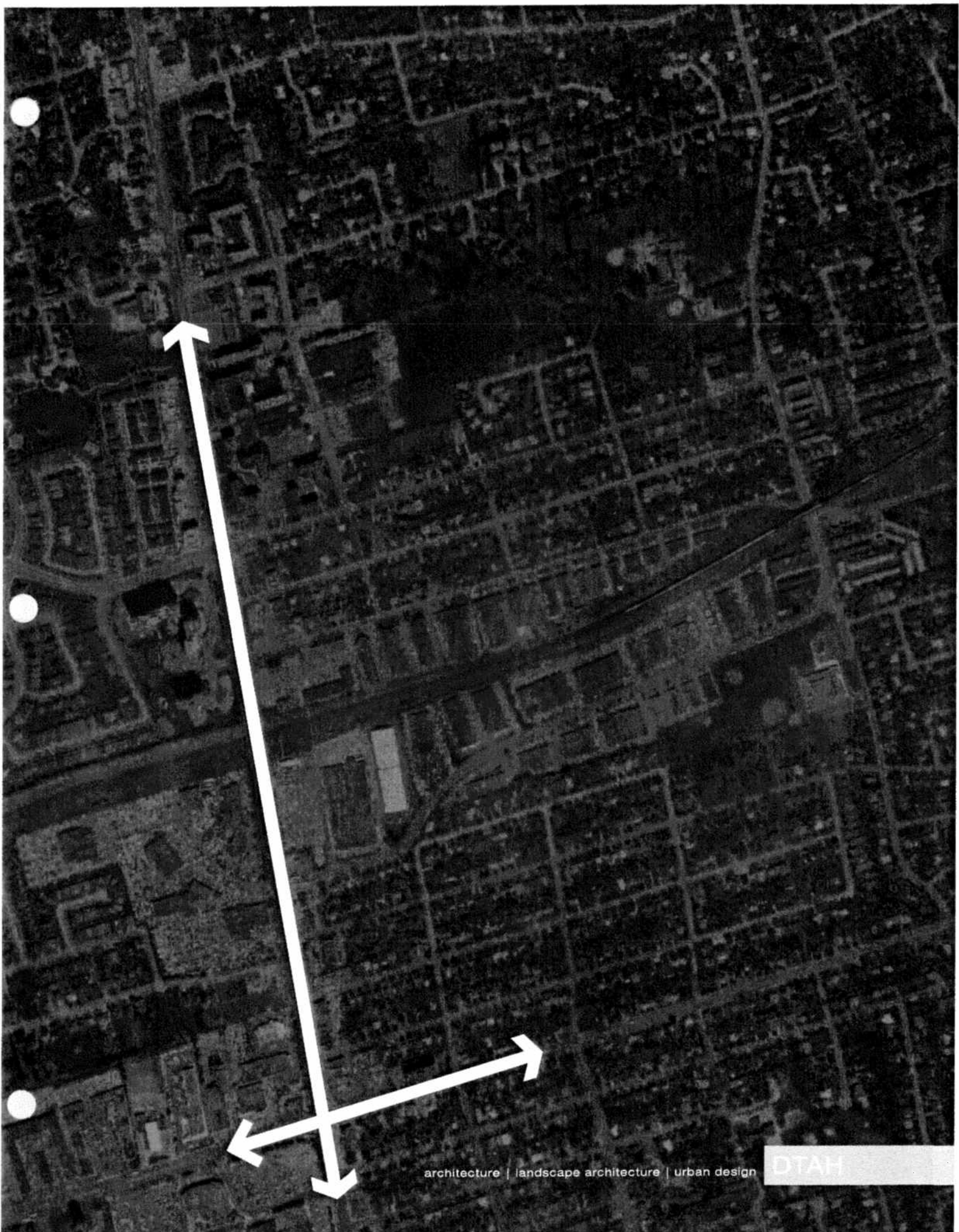


**APPENDIX B:  
YONGE STEELES CORRIDOR  
CONSULTANTS' PROPOSAL**



**du Toit Allsopp Hillier    du Toit Architects Limited**

50 Park Road Toronto, Ontario M4W 2N5 t 416 968 9479 f 416 968 0687 e admin@dtah.com

Roger du Toit  
Robert N. Allsopp  
John Hillier  
Peter F. Smith  
Mark Langridge  
Brian Browne

Jim Baird, MCIP, RPP,  
Director of Planning,  
Town of Markham,  
Anthony Roman Centre,  
101 Town Centre Boulevard,  
Markham, Ontario, L3R 9W3.

January 18, 2007

Dear Mr. Baird:

**Re: Yonge and Steeles Corridor Study**

Thank you for the opportunity to present our credentials for this very interesting project. Having recently completed a final draft for the Dundas Street West Avenues Study, the du Toit Allsopp Hillier (DTAH) team is well versed in the challenges of directing future development that is both appropriate urbanistically and fits with neighbourhood expectations. Our team members' ongoing involvement in similar projects—such as West Don Lands and Fort York neighbourhoods—reinforces our breadth of experience in urban design, innovative streetscape design, built form development guidelines, and public consultation.

Every corridor study is unique, and although many of each site's issues are readily apparent, other issues will reveal themselves through the course of the study and public consultations. Our team has the skills and experience necessary to listen to stakeholders' views, adapt to changing circumstances, and produce relevant and insightful guidelines that address a range of concerns without compromising the fundamentals of responsible planning and urban design practice.

We would be delighted to work together with broad stakeholder teams in a charrette environment in order to meet the unique challenges of each site and establish economically viable, sustainable, pedestrian-oriented, contextually-sensitive urban design plans.

This project needs a team of seasoned urban designers, architects, landscape architects, planners, transportation and real estate consultants with a clear understanding of the practicalities of these complex sites. We have that experience, and would be happy to put it to work on this project.

We look forward to hearing from you.

With best wishes.

Yours sincerely,

Robert Allsopp

Joe Lobko

# Contents

## Required Submittal Forms

- A. Submission Requirements Form**
- B. Bid Form**
- C. Completed Forms**
- D. List of References and Subconsultant List**

## Proposal

<b>1. Project Understanding and Approach.....</b>	<b>8</b>
Understanding/ Preliminary Assumptions .....	8
Approach.....	4
<b>2/3. Conflict of Interest/Indication of Pending Litigation .....</b>	<b>7</b>
<b>4. Project Organization.....</b>	<b>8</b>
Firm Profiles and Team Members .....	9
<b>5. Detailed Work Plan.....</b>	<b>15</b>
Timeframe .....	15
Phase 1: Data Collection and Review.....	15
Phase 2: Land Use and Urban Design Plan and Guidelines .....	19
Phase 3: Implementation Strategy and OPA/Zoning By-Law .....	23
Fee Estimate.....	24
<b>6. Project Schedule .....</b>	<b>26</b>
<b>7/8. Team Experience.....</b>	<b>28</b>
Municipal Experience .....	28
DTAH: Relevant Projects.....	28
Subconsultants: Relevant Projects.....	34
Team Expertise.....	36
<b>9. Commitment of Project Manager .....</b>	<b>39</b>
<b>10. Total Upset Fee .....</b>	<b>39</b>
<b>11. Hourly Fee Schedule .....</b>	<b>40</b>
<b>12. Quality Assurance Program.....</b>	<b>41</b>
<b>13. Project Management Plan .....</b>	<b>41</b>
<b>14. Consultant's Health and Safety Policy .....</b>	<b>42</b>
<b>15. Appendices.....</b>	<b>43</b>
Additional Team Materials and Resumes.....	44

**SUBMISSION REQUIREMENTS**

Bids, executed and signed on the forms provided, must be submitted in a sealed envelope with the provided "submission label" affixed to the outside of the envelope. The submission label should clearly identify the Bid number and Project Description.

**This checklist together with all mandatory documents must be completed and inserted at the very front of your submission, in the same order and complete with numerical tabs corresponding to the item numbers listed below.**

Bids submitted without the required documents and acknowledgements where marked mandatory may be disqualified. These provisions are included for the benefit and protection of the Town and may be waived or exercised at the sole discretion of the Town.

			<b>Initial by Bidder to confirm submission</b>
	<b>Description of Submission Requirements</b>	<b>Mandatory</b>	<b>YES</b>
A	Copies of bids to be submitted: 3 copies (the original marked MASTER and others marked COPY)	Yes	<b>RNA</b>
B	Submission Requirements Form	Yes	<b>RNA</b>
B	Bid Form	Yes	<b>RNA</b>
C	All pages where there are blanks to be completed	Yes	<b>RNA</b>
D	List of References and Sub-consultant List	Yes	<b>RNA</b>
E	Acknowledgement of Receipt of Addendum	If applicable	Addendum #: <b>N/A</b>
1	Consultant's project understanding, approach in meeting objectives and anticipated conflicts	Yes	<b>RNA</b>
2	Conflict of interest statement	Yes	<b>RNA</b>
3	Indication of pending litigation(s)	Yes	<b>RNA</b>
4	Organizational Chart (c/w resumes)	Yes	<b>RNA</b>
5	Detailed work plan	Yes	<b>RNA</b>
6	Project schedule	Yes	<b>RNA</b>
7	Firm's experience with similar projects	Yes	<b>RNA</b>
8	Sub-consultant's project experience	Yes	<b>RNA</b>
9	Level of commitment of Project Manager	Yes	<b>RNA</b>
10	Total upset fee	Yes	<b>RNA</b>
11	Hourly fee schedule	Yes	<b>RNA</b>
12	Quality assurance program	Yes	<b>RNA</b>
13	Project Management Plan	Yes	<b>RNA</b>
14	Consultant's Health and Safety Policy.	Yes	<b>RNA</b>

**du Toit Allsopp Hillier**  
 Company Name

Authorized Signing Officer's Signature

**Robert Allsopp**  
 Print Name

**THIS DOCUMENT MUST BE SIGNED TO BE A VALID BID**

**BID FORM**

The Bidder agrees that the awarding of a Contract based on this Quotation shall constitute an acceptance of this Quotation. This Quotation, Bid Form(s), General Terms and Conditions, Supplementary Conditions, Special Provisions, Specifications and Drawings shall represent the agreement between the Town and the Bidder when a purchase order is issued.

The undersigned by this quote, agrees to provide all necessary labour, material and equipment necessary to complete the work or provide goods and services as applicable and as per the work described in this Quotation for the quoted price on the Bid Form(s) and agrees to carry out the provisions of this Quotation in accordance with the terms thereof.

The Bidder, by signing this Bid Form, acknowledges the following:

- this quotation is made without any connection, knowledge, comparison of figures or arrangements with any other firm, company or person putting forward a response to the same quotation for the same work and is all respects fair and without collusion or fraud,
- further declare that the all information stated in response to this quotation are in all respects fair and true,
- further declare that no member of the Town of Markham Council, or any Town employee, is or will become interested directly or indirectly as a contracting party or in the performance of the Contract.

**PRICE SUMMARY**

Price	\$ 131,490.00
Disbursements	\$ 10,000.00
Subtotal	\$ 141,490.00
GST	\$ 8489.40
Total	\$ 149,979.00

1. The project must be completed prior to November 30<sup>th</sup>, 2007 unless otherwise instructed.
2. Prices MUST be guaranteed until final completion of the contract. The evaluation of the bid prices will be based on the best value to the Town.
3. Bids shall be irrevocable and valid for acceptance by the Town for a period of NINETY (90) business days from the closing date of the Quotation.
4. Payment Terms: 0 % discount net 15 days or net 30 days

Name of Firm: du Toit Allsopp Hillier

Address: 50 Park Road

City/Town/Postal Code Toronto, M4W 2N5

GST Registration #: R121415061

Signature: \_\_\_\_\_

Name: Robert Allsopp

(I have authority to bind the Corporation)

Print Name

Title 416-968-9479

Telephone Number 416-968-9479

Date January 19, 2007

Terms.Net.30

Facsimile Number 416-968-0687

Email: robert@dtah.com

**Hourly Rate of Project Team Members**

<b>Team Member</b>	<b>Hourly Rate</b>
Project Manager	\$ 130-150
Technical Team Member	\$ 90-100
Administration Support	\$ 70

Notes:

- Any additional work must be pre-approved by the Town
- For any additional work, the above hourly rates are to be followed.

**REFERENCE**

**REFERENCE LIST**

List references of past projects of similar size and scope from the last 5 years. Separate

Attachment: Yes ☒ No: ☐

	Company Name	Contact Person	Contract Value	Description of Work	Completion Date
1					
2					
3					

Note: Reference checks may not be limited to those supplied by the Bidder. The Town reserves the right not to award to the lowest priced bidder whose reference checks do not provide proof of their performance and/or qualifications.

**RELEVANT SUB-CONSULTANT LIST Separate Attachment: Yes ☒ No: ☐**

	Company Name	Address	Contact Person	Description of Sub-Contracted Work
1				
2				
3				

**du Toit Allsopp**  
Company Name

Authorized Signing Officer's Signature

**Robert Allsopp**  
Print Name



## Reference List

Reference of past projects of similar size and scope from the last 5 years

	Company Name	Contact Person	Contract Value	Description of Work	Completion Date
1	City of Toronto	David Oikawa Area Manager, City Planning West District 416-394-8219	\$75,000	Dundas Street West Avenues Study 1km., 10ha. • Urban design and transportation study	Summer 2005
2	City of Brampton	Alex Taranu Manager Urban Design and Public Buildings 905-874-3454	\$50,000	Brampton Downtown Urban Study • built form controls for new develop- ment	Oct 2005
3	Toronto Waterfront Revitalization Corporation	John Campbell President and CEO 416-214-1344	\$250,000 \$25,000 Joe Lobko \$ DTAH	West Don Lands Precinct Plan • public space and urban design con- sultants for a 52ha brownfield	May 2005
4	Toronto Waterfront Revitalization Corporation	Chris Glasiek Vice President Planning and Design 416-214-1344		West Don Lands Block Plan and De- sign Guidelines • development of block guidelines for animation of the public realm	May 2006
5	Toronto Community Housing Corporation	Peter Zimmerman Housing Development Manager 416-981-4404	\$180,000	Railway Lands Block 32 and 36 Develop- ment Strategy • a road map for the development of a socially and environmentally sustainable com- munity	2006

## Relevant Sub-Consultant List

	Company Name	Address	Contact Person	Description of Work
1	The Butler Group Consultants Inc.	11 Hazelton Avenue Toronto, ON M5R 2E1	David Butler, 416-926-8796	Planning, Official Plan Amendment, Zoning By-Law
2	Cansult Limited	60 Renfrew Drive Markham, ON L3R 0E1	George Horning, 905-202-2164	Servicing and Transpor- tation Issues
			Brian Larkin, 905-202-2164	
3	N. Barry Lyon Consultants Limited	3 Church Street, Toronto, ON M5E 1M2	Mark Conway, 416-364-4414	Real Estate Consulting

# 1. Project Understanding and Approach

The purpose of the Yonge-Steeles Corridor study is to provide a realistic and focused prescription for change, with a primary emphasis on improving the mix of development types to take advantage of the planned rapid transit corridor along Yonge Street. Additionally, the streetscape will be improved to invite pedestrians, bringing vitality and success. This study should provide an overall vision for the area, one that can be implemented by private and public investment in accordance with market conditions.

The following discussion presents our team's understanding and how we will approach the plan:

## Understanding/ Preliminary Assumptions

### **Multiple jurisdictions a challenge.**

Three municipalities and the Region are involved the direction of the study area. This is evident in the development patterns along Yonge and Steeles. The City of Vaughan has encouraged higher density development in places with varied results, while large format auto malls in another do little to encourage a pedestrian friendly corridor. However, examples exist of sensitively scaled buildings that provide a starting point. To the south, the City of Toronto has retained the same single-family residential pattern east of Yonge on Steeles, and followed Vaughan with large format retail to the west. The Region of York also has input with the planning of the York Region Rapid Transit corridor. To successfully make this district a good urban place, it will require the cooperation and shared vision of each.

The intersection of Yonge and Steeles is clearly dominated by vehicles, with little room for pedestrian activities.



### **It's more about Yonge than Steeles.**

Our initial impressions are that opportunities to develop the type of district that Markham seeks are best found on Yonge. The existing residential neighbourhoods to the east on Steeles are secure and stable, with little reason to turn over this land use. Yonge, with its larger parcels and lower quality built form, can better accommodate mixed-use infill and intensification.

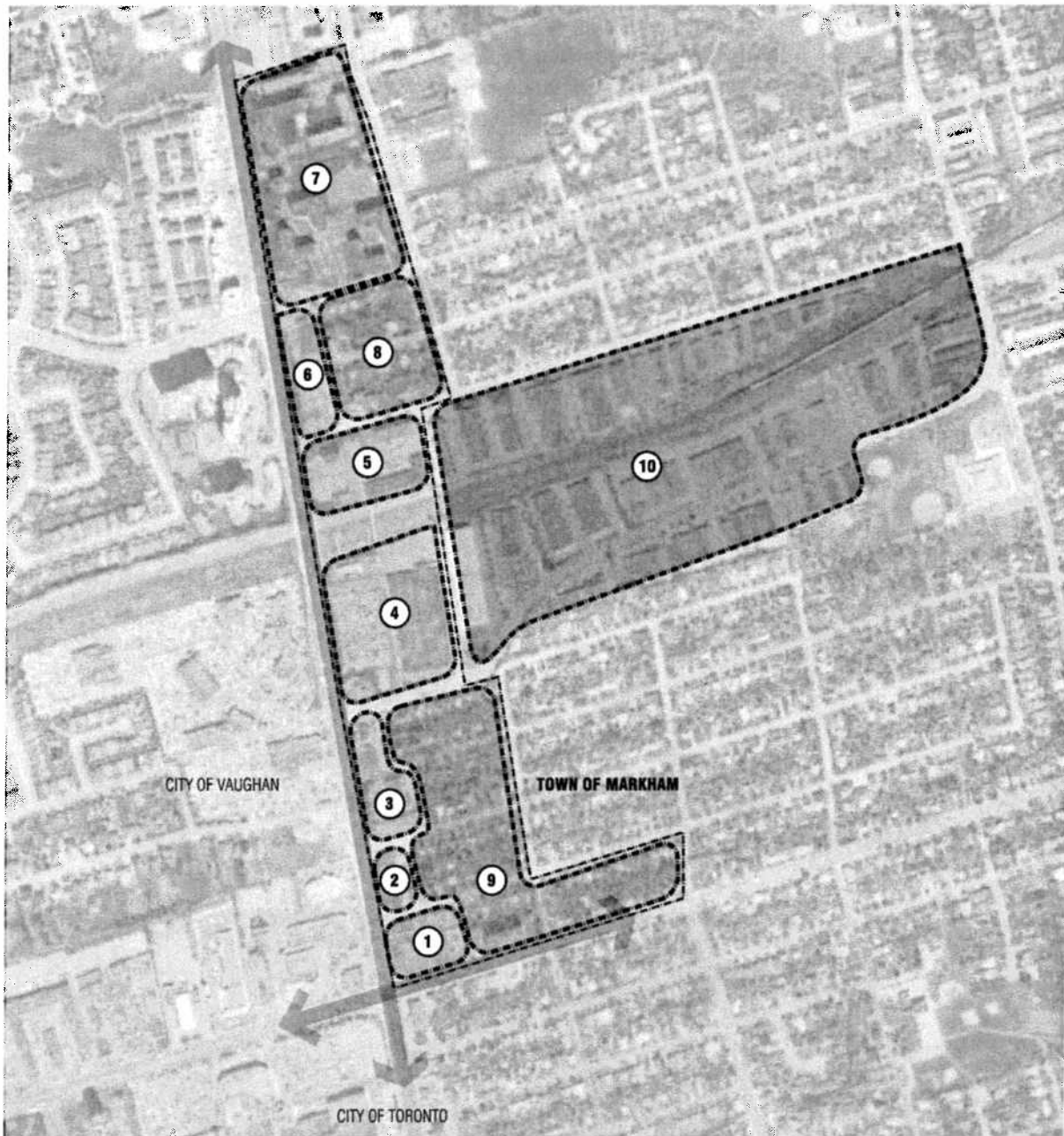
### **Learn from existing "Character Zones".**

As one moves north on Yonge from Steeles, the character and quality of the built form changes. We've identified seven character zones, with an eighth-the mixed retail-industrial zone-set back from Yonge (our initial observation is that the existing residential neighbourhoods are not well suited for redevelopment). Each character zone has different built form characteristics, parcel size, ownership pattern, and relationship to the street.

Overall, the current form is highly varied: a mix and match of 1 to 2 storey corridor mixed use retail with residential above, auto-oriented strip commercial, medium density residential, and industrial. Parcels vary in size from traditional small frontage "Main Street" and single family residential to large assembled commercial areas, with each having a different opportunity for redevelopment.

Although a preliminary "broad stroke" analysis, we can somewhat determine the best opportunities for change, whether they are modest improvements or larger scale interventions. Refer to the following figure "Existing Character Zones" for further reference.





