

5. **Front-Ending Report –Preliminary Design of the Leitrim Road/Bank Street Intersection Improvements and the Bank Street Widening (south of Leitrim Road to Dun Skipper Drive)**
- Rapport d'entente préalable – Conception préliminaire des améliorations apportées à l'angle du chemin Leitrim et de la rue Bank et de l'élargissement de la rue Bank (du sud du chemin Leitrim à la promenade Dun Skipper)**

**Committee recommendations**

**That Council:**

1. **authorize the City and delegated authority to the General Manager, Planning, Infrastructure and Economic Development, to enter into a Front-Ending Agreement with Leitrim Land Owners Group Inc. to front-end the cost of the completed portion of the Preliminary Design of the Bank Street Widening (south of Leitrim Road to Dun Skipper Drive) as outlined in this report, to a total upset limit of \$896,056 plus applicable taxes, in accordance with the Front-Ending Agreement Principles and Policy set forth in Documents 1 and 2 and with the final form and content being to the satisfaction of the City Solicitor;**
2. **authorize the City and delegate authority to the General Manager, Planning, Infrastructure and Economic Development Department, to enter into a Front-Ending Agreement with Leitrim Land Owners Group Inc to front-end the cost of the design completed portion of the Preliminary Design of the Bank Street/Leitrim Road Intersection Improvements as outlined in this report, to a total upset limit of \$630,129 plus applicable taxes, in accordance with the Front-Ending Agreement Principles and Policy set forth in Documents 1 and 2 and with the final form and content being to the satisfaction of the City Solicitor;**
3. **authorize the financial disbursement to reimburse that portion of the cost of the design completed portion of the Preliminary Design of the Bank Street/Leitrim Road Intersection be paid to the Leitrim Land Owners Group Inc., pursuant to the Front-Ending Agreement up to an upset limit of \$630,129 plus applicable taxes and;**
4. **rescind the authority to the General Manager, Planning, Infrastructure and Economic Development to enter into a Front-Ending Agreement with Findlay Creek Properties (North) Ltd., Tartan Homes (North Leitrim) Inc. and Tartan Land (North Leitrim) for the design and construction of an upgraded**

4-way signalized intersection at Bank Street and Rotary Way.

### Recommandations du Comité

Que le Conseil :

1. autorise la Ville à conclure une entente préalable avec Leitrim Land Owners Group Inc. et en déléguer le pouvoir au directeur général de Planification, Infrastructure et Développement économique, en vue de financer le coût de la partie terminée de la conception préliminaire de l'élargissement de la rue Bank (du sud du chemin Leitrim à la promenade Dun Skipper), comme le décrit le présent rapport, jusqu'à concurrence de 896 056 \$, taxes applicables en sus, conformément aux principes et à la politique de l'entente préalable énoncés dans les documents 1 et 2, et dont la forme et le contenu définitifs seront à la satisfaction du greffier municipal et de l'avocat général;
2. autorise la Ville à conclure une entente préalable avec Leitrim Land Owners Group Inc. et en déléguer le pouvoir au directeur général de Planification, Infrastructure et Développement économique, en vue de financer le coût de la partie terminée de la conception préliminaire des améliorations apportées à l'angle du chemin Leitrim et de la rue Bank, comme le décrit le présent rapport, jusqu'à concurrence de 630 129 \$, taxes applicables en sus, conformément aux principes et à la politique de l'entente préalable énoncés dans les documents 1 et 2, et dont la forme et le contenu définitifs seront à la satisfaction du greffier municipal et de l'avocat général;
3. autorise le décaissement nécessaire au remboursement de la partie du coût que doit engager Leitrim Land Owners Group Inc. pour la conception préliminaire des améliorations apportées à l'angle du chemin Leitrim et de la rue Bank, conformément à l'entente préalable et jusqu'à concurrence de 630 129 \$, taxes applicables en sus; et
4. abroge le pouvoir délégué au directeur général de Planification, Infrastructure et Développement économique de conclure une entente préalable avec Findlay Creek Properties (North) Ltd., Tartan Homes (North Leitrim) Inc. et Tartan Land (North Leitrim) pour la conception et l'aménagement d'un carrefour à feux amélioré à quatre voies à l'angle de la rue Bank et de la voie Rotary.

