

5. FRONT ENDING REPORT – TRAFFIC SIGNAL (TERRY FOX DRIVE AT HUNTSVILLE DRIVE)

RAPPORT D'ENTENTE PRÉALABLE – FEU DE CIRCULATION (PROMENADE TERRY FOX, À L'ANGLE DE LA PROMENADE HUNTSVILLE)

COMMITTEE RECOMMENDATIONS, AS AMENDED

That Council:

- 1. suspend the notice required under Subsections 29. (3) and 34. (1) of Procedure By-law 2016-377 to consider this report at its meeting on July 11, 2018;**
- 2. authorize the amendment of the 2014 Development Charges Background Study to include the intersection of Terry Fox Drive and Huntsville Drive set forth in Document 3;**
- 3. delegate authority to the General Manager, Planning, Infrastructure and Economic Development Department, to enter into a Front-Ending Agreement with Richardson Ridge Inc. for design and construction of traffic signals at the intersection of Terry Fox Drive and Huntsville Drive as outlined in this report, to an upset limit of \$449,400 plus applicable taxes and indexing, 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 Clerk and Solicitor;**
- 4. authorize the financial disbursement to reimburse the design and construction costs incurred by Richardson Ridge Inc. pursuant to the execution of the Front-Ending Agreement;**
- 5. authorize the pre-committal of \$449,400 plus applicable taxes (the upset limit of the Front-Ending Agreement) from the 2022 Capital**

Budget/Development Charges Forecast subject to execution of the Front-Ending Agreement; and

6. authorize the expenditure of \$449,400 plus applicable taxes (upset limit) in accordance with the reimbursement schedule set out in the Front Ending Agreement.

RECOMMANDATIONS DU COMITÉ, TELLES QUE MODIFIÉES

Que le Conseil :

1. suspende l'avis requis en vertu des paragraphes 29. (3) et 34. (1) du Règlement de procédure no 2016-377 afin qu'il examine le présent rapport à sa réunion du 11 juillet 2018;
2. autorise la modification de l'Étude préliminaire des redevances d'aménagement de 2014, de manière à y faire figurer l'angle des promenades Terry Fox et Huntsville énoncé dans le document 3;
3. délègue au directeur général de Planification, Infrastructure et Développement économique le pouvoir de conclure une entente préalable avec Richardson Ridge Inc., en vue de procéder à la conception et à l'installation d'un feu de circulation à l'angle des promenades Terry Fox et Huntsville, comme le décrit le présent rapport, jusqu'à concurrence de 449 400 \$, taxes applicables et indexation 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;
4. autorise la sortie des fonds nécessaires au remboursement des coûts de conception et de construction engagés par Richardson Ridge Inc., dans le cadre de l'exécution de l'entente préalable;
5. autorise l'engagement préalable d'une somme de 449 400 \$, taxes applicables en sus, (la limite maximale de l'entente préalable) provenant du budget d'immobilisations de 2022 et des prévisions

de redevances d'aménagement, sous réserve de l'exécution de l'entente préalable; et

- 6. autorise la dépense de 449 400 \$, taxes applicables en sus, (la limite maximale de l'entente préalable), conformément au calendrier de remboursement fixé dans l'entente préalable.**

DOCUMENTATION /DOCUMENTATION

1. Director's report, Planning Services, Infrastructure and Economic Development Department, dated June 24, 2018 (ACS2018-PIE-PS-0067)

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 24 juin 2018 (ACS2018-PIE-PS-0067)
2. Extract of draft Minutes, Planning Committee, July 11, 2018

Extrait de l'ébauche du procès-verbal, Comité de l'urbanisme, le 11 July 2018

**Report to
Rapport au:**

**Planning Committee / Comité de l'urbanisme
July 10, 2018 / 10 juillet 2018**

**and Council / et au Conseil
July 11, 2018 / 11 juillet 2018**

**Submitted on June 24, 2018
Soumis le 24 juin 2018**

**Submitted by
Soumis par:**

**Lee Ann Snedden
Director / Directrice,**

Planning Services / Services de la planification

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

Contact Person

Personne ressource:

**Derrick Moodie, Manager/Gestionnaire par intérim, Development Review-
Suburban Services/Examen des projets d'aménagement-Services suburbains
(613) 580-2424, 15134, Derrick.Moodie@ottawa.ca**

**Ward: KANATA NORTH (4) / KANATA
NORD (4)**

File Number: ACS2018-PIE-PS-0067

**SUBJECT: Front Ending Report – Traffic Signal (Terry Fox Drive at Huntsville
Drive)**

**OBJET: Rapport d'entente préalable – Feu de circulation (promenade Terry
Fox, à l'angle de la promenade Huntsville)**

REPORT RECOMMENDATIONS

That Planning Committee recommend that Council:

1. Authorize the amendment of the 2014 Development Charges Background Study to include the intersection of Terry Fox Drive and Huntsville Drive set forth in Document 3;
 - a) Delegate authority to the General Manager, Planning, Infrastructure and Economic Development Department, to enter into a Front-Ending Agreement with ~~The Regional Group Inc.~~ **Richardson Ridge Inc.** (amended per motion PLC 67/3).
2. for design and construction of traffic signals at the intersection of Terry Fox Drive and Huntsville Drive as outlined in this report, to an upset limit of \$449,400 plus applicable taxes and indexing, 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 Clerk and Solicitor;
3. Authorize the financial disbursement to reimburse the design and construction costs incurred by ~~The Regional Group Inc.~~ **Richardson Ridge Inc.** (amended per motion PLC 67/3) pursuant to the execution of the Front-Ending Agreement;
4. Authorize the pre-committal of \$449,400 plus applicable taxes (the upset limit of the Front-Ending Agreement) from the 2022 Capital Budget/Development Charges Forecast subject to execution of the Front-Ending Agreement;
5. Authorize the expenditure of \$449,400 plus applicable taxes (upset limit) in accordance with the reimbursement schedule set out in the Front Ending Agreement.
6. That Planning Committee recommend Council suspend the notice required under Subsections 29. (3) and 34. (1) of Procedure By-law 2016-377 to consider this report at its meeting on July 11, 2018.

RECOMMANDATIONS DU RAPPORT

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

1. Autoriser la modification de l'Étude préliminaire des redevances d'aménagement de 2014, de manière à y faire figurer l'angle des promenades Terry Fox et Huntsville énoncé dans le document 3;
2. Déléguer au directeur général de Planification, Infrastructure et Développement économique le pouvoir de conclure une entente préalable avec ~~The Regional Group Inc.~~ **Richardson Ridge Inc.** (amended per motion PLC 67/3), en vue de procéder à la conception et à l'installation d'un feu de circulation à l'angle des promenades Terry Fox et Huntsville, comme le décrit le présent rapport, jusqu'à concurrence de 449 400 \$, taxes applicables et indexation 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 la sortie des fonds nécessaires au remboursement des coûts de conception et de construction engagés par ~~The Regional Group Inc.~~ **Richardson Ridge Inc.** (amended per motion PLC 67/3), dans le cadre de l'exécution de l'entente préalable;
4. Autoriser l'engagement préalable d'une somme de 449 400 \$, taxes applicables en sus, (la limite maximale de l'entente préalable) provenant du budget d'immobilisations de 2022 et des prévisions de redevances d'aménagement, sous réserve de l'exécution de l'entente préalable;
5. Autoriser la dépense de 449 400 \$, taxes applicables en sus, (la limite maximale de l'entente préalable), conformément au calendrier de remboursement fixé dans l'entente préalable.
6. Que le Comité de l'urbanisme recommande au Conseil de suspendre l'avis requis en vertu des paragraphes 29. (3) et 34. (1) du Règlement de procédure no 2016-377 afin qu'il examine le présent rapport à sa réunion du 11 juillet 2018.

