

---

**REGION OF DURHAM**

**ADDENDUM TO THE 2023 REGIONAL  
DEVELOPMENT CHARGE  
BACKGROUND STUDY  
SUPPORTING AMENDMENTS TO  
REGIONAL RESIDENTIAL AND NON-  
RESIDENTIAL DEVELOPMENT CHARGE  
BY-LAW NO. 42-2023**

Prepared by:

**THE REGIONAL MUNICIPALITY OF DURHAM**

**AND**

**WATSON & ASSOCIATES ECONOMISTS LTD.**

**January 31, 2025 (Revised April 2025)**

---

## 1.0 Purpose of Development Charge Background Study

- 1.1 The purpose of this Background Study is to identify the amendments to Regional Development Charge (DC) By-law No. 42-2023 of the Regional Municipality of Durham. The amending by-law was presented to the Ontario Land Tribunal (OLT) as part of the Minutes of Settlement to address litigation matters before the OLT, affecting the Region with respect to BILD and DRHBA et al. v. Durham (Region) (OLT-23-000888). The OLT issued its Order on January 31, 2025.

## 2.0 Rationale of DC By-law Amendments

- 2.1 On June 14, 2023, Regional Council approved the 2023 DC By-law (No. 42-2023), which came into effect on July 1, 2023 as follows:

| Project Milestone                                    | Date(s)  |
|--|--|
| Development Charges Background Study Public Release  | March 28, 2023   |
| Notice of Public Meeting                             | March 17, 2023, March 20, 2023, and March 23, 2023 to April 6, 2023. |
| Public Meeting of Council                            | April 12, 2023   |
| Passage of the Development Charges By-law by Council | June 14, 2023  |
| Effective Date of New By-law                         | July 1, 2023   |

The DC By-law was subsequently amended in June 2024 to remove the mandatory phase in of DC rate provisions that stemmed from The More Homes Built Faster Act, 2022 (Bill 23), which was repealed in The Cutting Red Tape to Build More Homes Act, 2024 (Bill 185), as well as indexing of 4.6% was applied in July 1, 2024.

- 2.2 The Region's current DC rates, including GO and Regional Transit services (under separate DC By-laws not under appeal) and indexing on July 1, 2024, are as shown in Table 12 and 13.
- 2.3 DC By-law No. 42-2023 was appealed to the OLT by five appellants as follows:
- Building and Land Development Industry (BILD)
  - Durham Region Home Builders' Association (DRHBA)
  - Bowmanville North (Soper Springs) Landowners Group Inc. (Soper Springs)
  - Shoal Bayly Ontario Inc. (Shoal Bayly)
  - Fieldgate Developments and Umiak Investments Limited (Fieldgate and Umiak)

- 2.4 The Parties engaged in OLT-led mediation on two occasions, September 17th and September 18th, 2024 with an OLT appointed mediator. Arising from the mediation process, the Parties arrived at Minutes of Settlement dated December 19, 2024.
- 2.5 Based on the Minutes of Settlement, a number of amendments to the Region's DC By-law No. 42-2023 have been approved by the OLT. The amendments only impact Regional Roads, Water Supply and Sanitary Sewerage DC services of the by-law, and the following provides a high-level summary of the amendments. Detailed changes to the regional roads, water supply and sanitary sewerage capital programs and cash flow calculations are provided in Appendices A, B and C.

### **Regional Roads Services**

- 2.6 Increases to the post period benefit (PPB) allowance related to a minor adjustment to the transportation model removes approximately \$6.88 million from the DC calculation.
- 2.7 Reductions in capital costs to remove contingencies on landscaping and utilities cost components removes approximately \$7.35 million from the DC calculation.
- 2.8 Increases to the benefit to existing (BTE) share of capital costs removes approximately \$83.92 million from the DC calculation. These adjustments relate to the following items:
- a. to better reflect the replacement and increase in service benefits to the existing community associated with bridge and rail grade separation improvements;
  - b. to correct the calculation in the Background Study for road widening projects;
  - c. to remove the Orono and Scugog depot renovations from the capital program, as these are facility replacement projects with no additional service capacity being created; and
  - d. to increase the BTE share for the Sunderland, Ajax and Whitby/Oshawa depots to better reflect the increase in service to the existing community associated with their expansion.

### **Water Supply Services**

- 2.9 Reduction in the capital cost estimates for Project #239 by 50 per cent to reflect the anticipated funding for the local service cost share removes approximately \$1.15 million from the DC calculation.

- 2.10 Increases to the PPB allowance for a number of projects, as noted in Appendix B, to better align the increase in need for service with anticipated development in the DC Background Study growth forecast period removes approximately \$216.80 million from the DC calculation.
- 2.11 Removal of the Orono and Scugog depot renovations from the capital program as these are facility replacement projects with no additional service capacity is being created, and increases to the BTE share for the Sunderland, Ajax and Whitby/Oshawa depots to better reflect the increase in service to the existing community. These adjustments remove approximately \$27.61 million from the DC calculation.

### **Sanitary Sewerage Services**

- 2.12 Reductions in capital cost estimates for Projects 212, 215 and 225 by 50 per cent and Project 214 by 25 per cent to reflect the anticipated funding for the local service cost share remove approximately \$13.50 million from the DC calculation.
- 2.13 Increases to the PPB allowance for a number of projects, as shown in Appendix C, to better align the increase in need for service with anticipated development in the DC Background Study growth forecast period removes approximately \$158.55 million from the DC calculation.
- 2.14 Removal of the Orono and Scugog Depot renovations from the capital program as these are facility replacement projects with no additional service capacity is being created, and increases to the BTE share for the Sunderland, Ajax and Whitby/Oshawa depots to better reflect the increase in service to the existing community. These adjustments remove approximately \$27.61 million from the DC calculation.

### **3.0 Recalculation of the DCs**

- 3.1 Based on the amendments to By-law No. 42-2023 noted above, Table 1 provides a summary of the DC rate reductions (\$2023) for residential and non-residential development.
- 3.2 The settlement results in the 2023 residential DC rates decreasing by 13.49 per cent. The decrease in the non-residential rates varies by development type from 6.4 per cent for institutional to 11.4 per cent for industrial. The reductions are related to the amendments for roads, water and sewer services only.

**Table 1  
 Region of Durham  
 Reductions in Development Charges  
 By-law No. 42-2023**

| <b>With Roads, Water, and Sewer Changes</b> |  |                 |               |          |
|---|--|-----------------|---------------|----------|
| <b>Residential</b>                          | <b>Full DC (Per Dwelling Unit, 2023\$)</b> |                 |               |          |
|   | <b>New</b>                                 | <b>Original</b> | <b>Change</b> | <b>%</b> |
| Single / Semi                               | \$ 68,368                                  | \$ 79,033       | -\$10,665     | -13.49%  |
| Medium Density                              | \$ 54,449                                  | \$ 62,941       | -\$8,492      | -13.49%  |
| 2 Bedroom                                   | \$ 39,805                                  | \$ 46,014       | -\$6,209      | -13.49%  |
| 1 Bedroom                                   | \$ 24,450                                  | \$ 28,262       | -\$3,812      | -13.49%  |
| <b>Full DC (Per sq.ft, 2023\$)</b>          |  |                 |               |          |
| <b>Non-Residential</b>                      | <b>New</b>                                 | <b>Original</b> | <b>Change</b> | <b>%</b> |
| Commerical                                  | \$ 37.59                                   | \$ 41.48        | -\$3.89       | -9.4%    |
| Industrial                                  | \$ 17.29                                   | \$ 19.51        | -\$2.22       | -11.4%   |
| Institutional                               | \$ 20.17                                   | \$ 21.56        | -\$1.39       | -6.4%    |

3.3 Table 2 provides the residential DC rates for all services in the approved DC By-law No. 42-2023. Table 3 provides the amended DC rates with the adjustments to regional roads, water supply and sanitary sewerage services (as highlighted in yellow) from the Minutes of Settlement. There were no changes to the DC rates for all other services.

Tables 4 and 5 provide the non-residential DC rates from DC By-law No. 42-2023 and the amended DC rates with the adjustments to regional roads, water supply and sanitary sewerage services, respectively.

**Table 2**  
**Region of Durham**  
**Residential Development Charges – 2023\$ DC Rates**  
**By-law No. 42-2023**

| Service Category  | Detached & Semi-Detached<br>\$ | Medium Density Multiples<br>\$ | Two Bedroom Apartment & Larger<br>\$ | One Bedroom Apartment & Smaller<br>\$ |
|---|--------------------------------|--------------------------------|--------------------------------------|---------------------------------------|
| <b>Region-Wide Charges</b>                                |                                |                                |                                      |                                       |
| Regional Roads  | 26,998                         | 21,501                         | 15,718                               | 9,654                                 |
| Regional Police   | 977                            | 778                            | 569                                  | 349                                   |
| Long-Term Care  | 548                            | 436                            | 319                                  | 196                                   |
| Paramedic Services  | 441                            | 351                            | 257                                  | 158                                   |
| Waste Diversion   | 94                             | 75                             | 55                                   | 34                                    |
| Subtotal  | 29,058                         | 23,141                         | 16,918                               | 10,391                                |
| <b>Regional Water Supply &amp; Sanitary Sewer Charges</b> |                                |                                |                                      |                                       |
| Water Supply  | 26,117                         | 20,800                         | 15,206                               | 9,340                                 |
| Sanitary Sewerage   | 23,858                         | 19,000                         | 13,890                               | 8,531                                 |
| Subtotal  | 49,975                         | 39,800                         | 29,096                               | 17,871                                |
| <b>Total of All Charges</b>                               | <b>79,033</b>                  | <b>62,941</b>                  | <b>46,014</b>                        | <b>28,262</b>                         |

**Table 3**  
**Region of Durham**  
**Residential Development Charges – Amended 2023\$ DC Rates**  
**By-law No. 42-2023**

| Service Category  | Detached & Semi-Detached<br>\$ | Medium Density Multiples<br>\$ | Two Bedroom Apartment & Larger<br>\$ | One Bedroom Apartment & Smaller<br>\$ |
|---|--------------------------------|--------------------------------|--------------------------------------|---------------------------------------|
| <b>Region-Wide Charges</b>                                |                                |                                |                                      |                                       |
| Regional Roads  | 25,651                         | 20,429                         | 14,934                               | 9,173                                 |
| Regional Police   | 977                            | 778                            | 569                                  | 349                                   |
| Long-Term Care  | 548                            | 436                            | 319                                  | 196                                   |
| Paramedic Services  | 441                            | 351                            | 257                                  | 158                                   |
| Waste Diversion   | 94                             | 75                             | 55                                   | 34                                    |
| Subtotal  | 27,711                         | 22,069                         | 16,134                               | 9,910                                 |
| <b>Regional Water Supply &amp; Sanitary Sewer Charges</b> |                                |                                |                                      |                                       |
| Water Supply  | 20,860                         | 16,613                         | 12,145                               | 7,460                                 |
| Sanitary Sewerage   | 19,797                         | 15,767                         | 11,526                               | 7,080                                 |
| Subtotal  | 40,657                         | 32,380                         | 23,671                               | 14,540                                |
| <b>Total of All Charges</b>                               | <b>68,368</b>                  | <b>54,449</b>                  | <b>39,805</b>                        | <b>24,450</b>                         |

**Table 4**  
**Region of Durham**  
**Non-Residential Development Charges – 2023\$ DC Rates**  
**By-law No. 42-2023**

| <b>Service Category</b> | <b>Commercial (\$)</b> | <b>Industrial (\$)</b> | <b>Institutional (\$)</b> |
|-------------------------|------------------------|------------------------|---------------------------|
| Water Supply            | 7.51                   | 4.86                   | 2.03                      |
| Sanitary Sewer          | 12.06                  | 7.06                   | 2.92                      |
| Regional Roads          | 21.91                  | 7.59                   | 16.61                     |
| <b>Total</b>            | <b>41.48</b>           | <b>19.51</b>           | <b>21.56</b>              |

**Table 5**  
**Region of Durham**  
**Non-Residential Development Charges – Amended 2023\$ DC Rates**  
**By-law No. 42-2023**

| <b>Service Category</b> | <b>Commercial (\$)</b> | <b>Industrial (\$)</b> | <b>Institutional (\$)</b> |
|-------------------------|------------------------|------------------------|---------------------------|
| Water Supply            | 6.46                   | 4.16                   | 1.80                      |
| Sanitary Sewer          | 10.32                  | 5.91                   | 2.52                      |
| Regional Roads          | 20.81                  | 7.22                   | 15.85                     |
| <b>Total</b>            | <b>37.59</b>           | <b>17.29</b>           | <b>20.17</b>              |

**4.0 Approved Amendments and Implementation**

- 4.1 The amendments to By-law 42-2023 address the changes to the regional roads, water supply and sanitary sewerage services of the by-law to reflect changes in PPB, BTE and capital cost estimates as approved in the Minutes of Settlement.
- 4.2 Appendix A provides the amended capital program tables and cash flow calculations for Regional Road services.
- 4.3 Appendix B provides the amended capital program tables and cash flow calculations for Water Supply services.
- 4.4 Appendix C provides the amended capital program tables and cash flow calculations for Sanitary Sewerage services.
- 4.5 The amendments to By-law No. 42-2023 take effect on January 31, 2025 which is the day the OLT issued its Order.

## **5.0 Amended Full DC Rate Schedules and Bill 23 Phase In**

- 5.1 In addition to By-law No. 42-2023, the total DC rate charged on residential development also includes the Regional Transit and GO Transit DC By-law's No. 39-2022 and 86-2001. Regional Transit DC By-law No. 39-2022 also applies to non-residential development.
- 5.2 As per Bill 23, all DC By-laws passed after January 1, 2022, were to be phased in annually over the first five years the by-law is in force. However, the provincial legislation was subsequently updated by Bill 185, permitting municipalities to remove the phase-in provisions. The Region removed the phase-in of the Region-wide DC and Regional Transit DC rates effectively July 1, 2024 (through amending by-law 2024-037). In addition, annual indexing occurred to these charges on July 1, 2024.
- 5.3 Accordingly, the Region will be issuing refunds for the difference in the rate paid compared to the retroactively amended rates.
- 5.4 The schedule of Region-wide DC rates for residential and non-residential development that came into effect on July 1, 2023, are presented in Tables 6 and 7. This includes all three DC by-laws, as well as the phased-in rates that would have been applied during the period of July 1, 2023, to June 30, 2024 under Bill 23. These will be the rates used to calculate refunds for DCs paid during that period.
- 5.5 The July 1, 2023 schedule of Region-Wide DC rates for residential and non-residential development including, the amendments approved by the OLT to By-law 42-2023 are presented in Tables 8 and 9.
- 5.6 The DC rates amended by the OLT, with indexing to July 1, 2024, are presented in Tables 10 and 11. Tables 12 and 13 provide the Region's current development charge rates. These will be the rates used to calculate refunds for DCs paid after June 30, 2024.

**Table 6**  
**Region of Durham**  
**Residential Development Charges – July 1, 2023, DC Rate Schedule with**  
**Phase-in Applied**  
**By-law No. 42-2023, 39-2022 & 86-2001**

| RESIDENTIAL DEVELOPMENT CHARGES <sup>(1)</sup><br>Effective July 1, 2023<br>\$ PER DWELLING TYPE   |                             |                             |                            |                            |
|--|-----------------------------|-----------------------------|----------------------------|----------------------------|
| SERVICE CATEGORY   | Single and Semi Detached \$ | Medium Density Multiples \$ | Apartments                 |                            |
|  |                             |                             | Two Bedrooms and Larger \$ | One Bedroom and Smaller \$ |
| <u>Region-Wide Charges</u>   |                             |                             |                            |                            |
| Regional Roads   | 21,598                      | 17,201                      | 12,574                     | 7,723                      |
| GO Transit   | 838                         | 742                         | 526                        | 313                        |
| Regional Transit   | 2,085                       | 1,642                       | 1,166                      | 716                        |
| Regional Police Services   | 782                         | 622                         | 455                        | 279                        |
| Long Term Care   | 438                         | 349                         | 255                        | 157                        |
| Paramedic Services   | 353                         | 281                         | 206                        | 126                        |
| Waste Diversion  | 75                          | 60                          | 44                         | 27                         |
| <b>Total</b>   | <b>26,169</b>               | <b>20,897</b>               | <b>15,226</b>              | <b>9,341</b>               |
| <u>Regional Water Supply &amp; Sanitary Sewer Charges</u>  |                             |                             |                            |                            |
| Water Supply   | 20,894                      | 16,640                      | 12,165                     | 7,473                      |
| Sanitary Sewerage  | 19,086                      | 15,200                      | 11,112                     | 6,825                      |
| <b>Total of All Charges</b>  | <b>\$66,149</b>             | <b>\$52,737</b>             | <b>\$38,503</b>            | <b>\$23,639</b>            |
| <sup>(1)</sup> This schedule is the total DC payable effective July 1, 2023, which was phased in at 85% of the full calculated rate for Regional Transit, and 80% for everything else except GO Transit, which was not subject to the phasing in legislation. This was the DC rate that was in effect from July 1, 2023, until July 1, 2024. |                             |                             |                            |                            |

**Table 7**  
**Region of Durham**  
**Non- Residential Development Charges – July 1, 2023, DC Rate Schedule**  
**with Phase-in Applied**  
**By-law No. 42-2023 & 39-2022**

| <b>COMMERCIAL USE DEVELOPMENT CHARGES <sup>(1)</sup></b><br><b>\$ PER SQUARE FOOT OF GROSS FLOOR AREA</b> |                |
|---|----------------|
| EFFECTIVE DATE  |                |
| SERVICE   | July 1, 2023   |
| Water Supply  | 6.01           |
| Sanitary Sewerage   | 9.65           |
| Regional Roads  | 17.53          |
| Regional Transit  | 0.95           |
| <b>TOTAL</b>  | <b>\$34.14</b> |

| <b>INSTITUTIONAL USE DEVELOPMENT CHARGES <sup>(1)</sup></b><br><b>\$ PER SQUARE FOOT OF GROSS FLOOR AREA</b> |                |
|--|----------------|
| EFFECTIVE DATE   |                |
| SERVICE  | July 1, 2023   |
| Water Supply   | 1.62           |
| Sanitary Sewerage  | 2.34           |
| Regional Roads   | 13.29          |
| Regional Transit   | 0.95           |
| <b>TOTAL</b>   | <b>\$18.20</b> |

| <b>INDUSTRIAL USE DEVELOPMENT CHARGES <sup>(1)</sup></b><br><b>\$ PER SQUARE FOOT OF GROSS FLOOR AREA</b> |                |
|---|----------------|
| EFFECTIVE DATE  |                |
| SERVICE   | July 1, 2023   |
| Water Supply  | 3.89           |
| Sanitary Sewerage   | 5.65           |
| Regional Roads  | 6.07           |
| Regional Transit  | 0.95           |
| <b>TOTAL</b>  | <b>\$16.56</b> |

<sup>(1)</sup> This schedule is the total DC payable effective July 1, 2023, which was phased in at 85% of the full calculated rate for Regional Transit, and 80% for everything else. This was the DC rate that was in effect from July 1, 2023, until July 1, 2024.