For the information of Council

The Committee also approved the following motion.

**Motion N° PLC 2021-42/3**

**THEREFORE, BE IT RESOLVED that Planning Committee replace the text in the last paragraph of the Financial Implications section of the report with the following updated text (in red):**

“...Pending Council approval for the City to enter into the Front-Ending Agreement, budget authorities for the Bank Street/Leitrim Road Intersection preliminary design costs are under Network Modifications Program Account #908562 can be directed for payments to LLOG to occur in 2021.”

Pour la gouverne du Conseil municipal

Le Comité a également approuvé la motion suivante:

**Motion N° PLC 2021-42/3**

**PAR CONSÉQUENT, IL EST RÉSOLU QUE le Comité de l'urbanisme mette à jour la section sur les répercussions financières avec le texte suivant (en rouge) :**

«... En attente de l'approbation du Conseil pour que la Ville puisse conclure une entente initiale, pour les coûts de la conception préliminaire des améliorations de l'intersection de la rue Bank et du chemin Leitrim qui sont liés au compte 908562 du Programme de modification du réseau, les pouvoirs budgétaires peuvent être conférés pour que Leitrim Land Owners Group Inc. soit payé en 2021. »

Documentation/Documentation

1. Report from the Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated May 3, 2021 (ACS2021-PIE-PS-0047)  
  
Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 3 mai 2021 (ACS2021-PIE-PS-0047)
2. Extract of draft Minutes, Planning Committee, May 13, 2021  
  
Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 13 mai 2021

**Report to  
Rapport au:**

**Planning Committee / Comité de l'urbanisme  
May 13, 2021 / 13 mai 2021**

**and Council / et au Conseil  
May 26, 2021 / 26 mai 2021**

**Submitted on May 3, 2021  
Soumis le 3 mai 2021**

**Submitted by  
Soumis par:**

**Lee Ann Snedden  
Director / Directrice**

**Planning Services / Services de la planification**

**Planning, Infrastructure and Economic Development Department / Direction  
générale de la planification, de l'infrastructure et du développement économique**

**Contact Person**

**Personne ressource:**

**Richard Buchanan**

**Coordinator/ Coordinateur, Front Ending Agreements and Brownfield Program /  
Ententes préalables et Programme de friches industrielles, Planning Services /**

**Services de la planification**

**613-580-2424, 27801, Richard.Buchanan@Ottawa.ca**

**Ward: GLOUCESTER-SOUTH NEPEAN      File Number: ACS2021-PIE-PS-0047  
(22) / GLOUCESTER-NEPEAN  
SUD (22)**

**SUBJECT: Front-Ending Report –Preliminary Design of the Leitrim Road/Bank  
Street Intersection Improvements and the Bank Street Widening  
(south of Leitrim Road to Dun Skipper Drive)**

**OBJET: Rapport d'entente préalable – Conception préliminaire des  
améliorations apportées à l'angle du chemin Leitrim et de la rue**