BACKGROUND

The proposed works include the design and construction of traffic signals at the intersection of Terry Fox Drive and Huntsville Drive in Kanata North (Ward 4). The traffic signalization was not identified in the 2014 Development Charges Background Study. Councillor Wilkinson brought forward a report ([ACS2018-CCS-PLC-0005](#)) to Planning Committee on April 10, 2018 and Council on April 25 seeking direction from Committee and Council to amend the Development Charges Background Study and bring forward a report to enable the City to enter into a Front-Ending Agreement for the installation of traffic lights at Huntsville and Terry Fox Drives. Planning Committee and Council supported the following recommendations:

- 1. That City staff be directed to bring forward an amendment to the Development Charge Background Study at the earliest possible date to include a traffic signal for the intersection of Terry Fox Drive at Huntsville; and**
- 2. That the report address the necessary steps to approve a Front-Ending Agreement as soon as possible so the signals can be installed this year before school starts in September.**

As such, an amendment to the Development Charges Background Study to include the intersection was undertaken and posted on the City's website for a 60-day review period, which follows the established Provincial protocol for notification. The Greater Ottawa Home Builders Association (GOHBA) and the Building Owners and Managers Association (BOMA) were also notified in accordance with the settlement of appeals to the 2014 update to the Development Charges By-law. At the time of writing this report, no comments opposed to this addition to the Development Charges Background Study have been received.

DISCUSSION

~~The Regional Group Inc.~~ **Richardson Ridge Inc.** (amended per motion PLC 67/3) would like to proceed with the design and construction of a traffic signal at the intersection of Terry Fox Drive and Huntsville Drive in 2018 prior to the start of the school year in September. As a result of the request to proceed with signalization of the intersection, a Front-Ending Agreement is required.

The works were identified in the associated Subdivision Agreement for the Richardson Ridge Community, which has been registered. The subdivision is currently constructed and is approximately 95 per cent occupied. Huntsville Drive functions as the primary access point for the community and is designed and functions as the collector roadway for the community. Huntsville Drive also is utilized by OC Transpo to service the community.

A Subdivision Agreement for the associated lands was registered in 2016, which identified the following as it relates to signalization of the intersection:

The owner acknowledges and agrees to enter into a Front-Ending Agreement with the City for traffic signals at Terry Fox Drive and Huntsville Drive that are anticipated to be required in advance of the time as approved by Council. The City shall repay the owner for the cost of works as noted herein in accordance with the approved Front-Ending Policy of the City's Development Charges By-law and subject to budget approval of the required expenditure by Council in the year in which it is approved.

The owner acknowledges and agrees that it shall be required to enter into an agreement with the City for the operation and maintenance of any traffic signals that are required to be installed in advance of meeting the City's approved criteria for traffic signals warrants and until the Director Traffic Services, approves the assumption of the lights.

The upset limit provided for the works is \$449,400 plus applicable taxes for design and construction. Reimbursement for the signals is identified for 2022. ~~The Regional Group Inc.~~ **Richardson Ridge Inc.** (amended per motion PLC 67/3) shall be required to enter into an agreement with the City for the operation and maintenance of the signals as identified in the subdivision agreement, until such time as the signals are warranted. The current warrants for traffic signalization based on March 20, 2018 is 88 per cent and June 21, 2017 is 97 per cent.

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 COUNCILLOR

Councillor Wilkinson fully supports the installation of the traffic signal.

LEGAL IMPLICATIONS

There are no legal impediments to approving the recommendations contained in the report.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications associated with the front-ending of signalization of the intersection.

ASSET MANAGEMENT IMPLICATIONS

The recommendations documented in this report are consistent with the City's Comprehensive Asset Management (CAM) Program ([City of Ottawa Comprehensive Asset Management Program](#)) objectives.

Entering into a third party infrastructure agreement, in this case, between the City and ~~The Regional Group Inc.~~ **Richardson Ridge Inc.** (amended per motion PLC 67/3) for design and construction of traffic signals at the intersection of Terry Fox Drive and Huntsville Drive, supports a level of service expectation and what needs to be done to achieve those levels.

FINANCIAL IMPLICATIONS

The front-ending report and subsequent agreement are in accordance with the Council-approved Development Charges Background Study.

The project has an upset limit of \$449,400 plus applicable taxes for reimbursement in 2022.

