

COMMITTEE OF THE WHOLE JANUARY 17, 2012

AWARD OF PROJECT – RFP 11-291 VAUGHAN METROPOLITAN CENTRE STREETSCAPE & OPEN SPACE PLAN STUDY APPROVAL OF CONSULTING TEAM CONTRACT FILE 25.5.12.1.2 WARD 4

Recommendation

The Commissioner of Planning, in consultation with the Director of Budgeting & Financial Planning, Director of Purchasing Services, Director of Parks Development, Director of Policy Planning and the Director of Development/Transportation Engineering recommends:

1. THAT a Contract be approved to retain the consulting team led by EDA Collaborative Inc. to carry out the Vaughan Metropolitan Centre Streetscape and Open Space Plan Study in accordance with the Terms of Reference shown in Attachment #2, to an upset limit not exceeding \$176,640.00, plus applicable taxes;
2. THAT the streetscape design work for along Highway 7 be integrated with the York Region Rapid Transit infrastructure design, and this component of the Vaughan Metropolitan Centre Streetscape & Open Space Plan Study be funded to an upset limit of \$23,300.00 by the Region of York/vivaNext consortium;
3. THAT a contingency allowance in the amount of \$18,000.00, plus applicable taxes, be approved within which the Commissioner of Planning or his designate is authorized to approve amendments to the contract;
4. THAT an amount of \$18,400.00, plus applicable taxes be approved to fund stormwater management Low Impact Design (LID) design initiatives that need to be developed/modeled for the streetscapes and open spaces to ensure compliance with the "Vaughan Metropolitan Centre Municipal Servicing Strategy Master Plan Class Environmental Assessment Study"; and
5. THAT the Mayor and City Clerk be authorized to sign the appropriate documents.

Contribution to Sustainability

The proposed "Vaughan Metropolitan Centre Streetscape and Open Space Plan" contributes to the goals and objectives within *Green Directions Vaughan*, the City's Community Sustainability and Environmental Master Plan, specifically:

Goal 1: To significantly reduce our use of natural resources and the amount of waste we generate.

Objective 1.3 "To support enhanced standards of stormwater management at the City and work with others to care for Vaughan's watersheds"

Goal 2: To ensure sustainable development and redevelopment.

Objective 2.2 "To develop Vaughan as a City with maximum greenspace and an urban form that supports our expected population growth"

Goal 3: To ensure that getting around in Vaughan is easy and has a low environmental impact.

Objective 3.1 "To develop and sustain a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation"

Goal 4: To create a vibrant community for citizens, businesses and visitors.

Objective 4.1 "To foster a city with strong social cohesion, an engaging arts scene, and a clear sense of its culture and heritage"

Objective 4.2 "To ensure that the City of Vaughan attracts businesses and investment that will result in well-paying jobs for Vaughan citizens, a sustainable tax base, and continuing prosperity into the 21st century"

Goal 5: To be a leader on sustainability issues.

The Vaughan Metropolitan Centre Streetscape and Open Space Plan includes the following study goals which directly relate to those of *Green Directions Vaughan*, specifically:

- Communicate a streetscape and open space framework that is both resilient and adaptable to support short, medium and long term urban transformations;
- Reconnect the urban fabric with a restored Black Creek, and re-establish the landscape and watershed context;
- Integrate transit infrastructure with the emerging urban fabric;
- Support the pedestrian, cyclist, transit and motorist experience for all ages and abilities;
- Define catalytic public realm design strategies and tactics that will promote cultural, social, commercial and recreational activities within the urban core, and enhance overall quality of life;
- Identify opportunities and implementation strategies to incorporate public art into the public realm;
- Support the sustainability goals and objectives of the Vaughan Metropolitan Centre and Green Directions Vaughan.

Economic Impact

Funding for this project in the amount of \$200,000.00 is available within Capital Project No. DT-7065-11 Millway Avenue Widening and Realignment. In addition, the Region of York/vivaNext consortium has agreed to provide funding in the amount \$23,300.00 for the streetscape design along Highway #7 as defined in Section 5.4.1 (iii) of the VMC Streetscape & Open Space Plan Terms of Reference shown on Attachment #2.

The upset cost of the Vaughan Metropolitan Centre Streetscape & Open Space Plan Study will not exceed \$223,300.00, including a 3% administration fee and 1.76% non rebatable HST.

Long range financial implications will include operating and maintenance costs associated with this type of infrastructure, which are not quantified at this time, including long term replacement.

Communications Plan

The Study includes two public meetings and a stakeholder meeting to involve citizens in strategies for change that allow for a re-imagining of streets and open spaces in the Vaughan Metropolitan Centre. It is envisioned that a Stakeholder Consultation Group (SCG) will be organized and actively participate throughout the design process. The meetings of the SCG will be open to anyone wishing to attend and inform themselves of the progress of the study.

The Development Planning Department recommends creating a dedicated webpage on the City's website which will keep members of the public and stakeholders updated on the progress of the Study.

Purpose

The purpose of this report is to obtain Council authorization to award a contract to carry out the "Vaughan Metropolitan Centre Streetscape and Open Space Plan Study" for the lands shown on Attachment #1.

Background - Analysis and Options

The Terms of Reference shown in Attachment #2 identifies that the "Vaughan Metropolitan Centre Streetscape and Open Space Plan" will be a revision to the outdated Vaughan Corporate Centre Streetscape and Open Space Master Plan Study (2007), which must be revisited to coordinate with the Vaughan Metropolitan Centre Secondary Plan (2010), approved as part of the City's new Official Plan.

The "Vaughan Metropolitan Centre Streetscape and Open Space Plan" will provide a design strategy and framework for the public and semi-public spaces in the Vaughan Metropolitan Centre (VMC), including streets, pedestrian mews, parks, environmental open spaces, greenways, and public squares. It will inform and coordinate with private land development applications, subway, bus rapid transitway and bus station infrastructure, thereby defining the open space strategy for the Vaughan Metropolitan Centre mobility hub. Additionally the Study will coordinate with transportation and stormwater engineering plans and environmental assessments including the Black Creek Stormwater Optimization Municipal Class Environmental Assessment that is currently ongoing.