### Existing Character Zones

- |  |  |
|--|--|
| <p><b>1</b> Corner of Yonge/Steeles Gas Station Gateway Site - Redevelopment Potential?</p> <p><b>2</b> 1-2 Story Mid-Century Street Related Commerical Diverse Ownership with Modest Intensification Potential for Pedestrian-Oriented improvements</p> <p><b>3</b> Used Car Dealers Opposite Auto Mall Moderate Potential for Redevelopment</p> <p><b>4&amp;5</b> Large Parcels with Large Scale Significant Redevelopment Potential Secondary Street Network Possible</p> | <p><b>6</b> Auto-Oriented Strip Commerical Moderate Redevelopment Potential</p> <p><b>7</b> Medium to Higher Density Residential Low Redevelopment Potential</p> <p><b>8&amp;9</b> Primarily Single Family Residential Low Redevelopment Potential/Protections</p> <p><b>10</b> Retail Industrial Mix: Not in Study Area Vibrant Economic Activity</p> |
|--|--|



Mixed use buildings that address the street in a pedestrian friendly manner are encouraged: Northeast corner of Yonge at Elgin (Vaughan).



Strip commercial set back far from the street offers the highest potential redevelopment.



A view dominated by power lines not trees is not an inviting environment for pedestrians.



The Plan must address how to rebalance the various modes, placing an emphasis on transit and pedestrians while still accommodating the high level of vehicular traffic.

### **Encourage redevelopment without sacrificing existing economic health.**

Despite the incongruent mix of land uses and building types, there exists a base of healthy retail. The street oriented mid-century retail on Yonge is fully occupied, while the retail industrial zone is doing surprisingly well despite not having any frontage on Yonge. For this district to succeed, any future redevelopment must build on and complement these existing strengths.

### **Large existing parcels hold the most promise for change.**

Large, assembled parcels with incompatible land uses are easier to redevelop than smaller parcels with healthy established businesses. The Town would have to deal with fewer landowners and could put its efforts behind a project that has maximum impact.

### **A vibrant public realm is critical.**

Simply put, this is not a pleasant place to be on foot, with little of the right-of-way dedicated to pedestrians. This will not likely change soon, with a high demand on this space for autos and transit. What can and should change is the quality of the pedestrian realm: it is currently dominated by power lines not trees; street furniture is relatively non-existent; and the scale and placement of buildings do little to overcome the width and modal balance within the street. Simple moves-along with the addition of quality parks and open spaces-can change the overall impression of the district.

### **Traffic issues are key.**

Traffic and transportation issues will ultimately drive the success of this plan. The proposed YRPT transit corridor will have an impact on traffic patterns and available right-of-way for automobiles. A review of existing transit stop locations will indicate how to best bring pedestrians to the district. How vehicles access the various redevelopment sites will place strain on the existing network of streets. Further investigations will determine whether or not left hand turns will continue off and on to Yonge, and the implications of redevelopment on neighbourhood traffic patterns.

### **Infrastructure limitations will guide the type and density of redevelopment.**

Regional servicing capacity in this district is not expected to increase until the year 2010 or 2011 for residential intensification. Thus, the housing component to any redevelopment proposal is somewhat limited. The land use plan must consider this constraint when proposing an appropriate mix of uses.

## Approach

Our approach to the project has three main thrusts: Outreach, Building Strategies, and Landscape Strategies.

### Outreach

#### A Corridor with Two Sides: Re-engage the Players.

Not often does one find a study area of this size with so many jurisdictional influences. Thus, one of our initial recommendations is for the Town to invite representatives from Vaughan, Toronto and the Region to contribute to the Steering Committee. The streets require consideration of both sides to be truly successful. It is best to balance a street, with similar development types and scale and streetscape treatments.

#### Involve the community early and often.

Those who will use these streets must have a say in the form and character of their neighbourhood. They will have a wide range of concerns and will want to be heard. The public must develop a level of trust and comfort with the planning process or it will be difficult to implement change.

The public consultation program will identify early in the process stakeholders and interest groups and develop an understanding of their views with regards to potential impacts, implementation mechanisms and study process. The three principles of public consultation espoused by our team involve being responsible, responsive and effective throughout the study process.

- **Responsible:** We will ensure that the public understands the role of the consultants and their responsibility with regard to the undertaking as well as that of the municipality with regard to regulating land use and similar controls. The legitimacy of the public agency, its study and decision-making process will be nurtured at all stages in the study.
- **Responsive:** The public consultation process should be both a sharing of information and an educational process. We have a role to be responsible for disseminating the information about what a municipality can and cannot do with regard to the existing legislation and why.  
On the other hand, we as consultants must also be responsive to the concerns of the various stakeholders and ensure that all issues are communicated and understood by the various interests. In this regard, the affected persons and groups should have early notification of the study and timelines and their opportunities for input.
- **Effective:** The stakeholders have to understand that the study is leading toward implementation of a number of proposed actions that may result in land use changes. Effective consultation will result in an informed public who understand how the process works, what the results of the study mean, who the decision-makers are and what role the stakeholders play in the decision-making process.



New buildings in Vaughan west of Yonge provide a good starting point for what could happen along the corridor.



Small auto retailers along Yonge are not the highest and best use of land.



Retail, industrial and office land uses are relatively healthy in the area that borders the rail corridor east of Yonge.



The Golden Star, a local landmark, is a good example of the building types that first developed along this section of Yonge.



Single detached residential buildings dominate the zones north of Steeles and east of Yonge.

## ***Building Strategies***

### **Provide a Gateway to Markham.**

Markham has an opportunity to develop a possible gateway district, one that announces the Town as one travels from both Toronto and Vaughan. The character of this district will largely depend on the height, scale and quality of its buildings. A new district should emphasize an urban character, with higher densities along the main streets, stepping back into the adjacent residential neighbourhoods. The architecture should reinforce that one has arrived in Markham, and improve the quality and character of the Town.

### **Encourage mixed-use infill.**

Current regional planning efforts are trying to intensify existing urban areas. The plan should seek the highest and best use of available land, with a range of building types and character. As stated earlier, the larger parcels can support infill projects with the biggest impact. These lands can provide for employment and balanced growth, and help the Town meet the regional target of 40% of new residential development directed to urban areas by 2015. There exist traffic and servicing limitations, but intensification should still be encouraged by this plan.

### **Take advantage of the planned transit corridor.**

York Region considers this section of Yonge an "Intensification Corridor" based on transit. Future redevelopment must take advantage of these infrastructure improvements. Transit related land uses-such as office and residential-can further ensure the success of retail throughout the area.

### **Respect Adjacent Land Uses.**

As previously mentioned, the study area is on the edge. The plan must address this issue, as well as also consider the many existing land uses adjacent to the potential redevelopment sites: established residential neighbourhoods to the east; large-scale retail commercial developments west of Yonge; and the retail and industrial land uses east of Yonge.

## ***Landscape Strategies***

### **Create a great street environment.**

With such wide rights-of-way, scale becomes a critical factor for creating a comfortable retail environment. Street trees-often the single most important feature of a good street-should be planted consistently along the corridor. Trees will help engage pedestrians, provide visual relief, and help define the boundary between the travel way and pedestrian realm. Quality furnishings will enhance community livability and help enrich the street's character.



### **Encourage high-quality parks and open space**

The plan will investigate opportunities for improving the supply and quality of parks and open spaces within the study area. All public spaces should contribute to “placemaking”. A possible strategy could be to introduce internal block parkettes. Plazas could also be part of redevelopment projects that front on Yonge, creating nodes of activity along the corridor. The street itself can become a considerable landscape feature if done in a sensitive manner.



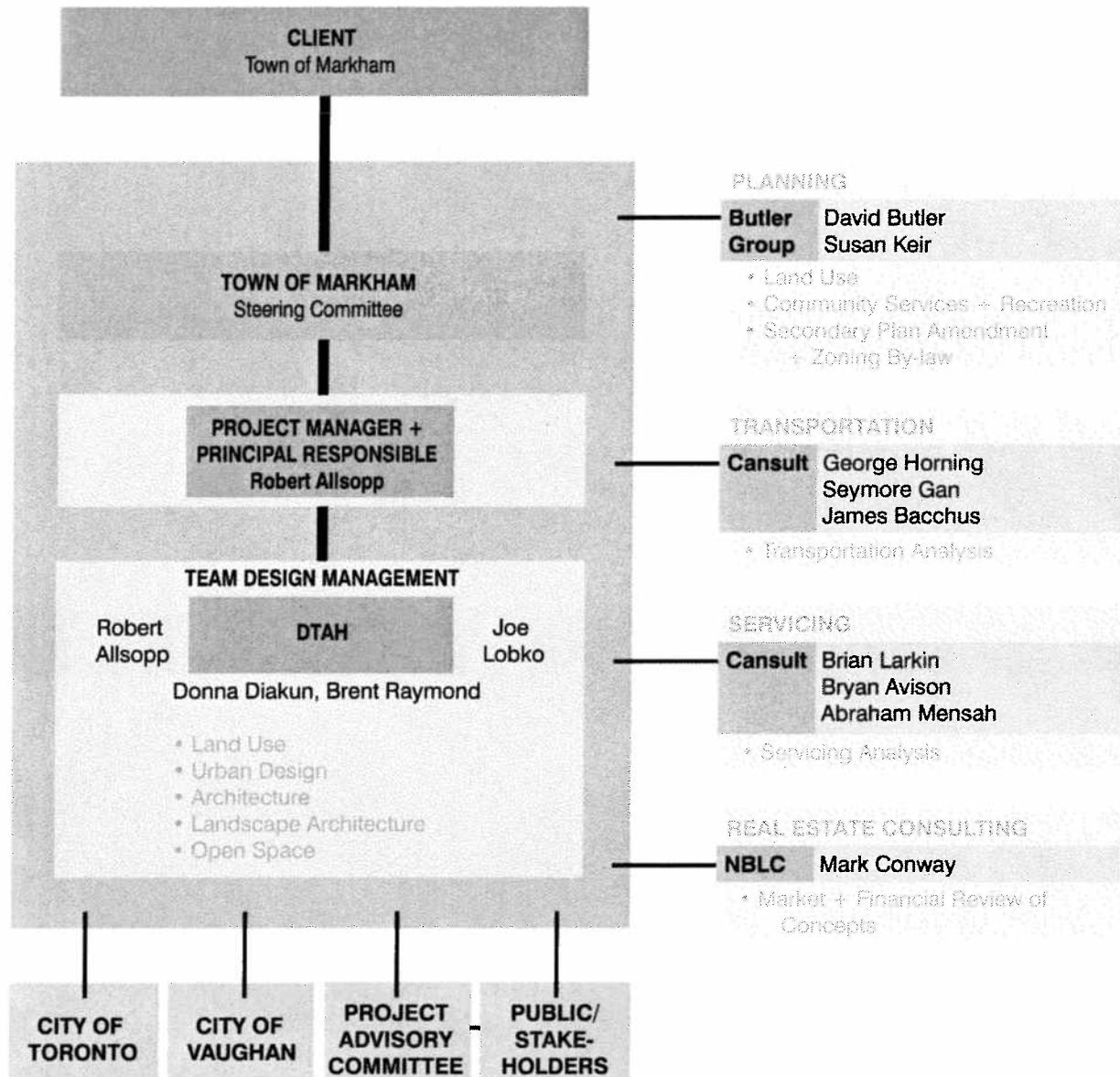
Yonge looking north from Steeles: A sense of enclosure and well-balanced scale is clearly absent from the corridor. Thoughtful urban design and streetscape improvements can redirect the area towards a more urban character.

## **2/3. Conflict of Interest / Indication of Pending Litigation**

There is no conflict of interest among the consultant team with regard to any other active or dormant clients nor any pending litigation involving any of the consulting firms bidding on this project.

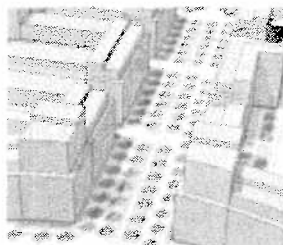
## 4. Project Organization

For full resumes, please refer to the Appendices.





Dundas Street West Avenues Study - computer visualization of streetscape improvements



West Don Lands Block Plan and Design Guidelines, Diagrams for a major avenue



Railway Lands Blocks 32 + 36 Development Strategy - View looking north-west from Community Park

## Firm Profiles and Team Members

The study team will be led by du Toit Allsopp Hillier, architects, landscape architects, urban designers and planners, with subconsultants The Butler Group Consultants Inc., as planning consultant; Cansult Limited as transportation and servicing consultants; and N. Barry Lyon Consultants Limited acting as real estate advisors. Principals from each firm will be actively involved throughout, to collectively shape the urban design vision and direction for the study. From our experience on the Wilson Avenue Revitalization Study and Dundas Street West Avenues Study, we have found that this collaborative approach, utilizing the skills of a number of principals at key times in the study, is very well suited to these types of projects. This approach helps ensure successful community involvement, focused and stimulating charrettes, a range of creative thinking, and effective and clear visual material. Our team has the depth of experience to respond successfully to the range of planning, design, real estate, and transportation issues that may arise.

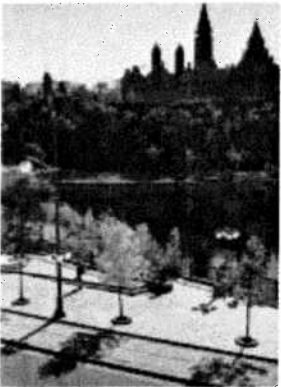
**du Toit Allsopp Hillier / du Toit Architects Limited (DTAH)** have been jointly providing services in architecture, landscape architecture and urban design since 1975. The firm has extensive experience with urban design work, including Avenues studies, neighbourhood plans, streetscape designs, and design guidelines for the nation's capital. DTAH has seven partners supported by a studio of 26 professionals comprised of registered architects, intern architects, urban designers, planners, landscape architects, and support staff. Major clients include the City of Toronto, Toronto Waterfront Revitalization Corporation, City of Brampton, National Capital Commission, and institutions such as University of Ontario Institute of Technology, McGill University, and Queen's University.

David A. Butler, M.C.I.P. O.P.P.I., (**The Butler Group Consultants Inc.**) is the President of the firm which was founded in 1984. Prior to entering private practice, he had approximately ten years of public sector experience with the City of Etobicoke, and the Region of Peel. Based on this experience, David brings a unique perspective from both sides of the table to public policy formulation.

As a private consultant, David has been retained by a variety of government agencies to conduct land use policy studies. This includes the Ministry of Municipal Affairs (Overview Study for South Etobicoke 1991, Niagara Escarpment Link Study 1985), Ministry of Natural Resources (Guidelines for Provincial Policy Statement on Floodplains 1985), Office of the Greater Toronto Area (Kanter Greenlands Strategy 1990), City of Vaughan (Woodbridge Core Area Official Plan Review 1985, Centre Street Land Use Study 1986, Highway #7 Land Use Study 1990), Town of Caledon (Group Home Study 1989, Bolton Core Area Land Use Study 1991, Affordable Housing Study 1991), Region



West Don Lands Neighbourhood Plan



Confederation Boulevard, National Capital

of York (Industry on Private Services 1991), and City of Etobicoke (Rexdale Industrial Study 1991).

Established in 1976, **N. Barry Lyon Consultants Limited** (NBLC) is a multi-disciplinary real estate consulting firm with 12 employees, specializing in market research, urban planning, financial analysis and development management. The firm conducts strategic analyses, market and financial feasibility studies across Canada for non-profit, private, institutional and government clients.

NBLC has been engaged extensively at both the policy and development levels towards making main streets and avenues better meet their potential as urban places. NBLC led one of the first Avenue studies for Keele Street in 2001. Since then we have been engaged in numerous development projects that have address the need to balance street level animation, appropriate density, parking and other factors towards the realization of the objectives of the Official Plan (OP). Major clients include Toronto Community Housing Corporation and Cadillac Fairview.

**Cansult Limited** is a Canadian consulting engineering and project management company founded in 1961. With a staff complement of over 250 highly qualified professional engineers and planners as well as technologists, technicians, and support staff, Cansult services a diverse domestic and international client base. Cansult is employee owned and provides a range of services in the Canadian marketplace. Our reputation for quality, technical excellence and committed staff is measured by an expanding list of satisfied clients.

## **du Toit Allsopp Hillier**

Urban Design, Architecture, Landscape Architecture

**Robert N. Allsopp, Dip.Arch., Dip.C.D., ARIBA, MRTPI, MCIP RPP, FCSLA, OALA, MALA (Hon.)**

Robert will be the Partner in Charge and Project Manager of the project, overseeing urban design and built form direction and attending all major meetings. Robert is a landscape architect, planner and architect (U.K.) whose principal interest is in urban design. He has extensive professional and academic experience in Canada, England, the United States and Spain. The broad range of work undertaken for public, institutional and private sector clients has provided an extensive understanding and skill in working with multi-dimensional planning/urban design projects. In 1989 he studied and worked in Barcelona with the Adjuntament de Barcelona's urban projects office through the auspices of the Canada Council. Robert has been responsible for a series of projects in Canada's National Capital, including the Confederation Boulevard urban design study; the long range development plan for the Parliamentary Precinct and an urban design concept plan for the National Capital Core Area. Other relevant studies include the urban design component of the Highway 7 Corridor strategic planning study, the urban design plan for Vaughan



Spadina/ LRT Streetscape Design



King's Court Condominium, King and Sherbourne

Corporate Centre and the North York City Centre urban design study. He recently completed the Public Realm Plan and Architectural Guidelines for the Fort York Neighbourhood.

**Joe Lobko B. Arch, M. Arch., MRAIC, OAA**

Joe will assist with urban design and be responsible for the facilitation of all public consultation. Joe Lobko has been involved in urban design and architecture at a professional level for over twenty years and has assumed either a leading or major role in a number of projects relevant to this assignment, including the West Don Lands Precinct Plan, Dundas Street West Avenues Study, Brampton Downtown Urban Design Study, the Ministry of Transportation Headquarters in St. Catharines, urban design proposals for the 66 acre Ataritari site in downtown Toronto, and the Wychwood TTC Barns Proposal - Arts/Environmental/Livework Facility.

**Donna Diakun B.E.S., B.Arch., OAA, LEED™ AP**

Donna will assist with site analysis, urban design and day-to-day activities and communications. Donna is an architect and urban designer with over ten years of experience. In recent years she has been the co-project manager for the award-winning Railway Lands Blocks 32 & 36 Development Strategy, as well as the Dundas Street West Avenues Study and Sussex Heritage Courtyards Urban Design Study. She also was responsible for Facade Design Guidelines and individual retail facade designs for the Bridgeburg Station Downtown BIA in Fort Erie, and has contributed to design, documentation and construction review for architectural projects such as Kings Court Condominium and the heritage restoration of Paul Bishop's Houses. Donna has substantial workshop experience, having organized and attended workshops for many of her projects.

**Brent Raymond BDEP, MLA**

Brent will assist with urban design and streetscape concepts, and day-to-day activities and communications. Brent is a landscape architect and urban designer with eight years of experience in Canada, the United States, and Mexico. Past similar projects include the Castro Valley Redevelopment Strategic Plan, The Richmond Macdonald Avenue Streetscape, Emeryville Pedestrian Improvements and the Sacramento Docks Area Concept Plan.

Full resumes are appended.

**The Butler Group Consultants Inc.**

Planning, Official Plan Amendment, Zoning By-Law

**David Butler, M.C.I.P., O.P.P.I.**

David A. Butler is the President of the firm which was founded in 1984. Prior to entering private practice, he had approximately ten years of public sector experience with the former City of Etobicoke, and the Region of Peel. Based



Fort York Boulevard



Gordon-Norfolk Street Environmental Assessment, Guelph

on this experience with both private development and public sector policy formulation, David brings a unique perspective from both sides of the table to this land use study.

David has worked on a number of policy and land use studies in Markham, Vaughan, Toronto and York Region that would inform a study of this nature. In addition to his project management skills, David also has extensive experience with tribunals as an expert witness, specifically the Ontario Municipal Board and will be available to represent the Town on this project at any future hearing, should it arise.

### **Susan Keir**

Susan Keir will be assisting David Butler with the study and has 30 years of progressively responsible planning experience. Susan is familiar with issues of public policy and development proposals having worked for public and private sector clients and organizations alike. As former Director of Policy and Research for the City of Etobicoke Planning department, Mrs. Keir has considerable experience in Official Plan policy.

Susan and David have collaborated on a number of projects including the Town of Richmond Hill Performing Arts Centre Precinct Plan, Secondary Plans for the Town of Caledon in Tullamore and Bolton, the Bolton South Albion Secondary Plan Review, the Langstaff Land Use Study, and currently a pre Avenues Land Use Study for a mixed use development proposal in South Etobicoke. Susan was also a stakeholder participant in the West Lake Shore Avenues Study (Long Branch) of South Etobicoke and recently completed a Community Services Study for a large redevelopment proposal for the Valhalla Inn.

