

Clause 7 in Report No. 5 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on March 26, 2015.

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Consultant Selection for Yonge Street and Davis Drive  
Corridor Streetscape Master Plan

Committee of the Whole recommends adoption of the following recommendation contained in the report dated February 18, 2015 from the Commissioner of Transportation Services:

1. Recommendation

It is recommended that:

1. Council approve the award of the Yonge Street (Y.R. 1) and Davis Drive (Y.R. 31) Corridor Streetscape Master Plan to IBI Group, pursuant to Request for Proposal P-14-75, at a total cost of \$167,500, excluding HST, and authorize the execution of the contract on behalf of the Region. Total cost of the contract will be equally shared with Town of Newmarket.

2. Purpose

This report seeks Council authorization to retain IBI Group to provide landscape architectural services for the Yonge Street and Davis Drive Corridor Streetscape Master Plan (Streetscape Master Plan).

The Region's Purchasing Bylaw requires Council authorization to award a Request for Proposal over \$2,000,000, or when the recommended award is not the proponent submitting the highest scoring bid at the lowest cost or the lowest cost per technical point. In this case, the proponent has not submitted the lowest cost.

# Consultant Selection for Yonge Street and Davis Drive Corridor Streetscape Master Plan

## 3. Background

The Town of Newmarket requested York Region to lead and cost-share on a streetscape master plan for the Yonge Street and Davis Drive Corridor

The *Places to Grow Act* and York Region's Official Plan identify the Yonge Street and Davis Drive corridor as a location that will see an intensified form of development. It is forecasted that in the next five to ten years the majority of future growth and development in Newmarket will be focused along and within the Newmarket Regional Centre and on Yonge Street and Davis Drive. The streetscape master plan focusses on a vision for the segments of Yonge Street and Davis Drive outside of the vivaNext rapidway. This vision builds on the foundation established by the rapid transit streetscape design and will ensure a coordinated treatment in accordance with the Town's and Region's streetscape policies, documents, design visions, and character.

The Town of Newmarket submitted a request for cost-sharing on the Streetscape Master Plan where the Town and Region would be responsible for up to \$100,000 each, amounting to \$200,000 for the entire study. There are sufficient funds in the streetscape account for up to \$100,000 and the Commissioner of Transportation and Community Planning approved this request on March 17, 2014.

York Region is undertaking the reconstruction of Yonge Street north of Davis Drive

In 2008, the Yonge Street Environmental Assessment was approved and York Region Rapid Transit Corporation (YRRTC) is delivering the portion of Yonge Street south of Davis Drive. Yonge Street north of Davis Drive is identified in the 2015 10-Year Capital Plan. The Roads Capital Planning and Delivery Branch is initiating Detailed Design in spring 2015.

The Yonge Street and Davis Drive Corridor Streetscape Master Plan is being led by York Region in partnership with the Town of Newmarket and will provide direction on the boulevard streetscape design for both Yonge Street and Davis Drive corridors. The timing of the plan is critical to maximizing the design opportunities within the boulevard and ensuring a seamless coordination with the Yonge Street detailed design.

#### 4. Analysis and Options

Request for Proposals were issued in accordance with the Region's Purchasing Bylaw

The Supplies & Services Branch facilitated the procurement and issued a Request for Proposal seeking a firm to provide landscape architectural services to develop the Yonge Street and Davis Drive Corridor Streetscape Master Plan. The two-envelope system requires the technical proposal and the financial proposal be submitted in two separate envelopes. The proposals were evaluated based on a weighting of 80 per cent for the technical component and 20 per cent for the financial component.

Proposals must achieve a minimum technical score for proponents to be invited to the interview stage of the evaluation. If a proponent does not achieve the minimum technical score, they are not invited to the interview stage and their financial proposal is returned unopened. A total of eight proposals were received, with five proposals passing the technical requirement portion of the process. Those proponents were invited for an interview.

Five consultants were interviewed. One proposal did not meet the minimum requirement (60 per cent) to pass the interview stage. Financial proposals were opened for the four remaining consultants. One financial proposal submitted was deemed non-compliant following review by the Bid Review Committee. Accordingly, three compliant submissions were considered in the final evaluation.

