



# Consult Ranjan

Project Management & Construction Services



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# **At Consult Ranjan, IMPOSSIBLE is just a word, with a welcome challenge!**

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**Watermain Replacement** - City of Toronto  
**Rabcon Construction Head Office** - City of Toronto  
**Stormwater Treatment Facilities** - City of Toronto  
**Hoover Park Drive Extension, Country Walk Subdivision** - Town of Whitchurch-Stouffville  
**John Street Sanitary Sewer and Watermain** - Town of Markham  
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**Emery (Berzy) Subdivision** - Town of Markham  
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**The Gore Road Widening** - Region of Peel  
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**Canada Sri Ayyapan Hindu Temple** - City of Toronto  
**Canada Kanthaswamy Temple** - City of Toronto  
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**Sangamam Banquet Hall** - City of Toronto  
**Nallur Kanthaswamy Kovil & Shivan Kovil – Hindu Temple** - City of Toronto



## Just the facts...

Before establishing Consult Ranjan in 2007, Randy Ambalavanar worked for major consulting firms, regional governments, area municipalities, and infrastructure developers in the Greater Toronto Area with ever-increasing levels of responsibility for more than a decade. Through this period of his career, he gained a reputation for cost effective project management and persuasive communications. The period leading up to the establishment of Consult Ranjan was an important part of his life-long plan to learn from others before launching his own consultancy

Since establishing Consult Ranjan, Randy Ambalavanar has continued to strengthen relationships with many professionals that he had worked with on projects prior to forming his consultancy. He has reinforced their confidence in his ability to work with public agencies, government officials, the public, and the south Asian community to resolve planning, engineering, and architectural problems encountered by property owners and businesses wishing to change the use of space. As his business grew, he was able to consolidate his services by staffing Consult Ranjan with professionals skilled in planning, engineering, and architecture, and forming strategic alliances with professional firms.

By building the capabilities of his company, Randy Ambalavanar is now able to offer services to a wider community that is in need of project management, construction management, zoning changes and minor variances, civil engineering, architecture, and workplace health and safety.

## Randy Ambalavanar, Technical Advisor

Randy Ambalavanar is a persuasive communicator knowledgeable in heavy construction techniques. He has an astute understanding of zoning by-laws and a practical understanding of the planning approvals process and project management, team building, problem solving, negotiations, and dispute resolution. His project management strength is built upon his depth of experience and negotiation skills. He is able to balance the financial realities of a project with the business objectives of his clients and design objectives of the project. Workplace health and safety on construction sites is client focused and cost-effective. Consult Ranjan's approach improves operational efficiency while reducing risks, liability and fines.

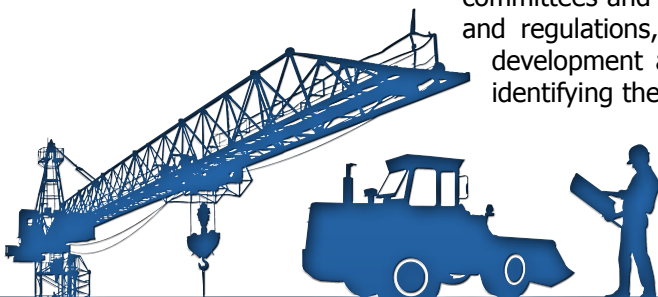


## David A. Mckay, MCIP, RPP

David McKay has considerable retail / commercial experience having obtained approvals for over six million square feet of retail space in Ontario ranging from individual stores to greyfield mall redevelopments to power centres. Mr. McKay's work has been recognized by the Ontario Professional Planners Institute, receiving an Award of Professional Merit in 1998 for a demographic study for the Region of Waterloo. Mr. McKay also received an OPPI Member Service Award in 2003 for his active involvement in the Ontario Professional Planners Institute. His experience and expertise is focused on residential and mixed use development, retail/commercial and greyfield development, institutional and recreational development, public sector planning processes, and office/industrial development.

## Oz Kemal, MCIP, RPP

Oz Kemal is a Senior Planner experienced in obtaining development approvals (site plans, subdivisions, condominiums, official plan and zoning by-law amendments, consents, and minor variances), project coordination and management, special studies, research, preparation of Ontario Municipal Board hearing documents, and presentations to municipal committees and council. He has undertaken extensive research of land use policy and regulations, and has prepared planning justification reports in support of development applications. In addition, he has prepared due-diligence reports identifying the detailed requirements for the approval of residential, commercial and industrial developments in municipalities cross Ontario.