**Table 8**  
**Region of Durham**  
**Residential Development Charges – July 1, 2023, as Amended by OLT**  
**Order with Phase-in Applied**  
**By-law No. 42-2023, 39-2022 & 86-2001**

| RESIDENTIAL DEVELOPMENT CHARGES <sup>(1)</sup><br>Effective July 1, 2023<br>\$ PER DWELLING TYPE  |                                |                                |                               |                               |
|---|--------------------------------|--------------------------------|-------------------------------|-------------------------------|
| SERVICE CATEGORY  | Single and Semi Detached<br>\$ | Medium Density Multiples<br>\$ | Apartments                    |                               |
|   |                                |                                | Two Bedrooms and Larger<br>\$ | One Bedroom and Smaller<br>\$ |
| <u>Region-Wide Charges</u>  |                                |                                |                               |                               |
| Regional Roads  | 20,521                         | 16,343                         | 11,947                        | 7,338                         |
| GO Transit  | 838                            | 742                            | 526                           | 313                           |
| Regional Transit  | 2,085                          | 1,642                          | 1,166                         | 716                           |
| Regional Police Services  | 782                            | 622                            | 455                           | 279                           |
| Long Term Care  | 438                            | 349                            | 255                           | 157                           |
| Paramedic Services  | 353                            | 281                            | 206                           | 126                           |
| Waste Diversion   | 75                             | 60                             | 44                            | 27                            |
| <b>Total</b>  | <b>25,092</b>                  | <b>20,039</b>                  | <b>14,599</b>                 | <b>8,956</b>                  |
| <u>Regional Water Supply &amp; Sanitary Sewer Charges</u>   |                                |                                |                               |                               |
| Water Supply  | 16,688                         | 13,290                         | 9,716                         | 5,968                         |
| Sanitary Sewerage   | 15,838                         | 12,614                         | 9,221                         | 5,664                         |
| <b>Total of All Charges</b>   | <b>\$57,618</b>                | <b>\$45,943</b>                | <b>\$33,536</b>               | <b>\$20,588</b>               |
| (1) These rates are the amended July 1, 2023 rates. Rates are subject to Bill 23 phase-in provisions, which are 85% for the Regional Transit and 80% for everything else except for GO Transit, which was not subject to the phase in provisions. This is the rate that will retroactively been in effect from July 1, 2023 to June 30, 2024. |                                |                                |                               |                               |

**Table 9**  
**Region of Durham**  
**Non-Residential Development Charges – July 1, 2023, as Amended by OLT**  
**Order with Phase-in Applied**  
**By-law No. 42-2023 & 39-2022**

| COMMERCIAL USE DEVELOPMENT CHARGES <sup>(1)</sup><br>\$ PER SQUARE FOOT OF GROSS FLOOR AREA |                |
|---|----------------|
| EFFECTIVE DATE  |                |
| SERVICE   | July 1, 2023   |
| Water Supply  | 5.17           |
| Sanitary Sewerage   | 8.26           |
| Regional Roads  | 16.65          |
| Regional Transit  | 0.95           |
| <b>TOTAL</b>  | <b>\$31.03</b> |

| INSTITUTIONAL USE DEVELOPMENT CHARGES <sup>(1)</sup><br>\$ PER SQUARE FOOT OF GROSS FLOOR AREA |                |
|--|----------------|
| EFFECTIVE DATE   |                |
| SERVICE  | July 1, 2023   |
| Water Supply   | 1.44           |
| Sanitary Sewerage  | 2.02           |
| Regional Roads   | 12.68          |
| Regional Transit   | 0.95           |
| <b>TOTAL</b>   | <b>\$17.09</b> |

| INDUSTRIAL USE DEVELOPMENT CHARGES <sup>(1)</sup><br>\$ PER SQUARE FOOT OF GROSS FLOOR AREA |                |
|---|----------------|
| EFFECTIVE DATE  |                |
| SERVICE   | July 1, 2023   |
| Water Supply  | 3.33           |
| Sanitary Sewerage   | 4.73           |
| Regional Roads  | 5.78           |
| Regional Transit  | 0.95           |
| <b>TOTAL</b>  | <b>\$14.79</b> |

(1) These rates are the amended July 1, 2023 rates. Rates are subject to Bill 23 phase-in provisions, which are 85% for the Regional Transit and 80% for everything else. This is the rate that will retroactively been in effect from July 1, 2023 to June 30, 2024.

**Table 10**  
**Region of Durham**  
**Residential Development Charges – July 1, 2024, as Amended by OLT**  
**Order with Indexing Applied**  
**By-law No. 42-2023, 39-2022 & 86-2001**

| RESIDENTIAL DEVELOPMENT CHARGES <sup>(1)</sup>   |                             |                             |                            |                            |
|--|-----------------------------|-----------------------------|----------------------------|----------------------------|
| Current as of January 31, 2025   |                             |                             |                            |                            |
| \$ PER DWELLING TYPE   |                             |                             |                            |                            |
| SERVICE CATEGORY   | Single and Semi Detached \$ | Medium Density Multiples \$ | Apartments                 |                            |
|  |                             |                             | Two Bedrooms and Larger \$ | One Bedroom and Smaller \$ |
| <u>Region-Wide Charges</u>   |                             |                             |                            |                            |
| Regional Roads   | 26,831                      | 21,369                      | 15,621                     | 9,595                      |
| GO Transit   | 863                         | 764                         | 542                        | 322                        |
| Regional Transit   | 2,565                       | 2,020                       | 1,434                      | 881                        |
| Regional Police Services   | 1,022                       | 814                         | 595                        | 365                        |
| Long Term Care   | 573                         | 456                         | 334                        | 205                        |
| Paramedic Services   | 461                         | 367                         | 269                        | 165                        |
| Waste Diversion  | 98                          | 78                          | 58                         | 36                         |
| <b>Total</b>   | <b>32,413</b>               | <b>25,868</b>               | <b>18,853</b>              | <b>11,569</b>              |
| <u>Regional Water Supply &amp; Sanitary Sewer Charges</u>                                    |                             |                             |                            |                            |
| Water Supply   | 21,820                      | 17,377                      | 12,703                     | 7,803                      |
| Sanitary Sewerage  | 20,708                      | 16,492                      | 12,056                     | 7,406                      |
| <b>Total of All Charges</b>  | <b>\$74,941</b>             | <b>\$59,737</b>             | <b>\$43,612</b>            | <b>\$26,778</b>            |
| (1) July 1, 2024, rates are indexed at 4.6%. Phase in provision are removed as per Bill 185. |                             |                             |                            |                            |

**Table 11**  
**Region of Durham**  
**Non-Residential Development Charges – July 1, 2024, as Amended by OLT**  
**Order with Indexing Applied**  
**By-law No. 42-2023 & 39-2022**

| <b>COMMERCIAL USE DEVELOPMENT CHARGES <sup>(1)</sup></b><br><b>\$ PER SQUARE FOOT OF GROSS FLOOR AREA</b> |                                   |
|---|-----------------------------------|
| SERVICE   | Current as of<br>January 31, 2025 |
| Water Supply  | 6.76                              |
| Sanitary Sewerage   | 10.79                             |
| Regional Roads  | 21.77                             |
| Regional Transit  | 1.16                              |
| <b>TOTAL</b>  | <b>\$40.48</b>                    |

| <b>INSTITUTIONAL USE DEVELOPMENT CHARGES <sup>(1)</sup></b><br><b>\$ PER SQUARE FOOT OF GROSS FLOOR AREA</b> |                                   |
|--|-----------------------------------|
| SERVICE  | Current as of<br>January 31, 2025 |
| Water Supply   | 1.88                              |
| Sanitary Sewerage  | 2.64                              |
| Regional Roads   | 16.58                             |
| Regional Transit   | 1.16                              |
| <b>TOTAL</b>   | <b>\$22.26</b>                    |

| <b>INDUSTRIAL USE DEVELOPMENT CHARGES <sup>(1)</sup></b><br><b>\$ PER SQUARE FOOT OF GROSS FLOOR AREA</b> |                                   |
|---|-----------------------------------|
| SERVICE   | Current as of<br>January 31, 2025 |
| Water Supply  | 4.35                              |
| Sanitary Sewerage   | 6.18                              |
| Regional Roads  | 7.55                              |
| Regional Transit  | 1.16                              |
| <b>TOTAL</b>  | <b>\$19.24</b>                    |

<sup>(1)</sup> July 1, 2024, rates are indexed at 4.6%. Phase in provision are removed as per Bill 185.

**Table 12**  
**Region of Durham**  
**Residential Development Charges – July 1, 2024, with Indexing Applied**  
**By-law No. 42-2023, 39-2022 & 86-2001**

| <b>RESIDENTIAL DEVELOPMENT CHARGES</b>     |                                      |  |  |   |
|--|--------------------------------------|--|--|---|
| <b>Effective July 1, 2024 (full rates)</b> |                                      |  |  |   |
| <b>PER DWELLING UNIT</b>                   |                                      |  |  |   |
| <b>SERVICE CATEGORY</b>                    | <b>Single / Semi Detached<br/>\$</b> | <b>Medium Density Multiples<br/>\$</b> | <b>Two Bedroom Apartment and Larger<br/>\$</b> | <b>One Bedroom Apartment and Smaller<br/>\$</b> |
| Regional Roads                             | 28,240                               | 22,490                                 | 16,441   | 10,098  |
| GO Transit <sup>(1)</sup>                  | 863                                  | 764                                    | 542  | 322   |
| Regional Transit                           | 2,565                                | 2,020                                  | 1,434  | 881   |
| Regional Police Services                   | 1,022                                | 814                                    | 595  | 365   |
| Long Term Care                             | 573                                  | 456                                    | 334  | 205   |
| Paramedic Services                         | 461                                  | 367                                    | 269  | 165   |
| Waste Diversion                            | 98                                   | 78                                     | 58   | 36  |
| Water Supply                               | 27,318                               | 21,757                                 | 15,905   | 9,770   |
| Sanitary Sewerage                          | 24,955                               | 19,874                                 | 14,529   | 8,923   |
| <b>Total (All Services)</b>                | <b><u>\$ 86,095</u></b>              | <b><u>\$ 68,620</u></b>                | <b><u>\$ 50,107</u></b>                        | <b><u>\$ 30,765</u></b>                         |

**Table 13**  
**Region of Durham**  
**Non-Residential Development Charges – July 1, 2024, with Indexing**  
**Applied**  
**By-law No. 42-2023 & 39-2022**

| <b>COMMERCIAL DEVELOPMENT CHARGES</b><br><b>Per Square Foot of Gross Floor Area</b> |                           |
|---|---------------------------|
| SERVICE CATEGORY  | Effective<br>July 1, 2024 |
| \$  |                           |
| Regional Roads  | 22.92                     |
| Water Supply  | 7.86                      |
| Sanitary Sewerage   | 12.61                     |
| Regional Transit  | <u>1.16</u>               |
| Total (All Services)  | <u>\$ 44.55</u>           |

| <b>INDUSTRIAL DEVELOPMENT CHARGES</b><br><b>Per Square Foot of Gross Floor Area</b> |                           |
|---|---------------------------|
| SERVICE CATEGORY  | Effective<br>July 1, 2024 |
| \$  |                           |
| Regional Roads  | 7.94                      |
| Water Supply  | 5.08                      |
| Sanitary Sewerage   | 7.38                      |
| Regional Transit  | <u>1.16</u>               |
| Total (All Services)  | <u>\$ 21.56</u>           |

| <b>INSTITUTIONAL DEVELOPMENT CHARGES<br/>Per Square Foot of Gross Floor Area</b> |  |
|--|--|
| <b>SERVICE CATEGORY</b>  | <b>Effective<br/><u>July 1, 2024</u></b> |
|  | <b>\$</b>                                |
| Regional Roads   | 17.37                                    |
| Water Supply   | 2.12                                     |
| Sanitary Sewerage  | 3.05                                     |
| Regional Transit   | <u>1.16</u>                              |
| Total (All Services)   | <u>\$ 23.70</u>                          |

## **Appendix A**

### **Documentation for Revised Capital Sheets and Cash Flow Calculations - Regional Roads**

**Table E.1 – Regional Roads: Capital Cost Summary – Residential (2023-2032) REVISED JANUARY 31, 2025**

| TABLE E.1 - REGIONAL ROADS: CAPITAL COST SUMMARY - RESIDENTIAL (YEAR 2023 - 2032) |                             |  |   |                                  |                         |                              |                     |                         |                     |          |   |      |      |       |       |       |       |        |       |        |        |
|---|-----------------------------|--|---|----------------------------------|-------------------------|------------------------------|---------------------|-------------------------|---------------------|----------|---|------|------|-------|-------|-------|-------|--------|-------|--------|--------|
| ITEM #  | ROAD NAME                   | LIMITS   | DESCRIPTION   | GROSS COST (2023 Estimated Cost) | GROSS COST 2023 Revised | BENEFIT TO EXISTING DEVELOP. | POST PERIOD BENEFIT | GRANTS, SUBSIDY & OTHER | DEVELOPMENT RELATED |          | NET RESIDENTIAL GROWTH COST (2023 Estimated Cost) |      |      |       |       |       |       |        |       |        |        |
|   |                             |  |   |                                  |                         |                              |                     |                         | NON-RESID.          | RESID.   | TOTAL   | 2023 | 2024 | 2025  | 2026  | 2027  | 2028  | 2029   | 2030  | 2031   | 2032   |
|   |                             |  |   |                                  |                         |                              |                     |                         |                     |          |   |      |      |       |       |       |       |        |       |        |        |
|   |                             |  |   | \$ 000's                         | \$ 000's                | %                            | %                   | %                       | %                   | \$ 000's |   |      |      |       |       |       |       |        |       |        |        |
| Widenings, New Connections and Corridor Modifications                             |                             |  |   |                                  |                         |                              |                     |                         |                     |          |   |      |      |       |       |       |       |        |       |        |        |
| 1.3   | Brock Rd. (Reg. Rd. 1)      | Finch Ave. to Taunton Rd.                                    | Widen road from 5 to 7 lanes to add HOV lanes, including structure widening | 68,495                           | 68,065                  | 5.629%                       | 0%                  | 0%                      | 25%                 | 69%      | 47,217  | 0    | 0    | 0     | 0     | 2,130 | 0     | 1,420  | 1,065 | 42,602 | 0      |
| 1.4   | Brock Rd. (Reg. Rd. 1)      | Taunton Rd. to Alexander Knox Rd. - Fifth Concession Rd.     | Widen from 2 to 4 lanes   | 1,293                            |                         | 26.317%                      | 0%                  | 0%                      | 20%                 | 54%      | 694   | 0    | 694  | 0     | 0     | 0     | 0     | 0      | 0     | 0      | 0      |
| 1.45  | Brock Rd. (Reg. Rd. 1)      | Taunton Rd. to Alexander Knox Rd. - Fifth Concession Rd.     | Widen from 4 to 6 lanes to add HOV lanes                                    | 19,055                           |                         | 51.354%                      | 16%                 | 0%                      | 9%                  | 24%      | 4,570   | 0    | 0    | 0     | 371   | 124   | 494   | 3,562  | 0     | 0      |        |
| 2.2   | Simcoe St. (Reg. Rd. 2)     | S. of King St. to S. of Greenway Blvd.                       | Widen from 2 to 3 lanes   | 3,914                            | 3,962                   | 40.950%                      | 0%                  | 0%                      | 16%                 | 43%      | 1,663   | 0    | 0    | 131   | 306   | 175   | 0     | 175    | 875   | 0      |        |
| 3.1   | Winchester Rd. (Reg. Rd. 3) | Baldwin St. to Anderson St.                                  | Widen from 2 to 3 / 4 lanes, including structure widening                   | 1,100                            |                         | 24.148%                      | 0%                  | 0%                      | 20%                 | 56%      | 614   | 614  | 0    | 0     | 0     | 0     | 0     | 0      | 0     | 0      | 0      |
| 3.2   | Winchester Rd. (Reg. Rd. 3) | Garnard Rd. to Simcoe St.                                    | Widen from 2 to 4 lanes   | 25,235                           |                         | 6.926%                       | 12%                 | 0%                      | 21%                 | 60%      | 15,105  | 0    | 0    | 617   | 0     | 1,233 | 617   | 1,541  | 0     | 11,097 |        |
| 4.1   | Taunton Rd. (Reg. Rd. 4)    | Toronto / Pickering Townline Rd. to W. of Twelvethres Bridge | Widen from 4 to 6 lanes to add HOV lanes                                    | 27,810                           |                         | 68.756%                      | 0%                  | 0%                      | 8%                  | 23%      | 6,464   | 0    | 0    | 599   | 0     | 239   | 369   | 5,267  | 0     | 0      |        |
| 4.2   | Taunton Rd. (Reg. Rd. 4)    | W. of Twelvethres Bridge to Peter Matthews Dr.               | Widen from 4 to 6 lanes to add HOV lanes, including structure widening      | 56,650                           |                         | 19.276%                      | 0%                  | 0%                      | 21%                 | 60%      | 33,834  | 0    | 0    | 0     | 0     | 0     | 0     | 0      | 0     | 0      | 33,834 |
| 4.25  | Taunton Rd. (Reg. Rd. 4)    | Peter Matthews Dr. to Brock Rd.                              | Widen from 4 to 6 lanes to add HOV lanes, including structure widening      | 51,706                           |                         | 28.279%                      | 0%                  | 0%                      | 19%                 | 53%      | 27,260  | 0    | 0    | 0     | 1,086 | 272   | 0     | 543    | 0     | 25,359 |        |
| 4.31  | Taunton Rd. (Reg. Rd. 4)    | Brock Rd. to Lake Ridge Rd.                                  | Widen from 5 to 7 lanes to add HOV lanes, including new structure           | 119,274                          | 118,504                 | 15.766%                      | 9%                  | 0%                      | 20%                 | 55%      | 65,196  | 0    | 0    | 1,126 | 0     | 3,378 | 2,252 | 0      | 2,815 | 55,625 | 0      |
| 4.32  | Taunton Rd. (Reg. Rd. 4)    | Lake Ridge Rd. to Brock St.                                  | Widen from 5 to 6 lanes to add HOV lanes, including structure widening      | 57,266                           | 56,868                  | 50.234%                      | 0%                  | 0%                      | 13%                 | 37%      | 20,916  | 0    | 0    | 752   | 0     | 752   | 1,129 | 17,550 | 0     | 0      |        |
| 4.4   | Taunton Rd. (Reg. Rd. 4)    | Brock St. to Simcoe St.                                      | Widen from 5 to 6 lanes to add HOV lanes                                    | 113,300                          | 112,650                 | 44.687%                      | 8%                  | 0%                      | 13%                 | 34%      | 38,847  | 0    | 0    | 706   | 0     | 706   | 1,413 | 0      | 0     | 36,022 |        |





