Agenda – Executive Policy Committee – July 6, 2005

REPORTS

Item No. 1 **Municipal Rural Infrastructure Fund - Corydon Avenue Business Improvement Zone**
File S-7

COMMUNITY COMMITTEE RECOMMENDATION:

On June 7, 2005, the City Centre Community Committee recommended that Council endorse the Corydon Business Improvement Zone's application to the Municipal Rural Infrastructure Program, and forwarded the matter to the Executive Policy Committee.

Agenda – Executive Policy Committee – July 6, 2005

DECISION MAKING HISTORY:

COUNCIL DECISION:

On June 29, 2005, Council adopted the recommendation of the Executive Policy Committee and approved the following:

1. That the following policy guidelines be adopted to regulate the endorsement of applications applying for funding under the Municipal Rural Infrastructure Fund (MRIF), namely:

    A. The City of Winnipeg will not endorse any MRIF application from an external group, which requires a capital contribution from the City.

    B. To allow all groups equal opportunity to apply, the City of Winnipeg sets three deadline dates for consideration of MRIF internal and external applications: September 1, 2005, January 1, 2006 and June 1, 2006.

    C. To coordinate the endorsement process, external groups are required to provide copies of their MRIF application to the Executive Policy Committee Secretariat for review and comment by the Administration.

    D. Preference for endorsement will be given to projects that originate from the City of Winnipeg.

2. That the Administration and the EPC Secretariat prepare a list of potential City of Winnipeg MRIF projects for consideration by Executive Policy Committee and Council in September 2005.

3. That the EPC Secretariat be directed to request the federal and provincial governments to designate a portion of the total MRIF funds for City of Winnipeg originated projects.

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On June 15, 2005, the Executive Policy Committee laid over consideration of the recommendation of the City Centre Community Committee for thirty (30) days pending a decision by Council on the proposed Policy to Regulate Endorsement of Applications for Funding under the Municipal Rural Infrastructure Program.

DECISION MAKING HISTORY (continued):

On June 15, 2005, the Executive Policy Committee considered documentation submitted by Vince Bueti, President, Corydon Avenue Business Improvement Zone, in support of the application to the Municipal Rural Infrastructure Fund Program and a brochure entitled "Welcome to Corydon Avenue Living La Vita Bella".

COMMUNITY COMMITTEE RECOMMENDATION:

On June 7, 2005, the City Centre Community Committee recommended that Council endorse the Corydon Business Improvement Zone's application to the Municipal Rural Infrastructure Program, and forwarded the matter to the Executive Policy Committee.

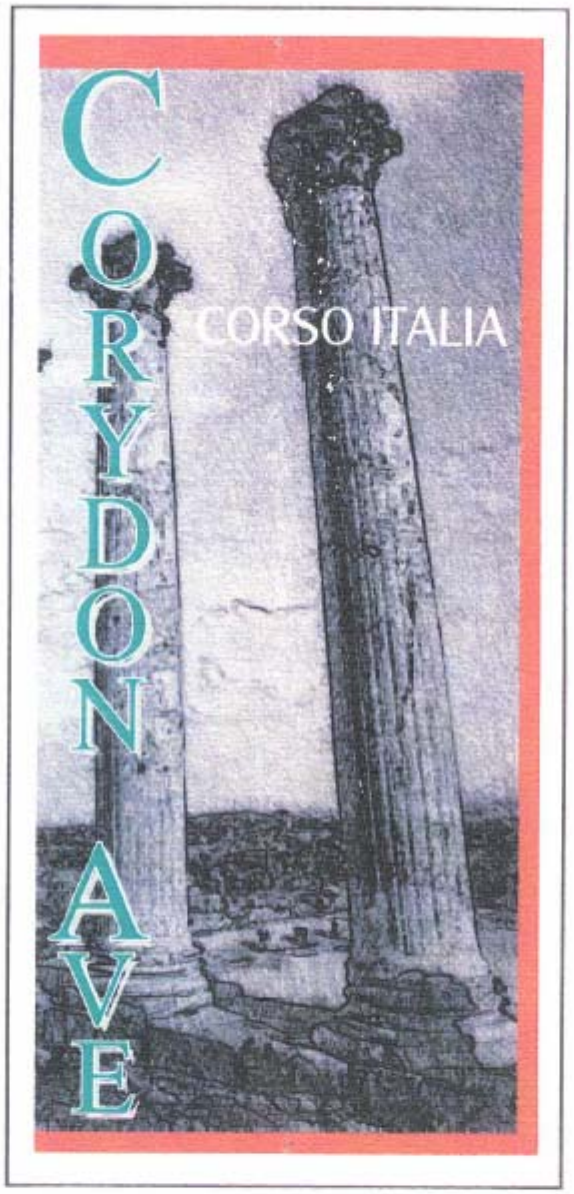
From: Katia von Stackelberg
Sent: Monday, May 30, 2005 11:53 AM
To: Marques, Josie
Cc: bbklawvb; McGowan Ross
Subject: Corydon Avenue BIZ/ Presentation at Community Committee

City Centre Community Committee
City Hall

Attention: Josie Marques

At your June 7, 2005 meeting we will be discussing the existing conditions and safety concerns of Corydon Avenue and presenting a proposal for continued improvement of the street as per discussion and direction of Councillor Jenny Gerbasi.

Yours truly,
Katia von Stackelberg
Executive Director
Corydon Avenue Business Improvement Zone



Municipal Rural Infrastructure Fund Program Application

CORYDON AVENUE
BUSINESS IMPROVEMENT ZONE

June 15, 2005

Chairman and Members of the City Executive Policy Committee
City Clerks Department
510 Main Street
Winnipeg, Manitoba
R3B 1B9

RE: Corydon Avenue BIZ Streetscaping Enhancement Project

Chairman and Members of the City Executive Policy Committee,

On behalf of the Board of the Corydon Avenue Business Improvement Zone, please find attached our application for funding under the Municipal Rural Infrastructure Program.

The total funding requirement for this project is $350,000.

A requirement of funding is a Municipal Council resolution endorsing the project and we hope our submission is seen favorably by the Executive Policy Committee and that the endorsement by City Council will be forthcoming.

Yours very truly,

Vincent J. Bueti
President

Attachments

Project Application Form Guideline
Municipal Rural Infrastructure Fund

November 2004

For Secretariat Use Only	
Project Number	Date Request Received
Joint Project ☐ Yes Cross Reference number _____ ☐ No	

SECTION I – APPLICANT			
Applicant Corydon Avenue Business Improvement Zone (B.I.Z.)			
Legal Name of Local Government (if Applicant is an agent of the Local Government or non-governmental organization) Corydon Avenue Business Improvement Zone (B.I.Z.)			
Applicant Type: ☐ A Local Government ☒ An Agency of a Local Government ☐ NGO			
Local Government Population ☐ < 250,000 ☒ >= 250,000			
Applicant Street Address 497 Corydon Avenue	Town / City Winnipeg	Province Manitoba	Postal Code R3L 0N9
Contact Person Name (Last name, given Name) Katia von Stackelberg		Contact Person Language Preference: ☒ English ☐ French	
Contact Person Position Executive Director			
Contact Person Telephone Number (204) 284-3700	Contact Person Fax Number (204) 477-0319	Contact Person Email Address katia@vonstackelberg.ca	
* If different from Applicant/ Sponsor Address			
Contact Person Street Address	Town / City	Province	Postal Code
FIRST JOINT PROJECT APPLICANT INFORMATION (if applicable)			
Legal Name of other Applicant N/A		Contact Person name and position	
Street Address		Phone number	Fax Number
Town/City	Province / Postal Code	Email Address	
SECOND JOINT PROJECT APPLICANT INFORMATION (if applicable)			
Legal Name of other Applicant N/A		Contact Person name and position	
Street Address		Phone number	Fax Number
Town/City	Province / Postal Code	Email Address	
PUBLIC PRIVATE PARTNERSHIP ☐ No ☐ Yes If YES Complete Section III below.			

In there are more than two (2) Joint Project Applicant, please provide information manually on a separate document.

SECTION II – PROJECT INFORMATION

Project Title Corydon Avenue B.I.Z. Streetscaping Enhancement Project			
Brief Project Description (200 words or less) The expansion and physical enhancement for the advancement of economic/business growth, community revitalization and tourism.			
Project Street Address Corydon Avenue between Pembina Highway and Harrow Street. Lilac Street between Dorchester and Jessie Avenue.	Town/City Winnipeg	Province Manitoba	Postal Code R3L 0N9
Project Nearest Intersection (if no Project Address, above) Corydon Avenue and Pembina Highway (Confusion Corner)			
Project point of interest/place name (if no nearest intersection and no street address) Confusion Corner/Pembina to Corydon Junction			
Project latitude (if available) N/A	Project longitude (if available) N/A		
Provincial project# (optional) N/A	Municipal / Band Council Resolution Number N/A	Date N/A	Municipal Priority N/A
Project Nature: ☒ New Construction ☐ Expansion ☐ Renewal			

SECTION III – PUBLIC-PRIVATE PARTNERSHIP

GENERAL INFORMATION

Legal name of Private Sector Partner N/A			Contact person name and position	
Street address			Telephone	Fax
Town/city	Province	Postal code	Email address	

ORGANIZATION PROFILE

Ownership and status of corporation	
Date Corporation established	Current number of employees