## **Cansult Limited**

Transportation/Serviceing

### **George Horning, Vice President, PEng.**

Mr. George Horning, PEng., Vice President, Cansult Limited, has over thirty-five years of experience in a wide variety of transportation planning, traffic engineering and transportation engineering projects. He has a thorough understanding of the class and full environmental assessments through projects for TTC (currently Spadina Bus Rapid Transit EA Sheppard Subway Station to York University), Region of York Town of Markham, as well as for power generation and landfill projects. He has been involved in many projects in the waterfront area of the City including Queen Street Streetcar Signal Priority Demonstration, as well as studies for Waterfront Regeneration Trust and Harbourfront Corporation. Mr. Horning would act as the corporate official with overall responsibility for Cansult as well as providing specialized advice on traffic operations issues.



North York City Centre Urban Design

#### **James Bacchus, Project Manager**

Mr. James Bacchus has over 15 years experience in a wide variety of transportation planning assignments. He has been involved with the marketing, preparation, project management, and presentation of a multitude of Traffic Impact Studies (TIS), Parking Needs Assessments, and Site Access Investigations and Internal Functional Design Studies on behalf of both the private and public sectors. In addition, Mr. Bacchus has experience in the coordination and management of traffic impact components of Transportation Master Plans, Secondary Plans, Corridor Studies Environmental Assessments, as well as broader public sector transportation planning assignments and peer reviews. Mr. Bacchus is proficient in many industry-standard software and simulation packages used in the analysis of traffic impacts, transportation system modelling, and traffic operations for intersections, roundabouts and road corridors. These include SYNCHRO/ SIMTRAFFIC, VISSIM, SIDRA, HCS, HiCAP, CCGCALC, MTO, and FORTRAN. Mr. Bacchus also has experience with the transportation demand modelling packages of TRANSCAD, EMME/2, VISUM, QRS and TRANMAP.

#### **Abraham Mensah, Senior Transportation Planner**

Mr. Abraham Mensah P.Eng., has over 5 years of traffic operations and transportation planning experience with Traffic Impact Studies, Class Environmental Assessments, and Intersection Capacity analyses. He has worked on several Traffic Impact Studies for developments within the Toronto Downtown including the 21 Carlton Street and 46 Spadina sites, and is familiar with the City's Traffic Impact requirements. He is conversant with transportation analytical tools and modelling software including Synchro-SimTraffic, aaSIDRA, HCS, and CCG-CALC. In addition, he is familiar with transportation planning and GIS packages such as MapInfo and TransCAD. Joining Cansult from MTO, Abraham, has obtained considerable experience conducting specialized traffic operations and transportation planning studies for public agencies and private developers in the GTA.

#### **Brian Larkin, Manager, Urban Engineering, P.Eng.**

Mr. Brian Larkin, P.Eng., Brian Larkin, P.Eng., is the Manager of the Urban/ Municipal Engineering group at Cansult Limited, with over 30 years experience in the municipal engineering and urban development fields within the GTA. Brian will be responsible for the municipal engineering components of the study. He has completed feasibility, planning, design and contract administration services for water distribution systems, sanitary sewage collection systems, stormwater planning studies, site grading and drainage works, and municipal roads for a number of public and private sector clients within the GTA. Brian holds a civil engineering degree from the University of Toronto (BASC) 1972. He is a registered Professional Engineer in Ontario (P.Eng.) and designated consulting engineer



**Bryan Avison, Manager Public Works**

Mr. Bryan Avison C.Eng, MICE, Cansult's Manager of Special Projects has over 20 years experience in the design and construction supervision of major public and private infrastructure projects in the UK, Pakistan, Thailand, Saudi Arabia, Qatar, Bahrain, Oman and the UAE. Mr. Avison's experience has been gained with multi disciplinary Canadian, US and British consultants. Mr. Avison is an Associate of Cansult and has recently relocated to Canada having previously held the position of Head of Civil Engineering Department for Cansult Abu Dhabi UAE office since Feb 1999. Mr. Avison has particular expertise in the design and construction supervision of water treatment, storage and distribution networks, sewage treatment and sanitary and storm water collection networks. Recent projects undertaken by Mr. Avison have included the design of water, irrigation, sanitary and storm water drainage networks and storage facilities for a 1000 ha industrial area in Al Ain UAE and design of water, sanitary, storm water networks and pumping facilities for a 500 house development in Al Ain UAE.

**Seymore Gan, Project Manager, B.A., C.E.T.**

Mr. Seymore Gan, C.E.T. is a senior drainage designer with Cansult. He has over 25 years experience in the field of storm water management and land development. Mr. Gan is familiar with the requirements for storm water management and drainage. He has completed numerous drainage network designs on both large and small scale projects throughout the GTA.

Complete resumes for these key Transportation and Servicing team members noted above are appended.

**N. Barry Lyon Consultants Limited (NBLC)**

Market Feasibility/Real Estate Economics

**Mark Conway M.C.I.P., R.P.P. P.L.E**

Mark Conway, Partner with N. Barry Lyon Consultants, will provide oversight to ensure that the development concepts and policies are feasible from both a market and financial perspective. NBLC has successfully filled this role on many assignments throughout Canada, acting as a sounding board to planners and designers to test ideas and concepts. NBLC has worked on several avenues and main streets studies for both municipalities and the private sector and are well acquainted with the issues associated with successful developments in these areas. His relevant experience includes the Regent Park Redevelopment Plan for Toronto Community Housing Corporation, Don Mills Centre Redevelopment for Cadillac Fairview, and Keele Street Avenues Study for the City of Toronto.

Mark will review materials and attend meeting at key points throughout the study process and provide input as and when necessary.

## 5. Detailed Work Plan

Work plan tasks and key deliverables for the consulting team are described in detail below, including indications of where Town staff time would be required. In addition to these descriptions, the Work Plan is summarized in Table 1, which includes the task, personnel assigned, staff hours and estimated fee to complete each task. The project steps and tasks have been organized into three broad phases: Phase 1, Data Collection and Review; Phase 2, Urban Design Strategy and Guidelines; and Phase 3, Implementation Strategy and OPA/Zoning By-Law.

### Timeframe

The Project Schedule indicates the timeframe estimated for each step, key milestones and meetings, and the project duration. The study proposes a start-up the week beginning February 5/07 which will include a project initiation meeting with the Steering Committee.

The study process will conclude with the Public Meeting required for the anticipated Official Plan and Zoning By-law amendments by the last week in November in order to meet the deadline of November 30/07. The dates indicated at the beginning of each step in the study process as shown in the Project Schedule indicate the beginning of weeks and activities may occur anytime during any particular week.

### Phase 1: Data Collection and Review

#### Task 1.1: Project Initiation Meeting

The Consulting Team will have an initial meeting with the Town's Steering Committee to refine the project details, objectives and timelines, and obtain available background documents including relevant Provincial, Regional and Town policies, mapping, air photos, studies and projections needed for the project, and contacts for the external agencies and internal Town staff. We will also discuss the need to define the study boundaries. Staff will assist in providing land ownership details and ratepayer group contacts for the study area that may form the basis of the Study Advisory Committee.

#### Task 1.2: Background Information and Review

In addition to local information, sources data will be collected from the adjacent local municipalities as required and the Region of York and reviewed in terms of relevance to the project area and objectives. The background information that is reviewed will be consolidated and analyzed to describe the existing environment, defining preliminary opportunities and constraints, and identifying any significant deficiencies that could impact the project. The background materials will be reviewed by the respective parties to determine data gaps and suggest how these gaps can be filled in order to complete the proposed work program as envisaged.



High density apartment blocks



Strip mall along Steeles Avenue



Viva rapid transit bus, York Region

### **Task 1.3: Land Use Survey**

We will be undertaking a reconnaissance survey of the existing study area and adjacent lands surrounding the area to determine the existing land use fabric in the area and environs and potential future opportunities and constraints for future development and intensification opportunities.

### **Task 1.4: Municipal Experience**

We will also be meeting where necessary with the adjacent municipalities, the Region and other agencies to understand the policy context, development applications, capacity issues regarding community services, etc.

### **Task 1.5: Project Management Meeting**

Team members will review the background data for the existing environment as a team to exchange information, identify issues and prepare for presentations to staff and the public.

### **Task 1.6: Existing Environment**

A summary will be made of the existing environment including the identification of opportunities and constraints. Full use will be made of photographs and analytical diagrams to facilitate understanding and presentation.

### **Task 1.7: Transportation Data Collection and Existing Conditions Analysis**

This task shall involve a detailed roadway facility inventory to identify configurations of key roadways / intersections in the study area, in particular along Yonge Street extending from Steeles Avenue in the south to the Farmer's Market (one property south of Elgin Street) in the north. The inventory would also include configurations of intersecting roadways / junctions along Dudley Avenue (the easterly study area boundary). The most recent annual / daily / hourly turning movement traffic volumes (as made available from the road authorities) would be obtained along with peak and off-peak signal timing schemes for the key Yonge Street intersections within the study area.

The objective of this task would be to establish the most accurate and current "Baseline Traffic Conditions" for preparation of the study area traffic model. The model would be developed using Synchro / SimTraffic (v.6) so that intersection delay, volume to capacity ratios, levels of service and overall corridor progression and performance can be measured. The model would not only be used to determine the existing vehicular capacity, but would also be used to determine the 'Person Capacity' of the Yonge Street corridor through the study area.

### **Task 1.8: Future Baseline Traffic Modeling**

Once the previous task is complete, projections of future traffic flows would be prepared based on available future traffic model projections. Traffic models provided by the Region of York / Town of Markham, City of Vaughan, and the City of Toronto would be obtained and reviewed during this exercise. Further, existing and projected transit modal split data would be obtained for consid-

eration in the future traffic modeling. This modeling exercise would have consideration of the future study area development permissions and the adopted transit-supportive policies of the Region, Cities and Town.

In addition, information regarding future development applications within (and affecting) the study area would be obtained (as made available by the three municipal jurisdictions) in order to fully rationalize future traffic projections. During this task, future land use planning as permitted by the above-noted policies in the study area would be reviewed and assumptions made on the area's currently allowable intensification limits (including redevelopment of existing land uses).

The objective for this task would be to prepare future traffic forecasts and person trips / capacity relationships under the as-of-right development potential including all currently active major development applications (e.g., Yonge / Meadowview development). This model would become the future baseline condition that would assist in determining the acceptability and ability of the existing and planned infrastructure (re: transportation) to accommodate the future redevelopment of the Yonge / Steeles corridor.

### **Task 1.9 Servicing Analysis**

#### *Data Collection*

Upon commencement of the project Cansult will meet with representatives of the Town of Markham, City of Vaughan, City of Toronto and Region of York to obtain As Built information for existing services (water mains, sanitary and storm sewers, storm ponds etc) within and adjacent to the study area and to determine the design basis for the existing infrastructure. Details of known system deficiencies will be obtained from the concerned parties. Design criteria will be agreed with the concerned parties for assessment of the existing systems and for determining upgrading requirements to meet future intensification of the site. Details of existing watercourses within and adjacent to the study area will be obtained from the Conservation Authority.

#### *Evaluation of the existing water system*

We will prepare demand estimates for the proposed development conditions based upon agreed design criteria. Based on the preferred redevelopment scenario for the study area prepared by the Planning Consultant we will undertake a high level analysis of the local distribution system serving the study area. We have assumed that the Region would confirm the capacity of their trunk transmission/ distribution system and would identify any modifications/ upgrades to this system to service the development.

#### *Evaluation of the existing storm and sanitary sewer systems*

We will prepare storm and sanitary sewer flow estimates for the proposed development conditions based upon agreed design criteria. Based on the preferred redevelopment scenario for the study area prepared by the Planning

Consultant we will undertake a high level analysis of the existing collection networks serving the study area. Our scope for the sanitary network will be limited to assessment of local sanitary sewer system within and immediately adjacent to the study area. We have assumed that the Region would confirm the capacity of their trunk sanitary sewer system and would identify any modifications / upgrades to this system to service the development.

#### *Conduct a Stormwater Management Facilities Inspection*

We will conduct a stormwater management facilities inspection within the proposed development catchment area boundary. Based upon the agreed design criteria for the storm sewer system we will prepare an impact analysis of the post development condition and identify possible additions/ retrofits to existing facilities to help mitigate impacts on downstream water courses. Where appropriate the use of green technologies such as rooftop storage, infiltration trenches, etc may be recommended to reduce the impact of the development on downstream water courses. In addition the opportunity to add quality and quantity control facilities will be reviewed.

#### **Task 1.10: Steering Committee Meeting**

A meeting will be held with the Steering Committee to review data collected and analyzed to date, define opportunities and constraints, data gaps, refine study area boundaries as required, and prepare for the public open house.

#### **Task 1.11: Public Open House**

Advertise and prepare for open house meeting with the public to introduce the project and the existing environment, opportunities and constraints. Attend the public open house and follow up with review of comments. Solicit participants for the Study Advisory Committee.

Key Deliverables: A combination of Presentation Panels and/or PowerPoint presentation.

## **Phase 2: Land Use and Urban Design Plan and Guidelines**

### **Task 2.1: Land Use and Urban Design Plan**

#### *2.1.1: Prepare Land Use and Development Concepts*

The planning and urban design/architectural consultants will collaborate to identify mixed use concepts and land uses, building forms and floor areas, densities, orientation of buildings to streets, parks/open space and recreation facilities, parking and vehicular access points, heights and transition areas for the study area that meet the public policy objectives. The concepts will be prepared with consideration for existing and potential development in adjoining municipalities, real estate viability, and transportation and servicing analyses. Plan sketches, diagrams, street sections, and 3-D computer visualization will be used as tools to discuss concepts with the consulting team and Steering Committee.

### ***2.1.2: Real Estate Analysis***

NBLC will work with the consulting team to analyze potential development sites and scenarios to ensure that concepts are well-grounded, realistic, and encourage investment from a financial viewpoint.

### ***2.1.3: Prepare Urban Design Plan and Guidelines***

Once development concepts have been reviewed by the Steering Committee and further refined based on comments, DTAH will proceed with an urban design plan and sectional diagrams to illustrate key aspects including building heights and transition strategies; building massing and form; building frontages, setback/build-to lines and orientations; and location and form of parking lots and access points. The elements of this plan will help to form the basis for the Secondary Plan Amendment and new Zoning By-law.

Urban Design Guidelines will be prepared to supplement the Plan with more detail and reinforce attention to the pedestrian environment. The Guidelines will address aspects including: further definition of built form and massing; streetscape improvements and open space guidelines; building orientation and energy efficiency; street facades, micro-climate, and pedestrian amenities and comfort; mix of uses, especially at grade; mitigation of functional and visual vehicular impacts such as access points and parking.

### ***2.1.4: Report Preparation***

Document the assumptions for the Land Use and Urban Design Strategy and prepare a report for the Urban Design Guidelines.

Key deliverable: Draft Report

## **Task 2.2: Community Services, Recreation and Open Space Study**

### ***2.2.1: Existing Inventory***

The consultants will contact community services providers to obtain information on existing inventory, facilities, capacities and services.

### ***2.2.2: Population Employment Generation***

Based on the draft development concepts population and employment ranges will be generated based on local and regional experience/yields.

### ***2.2.3: Assess Needs/Gaps***

Based on the existing community services and facilities in conjunction with projected population and employment characteristics, the consultants will identify community service, recreation facility and open space needs for the project area and suggest mechanisms for their implementation.

#### ***Task 2.2.4: Alternative Schemes***

Alternative schemes for the provision of parks, open space and recreation facilities within and adjacent to the redevelopment area will be examined. The amount of parks, open space and specific recreation facilities relative to the anticipated population and employment in the study area will be identified in addition to the necessary financial arrangements or other mechanisms to implement these schemes.

#### ***2.2.5: Report Preparation***

Prepare a draft report documenting the study findings and recommendations for community services. The final report will be submitted following circulation of and comment by the Town.

Key Deliverable: Community services, Recreation, and Open Space Report

### **Task 2.3: Transportation Report**

#### ***2.3.1: Impact Assessment – Land Use Alternatives***

Once Phase 1 has been completed, an investigation of land use alternatives within the study area would be undertaken. Critical input from the consultant team (in particular, the Planning consultant, urban designers, and Town Planning staff) would be obtained for this task. The objective would be to determine the preferred land use mix / redevelopment potential along and within the study area with regards to the committed transportation infrastructure improvements plus consideration of what might be feasible beyond what is contained in the road authorities' capital works programs.

This task would include:

- Vehicular and Person-capacity identification along Yonge Street in accordance with the transit-oriented model split targets of the Region, the Cities, and Town;
- Review opportunities and provide mitigation to address future operational difficulties along the corridor (based on Rights-of way, access controls, and/or other transportation constraints). This would also consider potential phasing controls of both future development and/or infrastructure improvements;
- Review potential for dedicated cycling lanes / routes to encourage alternative modes of travel respecting the Town's proposed Master Plan for the study area;
- Review of existing and future transit routes and investigation into future planned improvements including the Region of York's Rapid Transit Corridor along Yonge Street and the opportunity to provide system enhancements having regard for possible community-based shuttles / linkages to major transit services;

- Recommendations for reduced parking standards to encourage higher transit model split and the feasibility of on-street Yonge Street parking to support local ground floor retail uses;
- Review of potential Travel Demand Measures for new office use to support the lower parking standards, and;
- Review of potential traffic infiltration into and through the low-residential developments / neighbourhoods to the east of the study area and recommendations on how best to mitigate these effects through traffic calming measures, development access controls, etc.

Key Deliverable: The culmination of the transportation work tasks would be preparation of a formal study report documenting the methodology, findings and conclusions, plus a complete detailed summary of the study's recommendations. Before the final documentation is prepared, one complete draft report would be prepared and submitted to the Town for staff circulation, review and comment.

#### **Task 2.4: Servicing Report**

##### *Task 2.4.1: Servicing Report Preparation*

###### *Prepare Site Servicing Plan and Report*

Based upon the results of the foregoing, we will prepare an overall high level site services plan for the preferred redevelopment scenario for the study area. This plan will identify services to be retained, abandoned, upgraded and/or replaced and the results will be presented in a brief site servicing report.

###### *Phasing Analysis and Staging Programme*

A site services implementation plan will be prepared for the preferred redevelopment scenario. The plan will allow for phased development of services and will be based on the site servicing plan prepared under the previous task.

Key Deliverable: Servicing Report

#### **Task 2.5 Key Meetings and Reports: Phase 2**

##### *2.5.1: Project Management Meeting*

Team members will review the development concepts, urban design plan and guidelines from their respective disciplines and provide input for refinements prior to presentations to staff and the public.

##### *2.5.2: Steering Committee Meeting*

A meeting will be held with the Steering Committee to review the draft Land Use and Urban Design Plans and preliminary Urban Design Guidelines and to prepare for the public open house. Draft plans may be refined on the basis of staff input and discussion.



#### ***2.5.3: Study Advisory Committee***

Prior to meeting with the public at the Open House a meeting will be held with the Study Advisory Committee to introduce the draft Land Use and Urban Design Plans and preliminary Urban Design Guidelines.

#### ***2.5.4: Open House Meeting***

Advertise and prepare for open house meeting with the public to introduce draft Land Use and Urban Design Plans and preliminary Urban Design Guidelines. Attend the public open house and follow up with review of comments.

Key Deliverables: A combination of Presentation Panels and/or a Powerpoint

#### ***2.5.5: Submit Draft Reports***

This is a milestone for submitting a report for the Draft Land Use & Urban Design Plan and Urban Design Guidelines. The report would be submitted to the Town for review and comment. The following additional background reports would be submitted on or before this milestone: Transportation Report; Servicing Report; and Open Space, Recreation Facilities and Community Services Report.

#### ***2.5.6: Draft Reports Reviewed by Town***

A two-week period has been allotted to allow Town staff adequate time to review the reports and provide comments to the Consulting Team.

#### ***2.5.7: Revise Draft Reports***

Reports would be revised and finalized, based on comments from the Town.

#### ***2.5.8: Submit Final Reports***

This is a milestone for submitting the main Final Report and Background Reports to the Town.

Deliverable: Final Report and Final Background Reports (pdf and one printed copy of each).

### **Phase 3: Implementation Strategy and OPA/Zoning By-Law**

#### **Task 3.1: Prepare Draft on Phasing & Implementation**

Based on the findings and recommendations of the Land Use and Urban Design Strategy, servicing and transportation findings, community services needs, prepare a draft phasing and implementation strategy.

#### **Task 3.2: Review of Phasing & Implementation by Town**

A two-week period has been allotted to allow the Town time to review the Draft Phasing and Implementation Strategy and provide comments to the Consulting Team. It is suggested that this review coincide with that of the Draft Reports.

**Task 3.3: Draft OPA/Zoning By-law**

The Official Plan amendment will be drafted to amend the Thornhill Community Plan for the study area including urban design guidelines, phasing and implementation strategy. In addition, the consultants will make recommendations on detailed land uses and development standards suitable for incorporation into the implementing zoning by-law amendment(s) for the area.

**Task 3.4: Steering Committee Meeting**

The Draft OPA/Zoning By-law will be submitted at this time. A Steering Committee Meeting will be held to present the draft documents and discuss the draft document.