TABLE E.1 - REGIONAL ROADS: CAPITAL COST SUMMARY - RESIDENTIAL (YEAR 2023 - 2032)

|          | DEVELOPMENT RELATED<br>RESIDENTIAL SHARE<br>SERVICE: REGIONAL ROADS | NET RESIDENTIAL GROWTH COST<br>(2023 Estimated Cost) |   |                                       |                           |                                  |                        |        |          |          |          |          |          |          |          |          |          |          |        |
|----------|---|--|---|---------------------------------------|---------------------------|----------------------------------|------------------------|--------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------|
|          |   | GROSS<br>COST<br>(2023<br>Estimated<br>Cost)         | GROSS<br>COST<br>2023<br>Revised<br>Cost) | BENEFIT<br>TO<br>EXISTING<br>DEVELOP. | POST<br>PERIOD<br>BENEFIT | GRANTS,<br>SUBSIDY<br>&<br>OTHER | DEVELOPMENT<br>RELATED |        | TOTAL    |          |          |          |          |          |          |          |          |          |        |
|          |   |  |   |                                       |                           |                                  | NON-<br>RESID.         | RESID. | 2023     | 2024     | 2025     | 2026     | 2027     | 2028     | 2029     | 2030     | 2031     | 2032     |        |
| \$ 000's | %   | \$ 000's   | %   | %                                     | %                         | %                                | %                      | %      | \$ 000's | \$ 000's | \$ 000's | \$ 000's | \$ 000's | \$ 000's | \$ 000's | \$ 000's | \$ 000's | \$ 000's |        |
| 38.4     | Whites Rd.<br>(Reg. Rd. 38)   | 140,000  | 140,000                                   | 1.000%                                | 0%                        | 0%                               | 26%                    | 73%    | 102,200  | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0      |
| 40.1     | Alexander Knox<br>Rd. (Reg. Rd.<br>40)                              | 76,735   | 75,290                                    | 0.000%                                | 0%                        | 0%                               | 26%                    | 74%    | 56,715   | 0        | 0        | 0        | 0        | 0        | 0        | 3,739    | 2,244    | 2,244    | 47,488 |
| 40.25    | Alexander Knox<br>Rd. (Reg. Rd.<br>40)                              | 24,100   | 23,600                                    | 0.000%                                | 0%                        | 0%                               | 26%                    | 74%    | 17,464   | 0        | 507      | 1,449    | 1,015    | 14,493   | 0        | 0        | 0        | 0        | 0      |
| 41.1     | Salem Rd. (Reg.<br>Rd. 41)  | 9,137  | 9,137                                     | 5.456%                                | 0%                        | 0%                               | 25%                    | 70%    | 6,354    | 0        | 665      | 716      | 716      | 4,226    | 0        | 0        | 0        | 0        | 0      |
| 52.1     | Thorn Rd. (Reg.<br>Rd. 52)  | 19,158   | 19,143                                    | 21.731%                               | 0%                        | 0%                               | 21%                    | 57%    | 10,963   | 0        | 0        | 472      | 177      | 295      | 0        | 10,020   | 0        | 0        | 0      |
| 53.1     | Stevenson Rd.<br>(Reg. Rd. 53)                                      | 12,318   | 12,118                                    | 53.863%                               | 0%                        | 0%                               | 12%                    | 34%    | 4,137    | 134      | 336      | 208      | 3,459    | 0        | 0        | 0        | 0        | 0        | 0      |
| 53.2     | Stevenson Rd.<br>(Reg. Rd. 53)                                      | 20,043   | 19,643                                    | 0.43                                  | 0%                        | 0%                               | 15%                    | 42%    | 8,245    | 165      | 411      | 0        | 254      | 7,415    | 0        | 0        | 0        | 0        | 0      |
| 55.3     | Townline Rd.<br>(Reg. Rd. 55)                                       | 2,806  | 2,806                                     | 45.669%                               | 0%                        | 0%                               | 14%                    | 40%    | 1,132    | 81       | 0        | 1,051    | 0        | 0        | 0        | 0        | 0        | 0        | 0      |
| 57.1     | Bowmanville<br>Ave. (Reg. Rd.<br>57)                                | 35,900   | 35,900                                    | 14.138%                               | 0%                        | 0%                               | 23%                    | 63%    | 22,568   | 377      | 22,190   | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0      |
| 57.2     | Bowmanville<br>Ave. (Reg. Rd.<br>57)                                | 13,978   | 13,978                                    | 26.096%                               | 0%                        | 0%                               | 20%                    | 54%    | 7,535    | 539      | 0        | 56       | 0        | 278      | 0        | 6,663    | 0        | 0        | 0      |
| 58.1     | Manning Rd. /<br>Adelaide Ave.<br>(Reg. Rd. 58)                     | 18,716   | 18,716                                    | 1.000%                                | 0%                        | 0%                               | 26%                    | 73%    | 13,663   | 730      | 0        | 150      | 12,782   | 0        | 0        | 0        | 0        | 0        | 0      |
| 58.2     | Adelaide Ave.<br>(Reg. Rd. 58)                                      | 43,568   | 43,568                                    | 0.000%                                | 0%                        | 0%                               | 26%                    | 74%    | 32,240   | 7,770    | 3,700    | 3,811    | 0        | 191      | 16,768   | 0        | 0        | 0        | 0      |
| 58.1     | Gibb St. (Reg.<br>Rd. 59)   | 26,860   | 26,860                                    | 12.828%                               | 0%                        | 0%                               | 23%                    | 64%    | 17,237   | 1,925    | 7,380    | 7,932    | 0        | 0        | 0        | 0        | 0        | 0        | 0      |
| 59.2     | Gibb St. / Olive<br>Ave. (Reg. Rd.<br>59)                           | 33,639   | 33,639                                    | 1.000%                                | 0%                        | 0%                               | 26%                    | 73%    | 24,556   | 0        | 7,300    | 8,233    | 9,023    | 0        | 0        | 0        | 0        | 0        | 0      |





TABLE E.1 - REGIONAL ROADS: CAPITAL COST SUMMARY - RESIDENTIAL (YEAR 2023 - 2032)

|   | GROSS COST (2023 Estimated Cost)                                | GROSS COST 2023 Revised | BENEFIT TO EXISTING DEVELOP. | POST PERIOD BENEFIT | GRANTS, SUBSIDY & OTHER | DEVELOPMENT RELATED |         | NET RESIDENTIAL GROWTH COST (2023 Estimated Cost) |        |        |        |        |        |        |       |        |        |       |       |       |       |       |       |
|---|---|-------------------------|------------------------------|---------------------|-------------------------|---------------------|---------|---|--------|--------|--------|--------|--------|--------|-------|--------|--------|-------|-------|-------|-------|-------|-------|
|   |   |                         |                              |                     |                         | NON-RESID.          | RESID.  | TOTAL   |        |        |        |        |        |        |       |        |        |       |       |       |       |       |       |
|   |   |                         |                              |                     |                         |                     |         | %   | %      | 2023   | 2024   | 2025   | 2026   | 2027   | 2028  | 2029   | 2030   | 2031  | 2032  |       |       |       |       |
|   | \$ 000's  | \$ 000's                | %                            | %                   | %                       | %                   | %       | \$ 000's  |        |        |        |        |        |        |       |        |        |       |       |       |       |       |       |
| I.34  | Rossland Rd. (Reg. Rd. 28) / Garden St.                         | 4,120                   | 10.000%                      | 0%                  | 0%                      | 24%                 | 66%     | 0   | 0      | 2,719  | 0      | 0      | 0      | 0      | 0     | 0      | 0      | 0     | 0     | 0     | 0     | 0     |       |
| I.35  | York Durham Line (Reg. Rd. 30) / Sandford Rd.                   | 6,268                   | 10.000%                      | 0%                  | 0%                      | 24%                 | 66%     | 0   | 330    | 204    | 204    | 3,399  | 0      | 0      | 0     | 0      | 0      | 0     | 0     | 0     | 0     | 0     |       |
| I.36  | Westney Rd. (Reg. Rd. 31) / Harwood Ave.                        | 1,067                   | 10.000%                      | 0%                  | 0%                      | 24%                 | 66%     | 0   | 16     | 30     | 0      | 0      | 668    | 0      | 0     | 0      | 0      | 0     | 0     | 0     | 0     | 0     |       |
| I.37  | Westney Rd. (Reg. Rd. 31) / Monarch Ave. - Rands Rd.            | 1,067                   | 10.000%                      | 0%                  | 0%                      | 24%                 | 66%     | 0   | 16     | 30     | 0      | 0      | 668    | 0      | 0     | 0      | 0      | 0     | 0     | 0     | 0     | 0     |       |
| I.38  | Westney Rd. (Reg. Rd. 31) / Finley Ave.                         | 1,067                   | 10.000%                      | 0%                  | 0%                      | 24%                 | 66%     | 0   | 16     | 30     | 0      | 0      | 668    | 0      | 0     | 0      | 0      | 0     | 0     | 0     | 0     | 0     |       |
| I.39  | Westney Rd. (Reg. Rd. 31) / Fifth Concession Rd.                | 6,283                   | 10.000%                      | 0%                  | 0%                      | 24%                 | 66%     | 0   | 0      | 0      | 0      | 340    | 204    | 204    | 0     | 0      | 0      | 0     | 0     | 0     | 0     | 3,399 |       |
| I.40  | Countice Rd. (Reg. Rd. 34) / Sandringham Dr.                    | 4,093                   | 10.000%                      | 0%                  | 0%                      | 24%                 | 66%     | 0   | 594    | 2,107  | 0      | 0      | 0      | 0      | 0     | 0      | 0      | 0     | 0     | 0     | 0     | 0     |       |
| I.41  | Countice Rd. (Reg. Rd. 34) / Nash Rd.                           | 4,108                   | 10.000%                      | 0%                  | 0%                      | 24%                 | 66%     | 0   | 264    | 170    | 170    | 0      | 2,107  | 0      | 0     | 0      | 0      | 0     | 0     | 0     | 0     | 0     |       |
| I.42  | Enfield Rd. (Reg. Rd. 34) / Concession Road 7                   | 6,283                   | 10.000%                      | 0%                  | 0%                      | 24%                 | 66%     | 0   | 0      | 0      | 0      | 0      | 340    | 204    | 204   | 0      | 0      | 0     | 0     | 0     | 0     | 3,399 |       |
| I.43  | Salem Rd. (Reg. Rd. 41) / Rossland Rd.                          | 1,751                   | 10.000%                      | 0%                  | 0%                      | 24%                 | 66%     | 0   | 0      | 68     | 1,088  | 0      | 0      | 0      | 0     | 0      | 0      | 0     | 0     | 0     | 0     | 0     |       |
| I.44  | Darlington - Clark Townline Rd. (Reg. Rd. 42) / Regional Hwy 2  | 6,068                   | 10.000%                      | 0%                  | 0%                      | 24%                 | 66%     | 198   | 0      | 204    | 204    | 0      | 3,399  | 0      | 0     | 0      | 0      | 0     | 0     | 0     | 0     | 0     |       |
| I.45  | Phillip Murray Ave. (Reg. Rd. 52) / Stevenson Rd. (Reg. Rd. 53) | 2,262                   | 10.000%                      | 0%                  | 0%                      | 24%                 | 66%     | 0   | 99     | 34     | 0      | 1,360  | 0      | 0      | 0     | 0      | 0      | 0     | 0     | 0     | 0     | 0     |       |
| I.46  | Stevenson Rd. (Reg. Rd. 53) / Laval Dr.                         | 4,093                   | 10.000%                      | 0%                  | 0%                      | 24%                 | 66%     | 2,701   | 0      | 594    | 2,107  | 0      | 0      | 0      | 0     | 0      | 0      | 0     | 0     | 0     | 0     | 0     |       |
| I.47  | Regional Road 57 / Concession Road 6                            | 6,283                   | 10.000%                      | 0%                  | 0%                      | 24%                 | 66%     | 4,147   | 0      | 0      | 340    | 0      | 204    | 0      | 204   | 0      | 204    | 0     | 204   | 0     | 204   | 0     | 3,399 |
| I.48  | Regional Road 57 / Concession Road 7                            | 5,818                   | 10.000%                      | 0%                  | 0%                      | 24%                 | 66%     | 3,840   | 33     | 204    | 204    | 3,399  | 0      | 0      | 0     | 0      | 0      | 0     | 0     | 0     | 0     | 0     | 0     |
| I.49  | Wentworth (Reg. Rd. 60) / Thornton Rd.                          | 4,108                   | 10.000%                      | 0%                  | 0%                      | 24%                 | 66%     | 2,711   | 0      | 264    | 340    | 2,107  | 0      | 0      | 0     | 0      | 0      | 0     | 0     | 0     | 0     | 0     | 0     |
| I.50  | Wentworth (Reg. Rd. 60) / Nelson St.                            | 4,108                   | 10.000%                      | 0%                  | 0%                      | 24%                 | 66%     | 2,711   | 0      | 264    | 340    | 2,107  | 0      | 0      | 0     | 0      | 0      | 0     | 0     | 0     | 0     | 0     | 0     |
| I.51  | Regional Hwy 2 / Lambs Rd.                                      | 6,068                   | 10.000%                      | 0%                  | 0%                      | 24%                 | 66%     | 4,005   | 198    | 204    | 0      | 204    | 0      | 0      | 204   | 3,399  | 0      | 0     | 0     | 0     | 0     | 0     | 0     |
| I.52  | Regional Hwy 47 / Concession 6                                  | 5,923                   | 10.000%                      | 0%                  | 0%                      | 24%                 | 66%     | 3,909   | 0      | 0      | 102    | 0      | 0      | 0      | 0     | 204    | 0      | 204   | 0     | 204   | 0     | 3,399 |       |
| I.88  | Intersection Modification Projects                              | 11,000                  | 10.000%                      | 0%                  | 0%                      | 24%                 | 66%     | 7,260   | 0      | 0      | 0      | 0      | 1,452  | 1,452  | 1,452 | 1,452  | 1,452  | 1,452 | 1,452 | 1,452 | 1,452 | 1,452 |       |
| I.99  | Signal Installation Program                                     | 23,175                  | 10.000%                      | 0%                  | 0%                      | 24%                 | 66%     | 15,296  | 1,759  | 1,469  | 1,469  | 1,469  | 1,469  | 1,469  | 1,469 | 1,469  | 1,469  | 1,469 | 1,469 | 1,469 | 1,469 | 1,469 |       |
| Sub-Total (Intersection Modifications and Signal Installations) |   | 279,370                 | 27,937                       | -                   | -                       | 67,049              | 184,384 | 7,567   | 14,315 | 13,639 | 23,297 | 30,781 | 31,270 | 18,550 | 4,172 | 18,612 | 22,181 |       |       |       |       |       |       |





TABLE E.2 - REGIONAL ROADS: CAPITAL COST SUMMARY - NON-RESIDENTIAL

| ID    | DEVELOPMENT RELATED NON-RESIDENTIAL SHARE SERVICE: REGIONAL ROADS | GROSS COST (2023 Estimated Cost)                                  | GROSS COST \$ 000's | BENEFIT TO EXISTING DEVELOP. % | POST PERIOD BENEFIT % | GRANTS, SUBSIDY & OTHER % | DEVELOPMENT RELATED |        | NET NON-RESIDENTIAL GROWTH COST (2023 Estimated Cost) |      |       |       |      |       |       |       |       |        |        |
|-------|---|---|---------------------|--------------------------------|-----------------------|---------------------------|---------------------|--------|---|------|-------|-------|------|-------|-------|-------|-------|--------|--------|
|       |   |   |                     |                                |                       |                           | NON-RESID.          | RESID. | TOTAL   | 2023 | 2024  | 2025  | 2026 | 2027  | 2028  | 2029  | 2030  | 2031   | 2032   |
|       |   |   |                     |                                |                       |                           |                     |        |   |      |       |       |      |       |       |       |       |        |        |
| 4.31  | Taunton Rd. (Reg. Rd. 4)  | Widen from 5 to 7 lanes to add HOV lanes, including new structure | 119,274             | 15.76%                         | 9%                    | 0%                        | 20%                 | 55%    | 23,701  | 0    | 0     | 409   | 0    | 1,228 | 819   | 0     | 1,023 | 20,221 | 0      |
| 4.32  | Lake Ridge Rd. to Brock St. (Reg. Rd. 4)                          | Widen from 5 to 7 lanes to add HOV lanes                          | 57,268              | 50.234%                        | 0%                    | 0%                        | 13%                 | 37%    | 7,395   | 0    | 0     | 266   | 0    | 266   | 266   | 389   | 6,198 | 0      | 0      |
| 4.4   | Taunton Rd. (Reg. Rd. 4)  | Widen from 5 to 7 lanes to add HOV lanes                          | 113,300             | 44.687%                        | 8%                    | 0%                        | 13%                 | 34%    | 14,642  | 0    | 0     | 0     | 0    | 266   | 0     | 266   | 532   | 0      | 13,577 |
| 5.1   | Central St. (Reg. Rd. 5)  | Urbanize and modify corridor                                      | 6,221               | 50.000%                        | 0%                    | 0%                        | 13%                 | 37%    | 804   | 0    | 45    | 40    | 27   | 0     | 27    | 665   | 0     | 0      | 0      |
| 14.1  | Liberty St. (Reg. Rd. 14)   | Widen from 2 to 3 lanes   | 8,510               | 34.566%                        | 0%                    | 0%                        | 17%                 | 48%    | 1,447   | 153  | 68    | 1,226 | 0    | 0     | 0     | 0     | 0     | 0      | 0      |
| 16.1  | Rilson Rd. (Reg. Rd. 16)  | Widen from 2 / 3 to 5 lanes                                       | 19,210              | 5.203%                         | 0%                    | 0%                        | 25%                 | 70%    | 4,802   | 0    | 0     | 129   | 167  | 180   | 206   | 4,120 | 0     | 0      | 0      |
| 17.1  | Reg. Rd. 17 Realignment   | Widen and construct new alignment from 2 to 3 lanes               | 9,476               | 0.000%                         | 0%                    | 0%                        | 26%                 | 74%    | 2,462   | 0    | 0     | 0     | 268  | 0     | 268   | 134   | 0     | 1,793  | 0      |
| 22    | Bayly St. (Reg. Rd. 22)   | Liverpool Rd. to Brock Rd.  | 27,368              | 5.216%                         | 0%                    | 0%                        | 25%                 | 70%    | 6,794   | 0    | 248   | 511   | 384  | 384   | 5,267 | 0     | 0     | 0      | 0      |
| 22.1  | Bayly St. (Reg. Rd. 22)   | Brock Rd. to Westney Rd.  | 36,565              | 56.529%                        | 0%                    | 0%                        | 12%                 | 31%    | 4,384   | 0    | 0     | 0     | 185  | 0     | 309   | 62    | 123   | 3,705  | 0      |
| 22.2  | Bayly St. (Reg. Rd. 22)   | Westney Rd. to Hanwood Ave.                                       | 17,201              | 6.803%                         | 0%                    | 0%                        | 25%                 | 68%    | 4,283   | 0    | 0     | 77    | 128  | 103   | 0     | 128   | 3,847 | 0      | 0      |
| 22.25 | Bayly St. (Reg. Rd. 22)   | Hanwood Ave. to Salem Rd.   | 19,570              | 3.632%                         | 0%                    | 0%                        | 26%                 | 70%    | 5,036   | 0    | 0     | 0     | 265  | 0     | 265   | 265   | 0     | 4,241  | 0      |
| 22.3  | Bayly St. (Reg. Rd. 22)   | Salem Rd. to Lake Ridge Rd.                                       | 32,239              | 5.097%                         | 0%                    | 0%                        | 25%                 | 70%    | 7,945   | 0    | 0     | 0     | 0    | 254   | 0     | 508   | 761   | 0      | 6,422  |
| 22.4  | Victoria St. (Reg. Rd. 22)  | South Blair St. to W. of Thickson Rd.                             | 2,400               | 8.000%                         | 0%                    | 0%                        | 24%                 | 68%    | 576   | 576  | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0      | 0      |
| 22.5  | Victoria - Bloor St. (Reg. Rd. 22)                                | E. of Thickson Rd. to W. of Stevenson Rd.                         | 14,390              | 24.207%                        | 0%                    | 0%                        | 20%                 | 56%    | 2,878   | 0    | 200   | 2,678 | 0    | 0     | 0     | 0     | 0     | 0      | 0      |
| 22.7  | Bloor St. (Reg. Rd. 22)   | Rilson Rd. to Farewell St.  | 10,815              | 43.260%                        | 43%                   | 0%                        | 4%                  | 10%    | 430   | 0    | 0     | 0     | 0    | 31    | 41    | 20    | 10    | 328    | 0      |
| 22.8  | Bloor St. (Reg. Rd. 22)   | E. of Harmony Rd. to Grandview St.                                | 18,690              | 9.800%                         | 0%                    | 0%                        | 24%                 | 66%    | 4,486   | 36   | 0     | 4,450 | 0    | 0     | 0     | 0     | 0     | 0      | 0      |
| 22.85 | Bloor St. (Reg. Rd. 22)   | Grandview St. to Prestonvale Rd.                                  | 19,055              | 23.611%                        | 0%                    | 0%                        | 20%                 | 56%    | 3,709   | 0    | 0     | 200   | 301  | 601   | 301   | 2,305 | 0     | 0      | 0      |
| 22.9  | Bloor St. (Reg. Rd. 22)   | Prestonvale Rd. to Courtice Rd.                                   | 19,776              | 40.594%                        | 0%                    | 0%                        | 16%                 | 43%    | 3,072   | 0    | 0     | 112   | 160  | 80    | 0     | 64    | 2,656 | 0      | 0      |
| 23.1  | Lake Ridge St. (Reg. Rd. 23)                                      | Bayly St. - Victoria St. to Kingston Rd. - Dundas St.             | 13,600              | 8.546%                         | 0%                    | 0%                        | 24%                 | 67%    | 3,264   | 180  | 1,848 | 1,236 | 0    | 0     | 0     | 0     | 0     | 0      | 0      |

