

2017 DEVELOPMENT CHARGES  
AMENDMENT BACKGROUND STUDY:  
ROADS & RELATED SERVICES-  
TOWN-WIDE INFRASTRUCTURE

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HEMSON Consulting Ltd

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## **I Purpose of Development Charges Amendment Study**

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### **A. Introduction and Background**

The Town of Whitby 2017 Development Charges Amendment Background Study is presented as part of a process to lead an amendment of the Town's Development Charges By-law #7255-17, specifically the development charge rates imposed for the Roads & Related – Town-wide Infrastructure services category. The amendment captures the increased cost estimates for the construction of Desmond G. Newman (DGN) Boulevard (project numbers 40141710 and 40141722) and the widening of Rossland Road (project number 40121728).

The proposed amending Development Charges By-law revises the rates for the Roads & Roads Related – Town-Wide Infrastructure service category only. The remaining service categories of the existing Development Charges Study are not being re-opened for amendment.

The *Development Charges Act (DCA)* provides for a period of public review and comment regarding the calculated development charges. After reviewing this study and any comments or information about the amended calculated charges, it is intended that Council will pass an amending Development Charges By-law for the Town, in accordance with the requirements of the *DCA*.

### **B. Methodology Aligns Development-Related Costs and Benefits Using Various Approaches**

Several key steps are required in calculating a development charge, however, specific circumstances arise in each municipality which must be reflected in the calculation. Therefore, we have tailored our approach to the Town of Whitby's unique cost allocation methodology. The approach to the calculated Roads & Roads Related – Town-Wide Infrastructure development charge is focused on providing a reasonable alignment of development-related costs with the development that necessitates them.

It should be noted that the legislation prevents any revenue loss arising from exemptions or reductions from being recovered through increased charges on development types in other areas.

## **II By-law Amendment Process and Scope**

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### **A. Development Charges By-Law Amendment Process**

The *DCA* allows a municipality to amend an existing Development Charges by-law. Section 19 of the *Development Charges Act (DCA)* sets out the requirements related to this procedure:

19. (1) Sections 10 to 18 apply, **with necessary modifications**, to an amendment to a development charges by-law other than an amendment by, or pursuant to an order of, the Ontario Municipal Board. [emphasis added]
19. (2) In an appeal of an amendment to a development charges by-law, the Ontario Municipal Board may exercise its powers only in relation to the amendment.

Under the *DCA*, a municipality must pass a Development Charges By-law within a one-year period following the completion of the Development Charges Background Study. As the Town's current Development Charges Background Study was made available to the public in December 2016, this study is intended to outline the purpose and rationale for the amendment and to illustrate the impact to the calculated development charges.

Further to Section 19(1), the requirements of Sections 10 to 18 of the *DCA* are summarized as follows:

- Complete a Development Charge Background Study (s.10);
- Development Charges By-law [amendment] must be passed within one year of the completion of the Background Study (s.11);
- Hold at least one public meeting prior to passage of by-law [amendment] (Background Study must be available 60 days prior to the passing of the Development Charges By-law and the Background Study and Development Charges By-law must be available at least two weeks prior to the public meeting)(s.10(4))(s.12);
- The municipality must give notice of passage of by-law [amendment] within 20 days of the by-law being passed. The notice must identify the last day for appealing the by-law (s.13);
- Anyone may appeal the by-law [amendment] to the Ontario Municipal Board (OMB)(s.14);

- Outlines the duties of the Clerk if an appeal is received (s.15);
- Outlines role and powers of OMB if an appeal is received (s.16);
- Effective date of OMB repeals and amendments is the day the by-law [amendment] came into force (s.17); and
- Outlines rules governing refunds under an OMB order (s.18).

In simple terms, to amend a development charges by-law, a municipality must go through the same public process associated with enacting a development charges by-law. A Background Study outlining the purpose of and rationale for the amendment serves as the Background Study required under s.10 of the *DCA*.

A municipality must also hold a public meeting regarding the proposed amendment after having provided 20-days notice of the meeting. The municipality is required to have made the background study and proposed amendment by-law available at least two weeks prior to the public meeting.

Section 19(2) of the *DCA* is important because it allows for an amendment to an existing by-law to be passed without exposing the unaltered portions of the by-law to appeal. When amending a development charges by-law, only the section(s) of the by-law amended or added is subject to appeal and consideration by the Ontario Municipal Board.

## **B. Scope of the Proposed Amendment**

The scope of the proposed amendment is limited to two road widening and extension projects included in the 2016 Development Charges Background Study Roads & Related – Town-wide Infrastructure capital program:

- Desmond G Newman (DGN) Boulevard; and
- Rossland Road.

As referenced in staff report CS 73-17<sup>1</sup>, following the release of the Town's 2016 Development Charges Background Study, tender information became available which identified increased costs for the above noted projects. As a result of the increase, staff determined cash flow issues would be created within the Town's Roads & Related –

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<sup>1</sup> Staff report CS 73-17 is available on the Town's website <https://whitby.civicweb.net/FileStorage/2E9D2B0FF50E48459053AE2B17A6AB04-CS%2073-17%20Staff%20Report.pdf>

Town-wide Infrastructure Development Charge reserve fund if an amendment was not undertaken.

Recognizing that these two projects form part of the West Whitby Landowner's Front Funding agreement, and that the Town expects to issue building permits for this area in the near future, staff recommended to Council that an amendment to the existing Development Charges By-law #7255-17 be undertaken. The amendment would allow for the increased costs related to these roads improvements to be reflected in the development charge rate applied to development anticipated over the 2017-2036 period. In contrast, the increased costs would have been absorbed by development over the 2022-2036 period (the timing of the next DC By-law update) if the existing DC By-law was not amended sooner.

### **C. Proposed New By-law Schedule**

The draft proposed amending Development Charges By-law provides the amending development charge rates. While the Roads & Related – Town-wide Infrastructure services portion of the existing Development Charges By-law is being amended, the development charges rates for all other services remain unchanged.

### **D. Statutory Considerations**

Section 10(1) of the *DCA*, sets out the requirement for a municipality to complete a Background Study prior to the passage of a Development Charges By-law or amendment. Subsection 10(2) identifies what is to be included in the Development Charges Background Study.

These legislative requirements, and how they have been addressed for the purposes of the Development Charges Amendment Study, are discussed in the table below. As many of these assumptions are consistent with the 2016 Development Charges Background Study used to enact By-law #7255-17, the relevant sections of that study are reference below and can be found on the Town's website<sup>2</sup>.

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<sup>2</sup> *Town of Whitby 2016 Development Charges Background Study, Staff Consolidated Version, April 10, 2017* [http://whitby.ca/en/resources/General/csx\\_Whitby-2016-DC-Consolidated-Study\\_10April17web-final-version.pdf](http://whitby.ca/en/resources/General/csx_Whitby-2016-DC-Consolidated-Study_10April17web-final-version.pdf)

Relevant Section of DCA	Comments
s.10(2)(a) - estimate the amount, type and location of development to which the development charge [amendment] is to apply;	<ul style="list-style-type: none"> <li>• Addressed in 2016 Development Charges Background Study, Staff Consolidated Version, April 10, 2017, Appendix A – page 52</li> <li>• No proposed changes for the purposes of this amendment</li> <li>• The identified planning period of 2016-2036 for Engineered Services has remained unchanged</li> </ul>
s.10(2)(b) - establish the eligible growth-related costs and services (as determined under paragraphs 2 to 8 of subsection 5(1) of the Development Charges Act) to which the development charge by-law [amendment] would relate;	<ul style="list-style-type: none"> <li>• Amended Roads &amp; Related – Town-wide Infrastructure capital program is discussed in Section III and Appendix A of this report</li> </ul>
s.10(2)(c) - examine, for each service to which the development charge by-law [amendment] relates, the long term capital and operating costs for the capital infrastructure required.	<ul style="list-style-type: none"> <li>• Addressed in 2016 Development Charges Background Study, Staff Consolidated Version, April 10, 2017, Appendix E – page 226</li> <li>• Impact to the long term capital and operating costs due to the proposed amendment is discussed in Section V of this report</li> </ul>
s.10(2)(c.1) – consideration for the use of more than one development charge by-law to reflect different needs for services in different areas.	<ul style="list-style-type: none"> <li>• Addressed in 2016 Development Charges Background Study, Staff Consolidated Version, April 10, 2017, Appendix A – page 52</li> <li>• No proposed changes for the purposes of this amendment</li> </ul>
s.10(2)(c.2)(3) – an asset management plan deals with all assets proposed to be funded under the development charges by-law that demonstrates that assets are financially sustainable over their full life cycle.	<ul style="list-style-type: none"> <li>• Addressed in 2016 Development Charges Background Study, Staff Consolidated Version, April 10, 2017, Appendix E – page 226</li> <li>• Impact to the long term capital and operating costs due to the proposed amendment is discussed in Section V of this report</li> </ul>

In particular, the *DCA* and O. Reg. 82/98 require that development charges be set at a level no higher than the average service level provided in the Town over the ten-year period immediately preceding the preparation of the background study, on a service-by-service basis. The historical service level for Roads & Related services identified in the 2016 Development Charges Background Study, Staff Consolidated Version, April 10, 2017 (pg. 225-227) is intended to address this requirement.

### **III Roads & Related – Town-wide Infrastructure Amended Capital Program**

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Table 1 provides a summary of the project costs for the DGN and Rossland Road projects included in the 2016 Development Charges Background Study compared to the revised project costs included in this study.

As shown in Table 1, the total gross project costs identified in the 2016 Development Charges Background Study were \$14.69 million. The study also assumed approximately \$6.50 million in anticipated funding from the Ministry of Transportation (MTO) would be applied to the DGN project which was reduced from the total DC eligible costs. In addition, \$0.53 million in benefit to existing shares for the Rossland Road project was identified and removed from the DC calculation. In total, \$7.66 million was identified as DC eligible over the 2016-2036 planning period in the 2016 Development Charges Background Study.

The total gross project costs of the DGN and Rossland Roads projects have since increased to a total gross project cost of \$31.08 million. Anticipated contributions and funding from the MTO and Region of Durham have also been updated. Approximately \$8.84 million in funding from the Province and Region is anticipated for the DGN project and an additional \$2.98 million is now identified for Rossland Road. In total, \$11.82 million is reduced from the total DC eligible project costs and is not included in the amended rate calculations. A further \$0.69 million in benefit to existing shares has been identified for Rossland Road and is also removed from the eligible costs. In total, the DC eligible costs for the two projects have increased from \$7.66 million to \$18.57 million, which is a combined increase of \$10.91 million.

The revised Roads & Related – Town-wide Infrastructure services capital program, inclusive of the increased project costs noted above, is attached as Appendix A.



**TABLE 1**  
**TOWN OF WHITBY**  
**TOWN-WIDE DEVELOPMENT CHARGES**  
**COMPARISON OF CURRENT AND AMENDED CAPITAL PROGRAM PROJECT COSTS**

DC Study	Project Number	Project Name	Timing	Gross Project Cost	Grants, Subsidies and Other Recoveries (2)	Replacement & BTE Shares	DC Eligible Costs 2016-2036
<b>2017 DC Amendment Study</b>	40141710	DGN - Dundas to Rossland	2017-2017	\$ 11,744,500	\$ 4,422,500	\$ -	\$ 7,322,000
	40101722	DGN - Rossland to Taunton	2017-2017	\$ 11,744,500	\$ 4,422,500	\$ -	\$ 7,322,000
	40121728	Rossland Rd W- Lake Ridge to McQuay - Phase I (1)	2016-2016	\$ -	\$ -	\$ -	\$ -
	40121728	Rossland Rd W- Lake Ridge to McQuay - Phase II	2017-2017	\$ 7,590,000	\$ 2,975,800	\$ 692,130	\$ 3,922,070
<b>Total</b>				<b>\$ 31,079,000</b>	<b>\$ 11,820,800</b>	<b>\$ 692,130</b>	<b>\$ 18,566,070</b>
<b>2016 DC Background Study</b>	40141710	DGN - Dundas to Rossland	2016-2016	\$ 5,572,250	\$ 3,250,000.0	\$ -	\$ 2,322,250
	40101722	DGN - Rossland to Taunton	2017-2017	\$ 5,572,250	\$ 3,250,000.0	\$ -	\$ 2,322,250
	40121728	Rossland Rd W- Lake Ridge to McQuay - Phase I	2016-2016	\$ 150,000	\$ -	\$ 22,500	\$ 127,500
	40121728	Rossland Rd W- Lake Ridge to McQuay - Phase II	2017-2017	\$ 3,400,000	\$ -	\$ 510,000	\$ 2,890,000
<b>Total</b>				<b>\$ 14,694,500</b>	<b>\$ 6,500,000.0</b>	<b>\$ 532,500</b>	<b>\$ 7,662,000</b>
<b>Difference</b>				<b>\$ 16,384,500</b>	<b>\$ 5,320,800</b>	<b>\$ 159,630</b>	<b>\$ 10,904,070</b>

(1) Rossland Rd W - Lake Ridge to McQuay Phase I costs are now included in Phase II

(2) Includes Ministry of Transportation (MTO) and Region of Durham Recovery

## **IV Amended Roads & Related Development Charges Calculation**

The following outlines the newly calculated and proposed development charge rates for the Roads & Related – Town-wide Infrastructure service and also the impact to the Town-wide development charges. The calculation of the per capita (residential) and per square foot (non-residential) charges is presented. Adjustments are made to these amounts resulting from a cash flow analysis that considers interest earnings and borrowing costs. For residential development, the adjusted total per capita amount is then converted to a variable charge by housing unit type using unit occupancy factors. The calculated non-residential charge is based on gross floor area (GFA) of building space. The rates are based on the costing and funding identified in Section III of the report.

### **A. Roads & Related – Town-wide Infrastructure Development Charge Calculation**

The following provides a summary of the total Roads & Related – Town-wide Infrastructure Development Charge Calculation.

#### **1. Summary of Capital Program Costs and Allocations**

As shown in Table 2, the total revised gross capital program cost for Roads & Related – Town-wide Infrastructure services amounts to \$345.80 million. In total, \$13.74 million in grants and subsidies is identified and, after this adjustment, results in \$332.06 million in net municipal costs for the Town. Table 2 shows that \$71.27 million is for the replacement of existing capital works or for shares of projects that provide benefit to the existing community.

Available reserve funds, \$39.06 million have also been removed from the development charges calculation. Another share of the forecast, \$28.50 million, is attributable to development beyond the 2036 period and will be considered for recovery in future development charges studies. After these deductions the total DC eligible cost of \$193.22 million is related to development in the 2016 to 2036 and has been included in the development charge calculation.

The capital program eligible for recovery through development charges is allocated to the residential, retail commercial and other non-residential sectors based on future shares of population in new units and employment growth over the planning period. On this basis, the allocation to the sectors is calculated at 80 per cent for the residential, 4 per cent for retail commercial and 16 per cent to other non-residential.

**TABLE 2**  
**TOWN OF WHITBY**  
**SUMMARY OF UNADJUSTED RESIDENTIAL AND NON-RESIDENTIAL DEVELOPMENT CHARGES**  
**CAPITAL PROGRAM FOR TOWN-WIDE ENGINEERED SERVICES**

2016-2036 Growth in Population in New Units	71,573
Employment Growth	17,716
2016-2036 Growth in Square Meters	1,293,188
Retail Commercial Space (sq.m)	148,886
Other Non-Residential Space (sq.m)	1,144,302

Service	Development-Related Capital Program (2016 - 2036)									Residential Share			Non-Residential Share		
	Gross Project Cost (\$000)	Grants/ Subsidies (\$000)	Net Municipal Cost (\$000)	Ineligible Services (\$000)	Replacement & Benefit to Existing (\$000)	Available DC Reserves (\$000)	Post-Period Benefit (\$000)	Total DC Eligible Costs for Recovery (\$000)	%	(\$000)	%	(\$000)	%	(\$000)	
1.0 ROADS & RELATED - TOWN-WIDE INFRASTRUCTURE	\$345,803.3	\$13,744.5	\$332,058.8	\$0.0	\$71,266.9	\$39,062.5	\$28,504.6	\$193,224.7	80%	\$154,887.5	4%	\$7,492.94	16%	\$30,844.31	
										\$2,164.05		\$50.33		\$26.95	

Unadjusted Development Charge Calculation	%	(\$000)
<b>Residential Share</b>	80%	\$ 154,887.5
Unadjusted Development Charge Per Capita		\$ 2,164.05
<b>Non-Residential Share - Retail Commercial</b>	4%	\$ 7,492.94
Unadjusted Retail Commercial Charge Per Sq.M		\$ 50.33
<b>Non-Residential Share - Other Non-Residential</b>	16%	\$ 30,844.31
Unadjusted Other Non-Residential Charge Per Sq.M		\$ 26.95

As a result, \$154.89 million of the engineered services capital program is deemed to benefit residential development. When this amount is divided by the long-term growth in population in new dwelling units (71,570), a charge of \$2,164.05 per capita is the result.

The retail commercial share totals \$7.49 million and, when this amount is divided by the long-term forecast of retail commercial space growth (148,890 square metres), a charge of \$50.33 per square metre results. The other non-residential share totals \$30.84 million and results in a charge of \$26.95 per square metre when divided by the long-term other non-residential growth (1,144,300 square metres).

## **2. Final Adjustment: Cash Flow Analysis**

Final adjustments to the “unadjusted” development charge rates summarized above are made through a cash flow analysis. The analysis, details of which are included in the appendices, considers the borrowing cost and interest earnings associated with the timing of expenditures and development charge receipts for each service.

