan for public programming of the historic buildings. As City staff do not have the appropriate resources available, it is proposed that SOLUTIONS ink prepare a Supplement to the original report. Based on the foregoing, it is recommended that SOLUTIONS ink be retained on a single source basis per clause 15.1 of the City of Barrie's Purchasing By-law 2008-121.

42. The total cost of the recommendations in this Staff Report for Phase 1 (Base Building Restoration Detail Design), Phase 2A (Base Building Restoration) and Phase 2B (Community Consultation Supplemental Report) is \$5,720,000, excluding GST. The detailed Breakdown is provided in Appendix "B", and is summarized below:

Component	Costs
Construction Costs	\$3,000,000
Construction Contingencies	\$400,000
Project Costs	\$550,000
Project Contingencies	\$550,000
Total	\$4,500,000

43. The current funding for this project is \$2,310,000 as shown in Appendix "C" and is comprised of \$2,110,000 from the Tax Capital Reserve (13-04-0440) and \$200,000 from insurance proceeds. Staff is proposing to return the \$2,110,000 to the Tax Capital Reserve (13-04-0440) and fund the Total Project Estimated Costs of \$4,500,000 through debenture plus \$200,000 of fire proceeds.

44. Based on the Cash Flow provided in Appendix "B", it can be seen that there is currently sufficient funds in 2010 to meet the cash flow supply required for 2010. However additional funds will be required in 2011 to complete the Phase 2A – Base Building Restoration.

45. Staff were directed to investigate the feasibility, impact, process and costs relating to registering the Allandale Station for Parks Canada Designation. If successful, the Project may be eligible for Federal Funding.

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46. Staff, with the assistance of SOLUTIONS ink, will be applying for Federal Funding as directed under Motion 10-G-071 (refer to Appendix "A").
47. The issuance of a debenture for a 10-year term would increase the City of Barrie's committed/used debt capacity percentage to 65.35%. The estimated annual debt charges would be \$551,665 which will represent a tax rate increase of approximately 0.4%. The total interest payable over the term of the debenture will be \$1,216,653.

LINKAGE TO COUNCIL STRATEGIC PRIORITIES

48. The recommendations included in this Staff Report support the following City Council's Strategic Priorities:
- Attract, Retain and Expand Business for Barrie
 - Ensure Proactive Communications with the public and increased opportunities for Citizen Engagement
 - Position Barrie at the Forefront of Environmental Issues
 - Increase fiscal responsibility to ensure controlled spending and best value for tax dollars
 - Enhance Public Spaces throughout the City
 - Initiate an Infrastructure Renewal Program to prioritize rehabilitation and repair of roads, pipes and other City assets
 - Encourage Culture as an Economic Drive

APPENDIX "A"

Motion 09-G-137 - ALLANDALE STATION DEVELOPMENT RECOMMENDATIONS

1. That the Mayor and City Clerk be authorized to execute the Preliminary Agreement between the City of Barrie and The YMCA of Simcoe/Muskoka and Correct Group Inc., attached as Appendix "B" to the Staff Report IDC003-09.
2. That staff be instructed to negotiate a Train Station Restoration Agreement with the YMCA in accordance with the terms described in the Preliminary Agreement and that the Clerk be authorized to execute the Train Station Restoration Agreement on behalf of the City.
3. That staff be authorized to submit an application for rezoning and commence the process to rezone the subject lands to permit the Allandale Station Redevelopment as contemplated by the Preliminary Agreement.
4. That the City retain an independent planner, for an amount not to exceed \$10,000, to assist with the preparation of any by-law amendments or the resolution of any zoning matters that are required in order that the Allandale Station Redevelopment can proceed as contemplated by the Preliminary Agreement, with funding from General Capital Expenditure Reserve (Account 13-04-1440).
5. That the City retain a project manager, on a 12 month (plus 6 month extension) contract basis, for an amount not to exceed \$100,000 with experience related to structural restoration of historic buildings to manage the City's interests with respect to the structural restoration of the historic Allandale Station buildings, with funding from General Capital Expenditure Reserve (Account 13-04-1440).
6. That the structural restoration of the historic Allandale Station buildings be added to the 2009 Capital Budget in an amount not to exceed \$2,000,000 and be funded from the General Capital Expenditure Reserve (Account 13-04-1440).
7. That staff apply to the Federal Government for a grant for the restoration of the Allandale Station buildings. (IDC003-09) (File: L00)

09-A-180 That Motion 09-G-137 of General Committee Report No. 18, Section "D" concerning the Allandale Station Development Recommendations be amended by adding the following paragraph:

- "8. That in response to significant public interest and concern regarding the design and layout of the proposed Allandale Station redevelopment:
 - a) That the proposed public consultation process outlined in the memorandum from C. Magwood, City Centre Facilitator, dated April 6, 2009 regarding the Allandale Revitalization – Opportunity for Consultation be endorsed;
 - b) That the public consultation process be required to occur as the next step in the development of the site plan for Allandale Station;
 - c) That detailed notes be kept of the public comments as part of the consultation process; and
 - d) That staff and the YMCA/CGC be required to report back to General Committee on how the comments have been addressed."

