

Clause embodied in Report No. 9 of the Midtown Community Council, as adopted by the Council of the City of Toronto at its meeting held on December 4, 5 and 6, 2001.

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**Implementation Report
- Wychwood Car Barns Park
- 76 Wychwood Avenue - File No. 798-5
(St. Paul's - Ward 21)**

(City Council on December 4, 5 and 6, 2001, amended this Clause by striking out and referring the following Recommendation No. (9) embodied in the report dated October 19, 2001, from the Director, Community Planning, South District, to the Commissioner of Economic Development, Culture and Tourism, for further consideration with the feasibility study by Toronto Artscape:

“(9) the Commissioner of Corporate Services, in consultation with the Commissioner of Economic Development, Culture and Tourism, be authorized to enter into negotiations with Toronto Artscape for a long term lease of the car barns, for artists studios, galleries, live/work units and other uses as determined through a feasibility study, on terms and conditions satisfactory to the Commissioner of Economic Development, Culture and Tourism and the City Solicitor, with the result of such negotiations to be the subject of a further report;”.)

The Midtown Community Council recommends adoption of the following report (October 19, 2001) from the Director, Community Planning, South District:

Purpose:

To respond to City Council's request that I report on the implementation of a public park, three new residential lots and the reuse of the former TTC car barns on the City-owned lands known municipally as 76 Wychwood Avenue. The car barns on this 1.75 hectare (4.32 acre) parcel are currently vacant.

Financial Implications and Impact Statement:

Funds, in the amount of approximately \$109,000, to cover the cost of the Slade Avenue extension, public lane extension and sidewalks along Benson Avenue and Wychwood Avenue have been accommodated in the Works and Emergency Services Department's Capital Works Budget for Transportation Services and Water and Wastewater Services.

The cost for protective measures to secure the car barns, to remediate the barns and to demolish the surplus barns are estimated to be \$450,000 or less depending on the number of car barns to be demolished. It is recommended that funds generated by the sale of the residential lots be used for these purposes and that any funds remaining be credited to the account to be established for the Final Park.

The Wychwood Car Barns park development has been included in Economic Development Culture and Tourism's Capital Budget submission for 2002-2006 at a projected cost of \$1.9 million.

The cost of renovating the car barns, for Artscape's purposes, is estimated to be \$6 million or less depending on the number of car barns to be retained and renovated. Funds will be provided by Artscape from financing and fundraising, subject to the execution of a long term lease with the City.

Recommendations:

It is recommended that:

- (1) the Commissioner of Corporate Services, in consultation with the Commissioner of Urban Development Services, be directed to initiate the required Official Plan and Zoning amendments respecting 76 Wychwood Avenue to permit a park, 3 single family residential dwellings and other uses appropriate for the restored car barns to be determined through a feasibility study;
- (2) the Commissioner of Urban Development Services prepare a Final Report to give effect to Recommendation (1), that the practice of a Preliminary Report be waived and that notice for the Public Meeting under the Planning Act be given in accordance to the regulations under the Planning Act;
- (3) the City Surveyor prepare a Reference Plan of Survey showing the lands for the widened public road allowance, the extension of Slade Avenue, the public lane extension and the 3 new residential lots;
- (4) prior to the issuance of a building permit for the new residential lots, the City Solicitor prepare the necessary Bills to dedicate the lands for the widened public road allowance as public highway;
- (5) the Commissioner of Works and Emergency Services be directed to design the road and lane extension, including underground services;
- (6) prior to the issuance of a building permit for the new residential lots, the Commissioner of Works and Emergency Services implement the Slade Avenue extension and co-ordinate the timing of construction with the sale of the residential lots;
- (7) the Commissioner of Economic Development, Culture and Tourism, in consultation with the Commissioner of Works and Emergency Services, provide a service route through the park, accessible in all climatic conditions for emergency vehicles, connecting Slade Avenue to Wychwood Avenue;
- (8) the Commissioner of Corporate Services be authorized to undertake roof repairs, and other interim protective measures on the car barns to be retained and be authorized to recover the costs from the net proceeds of the eventual sale of the residential lots;
- (9) the Commissioner of Corporate Services, in consultation with the Commissioner of Economic Development, Culture and Tourism, be authorized to enter into negotiations with Toronto Artscape for a long term lease of the car barns, for artists studios, galleries, live/work units and other uses as determined through a feasibility study, on terms and conditions satisfactory to the Commissioner of Economic Development, Culture and Tourism and the City Solicitor, with the result of such negotiations to be the subject of a further report;
- (10) prior to the issuance of a building permit for the reuse of the car barns, the applicant(s) for the reuse of the car barns be required to submit a Conservation Plan, prepared by a qualified restoration architect, to the satisfaction of the Manager of Heritage Preservation Services;
- (11) the Commissioner of Corporate Services be authorized to remediate the car barns and to apply for the necessary permit to undertake the demolition of a portion of the car barns, to the satisfaction of the Manager