The detailed cash flow analysis tables used to determine the “adjusted” Roads & Related –Town-wide development charge rates after cash flow considerations are shown in Appendix A.

## **B. Comparison of Calculated Development Charges with Charges Currently In Force in Whitby**

Residential development charges are proposed to vary by dwelling unit type to reflect their different occupancy factors and resulting demand for services. The amended Roads & Related – Town-wide Infrastructure residential charge ranges from \$8,293 per single and semi-detached dwelling unit (Column A) to \$3,180 for an apartment with less than two bedrooms, garden suite dwelling units and special care/special need dwelling units (Column D). The calculated charges under this approach for townhouse dwelling units with three or more bedrooms or any other dwelling unit not included in Columns A, C or D is \$6,622 (Column B) and the rate for apartment dwellings with two or more bedrooms, row townhouse dwelling units with two or less bedrooms, and mobile home dwelling units is \$4,888 (Column C).

The Roads & Related – Town-wide Infrastructure services rate for retail commercial increases from \$53.90 per square metre to the current charge of \$57.37 per square metre. The other non-residential charge also increase from \$28.45 per square metre to \$30.26 per square metre.

Table 3 below present a comparison of the newly calculated Roads & Related – Town-wide Infrastructure residential and non-residential development charges with currently imposed development charge rates (as of July 1, 2017).

**TABLE 3**  
**TOWN OF WHITBY**  
**TOWN-WIDE DEVELOPMENT CHARGES**  
**COMPARISON OF CURRENT AND CALCULATED ROADS AND RELATED CHARGES (TOWN-WIDE INFRASTRUCTURE)**

	Residential per Unit Type (2)				Non- Residential \$/Sq.M.	
	Column A	Column B	Column C	Column D	Retail Commercial	Other Non-Residential
<b>Current Roads &amp; Related - Town-wide Infrastructure Rate (1)</b>	\$ 7,791	\$ 6,221	\$ 4,592	\$ 2,987	\$ 53.90	\$ 28.45
<b>Calculated Roads &amp; Related - Town-wide Infrastructure Rate</b>	\$ 8,293	\$ 6,622	\$ 4,888	\$ 3,180	\$ 57.37	\$ 30.26
<b>Difference (\$)</b>	\$ 502	\$ 401	\$ 296	\$ 193	\$ 3.47	\$ 1.80
<b>Difference (%)</b>	6%	6%	6%	6%	6%	6%

(1) Rates as of July 1, 2017

(2) See residential unit types identified in By-law #7255-17

**C. Comparison of Current versus Calculated Development Charges for All Services in Whitby**

Table 4 provides a comparison of the current and calculated residential and non-residential development charge rates for all eligible services in the Town of Whitby. The current calculated rates reflect the amendments to the Roads & Related – Town-wide Infrastructure development charges.

In general, the overall charge for the residential unit types has increased by approximately two per cent and the retail commercial and other non-residential categories have increased by four per cent, respectively.

**TABLE 4**  
**TOWN OF WHITBY**  
**TOWN-WIDE DEVELOPMENT CHARGES**  
**COMPARISON OF CURRENT AND CALCULATED TOWN-WIDE**

	Residential pr Unit Type (2)				Non- Residential \$/Sq.M.	
	Column A	Column B	Column C	Column D	Retail Commercial	Other Non-Residential
<b>Current Town-wide Rate (1)</b>	\$ 20,820	\$ 16,625	\$ 12,273	\$ 7,983	\$ 92.63	\$ 48.66
<b>Calculated Town-wide Rate</b>	\$ 21,322	\$ 17,026	\$ 12,569	\$ 8,176	\$ 96.10	\$ 50.46
<b>Difference (\$)</b>	\$ 502	\$ 401	\$ 296	\$ 193	\$ 3.47	\$ 1.80
<b>Difference (%)</b>	2%	2%	2%	2%	4%	4%

(1) Rates as of July 1, 2017

(2) See categories identified in By-law #7255-17



## **V Revised Cost of Growth Analysis**

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As part of this study, the cost of growth analysis included in the 2016 Development Charges Background Study was updated to reflect the amended Roads & Related – Town-wide Infrastructure project costs for the DGN and Rossland Road projects. This section is also intended to satisfy the long-term capital and operating costs and asset management plan requirements as required by section 10(1)(c) and 10(3) of the *DCA*.

### **A. The Amended Cost of Growth Analysis is Consistent with the Assumptions used in the 2016 Development Charges Background Study**

The assumptions used in the cost of growth analysis included in the 2016 Development Charges Background Study including the development forecast, available DC reserves, capital program costs and timing (with the exception of the DGN and Rossland Road) have been used to inform the amended cost of growth analysis included in this study.

#### **1. Town’s Share of Growth over the 10-year Planning Period**

As shown in Table 5, the Town’s share of growth which cannot be funded through the calculated development charges now amounts to \$142.21 million in DC deductions including benefit to existing shares, ten per cent statutory deductions, ineligible services and post-period benefiting shares. This is a slight increase from the \$142.05 million identified in the 2016 Development Charges Background Study.

Based on the amended Roads & Related – Town-wide Infrastructure rates, the statutory and non-statutory discounts, exemptions and reductions identified in DC By-law #7255-17 will now require approximately \$13.28 million in funding from non-DC revenue sources over the 2016-2025 planning period, an increase of approximately \$1.00 million identified in the 2016 Development Charges Background Study.

#### **2. Net Long Term Capital and Operating Costs**

Table 5 also summarizes the estimated increase in net operating costs that the Town will experience associated with the planned capital program, including the updated costs relating to the DGN and Rossland Road project. The Town’s cumulative total net direct and indirect operating costs for tax-supported services are now estimated to cost \$80.06 million over the 2016-2025 period. The previous estimate included in the 2016 Development Charges Background Study was \$79.31 million for the same period.

## TABLE 5 - PAGE 1

**TOWN OF WHITBY  
COST OF GROWTH ANALYSIS - 10-YEAR CAPITAL PLAN**

**TOTAL GROWTH-RELATED CAPITAL PROJECTS  
ALL COSTS ARE IN \$2016**

Total Growth-Related Projects	2016-2025
<b>A Total Project Costs</b>	
Gross Project Costs	\$ 498,536,483
<b>Subtotal</b>	<b>\$ 498,536,483</b>
<b>Capital Cost Analysis</b>	
<b>B Grants and Subsidies</b>	
Grants and Subsidies	\$ 14,377,706
<b>Subtotal</b>	<b>\$ 14,377,706</b>
<b>C Development Charges</b>	
Available DC Reserves	\$ 66,171,986
DC Collections 2016-2025 Net of DC Exemptions (1)	\$ 262,502,373
<b>Subtotal</b>	<b>\$ 328,674,359</b>
<b>D DC Deductions (Town Share of Growth)</b>	
Benefit-to-Existing/Replacement (2)	\$ 71,795,801
10% Statutory Deduction (2)	\$ 13,021,329
Ineligible Services (2)	\$ 22,370,000
Post-Period benefit (3)	\$ 35,019,461
<b>Subtotal</b>	<b>\$ 142,206,590</b>
<b>E DC Exemptions (Town Share of Growth)</b>	\$ -
Statutory Discounts (2)	\$ 8,016,855
Non-Statutory Discounts (2)	\$ 5,260,973
<b>Subtotal</b>	<b>\$ 13,277,828</b>
<b>TOTAL CAPITAL COSTS (B + C + D + E) (4)</b>	<b>\$ 498,536,483</b>

**Notes:**

- 1 Recovered through the development charge rates
- 2 Represents ineligible shares of development charge projects that must be funded from taxes
- 3 Assumed to be Tax funded but may be considered for recovery in future development charge by-law
- 4 Town's share of capital program equals DC deductions plus DC exemptions

## TABLE 5 - PAGE 2

**TOWN OF WHITBY  
COST OF GROWTH ANALYSIS - 10-YEAR CAPITAL PLAN**

**OPERATING AND ASSET MANAGEMENT REQUIREMENTS ANALYSIS  
ALL COSTS ARE IN \$2016**

Operating Cost Analysis (5)	2016-2025
<b>F Direct and Indirect (Cumulative)</b>	
DC/Town Funded Projects	\$ 74,565,204
Assumed Projects	\$ 5,499,636
<b>Total Operating Cost Analysis</b>	<b>\$ 80,064,841</b>
<b>Additional Full Time Equivalentents (FTEs) (6)</b>	
DC/Town Funded Projects	122.4
Assumed Projects	7.4
<b>Total FTEs</b>	<b>129.8</b>
Capital Maintenance Costs (7)	2016-2025
<b>G Asset Management (Cumulative)</b>	
DC/Town Funded Projects	\$ 33,315,543
Assumed Projects	\$ 9,509,682
<b>Total Capital Maintenance Costs</b>	<b>\$ 42,825,225</b>
<b>2025 Annual Asset Management Provision (Cumulative)</b>	
DC/Town Funded Projects	\$ 8,327,532
Assumed Projects	\$ 1,685,186
<b>Total Annual Provision in 2025</b>	<b>\$ 10,012,718</b>
<b>TOTAL ALL EXPENDITURES (B + C + D + E + F + G)</b>	<b>\$ 621,426,549</b>
<b>TAX SUPPORTED EXPENDITURES (D + E + F + G)</b>	<b>\$ 278,374,484</b>

**Notes:**

- 5 *Direct and indirect operating impacts are net of user fee revenues.*
- 6 *Based on an average salary, wages and benefits of approximately \$99,000 per employee. Salaries relating to new FTEs are included in the operating costs.*
- 7 *Calculated using straight-line approach with interest. These are calculated contributions are higher than the Town's current contributions to asset replacement.*

## TABLE 5 - PAGE 3

**TOWN OF WHITBY  
COST OF GROWTH ANALYSIS - 10-YEAR CAPITAL PLAN**

**TAXATION REVENUE FROM NEW GROWTH  
ALL COSTS ARE IN \$2016**

<b>Taxation Revenue from New Growth</b>	<b>2016-2025</b>
<b>Taxation Revenue (Cumulative)</b>	
Residential Revenue	\$ 84,392,463
Non-Residential Revenue	\$ 22,422,873
<b>Subtotal</b>	<b>\$ 106,815,336</b>
<b>TOTAL TAX REVENUE</b>	<b>\$ 106,815,336</b>

### **3. Annual Capital Replacement Provisions**

Table 5 illustrates that over the 2016-2025 planning period, the Town will now need to fund a cumulative total of \$33.32 million in new assets and \$9.51 million for developer subdivision assets. This represents an increase of \$1.80 million in new assets over the \$31.52 million identified in the 2016 Development Charges Background Study. No changes are proposed for the \$9.51 million in developer subdivision assets.

Consistent with the 2016 Development Charges Background Study, the calculated cumulative ten-year total and annual funding provision should be considered within the context of the Town's projected growth. This growth will have the effect of increasing the overall assessment base and will result in an additional \$106.82 million in cumulative assessment revenue over the ten-year period. In this respect, the additional assessment and user fee revenue can be utilized to offset the Town's total cost of growth.

### **4. Cost of Growth Analysis Scenario Testing**

The cost of growth analysis scenario testing has also been updated as part of this study. As shown in Table 6, the annual estimated tax increase over the 10-year period for "Scenario 1: Base Case" is now 2.54 per cent, an increase of 0.06 per cent over the 2.48 per cent annual tax increase identified in Appendix E of the 2016 Development Charges Background Study.

In contrast, the annual estimated tax increase under "Scenario 2: With Debt Considerations" is now estimated at an annual tax increase of 1.56 per cent over the ten-year period rather than the 1.49 per cent identified in Appendix E of the 2016 Development Charges Background Study.

### **B. Financing Mechanisms to Mitigate Tax Rate Impacts Will Be Examined Through the Long-Range Financial Plan**

The calculated funding requirements are considered to be financially sustainable as it is expected that the increased tax funded expenditure requirements, including long-term operating and capital asset management requirements, can be absorbed by the tax base over the long-term with increases.

The revised tax increases shown in Table 6 has been calculated on an average annual basis. In order to achieve this, the Town will need to use a number of mitigating measures including but not limited to transfers to/from reserves, timing of projects, and use of debt. The Town's financing mechanisms for these projects, including the update project costs associated with the DGN and Rossland Road infrastructure, will be

further evaluated based on financial policies and thresholds that will be identified through a Long-Range Financial Plan (LRFP) analysis.

TABLE 6

**TOWN OF WHITBY  
COST OF GROWTH ANALYSIS - 10-YEAR CAPITAL PLAN**

**SCENARIO TESTING  
ALL COSTS ARE IN \$2016**

<b>COST OF GROWTH ANALYSIS</b>	<b>2016-2025</b>
<b>Scenario 1: Base Case</b>	
Capital Funding Required (1)	\$ 198,309,643
<i>Less Growth Reserve Fund Balance</i>	\$ (22,604,660)
<i>Less Growth Reserve Fund Contribution</i>	\$ (32,683,086)
Operating Funding Required (2)	\$ 80,064,841
<b>Revised Capital + Operating Funding Required</b>	<b>\$ 223,086,737</b>
<b>Taxation Revenue from New Growth</b>	<b>\$ (106,815,336)</b>
<b>Revised Funding Requirement</b>	<b>\$ 116,271,401</b>
<b>Annual Tax Increase to Balance 10-Year Plan</b>	<b>2.54%</b>
<b>Scenario 2: With Debt Considerations</b>	
Capital Funding Required (1)	\$ 198,309,643
<i>Less Growth Reserve Fund Balance</i>	\$ (22,604,660)
<i>Less Growth Reserve Fund Contribution</i>	\$ (32,683,086)
<i>Less Debt Financed Capital Costs</i>	\$ (63,865,216)
<i>Plus Debt Principal and Interest</i>	\$ 16,879,398
Operating Funding Required (2)	\$ 80,064,841
<b>Revised Capital + Operating Funding Required After Debt</b>	<b>\$ 176,100,919</b>
<b>Taxation Revenue from New Growth</b>	<b>\$ (106,815,336)</b>
<b>Revised Funding Requirement</b>	<b>\$ 69,285,583</b>
<b>Annual Tax Increase to Balance 10-Year Plan</b>	<b>1.56%</b>

**Notes:**

- 1 Includes "DC Deductions", "DC Exemptions" and "Capital Maintenance Costs"
- 2 Includes direct and indirect operating costs

**APPENDIX A**

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***AMENDED ROADS & RELATED - TOWN-WIDE  
INFRASTRUCTURE CALCULATION***



**TABLE 1**  
**TOWN OF WHITBY**  
**DEVELOPMENT-RELATED CAPITAL PROGRAM**  
**AMENDED ROADS AND RELATED - TOWN-WIDE INFRASTRUCTURE**