## Armando J. Lopes, B.U.R.PI

Armando Lopes is a provisional planner with the Ontario Professional Planners Institute and the Canadian Institute of Planners. His experience includes development approvals (subdivisions, condominiums, site plans, official plan and zoning by-law amendments, consents, and minor variances), project coordination and management, special studies, research, and preparation of Ontario Municipal Board hearing documents. He provides a variety of planning analysis, research, project management and urban design services for a variety of aggregate, commercial, residential and industrial clients throughout Ontario. He has undertaken extensive research of land use policy and regulations, and has prepared planning justification reports in support of development applications. In addition, he has prepared due-diligence reports identifying the detailed requirements for the approval of residential, commercial and industrial developments in municipalities cross Ontario.

## Phil Grubb, P.Eng., Senior Transportation Engineer

Phil Grubb's experience includes facility planning and design, environmental assessments, transportation planning and modeling, traffic operations and traffic management, parking demand operations and management, transportation noise, public participation programs and the design and management of travel surveys in the public and private sectors. Phil has been responsible for assessing traffic impacts related to major new land development proposals (over 300), and has testified on several occasions at the Ontario Municipal Board.

Phil is responsible for coordinating and managing the delivery of consulting services with a "hands-on" approach in conjunction with the other project team members. He has been project manager for several large transportation planning projects, including large comprehensive travel surveys, city wide transportation master plans, sub-area and community transportation plans, and transportation environmental assessment studies. In addition, he has designed and managed public participation programs and associated outreach activities.

## Jill Juhlke, C.E.T., Transportation Technologist

Ms. Juhlke is a transportation technologist whose experience includes environmental assessments, transportation planning and modeling including public transit infrastructure planning, public transit software implementation and studies, design and management of travel surveys, traffic operations and traffic management, parking demand operations and management, and transit infrastructure planning. She has been responsible for the design and execution of a number of travel surveys from design through to data analyses and report preparation. Responsibilities include management of data collection staff, operational analyses and recommendations. She is proficient in MapInfo and Synchro analysis software. Her experience was obtained on assignments in the public and private sectors in eastern Canada and the USA.

## James Mallett, P.Eng., PTOE, Senior Traffic Engineer

Mr. Mallett's experience includes environmental assessments, transportation planning and modelling, design and management of travel surveys, traffic operations and traffic management, parking demand operations and management, neighbourhood traffic calming studies, public participation programs, transportation planning models, and several sub-area models in major urban centres for the public and private sectors in Canada.

He is a Professional Traffic Operations Engineer and transportation modelling specialist who has developed and refined numerous travel forecasting models, and applied them to assist in preparing long range master plans, environmental assessment studies, and large scale community or secondary area plans for major communities. Mr. Mallett provides land development support services in the form of transportation planning and traffic engineering, and is a leader in creating transportation technology applications.

## Heather M. Picken, LLB

The practice of Heather M. Picken is focused on commercial real estate and real estate land development, especially for industrial and commercial condominiums, and subdivisions.

# Consult Ranjan: Project Management & Construction Services

She is experienced in commercial, industrial and farm real estate purchases, sales and secured transactions, zoning and land use planning, real estate development and financing, real estate remedies, and determination of real property rights.

She is skilled in coordinating the efforts of all participants through the municipal planning process, including surveyors, planners, architects, real estate agents, property managers, and builders. She has guided clients from initial land acquisition through Official Plan amendment and rezoning, site plan and condominium application approvals, Disclosure Statement preparation and ultimate closings of units to purchasers, and completion of turnover meetings to Boards of Directors to newly formed Condominium Corporations. She regularly appears before municipal councils, Committee of Adjustment, the Niagara Escarpment Commission, and the Ontario Municipal Board on behalf of clients.

## Michael J. Luchenski, LLB

Michael Luchenski has significant experience in acquisitions and divestitures, shareholder disputes, secured financing transactions, succession planning and implementation, and the licensing of intellectual property rights. He primarily acts for owner-managed businesses.

Examples of his experience include identifying the successor in a family business, resolving a shareholder dispute by devising an exit strategy and negotiating the exit of a shareholder, assisting in developing an exit strategy for a business so it could be sold at maximized value, restructuring share acquisition to provide for savings in payable taxes, and negotiating trade mark licences and distribution agreements.