Section IV - PROJECT TYPE – check one

Green Municipal Infrastructure Projects

Water	☐ Drinking Water Supply ☐ Distribution Systems	☐ Drinking Water Treatment Systems
Wastewater	☐ Sanitary and Combined Sewer Systems ☐ Wastewater Treatment Systems	☐ Separated Storm water Systems
Solid Waste Infrastructure	**Waste Diversion** ☐ Material Recovery Facilities ☐ Organics Management ☐ Collection Depots	**Waste Disposal** ☐ Landfills ☐ Thermal Treatment
Municipal Environmental Energy Improvements	☐ Retrofits of municipal buildings ☐ Energy Systems (Co-generation of Combined Heat and Energy)	☒ Street Lighting
Public Transit Infrastructure	**Rapid Transit** ☐ Light Rail ☐ Heavy Rail Additions ☐ Subways ☐ Transit Stations ☐ Grade Separated Bus Lanes ☐ Ferries **Transit Buses** ☐ Bus Rolling Stock ☐ Transit Bus Stations	**Intelligent Transportation Systems (ITS) and Transit Priority Capital Investments** ☐ Transit Queue Jumpers ☐ HOV Lanes ☐ ITS Transit Priority Signalling ☐ ITS Traveller Information ☐ ITS Transit Operations ☐ ITS Traffic Information ☐ ITS Incident Management ☐ ITS Rescue Systems

Other Municipal Infrastructure Projects

Local Roads	☒ Local Roads ☐ Bridges ☐ Intelligent Transportation Systems	☐ Arterial Roads ☐ Tunnels
Cultural Infrastructure	☐ Museums ☐ Performing Arts Facilities ☐ Municipal Libraries	☐ Designated Heritage Sites ☐ Cultural/Community Centres ☐ Other Cultural Infrastructure please describe: Enhancement of Corydon Ave Cultural Identity with expansion of existing iconic streetscape
Tourism	☐ Basic Municipal Infrastructure to Support or Provide Access to Tourist Facilities ☐ Convention or Trade Centres ☐ Other Tourism Infrastructure	☒ Community Public Attractions ☐ Exhibition Buildings

Recreational Infrastructure	☐ Sports Facilities Excluding Professional-only Facilities ☐ Fields/Parks ☐ Playgrounds	☐ Community Recreation Spaces ☐ Fitness Trails ☐ Bike Paths and Lanes ☒ Other Recreational Infrastructure please describe: Tourist Walkways
Connectivity	☐ High-Speed Backbone (transport) ☐ Local Distribution Within Communities	☐ Points of Presence (access)

Project Business Case Guideline
Municipal Rural Infrastructure Fund

November 2004

Introduction

This business case Guideline is intended to help candidates develop a sound business case and ensure that the Canada-Manitoba Infrastructure Secretariat has the necessary information to

assess the proposed project for under the Canada-Manitoba Infrastructure Program (CMIP) funded under the Municipal Rural Infrastructure Fund (MRIF).

Although it is not mandatory to use all of the sections of this guide, Applicants are strongly encouraged to follow the format proposed here. Providing all the mandatory information from the Business Case along with the Application form (see Application Form Guideline) is mandatory to submit a project for funding under MRIF.

GENERAL INFORMATION	
PROJECT NAME:	*CORYDON AVENUE STREETSCAPING ENHANCEMENT PROJECT*
INITIATED BY:	*CORYDON AVENUE – BUSINESS IMPROVEMENT ZONE (B.I.Z.)*
LOCATION:	*497 CORYDON AVENUE, WINNIPEG, MANITOBA R3L 0N9*
AUTHOR SIGNATURE:	
APPROVAL SIGNATURES:	

1- Project Description – Abstract (Mandatory)

This section should provide a concise summary of the key highlights of the business case. It is intended for decision makers so they can determine from the summary the overall efficiency and/or effectiveness of the project.

It should outline the scope, strategic alignment, business impact, finances and recommendations. It should also give the reader a clear understanding of the Who, What, Where, Why, When and How of the project and should be able to be extracted as a stand-alone description.

[Tip: Although it appears early in the Business Case Documentation, it is usually written last in *order to provide a high level description with the most impact.]*

PROJECT DESCRIPTION - ABSTRACT

The Corydon Avenue Streetscape Enhancement Project builds on the tripartite initiative of 1988 which transformed what was known as little Italy into the thriving commercial success that we see today. The private investment that was leveraged from the public sector contribution some 17 years ago is worthy of additional support from the Manitoba Rural Infrastructure Fund for the enhancement of the streetscape in the form of additional pedestrian lighting, decorative entrance features or gateways, and an information Kiosk. It is anticipated that further public investment will be offset by additional private sector expenditures that will help maintain Corydon Avenue as THE cultural destination in Winnipeg.

The Corydon Avenue Streetscape Enhancement project is the initiative of the Corydon Avenue BIZ and will be coordinated and administered by the BIZ executive director in consultation with the project consultants, McGowan Russell Group. It is anticipated that upon confirmation of funding that detailed design would commence immediately with construction to commence in the Spring of 2006 and completion by the Fall of 2006.

2- Project Rationale (Mandatory)

This section should provide a synopsis of what is happening currently within the municipality or region and what might happen if no action is taken at this time. It should clearly describe the history and the current state of affairs giving rise to the general business problem and thus the need for the project.

[Tip: If statistical information is available to support the business case then state what and where it can be found.]

PROJECT RATIONALE

THE PROJECT RATIONALE SHOULD BE NO MORE THAN 200 WORDS OR 2000 CHARACTERS.

Since the completion of the initial streetscape enhancement program, in the late '80s, the private sector has invested in excess of 15 million dollars of private property upgrades, new development and business expansion. Given that the lifespan of a typical streetscape is in the order of 15-20 years, it is timely that consideration be given to a phased redevelopment and enhancement program that provides a safe and attractive public domain that preserves and protects the private investment to date. Without such an initiative it is likely that the good fortune of Corydon Avenue will fall victim to increased levels of vandalism, higher levels of public accidents because of lighting levels and street conditions and decreased commercial activity. Intervention through the Municipal Rural Infrastructure Fund will allow the BIZ to accelerate its plans which in turn will reduce the future upgrade and maintenance costs associated with an aging infrastructure.

3- Detailed description of the Project (Mandatory)

3.1- WHAT IS YOUR PROJECT?

This section should provide a clear definition of what the project will accomplish (objective), what the project will and will not include (scope), what are the expected results (outcomes) and who are the parties involved (stakeholders).

What is your project?

THE ANSWER SHOULD BE NO MORE THAN 200 WORDS OR 2000 CHARACTERS

The Corydon Avenue Streetscape Enhancement Project will entail providing additional pedestrian level lighting on the street thereby increasing public safety. In addition, major entry features are proposed at each entrance to Corydon, one at Pembina and Corydon and one at Stafford and Corydon. Complimenting the lighting and "gateway features" will be an information Kiosk at the intersection of Corydon Avenue and Lilac Street. The enhancement program, as stated previously will be undertaken under the direction of the Corydon Avenue Business Improvement Zone (B.I.Z.) and consultants at McGowan Russell Group. It is anticipated that the completed works will increase public safety and enhance the aesthetics of the street. Please refer to accompanying plans.

3.2- HOW DOES IT ADDRESS THE PROBLEMS STATED IN SECTION 2. "*PROJECT RATIONALE*"? (Mandatory)

This section should indicate how the project would improve or fix the problem stated in Section 2. It should explain why the project requires funding from the MRIF to proceed, increase its scope (size) or allow it to proceed earlier than originally planned.

Include a brief explanation of a) how the project supports the development plan for the community and b) how the project will affect the social, economic and/or natural environment of the municipality.

How does it address the problems stated in section 2. *"Project rationale"*?

THE ANSWER SHOULD BE NO MORE THAN 200 WORDS OR 2000 CHARACTERS

Funding under the Municipal Rural Infrastructure program will allow the BIZ to complete the described works several years in advance of their present funding levy and will send a clear message to the patrons of Corydon Avenue that ongoing investment is being made in this most important street.

3.3- DESCRIBE THE LOCATION WHERE THE PROJECT WILL TAKE PLACE? (as this mandatory field will be filled later, please write "not applicable")

This section should describe the main environment features of the area, such as terrain, and proximity to water bodies (rivers, lakes, streams) that could be affected by the project. Indicate current and past land use and whether the project site is in a residential, rural or urban area. Indicate if the site is proximal to important or designated environmental or cultural sites, such as national parks, heritage sites, historic canals, sensitive sites and other protected areas.

Describe the location where the project will take place?

THE ANSWER SHOULD BE NO MORE THAN 200 WORDS OR 2000 CHARACTERS

Corydon Avenue is located in the south central part of Winnipeg and is accessed via Pembina Highway, Osborne Street or one of the many cross streets through the vibrant urban neighborhood that surrounds this vital commercial district.

3.4- WHO WILL BENEFIT FROM THE PROJECT? (Mandatory)

This section should indicate who will benefit from the project, for example, residents or businesses, and how they will benefit (i.e: improved health, safety, and/or economic benefits). The purpose of this section is to indicate how the project will benefit the community.

Who will benefit from the project?

THE ANSWER SHOULD BE NO MORE THAN 200 WORDS OR 2000 CHARACTERS

Benefits of funding from the Municipal Rural Infrastructure Fund will be directly attributed to all

users of Corydon Avenue including merchants, visitors and residents of the surrounding community. Improving public safety as a key objective of the BIZ and the funding of these important improvements will help contribute to a vital and safe commercial district. The City of Winnipeg will also benefit by maintaining the commercial values of the properties ensuring a steady and predictable tax base.

