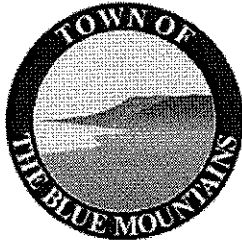


STAFF REPORT: PLANNING & BUILDING SERVICES DEPARTMENT

REPORT TO: Council
MEETING DATE: March 23, 2009
REPORT NO.: SRB.09.09
SUBJECT: Town Hall Consultant
PREPARED BY: David Finbow, Director,
Planning & Building Services

A. Recommendations

THAT Council receive Staff Report SRB.09.09 respecting the selection of a consultant for the design of the New Town Hall and that Council authorize the Mayor and Clerk to execute an Agreement with Chamberlain Architects for professional services in a form approved by the Town's Director, Planning & Building Services in consultation with the CAO, Director of Financial Services and Solicitor.

B. Background

Council at its meetings of May 12 and 26, 2008 considered Staff Reports SRB.08.25 and SRB.08.29 respecting a New Town Hall and adopted a resolution to create a "New Town Hall Project Steering Committee". The Committee as approved by Council includes Councillor John McGee, Councillor Cameron Kennedy, CAO Paul Graham and David Finbow, Director, Planning & Building Services. Part of the Committee's mandate was to provide input to the Design Consultant as it relates to a more detailed site vision of the Town Hall Site and New Town Hall with specific regard to site programming, site and building accessibility, building functionality/programming and building elevations and theme.

The initial meetings of the Project Steering Committee were dedicated to further developing the vision for the New Town Hall and Town Hall Site that respected the valuable input from the public through the community dialogue sessions. As part of the development of the vision for the New Town Hall, the Committee felt that it was critical to understand the historic context of the site. Through the CAO, Rob Potter was retained to prepare a "Historical Overview of The Blue Mountains Town Hall Site" (Appendix "A"). This document proved to be invaluable in finalizing and confirming the vision for the New Town Hall.

In November 2008, the Committee proceeded with a "Request for Expressions of Interest" ("RFEI") based on the Ontario Architect's Association ("OAA") Quality Based Selection Methodology. In response to the RFEI, the Town received 29 "Statements of Interest and Qualifications". These were subsequently reviewed and evaluated by the Steering Committee with the Committee deciding to "Short

List' four firms. The interviews of the Short Listed firms took place in December 2008. Upon the conclusion of the interviews and evaluations, the Committee concluded that there were two firms that were effectively tied. Given this, the Committee decided to proceed with a Limited Design Competition in January 2009 between the two firms ("Limited Design Competition Brief", Appendix "B").

The two firms presented their designs to the Committee in early March 2009. The Committee is pleased to advise Council that Chamberlain Architects were the winners of this Competition. An Agreement for professional services has been agreed to in principle with Chamberlain Architects that is consistent with the 2009 Proposed Capital Project Form. The Committee is therefore pleased to recommend to Council that the Town retain the services of Chamberlain Architects. With respect to the design, John Knox, MRAIC, Vice President, Chamberlain Architects, will be in attendance to present the designs flowing from the Design Competition.

With respect to the proposed form of contract, same is in accordance with the OAA's Standard Form of Agreement between a Client and Architect and is based on a fixed fee with same being apportioned as follows:

1. Schematic Design Phase
2. Design Development Phase
3. Construction Documentation Phase
4. Bidding/Negotiation Phase
5. Construction Phase/Contract Administration

The above apportioning will allow for the project to proceed to the "construction ready" stage based on a fixed fee. Council authorization will be sought in advance of proceeding to tender.

With respect to timing, and given the work produced via the Design Competition, it is the Committee's opinion that the project can in short order proceed through the design development phase and quickly move into the construction documentation stage.

If Council endorses the recommendations of this Report, Town Staff will ensure that the winning design is available for review via our website and at various locations throughout the municipality. In addition, Town Staff will be meeting with various stakeholders over the next 6 – 8 weeks in order to gain further input on the elevations and schematic designs presented.

As noted in Staff Report SRB.08.29, the Committee's work was to be completed upon Council's authorization to proceed to detailed design. Given the invaluable input of the Committee and their knowledge of the Project, it is recommended that the Committee continue with a mandate to assist the Project Manager as required.

C. Environmental Impacts

Given Council's direction related to site selection and design (i.e. LEED Silver as a minimum), the New Town Hall will demonstrate the Town's leadership and commitment to sustainable and sound environmental design.

D. Budget Impact

See Proposed Capital Form - Appendix "C"

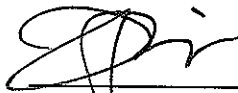
E. The Blue Mountains' Strategic Plan

Providing a strong, well managed municipal government.

F. Attached

- A. Historical Overview of The Blue Mountains Town Hall Site
- B. Limited Design Competition Brief
- C. Proposed Capital Form

Respectfully submitted:



David Finbow
Director, Planning & Building Services

Historical Overview of The Blue Mountains Town Hall Site

prepared for
The Town of The Blue Mountains
by Rob Potter
July, 2008

It's safe to say the town hall site holds an important place in local history. On or immediately adjacent to this site:

- Trails used by the Petun and Odawa traders crossed the Beaver River, the Odawa route to Nottawasaga Bay.
- The earliest mills and homes of the Thornbury community were located.
- Thornbury's first fire hall was nearby and the town's first power plant, water pumping and filtration plant, and skating rink were on this site, as was Thornbury's first hotel.
- Solomon Olmstead, Thomas Andrews, Eleazer Raymond, Thomas Lowe and Harry Parkinson, all prominent men of the community, had direct connections to the site.
- The town's major manufacturing industry, Breaker Technology, had its beginnings here.
- At least some community gatherings took place on this site during the early years and later when the arena was here.
- Thornbury's wooden railway trestle is an example of early Canadian railway building.

Following is an overview of the site's history. A brief summary of the history of each of the various features follows.

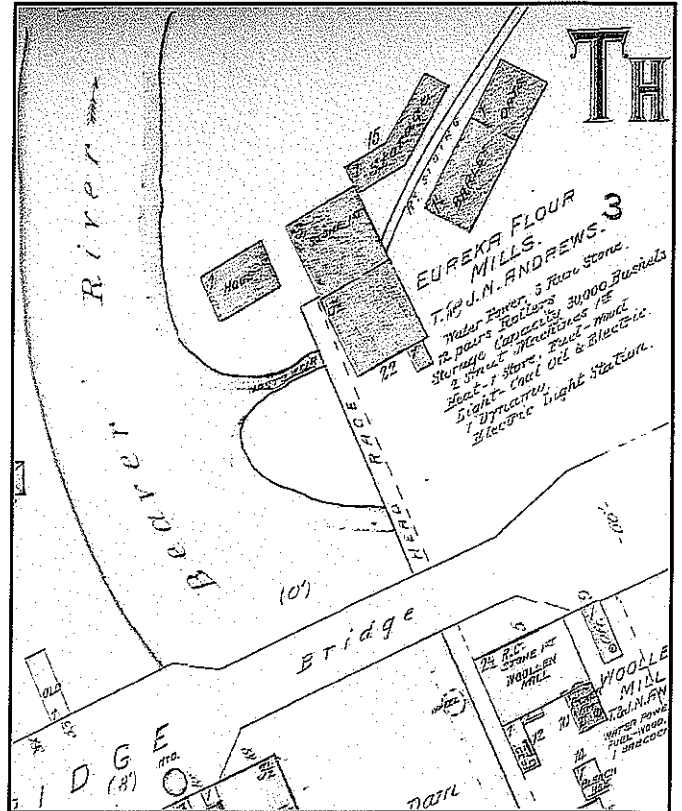
The town hall site has known four phases of development.