TABLE E.2 - REGIONAL ROADS: CAPITAL COST SUMMARY - NON-RESIDENTIAL

| Item # | GROSS COST                       | GROSS COST (2023 Estimated Cost)              | GROSS COST | BENEFIT TO EXISTING DEVELOP. | POST PERIOD BENEFIT | GRANTS, SUBSIDY & OTHER | DEVELOPMENT RELATED |        | TOTAL | NET NON-RESIDENTIAL GROWTH COST (2023 Estimated Cost) |     |      |      |       |       |       |       |       |       |       |      |            |        |
|--------|----------------------------------|---|------------|------------------------------|---------------------|-------------------------|---------------------|--------|-------|---|-----|------|------|-------|-------|-------|-------|-------|-------|-------|------|------------|--------|
|        |                                  |   |            |                              |                     |                         | NON-RESID.          | RESID. |       | %   | %   | 2023 | 2024 | 2025  | 2026  | 2027  | 2028  | 2029  | 2030  | 2031  | 2032 |            |        |
|        |                                  |   |            |                              |                     |                         |                     |        |       |   |     |      |      |       |       |       |       |       |       |       |      | NON-RESID. | RESID. |
| 23.2   | Lake Ridge Rd. (Reg. Rd. 23)     | Kingston Rd. - Dundas St. to Rossland Rd.     | 20,167     | 20,087                       | 26.634%             | 0%                      | 0%                  | 19%    | 54%   | 3,817   | 132 | 0    | 136  | 1,559 | 0     | 39    | 1,949 | 0     | 0     | 0     | 0    | 0          | 0      |
| 24.1   | Church St. (Reg. Rd. 24)         | Bayly St. to Durham Live Ave.                 | 7,416      | 7,332                        | 26.542%             | 41%                     | 0%                  | 9%     | 23%   | 660   | 0   | 0    | 0    | 0     | 92    | 92    | 46    | 0     | 46    | 365   | 0    | 0          | 0      |
| 25.1   | Stellar Dr. (Reg. Rd. 25)        | Thomson Rd. to Fox St.                        | 10,197     | 9,837                        | 0.000%              | 0%                      | 0%                  | 26%    | 74%   | 2,558   | 0   | 0    | 258  | 258   | 129   | 129   | 1,763 | 0     | 0     | 0     | 0    | 0          | 0      |
| 26.1   | Thickson Rd. (Reg. Rd. 26)       | Wentworth St. to CNR/Kingston                 | 1,400      | 1,400                        | 29.918%             | 0%                      | 0%                  | 19%    | 51%   | 268   | 268 | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0          | 0      |
| 26.3   | Thickson Rd. (Reg. Rd. 26)       | Consumers Dr. to Dundas St.                   | 30,643     | 30,358                       | 14.72163%           | 17%                     | 0%                  | 18%    | 50%   | 5,464   | 0   | 0    | 230  | 459   | 276   | 0     | 276   | 4,225 | 0     | 0     | 0    | 0          | 0      |
| 26.5   | Thickson Rd. (Reg. Rd. 26)       | Taunton Rd. to Hwy 407                        | 29,840     | 29,770                       | 6.363%              | 0%                      | 0%                  | 25%    | 69%   | 7,443   | 249 | 0    | 385  | 128   | 0     | 257   | 6,422 | 0     | 0     | 0     | 0    | 0          | 0      |
| 26.6   | Thickson Rd. (Reg. Rd. 26)       | Winchester Rd. to Baldwin St.                 | 43,406     |                              | 24.563%             | 0%                      | 0%                  | 20%    | 55%   | 8,881   | 0   | 400  | 0    | 515   | 52    | 515   | 7,200 | 0     | 0     | 0     | 0    | 0          | 0      |
| 27.2   | Altona Rd. (Reg. Rd. 27)         | N. of Strouds Lane to Frich Ave.              | 14,729     | 14,609                       | 7.151%              | 0%                      | 0%                  | 25%    | 68%   | 3,652   | 0   | 0    | 0    | 0     | 255   | 128   | 64    | 64    | 3,141 | 0     | 0    | 0          | 0      |
| 28.1   | Rossland Rd. (Reg. Rd. 28)       | Ritson Rd. to Harmony Rd.                     | 18,860     |                              | 37.894%             | 0%                      | 0%                  | 16%    | 46%   | 3,018   | 134 | 0    | 165  | 0     | 165   | 2,554 | 0     | 0     | 0     | 0     | 0    | 0          | 0      |
| 28.2   | Rossland Rd. (Reg. Rd. 28)       | Harmony Rd. to E. of Townline Rd.             | 37,338     | 36,858                       | 1.000%              | 23%                     | 0%                  | 20%    | 56%   | 7,372   | 0   | 0    | 0    | 153   | 407   | 610   | 102   | 3,050 | 3,050 | 0     | 0    | 0          | 0      |
| 28.4   | Peter Matthews Dr. (Reg. Rd. 28) | Alexander Knox Rd. to Hwy 7                   | 33,950     |                              | 0.000%              | 21%                     | 0%                  | 21%    | 58%   | 7,130   | 0   | 0    | 0    | 0     | 0     | 638   | 1,514 | 0     | 410   | 4,568 | 0    | 0          | 0      |
| 29.1   | Liverpool Rd. (Reg. Rd. 29)      | Hwy 401 to Kingston Rd.                       | 7,449      | 7,369                        | 39.350%             | 0%                      | 0%                  | 16%    | 45%   | 1,779   | 70  | 0    | 65   | 65    | 978   | 0     | 0     | 0     | 0     | 0     | 0    | 0          | 0      |
| 31.1   | Westney Rd. (Reg. Rd. 31)        | Bayly St. to Hwy 401                          | 9,888      | 9,888                        | 68.056%             | 0%                      | 0%                  | 8%     | 24%   | 791   | 0   | 0    | 25   | 0     | 25    | 742   | 0     | 0     | 0     | 0     | 0    | 0          | 0      |
| 31.2   | Westney Rd. (Reg. Rd. 31)        | Hwy 401 to S. of Kingston Rd.                 | 8,086      | 8,086                        | 8.063%              | 0%                      | 0%                  | 24%    | 68%   | 1,941   | 0   | 0    | 124  | 87    | 1,730 | 0     | 0     | 0     | 0     | 0     | 0    | 0          | 0      |
| 31.5   | Westney Rd. (Reg. Rd. 31)        | S. of Greenwood to Hwy 407                    | 21,527     | 21,167                       | 8.000%              | 0%                      | 0%                  | 24%    | 68%   | 5,080   | 0   | 0    | 97   | 365   | 365   | 0     | 122   | 4,132 | 0     | 0     | 0    | 0          | 0      |
| 33.5   | Harmony Rd. (Reg. Rd. 33)        | Conlin Rd. to Brianna Ave.                    | 7,416      | 7,366                        | 7.575%              | 88%                     | 0%                  | 1%     | 3%    | 74  | 0   | 0    | 0    | 0     | 5     | 8     | 3     | 5     | 53    | 0     | 0    | 0          | 0      |
| 35.1   | Wilson Rd. (Reg. Rd. 35)         | Baylor St. to Olive Ave.                      | 19,761     | 19,641                       | 15.313%             | 0%                      | 0%                  | 22%    | 63%   | 4,321   | 0   | 109  | 450  | 225   | 338   | 3,198 | 0     | 0     | 0     | 0     | 0    | 0          | 0      |
| 36.0   | Hopkins St. (Reg. Rd. 36)        | Construct new Hopkins St. overpass of Hwy 401 | 26,147     | 26,147                       | 0.000%              | 0%                      | 0%                  | 26%    | 74%   | 6,798   | 0   | 130  | 402  | 803   | 0     | 107   | 5,356 | 0     | 0     | 0     | 0    | 0          | 0      |
| 36.1   | Hopkins St. (Reg. Rd. 36)        | Consumers Dr. to Dundas St.                   | 21,044     | 20,984                       | 28.200%             | 0%                      | 0%                  | 19%    | 53%   | 3,987   | 123 | 0    | 390  | 59    | 98    | 3,317 | 0     | 0     | 0     | 0     | 0    | 0          | 0      |
| 37.1   | Finch Ave. (Reg. Rd. 37)         | Altona Rd. to Brock Rd.                       | 37,535     |                              | 42.721%             | 0%                      | 0%                  | 15%    | 42%   | 5,630   | 300 | 0    | 541  | 155   | 0     | 2,318 | 2,318 | 0     | 0     | 0     | 0    | 0          | 0      |

TABLE E.2 - REGIONAL ROADS: CAPITAL COST SUMMARY - NON-RESIDENTIAL  
(YEAR 2023 - 2032)

|       | GROSS COST                                | GROSS COST (2023 Estimated Cost) | GROSS COST TO EXISTING DEVELOP. | POST PERIOD BENEFIT | GRANTS, SUBSIDY & OTHER | DEVELOPMENT RELATED |        | NET NON-RESIDENTIAL GROWTH COST (2023 Estimated Cost) |       |        |       |       |       |       |       |        |      |      |
|-------|---|----------------------------------|---------------------------------|---------------------|-------------------------|---------------------|--------|---|-------|--------|-------|-------|-------|-------|-------|--------|------|------|
|       |   |                                  |                                 |                     |                         | NON-RESID.          | RESID. | TOTAL   | 2023  | 2024   | 2025  | 2026  | 2027  | 2028  | 2029  | 2030   | 2031 | 2032 |
|       |   |                                  |                                 |                     |                         |                     |        |   |       |        |       |       |       |       |       |        |      |      |
| 38.2  | Whites Rd. (Reg. Rd. 38)                  | 30,488                           | 6,884%                          | 12%                 | 0%                      | 22%                 | 59%    | 6,707   | 0     | 0      | 340   | 0     | 567   | 68    | 5,685 | 0      | 0    |      |
| 38.3  | Whites Rd. (Reg. Rd. 38)                  | 65,388                           | 2.029%                          | 0%                  | 0%                      | 28%                 | 72%    | 17,001  | 390   | 878    | 6,695 | 335   | 8,704 | 0     | 0     | 0      | 0    |      |
| 38.4  | Whites Rd. (Reg. Rd. 38)                  | 140,000                          | 1.000%                          | 0%                  | 0%                      | 28%                 | 73%    | 36,400  | 0     | 36,400 | 0     | 0     | 0     | 0     | 0     | 0      | 0    |      |
| 40.1  | Alexander Knox Rd. (Reg. Rd. 40)          | 76,735                           | 0.000%                          | 0%                  | 0%                      | 26%                 | 74%    | 19,675  | 0     | 0      | 0     | 0     | 0     | 1,314 | 788   | 16,665 | 0    |      |
| 40.25 | Alexander Knox Rd. (Reg. Rd. 40)          | 24,100                           | 0.000%                          | 0%                  | 0%                      | 28%                 | 74%    | 6,136   | 0     | 178    | 509   | 356   | 5,092 | 0     | 0     | 0      | 0    |      |
| 41.1  | Salem Rd. (Reg. Rd. 41)                   | 9,137                            | 5.456%                          | 0%                  | 0%                      | 25%                 | 70%    | 2,284   | 0     | 250    | 268   | 258   | 1,519 | 0     | 0     | 0      | 0    |      |
| 52.1  | Thornion Rd. (Reg. Rd. 52)                | 19,143                           | 21.731%                         | 0%                  | 0%                      | 21%                 | 57%    | 4,020   | 0     | 0      | 173   | 65    | 108   | 0     | 3,674 | 0      | 0    |      |
| 53.1  | Stevenson Rd. (Reg. Rd. 53)               | 12,318                           | 53.863%                         | 0%                  | 0%                      | 12%                 | 34%    | 1,454   | 47    | 118    | 73    | 1,216 | 0     | 0     | 0     | 0      | 0    |      |
| 53.2  | Stevenson Rd. (Reg. Rd. 53)               | 20,043                           | 0.43                            | 0%                  | 0%                      | 15%                 | 42%    | 2,976   | 59    | 149    | 0     | 92    | 2,677 | 0     | 0     | 0      | 0    |      |
| 53.3  | Townline Rd. (Reg. Rd. 53)                | 2,806                            | 45.669%                         | 0%                  | 0%                      | 14%                 | 40%    | 393   | 28    | 0      | 365   | 0     | 0     | 0     | 0     | 0      | 0    |      |
| 57.1  | Bowmanville Ave. (Reg. Rd. 57)            | 35,900                           | 14.138%                         | 0%                  | 0%                      | 23%                 | 63%    | 8,257   | 138   | 8,119  | 0     | 0     | 0     | 0     | 0     | 0      | 0    |      |
| 57.2  | Bowmanville Ave. (Reg. Rd. 57)            | 13,978                           | 26.096%                         | 0%                  | 0%                      | 20%                 | 54%    | 2,796   | 200   | 0      | 21    | 0     | 103   | 0     | 2,472 | 0      | 0    |      |
| 58.1  | Manning Rd. / Adelaide Ave. (Reg. Rd. 58) | 18,716                           | 1.000%                          | 0%                  | 0%                      | 26%                 | 73%    | 4,866   | 260   | 0      | 54    | 4,553 | 0     | 0     | 0     | 0      | 0    |      |
| 58.2  | Adelaide Ave. (Reg. Rd. 58)               | 43,568                           | 0.000%                          | 0%                  | 0%                      | 26%                 | 74%    | 11,328  | 2,730 | 1,300  | 1,339 | 0     | 67    | 5,892 | 0     | 0      | 0    |      |
| 59.1  | Gibb St. (Reg. Rd. 59)                    | 26,860                           | 12.829%                         | 0%                  | 0%                      | 23%                 | 64%    | 6,178   | 650   | 2,645  | 2,843 | 0     | 0     | 0     | 0     | 0      | 0    |      |





TABLE E.2 - REGIONAL ROADS: CAPITAL COST SUMMARY - NON-RESIDENTIAL  
(YEAR 2023 - 2032)

| DEVELOPMENT RELATED NON-RESIDENTIAL SHARE SERVICE: REGIONAL ROADS      | GROSS COST (2023 Estimated Cost) | GROSS COST \$ 000's | BENEFIT TO EXISTING DEVELOP. % | POST PERIOD BENEFIT % | GRANTS, SUBSIDY & OTHER % | DEVELOPMENT RELATED |                | NET NON-RESIDENTIAL GROWTH COST (2023 Estimated Cost) |              |              |              |              |               |               |              |              |              |              |              |              |              |              |
|--|----------------------------------|---------------------|--------------------------------|-----------------------|---------------------------|---------------------|----------------|---|--------------|--------------|--------------|--------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|  |                                  |                     |                                |                       |                           | NON-RESID.          | RESID.         | TOTAL   | 2023         | 2024         | 2025         | 2026         | 2027          | 2028          | 2029         | 2030         | 2031         | 2032         |              |              |              |              |
|  |                                  |                     |                                |                       |                           |                     |                |   |              |              |              |              |               |               |              |              |              |              | %            | %            | %            |              |
| I.46 Stevenson Rd. (Reg. Rd. 53) / Laval Dr.                           | 4,093                            | \$ 000's            | 10.000%                        | 0%                    | 0%                        | 24%                 | 66%            | 982   | 0            | 216          | 766          | 0            | 0             | 0             | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            |
| I.47 Regional Road 57 / Concession Road 6                              | 6,283                            |                     | 10.000%                        | 0%                    | 0%                        | 24%                 | 66%            | 1,508   | 0            | 0            | 0            | 124          | 0             | 74            | 0            | 74           | 0            | 74           | 0            | 74           | 0            | 1,236        |
| I.48 Regional Road 57 / Concession Road 7                              | 5,818                            |                     | 10.000%                        | 0%                    | 0%                        | 24%                 | 66%            | 1,396   | 12           | 0            | 74           | 74           | 1,236         | 0             | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            |
| I.49 Wentworth (Reg. Rd. 60) / Thornton Rd.                            | 4,108                            |                     | 10.000%                        | 0%                    | 0%                        | 24%                 | 66%            | 986   | 0            | 96           | 124          | 766          | 0             | 0             | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            |
| I.50 Wentworth (Reg. Rd. 60) / Nelson St.                              | 4,108                            |                     | 10.000%                        | 0%                    | 0%                        | 24%                 | 66%            | 986   | 0            | 96           | 124          | 766          | 0             | 0             | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            |
| I.51 Regional Hwy 2 / Lamb's Rd.                                       | 6,068                            |                     | 10.000%                        | 0%                    | 0%                        | 24%                 | 66%            | 1,456   | 72           | 0            | 74           | 0            | 0             | 74            | 1,236        | 0            | 0            | 0            | 0            | 0            | 0            | 0            |
| I.52 Regional Hwy 47 / Concession 6                                    | 5,923                            |                     | 10.000%                        | 0%                    | 0%                        | 24%                 | 66%            | 1,421   | 0            | 0            | 0            | 37           | 0             | 0             | 74           | 74           | 0            | 74           | 0            | 74           | 0            | 1,236        |
| I.88 Intersection Modification Projects                                | 11,000                           |                     | 10.000%                        | 0%                    | 0%                        | 24%                 | 66%            | 2,640   | 0            | 0            | 0            | 0            | 0             | 0             | 528          | 528          | 528          | 528          | 528          | 528          | 528          | 528          |
| I.99 Signal Installation Program                                       | 23,175                           |                     | 10.000%                        | 0%                    | 0%                        | 24%                 | 66%            | 5,962   | 654          | 534          | 534          | 534          | 534           | 534           | 554          | 554          | 554          | 554          | 554          | 554          | 554          | 554          |
| <b>Sub-Total (Intersection Modifications and Signal Installations)</b> | <b>279,370</b>                   | <b>279,370</b>      | <b>27,937</b>                  | <b>-</b>              | <b>-</b>                  | <b>67,049</b>       | <b>184,384</b> | <b>67,049</b>   | <b>27,52</b> | <b>5,206</b> | <b>4,959</b> | <b>8,472</b> | <b>11,193</b> | <b>11,371</b> | <b>6,746</b> | <b>1,517</b> | <b>6,768</b> | <b>6,768</b> | <b>6,768</b> | <b>6,768</b> | <b>6,768</b> | <b>8,066</b> |