**Task 3.5: Draft OPA/Zoning By-Law Review by Town**

A two-week period has been allotted to allow the Town time to review the Draft OPA/Zoning By-Law and provide comments to the Consulting Team.

**Task 3.6: Revise Draft OPA/Zoning**

Based on the staff meeting and review, the Consulting Team will revise the draft documentation as required.

**Task 3.7: Study Advisory Committee Meeting**

Meet with the Study Advisory Committee prior to the Open House meeting.

**Task 3.8: Open House Meeting**

Advertise and prepare for open house meeting with the public to introduce draft OPA and Zoning By-law standards. Attend the public open house and follow up with review of comments.

**Task 3.9: Revisions to OPA/Zoning By-law**

Prepare revisions and finalize the Official Plan amendment and Zoning By-law standards based on consultations with staff and the public.

**3.10: Public Meeting at Council**

Advertise and prepare for formal Public Meeting at Council for adoption of Official Plan amendment and implementing zoning by-law for the study area. Attend the formal Public Meeting at Council.

Key Deliverable: Official Plan Amendment/Zoning By-law

## Fee Estimate

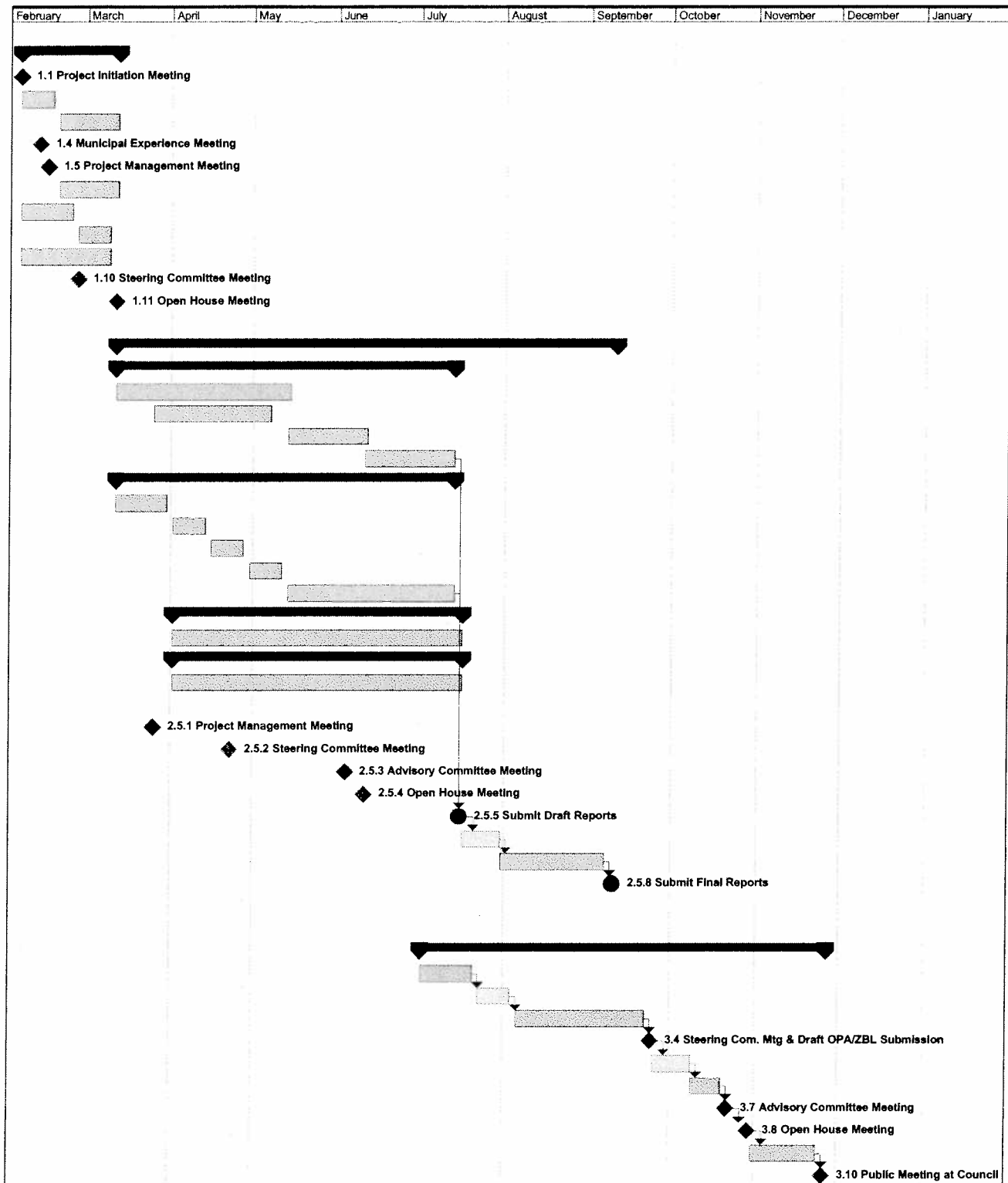
	DTAH						Butler Group Consultants Inc.			
	R. Allsopp	J. Lobko	Diakun / Raymond	Staff	sub-total		D. Butler	S. Keir	sub-total	
	\$150/hr.	\$130/hr.	\$90-100/hr.	\$75/hr.	hours	\$	\$175/hr.	\$130/hr.	hours	\$
<b>Phase 1: Data Collection and Review</b>										
1.1 Project Initiation Meeting	3	3	3		9	\$1,140	3		3	\$525
1.2 Background Information and Review			24		24	\$2,400	2	6	8	\$1,130
1.3 Land Use Survey	1	1	16		18	\$1,880	2	2	4	\$610
1.4 Municipal Experience	4		4		8	\$1,000	4	4	8	\$1,220
1.5 Project Management Meeting	4	4	4		12	\$1,520	4		4	\$700
1.6 Existing Environment		1	20	12	33	\$3,030	4	4	8	\$1,220
1.7 Transportation Data Collection and Existing Conditions Analysis										
1.8 Future Baseline Traffic Modeling										
1.9 Servicing Analysis										
1.10 Steering Committee Meeting	4	4	4		12	\$1,520	4	4	8	\$1,220
1.11 Public Open House	8	4	20	24	56	\$5,520	6	6	12	\$1,830
<b>sub-total</b>	<b>24</b>	<b>17</b>	<b>95</b>	<b>36</b>	<b>172</b>	<b>\$18,010</b>	<b>29</b>	<b>28</b>	<b>55</b>	<b>\$8,455.00</b>
<b>Phase 2: Land Use and Urban Design Plan Guidelines</b>										
2.1 Land Use and Urban Design Plan										
2.1.1 Prepare Development Concepts	12	8	60	20	100	\$10,340	5	8	13	\$1,915
2.1.2 Real Estate Analysis										
2.1.3 Prepare Urban Design Plan/Guidelines	4	4	20		28	\$3,120				
2.1.4 Report Preparation	8	4	80	80	172	\$15,720	4	4	8	\$1,220
2.2 Community Services Study										
2.2.1 Existing Inventory							1	7	8	\$1,085
2.2.2 Population/Employment Generation							2	4	6	\$870
2.2.3 Assess Needs/Gaps							2	4	6	\$870
2.2.4 Alternative Schemes							2	4	6	\$870
2.2.5 Report Preparation							3	8	11	\$1,565
2.3 Transportation Report/Impact Assessment										
2.4 Servicing Report										
2.5 Key Meetings and Reports: Phase 2										
2.5.1 Project Management Meeting 3/26	4		4		8	\$1,000	4		4	\$700
2.5.2 Steering Committee Meeting 4/23	4	4	4		12	\$1,520	4	4	8	\$1,220
2.5.3 Meet with Study Advisory Committee 6/4	4		4		8	\$1,000	4	4	8	\$1,220
2.5.4 Open House Meeting 6/11	8	4	40	40	92	\$8,720	4	4	8	\$1,220
2.5.5 Revise Draft Report	2	2	20	16	40	\$3,780				
<b>sub-total</b>	<b>46</b>	<b>26</b>	<b>232</b>	<b>156</b>	<b>480</b>	<b>\$45,180</b>	<b>35</b>	<b>51</b>	<b>86</b>	<b>\$12,755</b>
<b>Phase 3: Implementation Strategy &amp; OPA/Zoning By-Law</b>										
3.1 Draft Report: Phasing and Implementation							3	10	13	\$1,825
3.2 Review of Phasing and Implementation by Town							3	10	13	\$1,825
3.3 Draft OPA/Zoning							4	6	10	\$1,480
3.4 Steering Committee Meeting and Draft OPA/ZBL Submission							4	6	10	\$1,480
3.5 Review of Draft OPA/ZBL by Town							4	4	8	\$1,220
3.6 Revise Draft OPA/ZBL							6	10	16	\$2,350
3.7 Study Advisory Committee Meeting							1	2	3	\$435
3.8 Open House Meeting							4	4	8	\$1,220
3.9 OPA/ZBL Revisions							29	52	81	\$11,835
3.10 Public Meeting at Council										
<b>sub-total</b>										
<b>Firm sub-total hours/fees</b>	<b>70</b>	<b>43</b>	<b>327</b>	<b>192</b>	<b>632</b>	<b>\$63,190</b>	<b>64</b>	<b>129</b>	<b>222</b>	<b>\$33,045</b>

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## 6. Project Schedule

Task Name
<b>Phase 1 Data Collection and Review</b>
1.1 Project Initiation Meeting
1.2 Background Information and Review
1.3 Land Use Survey
1.4 Municipal Experience Meeting
1.5 Project Management Meeting
1.6 Existing Environment
1.7 Transportation Data Collection & Analysis
1.8 Future Baseline Traffic Modelling
1.9 Servicing Analysis
1.10 Steering Committee Meeting
1.11 Open House Meeting
<b>Phase 2 Land Use &amp; Urban Design Plan &amp; Guidelines</b>
<b>2.1 Land Use and Urban Design Plan</b>
2.1.1 Prepare Development Concepts
2.1.2 Real Estate Analysis
2.1.3 Prepare Urban Design Plan/Guidelines
2.1.4 Report Preparation
<b>2.2 Community Services Study</b>
2.2.1 Existing Inventory
2.2.2 Population/Employment Generation
2.2.3 Assess Needs/Gaps
2.2.4 Alternative Schemes
2.2.5 Report Preparation
<b>2.3 Transportation Report</b>
2.3.1 Transportation Impact Assessment
<b>2.4 Servicing Report</b>
2.4.1 Servicing Report Preparation
<b>2.5 Key Meetings &amp; Reports Phase 2</b>
2.5.1 Project Management Meeting
2.5.2 Steering Committee Meeting
2.5.3 Advisory Committee Meeting
2.5.4 Open House Meeting
2.5.5 Submit Draft Reports
2.5.6 Draft Reports Review by Town
2.5.7 Revise Draft Reports
2.5.8 Submit Final Reports
<b>Phase 3 Implementation Strategy &amp; OPA/Zoning By-Law</b>
3.1 Prepare draft on Phasing & Implementation
3.2 Review of Phasing & Implementation by Town
3.3 Draft OPA/Zoning
3.4 Steering Com. Mtg & Draft OPA/ZBL Submission
3.5 Draft OPA/ZBL Review by Town
3.6 Revise Draft OPA/Zoning
3.7 Advisory Committee Meeting
3.8 Open House Meeting
3.9 Revisions to OPA/ZBL
3.10 Public Meeting at Council

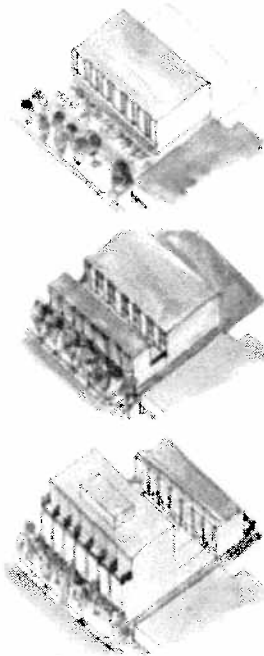
2007



## 7&8. Team Experience

### Municipal Experience

Working in complex municipal environments is what we do. Our recent experience balancing the wants and needs of various departments, agencies, and levels of government includes the Dundas Street West Avenues Study, Brampton Downtown Urban Design Study, Wilson Avenue Revitalization Study, Fort York Neighbourhood Public Realm Plan, West Don Lands Precinct Plan, Gardiner East Dismantling, Gardiner-Lakeshore Corridor Reconfiguration study, Front Street Extension study, and Gooderham and Worts Distillery Plan. Having had key involvement in the development of the National Capital for the past 25 years has also given us abundant experience working with multiple national, regional, and municipal departments and agencies in an urban context.

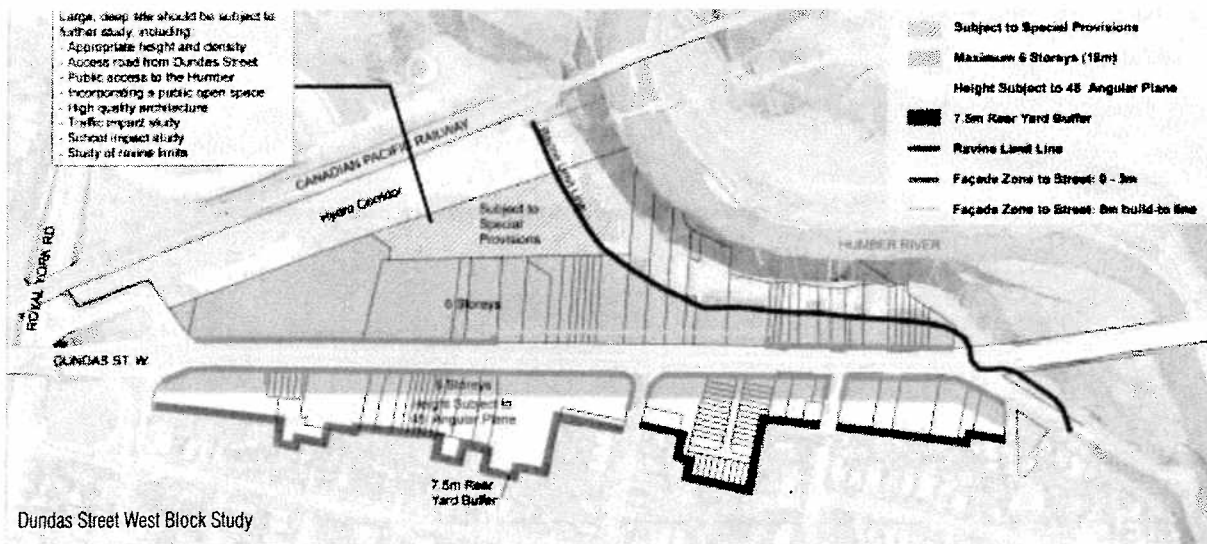


Studies for adapting a strip plaza typology to an urban street edge, for Dundas Street West Avenues Study

### DTAH: Relevant Projects

#### Dundas Street West Avenues Study

DTAH recently collaborated with Joe Lobko to complete the Dundas Street West Avenue Study, for a 1km., 10 ha. study area similar in size and scope to the Yonge-Steeles Corridor Study. The City of Toronto's new Official Plan identified Dundas Street West between the Humber River and Royal York Road as an "Avenue" – an area in transition that is in need of updated zoning and reurbanization. The purpose of this urban design study was to explore ways to facilitate this street's transformation from an arterial corridor characterized by strip development towards a vibrant, urban mixed-use corridor with an enhanced streetscape and appropriate, high quality developments and greater predictability for residents.



This study involved analysis of existing spatial characteristics and transportation, an intensive public consultation process, development of built form and streetscape options for key sites using 3D computer modelling and fly throughs, and recommendations and guidelines.

Date of completion: Summer 2005

Client: City of Toronto, David Oikawa, 416-394-8219

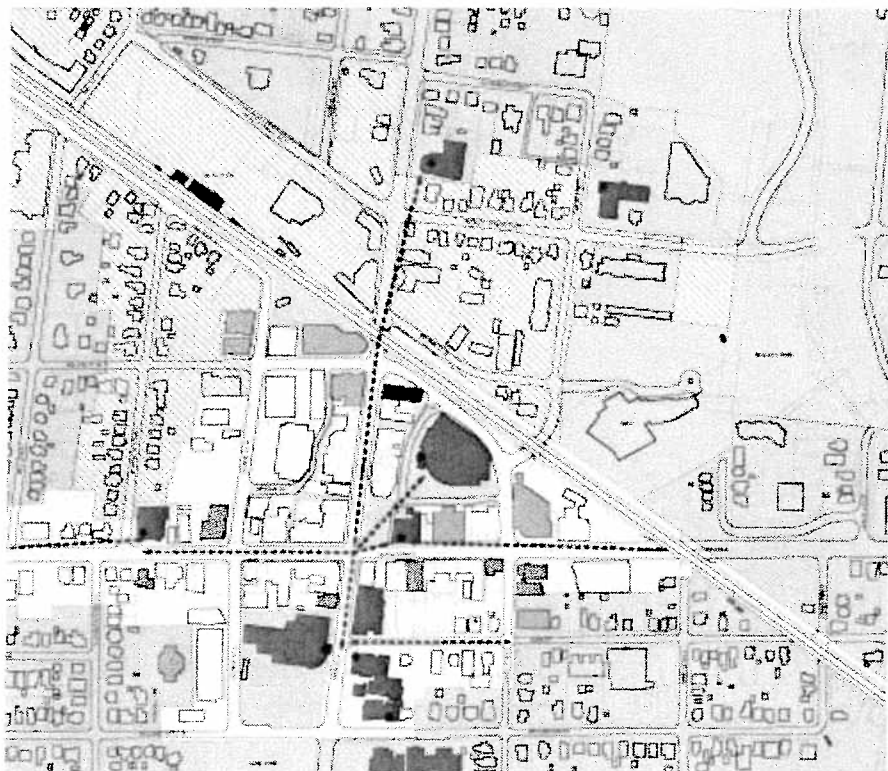
#### **Brampton Downtown Urban Design Study:**

##### **Built Form Controls for New Development**

The City of Brampton planning and urban design staff are in the process of working towards a comprehensive Zoning By-law update, Secondary Plan review, and eventual drafting of Urban Design Guidelines for the downtown area in order to better control intensive development pressures and city expansion. In working with city staff, Joe Lobko Architect Inc. (now joined with DTAH) developed the Built Form Controls for New Development that translates the existing Visioning Study into key recommendations for specific character areas, including built form controls, potential development yields and other related matters, that will form the basis for the updated zoning framework. With the Queen St. Corridor Study in Brampton, Joe Lobko is continuing to develop urban design and built form guidelines for Brampton's downtown.

Date of Completion: ongoing

Client: City of Brampton, Alex Taranu, Manager, 905-874-3454



Brampton Downtown Urban Design  
Study: Existing Conditions Analysis  
Study



### **Railway Lands Blocks 32 and 36 Development Strategy**

DTAH were the prime consultants for a multidisciplinary team, with NBLC as market and financial consultants, for the Railway Lands Blocks 32 and 36 Development Strategy. Completed in 2006, the strategy provides a "road map" for the development of a socially and environmentally sustainable community on this significant city-owned property next to Fort York. The study addresses a number of significant issues: heritage, archaeology, soil remediation, servicing, transportation, building massing, open space, and environmental sustainability issues.

Two stakeholder consultations resulted in the preferred massing, which is a balance between built form and open space that recognizes the heritage and recreational value of the setting. The design seizes opportunities to reveal and interpret the history of the Fort, and to link to neighbouring communities and the waterfront. The report includes a phasing schedule and implementation strategy. The project is the recipient of a 2006 Award for Planning Excellence from the Canadian Institute of Planners. This project won an Award for Planning Excellence from the Canadian Institute of Planners.

