



Land Over Landings Incorporated

REQUEST FOR PROPOSAL

**TITLE: Consulting Services –
Agricultural/Rural-Growth Economics Study
of Remaining Pickering Federal Lands**

PROPOSAL NUMBER: RFP-2016-1

ISSUE DATE:

September 9, 2016

CLOSING LOCATION:

**Land Over Landings Incorporated
4560 Sideline 22, R.R. 5
Claremont ON L1Y 1A2**

CLOSING DATE AND TIME:

**October 12, 2016
2:00 P.M. LOCAL TIME FOR HARD-COPY SUBMISSIONS
3:00 P.M. LOCAL TIME FOR ELECTRONIC SUBMISSIONS**

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(All Being Part of This Request for Proposal)

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I PROJECT OVERVIEW

1. Purpose of Request for Proposal

It is the intention of Land Over Landings Incorporated (“Land Over Landings”), a not-for-profit Ontario corporation, to retain a qualified firm (“Proponent”) to undertake a comprehensive study of the maximum agricultural economic capability, the rural growth opportunities, and other economic benefits to be had from restoring permanent agriculture to the remaining Federal Lands in Durham Region while also ensuring the preservation of the area’s existing watersheds and natural habitat (see **Appendix “A”:** **Pickering Lands Site Map**. The study’s **Primary and Supplementary Objectives** are detailed in **Section II: Scope of Work**.

Land Over Landings intends to use the study report’s data and conclusions in future communications strategies, to make the case to political leadership and the general public that an agricultural and rural-growth economic vision exists as a viable alternative to an airport and other economic development on the remaining Federal Lands.

There is an overwhelming need for a study to articulate an economic vision that maximizes the unique agricultural and other rural economic-growth opportunities on the remaining (and also unique) Federal Lands (see **Appendix “B”:** **What Makes These Lands So Special?**). Although suffering from inattention and abuse, the area’s natural source of wealth for the past two centuries – namely, Canada’s most productive farm soil, assisted by sufficient rainfall and the temperate growing climate of the sheltered south slope of the Oak Ridges Moraine – remains intact. A small number of farm houses and barns also remain in useable condition. After four decades of deliberate government neglect and destruction, it will take time to restore the area’s maximum agricultural and other rural economic capability. But unlike the plan for a potential future airport, restoration of the area’s agricultural fabric would result in a local economic revival and local job creation immediately, not a generation or more from now.

Many prominent individuals and organizations support the undertaking of this study (see **Appendix “C”:** **Support for This Agricultural/Rural-Growth Economics Study**).

2. Background

On March 2, 1972, the federal government used the Expropriation Act to seize 7,530 hectares (18,600 acres) of mostly Canada Land Inventory Class 1 farmland (see **Appendix “D”: Agricultural Soil Classification Map**) and two rural villages in Markham, Uxbridge, and Pickering Townships. The land was “required by the Crown for a public work” – namely, construction of a second major international airport in the Toronto area. The “Pickering airport” project was born.

Aviation growth forecasts released by the federal government in 1972 suggested that Toronto’s international airport faced an imminent capacity shortfall. The Department of Transport (now Transport Canada) had already decided that the 3-runway Malton Airport (now Toronto Pearson) could not be expanded, meaning that Malton would reach its capacity within a decade. The Pickering airport was planned to be operational by 1979.

Opponents of the Pickering airport, including local community groups such as People or Planes, began to unearth and assemble evidence showing that the federal cabinet had been given bad advice: Malton Airport could indeed be expanded, the growth forecasts were wrong, and no one really knew when Malton would reach capacity. Ontario’s due diligence efforts eventually resulted in the conclusion that the need for a Pickering airport was not clear-cut. In the fall of 1975, as heavy equipment was moving onto the site to begin runway construction, the Province announced that it would not fund its pledged contributions to the project – such as road, water, and sewer services. Incensed, the federal government called a halt to the airport construction while continuing to insist that Pickering would be needed.

Instead of cancelling the project and, under the Expropriation Act, retroceding the properties to their former owners and former use – as was later done for the surplus Mirabel farmlands and as is presently being done for the abandoned “fifth Welland Canal” project – the federal government retained the site, consigning the Pickering airport project and north Pickering to indefinite and debilitating limbo.

In the decades since, Transport Canada has pursued two policies on the so-called Federal Lands:

- 1. Studying to death the need for an airport.** Several extensive planning studies were carried out over the years in an attempt to justify revival of the Pickering airport project. All failed; none found sufficient grounds to support a decision to build the airport. No sound business case (if one exists) justifying the need for an airport has ever been made public. This year, on January 29, 2016,

Transport Canada commissioned yet another study: the “Pickering Lands Aviation Sector Analysis.” Few details of this study have been released to the general public; we are told it is expected to take 2-3 years to complete.

2. Continuous site preparation to achieve an airport by stealth. An airport requires elimination of all civilization from the site. Although Ontario’s 1975 decision halted airport construction, the process of clearing the site has quietly carried on. At the time of the stop-work order in 1975, most residents had already been expelled. On the other hand, nearly all the buildings remained, so they were leased to farm, commercial, and residential tenants. One-year leases became the norm, perpetuating the impression that airport construction was imminent. Property mismanagement by Public Works/Transport Canada gradually reduced the site to a rural slum. Despite the efforts of some residential and commercial tenants to maintain their properties, often at their own expense, most infrastructure became dilapidated, was eventually declared unfit for use, and was then demolished. Approximately 80% of commercial and residential buildings on the site have now been torn down. It is estimated that an even higher proportion of farm buildings has been destroyed.

Expropriation not only caused devastating economic and social upheaval for former airport-site property owners; it also seriously affected the adjacent rural communities. Hundreds of local farm and other rural business jobs were lost and have never been replaced. The never-ending threat of an airport has persistently chilled the area’s economy: business investment is abnormally low, few new jobs are created, and unlike the state of affairs prior to 1972, most residents are now employed outside the local area. This situation continues to worsen; every residence demolished on the Federal Lands means a further loss of confidence in the community’s revival and a further loss of local consumer spending. The area has become not only an economic but also a retail desert, and the preponderance of consumer spending by north Pickering residents is now done in Markham, Stouffville, Uxbridge, Brooklin, and Ajax – not Pickering.

Since the land area of Toronto Pearson, Canada’s busiest airport, is 1,867 hectares (4,613 acres), it has always been obvious that most of the Federal Lands – more than four times the land area of Pearson – would never be needed for a Pickering airport. In 2013 and 2015, the federal government acknowledged this fact by contributing a total of 4,130 hectares (10,200 acres) of the Federal Lands to the Rouge National Urban Park (RNUP) (see **Appendix “E”: Proposed Rouge National Urban Park Map**), which is committed to protecting the natural habitat and keeping the farmlands in permanent, more diversified, agriculture. The RNUP is considering up to 30-year comprehensive leases for Park farmers. With long-term leases and a guaranteed agricultural future, this part of the Federal Lands site promises a return to a more robust agricultural economy in the area, including new local job growth.

No such optimism is felt on the “retained” 3,885 hectares (9,600¹ acres) of the Federal Lands, where the decades-long status quo persists. Local residents have little hope that their communities’ economy, including new job creation, will improve. Under the continued one-year leases, few farmers risk undertaking maintenance of farm infrastructure such as barns, other outbuildings, fences, and field tile drains. Little livestock farming or production from perennial crops – including orchards – remains or is likely to be introduced. A once prosperous mixed-farming area has been reduced to cash-crop grain farming – largely soybeans and corn, with smaller amounts of wheat and canola production. We are aware of only one expropriated farm family still living on the remaining Federal Lands who earn the major part of their income from farming. Other farmers of the Lands live outside the local area and “visit” their leased farmland to sow and harvest, trucking away the wealth from north Pickering’s farmland and spending it in their own home communities.

As promoted by some local municipal leaders and by segments of the aviation sector, the only hope for these remaining Federal Lands will be the potential economic activity and job creation emanating from a Pickering airport in an ever-receding future. Some forecasts suggest that an airport will be needed 15 to 30 years from now (see **Appendix “F”: Draft Pickering Airport Site Zoning Regulation (PASZR) Map**); some experts say the airport will never be needed. Even airport advocates’ most optimistic vision leaves the local economy in north Pickering crippled for *at least* another generation.

Perpetuating north Pickering’s prolonged economic depression for an indeterminate number of years or decades while awaiting a future airport that might never happen has all the hallmarks of cruel and unusual punishment meted out by government policy. The frankly struggling local communities need an immediate, practical, and sustainable solution to their plight, not a possible airport in some distant future. Being left on perpetual stand-by has become unacceptable.