## Edwin G. Upenieks, LLB

Edwin Upenieks practises corporate and commercial litigation, with a focus on real estate litigation, shareholder and partnership disputes, estates litigation, arbitration and mediation, and assessments of costs. Significant cases include a libellous website attacking a business, a low offer of compensation from an expropriating authority, and a coroner's inquest into a suicide from a viaduct in Toronto.

## Kenneth G. Hood, LLB

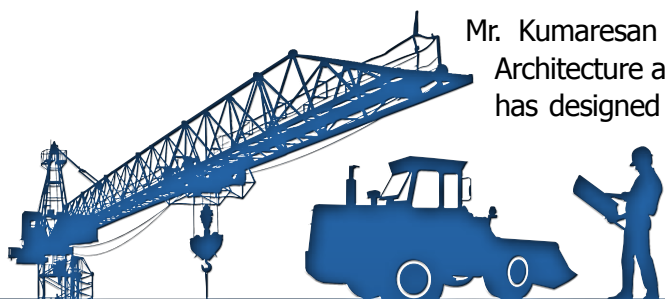
The practice of Kenneth Hood focuses on corporate and commercial litigation, with particular expertise in contractual disputes, shareholder and partnership disputes, professional negligence matters and real estate, including condominium litigation, commercial landlord and tenant disputes, enforcing and defending foreign judgements and debt enforcement. Mr. Hood has extensive trial and appellate experience before all levels of court in Ontario. Significant cases include defraud of a bank with a counterfeit cheque, a condominium developer being sued by numerous purchasers, and a law firm seeking creditor priority over banks.

## David McConnell, OAA, AA Dipl. LEED A.P.

The experience of David McConnell includes schools, warehouses, offices, multi-family housing, medium and high-rise residential, shopping centres, retail buildings, entertainment and theatre buildings, health facilities, industrial, sports/community buildings and transportation. He has worked on buildings located in the United Kingdom, Spain, India and Canada. His in-depth experience of contractual issues, technical requirements, construction systems and related details (along with building code knowledge), add value to the collective knowledge of project teams.

## B. Kumaresan, Senior Temple Architect

Mr. Kumaresan is the first principal for Sri Gangarasa Collage of Temple Architecture and Sculpture, Chennapatana, Karnataka, India. Since 1992, he has designed or constructed many temples and monuments in Karnataka, Tamil nadu, Andrapradesh, and Kerala. He is a consulting architect for the Nallur Kanthaswamy Kovil and Shivan Kovil – Hindu Temple in Scarborough (Toronto), Ontario.





## Cornell Community, Town of Markham



The New Urbanist Community of Cornell in Markham falls within the "Smart Growth" or "Sustainable Community" design that addresses the issues of public transit, roads, the environment, and infrastructure. Markham expects to have 375,000 people by 2030. Cornell's target of 10,000 houses will grow as fast as the Region and Town allocates water permits. In many phases of the development of the community, Randy Ambalavanar was responsible for co-ordination of the construction of the infrastructure and the mediator between the public, Municipality or Region, and the developer.

## Watermain Replacement, City of Toronto

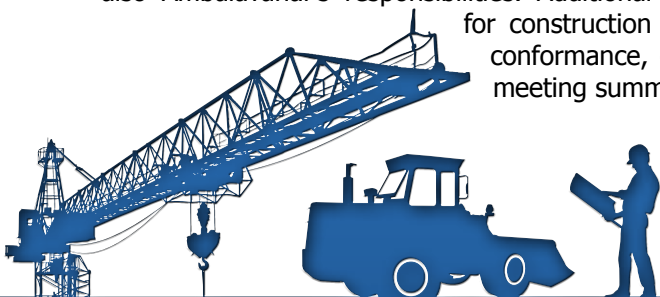


New hydrant installation on a new watermain.



New backflow prevention device in structure.

There were several components of this project that were assigned to Randy Ambalavanar. Site supervision of installation of up to 300mm diameter watermain, and enforcement of design standards and Ontario Provincial Standards Specifications including specialized services for concrete and asphalt. All deficiencies had to be identified and rectified in a timely manner. He reviewed traffic plans, enforced the Ontario Traffic Manual—Book 7, assisted with public notification plans, and supervised lane closures and traffic restrictions. Quality assurance and inspection of electrical components including traffic signals, cable installation, lighting installations, conduits and ducts were also Ambalavanar's responsibilities. Additional responsibilities included maintenance of a complete project file for construction records, including inspection records, test results, certificates of conformance, grading reports, traffic accident reports, payment certificates, site meeting summaries, record drawings, and final quantities.





## John Street Sanitary Sewer and Watermain, Town of Markham



Coring concrete into existing manhole for new sanitary sewer connection.



Photo showing the prebenching of the manhole with sewage channel.

The Town of Markham required a new sanitary sewer to service the redevelopment of the Thornhill Square Mall located north-east of John Street and Bayview Avenue. MacViro Consultants inc. was retained to design the sewer, prepare the contract documents and provide site inspection services during construction. Randy Ambalavanar (then with MacViro) supervised the construction of the high density polyethylene sewer by horizontal directional drilling and a PVC sanitary sewer in open cut. Along with the sanitary sewer, the contractor was required to install 8 precast concrete maintenance holes, a connection to an existing York Region sanitary maintenance hole, and two connections to a Markham maintenance hole. Included with the supervision responsibilities of the sanitary sewer installation were site engineering surveys, dewatering of excavation within Pomona Mills Park, restoration of disturbed areas in the park, ground water monitoring, two watermain connections installed to the property line of Thornhill Square Mall and decommissioning of the existing sanitary sewer on Baywood Gate.

## Gore Road Rehabilitation and Widening, Region of Peel



UMA engineering Ltd. was retained by the City of Brampton in 2004 for consulting engineering services for the rehabilitation and widening of a section of Gore Road north of Highway 7 to a point just north of Castlemore Road. UMA assigned Randy Ambalavanar to the project who was responsible for site review of the work performed by the contractor. The project included new construction of sections of road bed and surfacing, removals and adjustments to entrances to the roadway, pavement markings and new signing, traffic control and shoulder detours, electrical facilities, and signals. Ambalavanar's communications skills, and project management experience, contributed to delivering the project on schedule.

## Stormwater Treatment Facilities, Ellis Avenue/Colborne Lodge Drive - City of Toronto



Construction of stormwater treatment facilities.

The purpose of the project was to construct methods for control and use of stormwater runoff at six separate outfalls to minimize negative environmental effects and enhance the quality of stormwater in the natural and built environments.

The City of Toronto retained GENIVAR (MacViro Consultants Inc.) to undertake detailed design, tendering and construction services for stormwater treatment facilities which included four stormwater wetlands, one oil/grit separator and one screening device. The wetlands were designed with sediment forebays to remove the heavier particles first and permanent pools with vegetations to uptake contaminants such as heavy metals. The oil/grit separator was installed to capture grit, oil and grease from an existing outfall draining to the West Pond. The screening device was designed to remove floatables from an outfall discharging directly into Lake Ontario.

The main challenges faced during construction of the facilities included construction at six separate site locations, physical constraints in the urban environment, fisheries impacts, integration with the park system, porous soils which required the application of clay liners, dewatering near Lake Ontario, construction in or near bodies of water (Grenadier Pond and West Pond) and competing interests among various agencies and city departments.

In March 2006 at an emergency meeting, Randy Ambalavanar was assigned to the project to take over the project management of construction of the multi-million dollar contracts, including directional drilling across Lake Shore Boulevard. During construction, various problems had been encountered relating to the removal of a significant amount of organic material from the West Pond, microtunneling beneath the westbound lane of Lake Shore Boulevard, dewatering near the Humber River and several rainstorms.

Work required extensive project co-ordination with sub contractors, manufacturers, and environmental and geotechnical consultants. Randy Ambalavanar's communications skills, and project management experience, that employed the use of work shifts on the project, contributed to delivering the project on schedule.





## Hoover Park Drive Extension, Country Walk Subdivision Town of Whitchurch-Stouffville



Construction of precast concrete pipe storm sewer.



Installation of precast footings and CON/SPAN units for large culvert over Stouffville Creek.

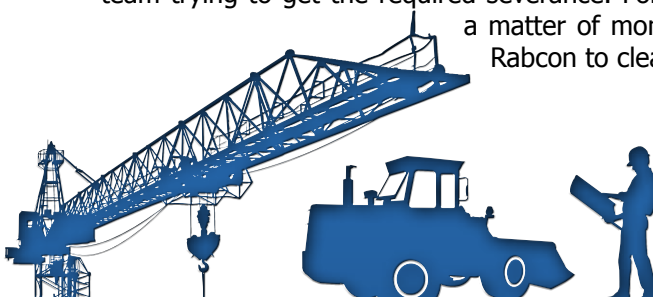
Randy Ambalavanar (formerly with URS Canada Inc.), supervised the installation of a large precast concrete arch structure in July 2003 for the crossing of Stouffville Creek and associated environmentally sensitive area by Hoover Park Drive in the Country Walk Subdivision – Phase III. Ambalavanar was brought into the project as senior inspector to resolve onsite environmental issues, and several project design and management challenges. Overall, 23 precast footing units were delivered along with 17 (10975mm span x 3050mm rise) and 17 (8535mm span x 3355mm rise) CON/SPAN units. The 10975mm span units were used to enclose the existing waterway, and the 8535mm span units were used to create the overflow cell. The units had offset obverts to maximize the 2.5 metre clear space in the regional storm overflow cell. This provided the required headroom for pedestrians in the event a trail system is built by the Town of Whitchurch-Stouffville through the valley lands and adjacent to the creek. The culvert cells included skewed end treatments to match the road alignment.

## Rabcon Construction Head Office, City of Toronto



Randy Ambalavanar of Consult Ranjan was retained by Rabcon Construction to divide two acres from their 4-acre holding to provide the site for The M&N Building at 2751 Markham Road in Scarborough. Before the successful severance and zoning bylaw amendment, Rabcon had spent two years with a consulting engineer and architectural team trying to get the required severance. Following the successful severance and a minor variance obtained in a matter of months, Ambalavanar was able to acquire site plan approval to allow Rabcon to clear conditions to obtain the necessary permits for construction.

The two-acre severance that was formerly the M&N Building project of Consult Ranjan is now the site of the Sun City plaza at 2761 Markham Road. Although Consult Ranjan was successful in acquiring the approvals for development of the new Rabcon office, the client decided not to continue with the development at that time.



## Canada Kanthaswamy Temple, City of Toronto



In June 2010, Consult Ranjan was retained by the Canada Kanthaswamy Temple at 733 Birchmount Road to complete the preparation of sewer and signal works for access to the site. The City confirmed that there were no agreements for numerous outstanding issues. The prime issues were the requirement of a new site survey, preparation of the final design of the storm sewers, and the resolution of issues concerning the flooding. Consult Ranjan determined that flooding affected all site design and temple considerations with respect to location and elevation.

As the area developed for the existing uses (generally industrial), the municipality designed and constructed both storm and sanitary sewers along with watermains. Local services include a storm sewer across the frontage of the site in an existing easement. The local collector sewers include a large and deep storm sewer that exists in a steel plate culvert under Comstock Road that is routed along the same alignment and under the site in a permanent easement. This is the alignment that traverses Birchmount Road and across the south west corner of the site.

The Temple had operated for 15 to 16 years in the converted-use single story industrial building that had surpassed its design life. A site plan application filed in the mid 2000s was unsuccessful in securing the necessary permits from the City to continue operations as a temple. The plan did not consider the flooding concern, and was not coordinated with City traffic signals design, and review with the City's Transportation department.

Corrugated steel plate culvert under Birchmount Road after the extension of Comstock Road.



# Consult Ranjan: Knowledge That Gets Results

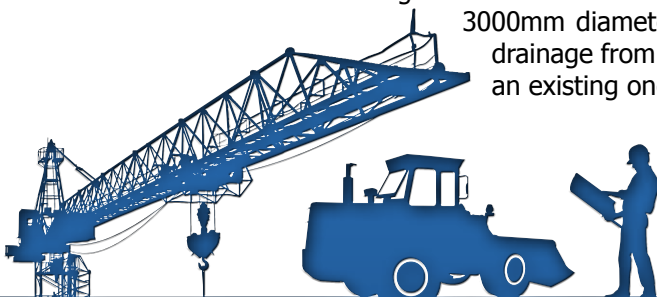
Construction of new storm water management system to accommodate intersection improvements for vehicular access to the Temple site from Birchmount Road.



The preliminary architectural concept for the temple showed the structure in a similar location to the existing building. The location was most appropriate because it is located on the highest elevation of the property. The lowest area of the property is the southwest corner where a new entrance was planned at the east leg of the intersection of Birchmount Road and Comstock. The greatest depth of flood water would be at this location where the storm sewer system would be fully inundated and the stormwater runoff along the road system severe in the event of a major storm. When Consult Ranjan conducted its situational analysis, it found that the major civil works for the development were access to the site, engineering of a transition structure for an existing culvert and storm sewer, and reconstruction of an intersection on Birchmount Road. The storm and sanitary sewer services for the new temple would have to be engineered for connection to the City's collector sewers.

Before construction could begin for the phased temple construction, Consult Ranjan had to complete servicing of the site to accommodate the development. Toronto Transportation required the east leg of the intersection to be constructed and the Temple's new main entrance to be created. To construct the east leg of the intersection and main entrance, the existing storm system on the private site within the existing easements had to be reconstructed by Consult Ranjan's civil contractor. After all major intersection and storm water management works were completed, then landscaping and construction of the parking lot could be managed through a site plan process.

Given that the existing sewers must remain in place, to achieve maximum use of the site it was necessary to solve the problem that existed at the east side of the intersection with Comstock Road. At this location there is a deep depression resulting from a change in service infrastructure from an open stream to a buried storm sewer. Storm drainage is conveyed in a ditch from the steel culvert to an existing concrete culvert that runs under the earth berm of a hydro corridor, connecting to the collector sewer. Before the intersection entrance could be built, the depression had to be re-engineered and backfilled. A new manhole with customized connections from the existing steel culvert to the existing concrete culvert was required to channel stormwater under the berm. A custom-built 3000mm diameter precast concrete manhole was specified to connect the storm drainage from one culvert to the other, and a second 1200mm manhole replaced an existing one.



After designs for a metal plate culvert extension had been completed and submitted to the City for approval, it was determined that the existing soils were unsuitable for engineering.



Corrugated steel arch culvert extension encased in concrete to accommodate vehicular access to Birchmount Road.

Consult Ranjan's tailor-made solution of a poured-in-place footing over engineered soils for the retaining wall needed for the culvert construction, kept the project on schedule to the satisfaction of City departments and the Temple Board of Directors. The solution shaved weeks off the potential approvals period to resolve the retaining wall foundation and onsite soils issues.

The City required two entrances for the site to allow better traffic movement, and to provide an exit in the event of flooding, because the main entrance could be submerged in a major flood. An entrance constituting the east leg of the intersection of Birchmount Road and Comstock Road became the main entrance for the Temple, and a smaller entrance to the northwest with a right in, right out traffic flow became the second.

The Temple will be constructed in two phases, beginning with demolition of the west half of the existing facility and construction of a specially-serviced basement and upper floor community building. While construction is taking place, worshippers can continue to access the Temple. Once the western construction is complete, the eastern half of the existing building will be demolished and the new 14,000 square-foot temple constructed. Only months after Consult Ranjan commenced work for the Canada Kanthaswamy Temple, the team had advanced the project much further than the Temple had progressed since 2000.

At the beginning of the project, Consult Ranjan was retained to complete the preparation of sewer and signal works. By the end of the project, the team would resolve all issues related to the following major development requirements in less than a year.

- Site investigations, including geotechnical;
- Site civil engineering design for grading and servicing for present and future uses;
- Building addition review and approval of works completed and permitting;
- Architectural concepts for the future Temple development;
- Architectural designs for other expansions and use of a basement;
- Tendering and contract awards;
- Construction of various elements; and
- As-constructed records and reporting.

By June 2015, the Temple Board of Directors were continuing to work with their 2011 consulting team that they had retained for planning and engineering services following completion of the contract with Consult Ranjan. Because the Consult Ranjan team of engineers, architects and attorneys believed that the direction being taken by the Temple Board of Directors was flawed, Consult Ranjan broke off negotiations to provide professional services, until the Temple Board of Directors is open to a conversation that is focused on the proper development process procedures to secure approvals. In the meantime, the project to expand the temple use with an addition to the existing building is suffering from inertia while consulting fees increase.

## Nallur Kanthaswamy Kovil & Shivan Kovil – Hindu Temple, City of Toronto



The main gathering space on the ground floor of the proposed Nallur Kandhaswamy Kovil & Shivan Kovil Hindu Temple would occupy an area of approximately 25,000 square feet with an associated residence for the priest and visitors. Surrounding the ground floor gathering space would have been a covered ceremonial promenade which can be used from spring to fall for devotional and other uses. There would have been a full basement for a 7,000 square-foot banquet/gathering hall with associated stage and theatrical facilities. Additional basement amenities are a kitchen, gift shop, storage rooms, washrooms and mechanical service rooms.

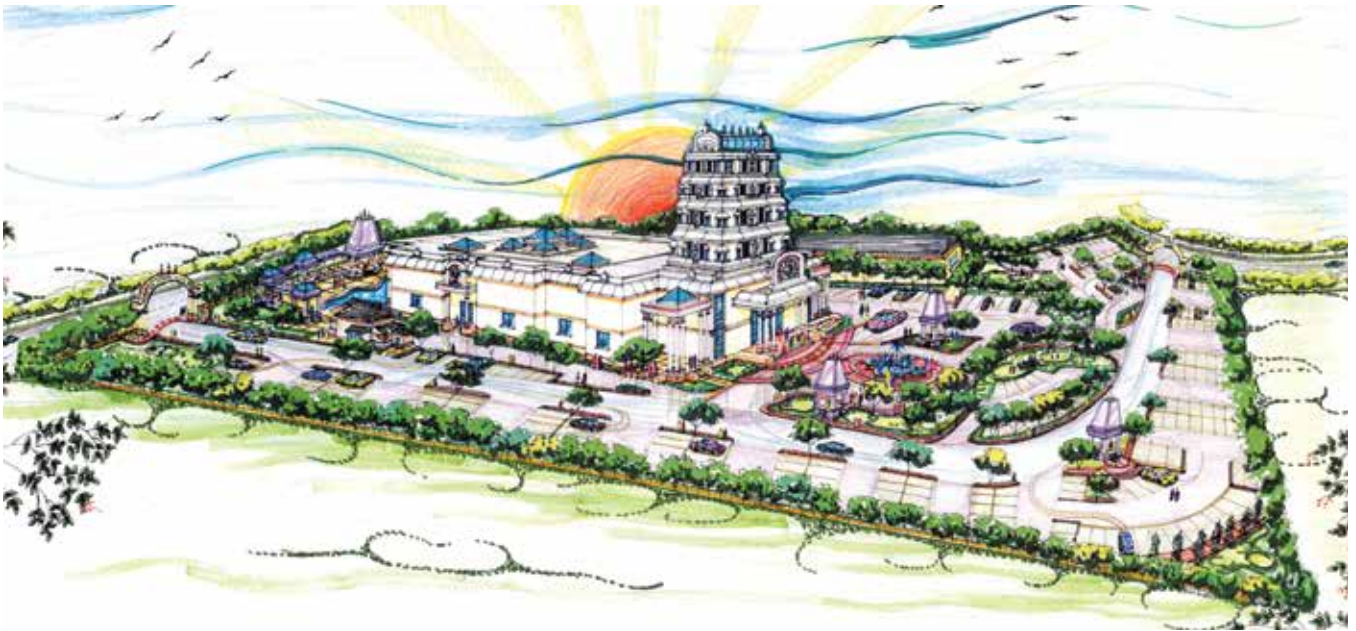
The Temple was designed by staff at Consult Ranjan in collaboration with architect B. Kumaresan of Tumkar, India. It was important for the Consult Ranjan team to understand the functions of a Hindu Temple to ensure compliance with Toronto codes and bylaws to save money and time for all parties, especially the community of Hindu worshipers. To ensure the complete integration of all relevant religious aspects of the temple within the Canadian context, project detail meetings were conducted with both the architect B. Kumaresan and his associates in India, and the City of Toronto Planning, Building, and Engineering Departments – among others.

The main entrance was located on the east side of the building and accentuated by a highly ornamental and colourful gopuram (tower) which would be visible and a significant landmark. Inside the temple numerous shrines were planned for the various deities. Some were part of all Hindu temples, while other shrines were unique to the temple. There were two smaller entrances with their own smaller gopurams located on the south side, and adjacent to the south east corner. Members of the Consult Ranjan team made trips to India in 2010 and 2011 to participate in the ceremony in preparation of the carvings of granite deities for the gopurams of the Temple. An additional trip to India was required in 2015 to discuss progress and design with the architect, while a suitable location for the temple is located in Toronto.





## Canada Sri Ayyapan Hindu Temple, City of Toronto



Designed by Architect, Dharam, Malik and Associates Inc., the temple is located north of Finch Avenue East on Middlefield Road in Toronto (Scarborough) on a 5.5 acre site. The building is 19,851 square metres (213,681 sq. ft.) including design for day care and banquet facilities. The site can accommodate 255 cars and includes a future 48-suite inn for pilgrims. The main access is from Middlefield Road with an exit onto Tiffield Road to the east. A condition of approval for the development was that storm drainage generated by the design be contained on site before release into the city's drains. Major construction of the temple was completed in 2007.

Until 2008, the part of the temple (Banquet Hall) has operated under a cloud of several major outstanding deficiencies identified by inspectors from the City of Toronto.

Moisture continues to be an issue related to the roofing system of the gopuram, or tower of the temple. In addition, the wet basement that is intended for use as a banquet hall, has limited use, and there are a few building code violations to be addressed.

Consult Ranjan and its team of structural and municipal engineers were retained to catalogue all deficiencies, and work with the City and the Board of Directors of the temple to secure an occupancy permit. Within a few months, the problems had been identified and documented and mitigating measures presented to the City for approval.



Structural revisions to ground floor were required to support ceremonial stairs.



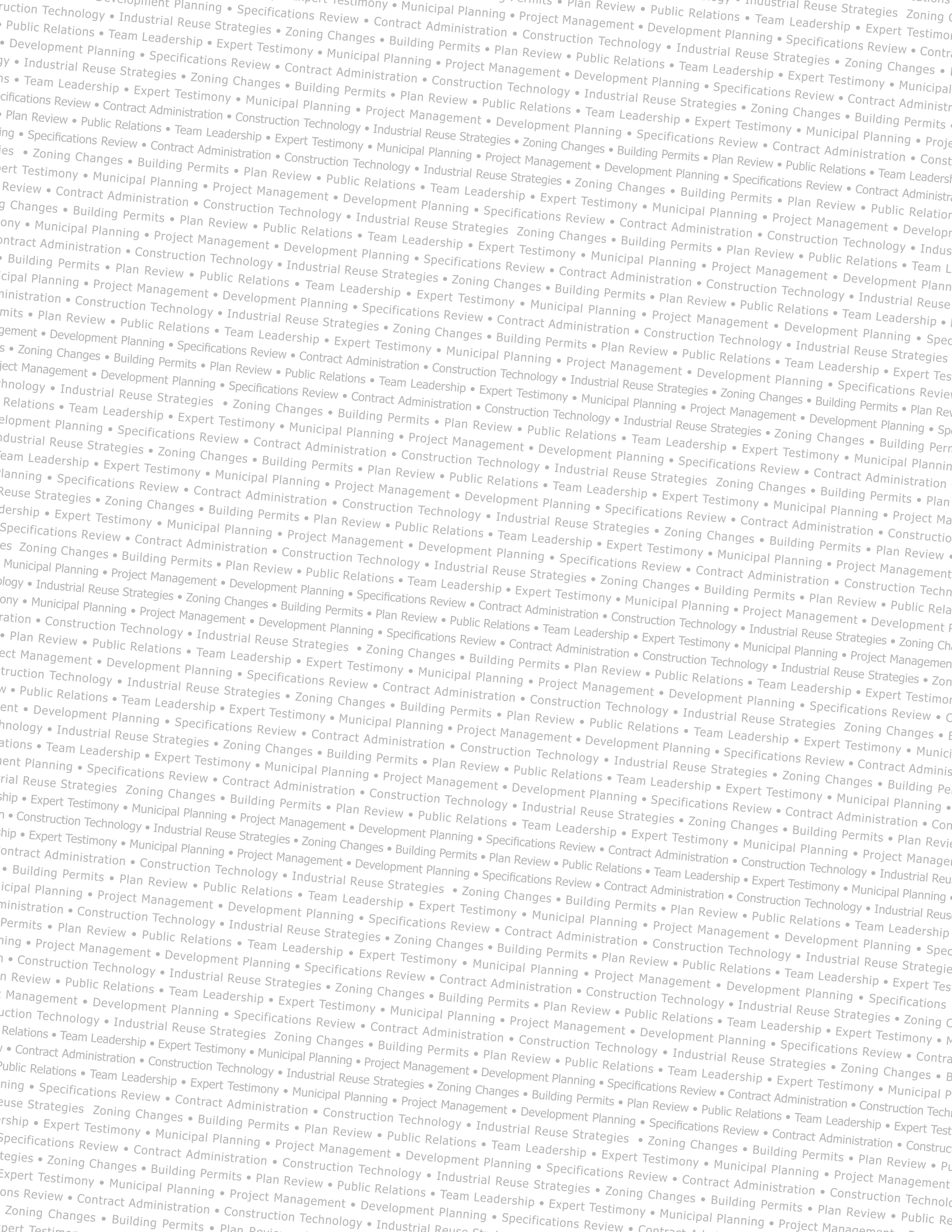


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Tel.: 416.627.5664

E-mail: [ranjan@consultranjan.com](mailto:ranjan@consultranjan.com)

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