**Bank et de l'élargissement de la rue Bank (du sud du chemin Leitrim  
à la promenade Dun Skipper)**

**REPORT RECOMMENDATIONS**

**That Planning Committee recommend that Council:**

- 1. Authorize the City and delegated authority to the General Manager, Planning, Infrastructure and Economic Development, to enter into a Front-Ending Agreement with Leitrim Land Owners Group Inc. to front-end the cost of the completed portion of the Preliminary Design of the Bank Street Widening (south of Leitrim Road to Dun Skipper Drive) as outlined in this report, to a total upset limit of \$896,056 plus applicable taxes, in accordance with the Front-Ending Agreement Principles and Policy set forth in Documents 1 and 2 and with the final form and content being to the satisfaction of the City Solicitor;**
- 2. Authorize the City and delegate authority to the General Manager, Planning, Infrastructure and Economic Development Department, to enter into a Front-Ending Agreement with Leitrim Land Owners Group Inc to front-end the cost of the design completed portion of the Preliminary Design of the Bank Street/Leitrim Road Intersection Improvements as outlined in this report, to a total upset limit of \$630,129 plus applicable taxes, in accordance with the Front-Ending Agreement Principles and Policy set forth in Documents 1 and 2 and with the final form and content being to the satisfaction of the City Solicitor;**
- 3. Authorize the financial disbursement to reimburse that portion of the cost of the design completed portion of the Preliminary Design of the Bank Street/Leitrim Road Intersection be paid to the Leitrim Land Owners Group Inc., pursuant to the Front-Ending Agreement up to an upset limit of \$630,129 plus applicable taxes and;**
- 4. Rescind the authority to the General Manager, Planning, Infrastructure and Economic Development to enter into a Front-Ending Agreement with Findlay Creek Properties (North) Ltd., Tartan Homes (North Leitrim) Inc. and Tartan Land (North Leitrim) for the design and construction of an upgraded 4-way signalized intersection at Bank Street and Rotary Way.**

## RECOMMANDATIONS DU RAPPORT

Que le Comité de l'urbanisme recommande ce qui suit au Conseil :

- 1. Autoriser la Ville à conclure une entente préalable avec Leitrim Land Owners Group Inc. et en déléguer le pouvoir au directeur général de Planification, Infrastructure et Développement économique, en vue de financer le coût de la partie terminée de la conception préliminaire de l'élargissement de la rue Bank (du sud du chemin Leitrim à la promenade Dun Skipper), comme le décrit le présent rapport, jusqu'à concurrence de 896 056 \$, taxes applicables en sus, conformément aux principes et à la politique de l'entente préalable énoncés dans les documents 1 et 2, et dont la forme et le contenu définitifs seront à la satisfaction du greffier municipal et de l'avocat général;**
- 2. Autoriser la Ville à conclure une entente préalable avec Leitrim Land Owners Group Inc. et en déléguer le pouvoir au directeur général de Planification, Infrastructure et Développement économique, en vue de financer le coût de la partie terminée de la conception préliminaire des améliorations apportées à l'angle du chemin Leitrim et de la rue Bank, comme le décrit le présent rapport, jusqu'à concurrence de 630 129 \$, taxes applicables en sus, conformément aux principes et à la politique de l'entente préalable énoncés dans les documents 1 et 2, et dont la forme et le contenu définitifs seront à la satisfaction du greffier municipal et de l'avocat général;**
- 3. Autoriser le décaissement nécessaire au remboursement de la partie du coût que doit engager Leitrim Land Owners Group Inc. pour la conception préliminaire des améliorations apportées à l'angle du chemin Leitrim et de la rue Bank, conformément à l'entente préalable et jusqu'à concurrence de 630 129 \$, taxes applicables en sus; et**
- 4. Abroger le pouvoir délégué au directeur général de Planification, Infrastructure et Développement économique de conclure une entente préalable avec Findlay Creek Properties (North) Ltd., Tartan Homes (North Leitrim) Inc. et Tartan Land (North Leitrim) pour la conception et l'aménagement d'un carrefour à feux amélioré à quatre voies à l'angle de la rue Bank et de la voie Rotary.**

## **BACKGROUND**

The City of Ottawa has budgeted through the 2021 Capital Budget process for the design and construct of the Bank Street widening (Leitrim Road to Dun Skipper Drive) by 2024, all in accordance with the 2014 Bank Street Widening (Leitrim Road to Rideau Road) Environmental Assessment Study. The project expenditure is estimated at \$42,500,000 over the next four years and were identified under the 2019 Development Charges Background Study Project Number 1.08144 Bank Street (Leitrim Road - Findlay Creek) (now Shuttleworth) with \$35,000,000 costs and Project Number 1.00034 Bank Street (Shuttleworth – Blais Road) (now Dunskipper) with \$10,000,000 costs. Council budget approval is in place for the widening works.