Development Charge Item	Up-Set Limit	Criteria for Repayment
A. Construction – Intersection signalization	\$321,000	Repayment based on the actual value to upset limit.
B. 15% Engineering	\$48,150 (15% of construction)	Repayment based on the actual value to upset limit.
C.10% Project management	\$32,100(10% of Civil works for the intersection, excluding the traffic signal)	Repayment based on the actual value to upset limit.
D. 15% Contingency	\$ 48,150 (15% contingency)	Repayment based on the actual value to upset limit. All contingencies must be justified and supported by invoices and payment certificates.
Total eligible costs under the Front-Ending Agreement	\$449,400	Repayment based on actual value to upset limit.

Repayment shall be based on the actual value to an upset limit of \$449,400 plus applicable taxes. 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.

Repayment is subject to fulfilment of the Front-Ending Agreement conditions, and will be based on the actual value of the costs incurred.

Pending Council approval for the City to enter into the Front-Ending Agreement, a capital account will be established with budget authority of \$449,400, 100 per cent

Roads and Related Services Development Charge funded, and 100 per cent of spending forecasted for 2022.

The annual operating impact is to be covered by the ~~The Regional Group Inc.~~ **Richardson Ridge Inc.** (amended per motion PLC 67/3) until such time as the signals are warranted. The City shall assume maintenance of the signals upon achieving the warrants for signalization. The maintenance cost is estimated to be in the range of \$10,000 to \$12,000 per year, for the period of 2019 to 2022.

ACCESSIBILITY IMPACTS

All infrastructure will be designed in accordance with all relevant legislation and regulations.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priority:

TM4 – Improve safety for all road users.

SUPPORTING DOCUMENTATION

Document 1 Front-Ending Agreement Principles

Document 2 Council Approved Front-Ending Policy

Document 3 City of Ottawa Development Charges: Amendment to the Background Study: Roads and Related Services

Document 4 Location Map

DISPOSITION

Staff are recommending this report be considered at the July 11, 2018 Council meeting to prevent delays in approval caused by the eight week delay before the next scheduled Council meeting on August 29, 2018.

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 Regional Group Inc.~~ **Richardson Ridge Inc.** (amended per motion PLC 67/3) are required to post 100 per cent securities for the full cost of the design and construction of traffic signals for the intersection of Terry Fox Drive and Huntsville Drive, including all associated works, estimated at \$449,400 including engineering, land remuneration, project management and contingences, plus applicable taxes.
2. The cost of the signalization of the intersection of Terry Fox Drive and Huntsville Drive, including all associated works, is set at an upset limit of \$449,400 including engineering, land remuneration, project management and contingencies, plus applicable taxes. All costs incurred shall be justified and include supporting invoices and payment certificates.
3. The City will reimburse the ~~The Regional Group Inc.~~ **Richardson Ridge Inc.** (amended per motion PLC 67/3) after the works have been granted approval by the City. Reimbursement will take place in 2022, provided the applicant satisfies all requirements in accordance with the Council approved Front-Ending Policies in Document 2.
4. The repayment of construction costs for the signalization of the Terry Fox Drive and Huntsville Drive intersection shall be pursuant to Council-approved Front-Ending Agreement Policy as referenced under Document 2.
5. ~~The Regional Group Inc.~~ **Richardson Ridge Inc.** (amended per motion PLC 67/3) acknowledges and agrees that it shall be required to enter into an agreement with General Manager, Planning, Infrastructure and Economic Development for the operation and maintenance of any traffic signals that are required to be installed in advance of meeting the City's approved criteria for traffic signals warrants and until the General Manager, Planning, Infrastructure and Economic Development approves the assumption of the lights.

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 front-ender 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. Where the front-ender does not award the work in accordance with the City's purchasing policy, they must demonstrate that competitive pricing has been obtained, through independent analysis of their engineer, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department. The contract for the work must be made available to the City to provide to the public.
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. Where a front-ender is eligible for development charge reimbursement, documentation is required to support the reimbursement in accordance with the City's Purchasing Policy. The Front-Ending Agreement shall identify at which stage the documentation shall be required. The following documentation shall be forwarded to the City before payment is issued:
- An invoice summarizing the front-ended works, and separate cost items, if applicable, for land, construction costs, engineering fees, project management fees, contingency fees, and applicable taxes.
 - Payment Certificates, including the final certificate, signed by the developer's civil engineer.
 - All invoices supporting re-payment for the front-ended works.
 - Statutory Declaration.
 - Certificate of Substantial Performance.
 - Workplace Safety and Insurance Board Clearance Certificate (WSIB).
 - Certificate of Publication.
12. 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.