Long term economic, environmental, social and cultural sustainability are critical design criteria in the "Vaughan Metropolitan Centre Streetscape and Open Space Plan", in order to create a contemporary world class City Centre that attracts visitors, residents, businesses and development. The Implementation Strategy must consider short, medium and long term investments, material durability, and maintenance. The Study will provide capital and operational costing for streetscapes including surfacing and finishes, signage, lighting, architectural landscape elements, furnishings and planting.

The opportunity exists to leverage the upcoming construction of infrastructure and private development projects within the VMC to build the public realm as part of a larger and cohesive vision for the VMC's urban framework.

A Request For Proposal (RFP 11-291) to undertake this Study was advertised in Biddingo, on the Ontario Public Buyers Association (OPBA) web-site, Ontario Association of Landscape Architects (OALA) web-site, Ontario Association of Architects (OAA) web-site, American Society of Landscape Architects (ASLA) website, and on City Page Online with a closing date of 3:00 p.m. on October 21, 2011. The RFP document was picked up by sixteen (16) proponents from the Purchasing Services Department.

The package provided details of the contract, including the following evaluation criteria used in assessing competing bid submissions:

- Qualifications and Experience - 40%
- Quality of the Proposal - 20%
- Project Management- 20%
- Financial -20%

The criteria above dealt with each of the disciplines required on each team – urban design, architecture, landscape architecture, transportation and servicing. Each team was evaluated based on its capability, experience, expertise and skills in each discipline, and in terms of suitability with respect to team organization, project management, public consultation, and quality of its written and oral presentation.

Six (6) proposals being from Brook McIlroy, EDA Collaborative Inc., G.O'Connor Consultants Inc., Janet Rosenberg + Associates, Urban Strategies Inc., and The Planning Partnership were received by the Purchasing Services Department at the closing date on October 21, 2011. A committee comprising of staff from Development Planning, Policy Planning, Parks Development, Development/Transportation Engineering Department, and Region of York/vivaNext consortium evaluated each of the proposals and identified the team which best satisfied the evaluation criteria. Purchasing Services facilitated and monitored the evaluation process. Subsequently, this committee received presentations and conducted interviews with three short-listed teams.

The consultant selection process to retain external consulting services to carry out the Vaughan Metropolitan Centre Streetscape and Open Space Plan Study is complete, and the recommended firm/team is EDA Collaborative Inc. The team led by EDA Collaborative Inc. was identified as the highest scorer and best qualified team to carry out the contract, based on the Committee's evaluation of their proposal and interview.

Financial Summary

RFP 11-291	\$176,640.00
Additional Scope – Low Impact Development Design Initiatives	\$ 18,400.00
Contingency (9.2%)	\$ 18,000.00
HST (1.76%)	\$ 3,749.50
3% administration fees	\$ 6,503.69
Total Cost	<u>\$223,293.19</u>
Rounded	\$223,300.00
DT-7065-11 Millway Ave Widening Allocated to Streetscape Design	\$200,000.00
Less: Commitments/Expenses to Date	\$ 0
3% administration fees	\$ 0
Total Cost RFP 11-291	\$223,300.00
Additional Funding Covered by Region of York/vivaNext	(\$ 23,300.00)

Relationship to Vaughan Vision 2020/ Strategic Plan

This report is consistent with the priorities set forth in Vaughan Vision 2020 Strategic plan, through the following initiatives, specifically:

Service Excellence:

- Lead & Promote Environmental Sustainability
- Preserve our Heritage & Support Diversity, Arts & Culture

Organizational Excellence:

- Manage Corporate Assets
- Ensure Financial Sustainability
- Manage Growth & Economic Well-being

Regional Implications

The Study supports key elements of the Region of York Official Plan, adopted by Regional Council on December 16, 2009, including: "City building, focusing on Regional Centres and Corridors and including innovation in urban design and green building".

The York Region Rapid Transit/vivaNext consortium participated in the preparation of the Terms of Reference and the Evaluation Committee for the "Vaughan Metropolitan Centre Streetscape and Open Space Plan Study".

Conclusion

The lead consultant, EDA Collaborative Inc., and their team of sub-consultants are well qualified to fulfill the requirements of the contract, and should be retained by the City to carry out the "Vaughan Metropolitan Centre Streetscape and Open Space Plan Study" to an upset limit not exceeding \$176,640.00, plus applicable taxes.