The ray of hope for a better future for north Pickering lies in its people. For many reasons, north Pickering has always been found particularly attractive as a place to both live and work. Pioneers were drawn to the area’s pristine waters, lush farmlands and forests, and picturesque countryside. They quickly established internationally famous agricultural businesses, which remained world-class until the day of expropriation. The area was an agricultural centre long before the term “food hub” was coined, and was peopled by a dynamic, vibrant community of hard-working, innovative, entrepreneurs. Those who stayed on after expropriation, and many who moved into the community afterwards, are not a defeated collective but a diverse group of highly creative, resilient,

1. Transport Canada’s arithmetic, not ours.

and resourceful people who want their government to accept this fact: that no matter how much time and money is devoted to a bad idea, it does not make the bad idea good. With the dead hand of Transport Canada lifted from the Lands, the fundamental assets and attractions of north Pickering could again be utilized and enjoyed, and countless opportunities would open up for new farm, food, and other businesses. People will want to live and raise their children in its historic villages, or live in or beside the national park. They will want to be involved in and part of the area's renaissance.

Land Over Landings counts among its members and supporters many of those who have the greatest stake in the fate of the remaining Federal Lands – namely, those who call north Pickering home. It is our collective belief that the highest and most beneficial permanent use of the remaining Federal Lands is agriculture and the preservation of the area's natural habitat – not just for the current and future well-being of our local communities but the GTA as a whole.

II SCOPE OF WORK

1. Primary Objective

Using three Scenarios (see below), the main work will be to study and report on the maximum agricultural economic capability of the remaining Federal Lands while ensuring preservation of existing watersheds and natural habitat. The study will include:

- Producing a comprehensive report describing a **practical, viable, economic vision** for the local rural community if the farmland were permanently used for agriculture and, on “brownfield” sites, for businesses related to agriculture, and if the land were utilized to its maximum, most-diversified agricultural economic capability while ensuring the preservation of existing watersheds and natural habitat.
- Gathering, analyzing, and citing detailed data that rigorously support the described vision, using previous studies and reports from sources such as OMAFRA, Census of Agriculture, and other available documents.
- Calculating the economic impact of the described vision, including but not limited to: direct, indirect, and induced economic impact **per annum**, including GDP, taxes, and full-time-equivalent jobs (based on an average annual salary/wage of \$45,000). Comparing these results with the current one-year-lease-based agricultural economy.
- Outlining the range of food crops and the range of food-and-farming-sector occupations possible in the described vision, including provision for those wanting to enter the farming business, and highlighting farming activities that are particularly suited to the remaining Federal Lands. Assessing the Lands’ capacity to become the area in Ontario best suited for specific food crops/farming activities.
- Estimating the one-time impact of the “building boom” necessary to:
 - (a) repair existing farm and local business infrastructure, and
 - (b) construct the new farm and business infrastructure needed to support the described permanent agricultural economy, including but not limited to: direct, indirect, and induced economic impact, including GDP, taxes, and full-time-equivalent jobs (based on an average annual salary/wage of \$45,000).
- Outlining an implementation strategy to achieve this vision and derive maximum economic benefits for the local community and the entire GTA.

Scenario A

All remaining Federal Lands are used for permanent agriculture, and the existing natural areas are preserved

Assume:

- That in all, 3,480² hectares (8,600 acres) of the remaining Federal Lands will be permanently used for agriculture. Roads/road allowances, settlements, woodlots and other natural habitat, golf courses, etc. account for the leftover 404.7 hectares (1,000 acres).
- That all property will be transferred to a new federal owner – the RNUP or similar federal entity, such as a land trust or an agricultural preserve with easements to ensure that the farmland and natural areas can never be used for other purposes.
- That construction of all infrastructure supporting permanent agriculture will be permitted on “brownfield” sites (i.e., farmyards or settlement building lots where earlier buildings have been demolished), with minimal intrusion on workable farmland/natural habitat and with minimal municipal services capital investment (assume use of existing roads, use of rural wells/sewage treatment systems).³
- Leases will be for 30 years, and renewable.

Scenario B

The remaining Federal Lands are split between (a) temporary agriculture on a potential future airport site and (b) permanent agriculture on the rest of the land, where the existing natural areas are preserved

The purpose of this scenario is to determine the economic impact of rejecting **Scenario A** in favour of implementing two distinct policies on the remaining Federal Lands.

Assume:

- That a Toronto Pearson-sized site of 1,860 hectares (4,600 acres) will be held for a potential future airport, with 1,660 of those hectares (4,100 acres pro rata calculation) kept in agricultural production over the next 20 years,

2. The 3,480 hectare figure has been derived from Transport Canada's response (August 28, 2009) to an Access to Information request by the Ontario Farmland Trust.

3. As per Ontario Ministry of Agriculture, Food and Rural Affairs' pending *Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas*.

prior to the start of airport construction. Assume a (non-renewable) 20-year lease and no infrastructure improvements on the affected farmland.

- That the left-over 1,820 hectares (4,500 acres pro rata calculation) will be permanently dedicated to agriculture under **Scenario A** conditions.

Scenario C

All remaining Federal Lands are used for permanent agriculture, within a larger local permanent farmland cluster

The purpose of this scenario is to calculate any increased economic impact over **Scenario A** findings from synergies realized when all farmland on the remaining Federal Lands forms part of a larger local cluster of farmland, all in permanent agriculture.

Assume:

- That the cluster, totalling nearly 12,140 hectares (30,000 acres), would include, in addition to the remaining Federal Lands, the farmland within the publicly owned RNUP, within the privately owned Duffins-Rouge Agricultural Preserve, and within the north-east Pickering farmland assemblies (see **Appendix “G” Pickering Greenbelt / Whitebelt / Permanent Agriculture Areas Map**).

2. Supplementary Objectives

If, as Land Over Landings believes, the best future for the remaining Federal Lands is as an integral part of the RNUP (or comparable land trust or preserve), certain additional economic aspects must be considered. Tourism benefits from the existence of the RNUP would most certainly accrue to north Pickering. The RNUP’s draft management plan aims to have more-diversified and more -sustainable farming practices within the Park; other objectives involve showcasing new ways of farming, and facilitating agri-tourism. This agricultural study would be incomplete and less persuasive if it failed to make reference to the possibilities and opportunities the Park will offer. Likewise, the report would benefit from calculating the opportunity cost of complete loss of agricultural land and natural habitat from the remaining Federal Lands should they be used for an airport or urban development.

Aware that such topics are not normally part of an agricultural study, we have characterized them as “Supplementary.” Bidders are asked to quote on two cost options for each topic: (a) a short study that contains estimates for a range of potential

economic benefits or costs, as appropriate, and (b) a detailed and rigorous study of the potential benefits or costs, as appropriate.

The qualified firm (“Proponent”) may subcontract these supplementary studies to appropriate experts, or may source data and conclusions from cited authoritative studies. For each Supplementary Objective, quote the extra cost for each option separately.

Supplementary Objective 1

Economic benefit to be expected from RNUP tourism

Calculation of the economic impact per annum of RNUP tourism on the north Pickering area if all the remaining Federal Lands were permanently protected within the RNUP (or comparable land trust or preserve) and if the farmland were used to its maximum agricultural economic capability while ensuring the preservation of existing watersheds and natural habitat.

Supplementary Objective 2

Economic benefit to be had from soil carbon storage (sequestration)

Calculation of the economic impact per annum if all the farmland described in **Scenario A** were permanently used to its maximum agricultural economic capability while its soil and natural areas were stewarded to maximize carbon storage.

Supplementary Objective 3

Economic cost of permanent loss of natural habitat and agricultural land

Calculation of the economic cost per annum of losing all natural habitat and 3,480 hectares (8,600 acres) of agricultural land if the remaining Federal Lands were used for an airport and other urban development.

Include:

- Impairment to West Duffins Creek watershed and its surrounding natural habitat, and the possible destruction of Atlantic salmon spawning habitat.
- Loss of natural habitat around existing farmland – i.e., the wetlands, woodlots, and hedgerows, all of which provide erosion control, carbon sequestration, other nutrient storage benefits, habitat for pollinators, and habitat for biological-control agents such as birds.
- Loss of all agricultural economic benefit calculated in **Scenario A**.

3. Duration of Study

The entire study (including Supplementary Objectives) should take no longer than 6 months for completion.

4. Project Budget

The budget for the deliverables outlined in this proposal is expected to be approximately \$60,000.00 plus HST.