13. 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 another 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 – City of Ottawa Development Charges: Amendment to the Background Study: Roads and Related Services

1.0 Introduction

The Background Study amendment has been prepared pursuant to Section 10 of the *Development Charges Act, 1997* (D.C.A.) and is being made available to the public, as required by the D.C.A. at least two weeks prior to the public meeting of Council and at least 60 days prior to the passing of the Development Charge By-law amendment.

The purpose of this Development Charges Amendment Background Study is to amend the Roads and Related Services, Intersection Construction list for the West Urban Community, to include the intersection of Huntsville Road and Terry Fox Drive.

The additional traffic signal at Huntsville Road and Terry Fox Drive will not result in a change to the current development charge rates under the existing By-law -2014-229. The 2019 By-law update will include the cost of the said traffic signal and rates will be adjusted accordingly.

2. Local Service Policy

Traffic Signals, Traffic Control Systems, and Intersection Modifications

As part of the new construction or widening of Arterial or Major Collector Roads and if warranted, traffic signals and traffic control systems are considered to be development charges projects.

On arterial or Major Collector Roads, off-site traffic signals, traffic control systems and intersection modifications, required to meet the needs of projected development growth and resulting in increasing traffic, are considered to be development charges projects, subject to meeting warrants.

Where foreseeable off-site intersection modifications, traffic signals and traffic control systems that are not enforceable under the Planning Act, are required as a result of growth, they will be considered development charges projects provided they have been identified with a development charge program. Identification of annual projects within the program will be through the budgetary process.

Consistent with the local service policy, the proposed traffic signals at this location are a direct result of development growth with no applicable development charge benefit to existing considerations, similar to other intersection control locations already included in the Development Charge By-law. Furthermore, the proposed traffic signals will comply with all applicable design standards and will not excel the average level of service provided at other traffic signal locations over the last 10 years. Excess post period capacity is also not applicable as no additional road modifications are proposed beyond the implementation of the traffic signal hardware (i.e. no additional turning lanes are proposed).

3.0 Project Description

The intersection of Terry Drive and Huntsville Drive was omitted under the City's current development Charges by-law, By-law 2014-229. The traffic signal is recommended for implementation through a Front-Ending Agreement as recently supported by the City of Ottawa Planning Committee (10 April 2018) and City of Ottawa Council (25 April 2018).

The current configuration of the intersection consists of a dedicated southbound left turn lane and northbound right turn lane. The auxiliary lanes are not considered DC eligible. The estimated cost for the traffic signal is \$500,000. This cost will be incurred with the lifetime of the horizon of the background study.

The posted speed of Terry Fox Drive is 80 kilometres per hour (kph) however the 85th percentile is in the order of 90 kph. The am and pm peak hour volumes on Terry Drive are approximately 1000 vehicles per hour per lane in the peak direction. The high traffic volumes and operating speed on Terry Fox Drive are such that turning movements to and from the Huntsville Drive are difficult and pose a safety issue.

Traffic volumes will continue to increase within this area given the additional housing as well as the opening of a new elementary school on Terry Fox Drive at Goulbourn Forced Road scheduled for September 2018.

MTO warrants for traffic signalization are likely to be met in 2018.

The implementation of a traffic signal fulfills the definitions contained within the 2014-229 DC By-law.

4.0 Development Charge Background Requirements

The *Development Charges Act* and Regulation 82/98 provide the requirements for a Background Study. In addition to the matters addressed above and the Asset Management Strategy, these requirements and the manner of their being addressed are as follows:

- i) The anticipated amount, type and location of development, for which development charges can be imposed, must be estimated.

The anticipated amount, type and location of development for which the development charges can be imposed is in accordance with the background study adopted on June 11, 2014.

- ii) The increase in the need for service attributable to the anticipated development must be estimated for each service to which the development charge by-law would relate.

The need for the signals results from growth in the area.