Attachments

1. Study Area Map
2. Terms of Reference for the Vaughan Metropolitan Centre Streetscape and Open Space Plan

Report prepared by

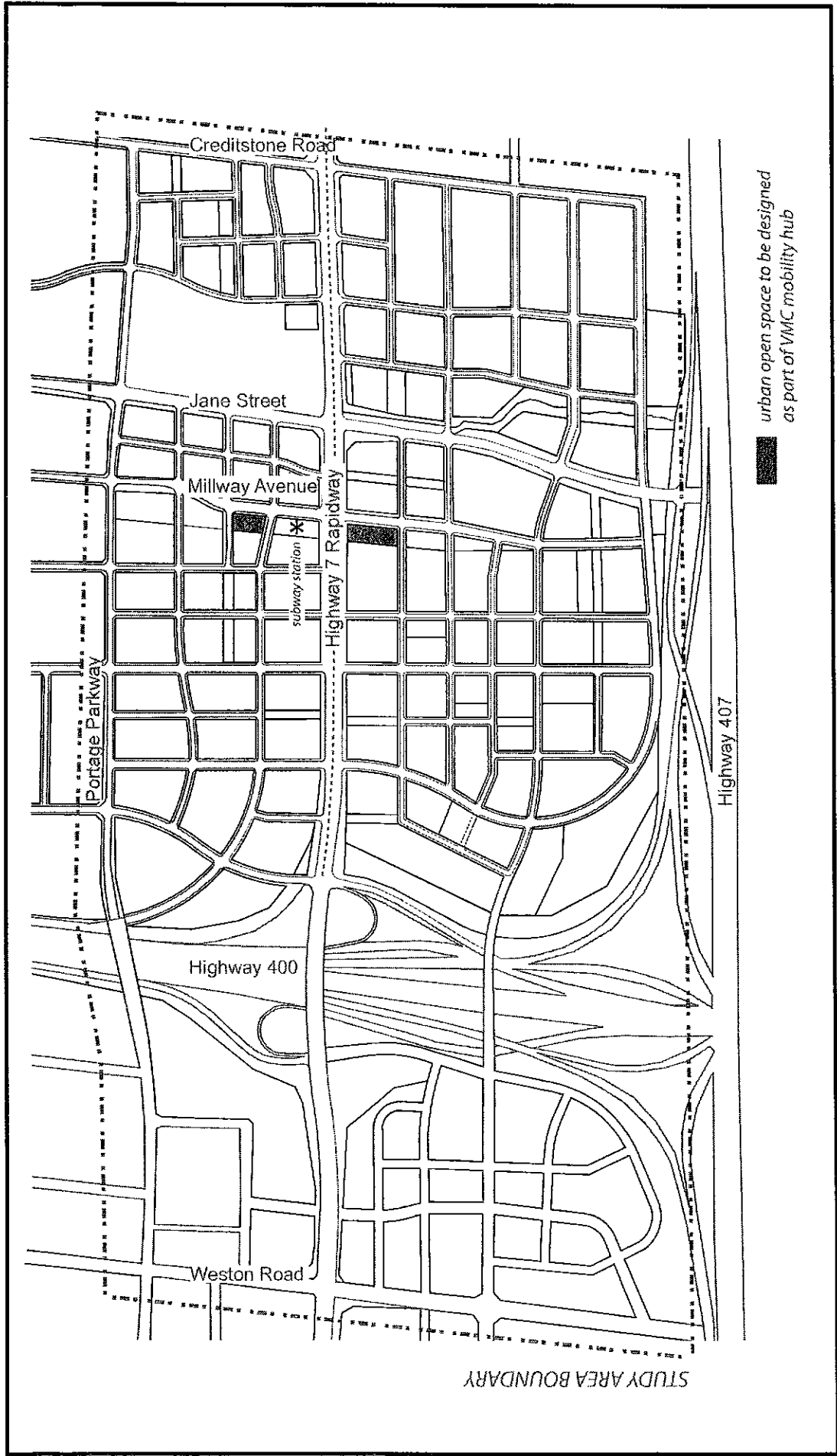
Moir Wilson, Urban Designer, ext. 8017
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Respectfully submitted,

JOHN MACKENZIE
Commissioner of Planning

GRANT UYEYAMA
Director of Development Planning

/CM



Vaughan Metropolitan Centre Streetscape and Open Space Plan Study Area



ATTACHMENT # 2
TERMS OF REFERENCE
VAUGHAN METROPOLITAN CENTRE
STREETSCAPE AND OPEN SPACE PLAN

DOCUMENT IV

TERMS OF REFERENCE

1. STUDY AREA

The Study Area includes the lands located east of Weston Road, west of Creditstone Road, north of Highway 407 and south of Portage Parkway/ Chrislea Road (See Attachment # 1).

2. SERVICES REQUIRED

The City of Vaughan is seeking a multi-disciplinary urban design, landscape architecture and engineering team to:

a) Produce the *Vaughan Metropolitan Centre (VMC) Streetscape and Open Space Plan*. This document will be a revision and update to the Vaughan Corporate Centre Streetscape and Open Space Master Plan Study (2007), revisited to coordinate with the following: Vaughan Metropolitan Centre Secondary Plan (2010), Transportation Study for Vaughan Metropolitan Centre and Surrounding Areas, Transportation and Servicing Master Plans, Environmental Assessments, York Region, vivaNext and Toronto Transit Commission transit infrastructure initiatives, private land development applications, and sustainability initiatives.

The following three interrelated components of the *Vaughan Metropolitan Centre Streetscape and Open Space Plan* will need to be submitted prior to completion of the final document in order to meet transit infrastructure design and construction deadlines:

i) Provide a streetscape design for Highway 7 within the boundaries of the VMC. As part of the Highway 7 streetscape design process, review the proposed vivaNext rapidway design and vivaNext streetscape elements to incorporate into the design and provide recommendations and alternatives where required in order to achieve the vision of the Vaughan Metropolitan Centre Secondary Plan.

ii) Provide a streetscape design for Millway Avenue, including an open space design concept for two blocks of green space adjacent to the street north and south of Highway 7 (See Attachment # 1). As part of the Millway Avenue streetscape design process, review the Toronto Transit Commission and York Regional Rapid Transit plans for the VMC subway station and bus terminal to incorporate into the design and provide recommendations where required.

iii) Provide a streetscape and open space strategy and design for the new Vaughan Metropolitan Centre Mobility Hub located at Highway 7 and Millway Avenue, considering the public realm, adjacent built form, program mix, transit infrastructure, a private development application for the north west quadrant of the VMC, and the updated urban design framework as provided through the Vaughan Metropolitan Centre Secondary Plan.

3. BACKGROUND

The vision for the Vaughan Metropolitan Centre is to build a diverse, sustainable, pedestrian-friendly, transit-oriented downtown for the City of Vaughan - a hub of social, economic and cultural activity. In the new Vaughan Metropolitan Centre, the spaces between the buildings will be equally important as the buildings themselves. A clearly defined and connected green infrastructure framework of parks, naturalized and urban open spaces, greenways and streets are planned to support sustainable urbanism and redevelopment over the short, medium and long terms. The lands within the VMC boundaries are currently developed with employment-industrial uses; and Black Creek has been piped and channelized. The opportunity exists to capitalize on the upcoming construction of the public realm, infrastructure, and private development projects to establish a socially, environmentally and economically sustainable urban framework and to re-establish a connection to the larger regional landscape (sense of place).

The Vaughan Corporate Centre (VCC) ¹ Streetscape and Open Space Master Plan Study, completed in 2007, provided the design intent, guidelines and streetscape and open space designs to inform the planning and build out of the area. It also outlined strategic implementation strategies to guide the future budgeting and construction of the streetscape, parks and open space system.

Subsequent to the VCC Streetscape and Open Space Master Plan Study, the Vaughan Metropolitan Centre (VMC) Secondary Plan was completed in 2010 as part of the Official Plan Review.