5. Project Tasks and Target Schedule

As a first priority after a Contract is signed, the successful Proponent, in conjunction with Land Over Landings' steering committee/project contact(s), will complete a detailed timeline, including, but not limited to, the following project tasks:

Phase 1:

- Refine scope of project
- Identify available data
- Identify additional data needs

Phase 2:

- Develop methods to obtain additional data
- Obtain required data
- Collate data and conduct preliminary analysis

Phase 3 (end of month 4 or earlier):

- Obtain feedback and incorporate it into analysis

Phase 4 (end of month 5 or earlier):

- Develop final analysis and preliminary conclusions
- Consult with Land Over Landings' steering committee/project contact(s) on final steps toward project completion

Phase 5 (end of month 6 or earlier):

- Create final report
- Present final results to Land Over Landings' Executive Committee
- Develop communication package for public presentation of final Study results
- Deliver up to two public presentations of the Study results at Durham Region locations and at times specified by Land Over Landings

6. Project Expectations

It is expected that the successful Proponent consulting team will:

- Update the steering committee/project contact(s) of Land Over Landings bi-weekly regarding the project's progress (more frequently if necessary)
- Attend meetings with Land Over Landings' steering committee/project contact(s) as required
- Work as a team with Land Over Landings' steering committee/project contact(s)
- Produce a clear, concise, and comprehensive document that will be easily understood by the general public
- Make presentations at two stages to Land Over Landings' steering committee/project contact(s): at the draft interim report stage and the draft final report stage, and make modifications to the report as recommended
- Develop a PowerPoint presentation for use as part of a communications strategy
- Provide prompt responses and delivery of services
- Respect the project's budgets and timelines

7. Project Deliverables

The successful Proponent consulting team shall work with direction from Land Over Landings steering committee/project contact(s) to complete the following deliverables:

- Detailed qualitative and quantitative analysis of both the Primary and Supplementary Objectives as outlined in the Scope of Work.
- Detailed profile of the unique characteristics, strengths, weaknesses, opportunities, and threats as they relate to this area's agricultural sector and natural habitat.
- A clear economic vision and implementation strategy that maximizes the agricultural and other rural economic growth opportunities for this area while ensuring preservation of the existing watersheds and natural habitat.
- A chapter summarizing the potential for overall agricultural, natural habitat, and other rural economic development, as identified in this Study, and

citing, in contrast, the economic, environmental, and social impacts (among other impacts) on the north Pickering area, the GTA, and the GTA food-and-farming cluster should the agricultural and other benefits be lost to make way for an airport and other urban development.

- An executive summary of the Study.
- Effective media and marketing tools to be used as part of a communications strategy after the Study is completed.
- Accompanying maps, schedules, tabular data, and diagrams, in PDF and modifiable form (e.g., Word, Excel).
- Access to all tables and background data assembled during the course of the Study.
- An electronic copy of the report in both PDF and Word format.

III PROPOSAL PREPARATION REQUIREMENTS

1. Site Tour (optional)

Land Over Landings will provide to prospective Bidders, at their request, a guided tour (of approximately one hour's duration) of the remaining Federal Lands. Tours will be available on business days from **September 14 to September 21**. Contact Land Over Landings for an appointment time.

2. Clarification of Details

It will be the Proponent's responsibility to obtain clarification of any details before submitting a bid. All official correspondence in regard to the specifications should be directed to and will be issued by Land Over Landings.

All questions must be submitted to Land Over Landings in writing **not later than September 23**. E-mail all questions to **landoverlanding@gmail.com**, with "Proposal Number RFP-2016-1 Questions" in the subject line.

All questions and answers, including any resulting changes to this Request for Proposal, will be made available to all known bidders within approximately 2 business days by way of numbered, written Addenda. Sources of enquiries will not be identified.

The questions, answers, and addenda will be accessible via:

- the MERX Service
- the Land Over Landings' website, at:
<http://landoverlandings.com/rfp-addenda/>

Land Over Landings bears no responsibility for any oral communication, instruction, or suggestions.

3. Proposal Content and Preparation

Proposals shall be submitted in a professional format providing, as a minimum, details of the process to be followed, a project work plan and the estimated time involved

to develop and implement it, and the lump sum cost for the work on the **Primary Objective (all three scenarios)**, detailing all service and materials to be provided for this cost.

Each **Supplementary Objective** included in the proposal shall be prepared in the same manner as for the Primary Objective: a professional format providing as a minimum, details of the process to be followed, a project work plan and the estimated time involved to develop and implement it, and the lump sum cost for each option under the three Supplementary Objectives, detailing all service and materials to be provided for this cost.

In addition to a completed **Proposal Form** (see **Appendix “H”: Proposal Form**), the Proponent shall provide a brief Letter of Proposal to undertake this assignment, which shall contain a clear outline, including the following general items, as well as other considerations based on the Proponent’s understanding of the Project:

- The Proponent’s interest in carrying out the project and the Proponent’s understanding of the objective(s) of this project.
- Citation of similar projects completed by the Proponent which provide details on the Proponent’s thorough understanding of agricultural economics, agricultural business practices, and investment.
- A description of the consulting team, the lead persons working on the project, and the relevant experience and qualifications of each individual along with an estimate of the percentage of time each key member will dedicate to this project.
- Identification of all sub-Proponents, including firms required to study and to prepare reports on the Supplementary Objectives, outlining their qualifications and experience, and their specific role in the project.
- The Proponent’s proposed methodology for carrying out the work.
- A detailed work plan and a project schedule that will identify all major components of this project and their anticipated start and completion dates. The work plan shall address the tasks outlined in the Scope of Work.
- Commitment (time and resources) expected to be provided by Land Over Landings throughout the project.
- Disclosure of any perceived conflict of interest.
- The proposed fee, and any other costs/fee options (expressed in Canadian dollars).

4. Compliance

Alternative Proposals may be considered. However, any deviations from Land Over Landings' RFP document must be clearly defined and are subject to acceptance or rejection by Land Over Landings in its discretion. Absence of comment will be assumed to indicate full compliance. Proponents are encouraged to offer comments that clarify the content and intent of their Proposal.

In the event that a prepared Proposal does not precisely and entirely meet the requirements of this Request for Proposal, Land Over Landings reserves the right to enter into negotiations with the selected Proponent(s) to arrive at a mutually satisfactory arrangement with respect to any modifications to the Proposal.

5. Joint Proposals

In the event that a joint Proposal is submitted on behalf of two or more companies, the name and role of each partner in the joint Proposal must be clearly identified and the document signed by an authorized officer of each company.

If a joint Proposal is to be considered it will be necessary for one of the companies listed in the document to be named as the prime contractor and to accept responsibility for the level and quality of service provided and coordinate services as required by Land Over Landings.

6. Incurred Costs

Land Over Landings will not be liable or reimburse any Proponents for costs incurred in the preparation of Proposals, attendance at meetings/related travel costs, or any other services that may be requested as part of the evaluation process.

7. Submission / Delivery

The **Proposal Form** (see **Appendix "H": Proposal Form**) must be signed in the space provided on the Form with the signature of the Proponent or responsible official of the firm bidding. If a joint Proposal is submitted, it must be signed and addressed on behalf of each of the Proponents.

Proposals that are not signed by an authorized signing officer may be considered incomplete and subject to disqualification at the discretion of Land Over Landings.

Proposals may be submitted using either of the following options:

- electronically, via the MERX Service
- in hard-copy form, delivered in a sealed envelope addressed to Land Over Landings, to the address noted below, and clearly identifying the document(s) enclosed as **Proposal Number RFP-2016-1**, and including the name and address of the Proponent. Land Over Landings will not be responsible for any Proposal(s) that are lost or misplaced.

For hard-copy submissions, four (4) sets of documents are required. One set must carry original signatures and be marked as “MASTER”. The additional sets may be photocopied and marked as “DUPLICATE”.

All hard-copy bids must be received by Land Over Landings at 4560 Sideline 22, R.R. 5, Claremont ON L1Y 1A2 no later than **2 p.m. local time, October 12, 2016**.

All electronic bids must be submitted via MERX no later than **3 p.m. local time, October 12, 2016**.

Bids received after this deadline will not be accepted. Sealed-envelope bids will be returned unopened to the Proponent. Please note that Proponents are solely responsible for ensuring that their Bids are received by Land Over Landings on or before the deadline. Land Over Landings will not accept any Bid after this deadline notwithstanding the reason for its late receipt.

Please also note that, in the event of any question regarding the timely receipt of any Bid, the time on the clock designated by Land Over Landings will absolutely prevail over any other timepiece regardless of any discrepancies between the time on Land Over Landings' designated clock and actual time.

Bids will be opened publicly for REGISTRATION OF BIDS RECEIVED only, at 3:00 p.m. local time, October 12, 2016, at Brougham Hall, 3545 Mowbray Street (formerly Brock Road) in Brougham, Ontario.

IV PROPOSAL EVALUATION AND AWARD PROCESS

1. Evaluation Criteria

Proposals received on time will be reviewed and deviations and/or exceptions to the requirements of this RFP will be noted and assessed. Proponents may be contacted to explain or clarify their Proposals; however, they will not be permitted to alter information as submitted.

