
TO: GENERAL COMMITTEE

SUBJECT: DISPOSITION OF 10-14 COLLIER STREET/32 CLAPPERTON STREET

WARD: 2

PREPARED BY AND KEY CONTACT: P. DYCK, BUSINESS DEVELOPMENT OFFICER, x5228
S. SCHLICHTER, DIRECTOR OF BUSINESS DEVELOPMENT, x5036

SUBMITTED BY: S. SCHLICHTER, DIRECTOR BUSINESS DEVELOPMENT

GENERAL MANAGER APPROVAL: Z. LIFSHIZ, EXECUTIVE DIRECTOR INVEST BARRIE

CHIEF ADMINISTRATIVE OFFICER APPROVAL: C. LADD, CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That the disposition of the Property known municipally as 10-14 Collier Street and 32 Clapperton Street, described as Part of Lots 64, 65 and 66 of Plan 2, now further described as Parts 1, 2, 3, 4, 5 and 6 of Plan 51R-17218 and Part 1, Plan 51R-19316 the City of Barrie, County of Simcoe be made available for sale as an independent parcel and that it no longer be required to be assembled with the adjoining parcel known municipally as 4-8 Collier Street.
2. That the Property known municipally as 10-14 Collier Street and 32 Clapperton Street, described as Part of Lots 64, 65 and 66 of Plan 2, now further described as Parts 1, 2, 3, 4, 5 and 6 of Plan 51R-17218 and Part 1, Plan 51R-19316 the City of Barrie, County of Simcoe remain deemed as surplus to the City's needs.
3. That Invest Barrie staff in consultation with the Director of Engineering determine the most appropriate, efficient, and strategic configuration and disposition of the Property to facilitate the implementation of the preferred design alternative for transportation improvements at the Ross Street/Collier Street/Bayfield Street intersection as proposed in Staff Report ENG006-17 and reflecting the criteria set out in Staff Report BDD002-15 related to the disposition of downtown parking lots.
4. That should Council approve the Preferred Design Alternative outlined in Staff Report ENG006-17, Invest Barrie staff and Legal Services be authorized to enter into negotiations with the property owner of 65, 79 and 85 Bayfield Street and 2 Collier Street for the acquisition of the required property and the associated disposition of 10-14 Collier Street and 32 Clapperton Street to facilitate the preferred design alternative (roundabout) and jointly report back to General Committee for approval.
5. That should Council not approve the Preferred Design Alternative as outlined in Staff Report ENG006-17, the Executive Director of Invest Barrie be delegated the authority to place the parcel on the market and determine the offer period, timing of sales, to repeat the sales process or develop an alternate disposition method for the subject property that reflects the approved criteria related to the strategic disposition of downtown parking lots.

PURPOSE & BACKGROUND

Report Overview

6. The purpose of this staff report is to modify the requirements for the sale of the Property as specified in Council Motion 15-G-230, which set out to create a land assembly which was to include the adjoining parcel known municipally as 4-8 Collier for the development of a commercial building.
7. This staff report is being presented in conjunction with staff report ENG006-17, related to the recommended transportation improvements identified through the Municipal Class Environmental Assessment (Class EA) Phases 3 and 4 for the Ross Street/Collier Street/Bayfield Street intersection.
8. The recommended transportation improvements have a development impact on the City-owned parking lot at 10-14 Collier Street/32 Clapperton Street because an access point will need to be facilitated from Bayfield Street through to Clapperton Street. As such, both staff reports are being presented jointly to provide greater context for Council's review.
9. Staff Report BDD002-15 provided a disposition strategy for downtown parking lots, which included 10-14 Collier Street. The Subject Property had been identified as a property that could yield significantly better development opportunities if assembled with adjacent properties or if included as part of larger nearby developments. As such, Council Motion 15-G-230 required that 10-14 Collier Street be placed on the market for sale within the category of parcels known as "parcels that are supportive of larger developments (via assembly)" and required assembly with the adjoining parcel known municipally as 4-8 Collier for the development of a commercial building.
10. Several other criterion were required to be reflected as part of the disposition of the property and included:
 - a) The offer price is at a minimum of fair market value. Market value will be determined relative to the development proposal being contemplated.
 - b) The proposed development aligns with at least one of the following guiding disposition objectives:
 - Growth and Vibrancy
 - Integration
 - Strategic Development
 - Affordable Housing
 - c) Given that 10-14 Collier Street is located at the border between the professional services/financial neighbourhood and the arrival neighbourhood as set out in the Downtown Commercial Master Plan, the City of Barrie will entertain offers that would most effectively assemble the lands for the City's priority uses. Preference will be given to any development that focuses on the City's highest priority uses, specifically a hotel or a high-density financial or office tower as identified in the Downtown Commercial Master Plan. Development proposals that focus on these priority uses will allow the City to continue to fulfil the vision for the downtown by eliminating a need or gap.
 - d) Additional adjacent properties may also be considered as part of the overall proposal provided that 4-8 Collier Street is included. To maximize the impact of the development,

the assembly should preferably also extend to include frontage along Bayfield Street, but this is not required.