In the distant past, the Petun and Odawa and their trading partners passed this way, either on a trail that approximately followed the modern route of Highway 26 or on the Beaver River on their way to Nottawasaga Bay.

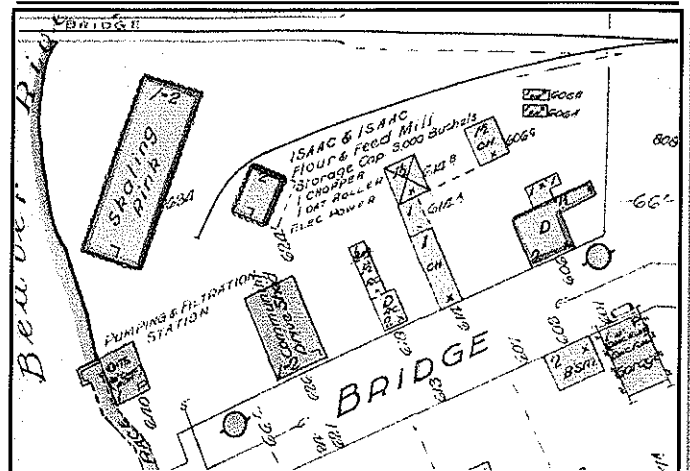
About 1855, Solomon Olmstead arrived from Burritt's Rapids and built a small mill, a primitive dam, and a home on the east bank of the Beaver River south of what is now Highway 26. Olmstead served as the first reeve of Collingwood Township.

Development around this site came quickly after Olmstead's arrival. By the early 1860s, the Lakeshore Road had been constructed by Grey County, and another mill had been constructed on the north side of the road. Originally, this mill was owned by a Judge Wilkes, but he sold his property to Thomas and J.N. Andrews in 1864. The Andrews brothers, especially Thomas, would play a prominent role in the local community for the next few decades.

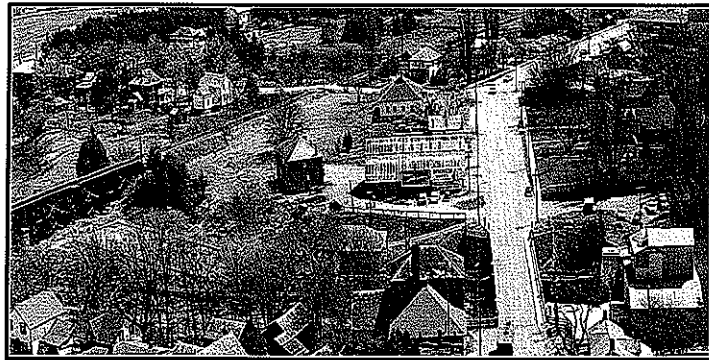
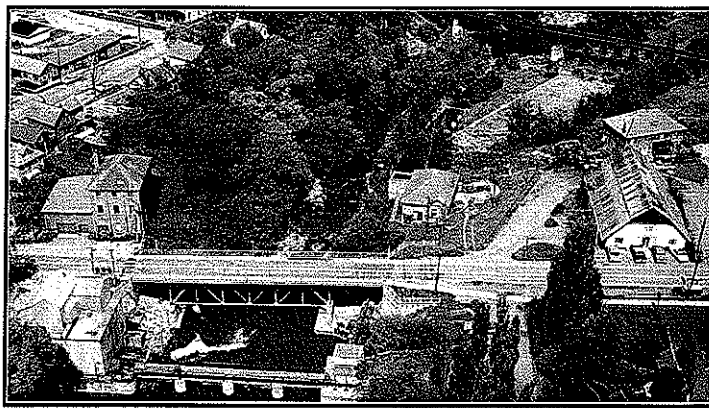
Their main mill stood three and a half storeys in height. The North Grey branch of the Northern Railway of Canada was constructed in 1872, and a siding ran from



Section of 1890 fire map showing the town hall site and adjacent properties.



1925 fire map showing the town hall site with skating rink, power plant (lower left), community shed, Isaacs and Isaacs Mill, and St. George Hotel.

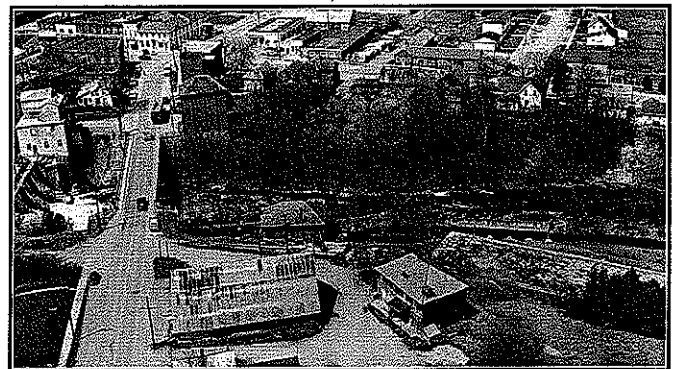


Aerial views of the town hall site taken by the Ministry of Transportation in 1964/65.

At left: Left to right, to north of Highway 26: the Thornbury fire hall adjoins the Parkinson Mill on the west side of the river. The Thornbury power and water plant is on the west bank, with the remains of the skating rink just behind it. At right of photo is the Western Tire store (originally the Community Shed) with the Isaacs and Isaacs Feed and Flour Mill behind it.

Bottom left: The hip roofs of the Parkinson Mill (lower centre of photo), the power plant, the Isaacs and Isaacs Mill and the service station just above the gambrel roof of the Western Tire store. Hip roofs were popular around the end of the 19th century and early in the 20th century.

Below: Another view of the site, with the Western Tire store at bottom centre, the Isaacs and Isaacs mill to the right of it. At centre is the power and water plant, and at right the remaining ice pad of the skating rink. The Isaacs mill sits about where the CAO's and Clerk's offices are located in the current municipal office.



the main mill to the rail line.

At least one historic photo shows a large public gathering on the site.

The brothers expanded their operations to include two small mills at either end of the dam. In the mid 1880s, they constructed a power house to generate electricity, eventually forming the Thornbury Electric Light Company to sell their excess power to the town. They also owned a commercial building at the corner of Louisa St and Bruce St., and Thomas was active in local government, serving as the first reeve of Thornbury.

Milling continued to be the main land use on the town hall site, but by the mid 1880s the St. George Hotel stood near the intersection of Mill St. and Bridge St. Another small building was constructed on the north side of the highway, just west of the hotel. This is the building that, most recently, housed the antique shop. It's the longest-standing building on the site, today.

The original dam washed out in 1893 and was soon replaced. Damage from the washout include the sinking of the town wharf at the mouth of the Beaver River. This prompted the town to reroute the river to its current configuration, creating Thornbury Harbour.

The mayor of Thornbury at that time was Eleazer Raymond, who built and lived in the large grey pebbledash house across the road and operated a carriage-building business in the now-unused block building just east of his home. Raymond served many terms as mayor, reeve and councillor.

By 1900, Harry Parkinson had developed a large oatmeal mill immediately north of the highway on the west bank of the river. Parkinson shared ownership of the dam with the Andrews brothers and wooden flumes ran northward from the dam along either side of the river to the two mills and the power house.