The City's Draft Transportation Master Plan outlines key transportation improvements for the Vaughan Metropolitan Centre that are needed to support growth and provide alternative truck routes to Highway 7 – the centre's main east-west "avenue". The key improvements include:

- Extending Portage Parkway from Jane Street to Creditstone Road to provide relief for Highway 7 and function as a northern bypass (particularly for trucks).
- Widening Creditstone Road to five lanes to divert traffic away from Highway 7 and Jane Street.
- Extending Colossus Drive across Highway 400 to increase east-west roadway capacity at the Highway 400 barrier, improve travel times, and facilitate truck movements and enhanced transit service.

Additionally, the following significant public transit initiatives have moved forward and are in various stages of planning and design development:

¹ The Vaughan Corporate Centre has been renamed and is now known as the Vaughan Metropolitan Centre

- vivaNext Highway 7 rapidway – dedicated centre lanes + stations in the road for Viva vehicles – will extend from Yonge Street to Pine Valley Drive;
- Toronto-York Spadina subway line extension, including a new subway station in the Vaughan Metropolitan Centre at the corner of Highway 7 and Millway Avenue;
- York Region Rapid Transit bus terminal, linked to the new subway station, is planned on Millway Avenue, north of Highway 7.

Together, these transit initiatives create an ‘anchor’ Mobility Hub at Millway Avenue and Highway 7, setting the stage for significant growth and transformation in the Vaughan Metropolitan Centre. A Mobility Hub, as outlined in the Regional Transportation Plan for the Greater Toronto and Hamilton Area, and the Mobility Hub Guidelines for the Greater Toronto and Hamilton Area, consists of major transit stations and the surrounding areas that have high development potential and significant levels of planned transit service. They have the potential to be vibrant urban destinations for both local residents and transit passengers, and places of connectivity where different modes of transportation – pedestrians, cyclists, transit – come together seamlessly to support an intensive concentration of employment, living, shopping and/or recreation. The VMC Mobility Hub is envisioned to become a contemporary, dynamic urban place at the heart of the Vaughan Metropolitan Centre, where transportation infrastructure, private development, public space, urban activities, social life and culture mix together in exciting combinations.

To inform and coordinate with these significant transit initiatives, streetscape designs are immediately required for Highway 7 and Millway Avenue. Over time, Highway 7 within the VMC is envisioned to become a multi-modal urban avenue framed by commercial, residential and mixed use buildings of high quality architecture. Millway Avenue will become the future principle north-south civic spine and central retail street within the VMC. It will be a special character street, integrated with the adjacent park/open space which is referred to as the “green lung” of the downtown core. Highway 7, Millway Avenue and the VMC Mobility Hub will be the first components of the public realm constructed within the new Vaughan Metropolitan Centre, immediately defining its inherent character and quality. It is therefore imperative that their designs are coordinated within a larger vision and outlined in the *Vaughan Metropolitan Centre Streetscape and Open Space Plan*. Within this context, the Vaughan Corporate Centre Streetscape and Open Space Master Plan Study (2007) must be reviewed and updated.

Municipal, Regional, Provincial and Stakeholder Policy Documents and Guidelines:

- Vaughan Corporate Centre Streetscape and Open Space Master Plan Study (November 28, 2007)
- Vaughan Metropolitan Centre Secondary Plan (September, 2010)
- Transportation Study for VMC and Surrounding Areas
- Vaughan Transportation Master Plan Study (Draft October, 2010)
- Black Creek Stormwater Optimization Study Municipal Class Environmental Assessment Master Plan Report (May, 2011)
- Vaughan Metropolitan Centre Servicing Strategy Master Plan Study (The Municipal Infrastructure Group)
- Vaughan Vision 2020 – The City of Vaughan Strategic Plan

- Green Directions Vaughan – Community Sustainability and Environmental Master Plan (2009)
- Vaughan Tomorrow: A Plan for Transformation
- City of Vaughan Active Together Master Plan, Parks, Recreation, Culture & Libraries Master Plan (2008)
- City of Vaughan Pedestrian and Bicycle Master Plan Study (2008)
- Metrolinx Mobility Hub Guidelines for the Greater Toronto and Hamilton Area (Final Draft for Board Approval, February 18, 2011)
- York Region Transit Oriented Development Guidelines
- vivaNext Consortium update to York Region Streetscape Standards for Highway 7 rapidway
- Provincial, Regional, TRCA and Toronto Transit Commission Policies, Studies and Documents

4. STUDY GOALS

The *Vaughan Metropolitan Centre Streetscape and Open Space Plan* will provide a green infrastructure framework for the public and semi-public spaces in the Vaughan Metropolitan Centre, including parks, environmental open spaces, greenways, public squares, pedestrian mews and streets. The key goals of this Study are to:

- a) Define and communicate a strong visual identity for the Vaughan Metropolitan Centre's public realm, including differences between the various planned precincts within the Vaughan Metropolitan Centre;
- b) Define catalytic public realm design strategies and tactics that will promote cultural, social, commercial and recreational activities and enhance overall quality of life;
- c) Communicate a streetscape and open space framework that is both resilient and adaptable to support urban transformation;
- d) Support the sustainability goals and objectives of the Vaughan Metropolitan Centre and Green Directions Vaughan;
- e) Reconnect the urban fabric with a restored Black Creek, and re-establish the watershed and landscape context;
- f) Integrate transit infrastructure with the emerging urban fabric;
- g) Support the pedestrian, cyclist, transit and motorist experience for all ages and abilities;
- h) Identify opportunities and implementation strategies to incorporate public art into the public realm;
- i) Encourage a high quality of urbanity, design and materials for development within the Vaughan Metropolitan Centre;

- j) Outline phasing and implementation strategies for construction of the public realm in the Vaughan Metropolitan Centre.

5. STUDY COMPONENTS

The following sections are intended to give an overview of the project's key deliverables and are not intended to be an exhaustive list of the work activities required in each phase. The Consultant will be required to provide all of the necessary personnel and resources to complete the project except where materials or information are to be supplied by the City or other agencies as specifically indicated below.

The Study will update the Vaughan Corporate Centre Streetscape and Open Space Master Plan Study (2007) including the Study Framework, Context and Structure, a Streetscape and Open Space Master Plan, Streetscape Design Guidelines, Digital 3D Model, Parks and Open Space Guidelines, Design Components, Phasing and Implementation Strategy, as well as the additional component of an integrated Mobility Hub Public Realm Design.