Each Proposal will be evaluated according to the following criteria:

- **Comprehension** – Proposal demonstrates understanding of the Primary and Supplementary Objectives context, requirements, and deliverables.
- **Clarity** – Proposal clearly outlines the planned approach, timelines, services, implementation strategies, and effectiveness measures.
- **Methodology and Collaboration** – Proposal clearly articulates the project's Primary and Supplementary Objectives, work plan (including tasks, goals, budget breakdown, staffing, and schedule), and strategy for incorporating feedback. It also demonstrates capacity to collaborate with Land Over Landings' steering committee/project contact(s) in various contexts to achieve the specified project goals.
- **Capacity to Deliver Services and Analysis** – Proposal describes the capacity to provide quantitative and qualitative project services and intelligent analysis.
- **Related Experience, Staffing, and Results** – Proposal outlines the credentials of organization/staff undertaking the work, the commitment of experienced staff to work on the project, and their experience in designing and executing related projects, and includes a list of references.
- **Cost** – Proposal provides a clear budget breakdown, evidence of efficient allocation of resources, and evidence of ability to adhere to budget parameters.

2. Clarification of Submissions

Land Over Landings reserves the right in its sole discretion to clarify any bid after the Proposal Submission deadline. The response received by Land Over Landings from a

Proponent shall, if accepted by Land Over Landings, form an integral part of that Proponent's Proposal. Land Over Landings reserves the right to interview any or all Proponents to obtain information about or clarification of their Proposals. In the event that Land Over Landings receives information at any stage of the evaluation process which results in earlier information provided by the Proponent being deemed by Land Over Landings as inaccurate, incomplete, or misleading, Land Over Landings reserves the right to revisit the Proponent's evaluation result.

3. Award Announcement

Announcement of Award will be made only when approved by the Land Over Landings Executive Committee. **The Award is also contingent on the availability of approved funds.**

Land Over Landings will notify the successful Proponent in writing of acceptance of the Proposal.

4. Contract Award Document

The issuing of an Agreement by Land Over Landings shall give rise to a Contract between Land Over Landings and the successful Proponent in accordance with the terms and conditions set out in the Scope of Work, the Proposal Preparation Requirements, any applicable Addenda, and any other related documents.

5. Written Agreement

A written agreement shall be executed by the successful Proponent and Land Over Landings.

V TERMS AND CONDITIONS

1. Ability and Experience of the Proponents

Each Proponent shall satisfy Land Over Landings as to their ability and experience in providing their services and the services of any sub-Proponents offered in their Proposal. Land Over Landings will not award a contract to any company that cannot furnish evidence satisfactory to Land Over Landings, in its sole discretion, of the necessary ability, dedication, equipment, capital, and experience to provide the services required.

2. Assignment or Sub-Contracting of Contract

The successful Bidder shall not make any assignment or any sub-contract for the supply of material or the execution of any of the work hereby proposed, nor engage in brokering or franchising or any other such practice, unless Land Over Landings, in its own absolute discretion, expressly consents in writing.

Failure of the successful Bidder to obtain the express written consent of Land Over Landings prior to engaging in any of the practices noted in the above paragraph shall constitute a fundamental breach of the contract, and in such circumstance Land Over Landings may, in its own absolute discretion, cancel the contract and award it to any other Proponent, or re-issue the Proposal.

Further, the successful Bidder shall be liable for all damages sustained by Land Over Landings as a result of the Successful Bidder's breach of the contract, regardless of whether or not Land Over Landings chooses to cancel the contract. Any contract payments outstanding at the time of the Contractor's breach will be forfeited to Land Over Landings in full or partial payment of said damages.

Any outside costs associated with making a decision on whether to assign a contract will be the responsibility of the successful Bidder.

3. Withdrawal of Proposal

A Proposal may be withdrawn unopened after it has been deposited, if such request is received in writing by Land Over Landings prior to the time specified for the opening of Proposals.

4. Acceptance or Rejection of Proposals

Land Over Landings reserves the right in its total discretion to accept or reject any Proposal, for any reason whatever, and to accept or reject any bid if considered in its best interest, and to award to one or more Proponents. The lowest or any Proposal will not necessarily be accepted.

5. Error and Correction

Land Over Landings reserves the right in its total discretion to make all necessary corrections to any Proposal which contains mathematical errors.

6. Proposal Expiry Date

Proponents hereby acknowledge that offers contained within their Proposal shall remain open for acceptance by Land Over Landings for a period of not less than ninety (90) days from the closing date established for Proposals.

7. Intent of Scope of Work

It is the intent of the Scope of Work described above to provide all specific details necessary for the services required. It is the responsibility of the successful Proponent to supply any service not described in the Scope of Work but which may be reasonably implied to professionally discharge the Scope of Work covered in this Request for Proposal.

8. Upset Limit

Land Over Landings will consider the estimated total service cost for this project as an upset limit based on the work plan and the project duration assumed and will not consider extra items unless prior written approval is obtained from Land Over Landings.

Once the successful Proponent has been approved, minor revisions to the scope of the assignment may be negotiated. Where such work has been requested and approved by Land Over Landings, the Proponent shall submit proper documentation of any additional service to support invoices beyond the limit of the upset figure.

No invoice for services rendered will be honoured if that invoice puts the total cost of the job over the upset limit set out in the Agreement. If additional costs are to be incurred over the upset limit, the Proponent shall obtain written authorization from Land Over Landings to proceed with these additional costs prior to the additional charges being incurred. Further, Land Over Landings will not honour any work that was not authorized. Verbal authorization, regardless of the source, will not be honoured in considering invoices. Any invoice received that does not meet the above requirements will be returned unpaid and no late payment charges can be claimed.

9. Harmonized Sales Tax (HST)

All base prices shall exclude HST. Payment under the Contract shall be subject to value added taxes in effect at the time of invoicing.

10. Progress Payments

Payments will be made on a mutually agreeable schedule, with the final balance being paid on successful completion.

11. Billing Information

Invoicing addresses and other billing information will be supplied by Land Over Landings to the successful Proponent.

12. Liability Insurance Policy

The Proponent and all sub-Proponents shall purchase and maintain at all times during the term of this Agreement, or as otherwise set out in the Agreement, the insurance coverage listed below:

- (a) Commercial General Liability
 - Commercial and General liability insurance insuring all services, operations, products, and work as described in the bid. The policy will be extended to include bodily injury, property damage, personal and advertising injury, products and completed operations, contractual liability, owners and contractors' protective liability and to a limit of no less than two million dollars (\$2,000,000) per occurrence and in the aggregate.
 - Non-owned automobile insurance to a limit of no less than two million dollars (\$2,000,000).

- (b) Errors and Omissions Liability
 - Errors and Omissions liability insurance insuring the Consultant in an amount not less than TWO MILLION DOLLARS (\$2,000,000) per claim and in the aggregate. The coverage under the policy shall be maintained continuously during the term of this Agreement and for two (2) years after the termination or expiration of this Agreement and shall cover insurable losses arising out of or in association with an error or omission in the rendering of or failure to render the Services.
- (c) Automobile Insurance (OAP1) for both owned and leased vehicles with inclusive limits of no less than two million dollars (\$2,000,000).

All policies of insurance shall:

- (i) be written with an insurer licensed to do business in Ontario;
- (ii) be non-contributing with and will apply only as primary and not excess to any other insurance or self-insurance available to Land Over Landings; and
- (iii) contain an undertaking by the insurers to give thirty (30) days prior written notice in the event that there is a material change in the foregoing policies or coverage affecting the Additional Insured(s) or cancellation of coverage before the expiration date of any of the foregoing policies.

13. Certificate of Insurance

The Proponent shall provide a Certificate of Insurance with their Proposal which must comply with the liability insurance requirements outlined in this Request for Proposal. If the Certificate of Insurance is provided in a non-original form (e.g., a facsimile, photocopy, or scanned electronic copy), the Proponent acknowledges and agrees that Land Over Landings is fully entitled to treat any such Certificate as an original and that the Proponent will be responsible for the accuracy and validity of the information contained therein.

14. Workplace Safety and Insurance Board Clearance

The Proponent shall provide a valid, current Clearance Certificate with their Proposal indicating that the Bidder is registered with Workplace Safety and Insurance Board ("WSIB"), and has an account in good standing, or, if WSIB coverage is not required by law to be carried by the Bidder, either:

- (a) an Exemption Letter from WSIB, satisfactory to Land Over Landings; or
- (b) an Independent Operators Status Certificate issued by WSIB.

In addition to the indemnification provided by the Bidder herein, the Bidder agrees to indemnify the Owner for all losses, claims, expenses (including reasonable legal fees), or other charges related to the Bidder's status with WSIB.