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs				Total DC Eligible Costs	DC Eligible Costs		
					DC Eligible Services	Ineligible Service	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2016-2036	Post 2036
<b>1.1 ROADS &amp; RELATED - TOWN-WIDE INFRASTRUCTURE</b>												
<b>1.1.1 Bridges and Culverts - New</b>												
40160401 Ashburn Culvert	2016 - 2016	\$ 200,000	\$ -	\$ 200,000	Y	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ -
40130201 Coronation Road/CP Rail Grade Separation	2017 - 2017	\$ 9,400,000	\$ -	\$ 9,400,000	Y	\$ -	\$ -	\$ -	\$ 9,400,000	\$ 3,920,839	\$ 5,479,161	\$ -
40160202 Mary Street Extension	2027 - 2027	\$ 14,600,500	\$ 416,995	\$ 14,183,505	Y	\$ -	\$ 1,418,351	\$ -	\$ 12,765,154	\$ -	\$ 12,765,154	\$ -
40160201 Annes Street Bridge - CNR/GO (New)	2030 - 2030	\$ 10,765,000	\$ -	\$ 10,765,000	Y	\$ -	\$ 1,076,500	\$ -	\$ 9,688,500	\$ -	\$ -	\$ 9,688,500
Subtotal Bridges and Culverts - New		\$ 34,965,500	\$ 416,995	\$ 34,548,505		\$ -	\$ 2,494,851	\$ -	\$ 32,053,654	\$ 4,120,839	\$ 18,244,315	\$ 9,688,500
<b>1.1.2 Bridges and Culverts Growth Related Improvements</b>												
40120203 Columbus Culvert (CU_A07_07)	2017 - 2017	\$ 35,000	\$ -	\$ 35,000	Y	\$ -	\$ 5,250	\$ -	\$ 29,750	\$ 29,750	\$ -	\$ -
40120203 Columbus Culvert (CU_A07_07)	2018 - 2018	\$ 250,000	\$ -	\$ 250,000	Y	\$ -	\$ 37,500	\$ -	\$ 212,500	\$ 212,500	\$ -	\$ -
40120205 Columbus Culvert (CU_A07_05)	2018 - 2018	\$ 600,000	\$ -	\$ 600,000	Y	\$ -	\$ 90,000	\$ -	\$ 510,000	\$ -	\$ 510,000	\$ -
40190402 Anderson Culvert (CU_B04_04)	2019 - 2019	\$ 100,000	\$ -	\$ 100,000	Y	\$ -	\$ 80,000	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -
40100203 White's Bridge (BR_A08_02) Replacement / Upgrades	2019 - 2019	\$ 400,000	\$ -	\$ 400,000	Y	\$ -	\$ 273,006	\$ -	\$ 126,994	\$ -	\$ 126,994	\$ -
40100203 White's Bridge (BR_A08_02) Replacement / Upgrades	2020 - 2020	\$ 2,700,000	\$ -	\$ 2,700,000	Y	\$ -	\$ 1,842,789	\$ -	\$ 857,211	\$ -	\$ 857,211	\$ -
40210402 Garden Culvert (CU_C09_05)	2021 - 2021	\$ 200,000	\$ -	\$ 200,000	Y	\$ -	\$ 30,000	\$ -	\$ 170,000	\$ -	\$ 170,000	\$ -
40230301 Brawley Road Culvert (CU_A07_02)	2021 - 2021	\$ 35,000	\$ -	\$ 35,000	Y	\$ -	\$ 28,000	\$ -	\$ 7,000	\$ -	\$ 7,000	\$ -
40220301 Brawley Rd Culvert 2 (CU_A07_03)	2021 - 2021	\$ 35,000	\$ -	\$ 35,000	Y	\$ -	\$ 28,000	\$ -	\$ 7,000	\$ -	\$ 7,000	\$ -
40220301 Brawley Rd Culvert 2 (CU_A07_03)	2022 - 2022	\$ 650,000	\$ -	\$ 650,000	Y	\$ -	\$ 520,000	\$ -	\$ 130,000	\$ -	\$ 130,000	\$ -
40230301 Brawley Road Culvert (CU_A07_02)	2022 - 2022	\$ 600,000	\$ -	\$ 600,000	Y	\$ -	\$ 480,000	\$ -	\$ 120,000	\$ -	\$ 120,000	\$ -
40230401 Bonacord Bridge (BR_C04_02)	2023 - 2023	\$ 250,000	\$ -	\$ 250,000	Y	\$ -	\$ 200,000	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -
40180202 Lynde Creek Bridge (BR_D07_02)	2023 - 2023	\$ 70,000	\$ -	\$ 70,000	Y	\$ -	\$ 56,000	\$ -	\$ 14,000	\$ -	\$ 14,000	\$ -
40180202 Lynde Creek Bridge (BR_D07_02)	2024 - 2024	\$ 850,000	\$ -	\$ 850,000	Y	\$ -	\$ 680,000	\$ -	\$ 170,000	\$ -	\$ 170,000	\$ -
Subtotal Bridges and Culverts Growth Related Improvements		\$ 6,775,000	\$ -	\$ 6,775,000		\$ -	\$ 4,350,545	\$ -	\$ 2,424,455	\$ 242,250	\$ 2,182,205	\$ -
<b>1.1.3 Pedestrian Bridges and Tunnels - New</b>												
40160205 Victoria Pedestrian Bridge at Victoria Fields	2022 - 2022	\$ 1,500,000	\$ -	\$ 1,500,000	Y	\$ -	\$ 150,000	\$ -	\$ 1,350,000	\$ -	\$ 1,350,000	\$ -
40220201 Rossland Rd Pedestrian Bridge at Hydro Corridor	2023 - 2023	\$ 1,500,000	\$ -	\$ 1,500,000	Y	\$ -	\$ 150,000	\$ -	\$ 1,350,000	\$ -	\$ 1,350,000	\$ -
40240201 Taunton Rd Pedestrian Tunnel at Hydro Corridor	2024 - 2024	\$ 736,500	\$ -	\$ 736,500	Y	\$ -	\$ 73,650	\$ -	\$ 662,850	\$ -	\$ 662,850	\$ -
40180201 Rossland Rd Pedestrian Tunnel at Lynde Creek	2025 - 2025	\$ 788,000	\$ -	\$ 788,000	Y	\$ -	\$ 78,800	\$ -	\$ 709,200	\$ -	\$ 709,200	\$ -
40200202 Taunton Rd Pedestrian Tunnel at Lynde Creek	2026 - 2026	\$ 788,000	\$ -	\$ 788,000	Y	\$ -	\$ 78,800	\$ -	\$ 709,200	\$ -	\$ 709,200	\$ -
Subtotal Pedestrian Bridges and Tunnels - New		\$ 5,312,500	\$ -	\$ 5,312,500		\$ -	\$ 531,250	\$ -	\$ 4,781,250	\$ -	\$ 4,781,250	\$ -

**TABLE 1**  
**TOWN OF WHITBY**  
**DEVELOPMENT-RELATED CAPITAL PROGRAM**  
**AMENDED ROADS AND RELATED - TOWN-WIDE INFRASTRUCTURE**

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs				Total DC Eligible Costs	DC Eligible Costs		
					DC Eligible Services	Ineligible Service	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2016-2036	Post 2036
<b>1.1.4 Multi-Use Paths and Cycling Facilities - New</b>												
40160701 RR 3 Winchester - Thickson to Cachet	2016 - 2016	\$ 150,000	\$ -	\$ 150,000	Y	\$ -	\$ 15,000	\$ -	\$ 135,000	\$ 135,000	\$ -	\$ -
40160704 RR4 Taunton - Anderson to E. Limit (SS)	2016 - 2016	\$ 375,000	\$ -	\$ 375,000	Y	\$ -	\$ 37,500	\$ -	\$ 337,500	\$ 337,500	\$ -	\$ -
40160703 RR4 Taunton - Garden to Anderson (BS)	2016 - 2016	\$ 245,000	\$ -	\$ 245,000	Y	\$ -	\$ 24,500	\$ -	\$ 220,500	\$ 220,500	\$ -	\$ -
40160702 RR4 Taunton - Valleywood to Garden (SS)	2016 - 2016	\$ 206,250	\$ -	\$ 206,250	Y	\$ -	\$ 20,625	\$ -	\$ 185,625	\$ 185,625	\$ -	\$ -
40160901 Ashburn - Hwy 407 to Spencers	2016 - 2016	\$ 514,426	\$ -	\$ 514,426	Y	\$ -	\$ 51,443	\$ -	\$ 462,983	\$ 462,983	\$ -	\$ -
40181802 Ashburn - Myrtle to Richard Butler	2016 - 2016	\$ 85,333	\$ -	\$ 85,333	Y	\$ -	\$ 8,533	\$ -	\$ 76,800	\$ 76,800	\$ -	\$ -
40181803 Ashburn - Richard Butler to Townline	2016 - 2016	\$ 235,122	\$ -	\$ 235,122	Y	\$ -	\$ 23,512	\$ -	\$ 211,610	\$ 211,610	\$ -	\$ -
40181801 Ashburn - Winchester to Columbus	2016 - 2016	\$ 52,805	\$ -	\$ 52,805	Y	\$ -	\$ 5,281	\$ -	\$ 47,524	\$ 47,524	\$ -	\$ -
40231801 Ashburn Rd - Columbus to Brawley	2016 - 2016	\$ 317,429	\$ -	\$ 317,429	Y	\$ -	\$ 31,743	\$ -	\$ 285,686	\$ 285,686	\$ -	\$ -
40071804 RR 28 Rossland - Brock to Garden	2016 - 2016	\$ 100,000	\$ -	\$ 100,000	Y	\$ -	\$ 10,000	\$ -	\$ 90,000	\$ 90,000	\$ -	\$ -
40160801 Area 5	2018 - 2018	\$ 64,750	\$ -	\$ 64,750	Y	\$ -	\$ 6,475	\$ -	\$ 58,275	\$ 58,275	\$ -	\$ -
40151806 Area 7	2018 - 2018	\$ 35,000	\$ -	\$ 35,000	Y	\$ -	\$ 3,500	\$ -	\$ 31,500	\$ 31,500	\$ -	\$ -
40131806 Area 9	2018 - 2018	\$ 92,750	\$ -	\$ 92,750	Y	\$ -	\$ 9,275	\$ -	\$ 83,475	\$ 83,475	\$ -	\$ -
40150701 Garden - Dundas to Mary	2017 - 2017	\$ 450,000	\$ -	\$ 450,000	Y	\$ -	\$ 45,000	\$ -	\$ 405,000	\$ 405,000	\$ -	\$ -
40170701 RR 12 Brock - Rossland to Taunton	2017 - 2017	\$ 300,000	\$ -	\$ 300,000	Y	\$ -	\$ 30,000	\$ -	\$ 270,000	\$ 270,000	\$ -	\$ -
40171805 RR 25 Consumers - Thickson to Oshawa	2017 - 2017	\$ 228,250	\$ -	\$ 228,250	Y	\$ -	\$ 22,825	\$ -	\$ 205,425	\$ 205,425	\$ -	\$ -
40131813 RR 22 Victoria - Brock to South Blair	2018 - 2018	\$ 143,000	\$ -	\$ 143,000	Y	\$ -	\$ 14,300	\$ -	\$ 128,700	\$ 128,700	\$ -	\$ -

TABLE 1  
TOWN OF WHITBY  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
AMENDED ROADS AND RELATED - TOWN-WIDE INFRASTRUCTURE

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs				Total DC Eligible Costs	DC Eligible Costs			
					DC Eligible Services	Ineligible Service	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2016-2036	Post 2036	
<b>1.1.4 Multi-Use Paths and Cycling Facilities - New - Continued</b>													
40201701 Rossland - Des Newman to Brock	2017 - 2017	\$ 408,000	\$ 25,030	\$ 382,970	Y	\$ -	\$ 38,297	\$ -	\$ 344,673	\$ 344,673	\$ -	\$ -	\$ -
40191809 Dryden - Brock to Oshawa	2018 - 2018	\$ 345,000	\$ -	\$ 345,000	Y	\$ -	\$ 34,500	\$ -	\$ 310,500	\$ -	\$ 310,500	\$ -	\$ -
40071802 RR 22 Victoria - South Blair to Thicksen	2018 - 2018	\$ 175,000	\$ 89,474	\$ 85,526	Y	\$ -	\$ 8,553	\$ -	\$ 76,973	\$ -	\$ 76,973	\$ -	\$ -
40151815 RR 22 Victoria - Home Depot to Oshawa	2019 - 2019	\$ 121,000	\$ 51,073	\$ 69,927	Y	\$ -	\$ 6,993	\$ -	\$ 62,934	\$ -	\$ 62,934	\$ -	\$ -
40171806 RR 4 Taunton Rd - Coronation Rd to Baycliffe Dr	2019 - 2019	\$ 80,000	\$ -	\$ 80,000	Y	\$ -	\$ 8,000	\$ -	\$ 72,000	\$ -	\$ 72,000	\$ -	\$ -
40151814 RR 3 Winchester - Baldwin to Thicksen	2019 - 2019	\$ 269,000	\$ 9,887	\$ 259,113	Y	\$ -	\$ 25,911	\$ -	\$ 233,202	\$ -	\$ 233,202	\$ -	\$ -
40151817 RR 22 Victoria - Seaboard to Brock	2019 - 2019	\$ 310,000	\$ -	\$ 310,000	Y	\$ -	\$ 31,000	\$ -	\$ 279,000	\$ -	\$ 279,000	\$ -	\$ -
40182401 Bicycle Shelters	2019 - 2019	\$ 32,000	\$ -	\$ 32,000	Y	\$ -	\$ 3,200	\$ -	\$ 28,800	\$ -	\$ 28,800	\$ -	\$ -
40161804 RR 26 Thicksen - Wentworth to Victoria	2020 - 2020	\$ 140,000	\$ -	\$ 140,000	Y	\$ -	\$ 14,000	\$ -	\$ 126,000	\$ -	\$ 126,000	\$ -	\$ -
40211802 Dundas - Kathleen to east Town limits	2020 - 2020	\$ 145,000	\$ -	\$ 145,000	Y	\$ -	\$ 14,500	\$ -	\$ 130,500	\$ -	\$ 130,500	\$ -	\$ -
40200702 RR 23 Lakeridge - Victoria to Dundas	2020 - 2020	\$ 342,000	\$ -	\$ 342,000	Y	\$ -	\$ 34,200	\$ -	\$ 307,800	\$ -	\$ 307,800	\$ -	\$ -
40200701 RR 12 Baldwin - Taunton to Winchester	2020 - 2020	\$ 748,000	\$ -	\$ 748,000	Y	\$ -	\$ 74,800	\$ -	\$ 673,200	\$ -	\$ 673,200	\$ -	\$ -
40211803 Dundas - Lake Ridge to Henry	2020 - 2020	\$ 530,750	\$ -	\$ 530,750	Y	\$ -	\$ 53,075	\$ -	\$ 477,675	\$ -	\$ 477,675	\$ -	\$ -
40171803 Anderson - Solmar to Utility ROW	2021 - 2021	\$ 168,250	\$ -	\$ 168,250	Y	\$ -	\$ 16,825	\$ -	\$ 151,425	\$ -	\$ 151,425	\$ -	\$ -
40210701 RR 26 Thicksen - Burns to Consumers	2021 - 2021	\$ 102,000	\$ -	\$ 102,000	Y	\$ -	\$ 10,200	\$ -	\$ 91,800	\$ -	\$ 91,800	\$ -	\$ -
40201801 Cochrane St - Winchester to Coulmbus	2022 - 2022	\$ 293,500	\$ -	\$ 293,500	Y	\$ -	\$ 29,350	\$ -	\$ 264,150	\$ -	\$ 264,150	\$ -	\$ -
40220702 RR 26 Thicksen - Taunton to Winchester	2022 - 2022	\$ 714,000	\$ -	\$ 714,000	Y	\$ -	\$ 71,400	\$ -	\$ 642,600	\$ -	\$ 642,600	\$ -	\$ -
40220703 RR 28 Rossland - Lakeridge to Des Newman	2022 - 2022	\$ 153,000	\$ -	\$ 153,000	Y	\$ -	\$ 15,300	\$ -	\$ 137,700	\$ -	\$ 137,700	\$ -	\$ -
40220704 RR46 Brock - Water to Victoria (ES)	2022 - 2022	\$ 165,000	\$ -	\$ 165,000	Y	\$ -	\$ 16,500	\$ -	\$ 148,500	\$ -	\$ 148,500	\$ -	\$ -
40220701 RR 23 Lakeridge - Dundas to Rossland	2022 - 2022	\$ 342,000	\$ -	\$ 342,000	Y	\$ -	\$ 34,200	\$ -	\$ 307,800	\$ -	\$ 307,800	\$ -	\$ -
40211801 RR 12 Brock - Victoria to Consumers	2023 - 2023	\$ 128,750	\$ -	\$ 128,750	Y	\$ -	\$ 12,875	\$ -	\$ 115,875	\$ -	\$ 115,875	\$ -	\$ -
40191802 Columbus - Lake Ridge to Cochrane	2025 - 2025	\$ 775,000	\$ -	\$ 775,000	Y	\$ -	\$ 77,500	\$ -	\$ 697,500	\$ -	\$ 697,500	\$ -	\$ -
40181804 RR 36 Hopkins - Consumers to Dundas	2026 - 2026	\$ 255,500	\$ -	\$ 255,500	Y	\$ -	\$ 25,550	\$ -	\$ 229,950	\$ -	\$ 229,950	\$ -	\$ -
40251801 RR 36 Hopkins - Victoria to Consumers	2026 - 2026	\$ 110,000	\$ -	\$ 110,000	Y	\$ -	\$ 11,000	\$ -	\$ 99,000	\$ -	\$ 99,000	\$ -	\$ -
40182401 Bicycle Shelters	2027 - 2027	\$ 32,000	\$ -	\$ 32,000	Y	\$ -	\$ 3,200	\$ -	\$ 28,800	\$ -	\$ 28,800	\$ -	\$ -
Subtotal Multi-Use Paths and Cycling Facilities - New		\$ 10,479,865	\$ 175,464	\$ 10,304,401		\$ -	\$ 1,030,441	\$ -	\$ 9,273,960	\$ 3,580,276	\$ 5,693,684	\$ -	\$ -

**TABLE 1**  
**TOWN OF WHITBY**  
**DEVELOPMENT-RELATED CAPITAL PROGRAM**  
**AMENDED ROADS AND RELATED - TOWN-WIDE INFRASTRUCTURE**