5.1 Framework

- Update and enhance where necessary Section 1.0 (Framework) of the VCC Streetscape and Open Space Master Plan Study.

5.2 Context and Structure

- Update and enhance where necessary Section 2.0 (Context and Structure) of the VCC Streetscape and Open Space Master Plan Study.

5.3 Vaughan Metropolitan Centre (VMC) Streetscape and Open Space Plan

The *Vaughan Metropolitan Centre Streetscape and Open Space Plan* will embody the long-term vision for our City's new downtown as a world class city centre. This document will define a strong public realm and green framework to support the dramatic transformation of the area into a major urban downtown destination.

The *VMC Streetscape and Open Space Plan* is both a place making and strategic document defining the inherent visual quality of the VMC, its precincts, and the strategic functions of the public realm to support economic, social, cultural and environmental health. The VMC's success and sense of place will depend in great part on the activation of the public realm. The Master Plan must recognize that the VMC's public realm is both a unified and continuous system of parks, open spaces and streetscapes, and also a complex network of unique micro-conditions. It is a working document, and therefore must be flexible enough to accommodate future development initiatives and the variety of micro-contextual issues.

Work required for this Study component will include, but shall not be limited to, the following:

- Integration of digital data sets (AutoCAD, GIS, ArchiCAD, Adobe Creative Suite) received by the City of Vaughan, York Region and Stakeholders.

- Review and analyze relevant Provincial, Regional, Municipal and Stakeholder background policies, studies, drawings, and technical requirements pertaining to the Study Area.
- Investigation and confirmation of the present location of all above ground utilities on the existing street network to identify potential conflicts with proposed streetscape design. Utilities will be relocated underground where possible.
- Update Section 3.0 of the Vaughan Corporate Centre Streetscape and Open Space Master Plan Study to be in accordance with the Vaughan Metropolitan Centre Secondary Plan, and enhance where necessary, including:
 - Streetscape Character Analysis;
 - Master Plan Concept;
 - Vehicular Circulation;
 - Pedestrian and Cycling Circulation;
 - Streetscape and Open Space Hierarchy;
 - Gateways and Nodes.

With the addition of:

- Mobility Hub.
- Provide design review comments with respect to a proposal's impact on the public realm, for development applications located within the Vaughan Metropolitan Centre submitted within the timelines of the Study. This component includes review and integration of the private development application for the north west quadrant of the Vaughan Metropolitan Centre with respect to the Vaughan Metropolitan Centre's public realm.
- Outline sustainable design strategies and tactics within the streetscape design. Consider best management practices for storm water management measures as part of the streetscape work, coordinated with the Vaughan Metropolitan Centre Servicing Strategy Master Plan Study (The Municipal Infrastructure Group).

5.4 Streetscape Design Guidelines

Streetscapes define the character of a community and contribute to a distinct sense of place. They provide an interface between public and private spaces, support public life and commercial activity, and can act as green infrastructure for the City and Region. The Streetscape Design Guidelines will provide the basis for more detailed tender documents by others. Most immediately, this component will inform conceptual streetscape design for the

Regional-vivaNext Highway 7 transit rapidway project, and will be used as a basis for the construction of Millway Avenue in coordination with the VMC subway station and bus terminal project.

Work required for this Study component will include, but shall not be limited to, the following:

- Site investigation and inspection of the topographical features and field survey work required to carry out and complete the project.
- Investigation and confirmation of the present location of all above ground utilities on the existing street network to identify potential conflicts with proposed streetscape design.
- Integration of digital data sets (AutoCAD, GIS, ArchiCAD, Adobe Creative Suite, MicroStation) received by the City of Vaughan, York Region, Toronto Transit Commission and/or other Stakeholders.
- Review streetscape design work already completed for the vivaNext Highway 7 rapidway project, including the adjacent Concord West Streetscape Master Plan, the Centre Street Corridor Streetscape Master Plan, and the H2 segment of the rapidway between Bayview and Warden in Markham.
- Update and enhance Section 4.0, Vaughan Corporate Streetscape Design Guidelines which include: purpose, character, features, design theme/materials and cross sections for the streetscape hierarchy. Define a high quality, coordinated public realm treatment for the Vaughan Metropolitan Centre, including but not limited to consideration of: gateways, nodes, standard and enhanced intersections, wayfinding and signage, street and pedestrian-oriented lighting, planting, paving, street furniture and other bicycle and pedestrian amenities (including short and long-term bicycle parking facilities near transit stops and the subway station), landscape based storm water management controls, weather protection, microclimates, buffering noise levels, utility relocation and opportunities for public art. Develop a system of landscape prototypes for the Vaughan Metropolitan Centre public realm that are designed, managed and monitored as part of the City's stormwater management structure, including consideration of stormwater streetscape planters, landscaped bump outs and permeable pavement.
- Prepare and submit drawings and recommendations to the City including such alternatives or modifications to the Project that the Consultant, in her/his professional judgment, deems advantageous to the City.

5.4.1 Highway 7 Streetscape Design

- Integration of digital data sets (AutoCAD, GIS, MicroStation) received by vivaNext consortium and Toronto Transit Commission.

- Review York Region Rapid Transit design work and technical requirements to integrate, and translate when necessary, proposed surface infrastructure and streetscape elements along Highway 7 into a coherent urban streetscape vision consistent with the principles articulated in the Vaughan Metropolitan Centre Secondary Plan. Evaluate the rapidway design for Highway 7 as one piece of the overall public experience and provide design recommendations on how to integrate Regional transit alignments and nodes into the Vaughan Metropolitan Centre. Ensure streetscape infrastructure is appropriate in scale, form, siting, flow, orientation, and is integrated with the downtown context, engages the streetscape, contributes to character and identity of the Vaughan Metropolitan Centre, and enhances the transit system, cycling and pedestrian realms. A number of design elements of the VMC BRT Station at Millway Avenue are fixed. These are:
 1. Location of subway box and concourse
 2. Location of BRT Station on Highway 7
 3. Width of BRT Station platforms
 4. Location of elevator, stairs and escalator on the BRT Station platforms
 5. Primary structural support lines
 6. Property takings along Highway 7
- Review transit infrastructure's potential impacts on adjacent properties and provide recommendations if required. The Consultant team must demonstrate experience and knowledge of contemporary, world class transit infrastructure projects to bring creative and leading edge ideas on how to integrate rapid transit infrastructure into Vaughan's urban core.
- Review and provide recommendations for streetscape utility relocation, such as hydro poles.
- Prepare and facilitate two (2) Regional/vivaNext VMC workshops. Participate in a reasonable number of meetings, workshops and presentations with vivaNext staff.
- Prepare presentations to vivaNext staff, City staff and Council as necessary with respect to approvals and status updates on the project.
- Reference Built Form Guidelines as outlined in the VMC Secondary Plan.