Thornbury's first fire hall was constructed about the

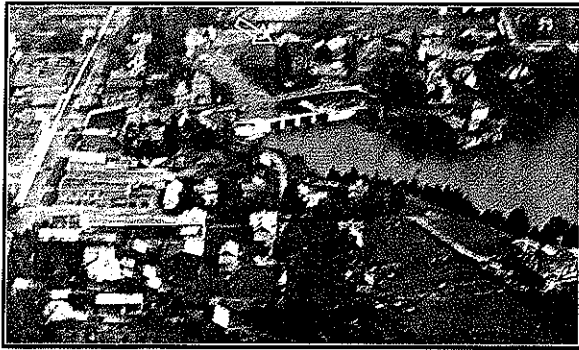
same time, adjoining the west wall of the Parkinson mill.

The site began to change in 1912. The dam washed out and the town's leaders wanted a larger, modern dam. So did Parkinson, who still operated his oatmeal mill. The Andrews brothers, however, were losing interest. Thomas, by then, had moved to Vancouver and wasn't willing to contribute the money needed for the larger dam. The town purchased his property and dam rights. The mill was leased to private operators and the new dam was built. Photos from this era show no buildings at either end of the dam.

In 1919, the Andrews mill and power house were destroyed by fire. Demand for electricity was growing. (A petition was presented to town council on behalf of local housewives asking for more electricity so they could use electric appliances in the mornings.) The town decided to build a new generating plant on the east bank of the river, just north of the highway bridge. Originally, the wooden flume carried water to the plant but this was replaced with a steel flume in 1926.

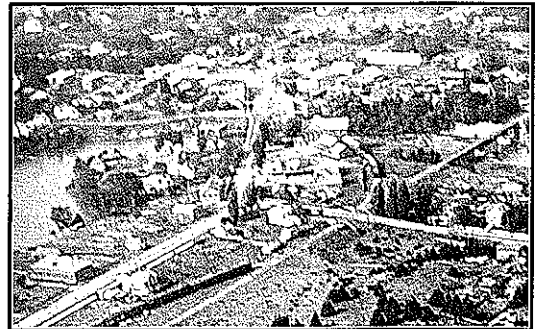
Around this same time, other changes occurred. The St. George Hotel closed and its owner, Thomas Lowe took over the Revere Hotel at the intersection of Bruce St. and the highway (where the TD Canada Trust branch stands today). Frank Smith had a garage in the building that had earlier housed Raymond's carriage works. About 1925, he purchased the St. George property and relocated his garage to the former St. George site.

Two aerial photos of Thornbury taken sometime between 1912 and 1919.



At left: The Andrews Mill, (arrow) the tall building just above the Highway 26 bridge, is still standing but the new dam is in place. The Andrews barley mill is just to the right of the main building. The Isaacs and Isaacs Mill would later occupy that site, about where the southwest corner of the town hall is today.

At right: A view looking westward. The Andrews mill is at right centre of photo. Rail cars can be seen lined up on the Andrews siding. The St. George Hotel can be seen at the corner of Bridge and Mill Streets.



By then, the Thornbury ice rink stood on the flats on the east bank, just north of the railway trestle. The ice rink was an impressive structure, its circus-tent roof rising beyond the height of the rail trestle and highway bridge. Hockey and community skating were popular attractions in the community, then, and the rink was busy place. Usually, it was managed by the operator of the electricity plant, to which a water pumping and filtration system had been added.

At some time in this era, the Isaacs and Isaacs Feed and Flour Mill was erected. It stood about where the southwest corner of the municipal office stands today and the outline of the property can still be seen on site maps. The Andrews brothers had a building on this same site, but it had a gable roof while the Isaacs Mill had a hip roof.

The final addition, during that era, was the Community Shed. This was a sizeable structure with a gambrel roof that stood immediately north of the highway and about midway between the bridge and the Mill St. corner. According to older residents, it was generally used by farmers who would leave their farm wagons -- and, if they still used them, their teams of horses -- there while they conducted their business in town. Later, this building would have several other uses. Harold Jones started his machine shop in the old Raymond carriage works across the street. As it grew, he took on partners Meingast and Gardiner to form JMG Machine and they moved into the town shed. Eventually, they built a new shop on Elgin St. JMG Machine eventually became Teledyne Canada Mining Products and, today, Breaker Technology Inc.

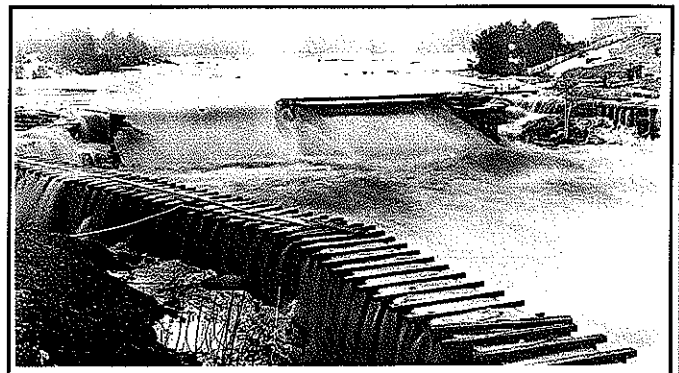
In its last years, the Community Shed was home to the Western Tire outlet, a hardware and auto parts retailer. It burned down in the 1970s and the foundation was removed when the Thornbury town hall was constructed in 1983/84.

The Thornbury power plant continued to operate until the end of 1959, but by then the demand for electricity had grown to the point that the little plant was supplying less than 10 per cent of the need, the rest coming from Ontario Hydro's grid. The plant closed on December 31, 1959.

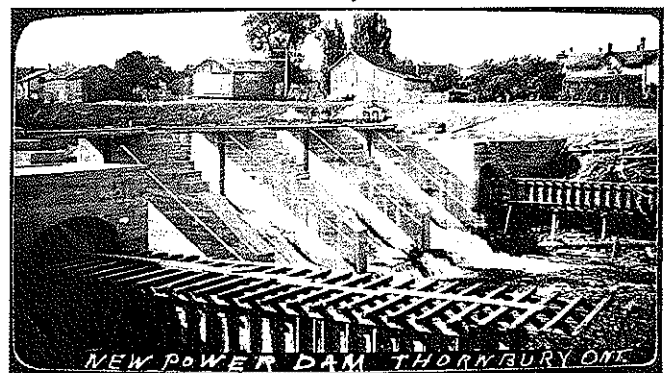
The Thornbury Skating Rink continued to be used

until about 1960 when the wear-and-tear of almost 50 years of freezing and thawing had taken their toll. A new arena was built at Alice St. and Victoria St. (in Moreau Park), and the old rink was torn down. The ice pad, however, remained visible in aerial photos taken in 1964 and 1965.

By the early 1980s, Thornbury was in desperate need of a new municipal office. The old town hall had been torn down in 1960 and a new fire hall (now home to Beaver Valley Outreach) was built on that site. The town's offices occupied various sites, usually in small downtown retail spaces for the next 24 years until the new town hall was opened in 1984. To make way for the new building, the old Isaacs mill and the power station were removed, as was the foundation of the community shed.



Above: Thornbury dam washout in 1912. Below: New dam under construction that same year.



Histories of buildings on the Town Hall Site

Thomas and J.N. Andrews Mill

Location - Mill located on east side of river, just north of "Gravel Road" also known as Lakeshore Rd., now Highway 26.