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs				Total DC Eligible Costs	DC Eligible Costs		
					DC Eligible Services	Ineligible Service	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2016-2036	Post 2036
<b>1.1.5 Highway 407 Related Infrastructure</b>												
40166601 RR 12 Baldwin - Canary to Garden (ES)	2016 - 2016	\$ 200,000	\$ -	\$ 200,000	Y	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ -
40166602 Hwy 12 Baldwin - Garden to Roybrook (ES)	2016 - 2016	\$ 425,000	\$ -	\$ 425,000	Y	\$ -	\$ -	\$ -	\$ 425,000	\$ 425,000	\$ -	\$ -
40301701 Hwy 407/Cochrane Interchange	2030 - 2030	\$ 10,300,000	\$ -	\$ 10,300,000	Y	\$ -	\$ -	\$ -	\$ 10,300,000	\$ -	\$ -	\$ 10,300,000
Subtotal Highway 407 Related Infrastructure		\$ 10,925,000	\$ -	\$ 10,925,000		\$ -	\$ -	\$ -	\$ 10,925,000	\$ 625,000	\$ -	\$ 10,300,000
<b>1.1.6 Land Acquisition Roads Widening &amp; Extensions</b>												
40181201 LA - Mid Block Conn. (Cochrane to Thickson)	2017 - 2017	\$ 1,351,500	\$ -	\$ 1,351,500	Y	\$ -	\$ -	\$ -	\$ 1,351,500	\$ 1,351,500	\$ -	\$ -
40171201 LA - Garden (Rob. Attersley to Mid Block Conn.)	2019 - 2019	\$ 955,000	\$ -	\$ 955,000	Y	\$ -	\$ -	\$ -	\$ 955,000	\$ -	\$ 955,000	\$ -
40161201 LA - Burns (Hopkins to Thickson)	2024 - 2024	\$ 112,500	\$ -	\$ 112,500	Y	\$ -	\$ -	\$ -	\$ 112,500	\$ -	\$ 112,500	\$ -
40201201 LA - Bonacord (Cochrane to Brock)	2026 - 2026	\$ 506,250	\$ -	\$ 506,250	Y	\$ -	\$ -	\$ -	\$ 506,250	\$ -	\$ 506,250	\$ -
Subtotal Land Acquisition Roads Widening & Extensions		\$ 2,925,250	\$ -	\$ 2,925,250		\$ -	\$ -	\$ -	\$ 2,925,250	\$ 1,351,500	\$ 1,573,750	\$ -
<b>1.1.7 Major Road Growth Related Reconstruction</b>												
40091730 Water St Realignment - Reconstruction - Design Development	2016 - 2016	\$ 300,000	\$ -	\$ 300,000	Y	\$ -	\$ 45,000	\$ -	\$ 255,000	\$ 255,000	\$ -	\$ -
40171724 Cochrane St - North of Taunton Rd	2018 - 2018	\$ 750,000	\$ -	\$ 750,000	Y	\$ -	\$ 75,000	\$ -	\$ 675,000	\$ -	\$ 675,000	\$ -
40091730 Water St Realignment - Reconstruction - Construction	2019 - 2019	\$ 3,650,000	\$ 9,916	\$ 3,640,084	Y	\$ -	\$ 546,013	\$ -	\$ 3,094,071	\$ -	\$ 3,094,071	\$ -
40101723 Columbus - Thickson to Cachet/East Limit	2019 - 2019	\$ 2,000,000	\$ 55,392	\$ 1,944,608	Y	\$ -	\$ 291,691	\$ -	\$ 1,652,917	\$ -	\$ 1,652,917	\$ -
40061724 Columbus E - Baldwin/Thickson	2019 - 2019	\$ 2,000,000	\$ -	\$ 2,000,000	Y	\$ -	\$ 300,000	\$ -	\$ 1,700,000	\$ -	\$ 1,700,000	\$ -
40151712 Columbus Rd - Cochrane to Ashburn	2019 - 2019	\$ 1,933,000	\$ -	\$ 1,933,000	Y	\$ -	\$ 289,950	\$ -	\$ 1,643,050	\$ -	\$ 1,643,050	\$ -
40121721 Columbus W - Ashburn to Baldwin	2019 - 2019	\$ 3,151,800	\$ 139,171	\$ 3,012,629	Y	\$ -	\$ 451,894	\$ -	\$ 2,560,735	\$ -	\$ 2,560,735	\$ -
40181702 Ashburn Road - Columbus to Brawley	2021 - 2021	\$ 5,473,700	\$ -	\$ 5,473,700	Y	\$ -	\$ 821,055	\$ -	\$ 4,652,645	\$ -	\$ 4,652,645	\$ -
40206302 Brawley Road	2022 - 2022	\$ 10,000,000	\$ -	\$ 10,000,000	Y	\$ -	\$ 900,000	\$ -	\$ 9,100,000	\$ -	\$ 9,100,000	\$ -
40251713 Cochrane - Columbus to Brawley	2024 - 2024	\$ 5,562,000	\$ -	\$ 5,562,000	Y	\$ -	\$ 834,300	\$ -	\$ 4,727,700	\$ -	\$ 4,727,700	\$ -
40231701 Cochrane - Hwy 7 to Columbus	2027 - 2027	\$ 5,673,240	\$ -	\$ 5,673,240	Y	\$ -	\$ 850,986	\$ -	\$ 4,822,254	\$ -	\$ 4,822,254	\$ -
Subtotal Major Road Growth Related Reconstruction		\$ 40,493,740	\$ 204,479	\$ 40,289,261		\$ -	\$ 5,405,889	\$ -	\$ 34,883,372	\$ 255,000	\$ 34,628,372	\$ -

**TABLE 1**  
**TOWN OF WHITBY**  
**DEVELOPMENT-RELATED CAPITAL PROGRAM**  
**AMENDED ROADS AND RELATED - TOWN-WIDE INFRASTRUCTURE**

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs				Total DC Eligible Costs	DC Eligible Costs			
					DC Eligible Services	Ineligible Service	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2016-2036	Post 2036	
<b>1.1.8 Minor Road Growth Related Reconstruction</b>													
40151737 Country Lane - Taunton to 900m north	2016 - 2016	\$ 2,275,000	\$ -	\$ 2,275,000	Y	\$ -	\$ 341,250	\$ -	\$ 1,933,750	\$ 1,933,750	\$ -	\$ -	
40165902 Price Street - Vipond to Way	2016 - 2016	\$ 50,000	\$ -	\$ 50,000	Y	\$ -	\$ 7,500	\$ -	\$ 42,500	\$ 42,500	\$ -	\$ -	
40165903 Way Street - Price to Baldwin	2016 - 2016	\$ 25,000	\$ -	\$ 25,000	Y	\$ -	\$ 3,750	\$ -	\$ 21,250	\$ 21,250	\$ -	\$ -	
40091729 Trent W - Brock to Henry	2016 - 2016	\$ 840,500	\$ 28,504	\$ 811,996	Y	\$ -	\$ 121,799	\$ -	\$ 690,197	\$ 690,197	\$ -	\$ -	
40151737 Country Lane - Taunton to 900m north	2017 - 2017	\$ 725,000	\$ -	\$ 725,000	Y	\$ -	\$ 108,750	\$ -	\$ 616,250	\$ 616,250	\$ -	\$ -	
40165902 Price Street - Vipond to Way	2017 - 2017	\$ 400,000	\$ -	\$ 400,000	Y	\$ -	\$ 60,000	\$ -	\$ 340,000	\$ 340,000	\$ -	\$ -	
40165903 Way Street - Price to Baldwin	2017 - 2017	\$ 300,000	\$ -	\$ 300,000	Y	\$ -	\$ 45,000	\$ -	\$ 255,000	\$ 255,000	\$ -	\$ -	
40165904 Civic Centre - West Port to Rossland	2018 - 2018	\$ 92,300	\$ 2,705	\$ 89,595	Y	\$ -	\$ 13,439	\$ -	\$ 76,156	\$ -	\$ 76,156	\$ -	
40165901 Kenneth Hobbs - Vanier to Civic Centre	2018 - 2018	\$ 37,000	\$ -	\$ 37,000	Y	\$ -	\$ 5,550	\$ -	\$ 31,450	\$ -	\$ 31,450	\$ -	
40175904 Ontario Street – Baldwin Street to End	2018 - 2018	\$ 375,000	\$ -	\$ 375,000	Y	\$ -	\$ 375,000	\$ -	\$ -	\$ -	\$ -	\$ -	
40195901 Colborne St - Brock to Green	2019 - 2019	\$ 500,000	\$ -	\$ 500,000	Y	\$ -	\$ 341,257	\$ -	\$ 158,743	\$ -	\$ 158,743	\$ -	
40221701 Cedarbrook Trail - Columbus to 700m north	2022 - 2022	\$ 1,875,500	\$ -	\$ 1,875,500	Y	\$ -	\$ 281,325	\$ -	\$ 1,594,175	\$ -	\$ 1,594,175	\$ -	
40255901 Spencers - Ashburn to Baldwin	2023 - 2023	\$ 800,000	\$ -	\$ 800,000	Y	\$ -	\$ 120,000	\$ -	\$ 680,000	\$ -	\$ 680,000	\$ -	
40225901 Durham - Winchester to Cassells	2025 - 2025	\$ 500,000	\$ -	\$ 500,000	Y	\$ -	\$ 75,000	\$ -	\$ 425,000	\$ -	\$ 425,000	\$ -	
40111761 Future Design	2016 - 2025	\$ 1,000,000	\$ -	\$ 1,000,000	Y	\$ -	\$ 150,000	\$ -	\$ 850,000	\$ -	\$ 850,000	\$ -	
40111761 Future Design	2026 - 2028	\$ 300,000	\$ -	\$ 300,000	Y	\$ -	\$ 45,000	\$ -	\$ 255,000	\$ -	\$ 255,000	\$ -	
40111761 Future Design	2029 - 2036	\$ 800,000	\$ -	\$ 800,000	Y	\$ -	\$ 120,000	\$ -	\$ 680,000	\$ -	\$ -	\$ 680,000	
Subtotal Minor Road Growth Related Reconstruction		\$ 10,895,300	\$ 31,209	\$ 10,864,091		\$ -	\$ 2,214,620	\$ -	\$ 8,649,471	\$ 3,898,947	\$ 4,070,524	\$ 680,000	

TABLE 1  
TOWN OF WHITBY  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
AMENDED ROADS AND RELATED - TOWN-WIDE INFRASTRUCTURE

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs				Total DC Eligible Costs	DC Eligible Costs		
					DC Eligible Services	Ineligible Service	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2016-2036	Post 2036
<b>1.1.9 Road Intersection Improvements</b>												
40141709 Brock St - LT Lanes Palmerston Ave	2016 - 2016	\$ 150,000	\$ 134,682	\$ 15,318	Y	\$ -	\$ 7,659	\$ -	\$ 7,659	\$ 7,659	\$ -	\$ -
40165801 Garrard/Dundas Intersection	2016 - 2016	\$ 450,000	\$ -	\$ 450,000	Y	\$ -	\$ 225,000	\$ -	\$ 225,000	\$ 225,000	\$ -	\$ -
40175801 Brock/Burns Turning Lanes	2017 - 2017	\$ 50,000	\$ -	\$ 50,000	Y	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ 25,000	\$ -	\$ -
40175803 Watford/Cassels - Intersection	2017 - 2017	\$ 450,000	\$ -	\$ 450,000	Y	\$ -	\$ 225,000	\$ -	\$ 225,000	\$ 225,000	\$ -	\$ -
40155803 Watford/Nathan - Intersection	2017 - 2017	\$ 450,000	\$ -	\$ 450,000	Y	\$ -	\$ 225,000	\$ -	\$ 225,000	\$ 225,000	\$ -	\$ -
40255802 Cachet / Carnwith Intersection	2017 - 2017	\$ 80,000	\$ -	\$ 80,000	Y	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ 40,000	\$ -	\$ -
40175906 Carnwith Curb Extension	2017 - 2017	\$ 50,000	\$ -	\$ 50,000	Y	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ 25,000	\$ -	\$ -
40155801 Montgomery/Carnwith - Roundabout	2017 - 2017	\$ 80,000	\$ -	\$ 80,000	Y	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ 40,000	\$ -	\$ -
40155801 Montgomery/Carnwith - Roundabout	2018 - 2018	\$ 550,000	\$ -	\$ 550,000	Y	\$ -	\$ 275,000	\$ -	\$ 275,000	\$ -	\$ 275,000	\$ -
40255802 Cachet / Carnwith Intersection	2018 - 2018	\$ 550,000	\$ -	\$ 550,000	Y	\$ -	\$ 275,000	\$ -	\$ 275,000	\$ -	\$ 275,000	\$ -
40175906 Carnwith Curb Extension	2018 - 2018	\$ 700,000	\$ -	\$ 700,000	Y	\$ -	\$ 350,000	\$ -	\$ 350,000	\$ -	\$ 350,000	\$ -
40141709 Brock St - LT Lanes Palmerston Ave	2018 - 2018	\$ 500,000	\$ -	\$ 500,000	Y	\$ -	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ 250,000	\$ -
40175801 Brock/Burns Turning Lanes	2018 - 2018	\$ 412,000	\$ -	\$ 412,000	Y	\$ -	\$ 206,000	\$ -	\$ 206,000	\$ -	\$ 206,000	\$ -
40082101 Ashburn/Columbus - Roundabout	2019 - 2019	\$ 840,500	\$ -	\$ 840,500	Y	\$ -	\$ 420,250	\$ -	\$ 420,250	\$ -	\$ 420,250	\$ -
40191703 Ashburn/Townline - Roundabout	2019 - 2019	\$ 630,000	\$ -	\$ 630,000	Y	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -
40112101 Ashburn/Vipond - Roundabout	2019 - 2019	\$ 630,000	\$ -	\$ 630,000	Y	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -
40195801 Ashburn/Carnwith - Roundabout	2020 - 2020	\$ 630,000	\$ -	\$ 630,000	Y	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -
40215802 Cochrane/Carnwith - Roundabout	2021 - 2021	\$ 630,000	\$ -	\$ 630,000	Y	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -
40155804 Gordon/Scadding - Roundabout	2022 - 2022	\$ 50,000	\$ -	\$ 50,000	Y	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ -
40155802 Montgomery/Vipond - Roundabout	2022 - 2022	\$ 50,000	\$ -	\$ 50,000	Y	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ -
40235801 Annes/Burns - Roundabout	2023 - 2023	\$ 630,000	\$ -	\$ 630,000	Y	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -
40235802 Garden/Burns - Roundabout	2023 - 2023	\$ 630,000	\$ -	\$ 630,000	Y	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -
40155804 Gordon/Scadding - Roundabout	2023 - 2023	\$ 257,500	\$ -	\$ 257,500	Y	\$ -	\$ 128,750	\$ -	\$ 128,750	\$ -	\$ 128,750	\$ -
40235803 Gordon/W. Shores Green. - Roundabout	2023 - 2023	\$ 630,000	\$ -	\$ 630,000	Y	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -
40155802 Montgomery/Vipond - Roundabout	2023 - 2023	\$ 257,500	\$ -	\$ 257,500	Y	\$ -	\$ 128,750	\$ -	\$ 128,750	\$ -	\$ 128,750	\$ -
40245801 Garden/Mary - Roundabout	2024 - 2024	\$ 630,000	\$ -	\$ 630,000	Y	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -
40255801 Kendalwood/Burns - Roundabout	2025 - 2025	\$ 630,000	\$ -	\$ 630,000	Y	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -
40265802 Garrard/Dryden - Roundabout	2026 - 2026	\$ 630,000	\$ -	\$ 630,000	Y	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -
40275801 McQuay/Bonacord - Roundabout	2027 - 2027	\$ 630,000	\$ -	\$ 630,000	Y	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -
40295801 Civic Centre/Dryden - Roundabout	2029 - 2029	\$ 630,000	\$ -	\$ 630,000	Y	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -	\$ -	\$ 315,000
40305801 Baldwin/Cassels - Roundabout	2030 - 2030	\$ 630,000	\$ -	\$ 630,000	Y	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -	\$ -	\$ 315,000
40315801 Baldwin/George - Roundabout	2031 - 2031	\$ 630,000	\$ -	\$ 630,000	Y	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -	\$ -	\$ 315,000
40325801 Baldwin/Carnwith - Roundabout	2032 - 2032	\$ 630,000	\$ -	\$ 630,000	Y	\$ -	\$ 315,000	\$ -	\$ 315,000	\$ -	\$ -	\$ 315,000
Subtotal Road Intersection Improvements		\$ 15,377,500	\$ 134,682	\$ 15,242,818		\$ -	\$ 7,621,409	\$ -	\$ 7,621,409	\$ 812,659	\$ 5,548,750	\$ 1,260,000

**TABLE 1**  
**TOWN OF WHITBY**  
**DEVELOPMENT-RELATED CAPITAL PROGRAM**  
**AMENDED ROADS AND RELATED - TOWN-WIDE INFRASTRUCTURE**