- iii) The estimate under paragraph i) above may include an increase in need only if the council of the municipality has indicated that it intends to ensure that such an increase in need will be met. The determination as to whether a council has indicated such an intention may be governed by the regulations.

The City intends through this report to have the signals installed

- iv) The estimate under paragraph i) above must not include an increase that would result in the level of service exceeding the average level of that service provided in the municipality over the 10-year period immediately preceding the preparation of the background study required under section 10. How the level of service and average level of service is determined may be governed by the regulations. The estimate also must not include an increase in the need for service that relates to a time after the 10-year period immediately following the preparation of the background study unless the service is set out in the *Development Charges Act*, Subsection 5(5).

The installation of the signals does not excel the average level of service provided over the preceding 10 years

- v) The increase in the need for service attributable to the anticipated development must be reduced by the part of that increase that can be met using the municipality's excess capacity, other than excess capacity that the council of the municipality has indicated an intention would be paid for by new development. How excess capacity is determined and how to determine whether a council has indicated an intention that excess capacity would be paid for by new development may be governed by the regulations.

There is no excess capacity to meet the need for the service required at this intersection.

- vi) The increase in the need for service must be reduced by the extent to which an increase in service to meet the increased need would benefit existing development. The extent to which an increase in service would benefit existing development may be governed by the regulations.

There is no benefit to existing development from the installation of the signals

- vii) The capital costs necessary to provide the increased services must be estimated. The capital costs must be reduced by the reductions set out in subsection 5(2).

The capital costs is identified above as \$500,000. These costs will be incurred with the lifetime of the horizon of the background study.

- viii) The capital costs must be reduced by 10 per cent. This paragraph does not apply to services set out in subsection (5).

Not applicable

As required to be considered by the *Development Charges Act*, subsection 5(2), there are no grants or subsidies available to be applied against the cost of this intersection.

5. Impact on Assessment Management Plan

On December 3, 2015, the Province passed Bill 73 which amended the *Development Charges Act*. Subsequently, on December 18, 2015, Ontario Regulation 428/15 was published which amended Ontario Regulation 82/98 (i.e. the D.C.A. Regulation) and provided additional directives for the amended *Act*. The amendments require that a development charge background study include an asset management plan related to new infrastructure. Specifically, it requires the asset management plan to a) deal with all assets whose capital costs are proposed to be funded under the development charge by-law and to demonstrate that all assets mentioned in 9a) are financially sustainable over their full cycle.

In regard to the City's assessment management practices for life cycle costing and risk-based decision making for existing and planned infrastructure, actions to date or underway are summarized below:

In 2012, the City implemented the Comprehensive Asset Management (CAM) Program, CAM policy and a Supporting Strategy for senior management to ensure the policy objectives:

The last iteration of the infrastructure master plan, completed in 2014, took into consideration the future costs of new infrastructure (i.e. life cycle costing) as a future burden to tax-payers to ensure financial sustainability and adjusted (reduced) the quantity of future planned works accordingly: and

The City has a program in place and initiatives are underway to be compliant with Bill 6 requirements regarding infrastructure asset management planning.

The Comprehensive Asset Management Program, referred to above, establishes Council's expectations with regard to the management of the City's physical assets. The policy specifically states "... asset related decisions are founded on a sustainable approach to ensure that asset base increase or enhancements consider the impact on the ability of the City to fund future maintenance and rehabilitation". Further, the City continually inspects and assesses asset conditions and completes risk based reviews and renewal programming on that basis. The City regularly updates long-term asset needs forecast to establish long range financial plan requirements.