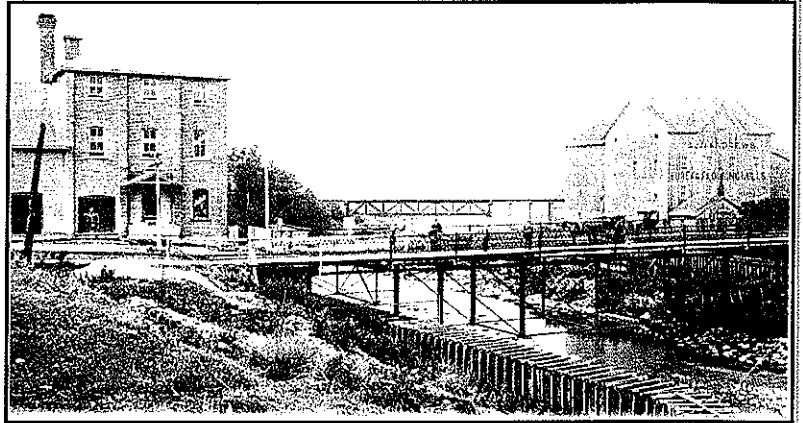
Construction - Based on photos, it appears the mill stood three and a half storeys tall and was of wood construction and exterior with a stone or concrete foundation.

Years - Mid-1850s? - October 12, 1919

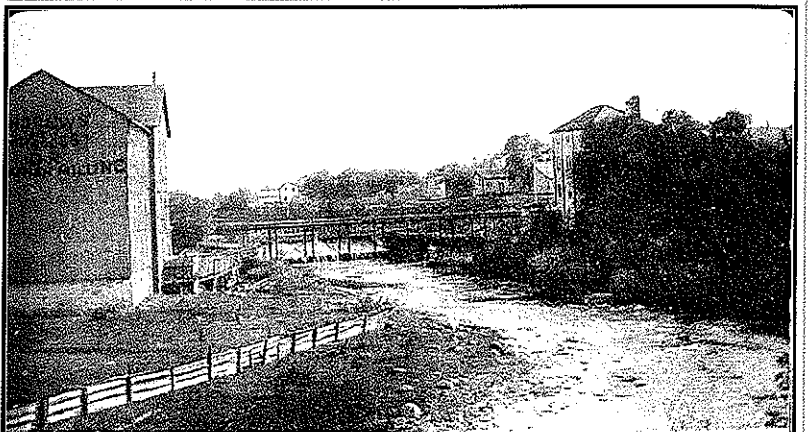
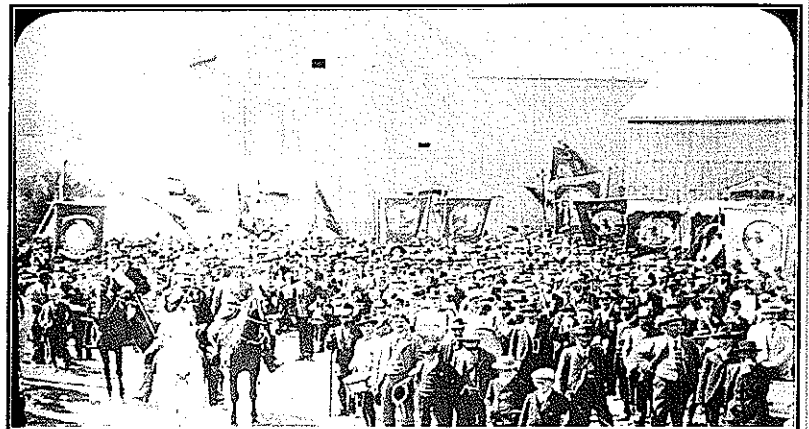
History - Date of construction uncertain but probably early to mid-1950s. A mill was established by Solomon Olmstead, Thornbury's first settler, by 1855, but not certain if it is the same mill. Andrews brothers purchased flour mill from a Judge Wilkes in 1864. They expanded to include oatmeal, barley and woollen mills. The town purchased Andrews Mill in 1914. The dam had washed out in 1912 and Andrews wasn't willing to invest enough money to build a new concrete dam. The mill and the power plant were destroyed by fire October 12, 1919. The town's Electric Light Commission decided to build a new concrete block structure rather than rebuilding the Andrews power plant.

Uses - Andrews brothers purchased flour mill from a Judge Wilkes in 1864. They expanded to include oatmeal and woollen mills. The brothers installed an electricity generating plant. By the 1880s they had formed the Electric Light Company of Thornbury and were supplying power to the town.

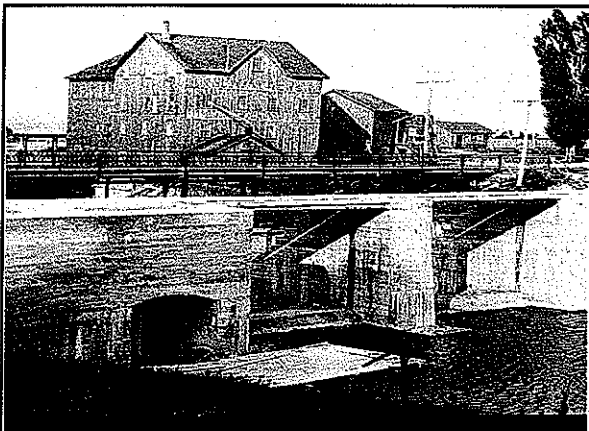
Early and/or prominent owners - Thomas Andrews (born 1832) served as Thornbury's first reeve, 1887 to 1892. By 1912, however, he had moved to Vancouver.



Above: View of the Parkinson Mill, left, the Andrews Mill, right, and the bridge on the Lakeshore Rd. This bridge was replaced in 1927. Below: An Orange Lodge gathering on the land just east of the Andrews Mill, about where the townhall parking lot is today. The gathering marked the victories of William of Orange over King James II of England in the Battle of the Boyne.



Above: View from railway trestle looking southward, with rear of Andrews Mill at left and Parkinson Mill at right. Left: Andrews Mill beyond the "new" dam built in 1912.



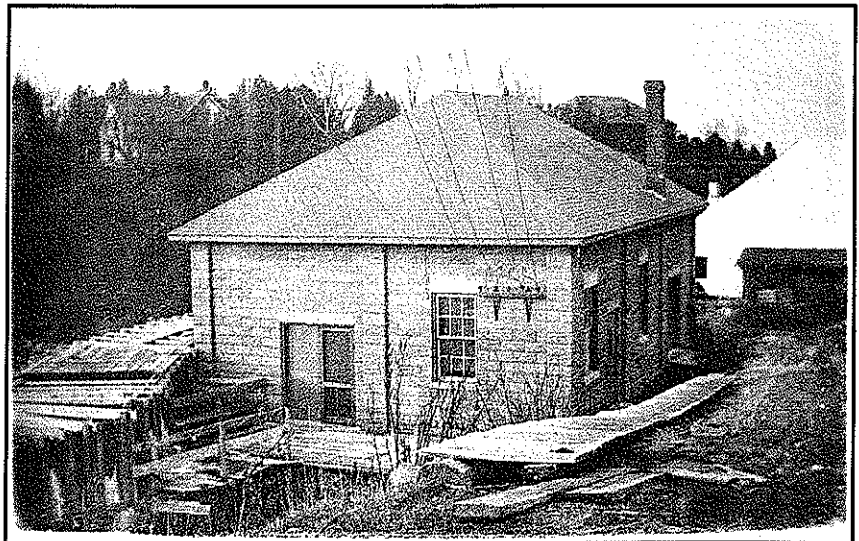
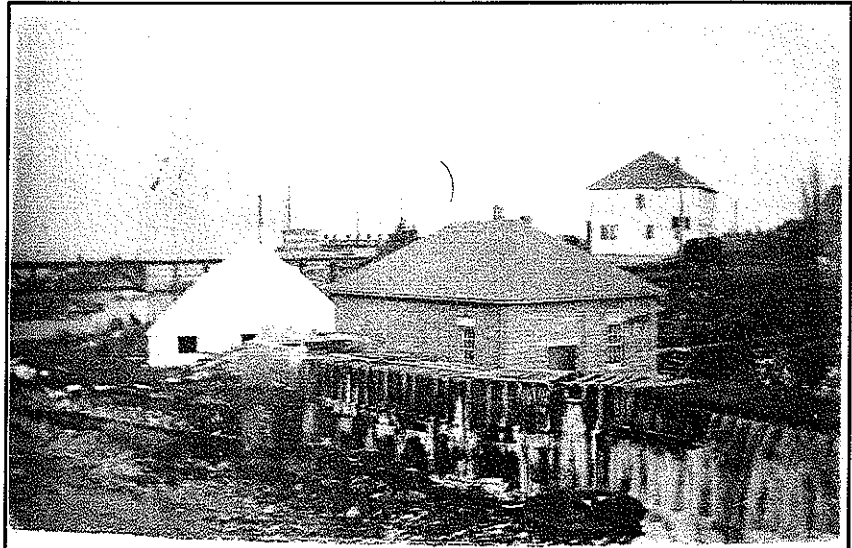
Thornbury Power Plant/ Water Plant