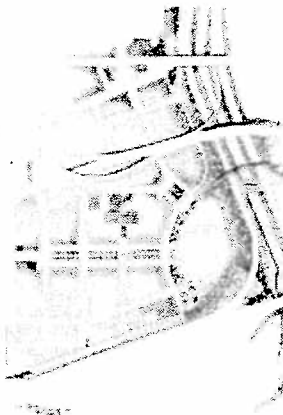
Date of Completion: 2006

Client: Toronto Community Housing Corporation

Peter Zimmerman, Housing Development Manager, 416-981-4404



Railway Lands Blocks 32 + 36 Development Strategy



West Don Lands Precinct Plan

## West Don Lands Precinct Plan / West Don Lands Block Plan and Design Guidelines

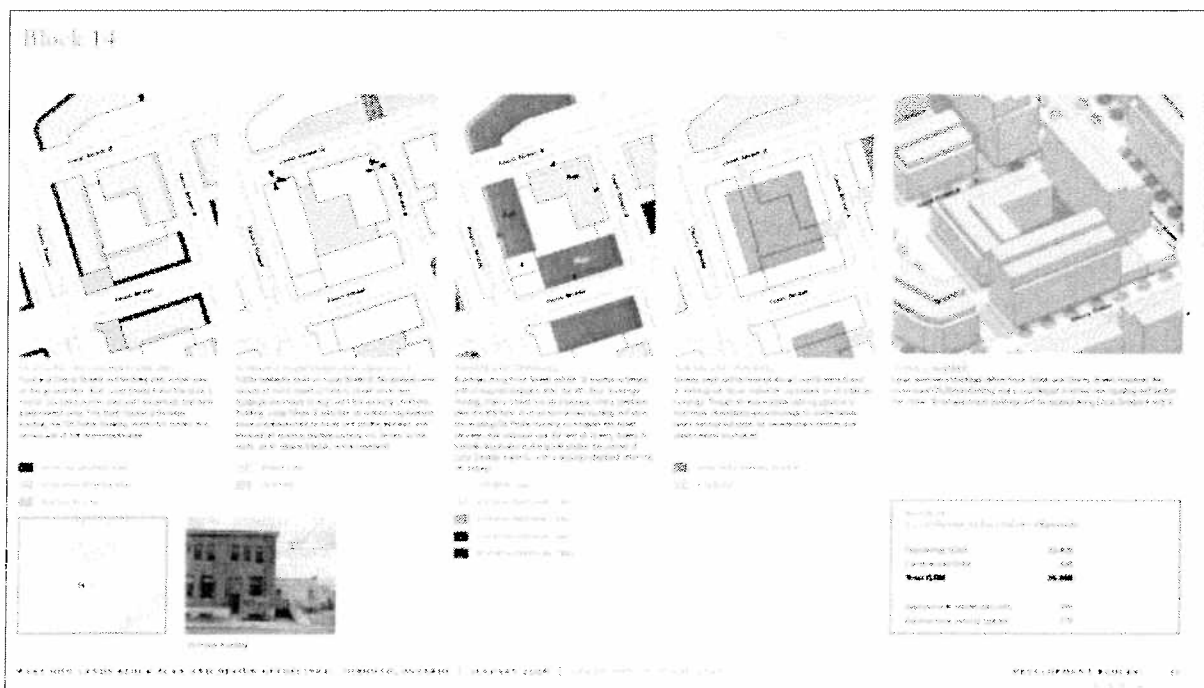
DTAH were the public space consultants and Joe Lobko Architect Inc. (now joined with DTAH) was the local urban design consultant for the 2004 West Don Lands Precinct Plan to redevelop a 52 ha brownfield into a mixed use precinct on the east shoulder of Toronto's downtown. This former industrial site will provide 6,000 residential units and a wide range of live/work, commercial, retail, and employment space.

In 2006, Joe Lobko Architect Inc. completed on the West Don Lands Block Plan and Design Guidelines (with a consultant team led by Urban Design Associates), the result of which are detailed built-form guidelines to guide developers building in this new, predominantly mid-rise neighbourhood. The primary concern of the Block Plan and Design Guidelines is the interplay of building and street in the creation and animation of the public realm. General principles of height and massing, the distribution of uses, and scale and character of the buildings' facades defining the public right-of-ways, and the nature of those right-of-ways themselves are all outlined in this document.

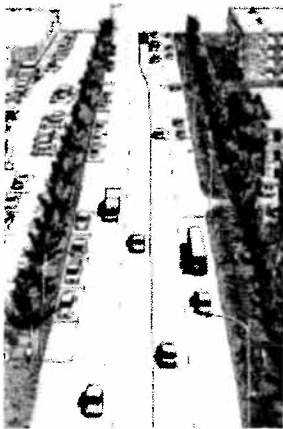
Date of Completion: 2004/2006

Client: Toronto Waterfront Revitalization Corporation

Chris Glasiek, Vice-President, Planning and Design, 416-214-1344



West Don Lands Block Plan and Design Guidelines, Development Block 14, incorporating a heritage structure

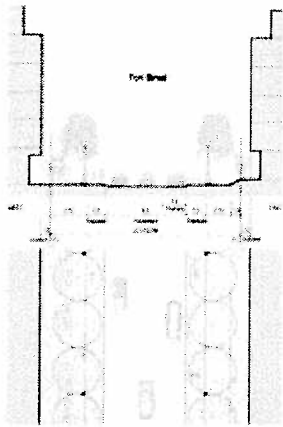


Wilson Avenue Revitalization Study

### **Wilson Avenue Revitalization Study**

DTAH were part of the urban design team for this 2001 Avenue study which identifies and evaluates opportunities for revitalizing Wilson Avenue between Keele and Bathurst Streets. The study concluded that because of stability of the area, and lot and ownership patterns, change will occur in small increments over the long term. Recommendations therefore focused on guidelines for small scale incremental redevelopment; short and long term rationalization of parking and access; public realm improvements; and the establishment of a BIA to coordinate promotion, raise the standards of the public street design, and encourage private maintenance.

The study included an extensive public consultation process and City departmental coordination.



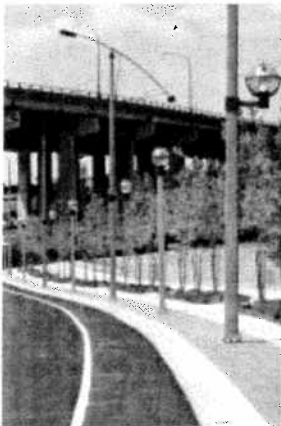
Fort York Neighbourhood Public Realm Plan

### **Fort York Neighbourhood Public Realm Plan / Fort York Boulevard**

DTAH recently completed the Public Realm Plan and Architectural Guidelines for the Fort York Neighbourhood, on a brownfield site adjoining the Fort York National Heritage Site. The comprehensive plan and guidelines were prepared through a collaboration of the three major land owners and the City of Toronto.

The Plan promotes the design of streets in the new neighbourhood from three perspectives: as public spaces with a strong sense of spatial enclosure, which meet the appropriate engineering standards and which support a wide range of social/recreational activities. This study received an Award of Excellence in Planning/Urban Community Design from the Ontario Professional Planners Institute.

DTAH also designed and implemented the streetscape for Fort York Boulevard, a new street on the edge of the redevelopment site, designed to enhance the visibility and public presence of the historic fort, as well as to provide a new vehicular, cycle, and pedestrian connection to the waterfront.

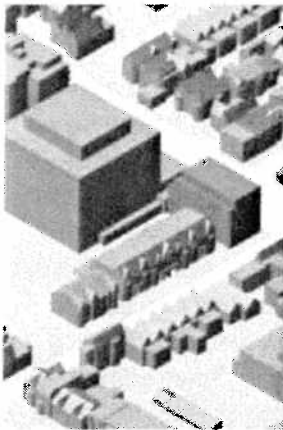


Fort York Boulevard following construction

### **OMB Hearing for 121 Avenue Road, Toronto**

#### **Urban Design Expert Witness Testimony**

Joe Lobko and David Butler provided expert witness testimony relating to urban design considerations of a proposed mixed-use development at 121 Avenue Road at Webster Avenue. The site, once the home of a church destroyed by fire in 1995, forms the transition between the busy, urban Avenue Road and associated high-density commercial uses and a stable, low-rise, historically significant residential neighbourhood. Having previously been subdivided in order to accommodate a row of townhouses, the narrowness of the remaining corner lot poses significant development and design challenges in order for it to be intensified, including the environmental impact of any development on the adjacent townhouses and long-term care facility, and the accommodation of servicing/parking within the depth of the lot.

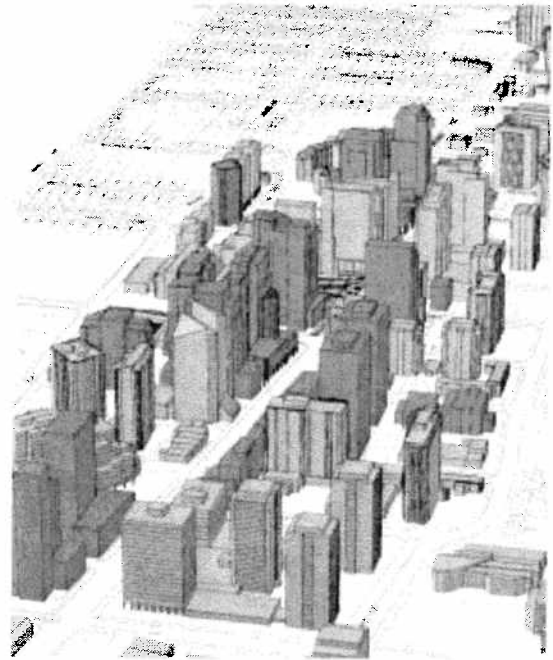


Community Council  
Recommendation for 121 Avenue  
Road OMB Hearing

Lobko and Butler successfully defended a scheme that provides a 6-storey street wall appropriate to Avenue Road while transitioning in height towards the existing neighbourhood.

### **North York City Centre Urban Design**

The Yonge-Steeles corridor has a character to that of the North York City Centre 20 years ago, but without the subway. DTAH were the prime consultants for this pre-amalgamation, Secondary O.P. study which sets out comprehensive guidelines and policies for the consolidation of the Uptown and Downtown areas of the City Centre (completed in 1996; 1998 OPPI Professional Merit Award). The guidelines focused primarily on shaping and ordering the public



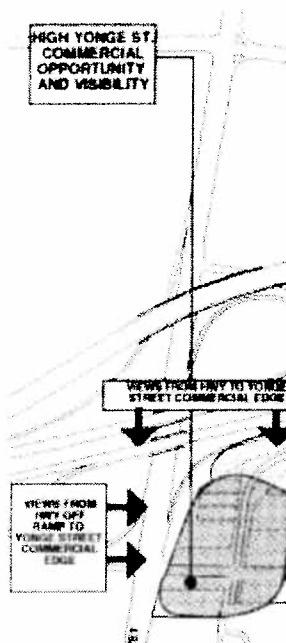
North York City Centre Urban Design

realm, centred on Yonge Street - the streets, linear parks and small urban spaces; and the definition of transitions between the Centre and neighbouring low-density residential areas. Policies were developed through an extensive consultative process including a series of workshops involving municipal staff and politicians, developers, local business, and resident association representatives.

The study included an elaborate 3D digital massing model, developed for use by the City's Planning Department, and the study report included an implementation section which transformed the urban design recommendations into the language of the new Official Plan.

### **Langstaff Urban Design Study**

Joe Lobko, David Butler, and Cansult collaborated on the Langstaff Urban Design Study commissioned by the Town of Markham. The study was to examine the potential for re-developing 141 acres of underutilized industrial and residential lands located adjacent to the proposed new Highway 407, between Yonge St. and Bayview Ave. The lands were bisected by a rail line leading to a Go Station, located just north of the study area. Lands west of the rail line are proposed for commercial uses and lands east of the rail line are proposed to be redeveloped for residential use accommodating approximately 2500 housing units.



Langstaff Opportunities Site Plan



Thornhill City Centre  
Traffic Impact Assessment

## Subconsultants: Relevant Projects

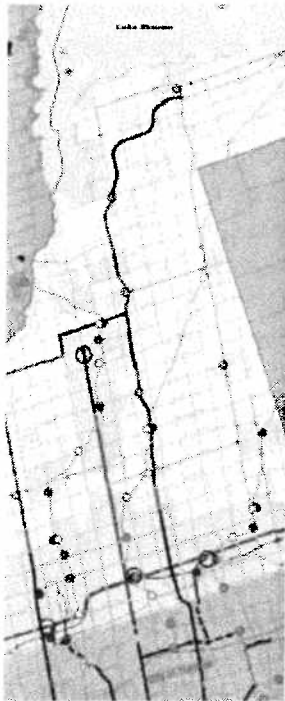
### The David Butler Group Consultants Inc.

The Butler Group Consultants Inc. has over 30 years of professional planning experience with both the public and private sectors. David has been retained by a variety of government agencies to conduct land use and policy studies. These include: Langstaff Land Use Study (2006), the Bolton South Albion Secondary Plan Review (ongoing), Peer Review for First Professional for the Town of Aurora (2004), Peer Review of Markham Centre Development (Ruland) 2003, 14th Avenue Land Use Study (2001), 14th Avenue Land Use Study (2000), the Langstaff Development and Feasibility and Urban Design Study (1995), the Ministry of Municipal Affairs Overview Study for South Etobicoke (1991), Bolton Core Area Land Use Study (1991), Region of York Industry on Private Services (1991), City of Etobicoke Rexdale Industrial Study (1991), the Kennedy Road Land Use Study (1988), City of Vaughan (Woodbridge Core Area) Official Plan Review (1985), Centre Street Land Use Study 1986, Highway #7 Land Use Study (1990). Most of these assignments involved the establishment of public participation programs as part of the studies, and resulted in successful Official Plan Amendments being adopted by the respective Municipalities and approved by the Province.

More recently, David has been involved in assessing residential intensification opportunities on main streets in several municipalities. These include a number of OMB hearings where David was retained by the City of Toronto to provide evidence on streetscape, built form provisions, height, 45 degree angular plane and compatibility with adjacent low density neighbourhoods. David and Susan were retained in 2006 to conduct a land use study by the Town of Richmond Hill in order to prepare a precinct plan and zoning by-law on lands surrounding the Town's new Performing Arts Centre on Yonge Street. David also was retained by the Town to negotiate a settlement with a developer on a controversial infill project located on Yonge Street, north of Major Mackenzie Drive. David has also been retained by several ratepayer groups in the City of Toronto and has successfully negotiated a number of mid-rise infill projects thus avoiding OMB hearings. Currently, David and Susan are preparing a pre Avenues Study for a segment of Lake Shore Blvd. in the New Toronto Community as part of a private residential intensification project.

### Cansult Limited

Cansult Limited (an affiliate of UMA Engineering Ltd.) currently operates an office in Markham and is very familiar with the Town of Markham's staff and development processes. Cansult has prepared numerous studies of a similar nature to the Yonge – Steeles study, including working with Joe Lobko and David Butler on the Langstaff Secondary Plan in the Town of Markham. Cansult has also worked closely with City of Vaughan and the City of Toronto, and is currently engaged by the Region of York assisting with their



York Region Transportation Master Plan

Transportation Master Plan Update (Cansult also previously led the Region's Transportation Master Plan study).

We have previously worked for the City of Vaughan developing the roadway and transit system for the proposed Vaughan Corporate Centre. We have also recently worked for the City of Toronto, preparing the Don Valley Corridor study and the City of Toronto Downtown Parking Study – two important and relevant assignments that will aid us in liaison with appropriate City staff as well as providing a unique insight into parking demand trends that might be adapted to the Yonge / Steeles Corridor study area.

#### **N. Barry Lyon Consultants Limited (NBLC)**

Mark Conway has broad experience with many relevant assignments, ranging from market and financial plans, to feasibility studies, to secondary plans and corridor-type studies. Mark Conway and NBLC bring a unique perspective and understanding of not only the financial and market side of a development but also the design and approval aspects that can also impact heavily the viability of real estate developments. His experience with similar projects includes:

- The Interchange Residential Feasibility Study – Vaughan
- Norfolk County Growth Management Plan
- Regent Park, Financial Plan Toronto Community Housing
- Cadillac Fairview; Redevelopment Analysis-Don Mills S.C.
- Keele Street Avenues Study; City of Toronto
- Toronto Bus Terminal Feasibility Study – TEDCO
- Concert Properties; Site Analysis and Investment Strategy
- Town of Innisfil Growth Management Study
- Fram Slokker, Development Analysis; Collingwood
- Port Stanley Real Estate Management Plan; County of Elgin
- Anglican Church of Canada; Highest and Best Use Study
- Hamlet of Glen Williams Secondary Plan; Town of Halton Hills
- Fung Commission; Business Plan Development, City of Toronto
- Downsview Park, Market Feasibility Study
- Princess Margaret Hospital Land Disposition Analysis; City of Toronto



Vaughan Corporate Centre



Mississauga Downtown  
Framework Plan



Ministry of Transportation  
Headquarters Study, St. Catharines

## Team Expertise

We are a team of highly skilled professionals: Robert Allsopp, Joe Lobko, Donna Diakun, and Brent Raymond from du Toit Allsopp Hillier; David Butler and Susan Keir from The David Butler Group Consultants Inc.; George Horning, James Bacchus, Abraham Mensah, Brian Larkin, Seymore Gan, and Bryan Avison from Cansult Limited; and Mark Conway of N. Barry Lyon Consultants Limited. DTAH has successfully worked with each team member before on similar projects. We are enthusiastic to apply recent insights from our work on the Dundas Street West Avenues Study, Toronto's central waterfront, and the West Don Lands neighbourhood, into urban design, planning, transportation, servicing, and public facilitation on this project.

### Urban Design

du Toit Allsopp Hillier's expertise is in urban design, landscape architecture, and architecture. Our disciplinary mix of architects, planners, and landscape architects has provided us with the skills to complete a large body of urban design work, from numerous central area revitalization plans, neighbourhood plans, streetscape designs, and university campus plans, to design guidelines for the nation's capital. The staff and seven partners (25 in all) share a profound concern for urban design that is reflected in all their work from master planning through architectural and landscape design and construction.

Joe Lobko's expertise is in architecture, urban design, and public communication skills. He has significant urban design experience, including neighbourhood plans and design charrettes. His architectural work is characterized by its sensitivity to and celebration of its urban context, with a particular focus on community-oriented work, such as artist's live-work studios, child-care facilities, and community housing.

### Land Use Planning / Real Estate / Retail Corridor Experience

Robert Allsopp is a Registered Professional Planner with a solid understanding of land use issues. The Butler Group are exceptional land use planners with extensive municipal experience.

NBLC has broad experience in market research, financial analysis, feasibility studies and development management. Mark Conway is Partner at NBLC and a registered Professional Planner who will help guide the design team to ensure that concepts are well grounded, realistic and encourage investment from a financial viewpoint.

Retail corridor experience includes the following projects:

- The Wilson Avenue Revitalization Study dealt with the intensification of an Avenue that has retail formats ranging from big box stores to small independents within strip malls.
- The North York City Centre Urban Design study focused on the public



Gordon-Norfolk Street Environmental Assessment, Guelph

realm along Yonge Street and development incentives to concentrate retail within the larger corridor.

- A component of the current Brampton Central Area Plan Review is exploring ways to revitalize Queen Street by replacing its strip malls and car lots with street-related, pedestrian-friendly, economically viable development.
- The Highway 7 Corridor Land Use and Transit Strategy and the Highway 7 Land Use Futures Study illustrate a suburban regional road (Highway 7) with strip commercial development evolving over time into an urban, transit-supportive avenue.
- One key objective of the Sussex Heritage Courtyards Urban Design Study, in Ottawa, is to encourage an appropriate mix of retailers to increase the attraction of the courtyards as destinations.
- DTAH/ du Toit Architects Limited has been involved with the owners for the past eight years in the planning, design, and construction of the revitalization of Old York Lane, a pedestrian lane in Yorkville lined with high-end retail and restaurants.
- du Toit Architects Limited is responsible for the design and construction of King's Court Condominiums, at King and Sherbourne Streets, including grade-related retail spaces that will contribute to the existing retail corridor of King Street.
- du Toit Architects Limited was responsible for the design and construction of Edinburgh Marketplace, in Guelph, a shopping centre on an arterial street that is a hybrid of conventional strip commercial and street-related retail.

Central Waterfront Innovative Design Competition - View of Queen's Quay Blvd. at Simcoe St.







Stakeholder Consultation for Railway Lands Blocks 32 + 36 Development Strategy



Gardiner / Lake Shore Corridor Study, Toronto

## Transportation

Urban design related to transportation planning is one of DTAH's foci, with considerable experience in the design of streets and highways, transit corridors, and bridges. Projects in addition to aforementioned above include the Spadina LRT Urban Design Guidelines, the Ottawa Confederation Boulevard, the Guelph Gordon-Norfolk Streets Environmental Assessment and Ottawa LRT study.

## Public Consultation/ Design Charrettes

Public consultation and design charrettes are important aspects of our design approach and integral components of almost every project we do, so we are skilled at organizing and facilitating committee meetings, public meetings, open houses, large-scale charrettes, and small-scale workshops. Design charrettes have been particularly successful tools for the following projects and studies:

- Wilson Avenue Revitalization Study
- North York City Centre Urban Design
- Sussex Heritage Courtyards Urban Design Study
- West Don Lands Precinct Plan

From experience, our team promotes an open and well-publicized approach to public consultation, ideally in combination with a web site as a supplementary public information resource. It is also important to build a Local Advisory Committee whose members can commit to attending all meetings, and participate fully throughout the consultation process. One key to a successful charrette is constructive, unbiased facilitation of small working groups. All of our team members are adept with critical, creative thinking, and the ability to translate ideas into sketches on paper. Additionally, we have the skills and technical capability to translate stakeholder feedback into 3-D computer modelled alternatives during the charrette itself.

## **9. Commitment of Project Manager**

All of the following key team members outlined in the previous sections, including Robert Allsopp, the Project Manager, have committed to being available for this project. Availability has been confirmed by current workload forecasts. Robert Allsopp will attend all key meetings, and both he and Joe Lobko will oversee the urban design as the Principals working on the project. Their time commitments are outlined on the work plan chart.