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs				Total DC Eligible Costs	DC Eligible Costs		
					DC Eligible Services	Ineligible Service	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2016-2036	Post 2036
<b>1.1.10 Road Widening &amp; Extensions</b>												
40161701 Bonacord - Lynde Creek to DGN - Phase I	2016 - 2017	\$ 400,000	\$ -	\$ 400,000	Y	\$ -	\$ -	\$ -	\$ 400,000	\$ 400,000	\$ -	\$ -
<b>Amended</b> 40141710 DGN - Dundas to Rossland	2017 - 2017	\$ 11,744,500	\$ 4,422,500	\$ 7,322,000	Y	\$ -	\$ -	\$ -	\$ 7,322,000	\$ 7,322,000	\$ -	\$ -
<b>Amended</b> 40101722 DGN - Rossland to Taunton	2017 - 2017	\$ 11,744,500	\$ 4,422,500	\$ 7,322,000	Y	\$ -	\$ -	\$ -	\$ 7,322,000	\$ 7,322,000	\$ -	\$ -
<b>Amended</b> 40121728 Rossland Rd W- Lake Ridge to McQuay - Phase II	2017 - 2017	\$ 7,590,000	\$ 2,975,800	\$ 4,614,200	Y	\$ -	\$ 692,130	\$ -	\$ 3,922,070	\$ 3,922,070	\$ -	\$ -
40081713 Dryden Boulevard - Deverell St. to Thick	2018 - 2018	\$ 1,479,500	\$ 79,932	\$ 1,399,568	Y	\$ -	\$ -	\$ -	\$ 1,399,568	\$ -	\$ 1,399,568	\$ -
40171703 DGN - Taunton to existing	2019 - 2019	\$ 1,529,750	\$ -	\$ 1,529,750	Y	\$ -	\$ -	\$ -	\$ 1,529,750	\$ -	\$ 1,529,750	\$ -
40161701 Bonacord - Lynde Creek to DGN - Phase II	2019 - 2019	\$ 4,662,250	\$ -	\$ 4,662,250	Y	\$ -	\$ -	\$ -	\$ 4,662,250	\$ -	\$ 4,662,250	\$ -
40101729 Garden - Dryden to Taunton	2019 - 2019	\$ 2,963,000	\$ -	\$ 2,963,000	Y	\$ -	\$ 444,450	\$ -	\$ 2,518,550	\$ -	\$ 2,518,550	\$ -
40101729 Garden-R Attersley/Baldwin	2020 - 2020	\$ 12,770,000	\$ -	\$ 12,770,000	Y	\$ -	\$ -	\$ -	\$ 12,770,000	\$ -	\$ 12,770,000	\$ -
40161710 Mid-block Ext. (Cochrane to Thickson)	2022 - 2022	\$ 17,208,000	\$ -	\$ 17,208,000	Y	\$ -	\$ -	\$ -	\$ 17,208,000	\$ -	\$ 17,208,000	\$ -
40171702 Twin Streams - Baycliffe to Coronation	2023 - 2023	\$ 4,131,750	\$ -	\$ 4,131,750	Y	\$ -	\$ -	\$ -	\$ 4,131,750	\$ -	\$ 4,131,750	\$ -
40141708 Burns Street - Michael to Dundas	2023 - 2023	\$ 6,511,750	\$ -	\$ 6,511,750	Y	\$ -	\$ -	\$ -	\$ 6,511,750	\$ -	\$ 6,511,750	\$ -
40151713 Carnwith Drive - Cochrane to Ashburn	2023 - 2023	\$ 2,432,000	\$ -	\$ 2,432,000	Y	\$ -	\$ -	\$ -	\$ 2,432,000	\$ -	\$ 2,432,000	\$ -
40171701 Anderson St. - Taunton to Clair	2026 - 2026	\$ 11,582,500	\$ 44,971	\$ 11,537,529	Y	\$ -	\$ 1,730,629	\$ -	\$ 9,806,900	\$ -	\$ 9,806,900	\$ -
40131706 Burns St E - Hopkins/Thickson	2027 - 2027	\$ 10,822,500	\$ -	\$ 10,822,500	Y	\$ -	\$ -	\$ -	\$ 10,822,500	\$ -	\$ 10,822,500	\$ -
40296301 Bonacord - Cochrane to Starr	2029 - 2029	\$ 18,000,000	\$ -	\$ 18,000,000	Y	\$ -	\$ -	\$ -	\$ 18,000,000	\$ -	\$ 17,287,924	\$ 712,076
Subtotal Road Widening & Extensions		\$ 125,972,000	\$ 11,945,703	\$ 114,026,297		\$ -	\$ 2,927,209	\$ -	\$ 111,099,088	\$ 19,306,070	\$ 91,080,942	\$ 712,076
<b>1.1.11 Roads EA &amp; Preliminary Design</b>												
40160502 EA Study - Highway 7/12 Alternate Route	2016 - 2016	\$ 750,000	\$ -	\$ 750,000	Y	\$ -	\$ -	\$ -	\$ 750,000	\$ 750,000	\$ -	\$ -
40170502 Garden - Robert Attersley to Baldwin	2017 - 2018	\$ 600,000	\$ -	\$ 600,000	Y	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000	\$ -	\$ -
40121732 EA - Way Street	2018 - 2018	\$ 100,000	\$ -	\$ 100,000	Y	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -
40190501 Mid-Block Extension - Cochrane to Thickson	2019 - 2020	\$ 1,000,000	\$ -	\$ 1,000,000	Y	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	\$ -
Subtotal Roads EA & Preliminary Design		\$ 2,450,000	\$ -	\$ 2,450,000		\$ -	\$ -	\$ -	\$ 2,450,000	\$ 1,450,000	\$ 1,000,000	\$ -

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Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs				Total DC Eligible Costs	DC Eligible Costs		
					DC Eligible Services	Ineligible Service	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2016-2036	Post 2036
<b>1.1.12 Rural Arterial Road Growth Related Resurfacing</b>												
40166003 Ashburn Rd - Columbus Rd to Brawley Rd	2016 - 2016	\$ 404,889	\$ -	\$ 404,889	Y	\$ -	\$ 364,400	\$ -	\$ 40,489	\$ 40,489	\$ -	\$ -
40201703 Coronation - Hwy 7 to Columbus	2018 - 2018	\$ 413,800	\$ -	\$ 413,800	Y	\$ -	\$ 372,420	\$ -	\$ 41,380	\$ 41,380	\$ -	\$ -
40306001 Ashburn Rd - Brawley Rd to Myrtle Rd	2030 - 2030	\$ 2,200,000	\$ -	\$ 2,200,000	Y	\$ -	\$ 1,980,000	\$ -	\$ 220,000	\$ -	\$ -	\$ 220,000
40306005 South Blair St - Water St to Victoria St	2030 - 2030	\$ 908,900	\$ 43,391	\$ 865,509	Y	\$ -	\$ 778,958	\$ -	\$ 86,551	\$ -	\$ -	\$ 86,551
40326001 Garrard Rd - Birchpark Dr to Conlin Rd	2032 - 2032	\$ 1,229,500	\$ -	\$ 1,229,500	Y	\$ -	\$ 1,106,550	\$ -	\$ 122,950	\$ -	\$ -	\$ 122,950
Subtotal Rural Arterial Road Growth Related Resurfacing		\$ 5,157,089	\$ 43,391	\$ 5,113,698		\$ -	\$ 4,602,328	\$ -	\$ 511,370	\$ 81,869	\$ -	\$ 429,501
<b>1.1.13 Surface Treated to Hot Mix Conversion Program</b>												
40356001 Ashburn Rd - Myrtle Rd to Townline Rd	2016 - 2016	\$ 639,996	\$ -	\$ 639,996	Y	\$ -	\$ 83,199	\$ -	\$ 556,797	\$ 556,797	\$ -	\$ -
40181731 Townline Rd - Pickering to Oshawa	2020 - 2020	\$ 998,100	\$ -	\$ 998,100	Y	\$ -	\$ 129,753	\$ -	\$ 868,347	\$ -	\$ 868,347	\$ -
40221702 Columbus - Lakeridge to Cochrane	2025 - 2025	\$ 1,726,100	\$ -	\$ 1,726,100	Y	\$ -	\$ 224,393	\$ -	\$ 1,501,707	\$ -	\$ 1,501,707	\$ -
Subtotal Surface Treated to Hot Mix Conversion Program		\$ 3,364,196	\$ -	\$ 3,364,196		\$ -	\$ 437,345	\$ -	\$ 2,926,851	\$ 556,797	\$ 2,370,054	\$ -



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Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs			Total DC Eligible Costs	DC Eligible Costs			
					DC Eligible Services	Ineligible Service	Replacement & BTE Shares		0% Reduction	Available DC Reserves	2016-2036	Post 2036
<b>1.1.14 Urban Arterial Road Growth Related Resurfacing</b>												
40166004 Anderson St - Rossland Rd to Glen Dhu Dr	2016 - 2016	\$ 179,420	\$ -	\$ 179,420	Y	\$ -	\$ 161,478	\$ -	\$ 17,942	\$ 17,942	\$ -	\$ -
40166009 Watson - Harbour to Charles	2016 - 2016	\$ 20,901	\$ -	\$ 20,901	Y	\$ -	\$ 18,811	\$ -	\$ 2,090	\$ 2,090	\$ -	\$ -
40166006 Dundas W - Cochrane/Annes Intersection	2016 - 2016	\$ 144,651	\$ -	\$ 144,651	Y	\$ -	\$ 130,186	\$ -	\$ 14,465	\$ 14,465	\$ -	\$ -
40176005 Dundas E - Brock to Hickory	2017 - 2017	\$ 472,500	\$ -	\$ 472,500	Y	\$ -	\$ 425,250	\$ -	\$ 47,250	\$ 47,250	\$ -	\$ -
40176007 Dundas W - Jeffery to Annes	2017 - 2017	\$ 982,000	\$ 19,563	\$ 962,437	Y	\$ -	\$ 866,193	\$ -	\$ 96,244	\$ 96,244	\$ -	\$ -
40181723 Dryden - Brock to Anderson	2018 - 2018	\$ 1,117,700	\$ -	\$ 1,117,700	Y	\$ -	\$ 1,005,930	\$ -	\$ 111,770	\$ -	\$ 111,770	\$ -
40166001 Garden - Martinet to Manning	2018 - 2018	\$ 601,200	\$ -	\$ 601,200	Y	\$ -	\$ 541,080	\$ -	\$ 60,120	\$ -	\$ 60,120	\$ -
40191701 Burns E - Thicksion to Oshawa	2019 - 2019	\$ 983,200	\$ -	\$ 983,200	Y	\$ -	\$ 884,880	\$ -	\$ 98,320	\$ -	\$ 98,320	\$ -
40181722 Burns W - Annes to Brock	2019 - 2019	\$ 530,000	\$ -	\$ 530,000	Y	\$ -	\$ 477,000	\$ -	\$ 53,000	\$ -	\$ 53,000	\$ -
40196003 Dundas E - Hickory to Garden	2019 - 2019	\$ 405,000	\$ -	\$ 405,000	Y	\$ -	\$ 364,500	\$ -	\$ 40,500	\$ -	\$ 40,500	\$ -
40196004 Dundas W - Jeffery to White Oaks	2019 - 2019	\$ 400,000	\$ -	\$ 400,000	Y	\$ -	\$ 360,000	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ -
40196001 Garden - Dundas to Martinet	2019 - 2019	\$ 924,000	\$ -	\$ 924,000	Y	\$ -	\$ 831,600	\$ -	\$ 92,400	\$ -	\$ 92,400	\$ -
40206006 Anderson St - Dryden Blvd to Taunton Rd	2023 - 2023	\$ 603,200	\$ -	\$ 603,200	Y	\$ -	\$ 542,880	\$ -	\$ 60,320	\$ -	\$ 60,320	\$ -
40206005 Bonacord Ave - Mackey Dr to McQuay Blvd	2020 - 2020	\$ 311,600	\$ -	\$ 311,600	Y	\$ -	\$ 280,440	\$ -	\$ 31,160	\$ -	\$ 31,160	\$ -
40206007 Dundas E - Bowman to Oshawa	2020 - 2020	\$ 1,395,000	\$ -	\$ 1,395,000	Y	\$ -	\$ 1,255,500	\$ -	\$ 139,500	\$ -	\$ 139,500	\$ -
40206004 Rossland Rd - McQuay Blvd to Cochrane St	2020 - 2020	\$ 1,573,000	\$ -	\$ 1,573,000	Y	\$ -	\$ 1,415,700	\$ -	\$ 157,300	\$ -	\$ 157,300	\$ -
40211701 Dryden - Thicksion to Oshawa	2021 - 2021	\$ 1,076,000	\$ -	\$ 1,076,000	Y	\$ -	\$ 968,400	\$ -	\$ 107,600	\$ -	\$ 107,600	\$ -
40176006 Dundas E - Hopkins to Bowman	2021 - 2021	\$ 440,000	\$ -	\$ 440,000	Y	\$ -	\$ 396,000	\$ -	\$ 44,000	\$ -	\$ 44,000	\$ -
40151717 Mary St E - Pine to Garden	2021 - 2021	\$ 202,600	\$ -	\$ 202,600	Y	\$ -	\$ 182,340	\$ -	\$ 20,260	\$ -	\$ 20,260	\$ -
40186002 Anderson St - Glen Dhu Dr to Dryden Blvd	2021 - 2021	\$ 603,200	\$ -	\$ 603,200	Y	\$ -	\$ 542,880	\$ -	\$ 60,320	\$ -	\$ 60,320	\$ -
40351702 Garden - Consumers to Dundas	2022 - 2022	\$ 300,200	\$ -	\$ 300,200	Y	\$ -	\$ 270,180	\$ -	\$ 30,020	\$ -	\$ 30,020	\$ -
40216012 Garden - Manning to Dryden	2022 - 2022	\$ 1,278,400	\$ -	\$ 1,278,400	Y	\$ -	\$ 1,150,560	\$ -	\$ 127,840	\$ -	\$ 127,840	\$ -
40236012 Brock St N - Manning Rd to Rossland Rd	2023 - 2023	\$ 548,000	\$ -	\$ 548,000	Y	\$ -	\$ 493,200	\$ -	\$ 54,800	\$ -	\$ 54,800	\$ -
40236011 Carnwith Dr - Baldwin St to Thicksion Rd	2023 - 2023	\$ 811,300	\$ -	\$ 811,300	Y	\$ -	\$ 730,170	\$ -	\$ 81,130	\$ -	\$ 81,130	\$ -
40236014 Dundas W - Annes to Brock	2023 - 2023	\$ 910,300	\$ -	\$ 910,300	Y	\$ -	\$ 819,270	\$ -	\$ 91,030	\$ -	\$ 91,030	\$ -
40356003 Carnwith Dr - Ashburn Rd to Montgomery Ave	2024 - 2024	\$ 821,100	\$ -	\$ 821,100	Y	\$ -	\$ 738,990	\$ -	\$ 82,110	\$ -	\$ 82,110	\$ -
40256003 Anderson St - Clair Ave to Winchester Rd	2025 - 2025	\$ 532,400	\$ -	\$ 532,400	Y	\$ -	\$ 479,160	\$ -	\$ 53,240	\$ -	\$ 53,240	\$ -
40231702 Brock N - Dundas to Manning	2025 - 2025	\$ 1,260,300	\$ -	\$ 1,260,300	Y	\$ -	\$ 1,134,270	\$ -	\$ 126,030	\$ -	\$ 126,030	\$ -

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Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs				Total DC Eligible Costs	DC Eligible Costs		
					DC Eligible Services	Ineligible Service	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2016-2036	Post 2036
<b>1.1.15 Urban Arterial Road Growth Related Resurfacing Continued</b>												
40256004 Gordon St - Victoria to End of Rd	2025 - 2025	\$ 307,500	\$ 16,775	\$ 290,725	Y	\$ -	\$ 261,653	\$ -	\$ 29,072	\$ -	\$ 29,072	\$ -
40266007 Camwith Dr - Montgomery Ave to Baldwin St	2026 - 2026	\$ 828,800	\$ -	\$ 828,800	Y	\$ -	\$ 745,920	\$ -	\$ 82,880	\$ -	\$ 82,880	\$ -
40251714 Cochrane - Rossland to Taunton	2026 - 2026	\$ 1,199,000	\$ -	\$ 1,199,000	Y	\$ -	\$ 1,079,100	\$ -	\$ 119,900	\$ -	\$ 119,900	\$ -
40231703 Garrard - Rossland to Taunton	2026 - 2026	\$ 1,224,300	\$ -	\$ 1,224,300	Y	\$ -	\$ 1,101,870	\$ -	\$ 122,430	\$ -	\$ 122,430	\$ -
40241702 Ashburn - Robmar to Columbus	2027 - 2027	\$ 2,279,400	\$ -	\$ 2,279,400	Y	\$ -	\$ 2,051,460	\$ -	\$ 227,940	\$ -	\$ 227,940	\$ -
40271701 Brock S - 401 to Dundas	2027 - 2027	\$ 1,490,100	\$ -	\$ 1,490,100	Y	\$ -	\$ 1,341,090	\$ -	\$ 149,010	\$ -	\$ 149,010	\$ -
40286001 Garrard Rd - Taunton Rd to Birchpark Dr	2028 - 2028	\$ 197,600	\$ -	\$ 197,600	Y	\$ -	\$ 177,840	\$ -	\$ 19,760	\$ -	\$ 19,760	\$ -
40296001 Burns St - End of Rd to Annes St	2029 - 2029	\$ 367,100	\$ -	\$ 367,100	Y	\$ -	\$ 330,390	\$ -	\$ 36,710	\$ -	\$ -	\$ 36,710
40306008 Annes St - Burns St to Dunlop St	2030 - 2030	\$ 452,200	\$ -	\$ 452,200	Y	\$ -	\$ 406,980	\$ -	\$ 45,220	\$ -	\$ -	\$ 45,220
40306003 Cachet Blvd - Winchester Rd to Camwith Dr	2030 - 2030	\$ 852,300	\$ -	\$ 852,300	Y	\$ -	\$ 767,070	\$ -	\$ 85,230	\$ -	\$ -	\$ 85,230
40306002 Camwith Dr - Thickson Rd to End of Rd	2030 - 2030	\$ 747,400	\$ -	\$ 747,400	Y	\$ -	\$ 672,660	\$ -	\$ 74,740	\$ -	\$ -	\$ 74,740
40306009 Dryden Blvd - Anderson St to End of Rd	2030 - 2030	\$ 594,000	\$ -	\$ 594,000	Y	\$ -	\$ 534,600	\$ -	\$ 59,400	\$ -	\$ -	\$ 59,400
40306006 Thickson Rd - Wentworth St to End of Rd	2030 - 2030	\$ 481,900	\$ -	\$ 481,900	Y	\$ -	\$ 433,710	\$ -	\$ 48,190	\$ -	\$ -	\$ 48,190
40301702 Twin Streams - Baycliffe to Cochrane	2030 - 2030	\$ 756,800	\$ 106,248	\$ 650,552	Y	\$ -	\$ 585,497	\$ -	\$ 65,055	\$ -	\$ -	\$ 65,055
40316001 Garden St - Taunton Rd to Robert Attersley Dr	2031 - 2031	\$ 572,000	\$ -	\$ 572,000	Y	\$ -	\$ 514,800	\$ -	\$ 57,200	\$ -	\$ -	\$ 57,200
40311701 Garrard - Dundas to Rossland	2031 - 2031	\$ 1,204,400	\$ -	\$ 1,204,400	Y	\$ -	\$ 1,083,960	\$ -	\$ 120,440	\$ -	\$ -	\$ 120,440
40331701 Kendalwood - Burns to Dundas	2033 - 2033	\$ 696,200	\$ -	\$ 696,200	Y	\$ -	\$ 626,580	\$ -	\$ 69,620	\$ -	\$ -	\$ 69,620
40346001 Bonacord Ave - McQuay Blvd to Cochrane St	2034 - 2034	\$ 650,000	\$ -	\$ 650,000	Y	\$ -	\$ 585,000	\$ -	\$ 65,000	\$ -	\$ -	\$ 65,000
40341701 Burns E - Brock to Hopkins	2034 - 2034	\$ 1,110,000	\$ -	\$ 1,110,000	Y	\$ -	\$ 999,000	\$ -	\$ 111,000	\$ -	\$ -	\$ 111,000
40341702 Conlin - Anderson to Oshawa	2034 - 2034	\$ 1,436,500	\$ -	\$ 1,436,500	Y	\$ -	\$ 1,292,850	\$ -	\$ 143,650	\$ -	\$ -	\$ 143,650
40341703 South Blair - Water to Watson	2034 - 2034	\$ 875,300	\$ -	\$ 875,300	Y	\$ -	\$ 787,770	\$ -	\$ 87,530	\$ -	\$ -	\$ 87,530
40356006 Annes St - Burns St to End of Rd	2035 - 2035	\$ 146,000	\$ -	\$ 146,000	Y	\$ -	\$ 131,400	\$ -	\$ 14,600	\$ -	\$ -	\$ 14,600
40356007 Annes St - Dunlop St to Dundas St	2035 - 2035	\$ 160,200	\$ -	\$ 160,200	Y	\$ -	\$ 144,180	\$ -	\$ 16,020	\$ -	\$ -	\$ 16,020
40356005 Cachet Blvd - Camwith Dr to Columbus Rd	2035 - 2035	\$ 400,000	\$ -	\$ 400,000	Y	\$ -	\$ 360,000	\$ -	\$ 40,000	\$ -	\$ -	\$ 40,000
40351703 Garden - Consumers to Dundas	2035 - 2035	\$ 1,077,300	\$ -	\$ 1,077,300	Y	\$ -	\$ 969,570	\$ -	\$ 107,730	\$ -	\$ -	\$ 107,730
40356004 Montgomery Ave - Camwith Dr to Columbus Rd	2035 - 2035	\$ 488,400	\$ -	\$ 488,400	Y	\$ -	\$ 439,560	\$ -	\$ 48,840	\$ -	\$ -	\$ 48,840
40171714 Anderson - Rossland to Taunton	2036 - 2036	\$ 183,600	\$ -	\$ 183,600	Y	\$ -	\$ 165,240	\$ -	\$ 18,360	\$ -	\$ -	\$ 18,360
Subtotal Urban Arterial Road Growth Related Resurfacing		\$ 40,205,472	\$ 142,586	\$ 40,062,886		\$ -	\$ 36,056,598	\$ -	\$ 4,006,288	\$ 177,991	\$ 2,513,762	\$ 1,314,535