of Heritage Preservation Services, and be authorized to recover the costs from the net proceeds of the sale of the three residential lots;

- (12) any funds remaining from the sale of the three residential lots following expenditures described in recommendations (8) and (11) be credited to an account to be established for the Final Park;
- (13) Heritage Toronto report to Council prior to April 1, 2002 on the status of the relocation of the Toll Keeper's Cottage; and
- (14) the appropriate City Officials be authorized and directed to take the necessary actions to give effect thereto.

Background:

Site History

The Wychwood TTC car barn site, as shown on Attachment 1, was used for storage, maintenance and repair of streetcars until 1978. The site is bounded on the east, north and west by Wychwood Avenue, Benson Avenue and Christie Street, respectively. Slade Avenue "dead-ends" at the site's southerly limit.

The property is listed in the City of Toronto's Inventory of Heritage Properties for its architectural and historical significance. In 1911, Toronto Civic Railways acquired the site and constructed the original building in 1913. In 1916, an expansion to the car barn was necessary to serve the newly opened Lansdowne route. The 1916 building was a somewhat wider replica of the original building. The windows of the original car barn were bricked in to create a firewall between the two buildings. In 1921 there was a further expansion in which two more car barns were built to the south of the existing buildings. Also in 1921, a long barn was constructed on the north side of the 1913 car barn. This northerly expansion resulted in the original north windows being removed from the 1913 barn. But, despite alterations made by the 1916 and 1921 expansions, the footprint of the original 1913 car barn remains intact today.

At its meeting of July 15, 1997, the Toronto Transit Commission declared the site surplus to its needs. Under the City of Toronto Act, 1997, the assets of the TTC did not vest with the newly amalgamated City of Toronto. City Council at its meeting held on June 3, 4, and 5, 1998 adopted Clause 38 of Report No. 7 of the Corporate Services Committee thereby approving the transfer of title from the TTC to the City of Toronto.

Between 1978 and the transfer of the land to the City, the site was used by the TTC for a variety of uses, including the commissioning of new transit vehicles, storage of derelict vehicles and other equipment, employee parking and emergency short turning of streetcars. Since the land transfer, the buildings have been vacant and the site is no longer used for parking.

Project History

The decision of the TTC to declare the site surplus led to a number of neighbourhood meetings to discuss the future use of the site and existing buildings. In response, City Council authorized a study to determine the appropriate redevelopment of the site. At its meeting of April 16, 1998 (Clause 72, Report No. 3 of Toronto Community Council), Council adopted the March 18, 1998 report of the Commissioner of Urban Planning and Development Services. Council thereby directed, among other things, that City staff study opportunities for community uses within the existing building and future development of the site in consultation with Heritage Toronto, the Toronto Transit Commission, local Councillors and representatives from the local community.

City staff conducted research with respect to community demographics, the adequacy of parks in the area and the

adequacy of municipal services to determine whether redevelopment would put a strain on existing services. A Wychwood Carhouse Redevelopment Working Committee was established and, between May 1999 and February 2000, City staff met 7 times with the Committee to consider development options. Given the history of community interest in the site, membership in the Working Committee was extensive. There were over 100 people on the Working Committee mailing list and a core group of 25 participants were involved in the majority of the meetings.