Motion 09-G-506 - ALLANDALE VILLAGE DEVELOPMENT COMMUNITY CONSULTATION REPORT

1. That the Allandale Village Development Community Consultation Report, dated November 1, 2009, as prepared by SOLUTIONS Ink, including Executive Summary attached as Appendix "A" to Staff Report IDC013-09, be received for information purposes.
2. That the General Manager of Infrastructure, Development and Culture be authorized to continue with the negotiation of the Purchase Agreement, with the YMCA of Simcoe/Muskoka and the Correct Group of Companies Inc., based on the following updated parameters:
 - a) The City retains the lands generally described as the Area of No Development (no-build zone) on Schedule "A" of Site Specific Zoning By-law Number 2006-282; and
 - b) The City retains ownership of the Allandale Train Station Building.
3. That staff be instructed to negotiate, with the YMCA of Simcoe/Muskoka, a lease agreement for the operation and maintenance of the Allandale Train Station Buildings, including their use and programming, community access, and other programming and that staff report back to General Committee concurrently with the recommended Purchase Agreement. (IDC013-09) (File: L00)

Motion 10-G-071 - INVESTIGATION FOR REGISTERING ALLANDALE STATION FOR PARKS CANADA DESIGNATION

"That staff in the Infrastructure Development and Culture Division investigate the feasibility, impact, process and costs relating to registering the Allandale Station for Parks Canada Designation. (Item for Discussion, 6.1, March 1, 2010) (File: R00)

APPENDIX "B"

ALLANDALE TRAIN STATION PHASE 2A BASE BUILDING RESTORATION UPDATED ESTIMATE			
COMPONENT	JULY 2009 ESTIMATE	ADJUSTMENT	MARCH 2010 ESTIMATE
Restoration	\$2,033,913	Nil	2,033,913
Contingencies	\$318,586	\$81,414	\$400,000
Asbestos	\$90,000	\$29,000	\$119,000
Mechanical	\$115,000	\$50,000	\$165,000
Electrical	\$100,000	\$50,000	\$150,000
Foundation Assessment		\$40,000	\$40,000
Structural Assessment		\$50,000	\$50,000
Site Work	\$40,000	\$0	\$40,000
LEED		\$90,000	\$90,000
Site Servicing		\$150,000	\$150,000
Fire damage repair in contract		\$50,000	\$50,000
Life Safety		\$75,000	\$75,000
Accessibility Standards		\$25,000	\$25,000
TOTALS (Rounded)	\$2,700,000	\$700,000	\$3,400,000

ALLANDALE TRAIN STATION BASE BUILDING RESTORATION AND PROGRAMMING ALLANDALE TRAIN STATION UPDATED OVERALL PROJECT ESTIMATE			
Component	BUDGET	2010	2011
Phase 1: 2009 Project Costs to Date (Asbestos removals, minor works, Inventorying, design consultants etc)	\$209,854	\$209,854	
Phase 1:Remaining Works Fire Restoration contractor and associated costs (For cleaning works, Supervision only as main structural rectification is in main contract)	\$50,000	\$50,000	\$0
Phase 2A: Building Restoration - Exterior and Partial Interior Estimated 45 weeks construction (11 months construction starting June 2010)	\$3,000,000	\$1,400,000	\$1,600,000
Phase 2A: Construction Contingencies	\$400,000	\$100,000	\$300,000
Phase 2B: Public Consultation Report - Supplemental	\$24,500	\$24,500	\$0
Contract Administration / Field Services	\$145,000	\$80,000	\$65,000
Materials Testing (Geotechnical, roofing, etc)	\$30,000	\$20,000	\$10,000
Staff Time (Project Management, Support, etc)	\$60,000	\$30,000	\$30,000
Advertising	\$5,000	\$5,000	\$0
Application Fees	\$30,000	\$30,000	\$0
Project Contingency	\$550,000	\$150,000	\$400,000
TOTAL (Rounded)	\$4,500,000	\$2,100,000	\$2,400,000

APPENDIX "C"

PROJECT FUNDING

TOTAL FUNDS AVAILABLE IN 2010	
Approved Funds	\$2,110,000
Fire Damage Proceeds	\$200,000
Spent to Date	\$209,854
Total Funds Available in 2010	\$2,100,146

CURRENT FUNDING UP TO AND INCLUDING 2010	
Component	Train Station
Account Number	14-14-2000-1103
Tax Capital Reserve	\$2,110,000
Fire Insurance Proceeds	\$200,000
TOTAL FUNDS AVAILABLE	\$2,310,000
PROPOSED / FUTURE FUNDING	
Component	Train Station
Account Number	14-14-2000-1103
Fire Insurance Proceeds	\$200,000
Debenture	\$4,300,000
TOTAL PROJECT FUNDS REQUIRED	\$4,500,000