3.5- WHEN DO YOU ANTICIPATE A REALIZATION OF THESE BENEFITS? (Mandatory)

This section should indicate whether these benefits will be short or long-term and whether these benefits will be realized during the project, at the completion of the project or shortly after the completion of the project. Note that you will be expected to measure and report on these benefits at that time.

When do you anticipate a realization of these benefits?

THE ANSWER SHOULD BE NO MORE THAN 200 WORDS OR 2000 CHARACTERS

Short and long term benefits from the funding will include: increased pedestrian security through an improved lighting program, enhanced identification of the street via the gateways and improved public communication through the use of the Kiosk, which will also help reduce littering and defacing of public and private property.

3.6- DESCRIBE ANY INNOVATIVE TECHNOLOGY THAT WILL BE EMPLOYED DURING THE REALIZATION OF THE PROJECT? (as this mandatory field will be filled later, please write "not applicable")

This section should provide details on the technology to be incorporated into the proposed project. Focus on new approaches, best practices, and whether the project uses the best available technologies (that are economically feasible) or innovation to address the problem.

Describe any innovative technology that will be employed during the realization of the project?

THE ANSWER SHOULD BE NO MORE THAN 200 WORDS OR 2000 CHARACTERS

Conventional building technology will be used throughout the development of the enhancement program.

3.7- WHAT ARE THE SIGNIFICANT PROJECT RISKS AND WHAT IS YOUR STRATEGY TO MITIGATE THOSE RISKS? (as this mandatory field will be filled later, please write "not applicable")

Risks are uncertainties or constraints that may prevent the project from completing on time, on budget, or in its original scope. Few projects are completely without risk, however, most successful projects manage or mitigate their risks through good planning and ongoing management.

This section should indicate any known risks (such as short construction season, possible uncertainties in building site that might influence cost, etc.) and specify how those uncertainties may impact the performance of the project, either in duration, cost, or meeting the requirements. Then indicate what actions are possible in advance or during the project to reduce the effect of the risk (mitigation).

What are the significant project risks and what is your strategy to mitigate those risks?

THE ANSWER SHOULD BE NO MORE THAN 200 WORDS OR 2000 CHARACTERS

The major risk that Corydon Avenue faces should funding not be provided is further deterioration of the existing streetscape and loss of confidence by patrons and business owners alike in the continued well being of the street. The risk is simply not worth the price! Investing smaller amounts early in the process will reduce the need for substantial monies to be sought and invested to preserve this urban treasure. Public safety and liability will continue to emerge as a primary issue and investing now can at least reduce this impact.

4- Environmental Impact (Mandatory)

Please provide the following information, which is needed to determine whether the proposed project will require an environmental assessment (EA) in accordance with the *Canadian Environmental Assessment Act*. If required, an EA must be completed and a determination made that the project is not likely to cause significant adverse environmental effects taking into account the implementation of mitigation measures, before MRIF funds can be released.

Please note that it is not necessary to carry out an EA of the project unless you are notified that it is being considered for MRIF funding. Details of the requirement for an EA will be provided at that time. For general information on federal EA requirements, see HTTP://WWW.CEAA.GC.CA/INDEX_E.HTM or HTTP://WWW.CEAA.GC.CA/010/BASICS_E.HTM#COMP

For general information on Manitoba EA requirements, see HTTP://WWW.GOV.MB.CA/CONSERVATION/ OR HTTP://WWW.GOV.MB.CA/WATERSTEWARDSHIP/ODW

4.1- PROJECTS EXCLUDED FROM CONSIDERATION UNDER THE CANADIAN ENVIRONMENTAL ASSESSMENT ACT: (Mandatory)

If the proposed project matches the definition of an excluded project, indicate the applicable Exclusion List Regulation reference number by selecting "Yes" for the applicable exclusion item.

ENVIRONMENTAL ASSESSMENT CHECKLIST

PLEASE ANSWER THE FOLLOWING QUESTIONS ABOUT THE PROPOSED PROJECT	*YES*	*NO*
1) The proposed maintenance or repair of an existing physical work. (ELR#1)		X
2) The proposed construction or installation of a building with a footprint of less than 100 m² and a height of less than 5m that would not: a) Be carried out in or on or within 30 m of a water body; and b) Involve the likely release of a polluting substance into a water body. (ELR#3)		X X
3) The proposed construction, installation, expansion or modification of a physical work not otherwise referred to in this list, with a footprint of less than 25 m² that would not: a) Be carried out in or on or within 30 m of a water body; and b) Involve the likely release of a polluting substance into a water body. (ELR#3.1)		X X
4) The proposed expansion or modification of an existing building, including its fixed structures, that would not a) increase the footprint or height of the building by more than 10 per cent; b) be carried out in or on or within 30 m of a water body; and c) involve the likely release of a polluting substance into a water body. (ELR#4)		X X
5) The proposed construction, installation, expansion or modification of a ramp, door or handrail to facilitate wheelchair access. (ELR#6)		X
6) The proposed construction of a sidewalk or boardwalk, or a parking lot with a parking capacity of 10 automobiles or fewer, where the construction a) would be contiguous to an existing building; b) would not be carried out in or on or within 30 m of a water body; and c) would not involve the likely release of a polluting substance into a water body. (ELR#8)		X X
7) The proposed expansion or modification of an existing sidewalk, boardwalk or parking lot that would not a) increase the area of the sidewalk, boardwalk or parking lot by more than 10 per cent; b) be carried out in or on or within 30 m of a water body; and c) involve the likely release of a polluting substance into a water body. (ELR#9)		X X
8) The proposed expansion or modification of an existing fence that would not a) increase the length or height of the fence by more than 10 per cent; b) be carried out in or on or within 30 m of a water body; and c) involve the likely release of a polluting substance into a water body. (ELR#10)		X X
9) The proposed construction, installation, expansion or modification of a hydrant or hook-up, where a) the hydrant or hook-up would be or is part of an existing farm or municipal system of distribution; and b) the construction, installation, expansion or modification would not involve the crossing of a water body other than an aerial crossing by a telecommunication or electrical transmission line. (ELR#11)		X
10) The proposed construction, installation, expansion or modification of a sign no surface of which would have or has an area of more than 25 m² and which would be or is situated at a distance of less than 15 m from an existing building. (ELR#12)		X
11) The proposed construction, installation, expansion or modification of a radiocommunication antenna and its supporting structure that a) would not be carried out in or on or within 30 m of a water body; b) would not involve the likely release of a polluting substance into a water body; c) would have one of the following characteristics: (i) the antenna and supporting structure are affixed to an existing building, (ii) the antenna and supporting structure are situated at a distance of less than 15 m from an existing building, and (iii) neither the antenna nor its supporting structure nor any of its supporting lines have a footprint of more than 25 m²; and d) in the case of subparagraph (c)(iii), would not require a permit under paragraph 25(1)(a) or 27(a) of the Territorial Land Use Regulations. (ELR#13)		X X X X X

12) The proposed expansion or modification of an existing road that would be carried out on the existing road right of way and would not a) lengthen the road; b) widen the road by more than 15 per cent; c) be carried out in or on or within 30 m of a water body; and d) involve the likely release of a polluting substance into a water body. (ELR#15)		X
13) The proposed demolition of an existing building with a floor area of less than 1 000 m² that would not a) be carried out in or on or within 30 m of a water body; b) involve the likely release of a polluting substance into a water body; and c) be carried out within 30 m of another building. (ELR#16)		X
14) The proposed construction or installation of an electrical transmission line, other than an international electrical transmission line, with a voltage of not more than 130 kV, where the construction or installation would not a) be carried out beyond an existing right of way; b) involve the likely release of a polluting substance into a water body; and c) involve the placement in or on a water body of the supporting structures for the electrical transmission line. (ELR#21)		X
15) The proposed expansion or modification of an existing telecommunication or electrical transmission line, other than an international electrical transmission line, that would not a) lengthen the line by more than 10 per cent; b) be carried out beyond an existing right of way; c) involve the likely release of a polluting substance into a water body; and d) involve the placement in or on a water body of the supporting structures for the telecommunication or electrical transmission line. (ELR#22)		X
16) The proposed construction or installation of a switching station or the proposed expansion or modification of an existing switching station associated with a telecommunication or electrical transmission line with a voltage of not more than 130 kV, other than an international transmission line, where the construction or installation would not a) be carried out beyond an existing right of way; b) be carried out in or on or within 30 m of a water body; and c) involve the likely release of a polluting substance into a water body. (EL#23, EL#24).		X
17) The proposed modification of an existing wharf, other than a floating wharf, or of an existing breakwater that is accessible by land, where the modification would not a) be carried out below the high-water mark of the breakwater or wharf; b) involve dredging; and c) involve the likely release of a polluting substance into a water body. (ELR#34)		X
18) The proposed construction, installation, expansion or modification of an automatic warning structure at a railway level crossing. (ELR#39)		X
19) The proposed construction, installation, expansion or modification of a railway traffic control signal structure on an existing railway right of way. (ELR#40)		X
20) The proposed modification of that part of an existing culvert that a) is not connected to a water body; b) crosses under a railway or road; and c) is within the existing railway or road right of way. (ELR#42)		X
21) The proposed modification of an existing road crossing, as defined in subsection 4(1) of the Railway Safety Act, where the modification would a) be carried out on an existing right of way; b) not be subject to an authorization under subsection 101(3) of the Canada Transportation Act; c) not be carried out in or on or within 30 m of a water body; and d) not involve the likely release of a polluting substance into a water body. (ELR#44)		X

4.2- PROJECTS REQUIRING COMPREHENSIVE STUDY UNDER THE ACT: (Mandatory)

The Comprehensive Study List Regulations (CSLR) of the *Canadian Environmental Assessment Act* identifies the following as prescribed projects for which a comprehensive study level of EA is required.