The proponents, their technical scores and proposed upset limit fees are presented in Table 1.

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Streetscape Master Plan

**Table 1**  
**Evaluation Summary**

Firm	Technical Score (out of 80%)		Upset Limit Fee (Excluding HST)	Financial Score (out of 20%)	Total Score (out of 100%)	Cost/ Technical Point
	Proposal	Interview				
IBI Group	47.10	12.60	\$167,500	19.56	79.26	\$2,805.70
Brook McIlroy	48.80	12.20	\$172,490	18.99	79.99	\$2,827.50
EDA	41.50	10.50	\$163,800	20.00	72.00	N/A
Dillon Consulting	42.00	8.30	N/A	N/A	N/A	N/A
Planning Alliance	49.60	13.70	N/A	N/A	N/A	N/A

IBI Group achieved the lowest cost per technical point

The remaining three qualifying consultants were Brook McIlroy, EDA Collaborative and IBI Group. Brook McIlroy achieved the highest total score. IBI Group achieved a total score that was within one point of Brook McIlroy. EDA Collaborative was the lowest upset limit fee but also achieved the lowest total score. Both IBI Group's and Brook McIlroy's total scores are within five points of each other and, therefore, the dollar cost per technical point methodology applies. IBI Group achieved the lowest cost per technical point and it is recommended the project be awarded to IBI Group.

Although IBI Group's proposal was not for the lowest fee, the proposal represents the best overall value to the Region. IBI Group's proposal scored higher in the following areas:

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- Direct knowledge and experience working on vivaNext design, specifically the transition points between the vivaNext design and the streetscape master plan
- Clear understanding of the emerging urban context of York Region's urban centres
- Impact on Region's environmental and sustainability goals and initiatives and demonstrated experience in sustainable design best practices
- Value added in a broad range of worldwide experience creating smart green streets with technology and revenue-generating strategies

### 5. Link to key Council-approved plans

This program links to the following Council-approved plans and policies:

#### Regional Official Plan

- To ensure streets support all modes of transportation including walking, cycling, transit, automobile use, and efficient movement of goods

#### 2011-2015 Strategic Plan

- Improve mobility for users on Regional transportation corridors
- Increase the intensified mixed-use development in Regional Centres and Corridors consistent with intensification targets
- Maximize the economic development potential in Regional Centres and Corridors

#### 2015-2019 Strategic Plan

- Fostering an environment that attracts, grows, and maintains businesses
- Focusing on networks and systems that connect people, goods and services
- Making our communities more welcoming and inclusive
- Encouraging growth along Regional Centres and Corridors

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## 6. Financial Implications

The upset limit fee for the assignment is \$167,500, excluding HST. York Region and Town of Newmarket have committed to cost share the consultant fees at 50 per cent each. The Region's share of this commitment is \$83,750, excluding HST. There is sufficient Capital Spending Authority in the 2015 recommended Transportation Services Budget to cover the Region's share of fees. These expenditures will be funded by 80 per cent development charges and 20 per cent tax levy.

## 7. Local Municipal Impact

The results of the Yonge Street and Davis Drive Corridor Streetscape Master Plan will align with the recommendations of the proposed Amendment No. 10 to the Newmarket Official Plan Urban Centres Secondary Plan.

The Yonge Street and Davis Drive Corridor Streetscape Master Plan demonstrates partnership between York Region and the Town of Newmarket. The plan builds upon investments in Rapid Transit along Newmarket's Regional Centre to create a streetscape vision for the Town's urban spines, which connect various neighbourhoods in Newmarket.

Streetscape design creates attractive communities, encourages social interaction, supports the local economy, reflects the local character in Newmarket's various neighbourhoods, and elevates York Region's civic image.

## 8. Conclusion

This report seeks Council authorization to retain IBI Group to provide landscape architectural services on the Yonge Street and Davis Drive Corridor Streetscape Master Plan. This plan provides a vision for the creation of context sensitive street design and informs Newmarket's future development in York Region's urbanizing environment.

For more information on this report, please contact Stephen Collins, Director Infrastructure Management and PMO, at ext. 75949.

The Senior Management Group has reviewed this report.

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Accessible formats or communication supports are available upon request