15. Indemnification

The Successful Bidder shall indemnify and save harmless Land Over Landings and its Executive Committee from and against any and all claims of any nature, actions, causes of action, losses, expenses, fines, costs (including legal costs), interest or damages of every nature and kind whatsoever arising out of the negligence, errors, omissions, fraud or willful misconduct of the successful Proponent, its officers, employees, agents and subcontractors, or any of them, attributable to or in connection with the delivery or performance of the goods and services contemplated in this Request for Proposal, except to the extent that same is attributable to or caused by the negligence of Land Over Landings or its Executive Committee. This indemnity shall be in addition to and not in lieu of any insurance to be provided by the successful Proponent in accordance with this Request for Proposal.

16. Performance Unacceptable

Land Over Landings may, in its sole discretion, reject a Bid if a Proponent:

- has, at any time, threatened, commenced, or engaged in legal claims or litigation against Land Over Landings;
- has a history of illegitimate, frivolous, unreasonable, or invalid claims;
- provides incomplete, unrepresentative, or unsatisfactory references; or
- has engaged in conduct that leads Land Over Landings to determine that it would not be in Land Over Landings' best interests to accept the Bid.

17. Performance in Default

The Contract will be deemed to be in default when the Proponent fails to:

- Perform any specification, term, or requirement included herein, in a good and proper manner.
- Provide any deliverable(s) in accordance with the requirements incorporated in the contract.
- Adhere to specified delivery requirements and/or dates.

18. Failure to Perform

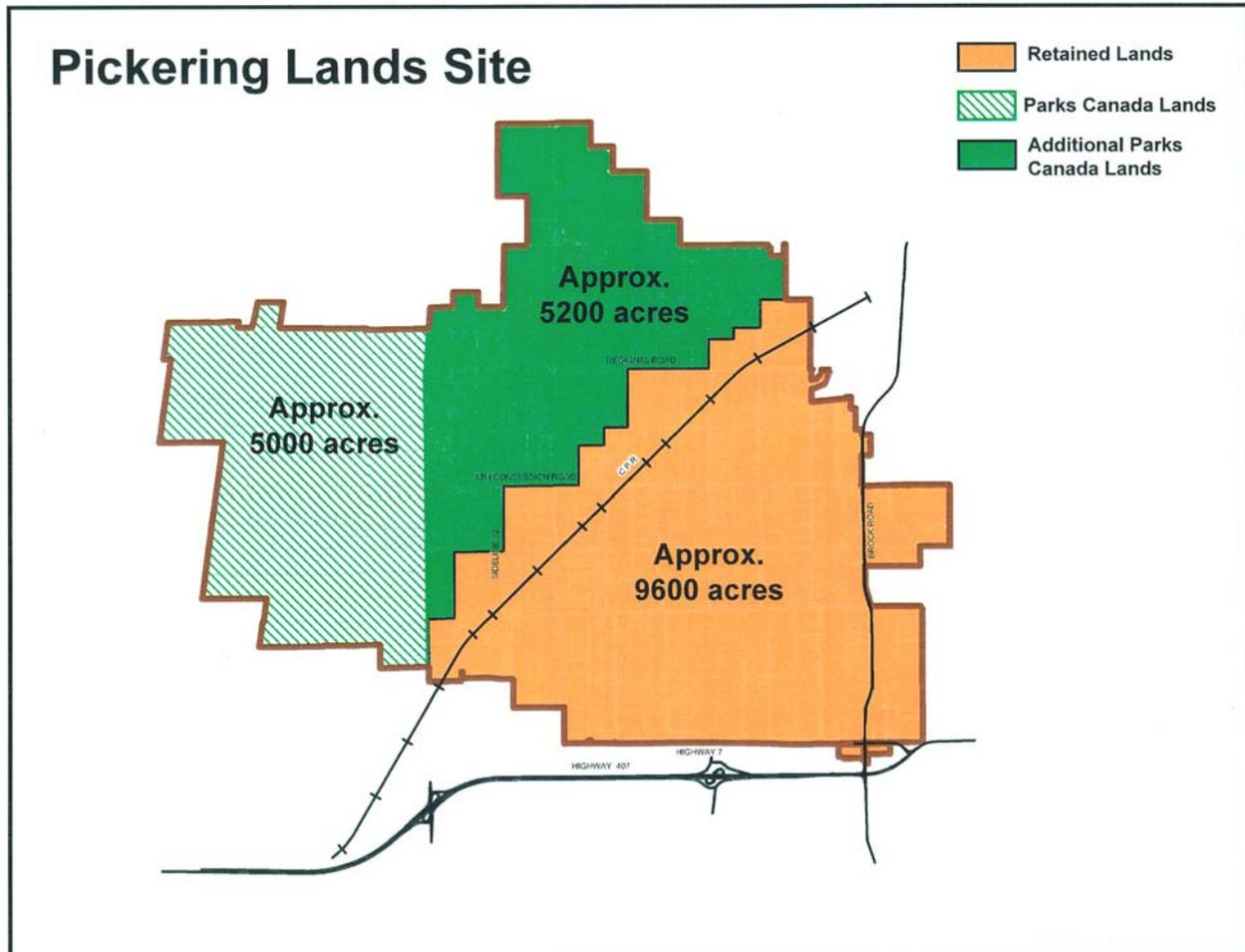
Failure to comply with all terms and conditions of this Proposal, and failure to supply all documentation as required herein, within the specified time period, shall be just cause for cancellation of the Award. Land Over Landings shall then have the right to award to any other Proponent, or call new Proposals.

19. Force Majeure

Neither party shall be responsible for delays or non-performance of this Agreement resulting directly or indirectly from impediments beyond its reasonable control (other than financial inability or by application of Applicable Law), including, without limitation, any delay caused by fire or other impediment beyond the reasonable control of such party and not caused by an act or omission of such party, provided in the event of such delay or non-performance the party continues to act reasonably to resolve such delay or non-performance.

APPENDIX “A”: PICKERING LANDS SITE

The orange area indicates the “remaining Federal Lands,” the only section of the original airport site whose economic future remains in question.



Source: Transport Canada, July 13, 2015

APPENDIX “B”: WHAT MAKES THESE LANDS SO SPECIAL?

1. Their Unique History

Before undertaking an agricultural/rural growth economic study of the remaining Federal Lands, it is necessary to understand their present state and to know how they got that way.

Expropriation

The North Pickering Airport Project required the erasure of all existing civilization from the expropriated area. Property was seized. Owners were forced to accept compensation determined by the government. All buildings had to be vacated. As people departed, structures were demolished. Then, in 1975, the Province intervened, causing the airport project to be put on hold. It has stayed that way for more than four decades.

By the time of the provincial intervention, most people had moved elsewhere to live and earn their living. The huge site's few remaining residents found themselves living in surroundings that comprised mostly empty buildings and untended farmland. While the impact of the Project was swift and brutal on the lives of those expelled from the expropriated lands, it also devastated the entire area: hundreds of farm and business jobs were lost, as were many more jobs from supporting businesses in the wider area. The massive social and economic upheaval crippled or destroyed local communities.

The subsequent decades

To earn some revenue while the airport project was on indefinite hold, the federal government leased the farmland and buildings to casual tenants. One-year farming leases became the norm, removing incentive (or ability) to repair farm infrastructure, keep livestock, or grow perennial crops. The farm economy was reduced to a minimum number of jobs and minimum-economic-output grain farming, mostly by farmers who “visited” their leased lands to sow and harvest, carrying away the wealth of production from north Pickering farms and spending it in their home communities. Residential tenants came and went. Most were employed outside the area. Few knew their neighbours, fewer still got involved in what remained of the local community.

And for decades, Transport Canada developed and implemented policies to ready the site, over time, by stealth, for a future airport. Deliberately irresponsible property management caused the expropriated lands to deteriorate into a rural slum, a situation

that was then used to justify ongoing demolition of infrastructure. The bringing to light of deplorable housing conditions eventually forced policy changes, requiring the government to maintain remaining residences in acceptable condition. But often, as soon as tenants vacated a property it was demolished. And residents desperate to get some local jobs back were actively prevented by government policy from making economic redevelopment and infrastructure investments.

The consequences

The remaining Federal Lands today are a local economic (and retail) desert. They are unlike any comparably sized tract of whitebelt/greenbelt – and mostly Class 1 – farmland in the GTA urban fringe. Aside from gravel roads and 1970s-era electricity and telephone infrastructure, the Lands currently offer no amenities and contain few houses, barns, and outbuildings. The area is a virtual blank slate of opportunity, requiring regeneration, reconstruction, restoration, reanimation.