Location - On river bank immediately east of river and north of Highway bridge

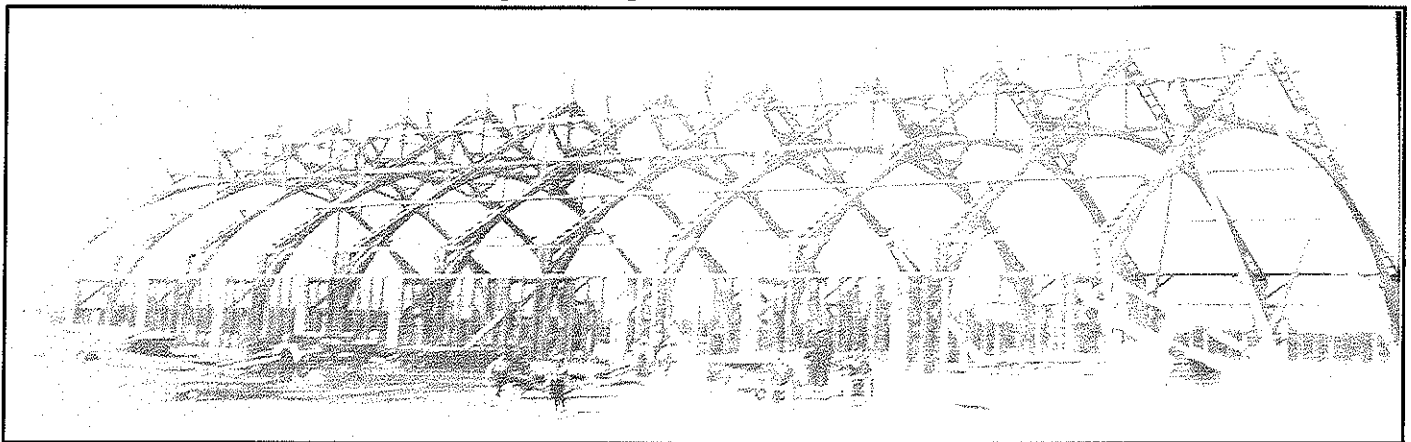
Construction - Concrete with rough exterior. Cross-section visible now in walls of old water flume housing shows large stones were embedded in the concrete. Concrete wall separated flume outfall from river. This wall still stands as retaining wall along west bank of river just north of the remains of the flume.

Years - About 1920 to 1984.

History - Built about 1920 or 1921 to replace Andrews Mill power plant which had been heavily damaged by fire in 1919. Water pumping and filtration plant added 1926 along with new steel flume. Plant closed on December 31, 1959 because its capacity was too small to meet local demand. Town began purchasing electricity from Ontario Hydro in 1945 to meet local demand. For several years before that extra power purchased from Clendenan dam, Clarksburg. Water plant replaced by new (current) water plant in 1979. Most of the building was removed around 1984 to make way for the new municipal office. A portion of the steel flume and the concrete bulkhead remain, as does part of the concrete wall that separated the mill race from the river.



Above: Views of the power plant with the skating rink in the background. Isaacs and Isaacs Mill can be seen atop hill in top photo. Below: The framework of the skating rink during construction.



Thornbury Skating Rink

Location - On river bank immediately east of river and south of railway trestle

Construction - Wood frame, gambrel-style metal clad roof.

Years - Built about 1917? Does not appear in aerial photos taken sometime between 1912 and 1919. Used until about

1960 when the Beaver Valley Arena opened at Victoria and Alice Streets. Remains of ice pad visible in 1964/65 photos.

History - Home to local hockey teams and community skating. Skaters could get free admission in return for an old car tire. The tires were used as fuel for the stoves in the dressing rooms.

Community Shed

Location - Adjacent to Highway 26 directly across from Thomas Andrews House (Now Bridges Tavern)

Construction - Concrete block, rough-texture exterior, metal gambrel roof. Appears to have been about 40' wide by about 70' long.

Years - Burned down during 1970s. Foundation remained until it was removed during construction of Thornbury town hall in 1984.

History - Initially community shed (also town shed). Farmers coming to town would leave their horses or, later, tractors here while they conducted business. School children would leave horses and buggies or cutters here while attending classes. In 1950s the building housed JMG Machine Shop which later became Teledyne Canada Mining Products and then Breaker Technology Inc. Later converted to hardware store and in latter years was Western Tire store.

Early and/or prominent owners - Originally owned by the town but later sold or leased to private interests.

'Antique Shop'

Location - Adjacent to highway, east of community shed.

Construction - Wood frame. Originally board exterior but now has stucco and board-and-batten exterior. This building with attached shed at rear appears in ca 1887 photo.

Years - Building appears in photo taken from Andrews Mill about 1887.

History - Building still exists today, owned by the Town of The Blue Mountains Known to have been a private residence at one time, but has housed various commercial operations over the last several decades.

St. George Hotel

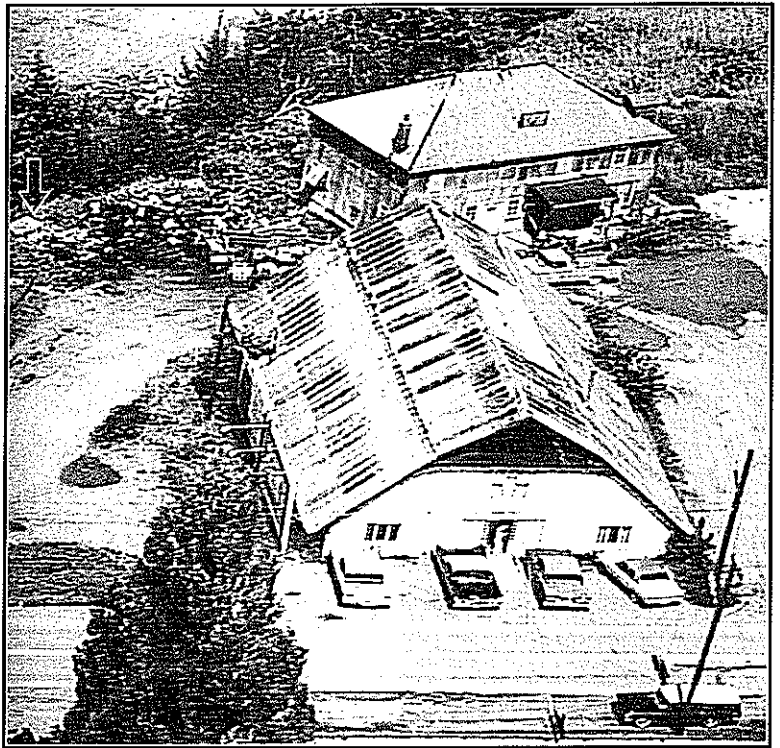
Location - Corner of Mill St. and Bridge St.