5.5 Digital 3D Model

- The digital 3D Model boundary is located within the Vaughan Metropolitan Centre boundaries: East of Highway 400, west of Creditstone Road, north of Highway 407 and south of Portage Parkway.
- Revise as necessary an existing ArchiCAD 3D model which was generated as part of the VMC Secondary Plan. The model revisions will include updating the land use-built form, street network and parks & open space network, updated 3D model views and updating the yields.

- The model will illustrate the compatibility of the densities, heights and other building massing criteria identified in the VMC Secondary Plan, with the streetscapes, parks and open spaces.

5.6 Parks and Open Space Guidelines

Parks and Open Spaces provide many values for users and to the community as a whole. Parks and Open Spaces provide a sense of place in the community, allowing for recreation, escape, contemplation, discovery, access to nature, and interpretive education. Additionally, they provide shelter, wildlife habitat, relief from urban form, reduction of the “heat island effect”, and improve air quality. Parks and open space have the capability to significantly enhance aesthetic quality, increase property values and improve the image and livability of communities.

Recreation, through physical, social and artistic expression, provides opportunities for individuals to improve their health and wellness, socialize and interact with others, learn new skills, have fun and find balance in their lives. The personal, social, economic and environmental benefits of parks and recreation are well documented in Canada and abroad. Sport and recreation events, festivals and visual and performing arts each provide opportunities for self expression, cultural activities, social interaction and are a source of civic pride. Parks and open space contribute to human happiness and to the resiliency and adaptive capacity of our communities.

- Site investigation and inspection of the topographical features and field survey work required to carry out and complete the project. Investigation and confirmation of any encumbrances on park blocks (easements, utilities, buildings, environmental features, undulating topography, etc.).
- Integration of digital data sets (AutoCAD, GIS, Adobe Creative Suite, MicroStation) received by the City of Vaughan, York Region, Toronto Transit Commission and/or other Stakeholders.
- Update and enhance the Parks and Open Space system to ensure conformance with the recommendations and provision levels contained within the “Active Together” Parks, Recreation, Culture & Libraries Master Plan (2008).
- Update and enhance the Parks and Open Space system to ensure pedestrian connectivity throughout and beyond the Vaughan Metropolitan Centre.
- Provide detailed analysis of Parkland Dedication within the Vaughan Metropolitan Centre to ensure conformance with City of Vaughan policies.
- Research and develop a “Parks and Open Space Design Components Matrix” of high quality, low maintenance materials (site furnishings, pedestrian lighting, hard surface paving materials, wayfinding signage, planting, and pedestrian and bicycle amenities) for

use within the Parks and Open space system that is consistent/complimentary with those proposed for use in the Streetscape Design Guidelines.

- Develop “Facility Fit” schematics and detailed cost estimates for each park block within the Vaughan Metropolitan Centre for consideration and approval by the Parks Development Department. Construction funding sources/opportunities to be researched and updated where required.
- Provide an updated detailed strategy for the implementation/phasing of all Parks and Open Spaces within the Vaughan Metropolitan Centre complete with all viable alternatives/options for acquiring these lands.

5.7 Design Components

- Prepare a graphic Design Components Matrix based on the streets and open space hierarchies.
- Provide design details and specifications, including maintenance, as required for such public realm design components including: lighting, signage, bollards, paving, railings, ramps, crosswalks, gateways, node treatments, street furniture, fencing, bicycle parking, planting and landscape-based storm water management measures.

5.8 Phasing and Implementation

- Prepare a detailed Implementation Strategy including Phasing Plan and Schedule.
- The Implementation Strategy evaluates the issues affecting the implementation of the Streetscape Master Plan including phasing considerations, regulatory policies, development standards and funding sources. Include funding strategies that include public-private partnerships for transit-oriented development and the development of the public realm. Provide a matrix of public realm design elements that could qualify for bonusing under Section 37 of The Planning Act.
- The Phasing Plan will strategize and illustrate how development of the public realm is likely to occur in coordination with current and projected private development, infrastructure development, and identified implementation priorities. The Implementation Strategy will need to incorporate York Region/ vivaNext and Toronto Transit Commission design and construction project schedules, and any revisions therein.
- For implementation of the vivaNext rapidway, identify short and long term impacts to adjacent land development along the alignment of Highway 7, including identification of improvements beyond the R.O.W. to ensure pedestrian and bicycle connections with the transit network and VMC Streetscapes and Open Space Master Plan.

- Prepare a long term maintenance cost / life cycle program in consultation with the City of Vaughan and Regional Municipality of York Departments.
- Prepare a preliminary cost estimate for the streetscape construction costs based on the elements of the Streetscape Master Plan in accordance with the Implementation Strategy and Phasing Plan. The costing requirement is required to adequately address the phasing, funding and construction needs for the streetscapes within the Vaughan Metropolitan Centre and should include, at minimum:
 - Surfacing and Finishes
 - Signage and Lighting
 - Architectural Landscape Elements and Furnishings
 - Landscaping and Irrigation.