On May 13, 2000, 4 development options were presented to the public at an Open House. These options were then presented to Toronto and York Community Councils in a status report dated August 31, 2000 by the Commissioner of Urban Development Services. Each option had a mix of park land and new residential units and each option provided for the retention of some or all of the most significant portions of the historically listed building (the 1913 car barn).

Also, all 4 development options involved a road widening in accordance with a request from the Commissioner of Works and Emergency Services to widen the public road allowance along Benson Avenue and Wychwood Avenue. Benson Avenue and Wychwood Avenue both have substandard road allowance widths. The Commissioner of Works and Emergency Services requested that, as a condition of any sale of the site, the City should retain a 6.1 metre wide strip of land along the Benson Avenue frontage and a 4.9 metre wide strip of land along the Wychwood Avenue frontage for road widening purposes. The widenings are required to ensure that the existing pavement, sidewalks, boulevards, municipal services and public utilities are located within the public road allowance.

At its meeting of October 3, 4, 5, 6, 10, 11 and 12, 2000, City Council adopted the August 31, 2000 status report and supported Option 4 with 89% of the site devoted to park and heritage uses. The residential component for Option 4 consisted of 3 residential lots (see Attachment 2). The Commissioner of Urban Development Services was directed to report to the appropriate Community Council on the implementation of this option.

Studies to Date

Toronto Community Council at its meeting of September 19, 2000 also requested the appropriate City Officials to:

1. conduct an environmental and soil study over the fall and winter months;
2. analyze parks deficiency on the basis of the new Ward 21; and
3. review the condition of the 1913 car barn with a view to identifying restoration options.

In response, Economic Development, Culture and Tourism commissioned an Environmental Site Assessment to determine the degree of soil and groundwater contamination (Candec Consultants Limited, December 2000) and a Preliminary Architectural, Structural, Mechanical and Electrical Inspection of the site (Philip Goldsmith & Company Ltd. Architects, February 2001).

Also, staff from Economic Development, Culture and Tourism have advised that, with respect to parkland provision levels across the City of Toronto, the new Ward 21 is within the lowest range of per capita provision levels for local parkland. The site is in an area of the city considered to be a priority for parkland acquisition.

Implementation Plan

The process for developing a park, restoring the car barns and creating 3 new residential lots has 2 phases: Phase I: Pre-development Planning and Initial Park and Phase II: Final Park and Reuse of the Car Barns.

Phase I has a number of sub-components as follows:

- (1) Planning approvals and servicing requirements;

- (2) Initial Park;
- (3) Feasibility Study for reuse of Car Barns and Interim Protective Measures; and
- (4) Fundraising efforts by the local community.

Phase II also has a number of sub-components as follows:

- (1) Fundraising by Artscape.
- (2) Building remediation (asbestos removal) and demolition of surplus car barns;
- (3) Site remediation;
- (4) Design and construction for the reuse of the car barns; and
- (5) Final Park design and construction;

Phase I – Pre-development Planning and Initial Park (2001-2003)

- (1) Planning Approvals and Servicing Requirements

Official Plan Amendment and Rezoning

The Official Plan designates the site as Low Density Residence Area which permits residential uses and a park. However, this designation may not permit the full range of land uses ultimately recommended by the feasibility study respecting the reuse of the car barns. Likewise, the site is zoned “Tr” which only permits transit uses. A rezoning is required to permit the park, the 3 new residential lots and an appropriate mix of cultural and arts facilities and other uses within the car barns. The surrounding properties are designated as Low Density Residential and zoned R2 Z0.6 with a 12 metre height limit.

Two of the new residential lots will have frontage on Slade Avenue and the third lot will have frontage on Wychwood Avenue. To be consistent with the zoning in the surrounding area, the lots will be zoned R2 Z0.6. The dimensions of the lots will also be consistent with the size of lots in the surrounding area.

With respect to the car barns, they will be designated (if needed) and rezoned to permit an appropriate mix of uses. These uses may be in the form of artist studios, galleries, live/work units or community uses as determined by a feasibility study. Residential uses will only be permitted within the retained car barns and on the 3 new residential lots.