Does the proposed project fit the descriptions below:	YES	NO
Water Projects CSLR Ref #9 The proposed construction, decommissioning or abandonment of a facility for the extraction of 200,000 m3/a or more of ground water or an expansion of such a facility that would result in an increase in production capacity of more than 35 percent.		x
Waste Management CSLR Ref#32 The proposed construction, decommissioning or abandonment of a facility used exclusively for the treatment, incineration, disposal or recycling of hazardous waste, or an expansion of such a facility that would result in an increase in its production capacity of more than 35 percent.		x

4.3- PROJECTS REQUIRING OTHER FEDERAL AUTHORIZATIONS OR APPROVAL

Some infrastructure projects may require the authorization of other federal departments such as an authorization or permit under the *Fisheries Act, the Navigable Waters Protection Act, Indian Act, National Parks Act,* etc.

Is the proposed project likely to:	YES	NO
Require the use of federal lands including lands reserved for Indians?		x
Involve work in or near waters frequented by fish?		x
Require any other federal authorizations, licences, permits or approvals?		x
If yes to any of the above, please specify:		

4.4- OTHER ENVIRONMENTAL ASSESSMENT REQUIREMENTS

Certain infrastructure projects may also be subject to legislated EA requirements by another jurisdiction, such as a province, or a First Nations. To reduce the risk of duplication and delays, the governments will coordinate or harmonized the EA processes to the extent possible.

Has the proposed project undergone or is it currently undergoing:	YES	NO
A provincial Environmental Assessment?		X
A federal Environmental Assessment? If yes, please indicate:		X
▪ Project Name:		
▪ EA decision and date:		
▪ Federal responsible authority:		

5- Project Costs (Mandatory)

Please indicate the eligible costs and ineligible costs, broken out by cost category, as shown below. A list describing which costs are eligible and ineligible under the MRIF can be found in Appendix B of the agreement.

PROJECT COSTS		
1. ELIGIBLE COSTS (NOTE THESE CATEGORIES CAN BE CUSTOMIZED PER REGION)	*ELIGIBLE COSTS*	*TOTAL COST*
Phase or Component One (Specify)		
Construction Costs		$306,437.00
Professional Fees, and Architectural & Design		$45,000.00
Other		$0.00
Phase or Component Two (Specify)		N/A
Construction Costs		
Professional fees, and Architectural & Design		
Other		
Phase or Component Three (Specify)		N/A
Construction Costs		
Professional fees, and Architectural & Design		
Other		
a) **Total Gross Eligible Costs (before taxes)**		$351,437.00
b) Less Tax Rebates	( )	
Total Net Costs (1a-1b):		***$351,437.00***
2. INELIGIBLE COSTS BORNE BY APPLICANT	*INELIGIBLE COSTS*	
Administration		
Other (e.g. furnishings, non-fixed equipment)		
Total ineligible costs		
3. TOTAL ESTIMATED GROSS PROJECT COSTS (TOTAL NET ELIGIBLE COSTS + TOTAL INELIGIBLE COSTS)	***TOTAL INCLUDING 7% TAXES***	***$376,037.59***

6.- Proposed cash flow of eligible costs

(Mandatory)

Please indicate how the eligible costs will be shared between the three levels of government and any other funder. This is a fiscal year by fiscal year estimate of the financing required to bring the project to fruition. The fiscal year begins on April 1 and ends on March 31st.

CASH FLOW							
	2005-2006	*2006-2007*	*2007-2008*	*2008-2009*	*2009-2010*	*2010-2011*	*TOTAL*
APPLICANT SHARE	$125,000						
OTHER PARTNER SHARE (IF APPLICABLE)							
REQUESTED FEDERAL FUNDING	$125,000						
REQUESTED PROVINCIAL FUNDING	$125,000						
OTHER FEDERAL FUNDING							
TOTAL	$375,000						

7.- Other project financing (Mandatory)

Please indicate in the section below the details of how the project is being financed, such as the borrowing of funds, funding from other government programs and funding from other community groups or sources. Please provide the amounts.

OTHER PROJECT FINANCING	YES	NO
Are funds being borrowed to finance this project? IF YES PROVIDE NAME AND ADDRESS OF FINANCIAL INSTITUTION AND AMOUNT		X
Have you applied for funding from other provincial programs? IF YES PROVIDE AMOUNT REQUESTED AND NAME OF PROGRAM, OR DOCUMENTATION TO CONFIRM FUNDING.		X
Will or has this project received funds from other federal programs? IF YES PROVIDE AMOUNT REQUESTED AND NAME OF PROGRAM, OR DOCUMENTATION TO CONFIRM FUNDING.		X

Has funding been obtained from other sources (other than those already listed above)? IF YES, INDICATE THE SOURCE OF FUNDS AND THE AMOUNT		X
Source of Applicant Funding		

8.- Milestones

Please indicate all key dates and major milestones associated with your project.

MILESTONES	
Expected Project Start Date (mandatory) May 1, 2006	Expected Project Completion Date (mandatory) September 30, 2006
MILESTONE DESCRIPTION	*DATE*
Project Funding Commitment	September 2005
Detailed Design/Working Drawings	Oct. – Dec. 2005
Project Tender	February 2006
Project Award	April 2006
Construction Start	May 1, 2006
Construction Completion	September 30, 2006

CATEGORY 6: CULTURAL

The objective of this category is to construct, restore or improve public arts and heritage Infrastructure to assist communities in the expression, preservation, development and promotion of their culture and heritage.

To fall within this category, a Project must be directly related to one of the following subcategories:

- Museums (including arts museum);
- Designated local heritage sites;
- Facilities for the performing arts;
- Cultural or community centers;
- Municipal libraries;
- Other cultural Infrastructure that meet the category objectives.

MANDATORY SCREENING CRITERIA	
The Business case must demonstrate the Applicant's ability to operate and sustain the resulting Infrastructure.	
Project meets or exceeds criteria: Yes x No See Attached.	IF YES, PLEASE EXPLAIN HOW
The resulting Infrastructure must be accessible to persons with disabilities.	
Project meets or exceeds criteria: Yes x No ☐ Corydon Avenue is a Barrier free Public Domain	IF YES, PLEASE EXPLAIN HOW
All new buildings must exceed the energy efficiency requirements of the Model National Energy Code for Buildings by at least 25%.	
Project meets or exceeds criteria: Yes ☐ No ☐ N/A	IF YES, PLEASE EXPLAIN HOW

PROJECT BENEFITS	
BENEFIT DESCRIPTION	*EXPECTED CHANGE*
Number of visits to be made to heritage/cultural facility **(# of visitors per annum)**	N/A
Number of designated heritage sites to be preserved or renovated **(# of sites)**	N/A
Confirmation that construction will bring existing heritage or cultural infrastructure up to building code/safety standards	Y☐ N X
Other measure of improved access to arts and heritage: _____	N/A

CATEGORY 8: TOURISM

The objective of this category is to construct, restore or improve tourism Infrastructure that is economically and environmentally sustainable to improve the quality of the tourism experience and thereby increase the number of visitors to Canada.

To fall within this category, a Project must be directly related to one of the following subcategories:

- Basic local Infrastructure to support or provide access to tourist facilities;
- Community public attractions;
- Convention or trade centers;
- Exhibition buildings; and
- Other tourism Infrastructure that meets the category objectives.

MANDATORY SCREENING CRITERIA	
The Business case must demonstrate the Applicant's ability to operate and sustain the resulting Infrastructure.	
Project meets or exceeds criteria: Yes X No ☐	IF YES, PLEASE EXPLAIN HOW
This project will improve tourism infrastructure, embellish area and complete prior projects that were not initially completed such as the ornamental lighting thus making the area more attractive to tourists and businesses alike. This in turn will bring about better business for the area.	
The resulting Infrastructure must be accessible to persons with disabilities.	
Project meets or exceeds criteria: Yes X No ☐	IF YES, PLEASE EXPLAIN HOW
The improvements brought about by this project will not create any obstructions to persons with disabilities.	
All new buildings must exceed the energy efficiency requirements of the Model National Energy Code for Buildings by at least 25%.	
Project meets or exceeds criteria: Yes X No ☐	IF YES, PLEASE EXPLAIN HOW
Only energy efficient light bulbs will be used in the decorative lighting.	

PROJECT BENEFITS – TOURISM CATEGORY	
BENEFIT DESCRIPTION	*EXPECTED CHANGE*
Number of tourists that will visit the community as a result of the project **(# of tourists per annum)**	Increase
Increase in average length of stay of tourists visiting community as a result of the project **(# of days)**	To be determined
Number of permanent jobs that will be created directly by the project **(# of permanent jobs)**	Unknown

Confirmation that construction will bring existing infrastructure up to building code/safety standards.	Y□ N X
Other measure of increased/improved tourism: _____	N/A

CATEGORY 10: CONNECTIVITY

OBJECTIVE

The objective of the category is to construct, restore or improve Infrastructure that supports Canada's objective to make broadband access widely available to all communities, to improve the delivery of public services such as e-government, e-health and e-education, and to improve the quality of life, and to promote social development, innovation and economic development in Canada's communities.