Construction - Two storeys, small balcony at front of second storey. Wood frame, 'barnboard' exterior.

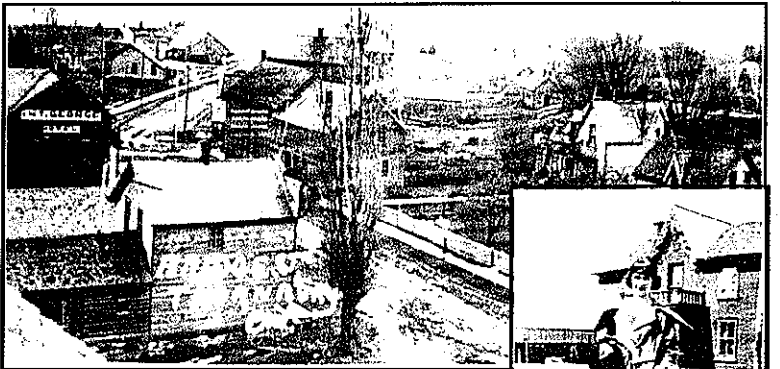
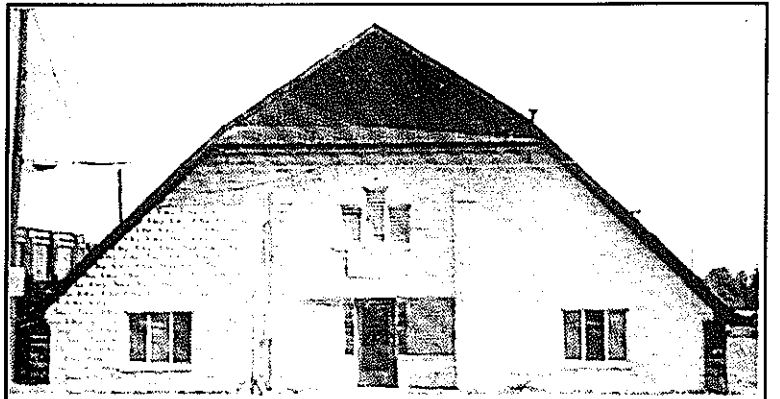
Years - Appears in photo taken from Andrews Mill about 1887. Burned down, year unknown. Frank Smith established new garage on that site about 1925. Garage/service station and convenience store use continued until town purchased this property in 2007.

History - The first guest to sleep at the St. George was a man named Brown who was being taken to Toronto to be hanged for the murder of J.S. Hogan, MP for the riding of Grey.

Early and/or prominent owners - Originally owned/operated by Thomas Lowe, who later ran the Revere Hotel at Arthur St. and Bruce St. S. (now site of TD Canada Trust). Lowe is recorded as arriving in Thornbury in 1880 "to engage in the hotel business".



Thornbury Community Shed in 1964 aerial photo. In this era the building housed a hardware store. The Isaacs and Isaacs Feed and Flour Mill is at top of photo. Arrow at left points to railway deadhead, left over from the days when a railway siding ran to the Andrews Mill.



Above: View from Andrews barley mill looking east, with St. George Hotel behind residence that, in 2007, housed antique shop. Right: May (Carrol) Walker in front of the St. George Hotel.

Isaacs and Isaacs Feed and Flour Mill

Location - Sat in diagonal position atop hill overlooking river, about midway between railway and highway.

Construction - Wood frame with barnboard exterior, hip roof.

Years - Doesn't appear in 1912-1919 aerial photos (Andrews barley mill still stands), but is shown on 1925 fire map and in power plant photo taken before wooden flume was replaced in 1926. Torn down as part of town hall project in 1983-84.

History - Originally a feed and flour mill owned and operated by the Isaacs brothers. Later owned by United Co-operatives and known as Co-op feed mill.

Highway 26

Probably originated as a trail used by Petun, Odawa and Huron as a trading route to the Bruce Peninsula and Lake Huron. Road was formally established by Grey County in 1860, known as the Lakeshore Road, formally, but to local residents it was "the Gravel Road". Richard Carroll's 1901 memoir says first settlers ferried across river in small boat until bridge built in 1853. This was a primitive log bridge described by Richard Rorke as "a most dangerous looking crossing for a team". The town sued Grey County won a judgement requiring Grey to pay 55 per cent of the cost of a new steel bridge, which was built in 1892. That bridge was replaced in 1927. The current bridge was built in 1966.

North Grey Railway

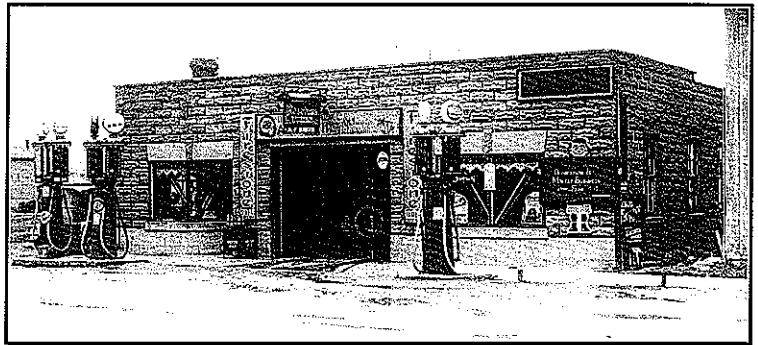
Railway was opened in 1872 as a branch of the Northern Railway of Canada, the first long-line (more than 49 miles) railway in Canada. Sir Sandford Fleming was directly involved in the design of the railway. His family owned property in Craighleith (purchased for them by Sir Sandford). The main purpose for the railway was probably to transport timber and stone from the local area to other railway/building projects. Beaver River trestle was probably built at time of railway construction. The two main support piers are of different construction -- east pier is stone block, west pier is poured concrete but older photos show it was of the same construction as east pier.

Raymond workshop/ Smith Garage

Location - Immediately south of highway at bend opposite Mill St.

Construction - Concrete block with rough-textured exterior finish.

History - Eleazer Raymond, who served many terms on Thornbury council as councillor, reeve and mayor, operated a carriage works and blacksmith shop on this site but early photos appear to show a



Frank Smith's garage about 1922. Gas pumps are at roadside, between sidewalk and curb.

different building. By early 1920s the existing building was being used as an automotive service station by Frank Smith. (Descendants of both Raymond and Smith still live in the community). Gas pumps were located at the roadside, where the paved curb strip is today. This building later housed Harold Jones Machine shop (related to Hartley Jones) which grew to become JMG Machine and later Teledyne Canada Mining Products and, today, Breaker Technology Inc.

Parkinson Mill

Location - Immediately west of river and north of highway 26. Fire hall was immediately west of Mill, immediately east of stone cenotaph erected in 1937.