Other Development Charge Component Works

| ITEM # | DESCRIPTION  | GROSS COST | BENEFIT TO EXISTING DEVELOP. % | POST PERIOD BENEFIT % | GRANTS, SUBSIDY & OTHER % | DEVELOPMENT RELATED | NET NON-RESIDENTIAL GROWTH COST (2023 Estimated Cost) |
|--------|--|------------|--------------------------------|-----------------------|---------------------------|---------------------|---|
| O.1    | Engineering Activities   | 4,500      | 10.000%                        | 0%                    | 0%                        | 24%                 | 1,080   |
| O.2    | Property Acquisitions  | 1,800      | 10.000%                        | 0%                    | 0%                        | 24%                 | 432   |
| O.3    | Roadside Landscaping Projects  | 1,500      | 10.000%                        | 0%                    | 0%                        | 24%                 | 360   |
| O.4    | Contingencies Development Related  | 3,000      | 10.000%                        | 0%                    | 0%                        | 24%                 | 720   |
| O.5    | Intelligent Transportation System Projects   | 6,055      | 10.000%                        | 0%                    | 0%                        | 24%                 | 1,453   |
| O.6    | Maintenance Facilities - Sunderland Depot (Roads Portion Only)   | 16,667     | 64.962%                        | 0%                    | 0%                        | 9.000%              | 1,500   |
| O.7    | Maintenance Facilities - Ajax Depot (Roads Portion Only)   | 13,333     | 74.364%                        | 0%                    | 0%                        | 7.000%              | 933   |
| O.8    | Maintenance Facilities - Oshawa / Whitby Depot (Roads Portion Only)  | 69,333     | 79.696%                        | 0%                    | 0%                        | 5.000%              | 3,467   |
| O.9    | Maintenance Facilities - Orono Depot (Roads Portion Only)  | 2,433      | 100.000%                       | 0%                    | 0%                        | 0%                  | 0   |
| O.10   | Maintenance Facilities - Scugog Depot (Roads Portion Only)   | 2,233      | 100.000%                       | 0%                    | 0%                        | 0%                  | 0   |
| O.11   | Maintenance Fleet Vehicles Capital Allowance (Roads Portion Only)  | 724        | 0.000%                         | 0%                    | 0%                        | 74%                 | 188   |
| O.12   | Regional Share of Services for Residential Subdivision Development   | 5,600      | 0.000%                         | 0%                    | 0%                        | 26%                 | 1,456   |
| O.13   | Cycling Infill Projects  | 11,840     | 77.188%                        | 0%                    | 0%                        | 6%                  | 710   |
| O.14   | Allowance for DC Credits - Seaton Phase 1 Front-Ending Agreement - Whites Rd. (Taunton Rd. to Hwy 7)                   | 27,956     | 0.000%                         | 0%                    | 0%                        | 28%                 | 7,269   |
| O.15   | Allowance for DC Credits - Seaton Phase 1 Front-Ending Agreement - Peter Matthew Dr. (Brook Rd. to Alexander Know Rd.) | 79,728     | 0.000%                         | 0%                    | 0%                        | 26%                 | 20,729  |



Table E.3

**RESIDENTIAL ROADS**  
**Region-Wide Development Charge (With Seaton)**  
**Cash Flow Calculation of the Residential Development Charge**  
**(\$000's)**

| Year                            | 1                               | 2                                | 3   | 4                                | 5                           | 6                   | 7                 | 8                                | 9                            |
|---------------------------------|---------------------------------|----------------------------------|---|----------------------------------|-----------------------------|---------------------|-------------------|----------------------------------|------------------------------|
| DC Reserve Fund Opening Balance | DC Reserve Fund Opening Balance | Development Related Expenditures | Development Related Expend. Inflated @ 3.0% | Equivalent Single Detached Units | Unit Charge Inflated @ 3.0% | Anticipated Revenue | Surplus (Deficit) | Int. Earnings 3%/debt rate 5.00% | DC Reserve Fund Closing Bal. |
| 2023-24                         | 59,600                          | 50,778                           | 50,778                                      | 5,238                            | <b>25,651</b>               | 134,361             | 143,183           | 4,295                            | 147,479                      |
| 2024-25                         | 147,479                         | 193,994                          | 199,813                                     | 5,238                            | 26,421                      | 138,392             | 86,057            | 2,582                            | 88,639                       |
| 2025-26                         | 88,639                          | 125,984                          | 133,656                                     | 5,238                            | 27,213                      | 142,543             | 97,526            | 2,926                            | 100,452                      |
| 2026-27                         | 100,452                         | 87,930                           | 96,083                                      | 5,326                            | 28,030                      | 149,286             | 153,655           | 4,610                            | 158,265                      |
| 2027-28                         | 158,265                         | 124,452                          | 140,071                                     | 5,485                            | 28,871                      | 158,355             | 176,549           | 5,296                            | 181,846                      |
| 2028-29                         | 181,846                         | 173,259                          | 200,855                                     | 5,487                            | 29,737                      | 163,166             | 144,157           | 4,325                            | 148,481                      |
| 2029-30                         | 148,481                         | 159,651                          | 190,631                                     | 5,487                            | 30,629                      | 168,061             | 125,911           | 3,777                            | 129,688                      |
| 2030-31                         | 129,688                         | 128,545                          | 158,094                                     | 5,487                            | 31,548                      | 173,102             | 144,696           | 4,341                            | 149,037                      |
| 2031-32                         | 149,037                         | 179,323                          | 227,161                                     | 5,515                            | 32,494                      | 179,205             | 101,082           | 3,032                            | 104,114                      |
| 2032-33                         | 104,114                         | 221,261                          | 288,695                                     | 5,515                            | 33,469                      | 184,581             | 0                 | 0                                | 0                            |
| <b>TOTAL</b>                    |                                 | <b>1,445,174</b>                 | <b>1,685,838</b>                            | <b>54,016</b>                    |                             | <b>1,591,053</b>    |                   | <b>35,184</b>                    |                              |

| DC/Unit | Single / Semi Detached | Medium Density Multiple | 2 Bedroom Apartment | 1 Bedroom Apartment |
|---------|------------------------|-------------------------|---------------------|---------------------|
|         | \$25,651               | \$20,429                | \$14,934            | \$9,173             |

Table E.4

**COMMERCIAL ROADS**  
**Region-Wide Development Charge (With Seaton)**  
**Cash Flow Calculation of the Residential Development Charge**  
 (\$'000's)

| Year         | 1                               | 2                             | 3                                  | 4                                       | 5  | 6                           | 7                   | 8                 | 9                                | 10                           |
|--------------|---------------------------------|-------------------------------|------------------------------------|---|--|-----------------------------|---------------------|-------------------|----------------------------------|------------------------------|
|              | DC Reserve Fund Opening Balance | Development Related Exp Total | Development Related Exp Commercial | Development Related Exp Inflated @ 3.0% | Estimated Development sq. ft. Commercial | Unit Charge Inflated @ 3.0% | Anticipated Revenue | Surplus (Deficit) | Int. Earnings 3%/debt rate 5.00% | DC Reserve Fund Closing Bal. |
| 2023-24      | 21,959                          | 18,134                        | 7,816                              | 7,816                                   | 926,240                                  | 20.81                       | 19,278              | 33,421            | 1,003                            | 34,424                       |
| 2024-25      | 34,424                          | 69,441                        | 29,929                             | 30,827                                  | 926,240                                  | 21.44                       | 19,856              | 23,453            | 704                              | 24,157                       |
| 2025-26      | 24,157                          | 44,829                        | 19,321                             | 20,498                                  | 926,240                                  | 22.08                       | 20,452              | 24,111            | 723                              | 24,834                       |
| 2026-27      | 24,834                          | 31,440                        | 13,551                             | 14,807                                  | 926,240                                  | 22.74                       | 21,066              | 31,093            | 933                              | 32,025                       |
| 2027-28      | 32,025                          | 44,694                        | 19,263                             | 21,681                                  | 926,240                                  | 23.43                       | 21,698              | 32,043            | 961                              | 33,004                       |
| 2028-29      | 33,004                          | 61,779                        | 26,627                             | 30,868                                  | 1,010,540                                | 24.13                       | 24,383              | 26,519            | 796                              | 27,315                       |
| 2029-30      | 27,315                          | 57,333                        | 24,711                             | 29,506                                  | 1,010,540                                | 24.85                       | 25,114              | 22,923            | 688                              | 23,611                       |
| 2030-31      | 23,611                          | 46,341                        | 19,973                             | 24,564                                  | 1,010,540                                | 25.60                       | 25,868              | 24,914            | 747                              | 25,661                       |
| 2031-32      | 25,661                          | 65,103                        | 28,059                             | 35,545                                  | 1,010,540                                | 26.37                       | 26,644              | 16,760            | 503                              | 17,263                       |
| 2032-33      | 17,263                          | 79,498                        | 34,264                             | 44,706                                  | 1,010,540                                | 27.16                       | 27,443              | 0                 | 0                                | 0                            |
| <b>TOTAL</b> |                                 | <b>518,591</b>                | <b>223,513</b>                     | <b>260,817</b>                          | <b>9,683,900</b>                         |                             | <b>231,801</b>      |                   | <b>7,057</b>                     |                              |

|                                   |                   |
|-----------------------------------|-------------------|
| <b>Development Charge/sq. ft.</b> | <b>Commercial</b> |
|                                   | <b>\$20.81</b>    |

Table E.5

**INDUSTRIAL ROADS**  
**Region-Wide Development Charge (With Seaton)**  
**Cash Flow Calculation of the Residential Development Charge**  
**(\$000's)**

| Year                            | 1                               | 2                             | 3                                  | 4  | 5  | 6                           | 7                   | 8                 | 9                                | 10                           |
|---------------------------------|---------------------------------|-------------------------------|------------------------------------|--|--|-----------------------------|---------------------|-------------------|----------------------------------|------------------------------|
| DC Reserve Fund Opening Balance | DC Reserve Fund Opening Balance | Development Related Exp Total | Development Related Exp Industrial | Development Related Exp. Inflated @ 3.0% | Estimated Development sq. ft. Industrial | Unit Charge Inflated @ 3.0% | Anticipated Revenue | Surplus (Deficit) | Int. Earnings 3%/debt rate 5.00% | DC Reserve Fund Closing Bal. |
| 2023-24                         | 11,929                          | 18,134                        | 5,313                              | 5,313                                    | 2,033,180                                | 7.22                        | 14,674              | 21,290            | 639                              | 21,929                       |
| 2024-25                         | 21,929                          | 69,441                        | 20,346                             | 20,957                                   | 2,033,180                                | 7.43                        | 15,115              | 16,087            | 483                              | 16,569                       |
| 2025-26                         | 16,569                          | 44,829                        | 13,135                             | 13,935                                   | 2,033,180                                | 7.66                        | 15,568              | 18,202            | 546                              | 18,748                       |
| 2026-27                         | 18,748                          | 31,440                        | 9,212                              | 10,066                                   | 2,033,180                                | 7.89                        | 16,035              | 24,718            | 742                              | 25,459                       |
| 2027-28                         | 25,459                          | 44,694                        | 13,095                             | 14,739                                   | 2,033,180                                | 8.12                        | 16,516              | 27,237            | 817                              | 28,054                       |
| 2028-29                         | 28,054                          | 61,779                        | 18,101                             | 20,984                                   | 1,846,800                                | 8.37                        | 15,452              | 22,522            | 676                              | 23,197                       |
| 2029-30                         | 23,197                          | 57,333                        | 16,799                             | 20,058                                   | 1,846,800                                | 8.62                        | 15,916              | 19,055            | 572                              | 19,626                       |
| 2030-31                         | 19,626                          | 46,341                        | 13,578                             | 16,699                                   | 1,846,800                                | 8.88                        | 16,393              | 19,321            | 580                              | 19,900                       |
| 2031-32                         | 19,900                          | 65,103                        | 19,075                             | 24,164                                   | 1,846,800                                | 9.14                        | 16,885              | 12,622            | 379                              | 13,000                       |
| 2032-33                         | 13,000                          | 79,498                        | 23,293                             | 30,392                                   | 1,846,800                                | 9.42                        | 17,392              | 0                 | 0                                | 0                            |
| <b>TOTAL</b>                    |                                 | <b>518,591</b>                | <b>151,947</b>                     | <b>177,307</b>                           | <b>19,399,900</b>                        |                             | <b>159,947</b>      |                   | <b>5,432</b>                     |                              |

|                                   |                   |
|-----------------------------------|-------------------|
|                                   | <b>Industrial</b> |
| <b>Development Charge/sq. ft.</b> | <b>\$7.22</b>     |

Table E.6

**INSTITUTIONAL ROADS**  
**Region-Wide Development Charge (With Seaton)**  
**Cash Flow Calculation of the Residential Development Charge**  
**(\$000's)**

| Year         | 1                               | 2              | 3              | 4              | 5                | 6     | 7              | 8      | 9            | 10     |
|--------------|---------------------------------|----------------|----------------|----------------|------------------|-------|----------------|--------|--------------|--------|
| 2023-24      | DC Reserve Fund Opening Balance | 18,134         | 5,005          | 5,005          | 841,180          | 15.85 | 13,331         | 10,048 | 301          | 10,350 |
| 2024-25      |                                 | 69,441         | 19,166         | 19,741         | 841,180          | 16.32 | 13,731         | 4,340  | 130          | 4,470  |
| 2025-26      |                                 | 44,829         | 12,373         | 13,126         | 841,180          | 16.81 | 14,143         | 5,486  | 165          | 5,651  |
| 2026-27      |                                 | 31,440         | 8,677          | 9,482          | 841,180          | 17.32 | 14,567         | 10,736 | 322          | 11,058 |
| 2027-28      |                                 | 44,694         | 12,335         | 13,884         | 841,180          | 17.84 | 15,004         | 12,178 | 365          | 12,544 |
| 2028-29      |                                 | 61,779         | 17,051         | 19,767         | 943,400          | 18.37 | 17,332         | 10,109 | 303          | 10,412 |
| 2029-30      |                                 | 57,333         | 15,824         | 18,895         | 943,400          | 18.92 | 17,852         | 9,370  | 281          | 9,651  |
| 2030-31      |                                 | 46,341         | 12,790         | 15,730         | 943,400          | 19.49 | 18,388         | 12,309 | 369          | 12,678 |
| 2031-32      |                                 | 65,103         | 17,968         | 22,762         | 943,400          | 20.08 | 18,939         | 8,855  | 266          | 9,121  |
| 2032-33      |                                 | 79,498         | 21,941         | 28,629         | 943,400          | 20.68 | 19,507         | 0      | 0            | 0      |
| <b>TOTAL</b> |                                 | <b>518,591</b> | <b>143,131</b> | <b>167,019</b> | <b>8,922,900</b> |       | <b>162,794</b> |        | <b>2,503</b> |        |

|                                   |                      |
|-----------------------------------|----------------------|
|                                   | <b>Institutional</b> |
| <b>Development Charge/sq. ft.</b> | <b>\$15.85</b>       |

## **Appendix B**

### **Documentation for Revised Capital Sheets and Cash Flow Calculations - Water Supply**





Table F.1 - Regional Water Supply: Capital Cost Summary: Residential  
(Year 2023 - 2032)

| 2023 | 2024   | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | Total<br>Net Residential<br>Growth<br>Cost | Development Related |                  |                |        | Grants,<br>Subsidy,<br>&<br>Other | Post<br>Period<br>Benefit | Benefit<br>to<br>Existing<br>Development | Gross<br>Cost<br>(2023<br>Estimated<br>Cost)   | Growth - Related<br>Residential Share<br>Service: Water Supply<br>2023 D.C. Study |
|------|--------|------|------|------|------|------|------|------|------|--|---------------------|------------------|----------------|--------|-----------------------------------|---------------------------|--|--|---|
|      |        |      |      |      |      |      |      |      |      |  | Seaton              | Federal<br>Lands | Non-<br>Resid. | Resid. |                                   |                           |  |  |   |
|      |        |      |      |      |      |      |      |      |      |  |                     |                  |                |        |                                   |                           |  |  |   |
| 216  |        |      |      |      |      |      |      |      |      | 0  | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 100.0%                            | 0.0%                      | 86,100                                   | Zone 1 West Whitley feedmain from Brock St. Victoria St. to Roseland Road - Whitley  |   |
| 217  | 5,926  |      |      |      |      |      |      |      |      | 5,926                                      | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 0.0%                      | 6,400                                    | Zone 3 feedmain on Garrard Rd. from north of the Mid-Block Arterial to Winchester Rd. - Whitley (Region-Share)   |   |
| 218  | 1,019  |      |      |      |      |      |      |      |      | 1,019                                      | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 0.0%                      | 1,100                                    | Zone 3 feedmain on Winchester Rd. from Cachet Blvd. to Garrard Rd. - Whitley (Region-Share)  |   |
| 219  | 926    |      |      |      |      |      |      |      |      | 926  | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 0.0%                      | 1,000                                    | Zone 3 feedmain on Corlin Rd. from Anderson St. to Thickson Rd., Whitley (Region-Share)  |   |
| 220  | 1,852  |      |      |      |      |      |      |      |      | 1,852                                      | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 0.0%                      | 7,600                                    | Zone 3 feedmain on Anderson St. from Corlin Rd. to Mid-Block Arterial and on Mid-Block from Anderson St. to Ashburn Rd. - Whitley (Region-Share)                         |   |
| 221  | 5,510  |      |      |      |      |      |      |      |      | 5,510                                      | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 0.0%                      | 5,950                                    | Zone 3 feedmain on Ashburn Rd. from Amanda Ave. to Columbus Rd. - Whitley (Region-Share)   |   |
| 222  | 1,167  |      |      |      |      |      |      |      |      | 1,167                                      | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 0.0%                      | 1,260                                    | Zone 3 feedmain on Columbus Rd. from Ashburn Rd. to 360m east of Ashburn Rd. - Whitley (Region-Share)  |   |
| 223  | 5,417  |      |      |      |      |      |      |      |      | 5,417                                      | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 0.0%                      | 5,850                                    | Zone 3 feedmain on Columbus Rd. from Ashburn Rd. to County Lane - Whitley (Region-Share)   |   |
| 224  | 26,484 |      |      |      |      |      |      |      |      | 26,484                                     | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 0.0%                      | 28,600                                   | Zone 4 feedmain from Thickson Rd. Zone 4 Pumping Station to Zone 4 Myrtle Rd. reservoir, including connection to Zone 4 pumping station at Duffs Rd. Reservoir - Whitley |   |
| 225  | 11,112 |      |      |      |      |      |      |      |      | 11,112                                     | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 0.0%                      | 12,000                                   | Zone 4 feedmain on Brawley Rd. from Duffs Rd. to Ashburn Road - Whitley  |   |
| 226  | 648    |      |      |      |      |      |      |      |      | 648  | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 0.0%                      | 4,500                                    | Zone 4 feedmain on Ashburn Rd. from Mid-Block to Brawley Rd. - Whitley (Region-Share)  |   |
| 227  | 1,389  |      |      |      |      |      |      |      |      | 1,389                                      | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 0.0%                      | 35,000                                   | Zone 4 feedmain on Columbus Rd. from Thickson Rd. to Ritson Rd. - Whitley/Oshawa   |   |
| 228  | 1,852  |      |      |      |      |      |      |      |      | 1,852                                      | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 0.0%                      | 9,400                                    | Zone 4 feedmain on Mid-Block Collector from Ashburn to Thickson - Whitley (Region-Share)   |   |
| 229  | 1,389  |      |      |      |      |      |      |      |      | 1,389                                      | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 0.0%                      | 1,500                                    | Zone 5 feedmain on Duffs Rd. from Duffs Zone 5 pumping station to Brawley Road - Whitley   |   |
| 230  | 463    |      |      |      |      |      |      |      |      | 463  | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 50.0%                             | 0.0%                      | 35,000                                   | Zone 5 feedmain on Brawley Road from Ashburn Rd. to Simcoe St. N. - Whitley/Oshawa   |   |
| 231  | 2,547  |      |      |      |      |      |      |      |      | 2,547                                      | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 0.0%                      | 3,500                                    | Zone 5 watermain on Britannia Drive from Thornton Road to Winfields Farm Drive - Oshawa  |   |
| 232  | 11,575 |      |      |      |      |      |      |      |      | 11,575                                     | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 0.0%                      | 27,700                                   | Zone 3 feedmain on Corlin Rd. from Ritson Rd. to Garrard Rd. Zone 3 PS - Oshawa/Whitley  |   |
| 233  | 3,704  |      |      |      |      |      |      |      |      | 3,704                                      | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 0.0%                      | 4,000                                    | Zone 3 feedmain on Corlin Rd. from Ritson Rd. to Wilson Rd. - Oshawa   |   |
| 234  | 21,113 |      |      |      |      |      |      |      |      | 21,113                                     | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 0.0%                      | 22,800                                   | Zone 4 feedmain from New Zone 4 PS at Harmony Reservoir to New Zone 4 Winchester Reservoir - Oshawa  |   |
| 235  | 0      |      |      |      |      |      |      |      |      | 0  | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 100.0%                            | 0.0%                      | 10,500                                   | Zone 4 feedmain on Ritson Rd. from Columbus Rd. to Winchester Rd. - Oshawa   |   |