5.9 Mobility Hub Public Realm (Streetscape and Open Space) Design

- Define the boundary of the Vaughan Metropolitan Centre Mobility Hub based on Metrolinx Mobility Hub Guidelines and analysis of site conditions.
- Develop a public realm design for the Vaughan Metropolitan Centre Mobility Hub including Millway Avenue and Highway 7 streetscapes and the two blocks of associated open spaces on the west side of Millway Avenue. The design should incorporate design strategies to exploit transit's catalytic potential for the new downtown core. It should be noted that the location and design of some transit elements are fixed at the time of issuance of this Terms of Reference: (the subway station architecture, the landscape architecture within the subway station block, and the vivaNext transit shelter at Highway 7 and Millway Avenue), while other components are still in flux: (the location of the planned bus terminal, a weather protected pedestrian connection between the bus terminal and the subway station main entrance, passenger pick up and drop off design strategy, and the size and location of transit square).
- Review the various designs, plans and supporting documentation for the transit infrastructure and associated elements with respect to the impact on the streetscape and open space design including: vivaNext Highway 7 rapidway, subway station, subway station ancillary structures north and south of the subway station, bus terminal, passenger pick up and drop off.
- Though a collaborative design-engineering lens, integrate or recommend potential design adjustments to transit infrastructure elements and/ or proposed streetscape design elements as required.
- Review and incorporate plans for the private land development application for the North West quadrant of the VMC.

- Participate in a reasonable number of meetings and presentations with vivaNext, Region of York, Toronto Transit Commission, external agencies, and City staff.
- Prepare presentations to Working Session, Committee of the Whole and Council as necessary with respect to approvals and status updates on the project.

5.10 Public Participation, Meetings and Presentations

It is envisioned that a Stakeholder Consultation Group (SCG) will be organized and actively participate throughout the design process. The meetings of the SCG will be open to anyone wishing to attend and inform themselves of the progress of the study.

For this component, the Consultant will be required to:

- Prepare and facilitate one Stakeholder Meeting and liaise with Stakeholders as necessary throughout the Study.
- Prepare and facilitate a public workshop to involve citizens in strategies for change that allow for a re-imagining of streets and open spaces in the Vaughan Metropolitan Centre.
- Prepare and facilitate a public presentation at project completion.
- Prepare public communication materials including public workshop/ presentation materials, summary of stakeholder and public event outcomes in a web-ready format, regular project updates for posting to the City website, and a graphic communications poster that illustrates the final study vision, for printing and posting to the web.
- Develop at minimum two (2) rendered perspectives as graphic communication materials to illustrate key design strategies and precinct characters: station precinct/ mobility hub and neighbourhood precinct N4.
- Participate in a reasonable number of meetings and presentations for informative, mediative, preventative or coordinative purposes with City staff, Region of York/ vivaNext consortium staff, Toronto Transit Commission, utilities and/or other regulatory agencies responsible for the implementation of the project to ensure coordination with the goals and strategies of the City in connection with the services provided. Provide meeting minutes for City-led meetings.
- Liaise with Stakeholders, City of Vaughan Mayor, Regional and Ward Councillors, City staff, the Region of York / vivaNext consortium, Toronto Transit Commission, utilities and other agencies and partners in the vivaNext project to communicate the interests of the City of Vaughan as expressed in the design and implementation strategies.
- Prepare presentations to Council as necessary with respect to approvals and status updates on the project.

6. THE CONSULTING TEAM

The City of Vaughan is seeking a multi-disciplinary urban design/ landscape architecture/ engineering Consulting Team to address urban design, landscape architecture, architecture, civil and transportation engineering, public consultation, way finding, environmental sustainability, and strategic implementation issues. The Consultant Team will be required to collaborate with professional staff of the City of Vaughan, Region of York / vivaNext consortium, Toronto Transit Commission and external agencies to discuss engineering, urban design, architecture, landscape, and environmental sustainability issues for the Vaughan Metropolitan Centre.

The team will be headed by a firm specializing in landscape architecture, architecture and/ or urban design which oversees and incorporates into the team expertise in engineering and transit system design. This Study requires the team to have knowledge and experience of international best practices in rapid transit system design. It is also required to hold a demonstrated record in the design and implementation of sustainable public realm projects including detailed streetscape design, park design and a landscape-based approach to storm water management. The lead firm will identify sub-consultants as part of the proposal and clearly indicate the specific expertise offered to the Study and the extent of their involvement in the project.

7. SCHEDULE, WORK PROGRAM AND STAFFING

The Study is expected to begin in Fall 2011 and should be completed by Fall 2012. In order to meet vivaNext, Toronto Transit Commission and York Region Rapid Transit design and construction schedules, the interrelated designs for Millway Avenue and Highway 7 Streetscapes and the Vaughan Metropolitan Centre Mobility Hub will be required as early deliverables.

The Consultant's detailed price should identify an hourly rate for each team member, task costs, costs for disbursements, contingencies and applicable tax, plus a payment schedule for each study phase. The work program will detail task timing and sequencing and meeting schedules. The proposal will also identify the role and responsibility of each member of the consulting team, their direct involvement in the Study, and their relevant experience. The proposal will also identify the anticipated extent and schedule of City staff involvement in the study process.

8. STUDY PRODUCTS

Study products of *Vaughan Metropolitan Centre Streetscape and Open Space Plan* are an update and where necessary, an enhancement of the existing Vaughan Corporate Centre Streetscape and Open Space Master Plan Study, which includes:

- a) Framework;
- b) Context and Structure;
- c) Streetscape and Open Space Master Plan;
- d) Streetscape Design Guidelines;
- e) Digital 3D Model;
- f) Parks and Open Space Guidelines;
- g) Design Components;
- h) Phasing and Implementation.

An additional study product for the *Vaughan Metropolitan Centre Streetscape and Open Space Plan* is required:

i) Mobility Hub Public Realm Design.

Prior to preparation of final reports, one or more draft reports will be prepared for discussion and review by the Technical Advisory Committee (TAC), consisting of staff from York Region, vivaNext and the City of Vaughan.

Copies

The Consultant will provide the following copies of the required deliverables:

- 10 copies of the VMC Streetscape and Open Space Master Plan Document;

In advance of the final study completion date, the Consultant will provide:

- 10 copies of the Highway 7 Streetscape Design Document;
- 10 copies of the Millway Avenue Streetscape & Open Space Design Document;
- 10 copies of the Mobility Hub Public Realm Design Document;
- 3-D model using ArchiCAD software.