## **10. Total Upset Fee**

The total upset fee for this project as proposed by our team is \$149, 979. The fee proposal was developed based on our professional understanding of the tasks as outlined in the RFP and described in more detail in our Work Plan. If the Scope of Work changes, these fees will need revision.

## 11. Hourly Fee Schedule

<b>Firm Name</b>	<b>Name</b>	<b>Hourly Rate</b>
<b>DTAH</b>	Robert Allsopp	\$150
	Joe Lobko	\$130
	Brent Raymond	\$100
	Donna Diakun	\$90
	Staff	\$75
<b>Butler Group</b>	David Butler	\$175
	Susan Keir	\$130
<b>Cansult</b>	George Horning	\$175
	James Bacchus	\$130
	Abraham Mensah	\$100
	Brian Larkin	\$160
	Bryan Avison	\$160
	Seymore Gan	\$110
	Staff (RV)	\$70
	Admin	\$50

All of the above rates are exclusive of GST.

## **12. Quality Assurance Program**

Controlling costs and schedule while achieving high standards of quality are critical for projects of this nature. DTAH has found that direct involvement by the Partner-in-Charge/ Project Manager in design and production is the key to achieving budget, schedule and quality targets. We will fully utilize our in-house expertise and those of our sub-consultants in providing design solutions.

Partners from both The Butler Group Consultants Inc., and NBLC are involved in this project and committed to achieving high standard results. Cansult insists on quality control equivalent to the standards of ISO 9000 system of quality assurance on all stages of a project.

## **13. Project Management Plan**

The Project Manager will have overall responsibility for costs and schedule working closely with the project teams and town representatives.

By completing the project in a focused manner and finishing by the end of November, the process will remain efficient, with all parties' attention engaged. Regular progress reports at meetings with Town staff will keep track of outstanding issues and up coming deliverables.

The role of DTAH's project manager will be important to work behind the scenes with the Town's project manager and plan effectively. Meetings with Town staff should be focused, with appropriate people in attendance, having adequate experience for the type of decision-making required for a corridor study. Another strategy for cost control is to minimize the number of meetings to essential, productive sessions. We have found that evaluating a project's completion status at regular milestones is an effective way to ensure that priorities are addressed and deliverables achieved. The team has experience managing shifting priorities for example due to unforeseen community concerns, the team would work with the Town to evaluate priorities on an ongoing basis.

To keep on schedule, it will be important for the consultant team and Town to work together to ensure adequate time for review and for making any changes before deliverable due dates.

Due to the multidisciplinary nature of the firm, and the flexibility of its organizational structure, any staffing and resource planning concerns can be dealt with swiftly and successfully to ensure project continuity and timing of deliverables.

## **14. Consultant's Health and Safety Policy**

DTAH adheres to policies outlined in the Ontario Occupational Health and Safety Act complying and strongly endorsing the Workplace Safety and Insurance Board Regulations. Our firm number is 250251EW. We also have a fully trained and recently updated Safety Officer on the premises with First Aid equipment visible and up-to-date.

## **15. Appendices**

### **Additional Team Materials and Resumes**

## CORPORATE PROFILE

du Toit Allsopp Hillier, planners, urban designers and landscape architects, have been offering a unique mix of interdisciplinary services since 1975 to institutions, federal and provincial government agencies, municipalities, developers, and corporations.

The group has established a solid reputation for providing insightful design solutions to often complex problems based upon thorough situational analyses. Its continuing success is evident in the number of design awards won over the years and the number of clients who return repeatedly with further commissions.

The experience and backgrounds of the staff, associates, and seven partners are complementary yet overlapping. All share a profound concern for urban design that is reflected in all their work from early feasibility studies and master planning through to design development and construction.

Projects range in size from the very small to the very large and are located throughout Ontario as well as in British Columbia, Alberta, Saskatchewan, Manitoba, Nova Scotia, Newfoundland, and the United States.

Areas of specialty include community planning, urban design, street design; transportation design; bridge design; renovation/restoration; and facilities for residential, educational, institutional, recreational and commercial/retail uses.

## ORGANIZATION

By keeping the office at a comfortable size, with a staff between twenty and twenty-five, the group is able to maintain consistently high standards. Each project is under the direction of a partner-in-charge. In addition, a project manager, usually a professionally registered Associate, is responsible throughout the duration of a project-from initial feasibility to design development and final stages of implementation – coordinating other team members as their services are required.

The firm's technical and managerial capabilities are complemented by the services of consultant engineers, quantity surveyors, specification writers, and other consultants.

## SERVICES

- Master Plans
- Urban Design Guidelines
- Feasibility Studies
- Site Analysis
- Design
- Cost Estimates
- Working Drawings
- Specifications
- Contract Administration
- Site Inspection

## DISCIPLINES

- Urban Design
- Landscape Architecture
- Planning

## DESIGN AWARDS

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### LANDSCAPE ARCHITECTURE

**Canadian Society of Landscape Architects**, Regional Honour Award,  
for University of Ontario Institute of Technology / Durham College, 2006

**City of Toronto Architecture and Urban Design Awards**, Award of Excellence Visions  
and Master Plans  
for West Don Lands Precinct Plan, 2005

**Canadian Society of Landscape Architects**, National Merit and Regional Honour  
for Fort York and Garrison Common Open Space Plan, 2002

**Belleville Heritage Design Award**,  
for Market Square, Belleville, Ontario 1997

**Canadian Society of Landscape Architects**, Regional Merit Award,  
for Spadina LRT Streetscape Design, Toronto, 1993

**Canadian Society of Landscape Architects**, National and Regional Merit,  
for Parc Urba Forum Nord, Barcelona, Spain, 1991

**Canadian Society of Landscape Architects**, National and Regional Merit,  
for Capital Commemorations, National Capital, 1991

**Canadian Society of Landscape Architects**, Honours Award,  
for Phase One of Confederation Boulevard (National Capital Commission), 1990

**Canadian Society of Landscape Architects**, National Citation and Regional Merit,  
for Gardiner/Lake Shore Corridor Study, Toronto, 1989

**Ontario Association of Landscape Architects**, Honour Award,  
for Downtown Burlington Streetscape Plan, 1982

**Mississauga Urban Design Awards**, Public Works Award,  
for Burnhamthorpe Road, Mississauga, 1982

### URBAN DESIGN & PLANNING

**Canadian Institute of Planners**, Award for Planning Excellence in the category of  
Housing, for Railway Lands Blocks 32 + 36 Development Strategy, 2006

**City of Toronto Architecture and Urban Design Awards**, Award of Excellence  
Visions and Master Plans(Urban Design/Planning) for West Don Lands Precinct Plan, 2005

**City of Toronto Architecture and Urban Design Awards**, Honourable Mention  
Visions and Master Plans(Urban Design/Planning) for Fort York Neighbourhood Public  
Realm Plan, 2005

**Ontario Professional Planners Institute**, Excellence in Planning Urban/  
Community Design, for Fort York Neighbourhood Public Realm Plan, 2005

**National Post Design Exchange Awards**, Honourable Mention (Urban Design)  
for GO Bus Terminal, 2004

**Ontario Professional Planners Institute**, Excellence Award for Planning Studies/  
Reports,  
for St. Catharines Smart Growth Study, 2004

**Canadian Institute of Planners**, Award of Excellence, in the Category of Overall  
Presentation,  
for Rideau Canal Pedestrian Crossing Planning and Environmental Assessment Report, 2003

**Canadian Society of Landscape Architects**, Regional Honour  
for University of Guelph Campus Master Plan, 2003



## DESIGN AWARDS

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**Canadian Society of Landscape Architects**, Regional Honour  
for RCMP Academy Regina, Site Development Plan, 2003

**Ontario Professional Planners Institute**, District Professional Merit Award,  
for Port Dover Waterfront Master Plan and Secondary Plan, 2001

**Ontario Professional Planners Institute**, Professional Merit and District  
Outstanding Planning Awards,

**Canadian Society of Landscape Architects**, National Merit and Regional  
Honour,  
for Fort York: Setting It Right, (Friends of Fort York), 2001

**Mississauga Urban Design Award**, Award of Merit,  
for Square One Shopping Centre Expansion - Cityside, 2001

**City of Toronto**, Architecture & Urban Design Award,  
for Toronto Waterfront Plan, 2000

**Ontario Professional Planners Institute**, Outstanding Planning Award,  
for Vaughan Corporate Centre Secondary Planning Study, 1998

**Ontario Professional Planners Institute**, Professional Merit Award,  
for North York City Centre Urban Design, Final Recommendations, 1998

**Ontario Professional Planners Institute**, Professional Merit Award,  
for Churchill Meadows, Neighbourhood Concept Plan, 1998

**American Society of Landscape Architects**, Planning and Urban Design Merit,  
for Confederation Boulevard (National Capital Commission), 1996

### ARCHITECTURE

**Ottawa Urban Design Awards**, Laurier Bridge Reconstruction, 2006.

**Canadian Interiors**, Best of Canada Design Competition,  
for Lux Spa, Yorkville, Toronto, 2004

**Ontario Steel Design Award**, Honourable Mention,  
for Edinburgh Market Place, Guelph, Ontario, 1999

**International Council of Shopping Centers**, Merit Award,  
for Edinburgh Market Place, Guelph, Ontario, 1998

**Belleville Heritage Design Award**,  
for Market Shelter, Belleville, Ontario, 1997

**Toronto Historical Board**, Award of Merit,  
for Gooderham & Worts Heritage Plan, Toronto, 1996

**Toronto Historical Board**, Award of Merit,  
for Dominion Square, Toronto, 1992

**Ontario Association of Architects/Canadian House & Home**, Residential Design,  
for Windward Co-operative Housing, Toronto, 1989

**Premier's Awards for Accessibility**, Award of Merit,  
for Windward Co-operative Housing, Toronto, 1987

**City of Toronto Access Award**,  
for Windward Co-operative Housing, Toronto, 1987

#### CURRENT POSITIONS

Principal; du Toit, Allsopp, Hillier  
Associate; du Toit Architects Limited

#### ACADEMIC QUALIFICATIONS

Diploma in Architecture,  
Leicester School of Architecture, 1959  
  
Diploma in Civic Design,  
University of Edinburgh, 1966

#### PROFESSIONAL AFFILIATIONS

Fellow, Canadian Society of Landscape Architects  
  
Member, Ontario Association of Landscape Architects  
  
Honorary Member, Manitoba Association of Landscape Architects  
  
Member, Canadian Institute of Planners, Registered Professional Planner  
  
Member, Royal Town Planning Institute  
  
Member, Ontario Professional Planners Institute  
  
Associate, Royal Institute of British Architects  
  
Registered Architect, United Kingdom

Robert is a landscape architect, planner and architect (U.K.) whose principal interests are in urban design. He has extensive professional experience in Canada, England, the United States and Spain. The broad range of work undertaken for public, institutional and private sector clients has provided an extensive understanding and skill in working with multi-dimensional planning/urban design projects.

He has worked for twenty-five years on a series of urban design projects in Canada's National Capital, many of which have received national and international design award recognition. These include the Ceremonial Routes (Confederation Boulevard) urban design plan, now implemented; the long-range development plan for the Parliamentary Precinct; and Ottawa Views, an Official Plan study that establishes the built-form controls required to protect the visual integrity of the Parliament Buildings and other national symbols. He recently completed the urban design component of the National Capital Core Area Concept Plan; the urban design structure plan for the LeBreton Flats area of the new War Museum; and is currently involved in the update of the Parliamentary Precinct Plan.

Robert was partner-in-charge for the Heart of Springdale Healthy Village, a plan for an integrated sustainable community; the Highway 7 Corridor, a land use and transit strategy; the new Vaughan Corporate Centre and North York City Centre urban design plans and the Fort York Neighbourhood Public Realm Plan. Recent campus development plans include those for the University of Calgary, the University of Guelph, and the RCMP Academy, Regina, as well as the RCMP's three corporate and training campuses in the National Capital.

He was partner-in-charge of the recent award-winning development strategy for Toronto Community Housing Corporation's Railway Lands Blocks 32+36 and a member of the winning West 8/DTAH team for the Central Waterfront Innovation Design Competition.

Robert is a recipient of the Royal Institute of British Architects' Soane Medallion, a Fulbright Scholarship award and a Canada Council Arts Award. He was winner (with R. Newbury) in the National Design Competition for the Fountain in Square Jacques Cartier (Le Vieux Port de Montreal) and principal designer of the winning scheme for Sir Winston Churchill Square in Edmonton. In 1989 he studied and worked in Barcelona with the Adjuntament de Barcelona's urban projects office through the auspices of the Canada Council.

Robert joined the Toronto office of Roger du Toit Architects/du Toit Associates in 1979 and entered into the partnership of du Toit Allsopp Hillier in 1985. From 1979 to 1997, he was a Professor in Landscape Architecture at the University of Toronto.

CURRENT POSITION

Principal; du Toit Allsopp Hillier  
Partner; du Toit Architects Limited

ACADEMIC QUALIFICATIONS

M. Arch., UI Chicago, 1984  
Award of Excellence  
  
B. Arch., Carlton University, 1980

PROFESSIONAL AFFILIATIONS

Fellow of the Royal Architectural  
Institute of Canada  
  
Member of the Ontario Association of  
Architects  
  
Member of the Toronto Society of  
Architects

Joe is a Toronto architect whose work since 1987 has been focused on the community and non-profit sector as well as urban design. Joe has obtained a post-graduate degree in architecture in addition to his undergraduate training, and has maintained an ongoing interest in teaching at the university level as a complement to his professional work. He remains actively involved in the work of the office while maintaining a critical role in community and municipal initiatives.

Joe was chair of the Toronto Society of Architects from 2001 to 2004, which included his participation in the creation of an award winning guide map to contemporary architecture in Toronto, and currently participates in the City of Toronto Clean and Beautiful City Roundtable, as chair of the sub-committee on city processes, standards and procedures. He recently served as the professional advisor for the first affordable housing design competition in the Regent Park renewal initiative, and has sat on a number of competition juries including the inaugural City of Hamilton Urban Design Awards program. Most recently, Joe Lobko was invited to participate in the Central Waterfront Innovative Design Competition, as a member of the P.O.R.T team, which was recognized as the second-place winners by the Toronto Waterfront Revitalization Corporation.

Recent speaking engagements have included the opening keynote address for the Kingston Memorial Gardens Design Charrette (sponsored by the St. Lawrence Valley Society of Architects), a presentation on live/work housing opportunities to representatives of the cultural sector from across Ontario, and a presentation on the future of tall buildings in Toronto to the City's Clean and Beautiful City Roundtable.

As principal of his own firm, Joe has collaborated on several successful urban design projects with du Toit Allsopp Hillier | du Toit Architects Limited. Recognizing their compatible design approach and interests, and further strengthening their multi-disciplinary design approach, the firms recently merged, making Joe a partner of du Toit Allsopp Hillier | du Toit Architects Limited.

**CURRENT POSITION**

Architect

**ACADEMIC QUALIFICATIONS**

Bachelor of Architecture,  
University of Waterloo, 1993

Bachelor of Environmental Studies  
University of Waterloo, 1990

**PROFESSIONAL AFFILIATIONS**

Member, Ontario Association  
of Architects

LEED™ Accredited Professional

Member, Toronto Society of Architects

Donna Diakun is an architect with experience in both architecture and urban design, and a particular interest in sustainable design. Since joining the firm, Donna has had a key role, often as project manager, in a variety of urban design and analytical studies, including Sussex Heritage Courtyards in Ottawa, an urban design study with a focus on identity, connectivity, retail mix, and animation of public spaces; University of Guelph University Centre Space Study, a space utilization analysis of a busy campus centre; and Dundas Street West Avenues Study, a study with the aim of transforming an underdeveloped area in Toronto into an attractive mixed-use main street. Donna's role in the stakeholder consultations for these projects ranged from conducting individual interviews and small-group workshops, to presenting to public audiences of over 200 people. She was also responsible for the Ryerson University Foundation Document for Campus Planning, and contributed analysis and design concepts to the Feasibility Study of a World's Fair in Toronto in 2015.

Architectural projects to which Donna has contributed include Kings Court condominiums and Paul Bishop's Houses in Toronto, both involving restoration of heritage façades. She has also developed design guidelines for a BIA district in Fort Erie and façade designs for its business owners. Recently, as co-project manager for a Toronto Community Housing Corporation Development Strategy, she coordinated strategies for affordability, urban design, heritage conservation and sustainability.

Prior to joining the firm, Donna gained experience contributing to the Centennial College Student Centre in Toronto; Thebacha College in Fort Smith and the Legislative Assembly Building in Yellowknife. Donna was also Principal Researcher for the Planning and Housing Study of Northern Native Communities.

Following graduation from the University of Waterloo's School of Architecture in 1993, Donna served as Managing Editor for the Waterloo Journal of Architecture: Sight/Site, and has since served as Editor for several other publications.

CURRENT POSITION

Landscape Architect  
du Toit Allsopp Hillier

ACADEMIC QUALIFICATIONS

Master of Landscape Architecture,  
University of Guelph, 2000

Bachelor of Design in Environmental  
Planning, Nova Scotia College of Art  
and Design, 1995

PROFESSIONAL AFFILIATIONS

Registered Landscape Architect, State  
of California

Brent is an urban designer and landscape architect having worked throughout North America, with eight years of experience in community planning, site and master planning, urban design, and landscape architecture. His chosen path of education and experience is directed towards an interest in the essential connections between people, their setting, and environmental quality. Brent enjoys crossing the boundaries between scales and related disciplines, with experience focused in urban areas, specifically waterfronts, parks, redevelopment, and streetscape planning and design.

Brent recently joined du Toit Allsopp Hillier as a senior landscape architect. For the past six years, he was employed with Wallace Roberts & Todd (WRT) in San Francisco, California. During his American tenure, Brent was involved with several national award-winning efforts, including the Sacramento Riverfront Master Plan, Eastshore State Park General Plan, and the Coyote Valley Vision.

As a project manager, Brent directed several urban redevelopment ventures, focusing on public realm improvements with the intent of catalyzing private reinvestment. Although much of his work has been within an urban setting, he was also involved with significant coastal landscape planning efforts, as well as the design of public spaces on several university campuses. Brent inserts his passion and understanding of ecological design into all of his work.



**THE BUTLER GROUP CONSULTANTS INC.**  
Land Planning Services

## **CURRICULUM VITAE OF DAVID ALAN BUTLER, M.C.I.P., R.P.P.**

- EDUCATION:**
- Honours Bachelor of Environmental Studies (Urban and Regional Planning)  
University of Waterloo, 1974
- ASSOCIATIONS:**
- Canadian Institute of Planners (Full Member since 1976)
  - Member of Ontario Professional Planners Institute (REGISTERED PROFESSIONAL PLANNER)
  - Member of O.P.P.I. Executive Committee (1983-1987)
  - Member of the Association of Ontario Land Economists
  - Member of the Society for Conflict Resolution in Ontario (Director 1987-1990)
  - Member Lamda Alpha International (The Honorary Society for the Advancement of Land Economics)

### **PROFESSIONAL EXPERIENCE:**

November 1984 to Present      President  
The Butler Group (Consultants) Inc.

- Responsibilities*
- Principal owner and director of professional planning consulting firm with responsibility for all aspects of the firm's operations;
  - Provide extensive land use planning and environmental consulting services to the private development industry, government agencies (municipal, Provincial and Federal), institutions, and ratepayer groups;
  - Prepare official plans, secondary plans, zoning by-laws, and special policy studies, and expropriation studies;
  - Provide expert land use planning testimony to the Ontario Municipal Board, and the Environmental Assessment Board;
  - Prepare development feasibility studies, risk assessment studies, and professional planning opinions;
  - Provide public participation and mediation services to resolve land use conflicts and disputes.