2. Their Unique Combination of Characteristics

- The remaining Federal Lands are owned by the federal government on behalf of all Canadians. This federal status means that the Lands can be permanently protected for agriculture with a stroke of the pen.
- At 3,700+ hectares (9,000+ acres), the site is the largest unbroken tract of publicly owned, unencumbered, best-quality farmland in the country.
- This entire “green sheet,” if under one landlord, would make possible unprecedented leasing flexibility, ensuring that viable acreages of land were leased for specific agricultural activities, so that the farmers could earn a decent living.
- The site lies immediately adjacent to the Rouge National Urban Park, which has a mandate to promote nature, culture, and agriculture.
- The site is centrally located within a broader agricultural area. Close to one-third of the site is in the Provincial Greenbelt and most of the rest of it, being farmland of identical high quality, *should* be in the Greenbelt.
- The site is crossed by the Duffins Creek watershed, one of the GTA’s cleanest; the watershed has been recently deemed suitable for an Atlantic salmon restocking project, now under way.
- Given its geographic location, rich soil, temperate climate, and regular rainfall, the farmland requires little or no irrigation, except as required for fruit and vegetable crops.

- The land, almost entirely Class 1 soil, can grow more than 200 different food crops.
- Bordering on Canada's largest urban centre, this farmland has a ready-made, culturally diverse, and growing market for its produce, and could help meet the rapidly expanding market for "world foods," most of which are currently imported.
- The farmland's outstanding characteristics make it a prime candidate for growing specialty crops, joining the Holland Marsh and the Niagara Tender Fruit and Grape Lands, which receive the Province's highest level of agricultural protection. And unlike the Holland Marsh, its higher altitude protects it from flooding.
- The site has a CPR rail line running through it, straight to Toronto Union Station.
- It has the main Trans-Canada gas pipeline running through it, with a meter station just south of Clarendon, bordering the site.
- Hwy 407, with an interchange adjacent to the Lands, skims the southern border.
- Hwy 401 is just a few kilometres to the south.
- The Port of Oshawa is barely 30 km away.

No other tract of farmland in Ontario – indeed, in Canada – combines the same advantages in one package. Together, these advantages make the Lands the ideal place to develop a successful regional food hub, with all the varied jobs a hub would generate.

The world's unprecedented and growing population numbers, and the urgency to preserve farmland that can reliably feed us far into the future, call for a responsible, sustainable, achievable economic alternative to an airport on these Federal Lands.

APPENDIX “C”: SUPPORT FOR THIS AGRICULTURAL / RURAL-GROWTH ECONOMICS STUDY

Among the organizations and individuals supporting a study of the economic potential of agriculture on the Federal Lands:

Malcolm Allen, former federal NDP
Agriculture Critic

Justin Altmann, Mayor of Whitchurch-Stouffville

Gary Anandasangaree, Liberal MP,
Scarborough–Rouge Park

Granville Anderson, Liberal MPP, Durham

Kevin Ashe, Regional Councillor, City of
Pickering

Maude Barlow, National Chairperson of the
Council of Canadians, Chair of Washington-
based Food and Water Watch

Carolyn Bennett, Liberal MP for Toronto–
St Paul’s, Minister of Indigenous and Northern
Affairs

Stephen Bocking, Director, School of the
Environment; Professor, Sustainable
Agriculture and Food Systems, Trent University

Maurice Brenner, Pickering City Councillor

Pauline Browes, former Conservative MP,
Parliamentary Secretary to the Minister of the
Environment, 1986–1989; Chair, Friends of the
Rouge National Urban Park

Celina Caesar-Chavannes, Liberal MP, Whitby;
Parliamentary Secretary to the Prime Minister

Wayne Caldwell, Professor, School of
Environmental Design and Rural Development,
University of Guelph

Sandra Campbell, community educator;
author of *The Movable Airport*

Michael Chong, Conservative MP,
Wellington–Halton Hills

Community associations (local area):
Brougham, Claremont, Whitevale

David Crombie, former Mayor of Toronto;
recent Chair, Ontario’s Coordinated Land Use
Planning Review Panel

Ian Cumming, City Councillor, City of
Pickering

William G. Davis, former Premier of Ontario

Glenn De Baeremaeker, Councillor,
Scarborough Centre, Deputy Mayor of Toronto
(East)

Grace Visitor Delaney, Councillor, MoCreebec
Council of the Cree Nation (MoCreebec
Eeyoud)

Sara Dent, BC Coordinator, Young Agrarians

Joanne Dies, Councillor, Town of Ajax

David Donnelly, Donnelly Law; counsel for
Environmental Defence

Durham Region Federation of Agriculture
(representing 1,000+ farm families)

Durham Sustainability

Earthroots

Avia Eek, Holland Marsh farmer; Councillor,
King Township; Chair, GTA Agricultural
Action Committee; member, York Region
Agricultural Liaison Committee

Environmental Defence	Indigenous Peoples' Commission, Liberal Party of Canada
Farms at Work	
FarmStart	Rick Johnson, Pickering City Councillor
Food Forward	Jim Karygiannis, Toronto City Councillor, Scarborough-Agincourt
Mary Fragedakis, Toronto City Councillor, Toronto-Danforth; city rep. with Golden Horseshoe Food and Farming Alliance	Lisa Kates, Food Forward; Co-founder and Partner, Building Roots
Donald Gibson, creator of Foodland Ontario advertising campaign; former owner of historic Bentley-Gibson House, Brougham, expropriated for Pickering Airport	Rob Keffer, Mayor, Town of Bradford West Gwillimbury
Bryan Gilvesy, Executive Director, ALUS Canada (Alternative Land Use Services); Premier's Award for Agricultural Innovation; Canadian Farmer-Rancher Pollinator Award; Ontario Environment Minister's Award for Environmental Excellence; Canadian Agri- Food Award of Excellence for Environmental Stewardship	Peter Kent, Conservative MP, Thornhill; former Minister of the Environment
Golden Horseshoe Food and Farming Alliance / Greater Toronto Area Agricultural Action Committee	Rick Kerr, Oshawa City Councillor
Green Durham Association	Mustafa Koç, Professor of Sociology with research interests in food security and food policy, Ryerson University
Ella Haley, Sustainable Brant	Karen Landman, School of Environmental Design & Rural Development, University of Guelph
Rob Hargrave, Councillor, Town of Whitchurch- Stouffville	Mike Layton, Toronto City Councillor, Trinity- Spadina; rep. on Parks and Environment Subcommittee on Climate Change Mitigation and Adaptation
Dave Harvey, Executive Director, Park People	Stephen Leahy, co-winner of the 2012 Prince Albert/United Nations Global Prize for reporting on climate change; author of <i>Your Water Footprint</i>
Jack Heath, Deputy Mayor of Markham	William A. Lishman, Fellow of the Explorers Club and the Royal Canadian Geographic Society
Bill Hodgson, former Mayor of Lincoln; now Regional Councillor; Chair, Agricultural Policy & Action Committee	Josh Matlow, Toronto City Councillor, St. Paul's
Mark Holland, Liberal MP, Ajax; Parliamentary Secretary to the Minister for Democratic Institutions	Burkhard Mausberg, CEO, Friends of the Greenbelt Foundation
Maureen Hynes, poet, professor (retired), George Brown College, Toronto	Elizabeth May, MP, Saanich–Gulf Islands, Leader of the Green Party of Canada
	Bill McLean, Regional Councillor, City of Pickering

Joe Mihevc, Toronto City Councillor,
St. Paul's West; Chair, Board of Health

Helen Mills, Toronto Green Communities

Don Mitchell, Mayor of Whitby

Faisal Moola, Director General, Ontario and
Northern Canada, David Suzuki Foundation

David Morley, international development
leader; lecturer, Munk School of Global
Affairs, University of Toronto

Phil Mount, Associate Director, Just Food;
Research Associate, Centre for Sustainable
Food Systems; Associate Editor, *Canadian
Food Studies*

National Farmers Union – Ontario

North Dufferin Agricultural and Community
Taskforce (NDACT) / Food & Water First

Jennifer O'Connell, Liberal MP, Pickering-
Uxbridge

Gerri-Lynn O'Connor, Mayor of Uxbridge

Ontario Farmland Trust (OFT)

Ontario Greenbelt Alliance
(117 organizations)

Ontario Soil Regulation Task Force (OSRTF)

Steve Parish, Mayor of Ajax

Jane Philpott, Liberal MP, Markham-Stouffville;
Minister of Health

Bernard Pope, Founder and Director, Ontario
Farmland Preservation

Ricardo Ramirez, Independent Researcher/
Consultant; Chair of FarmStart; Adjunct
Professor, School of Environmental Design
and Rural Development, University of Guelph

Wayne Roberts, food analyst and visiting
scholar, University of Toronto; author of
The No-Nonsense Guide to World Food and
Food for City Building

Cookie Roscoe, Manager, "The Stop" and
SickKids farmers' markets

Dave Ryan, Mayor of Pickering

Save the Oak Ridges Moraine Coalition
(STORM)

Tammara Soma, PhD Candidate in Urban
Planning, University of Toronto; 2014 Pierre
Elliott Trudeau Scholar; Project Manager of
Food Systems Lab