Table F.2 - Regional Water Supply: Capital Cost Summary: Non-Residential (Year 2023 - 2032)

| BY YEAR | 2023  | 2024 | 2025  | 2026 | 2027   | 2028  | 2029 | 2030 | 2031 | 2032 | Total<br>Net Non-<br>Residential<br>Growth<br>Cost | Development Related |                  |                |        | Grants,<br>Subsidy,<br>&<br>Other | Post<br>Period<br>Benefit | Benefit<br>to<br>Existing<br>Development | Gross<br>Cost<br>(2023<br>Estimated<br>Cost) | Growth - Related<br>Non-Residential Share<br>Service: Water Supply<br>2023 D.C. Study |
|---------|---|------|-------|------|--------|-------|------|------|------|------|--|---------------------|------------------|----------------|--------|-----------------------------------|---------------------------|--|--|---|
|         |   |      |       |      |        |       |      |      |      |      |  | Seaton              | Federal<br>Lands | Non-<br>Resid. | Resid. |                                   |                           |  |  |   |
|         |   |      |       |      |        |       |      |      |      |      |  |                     |                  |                |        |                                   |                           |  |  |   |
| 200     | Expansion of Whitby WSP from 109 MLD to 218 MLD                               |      |       |      | 53,168 |       |      |      |      |      | 60,215   | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 0.0%                      | 247,800                                  |  |   |
|         |   |      |       |      |        |       |      |      |      |      |  |                     |                  |                |        |                                   |                           |  |  |   |
|         | <b>Storage Facility</b>   |      |       |      |        |       |      |      |      |      |  |                     |                  |                |        |                                   |                           |  |  |   |
| 201     | Expansion of Garrard Rd. Zone 1 Reservoir from 31 ML to 50 ML - Whitby        |      |       | 0    |        | 0     |      |      |      |      | 0  | 0.00%               | 0.00%            | 0.00%          | 100.0% | 0.0%                              | 40,000                    |  |  |   |
| 202     | Expansion of Taunton Rd. Zone 2 Reservoir from 13 ML to 27 ML - Oshawa        |      | 148   |      |        | 3,064 |      |      |      |      | 3,212  | 92.60%              | 7.40%            | 0.0%           | 0.0%   | 0.0%                              | 43,400                    |  |  |   |
| 203     | New Myrtle Rd. Zone 4 Reservoir 13 ML - Whitby                                |      | 2,775 |      |        |       |      |      |      |      | 2,775  | 92.60%              | 7.40%            | 0.0%           | 0.0%   | 0.0%                              | 37,500                    |  |  |   |
| 204     | New Winchester Rd. Zone 4 Reservoir 16 ML - Oshawa                            |      |       |      | 3,959  |       |      |      |      |      | 3,959  | 92.60%              | 7.40%            | 0.0%           | 0.0%   | 0.0%                              | 53,500                    |  |  |   |
|         |   |      |       |      |        |       |      |      |      |      |  |                     |                  |                |        |                                   |                           |  |  |   |
|         | <b>Pumping Stations (PS)</b>  |      |       |      |        |       |      |      |      |      |  |                     |                  |                |        |                                   |                           |  |  |   |
| 205     | Expansion of Garrard Rd. Zone 2 PS - Whitby                                   |      |       |      |        |       |      | 0    |      |      | 0  | 0.00%               | 0.00%            | 0.00%          | 100.0% | 0.0%                              | 10,000                    |  |  |   |
| 206     | Expansion of Garrard Rd. Zone 3 PS - Whitby                                   | 249  |       |      |        |       |      |      |      |      | 377  | 92.60%              | 7.40%            | 0.0%           | 0.0%   | 0.0%                              | 5,100                     |  |  |   |
| 207     | Expansion of Thirkson Rd. Zone 3 PS - Whitby                                  | 518  |       |      |        |       |      |      |      |      | 518  | 92.60%              | 7.40%            | 0.0%           | 0.0%   | 0.0%                              | 7,000                     |  |  |   |
| 208     | New Duffs Rd. Zone 4 PS - Whitby  |      |       |      | 361    |       |      |      |      |      | 429  | 92.60%              | 7.40%            | 0.0%           | 0.0%   | 0.0%                              | 5,800                     |  |  |   |
| 209     | New Duffs Rd. Zone 5 PS - Whitby  |      |       |      | 527    |       |      |      |      |      | 629  | 92.60%              | 7.40%            | 0.0%           | 0.0%   | 0.0%                              | 8,500                     |  |  |   |
| 210     | Expansion of Grandview St. Zone 2 PS - Oshawa                                 |      | 178   |      |        |       |      |      |      |      | 178  | 92.60%              | 7.40%            | 0.0%           | 0.0%   | 0.0%                              | 2,400                     |  |  |   |
| 211     | Expansion of Taunton Rd. Zone 3 PS - Oshawa                                   | 0    |       |      |        |       |      |      |      |      | 0  | 0.00%               | 0.00%            | 0.00%          | 100.0% | 0.0%                              | 5,000                     |  |  |   |
| 212     | New Harmony Rd. Zone 4 PS - Oshawa  |      | 1,036 |      |        |       |      |      |      |      | 1,036  | 92.60%              | 7.40%            | 0.0%           | 0.0%   | 0.0%                              | 14,000                    |  |  |   |
| 213     | New Harmony Rd. Zone 5 PS - Oshawa  | 74   |       | 755  |        |       |      |      |      |      | 829  | 92.60%              | 7.40%            | 0.0%           | 0.0%   | 0.0%                              | 11,200                    |  |  |   |
|         |   |      |       |      |        |       |      |      |      |      |  |                     |                  |                |        |                                   |                           |  |  |   |
|         | <b>Construction of Major Feedermains (FM) for New Development</b>             |      |       |      |        |       |      |      |      |      |  |                     |                  |                |        |                                   |                           |  |  |   |
| 214     | Zone 1 feedermain from Whitby WSP to Thornton Rd. - Whitby/Oshawa             | 666  | 518   |      |        |       |      |      |      |      | 1,702  | 92.60%              | 7.40%            | 0.0%           | 0.0%   | 0.0%                              | 23,000                    |  |  |   |
| 215     | Zone 1 feedermain on Manning Rd. from Anderson St. to Hydro Corridor - Whitby | 136  |       |      |        |       |      |      |      |      | 136  | 92.60%              | 7.40%            | 0.0%           | 0.0%   | 0.0%                              | 1,840                     |  |  |   |

Table F.2 - Regional Water Supply: Capital Cost Summary: Non-Residential (Year 2023 - 2032)

| BY YEAR | 2023 | 2024 | 2025  | 2026  | 2027 | 2028  | 2029 | 2030 | 2031 | 2032 | Total<br>Net Non-<br>Residential<br>Growth<br>Cost | Development Related |                  |                |        | Grants,<br>Subsidy,<br>&<br>Other | Post<br>Period<br>Benefit | Benefit<br>to<br>Existing<br>Development   | Gross<br>Cost<br>(2023<br>Estimated<br>Cost) | Growth - Related<br>Non-Residential Share<br>Service: Water Supply<br>2023 D.C. Study |
|---------|------|------|-------|-------|------|-------|------|------|------|------|--|---------------------|------------------|----------------|--------|-----------------------------------|---------------------------|--|--|---|
|         |      |      |       |       |      |       |      |      |      |      |  | Seaton              | Federal<br>Lands | Non-<br>Resid. | Resid. |                                   |                           |  |  |   |
|         |      |      |       |       |      |       |      |      |      |      |  |                     |                  |                |        |                                   |                           |  |  |   |
| 216     |      |      |       |       | 0    |       |      |      |      |      | 0  | 0.00%               | 0.00%            | 0.00%          | 100.0% | 0.0%                              | 86,100                    | Zone 1 West Whitby feedermain from Brock St/Victoria St. to Rosland Road - Whitby  |  |   |
| 217     |      | 474  |       |       |      |       |      |      |      |      | 474  | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 6,400                     | Zone 3 feedermain on Garrard Rd. from north of the Mid-Block Arterial to Winchester Rd. - Whitby (Region-Share)  |  |   |
| 218     |      | 81   |       |       |      |       |      |      |      |      | 81   | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 1,100                     | Zone 3 feedermain on Winchester Rd. from Cachet Blvd. to Garrard Rd. - Whitby (Region-Share)   |  |   |
| 219     |      | 74   |       |       |      |       |      |      |      |      | 74   | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 1,000                     | Zone 3 feedermain on Conlin Rd. from Anderson St. to Thickson Rd. - Whitby (Region-Share)  |  |   |
| 220     |      | 148  |       |       |      |       |      |      |      |      | 148  | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 7,600                     | Zone 3 feedermain on Anderson St. from Conlin Rd. to Mid-Block Arterial and on Mid-Block from Anderson St. to Ashburn Rd. - Whitby (Region-Share)                          |  |   |
| 221     |      | 440  |       |       |      |       |      |      |      |      | 440  | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 5,950                     | Zone 3 feedermain on Ashburn Rd. from Amanda Ave. to Columbus Rd. - Whitby (Region-Share)  |  |   |
| 222     |      | 93   |       |       |      |       |      |      |      |      | 93   | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 1,260                     | Zone 3 feedermain on Columbus Rd. from Ashburn Rd. to 360m east of Ashburn Rd. - Whitby (Region-Share)   |  |   |
| 223     |      |      |       |       | 433  |       |      |      |      |      | 433  | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 5,850                     | Zone 3 feedermain on Columbus Rd. from Ashburn Rd. to Country Lane - Whitby (Region-Share)   |  |   |
| 224     |      |      |       |       |      | 2,116 |      |      |      |      | 2,116  | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 28,600                    | Zone 4 feedermain from Thickson Rd. Zone 4 Pumping Station to Zone 4 Myrtle Rd. reservoir, including connection to Zone 4 pumping station at Duffis Rd. Reservoir - Whitby |  |   |
| 225     |      |      | 888   |       |      |       |      |      |      |      | 888  | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 12,000                    | Zone 4 feedermain on Brawley Rd. from Duffis Rd. to Ashburn Road - Whitby  |  |   |
| 226     |      | 52   |       |       |      |       |      |      |      |      | 52   | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 4,500                     | Zone 4 feedermain on Ashburn Rd. from Mid-Block to Brawley Rd. - Whitby (Region-Share)   |  |   |
| 227     |      | 111  |       | 2,479 |      |       |      |      |      |      | 2,590  | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 35,000                    | Zone 4 feedermain on Columbus Rd. from Thickson Rd. to Ritson Rd. - Whitby/Oshawa  |  |   |
| 228     |      | 148  | 148   | 148   | 252  |       |      |      |      |      | 696  | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 9,400                     | Zone 4 feedermain on Mid-Block Collector from Ashburn to Thickson - Whitby (Region-Share)  |  |   |
| 229     |      |      |       | 111   |      |       |      |      |      |      | 111  | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 1,500                     | Zone 5 feedermain on Duffis Rd. from Duffis Zone 5 pumping station to Brawley Road - Whitby  |  |   |
| 230     |      |      |       | 37    |      |       |      |      |      |      | 1,295  | 0.0%                | 0.0%             | 0.0%           | 50.0%  | 0.0%                              | 35,000                    | Zone 5 feedermain on Brawley Road from Ashburn Rd. to Simcoe St. N. - Whitby/Oshawa  |  |   |
| 231     |      |      | 204   |       |      |       |      |      |      |      | 259  | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 3,500                     | Zone 3 watermain on Britannia Drive from Thomson Road to Windfields Farm Drive - Oshawa  |  |   |
| 232     |      | 925  |       | 1,125 |      |       |      |      |      |      | 2,050  | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 27,700                    | Zone 3 feedermain on Conlin Rd. from Ritson Rd. to Garrard Rd. Zone 3 PS - Oshawa/Whitby   |  |   |
| 233     |      |      | 296   |       |      |       |      |      |      |      | 296  | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 4,000                     | Zone 3 feedermain on Conlin Rd. from Ritson Rd. to Wilson Rd. - Oshawa   |  |   |
| 234     |      |      | 1,687 |       |      |       |      |      |      |      | 1,687  | 0.0%                | 0.0%             | 0.0%           | 0.0%   | 0.0%                              | 22,800                    | Zone 4 feedermain from New Zone 4 PS at Harmony Reservoir to New Zone 4 Winchester Reservoir - Oshawa  |  |   |
| 235     |      | 0    |       |       |      | 0     |      |      |      |      | 0  | 0.0%                | 0.0%             | 0.0%           | 100.0% | 0.0%                              | 10,500                    | Zone 4 feedermain on Ritson Rd. from Columbus Rd. to Winchester Rd. - Oshawa   |  |   |









Table F.2 - Regional Water Supply: Capital Cost Summary: Non-Residential (Year 2023 - 2032)

|     | Growth - Related<br>Non-Residential Share<br>Service: Water Supply<br>2023 D.C. Study | Gross<br>Cost<br>(2023<br>Estimated<br>Cost) | Benefit<br>to<br>Existing<br>Development | Post<br>Period<br>Benefit | Grants,<br>Subsidy,<br>&<br>Other | Development Related |                  |                |                  | Total<br>Net Non-<br>Residential<br>Growth<br>Cost | BY YEAR       |               |               |               |               |            |              |              |              |              |              |              |              |              |              |
|-----|---|--|--|---------------------------|-----------------------------------|---------------------|------------------|----------------|------------------|--|---------------|---------------|---------------|---------------|---------------|------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|     |   |  |  |                           |                                   | Seaton              | Federal<br>Lands | Non-<br>Resid. | Resid.           |  | 2023          | 2024          | 2025          | 2026          | 2027          | 2028       | 2029         | 2030         | 2031         | 2032         |              |              |              |              |              |
|     |   |  |  |                           |                                   |                     |                  |                |                  |  | 0.0%          | 0.0%          | 7.40%         | 92.60%        | 112           | 167        | 172          | 144          | 87           | 136          | 136          | 136          | 136          | 136          |              |
| 700 | Allowance for Private Well Interference   | 19,405                                       | 0.0%                                     | 0.0%                      | 0.00%                             | 0.0%                | 0.0%             | 7.40%          | 92.60%           | 1,362  | 167           | 172           | 144           | 87            | 136           | 136        | 136          | 136          | 136          | 136          | 136          | 136          | 136          | 136          |              |
| 701 | Allowance for Regional Share for works in conjunction with development                | 25,000                                       | 0.0%                                     | 0.0%                      | 0.00%                             | 0.0%                | 0.0%             | 7.40%          | 92.60%           | 1,850  | 185           | 185           | 185           | 185           | 185           | 185        | 185          | 185          | 185          | 185          | 185          | 185          | 185          | 185          | 185          |
| 702 | Maintenance Facilities - Sunderland Depot   | 16,666                                       | 64.8%                                    | 0.0%                      | 0.00%                             | 0.0%                | 0.0%             | 2.61%          | 32.64%           | 435  | 35            | 365           |               |               |               |            |              |              |              |              |              |              |              |              |              |
| 702 | Maintenance Facilities - Ajax Depot   | 13,333                                       | 46.9%                                    | 0.0%                      | 0.00%                             | 34.1%               | 0.0%             | 1.26%          | 15.77%           | 168  | 21            | 147           |               |               |               |            |              |              |              |              |              |              |              |              |              |
| 703 | Maintenance Facilities - Oshawa/Whitby Depot  | 69,333                                       | 79.8%                                    | 0.0%                      | 0.00%                             | 0.0%                | 0.0%             | 1.50%          | 18.71%           | 1,037  | 189           | 25            | 823           |               |               |            |              |              |              |              |              |              |              |              |              |
| 704 | Maintenance Facilities - Orono Depot  | 2,433  | 100.0%                                   | 0.0%                      | 0.00%                             | 0.0%                | 0.0%             | 0.00%          | 0.00%            | 0  |               |               |               |               | 0             | 0          |              |              |              |              |              |              |              |              |              |
| 705 | Maintenance Facilities - Scugog Depot   | 2,233  | 100.0%                                   | 0.0%                      | 0.00%                             | 0.0%                | 0.0%             | 0.00%          | 0.00%            | 0  |               |               | 0             | 0             |               |            |              |              |              |              |              |              |              |              |              |
| 706 | Maintenance Fleet Vehicles Capital Allowance  | 1,969  | 0.0%                                     | 0.0%                      | 0.00%                             | 0.0%                | 0.0%             | 7.40%          | 92.60%           | 146  | 32            |               | 9             | 2             | 6             |            |              |              |              |              |              |              |              |              |              |
| 707 | Plant SCADA System Projects   | 14,100                                       | 63.0%                                    | 0.0%                      | 0.00%                             | 0.0%                | 0.0%             | 8.99%          | 28.01%           | 1,268  | 252           | 495           |               |               |               |            |              |              |              |              |              |              |              |              |              |
|     | <b>Total Other Development Charge Component Works</b>                                 | <b>163,472</b>                               | <b>86,176</b>                            | <b>0</b>                  | <b>0</b>                          | <b>4,547</b>        | <b>0</b>         | <b>6,265</b>   | <b>66,484</b>    | <b>6,265</b>                                       | <b>843</b>    | <b>2,039</b>  | <b>338</b>    | <b>274</b>    | <b>327</b>    | <b>321</b> | <b>325</b>   | <b>321</b>   | <b>321</b>   | <b>321</b>   | <b>321</b>   | <b>321</b>   | <b>321</b>   | <b>321</b>   | <b>321</b>   |
|     | <b>Total of Region</b>  | <b>1,675,582</b>                             | <b>109,237</b>                           | <b>320,755</b>            | <b>0</b>                          | <b>69,814</b>       | <b>25,670</b>    | <b>148,935</b> | <b>1,004,171</b> | <b>148,935</b>                                     | <b>10,266</b> | <b>24,627</b> | <b>60,181</b> | <b>16,151</b> | <b>18,968</b> | <b>321</b> | <b>2,723</b> | <b>1,042</b> | <b>1,042</b> | <b>1,042</b> | <b>1,042</b> | <b>1,042</b> | <b>1,042</b> | <b>1,042</b> | <b>1,209</b> |