To fall within this category, a Project must be directly related to one of the following subcategories:

- High-speed backbone (transport);
- Points of presence (access);
- Local distribution within communities.

MANDATORY SCREENING CRITERIA		
The Business case must demonstrate the Applicant's ability to operate and sustain the resulting Infrastructure.		
Project meets or exceeds criteria: Yes X No ☐	See Attached	IF YES, PLEASE EXPLAIN HOW
To promote competitiveness, a commercially and technologically neutral and competitive tendering and contracting process will be conducted for the Project.		
Project meets or exceeds criteria: Yes X No ☐ Public Bidding Process will be used.		IF YES, PLEASE EXPLAIN HOW
The Project's proposed solution provides for Third Party open access.		
Project meets or exceeds criteria: Yes ☐ No X		IF YES, PLEASE EXPLAIN HOW
The publicly-accessible portions of the resulting Infrastructure of the Project must ensure accessibility for persons with disabilities.		
Project meets or exceeds criteria: Yes X No ☐	See Attached	IF YES, PLEASE EXPLAIN HOW

PROJECT BENEFITS	
BENEFIT DESCRIPTION	*EXPECTED CHANGE*
Number of remote or rural communities to be served by higher capacity/more affordable telecommunication links **(# of communities).**	N/A
Number of users in remote and rural areas to be served by higher capacity/more affordable telecommunication links **(# of users).**	N/A
Number of local public institutions in remote and rural areas to be served by higher capacity/more affordable telecommunication links **(# of local public institutions)**	N/A

Other measure of improved telecommunications:	N/A

RANKING CRITERIA TABLE

A project will be ranked on how and to what extend it meets the category ranking criteria outlined below

	RANKING CRITERIA PER CATEGORY OF PROJECTS	Water	Wastewater	Solid Waste	Public Transit	Local Roads	Cultural	Recreation	Tourism	Energy improvement	Connectivity
Shared criteria	1. Has broad support in the community;	•	•	•	•	•	•	•	•	•	•
	2. Addresses its impact on the various climate parameters and adapts to the potential risks posed by future climate change;	•	•	•	•	•	•	•	•	•	•
	3. Minimizes impact on climate change by: • mitigating or reducing GHGs by using renewable energy sources, innovative technologies and practices that increase energy efficiency, or by other mitigation strategies; and • cost-effectively minimizing GHG emissions attributable to the Project in both construction and operation;	•	•	•	•	•	•	•	•	•	•
	4. Fosters alliances between public and private sector, and encourages a P3;	•	•	•	•	•	•	•	•	•	•
	5. Uses best practices for technologies and construction;	•	•	•		•					
	6. Improves energy usage and efficiency;	•	•	•						•	
	7. Features closed-loop resource management (wastewater, biosolids and waste re-use and recycling, power generation derived from treatment process or solid waste, and passive energy sources);	•	•	•							
	8. Reduces or eliminates potential health risks;	•	•								
	9. Is based on a strategy for local water and wastewater management providing for long-term sustainability including appropriate metering and pricing;	•	•								
	10. Is supported by a business case that addresses: • demand- management including water metering and public education; and • a sustainable approach to financing that ensures ongoing operation, maintenance and upgrading;	•	•								
	11. Reduces or eliminates potential impacts or risks associated with disasters;			•	•	•	•	•	•	•	•
	12. Improves transportation system efficiency (e.g., cost per passenger-km, capacity for passenger throughput in corridors);				•	•					
	13. Gives consideration to alternatives to the Project being proposed;				•	•					
	14. Improves transportation and public safety and security;				•	•					
	15. Minimizes other air contaminants from transportation;				•	•					
	16. Improves access to business, employment and educational opportunities for local citizens, including Aboriginal peoples;				•	•					
	17. Promotes the use of innovative technology or processes in transportation, urban or rural, including the use of ITS technologies, where applicable;				•	•					
	18. Is a multi-use or multi-component facility.							•	•		

Corydon Ave.
Streetscaping Enhancement Projects

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	Entrance to Corydon Ave. at Stafford St. and Pembina Hwy. Stafford Street Entrance	
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STREETSCAPE ENHANCEMENT PROJECTS

1 EXPANSION OF PEDESTRIAN LEVEL LIGHTING ON CORYDON BETWEEN STAFFORD AND HARROW ST.
REFER TO DRAWING SL-1-L1

2 ENTRANCE TO CORYDON AVE. AT STAFFORD ST. AND PEMBINA HWY.
REFER TO DRAWING ENT-2-L1, ENT-2-L2, & ENT-2-L3

3 EXPANSION OF PEDESTRIAN LEVEL LIGHTING ON LILAC ST. BETWEEN McMILLAN AND JESSIE AVE
REFER TO DRAWING SL-3-L1 & SL-3-L2

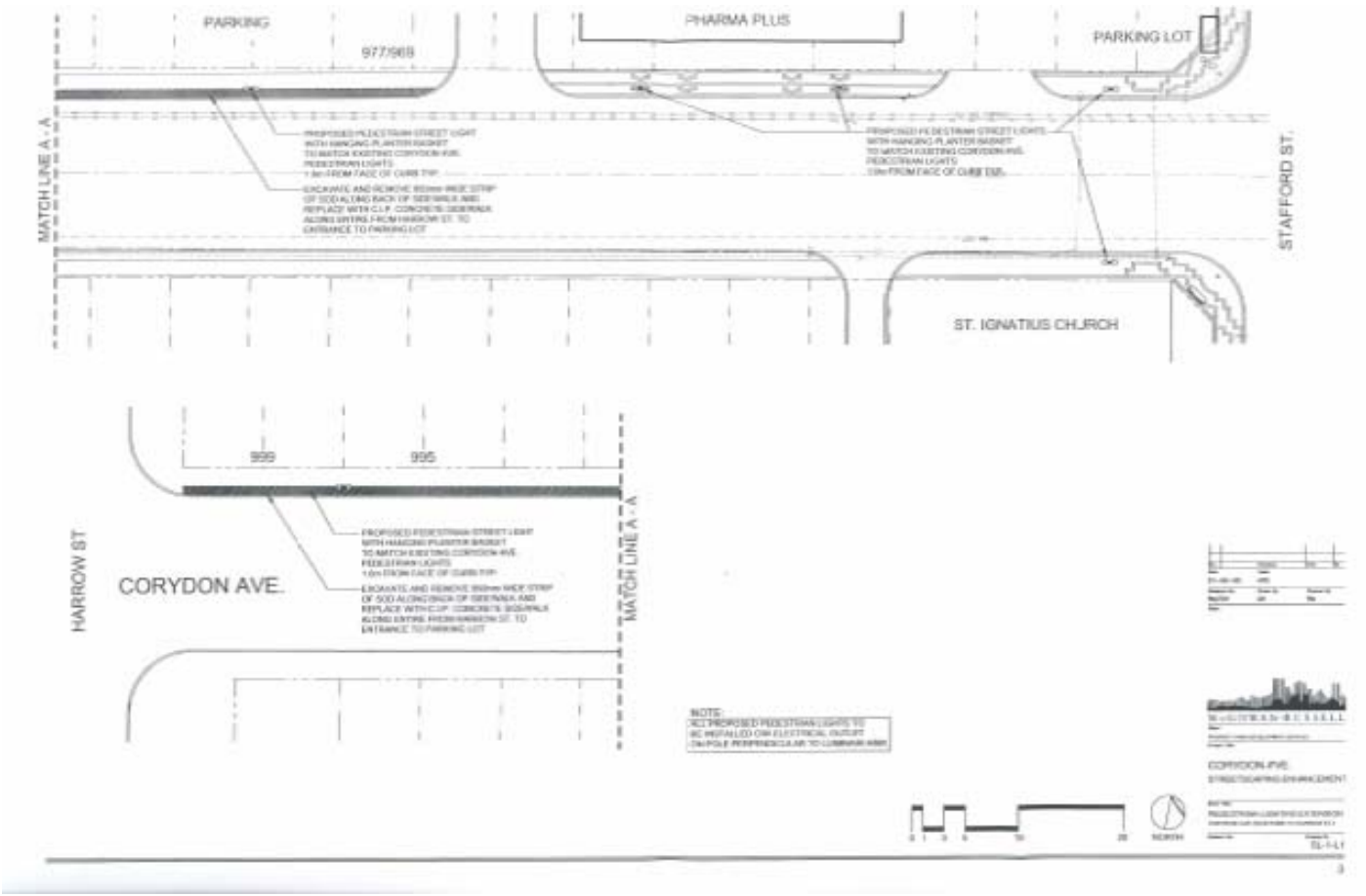
Corydon Ave.
Streetscaping Enhancement Projects

PROJECT SUMMARY

1. **Expansion of Pedestrian Level Lighting on Corydon Ave. Between Stafford and Harrow St.**
   - ➢Extend the existing pedestrian lighting and hanging planters to Harrow St.
   - ➢Total Cost: $66,525.00

2. **Entrance to Corydon Ave. at Stafford St. and Pembina Hwy.**
   - ➢Identify entrances to Corydon Ave.
     - o Major Entrance at Pembina Hwy includes fluted tyndalstone columns, metal arch, and decorative paving
       - ▪ Total Cost: $120,911.00
     - o Minor Entrance at Stafford St. includes fluted tyndalstone columns
       - ▪ Total Cost: $15,270.00

3. **Expansion of Pedestrian Level Lighting on Lilac St. Between McMillan and Jessie Ave.**
   - ➢Extend the existing pedestrian lighting, hanging planters, and information kiosk along Lilac St., which has become a vibrant part of Corydon Ave.
   - ➢Total Cost: $103,731.00


PARKING
977/969
PHARMA PLUS
PARKING LOT
MATCH LINE A - A
STAFFORD ST.
ST. IGNATIUS CHURCH
999
995
HARROW ST
CORYDON AVE.
MATCH LINE A - A
NOTE:
NORTH
CORYDON AVE.