## **REPRESENTATIVE PROJECTS**

### Land Use Studies

- "South Etobicoke Overview Study", Ministry of Municipal Affairs
- "NEC/Parkway Belt West Study", Ministry of Municipal Affairs
- "Bolton Core Area - Official Plan Review", Town of Caledon
- "Belfountain Settlement Area Study", Town of Caledon
- "Highway No. 7 Land Use Study", City of Vaughan
- "Woodbridge Core Area - Official Plan Review", City of Vaughan
- "Centre Street Study", City of Vaughan
- "14th Avenue Land Use Study", Town of Markham
- "Adult Entertainment Studies", Town of Orangeville, Town of Caledon, City of St. Thomas, City of Niagara Falls

### Expropriation Studies

- "Etobicoke Motel Strip" - City of Toronto
- "Sitler Property - City of Cambridge", Ministry of Transportation
- "Snyder Property - City of Cambridge", Ministry of Transportation
- "Tuebner Property - Town of Markham", Ontario Realty Corporation
- "Thornmark Property - Town of Markham", Ontario Realty Corporation
- "Yonge/Dundas Redevelopment - City of Toronto", Vahe Kerim Holdings Inc.
- "Tull Property - City of Vaughan", Ministry of Transportation
- "Hullmark Property - City of Etobicoke", Hullmark Developments Ltd.
- "Highway 407/400 Study (Torstar, Wilson Century Theatre, Borins Properties) - City of Vaughan", Management Board Secretariat
- "Mikalda Farms Property - City of Burlington", Ontario Realty Corporation
- "Marie Baker/Jovic Property - City of Burlington", Ontario Realty Corporation
- "West Hill Property - City of Scarborough", Ministry of Natural Resources

#### Environmental Studies

- "Planning Guidelines Adjacent to the Rouge Park", Ministry of Natural Resources
- "Technical Guidelines - Provincial Floodplain Policy", Ministry of Natural Resources
- "Oak Ridges Moraine - Cumulative Impact Model", Ministry of Natural Resources
- "GTA Greenlands Study", Office of the Greater Toronto Area

#### Industrial

- "North Etobicoke Industrial Strategy Study", City of Etobicoke
- "Langstaff Land Use and Design Study", Town of Markham

#### Institutional

- "Integrated Regional Planning Framework - Social and Physical Aspects", Office of the Greater Toronto Area
- expansion of Queen Elizabeth Hospital (Parkdale), City of Toronto
- approval of a young offenders correctional facility, City of Sault Ste. Marie
- "Group Home Study", Town of Caledon, Town of Halton Hills

#### Retail Commercial

- OMB hearings in Collingwood, Guelph, Orangeville, Keswick, Bobcaygeon, Lindsay, Mississauga, Niagara Falls, Picton, Peterborough
- Peer review of Commercial Applications, Town of Huntsville
- expansion of existing shopping centres including:
  - Lindsay Square Mall, Lindsay
  - Humbertown Plaza, Etobicoke
  - Lansdowne Square (Loblaws store), Peterborough
  - Mountainview Mall, Midland
- provided planning advice to Orillia Square Mall, Orillia, Nutak Holdings Limited (Collingwood), A. Mantella and Sons Limited (Etobicoke), Oshawa Foods (Toronto, Gravenhurst), and the Town of New Tecumseth

#### Residential

- approval of several thousand residential dwelling units throughout the Greater Toronto Area including single detached, semi-detached, townhouse, and apartments
- approval of several dozen social housing projects located in Brampton, Etobicoke, North York, Richmond Hill, Scarborough, Toronto, and York



- "Housing Intensification Study" for the Town of Caledon

October 1977 to      Principal Planner  
October 1984      Policy and Research Division  
                         City of Etobicoke

April 1974 to      Land Use Planner  
October 1977      Regional Municipality of Peel

### ***Curriculum Vitae* of Susan Keir, MCIP, RPP**

#### **PROFESSIONAL MEMBERSHIPS**

- Canadian Institute of Planners
- Ontario Professional Planners Institute

#### **PROFESSIONAL EXPERIENCE**

Since 1998	Principal Keir Corp.
1996-1998	Director Noble Summit Sdn. Bhd., Kuala Lumpur, Malaysia
1990-1996	Principal Keir Consultants Inc., Toronto, Vancouver
1984-1990	Director of Policy and Research, Senior Planner, Planner City of Etobicoke, Planning Department
1980-1984	Senior Planner Montague Pound Associates
1979- 1980	Land Use Planner James F. McLaren Limited, on location in Egypt
1977-1979	Community Planner Ministry of Government Services, Ontario
1975-1977	Long Range Planner City of Mississauga

#### **ACADEMIC HISTORY**

<i>Degrees</i>	Bachelor of Arts, University of Western Ontario, 1972.  Master of Arts, University of Toronto, 1975.
<i>Awards</i>	Ontario Graduate Fellowship

## EXAMPLES OF SPECIFIC ASSIGNMENTS

### • Secondary Plans

Prepared Secondary Plans for the Tullamore and Bolton Industrial Areas of the Town of Caledon and the Rexdale Boulevard and Highway 27 Centre, Etobicoke. Secondary Plan input for various communities in the City of Mississauga and for the Milton 401 Industrial Park.

### • Planning/ Policy Studies

Directed a number of land use planning/policy studies for the City of Etobicoke including: overseeing the City's three year Official Plan Update; Fleeceline Legion Road Land Use Study; the Motel Strip Secondary Planning Study; Mimico Land Use Study; South Etobicoke Lakeshore Corridor Study; Lakeshore Community Services Review; Long Branch Streetscape Plan and Skeen's Lane Development Concept; Islington Village Community Improvement Plan; Municipal Housing Statement Update and the Airport Office Park Study.

Urban Land Needs Study for the Town of Grimsby.

Phasing policy study for Caledon East.

Adult entertainment studies, licensing by-laws, Official Plan and zoning amendments for Orangeville, St. Thomas, Southwold, Central Elgin, Niagara Falls, Brantford and Caledon.

Public consultation on the PPS 5-year review.

Public consultation for the Markham Centre Transportation Study.

### • Environmental Assessments

Land Use site search and assessment for the Ontario Interim Waste Authority Landfill Site Search in Peel Region.

Land use assessment for the Port Hope Area Initiative low level radioactive waste project.

Planning rationale for the City of Windsor Waterfront Park Master Plan, partial exemption from the Environmental Assessment Act.

Land use for Class EA for Highway 28 Preliminary Design.

### • Environmental Policy

Directed the Open Space and Environmental Policy Review, and public consultation, Town of Oakville.

Urban Boundary and Environmental Corridor Amendment (OPA 200), Town of Richmond Hill.

Directed the Town of Richmond Hill Environmental Management Strategy and public consultation.

Planning policy and public consultation for the Town of Georgina Environmental Features and Greenlands Study.

### • Socioeconomic Environmental Studies

Socioeconomic environmental reports for the McMichael Canadian Collection proposed expansion in Kleinburg, the Commissioners Street Incinerator recycling facility, the City of Toronto Works Yard, and various Ontario Hydro generating and TransCanada Pipelines projects.

### • Development Approvals

Industrial and residential development approvals for over 1600 ha in York, Peel and Durham Regions.

OPA/rezoning for an 18-hole golf course in Grey County, planning justification for a community shopping centre in the City of Oshawa.

Zoning by-law preparation for the First Professional ( Hwy 404) Business Park in Aurora.

Assessment of development approvals processes for Ontario Hydro.

### • Economic Development

Prepared the City of Etobicoke Economic Development Strategy through facilitation of the Mayor's Advisory Committee on Economic Development.

Participated in the Lakeshore Partnership a community based economic revitalization initiative and the Business Attraction and Retention Work group that directed studies in the media and food sectors of South Etobicoke.

Planning advisor to industrial associations (SEIEA/TIN).

## CORPORATE PROFILE

Canada

C A N S U L T



Cansult Limited is a Canadian consulting engineering and project management company founded in 1961. With a staff complement of over 250 highly qualified professional engineers and planners as well as technologists, technicians, and support staff, Cansult services a diverse domestic and international client base.

Cansult is employee owned and provides a range of services in the Canadian marketplace. Our reputation for quality, technical excellence and committed staff is measured by an expanding list of satisfied clients.

### RANGE OF SERVICES

Construction administration  
Detailed design and specifications  
Environmental Assessment  
Expert testimony  
Financial analysis

Layout and inspection  
Planning and feasibility  
Policy planning and development  
Preliminary design  
Project Management

### OUR PHILOSOPHY

Cansult's philosophy is to provide our clients with the best in professional engineering expertise by focussing on a range of specialized services.

This has enabled the firm to utilize the latest in technological advances and innovative techniques. Our senior personnel are responsible for each and every assignment with a hand-on involvement in all phases of work. Our efforts are directed towards meeting committed schedules and delivery of product to high standards of professionalism.

### AREAS OF EXPERTISE

#### Transportation Engineering

Urban roads and highways  
Parking and access facilities  
Traffic signals and control  
Environmental assessments  
Regulatory approvals  
Construction administration

#### Transportation Planning

Region and city-wide master plans  
Policy and strategy development studies  
Feasibility studies and environmental assessments  
Multi-modal area and corridor studies  
Transportation impact and parking assessments

#### Transit

Market research, analysis and strategy development  
Fare planning and systems design  
Service and operational planning for conventional and specialized transit  
Corridor protection studies for higher order services  
Planning for transit priority initiatives

#### Urban Engineering

Subdivisions  
Water storage and distribution  
Sanitary sewerage systems  
Storm sewer systems  
Stormwater management  
Regulatory approvals

### EXPERT STAFF

Cansult's strength is its people and the search for the best and most qualified is a continuing one. Cansult's professionals must be experts in their fields, as well as problem solvers and managers. Their qualities must include a commitment to excellence, enthusiasm, flexibility, and a willingness to share



their knowledge and expertise with the client's staff. They must be experienced in working as individual consultants, as part of a small group, or on a large multi-disciplinary consulting team.

## TECHNOLOGY

Cansult recognizes the critical need for technology application within the corporate framework to maintain a high level of service and to work efficiently with clients and associates and between international offices.

Computer hardware and software are continually updated in all offices to maintain current versions of all applications and to maximize processing capabilities. Our professional and technical staff utilize current office, project management, AutoCAD and graphics tools to meet all project and client needs.

Our staff's technical experience can provide added-value capabilities such as computer design, computer animations, and 3D wireframe models to present design alternatives and solutions on a project specific basis. Combined with in-house electronic survey capabilities and customized project management tools, all on-site project requirements can also be met. We apply our technical capabilities within all project phases from conception, design, administration, construction supervision, and through to commissioning.

We also leverage the Internet to improve business practices and to save project costs in areas such as communications, data transfer and project management. Cansult continually strives to achieve an "Anybody, Anywhere, Anytime" policy to deliver project objectives and utilize our global workforce.

## QUALITY ASSURANCE

As a corporate policy, Cansult believes in and insists on quality control equivalent to the standards of ISO 9000 system of quality assurance on all stages of a project.

Our objective for each phase of the project is to deliver a sound engineering and architectural product to the client on time and within the agreed budget.

To fully utilize our in-house expertise in providing the solutions to your problems, our senior directors review each project. The appropriate multi-disciplinary team, led by a dedicated project manager, reports back to a senior director providing hands-on quality assurance and responsiveness.

## FUTURE

Cansult's objectives for the future are to increase our business significantly in the Canadian market through establishing and broadening relationships with key clients. To meet this objective we will attract and retain excellent people who will be stakeholders in our future success.

#### EDUCATION

- 1968 B.A. Sc., Civil Engineering, University of Toronto, Ontario
- 1972 M.Eng., Traffic and Transportation Planning, University of Toronto, Ontario

#### ASSOCIATIONS

- Association of Professional Engineers of Ontario, Canada
- Association of Professional Engineering, Geologists and Geophysicists of Alberta
- Institute of Transportation Engineers - Member

#### COMMITTEES

- Consultative Committee, Transit Supportive Land Use Planning
- Guideline Ministries of Transportation and Municipal Affairs, Ontario

#### RELEVANT EXPERIENCE

- Project Director or Manager for a number of Urban Transportation Planning studies
- Project Manager or Transportation Advisor for several international transportation assignments
- Project Director or Advisor for a number of Transit Planning, Operations, or Terminal studies
- Project Manager responsible for the preparation of several publications transportation guides and manuals
- Project Director responsible for a number of parking studies
- Project Manager or Coordinator for Traffic Impact, Access, or Parking Studies for major retail and multi-use developments
- Project Manager or Principle in Charge for a number of highway and road design projects
- Project Manager for Route Selection Studies
- Project Manager or Specialist for transportation component of a number of environmental assessment projects
- Project Management for a variety of major transportation and civil engineering project
- Provided expert evidence before various boards including the Ontario Municipal/ Environmental Hearing Boards, Ontario and Local Authorities Board, Alberta.
- Project Director for a number of traffic operations and neighbourhood traffic control studies.

#### 1987 - DATE

#### CANSULT LIMITED

Vice President

Responsible for overall direction and administration, project management and technical direction of major transportation planning, transportation engineering, and urban engineering assignments.

#### 1968 - 1987

#### CANSULT (MARSHALL MACKLIN MONAGHAN LIMITED)

Manager, Durham Region (1986 - 1987)

Responsible for the administration and technical direction for transportation and municipal engineering projects undertaken for both public and private sector clients.

Manager, Special Projects

Civil Engineering and Planning (1984 - 1986)

Responsible for administration and technical direction for transportation and other engineering or planning special projects both internationally and domestically.

Manager, Calgary (1980 - 1984)

Responsible for administration and day-to-day co-ordination of the firm's transportation planning and transportation and traffic engineering services, as well as Project Manager for major land development projects.

Director of Transportation Planning (1977 - 1980)

Responsible for all public transit, traffic engineering, transportation planning parking, noise attenuation and transportation research projects undertaken by the firm including traffic impact studies for numerous shopping centres and multi-use developments and urban transportation studies for the Cities of Kingston and Orillia.

Project Engineer (1974 - 1975)

Responsible for traffic, parking and access studies for several regional shopping centres, and transportation planning studies for numerous residential, commercial, and industrial developments in Ontario.

Transportation Planner (1970 - 1974)

Involved in surveys and computer modelling for the City of Orillia Transportation Study, and in transit operation studies for several cities.

Design Engineer (1968 - 1970)

Engaged in the design of highways and urban streets in Ontario.

#### RELEVANT PROJECTS:

- Highway 5 Traffic Operations Study, MTO
- City of Orillia, Ontario
- Queensville Community, Ontario
- Langstaff Community, Markham, Ontario
- Mainline Transit Vehicle Priority Study, Metropolitan Toronto
- Langstaff Transportation Gateway
- Markham Transit Review Study
- Toronto Congress Centre Parking Study for 4500 spaces
- City of Orillia, Downtown Parking Study
- Residential (Multi-family) Parking Study, Region of Peel Commercial and Office Parking Study, Scarborough, Ontario
- Regional Shopping Complex Parking including structures - Yorkdale, Scarborough Town Centre, Fairview Mall
- Yonge-Crosby Area, Town of Richmond Hill, Ontario
- Richmond Hill Civic Centre, Town of Richmond Hill, Ontario
- Yorkdale Shopping Centre, North York, Ontario
- Scarborough Town Centre, Scarborough, Ontario
- Fairview Mall, Kitchener, Ontario
- Highway 10, Caledon
- Bayview Ave., York Region
- Highway 11, Intersection Improvements, York Region
- West Side Arterial Study, Region of Waterloo
- East-West Arterial Route Planning Study, County of Frontenac

**EDUCATION**

1991 B.A., Saint Mary's  
University, Halifax,  
Nova Scotia

**PROFESSIONAL  
ASSOCIATIONS**

- Institute of Transportation Engineers (ITE);
- International and Canadian Chapter ITE Member, plus;
- ITE Transportation Planning Council Member
- ITE Traffic Engineering Council Member
- ITE Parking Council Member
- ITE Expert Witness Council Member

**RELEVANT EXPERIENCE**

Mr. Bacchus has over 15 years experience with Cansult Limited in a wide variety of transportation planning studies. He has a thorough understanding of the development approvals process at all levels of government and has managed a significant number of Traffic Impact Assessments on behalf of many private sector clients. In addition, Mr. Bacchus has assisted in the coordination and management of Corridor and Secondary Plan studies, traffic impact components of Class Environmental Assessments, as well as public sector transportation planning assignments and peer reviews.

Mr. Bacchus' numerous roles at Cansult have included all aspects of transportation-related fieldwork, supervision of staff and sub-consultants, technical analyses, preparation of briefs and formal traffic and parking impact study reports and supporting documentation (including preparation and expert testimony for matters before the Ontario Municipal Board), public consultation, and project management.

Mr. Bacchus is proficient in many industry standard intersection and roadway analysis software packages used in the examination of traffic impacts. These packages include SYNCHRO/SIMTRAFFIC, VISSIM, HCS, CCGCALC/TRANMAP, SIDRA, HiCAP, MTOP, and FORTRAN's Time/Space signal progression software. Mr. Bacchus also has experience with the traffic generation, assignment and modeling packages of VISUM and EMME/2.

**2005 – PRESENT**

**CANSULT LIMITED**

Markham, Ontario

*Project Manager, Transportation Planning*

Responsible for the marketing, management, and preparation of Traffic Impact Studies (TIS), Parking Studies, Secondary Plan Studies, Corridor and Revitalization Studies and traffic impact components of Environmental Assessments, as well as providing expert testimony at the Ontario Municipal Board. Significant projects managed by Mr. Bacchus include (but are not limited to) the following:

- Port of Spain East-West Corridor / Transportation Study Update, Trinidad and Tobago
- Al Waab Community / TIS, Doha, Qatar
- Royal Empress Gardens Towers / Traffic Impact and Parking Study, City of Vaughan
- Wayne Gretzky Parkway Retail Mall / Traffic Impact and Parking Study, City of Brantford
- Bram West Secondary Plan, Riverview Heights / System Alternatives Assessment, Brampton
- Sage Road Residential / Traffic Impact Study, Parry Sound
- Toronto Congress Centre / Parking Study, Etobicoke
- Bloor Street Residential / Traffic Impact Study, City of Toronto
- CBM Aggregate Extraction / Traffic Impact Study, Guelph

**2003 – 2005**

**CANSULT LIMITED**

Dubai, United Arab Emirates

*Project Coordinator / Manager, Transportation Planning*

Involved with the project coordination, preparation, and presentation of traffic impact studies (TIS), parking needs reviews, and large-scale transportation assessments within Dubai and the Gulf Region. Responsible for the preparation and presentations of traffic impact and parking studies for private and public sector clients including (but not limited to) the following projects:

- Burj Dubai (world's tallest tower and largest) / TIS, Dubai, U.A.E.
- Emirates Airlines Operations Centre & Headquarters / TIS, Dubai, U.A.E.
- Dubai Health Care City / TIS, Dubai, U.A.E.
- Al Bahia Corniche Road / TIS, Abu Dhabi, U.A.E.
- Doha City Centre / TIS, Doha, Qatar
- Qatar Petroleum Education City / TIS, Doha, Qatar

**1998 – 2003**

**CANSULT LIMITED**

Markham, Ontario

*Transportation Planner / Project Coordinator, Transportation Planning*

Mr. Bacchus was involved with the marketing, project coordination, and preparation of Transportation Impact and Parking Needs Assessments in the Ontario region for Cansult Limited. Projects coordinated by Mr. Bacchus include (but are not limited to):

- Green Lane GO Station EA – Traffic Impact Study / Newmarket
- Fletcher's Meadow Community / Brampton
- McCarthy Aggregates / Ramara Township
- Waste Management / Richmond & Warwick Landfill Expansions
- Clublink Properties Inc. / proposed Kinghaven Golf and Country Club, King City

**1997**

**CANSULT LIMITED**

Dubai, United Arab Emirates

*Transportation Planning Technician*

Transportation planning duties in Cansult Limited's Dubai office providing technical support services for several projects throughout the U.A.E. Mr. Bacchus' primary involvement while in Dubai was with the Dubai Comprehensive Transportation Study (R700), a large-scale public sector project encompassing all facets of person and goods movement within, to, and from the Emirate of Dubai. Responsibilities included design and conduct of an extensive array of traffic/travel surveys, field staff training and supervision, technical advice and assistance, preparation of report briefs, and liaison with Dubai Municipality staff and other public agencies.

**1991 - 1997**

**CANSULT LIMITED**

Markham, Ontario

*Transportation Planning Technician*

Assisted project managers in the appraisal of transportation impacts and needs for land development in both the public and private sector. Duties included field services supervision, technical analysis, and report and proposal preparation. Relevant project experience includes (but is not limited to) the following:

- Britannia Landfill / landfill expansion, Mississauga
- Port of Spain / East-West Corridor Transportation Study, Trinidad and Tobago
- City of Orillia / Downtown Parking Study, comprehensive parking analysis
- Region of Durham / Comprehensive Road Inventory and Needs Assessment for Public Schools
- Leitchcroft Farms Master Plan / Town of Richmond Hill



## EDUCATION

- 2001 Graduate Studies & Research in Transportation Engineering, University of Toronto
- 1995 M.Sc., Civil Engineering, Israel Institute of Technology, Technion, Israel
- 1991 B.Sc. Civil Engineering, University of Science & Technology, Ghana

## SKILLS

- TransCAD, EMME/2, GIS – Arcview and Map Info, HCS, Synchro – SimTraffic 5, aaSIDRA, Transyt-7F, Passer-II, CCG, MTOP.
- Strong analytical, problem solving, oral and written communication skills

## ASSOCIATIONS

- Association of Professional Engineers of Ontario
- Institute of Transportation Engineers
- Ghana Institute of Engineers

## EMPLOYMENT HISTORY

### 2001 – 2003

Ministry Of Transportation  
Ontario  
Central Region, Traffic Office,  
Downsview, Ontario  
*Project Manager*

### 2000 – 2001

iTrans Consulting Inc.  
Richmond Hill, Ontario  
*Part-Time Transportation Engineer*

### 1996 – 2003

University of Toronto & Ryerson University  
Toronto, Ontario  
*Research & Teaching Assistant*

### 1993 – 1995

Israel Institute of Technology  
Technion City, Israel  
*Graduate Student & Research Assistant*

### 1991 – 1993

Twum Bofofo & Partners  
Consulting Civil Engineers  
Accra, Ghana  
*Assistant Civil Engineer*

## 2003 - PRESENT

**CANSULT LIMITED**  
Markham, Ontario  
*Transportation Planner*

Involved in the preparation of environmental assessment (EA) studies, transportation impact studies, internal functional traffic design studies including the conceptual design of traffic calming measures; transit planning studies; research and analysis of travel demand management measures; peer review of traffic impact studies; land use, demographic and travel trends analyses; and travel demand modeling using.