Widened Public Road Allowance

Works and Emergency Services has identified the need for a 4.9 metre wide strip along the length of the Wychwood Avenue frontage and a 6.1 metre wide strip along the length of the Benson Avenue frontage. Included in the road widening along Benson Avenue is a triangular splay at the intersection of Benson Avenue and Christie Street. It should be noted that there will be no physical change to the actual width of either public street. Instead, the widened public road allowance will be a public boulevard that is indistinguishable from the adjacent park. Also, the road widening along Wychwood Avenue will not be extended to include the new residential lot.

Works and Emergency Services has recommended that the construction of new curbs and a new sidewalk for Wychwood Avenue be funded by the Capital Works budget and that construction be scheduled for 2002. New curbs and sidewalks for Benson Avenue will also be funded by the Capital Works budget but construction will be scheduled for 2004.

Extension of Slade Avenue

To provide frontage for the 2 lots on Slade Avenue, the street will be extended. Since Slade Avenue exceeds 90 metres in length, the Ontario Building Code requires a turnaround facility at the end of the street. To satisfy this requirement, an emergency exit route will be provided for through the park to Wychwood Avenue. This exit route will be incorporated into the design of the park and will also serve as a walkway.

Residential Lots

The 3 new residential lots also have servicing requirements. As previously stated, Slade Avenue will have to be extended to provide frontage for the 2 lots. Also, the houses on Wychwood Avenue and the east side of Slade Avenue currently have rear yard parking that can be accessed from a public lane. To maintain this existing condition of rear yard parking, this lane will have to be extended to serve the new lots.

In addition to the road and lane extensions, Works and Emergency Services identified a number of required underground services and other infrastructure works related to the servicing of the 3 lots. Works and Emergency Services will design the road and lane extensions as well as the underground services and work in co-ordination with the developer of the residential lots. The developer will be responsible for the servicing costs associated with connecting the proposed homes with the City's existing and extended underground services.

Reference Plan of Survey

The creation of 3 new lots, delineating the lands for the widened public road allowance, the extension of Slade Avenue and the public lane requires the preparation of a Reference Plan of Survey by the City Surveyor. The City Surveyor has the delegated authority to request City Legal to prepare the necessary Bills to Council to dedicate the lands as public highway.

Jurisdiction

All of the site is currently under the jurisdiction of the Commissioner of Corporate Services. Jurisdiction over the widened public road allowance, the extension of Slade Avenue and the extended public lane will transfer to the Commissioner of Works and Emergency Services.

Sale of Residential Lots

When the site is rezoned, the Commissioner of Corporate Services will report to Administration Committee to obtain the authority to declare the 3 residential lots as surplus to the municipal requirements. The lots will then be offered for sale on the open market. It is recommended that the revenue generated by the sale of the lots, less any costs incurred by Corporate Services, be used to cover or offset the costs associated with repairing the roof of the barns to be retained and other protective measures and for the remediation of the barns and for the demolition of the barns determined to be surplus.

(2) Initial Park Development

Once Economic Development, Culture and Tourism is ready to undertake the work for an initial park, jurisdiction for those lands will transfer accordingly. However, jurisdiction for the rest of the site including the car barns and responsibility for their maintenance will remain with Corporate Services. (see Attachment 3)

The preparation of an initial park involves the removal of the track and ties, the removal of the poles and the decommissioning of overhead wires. To date, the tracks through the initial park lands and the tracks south of the car barns, between Wychwood Avenue and Christie Street, have been removed. The remaining tracks are located north of the car barns and around the area of the Toll Keeper's Cottage. The poles and overhead wires have also been removed. This was done with the help of the community, the TTC and 2 contractors acting on a pro bono basis. The estimated savings to the City are \$110,000.

The site also requires environmental remediation as the Environmental Site Assessment identified 825 m³ of impacted soil that need to be removed. The remediation of the site will be undertaken in two phases; with the installation of the initial park and following the demolition of the surplus car barns, in conjunction with the construction of the final park.

Other work includes erecting a barrier fence between the initial park and the balance of the site to provide security. Topsoil, sod, landscaping, fencing and park furniture also need to be installed and water, drainage and electrical services will be required to maintain the initial park.