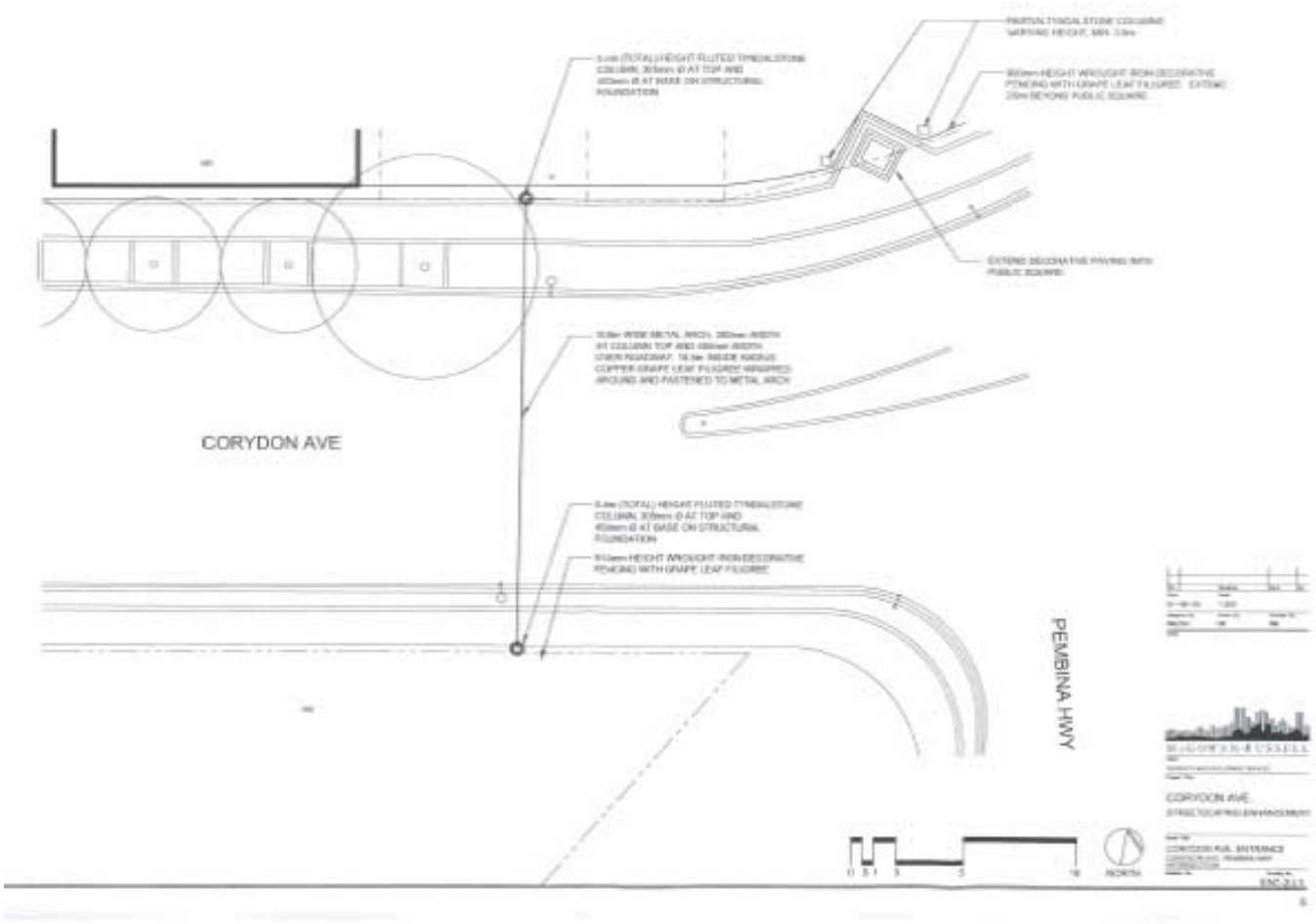
Preliminary Cost Estimate

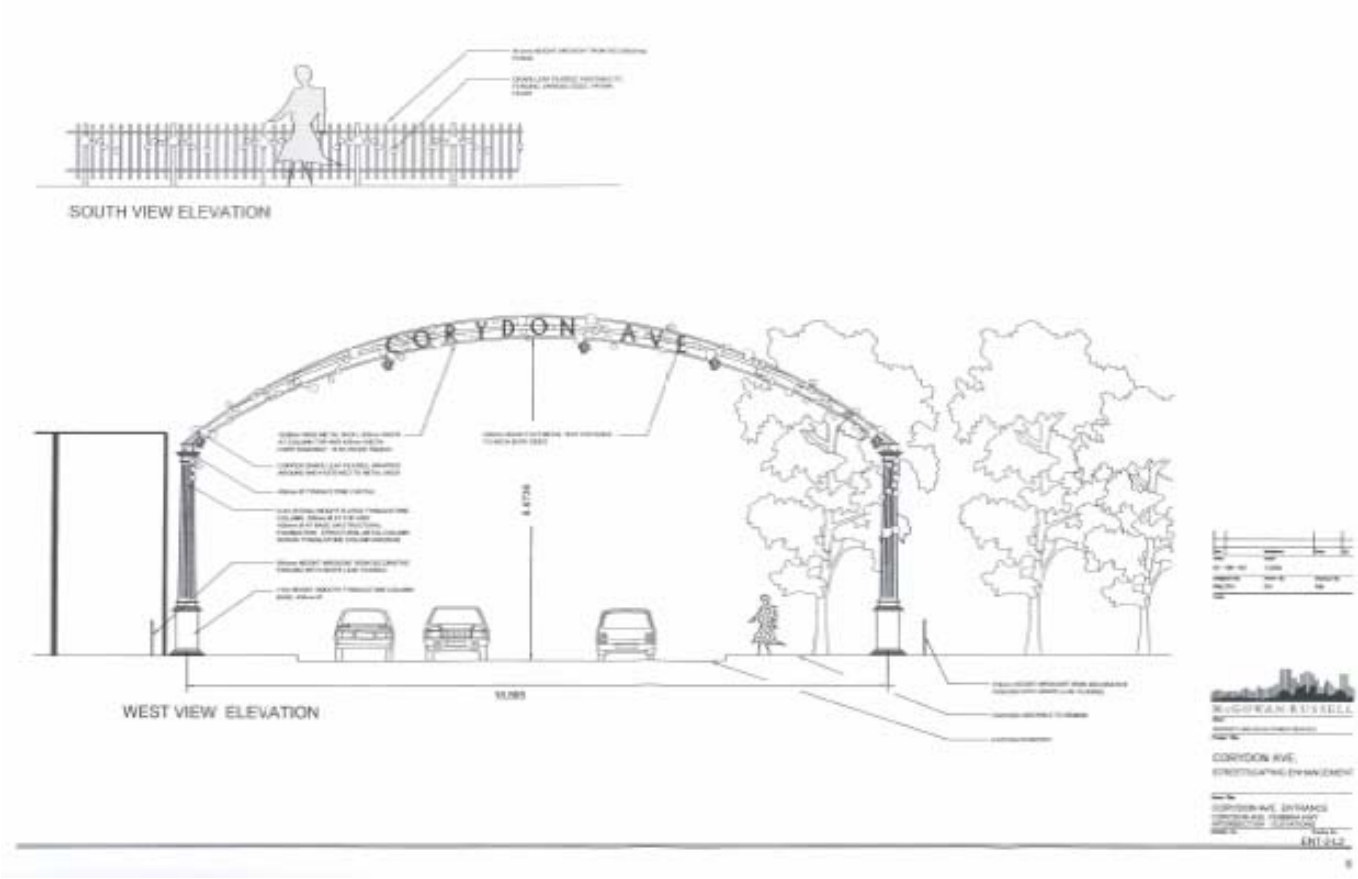
Corydon Avenue Streetscaping Enhancement
Masterplan Projects - 2005

Expansion of Pedestrian Lighting on Corydon Avenue
(Stafford and Harrow Street SL-1-L1)

ITEM	DESCRIPTION	APPROX. QUANTITY	UNIT	UNIT PRICE	AMOUNT
	REMOVALS AND EXCAVATION				
1	Sawcut, remove and dispose of concrete sidewalk paving for pedestrian light and connection to power source	180	sm	$25.00	$4,500.00
	PEDESTRIAN LIGHTING				
2	Supply and install decorative light standard	6	ea.	$2,000.00	$12,000.00
3	Supply and install power installed bases	6	ea.	$1,000.00	$6,000.00
4	Supply and install decorative light fixture	6	ea.	$2,000.00	$12,000.00
	HANGING PLANTERS				
5	Supply and Installation of pre-planted hanging planters c/w liner, chain, and hook (two planters per light standard)	12	ea	$100.00	$1,200.00
	CONCRETE				
6	Supply and installation of concrete paving to 100mm depth including all excavation, base courses and compaction	180	sm	$65.00	$11,700.00
	ELECTRICAL WORKS				
7	All wiring, trenching, packfilling, pushing, connections, and approvals for pedestrian light connection	125	m	$25.00	$3,125.00
	OPTIONAL				
8	Supply and install power pedestal	1	ea	$6,000.00	$6,000.00
9	Electrical supply to power pedestal	1	ls	$10,000.00	$10,000.00
	TOTAL				**$66,525.00**

NOTES:
1. Above price does not include GST
2. Optional Items to be confirmed by Manitoba Hydro. Metered power to be paid by BIZ.