**Table F.3**

**RESIDENTIAL WATER**  
**Region-Wide Development Charge (With-out Seaton)**  
**Cash Flow Calculation of the Residential Development Charge**  
**(\$000's)**

| Year         | 1                               | 2                      | 3                                | 4   | 5                                | 6                           | 7                   | 8                 | 9                                | 10                           |
|--------------|---------------------------------|------------------------|----------------------------------|---|----------------------------------|-----------------------------|---------------------|-------------------|----------------------------------|------------------------------|
|              | DC Reserve Fund Opening Balance | Existing Debt Payments | Development Related Expenditures | Development Related Expend. Inflated @ 3.0% | Equivalent Single Detached Units | Unit Charge Inflated @ 3.0% | Anticipated Revenue | Surplus (Deficit) | Int. Earnings 3%/debt rate 5.00% | DC Reserve Fund Closing Bal. |
| 2023-24      | 159,531                         | 0                      | 84,961                           | 84,961                                      | 4,046                            | <b>20,860</b>               | 84,400              | 158,970           | 4,769                            | 163,739                      |
| 2024-25      | 163,739                         | 0                      | 120,099                          | 123,702                                     | 4,046                            | 21,486                      | 86,932              | 126,969           | 3,809                            | 130,778                      |
| 2025-26      | 130,778                         | 0                      | 219,023                          | 232,361                                     | 4,046                            | 22,130                      | 89,540              | -12,044           | -602                             | -12,646                      |
| 2026-27      | -12,646                         | 0                      | 253,387                          | 276,883                                     | 4,083                            | 22,794                      | 93,069              | -196,460          | -9,823                           | -206,283                     |
| 2027-28      | -206,283                        | 0                      | 166,171                          | 187,027                                     | 4,216                            | 23,478                      | 98,984              | -294,326          | -14,716                          | -309,042                     |
| 2028-29      | -309,042                        | 0                      | 110,479                          | 128,076                                     | 4,225                            | 24,183                      | 102,171             | -334,946          | -16,747                          | -351,694                     |
| 2029-30      | -351,694                        | 0                      | 4,018                            | 4,798                                       | 4,225                            | 24,908                      | 105,236             | -251,255          | -12,563                          | -263,818                     |
| 2030-31      | -263,818                        | 0                      | 17,866                           | 21,972                                      | 4,225                            | 25,655                      | 108,393             | -177,397          | -8,870                           | -186,266                     |
| 2031-32      | -186,266                        | 0                      | 13,037                           | 16,515                                      | 4,233                            | 26,425                      | 111,857             | -90,925           | -4,546                           | -95,471                      |
| 2032-33      | -95,471                         | 0                      | 15,130                           | 19,741                                      | 4,233                            | 27,218                      | 115,212             | 0                 | 0                                | 0                            |
| <b>Total</b> |                                 | 0                      | 1,004,171                        | 1,096,036                                   | 41,578                           |                             | 995,794             |                   | -59,289                          |                              |

|                | Single/Semi Detached | Medium Density Multiple | 2 Bedroom Apartment | 1 Bedroom Apartment |
|----------------|----------------------|-------------------------|---------------------|---------------------|
| <b>DC/Unit</b> | <b>\$20,860</b>      | <b>\$16,613</b>         | <b>\$12,145</b>     | <b>\$7,460</b>      |

Table F.4

**COMMERCIAL WATER**

**Region-Wide Development Charge (With-out Seaton)**

**Cash Flow Calculation of the Residential Development Charge (\$000's)**

| Year                            | 1                            | 2                      | 3                             | 4                                  | 5  | 6  | 7                              | 8                   | 9                 | 10                               | 11                           |
|---------------------------------|------------------------------|------------------------|-------------------------------|------------------------------------|--|--|--------------------------------|---------------------|-------------------|----------------------------------|------------------------------|
| DC Reserve Fund Opening Balance | DC Reserve Fund Closing Bal. | Existing Debt Payments | Development Related Exp Total | Development Related Exp Commercial | Development Related Exp. Inflated @ 3.0% | Estimated Development sq. ft. Commercial | Charge sq. ft. Inflated @ 3.0% | Anticipated Revenue | Surplus (Deficit) | Int. Earnings 3%/debt rate 5.00% | DC Reserve Fund Closing Bal. |
| 2023-24                         | 10,406                       | 0                      | 10,266                        | 3,973                              | 3,973                                    | 703,220                                  | <b>6.46</b>                    | 4,545               | 10,978            | 329                              | 11,307                       |
| 2024-25                         | 11,307                       | 0                      | 13,455                        | 5,207                              | 5,363                                    | 703,220                                  | 6.66                           | 4,681               | 10,625            | 319                              | 10,944                       |
| 2025-26                         | 10,944                       | 0                      | 24,627                        | 9,531                              | 10,111                                   | 703,220                                  | 6.86                           | 4,822               | 5,654             | 170                              | 5,824                        |
| 2026-27                         | 5,824                        | 0                      | 60,181                        | 23,290                             | 25,450                                   | 703,220                                  | 7.06                           | 4,966               | -14,660           | -733                             | -15,393                      |
| 2027-28                         | -15,393                      | 0                      | 16,151                        | 6,250                              | 7,035                                    | 703,220                                  | 7.27                           | 5,115               | -17,312           | -866                             | -18,178                      |
| 2028-29                         | -18,178                      | 0                      | 18,958                        | 7,337                              | 8,505                                    | 802,600                                  | 7.49                           | 6,013               | -20,669           | -1,033                           | -21,703                      |
| 2029-30                         | -21,703                      | 0                      | 321                           | 124                                | 148                                      | 802,600                                  | 7.72                           | 6,194               | -15,657           | -783                             | -16,440                      |
| 2030-31                         | -16,440                      | 0                      | 2,723                         | 1,054                              | 1,296                                    | 802,600                                  | 7.95                           | 6,380               | -11,357           | -568                             | -11,925                      |
| 2031-32                         | -11,925                      | 0                      | 1,042                         | 403                                | 511                                      | 802,600                                  | 8.19                           | 6,571               | -5,864            | -293                             | -6,158                       |
| 2032-33                         | -6,158                       | 0                      | 1,209                         | 468                                | 611                                      | 802,600                                  | 8.43                           | 6,768               | -0                | -0                               | -0                           |
| <b>Total</b>                    |                              | <b>0</b>               | <b>148,935</b>                | <b>57,638</b>                      | <b>63,004</b>                            | <b>7,529,100</b>                         |                                | <b>56,056</b>       |                   | <b>-3,458</b>                    |                              |

|                                   |                   |
|-----------------------------------|-------------------|
| <b>Development Charge/sq. ft.</b> | <b>Commercial</b> |
| <b>\$</b>                         | <b>6.46</b>       |

Table F.5

**INDUSTRIAL WATER**  
**Region-Wide Development Charge (With-out Seaton)**  
**Cash Flow Calculation of the Residential Development Charge**  
**(\$000's)**

| Year                            | 1                      | 2                             | 3                                  | 4  | 5  | 6                              | 7                   | 8                 | 9                                | 10                           | 11      |
|---------------------------------|------------------------|-------------------------------|------------------------------------|--|--|--------------------------------|---------------------|-------------------|----------------------------------|------------------------------|---------|
| DC Reserve Fund Opening Balance | Existing Debt Payments | Development Related Exp Total | Development Related Exp Industrial | Development Related Exp. Inflated @ 3.0% | Estimated Development sq. ft. Industrial | Charge sq. ft. Inflated @ 3.0% | Anticipated Revenue | Surplus (Deficit) | Int. Earnings 3%/debt rate 5.00% | DC Reserve Fund Closing Bal. |         |
| 2023-24                         | 19,419                 | 416                           | 10,266                             | 5,328                                    | 5,328                                    | 1,568,560                      | 4.16                | 6,527             | 20,202                           | 606                          | 20,808  |
| 2024-25                         | 20,808                 | 416                           | 13,455                             | 6,983                                    | 7,193                                    | 1,568,560                      | 4.29                | 6,723             | 19,922                           | 598                          | 20,520  |
| 2025-26                         | 20,520                 | 416                           | 24,627                             | 12,782                                   | 13,560                                   | 1,568,560                      | 4.41                | 6,924             | 13,469                           | 404                          | 13,873  |
| 2026-27                         | 13,873                 | 416                           | 60,181                             | 31,234                                   | 34,130                                   | 1,568,560                      | 4.55                | 7,132             | -13,541                          | -677                         | -14,218 |
| 2027-28                         | -14,218                | 416                           | 16,151                             | 8,382                                    | 9,434                                    | 1,568,560                      | 4.68                | 7,346             | -16,722                          | -836                         | -17,559 |
| 2028-29                         | -17,559                | 416                           | 18,958                             | 9,839                                    | 11,406                                   | 1,459,500                      | 4.82                | 7,040             | -22,340                          | -1,117                       | -23,457 |
| 2029-30                         | -23,457                | 416                           | 321                                | 167                                      | 199                                      | 1,459,500                      | 4.97                | 7,252             | -16,820                          | -841                         | -17,661 |
| 2030-31                         | -17,661                | 416                           | 2,723                              | 1,413                                    | 1,738                                    | 1,459,500                      | 5.12                | 7,469             | -12,346                          | -617                         | -12,964 |
| 2031-32                         | -12,964                | 416                           | 1,042                              | 541                                      | 685                                      | 1,459,500                      | 5.27                | 7,693             | -6,371                           | -319                         | -6,690  |
| 2032-33                         | -6,690                 | 416                           | 1,209                              | 628                                      | 819                                      | 1,459,500                      | 5.43                | 7,924             | -0                               | -0                           | -0      |
| <b>Total</b>                    |                        | <b>4,157</b>                  | <b>148,935</b>                     | <b>77,297</b>                            | <b>84,493</b>                            | <b>15,140,300</b>              |                     | <b>72,031</b>     |                                  | <b>-2,799</b>                |         |

|                                   |                   |
|-----------------------------------|-------------------|
| <b>Development Charge/sq. ft.</b> | <b>Industrial</b> |
| <b>\$</b>                         | <b>4.16</b>       |

Table F.6

**INSTITUTIONAL WATER**  
**Region-Wide Development Charge (With-out Seaton)**  
**Cash Flow Calculation of the Residential Development Charge**  
**(\$'000's)**

| Year                            | 1                      | 2                             | 3                                     | 4  | 5   | 6                              | 7                   | 8                 | 9                                | 10                           | 11     |
|---------------------------------|------------------------|-------------------------------|---------------------------------------|--|---|--------------------------------|---------------------|-------------------|----------------------------------|------------------------------|--------|
| DC Reserve Fund Opening Balance | Existing Debt Payments | Development Related Exp Total | Development Related Exp Institutional | Development Related Exp. Inflated @ 3.0% | Estimated Development sq. ft. Institutional | Charge sq. ft. Inflated @ 3.0% | Anticipated Revenue | Surplus (Deficit) | Int. Earnings 3%/debt rate 5.00% | DC Reserve Fund Closing Bal. |        |
| 2023-24                         | 130                    | 22                            | 10,266                                | 965                                      | 965   | 755,120                        | 1.80                | 1,356             | 499                              | 15                           | 514    |
| 2024-25                         | 514                    | 22                            | 13,455                                | 1,265                                    | 1,303                                       | 755,120                        | 1.85                | 1,397             | 587                              | 18                           | 604    |
| 2025-26                         | 604                    | 22                            | 24,627                                | 2,315                                    | 2,456                                       | 755,120                        | 1.91                | 1,439             | -434                             | -22                          | -456   |
| 2026-27                         | -456                   | 22                            | 60,181                                | 5,657                                    | 6,182                                       | 755,120                        | 1.96                | 1,482             | -5,177                           | -259                         | -5,436 |
| 2027-28                         | -5,436                 | 22                            | 16,151                                | 1,518                                    | 1,709                                       | 755,120                        | 2.02                | 1,526             | -5,640                           | -282                         | -5,922 |
| 2028-29                         | -5,922                 | 22                            | 18,958                                | 1,782                                    | 2,066                                       | 861,680                        | 2.08                | 1,794             | -6,215                           | -311                         | -6,526 |
| 2029-30                         | -6,526                 | 22                            | 321                                   | 30                                       | 36  | 861,680                        | 2.14                | 1,848             | -4,736                           | -237                         | -4,973 |
| 2030-31                         | -4,973                 | 22                            | 2,723                                 | 256                                      | 315   | 861,680                        | 2.21                | 1,903             | -3,406                           | -170                         | -3,576 |
| 2031-32                         | -3,576                 | 22                            | 1,042                                 | 98                                       | 124   | 861,680                        | 2.28                | 1,960             | -1,761                           | -88                          | -1,849 |
| 2032-33                         | -1,849                 | 22                            | 1,209                                 | 114                                      | 148   | 861,680                        | 2.34                | 2,019             | 0                                | 0                            | 0      |
| <b>Total</b>                    |                        | 215                           | 148,935                               | 14,000                                   | 15,303                                      | 8,084,000                      |                     | 16,725            |                                  | -1,336                       |        |

|                                   |                      |
|-----------------------------------|----------------------|
| <b>Development Charge/sq. ft.</b> | <b>Institutional</b> |
| <b>\$</b>                         | <b>1.80</b>          |

## **Appendix C**

### **Documentation for Revised Capital Sheets and Cash Flow Calculations – Sanitary Sewer**

**Table G.1 – Regional Sanitary Sewerage: Capital Cost Summary: Residential (2023-2032) REVISED JANUARY 31, 2025**

| Table G.1 - Regional Sanitary Sewerage: Capital Cost Summary: Residential (Year 2023 - 2032) |   |                                  |                                 |                     |                          |                     |               |            |        |                                   |         |       |      |      |      |      |      |        |        |
|--|---|----------------------------------|---------------------------------|---------------------|--------------------------|---------------------|---------------|------------|--------|-----------------------------------|---------|-------|------|------|------|------|------|--------|--------|
| Item #   | Growth - Related Residential Share  | Gross Cost (2023 Estimated Cost) | Benefit to Existing Development | Post Period Benefit | Grants, Subsidy, & Other | Development Related |               |            |        | Total Net Residential Growth Cost | BY YEAR |       |      |      |      |      |      |        |        |
|  |   |                                  |                                 |                     |                          | Seaton              | Federal Lands | Non-Resid. | Resid. |                                   | 2023    | 2024  | 2025 | 2026 | 2027 | 2028 | 2029 | 2030   | 2031   |
|  | Description   | \$ 000's                         | %                               | %                   | %                        | %                   | %             | %          | %      | \$ 000's                          |         |       |      |      |      |      |      |        |        |
|  | <b>Pickering / Ajax</b>   |                                  |                                 |                     |                          |                     |               |            |        |                                   |         |       |      |      |      |      |      |        |        |
|  | <b>Pumping Stations (SSPS)</b>  |                                  |                                 |                     |                          |                     |               |            |        |                                   |         |       |      |      |      |      |      |        |        |
| 100A   | Proposed Pickering Parkway Sanitary Sewage Pumping Station and force main, Pickering (DESIGN)                 | 3,200                            | 0.0%                            | 0.0%                | 0.0%                     | 0.0%                | 0.0%          | 0.0%       | 0.0%   | 2,666                             | 116     | 249   |      |      |      |      |      |        |        |
| 100B   | Proposed Pickering Parkway Sanitary Sewage Pumping Station and force main, Pickering (CONSTRUCTION)           | 28,900                           | 0.0%                            | 50.0%               |                          |                     |               |            |        | 12,037                            | 525     | 1125  |      |      |      |      |      |        |        |
| 101A   | Proposed Squires Beach Sanitary Sewage Pumping Station and force main, Pickering (DESIGN)                     | 3,000                            | 0.0%                            | 0.0%                | 0.0%                     | 0.0%                | 0.0%          | 0.0%       | 0.0%   | 2,495                             |         |       |      |      |      |      |      | 104    | 2343   |
| 101B   | Proposed Squires Beach Sanitary Sewage Pumping Station and force main, Pickering (CONSTRUCTION)               | 25,600                           | 0.0%                            | 50.0%               |                          |                     |               |            |        | 10,748                            |         |       |      |      |      |      |      | 448    | 10,965 |
| 102  | Proposed Rougemount Precinct Sanitary Sewage Pumping Station and force main, Pickering                        | 18,600                           | 0.0%                            | 100.0%              |                          |                     |               |            |        | 0                                 |         |       |      |      |      |      |      | 0      | 0      |
|  | <b>Trunk Sanitary Sewers (TSS)</b>  |                                  |                                 |                     |                          |                     |               |            |        |                                   |         |       |      |      |      |      |      |        |        |
| 103  | York/Durham Sewage System - Primary Trunk Sanitary Sewer Twinning - Pickering (Region Share)                  | 50,610                           | 0.0%                            | 0.0%                | 0.0%                     | 0.0%                | 0.0%          | 0.0%       | 0.0%   | 42,158                            | 2,666   | 3,332 |      |      |      |      |      | 36,161 |        |
| 104  | Sanitary sewer on Nelson Rd. from Pickering Parkway to Orchard Rd. (flowing north) - Pickering (Region-Share) | 750                              | 0.0%                            | 0.0%                | 0.0%                     | 0.0%                | 0.0%          | 0.0%       | 0.0%   | 625                               |         |       |      |      |      |      |      |        |        |
| 105  | Trunk sanitary sewer on Pickering Parkway from Brook Rd. to Nelson Rd. - Pickering (Region-Share)             | 2,400                            | 0.0%                            | 0.0%                | 0.0%                     | 0.0%                | 0.0%          | 0.0%       | 0.0%   | 1,999                             |         |       |      |      |      |      |      |        |        |
| 106  | Trunk sanitary sewer on Nelson Rd. from Orchard Rd. to Squires Beach SSPS (flowing south) - Pickering         | 9,000                            | 0.0%                            | 0.0%                | 0.0%                     | 0.0%                | 0.0%          | 0.0%       | 0.0%   | 7,497                             |         |       |      |      |      |      |      | 853    | 6,664  |
| 107  | Sanitary Sewer on Kingston Rd. from Whites to Rougemount Precinct SSPS - Pickering (Region Share)             | 2,800                            | 0.0%                            | 0.0%                | 0.0%                     | 0.0%                | 0.0%          | 0.0%       | 0.0%   | 2,332                             |         |       |      |      |      |      |      | 2,332  |        |
| 108  | Sanitary Sewer on Kingston Rd. from Whites Rd. to 675m east of Whites Rd. - Pickering (Region Share)          | 3,000                            | 0.0%                            | 0.0%                | 0.0%                     | 0.0%                | 0.0%          | 0.0%       | 0.0%   | 2,499                             |         |       |      |      |      |      |      | 2,499  |        |

