(3) Feasibility Study

Reuse of the Car Barns

Toronto Artscape is a non-profit organization that has been operating since 1985. Artscape currently manages a portfolio of five properties that provide low-cost work and live/work studios to professional artists, offices for non-profit arts organizations and resources for the non-profit and charitable sectors.

Artscape is completing a Feasibility Study focusing on the reuse of a portion of the car barns for artist studios, galleries, live/work units and other accessory uses. The Study will include an in-depth analysis of the community's capacity to support an arts centre without requiring on-going support from the City of Toronto. As a result, it is expected that the Study will identify key tenants/partners and their space needs (including live/work tenants), an operating and governance model for the proposed centre, preliminary operating scenarios and budgets and a preliminary list of capital funding sources.

In addition, because Artscape is a community-responsive organization, the results of the Study will be further informed through community and neighbourhood meetings. Staff from Economic Development, Culture and Tourism and Heritage Preservation Services will also be consulted as the uses have to be compatible with a park as well as the heritage significance of the site. The Feasibility Study has a projected completion date of December 2001/January 2002. (see Appendix 1) The estimated cost of the restoration is 6 million dollars or less depending how many of the 5 car barns are retained. This figure excludes the estimated \$85,000 dollar cost of asbestos removal. (see Appendix 2)

Should the feasibility study confirm the viability for the reuse of the car barns by Artscape staff of Corporate Services, in consultation with staff of Economic Development, Culture and Tourism, will enter into negotiations with Artscape respecting a long term lease.

Heritage Significance

The Artscape Feasibility Study will identify the space needs of the proposed tenants/partners for the re-use of the car barns which in turn will affect the number of car barns that will be retained and restored. The site is listed in the City of Toronto's Inventory of Heritage Properties for its architectural and historical significance. The Wychwood car barns is significant as it is the oldest surviving carhouse built for the Toronto Civic Railway. There are no other car barns of that age that display as many original building elements (overall building form, structure, skylights, raised platforms and equipment), are publicly accessible and have played such an integral role in the history of a community.

The Goldsmith Report concluded that the car barns are suitable for adaptive re-use. However, there is localized deterioration that requires remedial work and the full extent of repair requires investigation. In terms of priority of retention, the Goldsmith Report suggests that the retention of the 1913, 1916 and northernmost 1921 barns provides the best solution if the retention of all 5 barns is not possible. The Report estimated a cost of \$160,000 for the demolition of all of the car barns compared to \$58,000 for the two southern 1921 barns.

Heritage Preservation Services have advised that they are in agreement with the Goldsmith Report and have no objection to the demolition of the two southern 1921 barns. However, the demolition must be done under appropriate supervision to ensure that the retained buildings are not damaged and that any retained portion is appropriately secured after the removal of the demolished portions. In addition, a conservation plan prepared by a qualified restoration architect will be required to be submitted to Heritage Preservation Services for review and approval. This plan is needed to identify the important heritage elements of the retained buildings and set out ways of adapting the retained barns to new uses while minimizing impact on the heritage elements. Prior to the issuance of a building permit for the reuse of the car barns, the applicant(s) will, therefore, be required to undertake a conservation heritage plan, prepared by a qualified restoration architect for the review and approval of the Manager of Heritage Preservation Services.

The Goldsmith Report also identified a list of interim protective measures to maintain the car barns: roofing repairs and flashing; skylights; heating and weather tightness; perimeter drainage, concrete repairs and a security system. The estimated cost of the interim measures for all barns was \$200,000. Costs may be able to be reduced by securing only the car barns identified, through the feasibility study, to be retained. This report recommends that revenues generated by the sale of the 3 residential lots be utilized to implement the interim measures.

Once the initial park is in place, staff from Economic Development, Culture and Tourism will work with the community and Artscape to identify preliminary goals and objectives for the final park. This work will be done in conjunction with Artscape's proposal for the re-use of the barns.

Demolition will also occur in conjunction with the Artscape proposal. Staff from Corporate Services have recommended that all costs such as the demolition of the barns, be charged against future revenues from the sale of the 3 residential lots.