CORYDON AVE
PEMBINA HWY
NORTH


SOUTH VIEW ELEVATION
CORYDON AVE
WEST VIEW ELEVATION
CORYDON AVE.

Preliminary Cost Estimate

Corydon Avenue Streetscaping Enhancement
Masterplan Projects - 2005

Entrance to Corydon Avenue (Pembina Entrance ENT-2-L1)

ITEM	DESCRIPTION	APPROX. QUANTITY	UNIT	UNIT PRICE	AMOUNT
	REMOVALS				
1	Sawcut, remove and dispose of concrete sidewalk paving for Entrance Columns	6	sm	$25.00	$150.00
	CONCRETE				
2	Supply and installation of concrete paving to 100mm depth including all excavation, base courses and compaction	3	sm	$65.00	$195.00
3	Supply and installation of 610mm diameter reinforced concrete pile and pile cap for 5.4m ht. Entrance Columns (including base plate and anchor bolts)	2	ea	$3,000.00	$6,000.00
4	Supply and installation of 610mm diameter reinforced concrete pile and pile cap for 3.0m ht. Partial Entrance Columns (including base plate and anchor bolts)	2	ea	$2,000.00	$4,000.00
	DECORATIVE PAVING				
5	Supply and installation of brick interlock paving including all base courses and compaction	95	sm	$90.00	$8,550.00
	ENTRANCE COLUMNS				
6	Supply and installation of 5.4m ht. Fluted Tyndalstone Faced Entrance Columns, including capital and base	2	ea	$6,000.00	$12,000.00
7	Supply and installation of 3.0m ht. Fluted Tyndalstone Faced Partial Entrance Columns, including base	2	ea	$3,000.00	$6,000.00
	ARCH				
8	Supply and installation of structural and decorative metal arch, including structural column within tyndalstone facing and all fastenings and welded connections to arch and base plate	1	ea	$35,000.00	$35,000.00
9	Supply and installation of cut metal text and decorative grape filigree, including all all fastenings and welded connection to Arch	2	ea	$10,000.00	$20,000.00
10	Structural Engineering required for design of arch, columns, and foundation	1	ls	$10,000.00	$10,000.00

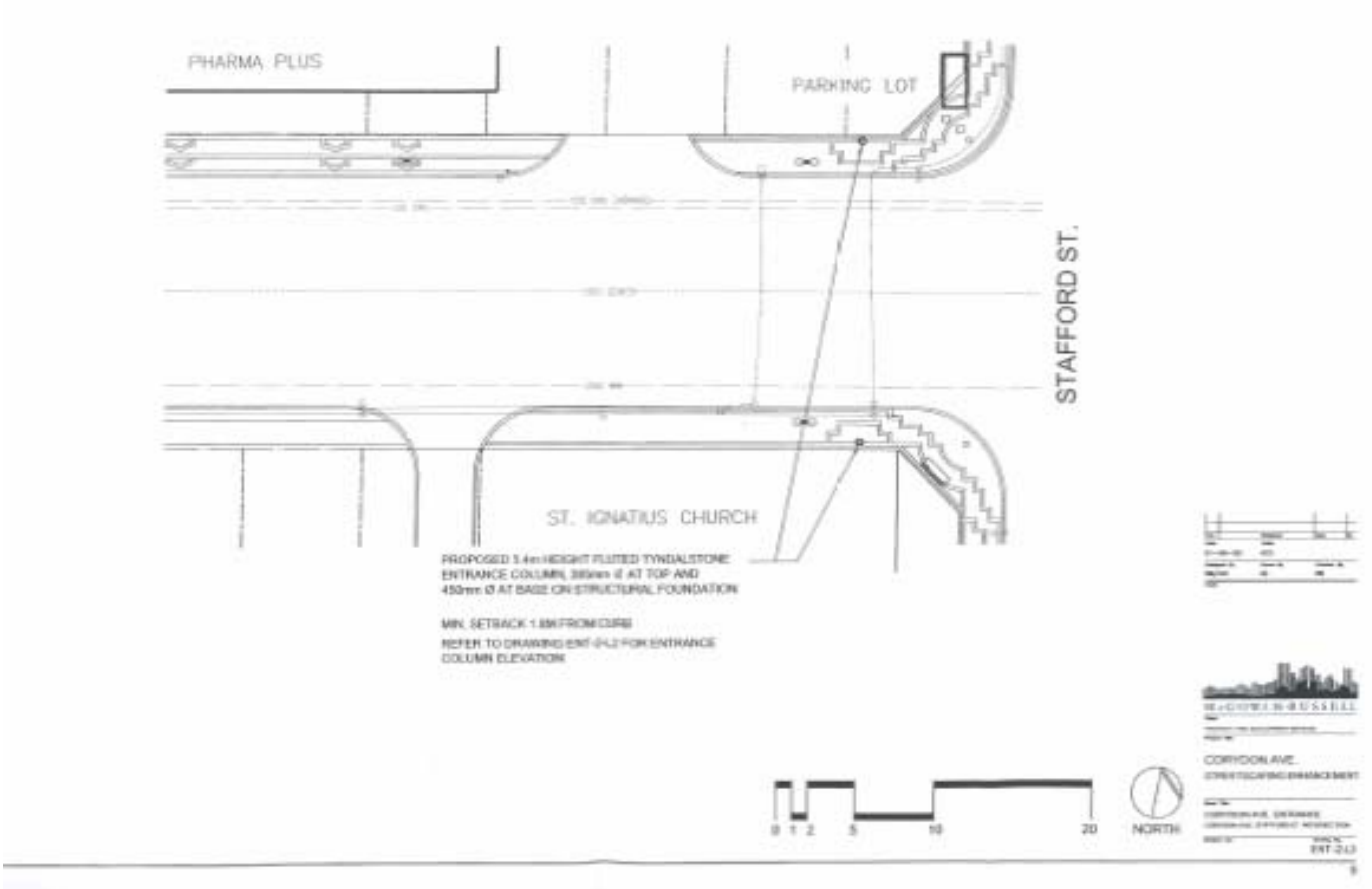
Preliminary Cost Estimate

Corydon Avenue Streetscaping Enhancement
Masterplan Projects - 2005

Entrance to Corydon Avenue (Pembina Entrance ENT-2-L1)

ITEM	DESCRIPTION	APPROX. QUANTITY	UNIT	UNIT PRICE	AMOUNT
FENCING					
11	Supply and installation of wrought iron fence, 850mm ht., including decorative grape leaf filigree, all fastenings and connections and concrete footings	100	m	$190.00	$19,000.00
SOD					
12	Repair sod in boulevard	2	sm	$8.00	$16.00
	TOTAL				**$120,911.00**

NOTES:
1. Above price does not include GST
2. Approval by City of Winnipeg is required for above structure


PHARMA PLUS
PARKING LOT
STAFFORD ST.
ST. IGNATIUS CHURCH
PROPOSED 3.4m HEIGHT FLUTED TYNDALSTONE
ENTRANCE COLUMN, 395mm Ø AT TOP AND
450mm Ø AT BASE ON STRUCTURAL FOUNDATION
MIN. SETBACK 1.8M FROM CURB
REFER TO DRAWING ENT-2+L2 FOR ENTRANCE
COLUMN ELEVATION
0 1 2 5 10 20
NORTH
CORYDON AVE.