The City of Ottawa has also scheduled the Leitrim Road/Bank Street intersection improvements for 2026, all in accordance with the 2014 Bank Street Widening (Leitrim Road to Rideau Road) Environmental Assessment Study. This project is identified in the 2019 Development Charges Background Study as part of the Project Number 1.08144 Bank Street (Leitrim Road -Findlay Creek) (now Shuttleworth) with \$2,500,000 costs (The difference left over from the Bank Street widening project commitment in the 2021 Capital Budget).

On May 8, 2018, Council approved a front-ending report (ACS2019-PIE-PS-0041) to authorize the General Manager, Planning, Infrastructure and Economic Development to enter into a Front Ending Agreement with Findlay Creek Properties (North) Ltd., Tartan Homes (North Leitrim) Inc. and Tartan Land (North Leitrim) for the design and construction of an upgraded 4-way signalized intersection at Bank Street and Rotary Way.

The Leitrim Land Owners Group (LLOG) have advanced the preliminary design of Bank Street Widening from Leitrim Road to south of Dun Skipper Drive corridor and the Leitrim Road/Bank Street intersection improvements in order to complete a number of intersection improvements for their associated developments in the area and to support intersection designs to accommodate the ultimate Bank Street design to reduce throw-away costs in their interim design and construction of their works.

The Roadway Modifications Approvals of the new intersections and/or intersection modifications at Bank and Rotary Way, Findlay Creek Drive, Shuttleworth Drive, Blais Road and Dun Skipper Drive will support adjacent development access requirements. Some of these intersections were constructed as front-ending agreements with the LLOG developers. These intersection modifications were predominantly interim



measures which will result in some throw-away when Bank Street is widened to four lanes and the intersections redesigned and constructed.

The Preliminary design of the Bank Street Widening and the Leitrim Road/Bank Street intersection improvements prepared by the Leitrim Land Owners Group's consultant, IBI Group was circulated to City staff in May 2019. The LLOG and IBI Group have since ceased working on their draft preliminary design but have submitted all design files to the City of Ottawa.

## **DISCUSSION**

Due to development pressures in the area of Bank Street south of Leitrim Road, the widening of Bank Street from the south of Leitrim Road to the south of Dun Skipper Drive is required to improve multi-modal connectivity and traffic operations while applying mitigative measures to the environment.

The City of Ottawa will begin the design and construction of the Bank Street widening (south of Leitrim Road to Dun Skipper Drive) in 2021 followed by property acquisition and construction to start in late 2022 or early 2023. Council budget approval is in place for this work.

The design and construction of the Leitrim Road/Bank Street Road intersection is scheduled for 2026 but will require budget authority for financial disbursement.

The extent of the Preliminary design work completed by the Leitrim Land Owners Group (LLOG) would benefit the City's ability to move forward with both projects by incorporating the design works into the City project, thereby eliminating duplication of efforts. LLOG's draft preliminary design will have to be reviewed, completed and advanced to detailed design by the City of Ottawa.

In order for the City of Ottawa to utilize the existing design works, LLOG has submitted a Front Ending application (D07-20-18-0003) for the costs of the preliminary design work completed for the widening of Bank Street (from Leitrim Road to Dun Skipper Drive) and the Leitrim Road/Bank Street intersection improvements.

Council authority to the General Manager, Planning, Infrastructure and Economic Development is required to enter into a Front Ending Agreement with LLOG for the payment of the portion of the preliminary design of the Bank Street widening (south of Leitrim Road to Dun Skipper Drive).

Subject to Council approval for the budget for the Leitrim Road/Bank Street intersection

improvements, Council authority to the General Manager, Planning, Infrastructure and Economic Development is required to enter into a Front Ending Agreement with LLOG for the payment of the portion of the preliminary design of the Leitrim Road/Bank Street intersection improvements.