Sustain Ontario

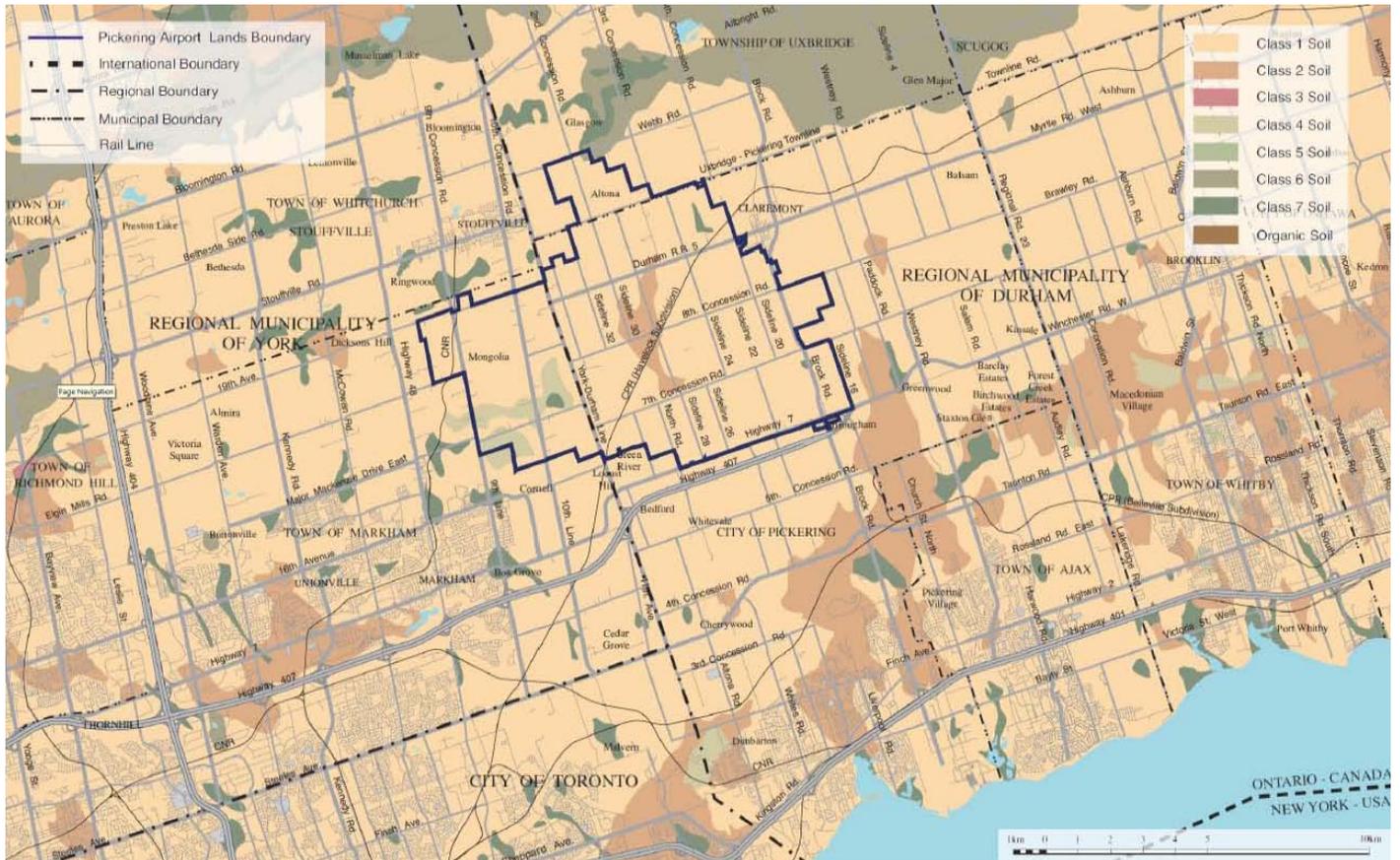
Toronto Food Policy Council

Toronto Youth Food Policy Council

Gerda R. Wekerle, Professor Emerita & Senior
Scholar, Faculty of Environmental Studies,
York University; Principal Investigator of a
SSHRC-funded research project on land and
environmental conflicts in southern Ontario

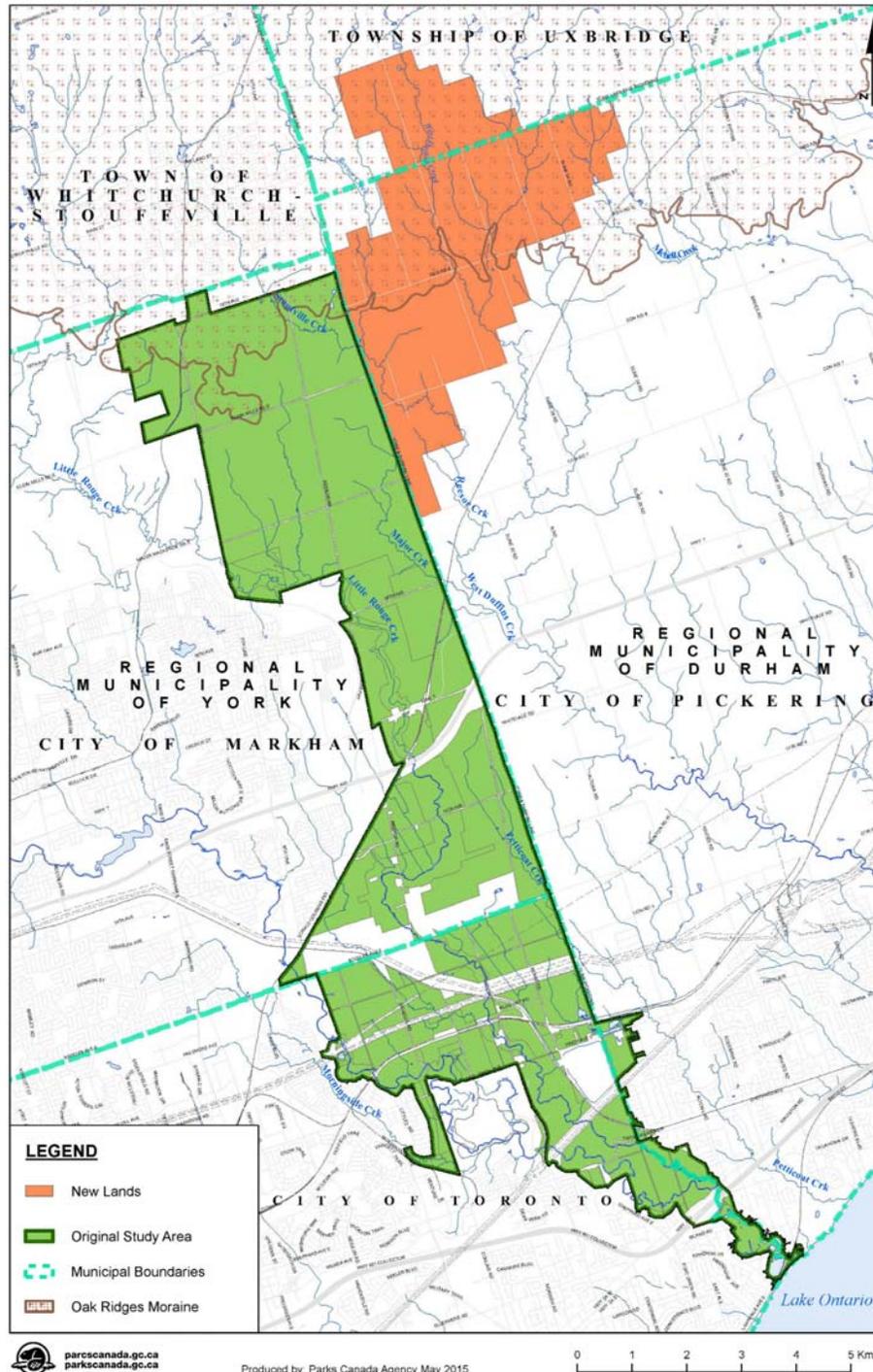
York Region Environmental Alliance (YREA)