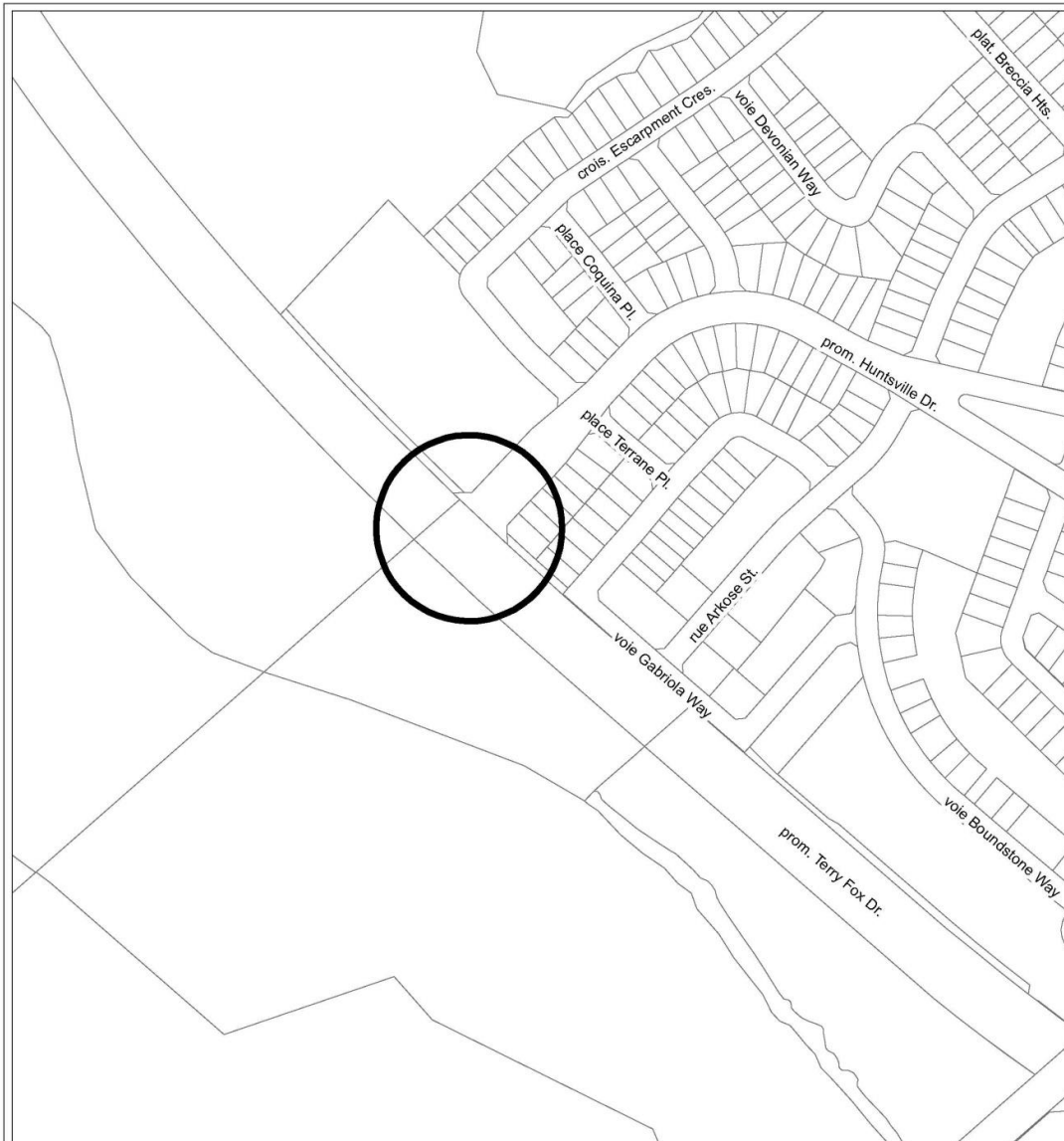
The City regularly establishes long range financial plans. These reports provide a series



of financing strategies that balance the need to maintain and build capital assets with the need to manage debt, reserve balance and rate increases.

The annual maintenance and operating cost for a traffic signal in 2018 is \$12,541, with a 3 per cent annual projected increase for subsequent years.

As such, in the context of the requirements of the D.C.A. we can conclude that the capital asset contained herein can be addressed in a financially sustainable manner over the asset life cycle.

Document 4 – Location Map



		<p>LOCATION MAP / PLAN DE LOCALISATION FRONT ENDING AGREEMENT / ACCORD DE FINANCEMENT INITIAL</p> <p>promenade Terry Fox Drive and/et promenade Huntsville Drive</p>  <small>NOT TO SCALE</small>
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REVISION / RÉVISION - 2017 / 01 / 24		