11. At the time the property was initially put to market, Engineering staff were undertaking the Class EA for the Ross/Collier/Bayfield Street study, in order to provide property protection for the intersection improvements and to ensure that future redevelopment would not preclude the City's ability to improve traffic operations and enhance pedestrian safety at this intersection.
12. The preferred design alternative identified in the Class EA study (identified in staff report ENG006-17) is depicted in 'Appendix B' of this report for Council's reference.

ANALYSIS

13. Since the approval of Council Motion 15-G-230 on November 23rd, 2015, staff have met with landowners who own the property adjacent to 10 -14 Collier Street in order to explore opportunities for reaching an agreement that would meet the requirements for a commercial development as specified in the Council Motion. Following several discussions aimed at trying to reach consensus on the development proposal, staff were unable to reach an agreement with the adjacent landowners due to a number of factors.
14. Based on the Class EA study preferred design alternative, new requirements for access points have emerged and as such, it would be prudent for the City to carefully consider the best use for 10 – 14 Collier relative to the implementation of the design alternative.
15. Implementation of the preferred design alternative would require the acquisition of privately-held lands, and would have the greatest impacts on properties fronting on the west side of Bayfield Street and onto Collier Street. Specifically, a significant portion of the property required for implementation of the roundabout is owned by a single owner at 65, 79 and 85 Bayfield Street and 2 Collier Street. Identified impacts include the requirement to use a portion of the property, deconstruction of a portion of an elevated parking deck to facilitate turning movements into the site, and removal of an access point, amongst other impacts. In order to facilitate the development of the roundabout, it is critical that staff look at the entire block bounded by Collier Street/Clapperton Street/Bayfield Street and Worsley Street, from a strategic development and traffic movement perspective. This includes the inclusion of a secondary access point to Clapperton Street from Bayfield Street that would impact the City-owned land parcels.
16. Given the City's ownership of 10-14 Collier Street/32 Clapperton Street, it is in a position to leverage its properties economically and strategically to facilitate the required traffic movements.
17. There may be an opportunity to acquire the portion of property needed from 65, 79 and 85 Bayfield Street and 2 Collier Street in exchange for the City's property at 10-14 Collier Street/32 Clapperton Street, in order to facilitate access to the existing property across the site to Clapperton Street.
18. Due to the complexity of property issues related to the implementation of the preferred alternative for the intersection improvements of Bayfield/Collier/Ross Street, the Director of Business Development, the Director of Engineering and the Director of Legal Services will participate in the property acquisition/disposition process, such process to be based on fair market value.

ENVIRONMENTAL MATTERS

18. The Subject Property is currently being reviewed by the Ministry of Environment and a Record of Site Condition has not been issued.

19. Particulars of any environmental requirements would be reflected in negotiations related to the subject Property as part of the acquisitions necessary to complete the implementation of the road transportation improvements on Ross Street/Collier Street/Bayfield Street.

ALTERNATIVES

20. The following alternatives are available for consideration by General Committee:

Alternative #1

General Committee could reject Staff's recommendation to remove the requirement that the 10-14 Collier Street/32 Clapperton Street property be assembled with the adjoining property at 4-8 Collier Street as part of the disposition process.

Staff do not recommend this option, as the results of the Class EA study for the preferred design alternative for transportation improvements on Ross Street/Collier Street/Bayfield Street alter the access needs of the entire block, as well as other private property impacts that require that the City review the disposition of its property in context with the roundabout to maximize development opportunities and returns back to the City.

The preferred design alternative provides for transportation improvements which minimize the effects to the physical, natural, social, cultural/heritage and economic (financial) environments. Decoupling the requirement for the City's property to be assembled with 4-8 Collier Street and to remain surplus to be utilized to strategically configure the block for development are in the City's best interests.

FINANCIAL

21. The subject property is currently utilized as a parking lot that generates revenue for the City. Until such time as the site is disposed of, it is expected that the site will continue to serve as a parking lot. As such, there are no immediate financial impacts to the City.
22. The City's lands will be valued at fair market value and their disposition would reflect said valuation.
23. Staff will present offers and associated terms and conditions to General Committee at the time negotiations are completed to acquire lands in support of the roundabout at Ross Street/Collier Street/Bayfield Street. Opportunities to acquire lands in exchange for existing City property will be explored. At that time, the financial component of the sale will be reviewed in detail and impact to the Corporation would be identified with any net proceeds of the sale being allocated to the Parking Reserve.

LINKAGE TO 2014-2018 STRATEGIC PLAN

24. The recommendations included in this Staff Report support the following goal identified in the 2014-2018 Strategic Plan:
- Vibrant Business Environment

25. The implementation of the roundabout will provide an opportunity to improve east-west traffic flow in the downtown and create a signature gateway into the downtown. Leveraging the City-owned properties of 10-14 Collier Street/32 Clapperton Street provides the opportunity to strategically configure the block to provide adequate access and maximize development opportunities.

APPENDIX "A"

Aerial Schematic

1. 10 – 14 Collier Street and 32 Clapperton Street

Current Use: Parking Lot

Proposed Use: Mixed commercial/office or residential with potential for assembly.

Size: 0.51

Current Zoning: C1-2, Central Area-2, commercial