## REPRESENTATIVE PROJECTS

### Environmental Assessments:

- York/Durham Line 30 Class EA – Preparation of needs and justification to support recommendations for additional capacity and improvement measures along York/Durham Line 30 from Steeles Avenue/Taunton Road to Highway 7.
- Pine Valley Drive Link EA, Vaughan – Involved in needs and justification analysis to support traffic operation improvement measures and participated in public meetings.

### Sub-Area / Secondary Plan Transportation Studies:

- Lefroy Belle-Ewart Secondary Plan Transportation Study Update, Town of Innisfil – Developed sub-area models and road network plans using TransCAD to address traffic operations and roadway requirements on external and proposed internal roads within the secondary plan area.
- Bram West Secondary Planning Area, Riverview Heights Community, City of Brampton - Transportation Assessment of Alternative Land Use Plans – conducted an assessment of alternative land use plans for the proposed Riverview Heights Community within the Bram West Secondary Planning Area.

### Data Collection and Analysis:

- Parking Standards Review - Phase Two Apartment Building/ Multi-Unit Block Developments Component, New Zoning By-Law Project (on going) – preparation of surveys and analysis of results to recommend appropriate parking standards for residents and visitors of apartment buildings and multi-unit block residential developments across the City of Toronto.
- Toronto Central Waterfront Parking Strategy (on going) - conducting parking surveys and analysis to provide evidence for adjustments to the current parking standards.
- Growth Management Strategy and Transit Initiative, Waterloo Region – Conducted research and analysis of land use, demographic and travel data in support of growth management strategy and transit initiative for the Region.
- Costs and Impacts of Transit Investments – Transport Canada – Analyzed travel demand and ridership trends and impacts of transit investment in Toronto and Montreal. Developed supplementary information from benchmarking, reviewed relevant literature, and specific case study material.
- Assessment of Potential Road Improvements and Travel Demand Management Measures, Queensville Community, Phase 1 – Assessed interim transportation measures including road capacity improvements and travel demand management measures required to accommodate the proposed Phase 1 of the new Queensville Community in East Gwillimbury.

### Transportation Impact Assessments:

- Proposed Highway 7/Maplecrete Road Residential Development, Vaughan - Assessed the traffic impact of the proposed residential development consisting of 1,850 dwelling units with ground floor ancillary commercial / retail uses within the Vaughan Corporate Centre, the future downtown for the City of Vaughan. Impacts of alternative internal road network and external connections were examined in the context of the approved transportation plan.
- Parkview Towers – Galleria, Traffic Impact Study, Markham - Prepared a traffic impact study for the proposed residential development consisting of two towers totaling 356 dwelling units plus 56 townhouse units, part of the Galleria Master Plan in the Highway 7/Leslie Street area.
- Hwy 427/Hwy 7 Employment/Commercial Development, Traffic Impact Study, Vaughan - Conducted a traffic impact assessment for a development consisting of approximately 90,000 sq. m (22 acres) of employment and commercial uses, and examined the impact of the site access on the operation of the Hwy 427/Hwy 7 ramp terminals.

### Functional Design Studies:

- Cornell-Capogna Development Internal Function Design Study, Town of Markham – Addressed the internal transportation system needs, including road functions and design requirements; and the appropriateness of the site's external road connections. The Cornell-Capogna development comprises 175 residential units consisting of single-family detached, semi-detached, and street townhouse units.
- Greensborough Phase 2 Internal Functional Design Study, Markham – Examined the effect of the Greensborough development on the internal community transportation system and recommended road improvements and traffic calming measures.



## EDUCATION

1972 B.A.Sc. Civil Engineer,  
University of Toronto,  
Canada

## PROFESSIONAL ASSOCIATIONS

- Designated Consulting Engineer, Association of Professional Engineers of Ontario
- Member, Association of Professional Engineers of Ontario
- Member, Urban Development Institute

## EMPLOYMENT HISTORY

### 1980 – 1998

Cumming Cockburn Limited

*Director, Land Development/Municipal Engineering*

Responsible for administration, project management, quality control and technical guidance for all municipal and land development projects.

### 1973 – 1980

Cumming Cockburn Limited

*Senior Land Development Engineer*

*Project/Design Engineer*

Engineer and Project Manager on land development projects.

### 1972 – 1973

Proctor & Redfern Limited

*Construction Engineer, Land Development*

## 1998 – PRESENT

## CANSULT LTD.

*Manager, Urban Engineering*

Responsible for administration, project management, quality control, and technical guidance for all municipal and private sector infrastructure and development projects.

## PROJECT EXPERIENCE

Professional technical responsibility for municipal engineering and urban development projects within the Greater Toronto Area and surrounding municipalities in the following subject areas:

- Servicing and grade control designs for urban residential, commercial, institutional, and industrial developments.
- Designs and contract administration for watercourse improvements, storm enclosures, sanitary trunk sewers, stream channelization, erosion protection and structures, and roadway construction.
- construction tender, contract and supervision functions
- Development area servicing studies
- Project planning studies, draft plan preparation and processing for residential and industrial developments
- Property acquisition appraisals and investigations
- Landscaping designs for parkland and open space areas
- Ontario Municipal Board appearances on engineering matters
- Liaison and direction of stormwater management, traffic, landscaping, noise attenuation, soils investigation, site plan, and architectural functions by others.
- Development project management

Principal in Charge of various private sector development projects including:

- Halminen Building Corporation – 60 acre residential subdivision, Peterborough
- I.O. Investments – 42 acre industrial subdivision, Caledon
- Lebovic Enterprises – 10 acre commercial development site, Scarborough
- Lebovic Enterprises – 45 acre industrial subdivision, Whitby
- Lebovic Enterprises – 25 acre estate residential subdivision, Uxbridge
- Mason Homes – 30 acre residential subdivision, Township of King
- Robintide Estates – 40 acre estate residential subdivision, Vaughan
- Stokrest Estates – 46 acre estate residential subdivision, Campbellville
- Stonehart Estates – 250 acre estate residential subdivision, Caledon
- Tri-Can Estates – 37 acre estate residential subdivision, Caledon

Project Engineer, Manager and/or Principal in Charge of the following municipal engineering projects:

- Devil's Pulpit Golf Club access roads, site grading and drainage, Caledon
- L'Arche Daybreak, site servicing and grading, Richmond Hill
- Lebovic Enterprises, Compas Foods industrial building, site servicing and grading, Aurora
- Lebovic Enterprises, Postal Promotions industrial building, site servicing and grading, Scarborough
- New Eastbridge School, site servicing and grading, Waterloo
- Ontario College of Art and Design expansion, site servicing and grading, Toronto
- OSPCA, Hwy. #12 widening and entrance improvements, Midland
- OSPCA Headquarters Complex, site servicing and grading, Whitchurch-Stouffville
- Region of York – Mulock Drive road widening, urbanization, and drainage design, Newmarket
- Shaw Festival Theatre Expansion, site servicing and grading, Niagara-on-the-lake
- St. Andrew's College, Master Plan Phase 1, site servicing and grading, Aurora
- St. John's Rehabilitation Hospital, access improvements, North York
- Toronto Film Studios expansion, site servicing and grading, Toronto
- University of Guelph, 10 acre, 164 unit, East Students Residence, site servicing and grading, Guelph
- York University Glendon Campus, access road site servicing and grading, Toronto
- York University, Greenhouse, site servicing and grading, North York
- York University, Lot DD Parking Structure, site servicing and grading, North York
- York University, Surface Parking Lots 2A, 2B & 3B, site grading and drainage, North York
- York University, Stadium Fieldhouse, site servicing and grading, North York
- York University, SuperBuild and other sites, base plan coordination, North York

# Bryan M.J. Avison, P.Eng.

Manager, Public Works

## EDUCATION

1981 B.Sc. Hons. Civil and Environmental Engineering, University of Newcastle Upon Tyne, England

## PROFESSIONAL ASSOCIATIONS

- Member of the Institution of Civil Engineers (M.I.C.E.), United Kingdom, 1987
- Chartered Engineer (C.Eng.), 1987
- Professional Engineer (P. Eng.) 2006r

## RELEVANT EXPERIENCE

Degree qualified Civil Engineer with over 24 years experience in the management, design, contract administration, and site supervision of water, wastewater, surface water, road, bridge, marine and major infrastructure projects in Canada, UK, Qatar, Bahrain, UAE, Oman, Saudi Arabia, Pakistan, and Thailand.

Professional experience has been obtained working for multi-disciplinary Canadian, UK and US based consultants.

## KEY EXPERIENCE

Project Management, Master Planning, Preliminary and Detail Design, Contract Administration, and Supervision of Construction for:

- Water distribution systems.
- Water treatment facilities.
- Sewerage systems.
- Sewage treatment facilities
- Surface water systems
- Leakage control
- Trenchless technology
- Rehabilitation schemes for water, wastewater, and surface water systems
- Industrial developments
- Roads and bridges
- Marine / Dredging works

## 2004 – PRESENT

**CANSULT LIMITED**  
Markham, Canada  
Manager, Public Works

Project Manager / Construction Administrator on the following projects:

### Roadworks

- Detailed design for a 10 span, 600 m long curved steel; box girder bridge, 50 m long AASHTO beam bridge, box culverts, MSE walls, approach ramps, and roads of UBH/CRH interchange in Trinidad. Contract value £40 million.
- Construction administration for a five (5) span, 160 m long steel box girder bridge over Highway 400 in Vaughan, Ontario. Contract value £8 million.

### Municipal

- Detail design for rehabilitation work to storm and sanitary sewers at Environment Canada complex, Dufferin Street, Toronto, Ontario.
- Preparation of functional study report for a 15-lot subdivision in Caledon, Ontario.

## 1999 – 2004

**CANSULT LIMITED**  
Abu Dhabi, UAE  
Manager, Civil Engineering Department

Responsible for the firm's major infrastructure planning and design projects in Abu Dhabi, UAE.

## 1995 – 1998

**PARSONS INTERNATIONAL**  
Muscat, Oman  
Project Manager / Construction Manager  
Project Manager

## 1994 – 1995

**PARSONS INTERNATIONAL**  
Abu Dhabi, UAE  
Project Engineer

## 1989 – 1994

**HYDER CONSULTING ENGINEERS**  
Doha, Qatar  
Project Manager / Senior Design Engineer / Resident Engineer

## 1988 – 1989

**HYDER CONSULTING ENGINEERS**  
Manama, Bahrain  
Resident Engineer

## 1987 – 1988

**HALCROW CONSULTING ENGINEERS**  
UK  
Design Engineer

## 1987

**HALCROW CONSULTING ENGINEERS**  
Thailand  
Design Engineer

## 1986 – 1987

**MAUNSELL CONSULTING ENGINEERS**  
Pakistan  
Project Engineer

## 1985 – 1986

**MAUNSELL CONSULTING ENGINEERS**  
Pontefract, Yorkshire, UK  
Assistant Resident Engineer

## 1984 – 1985

**ON SECONDMENT TO WATER RESEARCH CENTRE (WRC) ENGINEERING DIVISION**  
Swindon, UK  
Scientific Officer

## 1983 – 1984

**MAUNSELL CONSULTING ENGINEERS**  
Bentley, Yorkshire, UK  
Assistant Resident Engineer

## 1981 – 1983

**MAUNSELL CONSULTING ENGINEERS**  
UK and Saudi Arabia.  
Design / Field Engineer

#### EDUCATION

1979 B.A., Geography & Environmental Studies - University of Toronto

1984 C.E.T., Civil Engineering Technician - Fanshawe & Seneca Colleges

#### PROFESSIONAL ASSOCIATIONS

- Ontario Association of Certified Engineering Technicians and Technologists

#### RELEVANT EXPERIENCE

During his career, Mr. Gan has had design responsibility for municipal engineering and urban development projects within the Greater Toronto Area and surrounding municipalities. His expertise includes stormwater management modelling and reports, preparation of functional servicing reports and design briefs, detailed site servicing & grading design, subdivision design, highway & drainage design, and project construction management of municipal projects.

Mr. Gan is an experienced project manager with over 25 years of experience in the detailed design of site plans, residential/industrial subdivisions, and highway projects.

Technical responsibilities have included the following subject areas:

- Design of municipal engineering works - roads, sewers, water distribution systems, highways and drainage works utilizing current CADD software.
- Stormwater management reports - HEC-2 water surface profiles and Visual OTTHYMO hydrologic design storm modeling software.
- Supervision and training of staff in computer aided design/drafting software

#### EMPLOYMENT HISTORY

1989 - 2000  
Cumming Cockburn Limited  
Markham, Ontario  
CAD System/Design Technician

1986 - 1989  
Emc Group Limited  
Vaughan, Ontario  
Chief Engineering Designer

1979 - 1986  
Rady-Pentek & Associates  
North York, Ontario  
Senior Engineering Designer

#### 2000 - PRESENT

Municipal engineering, highway and drainage design, and land development projects.

#### REPRESENTATIVE PROJECTS

- Detailed design activity using AutoCAD Land Development Desktop on the following projects:
- Bramblewell Development Limited - 7 acre residential subdivision, Scarborough
- Bronte Harbour Waterfront Park - 13 acre recreational park local road infrastructure servicing design, Oakville
- Bruno Farms - 100 acre estate residential development, including Mount Wolfe Road widening and drainage design, Caledon
- City of Etobicoke - Kipling Avenue road extension, urbanization, and infrastructure servicing design, Etobicoke
- City of Guelph - Fife Road storm drainage servicing design, Guelph
- Durham Region Non-Profit Housing - Nine Mile Road widening, urbanization, and infrastructure servicing design, Durham
- Eastbridge Elementary School - site servicing, stormwater management and grading, Waterloo
- Esso Gas Bar - 1.2 acres service station, drive thru, Township of Puslinch
- Forest Park Estates - 10 acre estate residential development, including Mount Albert Road storm drainage servicing design, East Gwillimbury
- Granite Club - 8 court tennis complex, North York
- Humber College - Institutional development drainage and infrastructure servicing and rehabilitation, Etobicoke
- Kennedy Greens Estates - 75 acre estate residential subdivision, Whitchurch-Stouffville
- Lebovic Enterprises - 11 acres commercial development site servicing, grading, stormwater management, Toronto
- Leslie Glen Development - 30 acre residential/institutional/commercial development, including Gorham Street and Leslie Street road widening and drainage design, Newmarket
- Maple Leaf Quay - 42 acre Harbour Front Park/open space site servicing, stormwater management & grading, Toronto
- Markham Chinese Baptist Church - 2.5 acre institutional drainage and stormwater management, Markham
- Mason Homes - 32 acre residential subdivision, Schomberg
- Midland Industrial Park - Highway #12 road widening and drainage design, Durham
- OSPCA Headquarter Complex - site servicing, stormwater management and grading, Whitchurch-Stouffville
- Ontario College of Art & Design - building addition, site servicing, stormwater management & grading, Toronto
- Palgrave Estates - 65 acre estate residential development, Caledon
- Region of York - Mulock Drive 4.1 km. road widening, urbanization, and drainage design, Newmarket
- St. Andrew's College - building and parking lot expansion, site servicing, grading, drainage & stormwater management, Aurora
- Sandringham Development - 25 acre commercial/residential subdivision, Brampton
- Shaw Festival - 3.7 acre commercial building addition and parking lot improvement, Niagara-on-the-Lake
- Shell Canada Products Limited - various service station outlets - Thunder Bay, London, Kitchener
- Town of Markham - Storm pond retrofit, Markham
- Town of Newmarket - Mulock Drive Municipal Offices turning lane, entrance detail, and drainage design
- Town of Newmarket - Queen Street bridge repair/infrastructure servicing, Newmarket
- Township of King - 0.4 km. Rice Drive and Cooper Drive road reconstruction and watermain replacement, King
- Trail of the Woods - 35 acre estate residential subdivision, Whitchurch-Stouffville
- Trican Estates - 36.5 acre estate residential subdivision, Caledon
- Tullamore Industrial Subdivision - 42 acre industrial subdivision, Caledon
- University of Guelph - 10 acre, 164 unit institutional student residence, Guelph
- Wismar Baptist Church - 1.9 acre institutional servicing, drainage & stormwater management, Markham
- Woodland Beach Recreational Park - 100 acre recreational park, Tiny Township
- York University Parking Lots - site servicing, stormwater management and grading, Toronto

#### CANSULT LIMITED

Markham, Ontario  
Project Manager

## **N. Barry Lyon Consultants**

N. Barry Lyon Consultants Limited (NBLC) is a multi-disciplinary real estate consulting firm, specializing in market research, urban planning, financial analysis and development management. The firm conducts strategic analyses, market and financial feasibility studies across Canada for non-profit, private, institutional and government clients.

The Company's financial consulting services include analyses of public policy initiatives, alternative land use scenarios, pro forma cash flows and budget allocations, property value determinations and acting as expert witnesses at Ontario Municipal Board and expropriation hearings.

NBLC is particularly active in researching all built forms and tenures of housing, including rental, fee simple and condominium, ranging from single family dwellings to apartments, from affordable housing to luxury accommodation and from urban to suburban.

NBLC frequently carries its marketing and financial feasibility studies into project implementation, either as part of the development team, or as development manager, coordinating and overseeing the efforts of lawyers, planners, architects, engineers, traffic consultants, contractors and marketing and sales people.

Our greatest strength stems from the talented people that make up our firm. Our team is made up of professionals in the fields of research, market analysis, development finance, urban planning and architecture. We are engaged in the broadest range of assignments, ranging from high level policy work to detailed development feasibility analysis. We work on projects large and small, in both the private and public sectors.



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**MARK CONWAY, Partner, M.C.I.P., R.P.P. P.L.E**

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**PROFESSIONAL EXPERIENCE:**

Partner, NBLC (2000-present)

Head of Property &  
Environment Group, Dillon  
Consulting Limited (1997-2000)

Director of Planning &  
Development, City of Toronto  
Economic Development  
Corporation (1993-1997)

Manager of Planning, Toronto  
Harbour Commission (1987-  
1993)

**ACADEMIC EXPERIENCE:**

Bachelor of Applied Arts, Urban  
and Regional Planning  
Ryerson University

Bachelor of Arts, Economics  
Lakehead University

**PROFESSIONAL AFFILIATIONS:**

Member, Canadian Institute of  
Planners, Registered  
Professional Planner

Member, Ontario Professional  
Planners Institute

Member, Ontario Land  
Economists

Mark Conway is an urban planner and development economist with a broad base of experience ranging from high-level municipal and corporate real estate strategies to development strategies and construction management. He has an established reputation as an excellent communicator, a creative problem solver and pragmatic thinker.

Mark's work experience has allowed him to develop a high degree of expertise in virtually all categories of development. He has been retained by both public and private interests to assess the viability of projects ranging from high rise residential developments to ski resorts. As an urban planner Mark brings a unique perspective and understanding of not only the financial and market side of a development but also the design and approval aspects that can also impact heavily the viability of real estate developments.

**Current relevant assignments:**

- CFB Rockcliffe Market and Financial Plan
- The Interchange Residential Feasibility Study – Vaughan
- CFB Downsview Market Strategy
- Norfolk County Growth Management Plan
- Regent Park, Financial Plan Toronto Community Housing
- Cadillac Fairview; Redevelopment Analysis-Don Mills S.C.
- Keele Street Avenues Study; City of Toronto
- Toronto Bus Terminal Feasibility Study – TEDCO
- Toronto Portlands Implementation Strategy, TWRC
- Concert Properties; Site Analysis and Investment Strategy
- Town of Innisfil Growth Management Study
- Fram Slokker, Development Analysis; Collingwood
- Coco Development, Windsor Condominium Development
- Goodwill Industries- Valuation and Proposal Call Management
- Port Stanley Real Estate Management Plan; County of Elgin
- Anglican Church of Canada; Highest and Best Use Study
- Port Burwell Marina Market Analysis; Township of Bayham
- Big Bay Point Resort; Marina and Commercial Market Study
- Hamlet of Glen Williams Secondary Plan; Town of Halton Hills
- Fung Commission; Business Plan Development, City of Toronto
- Canadian National Institute for the Blind; Development Management.
- Garibaldi Mountain Resort; Development Analysis
- Bigwin Island Resort; Development Analysis
- Parc Downsview Park, Market Feasibility Study
- Princess Margaret Hospital Land Disposition Analysis; City of Toronto
- Design and Construction Management; Outer Harbour Marina -THC