APPENDIX “D”: AGRICULTURAL SOIL CLASSIFICATION



Source: Pickering Airport Draft Plan Report, GTAA, 2004, p. 3:21

APPENDIX "E": PROPOSED ROUGE NATIONAL URBAN PARK

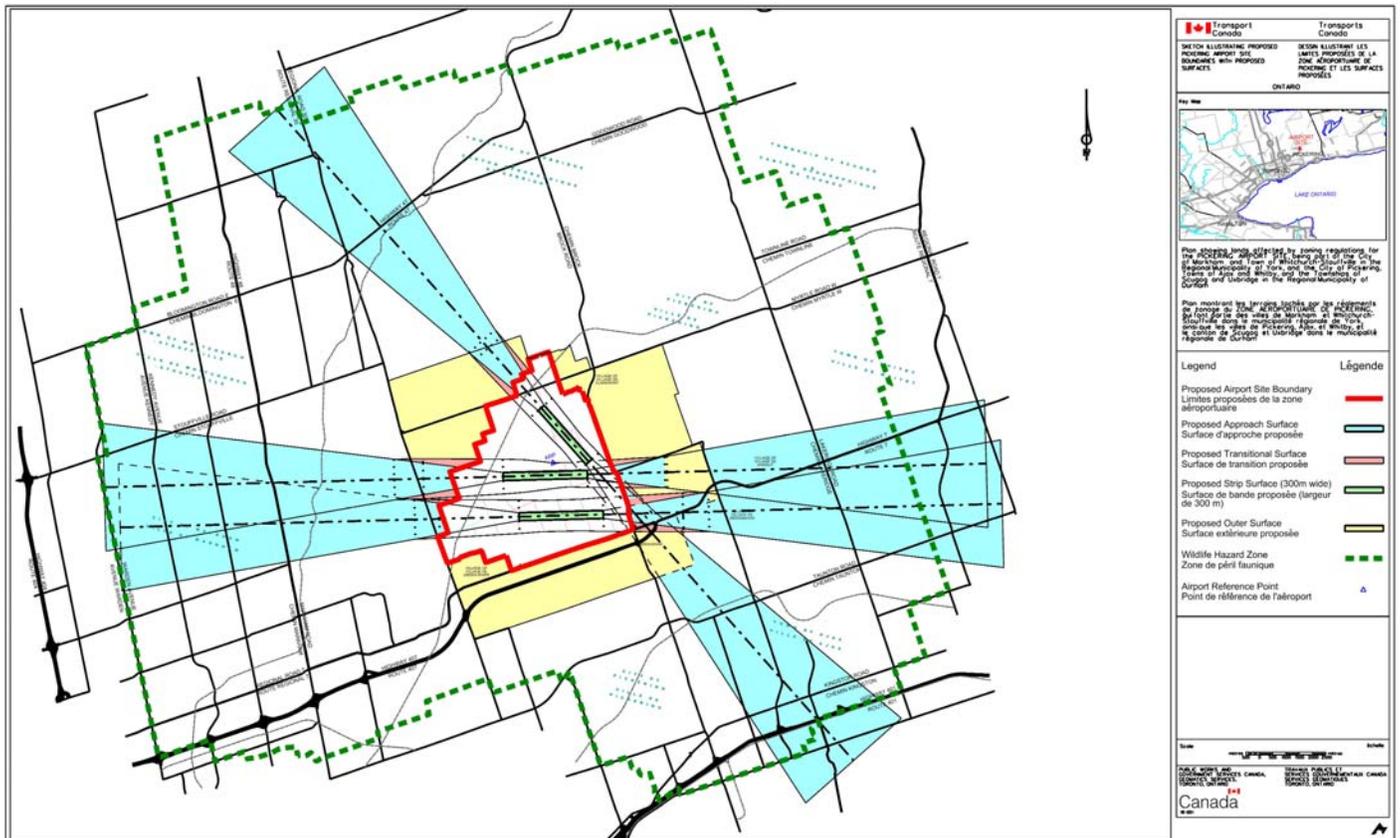


Source: Parks Canada, May 2015

APPENDIX “F”: DRAFT PICKERING AIRPORT SITE ZONING REGULATION (PASZR)

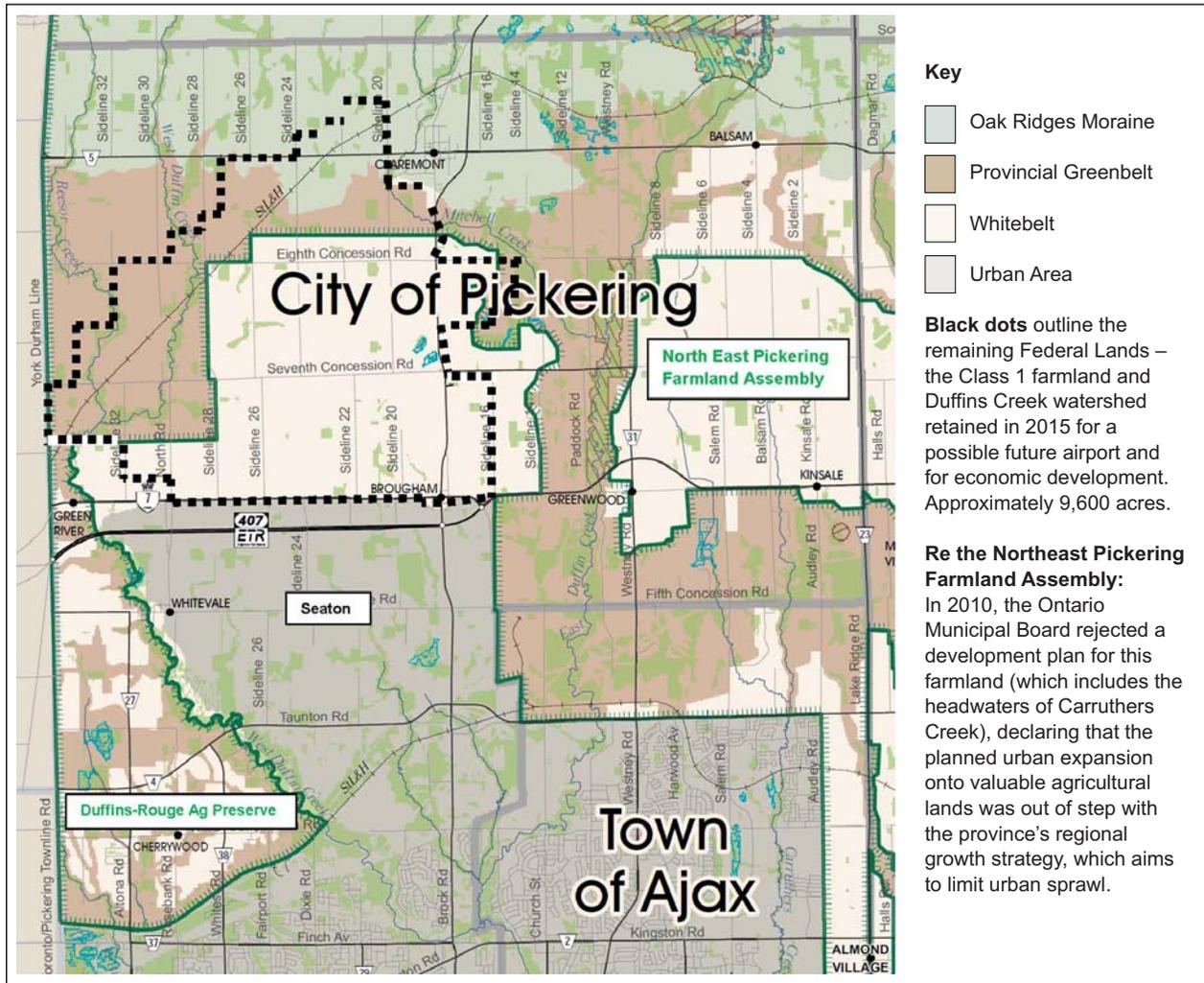
The yellow area indicates the “outer surface” of the airport site.

The turquoise areas indicate the primary approach zones, which extend 15 kilometres (10 miles) from either end of each planned runway, including through RNUP areas. Typically, aircraft enter these zones at a maximum altitude of 3,000 feet, following a 3° downward glide slope until landing. Live monitoring at Toronto Pearson indicates that aircraft noise in these zones can exceed 70 dB (vacuum cleaner noise level).



Source: Transport Canada, July 18, 2015

APPENDIX “G”: PICKERING GREENBELT / WHITEBELT / PERMANENT AGRICULTURE AREAS



APPENDIX “H”: PROPOSAL FORM

I/ We, the undersigned, having the authority to bind the company, certify that I/We have examined all Sections of this Request for Proposal (Project Overview, Scope of Work, Proposal Preparation Requirements, Proposal Evaluation and Award Process, Terms and Conditions, and all eight Appendices), do hereby submit a Proposal to enter into an Agreement with Land Over Landings, in accordance with the Terms and Conditions specified in this Request for Proposal document, subject to amendment by any addendum/addenda which are acknowledged below:

ADDENDUM / ADDENDA (If applicable **must** be filled in by Proponent.)

I / We, the undersigned, acknowledge that I/We have received addendum /addenda Numbers _____ to _____ inclusive, and that all changes specified therein have been included in the prices submitted.

WSIB ACCOUNT # _____

COMPANY: (Must show correct legal Company name)	CONTACT NAME: (please print)
ADDRESS:	SIGNATURE: (I / We have the authority to bind the Corporation)
	TITLE:
POSTAL CODE:	WITNESS:
TELEPHONE:	SIGNATURE:
FAX:	TITLE:
E-MAIL:	DATE: