



**CITY OF PORT COLBORNE  
SPECIAL COUNCIL MEETING AGENDA  
MONDAY, AUGUST 20, 2012  
COUNCIL IN CLOSED SESSION – 6:00 P.M.  
OPEN SESSION SHALL IMMEDIATELY FOLLOW  
Council Chambers, 3<sup>rd</sup> Floor, 66 Charlotte Street**

CALL MEETING TO ORDER Mayor Vance Badawey

1. CONFIRMATION OF THE AGENDA

2. COUNCIL IN CLOSED SESSION

(i) Motion to go into closed session

That Council do now proceed in closed session in order to address the following matter(s):

(a) Confidential verbal report from the Director of Planning and Development regarding the potential sale of a portion of the former Humberstone Shoe Park lands, pursuant to the *Municipal Act, 2001*, Subsection 239(2)(c), a proposed or pending acquisition of land by the municipality or local board

(b) Confidential verbal report from the General Manager and Director, Economic Development, Tourism & Marketing concerning the potential sale of City owned land, pursuant to the *Municipal Act, 2001*, Subsection 239(2)(c), a proposed or pending acquisition of land by the municipality or local board

(ii) Disclosures of interest (closed session agenda)

(iii) Consideration of closed session agenda items

(iv) Motion to rise with/without report

**CALL OPEN SESSION TO ORDER – Mayor Vance Badawey**

3. DISCLOSURES OF INTEREST (CLOSED SESSION AND OPEN SESSION MATTERS)

4. MOTIONS ARISING FROM CLOSED SESSION

(i) Report from closed session concerning the potential sale of a portion of the former Humberstone Shoe Park lands

(ii) Introduction of motion(s) arising from closed session

5. ITEM(S) FOR DISCUSSION:

NOTES			ITEM	DESCRIPTION	PAGE NO.	RECOMMENDATION
VB	BB	RB	1.	Department of Planning & Development, Report No. 2012-65, Subject: Options Report: Community Infrastructure Improvement Fund	3	That Council directs staff to submit an application to the Community Infrastructure Improvement Fund for Project 1.
AD	FD	YD				
DE	BK	WS				

6. INTRODUCTION, CONSIDERATION AND PASSAGE OF BY-LAWS

(i) By-laws for Three Readings

By-law No.	Title
5844/98/12	Being a By-law to Authorize Entering into an Agreement of Purchase and Sale Respecting the Sale of a Portion of the Former Humberstone Shoe Park lands

Note: Approval of this by-law is subject to Council rising with report from closed session and the passage of an associated recommendation in open session.

7. CONFIRMATORY BY-LAW

By-law No.	Title
5845/99/12	Being a By-law to Adopt, Ratify and Confirm the Proceedings of the Council of The Corporation of the City of Port Colborne at its Special Meeting of Council of August 20, 2012

8. ADJOURN



**Department: Planning and Development**

**Report Number: 2012- 65**

**Agenda Date: August 20, 2012**

**SUBJECT: Options Report: Community Infrastructure Improvement Fund (CIIF)**

**1) PURPOSE:**

Under the direction of the Director of Planning and Development, the purpose of this report is to provide Council with submission options to apply for funding under the Federal Economic Development Agency for Southern Ontario's (FedDev Ontario) Community Infrastructure Improvement Fund (CIIF).

**2) HISTORY, BACKGROUND, COUNCIL POLICY, PRACTICES:**

Only July 5<sup>th</sup>, FedDev Ontario announced the launch of the new CIIF in Ontario. 49.6 million dollars has been allocated over two years to deliver the Fund. CIIF funding is available for the rehabilitation or improvement, including expansion of existing community infrastructure that is non-commercial in nature. Eligible projects must:

- Fall under an eligible category and be proposed by an eligible recipient;
- Be for the rehabilitation or improvement, including expansion of existing community infrastructure assets;
- Leverage a minimum of 50 per cent of funding from other sources. Priority may be given to projects that leverage 66.6 per cent or more; and
- Be substantially completed by March 31, 2014.

Further, projects must fall within the following project categories to be eligible for funding under the CIIF:

- Community centres;
- Cultural centres;
- Parks, recreational trails such as fitness trails, bike paths and other types of trails;
- Libraries;
- Recreational facilities including local arenas, gymnasias, swimming pools, sports fields, tennis, basketball, volleyball or other sport-specific courts, golf courses, ski hills or other types of recreational facilities;
- Tourism facilities; and
- Other existing community infrastructure assets that have a local community impact, such as local roads, drinking water treatment and distribution systems, connectivity and broadband, local airports, solid waste management and wastewater infrastructure.

Priority will be given to projects that can demonstrate anticipated economic benefits to their community, including the potential for job creation and the use of new technologies and innovation.

Eligible recipients may receive contributions of up to a maximum of one million dollars. The total funding from all federal sources (CIIF) will not exceed 50 per cent of the total eligible project costs. Projects are required to begin and substantially complete construction prior to March 31, 2014 and the application for funding must be submitted (electronically) or postmarked no later than 5:00 p.m. EDT on August 24, 2012.

### 3) STAFF COMMENTS AND DISCUSSIONS:

Staff have been asked to look at various projects that would be eligible for funding under the CIIF. After reviewing the guidelines for submission and discussing various projects that could be considered, Staff provides the following for Council's consideration:

#### Project #1: Downtown Market Square/King George Memorial Park Redevelopment

The Downtown Central Business District Community Improvement Plan (Downtown CIP) and Urban Design Strategy (UDS) were approved by Council in September 2010 and included a number of different options for the redevelopment of Market Square/King George Memorial Park into a "Civic Square".

Downtowns are key areas within a community for gathering, socializing and passive recreation, thus they need appropriate spaces that can accommodate such functions. Downtown Port Colborne currently has an existing memorial space ("King George Memorial Park") and parking lot space. This space is used for Friday "Market Day" in the spring, summer and fall, and a band area during Canal Days. The space is generally used as a municipal parking lot at most other times.

The design direction that was outlined in the Downtown CIP and UDS indicated that the existing memorial space and public parking lot known as "Market Square" (Catharine Street between Clarence Street and Charlotte Street) should be redesigned and restructured as the Downtown's civic focus. The objective for these improvements is to provide a true civic square ("Market Square") that can be a central gathering, socializing and resting place within the Downtown. These civic squares are spaces that are intended to be multi-purpose gathering spaces that provide for a range of public and civic functions.

The design considerations outlined in the Downtown CIP and UDS are intended to ensure the design of the space can accommodate a broad range of day-to-day civic and community functions throughout all seasons including existing annual events (Canal Days). Considerations for the detailed design of the civic square include:

- a) For the front permanent square portion, the following should be considered:
  - i) Shift the boundary between the areas southwards slightly, taking space from the abutting drive isle;
  - ii) Use a combination of hard (pavers and concrete) and soft materials (grass and plantings);

- iii) Retain and redesign the existing commemoration function;
  - iv) Include a permanent stage structure that can accommodate seasonal events and annual events (Canal Days);
  - v) Incorporate ample seating opportunities, both formal and informal;
  - vi) Include tree and foundation plantings to provide visual interest and colour along the edges of the space;
  - vii) Incorporate features similar to the gateway features along the edges of space, including pedestrian lighting and banner materials; and
  - viii) Incorporate public art and a community event board or kiosk.
- b) For the parking lot portion, the following should be considered:
- i) Use textured materials for the parking areas surface treatment;
  - ii) Use a flush at-grade central landscaped island that can accommodate moveable tree pots;
  - iii) Incorporate a small hardscaped gathering space along Catharine Street that can accommodate seating areas and a winter feature;
  - iv) Incorporate a space for a winter skating rink abutting the stage and the hardscaped gathering space; and
  - v) Include tree and foundation plantings to provide visual interest and colour along the edges of the parking lot.

Staff have spoken with representatives from the Downtown BIA who expressed interest in completing the design for Market Square, and were supportive of the complete concept provided in the Downtown UDS.

The detailed streetscape design for the Downtown CIP was tendered in 2011 and did not include the redesign of Market Square. However, late in 2011 Council will recall that the BIA engaged the services of GSP Group (one of the consultants on the Downtown CIP) to provide a summary brief to assist with the budgeting and next steps for the design of this space. The summary, which is attached as Appendix "A" to this report, outlined:

- A suggested work program for the detailed design exercise for the Civic Square;
- A suggested budget for the detailed design exercise based on our experience;
- The identification of the BIA's priorities in terms of specific improvements and study area for the detailed design exercise; and
- A preliminary costing of the relevant improvements, as illustrated in the design concept prepared as part of the Urban Design Strategy.

The summary provided that the design work would cost around \$40,000 to \$45,000 (not including the engineering aspect). Staff contacted GSP Group (email correspondence

attached as Appendix "B" to this report) regarding an estimate for the engineering component and was told that it would be around \$110,000 to complete the entire project (\$40,000 for landscaping design – as quoted to the BIA), \$10,000 for geotechnical, \$10,000 for structural, \$10,000 for lighting and \$40,000 for civil). Additionally they provided a rough estimate of construction costs (materials and installation) for a total of \$844,005. The total cost of the project (estimate only) would be approximately \$955,000.

Staff have contacted FedDev Ontario who indicated that detailed design work is considered an eligible cost and therefore the entire cost of the redevelopment of Market Square (design and construction) would be eligible for funding under the CIIF program. If funding were provided, Staff would put out a Request for Proposal for the design work immediately and complete that work over the fall and winter.

If Council chooses to make an application for funding for the Market Square/King George Park area, a request for proposal (RFP) could be put out immediately upon confirmation of funding with a target completion for early 2013. Once the design component is completed, construction could begin as early as next spring (2013) and hopefully be completed by fall of 2013, well within the completion date of March 31, 2014. Council should be aware that construction may affect Canal Days celebrations.

#### Project #2: Downtown CBD CIP Streetscape Design

In January 2011, Engineering Staff in conjunction with Planning Staff issued a Request for Proposal, Qualification of Consulting Services, with a closing date of February 3, 2011. Six (6) proposals were received and after review of the proposals, AECOM was selected as the consultant for the project. The Request for Proposal was divided into four (4) elements:

##### *Element 1: Principle Area Streetscape*

Complete set of tender drawings and documents and costing for streetscape of all streets listed using the approved Downtown CBD CIP, as well as a cost breakdown based on the Principle Area as defined in the Downtown CBD CIP and UDS.

##### *Element 2: Principle Area Site Servicing*

Complete set of tender drawings and documents and costing for all applicable infrastructure requiring replacement including, analysis, design and any required Certificates of Approval for Sanitary and Storm Design as well as a cost breakdown based on the Principle Area as defined in the Downtown CBD CIP and UDS.

##### *Element 3: Secondary Area Streetscape*

Complete set of tender drawings and documents and costing for streetscape of all streets listed using the approved Downtown CBD CIP, as well as a cost breakdown based on the Secondary Area as defined in the Downtown CBD CIP and UDS.

##### *Element 4: Secondary Area Site Servicing*

Complete set of tender drawings and documents and costing for all applicable infrastructure requiring replacement including, analysis, design and any required

Certificates of Approval for Sanitary and Storm Design as well as a cost breakdown based on the Secondary Area as defined in the Downtown CBD CIP and UDS.

Because of the size of the Downtown CBD CIP project area, a component of this tender was to provide a cost estimate based on a block by block basis in order to give Council and Staff an idea of total cost of the project and also for different phases of the project to assist with future budgeting for the works. The following chart provides a breakdown of the costs for each of the phases of construction:

<b>Primary Streets</b>				
Phasing	Streetscaping	Infrastructure	Electrical	TOTAL
Clarence St.	\$ 2,822,184.12	\$ 1,772,163.54	\$ 385,000.00	\$ 4,979,347.66
West St.	\$ 1,978,356.11	\$ 511,583.95	\$ 357,500.00	\$ 2,847,440.06
King St.	\$ 1,728,051.95	\$ 213,700.10	\$ 330,000.00	\$ 2,271,752.05
<b>Secondary Streets</b>				
Phasing	Streetscaping	Infrastructure	Electrical	TOTAL
Elm St.	\$ 718,603.58	\$ 401,638.89	\$ 110,000.00	\$ 1,230,242.47
Charlotte St.	\$ 2,055,436.77	\$ 813,345.09	\$ 385,000.00	\$ 3,253,781.87
Catharine St.	\$ 1,219,427.77	\$ 485,157.76	\$ 178,750.00	\$ 1,833,335.53
Clarence Ln.	\$ 63,615.01	\$ 311,891.00	\$ 0.00	\$ 375,506.01
Kent St.	\$ 671,848.74	\$ 324,698.78	\$ 123,750.00	\$ 1,120,297.52
Princess St.	\$ 373,596.03	\$ 278,498.54	\$ 68,750.00	\$ 720,844.57
Victoria St.	\$ 289,278.21	\$ 239,532.95	\$ 55,000.00	\$ 583,811.15
Adelaide St.	\$ 254,755.27	\$ 252,763.20	\$ 27,500.00	\$ 535,018.47
Fielden Ave.	\$ 564,656.60	\$ 89,151.11	\$ 110,000.00	\$ 763,807.71
Elgin St.	\$ 318,051.58	\$ 37,146.30	\$ 0.00	\$ 355,197.88
Park St.	\$ 186,833.63	\$ 44,575.55	\$ 82,500.00	\$ 313,909.18

The consultants were asked to put together costs for both streetscaping and infrastructure improvements so that the project(s) could be done in tandem. This would ensure that City would be able to complete the infrastructure improvements before undertaking the streetscape improvements. It is important to note that these costs provided do not include moving of utilities.

As indicated earlier in the report, the CIIF Funding only covers public infrastructure projects therefore only the streetscaping portion of any phase of the downtown CBD CIP redevelopment would be eligible. With this being the case, additional monies would need to be budgeted in order to complete the infrastructure and servicing portions of the proposed work which is over and above the monies needed to match the funding from FedDev Ontario.

If Council chooses to make an application for funding for the streetscape works in the Downtown, the tender drawings are nearly complete and as such, any phase (or combination thereof) of the project could be tendered out upon confirmation of funding. The estimated construction times for the individual phases varies from 7 to 43 weeks. If construction were to begin in the fall of this year, it should be completed well before the March 31, 2014 deadline.

Project #3: East Waterfront Cycling Path Extension (Niagara Circle Route)

The East Waterfront Community Improvement Plan, which was adopted in March of this year, includes community goals and a long-term vision for the East Village. One of the goals outlined in the plan was a "Bridge-to-Beach Trail". The concept being that a spur to the Niagara Circle Route and Welland Canal Trails be created that would be for pedestrians, cyclists, in-line skaters providing access to the lakefront and linking the area to the Municipal and Regional trail networks. The trail would begin at Seaway Park and wind through the planned parks and open spaces, terminating at the lake (Nickel Beach). As a spur of the Niagara Circle Route and Welland Canals Trail, it will draw visitors and reinforce the area as a regional attraction.

On August 9, 2012 Staff received an email forwarded from the Mayor from Katelyn Vaughan, Project Manager - Niagara Water Strategy at the Region requesting City input into a joint application to the CIIF for funding for the Niagara Circle Route. Staff will work with the Region to put together a joint application to the CIIF for the proposed spur noted above and as such, do not feel that a separate individual application (from the City) for this project is necessary.

**4) OPTIONS AND FINANCIAL CONSIDERATIONS:**

As Council is aware, there are no approved capital funds budgeted for this work. All monies would be required to be debentured or funded from other sources.

**Estimated Debt Financing Costs**

	Term of Debt -	10 Years	20 Years	30 Years	40 Years
	Interest Rate (budget time 2012) =	2.69%	3.43%	3.74%	3.85%
Amount					
\$500,000	Annual Cost	\$57,360	\$34,754	\$27,870	\$24,602
	Levy % Increase	0.47%	0.28%	0.23%	0.20%
	Total Interest Cost	\$73,600	\$195,080	\$336,100	\$484,080



\$700,000	Annual Cost	\$80,304	\$48,654	\$39,018	\$34,442
	Levy % Increase	0.66%	0.40%	0.32%	0.28%
	Total Interest Cost	\$103,040	\$273,080	\$470,540	\$677,680
\$960,000	Annual Cost	\$110,130	\$66,726	\$53,510	\$47,236
	Levy % Increase	0.90%	0.55%	4.40%	0.39%
	Total Interest Cost	\$141,300	\$374,520	\$645,300	\$929,440

**a) Do nothing.**

Although not recommended, Council can choose not to submit an application to the CIIF.

**b) Other Options**

Council can direct Staff to submit an application for any other community infrastructure project it deems appropriate; and/or

Council can fund the proposed CIIF project from other sources.

**5) COMPLIANCE WITH STRATEGIC PLAN INITIATIVES:**

Not applicable.

**6) ATTACHMENTS:**

Appendix A: Detailed Design Information – GSP Group

Appendix B: Email response from Kevin Muir of GSP

**7) RECOMMENDATION:**

1. That Council direct Staff to submit an application to the Community Infrastructure Improvement Fund for Project #1.

**8) SIGNATURES:**

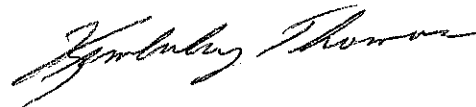
8) SIGNATURES:

Prepared on August 10, 2012 by:



Lindsay Richardson  
Community/Policy Planner

Reviewed By:



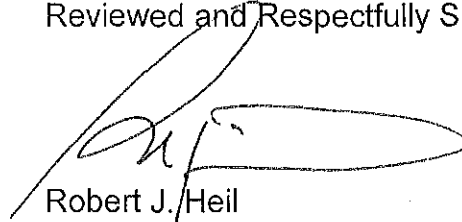
Peter Senese  
Director of Community/Corporate Services

Reviewed By and Approved By:



Dan Aquilina  
Director of Planning and Development

Reviewed and Respectfully Submitted:



Robert J. Heil  
Chief Administrative Officer



December 14, 2011

File No: 11137.63

Downtown Port Colborne BIA  
c/o Bob Porter  
Davies on Clarence  
48 Clarence Street  
Port Colborne, Ontario L3K 3E9

Attention: Bob Porter

**Re: Detailed Design Exercise  
"Civic Square" Downtown Port Colborne**

GSP Group is pleased to provide this summary brief to assist the Downtown Port Colborne BIA in their submission to City Council regarding the detailed design exercise for Downtown's "Civic Square". The Civic Square, as recommended in the Urban Design Strategy prepared by GSP Group, is intended to include a reconfiguration and redesign of the existing King George Memorial Park and Charlotte Street parking lot in order to create a multi-functional and four-season civic space that would draw residents and visitors to Downtown Port Colborne. This summary brief is intended to assist in the budgeting and next steps for the design of this space.

As per our discussions with the Downtown BIA, our summary brief is intended to outline:

1. A suggested work program for the detailed design exercise for the Civic Square;
2. A suggested budget for the detailed design exercise based on our experience;
3. The identification of the BIA's priorities in terms of specific improvements and study area for the detailed design exercise; and
4. A preliminary costing of the relevant improvements, as illustrated in the design concept prepared as part of the Urban Design Strategy.

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## 1. Work Program

GSP Group has successfully prepared detailed design plans for numerous public and civic spaces throughout Ontario and has a strong understanding of the necessary work program to undertake such a design exercise for Downtown Port Colborne. Based on our experience, we would expect that such a design exercise would include the following key tasks:

- a) Concept Options: preparation of a series of schematic concepts illustrating various configuration options for the recommended design elements;
- b) Public Open House: attendance at a public open house session within the community to present and discuss the concept options;
- c) Concept Option Selection: selection of a preferred concept option, based on public feedback, as the foundation for the functional design going forward for the space;
- d) Functional Design: preparation of a scaled and dimensioned plan that identifies the specific location of all design elements as well as direction for types and finishes of all elements;
- e) Technical Meeting: attendance at a meeting with City staff and BIA representatives to present and discuss the functional design plans prior to public circulation;
- f) Public Open House: attendance at a public open house within the community to present and discuss the functional design plan;
- g) Functional Design Refinement: refinement of the functional design plan, as required, based on City and public feedback;
- h) City Council: presentation of the final functional design plan to City Council for endorsement; and
- i) Construction Drawings: preparation of construction drawings that would form the basis of construction of the Civic Square space.

## 2: Work Budget

As we understand, City Council at its November 14th meeting requested input from the Downtown BIA in respect to 2012 budget consideration for undertaking the detailed design exercise for the Civic Square. Based on the above work program and our experience in preparing such plans, we would expect that an appropriate total budget for retaining consultants to undertake such a design exercise would be in the order of \$40,000 to \$45,000 (which does not include any necessary civil or electrical engineering consultants that may be required). The actual budget depends on the particular terms of reference for the project, but such a budget estimate would cover the above key tasks of the work program.

### **3. Improvement Priorities**

As part of the November 14th meeting motion we understand that City Council also requested input from the Downtown BIA regarding the priorities assigned to particular improvements within the Civic Square. Based on our discussions with Downtown BIA representatives, we understand the priority area for improvement (see attached graphic) for the Downtown BIA is the King George Memorial Park, the northern portion of the Charlotte Street parking lot, and the edges of the remainder of the Charlotte Street parking lot. The remaining parking field within the Charlotte Street parking lot is not intended for improvements. Given this area of priority, we understand that the following general improvements, in order of priority, are the most important to the Downtown BIA:

1. Stage: a permanent, multi-directional stage structure that can face the parking lot for larger, community-scale events as well face towards Clarence Street for smaller events.
2. Landscaping: implementation of the landscaping, sitting areas, and street edge amenities recommended in the Urban Design Strategy, first for the King George Memorial Park area facing Clarence Street and then to the edges of the Charlotte Street parking lot.
3. Community Kiosk: a multi-purpose community message kiosk close to Clarence Street that allows for display and messaging (LED) of community events and functions.
4. Washrooms/Fountain: a permanent structure accommodating public washrooms as well as a public drinking fountain that is open year-round.
5. Ice Rink: an area for an outdoors winter skating rink, utilizing either permanent underground infrastructure or with temporary above-ground infrastructure that is installed/removed every winter season.

These identified improvements are the key priorities as desired for the Downtown BIA. However, the specific location and configuration of these elements, as well as others identified in the Urban Design Strategy would be defined and refined as part of the detailed design exercise. The concept plan options developed at the outset of the above work program would show different arrangements of the various design components (such as different locations for an ice rink for instance) to generate acceptance from the community and key stakeholders.

### **4. Costing Estimates**

In speaking with City planning staff, it was indicated that it would be helpful to have an understanding of the capital costs required for the actual implementation and construction of the Civic Square and its various components. Thus, we have provided a general estimate of the cost of constructing the Civic Square improvements in their entirety as they are illustrated in the Urban Design Strategy (see attached graphics).

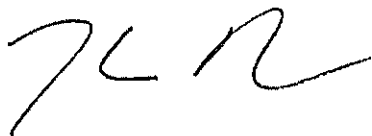
The attached table to this summary brief outlines a general estimate for the cost of the improvements, itemized on a line-by-line basis. Overall, the full cost of implementation of the Civic Square's general design concept is estimated to be approximately **\$885,000**, exclusive of taxes. A substantial component of the design concept is an outdoor rink with below-grade piping infrastructure; however, there are options for above-grade piping infrastructure that would be installed every winter, which carry a lower initial capital investment but which carry higher annual operating costs. Additionally, washroom facilities were not originally part of the design concept in the Urban Design Strategy, but have been estimated in the table (\$85,000) as a separate provisional item.

This cost estimate should be read as a general idea of implementing the design concept in the Urban Design Strategy: the detailed design exercise would refine this design concept in terms of the location, specifics, priority and phasing of the various design elements, and would ultimately result in a detailed estimate for construction based on tender drawings for the space.

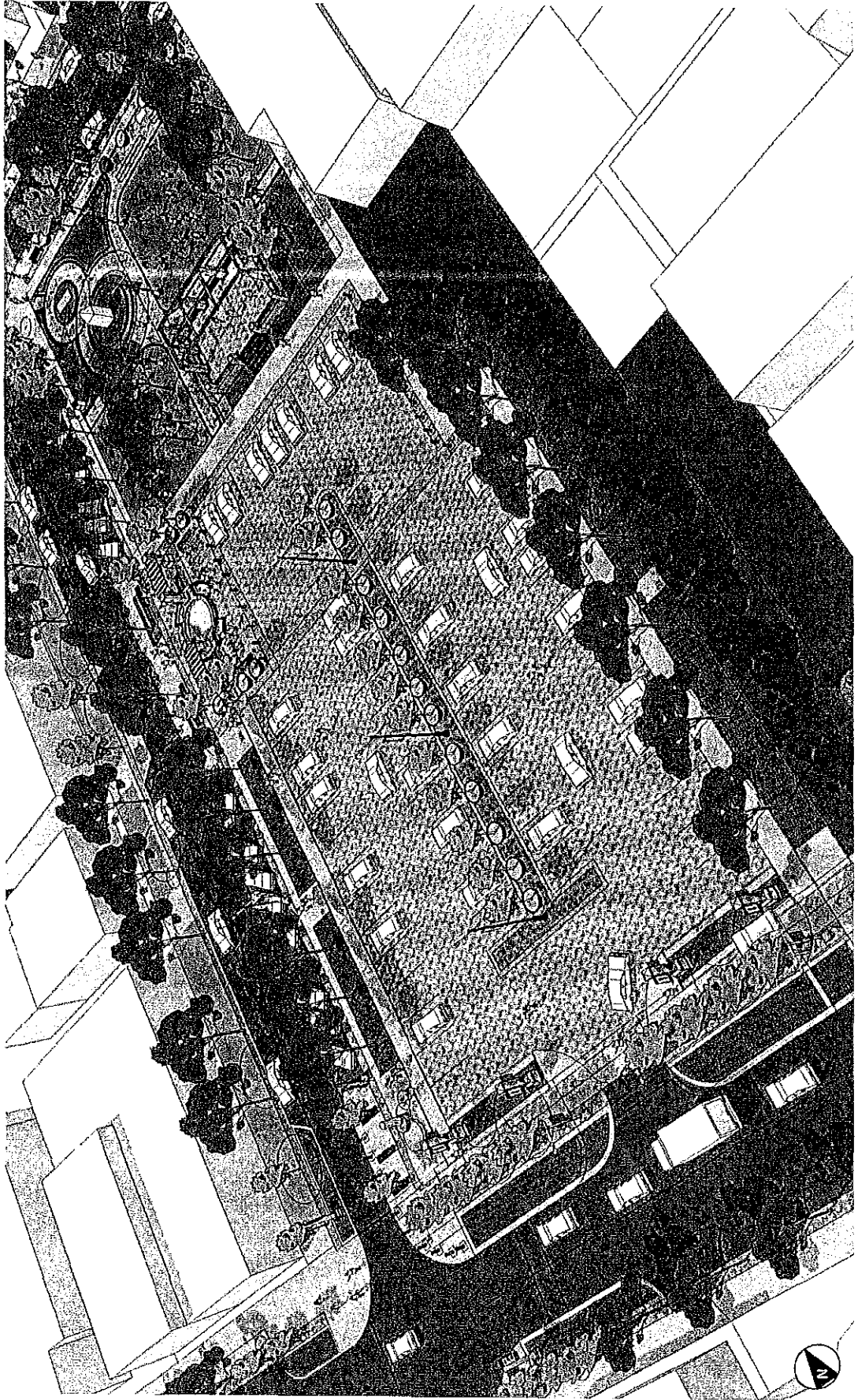
### Summary

We trust this summary brief is of assistance to the Downtown Port Colborne BIA and the City of Port Colborne in implementing the vision that was established for the Downtown Civic Square in the Urban Design Strategy. Should you have any questions or require clarification, please do not hesitate to contact me.

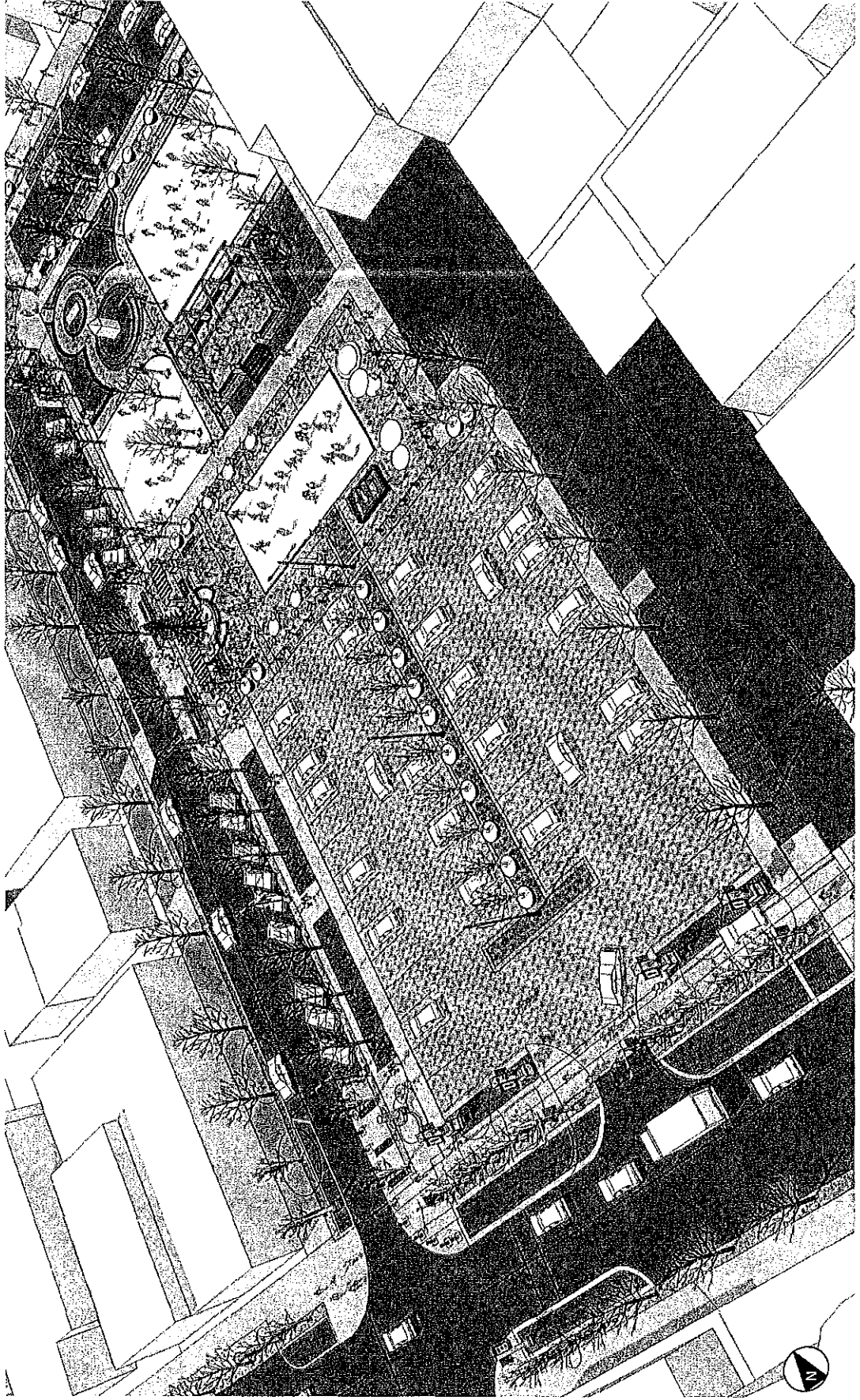
Yours truly,

A handwritten signature in black ink, appearing to read 'K Muir', written in a cursive style.

Kevin Muir, MCIP, RPP, LEED Green Assoc.  
Senior Planner

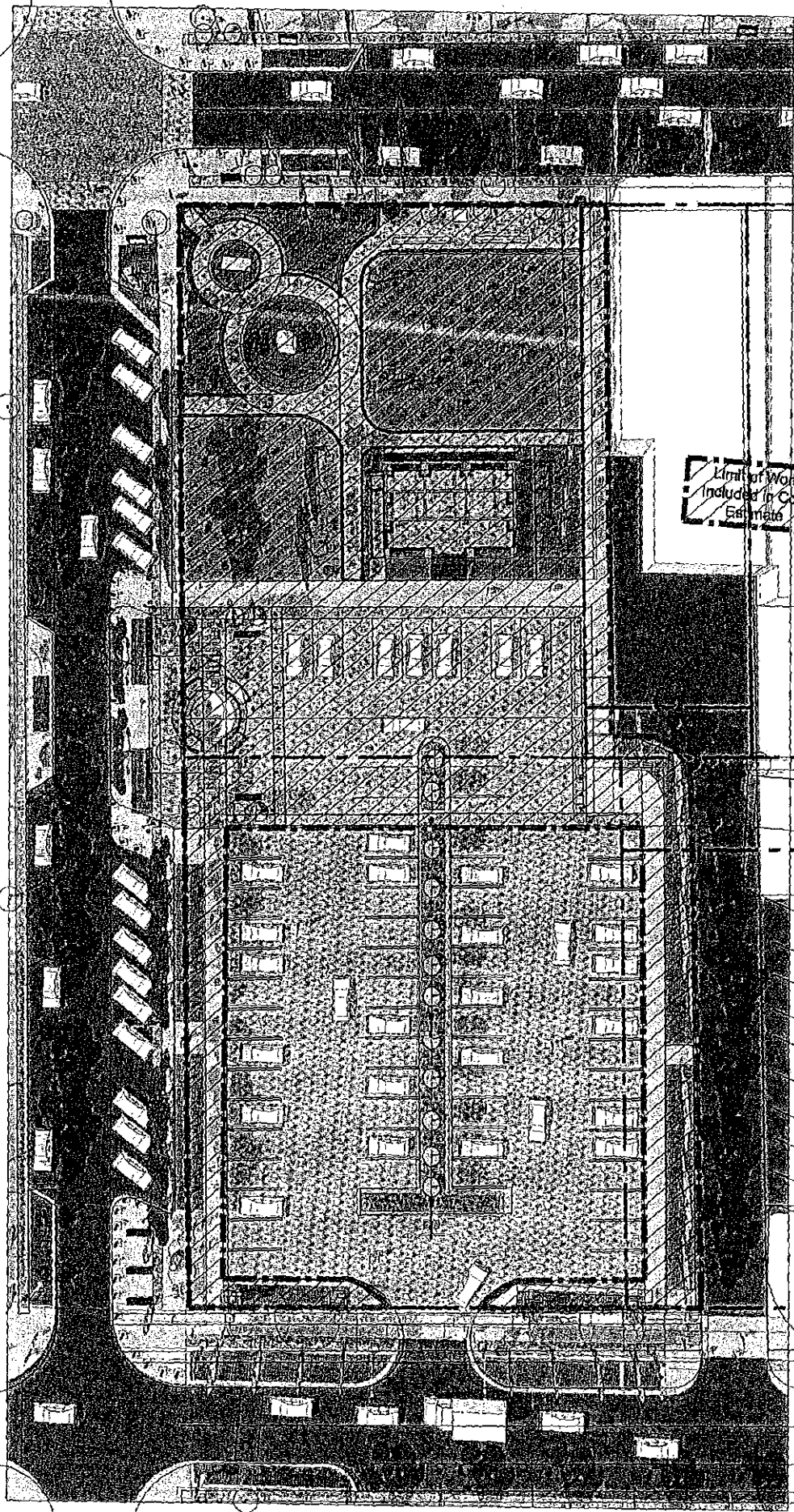


Central parking lot looking overhead during normal parking operation



Central parking lot looking overhead during winter activities





Limit of Work  
Included in Cost  
Estimate

N  
NTS

## Port Colborne - Civic Square | Preliminary Landscape Construction Cost Estimate

### Summary of Preliminary Concept Construction Costs - Dec 2011

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
1.1	Remove & dispose existing curb and gutter	lin m	125	\$9.00	\$1,125.00
1.2	Remove & dispose existing asphalt and concrete walkways	m2	900	\$15.00	\$13,500.00
1.3	Salvage and refinish heritage display piece	ls	1	\$2,000.00	\$2,000.00
1.4	Remove and dispose of existing planting beds and sod areas in King George Memorial Park	ls	1	\$3,000.00	\$3,000.00
				<b>SECTION SUBTOTAL</b>	<b>\$19,625.00</b>

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
2.1	Supply and install concrete walkways c/w granular base	m2	355	\$70.00	\$24,850.00
2.2	Supply and install decorative concrete banding within multi-purpose space - c/w granular base	m2	180	\$110.00	\$19,800.00
2.3	Supply and place unit paving (King George Memorial Park and Multi-Purpose area) incl. granular base	m2	905	\$110.00	\$99,550.00
2.4	Supply and install concrete rolled curb at parking lot perimeter	lin m	125	\$15.00	\$1,875.00
2.5	Supply and install sod areas	m2	540	\$7.50	\$4,050.00
				<b>SECTION SUBTOTAL</b>	<b>\$150,125.00</b>

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
3.1	Supply and install concrete seatwalls	lin m	16	\$750.00	\$12,000.00
3.2	Supply base and upgrades for artifact display and cenotaph	ls	1	\$4,000.00	\$4,000.00
3.3	Supply and install metal shade structure at multi-purpose area - c/w concrete piers, steel framing	ls	1	\$35,000.00	\$35,000.00
3.4	Supply and install water feature	ls	1	\$25,000.00	\$25,000.00
3.5	Supply and install community kiosk (c/w electrical for lighting)	ls	1	\$15,000.00	\$15,000.00
3.6	Supply and install decorative banner piers	ea	4	\$10,000.00	\$40,000.00
3.7	Supply and install permanent stage w shade structure c/w electrical	ls	1	\$50,000.00	\$50,000.00
3.8	Supply and install ice rink (includes subsurface mechanical, and mechanical housing)	ea	1	\$290,000.00	\$290,000.00
3.9	Supply and install light standards c/w decorative base and electrical receptacle	ea	3	\$12,500.00	\$37,500.00
				<b>SECTION SUBTOTAL</b>	<b>\$508,500.00</b>

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
4.1	Waste receptacles (Cityscape Molok Units)	ea	2	\$2,250.00	\$4,500.00
4.2	Moveable Planter Pots (for small tree plantings)	ea	12	\$1,800.00	\$21,600.00
4.3	Bike Racks (post and ring, direct burial or surface mount)	ea	5	\$1,200.00	\$6,000.00
4.4	Banner Poles (Market Square frontage)	ea	4	\$750.00	\$3,000.00
4.5	Supply and install removeable traffic bollards	ea	22	\$1,000.00	\$22,000.00
				<b>SECTION SUBTOTAL</b>	<b>\$57,100.00</b>

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
5.1	Deciduous Trees - Small for Planter Pots (50 mm cal)	ea	15	\$400.00	\$6,000.00
5.2	Deciduous Trees - Large (60mm cal)	ea	23	\$475.00	\$10,925.00
5.3	Shrub bed (assume mix of ornamental grasses, perennials and low-growing deciduous material)	m2	125	\$45.00	\$5,625.00
5.4	Planting bed soil (av 750mm depth)	m3	180	\$60.00	\$10,800.00
				<b>SECTION SUBTOTAL</b>	<b>\$33,350.00</b>

**CIVIC SQUARE - PRELIMINARY CONCEPT SUBTOTAL**      **\$768,700.00**  
**CONTINGENCY (15%)**      **\$115,305.00**

**CIVIC SQUARE - PRELIMINARY CONCEPT CONSTRUCTION COST ESTIMATE TOTAL - \$884,005.00**

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
6.1	Brushed concrete (sidewalk finish) - in lieu of unit paving item 2.3 above	m2	905	\$70.00	\$63,350.00
6.2	Washroom - dual unit structure	ls	1	\$85,000.00	\$85,000.00

**\*NOTE** The cost estimate provided above does not include applicable taxes.

estimate.

Thanks,

Kevin Muir  
MCIP, RPP, LEED Green Associate  
Senior Planner

GSP Group Inc.  
201-72 Victoria Street South  
Kitchener, Ontario N2G 4Y9  
(519)569-8883  
www.gspgroup.ca

-----Original Message-----

From: Kevin Muir  
Sent: December 21, 2011 5:07 PM  
To: danaquilina@portcolborne.ca  
Subject: RE: Cost Estimate to BIA

A ballpark estimate for the square as a standalone piece is around \$110,000 (40k landscape; 10k for each of geotechnical, structural, and lighting; and \$40k for civil). This gets everything up to tender drawings, but not including contract administration. Of course this is a rough estimate without knowing specific terms of reference for the project.

Hope this helps,

Kevin

From: danaquilina@portcolborne.ca [danaquilina@portcolborne.ca]  
Sent: December 21, 2011 4:31 PM  
To: Kevin Muir  
Subject: Re: Cost Estimate to BIA

Thanks Kevin.

----- Original Message -----

From: Kevin Muir [kmuir@gspgroup.ca]  
Sent: 12/21/2011 04:30 PM EST  
To: Dan Aquilina  
Subject: RE: Cost Estimate to BIA

Hi Dan,

I've got our LA's looking into a ballpark estimate for the engineering side of things. Should have it to you shortly.

Kevin

From: danaquilina@portcolborne.ca [danaquilina@portcolborne.ca]  
Sent: December 21, 2011 9:03 AM  
To: Kevin Muir  
Subject: Cost Estimate to BIA