In addition, for each of the items noted above, the Consultant will provide deliverables in the following formats:

- 1 digital print ready copy;
- 1 digital copy in editable form;
- 1 PDF copy;
- 1 digital copy of all images and mapping (AutoCAD, Adobe Creative Suite, ArchiCAD). Where appropriate, digital information shall be georeferenced in accordance with City standards (ex. NAD 83, 6° UTM, Zone 17). Acceptable City formats include: jpeg photos, AutoCAD dwg (2009 version or higher), jpeg/bmp/tif/Adobe graphics.
- Although many of the graphics/ documents will be in colour, they also need to be legible and printable in black & white.

9. PROJECT ADMINISTRATION

The *Vaughan Metropolitan Centre Streetscape and Open Space Plan* will be managed by the City of Vaughan Development Planning Department in consultation with the Policy Planning, Parks Development and Development/Transportation Engineering Departments.

To provide technical expertise to this project, the City will set up a Technical Advisory Committee (TAC) of key City and Region of York/ vivaNext staff members.

The Study will also require consultation with other agencies and corporations, such as Powerstream, Bell Canada, Enbridge Gas, and the Toronto Transit Commission.

10. CONTENT OF PROPOSALS

The Consultant will be retained on the basis of a written proposal and interviews with short-listed proponents. The written Proposal shall contain the following information:

- Members of the Consulting Team, including their qualifications and experience;
- Identification of the Consultant Team Leader;
- An explanation of the approach and methodology to be used and research to be undertaken to achieve the project's goals and objectives, as outlined in the Request for Proposal;
- A Council/staff/public/stakeholder consultation strategy;
- A comprehensive work plan/project schedule, including timelines, milestones, meetings and key dates, which fulfill the requirements of the Terms of Reference.
- Deliverables/value-added work if applicable;
- An upset cost for the completion of the project, which includes a breakdown of the hourly rates attributable to each of the Consultant Team members and the hourly time commitment by task, for each of the participants; and all other costs and related disbursements;
- Documentation of related experience;
- A list of three (3) client references in respect of projects similar to the one described in the Terms of Reference, preferably public projects including national or international experience on transit interchange or rapid transit projects;
- In the proposal, the consultant shall indicate the number and type of projects it is currently undertaking, which may represent a professional conflict with the conduct of this study.

In addition to the Original Proposal, ten (10) bound copies of the Proposal, in an 8½" X 11" format plus one (1) unbound print ready copy shall be submitted. The maximum length of the Proposal shall be fifteen (15) pages, exclusive of resumes, references and documentation relating to project experience.

11. EVALUATION CRITERIA

The Proposal will be evaluated on the basis of the following criteria:

Qualifications and Experience: 40%

- Capability of the Team Leader;
- Qualifications and expertise of the team members;
- Skills and experience consistent with the needs of the project;
- Experience in similar studies;
- Level of public sector experience;
- Demonstrated success in public/stakeholder consultation; and the quality of the proposed consultation plan;
- Demonstrated skill in communicating project proposal and products, including excellent graphic presentation.

Quality of the Proposal: 20%

- Complete and comprehensive submission;
- Demonstrated understanding of the project requirements;
- Organization and clarity of presentation;
- Introduction of innovative ideas and concepts;
- Skill in communicating the project plan.

Project Management: 20%

- Work program, timelines and scheduling consistent with study requirements;
- Degree of participation of senior staff;
- Ability to manage a complex, multidisciplinary project;
- Ability to commit to the timing objectives for the completion of the study;

Financial: 20%

- Proposal Fee;
- Appropriate allocation of resources to various phases or study tasks.

12. SHORT-LIST DISCUSSIONS/INTERVIEWS/PRESENTATION REQUIREMENTS

The City may create a short list of Proponents based on the evaluation results.

The City reserves the right to incorporate discussions/interviews/presentations (the "Interview") into the Proposal evaluation process at the short-list stage. The City, at its sole discretion, may interview short-listed Proponents and may ask them to make a short formal presentation to the City. (Presenters will be required to supply their own presentation equipment and materials.) The Interview will serve as the mechanism for further evaluation of Proposals of short-listed Proponents at an in-depth and more detailed level in order to establish the finalist for Preferred Proponent status.

The City reserves the right to limit interviews to a number of the top scoring Proponents as determined by the City regardless of the number of Proponents who qualified for the short list and the scoring point spread thereof.

13. NEGOTIATIONS

On completion of the evaluation process, vendor negotiations will be undertaken to refine the details of the contract for all portions of the proposed services described in this Request for Proposals. Negotiations may take the form of adding, deleting or modifying requirements.

Assuming mutually acceptable terms and conditions can be negotiated a contract will be signed with the selected proponent. In the event of default or failure to arrive at mutually acceptable terms and conditions, the City may accept another Proposal or seek new Proposals, or carry out this service in any other way deemed appropriate.

14. BEST AND FINAL OFFERS

Proponents are reminded that since this is a Request for Proposal, a best and final offer may be requested, but this would be considered only with the short-listed proponents, if used at all. Proponents are encouraged to provide their best offer initially and shall not rely on oral presentations or best and final offers.

15. DISBURSEMENT OF FEES

- 1.1 The successful Consultant will be required to submit a payment schedule prior to commencing the project. The payment schedule shall be subject to the approval of the Project Coordinator.
- 1.2 Invoices will be required to contain the following minimum information:
 - i. Description and explanation of work undertaken in each invoice time period;
 - ii. Personnel employed and hours expended by the hourly rate;
 - iii. Disbursements;
 - iv. Total Fee for each invoice;
 - v. Budget expended to-date and remaining budget;
 - vi. 10% hold back applicable to all invoices.
- 1.3 The total estimated upset limit, duration of work and hourly rates of those team members who will be working on Section 5.4.1 is required as a separate breakdown within the document. We will require that all charges to Section 5.4.1 are tracked separately in the overall study, for invoicing purposes.

16. BUDGET

The budget for this study is anticipated to be \$200,000.00 which shall include all applicable taxes, disbursements and other project-related costs.

The Consultant shall not exceed the budget or undertake any work that would cause the budget to be exceeded without written permission from the City of Vaughan. Such permission shall be required for any phase or component of the study, as set out in the approved work plan.