Toll Keeper's Cottage

The historic Toll Keeper's Cottage, currently being stored on the site, was moved to the property in July 1996. The Cottage is believed to be an original building which dates back to the 1820's when tolls were charged for the use of roads. The cottage originated from the corner of Davenport Road and Bathurst Street and was supposed to be relocated permanently close to its original location, in Davenport Square Park. City Council at its meeting of February 24, 1997 (Neighbourhoods Committee Report No. 1) authorized the placement of the building within a City-owned park.

The Community History Project, a local heritage group, is responsible for resolving the reuse and relocation of this structure. To date, adequate funds have not been raised to move the building to its final location. If there are not funds sufficient to relocate the cottage by April 1, 2002, the interior heritage materials will be removed and the cottage will be demolished. This report recommends that Heritage Toronto report to Council prior to April 1, 2002 with respect to the status of the relocation of the Toll Keeper's Cottage.

(4) Community Fundraising

The Taddlewood Heritage Association, a community based non-profit organization, in conjunction with the office of Councillor Joe Mihevc, has undertaken fundraising activities to accelerate the process of converting the site into park land and public open space. Fundraising efforts are on-going. Barbecues and other park-related events have been staged to promote awareness while also contributing financially. In addition, the Association is exploring corporate donations from local businesses.

With respect to the Phase I and Phase II project tasks, Appendix 1 outlines preliminary timelines and Appendix 2 describes preliminary cost and revenue estimates. Over the course of 2002 to 2003, the various components will be completed to allow for the adaptive reuse of the car barns in 2004 a permanent park in 2006.

Phase II – Final Park and Reuse of Car Barns (2004-2006)

Economic Development, Culture and Tourism has submitted a 2002-2006 Capital Budget and Plan for consideration through the City's budget process, which identifies parkland improvements for the site amounting to \$1.9 million. For 2002, an amount of \$130,000 has been requested for the development of the previously described initial park on the south-east corner of the site. The design process for the park will be conducted in concert with the Artscape proposal. In addition, community consultation will be co-ordinated with the Wychwood Residents' Working Committee and the local Ward Councillor. Staff from Economic Development, Culture and Tourism have advised that the timing for the design process will have two or more stages. Stage one will be to determine preliminary goals and objectives for the park to assist in defining the relationship between the park and the proposal for re-use of the car barns. Stage two would be confirmation of the park program and recommended park design. Park design and construction would occur in 2004-2006.

As stated previously, the permanent re-use of the car barns will be determined by the Feasibility Study. The Feasibility Study will include the selection of an architect, the preparation of preliminary design drawings, a project feasibility analysis and a fund-raising campaign. It is expected that during Phase II all required planning, consultation, fund-raising, and restoration of the barns will be completed and that the arts facility will be operational in 2005.

Conclusion:

This report sets out and recommends a plan to implement a public park, three new residential lots and the reuse of the former TTC car barns on the City-owned lands known municipally as 76 Wychwood Avenue.

In the preparation of this report, staff from Economic Development Culture and Tourism, Corporate Services and Works and Emergency Services have been consulted. They concur with the report's recommendations and endorse the preliminary work program and cost estimates set out in Appendix 1 and Appendix 2.

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List of Attachments:

Appendix 1:	Key Project Components and Preliminary Timelines
Appendix 2:	Preliminary Cost and Revenue Estimates
Attachment 1:	Site Plan
Attachment 2:	Development Option 4
Attachment 3:	Initial Park

(Attachments 1, 2 and 3, appended to the foregoing report, were forwarded to all Members of the Midtown Community Council with the agenda for its meeting on November 20, 2001, and copies thereof are on file in the office of the City Clerk, North York Civic Centre.)