Further, previous Council approval of the authority to the General Manager, Planning, Infrastructure and Economic Development to enter into a Front Ending Agreement with Findlay Creek Properties (North) Ltd., Tartan Homes (North Leitrim) Inc. and Tartan Land (North Leitrim) for the design and construction of an upgraded 4-way signalized intersection at Bank Street and Rotary Way ([ACS2019-PIE-PS-0041](#)) shall be rescinded as the City will carry out the remaining works of the project.

### **RURAL IMPLICATIONS**

There are no rural implications associated with the proposed Front-Ending Agreement.

### **CONSULTATION**

All development approvals were conducted according to the requirements of the *Planning Act* and the City's Public Notification and Consultation Policy. The front-ending entities agree to the process outlined herein.

### **COMMENTS BY THE WARD COUNCILLORS**

Councillor Carol Anne Meehan and Councillor George Darouze are aware of this report.

### **LEGAL IMPLICATIONS**

There are no legal impediments to implementing the recommendations of this report. If the recommendations of this report are approved and the preconditions therein fulfilled, and upon receiving direction from Planning, Infrastructure, and Economic Development, staff of Legal Services, Innovative Client Services will draft and finalize a Front Ending Agreement that will set out the respective obligations of the City and LLOG with respect to this project.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk implications associated with the front-ending of the cost of the completed portion of the Preliminary Design of the Bank Street Widening (south of Leitrim Road to Dun Skipper Drive).

## ASSET MANAGEMENT IMPLICATIONS

The recommendations documented in this report are consistent with the City's [Comprehensive Asset Management \(CAM\) Program](#) objectives. The implementation of the Comprehensive Asset Management program enables the City to effectively manage existing and new infrastructure to maximize benefits, reduce risk, and provide safe and reliable levels of service to community users. This is done in a socially, culturally, environmentally, and economically conscious manner.

The Preliminary design of the Bank Street widening (Leitrim Road to Dun Skipper Drive) partially completed by LLOG will facilitate the advancement of the City of Ottawa's Bank Street project. By entering into a Front-Ending Agreement with LLOG for the Preliminary Design of the Bank Street Widening (south of Leitrim Road to Dun Skipper Drive), the City will advance the project to support a level of service expectation and provide for future growth.

## FINANCIAL IMPLICATIONS

The front-ending report and subsequent agreement are in accordance with the 2021 Capital Budget, 2019 Development Charges By-law and the 2019 Development Charges Background Study.

Upset limits and cost breakdowns are below. Repayments are subject to fulfilment of the Front-Ending Agreement conditions and will be based on the actual values of the costs incurred, to the upset limits. Should the actual costs exceed the upset limit, the additional costs shall be borne by the developer and the City shall not be obligated to compensate for additional costs.

### BANK STREET WIDENING (LEITRIM ROAD TO DUN SKIPPER)

**Development Charge Item Number 1.08144**

**Approved Budget Account # 903163**

<b>IBI PROJECT TASK</b>	<b>BILLED TO DATE</b>
Project Management	\$55,800.00
Base Mapping Preparation	\$2,881.76
Preliminary Design – 4-Lane Widening of Bank Street	\$550,000.00

Detailed Design and Tender Documents

– Four-Lane Widening of Bank Street \$184,553.57

Disbursements \$13,751.92

**Sub-Total \$806,987.25**

**Sub Consultants BILLED TO DATE**

Paterson Group Consulting Engineers \$63,823.12

Lashley + Associates \$3,285.03

Annis O'Sullivan Vollebakk \$21,960.40

**Sub-Total \$89,068.55**

**Grand Total (excluding HST) \$896,055.80**

Pending Council approval for the City to enter into the Front-Ending Agreement, budget authorities for the Bank Street Widening (Leitrim Road to Dun Skipper) costs are under Account # 903163 can be directed for payments to LLOG to occur in 2021.