|     |  |        |       |        |      |      |      |      |      |      |      |        |        |       |     |       |       |       |
|-----|--|--------|-------|--------|------|------|------|------|------|------|------|--------|--------|-------|-----|-------|-------|-------|
| 214 | Trunk sanitary sewer (north of 407) from west of Cochrane St. to 400m east of Ashburn Rd. (Region Share)           | 16,725 | 0.0%  | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.70% | 83.30% | 2,793 | 501 | 827   | 714   | 752   |
| 215 | Sanitary sewer (south of 407) on Mid-Block from west of Cochrane St. to east of Highway 12 - Whitby (Region Share) | 4,000  | 0.0%  | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.70% | 83.30% | 668   | 392 | 276   |       |       |
| 216 | Sanitary sewer on Montgomery Ave. from Columbus Rd. through development, west of Way St. - Whitby (Region Share)   | 2,900  | 0.0%  | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.70% | 83.30% | 484   |     | 484   |       |       |
| 217 | Sanitary sewer on Camber Ct. from Columbus Rd. through development, east of Way St. - Whitby (Region Share)        | 2,200  | 0.0%  | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.70% | 83.30% | 367   | 200 | 167   |       |       |
| 218 | Sanitary sewer on Crossal Ave. from Columbus Rd. through development, east of Baldwin St. - Whitby (Region Share)  | 1,100  | 0.0%  | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.70% | 83.30% | 184   |     | 184   |       |       |
| 219 | Sanitary sewer on Cachet Blvd., through development, east of Thickson Rd. - Whitby (Region Share)                  | 1,700  | 0.0%  | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.70% | 83.30% | 284   |     | 167   | 117   |       |
| 220 | Sanitary Sewer from Jeffrey St. SSPS to Michael Blvd. SSPS   | 5,000  | 0.0%  | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.70% | 83.30% | 835   |     |       |       | 835   |
| 221 | Sanitary Sewer from Michael Blvd. SSPS to Annes St. SSPS   | 2,000  | 0.0%  | 100.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.00%  | 0.00%  | 0     |     |       |       | 0     |
| 222 | Sanitary Sewer and Siphon Crossing Lynde Creek to West Whitby  | 5,900  | 0.0%  | 100.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.00%  | 0.00%  | 0     |     |       |       | 0     |
| 223 | Sanitary sewer on Water St. from the Whitby WSP to Breakwater SSPS for Whitby WSP, Whitby                          | 920    | 0.0%  | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.70% | 83.30% | 154   |     | 154   |       |       |
| 224 | Sanitary for main or gravity sewer on Mid Block from Whitby/Oshawa Boundary to Durham College easement - Oshawa    | 11,200 | 0.0%  | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.70% | 83.30% | 1,870 |     | 217   | 1,653 |       |
| 225 | Sanitary sewer on easement from Acitc Red Dr. to Winchester Rd. - Oshawa (Region Share)                            | 925    | 0.0%  | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.70% | 83.30% | 154   |     | 154   |       |       |
| 226 | Sanitary Sewer along north side of Highway 407 from Thomson Rd. to Simcoe St. - Oshawa (Region Share)              | 6,250  | 0.0%  | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.70% | 83.30% | 1,044 |     |       |       | 1,044 |
| 227 | Force main on Conlin Rd. from Ritson Rd. to Harmony Rd. - Oshawa   | 7,000  | 0.0%  | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.70% | 83.30% | 1,169 |     | 1,169 |       |       |
| 228 | North Oshawa Creek (West Branch) TSS - Conlin Road SSPS to Britannia Dr. - Oshawa (Region Share)                   | 8,500  | 0.0%  | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.70% | 83.30% | 1,420 |     | 167   | 1,253 |       |
| 229 | North Oshawa Creek (West Branch) TSS - south side of Hydro Easement to Columbus Rd. - Oshawa (Region Share)        | 22,300 | 0.0%  | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.70% | 83.30% | 3,724 |     | 501   | 3,223 |       |
| 230 | Sanitary sewer on Stevenson Rd. from Highway 401 to Bond St. - Oshawa -- oversize component                        | 2,000  | 50.0% | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 8.35%  | 41.65% | 167   |     | 167   |       |       |
| 231 | Sanitary sewer on Gibb St. from Stevenson Rd. to Nassau St. - Oshawa   | 3,550  | 0.0%  | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.70% | 83.30% | 593   |     |       |       | 593   |
| 232 | Sanitary Sewer on Jackson Ave. from Ritson Rd. to Front St. - Oshawa (Region Share)                                | 1,825  | 0.0%  | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.70% | 83.30% | 305   |     | 305   |       |       |
| 233 | Sanitary on Nancy Diamond Blvd. from west of Harmony to east of Harmony - Oshawa (Region Share)                    | 3,300  | 0.0%  | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.70% | 83.30% | 551   |     | 334   | 217   |       |
| 234 | Sanitary sewer on local road from Windfields Farm Dr. to Winchester Rd. - Oshawa (Region Share)                    | 1,120  | 0.0%  | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.70% | 83.30% | 187   |     | 20    | 167   |       |
| 235 | Sanitary sewer on Stevenson Rd. from Taunton Rd. to Conlin Rd. - Oshawa  | 5,000  | 0.0%  | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.70% | 83.30% | 835   |     | 50    | 765   |       |
| 236 | Sanitary sewer on Thornton Rd. from north of Conlin Rd. within the Northwood Employment Area - Oshawa              | 1,600  | 0.0%  | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.70% | 83.30% | 267   |     | 267   |       |       |
| 237 | Twining of sanitary sewer from Central Park Blvd N. & Hillcroft St. to Beatrice St., Oshawa                        | 4,000  | 0.0%  | 0.0%   | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.70% | 83.30% | 668   | 25  | 53    |       | 590   |







|     |   |                  |                |                |          |              |          |                |                |                |              |               |               |               |               |               |               |              |              |              |
|-----|---|------------------|----------------|----------------|----------|--------------|----------|----------------|----------------|----------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|
| 702 | Maintenance Facilities - Sunderland Depot   | 16,686           | 64.8%          | 0.0%           | 0.00%    | 0.0%         | 0.0%     | 5.89%          | 29.36%         | 981            | 78           | 78            | 824           |               |               |               |               |              |              |              |
| 702 | Maintenance Facilities - Ajax Depot   | 13,333           | 48.9%          | 0.0%           | 0.00%    | 34.1%        | 0.0%     | 2.84%          | 14.19%         | 379            | 47           | 332           |               |               |               |               |               |              |              |              |
| 703 | Maintenance Facilities - Oshawa/Whitby Depot                                      | 69,333           | 79.8%          | 0.0%           | 0.00%    | 0.0%         | 0.0%     | 3.38%          | 16.83%         | 2,340          | 428          | 56            | 1,856         |               |               |               |               |              |              |              |
| 704 | Maintenance Facilities - Orono Depot  | 2,433            | 100.0%         | 0.0%           | 0.00%    | 0.0%         | 0.0%     | 0.00%          | 0.00%          | 0              |              |               |               |               |               | 0             | 0             |              |              |              |
| 705 | Maintenance Facilities - Scugog Depot   | 2,233            | 100.0%         | 0.0%           | 0.00%    | 0.0%         | 0.0%     | 0.00%          | 0.00%          | 0              |              |               |               |               |               | 0             | 0             |              |              |              |
| 706 | Maintenance Fleet Vehicles Capital Allowance                                      | 1,119            | 0.0%           | 0.0%           | 0.00%    | 0.0%         | 0.0%     | 16.70%         | 83.30%         | 187            | 66           | 73            |               |               | 21            | 5             | 14            |              | 8            |              |
| 707 | Allowance for Intensification   | 13,600           | 0.0%           | 0.0%           | 0.00%    | 0.0%         | 0.0%     | 16.70%         | 83.30%         | 2,271          | 227          | 227           | 227           | 227           | 227           | 227           | 227           | 227          | 227          |              |
| 708 | Plant SCADA System Projects   | 3,300            | 63.0%          | 0.0%           | 0.00%    | 0.0%         | 0.0%     | 12.43%         | 24.57%         | 410            | 62           |               | 162           |               |               |               |               |              |              |              |
| 709 | Allowance for DC Credits for West Whitby Front Ending Agreement - Residential     | 2,800            | 0.0%           | 0.0%           | 0.00%    | 0.0%         | 0.0%     | 0.00%          | 100.00%        | 0              |              |               |               |               |               |               |               |              |              |              |
| 710 | Allowance for DC Credits for West Whitby Front Ending Agreement - Non-Residential | 6,200            | 0.0%           | 0.0%           | 0.00%    | 0.0%         | 0.0%     | 100.00%        | 0.00%          | 6,200          | 620          | 620           | 620           | 620           | 620           | 620           | 620           | 620          | 620          |              |
|     | <b>Total Other Development Charge Components Works</b>                            | <b>156,017</b>   | <b>79,372</b>  | <b>0</b>       | <b>0</b> | <b>4,547</b> | <b>0</b> | <b>16,944</b>  | <b>55,155</b>  | <b>16,944</b>  | <b>1,946</b> | <b>1,804</b>  | <b>4,107</b>  | <b>1,472</b>  | <b>1,269</b>  | <b>1,278</b>  | <b>1,265</b>  | <b>1,273</b> | <b>1,265</b> | <b>1,265</b> |
|     | <b>Total of Region</b>  | <b>1,797,930</b> | <b>101,945</b> | <b>639,953</b> | <b>0</b> | <b>4,547</b> | <b>0</b> | <b>215,881</b> | <b>835,605</b> | <b>215,881</b> | <b>9,242</b> | <b>37,737</b> | <b>24,528</b> | <b>26,638</b> | <b>24,713</b> | <b>53,453</b> | <b>23,309</b> | <b>6,709</b> | <b>7,765</b> | <b>1,786</b> |

**Table G.3**

**RESIDENTIAL SEWER  
Region-Wide Development Charge (With-out Seaton)  
Cash Flow Calculation of the Residential Development Charge  
(\$000's)**

| Year         | 1        | 2             | 3              | 4              | 5             | 6      | 7              | 8        | 9              | 10       |
|--------------|----------|---------------|----------------|----------------|---------------|--------|----------------|----------|----------------|----------|
| 2023-24      | 70,188   | 7,758         | 39,850         | 39,850         | 4,046         | 19,797 | 80,101         | 102,682  | 3,080          | 105,762  |
| 2024-25      | 105,762  | 7,757         | 167,028        | 172,039        | 4,046         | 20,391 | 82,504         | 8,469    | 254            | 8,724    |
| 2025-26      | 8,724    | 7,755         | 94,787         | 100,560        | 4,046         | 21,003 | 84,979         | -14,613  | -731           | -15,344  |
| 2026-27      | -15,344  | 7,753         | 129,215        | 141,197        | 4,083         | 21,633 | 88,329         | -75,964  | -3,798         | -79,763  |
| 2027-28      | -79,763  | 5,121         | 119,664        | 134,682        | 4,216         | 22,282 | 93,942         | -125,624 | -6,281         | -131,905 |
| 2028-29      | -131,905 | 2,592         | 152,570        | 176,870        | 4,225         | 22,951 | 96,967         | -214,401 | -10,720        | -225,121 |
| 2029-30      | -225,121 | 2,589         | 77,933         | 93,056         | 4,225         | 23,639 | 99,876         | -220,890 | -11,044        | -231,934 |
| 2030-31      | -231,934 | 1,762         | 21,141         | 26,001         | 4,225         | 24,348 | 102,872        | -156,825 | -7,841         | -164,667 |
| 2031-32      | -164,667 | 1,762         | 27,596         | 34,958         | 4,233         | 25,079 | 106,159        | -95,228  | -4,761         | -99,989  |
| 2032-33      | -99,989  | 1,762         | 5,819          | 7,592          | 4,233         | 25,831 | 109,344        | 0        | 0              | 0        |
| <b>Total</b> |          | <b>46,611</b> | <b>835,603</b> | <b>926,805</b> | <b>41,578</b> |        | <b>945,071</b> |          | <b>-41,843</b> |          |

|                | Single/Semi Detached | Medium Density Multiple | 2 Bedroom Apartment | 1 Bedroom Apartment |
|----------------|----------------------|-------------------------|---------------------|---------------------|
| <b>DC/Unit</b> | <b>\$19,797</b>      | <b>\$15,767</b>         | <b>\$11,526</b>     | <b>\$7,080</b>      |

Table G.4

**COMMERCIAL SEWER**  
**Region-Wide Development Charge (With-out Seaton)**  
**Cash Flow Calculation of the Residential Development Charge**  
**(\$000's)**

| Year                            | 1                               | 2                      | 3                             | 4                                  | 5  | 6  | 7                              | 8                   | 9                 | 10                               | 11                           |
|---------------------------------|---------------------------------|------------------------|-------------------------------|------------------------------------|--|--|--------------------------------|---------------------|-------------------|----------------------------------|------------------------------|
| DC Reserve Fund Opening Balance | DC Reserve Fund Opening Balance | Existing Debt Payments | Development Related Exp Total | Development Related Exp Commercial | Development Related Exp. Inflated @ 3.0% | Estimated Development sq. ft. Commercial | Charge sq. ft. Inflated @ 3.0% | Anticipated Revenue | Surplus (Deficit) | Int. Earnings 3%/debt rate 5.00% | DC Reserve Fund Closing Bal. |
| 2023-24                         | 10,593                          | 815                    | 9,242                         | 3,577                              | 3,577                                    | 703,220                                  | 10.32                          | 7,257               | 13,458            | 404                              | 13,861                       |
| 2024-25                         | 13,861                          | 687                    | 37,737                        | 14,604                             | 15,043                                   | 703,220                                  | 10.63                          | 7,474               | 5,606             | 168                              | 5,774                        |
| 2025-26                         | 5,774                           | 687                    | 24,528                        | 9,492                              | 10,070                                   | 703,220                                  | 10.95                          | 7,698               | 2,715             | 81                               | 2,797                        |
| 2026-27                         | 2,797                           | 686                    | 26,638                        | 10,309                             | 11,265                                   | 703,220                                  | 11.28                          | 7,929               | -1,225            | -61                              | -1,286                       |
| 2027-28                         | -1,286                          | 271                    | 24,713                        | 9,564                              | 10,764                                   | 703,220                                  | 11.61                          | 8,167               | -4,154            | -208                             | -4,362                       |
| 2028-29                         | -4,362                          | 204                    | 53,453                        | 20,686                             | 23,981                                   | 802,600                                  | 11.96                          | 9,601               | -18,946           | -947                             | -19,894                      |
| 2029-30                         | -19,894                         | 204                    | 23,309                        | 9,021                              | 10,771                                   | 802,600                                  | 12.32                          | 9,889               | -20,979           | -1,049                           | -22,028                      |
| 2030-31                         | -22,028                         | 110                    | 6,709                         | 2,596                              | 3,193                                    | 802,600                                  | 12.69                          | 10,186              | -15,145           | -757                             | -15,903                      |
| 2031-32                         | -15,903                         | 110                    | 7,765                         | 3,005                              | 3,807                                    | 802,600                                  | 13.07                          | 10,491              | -9,328            | -466                             | -9,794                       |
| 2032-33                         | -9,794                          | 110                    | 1,786                         | 691                                | 902                                      | 802,600                                  | 13.46                          | 10,806              | 0                 | 0                                | 0                            |
| <b>Total</b>                    |                                 | <b>3,884</b>           | <b>215,881</b>                | <b>83,546</b>                      | <b>93,373</b>                            | <b>7,529,100</b>                         |                                | <b>89,500</b>       |                   | <b>-2,836</b>                    |                              |

|                                   |                   |
|-----------------------------------|-------------------|
| <b>Development Charge/sq. ft.</b> | <b>Commercial</b> |
| <b>\$</b>                         | <b>10.32</b>      |

Table G.5

**INDUSTRIAL SEWER**  
**Region-Wide Development Charge (With-out Seaton)**  
**Cash Flow Calculation of the Residential Development Charge**  
**(\$000's)**

| Year                            | 1                      | 2                             | 3                                  | 4  | 5  | 6                              | 7                   | 8                 | 9                                | 10                           | 11      |
|---------------------------------|------------------------|-------------------------------|------------------------------------|--|--|--------------------------------|---------------------|-------------------|----------------------------------|------------------------------|---------|
| DC Reserve Fund Opening Balance | Existing Debt Payments | Development Related Exp Total | Development Related Exp Industrial | Development Related Exp. Inflated @ 3.0% | Estimated Development sq. ft. Industrial | Charge sq. ft. Inflated @ 3.0% | Anticipated Revenue | Surplus (Deficit) | Int. Earnings 3%/debt rate 5.00% | DC Reserve Fund Closing Bal. |         |
| 2023-24                         | 27,921                 | 509                           | 9,242                              | 4,796                                    | 4,796                                    | 1,568,560                      | 5.91                | 9,269             | 31,885                           | 957                          | 32,842  |
| 2024-25                         | 32,842                 | 509                           | 37,737                             | 19,586                                   | 20,173                                   | 1,568,560                      | 6.09                | 9,547             | 21,707                           | 651                          | 22,359  |
| 2025-26                         | 22,359                 | 509                           | 24,528                             | 12,730                                   | 13,505                                   | 1,568,560                      | 6.27                | 9,834             | 18,178                           | 545                          | 18,724  |
| 2026-27                         | 18,724                 | 509                           | 26,638                             | 13,825                                   | 15,107                                   | 1,568,560                      | 6.46                | 10,129            | 13,237                           | 397                          | 13,634  |
| 2027-28                         | 13,634                 | 509                           | 24,713                             | 12,826                                   | 14,436                                   | 1,568,560                      | 6.65                | 10,433            | 9,122                            | 274                          | 9,396   |
| 2028-29                         | 9,396                  | 509                           | 53,453                             | 27,742                                   | 32,161                                   | 1,459,500                      | 6.85                | 9,998             | -13,275                          | -664                         | -13,939 |
| 2029-30                         | -13,939                | 509                           | 23,309                             | 12,098                                   | 14,445                                   | 1,459,500                      | 7.06                | 10,298            | -18,594                          | -930                         | -19,524 |
| 2030-31                         | -19,524                | 509                           | 6,709                              | 3,482                                    | 4,282                                    | 1,459,500                      | 7.27                | 10,607            | -13,707                          | -685                         | -14,392 |
| 2031-32                         | -14,392                | 509                           | 7,765                              | 4,030                                    | 5,105                                    | 1,459,500                      | 7.49                | 10,926            | -9,081                           | -454                         | -9,535  |
| 2032-33                         | -9,535                 | 509                           | 1,786                              | 927                                      | 1,210                                    | 1,459,500                      | 7.71                | 11,253            | 0                                | 0                            | 0       |
| <b>Total</b>                    |                        | 5,086                         | 215,881                            | 112,042                                  | 125,221                                  | 15,140,300                     |                     | 102,295           |                                  | 91                           |         |

|                                   |                   |
|-----------------------------------|-------------------|
| <b>Development Charge/sq. ft.</b> | <b>Industrial</b> |
| \$                                | 5.91              |

Table G.6

**INSTITUTIONAL SEWER**  
**Region-Wide Development Charge (With-out Seaton)**  
**Cash Flow Calculation of the Residential Development Charge**  
**(\$000's)**

| Year                            | 1                               | 2                      | 3                             | 4                                     | 5  | 6   | 7                              | 8                   | 9                 | 10                               | 11                           |
|---------------------------------|---------------------------------|------------------------|-------------------------------|---------------------------------------|--|---|--------------------------------|---------------------|-------------------|----------------------------------|------------------------------|
| DC Reserve Fund Opening Balance | DC Reserve Fund Opening Balance | Existing Debt Payments | Development Related Exp Total | Development Related Exp Institutional | Development Related Exp. Inflated @ 3.0% | Estimated Development sq. ft. Institutional | Charge sq. ft. Inflated @ 3.0% | Anticipated Revenue | Surplus (Deficit) | Int. Earnings 3%/debt rate 5.00% | DC Reserve Fund Closing Bal. |
| 2023-24                         | 323                             | 7                      | 9,242                         | 869                                   | 869                                      | 755,120                                     | <b>2.52</b>                    | 1,905               | 1,353             | 41                               | 1,394                        |
| 2024-25                         | 1,394                           | 7                      | 37,737                        | 3,547                                 | 3,654                                    | 755,120                                     | 2.60                           | 1,963               | -305              | -15                              | -320                         |
| 2025-26                         | -320                            | 7                      | 24,528                        | 2,306                                 | 2,446                                    | 755,120                                     | 2.68                           | 2,021               | -752              | -38                              | -789                         |
| 2026-27                         | -789                            | 7                      | 26,638                        | 2,504                                 | 2,736                                    | 755,120                                     | 2.76                           | 2,082               | -1,451            | -73                              | -1,523                       |
| 2027-28                         | -1,523                          | 7                      | 24,713                        | 2,323                                 | 2,615                                    | 755,120                                     | 2.84                           | 2,145               | -2,000            | -100                             | -2,100                       |
| 2028-29                         | -2,100                          | 7                      | 53,453                        | 5,025                                 | 5,825                                    | 861,680                                     | 2.93                           | 2,521               | -5,412            | -271                             | -5,682                       |
| 2029-30                         | -5,682                          | 7                      | 23,309                        | 2,191                                 | 2,616                                    | 861,680                                     | 3.01                           | 2,596               | -5,710            | -285                             | -5,995                       |
| 2030-31                         | -5,995                          | 7                      | 6,709                         | 631                                   | 776                                      | 861,680                                     | 3.10                           | 2,674               | -4,104            | -205                             | -4,309                       |
| 2031-32                         | -4,309                          | 7                      | 7,765                         | 730                                   | 925                                      | 861,680                                     | 3.20                           | 2,754               | -2,486            | -124                             | -2,611                       |
| 2032-33                         | -2,611                          | 7                      | 1,786                         | 168                                   | 219                                      | 861,680                                     | 3.29                           | 2,837               | -0                | -0                               | -0                           |
| <b>Total</b>                    |                                 | <b>72</b>              | <b>215,881</b>                | <b>20,293</b>                         | <b>22,680</b>                            | <b>8,084,000</b>                            |                                | <b>23,498</b>       |                   | <b>-1,070</b>                    |                              |

|                                   |                      |
|-----------------------------------|----------------------|
| <b>Development Charge/sq. ft.</b> | <b>Institutional</b> |
|                                   | <b>\$ 2.52</b>       |