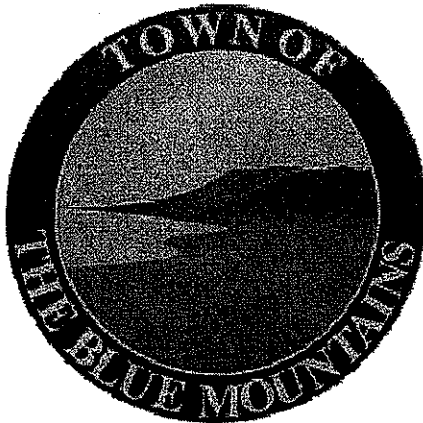
Construction - Brick exterior, hip roof, three storeys above highway grade, basement windows visible in 1964/65 photos.

Years - Existed by 1912 (Parkinson owned shared rights to dam with Andrews). Closed by mid-1960s and torn down to make room for new highway bridge. Fire hall moved to Bruce St. S. location (now Beaver Valley Outreach) in 1966 when the new highway bridge was installed.



Aerial view from Grey County web site showing the town hall site as it looks today. Square on corner of town hall building outlines former Isaacs and Isaacs Mill site. Larger square below that is former site of Community Shed.

B.



THE BLUE MOUNTAINS
TOWN HALL "LIMITED" DESIGN COMPETITION BRIEF



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Section XIV	Contact
Section XV	Right not to Proceed

SECTION II - PARTICIPANTS

- Chamberlain Architects
 - John Knox, MRAIC
 - Wong Gregersen Dabrus
 - Henry Wong, M.Arch., OAA, MRAIC
-

SECTION III – BACKGROUND

The Town issued a request for "Statement of Interest and Qualifications" in November 2008 with respect to the provision of design and review services related to the construction of a New Town Hall. The form of this request was in accordance with the OAA's QBS ("Quality Based Selection") Template #3. The Town received twenty-nine responses to this request and based on these responses alone, the Town invited four architectural firms to interviews.

In advance of the interviews, project site tours were completed by each of the four invited firms and the following background information was provided by the Town to each of the firms:

Aerial Photo of the Site
The Blue Mountains Space Needs Analysis
Town Hall Site Concept Plan
Historical Overview of The Blue Mountains Town Hall Site
A Sense of Place

Interviews occurred between December 5 and December 10, 2008 with each firm providing additional and more detailed information on their firms, proposed consulting team and, their thoughts on the project. As a follow-up to these interviews, the Town sought additional information and/or requested clarification on various matters and requested representative samples (photos, illustrations, renderings) of buildings/projects that the interviewed party thought spoke to the Town's expressed vision as well as the architectural firm's vision ("marrying of visions"). Following this process, the Project Steering Committee determined that the two invited firms to this competition were equally qualified, equally understood the scope and context of the project and were both able to meet the task/challenge at hand.

Given the above, the Town consulted with the OAA with respect to process. In particular, was it appropriate for the Town now to pursue a "limited" design competition? The OAA advised that a "limited" design competition was a logical way to proceed under the circumstances and that we, the "sponsor", should refer to the guidelines published by the RAIC with respect to same.

SECTION IV – THE COMPETITION

This competition is an invited, non-endorsed design competition and does not have a professional advisor. The Review Jury is comprised of the Town's Town Hall Steering Committee (Paul Graham, CAO, Councillors John McGee and Cameron Kennedy and David Finbow, Director, Building & By-law/CBO). This competition may, or may not, lead to a commission for the winning architectural firm.

SECTION V – OBJECTIVES OF THE COMPETITION

The primary objectives of this competition are for the Project Steering Committee to arrive at a recommended concept design and architect for the Town's New Town Hall with the Committee's recommendations being presented to The Blue Mountains Town Council for consideration.

SECTION VI – PRESENTATION OF DESIGN CONCEPTS

The presentation of the design concepts will take place at 26 Bridge Street East, Thornbury, Ontario. Each firm will have a maximum of 60 minutes to present their concepts to the Project Steering Committee.

SECTION VII – AWARDS/PAYMENTS TO COMPETITORS

First Place Award: \$8,000.00

(Note: If the Project Steering Committee's recommendations to Council respecting proceeding with the project and the recommended consultant are adopted by Town Council, the first place award will be treated as an advance on the fee for the commission to complete design work).

Second Place Award: \$5,000.00

SECTION VIII – SUBMISSION REQUIREMENTS

It is required that each firm provide concepts at a minimum of 11" x 17". These concepts must address, or speak, to the Evaluation Criteria found at Section IX. As a minimum, the following is required:

Conceptual Site Plan
Conceptual/Bubble Floor Plan(s)
Conceptual Building Section (minimum of one)
Colour Rendering of the Building (minimum one elevation)

The concepts must also attempt to speak to sustainability features when/where possible.

Six copies of the concepts must be provided.

SECTION IX – EVALUATION CRITERIA

The Review Jury will evaluate the submissions on the basis of the following:

1. Concept respects the Town's preferred Site Concept/Master Plan.
2. Concept is reflective of a building of approximately 21,000 square feet.
3. Concept demonstrates building massing that is consistent with the site/area.
4. Concept respects the following Zoning By-law requirements:
 - a) 1.0 metre minimum setback from Bridge Street East with a maximum of 6.0 metres;
 - b) 3.0 metre minimum setback from Mill Street; and,
 - c) 11.0 metre maximum building height.
5. Concept demonstrates that it will benefit from, or take advantage of, the vistas, natural features and beauty of the site/area (River, Bridge, Bay, etc.).
6. Concept is reflective of the expressed architectural vision (i.e. Victorian Industrial) and is mindful of the history of the site/area.
7. Concept provides a transparent link between the Bridge Street East/Mill Street intersection and the "community gathering space".
8. Concept demonstrates rational amenities within the building for the "Community Gathering Space".

9. Concept demonstrates an understanding of the site/area and probable pedestrian points of entry.
10. Concept demonstrates an understanding and takes advantage of the topography of the site and thereby reduces the above grade floor area.
11. Concept reflects an "atrium" space that can be programmable in conjunction with the Council Chamber.
12. Concept demonstrates an understanding of municipal department relationships.
13. Concept speaks to our desire of a minimum LEED Silver Building (by graphically demonstrating technologies and/or amenities to achieve same).
14. Concept demonstrates simple, light and functional interior space.
15. Concept speaks to potential expansion of approximately 5,000 square feet.
16. Concept is mindful of a budget in the magnitude of \$250.00/square foot.

SECTION X – EVALUATION SCORING

Evaluation scoring will be completed jointly by the Review Jury. The maximum score achievable in this competition is 40 points. Each proposal will be evaluated against each of the 16 criteria points noted in Section IX on the following basis:

- Does not meet expectations – 0 points
- Meets expectations – 1 point
- Exceeds expectations – 2 points

Maximum available - 32 points

The remaining 8 points available will be awarded on the basis of the Review Jury's evaluation of the colour rendering of the building as it relates to the Town's vision. Scoring will be done on the following basis:

- Does not address or speak to the Town's vision – 0 points
- Addresses or speaks to the Town's vision – 4 points
- Adds to the Town's vision and articulates the vision in an exceptional way. – 8 points

SECTION XI – COMPETITION SCHEDULE

Release Date:	January 27, 2009
Required Submission Date:	February 16, 2009
Presentation Date:	Week of February 23, 2009.
Recommendation to Town Council:	Mid-March

SECTION XII – SUBMISSIONS

Six copies of the concepts, at a minimum of 11" x 17" must be received in the office of David Finbow, Director, Building & By-law/CBO, The Blue Mountains, 26 Bridge Street East by 4:30 p.m., February 16, 2009.