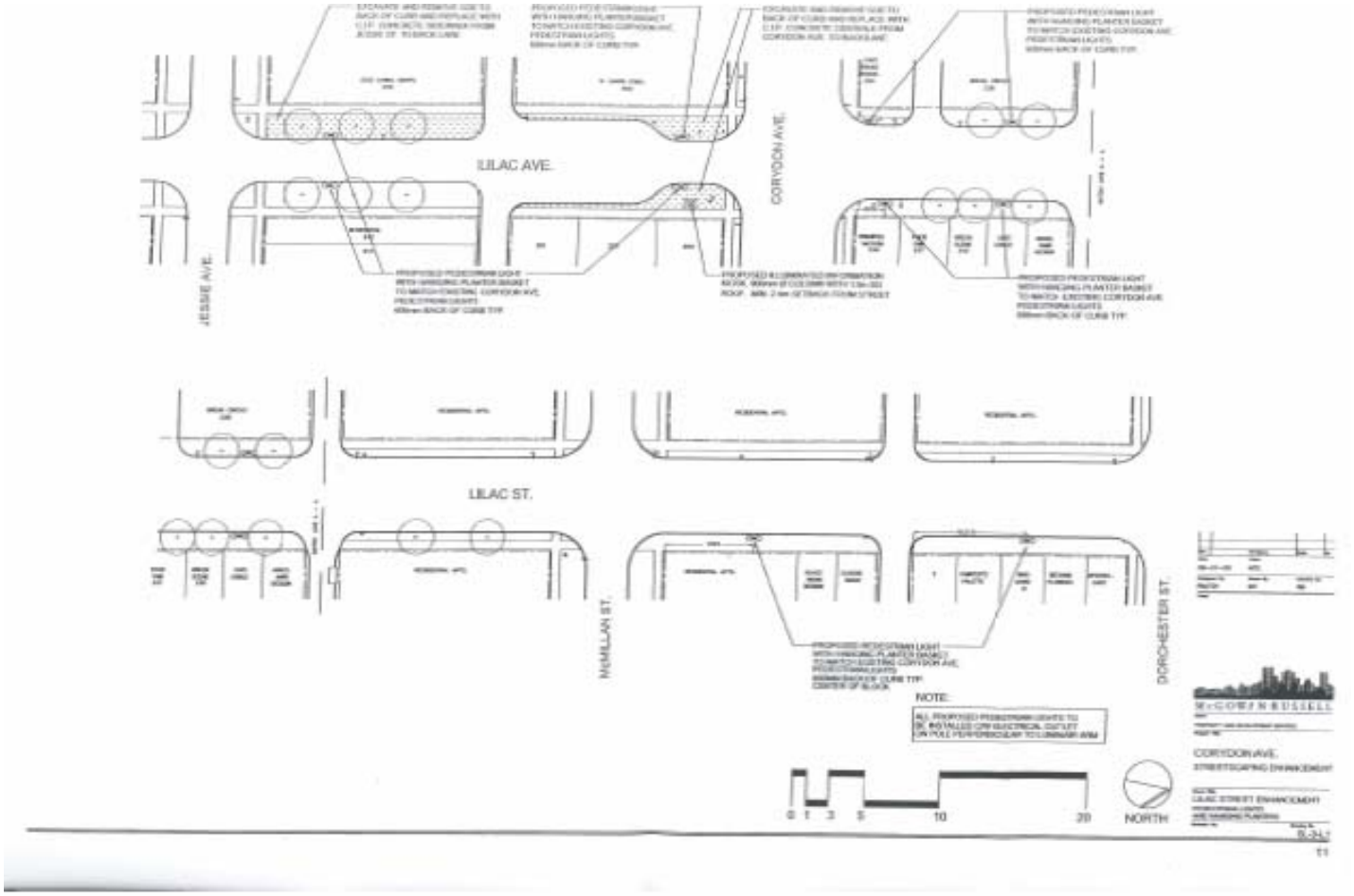
Preliminary Cost Estimate

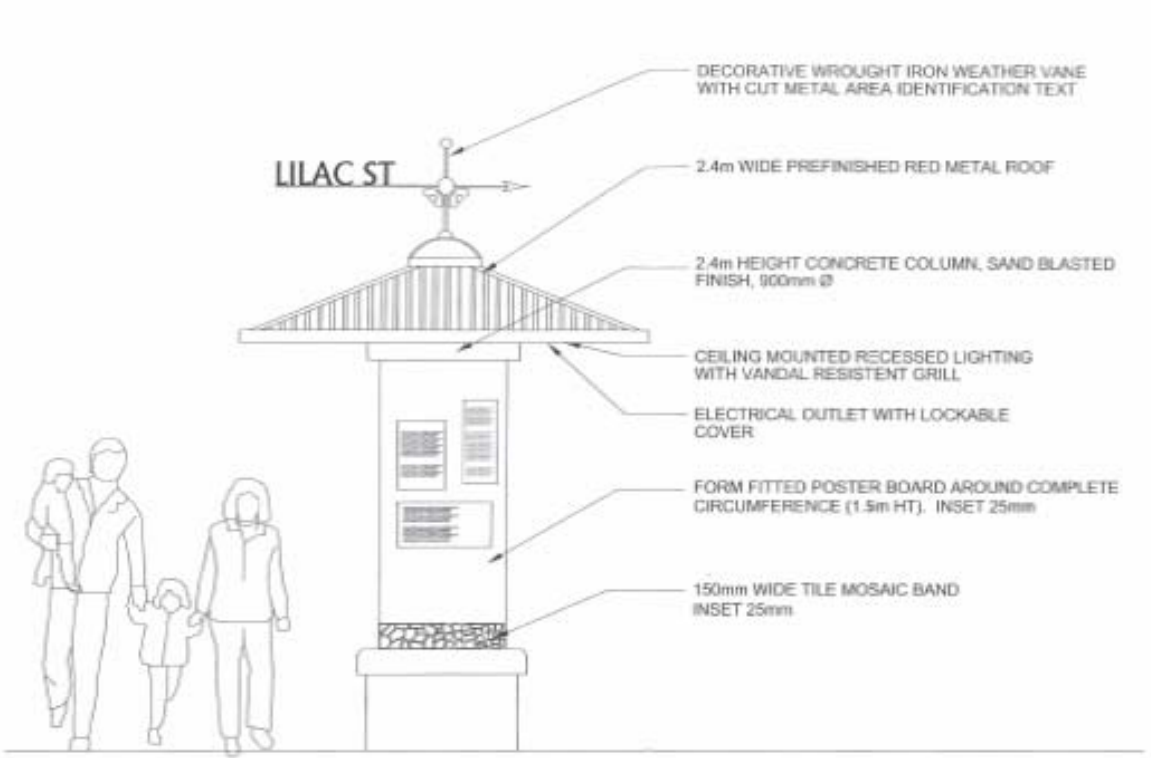
Corydon Avenue Streetscaping Enhancement
Masterplan Projects - 2005

Entrance to Corydon Avenue (Stafford Street Entrance ENT-2-L3)

ITEM	DESCRIPTION	APPROX. QUANTITY	UNIT	UNIT PRICE	AMOUNT
REMOVALS					
1	Sawcut, remove and dispose of concrete sidewalk paving for installation of entrance pillar	3	sm	$25.00	$75.00
CONCRETE					
2	Supply and installation of concrete paving to 100mm depth including all base courses and compaction	3	sm	$65.00	$195.00
3	Supply and installation of 610mm diameter concrete pile and pile cap for 5.4m ht. Entrance Column (including base plate and anchor bolts)	2	ea	$1,500.00	$3,000.00
ENTRANCE COLUMN					
4	Supply and installation of 5.4m ht. Fluted Tyndalstone Entrance Column, including capital and base	2	ea	$6,000.00	$12,000.00
	TOTAL				**$15,270.00**

NOTES:
1. Above price does not include GST
2. Cost of required Structural Engineering carried under Pembina Entrance


LILAC AVE.
CORYDON AVE.
JESSIE AVE.
LILAC ST.
McMILLAN ST.
DORCHESTER ST.
NOTE:
0 1 3 5 10 20
NORTH
CORYDON AVE.


DECORATIVE WROUGHT IRON WEATHER VANE
WITH CUT METAL AREA IDENTIFICATION TEXT
LILAC ST
2.4m WIDE PREFINISHED RED METAL ROOF
2.4m HEIGHT CONCRETE COLUMN, SAND BLASTED
FINISH, 900mm Ø
CEILING MOUNTED RECESSED LIGHTING
WITH VANDAL RESISTENT GRILL
ELECTRICAL OUTLET WITH LOCKABLE
COVER
FORM FITTED POSTER BOARD AROUND COMPLETE
CIRCUMFERENCE (1.5m HT). INSET 25mm
150mm WIDE TILE MOSAIC BAND
INSET 25mm

Preliminary Cost Estimate

Corydon Avenue Streetscaping Enhancement
Masterplan Projects - 2005

Expansion of Pedestrian Lighting on Lilac Street SL-3-L1

ITEM	DESCRIPTION	APPROX. QUANTITY	UNIT	UNIT PRICE	AMOUNT
	REMOVALS				
1	Sawcut, remove and dispose of concrete sidewalk paving for pedestrian light and connection to power source	85	sm	$25.00	$2,125.00
	CONCRETE				
2	Supply and installation of concrete paving to 100mm depth including all excavation, base courses and compaction	236	sm	$65.00	$15,340.00
	PEDESTRIAN LIGHTING				
3	Supply and install decorative light standard	10	ea.	$2,000.00	$20,000.00
4	Supply and install power installed bases	10	ea.	$1,000.00	$10,000.00
5	Supply and install decorative light fixture	10	ea.	$2,000.00	$20,000.00
	INFORMATION KIOSKS				
6	Supply and installation of illuminated concrete information kiosk including reinforced concrete foundation metal roof and weather vane	1	ea	$15,000.00	$15,000.00
	HANGING PLANTERS				
7	Supply and Installation of pre-planted hanging planters c/w liner, chain, and hook (two planters per light standard)	20	ea	$100.00	$2,000.00
	SOD				
8	Repair sod in Boulevards	2	sm	$8.00	$16.00
	ELECTRICAL WORKS				
9	All wiring, trenching, packfilling, pushing, connections, and approvals for pedestrian light connection	130	m	$25.00	$3,250.00
	OPTIONAL				
10	Supply and install power pedestal	1	ea	$6,000.00	$6,000.00
11	Electrical supply to power pedestal	1	ls	$10,000.00	$10,000.00
	TOTAL				**$103,731.00**

NOTE:
1. Above price does not include GST
2. Optional Items to be confirmed by Manitoba Hydro. Metered power to be paid by BIZ.

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Preliminary Cost Estimate Summary

Corydon Avenue Streetscaping Enhancement
Masterplan Projects - 2005

Expansion of Pedestrian Lighting on Corydon Avenue (Stafford and Harrow Street SL-1-L1)	$66,525.00
Entrance to Corydon Avenue (Pembina Highway Location ENT-2-L1)	$120,911.00
Entrance to Corydon Avenue (Stafford Street Entrance ENT-2-L3)	$15,270.00
Expansion of Pedestrian Lighting on Lilac Street SL-3-L1	$103,731.00
Total Capital Costs	**$306,437.00**
Professional Fees	$45,000.00
Total Project Costs (excluding G.S.T.)	**$351,437.00**