**BANK STREET/LEITRIM ROAD INTERSECTION**

**Development Charge Item Number 1.08144**

**IBI PROJECT TASK**

**BILLED TO DATE**

Project Management \$34,200.00

Base Mapping Preparation \$1,766.24

Preliminary Design – Bank Street/Leitrim Road Intersection \$340,000.00

Detailed Design and Tender Documents

– Bank Street/Leitrim Road Intersection \$188,343.43

Disbursements \$8,428.60

**Sub-Total \$572,738.27**

<b>Sub Consultants</b>	<b>BILLED TO DATE</b>
Jp2g Consultants Inc.	\$2,800.00
Paterson Group Consulting Engineers	\$102,940.51
Lashley + Associates	\$5,298.44
Annis O'Sullivan Vollebekk	\$35,420.00
<b>Sub-Total</b>	<b>\$57,390.40</b>
<b>Grand Total</b> (excluding HST)	<b>\$630,128.67</b>

Pending Council approval for the City to enter into the Front-Ending Agreement, a capital account will be established with budget authorities for the Bank Street/Leitrim Road Intersection costs. Payments to LLOG would occur in 2026 pending Council budget approval [budget authorities for the Bank Street/Leitrim Road Intersection preliminary design costs are under Network Modifications Program Account #908562 can be directed for payments to LLOG to occur in 2021.](#) (modified, per Planning Committee Motion N° PLC 2021-42/3)

### **ACCESSIBILITY IMPACTS**

There are no accessibility implications associated with this report.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications with the front-ending of the cost of the completed portion of the Preliminary Design of the Bank Street Widening (south of Leitrim Road to Dun Skipper Drive) and Bank Street/Leitrim Road Intersection by LLOG.

### **TERM OF COUNCIL PRIORITIES**

This application is directly related to the 2019-2022 Term of Council Priorities:

- **Economic Growth and Diversification:** Encourage economic growth and diversification by supporting business investment and expansion, talent attraction and retention, showcasing the city's bilingual and multicultural character, and branding Ottawa as a place to be
- **Sustainable Infrastructure:** Ensure sustainable infrastructure investment to meet the future growth and service needs of the city.

## **SUPPORTING DOCUMENTATION**

Document 1 Front-Ending Agreement Principles

Document 2 Council Approved Front-Ending Policy, Amended

Document 3 Location Map

## **DISPOSITION**

Legal Services to prepare the final form of the agreements in consultation with the Planning, Infrastructure and Economic Development Department. The Treasurer to earmark funds for repayment as noted in this report.

**Document 1 – Front-Ending Agreement Principles**

1. The cost of the partial preliminary design of the Bank Street widening (Leitrim Road to Dun Skipper Drive), is estimated at \$896,055.80 plus applicable taxes. All costs incurred shall be justified and include supporting invoices and payment certificates.
2. The cost of the partial preliminary design of the Bank Street/Leitrim Road Intersection is estimated at \$630,128.67 plus applicable taxes. All costs incurred shall be justified and include supporting invoices and payment certificates.
3. The City will reimburse Leitrim Land Owners Group Limited after the works have been granted approval by the City. Reimbursement will take place once a Front Ending agreement is executed, provided the applicant satisfies all requirements in accordance with the Council approved Front-Ending Policies in Document 2.
4. The repayment of costs for the partial preliminary design of the Bank Street widening (Leitrim Road to Dun Skipper Drive) and the Bank Street/Leitrim Road Intersection shall be pursuant to Council-approved Front-Ending Agreement Policy as referenced under Document 2.

## **Document 2 – Council Approved Front-Ending Policy**

Front-Ending Agreements are requested by developers who wish to have specific growth-related capital works in place in advance of the City's capital project plans for emplacement of these same works: developers agree to finance the works at the "front-end" and recover their costs from the City at a later date. The following conditions must be met in order for the City to enter into a Front-Ending Agreement:

1. All Front-Ending Agreements with the City will be for growth-related capital works that have been included in a development charge study.
2. The contract for front-ended works shall be awarded by the City in accordance with the City's Purchasing Policy of a competitive procurement process and subject to the review and satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.
3. Stormwater ponds and related sewer works that are 100 per cent development charge funded in the recommended by-laws will be paid back to the developer based on revenues as they are collected from the designated area. This means that at no time are the repayments to exceed the revenues received. Each Front-Ending Agreement will define the geographic area involved and a separate and specific deferred revenue account may be set up to keep track of the revenues collected and payments made. Crediting will also be allowed for the Front-Ending Agreements related to storm water ponds. Indexing shall apply to the outstanding balance in accordance with the rate of indexation pursuant to the Development Charge By-laws.
4. For all other capital projects, a lump sum payment, both the development charge portion and the City portion, will be made to the developer in the year the project is identified in the City's 10-year capital plan at the time the Front-Ending Agreement is approved. Should growth occur earlier than forecasted, then repayment would be accelerated to reflect the revised timing the City would have budgeted for the project. If growth occurs more slowly than forecasted, then the City will have an additional one to three years (one to three years from the year the project was identified in the 10-year plan) to make repayments. Only in this latter case will the City's portion of the payment be indexed beginning with the year the project was identified in the 10-year plan.
5. Given that the City will be assuming operating costs earlier than anticipated through the Front-Ending Agreement process; the City is not to pay any carrying costs to



the developer.

6. All development charges payable by developers must be paid up front in accordance with the City's by-law. With the exception of the stormwater ponds and related sewer works, there will not be any crediting allowed as a result of entering into a Front-Ending Agreement. On December 8, 2004, City Council approved, "That staff be directed to work with the industry to develop the details of a credit policy to be incorporated into the Front-Ending Policy".
7. In the case where multiple Front-Ending Agreements are in force in the same area-specific Development Charge By-law, and the City has approved the front-ended works for development charge reimbursements, the front-enders will share in the distribution of development charge revenues on a pro-rata basis with other storm water drainage projects. The pro-rated works shall be based on the balance of the outstanding amount owing on the date the repayment is due. Existing front-enders will be advised of new Front-Ending Agreements for stormwater works within the same benefiting area and area-specific development charge By-law.
8. The capital project upset limits for engineering, project management, and contingency shall be the established rates set in accordance with the City's Development Charge By-laws and accompanying background studies, as amended.
9. Land remuneration shall be subject to an appraisal by a professional land appraiser and the appraisal shall be conducted in accordance with the terms of reference as established in the City's Development Charge By-laws and accompanying background studies, as amended. The upset limit for land remuneration shall be the lesser of the appraised value and the upset limit in accordance with the City's Development Charge By-laws and accompanying background studies.
10. Indexing shall apply to the total project costs if the front-ended works have been delayed over a period of time; the front-ender provides justification for the delay, and with the written concurrence of the City.
11. A report to Council is required to authorize staff to enter into a Front-Ending Agreement. The recommendation will include the financial commitment of the City, specify the funding source(s), the project timeline and where necessary, request that a specific deferred revenue account be established. The financial comment in the report will specify the timelines for the repayment, an operating budget impact and an estimate of the year in which the operating budget impact will begin. It

should also indicate the year in which the project was originally identified in the City's 10-year capital plan. A capital project will be established upon Council approval to enter into a Front-Ending Agreement. The status of these projects will be provided to Council on a yearly basis.

No capital project identified outside of the Council approved 10-year long range capital plan, shown in the Development Charge Background Study is eligible to be front-ended unless other item(s) of comparable value, funding allocation, and timing is delayed. A capital project identified with a post-period deduction applied to the gross cost will only have the development charge portion reimbursed if front-ended over the term of the by-law. Indexing would not be applicable to the repayment of the post-period component of the project cost. If growth occurs more slowly than forecasted, then the City Treasurer will have the authority to add an additional three years, without interest, to the repayment of the post-period component of the front-ended project from development charges.

Document 3 – Location Map



		LOCATION MAP / PLAN DE LOCALISATION FRONT ENDING AGREEMENT / ACCORD DE FINANCEMENT INITIAL	
D07-20-18-0003	21-0043-L	 <b>Bank Street Widening /          Elargissement de la Rue Bank</b>	
I:\CO\2021\FrontBank_Widening			
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