The Town will not accept submissions which arrive late (even if they were mailed prior to the closing date above).

SECTION XIII – OWNERSHIP OF CONCEPTS

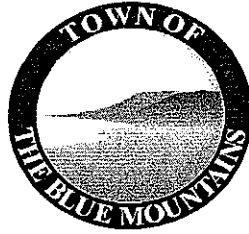
All concepts will remain the property of the consultant and are recognized by the Town as copyrighted material.

SECTION XIV – CONTACT

David Finbow
Director, Building & By-law/CBO
The Blue Mountains
dfinbow@thebluemountains.ca
(B) 519.599.3131, Ext 246
(F) 519.599.6032

SECTION XV – RIGHT NOT TO PROCEED

The Town reserves the right not to proceed with this project notwithstanding this competition. As expressed previously, this scope and extent of this project is subject to Town Council's approval.



C.

PROPOSED CAPITAL PROJECT FORM

Department: Administration
Proposal: **New Town Hall Facility**
Year of Initiation: 2004
Year of Completion: 2011
Submission Date: October 24, 2008
Submitted by: D. Finbow (on behalf of the Town Hall Steering Committee)

A Description

In the spring of 2004 the Town retained the services of a consultant to prepare a Town Hall Administrative Office Space Needs Analysis. The Consultant concluded that a building of approximately 16,765 square feet was required to meet the Town's projected growth over the next 10 years (2004 – 2014). In the spring of 2007, Town Staff updated this Report and concluded that approximately 18,500 square feet was required with it being noted that the majority of the additional space, approximately 2,000 square feet, was attributable to the delivery of in-house engineering services.

On May 12, 2008 Council authorized Town Staff to proceed with the preliminary/schematic design of a new Town Hall having an area of approximately 18,500 square feet and on May 26, 2008 appointed a Town Hall Steering Committee to provide input to the Design Consultants re site, building elevations and programming. In meetings over the past number of months, it has become apparent that in order to meet the needs of the community as it relates to the site (public washrooms, expandable council chamber), to provide sensible and realistic common areas that would mitigate the impact of disturbances in work environments (central print and storage rooms) and to provide adequate amenities for staff (lunch room, bike storage, change and shower facilities) that a building in the magnitude of 21,000 square feet would be desirable.

The 2008 Proposed Capital Project Form identified the cost of an 18,500 square foot Town Hall as \$4,975,000 (inclusive of land acquisition, engineering, construction, moving, FFE, demolition and site works). This was based on input from a LEED Certified General Contractor/Project Manager who provided a per square foot rate of \$225.00.

With respect to project construction costs, Town Staff note that the Township of Springwater, 2006 Census Population 17,456, recently commenced construction of a LEED Silver Town Hall. The building is approximately 21,000 square feet and the tendered price was \$5.6 million (\$267.00/square foot) excluding site works, landscaping, etc.

The Community's input/vision received to-date and the Steering Committee's vision of the new Town Hall facility is not in keeping with what is being constructed in Springwater however it is felt that the cost of construction is representative of what we may expect in 2009.

Therefore, for Budget purposes the following assumptions have been made:

Description	Assumption
Proposed Building	21,000 sq ft
Estimated Cost Per Square Foot (LEED Silver)	\$275.00/sq ft
Total Estimated Construction Cost	\$5,775,000
Total Land Assembly/Acquisition Costs (includes costs associated with Parking Lot Expansion Lands, Gas Station, Retail Store and MNR/ORC acquisition)	\$1,000,000
Design Services	\$475,000
Moving Costs	\$50,000
Furniture, Fixtures & Equipment	\$250,000
Demolition of Gas Station, UGT Removal, Retail Store, Town Hall	\$150,000
Site Works, Landscaping	\$250,000
TOTAL	\$7,950,000

B Purpose

- To provide adequate Town Hall Administrative Office Space.
- Creating appropriate work environments for Town Staff in order to promote productivity.
- To provide a comprehensive and enhanced community gathering space.
- To demonstrate leadership in environmental design and sustainability.
- To demonstrate leadership in community improvement.

C The Blue Mountains' Strategic Plan

Providing a strong, well managed municipal government.

D Environmental Impacts

- Promoting an active community.
- Promoting a walkable community.
- Decreasing our energy footprint.

E Expected Staff Resources/Key Personnel

Director, Building & By-law/CBO and Town Hall Project Steering Committee

F Expected Capital Resource Requirements

YEAR	Interim Financing	Land Acquisition	Engineering	Construction	Moving	Furniture, Fixtures & Equipment	Demolition	Site Works, Landscaping
2008		\$875,000(1)	\$50,000					
2009		\$125,000(1)	\$225,000	\$2,775,000			\$50,000	
2010	\$39,000		\$200,000	\$2,420,000	\$50,000	\$250,000		\$150,000
2011	\$187,600			\$580,000			\$100,000	\$100,000
2012	\$218,500							
2013	\$208,200							

(1) Includes Parking Lot expansion lands, former 40 Bridge Street East (Gas Station), 32 Bridge Street East (Retail Store) and MNR/ORC Land acquisition.

G Estimated Project Costing Economic Driver

Estimate of work

H Expected Project Timeline

Tender Late Winter 2009

Construction 2009/2010

Commissioning and Occupancy 2010

Deficiencies, completion of site works 2011

I Expected Operational Resource Requirements

Director, Building & By-law/CBO

Town CAO

J Proposed Source of Financing & Funding, (in conjunction with Treasury)

YEAR	Taxation	User Fees (Bldg)	User Fees (Water)	User Fees (Sewer)	Capital Reserves	Development Charges	Sale of Town Owned Surplus Land	Debt
2008					\$925,000			
2009					\$1,175,000	\$292,000	\$1,000,000	
2010	\$86,625	\$29,075	\$43,625	\$43,625				\$3,614,050
2011	\$173,250	\$58,150	\$87,250	\$87,250				\$561,700
2012	\$173,250	\$58,150	\$87,250	\$87,250				-\$187,400
2013	\$173,250	\$58,150	\$87,250	\$87,250				-\$197,700

Notes to Table:

2009 Capital Reserve contribution from Admin Building Reserve \$325,000 (1-124-0000-31005) and Working Capital Reserve \$850,000 (1-124-0000-30900). Allocations of the project costs after sale of land are based on 60% attributable to tax levy (\$4,170,000), 30% to

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Water and Wastewater Services (\$2,085,000) and 10% Building Department (\$695,000). Taxation component will be funded \$2.1M from reserves and remainder from long term debt along with W&WW and Building debt repayments. Annual payments based on 20 year debenture at 5.5% interest. 2010 repayment based on a half year payment after debenture issuance.

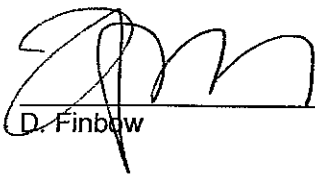
K Anticipated Cost Savings or Additional Revenues

Proceeds from the sale of surplus Town Owned Lands and/or Assets will be considered to assist with funding of this project if the funds are deemed eligible for this use. Increased productivity attributable to appropriate work environments.
Anticipated Long Term Energy Savings (Geothermal Heating/Cooling System)

L Location Map

M Attachments, as applicable

Respectfully submitted by,


D. Finbow