Appendix 1
Key Project Components and Preliminary Time lines

Project Component

Project sub-components Projected Timing for Completion of Sub-component

Benson Avenue and Wychwood Avenue road widenings 1. preparation of a Reference Plan of Survey and its registration

2. Wychwood Avenue curb/sidewalk

3. Benson Avenue curb/sidewalk

1. January 2002

2. Construction scheduled for 2002

3. Construction scheduled for 2004

Rezoning of Parcel Final Planning Report to Council recommending that the site be rezoned to permit a park, 3 single family residential buildings and uses appropriate for the restored car barns as identified through a feasibility study

May 2002 to Council

Sale of Residential Lots Once lots are rezoned and assuming there is no OMB appeal, Corporate Services will report to Administration Committee to obtain authority to declare the 3 lots as surplus to municipal requirements Sale of lots may take 6-8 months and occur in

September/November 2002 (assuming no OMB appeal)

Servicing of the residential lots 1. extension of Slade Avenue

2. extension of lane

3. all required servicing for the 3 lots Commissioner of Works and Emergency Services will co-ordinate the work with the developer

2002-2003

Initial Park 1. removal of ties and soil remediation

2. installation of a barrier fence between the initial park and balance of site for improved security

3. installation of water, electrical and drainage services

4. installation of topsoil, sod, landscaping, and park furniture. 2002-2003

Maintenance of the Car Barns Interim protective measures:

1. roofing and flashing

2. skylights

3. heating and weather tightness

4. perimeter drainage

5. concrete repairs

6. security system 2002

Reuse of Car Barns 1. Artscape Feasibility Study

2. fundraising

3. business plan
4. Site Plan Approval
5. removal of asbestos
6. demolition of surplus car barns
7. design and construction drawings,
conservation plan and building
permit application for the
restoration of the barns
8. construction 1. January 2002

2. 2002-2003

3. 2003

4. 2004

5. 2004

6. 2004

7. 2003-2004

8. 2004-2005

Final Parkland improvements for Wychwood Car Barns project in EDCT 2002-2006 Capital
Budget Submission.

1. Park Design

2. Construction Documents

3. Construction

1. 2003-2004

2. 2004

3. 2005-2006

Appendix 2
Preliminary Cost and Revenue Estimates

Preliminary Cost Estimates

Key Project Component	Estimated Cost	Funding Source
Slade Avenue extension	\$44,144	Capital Works Budget (2002)
Public lane extension	\$7,829	Capital Works Budget (2002)
Wychwood Avenue curb/sidewalk construction	\$26,917	Capital Works Budget (2002)
Benson Avenue curb/sidewalk construction	\$29,808	Capital Works Budget (2004)
Interim protective measures (includes roof repairs, weather tightness, perimeter drainage, concrete repairs and security system)	\$200,000	
for all 5 car barns		Revenue from sale of residential lots
Removal of hazardous materials from the car barns	\$85,000	
for all 5 car barns		Revenue from sale of residential lots
Demolition of the car barns	\$160,000	
for all 5 car barns		Revenue from sale of residential lots
Restoration of the car barns	\$1.25 million for 1913 car barn to \$6 million for all 5 barns	Artscape
financing and fundraising		
Initial Park	\$130,000	Capital Budget (2002)
Final Park	\$1.9 million	
(includes site remediation)		Capital Budget (2002-2006)

Preliminary Revenue Estimates

Revenue Source	Estimated Revenue
Sale of 3 residential lots	\$570,000 to \$600,000
Initial Community Fundraising	\$30,000 to \$50,000

The Midtown Community Council also had before it the following communications:

- (i) (September 6, 2001) from Howard J. Levine, Transportation, Urban and Heritage Planning, requesting an opportunity to address Midtown Community Council;
- (ii) (November 15, 2001) from Joan E. and Donald C. Harrison, providing comments on the conversion of the Wychwood Car Barns site to a park; and
- (iii) (September 6, 2001) from from Howard J. Levine, Transportation, Urban and Heritage Planning, providing comments on the conversion of the Wychwood Car Barns site to a park.

The following persons appeared before the Midtown Community Council in connection with the foregoing matter:

- Howard J. Levine;
- John Rose, Treasurer, Taddlewood Heritage Association
- Tim Jones, Toronto Artscape Inc., and submitted a written brief; and
- Edna Catherine Ryerson.

(City Council on December 4, 5, and 6, 2001, had before it, during consideration of the foregoing Clause, a communication (December 3, 2001) from Howard J. Levine, Transportation, Urban and Heritage Planning Consulting, requesting that the next steps outlined in the August 2000 report be implemented as soon as possible.)