TABLE 1  
TOWN OF WHITBY  
DEVELOPMENT-RELATED CAPITAL PROGRAM  
AMENDED ROADS AND RELATED - TOWN-WIDE INFRASTRUCTURE

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs				Total DC Eligible Costs	DC Eligible Costs		
					DC Eligible Services	Ineligible Service	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2016-2036	Post 2036
<b>1.1.15 Sidewalks - New</b>												
40176605 Cassels Rd W - Heber Down to Baldwin	2016 - 2016	\$ 52,295	\$ 6,820	\$ 45,475	Y	\$ -	\$ -	\$ -	\$ 45,475	\$ 45,475	\$ -	\$ -
40176603 Heber Down - Montgomery to Vipond	2016 - 2016	\$ 72,582	\$ -	\$ 72,582	Y	\$ -	\$ -	\$ -	\$ 72,582	\$ 72,582	\$ -	\$ -
40071807 RR 25 Champlain - Thickson to east limit (SS)	2017 - 2017	\$ 218,750	\$ 24,308	\$ 194,442	Y	\$ -	\$ -	\$ -	\$ 194,442	\$ 194,442	\$ -	\$ -
40186604 Civic Centre - Rossland to 100m North	2017 - 2017	\$ 65,000	\$ 1,645	\$ 63,355	Y	\$ -	\$ -	\$ -	\$ 63,355	\$ 63,355	\$ -	\$ -
40186604 Hunter - Kendalwood to Powell	2017 - 2017	\$ 80,000	\$ -	\$ 80,000	Y	\$ -	\$ 72,000	\$ -	\$ 8,000	\$ 8,000	\$ -	\$ -
40186606 Northview - Kendalwood to Powell	2018 - 2018	\$ 75,000	\$ -	\$ 75,000	Y	\$ -	\$ 67,500	\$ -	\$ 7,500	\$ 7,500	\$ -	\$ -
40091804 RR 26 Thickson - Winchester to Sawyer	2017 - 2017	\$ 75,000	\$ 67,614	\$ 7,386	Y	\$ -	\$ -	\$ -	\$ 7,386	\$ 7,386	\$ -	\$ -
40176606 RR 5 Myrtle - Highway 12 to 130 m west	2017 - 2017	\$ 45,000	\$ -	\$ 45,000	Y	\$ -	\$ -	\$ -	\$ 45,000	\$ 45,000	\$ -	\$ -
40176601 RR 25 Champlain - Thickson to east limit (NS)	2018 - 2018	\$ 152,000	\$ 9,029	\$ 142,971	Y	\$ -	\$ -	\$ -	\$ 142,971	\$ -	\$ 142,971	\$ -
40186611 Torian - Heber Down to Vipond	2018 - 2018	\$ 100,000	\$ -	\$ 100,000	Y	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ -
40186603 Ash St - Chestnut to Maple	2018 - 2018	\$ 32,500	\$ 14,487	\$ 18,013	Y	\$ -	\$ -	\$ -	\$ 18,013	\$ -	\$ 18,013	\$ -
40186602 Brock - Rossland to Palmerson (WS)	2018 - 2018	\$ 25,000	\$ 14,893	\$ 10,107	Y	\$ -	\$ -	\$ -	\$ 10,107	\$ -	\$ 10,107	\$ -
40186607 Cassels - Heber Down to Montgomery	2018 - 2018	\$ 30,000	\$ -	\$ 30,000	Y	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ 30,000	\$ -
40186608 Centre - Mary to Walnut	2018 - 2018	\$ 62,500	\$ -	\$ 62,500	Y	\$ -	\$ -	\$ -	\$ 62,500	\$ -	\$ 62,500	\$ -
40186609 Montgomery - Heber Down to Vipond	2018 - 2018	\$ 80,000	\$ -	\$ 80,000	Y	\$ -	\$ -	\$ -	\$ 80,000	\$ -	\$ 80,000	\$ -
40186610 Ontario - Athol to Peel	2018 - 2018	\$ 25,000	\$ -	\$ 25,000	Y	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ -
40186605 Maple St - Perry to Hickory	2018 - 2018	\$ 61,250	\$ 5,831	\$ 55,419	Y	\$ -	\$ 49,877	\$ -	\$ 5,542	\$ -	\$ 5,542	\$ -
40186601 RR 12 Baldwin - Sonley to Garden (WS)	2018 - 2018	\$ 211,250	\$ -	\$ 211,250	Y	\$ -	\$ -	\$ -	\$ 211,250	\$ -	\$ 211,250	\$ -
40196601 North - Colston to Baldwin	2019 - 2019	\$ 150,000	\$ -	\$ 150,000	Y	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
40171807 RR 4 Taunton - Coronation to Consumers (NS)	2019 - 2019	\$ 219,000	\$ -	\$ 219,000	Y	\$ -	\$ -	\$ -	\$ 219,000	\$ -	\$ 219,000	\$ -
40091807 RR 26 Thickson - Rossland to Taunton (WS)	2019 - 2019	\$ 260,000	\$ 14,189	\$ 245,811	Y	\$ -	\$ -	\$ -	\$ 245,811	\$ -	\$ 245,811	\$ -
40146602 Centre St (NS) - Baldwin St to Queen St	2019 - 2019	\$ 75,000	\$ -	\$ 75,000	Y	\$ -	\$ -	\$ -	\$ 75,000	\$ -	\$ 75,000	\$ -
40146603 Colston - Centre to North	2019 - 2019	\$ 35,000	\$ 4,677	\$ 30,323	Y	\$ -	\$ -	\$ -	\$ 30,323	\$ -	\$ 30,323	\$ -
40091802 Pearl Street - Baldwin St. to Cassels Ro	2019 - 2019	\$ 58,750	\$ -	\$ 58,750	Y	\$ -	\$ 52,875	\$ -	\$ 5,875	\$ -	\$ 5,875	\$ -
40196602 RR 43 Cochrane - Walnut to Bonacord	2019 - 2019	\$ 75,000	\$ -	\$ 75,000	Y	\$ -	\$ 67,500	\$ -	\$ 7,500	\$ -	\$ 7,500	\$ -
40206601 RR 26 Thickson - Sawyer to Columbus	2020 - 2020	\$ 231,500	\$ -	\$ 231,500	Y	\$ -	\$ -	\$ -	\$ 231,500	\$ -	\$ 231,500	\$ -
40351801 New Sidewalk Installations	2020 - 2020	\$ 250,000	\$ -	\$ 250,000	Y	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000	\$ -
40071808 RR 58 Manning - Adelaide Connection	2020 - 2020	\$ 100,000	\$ -	\$ 100,000	Y	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ -
40216601 Hwy 12 Baldwin - Garden to Winchester (WS)	2021 - 2021	\$ 825,000	\$ -	\$ 825,000	Y	\$ -	\$ -	\$ -	\$ 825,000	\$ -	\$ 825,000	\$ -
40226601 RR 26 Thickson - Taunton to Winchester	2022 - 2022	\$ 1,050,000	\$ -	\$ 1,050,000	Y	\$ -	\$ -	\$ -	\$ 1,050,000	\$ -	\$ 1,050,000	\$ -
40351801 New Sidewalk Installations	2023 - 2024	\$ 1,000,000	\$ -	\$ 1,000,000	Y	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	\$ -
40221801 RR 26 Thickson - Columbus to Brawley (BS)	2025 - 2025	\$ 515,000	\$ -	\$ 515,000	Y	\$ -	\$ -	\$ -	\$ 515,000	\$ -	\$ 515,000	\$ -
40151821 RR 36 Hopkins - Victoria to Consumers	2026 - 2026	\$ 100,000	\$ 38,398	\$ 61,602	Y	\$ -	\$ -	\$ -	\$ 61,602	\$ -	\$ 61,602	\$ -
40121804 RR 36 Hopkins - Consumers to Dundas	2026 - 2026	\$ 412,500	\$ 30,370	\$ 382,130	Y	\$ -	\$ -	\$ -	\$ 382,130	\$ -	\$ 382,130	\$ -
40351801 New Sidewalk Installations	2027 - 2028	\$ 250,000	\$ -	\$ 250,000	Y	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000	\$ -
40351801 New Sidewalk Installations	2029 - 2036	\$ 1,000,000	\$ -	\$ 1,000,000	Y	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000
Subtotal Sidewalks - New		\$ 8,069,877	\$ 232,261	\$ 7,837,616		\$ -	\$ 309,752	\$ -	\$ 7,527,864	\$ 443,740	\$ 6,084,124	\$ 1,000,000

TABLE 1  
 TOWN OF WHITBY  
 DEVELOPMENT-RELATED CAPITAL PROGRAM  
 AMENDED ROADS AND RELATED - TOWN-WIDE INFRASTRUCTURE

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs				Total DC Eligible Costs	DC Eligible Costs		
					DC Eligible Services	Ineligible Service	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2016-2036	Post 2036
<b>1.1.16 Sidewalks - Highway 407 Related Infrastructure</b>												
40216602 Ashburn - Winchester to 407 S. Limit (ES)	2021 - 2021	\$ 700,000	\$ -	\$ 700,000	Y	\$ -	\$ 175,000	\$ -	\$ 525,000	\$ -	\$ 525,000	\$ -
40251802 MTO Hwy 7 - Ashburn to Cochrane	2022 - 2022	\$ 625,000	\$ -	\$ 625,000	Y	\$ -	\$ -	\$ -	\$ 625,000	\$ -	\$ 625,000	\$ -
40221802 MTO Hwy 7 - Baldwin to Ashburn	2022 - 2022	\$ 212,500	\$ -	\$ 212,500	Y	\$ -	\$ -	\$ -	\$ 212,500	\$ -	\$ 212,500	\$ -
40151822 Sidewalks on Cochrane/407 overpass	2027 - 2027	\$ 700,000	\$ -	\$ 700,000	Y	\$ -	\$ -	\$ -	\$ 700,000	\$ -	\$ 700,000	\$ -
Subtotal Sidewalks - Highway 407 Related Infrastructure		\$ 2,237,500	\$ -	\$ 2,237,500		\$ -	\$ 175,000	\$ -	\$ 2,062,500	\$ -	\$ 2,062,500	\$ -

**TABLE 1**  
**TOWN OF WHITBY**  
**DEVELOPMENT-RELATED CAPITAL PROGRAM**  
**AMENDED ROADS AND RELATED - TOWN-WIDE INFRASTRUCTURE**

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs				Total DC Eligible Costs	DC Eligible Costs		
					DC Eligible Services	Ineligible Service	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2016-2036	Post 2036
<b>1.1.17 Street Lighting - New</b>												
40152107 Conlin - Anderson to Oshawa	2016 - 2016	\$ 160,750	\$ -	\$ 160,750	Y	\$ -	\$ 109,714	\$ -	\$ 51,036	\$ 51,036	\$ -	\$ -
40062105 RR 12 Brock - Rossland to Taunton	2016 - 2016	\$ 120,000	\$ -	\$ 120,000	Y	\$ -	\$ 15,600	\$ -	\$ 104,400	\$ 104,400	\$ -	\$ -
40166902 RR 25 Champlain - Thickson to E. Limit	2016 - 2016	\$ 100,000	\$ 8,535	\$ 91,465	Y	\$ -	\$ 915	\$ -	\$ 90,550	\$ 90,550	\$ -	\$ -
40082106 RR 3 Winchester - Thickson to Garrard	2016 - 2016	\$ 435,000	\$ 22,449	\$ 412,551	Y	\$ -	\$ 16,502	\$ -	\$ 396,049	\$ 396,049	\$ -	\$ -
40132105 Anderson - Taunton to Winchester	2017 - 2017	\$ 150,000	\$ -	\$ 150,000	Y	\$ -	\$ 102,377	\$ -	\$ 47,623	\$ 47,623	\$ -	\$ -
40062105 RR 12 Brock - Rossland to Taunton	2017 - 2017	\$ 230,000	\$ 127,519	\$ 102,481	Y	\$ -	\$ 13,323	\$ -	\$ 89,158	\$ 89,158	\$ -	\$ -
40122105 RR 25 Consumers - Thickson to Thorton	2017 - 2017	\$ 395,500	\$ 14,226	\$ 381,274	Y	\$ -	\$ 3,813	\$ -	\$ 377,461	\$ 377,461	\$ -	\$ -
40162104 RR 26 Thickson - Taunton to Winchester	2017 - 2017	\$ 100,000	\$ 92,874	\$ 7,126	Y	\$ -	\$ 855	\$ -	\$ 6,271	\$ 6,271	\$ -	\$ -
40122104 RR 22 Victoria - South Blair to Thickson	2018 - 2018	\$ 445,000	\$ 98,193	\$ 346,807	Y	\$ -	\$ 52,021	\$ -	\$ 294,786	\$ -	\$ 294,786	\$ -
40152104 RR 22 Victoria - Home Depot to Oshawa	2019 - 2019	\$ 156,500	\$ -	\$ 156,500	Y	\$ -	\$ 14,085	\$ -	\$ 142,415	\$ -	\$ 142,415	\$ -
40172102 RR 4 Taunton Rd - Coronation Rd to Cochrane St	2019 - 2019	\$ 420,250	\$ -	\$ 420,250	Y	\$ -	\$ 33,620	\$ -	\$ 386,630	\$ -	\$ 386,630	\$ -
40162103 RR 26 Thickson - Wentworth to Victoria	2020 - 2020	\$ 142,000	\$ -	\$ 142,000	Y	\$ -	\$ 22,720	\$ -	\$ 119,280	\$ -	\$ 119,280	\$ -
40152106 RR 12 Baldwin - Taunton to Garden	2020 - 2020	\$ 278,000	\$ -	\$ 278,000	Y	\$ -	\$ 22,240	\$ -	\$ 255,760	\$ -	\$ 255,760	\$ -
40162102 RR 23 Lake Ridge - Victoria to Dundas	2020 - 2020	\$ 490,250	\$ 9,143	\$ 481,107	Y	\$ -	\$ 43,300	\$ -	\$ 437,807	\$ -	\$ 437,807	\$ -
40112107 RR 58 Manning - Garrard to Oshawa	2020 - 2020	\$ 100,000	\$ -	\$ 100,000	Y	\$ -	\$ 1,000	\$ -	\$ 99,000	\$ -	\$ 99,000	\$ -
40216901 Future Street Lighting	2021 - 2036	\$ 3,200,000	\$ -	\$ 3,200,000	Y	\$ -	\$ 2,184,047	\$ -	\$ 1,015,953	\$ -	\$ 1,015,953	\$ -
40192102 RR 23 Lake Ridge - Dundas to Taunton	2022 - 2022	\$ 495,000	\$ -	\$ 495,000	Y	\$ -	\$ 44,550	\$ -	\$ 450,450	\$ -	\$ 450,450	\$ -
40162104 RR 26 Thickson - Taunton to Winchester	2022 - 2022	\$ 320,000	\$ -	\$ 320,000	Y	\$ -	\$ 38,400	\$ -	\$ 281,600	\$ -	\$ 281,600	\$ -
40192102 RR 23 Lake Ridge - Dundas to Taunton	2024 - 2024	\$ 495,000	\$ -	\$ 495,000	Y	\$ -	\$ 44,550	\$ -	\$ 450,450	\$ -	\$ 450,450	\$ -
40222101 RR 26 Thickson - Winchester to Columbus	2025 - 2025	\$ 320,000	\$ -	\$ 320,000	Y	\$ -	\$ 38,400	\$ -	\$ 281,600	\$ -	\$ 281,600	\$ -
40252102 RR 26 Thickson - Columbus to Brawley	2025 - 2025	\$ 116,000	\$ -	\$ 116,000	Y	\$ -	\$ 13,920	\$ -	\$ 102,080	\$ -	\$ 102,080	\$ -
40132102 RR 36 Hopkins - Consumers to Dundas	2026 - 2026	\$ 394,000	\$ -	\$ 394,000	Y	\$ -	\$ 23,640	\$ -	\$ 370,360	\$ -	\$ 370,360	\$ -
40252101 RR 36 Hopkins - Victoria to Consumers	2026 - 2026	\$ 72,250	\$ 44,798	\$ 27,452	Y	\$ -	\$ 1,647	\$ -	\$ 25,805	\$ -	\$ 25,805	\$ -
Subtotal Street Lighting - New		\$ 9,135,500	\$ 417,737	\$ 8,717,763		\$ -	\$ 2,841,238	\$ -	\$ 5,876,525	\$ 1,162,549	\$ 4,713,977	\$ -

**TABLE 1**  
**TOWN OF WHITBY**  
**DEVELOPMENT-RELATED CAPITAL PROGRAM**  
**AMENDED ROADS AND RELATED - TOWN-WIDE INFRASTRUCTURE**

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs				Total DC Eligible Costs	DC Eligible Costs		
					DC Eligible Services	Ineligible Service	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2016-2036	Post 2036
<b>1.1.18 Traffic Signals - New</b>												
40177101 Future Traffic Signals	2017 - 2017	\$ 500,000	\$ -	\$ 500,000	Y	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -
40177103 Traffic Signal - Thickson / Summerside	2017 - 2017	\$ 125,000	\$ -	\$ 125,000	Y	\$ -	\$ -	\$ -	\$ 125,000	\$ 125,000	\$ -	\$ -
40187102 Pedestrian Intersection Signal - Brock / Colborne	2018 - 2018	\$ 150,000	\$ -	\$ 150,000	Y	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
40187101 Pedestrian Intersection Signal - Baldwin / Cassels	2018 - 2018	\$ 150,000	\$ -	\$ 150,000	Y	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
40102101 Garden Street and Bradley Drive	2019 - 2019	\$ 982,000	\$ -	\$ 982,000	Y	\$ -	\$ -	\$ -	\$ 982,000	\$ -	\$ 982,000	\$ -
40207101 Pedestrian Intersection Signal - Dundas / Centre	2020 - 2020	\$ 150,000	\$ -	\$ 150,000	Y	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
40177101 Future Traffic Signals	2021 - 2021	\$ 500,000	\$ -	\$ 500,000	Y	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ -
40217101 Pedestrian Intersection Signal - Baldwin / Way	2021 - 2021	\$ 150,000	\$ -	\$ 150,000	Y	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
40237101 Pedestrian Intersection Signal - Brock / Elm	2023 - 2023	\$ 150,000	\$ -	\$ 150,000	Y	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -
40177102 Future Traffic Signage	2017 - 2025	\$ 135,000	\$ -	\$ 135,000	Y	\$ -	\$ -	\$ -	\$ 135,000	\$ -	\$ 135,000	\$ -
40177101 Future Traffic Signals	2025 - 2025	\$ 500,000	\$ -	\$ 500,000	Y	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ -
40177101 Future Traffic Signals	2029 - 2029	\$ 500,000	\$ -	\$ 500,000	Y	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ 500,000
40177101 Future Traffic Signals	2033 - 2033	\$ 500,000	\$ -	\$ 500,000	Y	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ 500,000
Subtotal Traffic Signals - New		\$ 4,492,000	\$ -	\$ 4,492,000		\$ -	\$ -	\$ -	\$ 4,492,000	\$ 625,000	\$ 2,867,000	\$ 1,000,000
<b>1.1.19 Roads and Roads-Related Studies</b>												
30187701 Salt Mangement Plan	2018 - 2018	\$ 35,000	\$ -	\$ 35,000	Y	\$ -	\$ 7,000	\$ -	\$ 28,000	\$ 28,000	\$ -	\$ -
30197701 Streetlight Strategy Study	2019 - 2019	\$ 30,000	\$ -	\$ 30,000	Y	\$ -	\$ 20,475	\$ -	\$ 9,525	\$ -	\$ 9,525	\$ -
40112302 Municipal Engineering Growth Studies/Design Reviews	2016 - 2028	\$ 1,300,000	\$ -	\$ 1,300,000	Y	\$ -	\$ -	\$ -	\$ 1,300,000	\$ -	\$ 1,300,000	\$ -
40112302 Municipal Engineering Growth Studies/Design Reviews	2029 - 2036	\$ 800,000	\$ -	\$ 800,000	Y	\$ -	\$ -	\$ -	\$ 800,000	\$ -	\$ -	\$ 800,000
40122304 Traffic & Transportation Study	2016 - 2028	\$ 1,300,000	\$ -	\$ 1,300,000	Y	\$ -	\$ -	\$ -	\$ 1,300,000	\$ -	\$ 1,300,000	\$ -
40122304 Traffic & Transportation Study	2029 - 2036	\$ 800,000	\$ -	\$ 800,000	Y	\$ -	\$ -	\$ -	\$ 800,000	\$ -	\$ -	\$ 800,000
Subtotal Roads and Roads-Related Studies		\$ 4,265,000	\$ -	\$ 4,265,000		\$ -	\$ 27,475	\$ -	\$ 4,237,525	\$ 28,000	\$ 2,609,525	\$ 1,600,000

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**AMENDED ROADS AND RELATED - TOWN-WIDE INFRASTRUCTURE**

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Recoveries	Net Municipal Cost	Ineligible Costs				Total DC Eligible Costs	DC Eligible Costs		
					DC Eligible Services	Ineligible Service	Replacement & BTE Shares	0% Reduction		Available DC Reserves	2016-2036	Post 2036
<b>1.1.20 Transportation Master Plan and Related Studies</b>												
40157701 Active Transportation Plan	2016 - 2016	\$ 150,000	\$ -	\$ 150,000	Y	\$ -	\$ 30,000	\$ -	\$ 120,000	\$ 120,000	\$ -	\$ -
40167701 Goods Movement Strategy	2016 - 2016	\$ 5,000	\$ -	\$ 5,000	Y	\$ -	\$ 1,000	\$ -	\$ 4,000	\$ 4,000	\$ -	\$ -
40202301 Zones and Corridor Studies / Designs	2016 - 2017	\$ 50,000	\$ -	\$ 50,000	Y	\$ -	\$ 10,000	\$ -	\$ 40,000	\$ 40,000	\$ -	\$ -
40122302 Lakeshore Integrated Transportation Study	2017 - 2017	\$ 225,000	\$ -	\$ 225,000	Y	\$ -	\$ 45,000	\$ -	\$ 180,000	\$ 180,000	\$ -	\$ -
40162303 Alternative People Mover Systems Study	2018 - 2018	\$ 50,000	\$ -	\$ 50,000	Y	\$ -	\$ 10,000	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ -
40172302 Traffic Operations Study	2018 - 2018	\$ 100,000	\$ -	\$ 100,000	Y	\$ -	\$ 20,000	\$ -	\$ 80,000	\$ -	\$ 80,000	\$ -
40152302 Trans Demand Mgmt Strategy Implementation Plan	2018 - 2018	\$ 50,000	\$ -	\$ 50,000	Y	\$ -	\$ 10,000	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ -
40177701 Transit Oriented Development Policy	2018 - 2018	\$ 25,000	\$ -	\$ 25,000	Y	\$ -	\$ 5,000	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -
40142302 Transportation Master Plan Study Update	2019 - 2019	\$ 350,000	\$ -	\$ 350,000	Y	\$ -	\$ -	\$ -	\$ 350,000	\$ -	\$ 350,000	\$ -
40202301 Zones and Corridor Studies / Designs	2019 - 2021	\$ 75,000	\$ -	\$ 75,000	Y	\$ -	\$ 15,000	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -
40157701 Active Transportation Plan	2021 - 2021	\$ 150,000	\$ -	\$ 150,000	Y	\$ -	\$ 30,000	\$ -	\$ 120,000	\$ -	\$ 120,000	\$ -
40152302 Trans Demand Mgmt Strategy Implementation Plan	2023 - 2023	\$ 50,000	\$ -	\$ 50,000	Y	\$ -	\$ 10,000	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ -
40142302 Transportation Master Plan Study Update	2024 - 2024	\$ 350,000	\$ -	\$ 350,000	Y	\$ -	\$ -	\$ -	\$ 350,000	\$ -	\$ 350,000	\$ -
40202301 Zones and Corridor Studies / Designs	2024 - 2025	\$ 50,000	\$ -	\$ 50,000	Y	\$ -	\$ 10,000	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ -
40202301 Zones and Corridor Studies / Designs	2026 - 2026	\$ 25,000	\$ -	\$ 25,000	Y	\$ -	\$ 5,000	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -
40152302 Trans Demand Mgmt Strategy Implementation Plan	2028 - 2028	\$ 50,000	\$ -	\$ 50,000	Y	\$ -	\$ 10,000	\$ -	\$ 40,000	\$ -	\$ 40,000	\$ -
40142302 Transportation Master Plan Study Update	2029 - 2029	\$ 200,000	\$ -	\$ 200,000	Y	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000
40202301 Zones and Corridor Studies / Designs	2029 - 2031	\$ 75,000	\$ -	\$ 75,000	Y	\$ -	\$ 15,000	\$ -	\$ 60,000	\$ -	\$ -	\$ 60,000
40202301 Zones and Corridor Studies / Designs	2034 - 2036	\$ 75,000	\$ -	\$ 75,000	Y	\$ -	\$ 15,000	\$ -	\$ 60,000	\$ -	\$ -	\$ 60,000
40142302 Transportation Master Plan Study Update	2036 - 2036	\$ 200,000	\$ -	\$ 200,000	Y	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000
Subtotal Transportation Master Plan and Related Studies		\$ 2,305,000	\$ -	\$ 2,305,000		\$ -	\$ 241,000	\$ -	\$ 2,064,000	\$ 344,000	\$ 1,200,000	\$ 520,000
<b>TOTAL ROADS &amp; RELATED - TOWN-WIDE INFRASTRUCTURE - 10-YEAR (2016-2025)</b>		\$ 223,724,849	\$ 13,019,336	\$ 210,705,513		\$ -	\$ 40,251,510	\$ -	\$ 170,454,003	\$ 39,062,486	\$ 131,391,517	\$ -
<b>TOTAL ROADS &amp; RELATED - TOWN-WIDE INFRASTRUCTURE - 20-YEAR (2016-2036)</b>		\$ 345,803,289	\$ 13,744,507	\$ 332,058,782		\$ -	\$ 71,266,950	\$ -	\$ 260,791,832	\$ 39,062,486	\$ 193,224,734	\$ 28,504,612

APPENDIX A  
TABLE 2 - PAGE 1

TOWN OF WHITBY  
AMENDED ROADS AND RELATED - TOWN-WIDE INFRASTRUCTURE  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE

ROADS: RESIDENTIAL	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
OPENING CASH BALANCE (\$000)	\$0.0	\$3,178.1	\$1,736.1	\$2,340.1	(\$12,163.0)	(\$20,958.5)	(\$20,190.9)	(\$43,342.6)	(\$52,562.3)	(\$52,561.6)	(\$50,265.1)
2015 to 2031 RESIDENTIAL FUNDING REQUIREMENTS											
Roads: Residential: Non Inflated	\$228.5	\$4,632.5	\$5,104.3	\$20,918.8	\$15,484.4	\$6,517.4	\$27,409.5	\$14,291.3	\$6,215.6	\$4,520.1	\$10,580.9
Roads: Residential: Inflated	\$0.0	\$4,725.2	\$5,310.5	\$22,199.2	\$16,760.8	\$7,195.7	\$30,867.6	\$16,416.2	\$7,282.6	\$5,402.0	\$12,898.1
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	1,263	1,274	2,272	3,051	3,307	3,327	3,382	3,437	3,495	3,553	3,613
REVENUE											
- DC Receipts: Inflated	\$3,123.5	\$3,213.5	\$5,844.4	\$8,004.5	\$8,851.8	\$9,083.0	\$9,416.3	\$9,763.4	\$10,124.5	\$10,500.1	\$10,890.4
INTEREST											
- Interest on Opening Balance	\$0.0	\$111.2	\$60.8	\$81.9	(\$669.0)	(\$1,152.7)	(\$1,110.5)	(\$2,383.8)	(\$2,890.9)	(\$2,890.9)	(\$2,764.6)
- Interest on In-year Transactions	\$54.7	(\$41.6)	\$9.3	(\$390.4)	(\$217.5)	\$33.0	(\$589.9)	(\$183.0)	\$49.7	\$89.2	(\$55.2)
TOTAL REVENUE	\$3,178.1	\$3,283.2	\$5,914.5	\$7,696.1	\$7,965.3	\$7,963.3	\$7,715.9	\$7,196.6	\$7,283.3	\$7,698.5	\$8,070.7
CLOSING CASH BALANCE	\$3,178.1	\$1,736.1	\$2,340.1	(\$12,163.0)	(\$20,958.5)	(\$20,190.9)	(\$43,342.6)	(\$52,562.3)	(\$52,561.6)	(\$50,265.1)	(\$55,092.5)

ROADS: RESIDENTIAL	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTAL
OPENING CASH BALANCE (\$000)	(\$55,092.5)	(\$77,558.2)	(\$70,461.6)	(\$80,344.4)	(\$72,020.7)	(\$62,771.1)	(\$52,519.0)	(41,200.3)	(28,729.6)	(15,025.0)	
2015 to 2031 RESIDENTIAL FUNDING REQUIREMENTS											
Roads: Residential: Non: Inflated	\$24,291.6	\$427.5	\$13,908.8	\$50.9	\$50.9	\$50.9	\$50.9	\$50.9	\$50.9	\$50.9	\$154,887.5
Roads: Residential: Inflated	\$30,203.5	\$542.1	\$17,992.5	\$67.2	\$68.5	\$69.9	\$71.3	\$72.7	\$74.1	\$75.6	\$178,295.3
NEW RESIDENTIAL DEVELOPMENT											
- Population Growth in New Units	3,672	3,734	3,797	3,859	3,922	3,989	4,053	4,121.7	4,190.8	4,260.6	71,573
REVENUE											
- DC Receipts: Inflated	\$11,288.1	\$11,709.0	\$12,145.8	\$12,590.6	\$13,052.1	\$13,538.6	\$14,034.2	\$14,556.0	\$15,095.9	\$15,654.4	\$222,480.2
INTEREST											
- Interest on Opening Balance	(\$3,030.1)	(\$4,265.7)	(\$3,875.4)	(\$4,418.9)	(\$3,961.1)	(\$3,452.4)	(\$2,888.5)	(\$2,266.0)	(\$1,580.1)	(\$826.4)	(\$44,173.3)
- Interest on In-year Transactions	(\$520.2)	\$195.4	(\$160.8)	\$219.2	\$227.2	\$235.7	\$244.4	\$253.5	\$262.9	\$272.6	(\$11.7)
TOTAL REVENUE	\$7,737.8	\$7,638.8	\$8,109.6	\$8,390.8	\$9,318.2	\$10,321.9	\$11,390.0	\$12,543.4	\$13,778.7	\$15,100.7	\$178,295.3
CLOSING CASH BALANCE	(\$77,558.2)	(\$70,461.6)	(\$80,344.4)	(\$72,020.7)	(\$62,771.1)	(\$52,519.0)	(\$41,200.3)	(\$28,729.6)	(\$15,025.0)	\$0.0	

2016 Adjusted Charge Per Capita                   \$ 2,472.64

Allocation of Capital Program	
Residential Sector	80.2%
Non-Residential Sector	19.8%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



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TOWN OF WHITBY  
ROADS & RELATED - TOWN-WIDE INFRASTRUCTURE  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE

ROADS: RETAIL COMMERCIAL	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
OPENING CASH BALANCE (\$000)	\$0.0	\$176.1	\$106.6	\$173.6	(\$496.2)	(\$878.0)	(\$852.4)	(\$1,984.1)	(\$2,441.7)	(\$2,453.1)	(\$2,353.3)
2015 to 2031 NON-RESIDENTIAL FUNDING REQUIREMENTS											
Roads: Retail Commercial: Non: Inflated	\$11.1	\$224.1	\$246.9	\$1,012.0	\$749.1	\$315.3	\$1,326.0	\$691.4	\$300.7	\$218.7	\$511.9
Roads: Retail Commercial: Inflated	\$11.1	\$228.6	\$256.9	\$1,073.9	\$810.8	\$348.1	\$1,493.3	\$794.2	\$352.3	\$261.3	\$624.0
COMMERCIAL DEVELOPMENT											
- New Retail Commerical GFA - SQ.M	3,210	2,647	5,347	6,835	7,500	6,642	6,771	6,904	7,038	7,177	7,315
REVENUE											
- DC Receipts: Inflated	\$184.1	\$154.9	\$319.2	\$416.1	\$465.8	\$420.7	\$437.5	\$455.0	\$473.1	\$492.1	\$511.6
INTEREST											
- Interest on Opening Balance	\$0.0	\$6.2	\$3.7	\$6.1	(\$27.3)	(\$48.3)	(\$46.9)	(\$109.1)	(\$134.3)	(\$134.9)	(\$129.4)
- Interest on In-year Transactions	\$3.0	(\$2.0)	\$1.1	(\$18.1)	(\$9.5)	\$1.3	(\$29.0)	(\$9.3)	\$2.1	\$4.0	(\$3.1)
TOTAL REVENUE	\$187.2	\$159.0	\$324.0	\$404.1	\$429.0	\$373.7	\$361.5	\$336.6	\$340.9	\$361.2	\$379.1
CLOSING CASH BALANCE	\$176.1	\$106.6	\$173.6	(\$496.2)	(\$878.0)	(\$852.4)	(\$1,984.1)	(\$2,441.7)	(\$2,453.1)	(\$2,353.3)	(\$2,598.2)

ROADS: RETAIL COMMERCIAL	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTAL
OPENING CASH BALANCE (\$000)	(\$2,598.2)	(\$3,695.7)	(\$3,362.7)	(\$3,850.7)	(\$3,457.0)	(\$3,017.3)	(\$2,528.3)	(1,986.1)	(1,386.9)	(726.3)	
2015 to 2031 RESIDENTIAL FUNDING REQUIREMENTS											
Roads: Retail Commercial: Non: Inflated	\$1,175.1	\$20.7	\$672.9	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$7,492.9
Roads: Retail Commercial: Inflated	\$1,461.1	\$26.2	\$870.4	\$3.2	\$3.3	\$3.4	\$3.4	3.5	3.6	3.7	\$8,636.4
COMMERCIAL DEVELOPMENT											
- New Retail Commerical GFA - SQ.M	7,459	7,605	7,753	7,904	8,060	8,216	8,377	8,540.3	8,708.5	8,876.1	148,885.9
REVENUE											
- DC Receipts: Inflated	\$532.1	\$553.3	\$575.4	\$598.3	\$622.4	\$647.1	\$672.9	\$699.8	\$727.8	\$756.7	\$10,715.8
INTEREST											
- Interest on Opening Balance	(\$142.9)	(\$203.3)	(\$184.9)	(\$211.8)	(\$190.1)	(\$166.0)	(\$139.1)	(\$109.2)	(\$76.3)	(\$39.9)	(\$2,077.8)
- Interest on In-year Transactions	(\$25.5)	\$9.2	(\$8.1)	\$10.4	\$10.8	\$11.3	\$11.7	12.2	12.7	13.2	(\$1.7)
TOTAL REVENUE	\$363.6	\$359.3	\$382.4	\$397.0	\$443.0	\$492.4	\$545.6	\$602.7	\$664.2	\$729.9	\$8,636.4
CLOSING CASH BALANCE	(\$3,695.7)	(\$3,362.7)	(\$3,850.7)	(\$3,457.0)	(\$3,017.3)	(\$2,528.3)	(\$1,986.1)	(\$1,386.9)	(\$726.3)	(\$0.0)	

2016 Adjusted Charge Per Square Metre

\$57.37

**Allocation of Capital Program**

Commercial Share 3.9%  
Non-Commerical Share 16.0%

**Rates for 2016**

Inflation Rate 2.0%  
Interest Rate on Positive Balances 3.5%  
Interest Rate on Negative Balances 5.5%

**APPENDIX A  
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**TOWN OF WHITBY  
ROADS & RELATED - TOWN-WIDE INFRASTRUCTURE  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE**

<b>ROADS: OTHER NON-RESIDENTIAL</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
OPENING CASH BALANCE (\$000)	\$0.0	\$1,357.2	\$1,900.3	\$2,400.9	(\$476.1)	(\$2,289.3)	(\$2,186.7)	(\$6,852.6)	(\$8,751.4)	(\$8,819.9)	(\$8,441.0)
<b>2015 to 2031 NON-RESIDENTIAL FUNDING REQUIREMENTS</b>											
Roads: Other Non-Residential : Non: Inflated	\$45.5	\$922.5	\$1,016.5	\$4,165.8	\$3,083.6	\$1,297.9	\$5,458.3	\$2,846.0	\$1,237.8	\$900.1	\$2,107.1
Roads: Other Non-Residential : Inflated	\$45.5	\$941.0	\$1,057.5	\$4,420.7	\$3,337.7	\$1,433.0	\$6,147.0	\$3,269.1	\$1,450.3	\$1,075.7	\$2,568.5
<b>NEW INDUSTRIAL DEVELOPMENT</b>											
- New Other Non-Residential GFA - SQ.M	45,587	46,271	47,147	47,931	48,807	49,618	50,567	51,443	52,354	53,230	54,206
<b>REVENUE</b>											
- DC Receipts: Inflated	\$1,379.3	\$1,428.0	\$1,484.2	\$1,539.0	\$1,598.5	\$1,657.6	\$1,723.0	\$1,788.0	\$1,856.0	\$1,924.8	\$1,999.3
<b>INTEREST</b>											
- Interest on Opening Balance	\$0.0	\$47.5	\$66.5	\$84.0	(\$26.2)	(\$125.9)	(\$120.3)	(\$376.9)	(\$481.3)	(\$485.1)	(\$464.3)
- Interest on In-year Transactions	\$23.3	\$8.5	\$7.5	(\$79.2)	(\$47.8)	\$3.9	(\$121.7)	(\$40.7)	\$7.1	\$14.9	(\$15.7)
<b>TOTAL REVENUE</b>	<b>\$1,402.7</b>	<b>\$1,484.1</b>	<b>\$1,558.1</b>	<b>\$1,543.8</b>	<b>\$1,524.5</b>	<b>\$1,535.6</b>	<b>\$1,481.1</b>	<b>\$1,370.3</b>	<b>\$1,381.8</b>	<b>\$1,454.6</b>	<b>\$1,519.4</b>
<b>CLOSING CASH BALANCE</b>	<b>\$1,357.2</b>	<b>\$1,900.3</b>	<b>\$2,400.9</b>	<b>(\$476.1)</b>	<b>(\$2,289.3)</b>	<b>(\$2,186.7)</b>	<b>(\$6,852.6)</b>	<b>(\$8,751.4)</b>	<b>(\$8,819.9)</b>	<b>(\$8,441.0)</b>	<b>(\$9,490.2)</b>

<b>ROADS: OTHER NON-RESIDENTIAL</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>TOTAL</b>
OPENING CASH BALANCE (\$000)	(\$9,490.2)	(\$14,059.2)	(\$12,749.6)	(\$14,833.5)	(\$13,301.3)	(\$11,596.3)	(\$9,707.6)	(7,616.8)	(5,311.3)	(2,779.5)	-
<b>2015 to 2031 RESIDENTIAL FUNDING REQUIREMENTS</b>											
Roads: Other Non-Residential : Non: Inflated	\$4,837.4	\$85.1	\$2,769.8	\$10.1	\$10.1	\$10.1	\$10.1	\$10.1	\$10.1	\$10.1	\$30,844.3
Roads: Other Non-Residential : Inflated	\$6,014.7	\$108.0	\$3,583.0	\$13.4	\$13.6	\$13.9	\$14.2	\$14.5	\$14.8	\$15.1	35,551.2
<b>NEW RESIDENTIAL DEVELOPMENT</b>											
- New Other Non-Residential GFA - SQ.M	55,182	56,158	57,161	58,137	59,140	60,116	61,219	62,295.0	63,298.0	64,435.2	1,144,302.2
<b>REVENUE</b>											
- DC Receipts: Inflated	\$2,076.0	\$2,155.0	\$2,237.3	\$2,321.0	\$2,408.3	\$2,497.0	\$2,593.7	\$2,692.1	\$2,790.1	\$2,897.0	\$43,045.3
<b>INTEREST</b>											
- Interest on Opening Balance	(\$522.0)	(\$773.3)	(\$701.2)	(\$815.8)	(\$731.6)	(\$637.8)	(\$533.9)	(\$418.9)	(\$292.1)	(\$152.9)	(\$7,461.4)
- Interest on In-year Transactions	(\$108.3)	\$35.8	(\$37.0)	\$40.4	\$41.9	\$43.5	\$45.1	\$46.9	\$48.6	\$50.4	(32.7)
<b>TOTAL REVENUE</b>	<b>\$1,445.7</b>	<b>\$1,417.5</b>	<b>\$1,499.1</b>	<b>\$1,545.6</b>	<b>\$1,718.6</b>	<b>\$1,902.7</b>	<b>\$2,104.9</b>	<b>\$2,320.0</b>	<b>\$2,546.6</b>	<b>\$2,794.6</b>	<b>35,551.2</b>
<b>CLOSING CASH BALANCE</b>	<b>(\$14,059.2)</b>	<b>(\$12,749.6)</b>	<b>(\$14,833.5)</b>	<b>(\$13,301.3)</b>	<b>(\$11,596.3)</b>	<b>(\$9,707.6)</b>	<b>(\$7,616.8)</b>	<b>(\$5,311.3)</b>	<b>(\$2,779.5)</b>	<b>\$0.0</b>	

<b>2016 Adjusted Charge Per Square Metre</b>	<b>\$30.26</b>
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<b>Allocation of Capital Program</b>	
Commercial Share	3.9%
Non-Commercial Share	16.0%
<b>Rates for 2016</b>	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

**APPENDIX B**

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***DRAFT DEVELOPMENT CHARGES***

***AMENDMENT BY-LAW***

**BY-LAW # XXXX**

**THE CORPORATION OF THE TOWN OF WHITBY**

**BEING A BY-LAW TO AMEND BY-LAW # 7255-17  
REGARDING DEVELOPMENT CHARGES – ROADS & RELATED – TOWN-WIDE  
INFRASTRUCTURE FOR THE CORPORATION OF THE TOWN OF WHITBY**

**WHEREAS** Council of the Town of Whitby passed By-law # 7255-17 on March 20, 2017 pursuant to the *Development Charges Act, 1997*, S.O. 1997, c. 27, as amended (the “Act”), whereby the Town of Whitby imposed development charges against land to pay for increased capital costs required because of the increased need for services arising from development in the area to which By-law # 7255-17 applies;

**AND WHEREAS** section 19 of the Act provides for amendments to a development charges by-law;

**AND WHEREAS** Council has before it a report entitled “2017 Development Charges Amendment Background Study: Roads and Related – Town-wide Infrastructure” prepared by Hemson Consulting Ltd., dated July XX, 2017 (the “Update Study”) as required by section 10 of the Act for any amendments to By-law # 7255-17;

**AND WHEREAS** notice of a public meeting was given pursuant to subsection 12(1) of the Act and in accordance with the regulations under the Act, and copies of the Update Study and this proposed by-law were made available to the public in accordance with subsections 10(4) and 12(1) of the Act;

**AND WHEREAS** a public meeting was held on September XX, 2017 in accordance with the Act to hear comments and representations from all persons who applied to be heard (the “Public Meeting”);

**AND WHEREAS** the Council of the Town of Whitby has heard all persons who applied to be heard no matter whether in objection to, or in support of, the development charge amendment proposal at the Public Meeting, and the public was generally afforded the opportunity to make written submissions relating to this proposed by-law and the Update Study;

**AND WHEREAS** by resolution at its meeting held on September XX, 2017, Council approved the Update Study and determined that no further public meetings were required under subsection 12(3) of the Act;

**NOW THEREFORE THE COUNCIL OF THE TOWN OF WHITBY HEREBY ENACTS  
AS FOLLOWS:**

1. By-law # 7255-17 is hereby amended as follows:
  - (a) Schedule “B” – “Schedule of Residential Development Charges” of By-law # 7255-17 is repealed and replaced with Table 1 (below) of this by-law; and
  - (b) Schedule “C” – “Schedule of Non-Residential Development Charges” of By-law # 7255-17 is repealed and replaced with Table 2 (below) of this by-law.

**TABLE 1  
(TO AMEND SCHEDULE "B" OF BY-LAW # 7255-17)  
SCHEDULE OF RESIDENTIAL DEVELOPMENT CHARGES**

Column A.	Column B.	Column C.	Column D.
<ul style="list-style-type: none"> <li>• <b>Single-Detached Dwelling Units</b></li> <li>• <b>Semi-Detached Dwelling Units</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Residential Dwelling Types Not Included in Columns A, C or D</b></li> <li>• <b>Row Townhouse Dwelling Units with Three (3) or More Bedrooms</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Apartment Dwelling Units with Two (2) or More Bedrooms</b></li> <li>• <b>Row Townhouse Dwelling Units with Two(2) or Less Bedrooms</b></li> <li>• <b>Mobile Home Dwelling Units</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Apartment Dwelling Unit with One (1) or Less Bedrooms</b></li> <li>• <b>Garden Suite Dwelling Units</b></li> <li>• <b>Special Care/Special Needs Dwelling Units</b></li> </ul>

Service	Column A	Column B	Column C	Column D	Percentage of Charge
General Government	\$994	\$794	\$586	\$381	4.7%
Non-Administrative Operational Facilities	\$160	\$128	\$95	\$62	0.8%
Fire Services	\$921	\$736	\$543	\$353	4.3%
Operations	\$642	\$512	\$378	\$246	3.0%
Parks & Recreation	\$6,173	\$4,929	\$3,639	\$2,367	29.0%
Libraries	\$1,094	\$874	\$645	\$420	5.1%
Parking & By-Law	\$170	\$136	\$100	\$65	0.8%
Waste Management	\$155	\$124	\$91	\$59	0.7%
<b>Total General Services</b>	<b>\$10,309</b>	<b>\$8,233</b>	<b>\$6,077</b>	<b>\$3,953</b>	<b>48.4%</b>
Roads & Related - Town-Wide Infrastructure	\$8,293	\$6,622	\$4,888	\$3,180	38.9%
Roads & Related - Alternate Route And Related Infrastructure	\$2,347	\$1,874	\$1,384	\$900	11.0%
Stormwater Management	\$373	\$297	\$220	\$143	1.7%
<b>Total Engineered Services</b>	<b>\$11,013</b>	<b>\$8,793</b>	<b>\$6,492</b>	<b>\$4,223</b>	<b>51.6%</b>
<b>TOTAL TOWN-WIDE CHARGE PER UNIT</b>	<b>\$21,322</b>	<b>\$17,026</b>	<b>\$12,569</b>	<b>\$8,176</b>	<b>100.0%</b>

**TABLE 2  
(TO AMEND SCHEDULE "C" OF BY-LAW # 7255-17)  
SCHEDULE OF NON-RESIDENTIAL DEVELOPMENT CHARGES**

Service	Retail Comercial		Other Non-Residential	
	Adjusted Charge per Square Metre	Percentage of Charge	Adjusted Charge per Square Metre	Percentage of Charge
General Government	\$6.86	7.1%	\$3.53	7.0%
Non-Administrative Operational Facilities	\$1.11	1.2%	\$0.57	1.1%
Fire Services	\$6.36	6.6%	\$3.28	6.5%
Operations	\$4.43	4.6%	\$2.28	4.5%
Parks & Recreation	\$0.00	0.0%	\$0.00	0.0%
Libraries	\$0.00	0.0%	\$0.00	0.0%
Parking & By-Law	\$1.17	1.2%	\$0.61	1.2%
Waste Management	\$0.00	0.0%	\$0.00	0.0%
<b>General Services Charge Per sq.m</b>	<b>\$19.93</b>	<b>20.7%</b>	<b>\$10.27</b>	<b>20.4%</b>
Roads & Related - Town-Wide Infrastructure	\$57.37	59.7%	\$30.26	60.0%
Roads & Related - Alternate Route And Related Infrastructure	\$16.23	16.9%	\$8.58	17.0%
Stormwater Management	\$2.57	2.7%	\$1.35	2.7%
<b>Engineered Services Charge Per sq.m</b>	<b>\$76.17</b>	<b>79.3%</b>	<b>\$40.19</b>	<b>79.6%</b>
<b>TOTAL TOWN-WIDE CHARGE PER SQ M</b>	<b>\$96.10</b>	<b>100.0%</b>	<b>\$50.46</b>	<b>100.0%</b>

**DATE BY-LAW EFFECTIVE**

2. This by-law shall come into full force and effect on October XX, 2017.

**DATE BY-LAW EXPIRES**

3. This By-law expires when By-law # 7255-17 expires.

**SHORT TITLE**

4. This by-law may be cited as the "Town of Whitby Amending Development Charge By-law, 2017"

By-law read and passed this XX day of September, 2017.

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**Don Mitchell, Mayor**

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**Chris Harris, Clerk**